

EL CENTRO REDEVELOPMENT PLAN

CITY OF TUCSON
PLANNING DEPARTMENT

SEPTEMBER 1983

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Adopted by Mayor and Council - September 26, 1983 - Resolution 12437

FORMAL ACTION

Mayor and Council:

December 13, 1982 - Resolution No. 12108 (Blight Declaration)

September 26, 1983 - Resolution No. 12437 (Adoption)

November 23, 1987 - Resolution 14274 & 14275 (Amendment)

HEARINGS

Mayor & Council:

September 26, 1983

November 23, 1987

Planned Area Developments were originally adopted as "Specific Plans" pursuant to the Tucson *Zoning Code* and, subsequently, the Tucson *Land Use Code*. The terms "Specific Plan (SP)" and "Specific Planned (SP) Districts" were changed to "Planned Area Development (PAD)" and "Planned Area Development (PAD) Districts" by Ordinance 9374 which was adopted by Mayor and Council on April 10, 2000. This change in title does not affect the substantive provisions for the districts as adopted.

EL CENTRO REDEVELOPMENT PLAN

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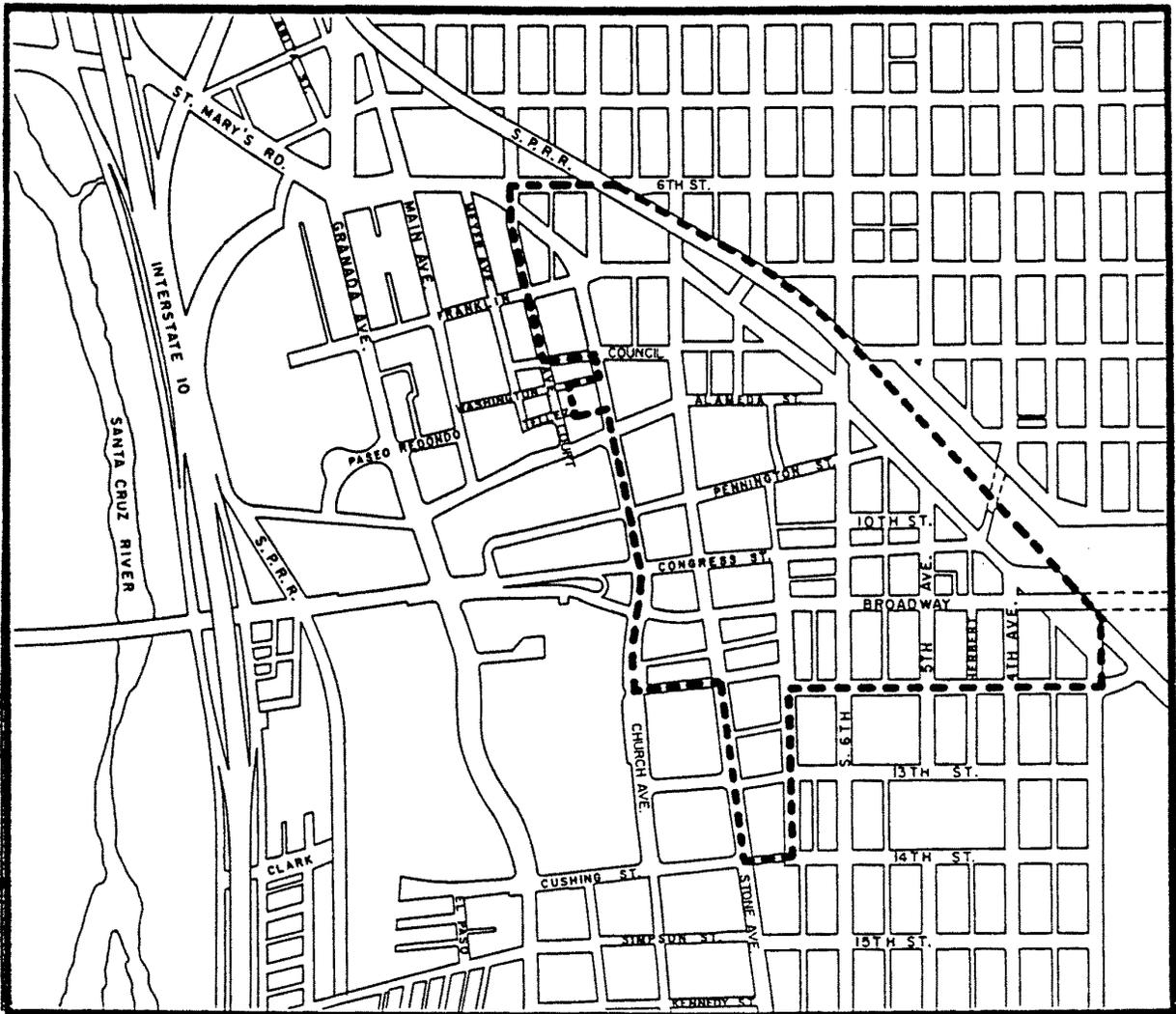
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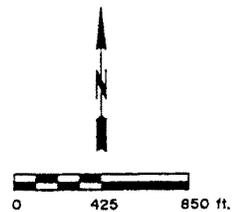
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El Centro Redevelopment Area
Project Area Boundary

----- Boundary



Profile

The *El Centro Redevelopment Plan* covers various blocks of land parcels in the downtown roughly bounded on the north by Sixth Street, on the east by the Southern Pacific Railroad, and on the south by 12th Street, Cushing Street and Ochoa Street.

Purpose

This *Redevelopment Plan* is different from other redevelopment plans adopted by the City in that it does not specify actual redevelopment projects to be undertaken. Rather, when specific redevelopment projects are identified, sub-area plans will be developed if condemnation is foreseen, and processed as amendments to this *Plan*. As adopted, the *Plan* establishes boundaries, objectives, generalized districts, and procedures.

Plan Background

The *Downtown Plan*, adopted in May 1978, provided a definition of downtown Tucson and its role in the community. The main focus of the *Plan* was the revitalization of the Downtown, dependent on a partnership and cooperation between public and private developers. Generally, the *Downtown Plan* provided the framework for improved downtown circulation, a high level of public transportation, upscale urban design concept, and establishment of the Downtown Development Authority.

To follow within that framework, a more refined plan establishing certain land uses and significant design objectives was needed. Subsequently, the *El Centro Redevelopment Plan* evolved as a further attainment of the goals and policies of the *Downtown Plan*. The *Plan* encouraged and facilitated major infrastructure improvements and resulted in programs for building preservation, rehabilitation, and construction.

The *Plan* has successfully met the objectives identified in Section VI.A promoting downtown as an activity center. Policy one facilitated the current construction of the downtown library at Stone and Alameda and the continuing development of the downtown Arts District. The on-going design solution for Aviation Corridor through the downtown and development of the downtown bus transit facility is reflective of policy two. Commitment to policy three is reflected through the *Plan's* strong support of the *La Entrada Planned Area Development* which promotes residential as a focal point in the downtown and this *Plan's* recent amendment outlining Special Resource Areas to preserve significant historical sites.

I

INTRODUCTION

The *El Centro Redevelopment Area* was designated by the Mayor and Council in December, 1982. This *Plan* establishes guidelines and procedures for development within the area. The *Plan* is prepared in accordance with the State of Arizona Slum Clearance and Redevelopment Act, A.R.S. §36-1471 et seq.

Exhibits to the plan consist of the following:

- Exhibit A - Project Area Boundary
- Exhibit B - Map of Existing Land Uses
- Exhibit C - Existing Building Conditions
- Exhibit D - Land Use Plan - Proposed Uses

This *Redevelopment Plan* is different than other redevelopment plans adopted by the City. This *Plan* does not identify specific redevelopment projects to be undertaken by the City. Specific sub-area plans shall be considered as amendments to the *Plan* when specific redevelopment projects are identified. Public site acquisition will be necessary from time to time; however, large scale public land acquisition, clearance, site planning, and redevelopment will be minimal.

The City's main role will be to assist and facilitate private sector investment in the area. This *Plan* also establishes certain land use and design objectives for the area; developers seeking public assistance will be expected to incorporate these objectives into their projects.

It is anticipated that most development activity in the area will be undertaken with private financing.

II

DEFINITIONS

- A. City. City of Tucson, Arizona or an entity authorized and empowered to act on its behalf.
- B. Developer. An individual or entity who owns, acquires, or leases properties in the redevelopment area for the purpose of developing in accordance with the plan.
- C. El Centro Redevelopment Area. That area designated as a redevelopment area, the boundaries of which are defined in Exhibit A.
- D. Development Districts. Three distinct sub-areas of the redevelopment area which are designated as (1) El Centro Core District, (2) El Centro Core Support District, and (3) El Centro Neighborhood Transition District. In addition, there is a Special Resource Area (SRA) designation.

(November 23, 1987, Resolution #14274 & 14275)

- E. Owner. An individual or entity owning "real property" within the boundaries of the redevelopment area.
- F. Plan. The *Redevelopment Plan* for *El Centro Redevelopment Area*.
- G. Planning Director. The administrative head of the Department of Planning for the City of Tucson.
- H. Redevelopment Law. The Slum Clearance and Redevelopment Act of the State of Arizona, Arizona Revised Statutes, §36-1471 et seq.
- I. State. The State of Arizona.
- J. Owner/Developer Participation Agreements. Voluntary agreements between the City and owners/developers of private property that lead to public assistance being provided to assist private development projects that the City deems to have public benefit.

III

BOUNDARIES OF THE EL CENTRO REDEVELOPMENT AREA

The boundary for this project is shown in Exhibit A.

IV

EXISTING LAND USES

Existing building conditions are shown in Exhibit B.

V

CONDITIONS OF REAL PROPERTY

Existing building conditions are shown in Exhibit C.

VI

REDEVELOPMENT PLAN OBJECTIVES AS THEY RELATE TO DEFINITE LOCAL OBJECTIVES

Objectives of the *Redevelopment Plan* for the project area, as they relate to definite local objectives regarding appropriate land uses, improved traffic, public transportation, public utilities, recreational and community facilities, and other public improvements and as they relate to the proposed land uses and building requirements in the redevelopment project area, include the following:

- A. Conformity with the land use policies of the *General Plan** for the City of Tucson with respect to land use, major streets and routes, and redevelopment which, among other things, identifies downtown as a major activity center and encourages the upgrading of the downtown area because: (i) downtown is the regional center for finance, culture, and government; (ii) a downtown can serve a useful function in a region for location of one-of-a-kind activities; (iii) the general health and image of the community depends on a vital, viable core; (iv) Tucson's downtown can be the focal meeting place for a racially and economically integrated community; and (v) government and private interests already have substantial investments downtown; local governments shall adopt policies aimed at preserving and upgrading the downtown. These policies shall focus on:
1. Continuing to place new one-of-a-kind governmental and cultural facilities such as a new main library in the downtown;
 2. Continuing to focus interregional transportation routes and terminals in the downtown; and
 3. Facilitating the development and retention of residential functions in the downtown through:
 - preserving historic dwellings and existing neighborhoods;
 - sponsoring new public housing consistent with the City's adopted Housing Assistance Plan;
 - encouraging timely private development of new residential uses in and near downtown.
- B. Further attainment of goals and policies of the *Plan for Downtown Tucson*, adopted May 30, 1978, as amended by *A Design Plan and Revitalization Program for El Centro de Tucson*, on December 9, 1980, which, among other things, acknowledges the importance and opportunity for new commercial, office, and hotel/motel development on vacant and under-utilized land in the downtown, the development of linkages and circulation networks between land use functions in the downtown, preservation of significant historic and archaeological sites, improvement of its visual environment, and furtherance of its economic viability.
- C. Consistency with other adopted downtown redevelopment plans, including Rio Nuevo, La Entrada, Southern Pacific Reserve, and Pueblo Center which, among other things, encourage the development of new residential, commercial, and industrial development in a manner that increases the inner-city population base and employment opportunities in order to create a more viable and vital commercial office and retail downtown area.

* *The General Plan* was originally adopted as the "*Comprehensive Plan*" pursuant to the Tucson *Zoning Code* and, subsequently, the Tucson *Land Use Code*. The term "Comprehensive Plan (CP)" was changed to the "General Plan" by Ordinance 9517, which was adopted by Mayor and Council on February 12, 2001. This change in title does not affect the content of the Plan.

- D. Consistency with other adopted area and neighborhood plans, such as, El Presidio, Old Pueblo South, University District, Santa Cruz River Park, and the West University Neighborhood, in order to preserve and improve existing adjacent downtown neighborhoods.
- E. Encourage and reinforce the growing atmosphere of cooperation and understanding between the public and private sectors through emphasis on owner participation as developers of project land subject to compliance with the *Plan*.
- F. Demonstrate solar energy design and construction techniques to promote efficient energy usage.
- G. Encourage excellence of design and of publicly accessible, landscaped open spaces and pedestrian linkages.
- H. Demonstrate design and construction techniques that minimize the use of water.
- I. Demonstrate awareness and sensitivity to the area's historic resources.

VII

LAND USE PLAN SHOWING PROPOSED USES OF THE AREA

The *Land Use Plan* is shown as Exhibit D. The *Land Use Plan* provides flexibility in land use and structural design to owner participants, subject to administrative and site plan review procedures to ensure the substantial attainment of *Redevelopment Plan* objectives, including quality design, provision of coordinated and landscaped pedestrian ways, and proper spatial relationships between buildings.

Exhibit D, the *General Land Use Plan*, identifies three land use and development districts and a Special Resource Area (SRA) designation. These districts and the SRA are distinguished by the uses permitted, development intensity, and parking provisions. A unified pedestrian circulation system will tie the three districts together. Where feasible, a unified pedestrian system will link the SRA to the development districts.

(November 23, 1987, Resolution #14274 & 14275 ECRP)

A. CORE DISTRICT

The El Centro core district is the region's business, legal and financial center. Within this compact area, a mix of uses will be encouraged at the highest intensity levels allowed in the region. Ground floor uses will have an inviting pedestrian environment which will encourage face-to-face interaction and exchange, emphasizing the regional uniqueness of downtown. Parking will be evaluated on a project-by-project basis and will be allowed in any one location depending on that parking facility's impact on the existing and planned traffic and pedestrian circulation system. Circulation within the core will be a carefully designed and balanced system including auto, transit, and pedestrian. Special attention will be given to strengthening pedestrian linkages between the core and the Government/United Bank Plaza areas as well as the residential areas surrounding downtown. Pedestrian amenities shall be developed throughout the core district.

Specifically, the following development standards shall apply:

1. Uses Permitted: Business, professional, and public office; retail; entertainment and recreational; restaurant; hotel; high density residential; and parking.
2. Development Pattern: Retail establishments, entertainment and recreational uses, restaurants and hotels, and lobbies will be encouraged to locate in ground floor space and at connections with above grade pedestrian facilities. If office uses locate in these areas, such uses will be required to have a strong pedestrian orientation. Otherwise, office uses will be encouraged only at non-pedestrian oriented spaces. In mixed-use buildings, parking will also be discouraged from locating in pedestrian oriented spaces, especially on the ground floor.
3. Height Restrictions: Additional building height, possibly restricted only by FAA or other relevant standards, would be available in the core district. A code change would be necessary to accomplish this.
4. Pedestrian Circulation: Pedestrian circulation and interaction will be encouraged in the core district through minimum sidewalk widths of 12 feet, improved sidewalk surfaces, handicapped ramps, and where appropriate, elevated walkways, benches or seating areas, pedestrian arcades, public open space, ground level illuminations, and shade, either through structural overhangs or trees. Development in core district blocks adjacent to the Government/United Bank Plaza complex will include pedestrian linkages to this complex as an integral part of their design.
5. Minimum Usable Open Space Per Residential Dwelling Unit: Consideration will be given to eliminating the open space requirement due to the special character and nature of the development area.

6. Required Parking: See the Parking Requirements in Section IX.C of this *Plan*.
7. Circulation: Circulation needs of the downtown shall be detailed in the Downtown Circulation and Parking Study being prepared as part of the State Route 210 planning effort.

B. CORE SUPPORT DISTRICT

The core support district will contain those uses needed to support the core district but that are not necessarily desirable in the core district, such as large parking structures. Adaptive reuse projects offer a strong potential for blending the old with the new. Downtown circulation patterns are dependent on the interface with State Route 210. Circulation in this area will again stress the importance of auto/transit/pedestrian mode balance and parking concentrations which produce minimized impacts on the total system. Pedestrian circulation will focus on linkages between parking and core district. Land Uses arranged in a complementary manner to pedestrian circulation will continue to be an important consideration in this district, along with the continuity of pedestrian amenities established in the core district.

Specifically, the following development standards shall apply:

1. Uses Permitted: Business, professional, public and general purpose office; retail; general services; entertainment and recreational; restaurant; hotel; high density residential; and parking.
2. Development Pattern: Ground floor uses will be designed to encourage and attract pedestrian traffic. Whenever possible, historic and contributing structures will be retained in adaptive reuse projects. Unsatisfied parking needs generated in the core district will be satisfied in this district.
3. Height Restrictions: Building height will be limited to 300 feet.
4. Pedestrian Circulation: Pedestrian circulation and interaction will be encouraged in the core support district through minimum sidewalk widths of 12 feet, improved sidewalk surfaces, handicapped ramps, and where appropriate, elevated walkways, benches or seating areas, pedestrian arcades, public open space, ground level illuminations, and shade, either through structural overhangs or trees. Development in core support district blocks adjacent to the Government/United Bank Plaza will include pedestrian linkages to this complex as an integral part of their design.
5. Minimum Usable Open Space Per Residential Dwelling Unit: Consideration will be given to eliminating the open space requirement due to the special character and nature of the development area.

6. Required Parking: See the Parking Requirements in Section IX.C. of this *Plan*.
7. Circulation: (same as VII.A.7)

C. NEIGHBORHOOD TRANSITION DISTRICT

The neighborhood transition district provides the interface between existing historic areas and both core districts. In this area, medium intensity uses are encouraged which buffer historic districts from high intensity core area land uses. Adaptive reuse of existing structures should always be given strong consideration when plans for new development are prepared. Pedestrian circulation in this area should focus on encouraging local residents to walk downtown.

Specifically, the following development standards shall apply:

1. Uses Permitted: Business, professional, public and general purpose office; general service and retail; entertainment and recreational; hotel; restaurant; high density residential; and parking.
2. Development Pattern: This district emphasizes adaptive reuse with older structures to capitalize on existing character of surrounding residential areas. Parking concentrations should be limited, with the highest concentrations on the district edges adjacent to the core areas.
3. Height Restrictions: All new development should be sensitive to the scale of the surrounding development.
4. Pedestrian Circulation: The treatment of pedestrian facilities should focus on encouraging surrounding neighborhood residents to use downtown and become involved in downtown activities. This can be accomplished through improved sidewalks, good lighting, and shade trees.
5. Minimum Usable Open Space Per Residential Dwelling Unit: Consideration will be given to eliminating the open space requirement due to the special character and nature of the development area.
6. Required Parking: See the Parking Requirements in Section IX.C. of this *Plan*.
7. Circulation: (same as VII.A.7)

D. SPECIAL RESOURCE AREA (SRA)

The Special Resource Area (SRA) designation recognizes unique historical, archaeological, and arts and cultural resources that significantly enhance the El Centro Area and contribute to the realization of the goals of the *Plan*. In the SRA, uses are encouraged which capitalize on the character of the special resources, encourage arts and culturally related activities, and enhance the vitality and viability of the downtown. Because of the unique characteristics required for the SRA designation, Special Resource

Areas will be identified and evaluated on a case-by-case basis through an amendment to the ECRP. Where appropriate, adaptive reuse of existing structures that contribute to the special resource should be given strong consideration.

Specifically, the following development standards shall apply:

1. Uses Permitted: Business, professional, public and general purpose office; general service and retail; cultural, entertainment and recreational, including museums and areas for public assembly; hotel; restaurant; high density residential; and parking.
2. Development Pattern: This designation emphasizes a pattern of comprehensive development that combines new development, with adaptive reuse of existing older structures where possible, to capitalize on the unique character of the SRA. New development shall be directly related to the preservation, protection, interpretation and/or display of existing archaeological or historical resources, or directly contribute to the enhancement and promotion of arts and cultural resources. Parking concentrations should be limited, with special sensitivity to adjacent neighborhoods.
3. Height Restrictions: Building heights shall be determined on a site-specific basis. Strong consideration shall be given to the nature of the special resource, its relationship to key entry arterials to *El Centro*, and adjacent building heights.
4. Pedestrian Circulation: The treatment of pedestrian facilities shall encourage pedestrian activities in the downtown and provide enhanced linkages from existing neighborhoods to the core areas.

This can be accomplished through improvements such as sidewalk treatment, lighting, and shade trees. Improvements shall be designed so as to complement the scale and character of historic streetscapes, where appropriate.
5. Minimum Usable Open Space Per Residential Dwelling Unit: Consideration will be given to revising the open space requirement due to the special character and nature of the SRA.
6. Required Parking: See the Parking Requirements in Section IX.C of this *Plan*.
7. Circulation: (same as VII.A.7).

(November 23, 1987, Resolution #14274 & 14275 ECRP)

VIII

INFORMATION SHOWING THE STANDARDS OF POPULATION DENSITIES, LAND COVERAGE, AND BUILDING INTENSITIES IN THE AREA AFTER REDEVELOPMENT

Population density, land coverage, and building intensity in the Redevelopment Area are currently controlled by existing City development regulations. The land use plan discussed above in Section VII., however, shows that the core area will be one of the most intensely developed areas in the community, while achieving the plan objectives identified in Section VI. Development intensities will be decreased away from the core district to protect the historic character of the areas adjacent to the neighborhood transition districts.

New development intensities and standards are also discussed in Section VII. and include permitted uses, allowable development patterns, height restrictions, pedestrian circulation, residential open space requirements, parking, and circulation. These elements likely will need to be implemented through changes to existing City code discussed below in Section IX., Proposed Changes in Zoning Ordinances.

IX

PROPOSED CHANGES IN ZONING ORDINANCES AND MAPS, STREET LAYOUTS, STREET LEVELS AND GRADES, BUILDING CODES, AND ORDINANCES

A. ZONING CHANGES

Zoning changes will be carried out in accordance with the legally established procedures of the City of Tucson. The planned area development option is also available and will be encouraged for large developments. Transferable development rights will also be considered. Zoning changes may consist of the rezoning of individual parcels of land or revisions and changes to the zoning ordinance. Whether the ordinance is revised by changes to existing zones or the creation of new zones, the following, at minimum, will have to be changed to achieve the development standards specified in Section VII.

1. Core District: Changes will be required to permit additional height of buildings, to define the types of land uses, to accommodate the desired pedestrian circulation systems, and to amend the residential open space requirement.
2. Core Support District: Changes in the City of Tucson *Land Use Code (LUC)* will be required to define the permitted land uses, to limit or restrict the types of ground floor land uses, to accommodate the desired pedestrian circulation system, and to amend the residential open space requirement.

3. Neighborhood Transition District: Changes in the City of Tucson *Land Use Code (LUC)* will be required to accommodate permitted land uses, to limit or restrict the types of ground floor land uses, to provide for approved building heights, to recognize necessary building setbacks, to accommodate the desired pedestrian circulation system, and to amend the residential open space requirement.
4. Special Resource Area: Changes in the *Land Use Code* will be required to accommodate permitted land uses, to limit or restrict the types of ground floor land uses, to provide for approved building heights, to recognize necessary building setbacks, to accommodate the desired pedestrian circulation system, and to amend the residential open space requirement.

(November 23, 1987, Resolution #14274 & 14275 ECRP)

B. STREET CHANGES

1. Entry Points: The following streets are identified as key entry points to El Centro: Broadway, Congress, Church, Stone, and Sixth Avenue. It is the primary intent of this *Plan* to retain these streets as major access points to and/or from El Centro in coordination with plans for serving El Centro from State Route 210.
2. Internal Circulation: Internal circulation in El Centro will promote a balance between auto, transit, and pedestrian access in a manner that promotes a pedestrian environment in the core district, promotes access to major structured parking facilities, and routes through traffic in a manner compatible with the core district of El Centro.
3. Transit System: El Centro will continue to serve as the focal point of the regional transit system.

C. PARKING REQUIREMENTS

A primary intent of the *Plan* is to encourage the development of a downtown-wide parking plan to guide the location of additional parking in the area. This plan should focus on a variety of techniques, such as in-lieu parking fees, a parking assessment district, joint use of shared parking facilities, transit and carpool credits, a downtown parking authority, and differential rates by location and type of parking served. To be implemented, the parking regulations will have to be amended.

Locations of parking facilities should be planned carefully so that traffic on the adjacent street system will not be disrupted by parking activities. Parking facilities in the downtown area should be located, designed, and priced to serve four distinct types of daily uses: (a) long-term or all-day employee parking; (b) employee parking for executives and others requiring midday use of car; (c) short-term patron parking; and (d) errand parking (of 15 to 20 minutes maximum duration).

1. Parking Plan: Additional study will be required to develop this parking plan. Specifically, the following should be accomplished:
 - a. A study to determine the concentration or magnitude of parking to be allowed in any one location.
 - b. A new set of parking requirements specifically for El Centro. Some of the techniques to be considered in the new parking requirements are: in-lieu fee payment for required parking, a parking assessment district for downtown, criteria for shared parking facilities, transit and carpool credits.
 - c. As part of the new parking requirements for downtown, use of the nonconforming use clause, Section 23-620(4), will be excluded in the downtown.
 - d. A private or quasi-public downtown parking authority should be established. Potential roles for this authority are:
 - 1) Coordinate the management of existing public parking;
 - 2) Develop funding sources for new public parking facilities;
 - 3) Maintain a continuing inventory of downtown parking capacity;
 - 4) Make recommendations on parking space requirements for new developments;
 - 5) Construct parking facilities; and
 - 6) Provide educational material to the general public on the location and access to parking facilities downtown.
2. Parking Requirements: At the present time, the existing *Code* will regulate parking in the downtown. However, the parking plan and prior studies should investigate the feasibility of the following requirements for the three land use districts and the SRA.
 - a. Core District.
 - 1) Up to 100% of parking requirements may be met by in-lieu fees or parking assessment district payments.
 - 2) The interruption of pedestrian areas or paths by parking access will be minimized.
 - 3) Major parking space concentrations will be encouraged to locate in the core support district.

- b. Core Support District.
 - 1) Up to 50% of parking requirements may be met by in-lieu fees or parking assessment district payments.
 - 2) The interruption of pedestrian paths by parking access will be minimized.
- c. Neighborhood Transition District.
 - 1) Up to 100% of parking requirements may be met by in-lieu fees or parking assessment district payments.
 - 2) Major parking space concentrations will be encouraged to locate in the core support district. When major parking space concentrations are located in this district, primary access will not be located along neighborhood edges.
 - 3) The interruption of pedestrian paths by parking access will be minimized.
- d. Special Resource Area.
 - 1) Up to 100% of parking requirements may be met by in-lieu fees or parking assessment district payments.
 - 2) Major parking space concentrations will be encouraged to locate in the core support district. If the SRA is located in or adjacent to a neighborhood, parking shall be located and designed so as to minimize parking and traffic impact on the neighborhood. Parking structures shall not be allowed in neighborhoods.
 - 3) The interruption of pedestrian paths by parking access will be minimized.

(November 23, 1987, Resolution #14274 & 14275 ECRP)

D. BUILDING CODES

It is unlikely that the *Plan* will result in the modification or change of existing building codes. The only exception would be to investigate the feasibility of incorporating the historic building code developed by the U. S. Department of Housing and Urban Development as a local addition to the Uniform Building Code. Such buildings are now being identified in a survey of historic resources in the downtown area.

X

KIND AND NUMBER OF SITE IMPROVEMENTS AND ADDITIONAL PUBLIC UTILITIES REQUIRED TO SUPPORT NEW LAND USES AFTER REDEVELOPMENT

- A. Adequate gas, electric, water, and telephone services are available within the project area. To the extent that is necessary and incidental to site improvement and project construction, some of these utilities may be relocated, realigned, or replaced. It is likely that a new wastewater sewer trunk line may need to be constructed to service the core district.
- B. Certain drainage improvements, as identified by the City in the Downtown Drainage Study, may be constructed by the City of Tucson from time to time to improve storm drain capacity.
- C. Certain street improvements will be constructed in coordination with plans for downtown circulation and access to State Route 210.
- D. Depending upon future land use decisions, more intensive commercial office development may justify construction of parking garages or single level parking decks.
- E. One or more streets may be closed to auto traffic to encourage transit/pedestrian activity. Contributing factors to such a decision may include the nature of downtown development and downtown employment growth, increases in transit ridership, the construction of parking facilities, and final plans for access along State Route 210.

XI

PROPOSED METHOD AND ESTIMATED COST OF LAND ACQUISITION AND SITE PREPARATION AND ESTIMATED PROCEEDS OR REVENUES FROM DISPOSAL OF LAND TO REDEVELOPERS

A. PROPOSED METHODS

The primary method of accomplishing the objectives of the *Plan* will be through owner participation and financial participation agreements with the owners of property in the area. The *Plan* would be attained at substantially reduced public cost. Land exchanges might be effectuated to make properties more usable or to meet other public and private redevelopment objectives.

Acquisition appraisals, when necessary, will be prepared by competent independent appraisers as the basis for negotiations for the acquisition of project lands at their market value. If agreement on purchase price cannot be reached, condemnation suits may be initiated, with fair market value to be fixed by the courts.

B. ESTIMATED COSTS

Inasmuch as this *Plan* merely identifies an area to be redeveloped and not specific projects that will be undertaken, it is not possible to identify the costs associated with site improvements or public acquisition of sites. As any such expenditures would require Mayor and Council approval, the public will be kept informed of what those expenditures would be on a project-by-project basis. For these same reasons, it is also not possible to estimate the proceeds from the disposal of real property.

XII

PROPOSED METHOD OF FINANCING THE REDEVELOPMENT PROJECT

A. PRIVATE FINANCING

It is anticipated that most redevelopment activity in the area will be undertaken with private financing.

B. PUBLIC FINANCING

In some cases, public expenditures will be needed for planning, land acquisition, land write-down, site improvements, demolition and clearance, parking, and property rehabilitation. Public commitments will be provided from a variety of sources, including but not limited to: proceeds of land sales; land trades and exchanges; Housing and Community Development Act grants; the City of Tucson's Capital Improvement Program; State of Arizona funds; Pima County Flood Control Districts funds; Tucson Electric Power Company undergrounding district funds; local improvement districts; private gifts or donations; various other Federal grant-in-aid programs, including historic preservation and solar energy development assistance, industrial development and/or mortgage revenue bonds; and other funding sources, including tax increment financing. Public sector assistance may also be provided in the form of public improvements to provide incentives for private sector development. Such improvements may include streets, utilities, pedestrian walkways, plazas and open spaces, parking, and other improvements.

New innovative financing techniques may also be implemented to assist with project financing, including tax abatement by possessory interest, leases for air rights development, particularly as such leases preserve and protect existing special resources, and such other techniques as may be available. The cooperation of owner/developers in carrying out this *Plan* is strongly emphasized as an alternative to extensive public land acquisition.

(November 23, 1987, Resolution #14274 & 14275 ECRP)

C. TAX INCREMENT FINANCING

When tax increment financing is made available in Arizona, this redevelopment area will be designated as a tax increment financing area.

XIII

**FEASIBLE METHODS PROPOSED FOR THE RELOCATION OF FAMILIES TO BE
DISPLACED FROM THE REDEVELOPMENT AREA**

Relocation assistance will be provided in accordance with the City's adopted *General Relocation Plan* and Policies, dated June, 1978.

XIV

PLAN IMPLEMENTATION

The City will implement this *Plan* in three ways.

- A. The primary method will be owner/developer participation agreements. The City will develop specific criteria for its participation which will include the design objectives identified below in Section XV. and the site plan review process identified below in Section XVI.
- B. Another implementation method will be land acquisition and disposition by sale or lease.

(November 23, 1987, Resolution #14274 & 14275 ECRP)
- C. A final implementation method will be code changes as identified in Section IX. of this *Plan*.

XV

DESIGN OBJECTIVES

Developer(s) will be required to meet the design objectives enumerated below, in order to achieve sound and attractive development and to ensure that the new development is properly integrated into the area. The developer's proposals will be subject to the City's site plan and design review process. In the case of projects undertaken by a redevelopment entity, the developer must first receive the approval of the redevelopment entity prior to being submitted to the City for its review. The design objectives follow:

- A. Provide building orientation siting and an arrangement and relationship among uses and structures in an interesting sequence that defines, complements, and supports a strong pedestrian network and transportation system as an integral part of the overall design and project activity.
- B. Provide an attractive urban environment utilizing form and materials that blend harmoniously with adjoining areas.

- C. Provide for well-designed open spaces in relation to new buildings, including appropriately screened and landscaped pedestrian and parking areas.
- D. Provide maximum separation and protection of pedestrian access routes from vehicular traffic arteries and optimum internal pedestrian circulation routes within the development.
- E. Provide adequate setbacks or acoustical shielding from traffic noise.
- F. Otherwise reflect standards of quality and excellence required for acceptance of the concept through site plan review procedures.

XVI

SITE PLAN

Whenever a developer is acquiring land from the City via a disposition agreement pursuant to this *Plan* or a developer is entering into a developer participation agreement with the City, the following site plan review process shall apply:

It is expressly understood that approval of any site or architectural plans, including landscaping, signing, and lighting, is solely at the discretion of the Mayor and Council's designated entity, if applicable, for implementation of this project, with final approval by the City of Tucson as required by applicable Tucson City codes and applies to any and all features shown thereon; that any subsequent additions, deletions, or other modifications thereof are required to be resubmitted by the developer(s) for approval before actual construction can occur; and furthermore, that the regulations and controls of this *Plan* as they pertain to land use will be implemented where applicable by appropriate covenants and other provisions in the agreement for land disposition and conveyance executed pursuant thereto. The covenants may be utilized to enforce the provisions of this *Plan* in the event the City has acquired and reconveyed the property to a developer.

A. TIME OF SUBMITTAL

Site plans shall be submitted by the developer to the City for approval. Conceptual site plans, in less detail than outlined below, showing primary building locations and heights, parking layout, access and egress, and landscaped areas, are encouraged to be submitted for preliminary review at any time prior to final site plan submittal.

B. CONTENTS

Site plans shall be prepared by the developer in accordance with the requirements of the City of Tucson *Land Use Code (LUC)* and shall also include the following:

1. Landscape and Maintenance Plan: A landscape and maintenance plan shall be prepared at a sufficient scale to show the location, size, and species of all plant material, and the proposed water or irrigation system to be used, along with a maintenance schedule.
2. Floor Plans: Rough floor plans of the first floor and second floor where appropriate and any basement or subsurface parking of all buildings shall be prepared to evaluate adequate circulation. The floor plans shall be fully dimensioned and uses indicated. Floor plans for other typical floors shall also be submitted.
3. Elevation Renderings: Renderings, with dimensions, shall be prepared to depict elevation views of all sides of the proposed development, to include the height of buildings and structures, the dimensions of overhangs, and other appropriate dimensions.
4. Sign Plans: A plan shall be prepared showing the location, size, and lighting sources of all signs and other advertising devices.
5. Lighting Plan: A lighting plan shall be prepared for all parking areas and vehicular and pedestrian circulation areas to indicate the type and size of all lighting structures and illumination specifications.
6. Additional Information: Such other statistical or graphical information or material shall be prepared as may be desired by the developer or reasonably required by the Planning Director to depict unique characteristics of the site, its proposed development and use, including documentation of special resources and detailed plans for the preservation, protection, interpretation, and/or display of special resources.

(November 23, 1987, Resolution #14274 & 14275 ECRP)

C. APPROVAL OF SITE PLANS

Purchasers, lessees, or owner participants of land within the project area shall be required to develop land in accordance with approved plans which conform to the requirements of this *Plan*.

1. Planning Director's Review: The developer shall submit approved site plans to the City for its review and approval. Sufficient copies of the site plan shall be submitted to the Planning Director for review. The Planning Director shall submit the site plans to the Community Design Review Committee (CDRC), which shall have 30 days to complete its review. If there are revisions to the site plan, the developer shall make necessary revisions which shall be resubmitted for further review.

Approval of site plans by the Planning Director shall be the basis for the issuance of building permits, licenses, and certificates of occupancy.

2. Appeals: Appeals of any decision of the Planning Director shall be to the Mayor and Council.
3. Amendments to Site Plan: Amendments to the site plan shall be processed as an original site plan.

D. BUILDING CODES AND ORDINANCES

Developers shall comply with all applicable building codes and ordinances, including sign codes.

XVII

PROCEDURES FOR CHANGES IN APPROVED PLAN

The approved *Plan* may be amended from time to time as deemed necessary by an amendment prepared by the City of Tucson. Any amendment must comply with the requirements of State Law.

ADDENDUM

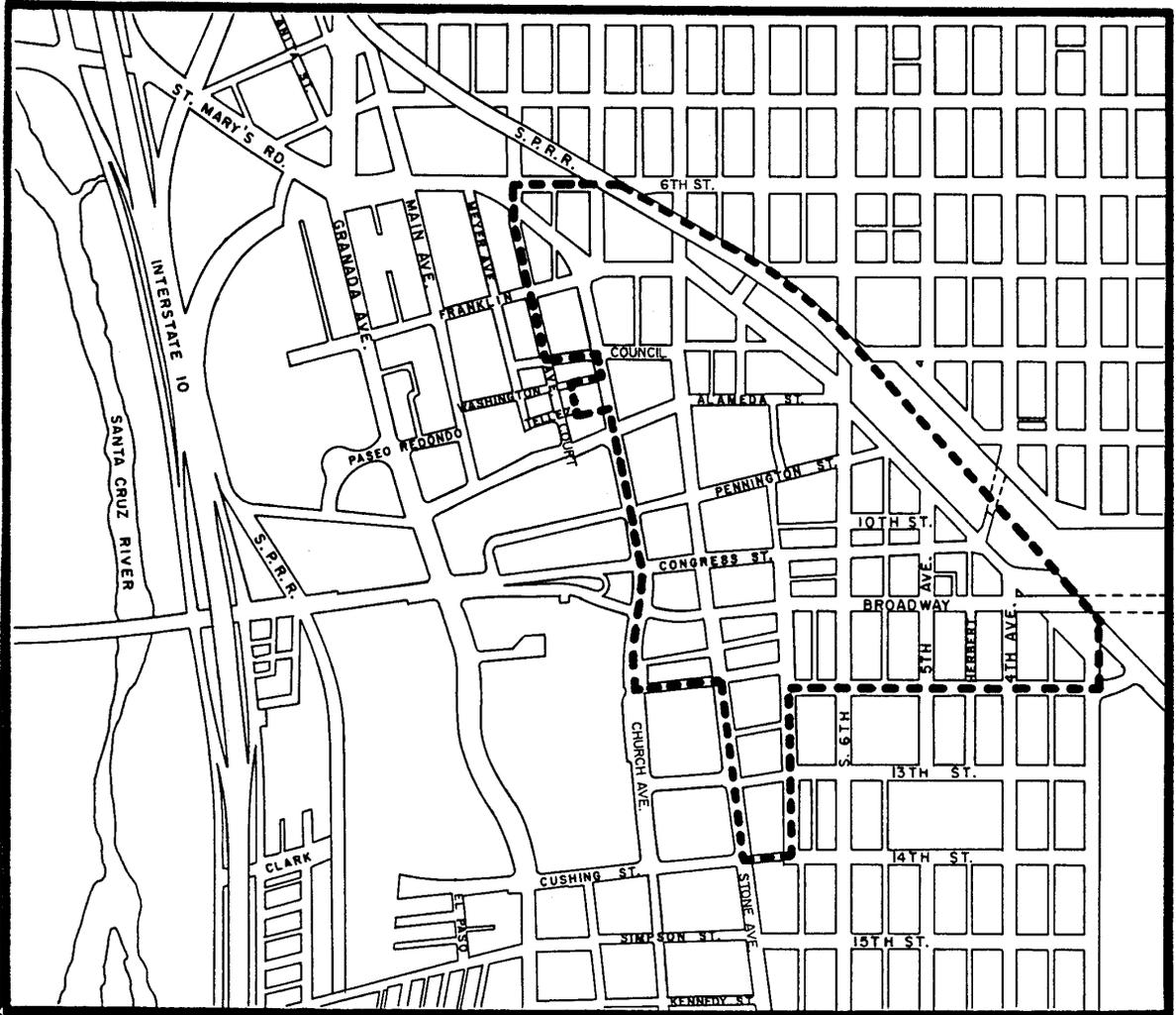
The following is a summary of an amendment to the *El Centro Redevelopment Plan* adopted by Mayor and Council on November 23, 1987, by Resolution #14274 & 14275.

The *El Centro Redevelopment Plan*, when originally adopted in September 1983, encompassed three land use districts. The November 23 amendment established a fourth land use district; the Special Resource Area (SRA) designation.

SRA's are intended to recognize unique cultural resources in and adjacent to the *Plan* area. New development within these areas is directly related to the preservation and protection of historic and archaeological resources or directly contribute to the enhancement and promotion of the arts and culture.

The initial SRA designation affects the three land parcels at the southwest corner of Washington Street and Church Avenue.

The three parcels referenced above are recognized as the Presidio/Pithouse Site and it is viewed as a significant part of Tucson's past.



El Centro Redevelopment Area
Project Area Boundary

----- Boundary

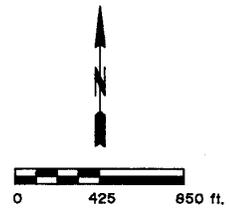
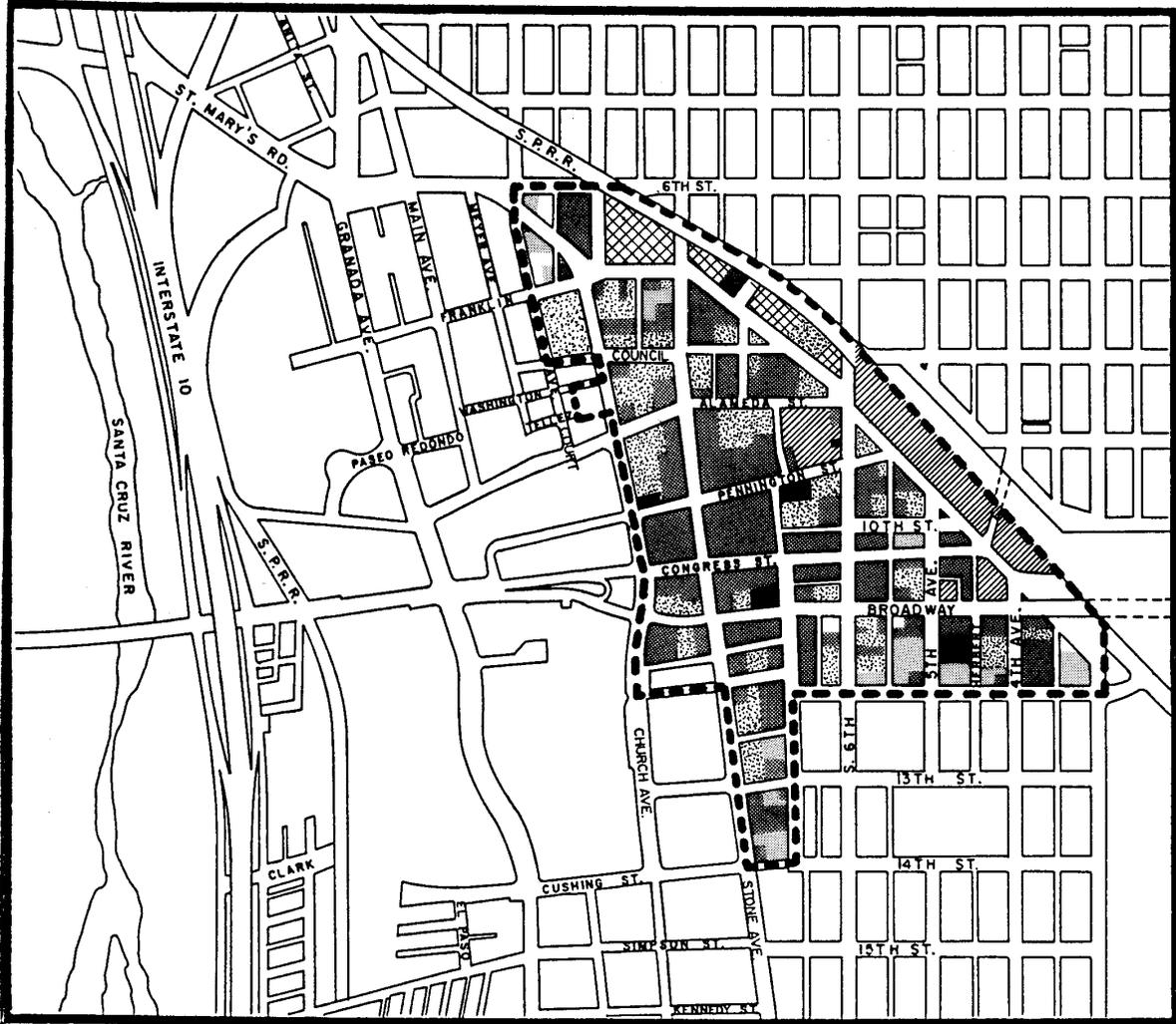
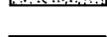


Exhibit A



El Centro Redevelopment Area
Existing Land Uses

-  Commercial
-  Residential
-  Industrial
-  Public
-  TCPU
-  Parking
-  Vacant

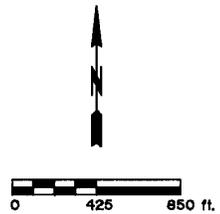
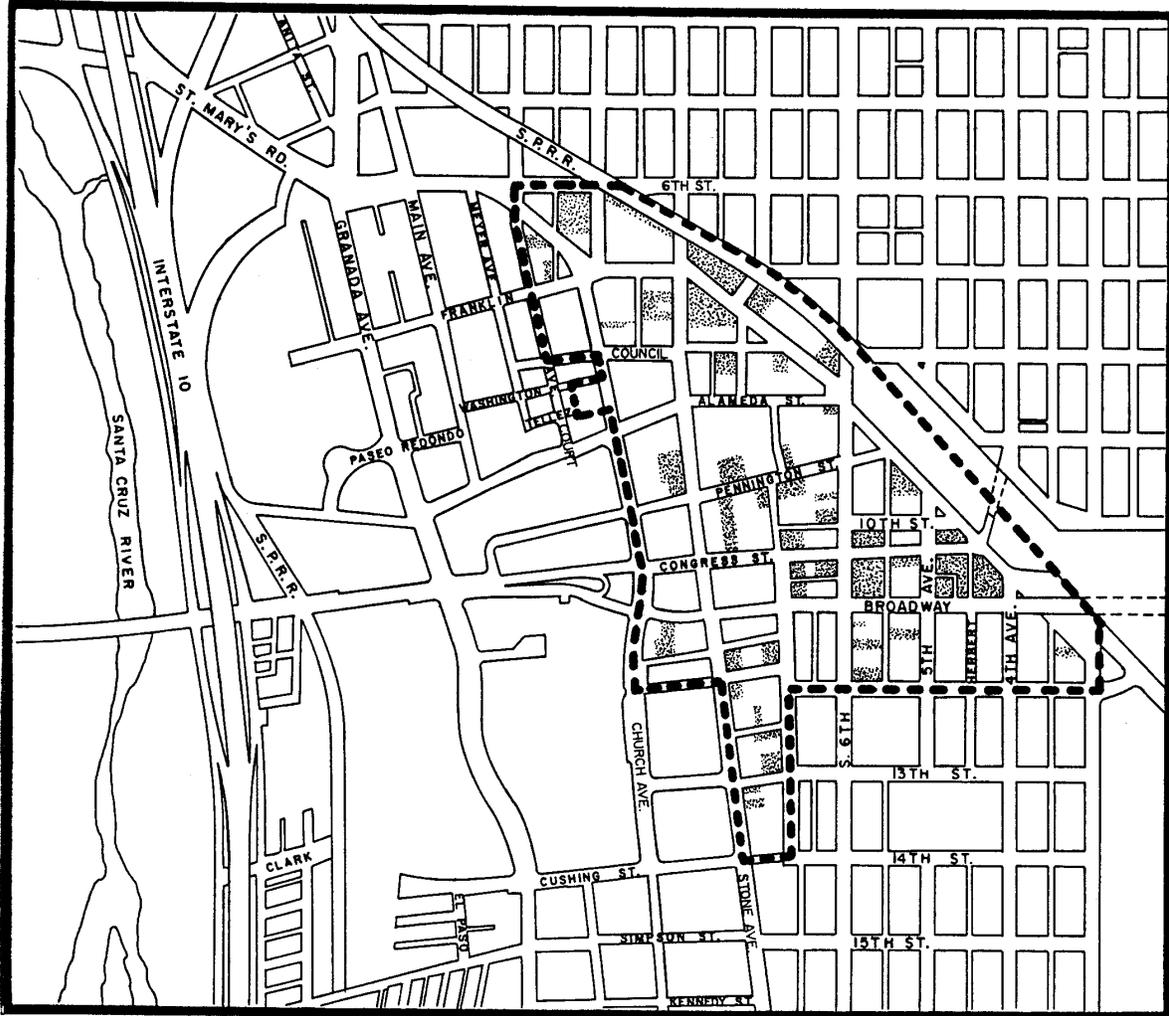


Exhibit B



El Centro Redevelopment Area
Existing Building Conditions

 Poor Conditions
(as defined by
Pima County
Assessors Office)

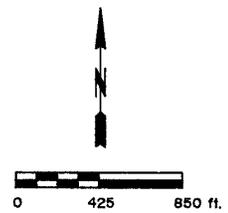
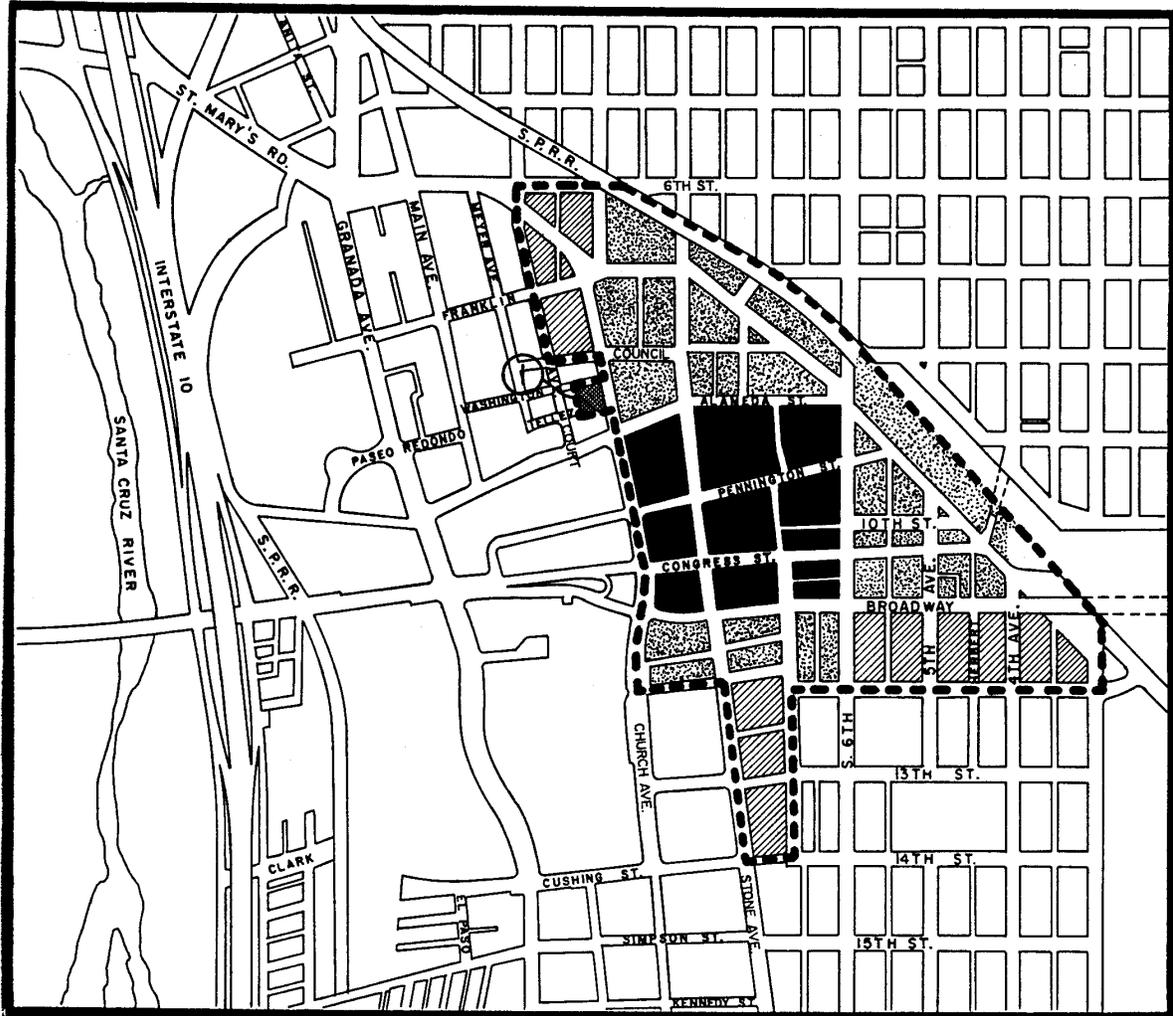


Exhibit C



El Centro Redevelopment Area
 Land Use Plan-
 Proposed Land Uses

-  Core District
-  Core Support District
-  Neighborhood Transition District
-  Special Resource Area
-  Pithouse /Presidio Site

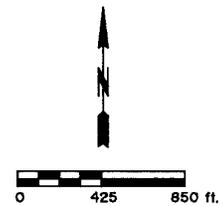


Exhibit D