

2001 Tucson General Plan Policies Related to Urban Design

Prepared for the Urban Design Policy Work Group Meeting – October 6, 2011, by the Plan Tucson Team, Planning and Community Development Division, City of Tucson Housing and Community Development Department.

2001 Tucson General Policies Related to Urban Design	THEMES ADDRESSED				
	Urban Form	Compatibility	Connectivity	Visual Quality	Protection / Safety
ELEMENT 1: GROWTH AREAS AND POPULATION					
Policy 5: Promote land use, transportation, and urban design improvements that would link the Downtown with Fourth Avenue, the Warehouse District, and the University of Arizona and would enhance the historic and cultural quality within the greater Downtown. [Page 1-10]		◆	◆		
Policies 22 and 28: Protect washes, linkages to important habitat areas, and wildlife corridors through design and development practices which respect the natural environment. [Pages 1-16 and 1-19]					◆
ELEMENT 2: LAND USE					
Policy 4: In the Evolving Edge Growth Area and the Future City Growth Area, support the development of Master Planned Communities (MPCs) and Neighborhoods where residential development is designed and scaled appropriately to the Desert Village Center. MPCs should: [Page 2-15] <ol style="list-style-type: none"> 1.) Have a minimum overall residential density that can sustain regular transit usage and provide the economic density to make Desert Village Centers viable; 2.) Consist of a series of Neighborhoods focused on a Community Center, integrated through open space and recreation areas and pedestrian, bike, transit, and the roadway system; 3.) Maximize connectivity of all transportation modes to enhance internal movement within and between individual Neighborhoods within the MPC, including appropriate connections to the regional circulation system; 4.) Provide Neighborhoods with clearly defined edges and a center that provides a social focus for the residents, giving them an identity and a sense of place; 5.) Optimize the size of a Neighborhood at a quarter mile from the center to the edge; 6.) Provide Neighborhood entry roads that are designed and landscaped as entry statements, terminating at the Neighborhood Center or taking advantage of existing vistas; 7.) Base the Neighborhood circulation system on a hierarchical network of streets, such as a spine road that provides primary access through the neighborhood, and secondary roads, decreasing in size/capacity, which provide multiple routes to diffuse traffic congestion and encourage pedestrian circulation; 8.) Provide Neighborhoods with a variety of housing types; and Include in Neighborhoods, a public space, such as a square or plaza/park area, and incorporate a transit stop as part of its design. 	◆		◆		

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<p>Policy 5: Support appropriate locations for commercial and office uses, with priority for development and redevelopment within the existing urbanized area located in the Central Core and Mid-City Growth Areas and the abutting areas of the Evolving Edge Growth Area to promote use and improvement of existing infrastructure, to increase pedestrian activity and transit use, and to meet residents' needs for goods and services in a cost-effective and equitable fashion. [Page 2-15].</p> <p>5.4: Support residentially-scaled neighborhood commercial and office uses along collector streets if the building is residentially scaled; the site design is pedestrian-oriented; the use will not generate significant auto traffic from outside the neighborhood; and the hours of operation are limited. In new MPCs and Neighborhoods, these residentially-scaled commercial and office uses may be located along local streets.</p> <p>5.5: Encourage the redevelopment and/or expansion of current strip commercial development that will improve traffic flow, pedestrian mobility and safety, and streetscape quality when:</p> <ol style="list-style-type: none"> 1.) The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses; 2.) Primary access can be generally provided from a major street; 3.) Required parking, loading, and maneuvering can be accommodated on site; 4.) Screening and buffering of adjacent residential properties can be provided on site; 5.) Adjacent uses can consolidate design elements, where feasible, such as access points, parking, landscaping, and screening; 6.) Current or future cross access between parcels and uses can be feasibly accommodated; and 7.) Buildings and their associated activities, such as, but not limited to, loading zones and dumpsters, can be oriented away from adjacent residential uses, toward the interior of the site or toward boundaries adjacent to similar uses. <p>5.8: Support the location of residentially-scaled office uses as a possible alternative to residential uses along major streets when:</p> <ol style="list-style-type: none"> 1.) The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses; 2.) Safe and appropriate access generally can be provided from a major street; 3.) Required parking, loading, and maneuvering can be accommodated on site; 4.) Screening and buffering of adjacent residential properties can be provided on site; 5.) Consideration is given to the consolidation of design elements, such as access points, parking, landscaping, and screening; and, 6.) Consideration is given to accommodating current or future cross access between adjacent parcels and uses. <p>5.9: Consider the conversion of residential structures to nonresidential uses or higher density residential uses where:</p> <ol style="list-style-type: none"> 1.) The project stabilizes and enhances the transition edge when adjacent to existing and future residential uses; 2.) Safe and appropriate access generally can be provided from a major street; 3.) Required parking, loading, and maneuvering can be accommodated on site; 4.) Screening and buffering of adjacent residential properties can be provided on site; 5.) Consideration is given to the consolidation of design elements, such as access points, parking, landscaping, and screening; and 6.) Consideration is given to accommodating current or future cross access between adjacent parcels and uses. <p>5.10: Investigate the use of zoning overlay districts as a way to foster mixed-use activity nodes, pedestrian and transit-oriented development areas, pedestrian-oriented districts, or other special design districts.</p>	◆	◆	◆		◆
<p>Policy 6: Promote continued development of Tucson's Downtown and other mixed-use activity centers in order to increase transit use; reduce air pollution; improve delivery of public and private services; and create inviting places to live, work, and play. [Page 2-20].</p> <p>6.12: Support the limitation of drive-through facilities and auto-related uses, such as the sale, rental, service, or repair of vehicles, in pedestrian-oriented districts. Banks, restaurants, and pharmacies that provide in-car service should assure that the drive-through design will not conflict with pedestrian circulation.</p> <p>6.15: Support neighborhood-scaled activity nodes that are designed to provide direct pedestrian and bicycle connections to the neighborhoods they serve.</p>	◆		◆		

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<p>Policy 7: Support the development of mixed use activity centers (Desert Village Center, MPC Center, and Neighborhood Center) in the Evolving Edge and the Future City Growth Areas when: [Page 2-23]</p> <ol style="list-style-type: none"> 1.) A Desert Village Center provides a broad range of goods and services, which may include a mix of private and public land uses, including entertainment, recreation, retail, restaurants, offices, libraries, hotels, public meeting facilities, child care, and other appropriate services; 2.) A Desert Village Center is planned to serve as the main transit hub for the Desert Village; 3.) A Desert Village Center and MPC Center includes higher densities in and around the center; 4.) A MPC Center provides a social focus for the MPC and includes provision of neighborhood scaled goods and services, a transit stop, public squares or plazas, parks, public facilities, schools, churches, etc.; 5.) A Neighborhood Center includes a public space and a transit stop, and, depending on its spatial relationship to the MPC Center, it may also contain public facilities and neighborhood-scaled commercial and office uses; 6.) Each center has a defined area; 7.) Each center has a consistent or compatible design theme; 8.) Each center is planned to be linked with the existing or future regional transit system and serves as the main transit stop for its service area; 9.) Each center is linked with the planned regional open space system; and 10.) Each center provides a comfortable, illuminated, and attractive pedestrian and bicycle environment that is integrated with surrounding residential areas. 	◆			◆	
<p>Policy 8: Promote industrial development and redevelopment that will contribute to Tucson’s overall economic vitality, environmental quality, and community character. [Page 2-24]</p> <p>8.1: Support opportunities for industrial development in locations served by existing infrastructure when appropriate design elements and/or land use transitions can be utilized to mitigate incompatible impacts on adjacent less intensive land uses. New industrial proposals will be evaluated on a case-by-case basis according to the following criteria:</p> <ol style="list-style-type: none"> 1.) Convenient access to highway, rail, or air services and routes; 2.) Nearby public transit to serve employees, especially for proposed large industrial facilities with high numbers of employees; 3.) Pedestrian access and facilities between bus stops and employment centers; 4.) Parking, loading, and maneuvering requirements are met on-site; and, 5.) Architectural detailing provided on all sides of structures and the landscaped setbacks from the front and the rear property lines. 		◆	◆	◆	
<p>Policy 9: Promote regional land use planning and coordination within metropolitan Tucson to provide more livable communities and more compact and integrated land use patterns. [Page 2-25]</p> <p>9.4: Improve coordination between land use and development activities and transportation planning. The complementary nature of both transportation and land use implementation activities shall be addressed by:</p> <p>Action 9.4.A: Promoting land use patterns designed to reduce vehicular trip length and/or frequency and by clustering complementary uses to facilitate combining trips, walking, and bicycling.</p> <p>Action 9.4.D: Promoting the design and implementation of efficient transportation corridors and circulation systems in all new developments.</p> <p>9.5: Develop coordinated growth management plans to guide future development to areas that are served by existing infrastructure to foster contiguous development and infilling and to protect environmentally sensitive areas.</p> <p>Action 9.5.A: Develop a combination of incentives and standards that foster more vital, less automobile-dependent neighborhoods through pedestrian- and bicycle-friendly design.</p>	◆		◆		

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ELEMENT 3: CIRCULATION					
<p>Policy 1: Mobility and Accessibility: Improve the mobility of people and goods throughout the region by providing efficient, effective, convenient, accessible, and safe transportation options for travel to employment, education, medical, and other desired destinations. [Page 3-2]</p> <p>1.12: Design, manage, and evaluate the performance of the transportation facilities in conformance with regional level of service capacity measures consistent with approved mobility management goals.</p>			◆		
<p>Policy 2: Circulation and Safety: Promote an effective, well-planned system of roadways that establishes a functional, safe, and aesthetic hierarchy of streets while incorporating the latest advanced technologies. [Page 3-3]</p> <p>2.7: Design streets with continuous pedestrian facilities of sufficient width to provide safe accessible use and opportunities for shade and shelter.</p> <p>2.8: Design neighborhood streets using appropriate traffic calming techniques and street widths to sustain the quality of life in the neighborhoods.</p> <p>2.9: Provide for the planning, design, construction, and operation of transportation facilities and services to reduce, to the greatest possible extent, the losses from accidents.</p>			◆		◆
<p>Policy 4: Bicycle Facilities: Plan for bicycle facilities throughout the region that provide for the safe and efficient means of transportation and recreation throughout the greater Tucson metropolitan area. [Page 3-5]</p> <p>4.4: Design bicycle facilities consistently throughout the region.</p>			◆		◆
<p>Policy 5: Pedestrian Facilities: Plan and encourage the use of pedestrian facilities as a critical element of a safe and livable community to meet the transportation and recreational needs of the community. [Page 3-6]</p> <p>5.3: Design pedestrian facilities that are direct, safe, comfortable, aesthetically pleasing, and continuous.</p>			◆		◆
<p>Policy 6: Environmental Considerations: Protect the natural and built environments from adverse impacts resulting from the provision of transportation facilities and services. Promote transportation facilities and services that enhance the quality of life of the communities within the region. [Page 3-6]</p> <p>6.1: Design transportation improvement projects to comply with air quality standards and avoid the creation of air quality hot spots.</p>					◆

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ELEMENT 4: COMMUNITY CHARACTER AND DESIGN					
<p>Policy 1: Preserve and enhance Tucson’s natural setting, urban form, and community image. [Page 4-5]</p> <p>1.1: Promote development that is compatible with Tucson’s overall urban form, community character, and environmental setting.</p> <p>Action 1.1.A: Establish community programs to publicize and seek support for preservation and enhancement of community character features, such as open space and natural, cultural, and historic resources.</p> <p>Action 1.1.B: Foster an appreciation of our setting in the Sonoran Desert through the Library's collections and services.</p> <p>Action 1.1.C: Organize and conduct public forums and neighborhood outreach meetings to identify the most important community character features and engage citizens in preservation and enhancement activities. The Library may provide forums for the discussion of critical issues facing a burgeoning population in a desert environment.</p> <p>Action 1.1.D: Publish and distribute to various interest groups (developers, neighborhood associations, community action groups, etc.) a map of community character features to be preserved and enhanced in the city including significant undisturbed areas of the Sonoran Desert for acquisition.</p> <p>Action 1.1.E: Develop programs necessary to preserve natural open space areas that define the urban/rural edge of the community.</p> <p>1.2: Promote cultural heritage programs that raise community awareness and sense of pride in Tucson’s history and traditions.</p> <p>Action 1.2.A: Continue to consult with representatives from registered neighborhood associations or Historic District Advisory Boards when National Register or local District resources are affected by proposed development.</p> <p>Action 1.2.B: Incorporate site-sensitive design, building techniques, and grading into future development plans to preserve significant sites, buildings, structures, and historic landmarks.</p> <p>1.3: Promote a spectrum of public arts programs and projects, including an expansion of the Percent for Art Program, building on the success of public artworks that have created unique landmarks along streets and linear parks, at civic gathering places, and within neighborhoods.</p> <p>1.4: Promote the planning and designing of streets and roads to complement Tucson’s urban form and be physically and visually integrated into the landscape so that: Streets in the foothills or adjacent to watercourses will be curvilinear and involve minimum grading and allow modification of curb, sidewalk, and street standards to preserve natural resources; and In flatter terrain, the existing grid network will remain an appropriate pattern for major streets.</p> <p>1.5: Promote a renewed community effort to control visual blight, such as unscreened storage areas and refuse containers, particularly along gateway and scenic routes.</p> <p>Action 1.5.A: Coordinate with Citizen and Neighborhood Services and Trees for Tucson to support citizen-initiated street and neighborhood improvements, such as street tree planting programs and neighborhood cleanup projects.</p> <p>Action 1.5.B: Develop programs and incentives that enlist the involvement of neighborhood businesses to enhance street and storefront landscaping and improve neighborhood streets, alleys behind businesses, and local streets that access businesses.</p> <p>1.6: Promote residential development that reinforces Tucson’s character and enlivens and provides market support for existing regional and neighborhood activity centers and nodes.</p> <p>Action 1.6.A: Encourage the development and revision, as needed, of standards and guidelines for the transition of development density and intensity between urban and rural areas; and</p> <p>Action 1.6.B: Promote standards for cluster housing and innovative site planning, particularly in fringe.</p>	◆	◆	◆	◆	◆
<p>Policy 2: Protect and restore natural watercourses. [Page 4-8]</p> <p>2.1: Preserve and maintain those watercourses that are natural and unaltered by development through public acquisition, regulation, and development incentives, such as density transfers and performance standards.</p> <p>Action 2.1.B: Continue to promote, design, and implement an open space system that utilizes watercourses to establish an interconnected network of riparian habitats.</p>			◆		◆

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<p>Policy 3: Preserve scenic views of natural features and community landmarks. [Page 4-9]</p> <p>3.1 Protect views from frequently used gathering places, major streets, and pedestrian paths to provide a sense of place and orientation.</p> <p>3.2 Protect, restore, and maintain views from high priority viewpoints, by encouraging view path analyses, scenic easements, billboard removal, or other protection strategies for public and private development.</p> <p>3.3 Evaluate the impacts of high-rise development along scenic and gateway corridors and river parks and support development that is designed to maintain priority views and is located in areas that already have a cluster of high- and midrise buildings.</p> <p>3.4 Reduce adverse impacts of development on prominent mountain peaks, ridges, and hillsides by continuing to administer and further refine the Hillside Development Zone provision in the <i>Land Use Code</i>.</p> <p>3.5 Promote the development of bridge design standards to take full advantage of scenic views from wash crossings.</p> <p>3.6 Encourage the construction of pullouts and rest areas at high priority scenic viewpoints to accommodate autos, bicycles, and hikers.</p> <p>3.7 Require that, whenever possible, telecommunications facilities be located, installed, and maintained to minimize visual impact, preserve views, and be consistent with the City's adopted land use plans and policies. Cabling and fiber optics should be installed underground where possible, and the visual impact of cellular towers will be a prime consideration in the City's acceptance and approval.</p> <p>3.8 Encourage residential subdivision design that responds to viewsheds of natural features and community landmarks.</p> <p>3.9 Review and update, as appropriate, the Scenic Corridor Zone.</p>				◆	◆
<p>Policy 4: Design and maintain streets to enhance their overall functional and aesthetic quality. [Page 4-10]</p> <p>4.1: Establish a functional and aesthetic hierarchy of streets in mastered planned and developing areas that promotes:</p> <ol style="list-style-type: none"> 1.) Street classification based on type, use, and visual quality; 2.) Vehicular connectivity integrated with existing adjacent neighborhoods and uses and/or provision for future connectivity with adjacent vacant parcels; 3.) A circulation system designed to strengthen bicycle and pedestrian connectivity to all areas of the neighborhood, including recreation areas and parks, adjacent uses, transit facilities, and activity centers; 4.) Street design to reflect a decreasing width toward the interior of residential neighborhoods as a means of calming traffic; 5.) Design elements to include a continuous pedestrian system of a width and design to provide safe egress and appropriate shade and shelter. Special attention should be focused where a pedestrian trail or walkway intersects with and/or crosses the street pattern; and 6.) Street design to incorporate appropriate traffic calming techniques, such as neck downs, rumble strips, traffic roundabouts, and chicanes to enhance alternate modes opportunities. 			◆	◆	◆

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ELEMENT 4: COMMUNITY CHARACTER AND DESIGN					
<p>4.2: Continue to develop standards and guidelines to improve the streetscape for alternate modes of transportation.</p> <p>Action 4.2.A: Consider amendments to the Major Streets and Routes (MS&R) Plan which include a functional and aesthetic street hierarchy (street classifications by type, use, and visual quality); pedestrian, bike, and transit facilities; and new classifications that recognize that roadways may exist and function in a variety of environments. These include “multimodal” or “pedestrian priority” streets (e.g., Mountain Avenue), Historic Routes (e.g., Fort Lowell Road), and Urban Trails (e.g., Old Spanish Trail).</p> <p>Action 4.2.B: Promote design criteria, guidelines, and standards applicable to elements of the street hierarchy that will improve the travel experience for bicyclists and pedestrians by:</p> <ol style="list-style-type: none"> 1.) Considering additional bike routes on redesigned streets, including strategically located collector and local streets where low traffic volumes will promote bike use; 2.) Promoting adequate and continuous walkways and sidewalk areas of a width and design to provide safe and appropriate shade and shelter; 3.) Strengthening pedestrian linkages to transit routes, bus stops, activity centers and nodes, and other destinations; and 4.) Seeking ways to Reduce the impacts of high-speed vehicular traffic at high pedestrian-use intersections by providing median and right-turn lane refuge islands. <p>Action 4.2.C: Continue to fine-tune, as needed, the Street Development Standard (Development Standard 3-01.0) so that the design of streets and roads will be sensitive to the natural topography and to adjacent neighborhoods and business districts by encouraging the designs of:</p> <ol style="list-style-type: none"> 1.) Streets and roads to be physically and visually integrated into the landscape by minimizing cut and fill and excessive grading; 2.) Street widths to reflect the actual function of streets and roads, so that local streets are designed to accommodate local traffic and reflect a neighborhood scale and character; and 3.) Particular street segments and nodes on major streets to create a distinct sense of character that reflects the district, neighborhood, or place. <p>4.3 Promote street maintenance to preserve and enhance existing streets and streetscapes as a means of retaining the value of past investments and improving that of future capital investments.</p> <p>4.4 Provide assistance to neighborhood groups to develop streetscape improvements, including traffic calming devices, tree plantings, and other visual improvements in and adjacent to the rightof- way.</p> <p>4.5 Promote incentives to property owners for site and façade improvements along major streets, including grants-in-aid to individuals or business improvement districts and other in-kind or technical assistance.</p> <p>4.6 Promote the coordination of efforts of government, private developers, and utility firms to improve the appearance of necessary aboveground utility lines and structures.</p> <p>Action 4.6.A Promote the establishment of priorities for undergrounding existing overhead utilities, with the Downtown and designated scenic and gateway routes receiving top priority. In addition, opportunities for undergrounding improvements should be coordinated with trenching for other utility maintenance and street improvements.</p> <p>4.7 Support residential development patterns, such as cluster housing and mixed-use development, that minimize street and utility requirements.</p>	◆	◆	◆	◆	◆

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ELEMENT 4: COMMUNITY CHARACTER AND DESIGN					
<p>4.8 Promote the improvement of the quality and effectiveness of sign regulation, standards, and administration.</p> <p>Action 4.8.A Provide more support and resources to enable enforcement officers to routinely monitor, investigate, take enforcement action, and remove illegal signs.</p> <p>Action 4.8.B Enforce and revise, as needed, City signage regulations and guidelines, including address display standards.</p> <p>Action 4.8.C Require nonconforming signs to be removed or brought into conformance as a condition of rezoning, development plan approval, or change in land use.</p> <p>Action 4.8.D Develop incentives and other programs that remove or bring into conformance nonconforming signs, particularly in conjunction with roadway and public works improvements.</p> <p>Action 4.8.E Prohibit the relocation of nonconforming signs that have been removed due to construction of roadway and other public works projects.</p> <p>Action 4.8.F Review and update the Sign Code, if necessary, to address safety and aesthetic issues dealing with murals, temporary and tethered signs, and signs obscured by vegetation or other objects.</p> <p>Action 4.8.G Review and update, if necessary, the City-County intergovernmental agreement dealing with address display.</p> <p>4.9 Promote the planting of street trees to provide shade for the pedestrian and visual relief for the driver and bicyclist.</p> <p>Action 4.9.A Develop plant lists with street tree species appropriate to the landscape character of the neighborhood in which the street is located. Planting areas should be designed to promote water harvesting.</p> <p>Action 4.9.B Investigate incentives and public-private cost sharing to support the planting of street trees.</p> <p>Action 4.9.C Allow shade structures as a substitute for trees in situations where shade can be provided more effectively through arcades and other architectural solutions or where a more formal effect is desired.</p>					
<p>Policy 5: Promote neighborhood identity and visual character. [Page 4-14]</p> <p>5.1: Encourage neighborhood associations to record, publicize, and disseminate to potential developers and the City Planning Department the list of features characterizing their area.</p> <p>5.2: Encourage neighborhood associations, in coordination with appropriate governmental agencies, to provide signage that identifies sites of historical or environmental significance in the area.</p> <p>5.3: Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.</p> <p>Action 5.3.A: Review and revise, as necessary, the City’s Design Compatibility Report requirements to assure the following key features continue to be addressed: site content, building scale and height, views and scenic resources, recreational amenities, schools, bicycle and pedestrian circulation, including pedestrian connections to site amenities and adjacent neighborhoods, access to transit</p> <p>Action 5.3.B: Review and revise, as necessary, the City’s Environmental Resource Report requirements to assure the following key site features continue to be addressed: native vegetation, washes and topography, wildlife habitat, views and scenic resources, the neighborhood’s archaeological, historical, or cultural resources, particularly if the neighborhood is a City-designated Historic District or eligible for the National Register of Historic Places, the site’s open space and trails amenities, other site and environmental considerations as outlined in policies and the Design Guidelines Manual.</p> <p>5.4 Promote subdivision design that responds to the physical characteristics of the site, adjacent land use patterns, and unique visual qualities. Street design, lot size and layout, building orientation, and pedestrian and bicycle circulation should together help to create a cohesive, distinct neighborhood that is an asset to the larger community. Unconnected and/or monotonous designs and repetitive building footprints and orientations should be avoided.</p> <p>Action 5.4.A Encourage and assist residents and neighborhood businesses to pursue projects that will improve the image and environmental and aesthetic quality of the neighborhood. Examples include housing rehabilitation, street and alley cleanup, traffic calming, bus stop enhancements, street tree planting, and tot lots and pocket parks.</p>	◆	◆	◆	◆	◆

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ELEMENT 4: COMMUNITY CHARACTER AND DESIGN					
<p>5.5 Promote upgrades to neighborhood infrastructure, including sidewalks and street lighting, and improvements to the existing housing stock.</p> <p>5.6 Encourage builders/developers to incorporate neighborhood recommendations on proposed development plans to provide designs, buildings, signage, and landscaping plans that are compatible with overall neighborhood character.</p> <p><i>Action 5.6.A</i> Require builders/developers to notify and offer to meet with affected neighborhood associations and property owners regarding rezoning requests.</p> <p><i>Action 5.6.B</i> Investigate ways to improve design compatibility by including neighborhood review of development plans for those sites requiring special development options.</p> <p><i>Action 5.6.C</i> Encourage City agencies, particularly the Departments of Planning and Transportation, in coordination with the Office of Citizen and Neighborhood Services, to notify affected neighborhood associations of rezoning requests, development review meetings, and major public improvement projects.</p> <p>5.7 Public and civic buildings should enhance the identity of an area, as well reinforce connections with the past in older neighborhoods. This may include: 1.) Placing buildings in central locations as highly visible focal points; 2.) Facing the buildings toward public streets; Locating facilities close to transit stops; 3.) Promoting architecture to elevate the prominence, permanence, and civic importance of the structure through enhanced height, mass, and materials.</p> <p>5.8 Encourage the use of both general and pedestrian scale lighting in public spaces that promotes safety and discourages crime, creates an inviting nighttime atmosphere, and does not intrude upon neighboring properties.</p> <p>5.9 Promote safer use of public space and facilities through careful attention to walkways, paths, streets, lighting, traffic patterns, and location and hours of operation.</p> <p>5.10 Encourage housing design and block layouts that discourage crime by reducing the availability of crime targets, removing barriers that prevent easy detection of crime, and increasing physical obstacles to committing a crime.</p>				◆	
<p>Policy 6: Promote quality in design for residential, commercial, industrial, mixed-use, and publicly-funded development. [Page 4-17]</p> <p>6.1 All development should incorporate environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.</p> <p>6.2 Residential development should enhance the quality of life for residents by incorporating safe, innovative design that integrates design elements, such as connectivity, open space, pedestrian networks, and landscaped streetscapes.</p> <p>6.3 Office/commercial/park industrial development should incorporate solutions and strategies that promote appropriate design elements, such as connectivity and consolidation, while responding to adjacent residential development, improving the streetscape, and enhancing the experience and perception of employees and customers through scale and mass considerations.</p> <p>6.4 Activity centers should incorporate solutions and strategies that promote appropriate design elements, such as connectivity and consolidation, while responding to adjacent residential development, improving the streetscape, and enhancing the experience and perception of employees and customers through scale and mass considerations.</p> <p>6.5 Industrial development should utilize appropriate design elements to mitigate visual, noise, odor, and other potential impacts on adjacent uses while improving the streetscape and contributing positively to the overall function and aesthetic quality of the community.</p> <p>6.6 Solutions and strategies included in the <i>Design Guidelines Manual</i> should be utilized to provide an improved level of community design.</p> <p><i>Action 6.6.A</i> Maintain and improve the Design Guidelines Manual based on the suggestions and experience of design professionals, property owners, and City staff.</p>		◆	◆	◆	◆

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ELEMENT 5: CULTURAL HERITAGE					
Policy 4: Create an atmosphere for the authentic expression and celebration of both traditional and contemporary elements of Tucson's many cultures. [Page 5-5] 4.3 Recognize Tucson's historic, cultural, and environmental setting in the design of public facilities.				◆	
Policy 5: Foster the continued development of Tucson as a regional center of arts and cultural activities. [Page 5-5] 5.6 Provide opportunities for artistic and cultural expression in the design of public facilities.				◆	
ELEMENT 6: CONSERVATION, REHABILITATION, AND REDEVELOPMENT					
Policy 1: Promote neighborhood identity and visual character. [Page 6-3] 1.3: Support residential infill and redevelopment that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines. Action 1.3.A Review and revise, as necessary, the City's Design Compatibility Report requirements to assure the following key features continue to be addressed. 1.) Site context; 2.) Building scale and height; 3.) Views and scenic resources; 4.) Recreational amenities; 5.) Schools; 6.) Bicycle and pedestrian circulation, including pedestrian connections to site amenities and adjacent neighborhoods; 7.) Access to transit; and 8.) Other site and architectural design considerations as outlined in policies and the Design Guidelines Manual. Action 1.3.B: Review and revise, as necessary, the City's Environmental Resource Report requirements to assure the following key site features continue to be addressed: 1.) Native vegetation; 2.) Washes and topography; 3.) Wildlife habitat; 4.) Views and scenic resources; 5.) The neighborhood's archaeological, historic, or cultural resources, particularly if the neighborhood is a City-designated Historic District or eligible for the National Register of Historic Places; 6.) The site's open space and trails amenities; and 7.) Other site and environmental considerations as outlined in policies and the Design Guidelines Manual. 1.5 Encourage builders/developers to incorporate neighborhood recommendations into proposed development plans to produce site designs, buildings, signage, and landscaping plans that are compatible with overall neighborhood character. Action 1.5.A Require builders/developers to notify and offer to meet with affected neighborhood associations and property owners regarding rezoning requests. Action 1.5.B Investigate ways to improve design compatibility by formalizing neighborhood review of development plans for those sites not requiring a rezoning. Action 1.5.C Encourage City agencies, particularly the Departments of Planning and Transportation in coordination with the Office of Citizen and Neighborhood Services, to notify affected neighborhood associations of rezoning requests and major public improvement projects.		◆	◆	◆	◆
Policy 4: Support appropriate locations for commercial and office uses, with priority for development and redevelopment within the existing urbanized area, in order to use and improve existing infrastructure, increase pedestrian activity and transit use, retain small businesses, and meet residents' needs for goods and services in a cost-effective and equitable fashion. [Page 6-6] 4.3 Support residentially-scaled neighborhood commercial and office uses along collector streets if the building is residentially scaled; the site design is pedestrian oriented; the use will not generate significant auto traffic from outside the neighborhood; and the hours of operation are limited. In new master planned communities, these residentiallyscaled commercial and office uses may be located along local streets. 4.4 Support the limitation of drive-through facilities and autorelated uses, such as the sale, rental, service, or repair of vehicles in pedestrian-oriented districts. Banks, restaurants, and pharmacies that provide in-car service should assure that the drive-through design will not conflict with pedestrian circulation.		◆			◆

2001 Tucson General Policies Related to Urban Design	THEMES ADDRESSED				
	Urban Form	Compatibility	Connectivity	Visual Quality	Protection / Safety
ELEMENT 6: CONSERVATION, REHABILITATION, AND REDEVELOPMENT					
<p>Policy 6: Promote strategically located mixed-use activity centers and activity nodes in order to increase transit use, reduce air pollution, improve delivery of public and private services, and create inviting places to live, work, and play. [Page 6-7]</p> <p>6.5: Promote land use, transportation, and urban design improvements that will link the Downtown activity center, Fourth Avenue, the Warehouse District, and the University of Arizona and enhance the historic and cultural quality within the greater Downtown. Continue to work with the University of Arizona, private developers, and neighborhood groups.</p>		◆	◆	◆	◆
<p>Policy 7: Promote industrial development and redevelopment that will contribute to Tucson’s overall economic vitality, environmental quality, and community character. [Page 6-8]</p> <p>7.2: Promote the rehabilitation and adaptive reuse of former industrial buildings, such as those in the Warehouse District, and the reclamation and redevelopment of abandoned industrial sites. Warehouse District land uses and intensities should be compatible with the existing industrial character, historic resources, and current and proposed arts uses.</p>		◆			
ELEMENT 7: SAFETY					
<p>Policy 3: Continue to maintain, update, and administer measures to provide the safe and orderly establishment of human activities and development. [Page 7-3]</p> <p>3.2 Encourage preparation of plans, regulations, or ordinances to lessen safety problems in the location and design of land uses and the construction and remodeling of structures.</p>					◆
<p>Policy 4: Continue to maintain and promote measures to protect life and property from hazards resulting from human activities and development. [Page 7-4]</p> <p>4.3 Encourage preparation of plans, regulations, or ordinances to protect life and property in the location and design of land uses; the construction and remodeling of structures; the use, transport, or storage of hazardous or dangerous materials; and the design and construction of waste disposal or storage sites.</p>					◆
<p>Policy 5: Continue to maintain high quality and efficiency in police services to the extent that is consistent with policies and finances of the City. [Page 7-5]</p> <p>5.13 Encourage crime prevention through the development and use of specific design criteria, standards codes, regulations, and development standards, such as “Safe by Design” guidelines.</p>					◆
ELEMENT 9: HOUSING					
<p>Policy 3: Prioritize housing assistance needs based on factors such as the needs of the community, the availability of funding, ongoing housing programs that already have funding, and market conditions. [Page 9-5]</p> <p>3.3 Seek funding for nonhousing community development needs, such as public facilities, infrastructure improvements, public service, accessibility, etc., when such projects/programs would make the affected neighborhood a safer and more affordable area in which to live.</p> <p>Action 3.3.B Encourage the use of energy efficient design in new affordable housing and support programs to increase the energy efficiency of older residential units.</p>					◆
<p>Policy 4: Continue to coordinate plans for the provision of a variety of types of quality housing and related services that include neighborhood revitalization, owner-occupied rehabilitation, home buyer opportunities, rental housing, transitional housing, and emergency housing. . [Page 9-6]</p> <p>4.1 Continue to direct funding for affordable housing and related programs toward the prioritized needs as identified in the most recently updated version of the Five-Year Strategy of the <i>Consolidated Plan</i>.</p> <p>Action 4.5.C Revise, as appropriate, zoning, building, and housing codes to reduce development costs not associated with public health, safety, or environmental protection and community design compatibility.</p>		◆			

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ELEMENT 10: PARKS, RECREATION, OPEN SPACE AND TRAILS					
<p>Policy 3: Provide and maintain design principles and guidelines for all parks. [Page 10-4]</p> <p>3.1 Maintain general park design guidelines to promote high and consistent standards in park development.</p> <p>3.2 Incorporate efficient water use and conservation principles and continue utilization of reclaimed water in new and existing parks and recreation facilities to preserve water resources and to comply with requirements of the Arizona Department of Water Resources.</p> <p>3.3 Provide for well-designed park access, internal circulation, and support facilities for all transportation modes.</p> <p>3.4 Promote barrier-free access, where appropriate, to all new and renovated facilities and place special emphasis on developing facilities that meet the needs of the disabled community.</p> <p>3.5 Consider and respond to the costs of energy in parks and recreation facilities, as well as travel costs to parks users.</p> <p><i>Action 3.5.A</i> Identify and respond to opportunities to lower energy operational costs in recreation facilities.</p> <p><i>Action 3.5.B</i> Pursue scheduling of activities to maximize the use of facilities for maximum energy efficiency.</p> <p><i>Action 3.5.C</i> Locate parks and recreation facilities to minimize transportation costs for users.</p> <p><i>Action 3.5.D</i> Enhance opportunities for park access by alternate transportation modes.</p> <p>3.6 Integrate public art into park facilities to enhance the recreational and cultural experience of park users.</p>			◆		
<p>Policy 5: Maintain and coordinate administration and management procedures to promote consistent and effective park development, safety, and maintenance procedures. [Page 10-6]</p> <p>5.1 Provide development procedures to promote professional quality design and active citizen involvement.</p> <p><i>Action 5.2.B</i> Promote "Safe by Design" concepts in park development and renovation projects.</p>					◆
<p>Policy 11: Develop a plan for acquisition and implementation of the City's trail network. [Page 10-11]</p> <p>11.4 Accommodations for the trail network should be integrated into the design of pertinent public facilities and improvements, including parks, drainageways, roadways, and other capital improvement projects.</p>			◆		
<p>Policy 12: Determine trail design criteria and amenity guidelines. [Page 10-12]</p> <p>12.1 Identify uniform trail design criteria in conjunction with other intergovernmental jurisdictions based on design concepts and needs for each recreation mode.</p> <p>12.2 Include provision of trail facilities in the City's Capital Improvements Program.</p> <p>12.3 Coordinate with other City and community efforts to incorporate trail design criteria and prioritize the location and implementation of facilities and amenities to complement the trail network.</p>			◆		
ELEMENT 11: PUBLIC BUILDINGS, SERVICES AND FACILITIES					
<p>Policy 1: Promote efficient and equitable location and distribution of City services. (The current distribution of public facilities is displayed in the Public Facilities Map, at the end of this element.) [Page 11-2]</p> <p>1.4 Coordinate with utility companies and other public service providers for the planning of infrastructure, facilities, and services in undeveloped parts of the city and in future annexation areas. Construction of public service infrastructure should be sensitive in design and location to environmental resources and should comply with land use plans and development standards.</p> <p>1.6 Support and continue to improve the energy efficiency of all City-owned buildings in order to meet and/or exceed the Tucson Sustainable Energy Standards for building design.</p>			◆		◆
<p>Policy 2: Maintain service standards. [Page 11-4]</p> <p>2.6 Encourage state and federal agencies to design facilities which are compatible with the areas in which they are located.</p>		◆			
ELEMENT 13: ECOCOMIC DEVELOPMENT					
<p>Policy 2: Maintain and enhance the beauty of Tucson's physical landscape. [Page 13-4]</p> <p>2.2 Plan and develop a well-designed and effective circulation system, including transit facilities, alternate modes, and improved roadways.</p>			◆	◆	

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ELEMENT 14: ENVIRONMENTAL PLANNING AND CONSERVATION					
<p>Policy 2: Improve coordination and promote partnerships between City departments, other governmental agencies, neighborhoods, and community organizations that contribute to the management of environmentally sensitive areas. [Page 14-4] 2.4 Coordinate with Pima County to develop river park design guidelines that provide habitat for wildlife, including preservation of existing vegetation, revegetation with appropriate riparian vegetation, roadway and river crossing facilities for people and animals, safe areas for wildlife nesting, and water collection areas.</p>					◆
<p>Policy 5: Promote the long-term management and maintenance of Tucson's urban vegetation to maximize environmental and other benefits to the community. [Page 14-6] 5.2 Develop landscape master plans for major streets and watercourses, reflecting cohesive design themes.</p>				◆	◆
<p>Policy 17: Control the amount of pollutants entrained in stormwater runoff from new construction and significant redevelopment. [Page 14-10] 17.1 Continue to review new projects for compliance with City regulations and policies, during the planning, design, and construction phases. Continue inspections to monitor compliance with approved plans.</p>					◆
<p>Policy 23: Consider air quality impacts when designing new transportation improvements. [Page 14-15] 23.1 Assure connectivity of major arterial routes, bicycle routes, and pedestrian routes. 23.2 Acquire right-of-way for the ultimate rather than the initial roadway cross section, where possible, to lower cost and avoid periodic moving of adjacent utilities and other associated infrastructure. 23.3 Maintain one-half-mile spacing between traffic signals, where possible, to facilitate centralized coordination of traffic flow.</p>			◆		
<p>Policy 25: Coordinate land uses to improve and protect air quality. [Page 14-15] 25.3 Promote the design and implementation of efficient transportation corridors and circulation systems in all developments. Developments should have the appropriate number and location of access points to reduce the likelihood of traffic conflicts due to multiple access points.</p>			◆		
<p>Policy 29: Continue to implement the provisions of the Standards Manual for Drainage Design and Floodplain Management. [Page 14-17]</p>					◆
<p>Policy 38: Continue efforts to reduce energy consumption and improve sustainability of government facilities and operations. [Page 14-20] 38.3 Consider energy efficiency in government purchasing and building construction. Action 38.3.B Evaluate and select the designs and specifications for public facilities based on expected lifetime energy consumption/efficiency and initial construction costs.</p>					◆