



**SMART GROWTH FOCUS AREA:
Land Use, Transportation & Urban Design Working Group Meeting
May 18, 2012**

Meeting Notes and Exercise Responses

GOAL:

A more compact community in which land use, transportation and urban design are integrated to achieve a more conserving, people-friendly, and ultimately sustainable urban form.

- Cultural landscape feature are not mentioned or inferred – Water use, conservation and supply not mentioned was it inferred?
- 21st Century city must produce resources – reduce outside and nonrenewable resources, respond to aging population. Higher average density is incompatible with wide-spread local resource production.
- This goal and all eleven polices represent an excellent, integrated package of guides for smart development.
- While respecting Tucson’s origins
- With opportunities for community building
- Conservation of resources
- While respecting Tucson’s origins, culture, nature and established neighborhoods

DRAFT POLICIES:

1. Direct future growth toward the City’s urban core with existing infrastructure.

- Assuming that existing infrastructure can sustain additional growth – do we have evidence that is true? Discuss the handout for Tucson Sustainability Correlation – Assuming future growth based on projections from the last decade are probably unrealistic
- The “city’s urban core” would need to be better defined. I would agree if the term is broadly defined because then future growth could happen in nodes that have already been developed income of the less dense parts of the city, like the far east side. I think it’s important to allow/encourage development at those nodes.
- Single urban core or sub cores? There are several business and employment centers: Downtown, UA, Raytheon, Williams Center vicinity, Park Mall and vicinity, El Con and vicinity, PCC campuses, business centers within Marana, Oro Valley. Primary cultural centers downtown and UA.
- Oppose 1 “core”. Jobs and services should be distributed to as many urban centers as will be economically viable. (60-80 seems possible for entire metro area 35-5- within City of Tucson)

Different (?) will be different sizes (El Con different from Cross-roads Festival) and have different mixes of commonly desired jobs and services.

- Due to the degree of existing sprawl, the definition of “core” should be expansive with focus on key modes for redevelopment. Outlying areas need to entirely pay their own way for new infrastructure.
- Agree.
- This depends on growth rate. If it is as predicted by IMG, there will be a need for additional centers. If growth has stagnated there is little need to change except for conservation of resources.
- Direct future growth AND REDEVELOPMENT.
- “Growth” is very general – need to state what is really intended. Does growth include industrial? Is it for commercial or residential? And, what does “direct” mean? Incentive? Penalties for the edges??
- And redevelopment – have nodes of activity already= Desert Villages” in Southlands. – Define urban core first; identify other cores. – Scale and range matter (2-3 mi range; bikeable)
- I strongly agree – creates much more efficiency, incentivize where possible. Don’t focus on one core.
- Must require future growth potential in urban nodes and COT must support nodal density by investing in strategic infrastructure building.
- Provision to improve, expand existing infrastructure? To accommodate growth/infill/density?
- Good idea – but this means change. Do people want change when it means taller buildings and wider roads to accommodate transit, sidewalks and bike lanes.
- Must define “urban core” – it may impact existing HP areas, while underdeveloped corridors remain inactive.
- Suburban areas exist that could benefit from growth to support the residential needs and potentially create urban center or dynamic neighborhoods.
- Why not allow for 10 urban cores to develop around the city?
- This doesn’t make sense until core is defined
- Define what the “core” is through a measurement of economic activity – sales tax revenues, major infrastructure spending, intensity of vehicle miles traveled – and establish improvement districts for local targeted investment.
- Policy 1 – we still need to plan for drivers. It’s a very American thing, it’s part of our culture
- Policy 1 – Emphasis is needed about providing choices
- Policy 1 – Whatever energy all (?) will be developed, they will be no cheaper than what we have right now. Vulnerable economically if we don’t invest on alternatives for moving people and goods
- Policy 1 – Scale really matters in the concept of urban villages. If you push things beyond the 2-3 mile range, you push people to use auto
- Policy 1 – See people exiting the exurbs and relocating toward the center as gas prices go up – resettlement of the urban core
- Policy 1 – Don’t focus on a single core

- Policy 1 – Cores are not all the same. Different cores function differently but need to be interconnected
- Policy 1 – Add to urban core and activity centers
- Policy 1 – Identify all the cores that exist in the city
- Policy 1 – Desert Villages should be complemented on the existing city, not just in the Southland
- Policy 1 – Direct future growth and redevelopment. This could be interpreted as a resettlement of people from the fringes to the urban core

2. Strategically locate higher density that is sensitive to the surrounding scale, uses and urban form.

- Vital – many types of “higher” density. Huge difference between a 2-story apartment complex and “The District” – Can we come up with a tiered approach? Until we have something defined – people will continue to be fearful of impacts on existing neighborhoods.
- Yes, but make sure there’s lots of public involvement in the decision-making process.
- This statement is respectful of cultural landscape and physical landscapes features. Will need to identify significant features. In practice, with the intent be respected and how to enforce and encourage. What about cluster housing?
- Evaluate proposed development for its impacts on potential local food production, cost of additional infrastructure needs.
- Tucson needs to “go for it” on increasing density in the core. The overall footprint of the city should shrink in accord with lower population estimates.
- Easier said than done – Examples Grant Rd, District apts, Main Gate (challenges to date)
- The overlays now being proposed seem to me to be creating zones out of control of citizens.
- Manage the transition to higher density by strategic location that is.....
- What the heck does “strategically” mean!? For the policies to be effective (?) need to be more precise i.e. “higher densities shall not exceed ___% of the existing development pattern with ___sq blocks” or far.
- What does “higher density” mean? Tiered approach? – higher smaller lots, more units/lot. – Is there adequate infrastructure?
- What is “higher density” – tiered? Manage the transition to higher density
- Keyword is “strategically” – with protection of neighborhoods and historical elements. Ends up being “builders choice” to define unless we define or restrict.
- Yes, Density along mass transit routes and “complete streets” but restrict height in historic (or established urban neighborhoods) and place along major corridors, not within current (?) community.
- In coordination with transit (i.e. Curitiba, Brazil)
- While respecting the existing form of existing neighborhoods
- “Promote density to diversify uses and enhance urban form.”
- And include business/neighborhood input into plans
- Examine the capacity of each parking lot. If any unused capacity is found to exist, allocate uses on target properties such as housing, additional retail and mass transit improvements

- Policy 2 – Huge difference between what is considered 2-3 story and 14 story higher density. Can we come up with tiers of what high density represents and appropriate places for these places to be located? We need to give some certainty about where development is going to
- Policy 2 – Remove “higher” – just leave it as density of “modifying existing density”
- Policy 2- There’s growing understanding that density is inevitable for economic reasons. Four-stories is a very manageable density
- Policy 2 – What’s missing? We’re simply saying more density. We need to add where it is beneficial. Evaluated development based on impacts on everything that is important. Is there infrastructure?
- Policy 2 – difference between what could be considered “high density” come up with tiered description of these – describe where each of these tiered densities are enabled, otherwise neighborhoods will not be happy. They need certainty.
- Policy 2 – explain overlay zones specifically Grant Road
- Policy 2 – Promote clustered housing, more at human scale
- Policy 2 – Infill guidelines are needed in the city. Portland has specific design requirements to guarantee compatibility
- Policy 2 – Complete it while preserving the form of existing neighborhoods
- Policy 2 We never addressed development that doesn’t fit into the regulations of the LUC. COT needs to be ahead of the curve
- Policy 2 – Cultural, physical landscape – what are the aspects that we can measure to respect these landscapes
- Policy 2 – Strategic location – Review the capacity of existing parking lots and then allocate uses on excess parking areas

3. Support development that reduces dependence on the automobile.

- Does this mean it must be on existing transportation lines? Or can it be what no.4 implies?
- Agree.
- Development meaning only residential and commercial development, or including non-motor vehicle transportation means? Need choice in transportation means.
- Evaluated and change new development so it maximizes mode shift and minimizes total VMT.
- Contextual design is key. Density is the issue. Most cannot walk or bike to area schools or grocery stores in a safe manner. There are exceptions – build on successful models in area.
- How will we pay for increased mass transit?
- Build and support family friendly bike paths and bikeways that connect major centers within the urban core. Build and support bike paths and trails that connect the urban core with areas outside the core.
- Parking, or lack thereof provides the greatest incentive to use public transportation.
- Measure and report ratio of per capita population and pavement as an indicator of well we are reducing dependence on automobile.
- Options need to be provided, but the car will remain top person never – job commuting, discretionary trips, charter schools, etc – if you pay \$30k for a vehicle you are going to drive! If you pay anything you are going to drive!
- Funding for infrastructure is based on automobile. – “road diet” narrowing not widening, roads.

- Never widen a street, but do include improvements to sidewalks and bike lanes. Increase nodes, reduce parking.
- Yes, no more large parking lots; no more large parking decks to encourage mass transit, pedal or pedestrian travel.
- Policies must support urban activity nodes.
- And... creates greater opportunity for alternative modes of transportation
- Good goal but transportation is funded based on fuel sales – if this is what people want they need a companion goal/policy to get funding for sidewalks/bike lanes etc. Maybe a property tax assess merit.
- Non-threatening statement
- Urban development is an easy solution, but suburban development remains in demand. A better mix of uses can be planned for suburban development and links to transportation alternatives.
- Why? Natural gas will replace gasoline and will be so cheap it might make sense to provide
- 3 and 6 should be combined.
- Revise parking standards/requirements to create an incentive for modal shift from the automobile to public transit. Reduce dependency on free parking whether on street or off street. Offer incentives to urbanize suburban uses especially in the intensive core and along the modern streetcar corridor (Dairy Queen at 4th Ave)
- Policy 3 – Should have a companion policy that recognizes that right now autos find projects
- Policy 3 – There needs to be choices on transportation. Needs to be more positive.
- Policy 3 – Encourage people to use the bus vs. punishing people for driving cars
- Policy 3 – Try to coordinate transit schedules and operational efficiencies to give people choices. Economic efficiency
- Policy 3 – We shouldn't have a stigma for driving
- Policy 3 – Along the corridors, high capacity mass transit, offer incentives to organize the uses to support it
- Policy 3 – New indicators that should be looked at by IGT. Reduce per capita ratio of pavement to people. No more widening roads in the COT
- Policy 3 – What's missing – We need to know what the impact is going to be and here's the bill. Consideration of evaluation of the impacts including regionally

4. Locate housing, employment, retail and services in proximity to each other.

- Implies totally new projects – How does this relate to “downtown core” concept?
- Agree.
- How can zoning and land use codes be amended to accommodate this concept to cluster such elements in close proximity. Mixed uses within a structure and cluster should be considered.
- Yes. The keys are “connections” to access each.
- Ok. But we need to include issue of socio-economic equity.
- This depends on growth
- See policy 2 above – For newer/developing areas, the com needs to be in nodes at major intersections. No more strip development.
- Policy wording a bit broad-based. Maybe add a few qualifiers.

- Throughout the city and especially the core and the streetcar route allow for multi-story building with retail on ground floor and/or office, housing on upper stories.
- Yes, example along Broadway from downtown to at least Alvernon – keeping height restriction in mind, could build many more town homes, apts – make use of the huge El Con heat island parking lot – eliminate parking at NE section to center to retail/residential – and transportation depot.
- Incorporate a local transit plan to support. Also consider recreational activity destinations.
- Affordable housing
- Need to address access management to make this work
- Are you implying mixed use? Change of zoning? A lot has to do with the market! Hi tech jobs need space and are usually located in outskirts
- Diversify uses to promote urban activity center. Promote (?) policies to support mixed use development as part of the COT (?).
- Conduct a study of surface parking downtown to determine if supply can be better managed through the provision of shared parking structures, therefore freeing additional land for development.
- Policy 4 – Freight hubs – Where will they be located? (?) exists, Do you want to talk about promotion of freight that is outside this policy? You have to diversify your economy, which involves more freight movement. As a COT, do you want to attract those jobs related to freight?
- Policy 4 – Are we talking about mixed uses?
- Policy 4 – Include social/economic equity issues, what are the community benefits/costs, particularly on the low-mod pop.
- Policy 4 – Include social, economic equity issues. What are the community benefits throughout all these policies? What is the impact on the middle class?
- Policy 4 – DMAFB – We need to configure our policies to keep supporting that activity. Tribal activities need to be considered. There are economic engines that are out of our control. We need to provide space for the high tech industries.

5. Focus more compact development on corridors and sites that accommodate alternative transportation choices, safe gathering places, and social interaction.

- Agree. But be careful that the development isn't all directly on the corridor. It needs to be a neighborhood that backs up the corridor. High-speed roadways (arterials) aren't friendly places for people to bike and walk.
- Good intent. How will cultural and physical landscapes features be measured/assessed to determine designable streetscapes? And how to encourage and enforce?
- Corridors are NOT a way to encourage shorter trips. They only produce a significant mode shift, if more transit is provided.
- Reduce parking requirements and create maximum thresholds on number of spaces allowed. City needs to shrink its footprint. Plan for "no" or much reduced growth.
- Yes but how will this be paid for, monitored (?)
- Yes
- "Focus" is another soft word without any bite to it – The policies will not be worth anything (that is provided no basis for decisions) without clarity of meaning
- Allow for "autofree" zones where bikes and pedestrians can move freely and safely. 4th ave is a good place – allow for social interactions with many benches and sidewalk cafes.

- Yes – see comment #4
- Change this statement. What about...“that can provide easy access to work, services and shopping while increasing social interaction.”
- Establish specific development standards that will take into account the role the modern streetcar and other mass transit modes such as bus rapid transit can play in focusing intensity and heightened urban design considerations.
- Policy 5 – “Soft” words in it. We need to identify specific actions. Action words need to be proactive.

6. Promote street design that integrates surrounding context and offers people of different ages and abilities transportation choices by making walking, bicycling, and taking public transportation convenient, attractive, safe, and healthy alternatives to the automobile.

- Is this for interior of neighborhoods? As well as arterials? Unless there is external funding, like RTA, can this happen in the next 10 years
- Agree. Adopt a Complete Streets policy if you haven’t already.
- Good.
- Working with schools is essential. Extreme auto dependence – Kids
- OK
- Yes
- Need complete streets. Trees for shade – narrow residential streets to slow traffic, shorter blocks.
- Yes – policies like the bike blvds that restrict auto traffic – (?) neighborhoods for nonresidents and that have a friendly calming effect for all travel and recreation modes.
- This would include design traffic calming features
- How do you fund? City needs to identify an alternate funding source. Sec #3
- Yes, crucial to developing a thriving community
- Combine with 3 to make comprehensive stronger statement
- Embark on a street tree planting program along both sides of arterial streets and along medians, to provide shade that will encourage people to walk. Implement traffic calming measures such as revision of (?) radii, bulbouts, traffic islands, roundabouts.

7. Practice urban design that transforms spaces to become places where people feel connected, and that considers human scale and culture.

- Not sure what these projects are? Human scale says to me no 14 story bldgs. Tucson’s culture is one-story homes – I see conflict between this and density initiation.
- Can you be more specific or give examples? Are you talking about public spaces? Or perhaps talking about how this would be implemented would clear things up.
- Good, see comment to no.5.
- This is a function of “short trip” infrastructure that supports bike/peds, amenities, and availability with bike/pedestrian ie NOT regional parks. Seriously consider/promote “(?)”
- Subdivision design standards next to (?). No focus whatsoever on creating central gathering areas. We are building garage-scapes.
- OK

- Yes, but needs further details
- This is really needed along the existing commercial/arterial corridors. The old, ugly commercial strip parking lots without trees or amenities need to be transformed to attract people – Lots of examples in cities.
- Urban design principles specifically for our desert climate are appropriate
- Need smaller/narrower intersections – entrances to building should be street level. Malls should be inviting to pedestrians – not walled of. Places that promote mixes of ages should be encouraged (senior citizens centers combined w/ schools, combines w/ community gardens, combined w/ neighborhood).
- Yes, consider the use of neighborhood schools at community centers – example: Doolen schools urban gardens
- And has safe place feeling
- Destination, activities – architectural standards – that feel comfortable, safe, inviting – integrate retail, residential, leisure
- Design!
- 1% for public (?) Include water and shade as essential elements of urban design in a desert climate. Introduce the concept of “woonerfs” along neighborhood streets. Neighborhoods as self-sufficient integrated places incorporating most of the needs of daily living within one quarter mile of residences, shops, gardens, markets, schools, churches...

8. Support the preservation of historic districts, buildings and landscapes.

- Not only support the landscapes, buildings, etc – find ways to enhance their visibility.
- Agree.
- Good. I like to save all too, however in reality, should identify what is significant in the cultural and physical landscapes.
- Yes. Identify key assets to retain – and enable density increase.
- OK
- Yes, this is very important for all cities
- Need some flexibility built into historic preservation policies. Its not always reasonable, practical, and economically sensible to preserve every historic element. Some structure that have historic designations might not qualify according to today’s standards, based on their current condition/location, etc.
- Yes – take great care when altering arterials surrounding the neighborhood to preserve the character – keep trees, make sense there are sidewalks (shaded) – not just streets as the scars left after alteration.
- Key element of place making – needs statement to connect to other goals
- Have to figure out how this goal will fit with #1. Some people think everything is historic.
- Support our culture and history
- That enhance the character of the community and contribute to the creation of a better living environment for Tucson.
- Create a pattern book for new development to follow as a template for creating places that perpetuate the local places that function well to this day

9. Maintain the integrity of the street grid.

- Does that mean business on the boundaries, neighborhoods on the interiors? Consideration of closing off some streets connect (?) no.7
- Need more information. I'm not sure what this means.
- Hmm, No. Tends to discourage alternatives in transportation, structures, etc. The Spanish, Mexican and Territorial periods had radial system, in Tucson.
- Not within neighborhoods. Major efforts should be made to break up interior grids while maintaining emergency/service vehicle access.
- I don't know what this means.
- Not sure exactly what this means – a little more explanation?
- Yes
- This is the only policy of the eleven that is not clear to me.
- Look at "Ladds Addition" in Portland, OR
- Diagonals, stravenues, historical radial
- Why?
- Yes
- Consider diagonal complete arterial streets to relieve commuting pressure
- Explain, unpack – connectivity?
- I would suggest deleting this policy, most alignments are key.
- The current District development goes against this and is a detriment to the integrity of the street grid (N. 5th Ave blocked between 5th and 6th streets)
- Policy 9 – There is a tyranny on the street grid , in terms of flows, we should have diagonal roads
- Policy 9 – consider radial, crossroads

10. Weave nature into the City, connecting neighborhoods and areas to open space and parks, with taking into consideration to the local ecosystem.

- Absolutely vital – filling in every vacant lot to foster density means there is no open space to develop. We must get a master plan for this before we do infill.
- Agreed. We need more street trees.
- Good.
- Consistent with urban food forest.
- How would these elements be a) paid for; b) maintained?
- Continue and finish the city's efforts to integrate and update it's ordinances and policies regarding wash protection (that the RPAC started before it was put on hold due to staffing shortages). Strengthening these ordinances(s) will lead to more connected natural areas that are functional and provide rich wildlife habitat within the city.
- Yes. Dog parks or alternatives very important
- Suggest a policy that promotes some natural desert parks within the city. In some situations this could mean converting developed sites that have fallen into disrepair/ are no longer used into natural/desert parks.
- Native trees with passive water harvesting in abundance protection of water way corridors.
- Yes
- Non-vehicular tunnel and overpasses
- Urban farming?
- Great idea – add the benefit of water harvesting

- Very important to enhance Tucson.
- Also discuss/highlight or include edible forest and heat islands and urban gardens/farms
- Urban forest for shade – Urban food forest for good self-sufficiency.

11. Modify existing plans regulations that impede the ability to integrate land use, transportation, and urban design to achieve a more people-friendly, conserving, and ultimately sustainable community.

- Not sure what the impediments are.
- Agree. But I'd like more info on how this would be implemented.
- Good.
- Keep focus on energy reducing activities – climate change.
- OK
- See above
- Yes
- This is good, but maybe wordsmith it to be positive – do something different than “impede”
- Maybe what we need is choice. The city would benefit from having many mixed-use areas, but it may also be appropriate to have areas where the uses are somewhat segregated. I just don't want it to sound like we're trying to change the whole community.
- With caution – consider each regulation to make sure it is not being altered just to suit the needs of a developer – that it truly out dated or non-sensical regulation
- This would include repurposing underutilized land, built environment and parking (incentives to lesson parking requirements)
- Transportation planning considers land use. Problem is land use changes often. More consideration of traffic impact is needed during re-zonings and setting of impact fees.
- Yes!
- Are these codes and zoning issues also?

ADDITIONAL GOALS NEEDED

- Urban resource production – Food, fiber, industrial materials, water, energy
- This has nothing to do with this group perse, but one small step the city can take to being more “sustainable” (a word thrown around a lot at this meeting) is to stop buying disposable bottled water for these meetings. In the meeting announcements, encourage attendees to bring reusable bottles that they can fill at the drinking fountains right outside the meeting room. Provide a jug of water (Gatorade type) with cups if need be.
- In the coming decade of increasingly scarce public resources, reallocation of existing budgets may be necessary.
- Future growth in vacant/undeveloped land outside existing city limits
- Urban design should, as feasible, reflect the unique Sonoran Desert contest and contribute to Tucson's “sense of place.”
- Build to allow sense of neighborhood “community” where neighbors interact and can rely on one another.
- Think shade – to include less maintenance required for asphalt on shade areas – and more shade for walkers
- Coordinate both public and private transit to promote utility, efficiency and economy.
- Affordable housing, land use, transportation

- Strategically annex unincorporated area into Tucson.
- A multi-functional downtown that appeals to a diverse cross-section of the population that is not solely oriented to the provision of entertainment needs.
- Reduce cost of living and taxes
- Encourage communal neighborhood gatherings
- Public safety and urban design
- Retain the uniqueness of Tucson from city center to rural neighborhoods
- Coordinate all areas of design of a project
- Encourage oasis areas along streets and roads – make use of open areas for this (?)
- Redevelopment, adaptive reuse – Renovation of existing older residential neighborhoods

ADDITIONAL POLICIES NEEDED

- Prioritize transportation funding to focus on roadway maintenance and alternative mode projects (instead of adding new roadways or more lanes.) This way we preserve what we have and expand transit.
- Collaboratively develop and implement models for urban redesign to transform neighborhoods into “home zones,” shaded with rain-watered urban food forest and streets that are transformed into neighborhood recreational areas (playgrounds, dance floors, community gardens...)
- Review all existing plans including Tucson Water, Tucson’s part of the RTA Plan and determine whether each project is justified based on original assumptions and given the new priorities inherent in the above polices. Redesign existing projects to bring them into alignment with new goals and constraints.
- Oh there are soooo many more
- Freight, industrial, transit – coordinate schedules; operation efficiencies, tribal, annexation
- Make sure new roadways her tree/shade component – avoid design like the new Grant/Craycroft intersection that creates huge heat islands!!
- Transit coordination office help schedule and assist operation for such van trans, shuttles, carpools, etc
- Inclusionary zoning? Housing proximity to activity center, work
- Collaboratively develop and implement urban redesign to encourage business to move closer to customers and workers. Network of “urban village centers” approx. 60-80 seems economically viable, which would put at least one urban
- village center within 1 ½ -2 miles of everyone. Revise transit system to serve UVC.
- Vehicles – Faster, flexible, point-to-point, comfortable
- Agree with comments. We need for urban village centers throughout the city. Relatively closely spaced to make use of alternative modes feasible
- Require complete streets that have shade trees/or artificial canopies – for cool, protection for pedestrians and value for aesthetic of surrounding residents or businesses
- Set LEED and other building and land use standards
- Evaluate proposed development for its impacts on infrastructure availability and utilization. Note: In general, there is little or no excess infrastructure capacity in the “core.” And this is the most expensive place to add additional units of capacity.
- Eliminate costly fees for block parties in neighborhoods; have some common sense rules regarding traffic re-route for small 1 to 2 long block parties.

- CPTED principles implements this in
- Compatible redevelopment concepts – neighborhood plans
- Guidelines, incentives, how best to bring these areas into vision for “conserving, people friendly, sustainable” city.

OTHER COMMENTS:

- General comment – The reason why everybody drives is because everybody has a place to park
- How do we fund transportation – alternative funding mechanism for transit projects
- Need choices in transportation
- Do we have park and rides? University has shuttles
- In the future, public mtgs should be located near public transit facilities
- Can’t dismiss Tucson’s connection to driving – people will continue to drive
- Provide choices/transport is important
- Gas will never be cheap. Our cities were designed when gas was \$20/barrel
- New demographics – “creative class” and people are choosing to drive less
- We are vulnerable if we don’t plan for a non-car/gas city
- Control at inter-state level – high speed rail
- There is an outcry of concern about supporting density that is respecting of surrounding neighborhoods
- Masterful high density can exist
- Scale is important, distance between nodes relevant to transportation
- Previous discussions of “nodes” would make more sense
- Growing understanding that higher density is inevitable – rephrase “managing the transition to higher density...” HUGE neighborhood issue
- People enjoy cities in Europe with human scale density – i.e. 4 story
- Density should only go where its beneficial
- Look at cluster housing as a better example of higher density
- Goal – Compact is ok. Could be an urban form that is any town USA. Add considering established neighborhoods
- Prop207 is it possible to come up with a good infill policy and plan(Portland) and urban design standards
- Develop a tool so we can do infill right, helps neighborhoods
- Over parking, surface parking lots are massive
- Support development – what are the impacts of it?
- Historic Tucson – everything was in a walking distance
- Goal and 11 policies represent good integration. Very happy with the results, attempt to redevelop core and move away from subsidizing sprawl
- Offer incentives to businesses to increase intensity along high capacity transit lines
- Don’t want inter-modal freight hub new residential. Airport overlays limit residential development there.
- 1st goal – “compact” – can be any form and while respecting Tucson’s nature, culture, etc.
- General comment- Freight and movement of goods really impacts how people (?) places and developed – it still needs to be addressed
- Annexations – no policy addressed here
- Policy – As a way of implementing policy – evaluate impacts

- Include language about annexations, transition annexations
- Configure policies to support large employers like DMAFB, tribal activities – out of our control but have impact on us/our policies
- Goal – Goals is strictly an issue on just adding people. Goals should be preserving resources. Have Tucson be a more self-sufficient, self-reliant community.
- Goals – seems to focus on how do we add more people. Not consistent with 21st century city
- Each project should be determined individually – determine if infrastructure is there – evaluate impact of project on the community
- Developer should pay added costs of the new infrastructure needed. What are the costs?
- Goal – Replace “conserving” with “conservation oriented.” Use “subcores” – the core could be downtown, then you have subcores
- Define urban core
- Identify all the cores, where are all the cores?
- Desert village concepts – where would these go? Need several of them (San Diego example of system of urban villages)
- Don’t focus on a single core – need multiple cores
- Denver links activity center by high speed rail
- Sub-cores – cultural centers, employment centers, educational centers
- Goal – We need to recognize that nodes of activity need to be developed outside the core. We already have those nodes of activity
- Goal and All Polices – Represent an excellent package – well integrated – focuses on the key aspects of changing the way the city develops
- Explicit policy for rezoning – look at impacts on things we’re concerned about

Observations/Questions:

In reviewing the input provided at the Policy Working Groups on Land Use and Transportation and on Urban Design, staff made the following observations and raised related questions. Please share any thoughts you may have regarding these observations and questions. Thank you.

1. A criticism of the current General Plan is that does not address planning beyond the City limits. Do you have goal and policy ideas to address this issue?

- PAG and RTA do this. 2 concerns: Tucson is the big player, but we are one vote out of 8-9. That is not fair to COT tax payers.
Unless we get our share of County Tax \$ investments, and proportionally representation, extending this to other topics doesn’t work for me.
- Work with IGT to achieve consensus on regional growth policies.
- Reality no if the separate jurisdictions continue to operate separately in planning and citizens/voters are not involved in focus (?) such as this session.
- Work with surrounding jurisdictions and develop growth boundaries – and plan accordingly. City should focus on urban core ... rather than pushing outward focus on redevelopment...
- Fully implement and apply the city’s policy to apply Pima County’s conservation lands system to all future annexations. – Support and implement the city’s new water service area policy. – Promote and foster positive, constructive working relationships with Pima county and other incorporated jurisdiction (Oro Valley, Marana, Sahuarita).

- I feel the most important aspect of this is conservation of resources.
- The City of Tucson and its residents constitute the majority population of Pima County so it is important that we remain engaged in county issues including 1) promoting further incorporation and annexation 2) lobbying county supervisors to support Tucson's new urban form priorities and initiatives 3) lobbying the state legislature to require that wildcat development is appropriately regulated.
- Need goal(s) and policies for undeveloped areas to be annexed – Houghton Rd, South. – Plan background/narrative should identify impacts on Tucson from outside climates, Transportation, Job creation areas, utilities. – Need a policy to require regular review of vacant developable land outside city as this will impact future growth inside the city.
- Transportation planning occurring at a larger scale, such as inter-state and intra-state/inter-city (highways, high-speed passenger rail, freight) impacts the city. Having a voice and appropriately planning for future projects, is vital. Such projects can derail our own jurisdictional plans, but their success may also be dependent on sufficient infrastructure. For example, high speed passenger rail between cities requires that sufficient/efficient options are available to move passengers around, once they arrive in Tucson.
- Where county zoning issues fail within one? (?) of the current city limits – allow city participation in decision.
- Rural land use should be considered for parts of open space preservation policies. Natural washes, river systems and raw desert need relatively high protection from intrusion.
- Coordinate with other jurisdictions, annexation plans
- Look at the plans of other jurisdictions for their land uses – plan compatible land uses. Tucson is on a nation highway and rail route, it has to plan what its place in that picture is. Growth will occur, how do you accommodate that growth?
- Goal: Seamless transition – ANNEXATIONS will deal with cohesive planning beyond city.
- Annexation Policy
- Planning should include areas beyond the city limits and should be done regionally.
- Since 60% of the county voters reside in the city limits, planning should be jointly discussed by city and county agencies – Also codes should be examined for consistency between city and county.
- Enter into inter-governmental agreements with adjoining municipalities to create revenue-sharing mechanisms for open space protection, economic development and transportation planning.

2. The majority of goal and policy ideas offered through the Working Groups appear to focus on development of Tucson's urban core. Are there goal and policy ideas that should be considered for outside the core?

- Preservation of existing neighborhoods, redevelopment of commercial strip malls, park maintenance.
- Yes, preservation of open lands and conservation.
- Based upon this session, most of the ideas should be considered. Transportation choices. Cluster housing. Cultural, business and employment center/sub codes etc.
- It is very bad to focus on a single core. If most destinations are located in one place, they will all be from people. Therefore only mechanized transport will be feasible for most people.

- Outside the core, more emphasis should be placed on connecting parks, natural areas, and open space to larger pieces of protected lands thru preservation of washes, connectivity of open space on adjacent parcels. Wildlife-friendly fencing, wildlife crossings along roadways, continued management of invasive species like buffelgrass. – Continue to support the development and completion of the city’s southlands Habitat Conservation Plan and Avra Valley Habitat Conservation Plan.
- Dispersed centers that encourage walking and talking to neighbors.
- Redevelopment of Tucson’s urban core is the highest priority of the city and should prompt any further support and subsidization of surrounding suburbs. The market has already voted against the suburbs – here and across the U.S.. Redevelopment of the urban core is critically necessary to our future prosperity regardless of which growth scenario actually unfolds in the next 15 years.
- Damn right! All those integrated/cluster/user friendly design ideas need to be applied outside the core if you want a better designed total city. The “core” is the heart of the city (gen, culture, history, business), But the outlander areas are the rest of the body.
- Housing affordability, as addressed in the Housing/Transportation affordability index clearly indicates the negative impacts on those with limited income who live far away from work, school, and services. Affordable housing and transportation options should be located together. Incentives should be provided to those who locate closer to their work and schools (location efficiency mortgages). Subsidized housing should incentivize those moving closer, and can help educate recipients on options. Part of the housing location decision is based on schools and their quality.
- Southlands
- All goals and policies developed should be discussed with metropolitan jurisdiction to attempt consensus – use uniformity of application.
- Development outside the core should support or express principles of development – inside the core – connectivity, place making, sustainability – that are appropriate to the site
- Development overlays to address density goals. – Transit Oriented Development – Understand that corridors will need to change, not every building can be saved.
- Yes – see additional goals/policies
- Yes, policy should be considered outside COT to guide (?) with the county and adjacent towns.
- Yes. The groups have been biased against the automobile. Maybe the city should be divided up into several urban cores to create islands.
- Yes – to ensure that goals and policies across a city/county/state are cohesive in providing safety, encourage business/economic growth for the region. While we do not have responsibility for roads to Phoenix our citizens encounter (?) (?)
- The core is the central portion of the city with the highest and most intensive uses. Outside the core, goal and policy ideas ought to be tailored to the characteristics of the areas considered. Ideas ought to include urban agriculture policies, mass transit, equity in access to housing, transportation and jobs.

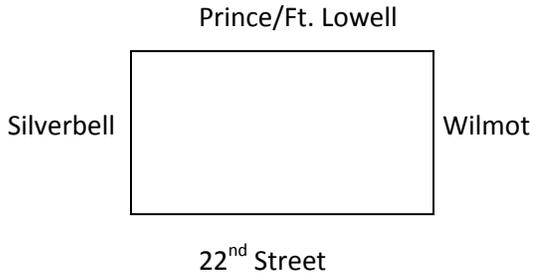
3. How would you define the boundaries of the City’s urban core?

- There is a “downtown core” identified within the IID – No neighborhoods are within its boundaries. Once you move out of that defined area, you get into neighborhoods, east and

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west, north and south. Can COT have 2 codes – one for this “urban core” and one for the rest of Tucson? Given what is to happen there, neighbors might not to be included.

- West on Wilmot, East of Silverbell, North of Ajo, South of River Rd. – I defined urban core this way because I feel this is where the majority of the city’s density is. I would like to see in the future an urban core that looks and feels unique and is much smaller than the boundary I currently described. There could be more than one urban core.
- Urban Core
West: Santa Cruz River
North: Rillito
East: Wilmot RD
South: TIA, DMAFB and Raytheon
- Metro Tucson area urban core
North: Marana and Oro Valley between I-10 and Oracle
West: Santa Cruz River
East: Wilmot RD
South: TIA, DMAFB and Raytheon
- Metro Tucson
- W: Greasewood
E: Wilmot or Kolb
S: Ajo
N: River



- North: Speedway
West: Grande
East: Alvernon
South: Broadway
- North: Ft. Lowell
East: Wilmot
South: 22nd Street
West: Silverbell
- I would maybe go out to the east edge of the university, up to Grant, west to Silverbell, and south to 22nd Street.
- N: Prince
W: current boundaries
S: 22nd Street
E: Swan
- There could be more than one. The Primary core – downtown to UofA, south to 22nd Street. But also major hubs like Wilmot/Broadway, Bridges, Tucson Mall
- How I currently thin of it generally: East Wilmot Road, South Valencia Road, North River Road, West Gates Pass
How U think of it specifically: Country Club East, Silverbell West, Irvington South, Fort Lowell North
- Residential, employment, and recreational space clusters.

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- It depends on the focus or area of interest transit would focus on major service area, density of connections, job centers, etc... Tucson is so sprawling and low density it is difficult to draw boundaries outside of the obvious limits of the central business district and the university.
- Silverbell to Craycroft, DMAFB to River
- Includes: city center/Government offices – City Core!
University grounds/main transportation Hub(bus)
Add more sub-cores – Urban, high tech, industrial. Promote Tucson.
- Central Tucson – Downtown including a portion of Westside and a portion of the Broadway and Campbell corridor and the University of Arizona.
- Silverbell to River to Harrison to Los Reales
- The urban core is defined by the current city limits!
- Speedway to the north, 22nd Street to the south, I-10 to the west, Campbell the east

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