

Written Responses to Preliminary Policies Drafting Exercise

Please share preliminary policy concepts or ideas about redevelopment and revitalization for Plan Tucson.

THEME	PROPOSED POLICY CONCEPTS
Neighborhoods	<ul style="list-style-type: none"> ▪ Increase tree coverage throughout the City’s neighborhoods, both along public rights-of-way and on private parcels through the creation of an urban forest plan. ▪ Inventory pedestrian amenities such as sidewalks, public furniture, street lighting, and remedy gaps where necessary to provide uniform presence across neighborhoods for such amenities. ▪ Address the heat island effect on neighborhoods. ▪ Pocket community gardens. ▪ Establish a proactive mechanism to stimulate neighborhoods and communities to participate in the earliest phases of city consideration of redevelopment and revitalization. ▪ Structure/ wording to allow for neighborhoods to express concerns/ desires for planned developments.
Activity Nodes	<ul style="list-style-type: none"> ▪ Promote good pedestrian and bicycle linkages to activity nodes abutting neighborhoods. ▪ Eliminate obstacles and barriers to entry for residences to easily access commercial areas near neighborhoods. ▪ Revisit parking standards downwards to reduce large parking lots. ▪ Create a matrix of desirable and undesirable uses that would be allowed or disallowed respectively in specific areas – for example: auto-related uses – undesirable; local cafes – desirable. ▪ Enhance capacity and the generation of grass-roots driven initiatives in revitalization by neighborhoods and community organizations. ▪ Activities in node should be discerned by local neighbors and businesses. ▪ Location should be determined by local stakeholders (neighborhoods and businesses).
Non-Residential Districts	<ul style="list-style-type: none"> ▪ Address obsolete uses abutting neighborhoods, such as tire storage yards, metal scrap yards, and under-utilized parcels. ▪ Phase out harmful industrial uses. ▪ Establish a proactive mechanism to stimulate and capture non-residential property and commercial stakeholders in the earliest phases of city consideration of redevelopment and revitalization.
Historic Preservation	<ul style="list-style-type: none"> ▪ Develop a palette of building typologies specific to Tucson’s architectural character and adapted to specific neighborhoods so that any new buildings fit into their context. ▪ Regulate the form and appearance of buildings, especially in neighborhoods that have a high quality of architectural stock. ▪ Enhance economic incentives to repurpose designated historic structures ▪ Buildings should be assessed for preservation. Better determined by cultural anthropologists etc.

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<p align="center">Transportation</p>	<ul style="list-style-type: none"> ▪ Implement complete streets that complement quality of life rather than detract from it. ▪ Revisit the objective of facilitating vehicular access at all and any costs due to the detrimental impacts on neighborhoods and take into account the needs of all users. ▪ Plant trees to reduce the heat island effect along all streets, especially arterials and along medians. ▪ Redevelop aging strip malls designed with the automobile in mind. ▪ Expand the streetcar concept to also include bus rapid transit and regional bus system. ▪ Consider traffic calming design or a tool to revitalize commercial and non-commercial, residential built environment. ▪ Plan for and encourage commercial and other amenities along bike routes. ▪ Aggressively plan for the completion of city-wide sidewalks and energy efficient arterial street lighting. ▪ Assessment of private and public transportation needs for the area to be developed – and reviewed by stakeholders for approval. ▪ Incorporate the “complete streets” concept. ▪ Many Brownfields assessment and cleanup opportunities linked to transportation projects. ▪ Encourage transportation planners to consult w/ Brownfields staff on environmental assessments and cleanup needs in preliminary stages of project development.
<p align="center">Economic Development</p>	<ul style="list-style-type: none"> ▪ Create a matrix of desirable and undesirable uses depending on the area (see Phoenix’s urban form project as an example). ▪ Small business incubators in former warehouses, now vacant. ▪ Repurpose parking lost as enhanced commercial and community space, for economic development ▪ Provide venue for federal/state monies to fund local business needs, and restricting monies flowing out of community – into other counties, states, etc... ▪ Incentivizing Brownfields redevelopment allows underutilized properties to be brought back into utilization therefore creating economic opportunity.
<p align="center">Tools</p>	<ul style="list-style-type: none"> ▪ Expand to city wide revitalization tools to include neighborhood investment programs, especially as community identified. ▪ Well-advertised public forums/ brainstorming sessions to allow for stakeholders to bring the needs for the area. ▪ Federal Brownfields grants tailored to city neighborhood redevelopment and revitalization opportunities. Our office can apply for new grants every single year.
<p align="center">Brownfields</p>	<ul style="list-style-type: none"> ▪ Examine existing businesses – i.e. audit – with a potential for toxicity to prevent future (and current) contamination from occurring. ▪ Context-sensitive design for existing brownfield redevelopment. ▪ Aggressively repurpose delist or vacant built structure to be open space for park, recreational and community garden uses. ▪ Facilitation of property assessment and cost to bring “Brownfield” back into “service.” ▪ Provide incentives for private money to invest in brownfield rehabilitation. See Environmental Quality