

PLAN TUCSON
URBAN DESIGN POLICY WORKING GROUP
October 28, 2011

URBAN DESIGN FLIP CHART NOTES – Group A

Corridors – Redevelop & Transform Road Corridors – opportunity for Broadway

Industrial Area South of Airport Paddle – Use

Potential for industrial expansion and state (and there...)

Locating employment, which is a driver of circulation patterns

Could extend employment area south of airport to prisons (to S. Wilmot)

Another employment HUB – Raytheon and Bombardier and University, Downtown and Williams Center, TMC

Biotech Park – mixed use

Opportunity Center/Area:

Criteria:

- Infrastructure (existing and planned)
- Sense of place
- Density (existing)
- Multi-modal access
- Near transportation corridor
- Opportunity for redevelopment of functionally obsolete buildings
 - Include industrial employment centers

Armory Park / Ice House area – warehouse redevelopment opportunities

Think about opportunities that are easy to develop (undeveloped areas) as well as existing ideas for redevelopment.

Incentivize defunct malls/shopping for productive use

Want light rail to connect.

How do we overlay our vision on existing patterns of development

Where do we want “activity centers” – (dots) – around density

“Opportunity/Success Areas”

- Density
- Activity/employment
- Sense of place
- Freeway provides opportunity
- Redevelopment of old malls and strip malls

Plan for the future “Rita Ranch” type developments to include mixed use.

Plan for higher density around parks, which are central to successful redevelopment/development of mixed use.

Start with green space

- Multi-use function of parks – detention basins, wildlife, activity centers

Repurpose closed schools/churches for community centers or mixed use

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URBAN DESIGN FLIP CHART NOTES – Group B

Use major employment center to define the Central City

The Core:

- Urban expectations happen
- Higher density
- Better bike/ped/transit
- Zoning ordinance to reflect urban densities

Rest of the City to follow grid urban form

Too many overlays right now – Focusing on the core would help differentiate the urban vs. suburban

Think about the things that neighborhoods have in common

If you increase density without moving toward multi-modal transportation, you're increasing auto use

How do you get people to say "I don't need the automobile."

Include a policy that if rent in the core you pay extra for having a car?

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URBAN DESIGN FLIP CHART NOTES – Group C

Some information from PAG provided re growth in driving affected by urban form

Should Roy Lao Transit Center be a place to go to – i.e., destination

Density correlation to foot vs. other faster alternative modes of transportation

Reduction in average trip length

Create urban villages every 2 miles, include village center/commercial uses – have residential accessible to village center by biking/electric cars, which would allow further distances, but decrease use of car

The areas around the center should be park-like and light industrial should be integrated everywhere possible



vs. strip

Pointed out that the choice is often talked about as car or foot – rather than taking other forms of alternative transportation into account.

Run design competition to figure out specific locations for urban villages – in the end the locations may be more political than technical

Had to fight to get businesses on streets – to walk through.

Mixed-use – lowers cost by square foot

Regular malls have advantage of auto infrastructure

Broadway/5th/under-utilized

- Consider incentives for such corridors
- Suggestion of small, specialized businesses – for instance those that could be run by and used by Somali population as well as others who would be interested in the goods and services offered by Somalis

Malls – attract

Outlaw strip malls

Higher residential – along arterials between centers

Downtown – needs more people/services

People expected to come to downtown by mechanized means (e.g., auto)

Urban center with cultural facilities

New Pima County Loop is a place that would be attractive for adjacent residential

On east side – need for park to residents to get together

Urban agriculture

- Consider hydroponic, which could be run as a business to provide jobs/local food
- Two acres / 32 bays – greenhouse – water – market gardens -
- Water Dept. property possibility (location?)

Wherever you are doing your development shouldn't have to drive to reach daily services

Suggestion for bus down 6th??????????????

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Information shared that bus is about 50% more expensive to operate than car

URBAN DESIGN – ANNOTATION ON TRACE DRAWING – Group A

Re-think “Milville” – 22nd/Kino – 22nd/Park

Repurpose unused space

Give incentives to reuse old “malls”

Light rail and road connections

I-10; I-19 and opportunity areas

Parks interconnected washes, wildlife corridor

Look at how parks are centers

New things to think about

New things to think about

Houghton corridor/Valencia

Criteria

1. Infrastructure, existing and planned
2. Sense of place
3. Existing density
4. Multi-modal access
5. Near transportation corridor
6. Functionally obsolete – new development opportunity
7. Include industrial/employment centers as part of mixed use

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URBAN DESIGN – ANNOTATION ON TRACE DRAWING – Group B

Review over-parked areas and transform them into other uses (e.g., landscaped, to reduce heat island)

We need to develop the natural resources that Tucson has. A good start would be what we're doing by defining the urban form. Why is Tucson a desirable place to be?

- reduce risk
- increase chances of development

Don't concentrate on one demographic use.

Infrastructure support will be essential.

Market doesn't have much choice right now.

Retailers follow roof tops.

What is it going to take to develop this urban form? Consider:

- market
- development costs
- flexibility with the rules

How do we create demand? (Create demand generators?)

Simple, easy to understand set of rules for the core.

Greater connectivity between employment centers.

Employment centers.

- Mixed-use
- Transit oriented
- Pedestrian scale
- Integration with existing established neighborhoods
- Tools that allow neighborhood input
- Mix of housing (carefully done)

Multimodal, including rapid transit

- Light rail establishes nodes/centers

"Shopping Centers

- Existing/in place
- Transit-oriented development

Urban Zone

- Place for higher densities
- Public investment
- Walkability
- Substantial employment
- Non-auto scale and function

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URBAN DESIGN – ANNOTATION ON TRACE DRAWING – Group C

[One line on trace not directly related to map follows]

Urban design – incorporate water harvesting ordinances in new residential subdivisions

[Also note there was one participant who did a separate 11 x 17 map, which is taped to the trace map.]

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URBAN DESIGN – ANNOTATION ON TRACE DRAWING – Group D

In transit grid, overlays to permit:

- Higher density
- Guest houses / accessory units
- Reduced parking
- Pull buildings

Incentive districts along major corridors

- Lift height / setback restrictions to encourage redevelopment (by right)
- Mixed use centers

Grid pattern where it exists in central city

Activity centers in outlying areas

Topics by discussion

1. Streetcar
2. Connections

Yellow highlighter is transit corridor with transit oriented development

- Multi-modal (Bus Rapid Transit/streetcar/bike)
- Flexibility in heights/set backs
- Minimize road widening
- Encourage buildings fronting up against roadway

[Following is key, which was typed here because it was annotated]

Pink = Existing/New Employment

Orange = Activity Centers

Blue = Business (government services)

Brown = Potential light rail / multimodal transit; arterial ????

Black = Historic Neighborhoods

- *Allow for transit oriented development along edge*
- *Corridors – no strip malls / no setbacks*
- *Allow for market / low retail in neighborhood interior corridors*

Green = Multi-use liner path

- *Encourage restaurants/retail that front path*
- *Cafes on the path*

Grid stays on current grid development

Activity centers occur off current grid