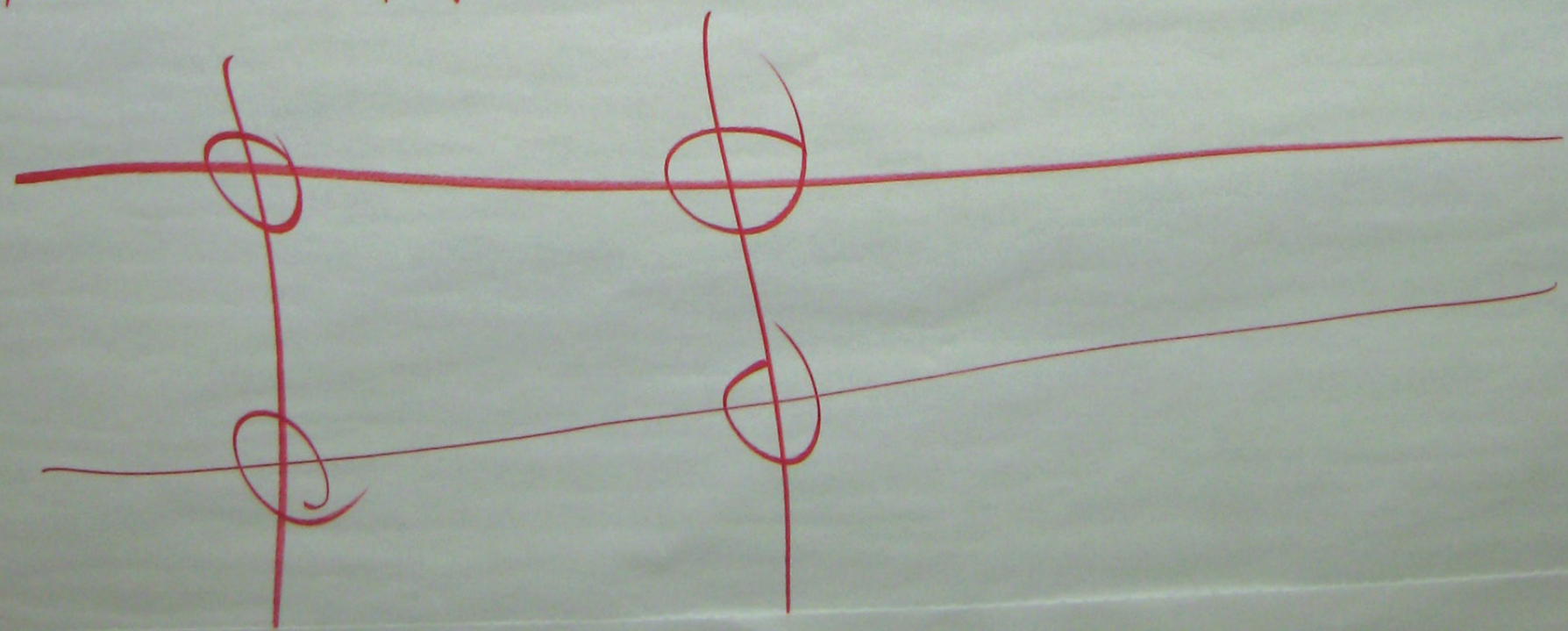
OVERTON RD
CORTARO FARMS RD
MAGEE RD
INA RD
ORANGE GROVE RD
SKYLINE DR
SUNRISE DR
RIVER RD
RUTHRAUFF RD
SNYDER RD
CLOUD RD
TANQUE VERDE RD
SOLDIER TR
STONE AV
COUNTY CLUB RD
SWAN RD
GOBLE RD
SPEEDWAY BL
PIMA ST
5TH ST
BROADWAY BL
PANTANO RD
CAMINO SECO
FREEMAN RD
GREASEWOOD RD
STARR PASS BL
29TH ST
36TH ST
GOLF LINKS RD
HARRISON RD
ESCALANTE RD
DREXEL RD
TUCSON BL
LOS REALES RD
OLD VAIL RD
RITA RD
MARY ANN CLEVELAND
WILMOT RD
SAHUARITA RD
Re-think "Millville", 22nd/King 22nd/Park
- Repurpose unused space
- give incentives for re use of old "malls"
Criteria
1) infrastructure, existing & planned
2) sense of place
3) existing density
4) multi modal access
5) near transportation corridor
6) functionally obsolete - new devel opportunity
7) include industrial/employment centers as part of mixed use.
Light rail & road connection I/10 I/19 & opportunity areas
Parks interconnected washes, wildlife corridor
Look at how parks are centers
New things to think about
- Houghton Corridor / Valencia
Pending/Existing
UACampus
Airport Environs Zone
Parks and Open Space
EMPLOYMENT CENTERS
MIXED-USE ACTIVITY CENTERS
PRIMARY RETAIL/EMPLOYMENT CENTERS
MAJOR TRANSPORTATION CORRIDORS
STREETCAR CORRIDOR
FUTURE TRANSIT LINES
OPPORTUNITY AREAS

- CORRIDORS - REDEVELOP. & TRANSFORM
  ROAD CORRIDORS - OPPORTUNI
  for BROADWAY
- INDUSTRIAL AREA South of Airport
  Middle - USE
  POTENTIAL FOR INDUSTRIAL EXPANS
  + State land 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 +
  Bombardier + Univ. Downtown +
  Williams Center, TMC
  BIOTECH Park - mixed use



OPPORTUNITY centers/areas

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 & strip malls

Plan for the future "Rita Ranch"-type developments to include mixed use.

## OPPORTUNITY centers/areas

Criteria

- INFRASTRUCTURE (existing + 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 - ~~[illegible]~~ warehouse redevelopment opportunities

Think about opportunities that are easy to develop ~~[illegible]~~ (undeveloped areas) as well as existing areas for redevelopment

Incentivize defunct malls/shopping for productive use

Want light rail to connect

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 w/ greenspace

- multi-use function of parks - detention basins, wildlife, activity areas,

Repurpose closed schools/churches for community centers or mixed use

SHANNON RD
INA RD
RIVER RD
RUTHRAUFF RD
PRINCE RD
SILVERBELL RD
GRANDE AV
SPEEDWAY BL
5TH ST
PIMA ST
BROADWAY BL
PASS BL
22ND ST
29TH ST
GOLF LINKS RD
DREXEL RD
TUCSON BL
PARK AV
12TH AV
LOS REALES RD
HUGHES ACCESS RD
WILMOT RD
NOGALES HY
SAHUARITA RD
CAMINO SECO
CLOUD RD
SNYDER RD
SWAN RD
COUNTRY CLUB
KOLB RD
RITA RD
OLD VAIL RD
Major Employment Centers
Major Shopping Areas
Airport Environs Zone

10/20/11

* Use major employment centers 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 differenciate the urban vs. suburban

* Think about the things that neighborhoods have in common -

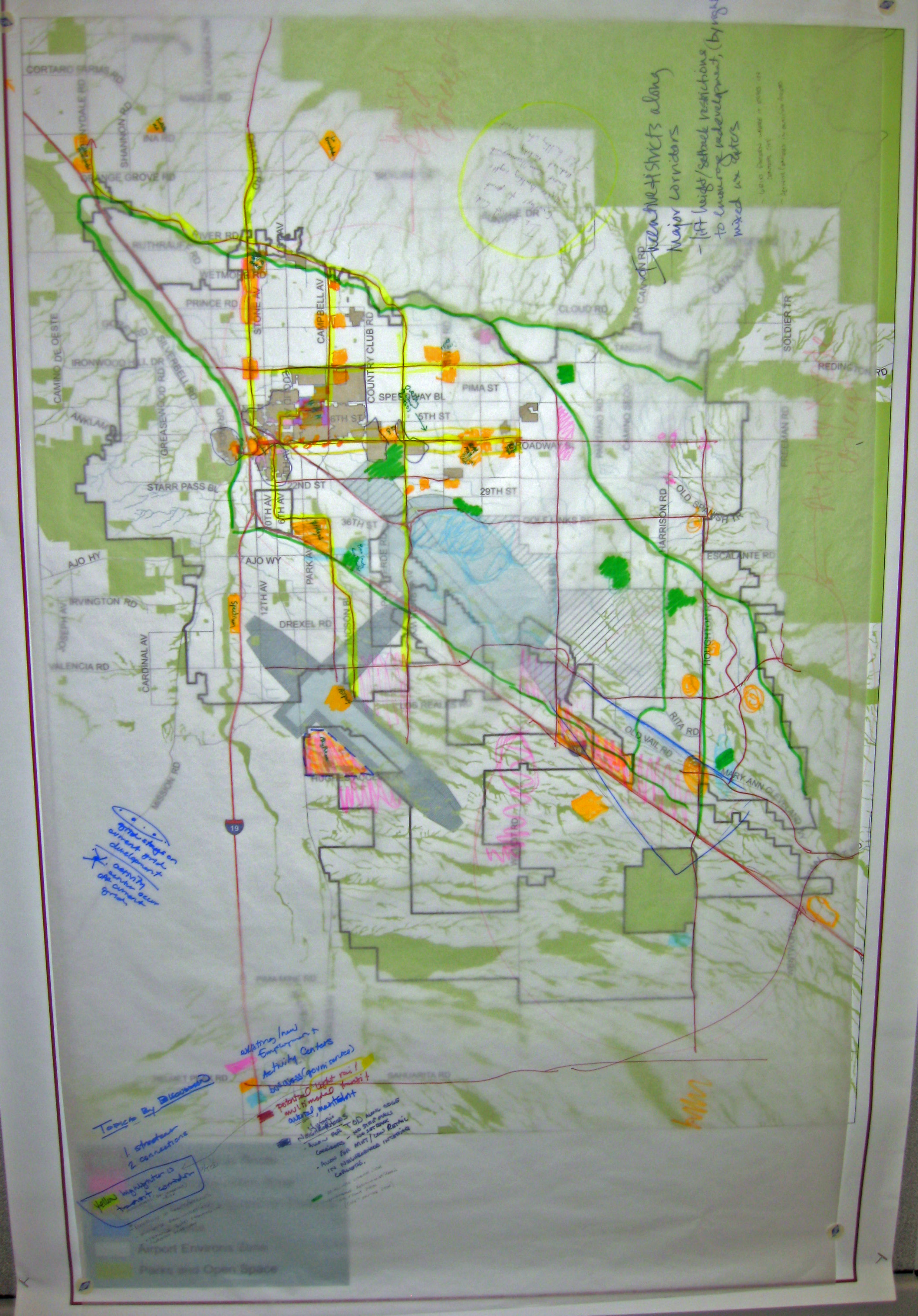
the urban vs. suburban

* Think about the things that neighborhoods have in common —

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

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

* Include a policy that if you rent in the core you pay extra for having a car?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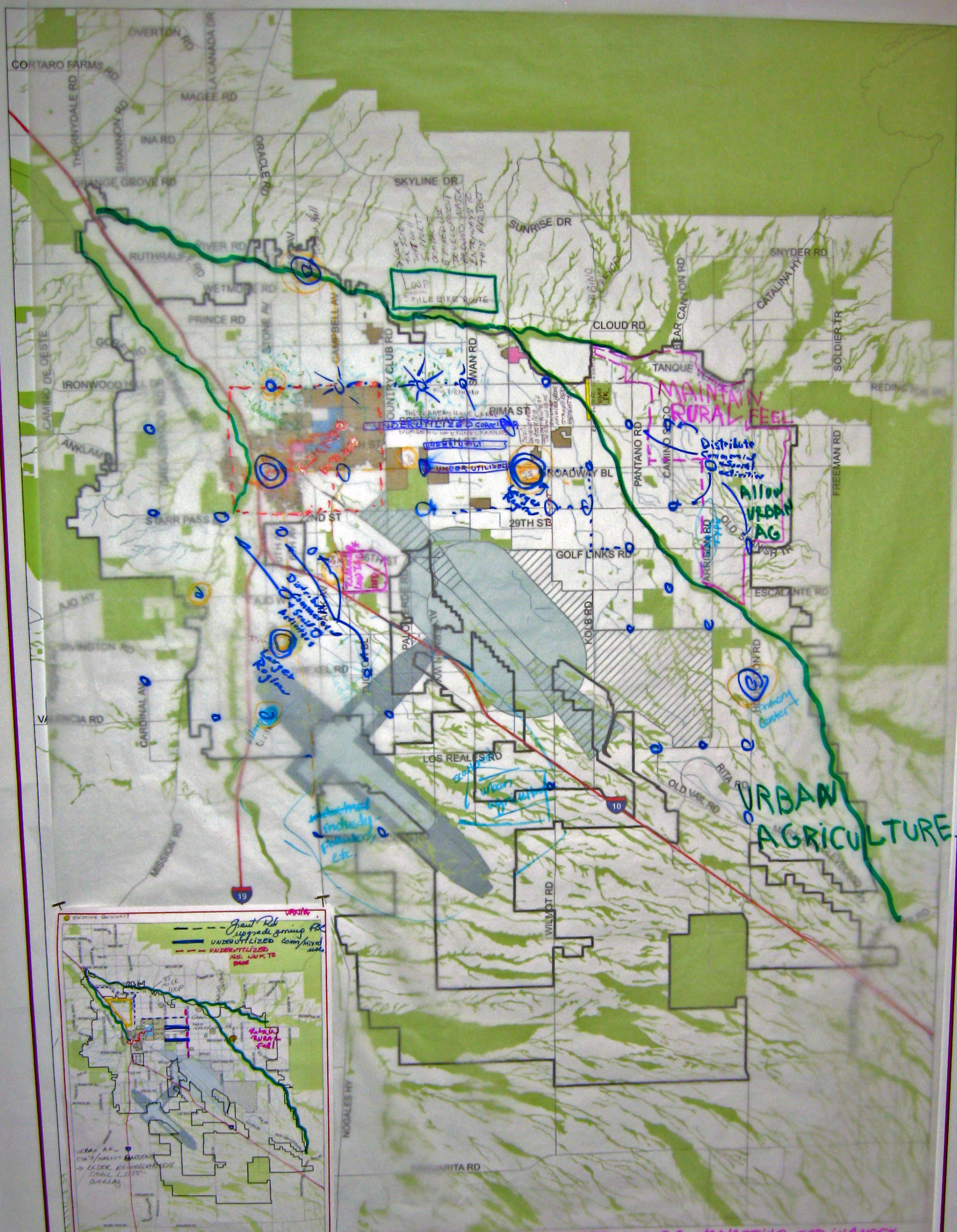
PARK AV
IRVINGTON RD
JOSEPH AV
DREXEL RD
CARDINAL AV
VALENCIA RD
MISSION RD
HARRISON RD
OLD SPANISH TR
ESCALANTE RD
HOUGHTON RD
RITA RD
OLD VAIL RD
MARY ANN CLEVELAND
SAHUARITA RD
19
Incentive districts along Major corridors
- lift height/setback restrictions to encourage redevelopment, (by right) mixed use Centers
growth strategy on current grid development
activity center occur off current grid.
existing/new Employment + Activity Centers
business (govn services)
potential light rail / multimodal transit
arterial, maintenant
Historic Neighborhoods
Topics By Discussion
1. streetcar
2. connections
Yellow highlighter is transit corridor
Allow for TOD along edge corridors - no strip malls no setbacks
Allow for mkt/low retail in neighborhood interior corridors.
Airport Environs Zone
Parks and Open Space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CATALINA HY
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OLD VAIL RD
RITA RD
MISSION RD
WILMOT RD
NOGALES HY
ARITA RD
10
19
LOOP
MAINTAIN RURAL FEEL
Distribute Commercial Neighborhood activities
Allow URBAN AG
Distribute Commercial Small Scale Activities
Target Region
URBAN AGRICULTURE
Grant Rd upgrade zoning PAD
UNDERUTILIZED
UNDERUTILIZED NO. LINK TO BUS
Pending/Existing Historic Districts
UACampus
Airport Environs Zone
Parks and Open Space
URBAN DESIGN - INCORPORATE WATER HARVESTING ORDINANCES TO NEW RESIDENTIAL SUBDIVISIONS
Trace on trace

Design competition –
to figure out where
urban villages would
go (maybe more political
than technical)

URBAN AG –
CSA'S/MARKET GARDENS
→ OLDER NEIGHBORHOODS
SMALL LOTS –
OVERLAY.

- Underutilized CORRIDORS – TRANSIT
  ↳ Review zoning standards / slight increase in height – stepped.
- compatible infill development
  – need infill guidelines
- increase in rental, specially the elderly
  – reduction of elderly living homes

MAJOR STUDY.

①

PAG2 - 3% - growth in driving -
2% - growth in pop.
1/3 decrease in growth

affected by urban form

should Laos be a place
go to (destination)

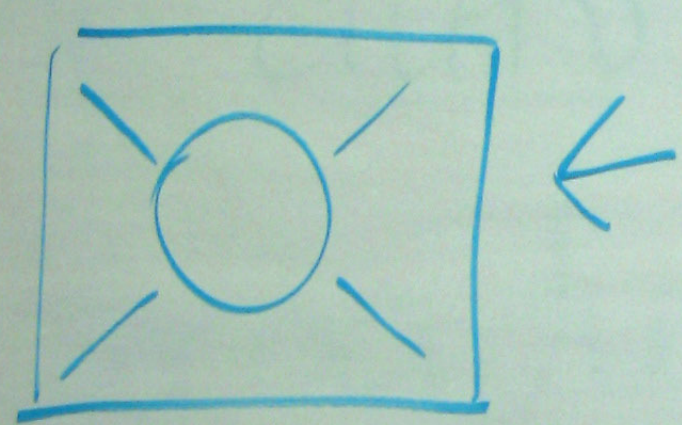
density correlation to
foot vs. other faster

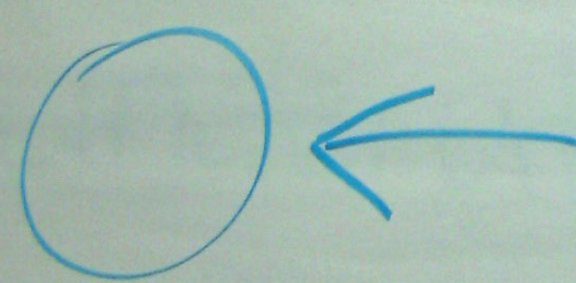
Not increase amount
of things we do -

Reduction in ~~av~~ avg. trip
length

⑦

Not obligated
O-village center/
commercial- biking/
electric cars/





vs. strip/
had to fight to get
businesses on streets-
to walk through-

mixed use - lowers cost
by sf —
average
req. malls have advantage
of auto infrastructure
Broadwa | / 5th /
underutilized
malls - attract
outlaw strip malls

Higher residential -
along artenials between
Centers

regional

Downtown - need more
people/services

people expected to come to downtown by mechanized

all the
stuff is there

Urban center w/cultural facilities

~~cup~~ not car ~~to~~ but other transit

incentivize underutilized corridors

small business - cultural ← tailors

overlays

Loop is a place people would like up to

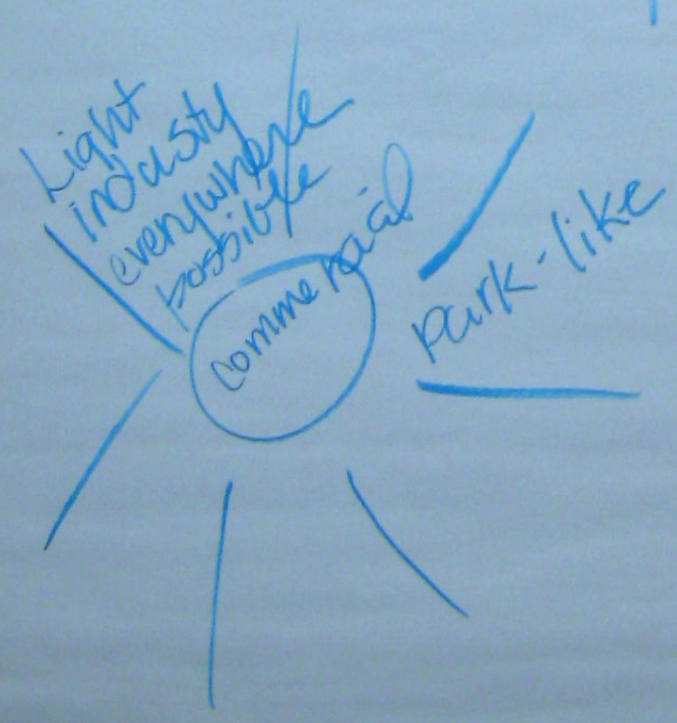
Park - to get together

- Hydrop - gardening - yama → business/food (wikx)

Urban villages every 2 miles

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

2 acres/32 bays -
greenhouse - water -
market gardens -
urban-ag. - buying local
↳ water dept. - 10th 20th of land




Bus about 50% more expensive to operate than car