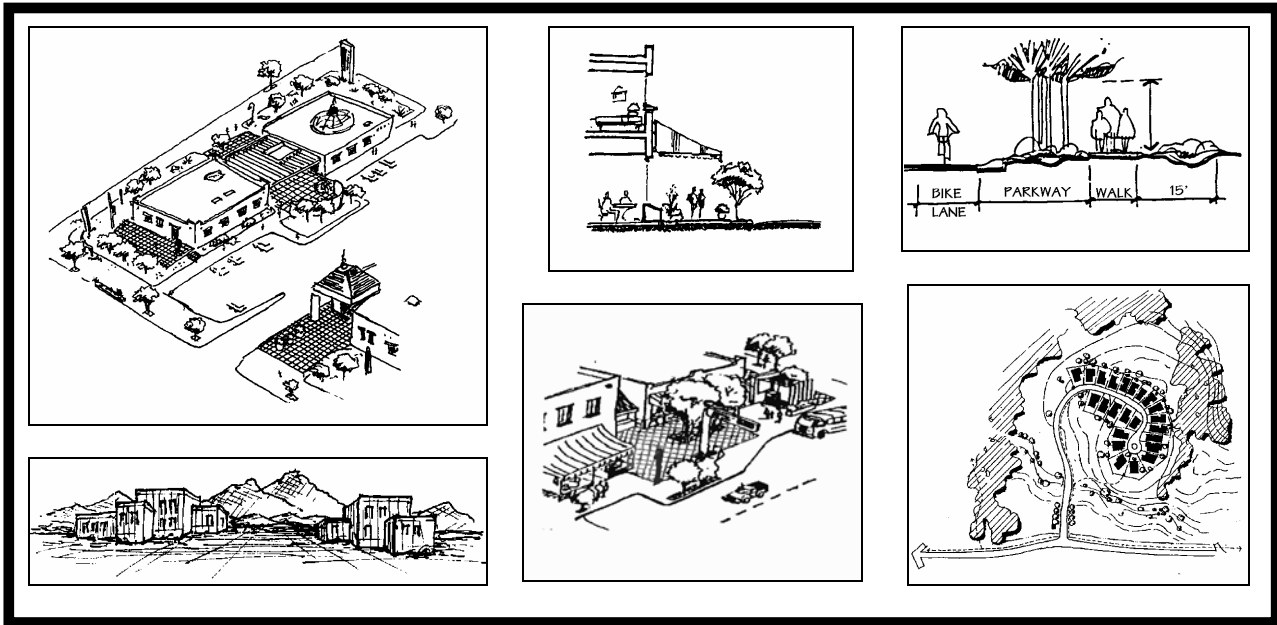


City of Tucson, Arizona Design Guidelines Manual

Creative Solutions for Quality Community Design



This *Design Guidelines Manual* was developed to offer insight and clarification to the desired outcomes resulting from *General Plan* policies, particularly the policies listed in Section 6 (Land Use) and Section 9 (Community Character and Design). The *Manual* is provided as an additional resource to users of the *Plan*. The guidelines contained in the *Manual* are not regulations or development standards.

The *Manual* describes a variety of design techniques to improve land use compatibility, street and neighborhood character, and overall community design. Several of the design techniques describe how to build with more sensitivity to our Sonoran Desert resources. Others address ways to improve neighborhood and street character by designing for alternative modes, and by providing pedestrian amenities at major street intersections and commercial centers. Although generally modest and incremental, these urban design opportunities support important communities goals for a more sustainable, livable Tucson.

The *Manual* was prepared by the Tucson Planning Department with the assistance of a planning consultant, the Planning Commission Urban Design Subcommittee, an Urban Design Advisory Committee, and the input of the general public. The committee and the general public participation represented a cross-section of neighborhood, development, environment, design and other technical expertise. Revisions to the *Manual* may be made from time to time, and may be based on the suggestions and “hands-on” experiences of many of these same individuals, along with other design professionals, property owners, and City staff.

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The *Manual* is also on the Department of Urban Planning & Design's Website:
<http://www.tucsonaz.gov/planning/codes/design/index.html#TopOfPage>

Design Guidelines Manual

Prepared by the City of Tucson Planning Department with the assistance of The Planning Center

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INTRODUCTION

The *Design Guidelines Manual* expands on the overall policy direction provided in the Land Use Element and the Community Character and Design Element of the *General Plan* by illustrating ways to meet policy objectives for design quality. Guidelines are intended to help protect the integrity of existing neighborhoods, complement adjacent land uses, and enhance the overall function and visual quality of the street and adjacent properties. How the guidelines are used at the project level will depend on the nature of the proposed development, the adjacent land use, and existing site conditions. Many may apply citywide to all development. Others focus on particular types of development and special design options.

Guidelines are primarily organized into sections by ‘Type of Development.’ **All Development** is the first and largest of these sections and includes those guidelines which generally apply to the whole city. This is followed by guidelines for more specific development categories such as **Residential, Office/Commercial/Park Industrial, Large Retail/Wholesale, and Special Design Options**.

Each of these categories is further subdivided into two sections, the first being **Land Use (LU) and Site Design (A)** and the second, **Community Character and Design (CCD) (B)**. Under each of these headings follow the guidelines themselves. The organization of these and their subsequent components is meant to parallel the design process, moving from the general to the more specific, from organizational concepts to more detailed techniques.

Each guideline contains an **Intent** statement which describes a desired outcome. **Related Policy Links** are provided to allow the user to refer to the *General Plan* policy home base for each guideline. Where appropriate, graphic illustrations and diagrams have been added to suggest **Solutions**. The graphics are thumbnail sketches that illustrate, in a general way, a design solution. They are not drawn to scale or specifications to satisfy ordinance or other review requirements.

INSTRUCTIONS TO THE USER

The intent of these guidelines is to suggest a range of solutions to satisfy a policy objective rather than to prescribe design solutions. This approach provides flexibility for the design professional in demonstrating compliance with the spirit or **intent** of the guidelines. It also requires a qualitative give-and-take process on the part of City of Tucson personnel who have development review responsibility. The guidelines will furnish a common point of departure for both the designer and reviewer for many design issues which require imaginative and cooperative solutions.

It is recommended that the user of this manual first review and address those guidelines under ‘**All Development**.’ Note the Important Reminder in the Introduction to the ‘All Development’ section. The user should then move to guidelines for the specific type of development which most closely suits his/her own project. Each specific type of development contains design guidelines, which are formatted to parallel the design process as closely as possible. These guidelines start with those land use issues which need to be addressed early in a project, such as site analysis. They are followed by site design organizational concepts of open space, common areas, pedestrian and vehicular circulation systems, and methods of easing or enhancing transitions between different uses.

The **Community Character and Design** section of the guidelines deals with those areas which affect the experience and perception which people will have, whether they are directly involved with a new development as residents, customers, or employees, or as neighbors affected by it. It is hoped that the guidelines will reinforce the harmonious qualities of a development by emphasizing its functional, environmental, and visual aspects.

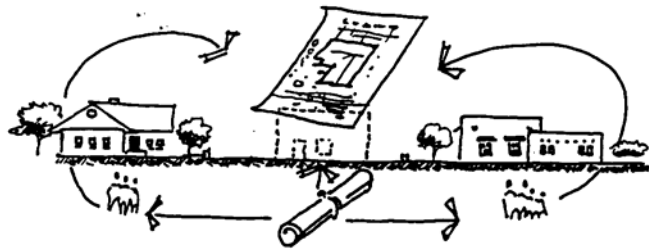
I. All Development

Introduction Guidelines in this section focus on solutions that apply to all types of development, including public works. Whether the proposed development is a publicly funded road, or a privately developed residential, commercial, or mixed use project, it is recommended that the user should review these guidelines first, then move to the following sections which contain guidelines for more specific types of development.

An Important Reminder

- Relationship to City Ordinances, Development Standards and Policies

Guidelines are not regulations or development standards. They illustrate ways to meet policy objectives for design quality but do not supersede regulations or standards. The property owner, developer, or design professional proposing a development project within the City should consult with City staff early in the process to verify applicable *Code* requirements. Design guidelines provide a menu of design options and techniques which should help the developer meet *Code* requirements with a quality project approved in a timely manner.



- Neighborhood Involvement and Sensitivity to Design Context

Sensitivity to the design context and neighborhood character is crucial to the success of an urban infill project. Involve adjacent property owners, neighborhood associations, and others who may be affected early in the design process, in order to incorporate neighborhood suggestions into the project's design and minimize the time and cost of resolving neighborhood concerns at a later date. Familiarize yourself with applicable subregional, area, and neighborhood plans. Gather ideas and suggestions from neighbors before siting new buildings or additions regarding issues such as visual privacy and height compatibility, acoustical privacy and noise attenuation, and important view corridors.

I. All Development

A. Land Use and Site Design

1. Site Planning *a. Environmentally Sensitive Site Design (I.A.1.a)*

Intent - Design site plans to minimize disturbance to the natural environment and reduce infrastructure costs.

Related Policy Link – CCD Policy 1 (1.1, 1.4); CCD Policy 2; CCD Policy 4 (4.2.C, 4.7)

Solution - Reduce impact on the natural environment through the following methods:

- Minimize wash crossings
- Utilize efficient and compact cluster patterns located on flatter areas of the site to reduce erosion and protect slopes and ridgelines
- Maximize use of disturbed land for roads and structures
- Locate areas to be developed near, or adjacent to, existing developed areas
- Develop land near existing infrastructure first



b. View Corridors and Solar Access (I.A.1.b)

Intent – Maintain views of mountain peaks and other scenic resources and, where applicable, solar access to solar panels on adjacent structures.

Related Policy Link – CCD Policy 3

Solution – Provide a view corridor through new developments from adjacent existing residences where feasible or mitigate negative impacts on views or solar access through the following means:

- Orient buildings to minimize visual barriers
- Offset and terrace new structures
- Vary roof lines to preserve mountain peak views
- Adjust height, orientation, and setbacks to avoid obstructing solar panels

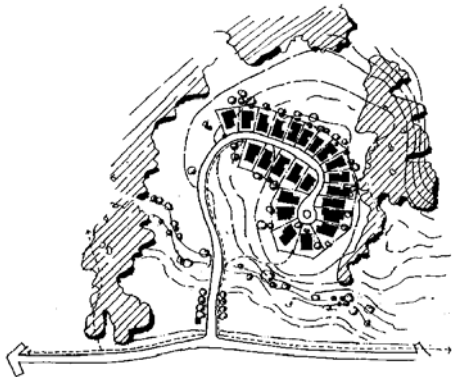
c. Preservation of Natural Areas (I.A.1.c)

Intent – Preserve natural areas through innovative site design, thus providing an amenity to the new development while reinforcing the overall natural environment.

Related Policy Link - CCD Policy 1 (1.1)

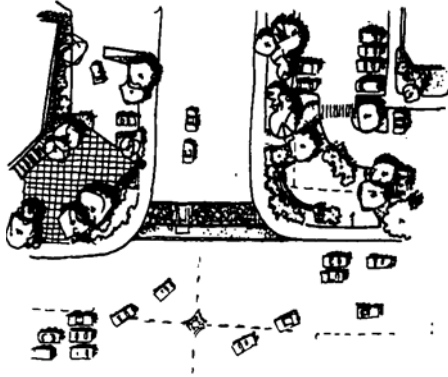
Solution – Preserve the most viable natural areas using the following site design techniques:

- Qualitatively assess vegetated areas before preparing a layout
- Cluster developed areas in the lower, flatter areas of a site to preserve slopes, ridges, and natural drainageways
- Locate structures on previously disturbed areas
- Employ zero lot-line development where appropriate
- Use functional open space to buffer natural areas from built areas



I. All Development

2. Open Space and Common Areas a. Intersections (I.A.2.a)



Intent – Establish and maintain key intersections as civic open space for pedestrian gathering areas, and as landmarks which help define City districts, establish corridor continuity, contribute to the positive image of the City, and provide for effective sight distances to allow for public safety.

Related Policy Link - CCD Policy 1 (1.3); CCD Policy 4

Solution - Require that intersection design for newly installed or modified intersections (e.g., where intersection widening occurs) respond to the above intent statement by incorporating several of the following:

- Including sufficient space adjacent to the right-of-way to accommodate landscaping enhancements
- Developing a landscape palette for corridors and/or districts which provide a distinctive appearance and continuity within the designated area
- Ensuring that a corner cut-off space is provided which gives a minimum visual clear zone of at least 15 feet along each face of the intersection
- Providing pedestrian amenities such as a shaded plaza area and generous walkways
- Regulating intersection location, size, type, materials, and color to provide a distinctive accent in character with the surroundings
- Locating public art in intersection areas where major projects or neighborhoods are adjacent to the intersection
- Developing simple logos for use in intersection improvement areas which symbolize entry to districts or major corridors
- Applying these intersection guidelines also at major entrances to development projects so that the entries contribute to repeated themes within a district or corridor

b. Detention/Retention Basins (I.A.2.b)

Intent - Utilize detention/retention basins for open space use and as additional recreational amenities for the development.

Related Policy Link - LU Policy 9 (9.6)

Solution - Design detention/retention basins for open space use by:

- Grading the site to complement proposed uses
- Preserving plants in-place or salvaging and revegetating
- Providing for safe and convenient access



I. All Development

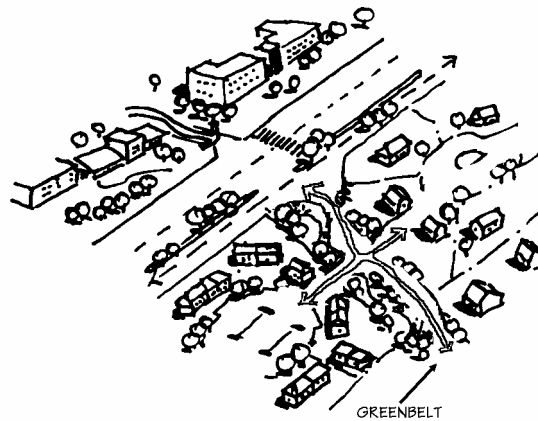
c. Open Space Transition to Adjacent Development (I.A.2.c)

Intent - Create more harmonious transitions to adjacent developments and create more open space opportunities.

Related Policy Link – CCD Policy 1 (1.1, 1.6)

Solution - Transitions from one development or land use to another can be enhanced by:

- Clustering development to allow greater open space at the perimeter
- Orienting recreational or natural elements which occur on two or more adjacent developments closer together so more integrated or usable open space is created



3. Pedestrian and Alternative Transportation Modes

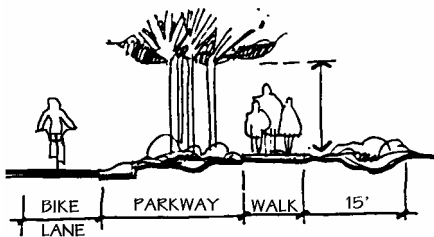
a. Alternative Travel Modes (I.A.3.a)

Intent - Provide for alternative travel modes in future road improvement projects. These modes include pedestrian, transit, bicycle, and equestrian where appropriate.

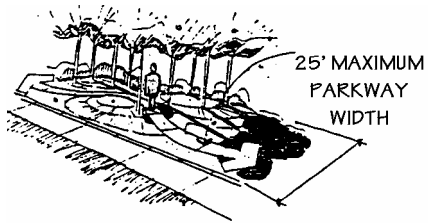
Related Policy Link - CCD Policy 4 (4.2)

Solution - Alternative travel modes should be enhanced through the following improvements:

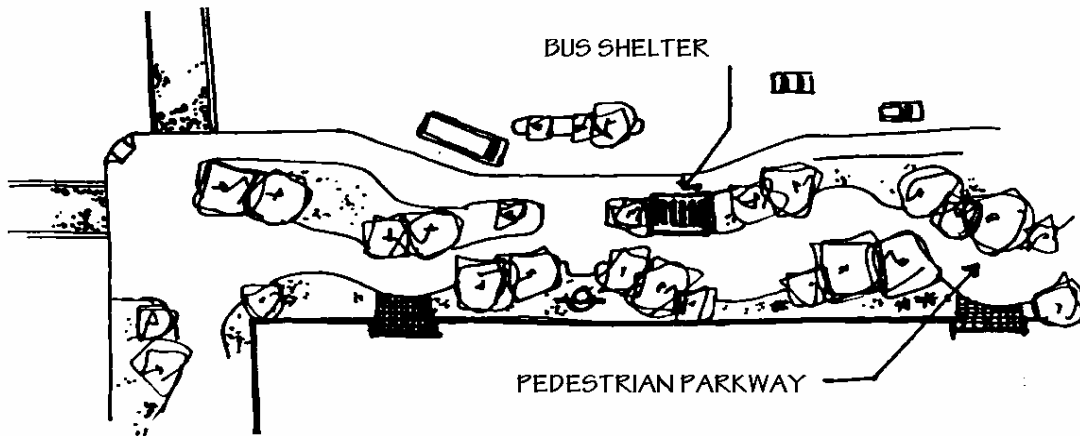
- Reduce vehicle speed using traffic calming measures on streets where there are pedestrian concentrations by changing pavement materials, where appropriate, in pedestrian-oriented areas
- Reduce the number of vehicle lanes when warranted by traffic counts where the pavement area could be used for additional landscaped pedestrian areas, sidewalk extensions at corners, mid-block crossings, additional parking, and on-street bicycle parking
- Provide widened/marked bicycle paths, pedestrian walkways, shaded bus shelters, and “Park and Ride” lots along arterial streets



I. All Development



- Provide bridle trails and equestrian crossings on roads designated for priority equestrian use
- Provide signal lights or other crossing techniques where major bicycle routes cross major streets or otherwise mitigate bicycle/vehicle conflicts
- Provide lighting for safety on major bicycle routes, including the use of landscape accent lighting and low pressure sodium lighting where appropriate



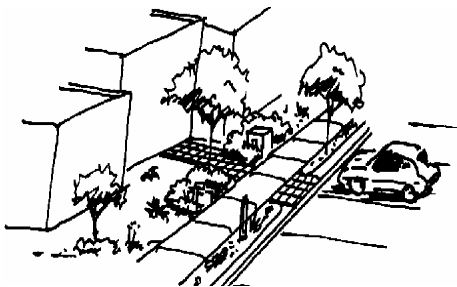
b. Pedestrian Access at Perimeter Walls (I.A.3.b)

Intent - Encourage pedestrian access to new developments by providing convenient points of access at the perimeter.

Related Policy Link - CCD Policy 4 (4.1.3); CCD Policy 5 (5.3.A); LU Policy 6 (6.15); LU Policy 6 (6.17)

Solution - Provide convenient and inviting pedestrian access from the surrounding neighborhood to new developments by:

- Placement of pedestrian breaks in walls greater than 75 feet in length
- Making access inviting with gateway design, landscape treatment, and security lighting



c. Pedestrian Circulation and Potential Obstruction (I.A.3.c)

Intent - Maintain safe and unobstructed pedestrian circulation within activity centers and especially near street frontages.

Related Policy Link - CCD Policy 4 (4.2.B); LU Policy 6 (6.13)

Solution - Potential obstructions such as utility boxes, meters, and backflow preventers should be:

I. All Development

- Located closer to buildings and away from street frontages, allowing direct pedestrian movement from on-street parking to the sidewalk and safe movement along walkways and sidewalks
- Encouraged to be located underground through the provision of incentives

d. Pedestrian/Vehicular Separation. (I.A.3.d)

Intent - Encourage vehicle-free pedestrian connections for easier use and movement.

Related Policy Link - CCD Policy 4 (4.2.B); LU Policy 6 (6.13)

Solution - Provide pedestrian connections through mixed-use areas and activity centers and separation between parking and pedestrian circulation.

- Include vehicle-free pedestrian areas along local streets, in parking lots, and in common activity areas



4. Vehicular Circulation and Parking

a. Vehicular Through-traffic (I.A.4.a)

Intent - Minimize potential vehicular through-traffic created by new development in new and existing neighborhoods.

Related Policy Link - CCD Policy 4 (4.2.C, 4.4)

Solution - Minimize impact of vehicular traffic on residential neighborhoods through the following:

- Redirect existing through-traffic onto major streets
- Lay out streets in new residential areas in a modified grid pattern, where appropriate, to avoid creating nuisance shortcuts
- Provide minimum street widths appropriate for the neighborhood traffic
- Reduce the perceived width of existing neighborhood streets by using circles, landscaped bumpouts, tree plantings, etc.

b. Vehicular Access Points (I.A.4.b)

Intent - Maintain maximum efficiency and minimize interruptions to traffic flow on arterial streets.

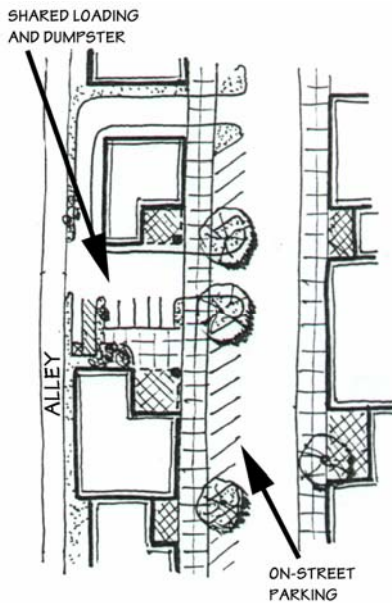
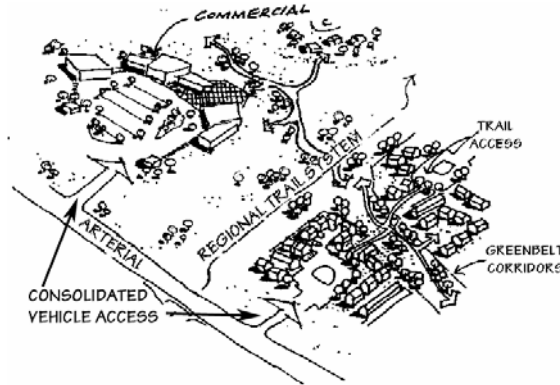
Related Policy Link - LU Policy 5 (5.6, 5.7)

Solution One - Design vehicular access points to minimize interruptions to arterial traffic flow through use of the following:

- Limit number of vehicular access points
- Locate access points at optimum positions
- Consolidate or eliminate excess curb cuts

I. All Development

Solution Two - Locate high volume access points to parking lots and garages on side streets that connect to major streets, provided there are no negative impacts on residential areas.



c. Parking, Loading, and Maneuvering (I.A.4.c)

Intent - Provide safe vehicular parking, loading, and maneuvering, with attention to functional and aesthetic concerns such as trash removal, emergency access, and reduction of heat build-ups.

Related Policy Link - LU Policy 5 (5.7)

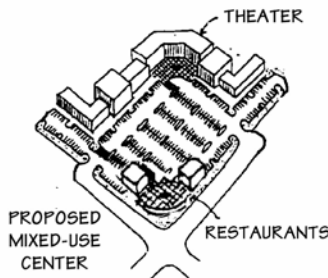
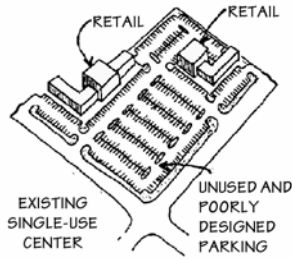
Solution One - Develop a comprehensive vehicular circulation system that allows parking, loading, and maneuvering to be contained wholly within the development. Functional and aesthetic issues could be addressed through the following:

- Shared loading area and dumpsters
- Alley access and screening of dumpster
- Use of vegetation and alternative paving materials to reduce heat build-up

Solution Two - Where existing site context indicates a more flexible approach, a portion of the required parking can be on-street if the following criteria apply:

- On-street parking would add to the urban street character
- On-street parking would improve pedestrian safety
- The nature of the site and neighborhood context is appropriate for on-street parking
- Existing or future bicycle routes are not obstructed

I. All Development



d. Parking Reductions (I.A.4.d)

Intent - Reduce excess parking where mixed-use and joint-use of parking spaces are feasible.

Related Policy Link - LU Policy 5 (5.13)

Solution - Reductions in required parking can be made if the project meets the following criteria:

- The project is within a designated pedestrian or transit-oriented development
- The project provides a bus stop and other pedestrian and transit supportive amenities
- Adjoining uses which share the same parking area have different hours of operation and agree to share parking
- The project proposes a comprehensive approach to reduce parking demand which may include employee incentives to use alternate transportation modes, ride sharing, off-site employee parking, or customer incentives such as bus passes

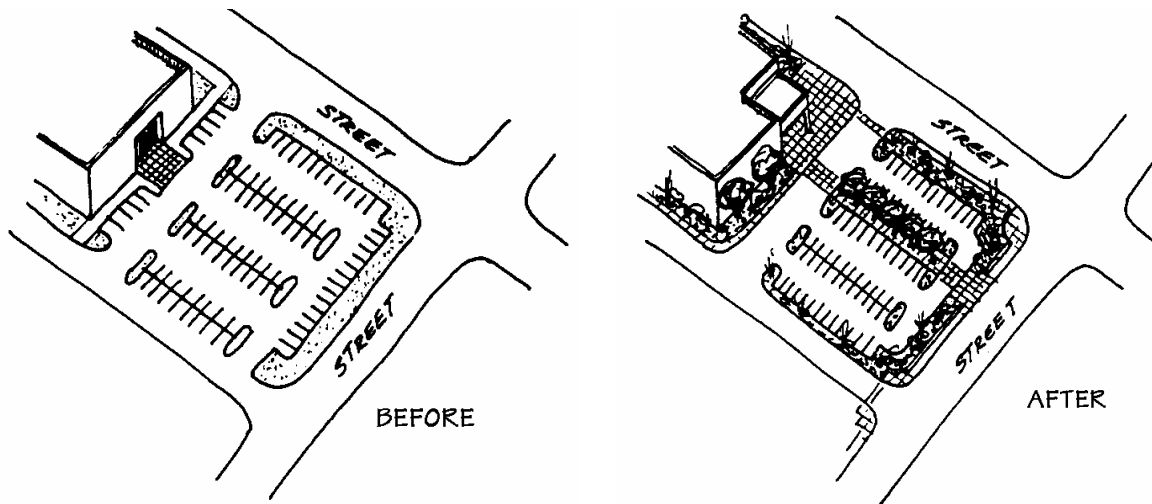
e. Reduced Parking Trade-off for Site Amenities (I.A.4.e)

Intent - Increase pedestrian and landscape amenities in redevelopment projects by reducing parking.

Related Policy Link - CCD Policy 4 (4.2.B); LU Policy 5 (5.13)

Solution - Required parking can be reduced if a sufficient level of parking is maintained and the following site improvements are provided:

- Enhanced streetscape
- Landscaped pedestrian walkways perpendicular to buildings
- Landscaped and shaded pedestrian seating areas
- Shaded pedestrian linkages through project



I. All Development

5. Mixed-Use Opportunities and Use Transitions

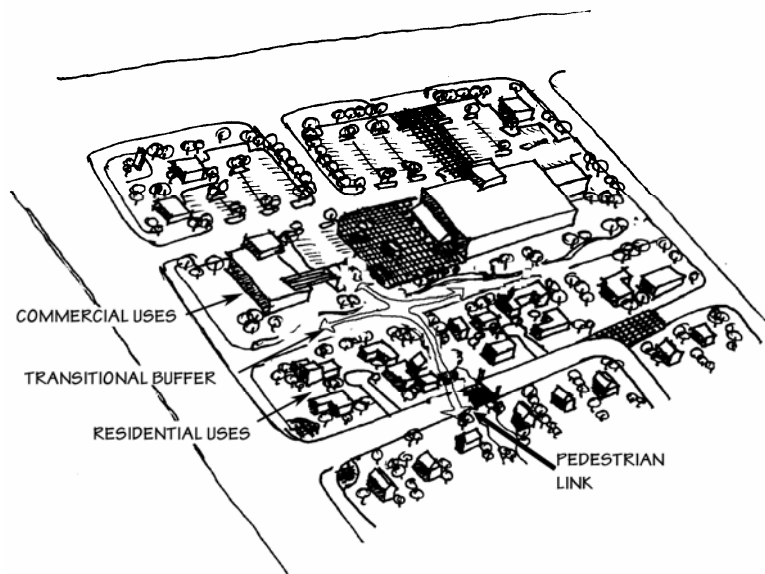
a. Mixed Uses (I.A.5.a)

Intent - Provide appropriate transitions and buffers between mixed-uses within a mixed-use area.

Related Policy Links – LU Policy 6; LU Policy 7

Solution - Ensure compatibility between uses by:

- Distinguishing between residential and nonresidential vehicular and pedestrian access with paving texture/color, etc.
- Orienting uses to make good transitions to surrounding uses
- Creating separation within the site through vertical differences e.g.: grading, massing, roof heights
- Focusing lighting, including reflected light, so that residential areas receive minimum glare
- Using landscape features to highlight individual uses
- Providing distinctive signage for identification and guidance appropriate to each use
- Providing noise-attenuating protection for noise-sensitive uses
- Using building materials and textures to define each use as part of an overall design palette
- Strategically locating accessory structures on adjacent sites so that they contribute to a visual and functional separation



b. Transition to Adjacent Uses (I.A.5.b)

Intent – Encourage transitions between proposed developments and adjacent, less intensive residential uses.

Related Policy Link – LU Policy 3; LU Policy 5 (5.6)

Solution - Provide transitions to adjacent residential uses by:

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- Stepping down heights of structures at the edge of development to match those in adjacent projects, for example transitioning from two story to single story where adjacent development is single story
- Using lighting standards and fixtures which gradually define the use transition, rather than causing an abrupt transition
- Using landscaped edges as open space as a ‘transition tool’
- Decreasing density at the edge of development
- Varying setbacks to soften the edge of the development
- Enhancing buffers with additional width or increased landscaping
- Orienting elements or functions that occur on adjacent developments in proximity to each other.

c. ‘Good Neighbor’ Approach (I.A.5.c)

Intent – Encourage businesses to be ‘good neighbors’ to adjacent residences.

Related Policy Link - LU Policy 5 (5.4); CCD Policy 5 (5.6)

Solution - Encourage limited duration of activities which generate excessive noise, light, or traffic:

- Concentrate such activities between 10:00 a.m. and 6:00 p.m.
- Limit hours of operation where possible

d. Mixed Use Circulation Systems (I.A.5.d)

Intent – Maintain a balance between privacy and a sense of community by using appropriate pedestrian/vehicular circulation systems.

Related Policy Links - LU Policy 6 (6.16)

Solution - The balance between community access and residential privacy can be strengthened by ensuring:

- Points of vehicular access to commercial and residential areas should be separate and distinct
- Major pedestrian linkages throughout the mixed use area are designed to maintain the privacy of individual residences
- A ‘Village Concept’, with decreasing densities moving out from the center, can shorten circulation routes, encourage pedestrian usage, and produce lower volumes of traffic near the center of the village

I. All Development

B. Community Character and Design

1. Spatial and Functional Relationships

a. Privacy of Adjacent Developments (I.B.1.a)

Intent - Protect the privacy of adjacent residential developments.

Related Policy Link - CCD Policy 5 (5.6); LU Policy 3

Solution - Privacy of adjacent developments can be protected by:

- Orienting balconies away from the edge of developments
- Careful placement of windows to avoid overlooking neighboring homes
- Locating signage and lighting elements away from adjacent residences

b. Parking Structures (I.B.1.b)

Intent - Integrate parking structures into the overall complex, making them more convenient, safe, and accessible to users.

Related Policy Link - CCD Policy 4 (4.5)

Solution - Develop parking structures as integral parts of a complex by:

- Extending pedestrian system and public spaces into parking areas
- Locating loading areas away from residential uses and high pedestrian traffic areas
- Utilizing building massing to create plazas and linkages
- Using detailing and building materials to unify design character
- Utilizing multiple points of access by bridge or elevator



c. Parking Structure Facades at Ground Level (I.B.1.c)

Intent - Relate ground-level facades to the pedestrian scale and environment.

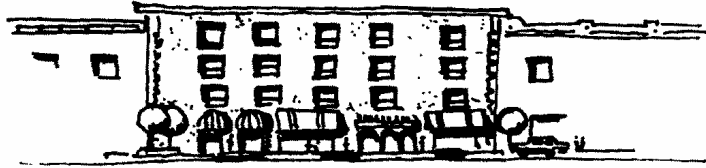
Related Policy Link - CCD Policy 4 (4.5)

Solution - Provide functional and visual connections to the pedestrian scale and activity by:

- Including ground-level retail pads along a portion of the public facades

I. All Development

- Using architectural details on parking structures to reduce the perception of massive scale
- Using landscaping to provide visual relief



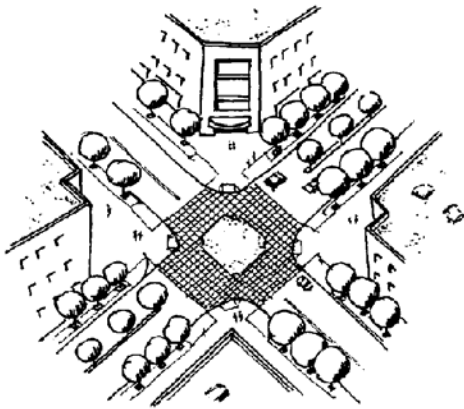
d. Major Intersections (I.B.1.d)

Intent - Reinforce the positive visual impact of major intersections and their landmark potential for the community.

Related Policy Links - CCD Policy 4 (4.2)

Solution - Major intersections should be made visually important by:

- Increasing the landmark qualities by use of public monumentation
- Creating themes and opportunities for significant public signage
- Providing visual themes at all four corners with paving, wall forms, and landscape materials
- Encouraging developments on each corner to extend their landscape and material designs into the intersection area
- Providing clear and open pedestrian links to the corners
- Developing similar themes for the ends of medians at intersections



2. Forms/Scale/Material/Color

a. Building Facades at Rear and Side (I.B.2.a)

Intent - Provide higher quality facades at the rear and sides of new buildings through careful design and detailing.

Related Policy Link - CCD Policy 5 (5.6); LU Policy 5 (5.3)

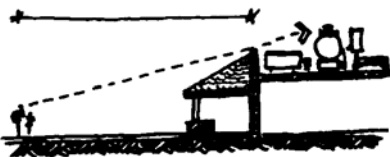
Solution - Design side and rear building facades with attention to architectural character and detail comparable to the front facade, particularly if rear and side facades are visible from streets or adjacent properties.

b. Roof and Parapet Design (I.B.2.b)

Intent - Encourage attractive roofs and parapet lines.

Related Policy Link - CCD Policy 5 (5.3, 5.6)

Solution - Consider the appearance of the top of the building (the 'fifth elevation'):



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- Include parapets to conceal rooftop equipment, chimneys, cooling towers, and solar panels
- Roof features and parapets should complement the character of adjoining neighborhoods

c. Roof Lines (I.B.2.c)

Intent - Encourage a high quality and visually interesting roof 'horizon'.

Related Policy Link - CCD Policy 5; CCD Policy 6

Solution - Provide a variety of roof lines and plane lines, especially where building heights exceed 20 feet:

- Vary roof lines of large buildings to reduce the apparent scale
- Use three-dimensional cornice treatments, parapet wall details, overhanging eaves, etc. to enhance the architectural character of the roof

d. Rooftop Equipment (I.B.2.d)

Intent - Minimize mechanical equipment on rooftops to reduce negative visual impacts on neighbors and to reduce energy costs.

Related Policy Link – CCD Policy 5 (5.6)

Solution - Integrate solar energy techniques and other mechanical equipment into the overall design of the building and screen all mechanical equipment on roofs.



e. Design Context and Neighborhood Character (I.B.2.e)

Intent - Improve the character of new projects and reinforce existing architectural character in established neighborhoods.

Related Policy Link - CCD Policy 5 (5.2, 5.2.A)

Solution - Harmonize new buildings with existing buildings by incorporating design elements of the adjacent architecture including the following:

- Scale and massing of structure
- Roof and parapet forms
- Door and window-fenestration pattern

I. All Development

- Finishes, materials and colors
- Site amenities such as walls and landscaping
- Traditional or prevailing setbacks and building orientation

Note:

Projects within City-designated historic districts must meet specific permitting and design review requirements outlined in the *Land Use Code* and Development Standard 9-02. (Consult with Planning Department or Development Services Department staff for more information.)

Development within National Register historic districts or other established neighborhoods with historic and architectural resources should be sensitive to the neighborhood character and design context. (Consult with Citizen and Neighborhood Services for information on the neighborhood association and National Register status.)

3. Buffering/Screening/ Landscape Design

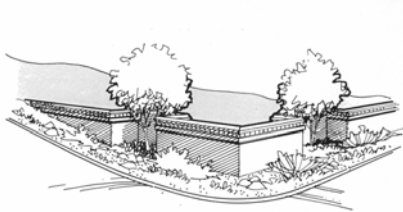
a. Free-standing Walls (I.B.3.a)

Intent - Reduce the impact of freestanding walls over 75 feet long and over 3 feet high and increase their visual appeal.

Related Policy Link - CCD Policy 6

Solution - Promote variations in scale, reflective surface, texture, and pattern:

- Vary wall alignments (jog, curve, notch, setback, etc.)
- Plant trees and shrubs, in voids created by wall variations, at an appropriate scale/massing
- Locate trees every 25 feet
- Use two or more wall materials and/or incorporate a visually interesting design on the wall surface
- Include decorative features of tile, stone, or brick
- Use sound absorbing or scattering materials such as tile, stone, or brick



b. Water Harvesting (I.B.3.b)

Intent - Conserve water resources and preserve drainage patterns, thereby reducing engineering and irrigation costs.

Related Policy Link - LU Policy 9 (9.6)

Solution - Design for water-harvesting to direct all excess runoff onto vegetated areas:

- Make 'saucers' around newly planted trees and shrubs
- Harvest runoff using surface grading

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c. Placement of Trees (I.B.3.c)

Intent - Provide a pleasant microclimate for pedestrians and increase the aesthetic appeal of a development.

Related Policy Link - CCD Policy 4 (4.9)

Solution - Carefully locate trees to provide shade, wherever possible, to pedestrians by:

- Placing trees no further than 25' apart, particularly along walkways
- Clustering trees at plaza areas or other public gathering places

d. Plant Materials (I.B.3.d)

Intent - Provide a homogeneous landscape design of appropriate character using minimal irrigation.

Related Policy Link – CCD Policy 4 (4.9)

Solution - Choose the right mix of trees, shrubs, and groundcover:

- Drought tolerant trees (see the City's drought tolerant plant list)
- Plants similar in form and scale to existing vegetation in the area
- Accent plants at entryways, changes of direction, intersections of roads, etc.
- Vegetation which displays a variety of leaf size, texture, color, and, if possible, provides flowers in all seasons



e. Landscape Buffers to Arterial Streets (I.B.3.e)

Intent - Separate pedestrians and vehicles on major streets using vegetation as a screen and buffer.

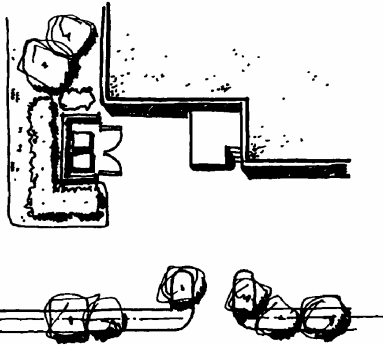
Related Policy Link – CCD Policy 4 (4.2)

Solution - Provide a landscape strip behind the future curb line including all of the following:

- Pedestrian walkways sited well away from the road
- Drought tolerant street trees to complement existing streetscape vegetation
- Masonry walls and berms



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f. Landscape Screens (I.B.3.f)

Intent - Use landscape, grading, and walls to screen less visually attractive uses.

Related Policy Link - CCD Policy 6

Solution - Screen dumpster areas, outside storage, utility, and other free-standing equipment and water pumping stations by integrating them with the design and materials of the principal structure. Use a minimum six-foot-high masonry wall and two or more of the following:

- Sound absorbent/sound scattering wall facing material such as tile, stone, or brick
- Earth berms
- Dense planting up to six-foot high

g. Planting for Visibility and Security (I.B.3.g)

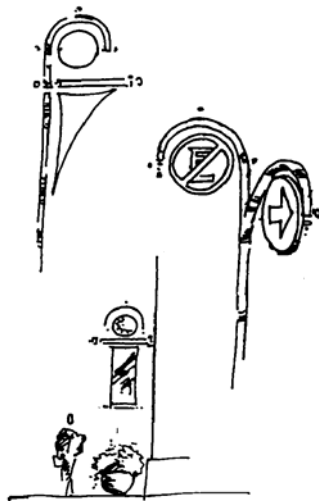
Intent - Select and position plant materials to aid surveillance and minimize crime.

Related Policy Link - CCD Policy 5 (5.9, 5.10)

Solution - Maintain visibility of doors and windows from the street and from within the development:

- Lift canopies of trees near buildings to six feet from the base of the trunk; plant larger specimens in those locations
- Shrub/groundcover height near buildings should be less than 30 inches; choose low-growing varieties
- Site spiny or thorny plants under ground floor windows to discourage unwanted access

4. Signage and Lighting a. Public Signage (I.B.4.a)



Intent – Establish continuity and consistency in the design and location of public signage, so that the aesthetic appearance is improved.

Related Policy Link- CCD Policy 4 (4.8)

Solution – Provide guidance for the use of public signage so that it:

- Is clearly visible and consistently sited so different types of information are easily located
- Is integrated into its surroundings in such a way that the message is clear but the sign is not the dominant feature
- Provides information sufficiently in advance of choices people have to make
- Is properly maintained on quality mountings so that the intended alignment and orientation are sustained
- Avoids the unnecessary and unsightly clutter of multiple signs and the resultant confusion of information

I. All Development

b. Positioning of Signage (I.B.4.b)

Intent - Integrate signs and information systems into the overall design of new developments, to improve overall aesthetic appeal and promote ease of use of the development.

Related Policy Link – CCD Policy 4 (4.8); CCD Policy 5 (5.6)

Solution - Locate signs in a coordinated and sensitive manner:

- Use appropriate scale, height, and color to integrate with new development
- Position signs so as not to obscure views of oncoming traffic for motorists entering and exiting the premises
- Coordinate signage with other street furniture



c. Signage in Historic Areas (I.B.4.c)

Intent - Signage should complement the character of historic areas and roadways.

Related Policy Link – CCD Policy 4 (4.8), CCD Policy 5 (5.2)

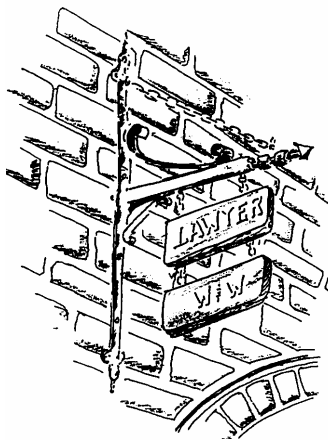
Solution - Identify special design areas and historic streetscapes such as pedestrian and trolley/bus districts and:

- Repeat materials, sign size, color, lettering, and font styles
- Match historic elements such as lamp posts, store fronts, and traditional street furniture
- Use more traditional small-scale signage
- Avoid dominant colors

Note:

Projects within City-designated historic districts must meet specific signage requirements outlined in the *Land Use Code* and Development Standard 9-02. (Consult with Planning Department or Development Services Department staff for more information.)

Signage within National Register historic districts or other established neighborhoods with historic and architectural resources should be sensitive to the neighborhood character and design context. (Consult with Citizen and Neighborhood Services for



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information on the neighborhood association and National Register status.)d. Visibility of Street Numbers (I.B.4.d)

d. Visibility of Street Numbers (I.B.4.d)

Intent - Aid the general public and emergency services in safely locating residences and business establishments.

Related Policy Link – CCD Policy 4 (4.8)

Solution - Ensure street numbers are clearly visible from public rights of way and emergency services access:

- Choose a suitable size, location, and style of numerals based on the character of the building
- Commercial address numbers should be conspicuously placed at each property access point and on each building in the complex
- Consider painting numbers on rooftops if views from neighboring properties are not adversely affected

e. Illumination Levels (I.B.4.e)

Intent - Light levels and lighting sources should be carefully chosen to provide optimum illumination.

Related Policy Link - CCD Policy 5 (5.8, 5.9)

Solution - Prevent over-illumination and glare, and avoid insufficient or uneven illumination, especially in areas where pedestrians and vehicles coincide:



- In some situations, such as residential conversions to O-1 zoning, use down-shielded or low-pressure sodium lighting, as close to the ground as possible
- In pedestrian areas, streets, and parking areas use metal-halide sources for the visual comfort of pedestrians
- In pedestrian areas and crosswalks or other areas where pedestrians and vehicles meet, overlap sources at about seven feet to give even coverage and visual recognition of pedestrians

I. All Development

5. Grading, Drainage, and Wash Treatment

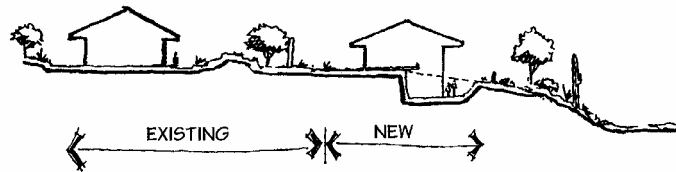
a. Grading on Development Sites (I.B.5.a)

Intent - Keep grading to a minimum to reduce costs, preserve natural contours and vegetation, and minimize erosion.

Related Policy Link - CCD Policy 1(1.4)

Solution - Follow natural contours wherever possible:

- Design access walks, roads, and driveways to conform as closely as possible with the natural contours of the site
- Minimize grade differences between new and existing adjacent development
- Limit grading to the building envelope where possible



b. Drainageway Design (I.B.5.b)

Intent – Integrate new drainageway improvements, along channelized or bank protected drainageways, with surrounding landscape using landscaping and minimal engineering.

Related Policy Link – CCD Policy 2 (2.1); LU Policy 9 (9.6)

Solution - Use the least structural approach possible and vegetate as follows:

- Design moderate side slopes (4:1 maximum)
- Landscape the top of banks (a ten-foot setback from service/maintenance easements) with drought tolerant trees, shrubs, and groundcover
- Use building materials which have a more ‘natural’ appearance where possible, e.g., soil-cement
- Blend soil-cement/sprayed concrete with the pattern, texture, and color of the surrounding soil



II. Residential Development

Introduction Guidelines in this section focus on solutions that apply to all types of residential development including single family, multi-family, and mixed infill projects. It is recommended that these guidelines should be reviewed in detail for applicability after a complete review of the ‘**All Development**’ (Section I) Guidelines. Although many of these guidelines are intended to mitigate or avoid potentially negative impacts, the primary emphasis is on their inherent benefits. The sensitive implementation of these guidelines should result in improved community design for both the subject development and the surrounding neighborhood.

A. Land Use and Site Design

1. Site Planning a. Innovative Subdivision Design (II.A.1.a)

Intent – Develop innovative designs for new subdivisions that enhance the sense of place, neighborhood interaction, and pedestrian opportunities.

Related Policy Link - CCD Policy 5 (5.3)

Solution - Develop innovative designs by the following:

- Involve neighbors early in the design process and review and incorporate, if possible, neighborhood recommendations
- Research reasonable walking times and distances to social activities or commercial services and develop site and circulation plans with these pedestrian destinations in mind
- Develop compact plans with strategically placed open space to accommodate visual and pedestrian linkages throughout the development
- Develop designs for subdivisions that encourage front porches, shaded walkways, and other features that help orient the house to the street

b. “Safe By Design” Concepts (II.A.1.b)

Intent – Provide a safer development by adhering to “Safe by Design” concepts.

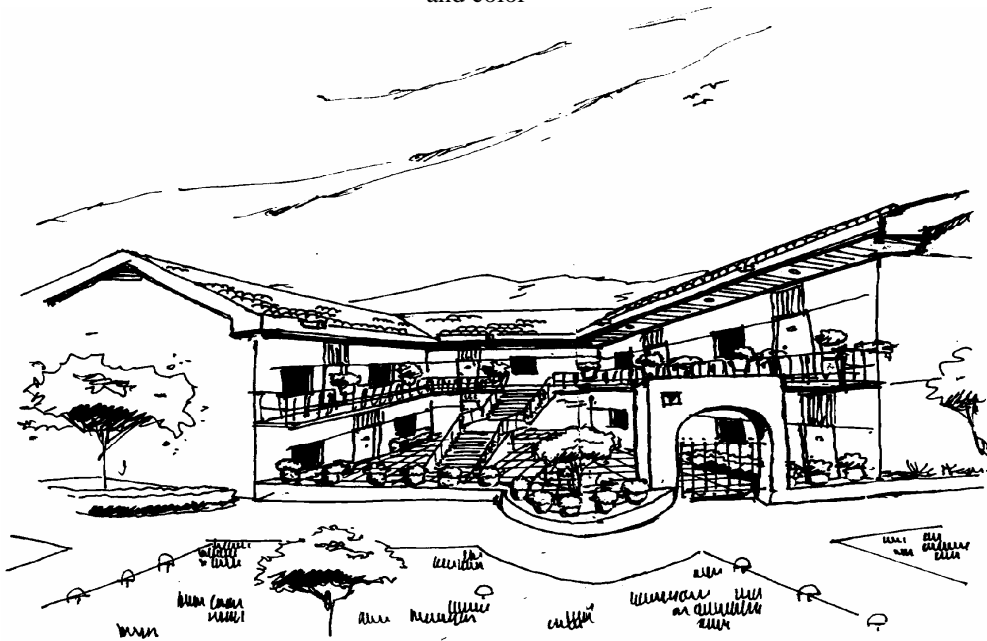
Related Policy Link - CCD Policy 5 (5.9, 5.10)

Solution - Adhere to the following “Safe by Design” concepts:

- Locate building entryways so that they are visible from other buildings, apartments, and houses
- Design entryways to provide residents with a view from their home into the corridor that serves them
- Provide a well lighted pedestrian circulation system with convenient access to walkways and sidewalks beyond the development

II. Residential Development

- Provide lighting at doorways, windows, entryways, and in corridors and service alleys
- Provide each residential unit with an area of responsibility that extends beyond the entryway
- Design common stairways to serve a limited number of units
- Utilize amenities and distinctive elements that extend the private space of individual apartments onto landings and into corridors
- Disperse project amenities between certain units or clusters of units, and signpost them
- Create virtual boundaries by a change of level, material, texture, and color



2. Open Space and Common Areas

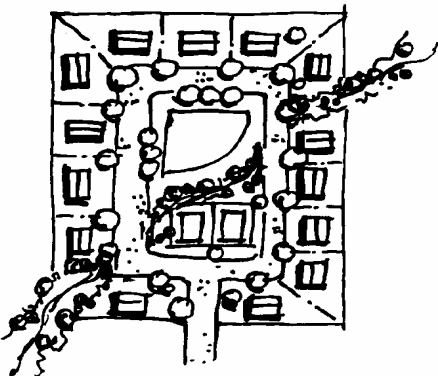
a. Outdoor Activity/Play Areas (II.A.2.a)

Intent – Outdoor activity areas should be easily accessed from homes and other open space.

Related Policy Link - CCD Policy 5 (5.4)

Solution – Locate children’s play areas and other outdoor recreation areas so that they are:

- Visible and accessible from a maximum number of homes and locations
- Linked to other open space within and outside the development area



II. Residential Development

3. Pedestrian and Alternative Transportation Modes

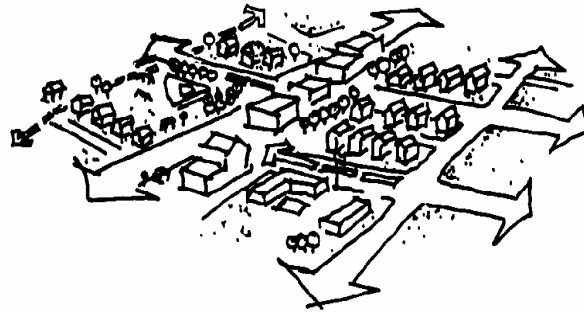
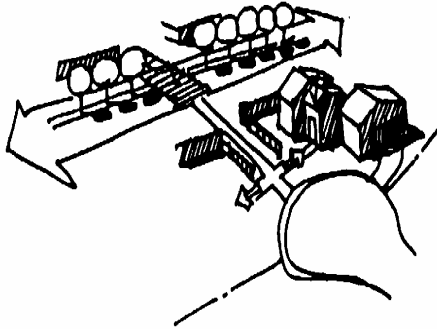
a. Pedestrian Networks (II.A.3.a)

Intent – Encourage pedestrian walkways to make direct connections between commercial, residential, schools, parks, bus stops, and other public facilities.

Related Policy Link – CCD Policy 4 (4.1, 4.2.B)

Solutions - Direct and convenient pedestrian walkways should be reinforced by the following methods:

- Connect local streets and associated pedestrian walkways to existing local streets and arterials
- Where cul-de-sac or loop roads cannot be avoided, extend pedestrian and bicycle routes to create additional links and shortcuts
- Avoid pedestrian/vehicular conflicts
- Maintain continuity of sidewalks across driveways and curb cuts



4. Vehicular Circulation and Parking

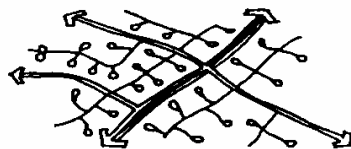
a. Streets in New Subdivisions (II.A.4.a)

Intent - Promote the most direct and economical vehicular, bicycle, and pedestrian circulation within the development, with multiple routes and connections to the larger community.

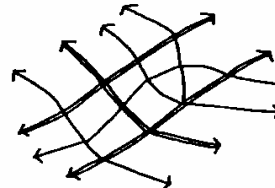
Related Policy Link - CCD Policy 4; CCD Policy 5 (5.4)

Solution – In new subdivisions direct and efficient circulation should be achieved by the following techniques:

- Limit long loop roads and cul-de-sacs unless they are necessary to avoid wash or ridge crossings
- Utilize grid or modified grid patterns to create direct routes to surrounding developments
- Connect new local streets with existing local streets and arterials
- Provide speed humps and other traffic calming techniques to promote street safety and discourage non-local through traffic.



AVOID



ENCOURAGE

II. Residential Development

b. Streets in Rural or Less Developed Areas (II.A.4.b)

Intent - Create roads within rural or less developed areas which preserve the character of the surrounding landscape and reflect the design context of the area.

Related Policy Link - CCD Policy 1 (1.4); CCD Policy 4 (4.2.C); CCD Policy 5 (5.4)

Solution - Reinforce the rural or more natural quality of the area through use of the following:

- Reduced pavement widths
- Preserved roadside vegetation and/or revegetate with similar plants
- Thickened asphalt edge curbing instead of concrete curbing or flush concrete curbing
- Pedestrian pathways, which are stabilized earth and meander, instead of straight concrete sidewalks

B. Community Character and Design

1. Spatial and Functional Relationships



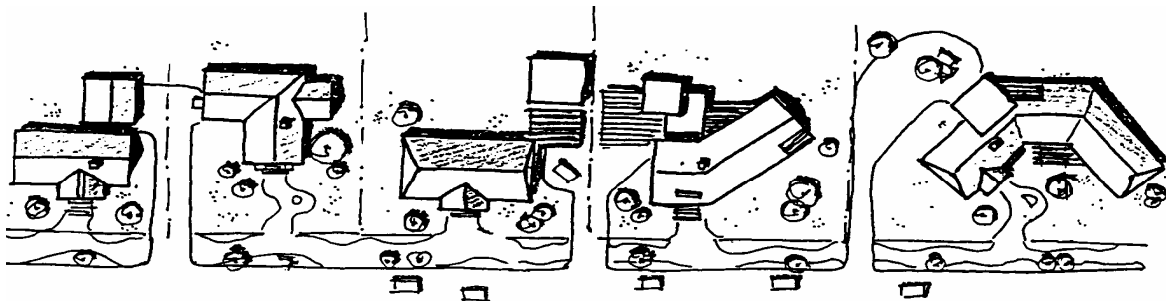
a. Subdivision Streetscape (II.B.1.a)

Intent - Add visual interest and character to the streetscape and increase the overall appeal of the development

Related Policy Link - CCD Policy 5 (5.4, 5.6)

Solution - Vary the following to add character and interest and to create a sense of uniqueness

- Lot size
- Building footprint
- Building orientation
- Setbacks
- Orientation of garages and porches



II. Residential Development

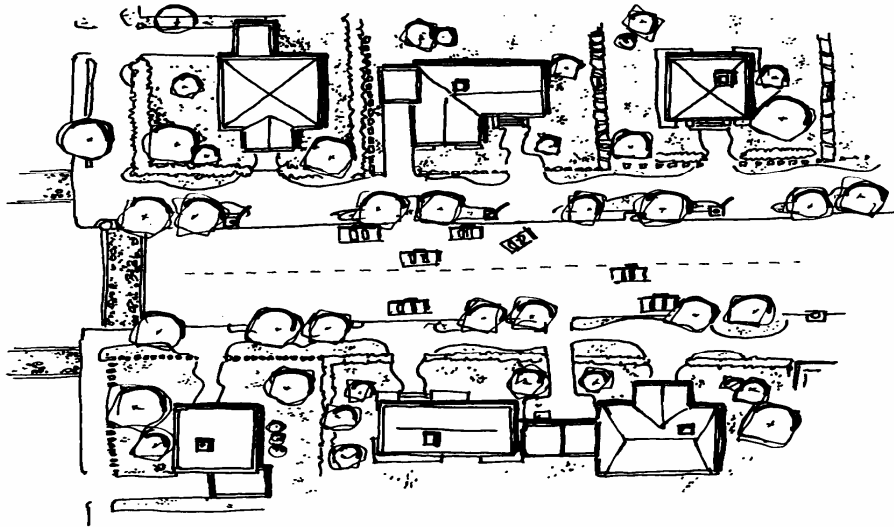
b. Pedestrian-oriented Streetscape (II.B.1.b.)

Intent – Encourage pedestrian-oriented activity in subdivisions by creating a streetscape of human scale, which increases the use of walkways and sidewalks, thereby making neighborhoods safer.

Related Policy Link - CCD Policy 4 (4.2); CCD Policy 5 (5.4)

Solution – De-emphasize garages and accessory buildings and orient porches, doors, and windows to the street:

- Integrate garages and accessory buildings into the overall architectural design
- Avoid prominent and repetitious placement of garages
- Use side or rear garage access
- Use shared driveways among clustered units
- Include front porches to put “eyes on the street”



2. Form/Scale/Material/Color ***a. Definition of Use Areas (II.B.2.a)***

Intent – Clearly identify public, semi-public, and private areas.

Related Policy Link - CCD Policy 5 (5.9)

Solution - Use design elements to create distinctions between different areas of influence and to define property owner/occupant areas by using low walls, fences, landscaping, level changes, lighting, color, and changes in paving texture.



II. Residential Development

b. Harmonize Higher Density With Adjacent Neighborhoods

(II.B.2.b)

Intent – Visually harmonize nonresidential or higher density residential developments with adjacent residential neighborhoods.

Related Policy Link - LU Policy 3; CCD Policy 6

Solution - Develop visual harmony by use of the following techniques:

- Integrate architectural elements from the neighborhoods into the visual vocabulary of the development
- Use similar colors, details, and finish materials as those in the adjacent neighborhood
- Use building massing that expresses the neighborhood scale, especially along edges and streetscapes

3. *Buffering/Screening/Landscape Design* See ‘**All Development**’ section.

4. *Signage and Lighting* See ‘**All Development**’ section.

5. *Grading, Drainage, and Wash Treatment* See ‘**All Development**’ section.

III. Office/Commercial/Park Industrial Development

Introduction Guidelines in this section focus on those solutions that apply to the broad range of commercial developments, including office, commercial, and park industrial projects. These uses have been combined in this section for two primary reasons: 1) similar issues affect them, especially with regard to their interaction with residential developments and 2) there is a continuing and evolving trend towards mixed-used developments that contain a combination of these uses. It is recommended that these guidelines be reviewed in detail after making a complete review of ‘All Development’ (Section I).

A. Land Use and Site Design

1. Site Planning a. Park Industrial Quality(III.A.1.a)

Intent - Develop park industrial areas that reflect a commitment to functional efficiency and quality appearance, particularly where they adjoin more sensitive uses.

Related Policy Link - LU Policy 8 (8.1)

Solution - The quality of park industrial districts should be improved and sustained by:

- Planning the site as a whole, even if only a phase is to be built immediately
- Establishing common themes for buildings, signage, walls, and landscaping treatments
- Separating customer and employee parking from truck/loading access
- Locating loading areas away from residential uses
- Establishing a unified streetscape treatment for park industrial streets, using such devices as common street trees, common sign design/location, and lighting systems
- Providing outside gathering places for employees
- Creating internal pedestrian walkways and circulation systems, linked to external walkways that access the development, and transit stops



III. Office/Commercial/Park Industrial Development

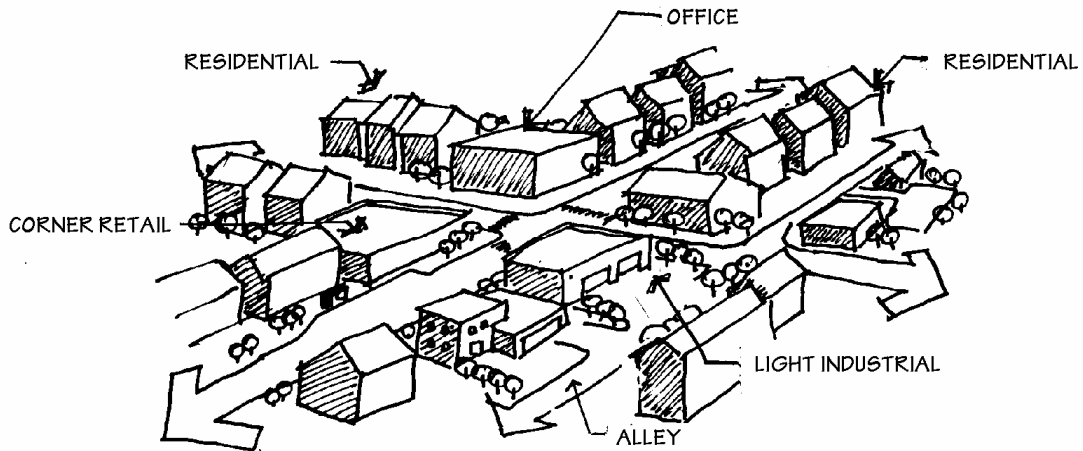
b. Park Industrial Adjacent to Residential (III.A.1.b)

Intent - Develop campus-style park industrial site plans that are compatible with adjacent residential developments.

Related Policy Links - LU Policy 8 (8.1)

Solution - Design site plans for campus-style park industrial sites that meet the following criteria:

- Orient buildings so that building entries, office areas, and pedestrian-scale amenities are on the exposed sides of the facility
- Configure buildings and circulation to conceal loading docks, roll-up doors, mechanical equipment, and outdoor areas with a high level of vehicular activity
- Provide sufficient buffer space and landscape treatment to mitigate noise, visual clutter, or other negative impacts



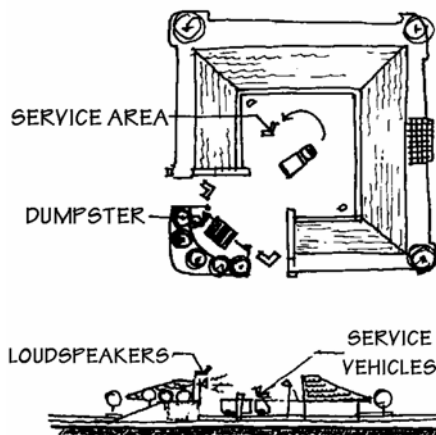
c. Siting of "Undesirable" Elements (III.A.1.c)

Intent - Avoid siting elements that may cause conflict with residential neighbors close to residential property.

Related Policy Link - LU Policy 3 (3.9); LU Policy 5 (5.4)

Solution - Locate unsightly and noise-generating elements away from adjacent residential (existing or zoned) property. This applies to:

- Service lanes (drive-through) and loading zones
- Dumpsters and outdoor storage
- Guard dogs, loudspeakers, and other noise-generating uses

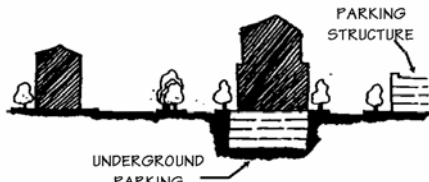


2. Open Space and Common Areas

See 'All Development' section.

III. Office/Commercial/Park Industrial Development

3. Vehicular Circulation and Parking



a. Location of Parking Areas (III.A.3.a)

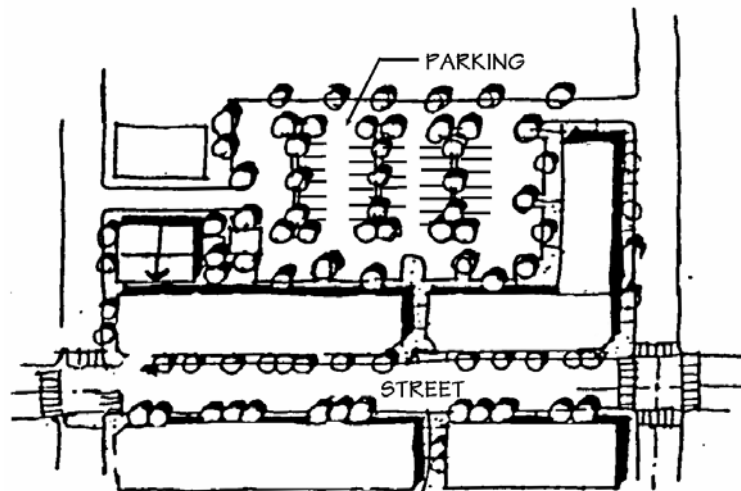
Intent – Give parking a low profile in order to improve the pedestrian experience and the overall aesthetic quality of the street.

Related Policy Link - CCD Policy 4

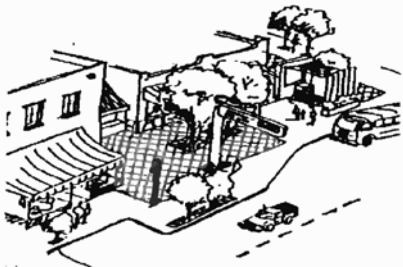
Solution – Propose innovative parking design solutions, especially in high pedestrian and transit use areas

- Encourage on-site parking to the rear or side of new developments
- In pedestrian-oriented districts, locate parking away from the building and pedestrian routes

Use underground parking where possible



4. Pedestrian and Alternative Transportation Modes



a. Pedestrian Systems (III.A.4.a)

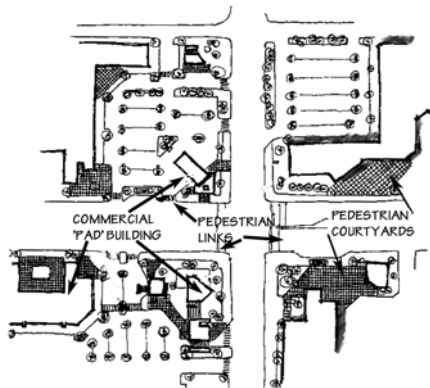
Intent – Establish safe, effective, and attractive pedestrian-friendly transportation systems which interconnect with residential, commercial, and recreational areas.

Related Policy Link - LU Policy 5 (5.4, 5.10, 5.12); CCD Policy 4 (4.2)

Solution - A pedestrian system should meet the following criteria:

- Connects all uses within the development
- Links the pedestrian system within the development to community-wide pedestrian and bicycle systems
- Connects pedestrian and bicycle paths to transit facilities and other amenities
- Connects neighborhood pedestrian paths to adjacent neighborhood and commercial areas
- Develops a landscape, materials, and lighting scheme which makes pedestrian systems safe and attractive

III. Office/Commercial/Park Industrial Development



b. Pedestrian Linkages Near Pad Buildings (III.A.4.b)

Intent - Develop 'pad' buildings such as gas stations and convenience uses to be compatible with safe and effective pedestrian systems.

Related Policy Link - LU Policy 5 (5.3, 5.4)

Solution - Develop pad buildings that allow safe and efficient interaction with pedestrian systems:

- Define pedestrian areas within pad areas and link them to the overall pedestrian system for the development
- Enhance pedestrian links with landscape, lighting, and walkway materials
- Adjust the proposed site layout to minimize building interference with convenient pedestrian pathways

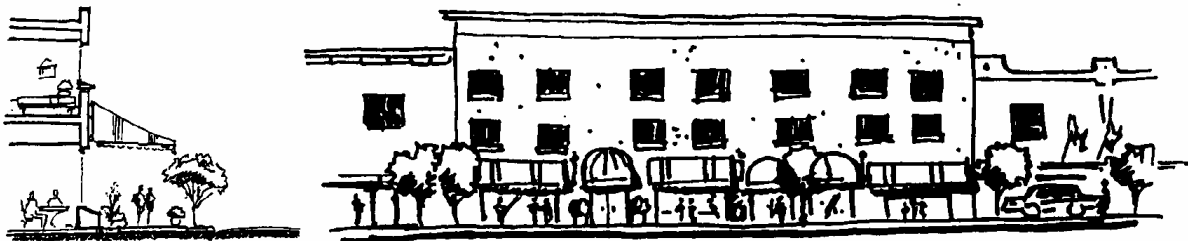
c. Pedestrian Street Level Experience (III.A.4.c)

Intent - Improve the quality of the pedestrian experience at street level in multi-story commercial developments and provide an environment which invites visits to stores and other facilities.

Related Policy Link – LU Policy 5 (5.10); CCD Policy 4

Solution - Improve the experience of pedestrians through the following:

- Provide pedestrian-oriented amenities such as shaded seating areas and 'pocket parks'
- Avoid large unbroken wall surfaces; concentrate on relating to the human scale
- Provide customer services such as cafes, shops, rest areas, and transit connections
- Place windows in the majority of wall surfaces with views into lobbies, merchandise and artwork displays, and other business activity areas



III. Office/Commercial/Park Industrial Development

5. Mixed-Use Opportunities and Use Transitions

a. Park Industrial in Mixed Use Areas (III.A.5.a)

Intent - Develop park industrial areas that are harmonious with other developments in the mixed-use complex and with adjacent properties.

Related Policy Link - LU Policy 6 (6.16)

Solution - Potential negative impacts of park industrial complexes should be minimized by the following:

- Develop park industrial areas as integral parts of the overall commercial and mixed-use area
- Utilize scale, materials, and elements common to adjacent uses
- Integrate pedestrian, landscape, signage, and lighting systems with the overall development

B. Community Character and Design

1. Spatial and Functional Relationships

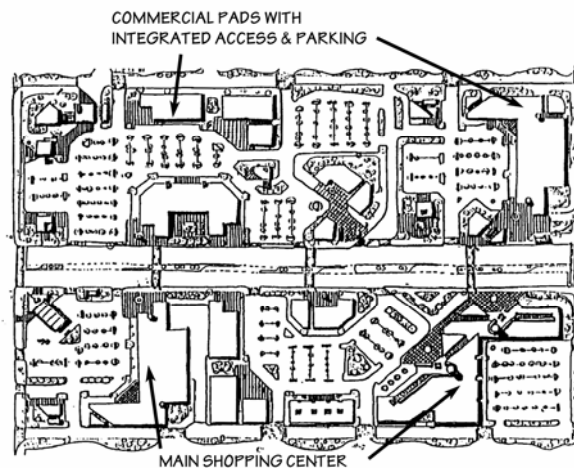
a. Integrate Commercial Pads into Shopping Centers (III.B.1.a)

Intent - Integrate convenience/commercial uses/gas stations with shopping centers.

Related Policy Link - LU Policy 5 (5.5)

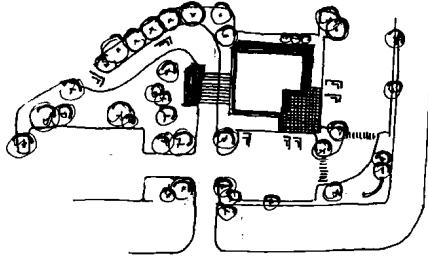
Solution - Where designated for shopping center development, these uses should be integrated by ensuring:

- They function as an integral part of the center
- They complement its overall design in terms of scale, materials, color, detailing, etc.
- Ingress/egress location and general circulation is compatible with that of the center



III. Office/Commercial/Park Industrial Development

b. Drive-through Windows (III.B.1.b)



Intent - Improve the appearance and safety of drive-through facilities such as fast food restaurants, pharmacies, and banks, with special attention to drive-through windows and access lanes.

Related Policy Links – CCD Policy 4 (4.2, 4.5); LU Policy 5 (5.5)

Solution - Improve the appearance of the restaurant by the following:

- Orient the drive-through window away from the street frontage
- Avoid large, featureless, walls, especially toward the street frontage
- Provide landscaping sufficient to soften the visual impact of vehicle stacking areas for drive-through windows
- Locate curb cuts so as not to interfere with pedestrian movement

2. Form/Scale/Material/Color

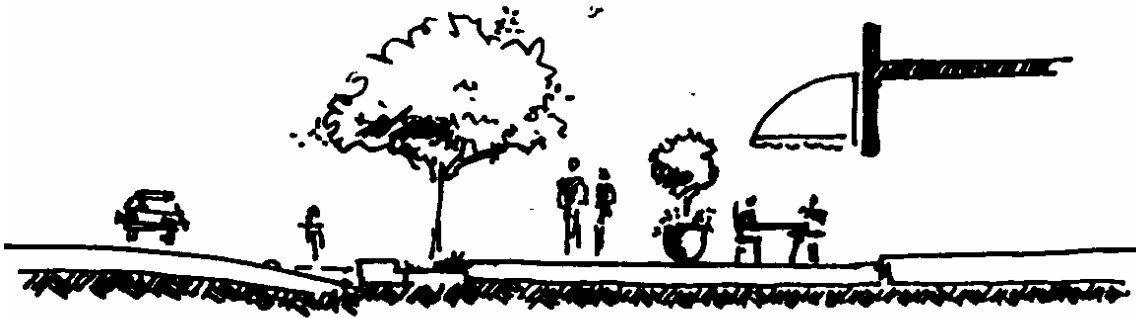
a. Pedestrian Scale at Street Level (III.B.2.a)

Intent – Create a street-level environment that encourages and supports pedestrian activity.

Related Policy Link - CCD Policy 4

Solution - Develop a pedestrian scale environment at street-level through the following techniques:

- Enhance the “eye level” experience with a variety of patterns, materials, textures, and color
- Provide retail and service activities on at least half of all street-level facades
- Provide occasional pocket parks, plazas, and seating areas with shade and landscaping
- Provide open views into interior working areas from walkways to create more dynamic visual interaction



III. Office/Commercial/Park Industrial Development

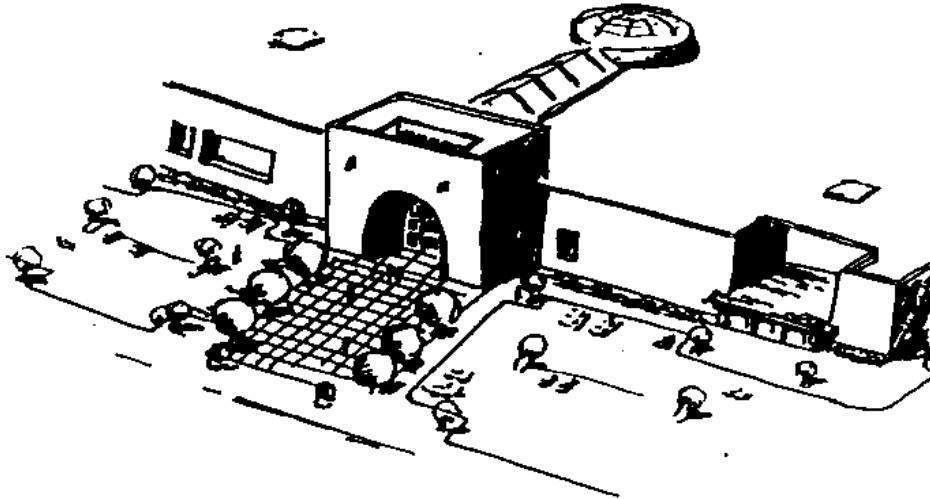
b. Entryway Design Elements (III.B.2.b)

Intent - Entryway design elements should contribute character and identity to buildings, and improve orientation and ease of use by customers.

Related Policy Link - CCD Policy 6

Solution - Each principal building on a site should have clearly defined, highly visible customer entrances featuring at least three of the following:

- Canopies, porticos, overhangs, recesses/projections, arcades, raised cornice parapets over the door, peaked roof forms, arches, outdoor patios, display windows
- Architectural details such as tile work and moldings that are integrated into the building structure and design
- Integral planters or wing walls that incorporate landscaped areas



3. *Buffering/Screening/Landscape Design* See 'All Development' section.

4. *Signage and Lighting* See 'All Development' section.

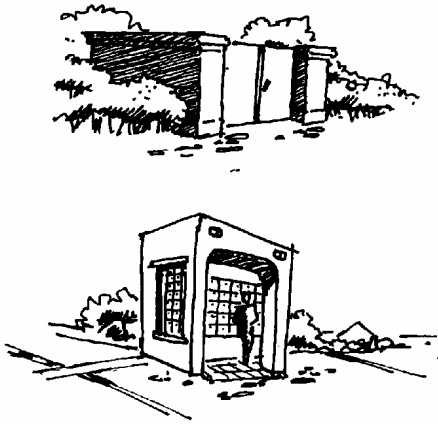
5. *Grading, Drainage, and Wash Treatment* See 'All Development' section.

IV. Large Retail/Wholesale Development

Introduction Guidelines in this section focus on those solutions that apply to retail, wholesale, and other uses which are typically a single use and which require a 'large volume' building structure. Examples of these include: large grocery stores, membership warehouses, building material supply centers, athletic sports supply stores, furniture stores, discount stores, office supply centers, movie theaters, and recreation centers. It is recommended that these guidelines should be reviewed in detail after making a complete review of 'All Development' (Section I) and 'Office, Commercial, Park Industrial Development'. (Section III)

A. Land Use and Site Design

1. Site Planning



a. Auxiliary Structures/Uses (IV.A.1.a)

Intent - Reduce the impact of auxiliary functions and structures when they adjoin a lower intensity use to address neighborhood concerns.

Related Policy Link - CCD Policy 1 (1.5); CCD Policy 6

Solution One - Use architectural and landscape design methods to mitigate the impact of loading and storage areas, blank walls, HVAC units, garbage receptacles, etc. Use:

- Decorative walls, earth berms, and plants located to screen the structure/use area
- Evergreen trees every 20 feet, or grouped together as a higher level screen

2. Open Space and Common Areas

a. Existing Public Amenities (IV.A.2.a)

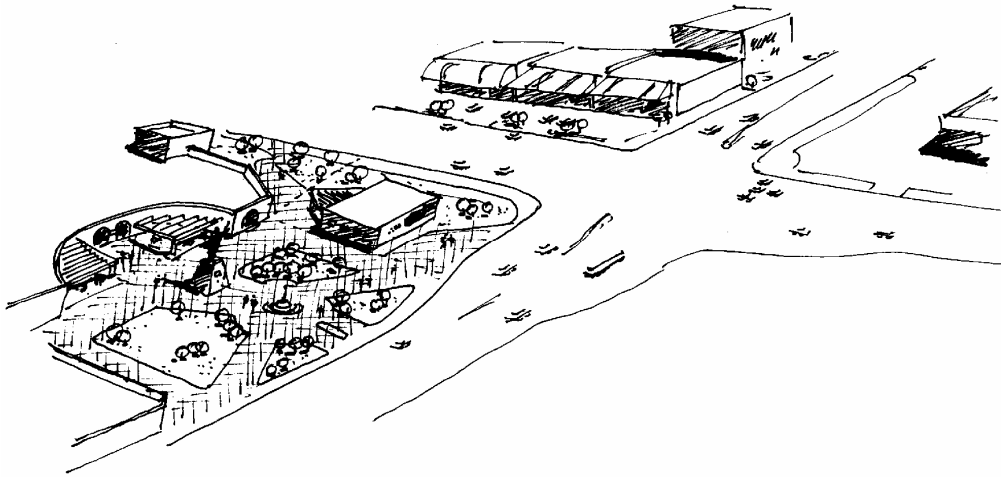
Intent – Increase the visual impact and benefit of existing public amenities such as plazas, courtyards, pedestrian seating areas, shaded transit stops, kiosks, public art, pocket parks, and playgrounds.

Related Policy Link - CCD Policy 1

Solution – Enhance existing public amenities in new development:

- Expand open space and landscape themes into new development
 - Extend new pedestrian systems to connect with amenity areas
 - Utilize paving, landscape, and construction materials of comparable quality and character to the existing amenity
- (See the illustration on the following page.)

IV. Large Retail/Wholesale Development



3. Vehicular Circulation and Parking

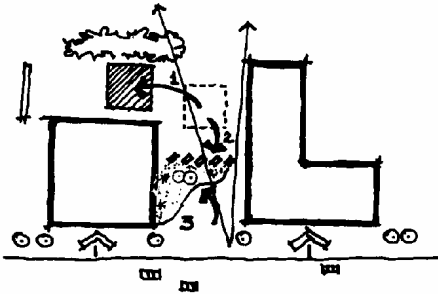
a. Outdoor Storage Areas (IV.A.3.a)

Intent - Make storage areas/yards less visible to the visitor and user.

Related Policy Link - CCD Policy 1 (1.5); CCD Policy 4

Solution – Locate storage areas in less obtrusive locations:

- Place storage areas between two or more buildings if several buildings are to occupy the site
- Place storage areas on those sides of the building which do not have customer entrances
- If storage areas are visible from the street, or from adjoining properties, adopt methods to reduce their impact as outlined in IV.A.1.a, “Auxiliary Structures/Uses”



4. Pedestrian and Alternative Transportation Modes

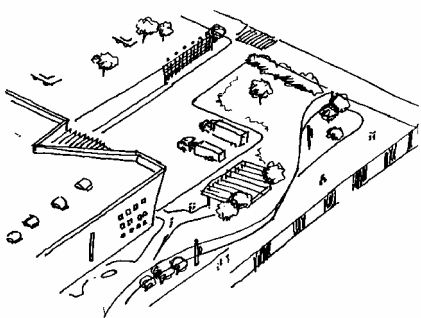
a. Pedestrian Access From Parking (IV.A.4.a)

Intent - Create convenient, safe, and efficient access to large building entry areas from parking, pedestrian routes, and transit stops.

Related Policy Link - CCD Policy 4

Solution – Locate parking so as not to obstruct access.

- Parking should be sited at the rear and sides of building
- Avoid siting parking between the front of the principal building and the nearest abutting street



b. Access to Buildings (IV.A.4.b)

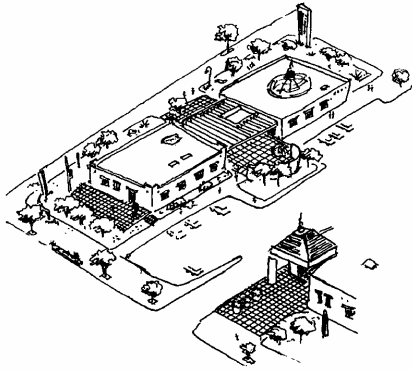
Intent – Maximize user access and avoid unused and neglected areas of a building façade.

Related Policy Link - CCD Policy 4 (4.5)

IV. Large Retail/Wholesale Development

Solution – Provide many access routes and entrances to the development

- Provide for pedestrian and bicycle access
- Make entrances convenient for access from parking areas and transit stops



c. Pedestrian Amenities (IV.A.4.c)

Intent - Offer attractive and inviting pedestrian scale features, spaces, and amenities.

Related Policy Link - CCD Policy 4 (4.2)

Solution - Provide two or more of the following public amenities:

- Plazas and courtyards
- Pedestrian seating areas
- Public art and fountains
- Pocket parks and play areas
- Shaded transit stops and information kiosks

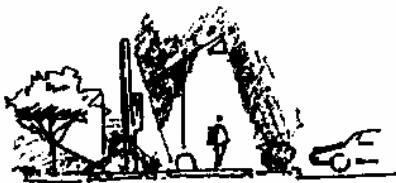
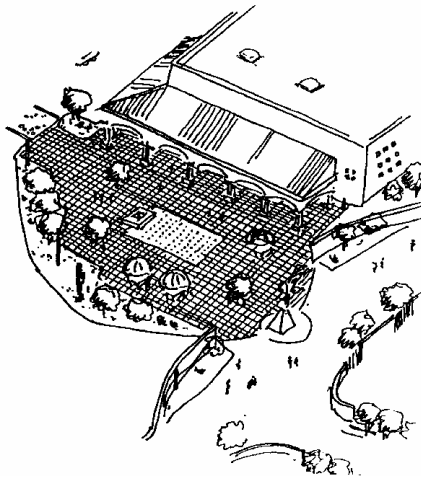
d. Pedestrian Systems (IV.A.4.d)

Intent - Establish safe, convenient, and attractive pedestrian walkway systems for large retail establishments which connect all uses within the development to the surrounding neighborhoods and commercial areas.

Related Policy Links - CCD Policy 4 (4.2)

Solution - The pedestrian system should contain the following:

- Walkways (eight feet minimum width), tree planting and landscaped strips (six feet minimum width) along all public streets
- Sidewalks (eight feet minimum width) that connect public sidewalks to the main public entrance on each principal building
- Interconnecting focal points of pedestrian activity such as bus stops, street crossings, and building entrances
- A shaded 'promenade' connecting transit facilities to the retail center
- Enhancement of all major pedestrian linkages with landscape areas that provide shade trees or shade structures, shrubs, benches, and groundcover along the majority of their length
- Awnings, arcades or canopies at customer entrances of a size appropriate to the scale of the building and illuminated at night
- Sidewalks (eight feet minimum width) along the full length of the facade, that reveal the customer entrance. Landscape enhancements should be provided where there are no canopies
- Pedestrian ways distinguished from vehicular areas by materials such as brick, concrete pavers, scored or patterned colored concrete



IV. Large Retail/Wholesale Development

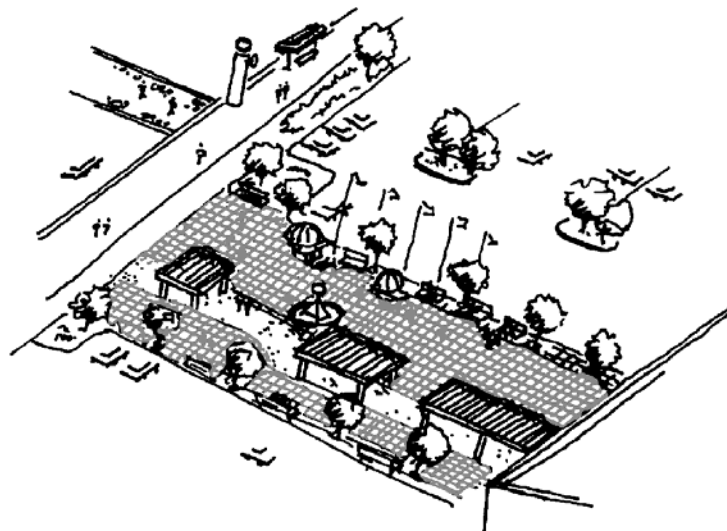
e. Customer Seating Areas (IV.A.4.e)

Intent - Provide convenient and easily accessible customer seating.

Related Policy Link - CCD Policy 4 (4.2)

Solution - Locate seating designed for pedestrians of all abilities in heavily trafficked areas:

- In pedestrian plazas
- Along principal entryways
- Within sight of, and easily visible from, areas of greatest activity



5. *Mixed-Use Opportunities and Use Transitions* See ‘All Development’ section.

B. Community Character and Design

1. *Spatial and Functional Relationships*

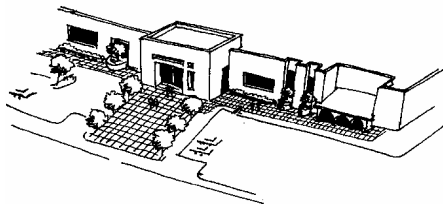
a. Large Building Facades (IV.B.1.a)

Intent - Reduce the apparent scale and uniformity of facades to make large buildings seem more inviting.

Related Policy Link – CCD Policy 4; CCD Policy 6

Solution - Articulate facades using the following methods:

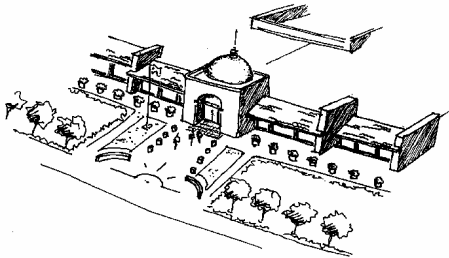
- If the facade is over 100 feet in length, incorporate wall projections or recesses of 3 foot depth for every 100 feet of facade. Extend these over 20 percent of the façade
- Use animating features such as arcades, display windows, and entry awnings along at least 60 percent of the facade



IV. Large Retail/Wholesale Development

2. Form/Scale/Material/Color *a. Entryway Design Element (IV.B.2.a)*

Intent - Entryway design elements of large retail buildings should enhance the character of the building and reinforce the orientation and ease of access by customers.



Related Policy Link – CCD Policy 6

Solution - Provide a highly visible public entry sequence by utilizing a combination of at least three of the following:

- Canopies, porticos, and peaked roofs
- Overhangs, projections, and raised corniced parapets
- Arcades, arches, and entry courts
- Recesses, tile work, and moldings
- Planter and wing walls integrated with building

b. Compatibility & Context (IV.B.2.b)

Intent - Make large retail/wholesale buildings more compatible with surrounding neighborhoods.

Related Policy Link - CCD Policy 5 (5.1, 5.2)

Solution One - Use textures, colors, and materials similar to those of the neighboring residential development:

- High quality materials such as brick, tile or stone, in concentrated or localized areas
- Generally subtle, low reflectance, neutral or earth tones (Brighter, metallic or fluorescent colors should be reserved for use as accents.)
- Interesting textures and materials at eye-level and below
- Shadow lines at residential eaves level
- Site windows at low level
- Rooflines to reflect the geometries of nearby rooflines/parapets

Solution Two - Avoid ‘industrial’ materials such as:

- Smooth-face concrete block
- Tilt-up concrete panels
- Pre-fabricated steel panels
- Neon tubing

3. Buffering/Screening/Landscape Design See ‘All Development’ section.

4. Signage and Lighting See ‘All Development’ section.

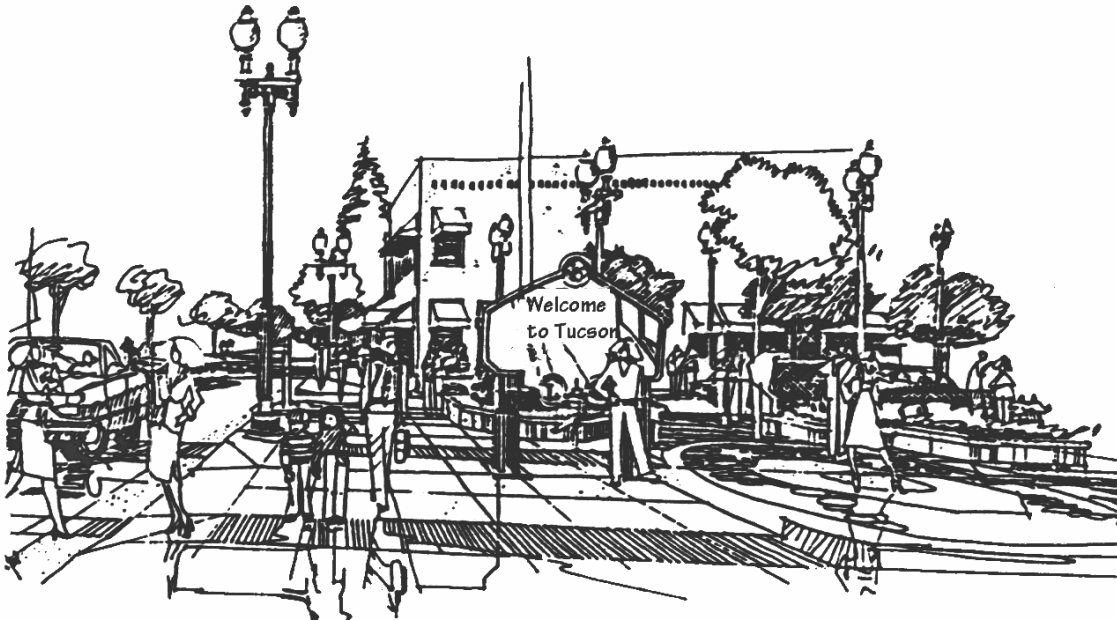
5. Grading, Drainage, and Wash Treatment See ‘All Development’ section.

V. Special Design Options

Introduction This section of the *Design Guidelines Manual* defines and describes Special Design Options (SDO). These options have been organized into six different categories, each defined by a unique set of qualities and characteristics. Areas proposed for development under these option categories will be defined based on existing qualities that should be preserved, or the potential to create a unique district definition. Many areas will contain a mixture of conservation and enhancement opportunities and fit into more than one category. Local examples have been showcased for each category of SDO as models for future development. The Special Design Options categories are as follows:

1. Neighborhood Conservation/Infill Areas—(Example: Valley Ranch at Fort Lowell/Swan)
2. Urban Villages/Masterplanned Communities—(Example: Civano)
3. Pedestrian District—(Example: Main Gate)
4. Transportation Corridor/Node—(Example: Broadway between Rosemont and Wilmot)
5. Redevelopment/Revitalization District—(Example: The "Lost Barrio")
6. Sensitive Lands Cluster Option—(Example: Silverado Hills)

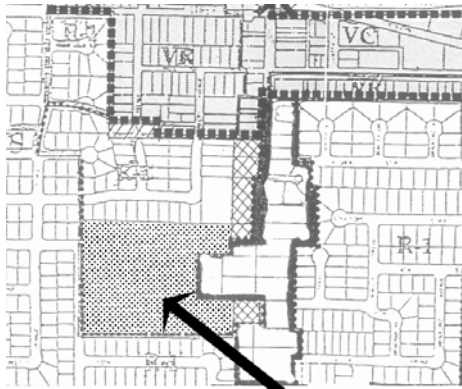
Desired design qualities and selection criteria are listed for each Special Design Option. These will be further defined and expanded by the applicant and City Staff based on unique site conditions, adjacent land uses, and opportunities for development incentives. Related policy links to Land Use (LU), Community Character and Design (CCD), and other guidelines in the *Design Guidelines Manual* are noted.



V. Special Design Options

A. Neighborhood Conservation/Infill Project

Intent – Develop infill projects within existing neighborhoods that will conserve and enhance positive neighborhood features, reduce sprawl and protect Tucson's desert areas, and use existing infrastructure.



Potential Infill Site

Example —*Valley Ranch at Old Fort Lowell and Swan*: This site is ideal for infill incentives because of the proximity of existing utilities and roads. It is located on a vacant parcel of land surrounded by residential development, and the designs of the future homes reflect the same qualities and architectural integrity of adjoining neighborhood properties.

Desired Design Qualities

- The proposed development should be compatible with adjacent structures or set a higher standard for neighborhood enhancements
- In order to reinforce neighborhood interaction, shaded walks, front porches, and similar streetscape amenities should be incorporated into development plans
- The development should create a smooth transition to the adjacent neighborhood, with regard to densities, building heights, and materials
- New circulation routes should blend into the existing pattern of streets and paths

Selection Criteria

- The site area should be a minimum of one acre
- The project site should be surrounded by existing residential development on at least two sides
- The project site should generally be on land that is currently vacant or under-utilized
- Existing utilities should be easily accessible from the site
- Developments should conform to existing subregional, area, and neighborhood plan policies
- If possible, the site should be located within or near an area of publicly-funded capital improvements, an existing improvement district, or other private-sector initiated improvements in order to capitalize on existing or planned improvements

Related Policy Links—LU Policy 2 (2.2, 2.3, 2.4); LU Policy 3; CCD Policy 1 (1.1, 1.6); CCD Policy 5 (5.3, 5.4, 5.5, 5.6)
Design Guidelines I.A.1.b.; I.A.2.c.; I.A.5.b.; I.B.2.e.; II.A.1.a.; II.A.3.a.; II.A.4.a.; II.B.1.b.; II.B.2.b.

V. *Special Design Options*

Entries and landscaping
reflect the Southwestern
design quality of the
nearby neighborhoods



V. Special Design Options

B. Urban Villages/ Masterplanned Communities

Intent – Encourage planned and phased developments that result in livable communities in the large undeveloped portions of Tucson through ecologically sensitive or “green” developments and innovative community design.

Example – Civano: This masterplanned community uses a “solar village” concept in the design of the subdivision and in individual structures. Other features include mixed-uses, pedestrian paths, and open space links to the surrounding areas.

Desired Design Qualities

- Significant public open space should be provided, including natural open space
- Sustainable building practices should be followed
- An integrated network of pedestrian and bike paths should complement traditional travel modes
- A “village center” concept or other mixed-use nodes should be incorporated into the design
- Higher density land uses should be located near the village center
- A variety of housing types and costs should be offered
- Designs should re-introduce architectural elements such as front porches and rear parking to promote a sense of community through public and pedestrian interaction
- Water and energy conservation measures should be incorporated in building and landscape design

Selection Criteria

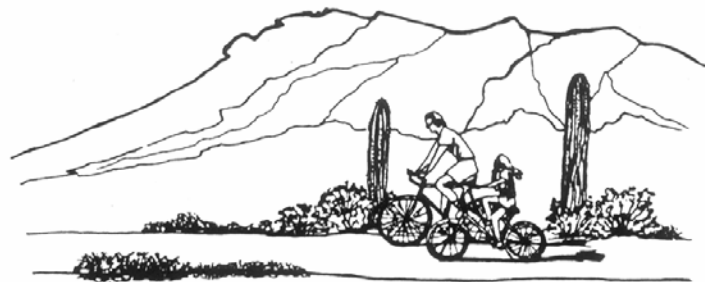
- Undeveloped or underdeveloped areas should be a minimum of 200 acres
- Development should be phased to extend to utility and road infrastructure
- Sites should have the potential to include a future transit center and to be linked with the existing transportation network
- Linear river parks and other open space resources should be integrated into the design whenever possible
- Washes on the site should be protected

Related Policy Links—LU Policy 2 (2.1, 2.4); LU Policy 3 (3.6, 3.11); LU Policy 5 (5.4); LU Policy 6 (6.13, 6.14, 6.15); CCD Policy 1 (1.1, 1.4, 1.6); CCD Policy 2; CCD Policy 3 (3.1); CCD Policy 4 (4.7) Design Guidelines I.A.; I.B.1.a.; II.A.; II.B.1.b.; II.B.2.



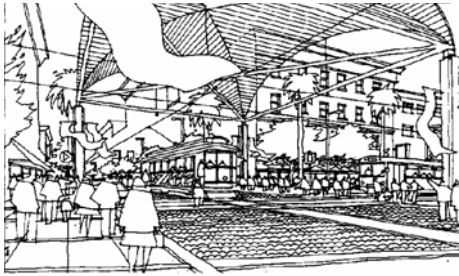
The site plan of the Civano planned community shows residences of varying densities arranged in a compact pattern around the village center

Linear parks and multi-modal paths are a great way to encourage alternative transportation modes while protecting natural washes, hillsides, and vegetation



V. Special Design Options

C. Pedestrian District *Intent* – Create a pedestrian-friendly environment within mixed-use areas that draws neighbors, local residents, and tourists alike to the stores, restaurants, and offices of that district.



Wide sidewalks, shade devices, and street trees help create a pedestrian-friendly environment

Example – Main Gate: This site turns a potential parking problem into its solution by minimizing vehicular impact, promoting bus, bike, trolley, and foot travel, and improving the overall atmosphere with facade improvements, wide sidewalks with trees, and outdoor dining.

Desired Design Qualities

- Design plans should include a high intensity of mixed-use opportunities within a walkable area
- Plans should provide for peripheral parking to minimize the need for internal vehicular circulation and/or parking at the rear or side of buildings to preserve the street frontage for pedestrians
- An enhanced pedestrian environment should include shade trees, plazas, fountains, lighting, facade improvements, and store fronts that encourage window shopping
- Graphic themes, enhanced streetscapes, and public art should be included to make the project a distinct and unique destination

Selection Criteria

- The area should include concentrations of both commercial uses and varying densities of residential units in and near the district
- The area should be accessible by multiple modes of transit, including bus or trolley and bicycles with priority bicycle routes included within or surrounding the project area
- The area should be part of or near existing activity centers or nodes, or adjacent to parks or schools or other pedestrian traffic generators
- Sites should be located within existing improvement districts or included within existing capital improvement plans, or in areas containing pedestrian amenities, in order to capitalize on existing or planned improvements

Related Policy Links—LU Policy 3 (3.8); LU Policy 5 (5.3, 5.4, 5.5, 5.10, 5.12); LU Policy 6 (6.13, 6.15); CCD Policy 1 (1.5); CCD Policy 4 (4.5, 4.8, 4.9); CCD Policy 5 (5.5, 5.7, 5.8)
Design Guidelines I.A.2.a.; I.A.3.; I.A.4.d.; I.A.4.e.; I.B.1.c.; I.B.3.c.; I.B.3.e.; I.B.4.; III.A.3.a.; III.A.4.; III.B.2.

Pedestrian districts can contain a mix of uses. First floor spaces can be used for retail, while upper floors can be used for residential or commercial uses



V. Special Design Options

D. Transportation Corridor/Node



Intent – Stimulate commercial and mixed-use development along major routes throughout the community in order to improve streetscapes, reduce some of the negative impacts of strip commercial, and improve traffic flow.

Example – *Broadway between Rosemont and Wilmot*: Major corridors throughout town are often indistinguishable. This particular segment along the Broadway Corridor provides several easily identified and accessible shopping centers and activity nodes with a mix of land uses. Center redevelopment and streetscape improvements such as pedestrian and transit facilities, public art, and creative architectural designs can turn typical strip development into regional destinations.

Desired Design Qualities

- Design plans should create a safe and efficient flow of vehicular traffic by reducing curb cuts, promoting mass-transit and other alternate modes of transportation, and improving directional and commercial signage
- Site design should enhance mixed-use and commercial activity along the corridor and at strategically located nodes
- Site plans should result in the redesigning and retrofitting of single function businesses/strip commercial areas
- Internal roadway medians should be landscaped and divided
- Vehicular and noise disturbances to adjacent developments should be minimized by buffers and limited points of access to these areas

Selection Criteria

- Sites should be located along a major arterial route
- Commercial development or a diversity of mixed-uses should be the predominant uses in these sites
- A transit center, enhanced bus stops, or another transit facility should be integrated in the site design
- Areas with public art or other significant landmarks should be the focus of activity node designs
- Projects located within areas planned for capital improvements should be positioned to leverage public funds
- Major private sector initiatives for tenant improvements and quality commercial designs should complement public works

Related Policy Links—LU Policy 3 (3.5, 3.6, 3.8); LU Policy 5 (5.1, 5.2, 5.5, 5.6, 5.13); LU Policy 6 (6.14, 6.16, 6.17); CCD Policy 1 (1.5); CCD Policy 3 (3.1); CCD Policy 4 (4.2, 4.3, 4.5, 4.6, 4.7, 4.8, 4.9) Design Guidelines I.A.2.a.; I.A.3.; I.A.4.; I.A.5.b.; I.A.5.d.; I.B.1.; I.B.2.; I.B.3.c.; I.B.3.e.; I.B.4.; III.A.; III.B.; IV.A.2.a.; IV.A.3.a.; IV.A.4.; IV.B.1.; IV.B.2.

V. *Special Design Options*



Pedestrian plazas, street trees, bus pullouts, and passenger drop-off areas create activity nodes along major transportation routes

V. Special Design Options

E. Redevelopment/ Revitalization District

Intent – Improve the aesthetic quality and restore the economic viability of areas that were once successful business and residential districts but have since declined in quality through a combination of reuse and demolition/new construction programs.

Example – “The Lost Barrio”: Many buildings in this area are beyond repair, while others, with some work, are ideal for re-use. This district has the ability to capitalize on its historic design as a theme for businesses and residences alike.



Historic buildings such as this could be used as a restaurant, bar, or even a bed and breakfast

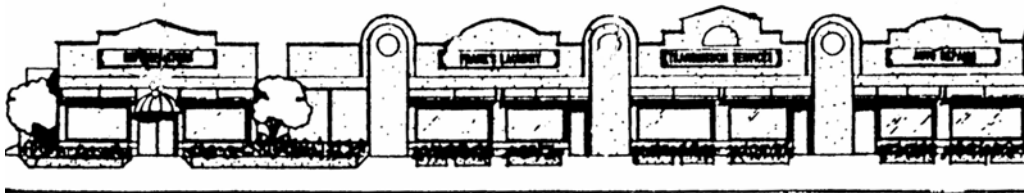
Desired Design Qualities

- Sites should show the potential of an increase in the intensity and mixture of uses while improving the economic viability of the area as a whole
- Existing structures should be utilized for a combination of adaptive reuse and demolition and re-construction projects
- Projects should encourage neighborhood interaction in residential areas and pedestrian access in commercial areas
- Developments should have access to existing utilities and infrastructure

Selection Criteria

- Sites are located where the original function of the development is no longer viable
- Existing structures on the site are currently deemed unsafe, unusable, or not up to current construction codes
- Sites are located on disturbed or reclaimed land, or areas that may be classified as “Brownfields”
- Parcels are awkwardly shaped or located on land left by highway construction
- Sites are located within existing or planned corridor improvement areas, or other capital improvement target areas

Related Policy Links— LU Policy 2 (2.2, 2.4); LU Policy 3 (3.6, 3.9); LU Policy 5 (5.13); LU Policy 6 (6.14, 6.16); LU Policy 8 (8.1, 8.2, 8.3); CCD Policy 5 (5.3)
Design Guidelines I.A.4.; I. B.4.; III.A.3.a.; III.B.2.a.; IV.B.2.b.



Vacant warehouse space can easily be converted to retail by adding awnings, signage, and landscaping

V. Special Design Options

F. Sensitive Lands Cluster Option

Intent – Promote innovative cluster design to preserve the site's washes, hillsides and ridges, native vegetation, open space and trails resources, and scenic vistas.

Example – *Silverado Hills*: This residential cluster project in the far eastern part of the City (Houghton-Broadway area) preserves natural spine washes and valuable wildlife habitat in accordance with Area Plan policies. In addition to preserving natural drainage patterns and wildlife habitat and movement, this cluster arrangement provides residents with open space and scenic view amenities.



Desired Design Qualities

- Cluster design should preserve native plants and wildlife habitat
- Any development on slopes steeper than 10% should be avoided
- Grading should be limited to building pads and access roads
- Landscaping on the home sites should complement existing indigenous vegetation, use xeriscape design principles, and water conservation irrigation
- Washes should be kept in their natural state or re-vegetated if previously disturbed
- Viewshed disruption should be minimized from both adjacent properties and roadways
- Public access to priority public trails and recreation areas should be provided

Typical Selection Criteria

- Sites have a diversity of natural resources, including sensitive and critical habitat
- Sites are located in paths of current development in urbanizing areas and not on solitary parcels separated from current or planned developments
- Site topography includes flat areas appropriate for clustering

Related Policy Links—LU Policy 2 (2.4); LU Policy 3 (3.1); LU Policy 7; LU Policy 9 (9.2, 9.6, 9.7); CCD Policy 1 (1.1, 1.4, 1.6); CCD Policy 2; CCD Policy 3; CCD Policy 5 (5.4)
Design Guidelines I.A.1.a.; I.A.1.b.; I.A.1.c.; I.A.2.b.; I.B.3.b.; I.B.3.d.; I.B.5.a.; I.B.5.b; II.A.4.b.



Grading should be minimized on development sites and natural vegetation should be preserved on the environmentally sensitive lands located at Tucson's boundaries