ARROYO CHICO AREA PLAN

Adopted by the Mayor and Council
March 24, 1986
Resolution #13487

planning department
City of Tucson, Arizona

City of Tucson Planning Department
Adopted March 24, 1986
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INTRODUCTION

Location

The *Arroyo Chico Area Plan* provides policy direction for a 4.3 square mile area in the central portion of the Tucson Metropolitan Area as shown on Maps 1 and 2. Map 2 shows the boundaries of the plan area which are the Southern Pacific Railroad, Fairland Stravenue, 36th Street, and Aviation Highway on the south, Alvernon Way on the east, and Broadway on the north.

Background

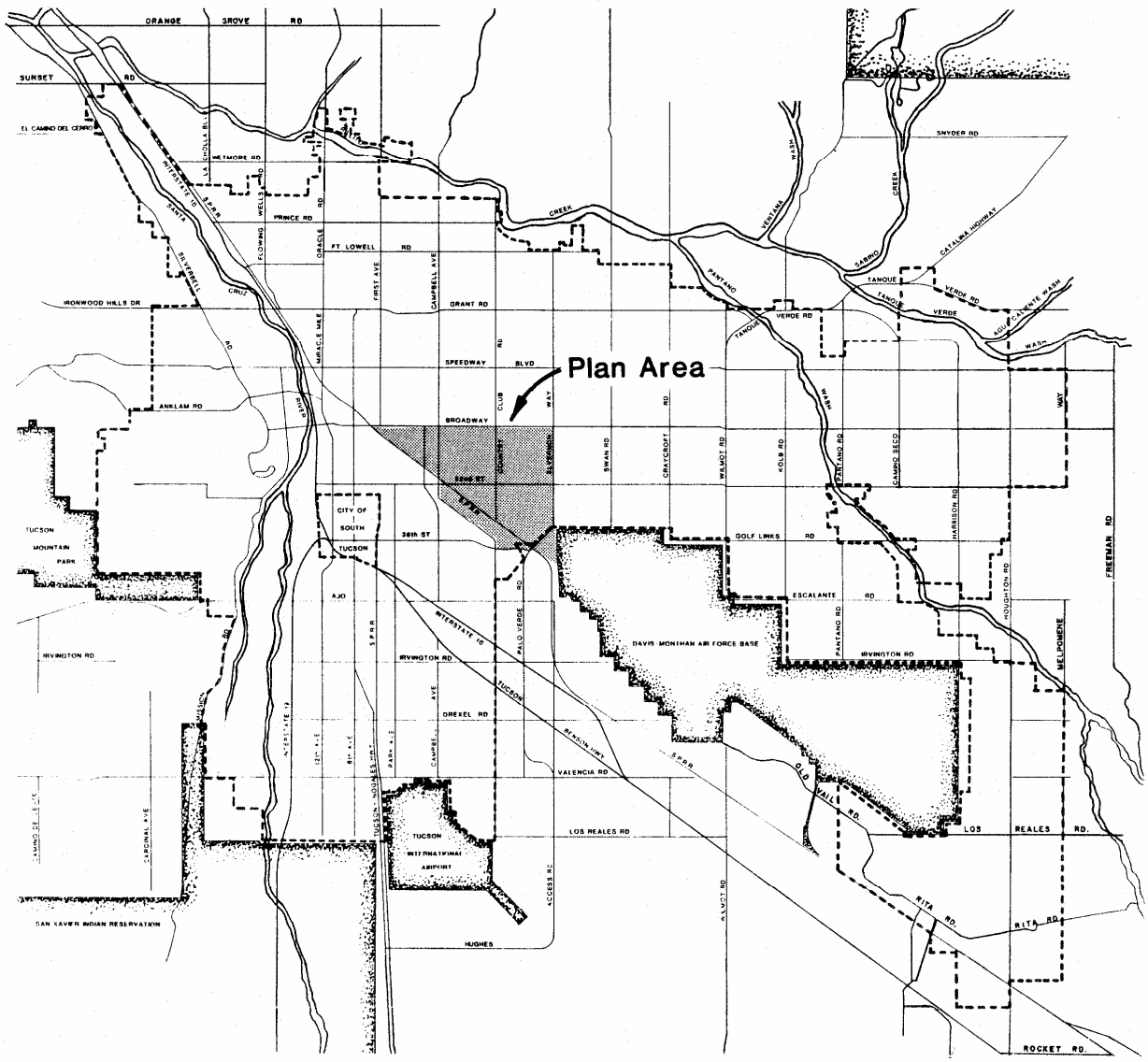
Although the majority of the Arroyo Chico plan area is developed (only 8.5 percent of the land area is vacant), much of the built-up area in Arroyo Chico is experiencing pressure for redevelopment and infill. Redevelopment pressures stem, in part, from the improved access that will be provided by construction of Kino Boulevard and State Route 210, commercial and industrial relocations caused by the Kino and Aviation right-of-way acquisition, and the aging of many of Tucson's older industrial and warehouse structures located this area. Pressures for infill development are generally in the transition areas between industrial and residential uses and on vacant parcels concentrated along the major washes.

The increased pressures to develop land will create potential compatibility conflicts among land uses in the plan area. Policy direction is needed to promote the preservation of and improvement to existing neighborhoods, commercial development, and industrial areas and to ensure the compatibility of new development with existing uses.

Adopted Plans

The Arroyo Chico area is adjacent to five adopted plan areas: *Greater South Park* (1984) and *Western Hills/Pueblo-Sunland Gardens Neighborhood Plan* (1978) on the south; *El Montevideo Neighborhood Plan* (1973) and *San Clemente/Country Club Heights Neighborhood Plan* (1980) to the east; and the *University District Plan* (1980) to the north. Two City Plans and one Interim Policy were previously adopted within the Arroyo Chico area: The *Julia Keen Neighborhood Plan* (1959) in the southeast corner; the *El Encanto/Colonia Solana Neighborhood Plan* (1980), which includes the Colonia Solana Neighborhood in the northeast portion of the plan area; and the *Park-Cherry Neighborhood Interim Land Use Policy* (1981) near the northwest corner (see Map 3).

The Julia Keen Neighborhood has been largely developed since the original plan adoption. The area is expected to remain stable in the interior and experience pressures for redevelopment along some portions of the perimeter. The original *Julia Keen Neighborhood Plan* consisted of a proposed zoning map; the descriptive policies which accompanied the



ARROYO CHICO AREA PLAN

TUCSON METROPOLITAN AREA

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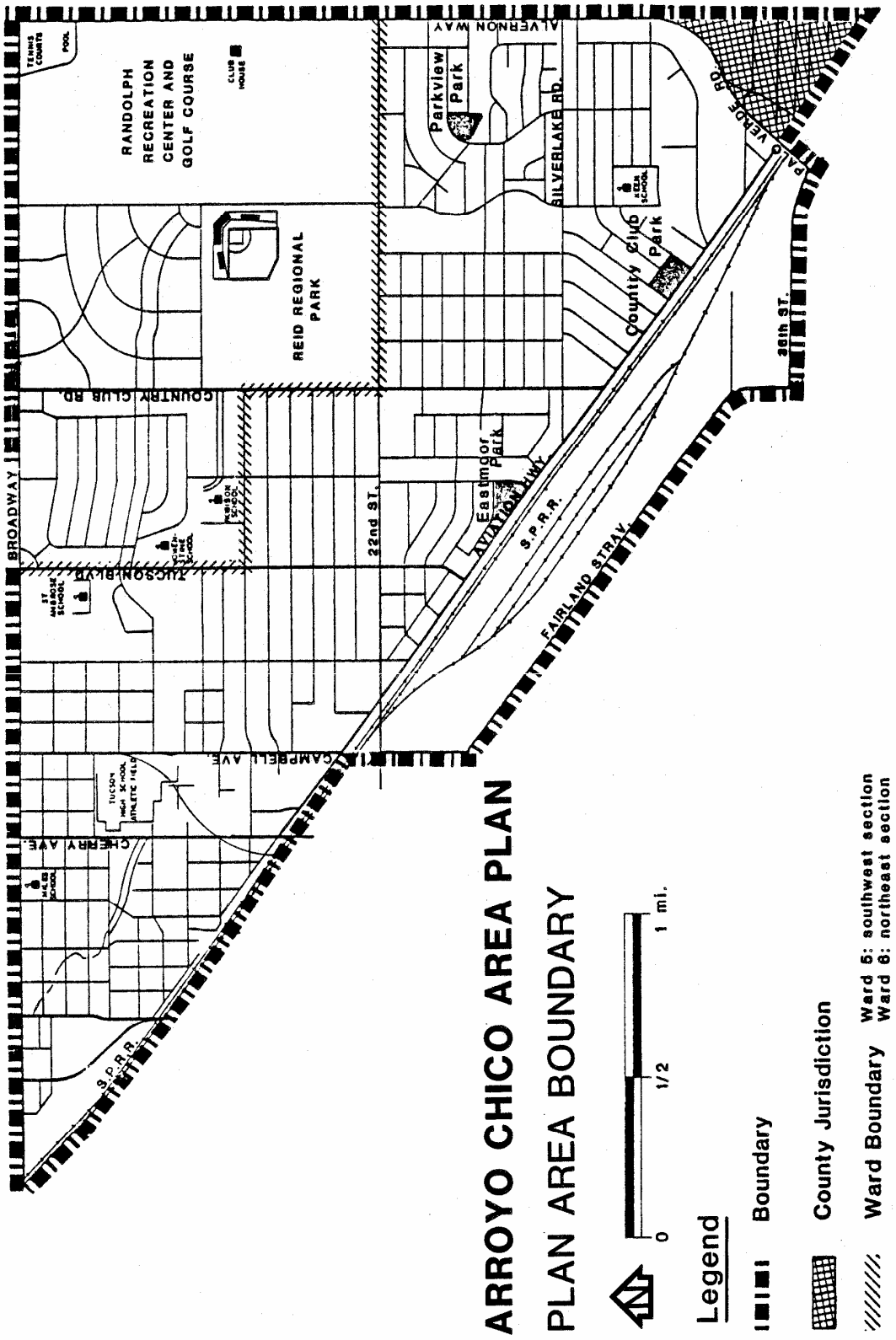
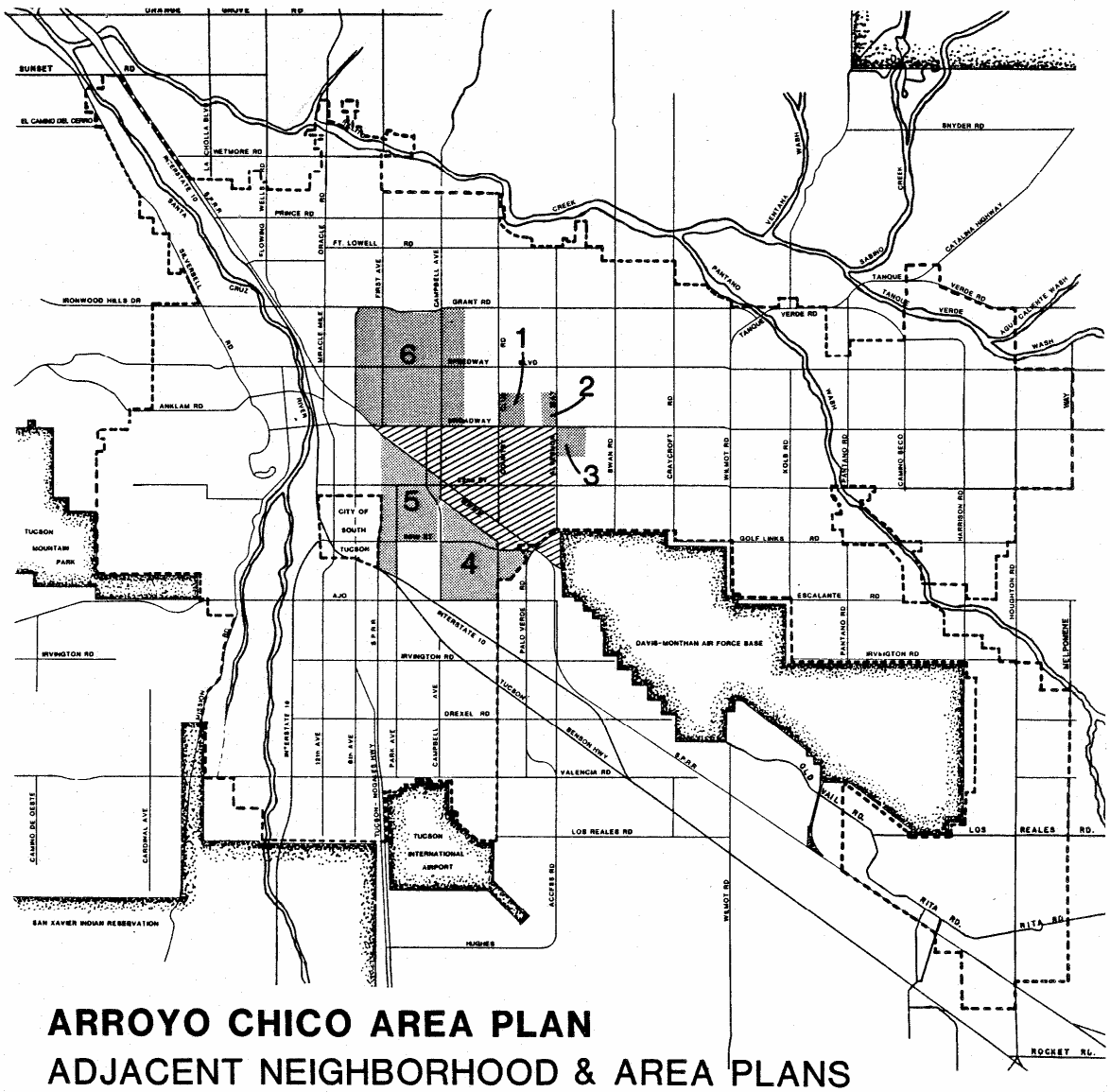
Legend

Arroyo Chico Area Location

Map 1


ARROYO CHICO AREA PLAN
PLAN AREA BOUNDARY
0
1/2
1 mi.
Legend
Boundary
County Jurisdiction
Ward Boundary
Ward 5: southwest section
Ward 6: northeast section
RANDOLPH RECREATION CENTER AND GOLF COURSE
TENNIS COURTS
POOL
CLUB HOUSE
REID REGIONAL PARK
Parkview Park
Eastmoor Park
Country Club Park
ALVERNON WAY
SILVERLAKE RD.
COUNTRY CLUB RD.
BROADWAY
TUCSON BLVD.
22nd ST.
AVIATION HWY.
S.P.R.R.
FAIRLAND STRAV.
CAMPBELL AVE.
CHERRY AVE.
26th ST.
VERDE RD.
ST. MICHAEL SCHOOL
HENRY SCHOOL
TUCSON HIGH SCHOOL
HILLS SCHOOL

Map 2



Legend

1 EL ENCANTO NEIGHBORHOOD PLAN
2 EL MONTEVIDEO NEIGHBORHOOD PLAN
3 SAN CLEMENTE COUNTRY CLUB HEIGHTS NEIGHBORHOOD PLAN
4 WESTERN HILLS PUEBLO - SUNLAND GARDENS NEIGHBORHOOD PLAN
5 GREATER SOUTH PARK PLAN
6 UNIVERSITY DISTRICT PLAN

Map 3

ARROYO CHICO PLAN AREA

map were never formally adopted. The general policies of the *Arroyo Chico Area Plan* and the specific policies for Residential Subarea 4 provide new, updated policy direction for the Julia Keen area. The *Park-Cherry Neighborhood Interim Land Use Policy* was adopted specifically to provide policy direction until adoption of the *Arroyo Chico Area Plan*. Future development in this area will be guided by the *Arroyo Chico Area Plan* general policies and by the Residential Subarea 1 policies.

Adoption of the *Arroyo Chico Area Plan*, therefore, rescinds the *Julia Keen Neighborhood Plan* and *Park-Cherry Neighborhood Interim Land Use Policy*. The General, Residential Subarea, and Industrial policies in this document will guide future development in Park-Cherry (the Miles and San Antonio Neighborhoods) and Julia Keen Neighborhood. The land use recommendations and design guidelines in the *El Encanto/Colonia Solana Neighborhood Plan* meet the needs of the Colonia Solana Neighborhood and will continue to be in effect.

Existing Character

The Arroyo Chico area is located directly east of Tucson's downtown area. It contains the Reid Park/Randolph Recreation Center regional facility and is in close proximity to the University of Arizona and El Con Mall. The area's central location and high degree of access are key features which have attracted both residential and industrial uses. The population characteristics of the area include a wide range of income levels and a racial mix which closely mirrors that of the City as a whole. The percentage of residents who are of Spanish origin, however, is 41 percent in the Arroyo Chico area, compared with 25 percent City wide. Although the area contains a wide variety of land uses, the Arroyo Chico watercourse is a natural feature which links the east and west portions of the plan area.

Plan Goals

The purpose of the *Arroyo Chico Plan* is to guide future development while protecting and enhancing existing neighborhoods. The general goals of the plan are to:

1. Promote the preservation and maintenance of linear open space along Arroyo Chico as a natural unifying feature of the area.

2. Encourage a compatible mix of residential, industrial, and business uses in the plan area, while protecting the integrity of existing neighborhoods.

3. Protect neighborhoods from truck traffic and roadway improvements, while allowing industrial and business access to key transportation routes.

Sub-goals, Policies, and Implementation Techniques are provided for each major section of the Plan.

Steering Committee

The policies and recommendations of this Plan were developed with the assistance of a special Arroyo Chico Steering Committee. The Steering Committee members represent a geographic cross section of the plan area and Tucson community, including the Citizens Advisory Planning Committee, City residents and business people, neighborhood associations, the Davis-Monthan Air Force Base, and other interested parties. The Committee assisted the Planning Department in evaluating the issues, developing goals and policies, reviewing the draft *Arroyo Chico Area Plan*, and coordinating the citizen participation process.

Plan Format

This document is divided into two major sections. The first section provides general policy direction for private and public land use for all of the Arroyo Chico Plan area. Four residential subareas are addressed in the second section of the Plan. (See Map 4.) A description of each subarea is followed with specific Sub-Goals, Policies, and Implementation Techniques. Both sections of the Plan should be consulted regarding any proposed development in a subarea.

Definitions

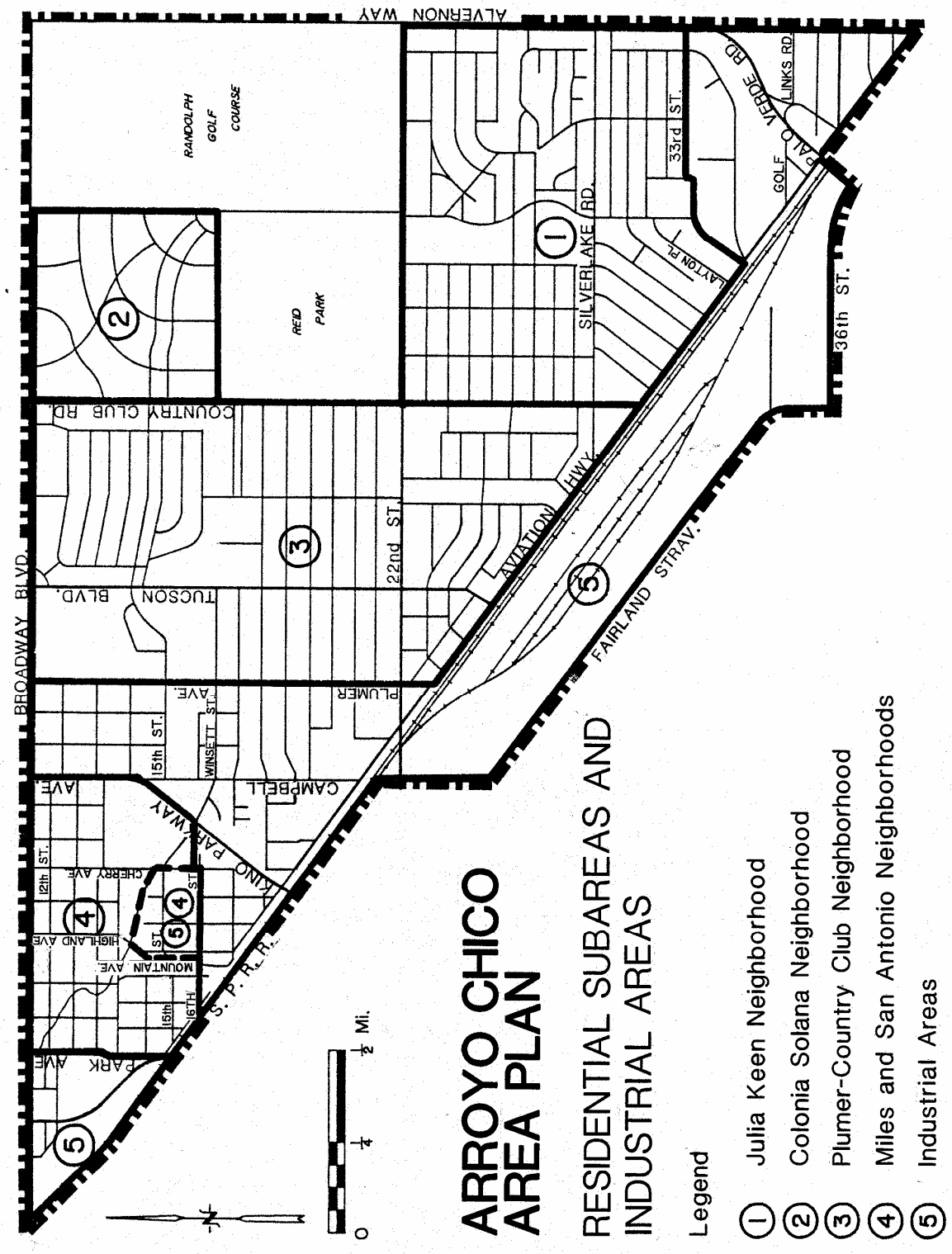
Air Installation Compatible Use Zone (AICUZ): A United States Air Force concept which delineates land use districts and provides land use compatibility guidelines for land areas impacted by the accident hazards and noise created by aircraft operations.

Campus Industry (Park Industrial): Comprehensively planned industrial developments which contain clean, low intensity uses, and which are controlled by design and performance standards to be compatible with surrounding uses. Design considerations may include low building height, substantial building setbacks, and extensive landscaping, among others. Performance standards may include stringent regulation of noise and odors, in addition to the restriction of heavy truck traffic. Campus industry could be used to buffer or transition uses of varying intensity.

Community Design Review Committee: An inter-agency technical advisory committee to the Hearing Examiner, City Manager, and the Mayor and Council. The Committee also provides information and consultation services to individuals who desire to develop land within the City of Tucson. Membership includes representatives from City departments and non-City public agencies.

Compatible Use District (CUD): Land use districts designated by the United States Air Force which provide development guidelines based on accident hazards and noise level considerations.

Defensible Space Concepts: Defensible space concepts include any physical design features which create a sense of ownership or territoriality of common areas and which allow viewing of public areas within residential, business, and industrial developments. Site design features include barriers such as fences, walls, electronic security, steps or changes in ground level, lighting, and building placement to subdivide ground areas which can be associated with


ALVERNON WAY
RANDOLPH GOLF COURSE
REID PARK
COUNTRY CLUB RD.
TUCSON BLVD.
BROADWAY BLVD.
22nd ST.
PLUMER
CAMPBELL
AVE.
15th ST.
WINSETT ST.
AVE
12th ST.
CHERRY AVE
HIGHLAND AVE
MOUNTAIN AVE.
15th
16TH
ST.
PARK AVE
PARKWAY
S. P. R. R.
AVIATION HWY.
SILVERLAKE RD.
33rd ST.
LAYTON PL.
GOLF LINKS RD.
VERDE RD.
36th ST.
FAIRLAND STRAV.
0
1/4
1/2 Mi.
ARROYO CHICO AREA PLAN
RESIDENTIAL SUBAREAS AND INDUSTRIAL AREAS
Legend
1 Julia Keen Neighborhood
2 Colonia Solana Neighborhood
3 Plumer-Country Club Neighborhood
4 Miles and San Antonio Neighborhoods
5 Industrial Areas

7-88

particular groups of residents or tenants. Visibility as a defensible space concept is intended to allow surveillance of the playgrounds, parking lots, landscaping, and other exterior spaces. Visibility may be enhanced by the strategic positioning of windows, stairwells, and low growing landscaping, and possibly by visual breaks in continuous screens.

Ldn: Day-night average sound level method adopted by the Environmental Protection Agency to standardize noise assessments. Ldn considers the sound level from an event, the effect of repetition, and the time of occurrence. Since the primary concern is residential development, nighttime events are considered more annoying than those in the daytime and are weighted accordingly.

Noise Sensitive Uses: Single-family residences, schools, religious facilities, libraries, hospitals, nursing homes, outdoor entertainment facilities, nature exhibits, zoos, and similar uses which require quiet and/or are difficult to acoustically treat.

Planned Unit Development (PUD): A development option within residential zones which allows integrally planned environments where design quality exceeds that which would result under conventional zoning requirements. Density bonuses may be obtained in all PUDs if a project meets the design specifications noted in the Land Use Code and in the Arroyo Chico Area Plan, Residential Policy 2D[*].

Residential Density: The number of dwelling units per acre.

> Low Density: up through six units per acre; primarily single-family detached units but including attached units such as duplexes and townhomes in some instances.
>
> Medium Density: up to 15 units per acre; including a variety of housing types, such as single-family homes on small lots, duplexes, townhomes, apartments, and condominiums.
>
> High Density: 15 units and over per acre; including multi-family developments, such as townhouses, apartments, and condominiums.

Screening: Screening could consist of either an earth berm, a masonry wall, a wooden fence, a stucco wall, a chain-link type metal fence using durable, permanently affixed wooden (or other approved) slats to create a substantially opaque surface, a dense hedge that will grow to the required height within two growing seasons, or any combination of these materials. Visual breaks in non-required continuous screens may be appropriate to enhance visibility of public or common areas (see "Defensible Space Concepts").

Strip Commercial Development: A pattern of commercial development characterized by incremental additions of single-function businesses along a street frontage. Such developments typically have separate access points and parking for each business, a lack of

[*] PUD was rescinded by the Mayor and Council on March 9, 1987, Ordinance No. 6642. Cluster type development is allowed under these provisions of the Residential Cluster Project Ordinance adopted by the Mayor and Council on March 9, 1987.

pedestrian linkage between individual businesses, substandard lot sizes, and inadequate parking and on-site maneuvering (often due to the impact of roadway widening or inadequate subdivision).

ABBREVIATIONS

AICUZ	Air Installation Compatible Use Zone
CDRC	Community Design Review Committee
CUD	Compatible Use District
DMAFB	Davis-Monthan Air Force Base
Ldn	Day-Night Average Sound Level
PUD	Planned Unit Development
SPRR	Southern Pacific Railroad
SR 210	State Route 210; Aviation Parkway
TUSD	Tucson Unified School District

General Policies

The following Sub-Goals, Policies, and Implementation Techniques are provided to address developments and improvements throughout the Arroyo Chico Area. These Policies and Implementation Techniques are consistent with the adopted *Comprehensive Plan* and other City policies.

Arroyo Chico/Flood Control

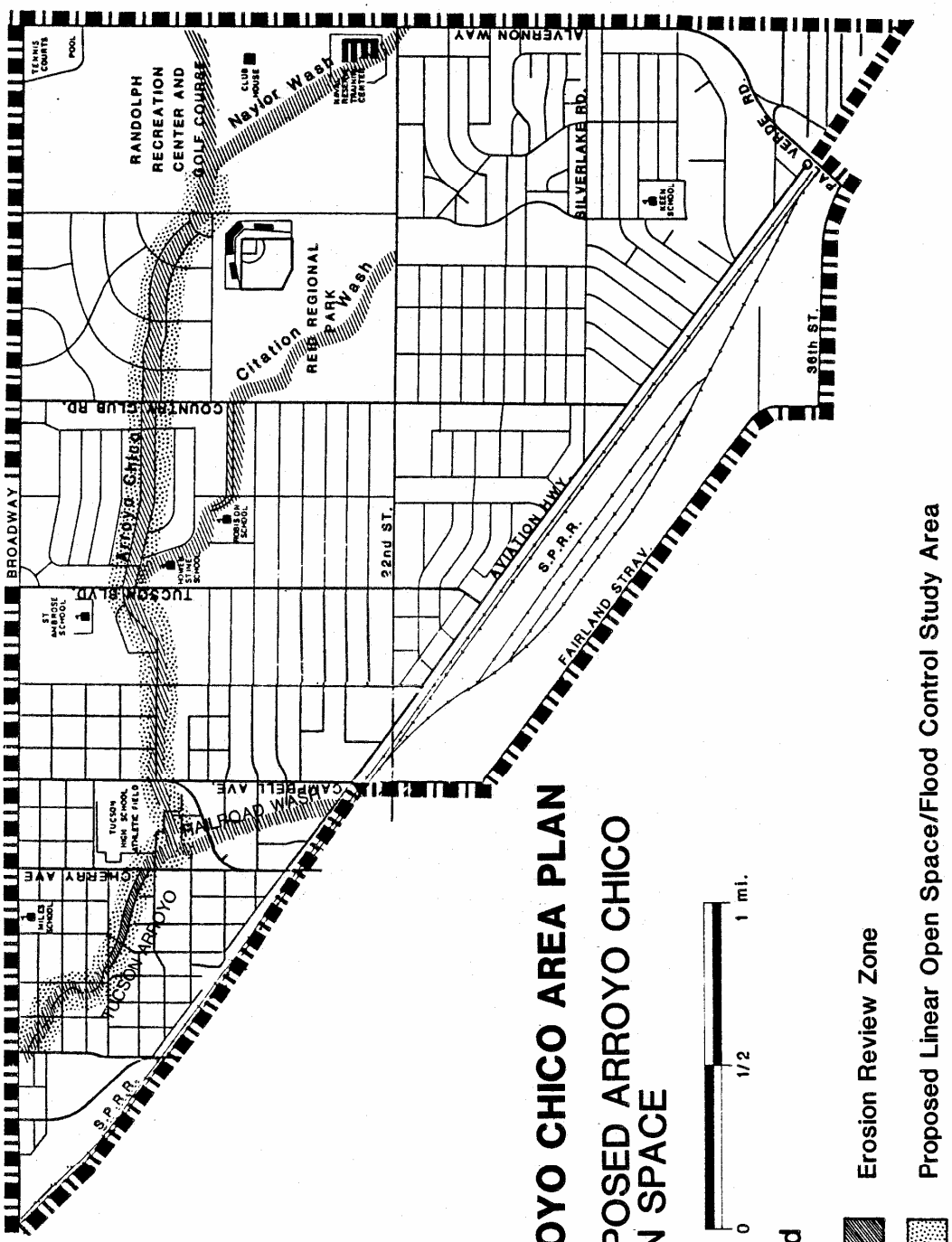
The Arroyo Chico is a unifying natural feature of the plan area, linking Reid Park and the Colonia Solana Neighborhood on the east with the Miles and San Antonio Neighborhoods on the west. The arroyo is vegetated throughout the plan area, although landscaping and maintenance varies widely. Arroyo Chico is in a well maintained natural state east of Country Club (maintained primarily by the Colonia Solana Neighborhood Association), is generally channelized and lined with tall hedges from Country Club Road to Campbell Avenue, and is overgrown with natural vegetation west of Campbell Avenue. Illegal dumping and the presence of vagrants along the westerly portion of the wash inhibit full utilization of the natural open space.

The Arroyo Chico watershed is subject to extensive flooding throughout its length within the plan area (see Map 5). Some of the currently vacant parcels along the arroyo may not be developable under the requirements of the Floodplain Ordinance, although the extent of the flooding problem may be better identified after improvements planned in conjunction with SR-210 and Kino Boulevard construction are installed. There is currently no Basin Management Plan for the Arroyo Chico which would identify possible solutions and their impact on developed and vacant parcels.

Key opportunities in creating a linear open space corridor along the Arroyo Chico include the preservation of the natural qualities of the watercourse, the possible linkage of several neighborhoods with Reid Park (*Parks, Recreation and Open Space Plan*, 1981; Open Space Policy 2A), and the public ownership of many undeveloped properties along the arroyo west of Tucson Boulevard. A Basin Management Plan would create an opportunity to consider flood control and recreation/open space factors jointly, especially in utilizing the arroyo for passive recreation/and visual open space purposes.

Sub-Goal

Promote the development of open space in conjunction with drainageways and flood control/floodplain management efforts.


ARROYO CHICO AREA PLAN
PROPOSED ARROYO CHICO OPEN SPACE
Legend
0
1/2
1 mi.
Erosion Review Zone
Proposed Linear Open Space/Flood Control Study Area
BROADWAY
TUCSON BLVD.
COUNTRY CLUB RD.
CAMPBELL AVE.
CHERRY AVE.
ALVERNON WAY
SILVERLAKE Rd.
PALO VERDE RD.
22nd ST.
36th ST.
AVIATION HWY.
FAIRLAND STRAV.
S.P.R.R.
RANDOLPH RECREATION CENTER AND GOLF COURSE
TENNIS COURTS
POOL
CLUB HOUSE
Navior Wash
Citation Wash
REID REGIONAL PARK
Arroyo Chico
TUCSON ARROYO
RAILROAD WASH
TUCSON HIGH SCHOOL ATHLETIC FIELD
ST. AMBROSE SCHOOL
HOWE STREET SCHOOL
POBISON SCHOOL
REID SCHOOL
MILLER SCHOOL

Map 5

Policy 1.

Promote a continuous linear corridor of open space and recreation along the Arroyo Chico between Park Avenue and Reid Park (*Parks, Recreation and Open Space Plan*, 1981; Open Space Policy 2B), through the coordination of opens space acquisition and flood control/floodplain management efforts.

Implementation Techniques

A. Conduct an Open Space/Basin Management study to:

i. determine the development capability of vacant properties along or near drainageways, and identify alternative flood control/floodplain management solutions to flooding hazards.

ii. link flood control/floodplain management solutions to recreation and open space opportunities.

iii. design linear paths and passive recreation features along Arroyo Chico, such as continuous walking and bicycle paths, including the safe crossing at Kino Boulevard;

iv. preserve the natural vegetation in Arroyo Chico;

v. prepare a landscape plan to include native and drought resistant vegetation;

vi. prepare a maintenance program involving City departments and neighborhood residents in removing debris without altering the appearance of the arroyo;

vii. coordinate a security program which may include police patrol near and through the arroyo;

viii. include neighborhood participation; and

ix. determine the feasibility of incorporating tributary washes to Arroyo Chico in the open space/flood control plan.

B. Encourage cooperation among the City of Tucson, State, and federal agencies, private organizations, groups and individual citizens in the areas of acquisition, management, and conservation of the Arroyo Chico open space resources (*Parks, Recreation and Open Space Plan*, 1981; Open Space Policy 1A).

Policy 2.

Promote the acquisition of open space along the Arroyo Chico.

Implementation Techniques

A. Require dedication of the Arroyo Chico drainageway in all new development.

B. Require a 50-foot open space right-of-way dedication or easement from the top of the arroyo banks in all new development, and provide sufficient space for maintenance vehicle access.

C. Mitigate the impact of channel realignment between Cherry and Campbell Avenues by considering the installation of landscaping along the banks of the arroyo, or through other means.

D. Require that site design of new development along the arroyo complement the open space corridor and allow viewing of activity in and near the arroyo. (See Defensible Space definition.)

E. Encourage development of a neighborhood park facility abutting the Arroyo Chico on Block 12, Manlove Addition and Block 16, Randolph Addition, west of Highland Avenue, through exchanges for vacated public rights-of-way and lots in Blocks 2, 7, and 10, Randolph Addition.

PUBLIC/SEMI-PUBLIC

Public uses in the Arroyo Chico area include five public elementary schools, St. Ambrose private elementary school, Tucson Unified School District (TUSD) athletic field and vehicle maintenance and storage facilities, the University of Arizona athletic track and field, three neighborhood parks, and the large regional park complex including the Randolph Recreation Center and Golf Course and Reid Regional Park. Semi-public uses include several churches, union offices, and the Southern Pacific Railroad facilities. Although there are no current plans to release property containing public facilities, it is possible that land may be released in the future.

Reid Park/Randolph Golf Course and Recreation Center is a large regional park complex considered the most diverse and popular recreational facility in the Tucson Urban Area. In addition to including the Reid Zoo, Randolph Golf Course and Practice Range, and tennis and racquetball courts, the park hosts a number of outdoor events including concerts and Hi-Corbett Field baseball games.

Sub-Goal

Encourage the compatibility of public uses and properties with surrounding development.

Policy 1.

Encourage the continued utilization of existing public facilities.

Implementation Techniques

A. Encourage the continued use of public facilities for public uses.

B. Support future upgrading of facilities at the Randolph Recreation Center (*Parks, Recreation and Open Space Plan*, 19 and 1).

C. Encourage joint use of school playgrounds and recreation facilities at all schools. (*Parks, Recreation and Open Space Plan*, 1981; Parks Policy 1).

D. Encourage the affected agency to conduct an area needs assessment for parks, open space, and other public services prior to releasing publicly owned property.

Policy 2.

Should public land be released, ensure that development be compatible with surrounding uses.

Implementation Techniques

A. Require that development occur in accordance with Arroyo Chico Linear Open Space recommendations.

B. Encourage high-density residential or campus industrial uses on the TUSD property bounded by 15th Street, Plumer Avenue, Winsett Street, and Campbell Avenue. (See Map: Industrial Area 2.)

C. Encourage low and medium-density residential uses on the University of Arizona property bounded by 15th Street, Tucson Boulevard, Winsett Street, and Plumer Avenue. Densities should transition toward the perimeter, not to exceed those which exist contiguous to the site.

D. Encourage residential uses for the TUSD athletic field in the vicinity of Kino Boulevard and Winsett Street. (See Residential Subarea 1.)

E. Require that any other released public facility sites be developed compatibly with surrounding uses and densities and be consistent with *Arroyo Chico Area Plan* policies. (See Residential Subareas for more specific guidelines.)

F. Require CDRC (Community Design Review Committee) review prior to sale or lease of City owned parcels.

Policy 3.

Protect Colonia Solana residents from excessive noise and over-spill parking impacts from Reid Park.

Implementation Techniques

A. Provide police or other City personnel to direct traffic to available parking, during times of peak attendance such as special events and holiday weekends.

B. Encourage police to tow illegally parked vehicles which obstruct emergency vehicle access to the neighborhood.

C. Encourage the sponsors of major events to arrange a shuttle service from the El Con Mall parking lot.

D. Enforce the City’s noise ordinance during evening events.

RESIDENTIAL

Residential uses comprise approximately 28 percent of the land uses in the Arroyo Chico area. The single-family detached unit is the predominant housing type, creating a residential development pattern characterized by a variety of low and medium-density neighborhoods. The Arroyo Chico area contains several well-organized and active neighborhoods, such as Miles, San Antonio, Julia Keen, and Colonia Solana, all of which are further addressed in the Residential Subarea Policies. The impact of major transportation improvements and the opportunity for infill of vacant land contribute to the increased pressure on existing neighborhoods, further emphasizing the need for guidelines to ensure the compatibility of new development with existing neighborhoods.

Sub-Goal

Encourage new residential development and the preservation of existing housing.

Policy 1.

Preserve the integrity of established neighborhoods.

Implementation Techniques

A. Redirect through traffic onto major streets.

B. Discourage rezoning requests for the conversion of residential uses to non-residential uses within established neighborhoods.

C. Encourage clustering and design flexibility in residential developments through the use of planed unit developments*, zero lot lines, and lot development options.

D. Encourage the use of available and future federal, state, and local funds for housing rehabilitation programs and neighborhood improvements by local residents.

E. Encourage improvement districts to be established to upgrade unimproved streets, alleys, lighting, etc., as appropriate.

* PUD was rescinded by the Mayor and Council on March 9, 1987, Ordinance No. 6642. Cluster type development is allowed under the provisions of the Residential Cluster Project Ordinance adopted by the Mayor and Council on March 9, 1987.

Policy 2.

Promote residential infill of vacant land. (See also Residential Subarea Policies.)

Implementation Techniques

A. Low-density residential developments are generally compatible within the interior of established neighborhoods.

B. Medium-density residential developments are generally appropriate along collector streets.

C. Medium and high-density residential developments are generally suitable along arterial streets.

Policy 3.

Ensure the compatibility of new residential development with existing land uses.

Implementation Techniques

A. Require appropriate design elements (setbacks, height restrictions, screening, landscaping, screened or covered storage, shielded or directed lighting, height and density transitions, etc.) during the rezoning and development review processes when locating higher density residential development in proximity to established neighborhoods.

B. Employ defensible space concepts in development proposals.

C. Encourage proposed higher density residential development to transition densities so that densities at the perimeter are compatible with contiguous development.

COMMERCIAL

The *Comprehensive Plan* for Tucson, adopted February 26, 1979 states that commercial activities be located to best serve the needs of the neighborhood, community, and the region. The majority of commercial uses (including retail, service, and office) in the Arroyo Chico area are located along Broadway, 22nd Street, Alvernon Way and at major street intersections, and totaling approximately 6 percent of the plan area.

Many of Tucson's major streets are characterized by strip commercial development, typically a series of single-function, separately owned businesses along a street frontage. Such developments are often on shallow lots with individual access and parking, no pedestrian linkage between businesses, and a shortage of parking spaces and/or on-site maneuvering space due to street widenings. Problems associated with strip development include traffic hazards created by an excessive number of curb cuts, a monotonous visual impression along the roadway, undefined and often unsafe pedestrian areas, a proliferation of signage, and parking overspill into alleys and residential streets. Alternatives to strip commercial development include: integrating access, parking, and facade treatment of adjacent commercial developments; concentrating retail centers at major street intersections; locating office and high-density residential uses between intersections; and locating parking areas to the side or rear of structures.

Sub-Goal

Provide for the commercial needs of the area.

Policy 1.

Encourage commercial developments at appropriate locations in the area. (See also “Development Along Major Streets”.)

Implementation Techniques

A. Require appropriate design elements (screening, landscaping, setbacks, height restrictions, screened or covered storage, shielded or directed lighting, etc.) during the rezoning and development review process when locating commercial uses in proximity to established neighborhoods.

B. Employ defensible space concepts in new commercial developments.

C. Rezoning to commercial uses are to be based on all of the following:

i. the site is located on a major street;

ii. the proposed use is integrated with other adjacent commercial uses;

iii. access is provided from collector or arterial streets;

iv. parking variances and application of the "non-conforming" clause of the Parking Ordinance are not necessary to meet parking and circulation requirements;

v. all required parking and circulation is provided on-site.

(See "Development Along Major Streets" Policy 3 for Residential Conversions.)

Policy 2.

Discourage the extension of strip commercial as a pattern of development. (See also "Development Along Major Streets.")

Implementation Techniques

A. Ensure future commercial developments be:

i. limited to a minimum number of access points;

ii. integrated with adjacent commercial development (including joint access, shared parking, etc.); and

iii. designed to be compatible with adjacent residential uses (including existing screening, landscaping, setbacks, and height restrictions).

B. Consolidate commercial developments at major street intersections.

C. Encourage office and high-density residential uses along arterial streets, between major intersections.

D. Encourage parking areas to be located to the side or rear of commercial structures.

DEVELOPMENT ALONG MAJOR STREETS

A mixture of commercial (retail, service, and office) and a range of residential uses are currently located along the arterial and collector streets in the Arroyo Chico plan area. (See Map 10, page 37, Major Streets and Routes.) As the Tucson region grows, improvements to Kino Boulevard and State Route 210 are completed, and arterial widenings take place, the pressures for change and intensification of uses along these major streets will increase. (See also "Commercial" and "Transportation" policies.)

Sub-Goal

Provide for development along major streets which promotes efficient traffic circulation.

Policy 1.

Encourage new and redeveloped uses along major streets to:

Implementation Techniques

A. Mitigate the impacts of major streets on the proposed development through appropriate design elements, such as setbacks, berms, walls, and vegetation;

B. Access major streets without creating unsafe traffic conditions; and

C. Provide required parking and circulation on-site.

Policy 2.

Consider conversion of residential uses to office or commercial uses in appropriate locations when the following criteria apply: (See also “Commercial” Policy 2 and *El Encanto/Colonia Solana Neighborhood Plan.*)

Implementation Techniques

A. The residential structure fronts on (faces) an arterial or collector street;

B. An adjacent use and zoning along the same street frontage is office or commercial;

C. Access can be provided without utilizing alleys;

D. Parking variances and applications of the “non-conforming” clause of the parking ordinance are not necessary to meet parking and circulation requirements;

E. All required parking and circulation is provided on-site.

Policy 3.

Monitor the progress and recommendations of the Broadway Corridor Study.

Implementation Techniques

A. Protect established residential areas from commercial encroachment due to the Broadway Corridor widening.

B. Analyze rezoning requests along Broadway in conjunction with possible Broadway Corridor Study recommendations.

C. Encourage new and proposed developments to assemble small parcels into larger sites, to allow for flexible site design, to ensure viability of the site after Broadway is widened, and to limit the number of access points onto Broadway.

INDUSTRIAL

1980 Land Use studies indicate that approximately 18 percent of the Arroyo Chico area is developed with industrial and transportation (including **SPRR)** uses, compared with only 4 percent of the land City-wide.* The railroad and major transportation corridors are key features of the plan area which attract industry, while the area's central location and proximity to downtown, the University of Arizona, El Con Mall, and Reid Park/Randolph Recreation Center have attracted many long-term residents. The industrial areas within the Arroyo Chico area are in close proximity to residential neighborhoods. These areas warrant special attention to assure the protection of established neighborhoods while allowing for limited industrial development (and employment) near residential areas.

Industrial policies for the Arroyo Chico area have been divided into three geographic areas (see Map 6):

- Euclid-Park Transition (Policies I and 2)
- Campbell-Plumer/Aviation (Policies 3 and 4)
- Palo Verde/Aviation (Policies 5 and 6)

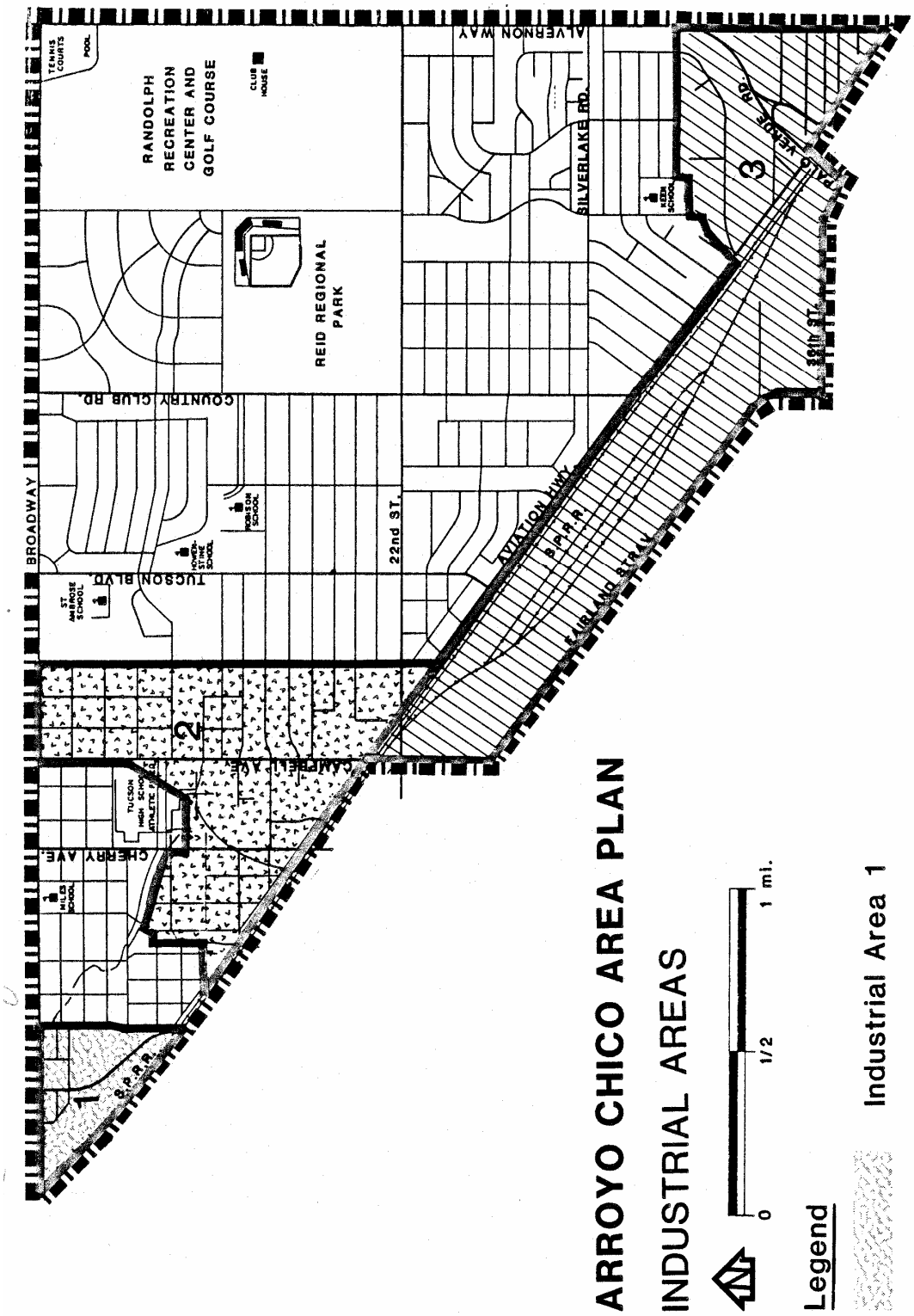
In each area, policies are needed to provide definitive boundaries containing industrial development and to ensure a compatible coexistence between industrial and residential uses.

INDUSTRIAL AREA 1: EUCLID-PARK TRANSITION

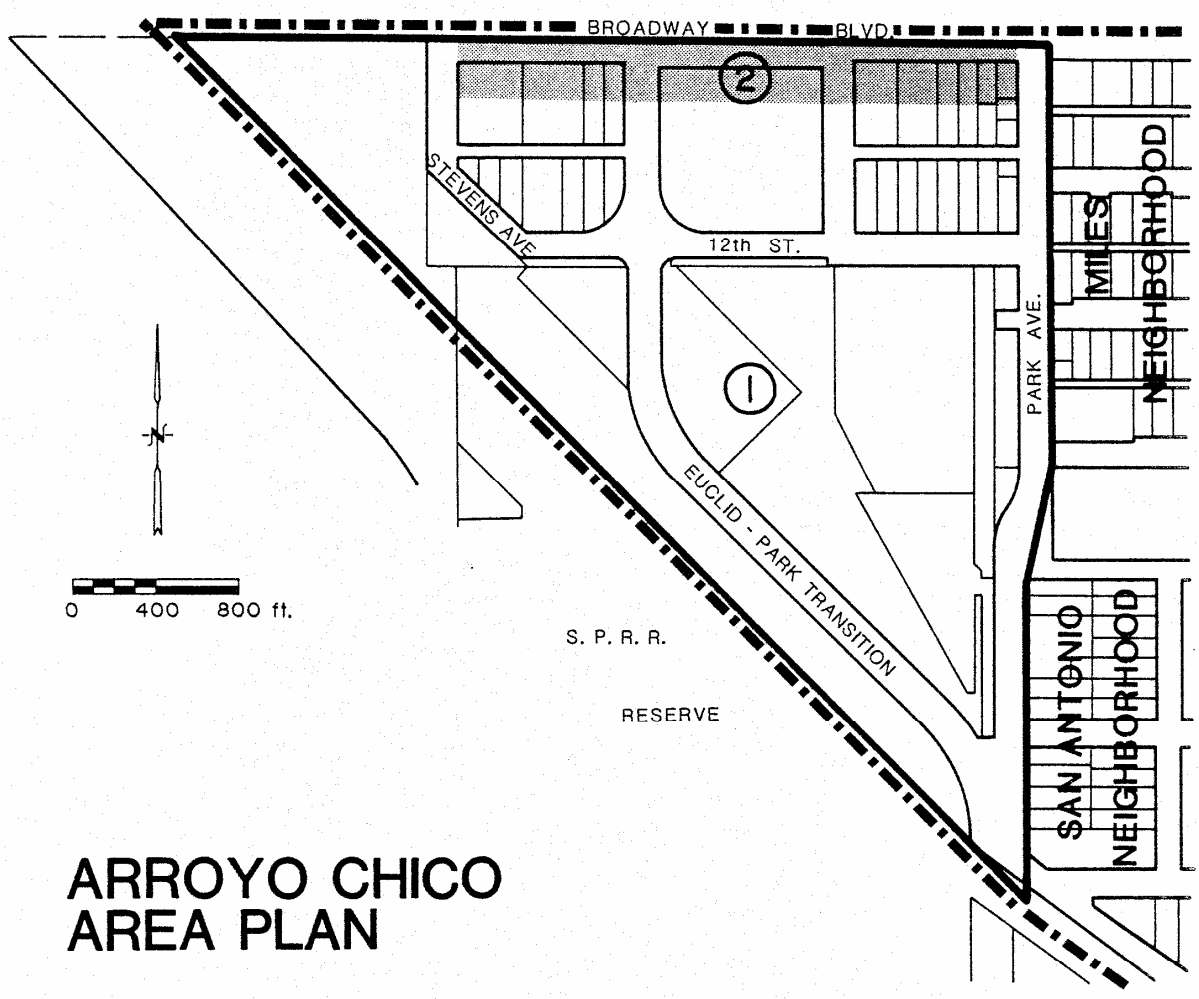
The first industrial area is the triangular-shaped area at the northwest comer of the plan area, bounded by Broadway, Park Avenue, and the Southern Pacific Railroad (SPRR) tracks and portions of the SPRR Reserve.

Retail and other commercial uses are concentrated along Broadway, older warehouse facilities are located along Park Avenue, and other light industrial uses are in the area south of 12th Street. The area will be modified when State Route 210 (SR 210) is constructed and the Euclid-Park Transition is depressed under SR 210 (see Map 7). The nearest interchanges on SR 210 will be at Broadway and Kino Boulevard. San Antonio Neighborhood and the Euclid-Park industrial area are divided by industrial and heavy business uses along both sides of Park Avenue, where warehouse loading activities currently occur in the street right-of-way.

* Industrial land (including Transportation, Utilities, and Communication) represented 4.06 percent of total land area in the City of Tucson and 5.73 percent of developed acres in 1980.
Source: City of Tucson Community Development Program; Technical Studies Volume 11, Physical Environment; 1983.


ARROYO CHICO AREA PLAN
INDUSTRIAL AREAS
0
1/2
1 mi.
Legend
Industrial Area 1
Industrial Area 2
Industrial Area 3
RANDOLPH RECREATION CENTER AND GOLF COURSE
TENNIS COURTS
POOL
CLUB HOUSE
REID REGIONAL PARK
COUNTRY CLUB RD.
BROADWAY
TUCSON BLVD.
ST. AMBROSE SCHOOL
HOWER-STONE SCHOOL
ROBISON SCHOOL
22nd ST.
ALVERNON WAY
SILVERLAKE RD.
KEEN SCHOOL
PALO VERDE RD.
18th ST.
AVIATION HWY.
S.P.R.R.
FAIRLAND STRAY
CAMPBELL AVE.
TUCSON HIGH SCHOOL
ATHLETIC FIELD
CHERRY AVE.
HILL SCHOOL
1
2
3

Map 6



ARROYO CHICO AREA PLAN

INDUSTRIAL AREA 1

Legend

- Arroyo Chico Plan Area Boundary
- Industrial Area 1 Boundary
- (1) Light Industrial or Commercial Uses
- (2) Park Industrial or Commercial Uses

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Sub-Goal

Allow commercial and industrial infill development which is compatible with the San Antonio Neighborhood and the Gateway Route status of Broadway.

Policy 1.

Protect the Miles and San Antonio Neighborhoods from any negative impacts of industrial development along Park Avenue.

Implementation Techniques

A. Require appropriate design elements along the Park Avenue edge (setbacks, height restrictions, screening, landscaping, screened or covered storage, shielded or directed lighting, etc.), if the warehouse and industrial uses should redevelop in the future.

B. Require redeveloped or new uses of property along Park Avenue to provide all parking all parking, loading, and circulation needs on-site.

C. Employ defensible space concept in new industrial developments.

Policy 2.

Visually screen industrial development along Broadway. (See also "Development Along Major Streets" Policy 4.)

Implementation Techniques

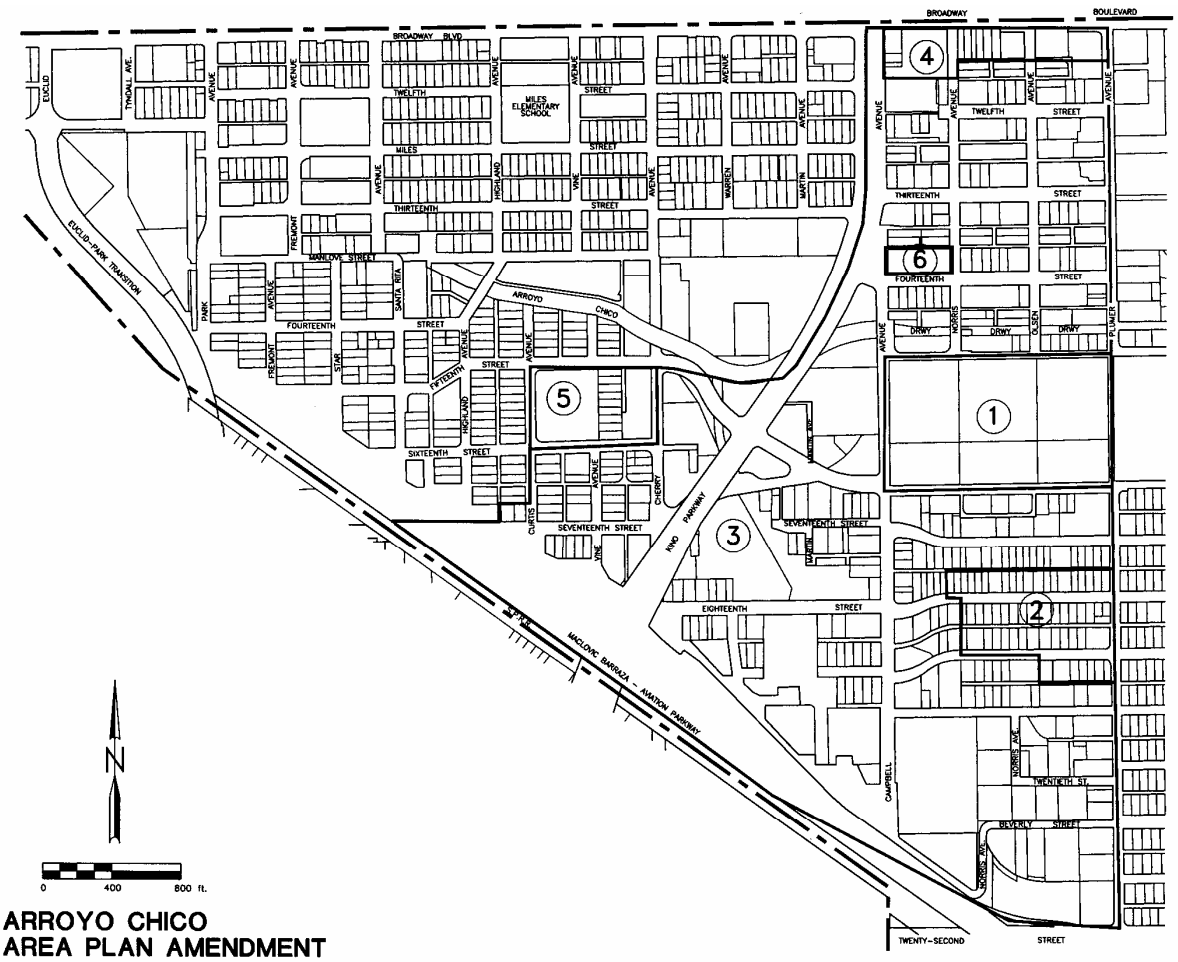
A. Encourage businesses to pursue shared parking, joint access, and unified treatment of Broadway frontage landscaping and building facade.

B. Require compliance with the Gateway Route guidelines specified in the *Major Streets and Routes Plan* or Gateway Route ordinance, when adopted.

INDUSTRIAL AREA 2: CAMPBELL-PLUMER/AVIATION

The second industrial area forms a modified "v" shape outlined by Aviation Highway and Plumer Avenue. The short leg of the "v" is west of Kino Boulevard, between Aviation Highway and 16th Street. The long leg of the "v" lies east of Kino Boulevard and is bounded by Broadway, Plumer Avenue, and Aviation Highway (see Map 8).

The "short leg," south of 16th Street and west of Kino Boulevard, was designated for light industrial uses in the Park-Cherry neighborhood Interim Land Use Policy. The area is largely vacant with scattered industrial and residential uses.



ARROYO CHICO AREA PLAN AMENDMENT

INDUSTRIAL AREA 2

Arroyo Chico Plan Area Boundary

Industrial Area 2 Boundary

(1) High Density Residential and / or Campus Industrial Uses

(2) Residential to Industrial Transition

(3) Light Industrial or Commercial

(4) Commercial

(5) Campus Industrial

(6) Heavy Industrial

Map Amended on February 10,1997, by Resolution No. 17544
Map Amended on March 5, 2001, by Resolution No. 18822

3/2001

The "long leg" of the v-shaped area, south of Broadway, between Kino Boulevard and Plumer Avenue, is characterized by small light industrial and heavy commercial uses, such as metal shops, automobile repair and painting, and warehouses. Although the land uses are classified as intense, the area is characterized by a series of one- and two-story businesses on small lots. Low-density residential uses are scattered throughout the area but concentrated along portions of the blocks between 17th Street and Eastland. The homes which are adjacent to industrial properties on two or three sides are expected to experience pressure to transition to business or industrial uses in the future.

Sub-Goal

Encourage industrial infill development to provide buffers adjacent to residential uses.

Policy 3.

Protect San Antonio Neighborhood from any negative impacts of industrial development along SR 210.

Implementation Techniques

A. Allow light industrial development south of 16th Street between Kino Boulevard and Curtis Avenue (See Residential Subarea 1 for policies addressing the area west of Curtis Avenue)

(Amended by Resolution No. 17544 on February 10, 1997, to promote residential infill)

B. Require all new industrial or commercial development along 16th Street west of Kino to screen parking areas, dumpsters, and areas of outside storage, in addition to providing a five foot wide landscape strip along the street frontage.

C. Direct all truck traffic to Winsett/Kino, rather than thorough the San Antonio or Miles Neighborhoods, by implementing traffic control measures such as posting "No Truck Traffic" signs in appropriate locations. (See also Residential Subarea I Policies.)

D. Employ defensible space concepts in new industrial development.

Policy 4.

Allow for continued light industrial development in appropriate locations between Campbell and Plumer, except to allow heavy industrial development at 345 S. Kino Parkway, subject to the principal activities being conducted within enclosed buildings, mitigating noises, odor and chemical emission impacts on adjacent uses; limited hours of operation; loading zones and trash-pickup areas to be screened and located away from residential uses; provisions of appropriate screening and landscaping to protect adjacent nonconforming residential uses; and, building height being comparable to those presently existing on-site.

(Amended by Resolution No. 18822 on March 5, 2001)

Implementation Techniques

A. Rezoning of residential properties for industrial uses should be based on all of the following:

   i. adjacent uses along the same street frontage are industrial;

   ii. zoning variances or application of the non-conforming parking clause are not necessary to meet all required parking, loading, and circulation on site;

   iii. the proposed use is integrated with adjacent industrial uses (including joint access, shared parking, continuous screening, etc., as feasible); and

   iv. compatibility of the proposed industrial uses with existing residential uses can be ensured by utilizing design elements such as restricted hours of operation, screened or covered storage, noise buffers, additional landscaping, and special air pollution controls.

B. Allow high-density residential and/or campus industrial uses at the TUSD site, as provided for in Policy 2 of Public/Semi-Public.

C. Allow for light industrial infill development i.) north of 15th Street, ii.) south of Eastland, and iii.) between Kino and Campbell.[1]

D. Encourage new and redeveloped industrial uses on large sites to maintain setbacks consistent with adjacent uses, to limit building height to two stories (or approximately 25 feet), and to landscape the street frontage.

E. Establish Plumer Avenue as the boundary between industrial uses to the west and residential uses to the east.

INDUSTRIAL AREA 3: PALO VERDE/AVIATION

The third industrial area is located in the southeast comer of the plan area. (See Map 9.) It is serviced by several major transportation corridors: Aviation highway, Palo Verde Road, and the Golf Links Extension across Davis Monthan Air Force Base. Industrial Area 3 includes the triangular-shaped area north of Aviation Highway/SR 210 and bounded by 33rd Street and Alvernon Way and the area between Aviation Highway/SR 210 and Fairland Stravenue, and between Campbell Avenue and Palo Verde Road, including the main SPRR yards.

[1] Clarification, revised on December 11, 2001. Previouly read "Allow for light industrial infill development north of 15th Street, south of Eastland, and between Kino and Campbell."

The area north of Palo Verde and Aviation Highway is an industrial area largely built out with warehouses and small industrial parks. The industrial uses are adjacent to established neighborhoods and the Julia Keen Elementary School. A *Julia Keen Neighborhood Plan* amendment adopted in March 1985, established clear policy direction for containing industrial uses within the existing boundaries and protecting neighborhoods from industrial encroachment.

The area between, Palo Verde and Alvernon Way is partially developed with a variety of light industrial uses and will be serviced by the new Golf Links Extension in the vicinity of the existing 44th Street. Although isolated from sensitive residential and public uses, this area is adjacent to the Davis Monthan Air Force Base. Since this portion of the plan area is in County jurisdiction, Arroyo Chico Area Plan policies do not take effect until such time as the area is annexed.

South of Aviation Highway are the Southern Pacific Railroad tracks and facilities. A portion of the area along 36th Street is currently zoned for heavy industrial uses, while the SPRR land between Aviation Highway and Fairland Stravenue is currently designated for light industrial uses. The Pueblo Gardens Neighborhood is south of Fairland Stravenue.

Related policies are also present in the Davis-Monthan Air Force Base section of the Plan.

Sub-Goal

Protect the Julia Keen and Pueblo Gardens Neighborhoods from industrial encroachment.

Policy 5.

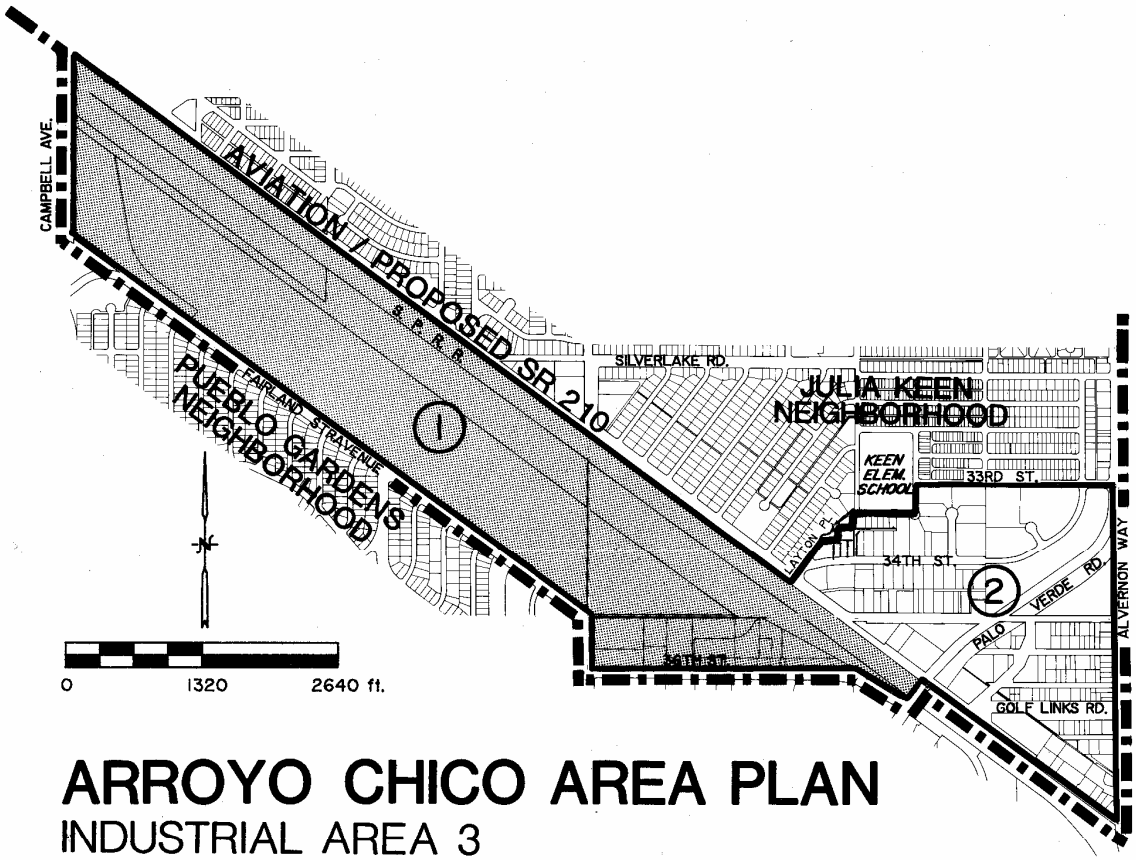
Protect the Julia Keen Neighborhood from further industrial encroachment.

Implementation Techniques

A. Contain industrial development within the existing boundaries south of 33rd Street and east of Layton Place. (See Map: Industrial Area III.) New industrial development on the eastern half of Lot 5, Block 10 should incorporate appropriate design elements, including landscaping, screening, screened or covered storage, noise buffers, special air pollution controls, restricted hours of operation, limited access, and shielded lighting. (December 9, 1988, Resolution #14707, ACAP Industrial Area 3, Policy 5.A.)

B. Require a 6-foot-high masonry wall (without additional razor, barbed, or other type of wire) and landscaping for new or redeveloped uses adjacent to the Julia Keen School.

C. Employ defensible space concepts in new industrial development.



ARROYO CHICO AREA PLAN

INDUSTRIAL AREA 3

Legend

- Arroyo Chico Plan Area
- Industrial Area 3 Boundary
- (1) Light Industrial Uses
- (2) Campus and Light Industrial Uses

(Map Amended on December 19, 1988 by Resolution No. 14707)

I-90

Policy 6.

Allow light industrial uses in appropriate locations.

Implementation Techniques

A. Encourage light industrial uses which are compatible with Davis Monthan Air Force Base in the area between the Palo Verde/Veterans' Interchange and Alvernon Way.

B. Require full compliance with Gateway Route specifications along the golf Links Extension, if the roadway is so designated at the time of annexation.

C. Project the Pueblo Gardens Neighborhood by requiring industrial development northeast of Fairland Stravenue to utilize appropriate design elements (such as building setbacks, screening and landscaping along Fairland Stravenue, shielded or directed lighting, screening of outdoor storage and trash receptacles, the application of defensible space concepts, and special air and water pollution controls, etc.).

TRANSPORTATION

The major street circulation system in the Arroyo Chico area is characterized by a section line grid pattern. The grid is intersected by the existing Aviation Highway (proposed State Route 210) and by the north-south Kino Corridor.

Major Streets and Routes

The City's *Major Streets and Routes Plan (MS&RP)*, adopted in November, 1982, identifies street classifications, rights-of-way, and special routes. (See Map 10.) Future arterial widenings are expected as additional development occurs and traffic volumes increase in the area.

The Broadway Corridor Study is currently under way regarding possible roadway and transit solutions to year 2000 travel demands. The 11-mile corridor study, between Euclid and Houghton Road, is expected to be completed in the fall of 1986. Broadway is a designated Gateway Route in the *MS&RP*, and visual aesthetics will be an important consideration in all transportation proposals.

State Route 210 (Aviation Parkway)

The Mayor and Council adopted a transportation alternative in December, 1982, which included a five mile controlled access parkway connecting the Golf Links and Alvernon Corridors on the southeast with St. Mary's Road near Interstate 10 on the northwest. (See Maps 10 and 11.) In June 1985, the Mayor and Council adopted the Concept Design Report for State Route 2 10, or Aviation Parkway.

The proposed SR 210 traverses the southern portion of the Arroyo Chico area. The roadway will consist of a four- to six-lane facility with grade-separated interchanges within the Arroyo Chico plan area at Kino Boulevard, 22nd Street (partial), and the Golf Links/Alvernon Corridors. Access to and from the parkway will be available through at-grade signalized intersections at the 22nd Street eastbound ramp, Country Club Road, 34th Street, and the Palo Verde interchange ramp east of 34th Street. Also, the Euclid-Park Transition will be depressed under SR 210.

Right-of-way acquisition will result in the modification of neighborhood circulation through a number of street closures, including cul-de-sacs at Park, Campbell, Vine, and Warren Avenues, Tucson Boulevard, and 31st Street. Bristol and Treat Avenues will connect with a "U" shaped loop just north of the Parkway, and a frontage road will be provided to connect the stravenues in the Julia Keen Neighborhood.

Prepared for:
CITY OF TUCSON
DEPARTMENT OF TRANSPORTATION
Prepared by:
Finical & Dombrowski/
Barton-Aschman Associates, Inc.
A Joint Venture

ARROYO CHICO AREA PLAN

MAJOR STREETS AND ROUTES

Legend

- Arterial Street
- Collector Street
- Gateway Route
- Parkway Route
- Setback Line
- Plan Boundary

Note: See Major Streets and Routes Plan for specific information

Map 10

The construction of SR 210 introduces opportunities to enhance and protect the neighborhoods located adjacent to the Parkway. For example, the screen walls, limited access, and landscape buffer are expected to create a hard, continuous edge which will restrict the movement of transients and vehicular traffic through the neighborhoods. Property acquisition will create "L" intersections in the San Antonio Neighborhood at Fremont, Star, and Highland Avenues. The approximately 90 degree intersections, coupled with the closure of Park Avenue just north of the Parkway, will restrict circulation within the neighborhood and encourage business-related traffic to utilize Kino/Winsett. In fact, some of the currently proposed stop signs in the San Antonio Neighborhood will be unnecessary after the Aviation improvements are completed.

The frontage road in the Julia Keen Neighborhood, from Camilla Stravenue on the north to Layton Place on the south, will allow intra-neighborhood circulation. The median on Layton Place will separate residential and industrial traffic and create a visual definition of the edge between the neighborhood and the 34th Street industrial area.

Current schedules indicate that the existing Aviation Highway may be widened to four lanes between 1987 and 1992, with most of the Parkway construction occurring between 1992 and 1997. The Julia Keen frontage road is projected to be built between the years 1997 and 2005. The availability of funds, however, might accelerate this schedule.

Kino

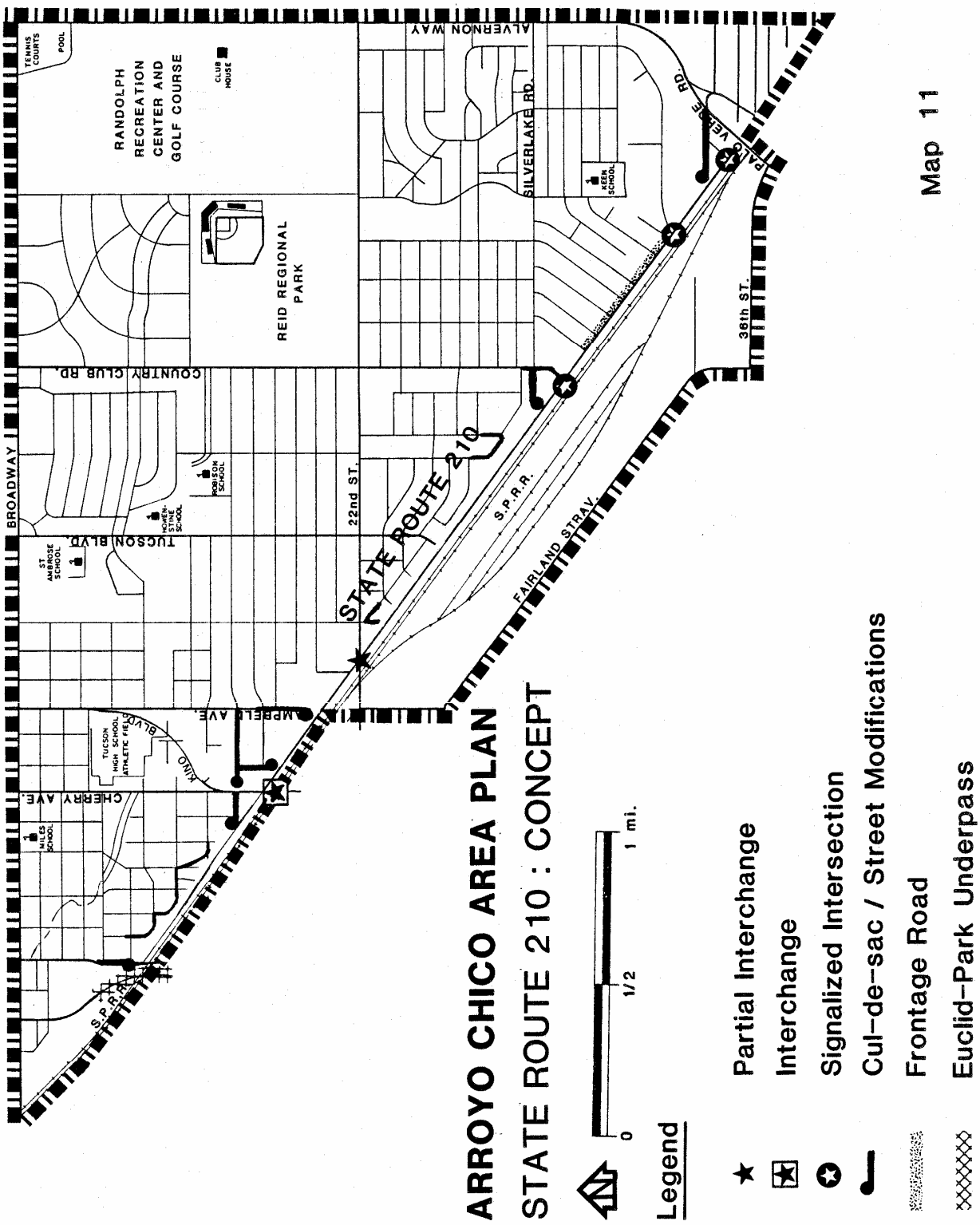
Kino Boulevard is a divided four- to six-lane arterial designed to allow a smooth flow of traffic between Broadway and Valencia Road, within the Campbell Corridor. The alignment uses Campbell and Vine Avenues north of the I-10/Campbell Avenue interchange and Benson Highway and Tucson Boulevard south of I-10. The Kino interchange at Aviation is the only grade-separated portion of Kino Boulevard within the Arroyo Chico area. Future implementation, however, may include interchanges at Broadway and 22nd Street. Kino Boulevard construction south of 22nd Street has been completed. Construction within the Arroyo Chico area is expected to occur in 1985-86 south of Winsett Street and in 1986-87 north of Winsett.

Sub-Goal

Provide a transportation system which meets the travel needs of the Arroyo Chico area.

Policy 1.

Provide adequate access to all properties.


ARROYO CHICO AREA PLAN
STATE ROUTE 210 : CONCEPT
Legend
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Partial Interchange
Interchange
Signalized Intersection
Cul-de-sac / Street Modifications
Frontage Road
Euclid-Park Underpass
Map 11
BROADWAY
TENNIS COURTS
POOL
RANDOLPH RECREATION CENTER AND GOLF COURSE
CLUB HOUSE
REID REGIONAL PARK
COUNTRY CLUB RD.
TUCSON BLVD.
ST AMBROSE SCHOOL
HOWER-STINE SCHOOL
POBISON SCHOOL
22nd ST.
STATE ROUTE 210
S.P.R.R.
FAIRLAND STRAV.
ALVERNON WAY
SILVERLAKE RD.
KEEN SCHOOL
PARK AVENUE
36th ST.
MPBELL AVE.
TUCSON HIGH SCHOOL ATHLETIC FIELD
KINO BLVD.
CHERRY AVE.
HILES SCHOOL
S.P.R.R.

Implementation Techniques

A. Require that interior pedestrian facilities in all developments be designed to connect to the public sidewalk system and provide safe pedestrian circulation.

B. Encourage improvement districts to be established to upgrade unimproved streets and alleys.

C. Consider amending the Tucson *Regional Bikeway Plan* to include the extension of a bike route along the Arroyo Chico west of Campbell Avenue, when sufficient right-of-way has been acquired and in accordance with the results of the Arroyo Chico Basin Management Study (see Arroyo Chico Floodplain Policy 1).

D. Ensure implementation of the proposed bike path/route in conjunction with SR 210.

Policy 2.

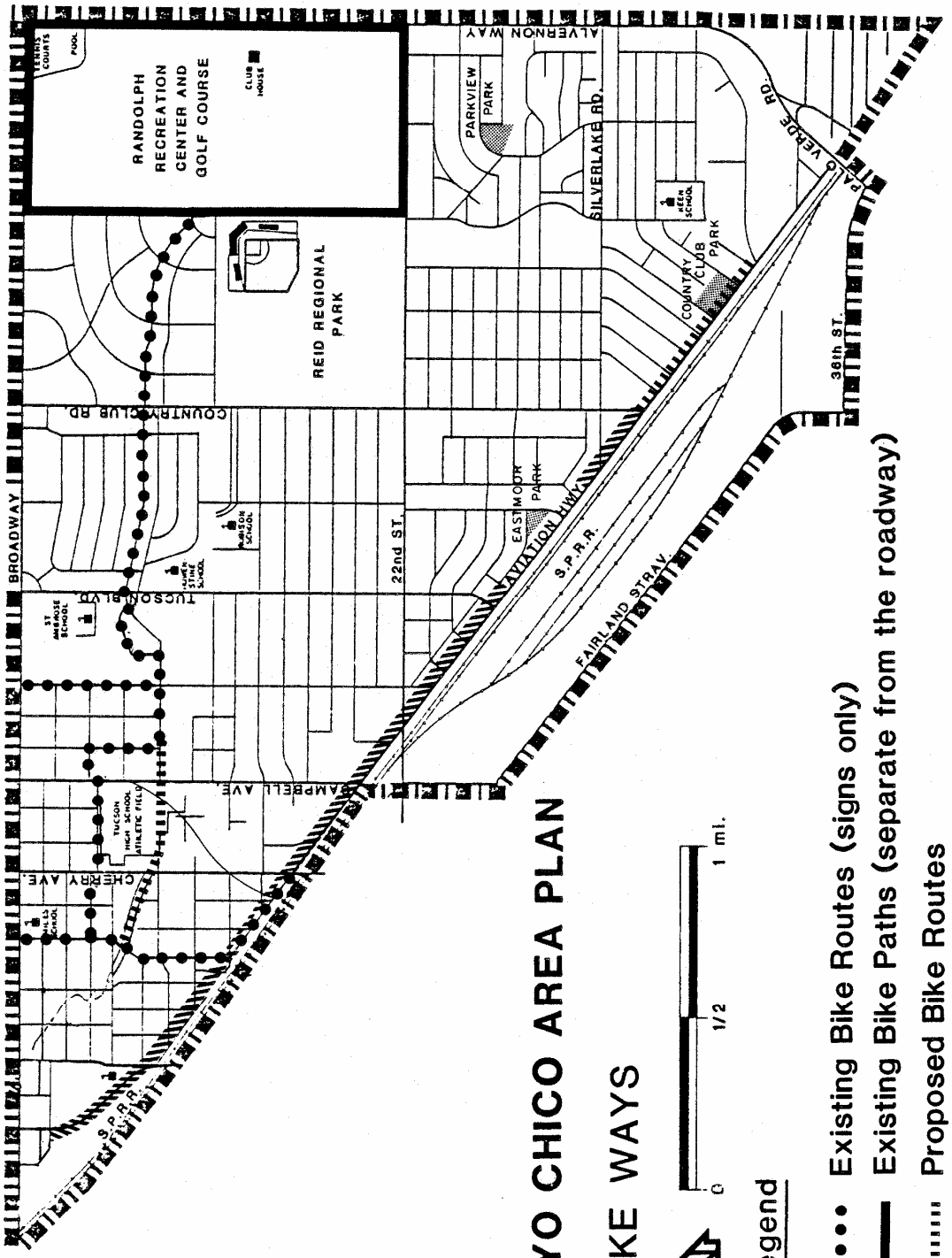
Provide a street system as identified in the *Major Streets and Routes Plan.*

Implementation Techniques

A. Upgrade the appearance of the built environment along Kino, SR 210, Broadway and Alvernon, by utilizing the Gateway guidelines as specified in the *Major Streets and Routes Plan* or a Gateway Route ordinance, when adopted.

B . Review *Major Streets and Routes Plan* street classifications as traffic conditions change in Arroyo Chico and if areas within County jurisdiction are annexed into the City.

C. Monitor the final design phases of the SR 210 planning project, to ensure implementation of proposed screening, landscaping, and other buffers.


ARROYO CHICO AREA PLAN
BIKE WAYS
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Legend
Existing Bike Routes (signs only)
Existing Bike Paths (separate from the roadway)
Proposed Bike Routes
Proposed Bike Paths (in conjunction with SR-210)
RANDOLPH RECREATION CENTER AND GOLF COURSE
TENNIS COURTS
POOL
CLUB HOUSE
REID REGIONAL PARK
PARKVIEW PARK
ALVERNON WAY
SILVERLAKE RD.
COUNTRY CLUB PARK
VEREDE RD.
36th ST.
COUNTRY CLUB RD.
BROADWAY
TUCSON BLVD.
22nd ST.
EASTMOOR PARK
AVIATION HWY.
S.P.R.R.
FAIRLAND STRAY
CAMPBELL AVE.
CHERRY AVE.
TUCSON HIGH SCHOOL ATHLETIC FIELD
ST AMBROSE SCHOOL
HUGHES SCHOOL
JACKSON SCHOOL
HUGHES STAKE SCHOOL
HERN SCHOOL
Map 12

DAVIS-MONTHAN AIR FORCE BASE

The Davis-Monthan Air Force Base (DMAFB) is located adjacent to the Arroyo Chico plan area, east of Alvernon Way. The continued compatibility of defense and training activities with surrounding uses has become an increasing concern as the growth of the metropolitan area extends around the base.

Land use compatibility is guided by noise level considerations and aircraft accident potential. These factors are reflected in the "Air Installation Compatible Use Zone" (AICUZ) concept, developed by the United States Air Force. Map 13 delineates the boundary between the Ldn 65-70 and Ldn 70+ areas in the AICUZ.

It is generally recognized that noise-sensitive uses, such as residences and schools, are inappropriate in the Ldn 70+ area. Noise sensitive uses may be appropriate in areas with noise levels ranging from Ldn 65 to Ldn 70, if acoustical treatment reduces interior noise levels to Ldn 45. These general land use principles, however, are difficult to apply to the Arroyo Chico area, since most of the land within the AICUZ is already built up with established single-family neighborhoods.

Two areas within the AICUZ have been identified on Map 13. Area I includes noise levels ranging from Ldn 65 to Ldn 80 and is within the first Aircraft Accident Potential Zone from the base. AICUZ recommendations primarily suggest industrial or heavy business uses for this area. Although most of Area I is developed and/or zoned for industrial uses, portions of the Keen Elementary School site and the Julia Keen Neighborhood are located here.

Area 2 includes noise levels ranging from Ldn 65 to Ldn 75 and experiences a reduced accident potential. Noise tolerant uses which do not involve concentrations of employees or patrons are generally considered appropriate in Area 2, if acoustical treatment is utilized to reduce noise levels.

Although the portion of the Arroyo Chico area which is located in the AICUZ is largely built up, new and redeveloped uses should incorporate the following policies to address noise considerations without introducing incompatible uses into established neighborhoods.

<u>Sub-Goal</u>

Encourage land use compatibility between the Air Base and adjacent development.

<u>Policy 1.</u>

> Ensure compatibility of new development with existing and future operations of Davis-Monthan Air Force Base.

Implementation Techniques

A. Rezoning requests should be reviewed on a case-by-case basis with regard to current and future base operations.

B. Request Davis-Monthan Air Force Base Community Planning staff to review proposed development plans for the Arroyo Chico area.

C. Request a "Fair Disclosure Statement" be part of any development plans, informational brochures, and sales/rental agreements, indicating that certain types of military air and ground training activities occur at Davis-Monthan.

D. Prohibit development which would crate a hazard to aircraft, including uses which interfere with navigation aids, produce smoke emissions or excessive illumination, allow petroleum storage or explosives manufacture, or attract birds or other hazards to aircraft.

E. Work with Davis-Monthan officials to develop an Airport Approach Zone for the Davis-Monthan Air Force Base environs, to include noise, building height, and land use considerations.

Policy 2.

Ensure compatibility of base operations with existing and potential adjacent development.

Implementation Techniques

A. Request Davis-Monthan Air Force Base Community Planning to review plans regarding future expansion or changes for compatibility with off-base development.

B. Encourage Davis-Monthan Air Force Base to screen existing and proposed non-compatible uses from adjacent developments.

C. Support the efforts of the inter-agency Davis-Monthan Overflight Work Group in reducing the number and impact in flights over the urban area.

Policy 3.

Encourage new development to be consistent with Air Installation Compatible Use Zone (AICUZ) guidelines when compatible with *Arroyo Chico Area Plan* general policies.

Implementation Techniques

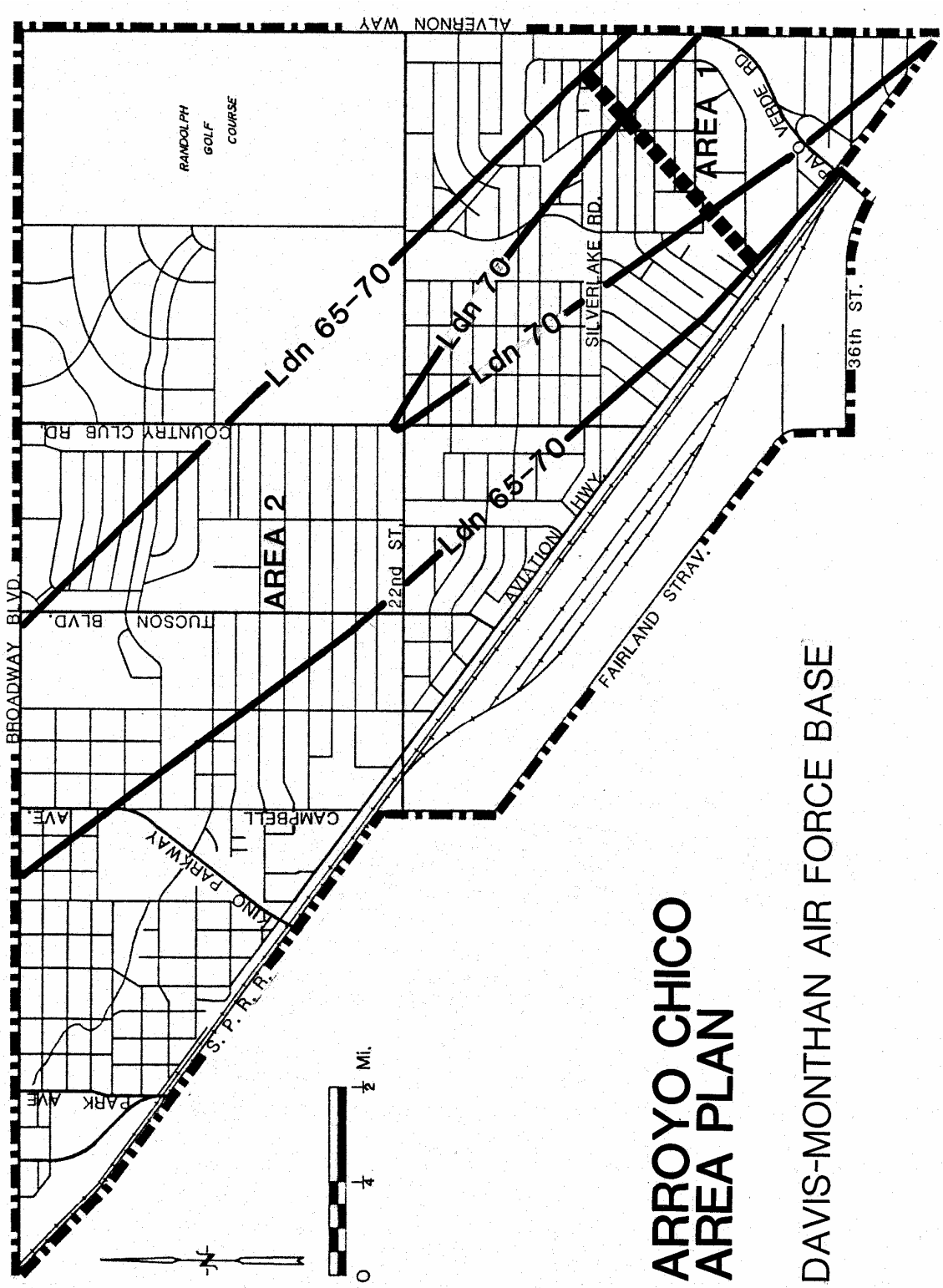
A. Encourage new development of residential and other noise sensitive uses to incorporate acoustical treatment measure which will reduce interior noise levels to a maximum of 45 Ldn. (See Noise Sensitive Uses definition.)

B. Encourage acoustical treatment during redevelopment of structures containing noise sensitive uses, when the renovation will cost 50 percent or more of the value of the original structure at the time renovation is to begin.

C. Selected industrial, warehouse, and wholesale uses are appropriate in Area 1, when consistent with other *Arroyo Chico Area Plan* general polices (see Map: Davis-Monthan Air Force Base).

D. Protect existing neighborhoods from the intrusion of uses which meet AICUZ guidelines but are incompatible in intensity with surrounding development.[2]

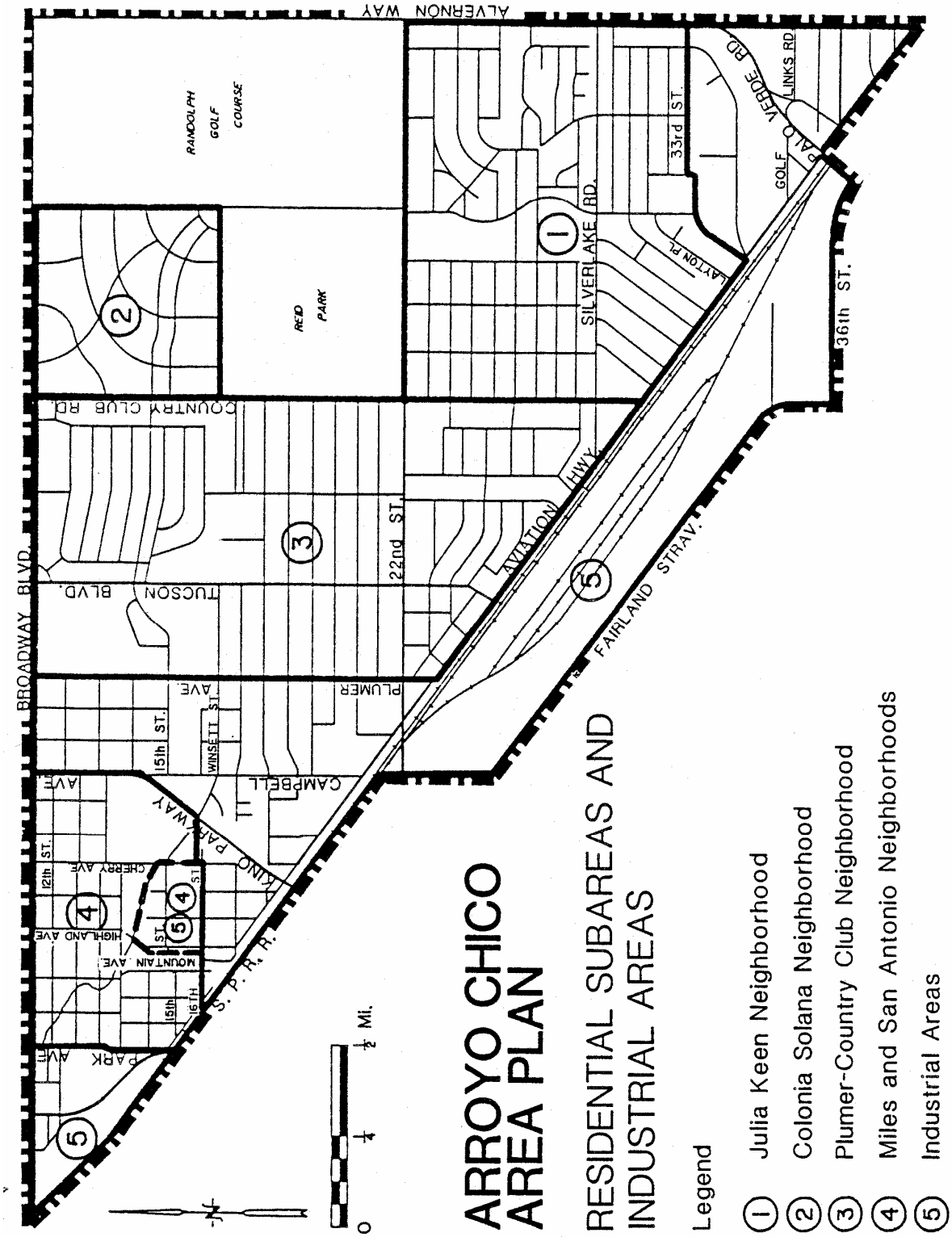
[2] Scrivener's error; revised December 4, 2001. Previously read "Protect existing neighborhoods from the intrusion of uses which meet AICUZ guidelines but are compatible with intensity with surrounding development."


ALVERNON WAY
RANDOLPH GOLF COURSE
Ldn 65-70
Ldn 70
Ldn 70
Ldn 65-70
AREA 1
AREA 2
PALO VERDE RD.
SILVERLAKE RD.
36th ST.
COUNTRY CLUB RD.
22nd ST.
AVIATION HWY.
FAIRLAND STRAV.
BROADWAY BLVD.
TUCSON BLVD.
CAMPBELL AVE.
KING PARKWAY
S. P. R.R.
PARK AVE.
0
1/4
1/2 Mi.
ARROYO CHICO
AREA PLAN
DAVIS-MONTHAN AIR FORCE BASE

7-88

RESIDENTIAL SUBAREAS

Subarea policies have been developed for four residential neighborhoods in the Arroyo Chico Area (see Map: Residential Subareas): the Miles and San Antonio Neighborhoods south of Broadway and west of Campbell; the Plumer-Country Club Neighborhood between Broadway and Aviation; the Colonia Solana Neighborhood south of Broadway and east of Country Club; and the Julia Keen Neighborhood, bounded by 22nd Street on the north, Alvernon Way on the east, Country Club Road on the west, and Aviation Highway, Layton Place and 33rd Street on the south. Development in the subareas, while subject to the general policies and implementation techniques listed earlier in the plan, is further guided by more specific policies addressing topics and issues of special concern.


ALVERNON WAY
RANDOLPH GOLF COURSE
REID PARK
COUNTRY CLUB RD.
BROADWAY BLVD.
TUCSON BLVD.
22nd ST.
SILVERLAKE RD.
33rd ST.
LAYTON PL.
GOLF LINKS RD.
ALVERDE RD.
36th ST.
AVIATION HWY.
FAIRLAND STRAV.
PLUMER AVE.
CAMPBELL AVE.
15th ST.
WINSETT ST.
PARKWAY
CHERRY AVE
12th ST.
HIGHLAND AVE
MOUNTAIN AVE
15th ST.
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ARROYO CHICO AREA PLAN
RESIDENTIAL SUBAREAS AND INDUSTRIAL AREAS
Legend
1 Julia Keen Neighborhood
2 Colonia Solana Neighborhood
3 Plumer-Country Club Neighborhood
4 Miles and San Antonio Neighborhoods
5 Industrial Areas

Subarea 1: MILES AND SAN ANTONIO NEIGHBORHOODS

Profile

The Miles and San Antonio Neighborhoods located directly east of downtown, between Broadway and the SPRR tracks, were primarily settled in the 1920s. Miles Neighborhood was conceived as a southern extension of the University Heights subdivision, while San Antonio Neighborhood is thought to have evolved as a northern extension of the "Millville" neighborhood south of the railroad tracks. Arroyo Chico runs between the Miles and San Antonio Neighborhoods and is viewed as a potential amenity which would enhance and link the two areas.

Two planned transportation improvements will impact the Miles and San Antonio Neighborhoods:

- State Route 210 (Aviation Highway) along the southern boundary of the subarea.

- Kino Boulevard along the east boundary of the subarea.

Construction of SR 210 will include depressing the Euclid/Park Transition under the highway. Also, the results of the Broadway Corridor Study may have impacts on the northern boundary of the subarea.

The Park-Cherry Neighborhood Interim Land Use Policy was adopted in 1981 to provide temporary development guidelines until completion of the Arroyo Chico Area Plan. The Interim Policy addressed the area bounded by Broadway on the north, Cherry Avenue on the east, the Southern Pacific Railroad on the south, and Park Avenue on the west. A 1982 amendment to the Interim Policy proposed residential and park industrial uses south of the Arroyo Chico, east of Highland Avenue, and north of 16th Street. The plan called for continued industrial development south of 16th Street.

The Miles and San Antonio Neighborhoods are subject to flooding from Arroyo Chico during major storms. Infill development prior to the completion of a Basin Management Study (see "Arroyo Chico/Flood Control") may be constrained by existing flood conditions. Higher density and campus industrial infill may be feasible if proposed improvements in conjunction with SR 2 10 and Kino Boulevard reduce the 100-year floodplain, or if a Basin Management Study is conducted and flood control/floodplain management measures are implemented.

Sub-Goal

Preserve the character and integrity of the Miles and San Antonio Neighborhoods.

ARROYO CHICO AREA PLAN AMENDMENT

RESIDENTIAL SUBAREA 1
MILES AND SAN ANTONIO NEIGHBORHOODS

- Arroyo Chico Plan Area Boundary
- Subarea 1 Boundary
- Campus Industry Allowed
- Proposed Neighborhood Park
- Existing and Proposed Office and Higher Density Residential
- Existing and Proposed Office and Commercial Uses

Map Amended on February 10,1997, by Resolution No. 17544

6-97

Policy 1.

Protect the Miles and San Antonio Neighborhoods from negative impacts of transportation improvements.

Implementation Techniques

A. Cul-de-sac Cherry Avenue north of Arroyo Chico. (See Map: Residential Subarea 1.)

B. Review Highland Avenue for possible improvement to an all-weather arroyo crossing through the Capital Improvement Program process.

C. Consider the location of traffic control devices at Highland and Miles (4-way stop) and at other four-comer intersections along Highland Avenue, if approved by the City Department of Transportation in accordance with National standards and guidelines. (See Map: Residential Subarea 1.)

D. Encourage the installation of traffic stop signs in the San Antonio and Miles Neighborhoods as illustrated on Residential Subarea I Map.

E. Consider the installation of a yellow flashing light at Highland Avenue and Broadway in conjunction with the Broadway Corridor Study, to facilitate safe pedestrian crossing, especially during reversible lane hours.

F. Ensure the implementation of the landscape buffer and bike route described in State Route 210 (Aviation Corridor): Concept Design Report. (See Map: Residential Subarea 1.)

G. Retain residential uses along Kino Boulevard between Twelfth Street and the ArroyoChico.

H. Landscape excess right-of-way along Kino Boulevard which is not purchased by adjacent land owners, if the Miles Neighborhood Association or adjacent property owners agree to maintain.

Policy 2.

Encourage development along Broadway which is compatible with surrounding residential uses. (See Also Commercial Policies.)

Implementation Techniques

A. Encourage new development which is consistent with Commercial Policy 2, discouraging the extension of strip commercial as a pattern of development.

B. Require commercial uses to access arterial streets.

Policy 3.

Support public uses in the Miles and San Antonio Neighborhoods which serve neighborhood needs.

Implementation Techniques

A. Encourage the continued use of the Miles School (Exploratory Learning Center) as either a neighborhood or an "open" school.

B. Encourage the development of a natural open space corridor along the Arroyo Chico between Park and Campbell Avenues. (See Arroyo Chico Watercourse Polices I and 2.)

Policy 4.

Encourage residential infill development in order to augment the residential component of the area.

Implementation Techniques

A. Encourage residential infill in the area bounded by Arroyo Chico, Curtis Avenue, Sixteenth Street and Mountain Avenue, as well as in the area south of Sixteenth Street and west of Curtis Avenue.

(Amended by Resolution No. 17544 on February 10, 1997, to promote residential infill)

B. Encourage high-density infill development along the arroyo, where flood conditions allow.

C. Support Land Use Code compliance with home occupation regulations which prohibit outside storage and other outside evidence of home businesses.

D. Require full compliance with Arroyo Chico/Flood Control policies I and 2 and all new development.

E. Require traffic impact analysis during rezoning for high-density residential projects on the existing neighborhoods.

(Policy 5.A. & B. deleted by Resolution No. 17544 on February 10, 1997, to promote residential infill)

Subarea 2: PLUMER-COUNTRY CLUB NEIGHBORHOOD

Profile

The Plumer-Country Club Neighborhood is bounded by Broadway, Aviation Highway, Plumer Avenue, and Country Club Road. It is characterized by established single-family subdivisions, with commercial uses concentrated on 22nd Street, Broadway, and at major intersections. Industrial uses are located west of the neighborhood (west of Plumer Avenue), and Reid Park, the Colonia Solana Neighborhood, and the Julia Keen Neighborhood are located to the east.

Although the area is largely built out with stable residential uses, the area is expected to experience development pressure from SR 210 improvements and possibly by the improvements which result from the Broadway Corridor Study.

Proposed improvements in conjunction with SR 210 construction include the closure of Tucson Boulevard at the Parkway, a partial interchange at 22nd Street, and an at-grade signalized intersection of SR 210 and Country Club Road. Also, right-of-way acquisition for SR 210 construction may result in the State purchase and possible resale of business properties along Aviation between Plumer Avenue and Tucson Boulevard.

Sub-Goal

Preserve existing residential areas in the Plumer-Country Club Neighborhood.

Policy 1.

Stabilize existing residential areas in the Plumer-Country Club Neighborhood.

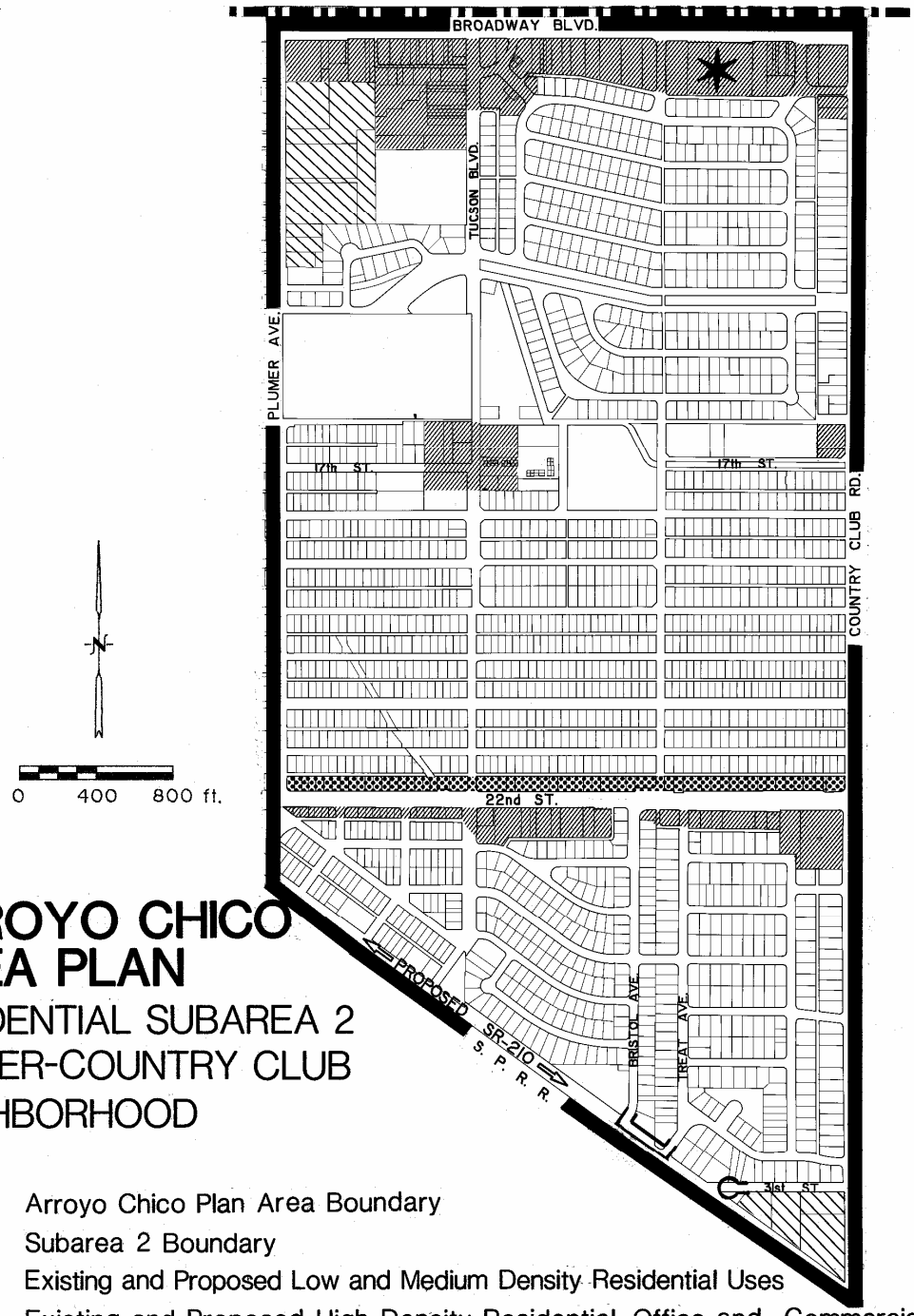
Implementation Techniques

A. Encourage low and medium-density residential uses along Tucson Boulevard, except where commercial uses already exist at the intersections with Broadway, 17th Street, and 22nd Street. (See also Public/Semi-Public Policy 2C.)

B. Discourage office or commercial uses along Country Club Road, except where current zoning permits (between 17th Street and Campestre, at the intersection with 22nd Street and between Silverlake and SR 210).

C. Apply Policy 2 of “Development Along Major Streets” for residential conversions along 22nd Street.

D. If a change in development plan is requested for the Regency Square site (see Map: Residential Subarea 2), require the new proposal to:



ARROYO CHICO AREA PLAN

RESIDENTIAL SUBAREA 2 PLUMER-COUNTRY CLUB NEIGHBORHOOD

Legend

- Arroyo Chico Plan Area Boundary
- Subarea 2 Boundary
- Existing and Proposed Low and Medium Density Residential Uses
- Existing and Proposed High Density Residential, Office and Commercial Use
- Existing and Proposed Higher Density Residential and Office
- Existing and Proposed Industrial
- Cul-de-sacs and Street Modifications Inconjunction with SR 210
- Regency Square Site

7-88

i. buffer adjacent residences with screening, landscaping and transition of height and density;

ii. limit building heights to 4-6 stories;

iii. meet Arroyo Chico general and subarea policies.

E. Prohibit rezonings which would allow additional industrial zoning east of Plumer Avenue.

F. Require new and redeveloped industrial uses to provide visual and noise buffers for surrounding residential uses and St. Ambrose School.

Policy 2.

Protect established residential areas from commercial encroachment as the result of transportation improvements.

Implementation Techniques

A. Encourage new and proposed developments along Broadway to assemble small parcels into larger sites, to allow for flexible site design and to limit the number of access points onto Broadway.

B. Encourage new development which is consistent with Commercial Policy 2, discouraging the extension of strip commercial as a pattern of development.

C. Ensure implementation of the landscape buffer, noise screening, and bike path as proposed in the *State Route 210 (Aviation Corridor); Concept Design Report*.

D. Encourage low and medium-density residential uses for excess right-of-way along SR 210 which will have only local street access.

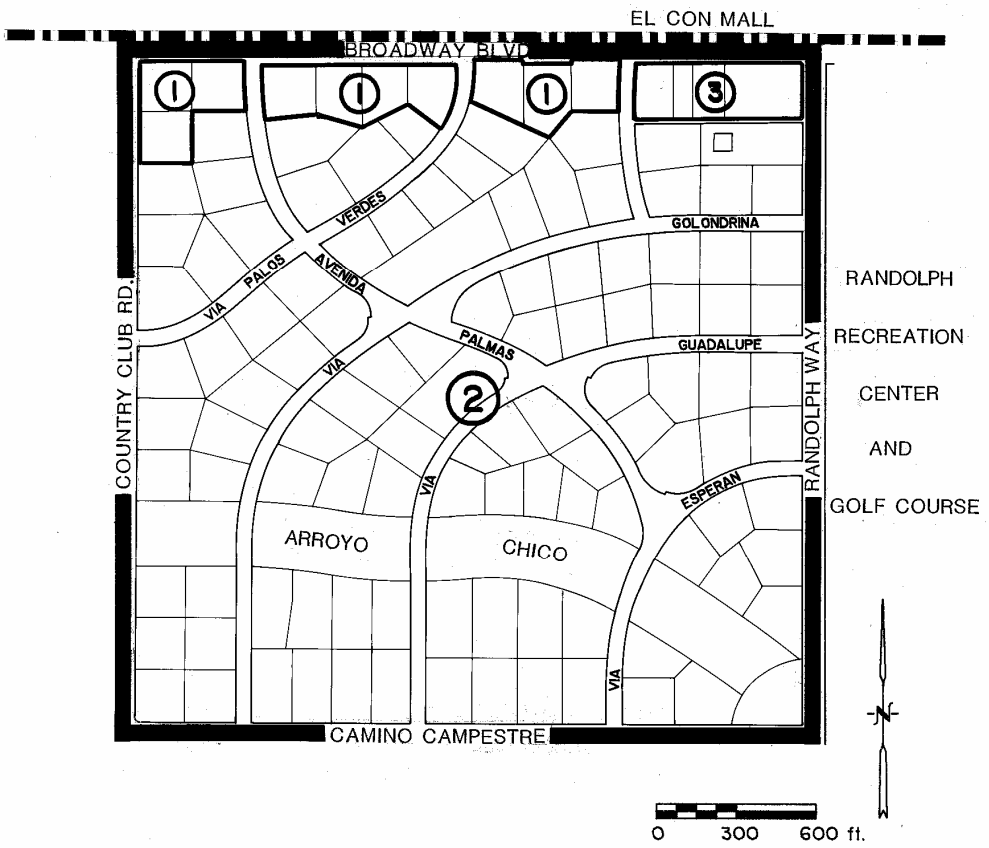
Subarea 3: COLONIA SOLANA NEIGHBORHOOD

Profile

The Colonia Solana Neighborhood is located near a regional shopping center (El Con Mall) and a regional park (Reid Park and Randolph Recreation Center), south of Broadway and east of Country Club Road (see Map: Residential Subarea 3). A plan for the El Encanto and Colonia Solana Neighborhoods was adopted in 1980, providing design criteria and land use recommendations. The land use policies recommend single-family homes throughout all of the Colonia Solana Neighborhood except for townhomes along Broadway and at its intersection with Country Club Road.

Policies and Implementation Techniques

The El Encanto/Colonia Solana land use policies should be reaffirmed and enforced in accordance with the design criteria set forth in the plan (see Map: Residential Subarea 3). The *El Encanto/Colonia Solana Neighborhood Plan* policies are more specific than, and therefore supersede, those of the Arroyo Chico Area Plan. (See *Appendix: El Encanto/Solana Neighborhood Plan*.)



ARROYO CHICO AREA PLAN

RESIDENTIAL SUBAREA 3
COLONIA SOLANA NEIGHBORHOOD

Legend

- Arroyo Chico Plan Area Boundary
- Subarea 3 Boundary
- (1) Existing and Proposed Low Density Townhomes
- (2) Existing and Proposed Low Density Single Family Uses
- (3) Existing Office and Commercial

7-88

Subarea 4: JULIA KEEN NEIGHBORHOOD

Profile

The Julia Keen Neighborhood is bounded by 22nd Street on the north, Alvernon way on the east, Aviation Highway on the south, and Country Club Road on the west (see Map 18). The Veterans Interchange (Alvernon-Palo Verde Transition) is located in the County at the southeastern corner of the neighborhood. The Julia Keen Neighborhood Plan, adopted in 1959, consisted of a proposed zoning map. The list of specific land use policies which accompanied the Plan was never formally adopted.

The neighborhood is largely built-out and has generally developed in conformance with the guidelines provided by the plan policies. The neighborhood contains a variety of housing types in stable residential areas. The industrial area along 34th Street, however, expanded beyond the boundaries originally proposed through a series of rezoning requests. A plan amendment adopted in 1985 redefines the perimeter of the industrial area, not to extend north or west of the parcel at the northeast corner of Layton Place and 34th Street. The 1959 Plan called for single-family residential uses along 22nd Street, except for the intersections with Country Club Road, Jones Boulevard, and Alvernon Way. Increased traffic on 22nd Street is expected to result in development pressures for a transition away from single-family residential uses. New policy guidance is needed to promote the continued stabilization of existing neighborhoods and to address the needs of transitional uses. In order to meet these needs, the Julia Keen Neighborhood Plan was rescinded so that future development may be guided by the following policies (Resolution #13487).

Sub-Goal

Preserve existing residential areas in the Julia Keen Neighborhood.

Policy 1.

Stabilize existing residential areas in the Julia Keen Neighborhood. (See also Industrial Area 3, “Development Along Major Streets” Policy 4, and Residential Subarea 2, Policy 1B.)

Implementation Techniques

A. Ensure that commercial development along Alvernon Way does not extend west of current zoning boundaries, except allow commercial development to expand west to Winstel Avenue, between Juarez Street and 25th Street, solely to provide parking for the contiguous businesses on Alvernon. (See Map: Residential Subarea 4.)

(Amended on November 22, 2005 by Resolution No. 20217 to allow parking)

Arroyo Chico
Area Plan

Residential Subarea 4
Julia Keen Neighborhood

(Map Amended on December 19, 1988
by Resolution No. 14707)

Legend

- Arroyo Chico Plan Area Boundary
- Subarea 4 Boundary
- Existing and Proposed Office and Higher Density Residential Uses
- Existing and Proposed Commercial and Office Uses
- Existing Residential to be Retained
- Existing Residential and Proposed Parking for Commercial Uses
  (Map Amended on November 22, 2005 by Resolution No. 20217 to allow Parking)

B. Ensure implementation of the frontage road system and landscape buffer along the future SR 210, described in the State Route 210 (Aviation Corridor): Concept Design Report.

C. Encourage the continued utilization of the Julia Keen Elementary School as a neighborhood school, and reevaluate attendance boundaries periodically, utilizing major streets wherever attendance levels permit.

Policy 2.

Allow for a variety of commercial, office, and residential uses along 22nd Street between Country Club Road and Alvernon Way.

Implementation Techniques

A. Allow rezonings for office and higher density residential uses along 22nd Street, across from Reid Park and Randolph Recreation Center.

B. Limit the height of new office and higher density residential structures to two stories or 26 feet.

C. Encourage new and proposed development to assemble small parcels into larger sites to allow for flexible design and to limit the number of access points onto 22nd Street.

D. Limit the redevelopment of single-family residential uses to commercial, office, or high-density residential uses to those parcels with 22nd Street frontage and access. (See Map: Residential Subarea 4.)

E. Encourage new development which is constant with Commercial Policy 2, discouraging the extension of strip commercial as a pattern of development.