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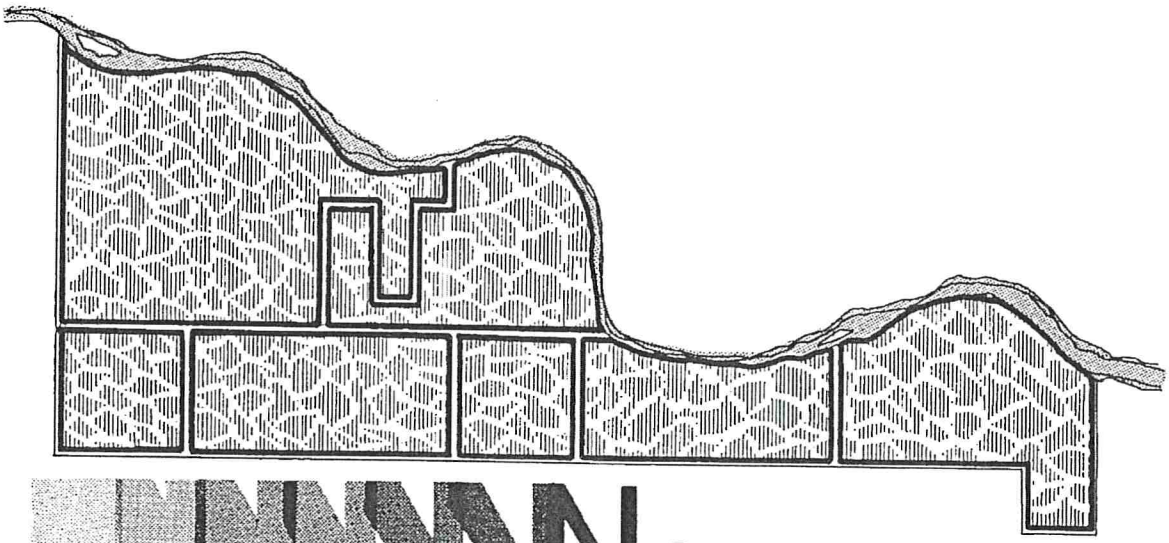

NORTHSIDE AREA PLAN

Adopted by Mayor and Council
November 16, 1987
Resolution No. 14256

CITY OF TUCSON

planning department
City of Tucson, Arizona

NOVEMBER 1987

A.1

NORTHSIDE AREA PLAN

Prepared by the City of Tucson Planning Department
November 1987

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NORTHSIDE AREA PLAN

CITY OF TUCSON
PLANNING DEPARTMENT

NOVEMBER 1987

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Adopted by Mayor and Council – November 16, 1987 - Resolution 14256
January 13, 1992 – Resolution 15910 (Amendment)
January 9, 1995 – Resolution 16799 (Amendment)
June 30, 2003 – Resolution 19638 (Amendment)

HEARINGS

Mayor and Council
November 9, 1987
January 13, 1992
January 9, 1995
June 30, 2003

Citizens Advisory Planning Committee
September 16, 1987
December 4, 1991
December 7, 1994
Planning Commission
June 4, 2003

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NORTHSIDE AREA PLAN

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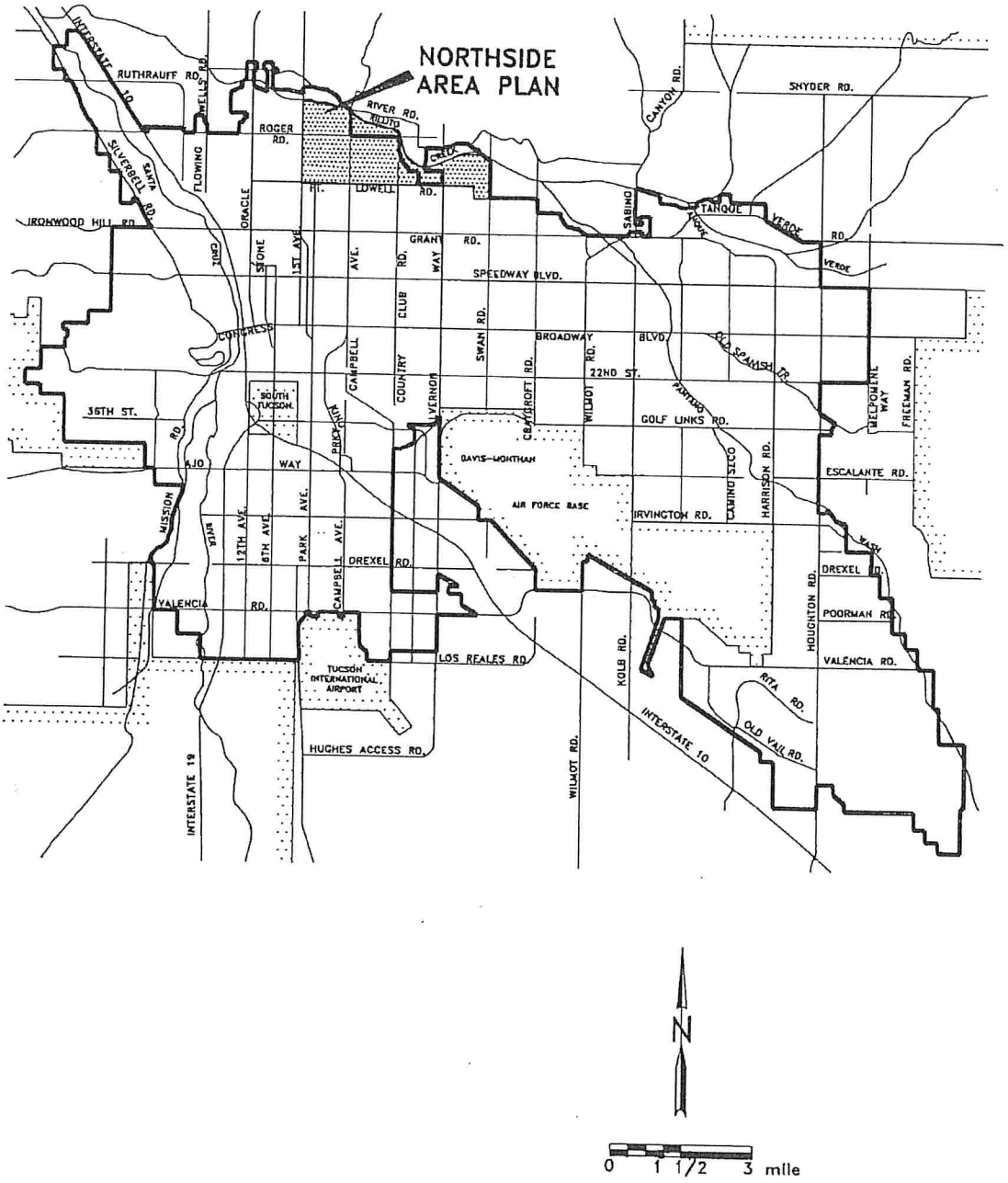
NORTHSIDE AREA PLAN
LOCATION MAP



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INTRODUCTION

The *Northside Area Plan* provides policy direction for an area of approximately 3.5 square miles in the north-central portion of the Tucson metropolitan area (see Location map). Rillito Creek forms the northern boundary of the Northside area. The three remaining boundaries are First Avenue on the west, Fort Lowell Road on the south, and Swan Road on the east (see *Northside Area Plan* map).

OVERVIEW OF PLAN AREA

The Northside area, which stretches along the south bank of Rillito Creek, contains a wide range of land uses and residential densities. Urban development along the southern portion of the area and along sections of major streets contrasts with suburban and rural development or vacant land within some neighborhoods and close to Rillito Creek. Small horse farms and the University of Arizona Campus Agricultural Center add an agricultural flavor to this area.

This area is an integral part of metropolitan Tucson. The availability of vacant land and land developed at less than urban densities offers an opportunity for well-designed urban infill development.

Campbell Avenue, which is already a heavily utilized arterial street, will become a major north/south corridor through the central city after completion of the connection with Kino Boulevard to the south. Prince Road provides access from the east side of the area to Interstate 10. Proposed extensions of Prince Road across Rillito Creek (as part of the Long-range Regional Transportation Plan) could make Prince Road a major east/west crosstown corridor. It is possible that these transportation changes will generate increased demand for higher residential densities on non-residential uses along arterial streets within the Northside area.

The lack of a defined drainage network within the Northside area and the potential for flooding of Rillito Creek may constrain future development.

JURISDICTIONS

The approximately 2,256 acres within the Northside area fall under three governmental jurisdictions. Approximately 65 percent, or 1,147 acres, are within the City of Tucson. The remaining 35 percent, or approximately 789 acres, are within Pima County. Approximately 219 acres are owned by the University of Arizona and therefore fall under the jurisdiction of the State of Arizona. The University of Arizona properties include the Campus Agricultural Center and Christopher City student housing.

A.7

Northside plan polices serve in an advisory capacity for areas under Pima County and state jurisdictions. Where plan policies relate to Pima County rezoning and development review processes, which are similar to City of Tucson processes, reference is made to appropriate County agencies.

ADOPTED PLANS

Adopted Plans within the *Northside Plan Area*

Two sections of the *Northside Area Plan* are covered by existing neighborhood plans: the *Northside Annexation No. 2 Land Use Plan* and the *Richland Heights Neighborhood Plan*. Both plans were reviewed as part of the Northside planning process.

NORTHSIDE ANNEXATION NO. 2 LAND USE PLAN

The *Northside Annexation No. 2 Land Use Plan* was adopted by the Mayor and Council on December 23, 1974. The *Plan* was developed as a guide for converting the existing Pima County Multiple Use (MU) zone into comparable City zones at the time this area was annexed. The *Northside Annexation No. 2 Plan* covers the area within the city limits which is north of Fort Lowell Road and east on Country Club Road.

The *Northside Area Plan* rescinds the *Northside Annexation No. 2 Plan*. In its stead, the area covered by the 1974 *Plan* has been incorporated into the Binghampton subarea, the boundaries of which are Fort Lowell Road on the south, Country Club Road on the west, Rillito Creek on the north, and Alvernon Way on the east. The Binghampton subarea also includes a portion of the County Mixed Use area. As in the 1974 *Plan*, the subarea policies reflect the desire of the residents to maintain the mixed use character of the area. The subarea polices also provide guidelines to address the possible impacts of more intense uses on existing residential uses and on the condition of local streets.

RICHLAND HEIGHTS NEIGHBORHOOD PLAN

The *Richland Heights Neighborhood Plan* was adopted by Mayor and Council on September 26, 1977. The *Plan* recognizes the present quality of the Richland Heights neighborhood and establishes criteria to guide new development. The *Plan* focuses on preserving the suburban density residential character of the neighborhood interior and along Tucson Boulevard, Fort Lowell Road, and Prince Road. Recommendations for office uses focus on Campbell Avenue and where commercial and office zoning already exists.

Review of the *Richland Heights Neighborhood Plan* resulted in a decision to reaffirm the existing 1977 *Plan*, with minor amendments, as part of the Northside process. Amendments include polices to allow professional and semi-professional office uses on Prince Road, west of Campbell Avenue, and as part of a consolidated development at the northeast corner of Campbell Avenue and Greenlee Street.

A.8

Since a major update of the *Plan* did not occur and since completed and scheduled improvements on Fort Lowell Road and Prince Road could have major impacts on residential uses along these streets, the Mayor and Council two-year policy to limit amendments to newly adopted plans does not apply within Richland Heights.

Adjacent Area and Neighborhood Plans

The *Northside Area Plan* is adjacent to two adopted City neighborhood plans: the *North Stone Neighborhood Plan* (1986) on the west and the joint City/County *Old Fort Lowell Neighborhood Plan* (1984) on the east. The *Northside Area Plan* is also adjacent to one adopted County plan to the north, the *Catalina Foothills Area Plan.*

ANNEXATION HISTORY

The City of Tucson annexed portions of the *Northside Plan* area in 1959, 1960, 1970, 1971, 1974 (Northside No. 2), 1979, and 1982.

STEERING COMMITTEE

The policies and recommendations of this *Plan* were developed with the assistance of the *Northside Area Plan* Steering Committee. The Steering Committee represents a cross-section of the *Plan* area and the Tucson community, including the Citizens Advisory Planning Committee, city residents and business people, neighborhood associations, the University of Arizona, and the County Planning Department. The Committee assisted the Planning Department in evaluating the issues, developing goals and policies, reviewing the draft plan, and coordinating the citizen participation process.

PLAN IMPLEMENTATION

The *Northside Area Plan* will be primarily implemented through the rezoning process, which includes three levels of plan review:

- Initially, applications for rezoning are reviewed for compliance with plan policies. If the requested rezoning does not comply with plan policies, an amendment to the *Plan* is required before the rezoning can be considered. The Mayor and Council have strengthened area and neighborhood plans by limiting amendments for two years after plan adoption.

- If the requested rezoning is in compliance with plan policies, it is then evaluated for consistency with policies, particularly those related to site design, as part of general public agency review of the rezoning case. As part of the evaluation, recommendations for rezoning conditions, based on plan policies, can be made.

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- Plan policies are also used to review development plans and subdivision plats related to rezoning requests. This level of review is coordinated by the Community Design Review Committee (CDRC).

Plan policies are also used in evaluations of Residential Cluster Projects (RCP), which are intended to encourage greater flexibility in residential developments by incorporating such considerations as consolidated open space, historic and archaeological preservation, recreational amenities, sensitive architectural style, and lower and moderately priced housing. Policies are also used in staff reviews of requests for variances to the Land Use Code.

PLAN FORMAT

This document is divided into two sections. The first section provides overall policy direction for land use for all the Northside area. The second section of the *Plan* addresses six subareas within the overall plan area (see Subareas map). The subarea section provides more specific land use policies which are designated to be used in conjunction with the overall policies contained in the first section. In the case of any conflict between the overall policies and the more specific subarea policies, the subarea policies will prevail.

DEFINITIONS

Adjacent: properties with one or more contiguous boundaries, including those with common rights-of-way and easements.

Architectural Element or Feature: any structure, such as a freestanding wall or building, or design element, such as a fountain or archway.

Arterial Street: a high-level traffic artery designated in the *Major Streets & Routes Plan* that connects with other arterials, freeway interchanges, or bridges to provide travel continuity through the city.

Buffering: the use of design elements, such as masonry walls, berms, setbacks, landscaping, building height, and density transitions, to mitigate the impact of more intense development on less intense uses.

Canopy Trees: trees with a minimum mature height of 15 feet and a foliage spread of similar proportions to their height.

Cluster Development: an integrally designed residential development, which can offer a diversity of housing types and densities, and which allows for greater design flexibility.

Collector Street: a roadway designated in the *Major Streets & Routes Plan* that funnels traffic from area or neighborhood to the nearest arterial street.

A.10

Color: the hue, intensity, and tonal value of a form's surface; color is an attribute that clearly distinguishes a form from its environment.

Commercial Land Use: land use that involves the retail sale and/or wholesale of products or business services, as well as limited manufacturing activities.

- **Community Level**: commercial uses intended primarily to serve an area-wide market.
- **Limited Community Level**: Neighborhood level commercial uses with outdoor display of retail sales items to serve a local neighborhood market.
- **Neighborhood Level**: commercial uses intended primarily to serve a local neighborhood market; found primarily in the City B-1 or County CB-1 zones.

(January 9, 1995, Resolution #16799, NAP, Limited Community Level commercial definition added.)

Community Design Review Committee (CDRC): an interdepartmental/interagency body which reviews all subdivision plats and development plans in the city.

Critical Drainage Basin: a drainage basin that contains natural or man-made floodwater channels and/or flood control structures that cannot contain existing runoff produced by the regulatory flood within the basin, and which has a documented history of severe flooding hazards (see City of Tucson Zoning Code Section 23-463.3 or Pima County Floodplain Management Ordinance 1985 F C 1.).

Defensible Space Concept: a physical design feature which creates a sense of ownership or territoriality of common areas by limiting access and providing viewing of public areas from within a development.

Density: number of dwelling units per acre.

- **Low Density**: average density up through six units per acre, primarily single-family, detached residences, but may include attached housing units.
- **Medium Density**: density from seven to 14 units per acre, including a variety of housing types, such as single family homes on small lots, duplexes, townhouses, mobile homes, apartments, and condominiums (see Residential Cluster Project, below).
- **High Density**: density of over 14 units per acre, including multi-family developments, such as townhouses, apartments, and condominiums.

A.11

Design Grade: the minimum modification of native or existing grade that allows safe and appropriate access, drainage, and buildable areas, not including modifications solely for architectural or marketing purposes.

Detention/Retention Facility: a flood control system that either delays or stops the downstream progress of flood waters. Methods used include the combined use of a temporary storage are and a metered outlet device or storage areas that incorporate infiltration devices.

Disturbed Areas: abandoned gravel pits and other sites which may have been used as unofficial dumpsites. Potential development problems include the generation and migration of methane and other dangerous gases, unstable soil conditions, and drainage problems.

Drought-Tolerant Vegetation: low water use plants which, after they are established, can survive within the upper Sonoran Desert climate with little or no supplemental watering.

Entry Statement: design feature utilizing architectural or landscaping elements that defines the entrance to a development or neighborhood.

Imprinting: method of land treatment in which angular-shaped indentations are formed in the soil surface through downward action; the purpose is to funnel rainwater, seeds, and top soil together to enhance seed germination and seedling establishment.

Interior Parcel: any parcel which has access only onto local streets.

Light Industrial Land Use: land use that involves the on-site production of goods and packaging, as allowed in the light industrial zone of the City of Tucson and Pima County *Land Use Codes*.

Local Street: a street which is not designated in the *Major Streets and Routes Plan*. Local streets, which usually have an average daily traffic of less than 2,500 vehicles, provide neighborhood access to collector and arterial streets.

Major Streets: streets identified in the *Major Streets and Routes Plan*.

Open Space: an exclusive area of land set aside in either a natural state or designed and intended for use by all residents of a development for recreational, aesthetic, and visual purposes.

Office Land Use: land use that provides administrative, consulting, management, and professional services to businesses and individuals.

Residential Cluster Project (RCP): development option within residential zones that provides for greater flexibility and creativity in design. Use of RCP may result in higher densities than allowed under the conventional residential zone.

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Residentially Scaled Office Uses: administrative/professional office uses that complement the surrounding residential environment, either in converted residential structures or in new structures limited to a building height of 16 feet. Site and architectural design are guided by criteria outlined for the 0-1 office zone.

Screening: provision of a visual, auditory, or physical barrier. Screening could consist of berms, walls, fences, dense hedges, or any combination of these materials, that create a substantially opaque surface that will grow to the required height within two growing seasons. Visual breaks in non-required continuous screens may be appropriate to enhance visibility of public or common areas (see Defensible Space Concept, above).

Secondary Access: vehicle ingress and/or egress points to a development that are not designed to convey the majority of traffic generated by that development.

Southwestern Motif: design criteria applied to new construction, including construction which is primarily 1) of traditional southwestern materials, such as adobe, burnt adobe, or stucco; 2) painted colors which blend with the desert environment; 3) of an architectural design for which there is historical precedent in the Tucson area (e.g., Sonoran, Mission Revival, Territorial, etc.).

Strip Commercial: a pattern of commercial development characterized by incremental additions of single function businesses along a street frontage. Such developments typically have excessive numbers of vehicular access points, inadequate parking areas for each business, and a lack of pedestrian linkage between individual businesses.

Understory: vegetation such as shrubs and groundcover that is planted below the tree canopy.

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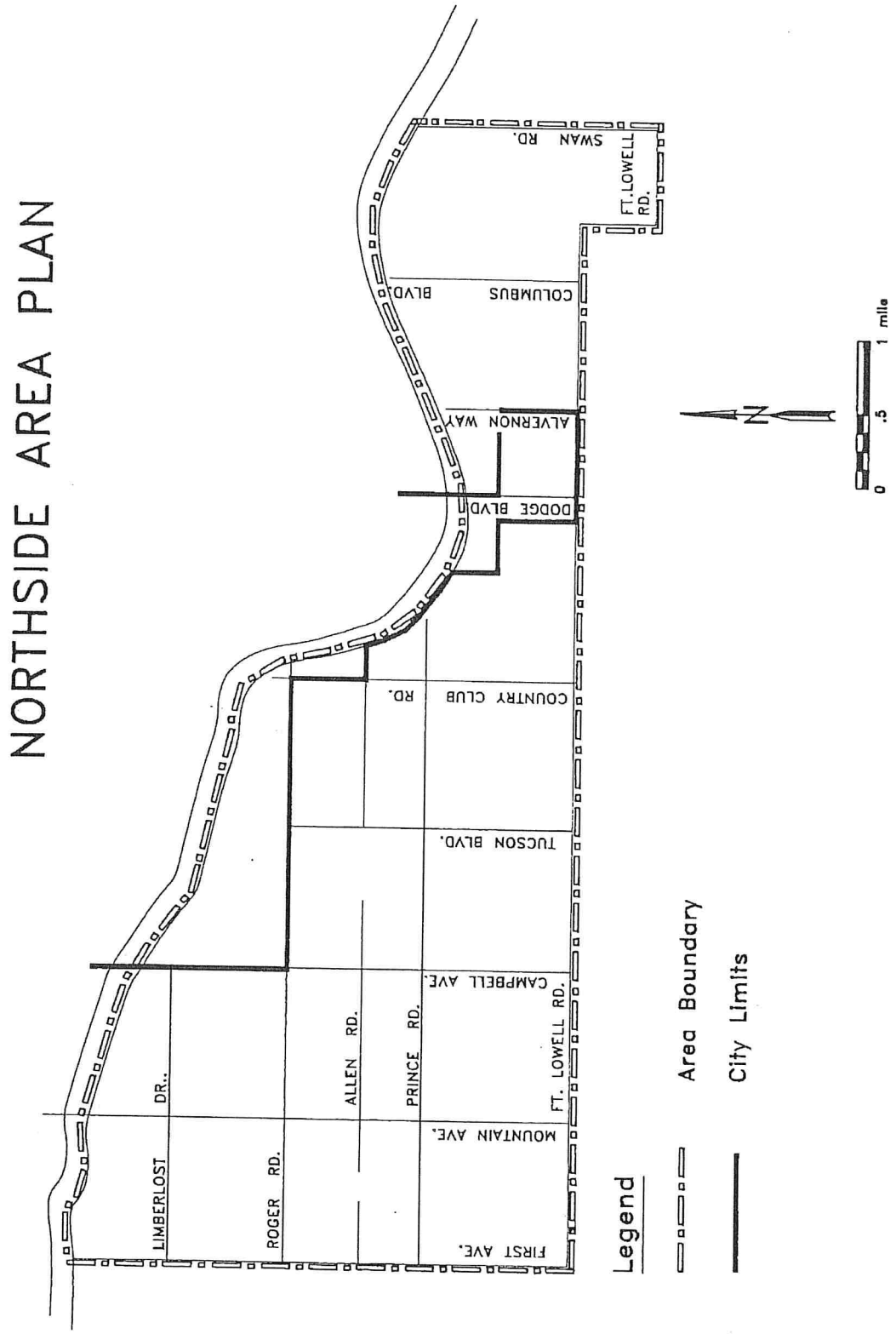
NORTHSIDE AREA PLAN
SWAN RD.
FT.LOWELL RD.
COLUMBUS BLVD.
ALVERNON WAY
DODGE BLVD.
COUNTRY CLUB RD.
TUCSON BLVD.
CAMPBELL AVE.
FT. LOWELL RD.
MOUNTAIN AVE.
FIRST AVE.
LIMBERLOST DR..
ROGER RD.
ALLEN RD.
PRINCE RD.
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1 mile
Legend
Area Boundary
City Limits

A.14

GENERAL GOALS AND POLICIES

OVERALL PLAN GOALS

The purpose of the *Northside Area Plan* is to guide future development, while protecting and enhancing existing uses. Plan policies are used primarily during the rezoning process and for applicable CDRC reviews. Plan policies also help to formulate staff positions on requests for variances to the Land Use Code. *Northside Area Plan* goals and policies are advisory in the County. The general goals of the *Plan* are to:

- Encourage a mix of residential and nonresidential land uses at appropriate locations, while protecting the integrity of existing neighborhoods.
- Protect existing and future residential neighborhoods from non-local traffic and roadway improvements, while providing for development of key city-wide transportation corridors.
- Promote, preserve, and enhance public open space along Rillito Creek.

RESIDENTIAL USES

Based on the 1986 inventory, approximately 58 percent of the Northside area is developed in residential uses. The predominant type of use is the single-family detached residence, ranging from one unit per acre to approximately six units per acre. High density, multi-family uses occur in about 11 percent of the Northside area, primarily along major streets. Smaller, multi-family complexes, such as duplexes and townhouses, are scattered throughout interior neighborhoods. Mobile homes are located on approximately five percent of the Northside area.

There are several neighborhoods within the Northside area that are defined by their own distinct characteristics of residential densities and mix of land uses. These neighborhoods are Campus Farm, Tucson-Prince, Richland Heights, Winterhaven, Binghampton, and Swan/Fort Lowell. Specific policies to address these neighborhoods are found in the Subarea Goals and Policies Section (on pages 28 to 55).

In the future, the Northside area may experience pressures for development that will impact existing residential uses. The large vacant and very low-density parcels in the area may be particularly attractive for new higher density residential development, given the proximity of the Northside area to the center of the city. Planned transportation improvements may generate land use changes along upgraded streets.

Intent Statement: The residential policies are intended to guide future development and to ensure the harmony of new residential development with existing neighborhoods. These policies are consistent with the City's *General*

A.15

Plan[*], which calls for preserving the integrity of established neighborhoods by requiring that proposed changes be in harmony with such neighborhoods and that care can be taken in the design and location of multi-family dwellings within proximity of existing single-family residences. The General Design and Buffering Guidelines Section (on pages 25 to 28) is referenced for site design recommendations.

Plan policies are used primarily during the rezoning process and for applicable CDRC reviews. Plan policies also help to formulate staff positions on requests for variances to the *Land Use Code*. All policies are advisory in the County.

The residential polices apply to the entire Northside area. Residential polices for specific subareas are detailed in the Subarea Goals and Policies Section and, in the event of any conflict, take precedence over these general policies.

Residential Subgoal: Encourage new residential development that preserves and enhances the existing residential character of the area.

Policy 1: Preserve and enhance the integrity of established neighborhoods.

a. Direct through traffic and traffic generated by more intense uses onto major streets.

b. Establish improvement districts to provide and/or upgrade lighting, streets, and alleys, as desired by affected residents.

c. Encourage the orientation of new residential uses to take advantage of solar energy and to integrate solar technology into the design.

Policy 2: Promote appropriate residential infill in existing neighborhoods.

a. Low-density residential developments are generally appropriate within the interior of established low density neighborhoods and along local streets.

b. Low- or medium-density residential uses are generally appropriate along designated collector streets.

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

[*] *The General Plan* was originally adopted as the "*Comprehensive Plan*" pursuant to the Tucson *Zoning Code* and, subsequently, the Tucson *Land Use Code*. The term "Comprehensive Plan (CP)" was changed to the "General Plan" by Ordinance 9517, which was adopted by Mayor and Council on February 12, 2001. This change in title does not affect the content of the Plan.

A.16

Policy 3: Ensure that new residential development is sensitive to existing land uses.

a. Require appropriate design elements and buffering techniques during the rezoning and associated development review processes to ensure the sensitive design of new development on established neighborhoods. These elements must be shown on rezoning concept plans and development plans (see General Design and Buffering policies).

b. Require pedestrian pathways and bikeways to provide linkages to all neighborhood facilities, such as schools, parks, and commercial areas (see Parks and Recreation policies).

c. Require all parking and vehicle maneuvering areas to be located off-street.

d. Promote the consolidation of parcels with common property lines when developing higher density residential uses to provide sufficient space for adequate buffering of adjacent, less intense development.

NONRESIDENTIAL USES

Based on the 1986 inventory, approximately seven percent of the *Northside Plan* area is developed in non residential uses: six percent in office and commercial uses and one percent in industrial uses. Office and commercial development is concentrated along arterial streets such as Campbell Avenue, First Avenue, and Fort Lowell Road and at the intersections of major streets. Some commercial uses and almost all industrial uses are contained within the Binghampton subarea. Only about 12 percent of currently vacant land in the Northside area is zoned for commercial use.

Planned and proposed street improvements to arterial streets such as Prince and Country Club Roads may adversely affect the viability of residential uses along these streets and may generate pressure to convert these frontage parcels to nonresidential uses. The relatively low percentage of vacant, commercially zoned land suggests there may be future demand for commercial rezonings.

Intent Statement: The intent of the nonresidential policies is to guide future commercial, office, and industrial development in the Northside area. The policies specify criteria for evaluating appropriate locations for nonresidential uses. This performance standard approach thus provides for a mix of uses along arterial streets, while mitigating any negative effects of conventional strip commercial development. The General Design and Buffering Guidelines Section (on pages 25 to 28) is referenced for site design recommendations.

Plan policies are used primarily during the rezoning process and for applicable CDRC reviews. Plan policies also help to formulate staff

A.17

positions on requests for variances to the *Land Use Code*. All policies are advisory in the county.

The nonresidential policies apply to the entire Northside area. More specific guidance is detailed by subarea in the Subarea Goals and Policies Section which, in the event of any conflict, takes precedence over these general policies.

Nonresidential Subgoal: Provide for nonresidential uses in the Northside area that are designed in harmony with adjacent development.

Policy 1: Allow conversion of residential structures to nonresidential uses when all of the following criteria are met:

a. Primary access can be provided from an arterial street.

b. Parking and maneuvering requirements can be met on-site.

c. Screening and buffering for adjacent residential uses can be provided on-site.

Policy 2: Consider the replacement of residential structures with nonresidential uses when all of the following criteria are met:

a. Use of existing structure is no longer viable due to:

1) road widenings (see Transportation policies);

2) structurally unsound, as certified by Building Safety or a registered structural engineer; or

3) unfeasibility for residential use, as determined by the Mayor and Council.

b. Replacement structure will be designed in a manner which is harmonious with adjacent uses.

c. Replacement structure fronts on an arterial street.

d. Primary access can be provided from an arterial street.

e. Parking and maneuvering requirements can be met on-site.

f. Screening and buffering for adjacent residential uses can be provided on-site.

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Policy 3: **Allow new nonresidential uses on vacant parcels when all of the following criteria area met:**

a. Direct access can be provided from an arterial street.

b. Parking and maneuvering requirements can be met on-site.

c. Screening and buffering for adjacent residential uses can be provided on-site.

Policy 4: **Allow light industrial uses only as specified in specific subareas (see Binghampton subarea).**

Policy 5: **Ensure well-designed nonresidential development by:**

a. Minimizing the number of vehicular access points.

b. Providing common access points and parking, integrated vehicular and pedestrian circulation systems, and other amenities in common with adjacent nonresidential developments.

c. Promoting consolidation of abutting parcels for new, nonresidential uses to allow for adequate buffering of adjacent residential development.

d. Requiring appropriate design elements and buffering techniques during the rezoning and associated development review processes to ensure the sensitive design of nonresidential developments on established neighborhoods. These elements must be shown on rezoning concept plans and developments plans (see General Design and Buffering policies).

PUBLIC/SEMI-PUBLIC USES

Public/semi-public uses within the Northside area include Amphitheater and Tucson Unified School District facilities, the public street and sidewalk system, the area drainage network, inactive landfills, and water, sewer, electric, and gas infrastructure. Also located within the Northside area are major University of Arizona holdings which include the University of Arizona Campus Agricultural Center and Christopher City student housing. Although there are no existing city or county parks in the plan area, the City is in the process of acquiring land for a district park. In addition, Pima County is in the process of developing a linear park along Rillito Creek (see Institutional Uses map).

Intent Statement: The intent of the public/semi-public policies is to guide the development of public and semi-public uses in the Northside area. Plan polices are used primarily during the rezoning process and for

A.19

applicable CDRC reviews. Plan policies also help formulate staff positions on requests for variances to the *Land Use Code*. All policies are advisory in the county and for University of Arizona properties.

Public/Semi-Public Subgoal: Ensure compatibility of public/semi-public uses with existing Northside uses.

A. Parks and Recreation Policies

There are no city or county parks within the Northside area. Fort Lowell District Park and McCormack District Park provide recreational facilities for the eastern end of the Northside area. Davidson School (TUSD) and Holaway School (Amphitheater District), through cooperation with the City of Tucson Parks and Recreation Department and organized sports groups, provide some recreational opportunities. Rillito Creek, along with unofficial pedestrian/equestrian pathways which link the Northside area to the Creek, provides additional recreational opportunities for the Northside area.

Pima County is developing a linear park along Rillito Creek. As currently designed, the park extends from La Cholla Boulevard to just east of Campbell Avenue. This section of the park is scheduled for completion in 1987 and will include landscaping and bicycle, jogging, and equestrian paths. Pima County is also proposing to develop a water recharge project along Rillito Creek, from Alvernon Way to Craycroft Road. This project is proposed to include a linear park system, recreational areas, natural open space, and landscaped areas.

Intent Statement: The parks and recreation policies are intended to enhance existing recreational opportunities and encourage development of additional recreational opportunities within the Northside area.

Parks and Recreational Subgoal: Provide for existing and future recreational and parks requirements in the area.

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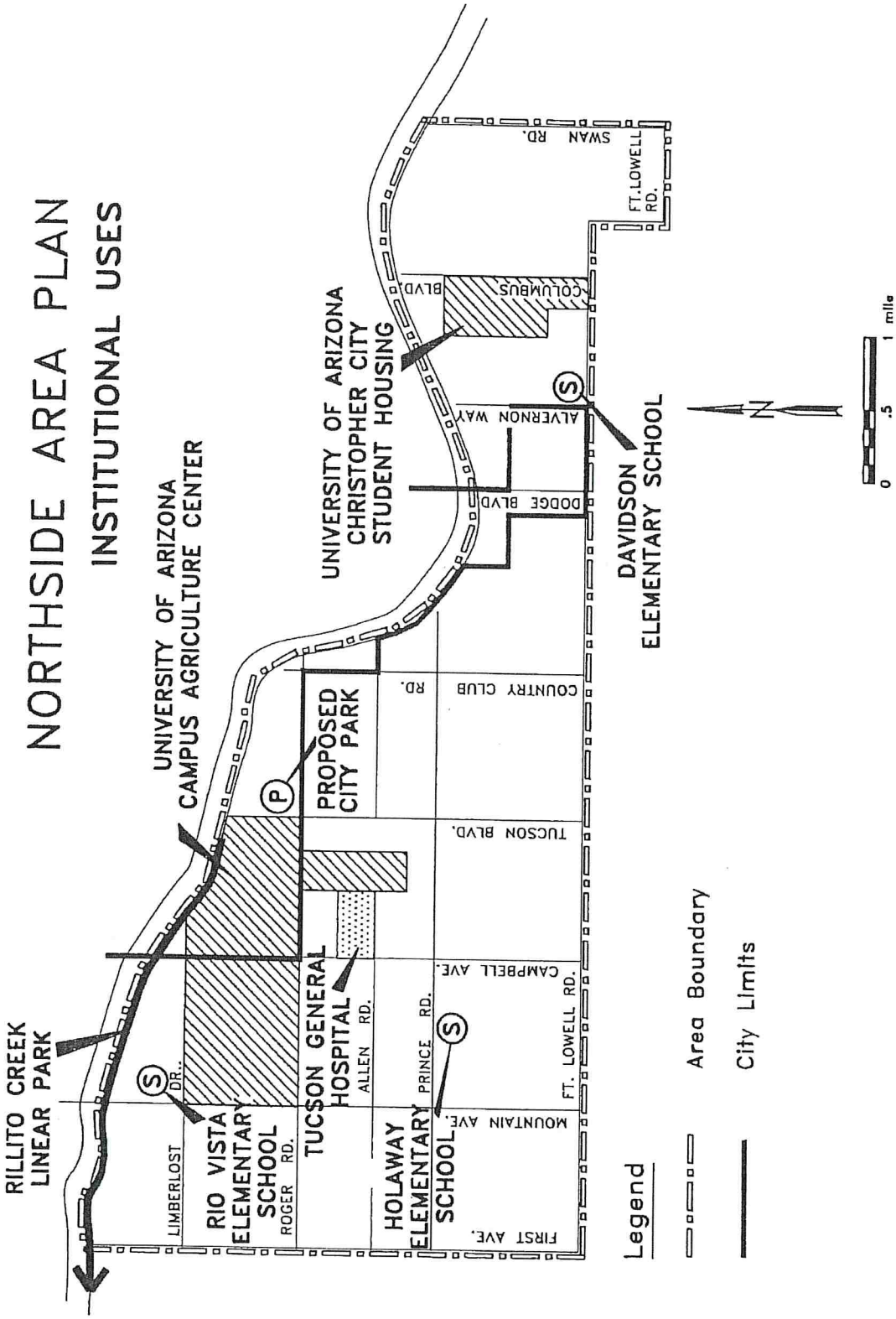
NORTHSIDE AREA PLAN
INSTITUTIONAL USES
RILLITO CREEK LINEAR PARK
UNIVERSITY OF ARIZONA CAMPUS AGRICULTURE CENTER
UNIVERSITY OF ARIZONA CHRISTOPHER CITY STUDENT HOUSING
DAVIDSON ELEMENTARY SCHOOL
PROPOSED CITY PARK
TUCSON GENERAL HOSPITAL
RIO VISTA ELEMENTARY SCHOOL
HOLAWAY ELEMENTARY SCHOOL
LIMBERLOST DR.
ROGER RD.
ALLEN RD.
PRINCE RD.
FIRST AVE.
MOUNTAIN AVE.
FT. LOWELL RD.
CAMPBELL AVE.
TUCSON BLVD.
COUNTRY CLUB RD.
DODGE BLVD.
ALVERNON WAY
COLUMBUS BLVD.
SWAN RD.
FT.LOWELL RD.
Legend
Area Boundary
City Limits
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A.21

Policy 1: Enhance existing recreational opportunities within the Northside area.

a. Encourage continuation and expansion of recreational opportunities at Northside area schools.

b. Consider incorporation of recreational facilities for jogging, walking and bicycling along the perimeter of the University of Arizona Campus Agricultural Center when adjacent major streets are improved (see University of Arizona policies).

Policy 2: Encourage development of new recreational opportunities within the Northside area.

a. Support Pima County efforts to enhance recreational opportunities along Rillito Creek.

b. Promote pedestrian links, bicycle routes, and equestrian pathways to and within Rillito Creek, area parks, and washes in the Northside area.

c. Facilitate development of a district park within the Northside area.

Policy 3: Ensure that new park facilities within the Northside area are designed in a manner that is sensitive to adjacent uses, by considering:

a. Buffering adjacent residential areas from active recreational areas through the use of landscaping, berms, masonry walls, setbacks, or a combination of these elements along the perimeter of the park.

b. Limiting the hours of use of public address systems and field lights so that noise and lights will not disturb adjacent residential areas.

c. Requiring the use of shielded or directed lighting in outdoor areas.

d. Providing adequate off-street parking.

e. Providing equestrian, pedestrian, and bicycle paths that link new parks with the Pima County linear park along Rillito Creek.

f. Limiting primary access to new parks to major streets. Discourage use of Cactus Boulevard as a vehicular access road to the proposed city district park.

g. Requiring a minimum fee-simple dedication of 50 feet to the Pima County Department of Transportation and Flood Control District for right-of-way along

A.22

Rillito Creek, wherever appropriate to extend the Rillito Creek linear park and for flood control purposes (see Drainage policies).

B. Drainage Policies

The *Northside Plan* area, which lies within the watershed of the Rillito Creek, is poorly drained and susceptible to frequent nuisance flooding. About 80 percent of the streets in the Northside area convey runoff water, and during intensive storms, sheet flows from three to six inches deep occur. In addition, there is flood damage and erosion potential from high flood flows in Rillito Creek.

Intent Statement: The following policies are intended to address drainage issues in the Northside area and to encourage measures to minimize the possible impacts of sheet flooding and erosion on existing and new development. These policies will be used, when applicable, during the rezoning process and CDRC review.

Drainage Subgoal: Encourage a comprehensive approach to floodplain management on the Northside area.

Policy 1: Ensure that flood control and floodplain management methods are compatible with the existing environment.

a. Conduct a Basin Management Study to formulate a plan for the Northside area.

b. Pending a Basin Management Study and Plan, require submittal of hydrology/hydraulic studies that consider drainage conditions, design of proposed improvements, and impacts on uses in proximity to development site. Submittal of such studies should be made at the time of development plan and/or subdivision plat review by the Community Design Review Committee (CDRC).

c. Pending completion of a Basin Management Study and Plan, designate all drainage areas as critical basins (see Definitions).

d. Design channelization or bank protection improvements to tributary drainages with moderate side slopes (e.g., 3:1). Ensure that improvements are constructed to their logical conclusion (i.e. the confluence with the Rillito Creek).

Policy 2: Ensure that new development is sensitive to drainage conditions within the Northside area.

A.23

a. Design retention/detention facilities in a manner such that flood peaks resulting from development will be less than or equal to flood peaks generated for the 2-year, 10-year, and 100-year storm events.

b. Revegetate detention/retention areas and incorporate the basins as functional open space utilizing a multiple use concept (see General Design and Buffering policies).

c. Preserve and/or enhance identified drainageways in their existing condition (see Campus Farm and Tucson-Prince subareas). If modifications are required for flood control purposes, require that natural appearing materials and landscaping are utilized (see General Design and Buffering policies).

Policy 3. Encourage the proposed Pima County Alvernon Way to Craycroft Road water recharge project. Review and update appropriate Northside policies in the event that the proposed project alters flood control and floodplain management conditions (see Swan/Fort Lowell subarea).

Policy 4: Require all improvements to the Rillito Creek to be in conformance with the Rillito River Flood Control Project as administered by the Pima County Department of Transportation and Flood Control District and the U.S. Army Corps of Engineers.

a. Require the use of soil cement for any bank stabilization.

b. Require a minimum fee-simple dedication of 50 feet to the Pima County Department of Transportation and Flood Control District for right-of-way along Rillito Creek, wherever appropriate for flood control purposes and to extend the Rillito Creek linear park (see Parks and Recreation policies).

c. Restrict any above ground construction within 500 feet of the unprotected channel banks of the Rillito Creek, unless engineering studies indicate that reduced setbacks are appropriate.

C. Transportation Policies

There are several major transportation improvements that have been completed or are planned or proposed for the Northside area. Fort Lowell Road between Country Club Road and Walnut Avenue is being widened to five lanes in Fiscal Year 1986/87. Prince Road between First Avenue and Campbell Avenue has been widened to five lanes. Design of street improvements on Prince Road, east of Campbell Avenue, and on Country Club Road, south of Prince Road, is presently under way. In addition, Pima County has recently completed construction of the Swan Road bridge crossing the Rillito Creek and is planning a similar bridge at Alvernon Way. These bridges will be replacing the existing Dodge bridge, which does not meet current standards, as

primary crossings of the Rillito Creek. The county is also considering the extension of Fort Lowell Road from Laurel Road to Swan Road.

The recently adopted 1986 *Long-Range Regional Transportation Plan* identifies Prince Road as a "facility of regional significance" and proposes extending it eastward across Rillito Creek to link with River Road. Additionally, First Avenue, Campbell Avenue, and the segment of Country Club Road between Fort Lowell and Prince Roads are identified as principal arterials.

Planned and proposed roadway improvements address city-wide transportation concerns but also have potential to create pressure for intensifying land uses and increasing traffic within Northside neighborhoods. Neighborhood concerns include the possible impacts of intensified development along upgraded streets, additional traffic along local streets that may impede pedestrian use and safety, and the need for alternative transportation modes.

Intent Statement: The transportation polices are intended to address the mitigation of possible impacts from intensified development and increased traffic on Northside neighborhoods. These policies will be used, when applicable, during the rezoning process and CDRC review.

Transportation Subgoal: Coordinate land use polices with existing and proposed transportation improvements.

Policy 1: Provide for the buffering of existing residential uses along arterial streets as part of street improvement and widening projects.

a. Encourage the acquisition of sufficient right-of-way to provide for such design elements as masonry walls, landscaping, earth berms, frontage roads, or street closures, to buffer existing residential uses from arterial street impacts.

b. If right-of-way acquisition diminishes the viability of residential uses on parcels with arterial street frontage, consider the acquisition of entire affected parcels or allow the conversion of residential to nonresidential use (see Nonresidential policies).

Policy 2: Provide safe and efficient access to all properties.

a. Provide a connection between walkways within new development and the public sidewalk system.

b. Encourage the establishment of improvement districts to upgrade unimproved streets and alleys.

c. Require that all pedestrian facilities be accessible to the handicapped.

A.25

d. Limit the number of vehicular access points along major streets.

Policy 3: Encourage the use of alternative modes of transportation.

a. Provide additional mass transit services, as warranted.

b. Provide for bicycle uses along major streets as specified in the City of Tucson *Major Streets and Routes Plan* and on the Pima Association of Governments *Bikeways and Selected Bikeable Streets Map.*

c. Encourage the incorporation of bicycle parking facilities in new development.

d. Provide a continuous pedestrian path system throughout the Northside area that connects existing and proposed neighborhood and area services with residential areas (see Residential and Parks and Recreation policies).

e. Investigate concentrating alternative transportation systems on selected major streets, such as Mountain Avenue (see Campus Farm subarea). Such alternative transportation systems could emphasize mass transit, pedestrian, and bicycle uses.

Policy 4: Investigate techniques to discourage vehicular through traffic in neighborhoods by utilizing street closures, traffic diverters, and/or other devices, where desired and consistent with Traffic Engineering standards and approved by appropriate City and County agencies.

D. University of Arizona Policies

The University of Arizona owns two major land holdings within the Northside area: the 178-acre Campus Agricultural Center located north of Prince Road on both sides of Campbell Avenue and the 66 acre Christopher City student housing located on the west side of Columbus Boulevard, north of Fort Lowell Road. The University of Arizona has no immediate plans to change the uses of these parcels. The University of Arizona assisted in the drafting of the following policies to clarify its direction in the development of its programs and facilities within the Northside area.

Intent Statement: The following policies are intended to help ensure that new development is harmonious with the existing University of Arizona agricultural uses and clarifies the University of Arizona direction toward improvements of the Campus Agricultural Center facilities and programs.

University Subgoal: Support the continued long-term agricultural crop and livestock use of the University of Arizona Campus Agricultural Center by

A.26

ensuring that the use and future development of the University facility is harmonious with adjacent land uses, and conversely, that development of parcels adjacent to the University facility is cognizant of and compatible with the agricultural function of the Center.

Policy 1: Encourage harmonious development on parcels that are in proximity of the University of Arizona Campus Agricultural Center.

a. Encourage developers of properties in proximity of the Campus Agricultural Center to inform prospective residents of the noise and odor conditions related to the agricultural activities.

Policy 2: Support new University of Arizona Campus Agricultural Center development that is sensitive to adjacent land uses.

a. Establish perimeter transition areas along the Campus Agricultural Center boundary, adjacent to local streets and neighborhoods. New university development within these transition areas should comply, when possible, with the following provisions:

1) Daytime-oriented activities that minimize nuisances and disruptions to adjacent residents.

2) Mitigation of potential nuisances, such as spillover lighting, odors, or drainage/run-off, during new facility design.

3) Building heights which are compatible with adjacent, existing residential uses.

4) Screening of outdoor storage, refuse collection, and loading/delivery areas from view of adjacent residential uses.

5) Use of berms to reduce the perceived height of buildings.

6) A landscaped perimeter buffer treatment that establishes consistency and visual continuity along adjacent roadways.

b. Retain and enhance the Campus Agricultural Center facade along Campbell Avenue:

1) Encourage a maximum building height of 20 feet, except when the function of the building requires a greater height, the maximum height then to be 40 feet. Examples of buildings needing such special design consideration are grain silos or covered arenas.

2) Enhance the Campbell Avenue frontage by designing entry statements at Campus Agricultural Center entrances.

c. Minimize the number of vehicular access points from the Campus Agricultural Center to adjacent streets.

Policy 3: Encourage coordination among City and County agencies, the University of Arizona, and adjacent residents in planning and designing future public improvements.

a. Encourage coordination between the City and County Departments of Transportation and the University of Arizona in planning and designing transportation improvements adjacent to the Campus Agricultural Center and other University facilities.

b. Encourage the enhancement of recreational facilities, as opportunities arise and when deemed appropriate or feasible by the University of Arizona.

E. Solid Waste Disposal Sites (Landfills) and Disturbed Areas Policies

Three inactive solid waste disposal sites and four disturbed areas (old gravel pits and other sites which may have been used as unofficial dump sites) have been identified in the Northside area (see Landfills and Disturbed Areas map). Potential development problems on inactive landfills and disturbed areas are the generation and migration of methane and other dangerous gases, unstable soil conditions, and drainage problems. All seven sites are located near major washes that have experienced flooding which increases the potential for groundwater contamination. The sites are currently vacant or developed in low density residential uses. As development pressures increase in the Northside area, the landfill sites and disturbed areas may become attractive for more intense development.

Intent Statement: The following policies are intended to highlight the special consideration and precautionary measures that should be given to any development proposed on or adjacent to a landfill site or disturbed area.

Landfill Subgoal: Provide direction for safe development on or adjacent to landfill sites and disturbed areas.

Policy 1: Ensure the compatibility of new development with the existing conditions of landfills and disturbed areas.

a. Require design and construction to be in compliance with health and safety regulations, as may be required by the State Health Department, the Environmental Protection Agency, the Pima County Health Department, and the City of Tucson.

A.28

b. Require appropriate design elements which comply with City of Tucson and Pima County review procedures for proposed development on or adjacent to landfill sites and disturbed areas.

Policy 2: Ensure that all landfill sites and disturbed areas in the Northside area are identified and their boundaries clearly delineated (see Landfills and Disturbed Areas map).

a. Support the PAG Environmental Council project team that is identifying groundwater pollution sources in the metropolitan area of Pima County.

b. Encourage Northside residents who know of abandoned landfill sites to inform the Planning Department or the PAG Environmental Council project team.

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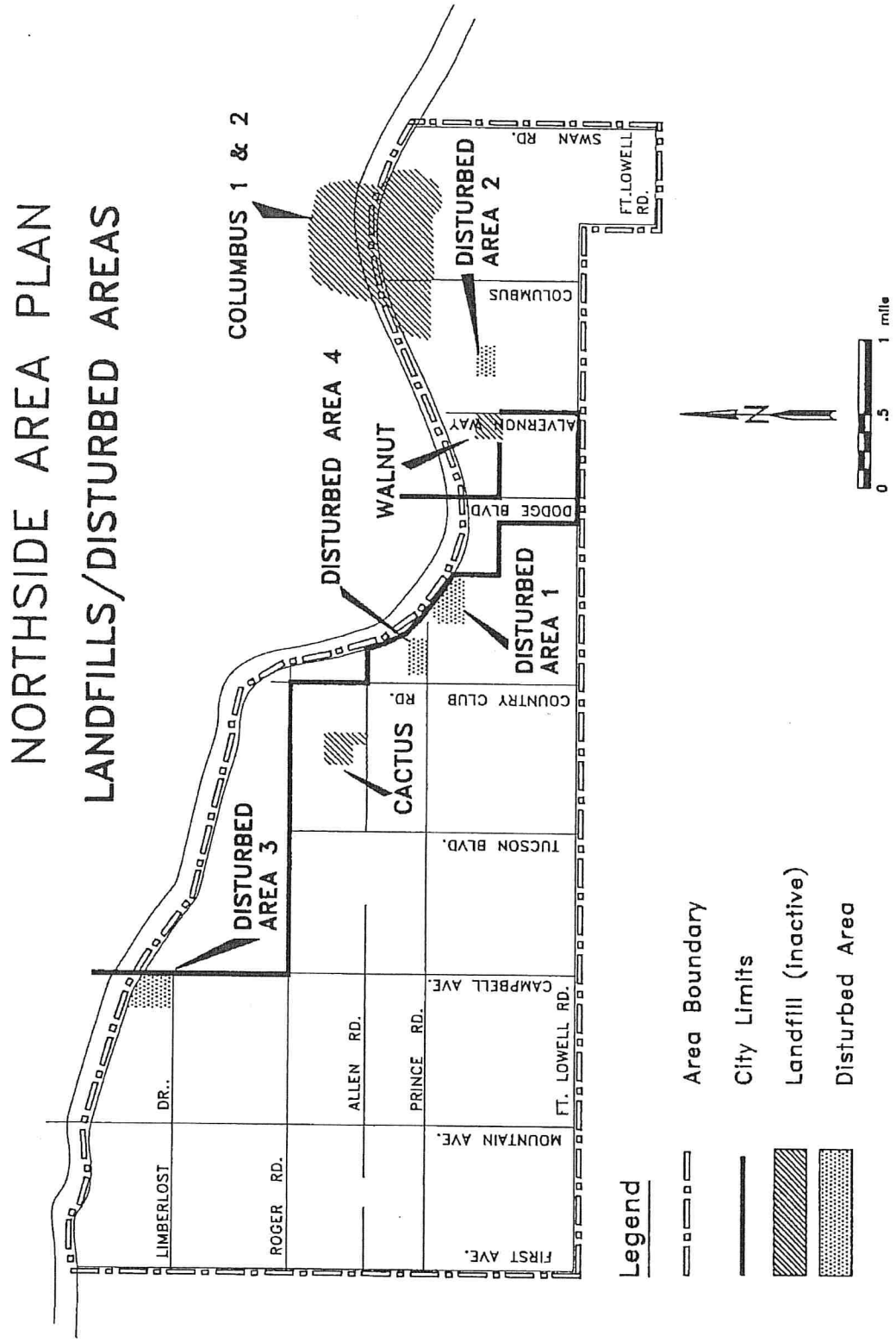
NORTHSIDE AREA PLAN
LANDFILLS/DISTURBED AREAS
COLUMBUS 1 & 2
DISTURBED AREA 2
SWAN RD.
FT.LOWELL RD.
COLUMBUS
DISTURBED AREA 4
WALNUT
ALVERNON WAY
DODGE BLVD.
DISTURBED AREA 1
COUNTRY CLUB RD.
CACTUS
DISTURBED AREA 3
TUCSON BLVD.
CAMPBELL AVE.
FT. LOWELL RD.
PRINCE RD.
ALLEN RD.
MOUNTAIN AVE.
FIRST AVE.
LIMBERLOST DR..
ROGER RD.
N
0 .5 1 mile
Legend
Area Boundary
City Limits
Landfill (Inactive)
Disturbed Area

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GENERAL DESIGN AND BUFFERING GUIDELINES

The Northside area is an integral part of the Tucson metropolitan area. The availability of vacant land and land developed at less than urban densities offers the opportunity for well-designed urban infill projects which make use of the existing metropolitan infrastructure. The general design and buffering policies provide guidelines for site design that will contribute to the visual character of the *Plan* area.

Intent Statement: The general design and buffering policies are included to help ensure that infill projects are designed in a manner that is sensitive to existing Northside development. The policies identify architectural and landscaping elements that should be addressed in development design. The sub-policies suggest methods to implement design recommendations; they are intended to be used in various combinations, depending upon the proposed development, the adjacent use, and existing site conditions.

These guidelines are used primarily during the rezoning process and for applicable CDRC reviews. These guidelines also help to formulate staff positions on requests for variances to the *Land Use Code*. All policies are advisory in the County. Submitted concept and development plans should demonstrate that general design and buffering recommendations have been addressed.

These policies apply to the entire Northside area. Design and buffering policies for specific subareas are detailed in the Subarea Goals and Policies Section and, in the event of any conflict, take precedence over these general policies.

General Design and Buffering Subgoal: Ensure that the design of new developments enhance the visual appearance of the Northside area and that such developments are designed in a manner that is compatible with existing, adjacent land uses.

Policy 1: Provide a minimum 5-foot-high masonry wall along the perimeter of new development adjoining less intense development. Utilize design features such as:

a. Decorative materials (such as tile, stone, brick, adobe, or wood), textured covering materials (such as stucco or plaster), or a combination of two or more materials.

b. Colors that are predominant in the natural desert landscape.

A.31

c. Variations in wall alignment, such as jogs, curves, or notches.

Policy 2: **Integrate landscaping with perimeter walls to provide buffering along the edges of new development adjoining less intense development. Landscaping should include a balanced mix of canopy trees and understory plants, such as shrubs and groundcover. Canopy trees should reach 50 percent of growth within two growing seasons and should be placed at intervals that ensure that canopies will touch at maturity.**

Policy 3: **Landscape major street frontages of new development, with design elements such as:**

a. Landscaped earth berms.

b. A minimum 3-foot-high masonry wall.

c. A balanced mix of canopy trees and understory vegetation.

d. Signage that is integrated into the landscaping.

e. Canopy trees planted within any parking areas that are visible from the major streets. Trees can be clustered or dispersed throughout the parking area.

Policy 4: **Design architectural elements to be compatible with existing land uses, with techniques such as:**

a. A transition of heights and/or densities for development adjacent to less intense uses.

b. Balconies and upper story windows that are either clerestory or directed away from adjacent residential uses to protect the privacy of those uses.

c. A variety of rooflines in developments where building heights in excess of 20 feet are permitted.

d. Setbacks for higher intensity uses that are equal to or greater than the code-required setbacks for any adjacent residential uses.

g. Outdoor lighting that is shielded or directed away from adjacent residential uses.

h. Outdoor storage areas or dumpsters that are screened with masonry walls and/or landscaping and that are located away from any adjacent residential uses.

Policy 5: Provide amenities for pedestrians and bicyclists in new developments, with techniques such as:

a. Pedestrian walkways that are designed to provide an internal pedestrian circulation system that is also connected to public facilities.

b. Secure parking facilities for bicycles that are located in well-traveled, visible, and lighted locations that do not impede pedestrian movement.

c. Landscaping with canopy trees in parking areas and along pedestrian pathways to decrease heat absorption and provide shade.

Policy 6: Enhance the visual appearance of channelized or bank protected drainageways in new development, with techniques such as:

a. Landscaping with drought-tolerant vegetation, to include a mix of canopy trees, shrubs, and ground cover, within a minimum 10-foot setback area from the top of bank.

b. Moderate side slope (e.g., 3:1) of channelized or bank protected washes to ensure safe ingress and egress.

c. Use of natural appearing materials. Where gunnite or soil cement are required, use of texture and/or color to blend with adjacent soil conditions.

Policy 7: Limit grading of development parcels to within four months of actual construction to protect wildlife habitats and to preclude the premature grading of parcels that may cause excessive rainwater run-off from sealed soil conditions.

Policy 8: Provide for mature vegetation in landscaping.

a. When site conditions permit, preserve or relocate trees that have a caliper of 4 inches or greater and mature native vegetation such as saguaro, ocotillo, and barrel cacti.

b. When site conditions do not allow such preservation or relocation, replace with trees or mature native vegetation of comparable size and density.

Policy 9: Employ defensible space concepts in new developments.

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a. Utilize curbs and sidewalks to define public, semi-public, and private areas.

b. Utilize screening which allows visibility and surveillance of the project and/or which creates an effective barrier around the property.

c. Utilize plant material in areas adjacent to doors and windows. Plants should be of such height (e.g. less than 30 inches or with a greater than six-foot canopy) to retain visibility of building openings from the street or from other properties. Where possible, thorny or spiny plant material should be utilized.

d. Define areas of influence through the use of design elements, such as walls, fences, changes in level or grade, lights, entryway design, or change in paving texture.

e. Locate building entryways so that they are visible from other buildings and apartment entryways so that they are visible from other units.

f. Allow residents to view through entry into the corridor that serves them.

g. Provide lighting at doorways and windows.

h. Design multi-family projects to extend the area of responsibility of residents beyond the entryways of individual units:

   1) Design stairwells to serve a maximum of four units per floor.

   2) Utilize amenities and distinctive design elements to extend the private space of individual units into landings or corridors.

   3) Disperse and symbolically assign project amenities to certain units or cluster of units.

   4) Locate children's and other outdoor recreation areas so that they are visible from a maximum number of units.

PLAN ADMINISTRATION POLICIES

Goals and policies of the *Northside Area Plan* will be implemented as development is proposed, primarily through the rezoning review process. When an application for rezoning is submitted, it is evaluated for compliance with plan policies relating to land use and specific subarea recommendations. An amendment to the plan is required if the rezoning request does not comply with these policies. At the time of initial submittal, rezoning concept plans are also reviewed to see if they meet the intent of General Design and Buffering Policies. When Mayor and Council or the Board of Supervisors consider rezoning requests, they may attach specific

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conditions, some of which may be based on area plan policies, to those requests which they approve.

The Community Design Review Committee, which is an interdepartment/interagency body, reviews all subdivision plats and rezoning development plans in the City. A similar process is accomplished by the Subdivision and Development Review Committee in the County. In addition to review for compliance with Development Standards, these agencies also evaluate plats and plans for consistency with adopted plan policies relating to site design. When appropriate, City and County review committees will require compliance with plan policies. Plan policies also assist in formulating staff positions on requests for variances to the *Land Use Code*.

Neighborhood participation in the plan implementation process is coordinated through the City's Citizen Participation Office or the County Planning and Development Services Department, which register neighborhood associations and maintain files on current neighborhood representatives. It is the neighborhood associations' responsibility to maintain up-to-date records with these agencies.

Intent Statement: The plan administration policies are intended to identify the responsibilities of the City of Tucson Planning Department and Citizen Participation Office, the Pima County Planning and Development Services Department, of developers, and of the neighborhood associations and representatives in the plan implementation process. All policies are advisory in the county. However, many of the policies contained within the Plan Administration section are already required through the County Site Analysis requirements.

Plan Administration Subgoal: Promote the implementation of plan goals and policies.

Policy 1: Provide for citizen input in the plan implementation process.

a. Require builders and developers of proposed projects within the plan area to notify and offer to meet with affected neighborhood associations and property owners regarding rezoning requests and development review applications, a minimum of one week (seven days) prior to scheduled rezoning public hearings and development review submittals.

b. Require builders/developers to submit a written summary of their neighborhood participation efforts to the City or County Planning Departments prior to rezoning public hearings and development review submittals.

c. Require the City and County to notify affected neighborhood associations of rezoning requests and development review meetings within the plan area.

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d. Continue to require neighborhood associations within the plan area to maintain up-to-date records of association representatives with the City's Citizen Participation Office and the County Planning and Development Services Department.

e. Encourage affected neighborhood associations to forward comments on proposed development projects to appropriate review bodies. Comments should be submitted as early as possible to ensure their attachment to Planning staff reports to the Zoning Examiner in rezoning cases, and to the CDRC in development plan and subdivision cases.

f. Continue to require the City or County agencies to contact affected neighborhood associations of pending improvement projects in the area.

g. Encourage other governmental agencies to contact affected neighborhood associations of proposed projects in the area.

Policy 2: Demonstrate compliance with *Northside Area Plan* policies in all applications for land use change by submitting a plan at the time of rezoning which may include (but is not limited to) the following:

a. Location of structures.

b. Screening and landscape buffers.

c. Building heights.

d. Setbacks.

e. Pedestrian and vehicle circulation.

f. Inventory of existing vegetation.

g. Building elevations.

h. Lighting.

i. Parking layout.

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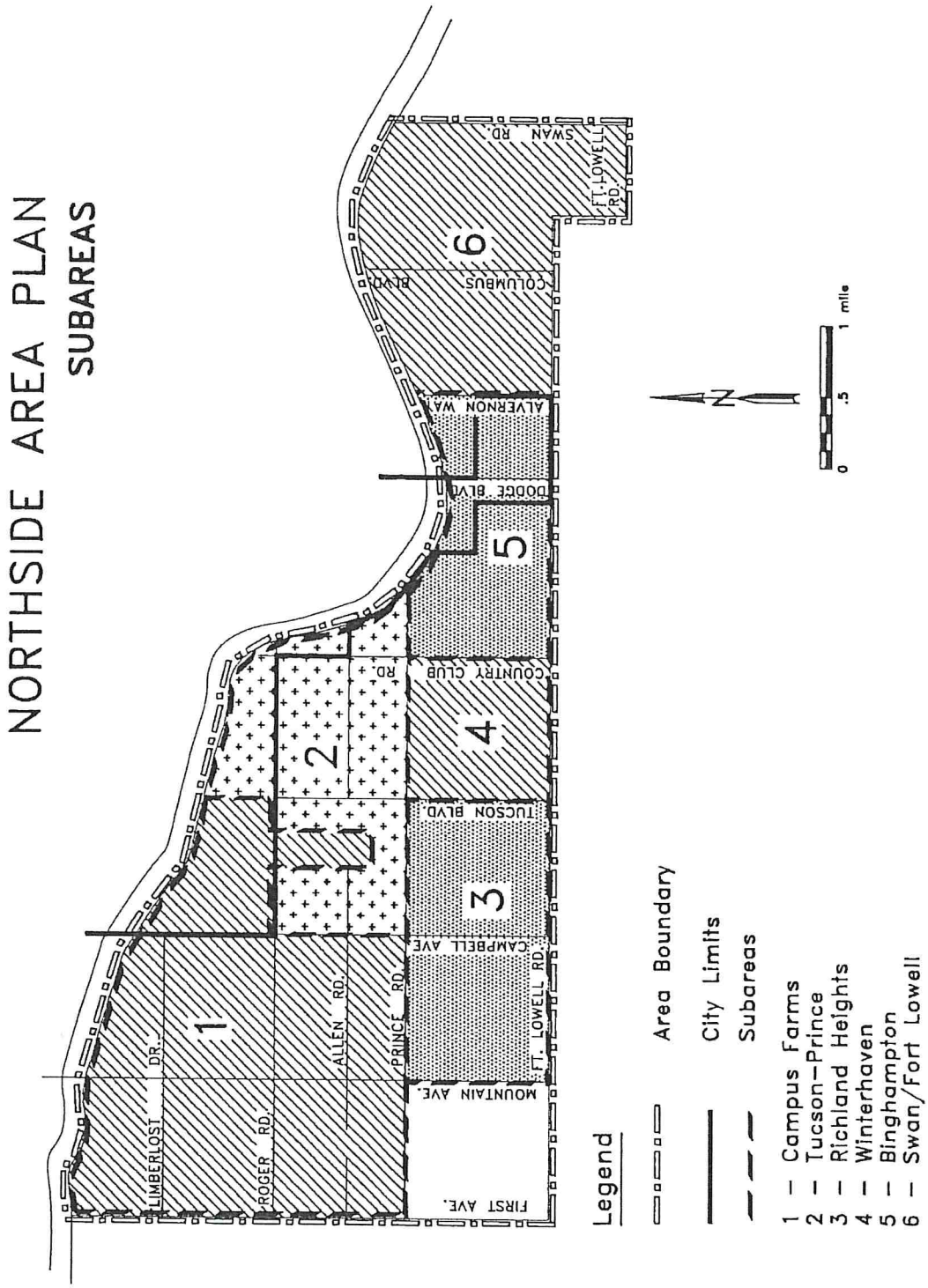
NORTHSIDE AREA PLAN
SUBAREAS
LIMBERLOST DR.
ROGER RD.
ALLEN RD.
PRINCE RD.
MOUNTAIN AVE.
FIRST AVE.
FT. LOWELL RD.
CAMPBELL AVE
TUCSON BLVD.
COUNTRY CLUB RD.
DODGE BLVD.
ALVERNON WAY
COLUMBUS BLVD.
SWAN RD.
FT. LOWELL RD.
1
2
3
4
5
6
N
0 .5 1 mile
Legend
Area Boundary
City Limits
Subareas
1 - Campus Farms
2 - Tucson-Prince
3 - Richland Heights
4 - Winterhaven
5 - Binghampton
6 - Swan/Fort Lowell

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SUBAREA GOALS AND POLICIES

INTRODUCTION

Six subareas within the overall Northside *Plan* area have been defined on the basis of common land uses, neighborhood identification, and future development possibilities. These subareas are Campus Farm, Tucson-Prince, Richland Heights, Winterhaven, Binghampton, and Swan/Fort Lowell. Each subarea section provides a profile of the subarea, a purpose statement, and policies and implementation actions to guide future development. Subarea policies, which are specific to each area, are intended to work in conjunction with the general Northside polices, but in the event of any conflict, take precedence over general policies.

CAMPUS FARM

The Campus Farm subarea covers an area of approximately 600 acres that is bounded by Prince Road on the south, the Rillito Creek on the north, and First Avenue on the west. The east boundary is marked primarily by Campbell Avenue but also incorporates the portion of the University of Arizona Campus Agricultural Center that lies to the east of Campbell Avenue. The section of the subarea north of Roger Road lies within Pima County.

Based on the 1986 inventory of this area, the Campus Farm neighborhood is characterized by a mix of low and medium density residential uses, with older, single family residences in the southern half and newer or developing higher density residential uses to the north. Although existing zoning in the western and northern sections of the subarea (R-2 and CR-5) would allow more intensely scaled development, much of these areas are built out in predominantly one-story, detached residential structures. This is particularly evident along Roger Road and Mountain Avenue, which are designated collector streets. Arterial street frontage properties (along First Avenue, Prince Road, and Campbell Avenue) are developed in commercial, office and multi-story, medium density residential uses. Significant land uses in the neighborhood are the University of Arizona Campus Agricultural Center, established horse properties near and along the Rillito Creek, and two large mobile home parks.

The Campus Farm Neighborhood Association favors the retention of mobile home uses because of the affordable alternative it provides to retired citizens on fixed income and to young families. The two large mobile home parks in the Campus Farm subarea are designated Areas 1 and 2 (see Campus Farm map). These are well established and well-maintained parks accommodating several hundred people. The neighborhood association feels that a rezoning to change the use of these parks would force residents to relocate or to sell their mobile homes and move into other dwellings. Such action would be a great disruption to their lives. Therefore, the Campus Farm Neighborhood Association asks that any rezoning requests on these parcels be reviewed with serious consideration to the effect of such actions on the people who reside there. It does not believe that a request for a change in land use on parcels housing many individuals can be treated as a simple rezoning.

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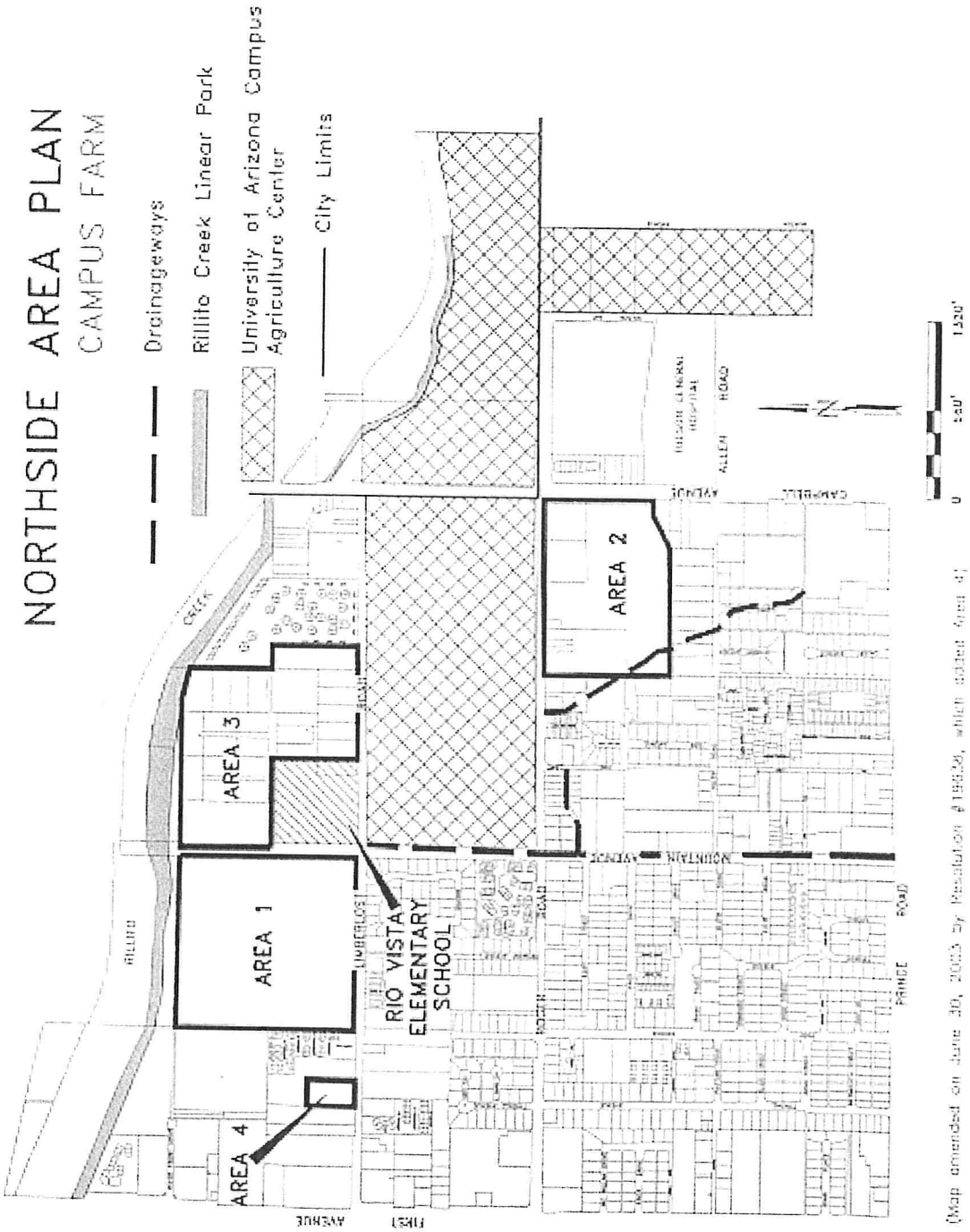

(Map amended on June 30, 2003 by Resolution #19828, which added Area 4)

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In addition, neighborhood residents support continued agricultural activities at the University of Arizona Campus Agricultural Center, which offers a significant contribution to the neighborhood character, open space, and texture.

Intent Statement: The intent of the Campus Farm subarea policies is to facilitate quality development that maintains the low density character of the neighborhood, supports the semi-rural characteristics of portions of the neighborhood, and provides a balance between the natural environment and growth in the community. The policies address the need for protecting the neighborhood from the impacts of through traffic that may be hazardous to the safety of residents. Policies also present design standards to provide a sense of visual unity to the Campus Farm neighborhood.

Subarea policies are intended to work in conjunction with the general Northside policies but, in the event of any conflict, take precedence over general policies. Plan policies are used primarily during the rezoning process and for applicable CDRC reviews. Plan policies also help to formulate staff positions on requests for variances to the *Land Use Code*. Plan policies are advisory in the County.

Land Use

1. Maintain the residential appearance of structures when converting residential structures to nonresidential uses.

2. Retain residential and Campus Agricultural Center uses on collector streets (see University of Arizona policies).

3. Encourage retention of mobile home use in Area 1 (see Campus Farm map). Should mobile home use be discontinued, allow low- to medium-density residential uses, provided that:

    a. The density of new development transitions to a level that is compatible with the density of existing, adjacent development.

    b. Access to new development is limited to Limberlost Drive.

    c. New development is designed in a manner that is sensitive to the Rillito Creek linear park.

    d. A relocation plan for mobile home residents is prepared by the applicant/property owner at the time of rezoning to ensure that residents are provided adequate time and relocation possibilities prior to development. This plan should address expense for relocation of elderly, handicapped, and low-income residents.

A.40

4. Encourage retention of mobile home use in Area 2 (see Campus Farm map). Should mobile home use be discontinued, however, allow a mix of uses provided that:

   a. New neighborhood commercial or professional office uses are concentrated toward the Campbell Avenue frontage, with such uses not to exceed 60 percent of the entire site area (see Schematic Diagram below).

   b. New residential scaled office uses (see Definitions) are developed in the remaining 40 percent of the entire site area, which should include the majority of the Roger Road frontage and southern boundary, and the western section of Area 2 (see Schematic Diagram below).

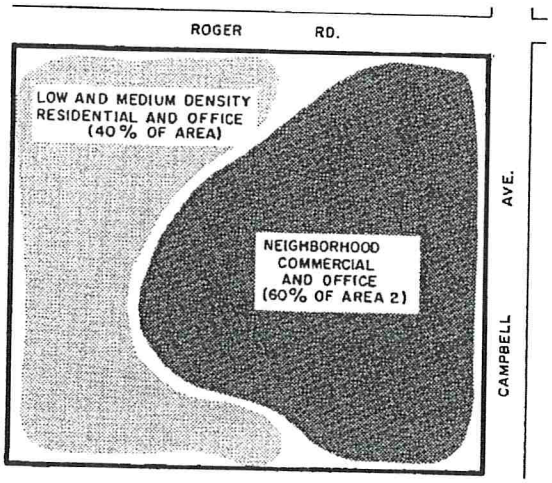
   c. At the time of rezoning, any proposal for new nonresidential development demonstrates a workable circulation plan for the site with primary access to Campbell Avenue. If such a circulation plan cannot be demonstrated, land use within any parcel without primary access to Campbell Avenue is limited to low and medium density residential uses.

   d. New development in the 60 percent area is limited to 26 feet in height unless it can be shown that building heights greater than 26 feet are in response to natural topographic variations in the Area 2. At the time of rezoning, elevation drawings or similar graphic presentation should be submitted that demonstrate that building heights in new Area 2 development are measured from design grade and are in scale with and do not dominate existing residential structures on adjacent parcels to the south and west of Area 2.

   e. A relocation plan for mobile home residents is prepared by the applicant/property owner at the time of rezoning to ensure that residents are provided adequate time and relocation possibilities prior to development. This plan should address expenses for relocating elderly, handicapped, and low income residents.

SCHEMATIC DIAGRAM OF LAND USES IN AREA 2

- Residentially scaled office uses allowed only if access to Campbell Avenue provided. If access is not provided, only low and medium density residential uses allowed.



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5. Allow medium-density residential uses within Area 3 (see Campus Farm map), subject to consolidation of parcels to provide direct access to Limberlost Drive. For this policy, medium density residential is defined as a maximum of eight units per acre. Compatibility with existing uses such as equestrian activities on adjacent properties, retention of natural open space areas, provision of pedestrian access to Rio Vista Elementary School, and sensitivity to the Rillito Creek linear park should be considered.

6. Allow for one- to two-story office development in Area 4, with primary access to Limberlost Road, subject to a traffic impact analysis. Design of the new office development shall allow for cross-access with parcels to the west, if the parcels to the west are consolidated and developed with office uses.

7. Ensure that new development complies with the General Design and Buffering policies and Campus Farm Design Guidelines.

Campus Farm Design Guidelines

1. Limit building heights to retain the existing low-density residential character of the neighborhood and to protect the privacy and views of adjacent, existing residences. At the time of rezoning application or development review, elevations to demonstrate transition of building heights where adjacent to existing residential uses should be submitted.

    a. Limit new nonresidential development to one story, not to exceed 26 feet, to include all roof features such as parapets, gables, and chimneys, and to be measured from design grade.

    b. Require new residential developments with more than one story to use a variety of rooflines, a clustered design, or a mix of one and two stories within the development. One-story structures should be located along the perimeter of parcels adjacent to existing low rise or one-story residential uses.

2. Encourage new developments to incorporate a southwestern motif in architectural style, colors, and landscaping.

3. Require outdoor lighting to be low-pressure sodium lights, no higher than 10 feet from the ground.

4. Buffer existing, lower density residential uses from the impacts of new higher density residential and nonresidential development on adjacent properties.

    a. Provide a minimum five-foot-wide landscaped screen and/or a six-foot-high decorative masonry wall along property lines. Should landscaping be used, vegetation should provide a minimum 50 percent screen and should obtain 50 percent of growth within two growing seasons.

A.42

b. Require side and rear yard building setbacks that are a minimum of 25 feet from property lines or equal to the existing required setback for adjacent properties, whichever is greater.

5. Require a 20-foot-wide landscaped strip along the Campbell Avenue frontage (measured from the future curb line). Where new development occurs at the intersection with a collector street, a 10-foot-wide landscaped strip should extend along the collector street frontage. The landscaped strip should include native desert landscaping, berms, masonry walls, or other architectural elements, but should not include parking.

6. Discourage business activities that generate excessive noise, light, and traffic impacts on the interior neighborhood during the period from 9 p.m. to 6 a.m.

7. Encourage on-site parking to be located to the side or rear of new developments.

8. Retain mature trees with a caliper of 4 inches or greater in new development, or replace with new mature vegetation of comparable size and density.

9. Ensure that new development adjacent to the University of Arizona Campus Agricultural Center is designed in a manner that is sensitive to the livestock component of the Center (See University of Arizona policies).

Traffic Circulation Policies

Roger Road and Limberlost Drive, both collector streets, are the only designated major streets within the Campus Farm neighborhood. First Avenue, Prince Road, and Campbell Avenue, which are arterial streets, mark the perimeter of the neighborhood. Although there are no current plans to improve these major streets, improvements are scheduled for streets to the west, including Limberlost and Roger Roads, that may impact traffic volumes within the subarea. In addition, Mountain Avenue to the south is a designated collector street and the recent installation of a signal at the intersection with Prince Road may serve to draw additional through traffic into the neighborhood.

There are several unpaved local streets within the Campus Farm subarea. The Campus Farm Neighborhood Association recognizes these streets, such as Vine Avenue, Duke Drive, and King Road, as an element of the neighborhood character.

The intent of the traffic circulation policies is to provide for resident and pedestrian safety, for a traffic pattern that is not disruptive to the neighborhood, and for efficient multi-modal transportation movement.

1. Property owners and neighborhood representatives should work with the appropriate transportation agencies to effect the following traffic recommendations to preserve the character of the neighborhood:

a. Maintain the existing configuration of dead end streets (Ellis Road, Smoot Drive, Allen Road, Easy Street, Irwin Place, Vine Avenue, and Park Avenue north of Roger Road) to ensure that traffic generated by new developments adjacent to these streets does not adversely affect existing residential uses on these streets (see Campus Farm map).

b. Achieve street paving by assisting residents should they choose to initiate a street paving improvement district within this area. In the event that improvements are required, mitigation measures should be considered to retain the low traffic volumes that currently exist on these streets (see Campus Farm map).

c. Work with Traffic Engineering to review techniques, such as "one way," "local access only," or "no entry" signage, to limit access to Allen Road, west from Campbell Avenue.

d. Maintain the four-way stop at the intersection of Mountain Avenue and Roger Road, subject to review by appropriate transportation departments.

e. Encourage the reduction of speed limits to 30 mph on Roger Road, Mountain Avenue, and Limberlost Drive.

2. Direct traffic from new medium and high density residential and nonresidential developments onto major streets (see Area 4 for exception).

a. Require primary access to arterial streets for all high density residential and nonresidential development.

b. Consider dedication of cul-de-sac rights-of-way, where feasible, at local street intersections with arterial streets to limit access to the interior of the neighborhood.

c. Encourage coordination among affected neighborhood residents, property owners, and City and/or County Transportation Departments in the review of rezoning requests and subdivision plans to ensure that secondary access points to collector or local streets are designed to direct traffic away from the interior of the neighborhood.

3. Design improvements on Roger Road, Mountain Avenue, and Limberlost Drive to mitigate impacts on adjacent interior residential uses.

a. Encourage cooperation among affected neighborhood residents, property owners, and City and/or County Transportation Departments during the design of any improvements to Roger Road, Mountain Avenue, and Limberlost Drive, to ensure that improvements do not adversely affect landscaped buffers, pedestrian sidewalks, marked bicycle lanes, and the use of low pressure sodium street lighting.

b. When possible, incorporate all utilities underground when improving these streets.

4. Encourage the use of Mountain Avenue as an alternative transportation corridor through such measures as widened and marked bicycle paths, pedestrian sidewalks, bus shelters, and landscaping for shade and street beautification.

5. Improve mass transit facilities within the neighborhood.

   a. Encourage new developments along established bus routes to provide a shelter at bus stops that are adjacent to the development.

   b. Coordinate with the Department of Transportation to locate a Park and Ride lot along one of the arterial streets, where it would contribute to the use of alternative transportation modes.

6. Support the use of bicycles as an alternative transportation mode.

   a. Maintain bicycle paths on all roadways and encourage appropriate City and County agencies to keep bicycle paths free of gravel and other obstructions.

   b. Provide bicycle parking spaces in new developments that require more than ten vehicle parking spaces. There should be one bicycle space per ten vehicle spaces, and bicycle spaces should include a structure to which bicycles can be secured.

Flood Control Policies

As part of the Rillito Creek watershed, the Campus Farm neighborhood is vulnerable to flood problems due to sheet flooding. The easterly portion of the neighborhood is also subject to flooding and erosion hazards from the Rillito Creek. An additional concern is the maintenance and enhancement of the water recharge capabilities of the Rillito Creek itself.

Campus Farm neighborhood residents see these issues as reason for restricting new development from the existing floodplain. In addition, preservation of natural vegetation along drainageways is seen as a viable and preferable alternative to bank stabilization methods, such as soil cement, in enhancing recharge capabilities and providing wildlife habitats. The intent of flood control policies is to decrease potential flooding, encourage sound water recharge policies, and provide an important habitat for native wildlife and plants species within these developed areas.

1. Require a minimum fee simple dedication of 50 feet to the Pima County Department of Transportation and Flood Control District for right-of-way, whenever appropriate, for flood control and to extend the Rillito Linear Park.

2. Encourage new development to incorporate gutters and water catchment systems in design to enhance on-site groundwater recharge. Work with the Building Safety and

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Transportation Departments to consider these methods for incorporation in future updates of the City of Tucson Building Code.

3. Encourage new development to incorporate a system of imprinting (see Definitions) vacant graded parcels where soil has become sealed and thereby causes rainwater run-off.

4. Where possible, in sensitive areas adjacent to drainageways (see Campus Farm map), preserve or enhance natural vegetation along the perimeters of new developments as an alternative to masonry screen walls.

5. Protect existing vegetation along the Mountain Avenue and Duke Drive drainageways and along the Rillito Creek. Encourage new developments along these drainageways to enhance the existing vegetation with landscaping that incorporates plant materials of similar type and maturity.

6. Investigate ways to retain the Mountain Avenue and Duke Drive drainageways in their existing condition (see Campus Farm map), subject to Department of Transportation review.

TUCSON PRINCE

The Tucson-Prince neighborhood is bounded by Campbell Avenue on the west, the Rillito Creek on the north and east, and Prince Road on the south. It does not include the University of Arizona Campus Agricultural Center in the northwest corner. The northern portion of the subarea lies within Pima County.

Based on the 1986 area inventory, the Tucson-Prince subarea is characterized by a mix of residential uses, with higher density uses toward the east side transitioning to very low to low density uses to the west. Nonresidential uses are limited to the Campbell Avenue frontage and to the northeast corner of the neighborhood. The neighborhood is distinct from adjacent areas by the low residential density in the interior, the limited nonresidential development, the generally narrow residential streets, and the lack of adequate drainage created by earlier agricultural uses.

Although the interior of the neighborhood is largely zoned R-1, much of the development is single-family residential on large parcels that have not been developed to average R-1 densities. The possible development of these large parcels concerns residents who want to preserve the neighborhood's very low-density residential character.

Intent Statement: The intent of the Tucson-Prince polices is to preserve the character of the interior neighborhood, while providing for development of higher intensity uses along Prince Road. Country Club Road, and Campbell Avenue. Subarea policies are intended to work in conjunction with the general Northside polices but, in the event of any conflict, take precedence over the general polices. Plan polices are used primarily

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during the rezoning process and for applicable CDRC reviews. Plan polices also help to formulate staff positions on requests for variances to the *Land Use Code*. Policies are advisory in the county.

Land Use (see Tucson-Prince map)

1. Retain low-density residential uses within the interior of the neighborhood.

2. Allow low- and medium-density residential uses along Country Club Road and the west side of Tucson Boulevard.

3. Allow medium- and high-density residential uses along Prince Road and Campbell Avenue.

4. Allow professional and semi-professional office uses along Prince Road, except for the section between Tucson Boulevard and Country Club Road.

5. Ensure that new development complies with the General Design and Buffering Guidelines and Tucson-Prince Design Guidelines.

Tucson-Prince Design Guidelines

1. Limit the height of buildings to two stories up to a maximum of 26 feet, measured from design grade.

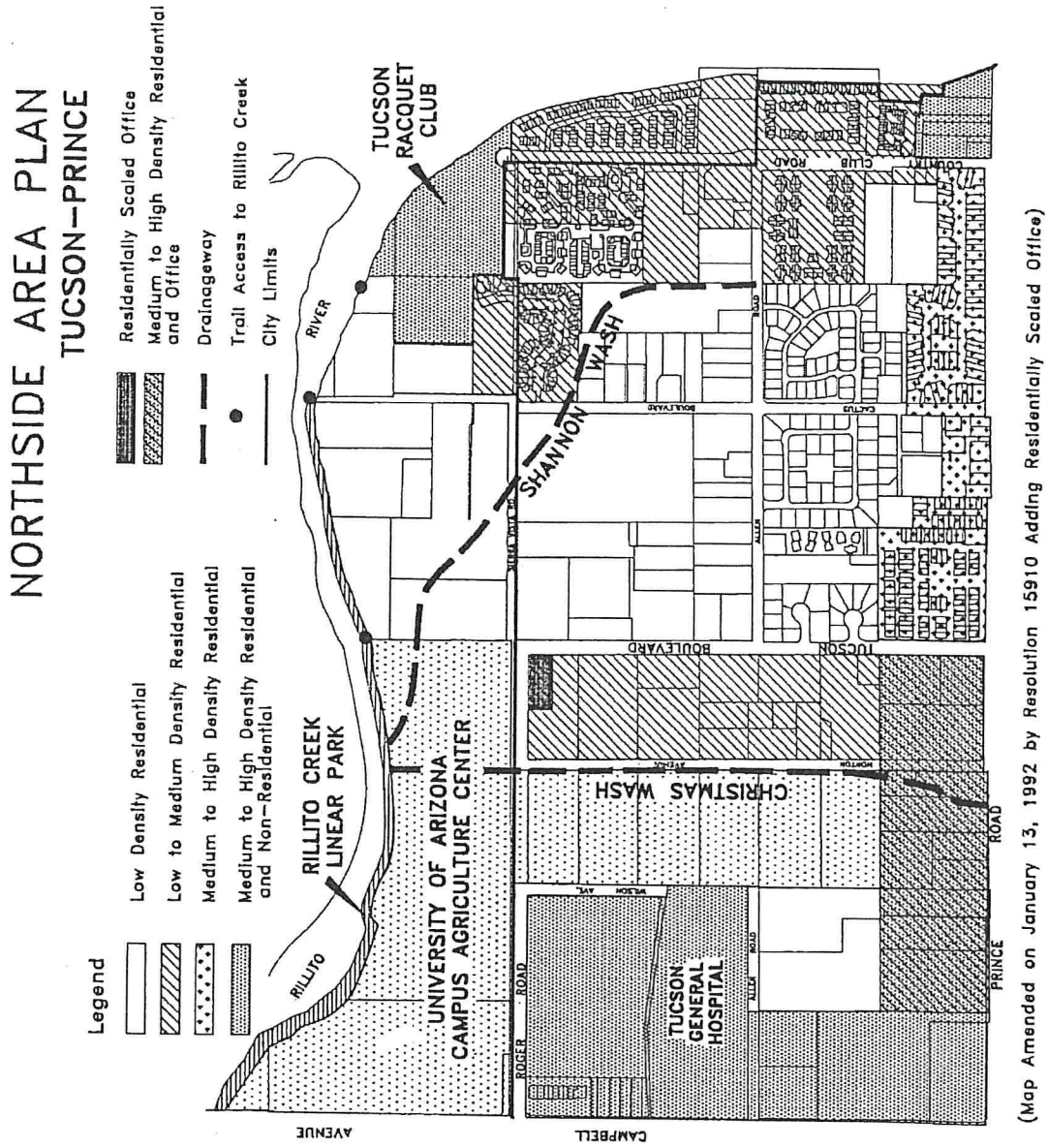
2. Provide primary access from arterial streets for all new nonresidential developments. All new medium and high-density residential developments should provide primary access form collector and arterial streets.

3. Discourage business activities that generate excessive noise, lights, and traffic impacts on the interior neighborhood during the period from 9 p.m. to 6 a.m.

4. Encourage architectural design of buildings, colors, and landscaping to conform to a southwestern motif.

5. To minimize the visual impact of new development on existing lower density residential uses, require a landscape plan for all new development. This plan should show:

a. A 20-foot-wide landscaped strip placed behind the future curb line of arterial streets. This strip should be unified with existing street landscaping and should include a pedestrian walkway; landscaping with drought tolerant, native, or adaptive plant species; masonry walls; or berms. This strip should exclude parking and structures.



(Map Amended on January 13, 1992 by Resolution 15910 Adding Residentially Scaled Office)

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b. A masonry wall placed along rear and side yards when higher density residential or nonresidential uses abut existing residential uses. The wall should be a minimum 6 feet in height to provide adequate visual and acoustical screening and should be built at the same grade as adjacent structures within the new development.

c. A minimum 5-foot-wide perimeter landscaped strip along rear and side yards to include canopy trees that will obtain 50 percent of growth within two growing seasons and which will be placed at intervals that ensure the canopies will touch at maturity.

6. Mitigate view blockage from abutting lower density residences by establishing side and rear yard building setbacks as follows:

   a. Minimum side yard building setback in all new development to be 10 feet with a total of side yards equaling 40 feet.

   b. Minimum rear yard building setback in new residential developments to be 25 feet (including parking).

7. Provide a transition of densities for new higher density residential development adjacent to existing lower density development.

8. Encourage all required parking to be located to the side or rear of new development.

9. Ensure that new development adjacent to the University of Arizona Campus Agricultural Center are designed in a manner that is sensitive to the livestock component of the Center (see University of Arizona policies).

Parks, Recreation, and Open Space

1. Maintain existing equestrian and pedestrian trails and access to Rillito Creek (see Tucson-Prince map).

2. Encourage neighborhood residents to work with the City of Tucson Parks and Recreation Department in the design of the proposed Northside District Park to ensure its compatibility and sensitivity to existing low-density residential uses in the area (see Parks and Recreation polices).

Flood Control

Drainage within this neighborhood has been identified as inadequate (based on a 1982 City of Tucson-commissioned report entitled Cactus Boulevard-Allen Road Drainage Study by Dooly Jones and Associates).

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1. Conduct a Basin Management Study and Plan for the Tucson-Prince area that will address flood problems from upstream drainages to the south of the subarea and flood and erosion hazards from Rillito Creek.

2. Until such time that a Basin Management Study and Plan is carried out, designate all watersheds that contribute runoff to the neighborhood as critical basins (see Definitions).

3. Maintain and/or enhance the existing condition of Christmas Wash and Shannon Wash. Should properties along these washes be developed, ensure that equestrian and pedestrian access is provided along the washes.

Traffic Circulation

Prince Road is the principal arterial street servicing this neighborhood. It is currently proposed for improvement to five lanes, with signalized intersections at Tucson Boulevard and Country Club Road. Campbell Avenue, which marks the western boundary of the subarea, provides primary access only to parcels along that frontage. Tucson Boulevard and Country Club Road are designated collector streets, although Tucson Boulevard is currently a two-lane, strip-paved roadway.

1. Review the designation of Roger Road between Campbell Avenue and Tucson Boulevard in future updates of the *Major Streets and Routes Plan*.

2. Encourage the design of pedestrian/equestrian pathways along Cactus Boulevard that will enhance and facilitate non-vehicular access to the proposed city park and county liner park and that will retain the rural character of Cactus Boulevard (see Parks and Recreation polices).

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RICHLAND HEIGHTS

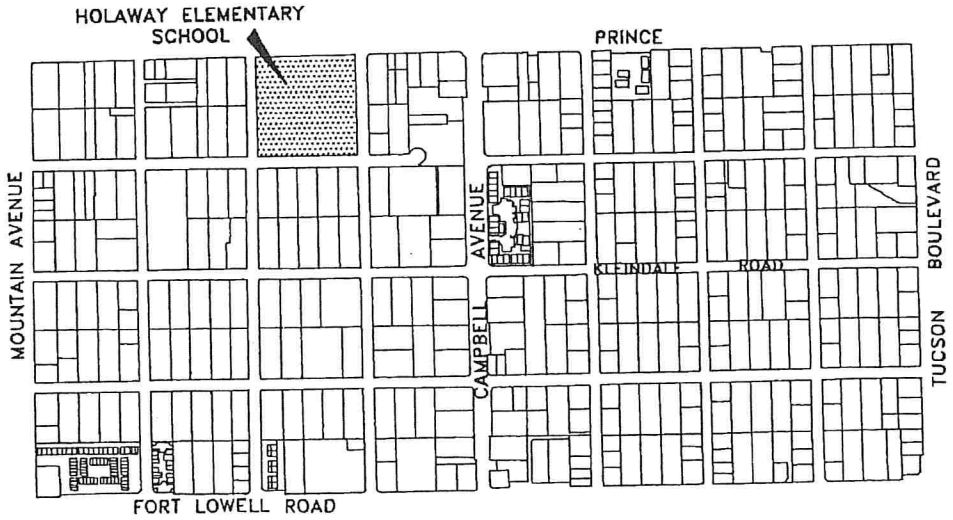
Richland Heights is bounded on the north by Prince Road, on the east by Tucson Boulevard, on the south by Fort Lowell Road, and on the west by Mountain Avenue. Prince Road and Fort Lowell are (or will be) five lane arterial streets. Campbell Avenue, a five-lane arterial, bisects the neighborhood. The Richland Heights subarea covers approximately 0.5 square miles. Striking views of the Catalina ranges to the north, desert vegetation, and predominantly low density residential development within the interior of the area combine to form a neighborhood with a distinctive southwestern character.

A *Plan* for the Richland Heights neighborhood was adopted by Mayor and Council on September 26, 1977. The *Plan* establishes criteria to guide new development that is in keeping with the quality of the Richland Heights neighborhood.

The *Northside Area Plan* reaffirms the policies of the *Richland Heights Neighborhood Plan*, with the following minor changes:

- Allow professional and semi-professional office uses on Prince Road, west of Campbell Avenue.
- Provide for the consolidation of parcel 1 with the adjacent residential parcel (at the northeast corner of Campbell Avenue and Greenlee Street) for professional and semi-professional offices uses.
- Extend the existing Campbell Avenue design policies to address new development on Prince Road, west of Campbell Avenue.

The policies of the *Richland Heights Neighborhood Plan* are more specific and, therefore, supercede those of the *Northside Area Plan*. See Appendix 1 for the *Richland Heights Neighborhood Plan*.



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WINTERHAVEN

The Winterhaven subarea is bounded by Prince Road on the north, Country Club Road on the east, Tucson Boulevard on the west, and Fort Lowell Road on the south. Winterhaven is approximately 150 acres in size. The subarea is a predominantly single-family subdivision which is distinguished by broad curving streets, grass lawns, and mature evergreen trees. Neighborhood residents participate in an annual Christmas light display which is noted thought the metropolitan area.

Intent Statement: The goal of the Winterhaven subarea polices is to preserve the residential character and foster the identity of the neighborhood. Subarea polices are intended to work in conjunction with the general *Northside* polices but, in the event of any conflict, take precedence over general policies. Plan polices are used primarily during the rezoning process and for applicable CDRC review. Plan policies also help to formulate staff positions on requests for variances to the *Land Use Code*.

Land Use

1. Preserve the residential character of the Winterhaven neighborhood. Development within the Winterhaven neighborhood, including some parcels along major streets, is restricted to residential use by restrictive covenants until the mid-1990s. In the event that the restrictive covenants are removed or on parcels where they do not apply:

    a. Allow low-density residential development within the interior of the neighborhood and along Tucson Boulevard, except at the intersection of Tucson Boulevard and Prince Road, where medium-density residential use would be appropriate.

    b. Allow neighborhood commercial uses at the intersections of major streets, except at the intersection of Tucson Boulevard and Prince Road. At the intersection of Tucson Boulevard and Fort Lowell Road allow limited community level commercial uses with outdoor display which is consistent with the home and garden theme of nearby businesses and complements the surrounding residential neighborhood character.

(January 9,1995, Resolution #16799, NAP, to allow limited community level commercial uses, see definitions)

    c. Allow medium- to high-density residential and office uses along arterial streets.

2. Require new development to comply with General Design and Buffering policies.

Traffic Circulation

1. Provide for buffering of existing residential uses along Fort Lowell Road, Country Club Road, and Prince Road as part of street improvement and widening projects.

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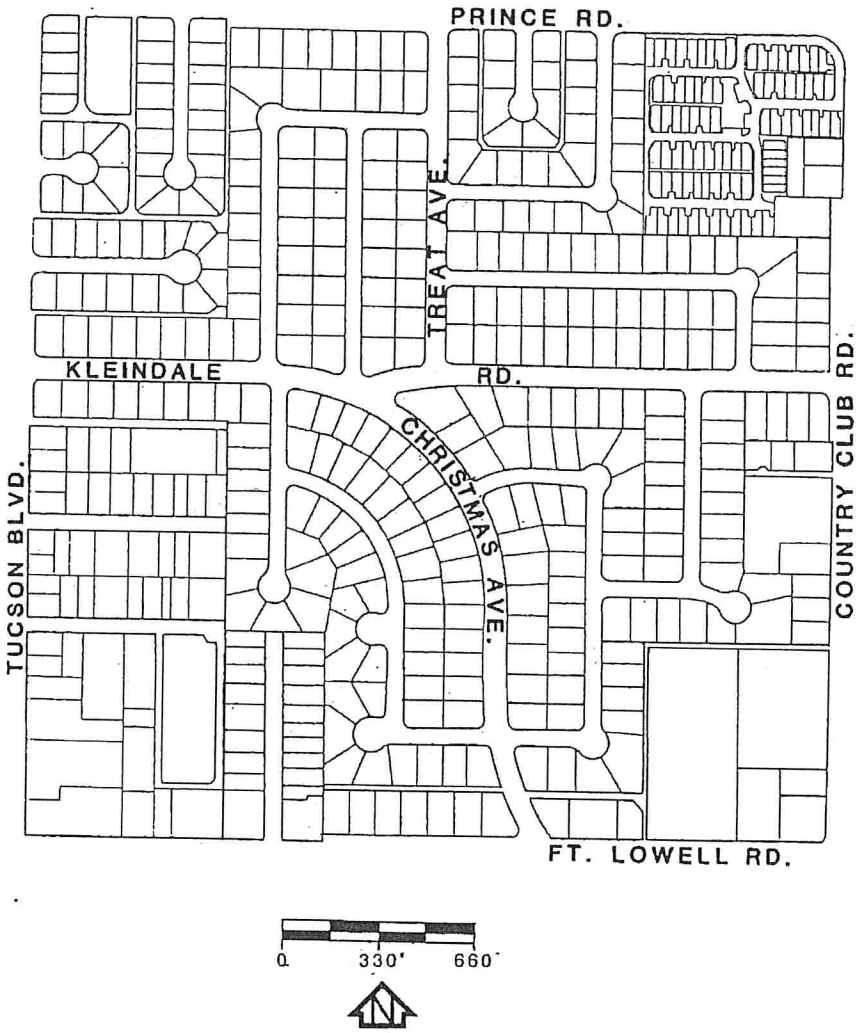
NORTHSIDE AREA PLAN
WINTERHAVEN



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a. Encourage the acquisition of sufficient right-of-way to provide for masonry walls, landscaping, earth berms, retention and/or extension of frontage roads to buffer residential uses from major street impacts.

2. Discourage non-local traffic into the neighborhood through the use of the following traffic control devices:

a. Consider placement of a stop sign at the intersection of Kleindale Road and Christmas Drive.

b. Consider redesign of Kleindale Road to include features which could discourage non-local traffic (i.e., traffic circles, narrowed entryways, etc.)

c. At the time of road improvements, consider construction of entry statements at the intersections of Kleindale Road with Country Club Road and Tucson Boulevard, the intersection of Christmas Drive with Fort Lowell Road, and the intersection of Treat Avenue with Prince Road.

Neighborhood Identity Policies

1. Foster the continued identity of the Winterhaven neighborhood as a clearly distinguishable neighborhood by encouraging the Winterhaven Neighborhood Association to continue the annual Christmas light show.

BINGHAMPTON

The Binghampton subarea is bounded by Country Club Road on the west, Fort Lowell Road on the south, Alvernon Road on the east, and Rillito Creek on the north. A portion of the subarea was annexed into the City of Tucson in 1974. The city area, which comprises approximately half of the subarea, is bounded by County Club Road on west and Richey Boulevard on the east. The remainder of the subarea is located within the County. The subarea polices serve only in an advisory capacity in the county portion of the subarea.

In contrast to the majority of land uses in the *Northside* area, land use in the Binghampton subarea is characterized by diversity; commercial and industrial uses are often found adjacent to residential uses. Furthermore, medium-density residential uses and nonresidential uses are frequently located on local streets which may have inadequate capacity to carry traffic generated from these uses.

The 1974 *Northside Annexation No. 2 Land Use Plan* recommended a continuation of the mixed-use character of the area, with the exception of a core residential area located around the Kleindale Road/Edith Avenue intersection and along Edith Avenue between Kleindale Road and the Rillito Creek. The 1974 *Plan* has been rescinded by the adoption of the *Northside Area Plan*.

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Intent Statement: The purpose of the Binghampton subarea policies is to maintain the longstanding mixed-use character of the neighborhood while minimizing the impacts of incompatible uses on existing uses. Plan polices are used primarily during the rezoning process and for applicable CDRC reviews. Plan polices also help to formulate staff positions on requests for variances to the *Land Use Code*. Policies are advisory in the County. In the event that subarea policies conflict with general polices, the subarea policies take precedence.

Land Use

1. Allow low- to medium-density residential uses along local streets.

2. Allow neighborhood and community commercial uses and industrial uses along local streets, provided the following conditions are met:

    a. Nonresidential use will be located outside the residential core (see Binghampton map).

    b. New development is designed to conform with the General Design and Buffering policies.

    c. All parking, loading, and maneuvering can be accommodated on-site.

    d. Traffic generated can be accommodated on affected streets.

    e. Adjacent residential uses are buffered by:

        1) site design which minimizes the impact of odor, noise, and traffic; and

        2) placement of a 5-foot-high wall and 5-foot-wide landscaped strip along edges between lower and higher intensity uses. This strip should include canopy trees placed at intervals which ensure that the canopies will touch at maturity and obtain 50 percent of growth within two growing seasons. Landscaped strip to be placed on the inside of the wall.

3. Retain, relocate, or replace the maximum amount of mature riparian vegetation along Rillito Creek.

Traffic Circulation

1. Encourage residents to form improvement districts to improve unpaved and/or substandard roads.

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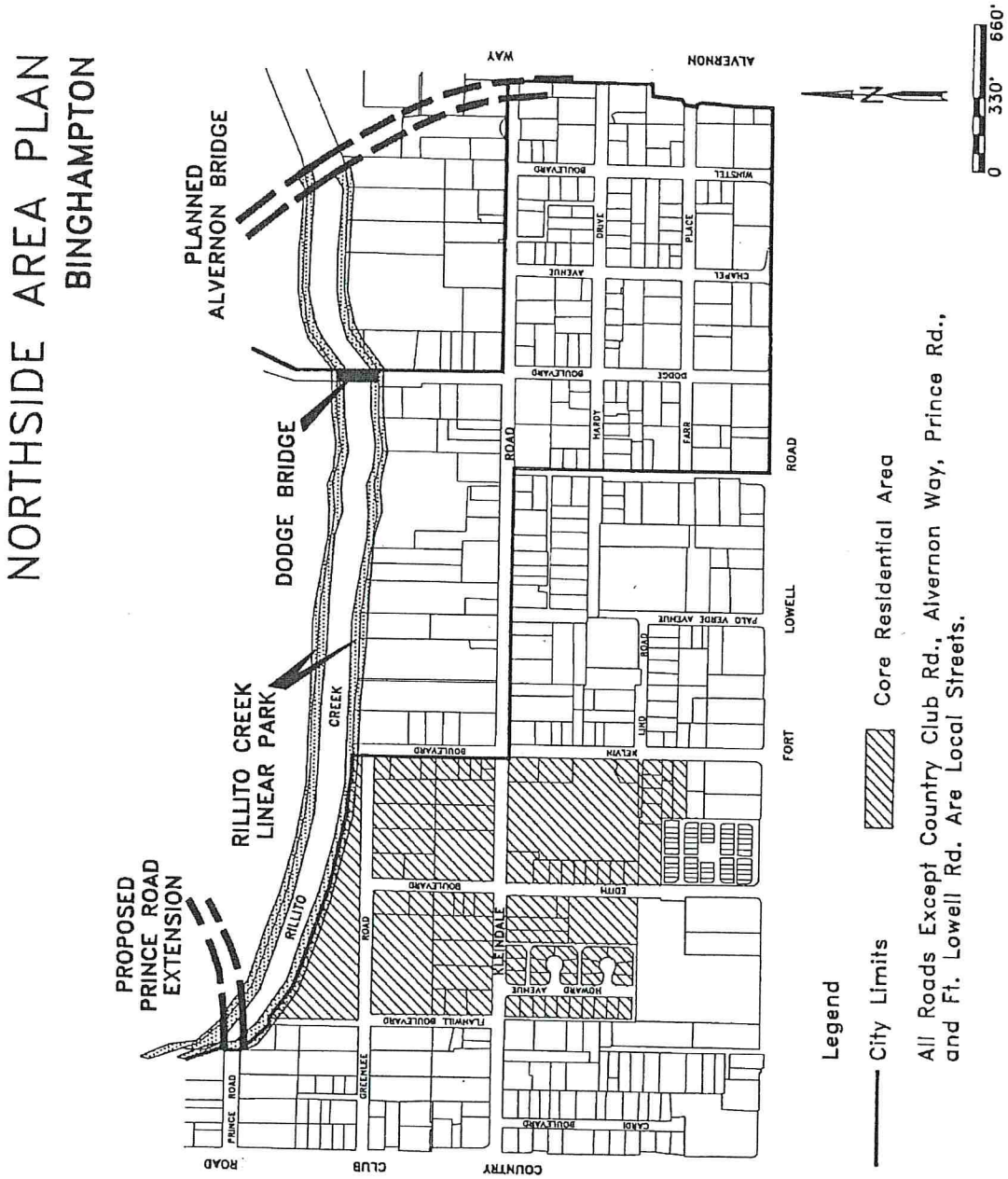

NORTHSIDE AREA PLAN
BINGHAMPTON
PLANNED ALVERNON BRIDGE
DODGE BRIDGE
RILLITO CREEK LINEAR PARK
PROPOSED PRINCE ROAD EXTENSION
RILLITO
CREEK
ALVERNON
WAY
FORT
LOWELL
ROAD
COUNTRY
CLUB
ROAD
PRINCE ROAD
GREENLEE
ROAD
FLANWILL BOULEVARD
KLEINDALE
BOULEVARD
EDITH
HOWARD AVENUE
CARDI BOULEVARD
KELVIN
LIND ROAD
PALO VERDE AVENUE
HARDY
FARR
DODGE
BOULEVARD
CHAPEL
AVENUE
DRIVE
PLACE
WINSTEL
BOULEVARD
N
0
330'
660'
Legend
City Limits
Core Residential Area
All Roads Except Country Club Rd., Alvernon Way, Prince Rd., and Ft. Lowell Rd. Are Local Streets.

A.58

2. Require participation in road improvements, as recommended by the appropriate City and County transportation departments, at the time of rezoning.

3. Establish a minimum right-of-way width for all local streets in the area which is adequate to accommodate the mix of traffic expected to use these streets.

4. Encourage the continued use and maintenance of the Dodge Road bridge.

SWAN/FORT LOWELL

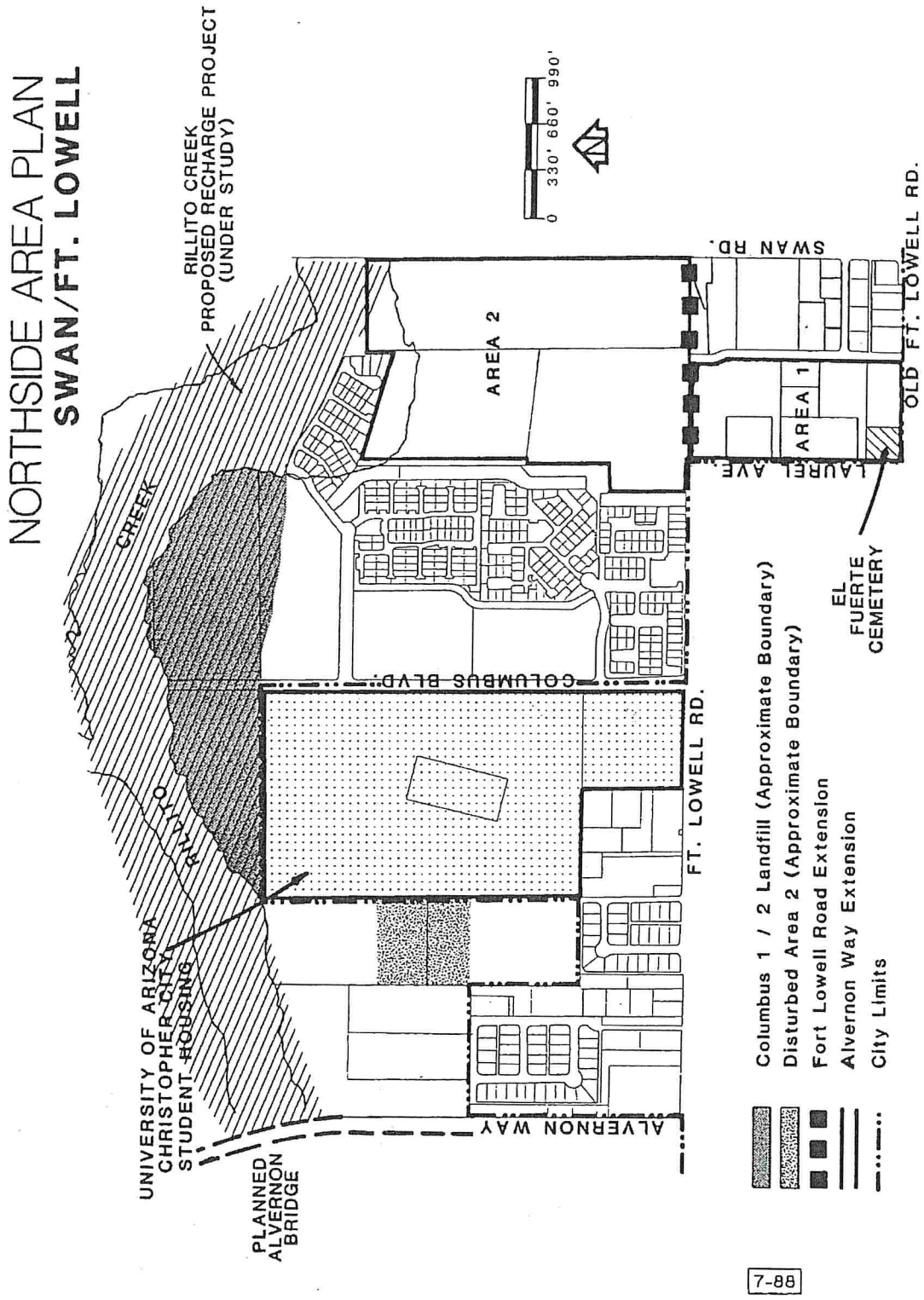
The Swan/Fort Lowell subarea, which comprises the eastern end of the *Northside* area, is bounded by Alvernon Way on the west, Fort Lowell Road on the south, Swan Road on the east, and Rillito Creek on the north. Approximately 75 percent of the subarea is located in Pima County. Based on the 1986 Northside inventory, land use in the Swan/Fort Lowell subarea is predominantly low-density residential or vacant, especially along Rillito Creek and the west side of Swan Road. Recent development in the vicinity of Columbus Boulevard is primarily medium-density residential. Some commercial development has occurred near the intersection of Old Fort Lowell Road and Swan Road. In addition, Christopher City, a 66-acre University of Arizona student housing development, is located on the west side of Columbus Boulevard. Land use on this parcel is currently under the jurisdiction of the State of Arizona.

Several changes to the traffic circulation system may occur in the future which could impact land use within this subarea. Fort Lowell Road, an arterial street which currently jogs south along Laurel Avenue, may be extended directly east to Swan Road. This new alignment would expedite traffic circulation but would allow traffic flow through several, existing, large residential parcels. Alvernon Way, currently developed as a local street which deadends at Rillito Creek, is proposed to be extended across the river in 1988. This extension would provide a city-wide north/south connection along the western edge of the subarea, adjacent to several existing developments. Of further concern is the possibility that, as new development occurs, some large parcels may be left without access to public streets unless circulation systems are carefully planned.

Two inactive landfills are located within the subarea: Columbus 1/2, an official City landfill from 1964 to 1966, is located along Rillito Creek on both sides of Columbus Boulevard. A disturbed area has been identified by the PAG groundwater pollution source identification team on the west side of Christopher City (see Swan/Fort Lowell map).

Pima County is currently proposing to develop a groundwater recharge area on the south side of Rillito Creek between Alvernon Way and Swan Road within the Northside area (the entire stretch of the recharge project extends to Craycroft Road). In addition to water recharge, public open space and recreational facilities are proposed as part of this project.

In addition to the above-noted concerns, the following factors should be considered at the time of new development: 1) the adjacency of the eastern edge of the subarea to the registered Old


NORTHSIDE AREA PLAN
SWAN/FT. LOWELL
RILLITO CREEK
PROPOSED RECHARGE PROJECT
(UNDER STUDY)
0 330' 660' 990'
N
SWAN RD.
OLD FT. LOWELL RD.
AREA 2
AREA 1
LAUREL AVE.
EL
FUERTE
CEMETERY
COLUMBUS BLVD.
FT. LOWELL RD.
CREEK
RILLITO
UNIVERSITY OF ARIZONA
CHRISTOPHER CITY
STUDENT HOUSING
PLANNED
ALVERNON
BRIDGE
ALVERNON WAY
Columbus 1 / 2 Landfill (Approximate Boundary)
Disturbed Area 2 (Approximate Boundary)
Fort Lowell Road Extension
Alvernon Way Extension
City Limits
7-88

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Fort Lowell historic neighborhood; 2) the El Fuerte cemetery (at the northeast corner of Old Fort Lowell Road and Laurel Avenue) which is linked historically to the Old fort Lowell neighborhood; and 3) the identification by the Critical and Sensitive Wildlife Habitats Map prepared for Pima County of possible wildlife habitat areas within Area 2 (see Swan/Fort Lowell map).

Intent Statement: The purpose of the Swan/Fort Lowell subarea policies is to establish a framework for orderly development which recognizes the subarea's circulation needs and sensitive environment. Subarea policies are intended to work in conjunction with the general *Northside* policies but, in the event of any conflict, take precedence over general policies. Plan policies are used primarily during the rezoning process and for applicable CDRC reviews. Plan polices also help formulate staff positions on requests for variances to the *Land Use Code*. Policies are advisory in the County.

Land Use

1. Allow low-to medium-density residential development along Columbus Boulevard, as the traffic capacity of Columbus Boulevard dictates.

2. Prior to the extension of Fort Lowell Road to Swan Road, allow low- to medium-density residential development in Area 1 (see Swan/Fort Lowell map), provided that traffic capacity is adequate on Laurel Avenue, as determined by the City Department of Transportation or the County Transportation and Flood Control Department.

3. Concurrent with the development of the Fort Lowell Road extension to Swan Road, allow commercial, office, and high-density residential uses on parcels in Area 1 that have frontage on Fort Lowell Road. Allow low-and medium-density residential uses on parcels that do not have frontage on Fort Lowell Road, provided that traffic capacity is adequate on Laurel Avenue (see policy 2, above).

4. Prior to the extension of Fort Lowell Road to Swan Road, allow the following uses on parcels in Area 2 (see Swan/Fort Lowell map):

    a. Low-to medium-density residential uses on parcels without arterial street frontage, provided that densities transition to a level that is compatible with adjacent existing uses and adequate access is provided to a public roadway, as determined by appropriate City and County transportation departments.

    b. A mix of office and medium- to high-density residential uses on parcels along Swan Road, provided that densities transition to a level that is compatible with adjacent existing uses. Those features identified on the Critical and Sensitive Wildlife Habitats map prepared for Pima County should be evaluated and addressed at the time of any development proposal.

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5. Concurrent with the development of the Fort Lowell Road extension to Swan Road, allow the following uses on parcels in Area 2:

   a. Low-to medium-density residential uses on parcels without arterial street frontage, provided that densities transition to a level that is compatible with adjacent existing uses and adequate access is provided to Swan Road or Fort Lowell Road.

   b. A mix of commercial, office, and medium-to high-density residential uses on parcels along Swan Road and Fort Lowell Road, provided that:

      1) densities transition to a level that is compatible with adjacent existing uses;

      2) those features identified on the Critical and Sensitive Wildlife Habitats map prepared for Pima County are evaluated and addressed at the time of any development proposal; and

      3) commercial uses are concentrated toward the intersection of Fort Lowell Road and Swan Road.

6. Design new nonresidential and high-density residential developments to minimize impacts on traffic circulation on adjacent public streets.

   a. Limit the number of access points.

   b. Provide an integrated vehicular and pedestrian circulation system for mixed-use developments.

   c. Direct traffic onto arterial streets (Fort Lowell Road and Swan Road).

7. Buffer and screen lower intensity uses from more intense new uses by conformance with General Design and Buffering policies.

8. Demonstrate compliance with General Landfill and Disturbed Areas policies.

Traffic Circulation

1. Work with the City of Tucson Transportation Department and Pima County Transportation and Flood Control Department to ensure adequate buffering and convenient access for residential uses along the Alvernon Way extension and along Fort Lowell Road in the event that it is extended.

   a. Encourage the acquisition of sufficient right-of-way to provide for masonry walls, landscaping, earth berms, frontage roads, or a combination of these elements to buffer adjacent residential uses.

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b. If right-of-way acquisition diminishes the viability of residential uses on parcels with major street frontage, consider the acquisition of entire affected parcels or allow the conversion of residential to nonresidential uses, as allowed by *Northside* general policies.

c. Provide safe and convenient access to public streets for all parcels which may be affected by these road improvements.

2. If appropriate, require submittal of circulation plans which document that access to public streets is provided for potentially landlocked parcels in the vicinity of applicable new development. This access should be sufficient for current land uses and probable future development.

Environment/Visual Character

1. Encourage developers adjacent to the proposed Rillito recharge area to provide a landscaped edge which emphasizes riparian vegetation and which can be integrated with the recharge area.

2. As new development occurs along Swan Road, require:

   a. Unified landscaping along the Swan Road frontage which emphasizes drought-tolerant vegetation.

   b. Landscaping and architectural design of buildings which is reflective of the design themes established along the eastern side of Swan Road in the Old Fort Lowell neighborhood (see *Old Fort Lowell Neighborhood Plan*).

3. Encourage the preservation of the El Fuerte cemetery (see Swan/Fort Lowell map).

   a. Work with potential developers of this area to encourage development which preserves this parcel as a private cemetery use.

   b. Ensure that new development adjacent to the cemetery conforms with the General Design and Buffering Policies.

4. Require an inventory of site vegetation at the time of rezoning application. The inventory should include trees with a caliper of 4 inches or more and native and riparian vegetation. Identified vegetation should be preserved in place, relocated on-site, or replaced with native or adaptive, drought-tolerant plant materials of comparable size and density.

5. Minimize graded areas on new development sites to preserve wildlife habitats and mature riparian and native, desert vegetation.

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APPENDIX

RICHLAND HEIGHTS NEIGHBORHOOD PLAN

Click here to link to the *Richland Heights Neighborhood Plan*

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