

## LAND USE PLAN POLICIES

### **Rincon/Southeast Subregional Plan – 1995**

**Purpose:** As part of the City of Tucson’s General Plan and Pima County’s Comprehensive Plan, subregional plans were developed to establish future land use and development direction for areas that are adjacent to the city and had potential for future City annexation.

The *Rincon/Southeast Subregional Plan (RSSP)* becomes effective when an area within plan boundaries is annexed to the City of Tucson and the plan for that area is adopted by Mayor and Council as a map detail. Each annexed area becomes a numbered Land use Map Detail displaying planned land use designations together with a general description of the area and pertinent policy references.

Planned land use in the subregional plan is designated by a hierarchy of land use intensity categories. Unlike density, which reflects a number of units in an area, land use intensity considers a variety of factors that affect land use, including the type of activity, density, associated vehicle trips, and impact on infrastructure and services. The Legend includes maximum allowed densities and describes the purpose of each planned land use category and permitted zoning districts within each intensity category. Zoning district options were determined based primarily on three objectives; (1) to further the objectives of the *Regional Vision*, adopted by regional jurisdictions, including the City of Tucson, in 1990; (2) to address the need for similar levels of public infrastructure to accommodate permitted uses; and (3) to promote the compatibility of potential permitted uses.

The *RSSP* is intended to guide future development in the subregion so that environmental quality, scenic resources, and community character are protected and enhanced. The Land Use Map and plan policies are implemented through rezonings and Capital Improvement Program processes.

Policies are not ordinance standards or regulations but are recommended as conditions for approval of rezonings, planned area developments, and zoning ordinances. In addition, consistency with plan policies is an issue in the review of variance applications. Depending on the location and qualities of a site proposed for rezoning, policies may constrain the approval of some permitted zoning districts as listed in the Intensity Legend. Policies are also used to assist City departments in decisions regarding review of proposed development and capital improvement projects.

Subregional Policies are addressed within four major categories: Administration, Natural and Cultural Resources, Site Planning and Design Guidelines, and Public Services and Facilities. Special Area Policies apply to specific mapped areas which have unique characteristics or qualities, such as historic or special neighborhood character, visual or environmental sensitivity, or other qualities that warrant special considerations in the development process. Special Areas also delineate adopted specific plans.

The Intensity Legend is a tool to promote an efficient urban form and to conserve natural and cultural resources. The relationship between land use intensity categories and permitted zoning districts is shown in **Table 1: Intensity/Zoning Matrix**.

### **Urban Intensity Category – Multifunctional Corridor**

**Purpose:** To designate areas for the integrated development of complementary uses along major transportation corridors.

**Objective:** These areas contain commercial and other nonresidential services and high-density residential clusters in a linear configuration along major transportation corridors. Potential adverse impacts of strip commercial development are mitigated through application of special design standards, such as standards

for building setbacks, open space, signs, parking, and landscaping. Special attention is given in site design to provide an atmosphere that is pleasant to the pedestrian.

**Residential Gross Density:** Only land area planned for residential use, or natural or cluster open space areas may be included in gross density calculations. The range of residential gross density allowed is minimum – (none); maximum – 44 RAC

**Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:

- 1) R-1 Residence Zone
  - R-2 Residence Zone
  - R-3 Residence Zone
  - MH-2 Mobile Home Zone
  - O-1 Office Zone
  - O-2 Office Zone
  - O-3 Office Zone
  - RV Recreational Vehicle Park Zone
  - NC Neighborhood Commercial Zone
  - C-1 Commercial Zone
  - C-2 Commercial Zone
  - C-3 Commercial Zone
  - P-I Park Industrial Zone
  - Planned Area Development Zone

**Urban & Rural Intensity Category – Urban Industrial**

**Purpose:** To designate adequate areas for industrial uses that, if properly located and regulated, are compatible with certain types of commercial activities, but generally incompatible with residential uses.

**Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area or use or density policies:

- C-1 Commercial Zone
- C-2 Commercial Zone
- C-3 Commercial Zone
- P-I Park Industrial Zone
- I-1 Light Industrial
- I-2 Heavy Industrial, except Special Exception Land Uses requiring Mayor and Council approval
- Planned Area Development Zone

**Plan Tucson – 2013**

**Purpose:** Plan Tucson is a long-term policy document intended to guide decisions affecting elements that shape the city, such as housing, jobs, land use, transportation, water, and energy resources.

**Future Growth Scenario Map:** The Future Growth Scenario Map is an Illustrative map showing how Tucson could grow to accommodate the Pima Association of Government’s 2040 population projection for Tucson taking into account a combination of data.

**Business Centers**

Business centers are major commercial or employment districts that act as major drivers of Tucson’s economy. These centers generally contain corporate or multiple-use office, industrial, or retail uses.

LT28.4.4 Support a mix of commercial, residential, office, governmental, and other service activities at all major employment centers.

LT28.4.9 Consider residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses.

### **Existing Neighborhoods**

Existing neighborhoods are primarily developed and largely built-out residential neighborhoods and commercial districts in which minimal new development and redevelopment is expected in the next several decades. The goal is to maintain the character of these neighborhoods, while accommodating some new development and redevelopment encouraging reinvestment and new services and amenities that contribute further to neighborhood stability.

LT28.2.2 Medium-density (between 6 and 14 units per acre) residential, with greater densities possible in conformance with the FLD provision. Medium-density residential development is generally appropriate where primary vehicular access is provided to an arterial or collector street and is directed away from the interior of low-density residential areas.

LT28.2.13 Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.

LT28.2.14 Protect established residential neighborhoods by supporting compatible development, which may include other residential, missed-use infill and appropriate non-residential uses.

LT28.2.15 Consider residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and low-density infill can complement the scale and character of neighborhood activity nodes.

### **The Social Environment**

Goal 1 – A mix of well-maintained, energy-efficient housing options with multi-modal access to basic goods and services, recognizing the important role of homeownership to neighborhood stability.

Policy H2 – Focus public and private investment on documented housing needs and priorities considering long-term housing supply and demand.

Policy H11 – Encourage residential development including both market rate and affordable housing projects in Tucson.

Policy PR4 – Ensure a range of recreational opportunities from passive to active.

Policy PR9 – Develop an urban multipurpose path system that provides mobility options, with recreational and health benefits, to access parks, residential areas, places of employment, shopping, schools, recreational facilities, transportation hubs, natural resources, and watercourses for people of all abilities.

### **The Economic Environment**

Goal 9 – An economy that supports existing businesses and attracts new businesses to increase employment opportunities, raise income levels, expand the tax base, and generate public and private investment leading to a high quality of life for the community.

Policy RG5 – Encourage the development of research, high tech, and other operations and facilities at Davis-Monthan Air Force Base and Tucson International Airport that contribute to the expansion of Tucson's

economic base while preserving the health, safety, and welfare of residents, their homes, and their neighborhoods.

### **The Natural Environment**

Policy GI1 – Encourage green infrastructure and low impact development techniques for storm water management in public and private new development and redevelopment, and in roadway projects.

Policy GI3 – Create and maintain a connected urban greenway system for non-motorized mobility and to provide human and environmental health benefits.

### **The Built Environment**

Goal 25- An urban form that conserves natural resources, improves and builds on existing public infrastructure and facilities, and provides an interconnected multi-modal transportation system to enhance the mobility of people and goods.

Policy PI6 – Pursue all feasible and allowable funding mechanisms to ensure new development pays its fair share of the cost of growth and that this funding results in a beneficial use to the development.

Policy LT1 – Integrate land use, transportation, and urban design to achieve an urban form that supports more effective use of resources, mobility options, more aesthetically-pleasing and active public spaces, and sensitivity to historic and natural resources and neighborhood character.

LT3 – Support development opportunities where:

- Residential, commercial, employment, and recreational uses are located or could be located and integrated
- There is close proximity to transit
- There is potential to develop moderate to higher density development
- Existing or upgraded public facilities and infrastructure provide required levels of service.

LT4 – Ensure urban design that:

- Is sensitive to the surrounding scale and intensities of existing development.

LT9 – Locate housing, employment, retail, and services in proximity to each other to allow easy access between uses and reduce dependence on the car.

### **Major Streets and Routes Plan - 1982**

The Major Streets and Routes Plan (*MS&R*) purpose is to identify street classifications, the width of public rights-of-way, to designate special routes, and to guide land use decisions. The *MS&R* has two components: the map and a set of related policies. Ordinance 10392 was effective on July 7, 2007 and updated the *MS&R* map by extending the alignment of Los Reales Road as a designated arterial from Craycroft Road to Wilmot Road, with a right-of-way of 90 feet.

Table 1

ZONING DISTRICTS BY INTENSITY CATEGORY

ZONING DISTRICT	URBAN INTENSITY CATEGORIES													RURAL INTENSITY CATEGORIES					URBAN AND RURAL INTENSITY CATEGORIES				
	REAC	CAC	NAC	MFC	HIU	MHIU	MIU	LIU 3.0	LIU 1.2	LIU 0.3	LIU 0.5	RUAC	RX	MIR	LIR	RT	DR	I (1)	HI	RC(2)	RP		
SR Suburban Ranch								X		X				X	X						X	X	
RX-1 Residence						X	X	X	X	X		X		X							X		
RX-2 Residence		X	X		X	X	X	X	X	X		X									X		
R-1 Residence	X	X	X	X	X	X	X	X				X									X		
R-2 Residence	X	X	X	X	X	X	X					X									X		
R-3 Residence	X	X		X	X	X	X														X		
MH-1 Mobile Home			X		X	X	X	X				X									X		
MH-2 Mobile Home	X	X	X	X	X	X	X					X									X		
O-1 Office		X	X	X	X	X	X					X									X		
O-2 Office		X	X	X	X	X	X																
O-3 Office	X	X		X																			
P Parking	X	X	X																				
RV Recr. Vehicle Park				X	X																		
PAD Planned Area Development	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
NC Neigh. Commercial		X	X	X								X											
C-1 Commercial	X	X	X	X								X	X						X				
C-2 Commercial	X	X		X								X	X						X				
C-3 Commercial	X			X															X	X			
P-1 Park Industrial	X	X		X	X	X													X	X			
I-1 Light Industrial																			X	X			
I-2 Heavy Industrial																			X	X			

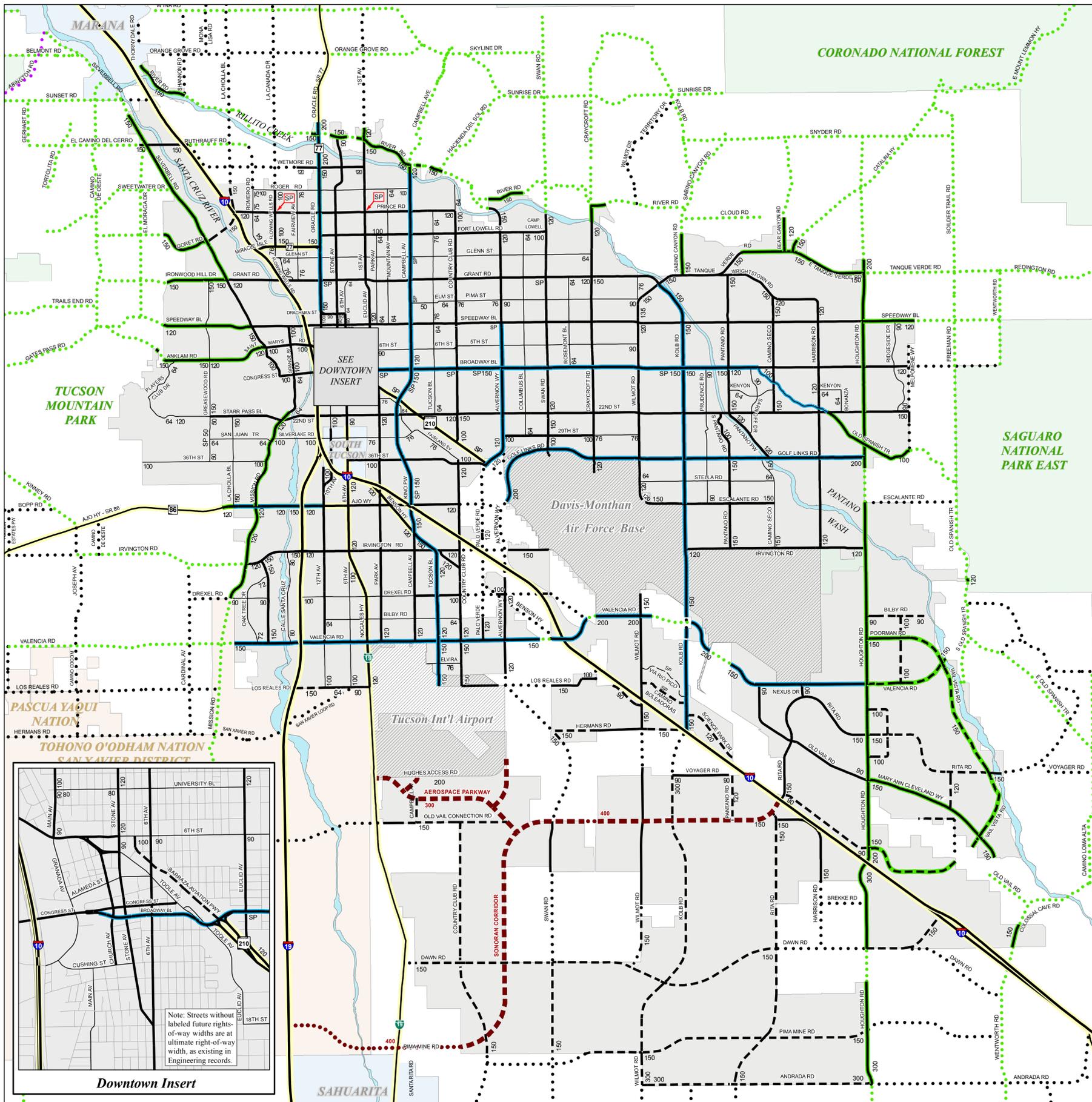
LAND USE INTENSITY CATEGORIES

<b>URBAN INTENSITY</b>
REAC Regional Activity Center
CAC Community Activity Center
NAC Neighborhood Center
MFC Multifunctional Corridor
HIU High Intensity Urban
MHIU Medium High Intensity Urban
MIU Medium Intensity Urban
LIU Low Intensity Urban - 3.0 RAC
LIU Low Intensity Urban - 1.2 RAC
LIU Low Intensity Urban - 0.5 RAC
LIU Low Intensity Urban - 0.3 RAC
<b>RURAL INTENSITY</b>
RUAC Rural Activity Center
RX Rural Crossroads
MIR Medium Intensity Rural
LIR Low Intensity Rural
RT Resource Transition
DR Development Reserve
<b>URBAN AND RURAL INTENSITY</b>
I Urban Industrial
HI Heavy Industrial
RC Resource Conservation
RP Resource Productive

Adopted from Table 3: Pima County Zoning/Intensity Matrix (Pima County Comprehensive Plan)  
 (1) Reflects change to allow all Industrial uses in the Urban Industrial category, per Resolution #17492, effective December 2, 1996  
 (2) Reflects change to allow all Residential Zones within the RC Category per Resolution #18000, effective April 13, 1998

# City of Tucson Major Streets and Routes

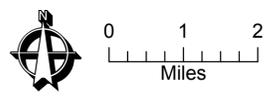
\*Map Official for City of Tucson Streets Only.  
Contact for Pima County for official street designations within the County.



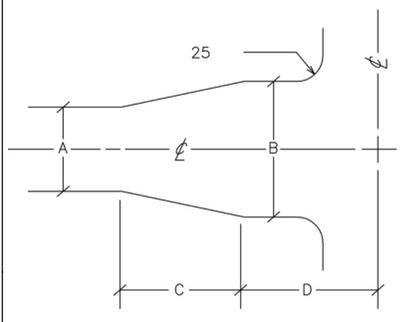
- Sonoran Corridor & Aviation Parkway
- County Sonoran Corridor
- Arterial Street
- Scenic Arterial Street
- Gateway Arterial
- Collector Street
- Gateway Collector
- Future Arterial Street
- Future Collector Street
- Parks and National Forests
- Other Incorporated Areas
- Native American Jurisdictions
- Unincorporated Pima County
- Tucson City Limits
- 100 Planned Width
- SP Specific Engineering Plan - See Page 24 of MS&R Plan
- County Scenic Route
- County Scenic, Not Major Route
- County Major Route
- STATE & INTERSTATE ROUTE

## NOTES

- Right-of-way widths are measured at mid-block and are used to establish the future right-of-way line locations in the Major Streets and Routes Setback Zone, Division 26 of the Zoning Code.
- The right-of-way widths may be exceeded:
  - Within 600 feet of any intersection of two major streets.
  - At the location of a change of right-of-way width, where the taper for transition may extend 600 feet from the point of change.
  - In locations where the prevailing existing City-owned right-of-way along the block or section is greater.
- Except as provided below, the future right-of-way area is generally measured midblock from the survey centerline of the street. It is generally equal to one-half the right-of-way width designated for that street.
- The mid-block right-of-way widths and centerline locations may be modified by corridor study maps and street right-of-way/improvement plans on file with the Department of Transportation (see Appendix). For such maps or plans, the right-of-way setback is measured from the future right-of-way line as shown on the corridor study maps or street right-of-way/improvement plans.
- Under the provision of the MS&R Setback Zone, no structure, off-street parking, vehicular circulation, off-street loading, or maneuvering space, landscaping, or screening improvements required by the Zoning Code, may be constructed, erected, placed, or extended in the future half right-of-way area unless specifically allowed. The future right-of-way area that is not publicly owned may be included in the site coverage calculation and used to meet landscaping requirements or reduce required parking.
- In compliance with the requirement of the MS&R Setback Zone, plans submitted for the issuance of building permits and development plans and tentative plats submitted for review must show the applicable setback from the future right-of-way line as a condition of approval. In cases of hardship, a variance may be requested from the MS&R Setback Zone requirements.



RIGHT-OF-WAY WIDENING AT INTERSECTIONS FOR STREETS ON M S & R MAP



A equals mid-block width. The City Engineer will determine values B, C, and D when necessary for mid-block widths not in the following table (e.g. A equals 110)

A	B	C	D
64	90	200	200
76	100	300	200
80	100	300	200
90	120	300	300
100	130	300	300
120	150	300	300
150	150	N/A	N/A
200	200	N/A	N/A

- Adopted 11-15-82
- Amended 7-5-83 (map and text)
- Amended 1-23-84 (map)
- Amended 8-6-84 (map)
- Amended 4-28-86 (map and text)
- Amended 3-16-87 (map and text)
- Amended 5-11-92 (map and text)
- Amended 12-12-94 (map)
- Amended 7-10-95 (map and text)
- Amended 9-9-96 (map)
- Update 10-14-96 (map)
- Amended 2-2-98 (map)
- Amended 12-14-98 (map and text)
- Update 01-11-99 (map and appendix)
- Update 5-22-99 (map)
- Update 1-10-00 (map)
- Amended 3-20-00 (map)
- Amended 5-22-00 (map)
- Amended 6-26-00 (map)
- Amended 4-23-01 (map)
- Amended 10-1-01 (map)
- Amended 1-14-02 (map)
- Update 3-27-02 (map)
- Amended 9-9-02 (map and appendix)
- Amended 7-6-05 (map)
- Amended 4-24-07 (map)
- Amended 7-10-07 (map)
- Amended 3-17-15 (map and text)
- Amended 6-23-15 (map)
- Amended 1-20-16 (map and text), effective 2-20-16

Note: Streets without labeled future rights-of-way widths are at ultimate right-of-way width, as existing in Engineering records.

Downtown Insert