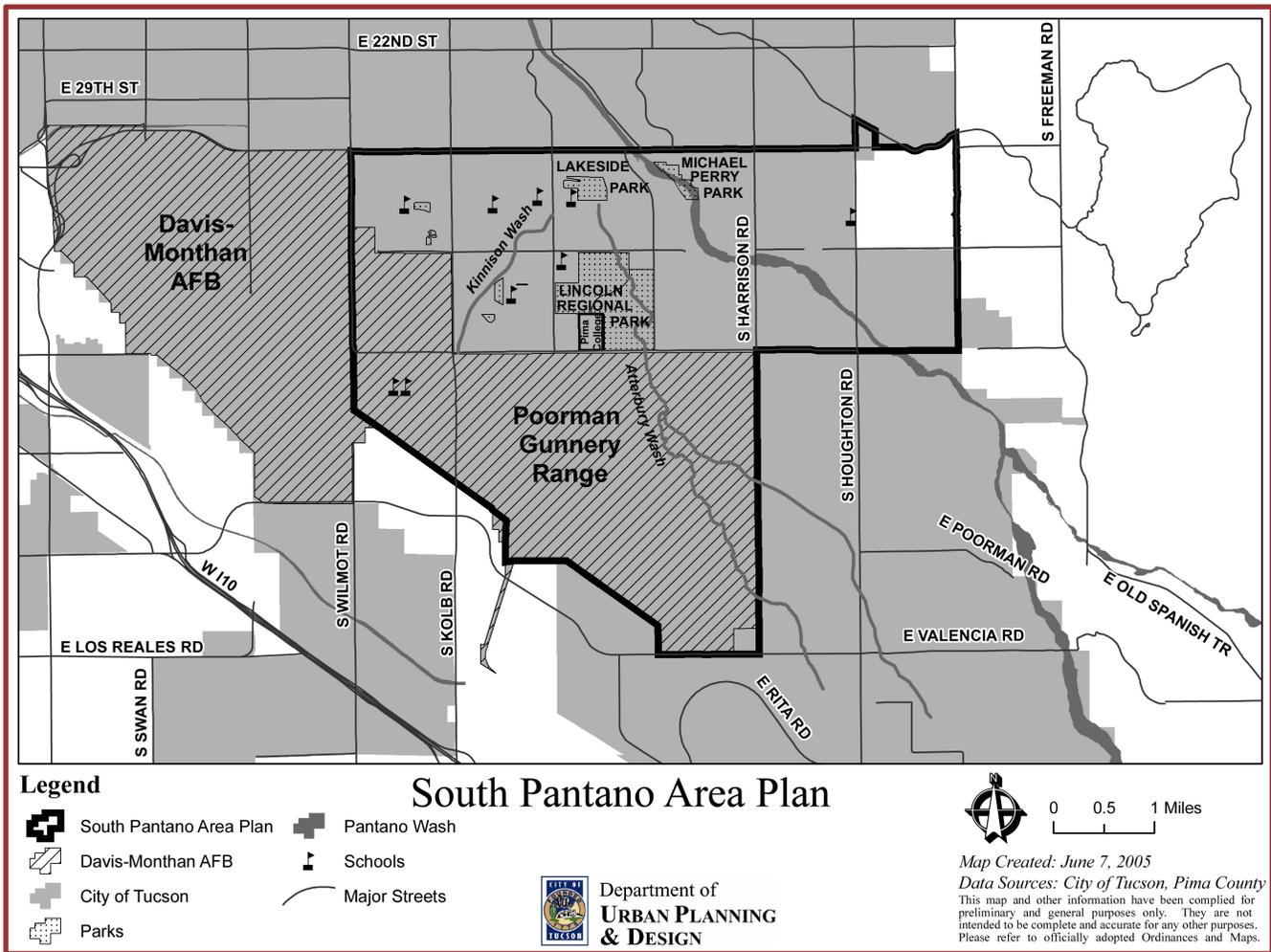


SOUTH PANTANO AREA PLAN

**Adopted December 3, 1984
Resolution Number 12941**

**planning
department**
City of Tucson, Arizona



*** For land use direction in areas outside the City boundaries as shown on this map, consult the *Rincon Southeast Subregional Plan*, the *Houghton Area Master Plan*, and the *General Plan*, or contact the City of Tucson Department of Urban Planning and Design at 791-4505.**

SOUTH PANTANO AREA PLAN

Prepared by the City of Tucson Planning Department
September 1984

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SOUTH PANTANO AREA PLAN

CITY OF TUCSON
PLANNING DEPARTMENT

December 3, 1984

For further information please call 791-4505

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Adopted by Mayor and Council: December 3, 1984, Resolution 12941

Revision: June 7, 2005. Maps and text were revised as a result of the adoption of the *Houghton Area Master Plan*, which superceded areas of this Plan, Resolution #20101.

Amended: Adopted by Mayor and Council on June 4, 2019. Map and text was amended for Subarea 6, which will allow accommodation of a phased approach to interim Industrial use(s) and future Park Industrial, Resolution #23037.

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Subarea Eight has been revised as a result of the adoption of the *Houghton Area Master Plan* on June 7, 2005, Resolution #20101.

Subarea Nine has been superseded by the *Houghton Area Master Plan* adopted on June 7, 2005, Resolution #20101.

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Subarea Eight map has been revised as a result of the adoption of the *Houghton Area Master Plan* on June 7, 2005, Resolution #20101.

Subarea Nine map has been superceded by the *Houghton Area Master Plan* adopted on June 7, 2005, Resolution #20101.

SOUTH PANTANO AREA PLAN

FORMAL ACTION

Mayor and Council:

December 3, 1984 - Resolution 12941 (Adoption)

May 6, 1991 - Resolution 15655 (Amendment)

Hearings:

Mayor and Council

September 24, 1984

April 22, 1991

Citizens Advisory Planning Committee

August 14 & 15, 1984

April 3, 1991

INTRODUCTION

PLAN AREA¹

The *South Pantano Area Plan* is bounded by Golf Links Road on the north, Wilmot Road and Wilmot Road Extension on the west, and Davis-Monthan Air Force Base on the southwest. The boundary continues on the south along Los Reales Road and on the east by the Harrison Road alignment, then by Melpomene Way north to Old Spanish Trail. Approximately 17 square miles of the total 19 square mile Plan area are within County jurisdiction of which approximately 9 square miles are within the Air Force Base. This area is included because existing and potential developments in Pima County and on the Davis-Monthan Air Force Base will affect adjacent City areas. This Plan considers the *South Pantano* area on the basis of geographical and neighborhood boundaries, rather than political jurisdictions.

Prior to determining the boundaries for the *South Pantano Area Plan*, a 31 square mile area between Golf Links Road and Los Reales, and between Wilmot Road/Wilmot Extension and Freeman Road was reviewed. Information about the area is published in the October, 1983 *South Pantano* Inventory. The actual *Plan* area, which is smaller than the original study area was derived from the information contained in the inventory and covers 26 square.

ADOPTED COUNTY PLANS

The *Rincon Area Plan*, adopted November 1979, recommends land use for properties under County jurisdiction which lie north of Irvington Road in *South Pantano*. The *Plan* generally recommends commercial nodes at major intersections, suburban densities west of Houghton and rural densities east of Houghton.

¹ Plan area description has been revised as a result of the adoption of the *Houghton Area Master Plan*, adopted June 7, 2005, Resolution #20101.

South Pantano Area Plan

The *Southeast Area Plan*, adopted March 1983, recommends a mix of residential-commercial use for properties under County jurisdiction south of Irvington and Valencia Roads.

The *South Pantano Area Plan* will supersede these two County plans when affected areas are annexed.

ADOPTED CITY PLANS

The *South Pantano Area Plan* area is south of and adjacent to the *Pantano East Area Plan* area. The guidelines established in this *Plan* are compatible with those of *Pantano East*. Three City neighborhood plans were previously adopted within the *South Pantano* area. The *Lincoln Park Neighborhood Plan* was adopted in 1980, the *Groves Neighborhood Plan* was adopted in 1976 and the *Ford Neighborhood Plan* was adopted in 1965. These neighborhoods have since either been largely built up or committed to specific development. Only that portion of the County's *Ford Neighborhood Plan* which recommends multi-family development adjacent to Pantano Road was adopted by the City when the area was annexed in 1965. That portion is covered in more detail in the *South Pantano Area Plan* land use policies and recommendations. Therefore, upon adoption of the *South Pantano Area Plan* the *Ford Neighborhood Plan* and the *Groves Neighborhood Plan* will continue to provide guidelines for future development in their areas. However, Land Use Policy #2 and #3 in the *Groves Neighborhood Plan* will be amended by the adoption of the *South Pantano Area Plan*. Refer to Subarea One and Two for more specific information.

EXISTING CONDITONS

Population in the *South Pantano* area has increased 413% from 1970 to 1980. Yet, sixty-five percent of the area outside of Davis-Monthan Air Force Base is vacant. The majority of the vacant land is located east of Pantano Road and south of Escalante Road and is mostly public land. Lately, there has been an increase in the number of proposals to develop vacant private and State Trust land. There also exists a strong possibility of the City annexing parcels in this area. Area residents have addressed concerns for both established neighborhoods and future development in this area. Improvements to Golf Links Road and the Kolb Road extension to Interstate 10 will impact the *South Pantano* area by creating easy access to the south and southwest areas of Tucson. Construction of these projects is in process and should be completed by late 1985. In light of the activity in this area, the *Plan* is necessary to establish guidelines for future development.

PLAN GOAL

The goals of this *Plan* are to provide guidelines for proposed development, to protect existing development, and to create a sense of community within established neighborhoods.

STEERING COMMITTEE

The policies and recommendations of this *Plan* were developed with the assistance of a special *South Pantano* Steering Committee. The members represent a cross-section of the area and community, including the Citizens Advisory Planning Committee, City and County residents, neighborhood associations, the Southern Arizona Home Builders Association, the Davis-Monthan Air Force Base, the State Land Department, and other interested parties. The committee assisted the Planning Department in evaluating the crucial issues, developing goals and policies, reviewing the Draft *South Pantano Area Plan* and coordinating the citizen participation process.

PLAN FORMAT

The *South Pantano* area contains a variety of land uses and a large amount of vacant developable property. In an attempt to address a broad range of issues, the policies in this Plan are separated in to General Policies applying to the *Plan* area as a whole, and Subareas, addressing specific situations within the *Plan* area. Rezoning and development proposals in *South Pantano* must be evaluated on the basis of all the plan policies and recommendations. No section of the *Plan* stands alone. The policies are designed to complement one another and to create a comprehensive approach to planning for *South Pantano*. *Plan* policies will provide land use guidance for County areas at such time as they are officially annexed by the City.

DEFINITIONS

Defensible Space: A term used to describe a series of physical design characteristics that help control certain types of behavior, especially crime, within a residential community. Grouping and positioning of units, paths, windows, stairwells, landscaping, doors and elevators are carefully considered to allow resident monitoring of public, semiprivate and private spaces within a complex.

Density:

Rural Density - This category designates residential densities of less than one dwelling unit per acre. Development in this category requires little urban service and is found primarily on the urban fringe, abutting national forests, monuments, and parks.

Suburban Density - Average densities up to 6 units per acre are included in this category. The basic unit of development is single family residences on separate lots but some attached units such as duplexes and townhouses are also appropriate.

Mid Urban Density - This category includes average densities up to 15 units per acre. A mixture of housing types including single family homes on small lots, duplexes, townhouses, apartments, condominiums and mobile home parks characterize this designation.

Urban Density - Densities of 15 units and over per acre are appropriate under this category. Multi-family developments including townhouses, apartments and condominiums are most appropriate.

Density Averaging: Natural features and characteristics of terrain may affect allowed densities in certain locations. In this case, densities may be averaged over the development site provided the density in any given area does not exceed the density that would have been allowed on the whole site.

Integrated Development: This refers to physical and functional coordination of developments which may include residential, commercial and industrial uses sharing parking areas, open spaces, access points onto streets, etc., as approved by the City of Tucson. Emphasis is placed on allowing pedestrian access between businesses within commercial areas in order to decrease auto travel and promote "one-stop shopping".

Park Industrial: Comprehensively planned industrial developments which are compatible with surrounding residential communities. They contain clean uses which are generally not objectionable because of the lack of noise, heavy truck traffic, fumes, or other nuisances. The intention of this land use is to provide attractive locations for employment centers near residential areas so as to reduce travel time between home and work.

GENERAL POLICIES

LAND USE POLICIES

The following policies and implementation techniques provides conceptual direction for future land use and zoning decisions. However, more detailed analysis of densities, locations, and configurations should be decided on a case-by-case basis according to plan policies, marked conditions, and development constraints.

RESIDENTIAL

An assortment of residential types and densities are located within the *South Pantano* area. The single family detached unit is the predominant housing type, creating a residential development pattern characterized by a variety of suburban density neighborhoods. This pattern of development was promoted by previous County neighborhood plans in the area.

A substantial amount of vacant land, some having potential for higher intensity development, provides the opportunity for future residential development in the area. In addition, population growth and dramatic increases in the cost of home ownership contribute to the increased pressure for higher density residential development. Due to this pressure, guidelines are needed to ensure the compatibility of new development with existing development and to promote a variety of residential opportunities in the area.

SUB-GOAL - Encourage the development of a variety of housing types including single family detached units, duplexes, apartments, condominiums, townhouses, and mobile homes.

Policies:

1. Preserve the integrity of established neighborhoods.

Implementation Techniques

- A. Direct through-traffic onto major streets.
 - B. Rezoning requests for the conversion of residential uses should be discouraged.
 - C. Promote clustering and design flexibility in residential developments by encouraging the use of planned unit developments,* zero lot line and lot development options.
2. Promote residential infill of vacant land where adequate streets and utilities are available.

Implementation Techniques

- A. Continue to promote suburban density residential developments within the interior of established suburban density neighborhoods.
- B. Suburban and mid-urban density residential developments are generally appropriate along collector streets.
- C. Mid-urban and urban density residential developments are generally appropriate along arterial streets. However, current vacancy trends of apartment units and land zoned for apartments in *South Pantano* and adjacent areas which affect *South Pantano* should be taken into consideration when making decisions on rezoning requests for mid-urban or urban density developments.
- D. Utilize the residential development option in the B-1 zone, as specified in Section 23-205 of the *Tucson Zoning Code*, to develop any excess commercially zoned land for residential purposes.

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

- E. Encourage Planned Unit Developments (PUD) where appropriate.* PUD Density Bonuses should be allowed for development plans proposing an appropriate perimeter buffer adjacent to non-compatible existing development.
 - F. Require pedestrianways in and around all neighborhood facilities, e.g., schools, parks, and commercial centers.
3. Ensure the compatibility of new residential development with existing land uses.

Implementation Techniques

- A. Require appropriate design elements (fences, walls, vegetation, etc.) during the rezoning and development review processes when locating higher density residential in proximity to established neighborhoods.
- B. Employ defensible space concepts in development proposals.
- C. Residential development proposal near drainageways, washes or rivers must be in compliance with Floodplain regulations.
- D. Encourage proposed higher density residential development to transition to densities equivalent to or compatible with contiguous development.

COMMERCIAL

The *General Plan*** for Tucson, adopted February 26, 1979, states that commercial activities be located to best serve the needs of the neighborhood, community, and the region. The General Plan further recommends the amount of vacant commercially zoned land be evaluated when reviewing plans.

Commercially zoned land in the *South Pantano Area* is located along major streets. The majority of the intersections north of Escalante Road are zoned for commercial use. To avoid an imbalance and to ensure the availability of this type of land, requests to rezone properties for commercial use will be reviewed on a case-by-case basis with regard to best serving the needs of area residents. Vacant, commercially zoned property is further addressed in Subareas 3, 4, and 5.

COMMERCIAL SUB-GOAL - Provide for the commercial needs of the area. (Vacant, commercially zoned property is further addressed in Subareas 3, 4, and 5.)

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

** *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.

Policies:

1. Promote commercial developments at appropriate locations in the area.

Implementation Techniques

- A. Locate commercial uses at the intersection of major streets. Regional, community, and neighborhood level commercial uses should be located at the intersection of arterial streets. Neighborhood and community level commercial uses may also be appropriate at the intersection of arterial and collector streets, if carefully integrated with surrounding uses.
 - B. Require appropriate design elements (fences, walls, vegetation, etc.) during the rezoning and development review process when locating commercial uses in proximity to established neighborhoods.
 - C. Rezoning to commercial uses should be based on all of the following:
 - i. the site is located on the arterial street;
 - ii. the proposed use is integrated with other adjacent commercial uses;
 - iii. access is only to collector or arterial streets;
 - iv. all required parking and circulation is provided on site.
 - D. Commercial development proposed near drainageways, washes, or rivers must be in compliance with Floodplain regulations.
2. Discourage the extension of strip commercial as a pattern of development.

Implementation Techniques

- A. Ensure future commercial developments be:
 - i. restricted to a limited number of access points;
 - ii. integrated with adjacent commercial development; and
 - iii. designed to be compatible with adjacent residential uses.
- B. Consolidate commercial developments at major street intersections to encourage "one-stop shopping".

INDUSTRIAL

Tucson's continuing growth, the desire of an increasingly large number of industries to locate in the Southwest, and the absorption of many of Tucson's existing prime industrial sites have increased the demand for additional sites within the Tucson region. Most of the firms in the Tucson area require serviced sites of approximately six acres or more. Most of the available sites are not suitable for firms which are interested in building campus style industrial complexes.

The *South Pantano* area contains parcels of sufficient size that could be developed for campus style industrial uses. Approximately 500 acres of intense industrial zoning exists along Los Reales Road east of Houghton Road. The following policies have been formulated to provide for balances in development, employment opportunities, and overall compatibility of industrial uses with surrounding uses in the *South Pantano* area.

INDUSTRIAL SUB-GOAL¹ - Provide opportunities for industrial and park industrial development.

Policies:

1. Ensure the availability of adequate services and the proper siting for industrial developments.

Implementation Techniques

- A. Rezoning to industrial and park uses should be based on criteria as approved in the *Tucson General Plan and Land Use Element* and adopted *Industrial Sites Study Phase II Policies* including:
 - i. arterial street access to industrial properties;
 - ii. adequate buffer areas to protect adjacent uses;
 - iii. prohibition of industrial traffic through residential areas;
 - iv. access to existing or planned public transit routes.
- B. Encourage campus industrial development in locations which reduce home-to-work trip length to promote fuel savings and reduce air pollution.

STATE TRUST LAND²

There are State Trust parcels within the *South Pantano* area, managed by the State Land Department for the benefit of the public. An Urban Lands Management Act was passed by the State Legislature in September 1981, which provides for the orderly release of State urban lands by providing a framework and procedure for the Land Department to achieve its primary responsibility of maximizing revenues to the Trust. The Act has built-in assurances for implementing the approved development plans when Trust lands are finally leased or sold and provides an outline of steps to involve the local jurisdictions and the general public in the planing of Trust lands. Specific recommendations for development of State land are addressed in Subareas 2 and 6.

¹ Industrial policies were revised on June 7, 2005, as a result of the adoption of the *Houghton Area Master Plan*, Resolution #20101.

² State Trust Land policies were revised on June 7, 2005, as a result of the adoption of the *Houghton Area Master Plan*, Resolution #20101.

STATE TRUST LAND SUB-GOAL - Ensure reasonable use and appropriate development on State Trust land. (Specific recommendations for development of State land are addressed in Subareas 2 and 6.)

Policy:

Developments proposed on State land must be within the guidelines adopted in the *South Pantano Area Plan*.

Implementation Techniques

- A. Review proposed development plan applications for compliance with *South Pantano* policies.
- B. Provisions should be included in the release of State lands for public facility sites, i.e., fire stations, library, parks, schools, etc.

DAVIS-MONTHAN AIR FORCE BASE¹

Davis-Monthan Air Force Base encompasses approximately 16 square miles in the Tucson Metropolitan area. Nine square miles of Davis-Monthan are located within the *South Pantano Area Plan* boundaries. A majority of this land (south of Irvington Road, west of Harrison Road and east of Wilmot Road) is City owned property leased to the Air Force.

This area is included in the *Plan* because Davis-Monthan is a major industrial land user affecting development decisions. Land use compatibility with base land activities and military aircraft operations is a critical consideration in protecting not only adjacent future development, but also any existing or planned mission requirements.

DAVIS-MONTHAN AIR FORCE BASE SUB-GOAL - Encourage compatible mixed land use development and protect existing developments adjacent to the Air Base as approved in the *General Plan*.

Policies:

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

Implementation Techniques

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

¹ Davis-Monthan Air Force Base policies were revised on June 7, 2005, as a result of the adoption of the *Houghton Area Master Plan*, Resolution #20101.

- B. Request Davis-Monthan Air Force Base Community Planning staff to review proposed development plans for the *South Pantano* area.
 - C. Request a "fair disclosure statement" be part of any development plans, informational brochures, and sales/rental agreements, indicating that certain types of military air and ground training activities occur at Davis-Monthan.
 - D. When a study is prepared which demonstrates extensive noise level problems related to Davis-Monthan activities, policies similar to those adopted in the Tucson International Airport Environs Plan should be applied to the appropriate Davis-Monthan Air Force Base high-noise areas.
 - E. When appropriate require developers to screen, buffer or orient developments, from Davis- Monthan Air Force Base properties.
2. Ensure compatibility of base operations with existing and potential adjacent development.

Implementation Techniques

- A. Request Davis-Monthan Air Force Base Community Planning to review plans entailing future development. expansion or changes for compatibility with off-base development.
- B. Encourage Davis-Monthan Air Force Base to screen existing and proposed non-compatible uses from adjacent developments.

DEVELOPMENT ON OLD LANDFILL SITES

Within the *South Pantano* area several old landfill sites, large and small, exist. The generation and migration of methane and other dangerous gases, unstable soil conditions and drainage problems are potential hazards. As land adjacent to these sites is developed, the landfill sites become more attractive for development. Special consideration and precautionary measures (in addition to applicable development plan/building permit review procedures) must be given to any such proposed developments.

DEVELOPMENT ON OLD LANDFILLS SUB-GOAL - Provide direction for safe development on or adjacent to landfill sites.

Policy:

- 1. Ensure the compatibility of new development with the existing conditions of landfills.

Implementation Techniques

- A. Require appropriate design elements which comply with City of Tucson review procedures for proposed development on or adjacent to landfill sites.
- B. Require design and construction be in compliance with health and safety regulations as required by the State Health Department*, the Environmental Protection Agency and the Pima County Health Department.

ANNEXATION

As mentioned earlier, approximately 17 square miles of the *South Pantano* area are presently under County jurisdiction. Approximately 9 of those 17 square miles are within Davis-Monthan Air Force Base. The 17 square miles have been included in this planning process because existing or potential developments in the County have impacts on adjacent City areas. At some future date, some or all of the County area within or adjacent to the plan area may be annexed by the City. Policies and implementation techniques contained herein for County areas do not take effect until those areas are annexed by the City.

ANNEXATION SUB-GOAL - Pursue an orderly annexation and development program for unincorporated areas within the plan boundaries.

Policies:

1. Recognize the potential for higher density development as public services and utilities become available.

Implementation Technique

- A. Establish original City zoning for vacant areas using the *South Pantano Area Plan* and current County zoning as a guide.
2. Establish appropriate City zoning categories for the area.

Implementation Technique

- A. Establish City zoning for developed areas in accordance with their existing uses.

PUBLIC FACILITIES

The population in the *South Pantano* area increased from 4,764 to over 24,400 people between 1970 and 1980. This amounts to a 413% increase. In the same period, construction of housing increased 487%.

* Responsibility for approval of design and construction plans has been transferred from the State Health Department (Arizona Department of Health Services) to the agencies listed including the City of Tucson and Pima County Air Quality.

South Pantano Area Plan

Major improvements to streets which extend through *South Pantano*, including Golf Links and the extension of Kolb Road to Interstate 10, improve access to and from this area. This major development activity has resulted in an increasing demand on public facilities by area residents. The demand will continue to increase as new residents move into the *South Pantano* area. The following policies address public service needs.

PARKS, RECREATION, OPEN SPACE

As the *South Pantano* area continues to develop, there will be a greater demand for recreational and open space facilities. There is currently a minimal amount of structured recreational space in the area. The continued development of Lincoln Regional Park will help fill that void. However, as higher density development occurs, much of the existing open desert will disappear and more parks and designated open spaces will be needed.

The policies in the *South Pantano Area Plan* are in accordance with the *Parks, Recreation, and Open Space Plan*, adopted by Mayor and Council on July 6, 1981. This general plan element proposes policies and implementation techniques intended to serve as guidelines to coordinate governmental actions in the planning, design and development of parks and recreational programs and in the management of open space.

PARKS, RECREATION, AND OPEN SPACE SUB-GOAL - Provide for existing and future recreational, park and open space requirements in the area.

Policies:

1. Utilize existing recreational and open space areas for use by *South Pantano* residents and their activities.

Implementation Techniques

- A. Expand agreement with the Tucson Unified School District to allow joint development and use of recreational facilities at all Elementary, Junior and Senior High Schools. Encourage expansion of this agreement to include Pima Community College.
- B. Where possible, additional open spaces should be developed in association with other parks, natural areas, reserves, research areas, monuments, and forests administered by other public or private agencies (GP, Section2, Policy 1D).

2. Develop additional park areas and open space areas in *South Pantano*.

Implementation Techniques

- A. Acquire and develop parks in accordance with the adopted *Parks, Recreation and Open Space Plan*.
- B. Develop major washes and floodplains as open space and park areas, i.e., the Pantano Wash, Kinnison Wash and Atterbury Wash.
- C. Place emphasis on district and regional parks (as recommended in the *Parks, Recreation and Open Space Plan*).
- D. Encourage dedication of property for public park use during the design stages of proposed development of State Trust land. Dedications will be subject to approval by the City of Tucson Department of Parks and Recreation.
- E. New neighborhood parks should be established in areas where there is little opportunity for development of district and regional parks (*Parks, Recreation and Open Space Plan*, Parks Element Policy 3.C.1.C).

LIBRARY

The nearest library facilities, which serve this area, are located north of Broadway on Wilmot (Wilmot branch) and at Columbus and 22nd Street (Columbus branch). The residents in *South Pantano* have requested library service be located to serve their area.

LIBRARY SUB-GOAL - Encourage convenient library service in the *South Pantano* area.

Policy:

1. Library facilities should be located in the southeast area of the City to meet the needs of the residents.

Implementation Techniques

- A. During development plan review encourage the State Land Department to include provisions in the release of State land for a library site.
- B. Location of library site(s) must be approved by the Library Department.

WASTEWATER

The portion of the *South Pantano Area Plan* which lies southerly of the Pantano Wash and easterly of Harrison Road/Harrison Road alignment is referred to by Pima County Wastewater Management as part of the Harrison-Pantano Sewage Drainage Basin.

The initial 1.0 million gallons per day Average Dry Weather Flow (ADWF) from this basin shall be directed in to the metropolitan sanitary interceptor sewer system. In the event the 1.0 mgd sewage flow rate is exceeded, a new public Wastewater Reclamation Facility (WRF) for this basin will be established in an area generally bounded by Irvington Road, Harrison Road, the Pantano Wash and Drexel Road.

The Public Wastewater Reclamation Facility should also be developed and operated in a manner which will result in minimal impacts environmentally and aesthetically to the surrounding area. Detailed system elements and wastewater policies which are now in effect and, which remain in effect when and if this area is annexed into the City of Tucson, are included in the addendum of this Plan. Those elements and policies shall be considered a viable portion of the wastewater section.

WASTEWATER SUB-GOAL - Ensure adequate public sanitary sewage conveyance and treatment capability for the plan area.

Policies:

1. The proposed future Public Wastewater Reclamation Facility for this basin should be designed, constructed and operated to routinely provide safe and reliable treatment of the tributary sanitary sewage. All solids resulting from the treatment/reclamation activities shall be returned to the regional interceptor system for conveyance to either the Roger Road or Ina Road WWTFs for further treatment, stabilization and disposal.

Implementation Techniques

- A. Participation of all interested and affected parties, through public meetings and hearings conducted by Pima County during the planning and preliminary design phases of the WRF's developmental process.
 - B. Care should be taken to select a treatment process that is not only efficient and cost effective, but more so, one that results in minimal odors and/or noise.
 - C. A sewage disposal "dumpsite" should be furnished for recreational vehicles.
2. Reuse of the effluent produced by the proposed public WRF for this basin, in an acceptable manner, or area lands (public and private: golf courses, parks, etc.) - through the City of Tucson's Metropolitan Area Reuse System for effluent.

Implementation Technique

- A. Coordinate the planning and by the proposed public WRF for design of the proposed WRF with the planning, design and construction activities for the noted Reuse System. Active and beneficial reuse of effluent is encouraged by all the involved governmental entities and agencies.

ADDENDUM

PIMA COUNTY WASTEWATER MANAGEMENT DEPARTMENT

Sewer service and future capacity exists for that portion of *South Pantano* north of Irvington Road. The existing interceptor system can be extended throughout this part of the area but may require off-site improvements by developers.

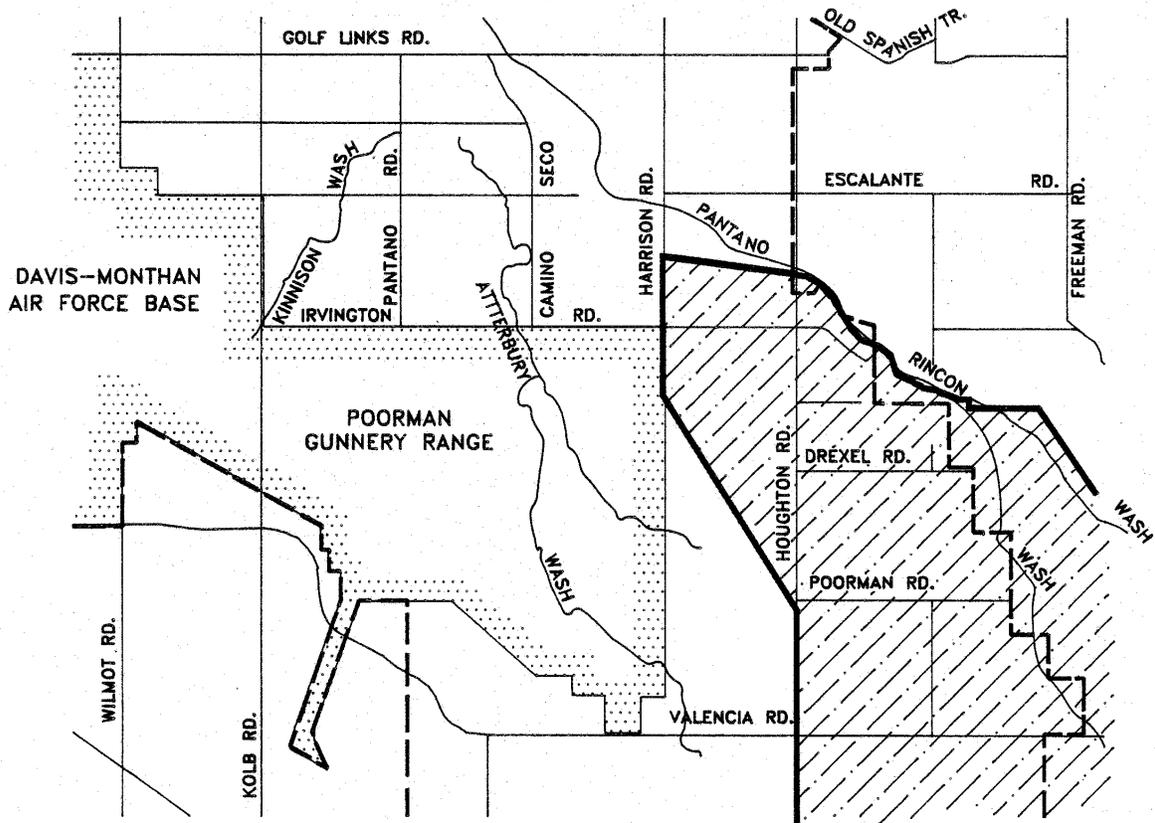
When the Pima County Board of Supervisors adopted the *Southeast Area Plan*, specific policies were included regarding sewer service for the rest of the area. The area south of Irvington and east of Davis-Monthan Air Force Base is included in the Harrison-Pantano Sewage Drainage Basin (see Sewage Drainage Basin Map). The following policies adopted in the *Southeast Area Plan* by the Pima County Board of Supervisors apply to the drainage basin:

- A. It is urged that all new development within the area be connected to the public sanitary sewerage system. All development greater than 1 RAC densities shall be connected to the public system in a manner acceptable to Pima County Wastewater Management Department (PCWWMD).
- B. Prior to the adoption of a rezoning ordinance, a development plan approval, or a final plat approval and recordation, a suitable arrangement with Pima County Wastewater Management shall be made regarding sanitary sewerage facilities and/or service. Any industrial waste discharged into the public sanitary sewerage system shall meet the requirements of Pima County Ordinance No. 1982-154 as amended by Ordinance No. 1983-5.
- C. All new sanitary sewerage facilities shall be in basic compliance with the then current *PAG 208 Water Quality Plan*.
- D. Wastewater Management reserves the right to determine the classification (private or public) of all new interior/on-site sewer collection systems. All new wastewater treatment/reclamation facilities shall be public.
- E. It is currently the position of PCWWMD that the sanitary sewage generated by potential development areas (basins) within the *Southeast Area Plan* should not all be directed into the metropolitan sewage system. More than one additional regional

or sub-regional wastewater treatment/reclamation facility is envisioned as being necessary to serve the treatment need of the projected growth whose sewage cannot be accommodated on a long term basis within the metropolitan sanitary sewage system. Preliminary sites for the new facilities are called out on the *Southeast Area Plan* map. Upon completion of further engineering evaluation studies for each of the involved basins, specific sites (size and location) can be designated. Thereafter, PCWWMD will reserve the right to designate and require that such land, suitable in size and location for public wastewater treatment facilities (interim, sub-regional, or regional) be dedicated to the County. Maximum reuse of effluent within new development shall be stressed as a means of minimizing the impact on the local ground water resources.

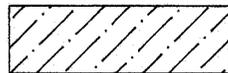
- F. Harrison-Pantano Sewage Drainage Basin - the initial 1.0 million gallons per day (ADWF) from this basin shall be directed into the metropolitan sanitary interceptor sewer system. In the event that these flows are exceeded, a new public WRF for this basin will be established in an area generally bounded by Irvington Road, Harrison Road, the Pantano Wash, and Drexel Road. The use of water conservation devices within all new development in this basin shall be mandatory.
- G. For parcels lying outside of and southerly of the sewage basin shown being tributary to the southeast interceptor, a suitable arrangement with Pima County Wastewater Management will need to be made regarding sanitary sewerage facilities and/or service.
- H. Financing sanitary sewerage system improvements: required capital improvements to the planned and existing sanitary sewerage facilities in the plan area shall be financed through the development of a financing plan which shall equitably apportion all costs of providing said capital improvements among all parties, persons, or lands either benefiting from the improvements or causing the improvements to be installed.

SOUTH PANTANO AREA PLAN



SEWAGE DRAINAGE BASIN

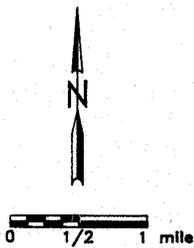
Legend



HARRISON-PANTANO
SEWAGE DRAINAGE BASIN



City Limits



7-87

TRANSPORTATION

The major street circulation system in the *South Pantano* area is characterized by a section line grid pattern.

Detailed elements and scheduled improvements in the transportation and traffic circulation system are included in the *South Pantano Inventory* document. Because future increases in development activity are projected for the area, the transportation system (i.e., streets, transit, bikeways, and sidewalks) will be carrying greater volumes and undergoing a substantial number of improvements. Many of these improvements have been identified in the *Regional Transportation Plan*, adopted February 25, 1981, by the Pima Association of Governments Regional Council. The City's *Major Streets and Routes (MS&R) Plan*, adopted on November 15, 1982, by Mayor and Council and last amended on August 6, 1984, identifies street classifications, rights-of-way, and special current City limits. Future development in *South Pantano* may warrant changes in recommended rights-of-way. Therefore, proposed rights-of-way will be reviewed at the time areas including major streets are annexed.

The *South Pantano* area is currently served by public transit routes 3, 4, and 14. Improved service in this area is proposed in the Sun Tran *Short Range Transit Plan 1983-1989*. The changes proposed in the plan affect routes 3, 4, 14, and include a route 38. The changes include more efficient transit routing and scheduling to meet the needs of residents, businesses, and education facilities in the greater southeast area.

TRANSPORTATION SUB-GOAL - Provide a transportation system that satisfies the travel needs of the *South Pantano* area.

Policies:

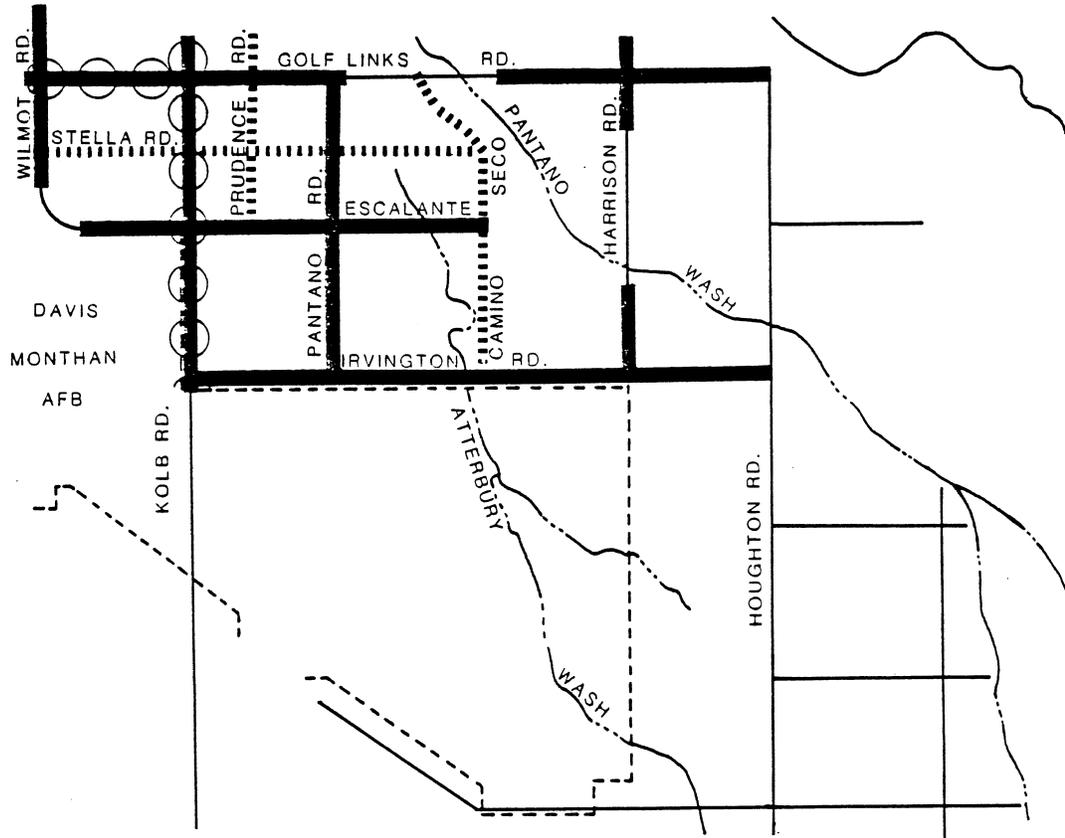
1. Coordinate land use patterns with the transportation system.

Implementation Techniques

- A. Locate high traffic generating uses along arterial and collector streets.
 - B. Provide adequate spacing between access points as required by the Street Development Standards.
 - C. Proposed lower density single-family developments must provide access and maneuvering onto local streets rather than directly onto collectors or arterials.
2. Provide adequate access to all properties.

Implementation Techniques

SOUTH PANTANO AREA PLAN



**Existing Major Streets & Routes Plan
Within City Limits**



Legend

-  Gateway Route
-  Arterial Street
-  Collector Street

***NOTE: This information was current on 12/3/84. Refer to the *Major Streets and Routes Plan* for updates.**

- A. Develop neighborhood traffic properties in conjunction with new development and rezoning requests.

- B. Require sidewalks in all private and public developments, as specified in the adopted sidewalk policy and Street Development Standards.
 - C. Require that pedestrian facilities be accessible to the handicapped.
 - D. Encourage improvement districts be established to complete necessary improvements of streets which furnish access to proposed and/or existing developments.
 - E. Encourage the Department of Transportation to include improvements of major streets in *South Pantano* in the 5 year Capital Improvement Program.
 - F. Develop a bicycle system as specified in the adopted *Tucson Regional Bikeway Plan*.
- 3 Provide a street system as identified in the *Major Streets and Routes Plan*.

Implementation Techniques

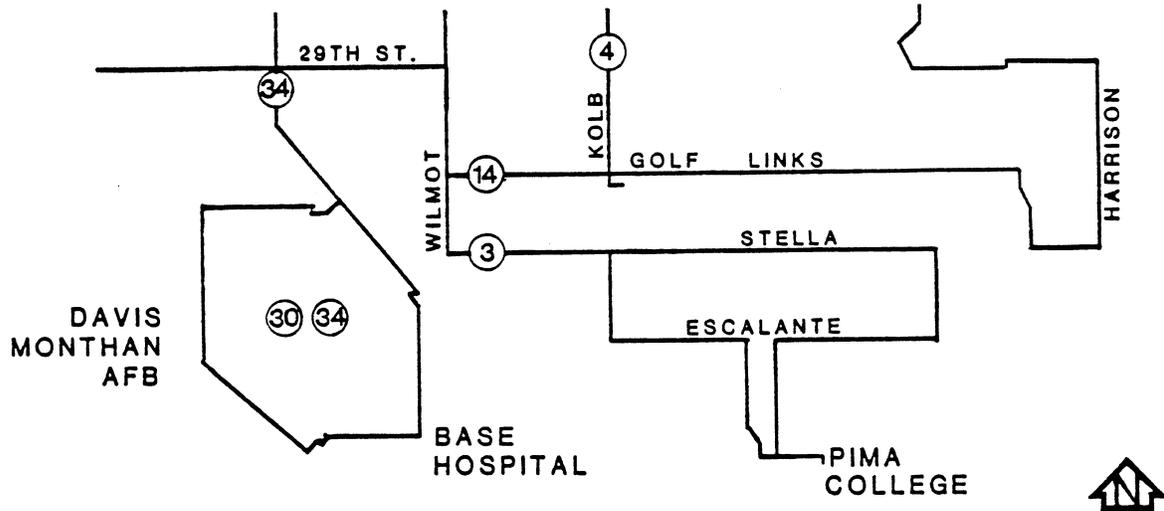
- A. Recognize and enforce the policies designated in the adopted City of Tucson *Major Streets and Routes Plan*.
 - B. Review proposed street classifications and rights-of-way as annexations occur.
 - C. Old Spanish Trail is designated as a Scenic Route by Pima County. If sections of Old Spanish Trail are annexed, retention of its scenic classification should be considered and if retained then development should reflect the criteria established by that designation.
 - D. Golf Links Road and Houghton Road are major arterials and will continue to carry an increasing amount of traffic. Consideration should be given to future classification of Houghton Road and Golf Links Road as Gateway Routes.
4. Provide a more cost-effective alternative to the use of the private automobile.

Implementation Techniques

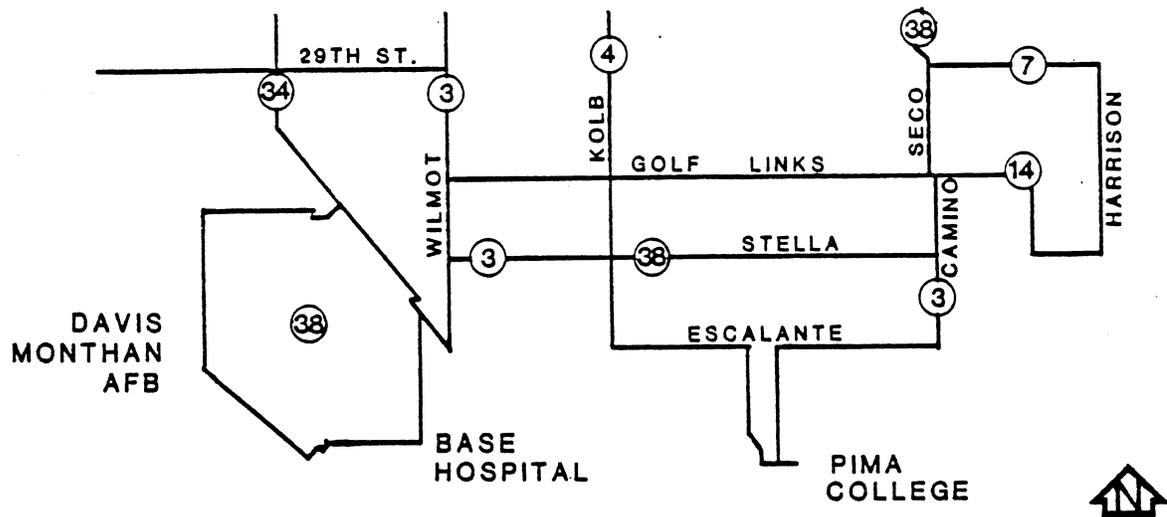
- A. Implement the *1983-1989 Short Range Transit Plan* as proposed.
- B. Update the *Short Range Transit Plan* as appropriate to provide improved transit service to the plan area.
- C. Provide park and ride lots for carpoolers and bus riders along major corridors.
- D. Provide for bicycle use on major streets as specified in the *Major Streets and Routes Plan* (Policy 2.B.3 *Major Streets and Routes Plan*).

SOUTH PANTANO AREA PLAN

CURRENT BUS SYSTEM



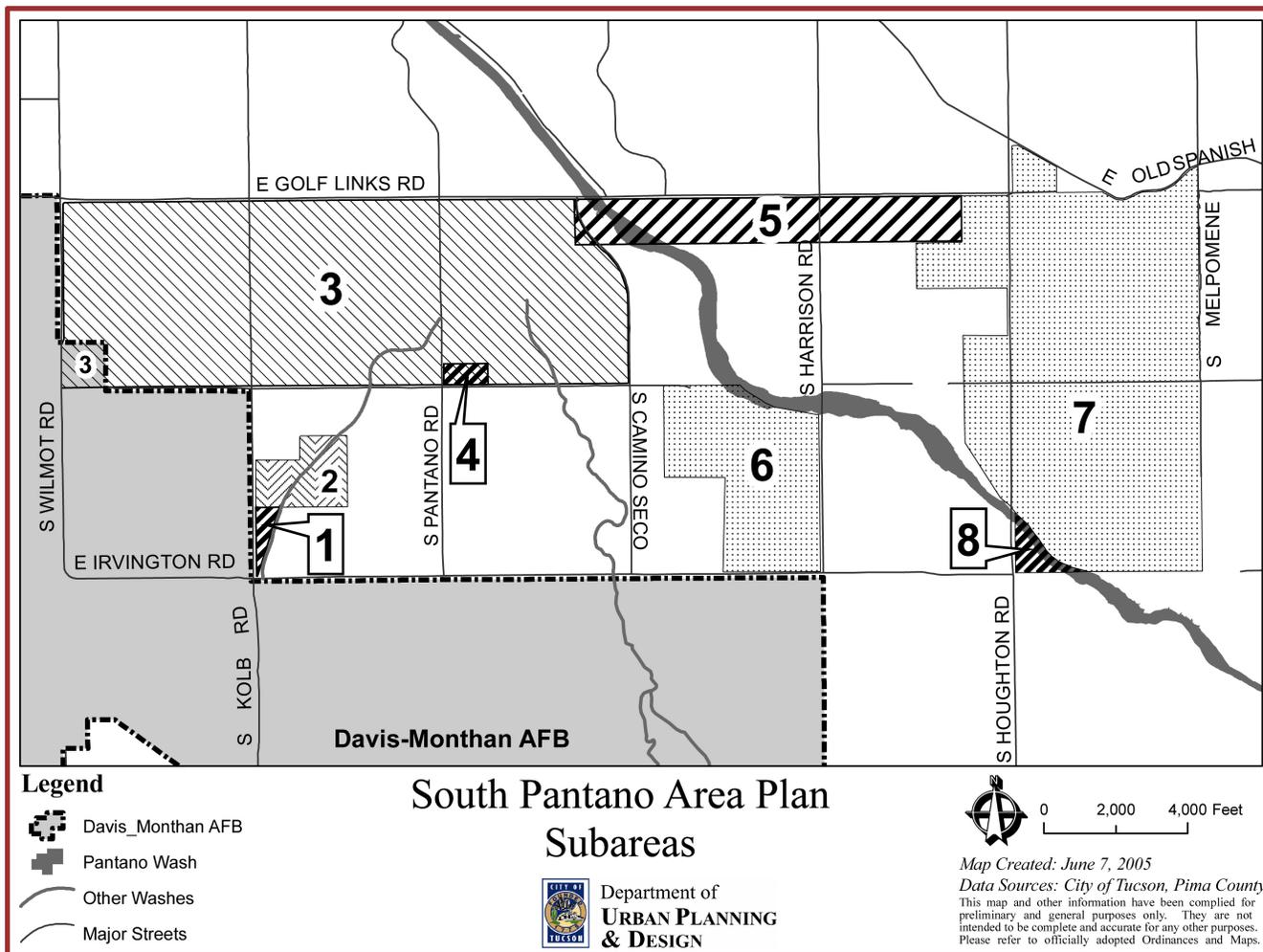
PROPOSED BUS SYSTEM



***NOTE: This information was current on 12/3/84.
Refer to Sun Tran offices for updates.**

SUBAREAS

As mentioned before, no section of this Plan stands on its own. While General Policies apply to the plan area as a whole, the following unique subareas, shown on the Subarea Map, address specific situations and parcels. A brief profile of each subarea is given followed by the proposed use. All of the general policies together with more specific recommendations for each subarea provide land use guidelines for *South Pantano*.



Subarea Eight was revised on June 7, 2005, as a result of the adoption of the Houghton Area Master Plan, Resolution #20101.

Subarea Eight was revised on June 7, 2005, as a result of the adoption of the Houghton Area Master Plan, Resolution #20101.

SUBAREA ONE

Profile:

This area is a 15-acre triangular parcel located at the northeast corner of Kolb and Irvington Roads and is separated from the residential area to the east by the Kinnison Wash (see Subarea One Map). It is currently occupied by a privately owned aircraft salvage operation. This use existed on the parcel in the County when it was annexed by the City and continues as a non-conforming use.

Proposed Use:

Park Industrial, local commercial or high density residential use is appropriate on this parcel. However, design of any development should be sensitive to both the adjacent Groves neighborhood east of Kinnison Wash and the proposed residential uses recommended for the vacant parcel to the north (Subarea Two).

Amendment to Groves Neighborhood Plan

To be considered with the proposed use of land in this subarea, Land Use Policy #2 in the *Groves Neighborhood Plan* is amended by deleting item (3) of that policy.

SUBAREA TWO

Profile:

This 98 acre parcel is vacant State Trust land and is located midway between Escalante and Irvington Roads east of and adjacent to Kolb Road (see Subarea Two Map). The parcel is divided by the Kinnison Wash, which hampers the possibilities of the property being developed in an integrated fashion. The State Land Department is proposing residential use of the property.

Proposed Use:

The parcel should be developed with a mix of residential densities. Development must be compatible with and sensitive to adjacent residential development. Suburban densities are appropriate adjacent to existing lower residential densities east of Kinnison Wash and adjacent to lots fronting on Freestone Drive and Lilac Place. Midurban densities are suitable along the east and west sides of the Kinnison Wash. If urban densities are proposed in a mixed residential use development, then they should be located along the Kolb Road frontage with access to Kolb Road only. During development design stages, special consideration should be given to all weather access across the Kinnison Wash. Also, design consideration should include access to Groves Park from Poinciana Drive.

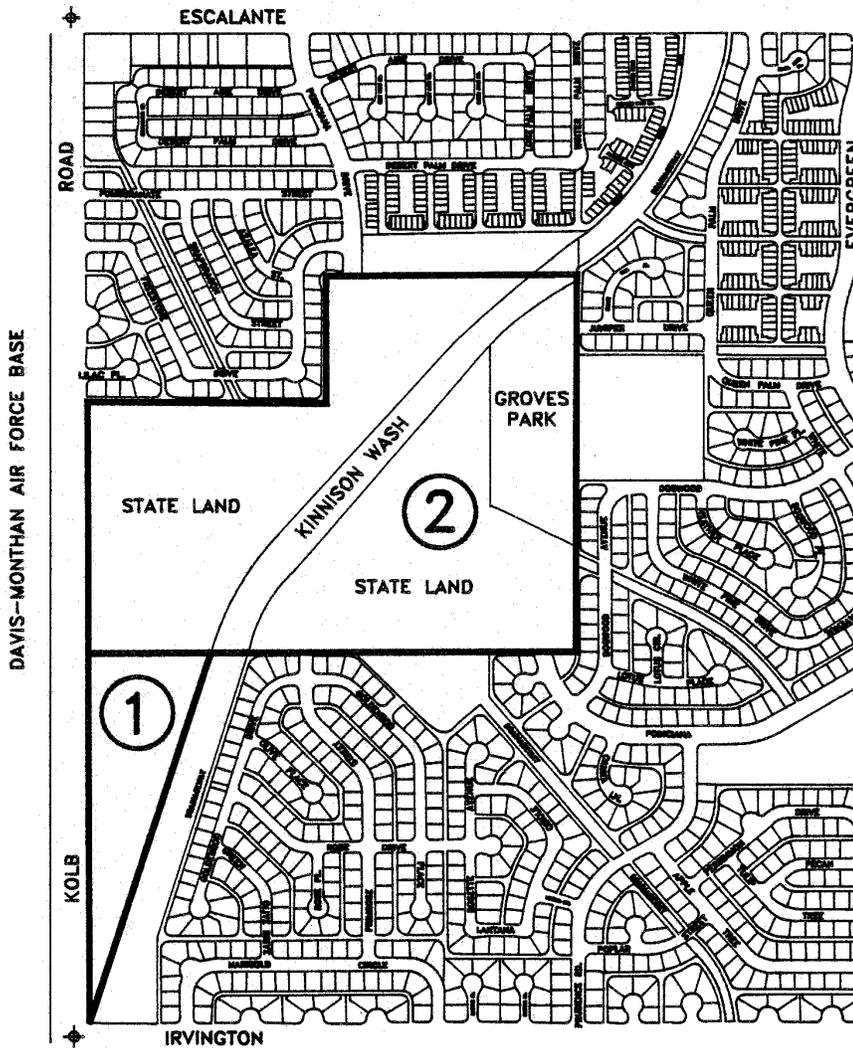
South Pantano Area Plan

The land between the Kinnison Wash and the Groves neighborhood park should be acquired for expansion of the park for recreation facilities. Acquisition can be accomplished in several ways, such as a land trade for City-owned property or dedication by the future developer/owner of the State Trust land.

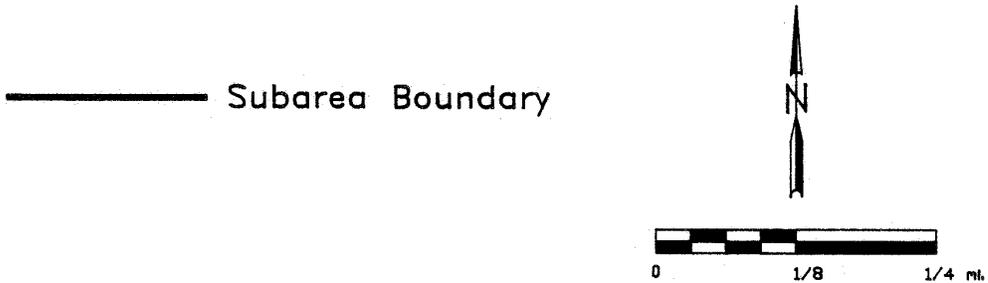
Amendment to *Groves Neighborhood Plan*

To be consistent with the proposed use of the land in this subarea, Land Use Policy #3 in the *Groves Neighborhood Plan* is amended to read: “Recommend a mix of residential type of development on the 98 acres of vacant State Trust land. Development design criteria for this parcel is specified in Subarea Two of the *South Pantano Area Plan*.”

SOUTH PANTANO AREA PLAN

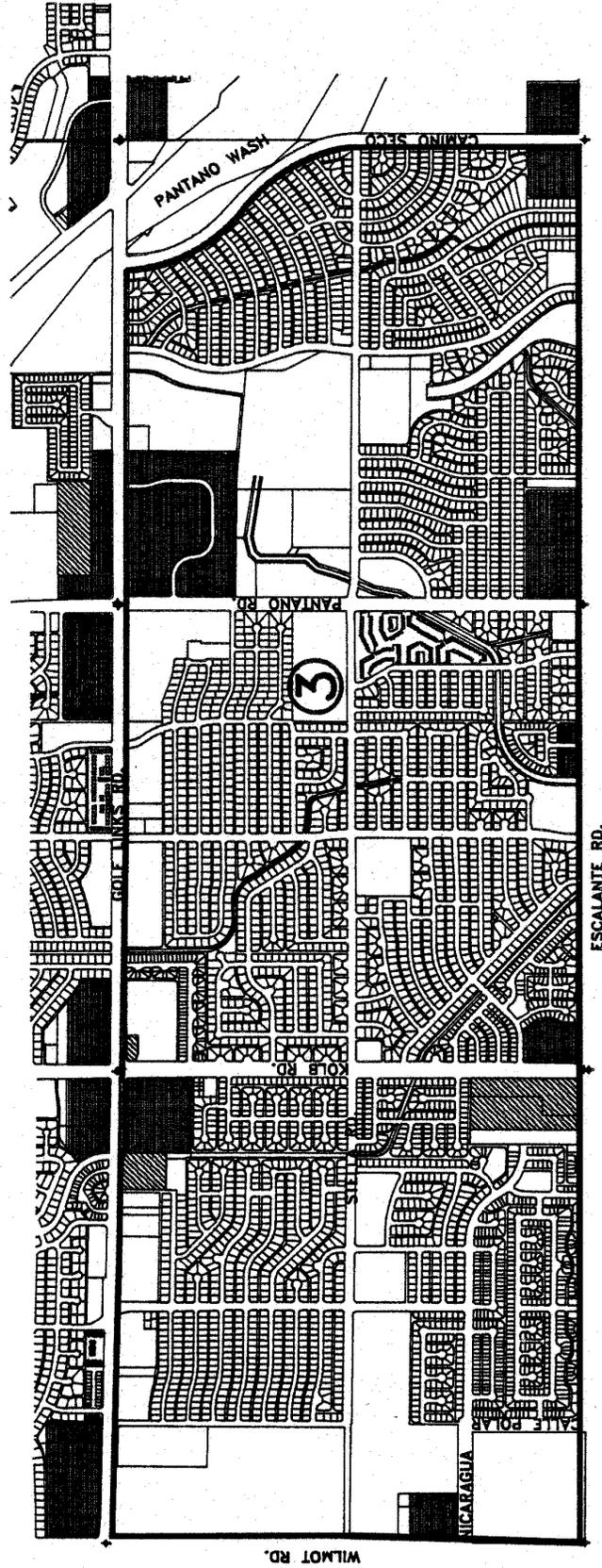


SUBAREA 1 & 2



7-87

SOUTH PANTANO AREA PLAN



SUBAREA 3

- Business Zones
- Authorized Business Zones
- Subarea Boundary

7-87

SUBAREA THREE

Profile:

This is a three-square-mile area between Wilmot Road and Camino Seco and between Golf Links and Escalante Roads (see Subarea Three Map). This area, for the most part, is developed suburban density single-family residential. Higher density residential and commercial use is located along the arterials and collectors. Approximately 15 percent of the area is vacant land with the majority located along Golf Links Road and Wilmot Road. Five percent of the land is zoned commercial and another one percent is authorized for commercial. Of this 6 percent commercial property, approximately 80 percent is currently vacant.

There is an excessive amount of commercially zoned property in the *Pantano East Area Plan* which is located north of this plan area and east of Pantano Parkway. Consequently, the *Pantano East Plan* recommends there be a demonstrated need for additional commercially zoned land in that area. The commercial properties between Wilmot Road and Pantano Parkway border *South Pantano* on the north side of Golf Links Road and increase the total amount of available commercial land serving this subarea.

Proposed Use:

In an attempt to avoid excessive amounts of vacant commercially zoned land in this subarea, it is recommended that proposed rezoning of property for commercial use be reviewed on a case-by-case basis to determine whether or not that proposed development may be more appropriately located on currently vacant commercial property.

SUBAREA FOUR

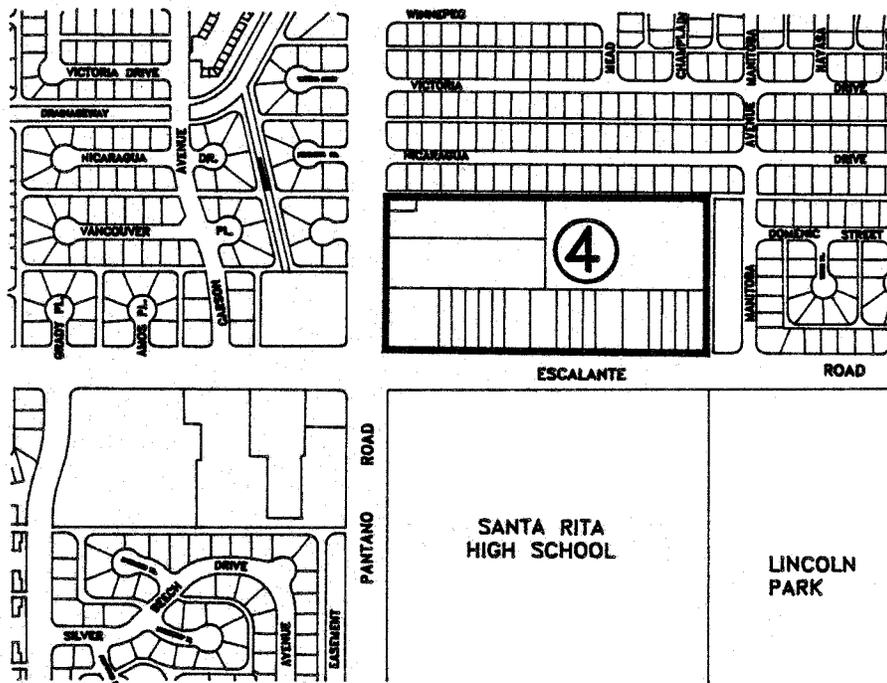
Profile:

This 17-acre subarea is located at the northeast corner of Pantano Road and Escalante Road (see Subarea Four Map). It is currently zoned B-1 which allows Local Business Uses. Santa Rita High School is located directly south of this subarea. A shopping center is located on the southwest corner of this intersection. This shopping center has experienced negative impacts relating to interaction with students.

Proposed Use:

An intense Business Use, i.e., theater, bowling alleys, restaurants, retail establishments, is not recommended for this property. Either Office Use, a low-intensity Local/General Business Use which does not cater to student interests or the residential development option permitted in the B-1 zone is suitable on this parcel. Developments proposing buildings over 20 feet high must furnish adequate screening and setbacks to preserve the privacy of the residences to the north.

SOUTH PANTANO AREA PLAN



SUBAREA 4

———— Subarea Boundary



7-87

SUBAREA FIVE

Profile:

This subarea includes vacant land along the south side of Golf Links Road between the Pantano Wash on the west and 600 feet west of Houghton Road on the east. However, consideration is also given to land uses and zoning of parcels along the north side of Golf Links within the *Pantano East Area Plan* (see Subarea Five Map).

Large parcels of vacant land front on Golf Links Road. Except for commercial development at the northwest and southeast corner of Golf Links and Harrison Road and at the northeast corner of Golf Links and Pantano Parkway, rural and suburban density residential developments are established along the Golf Links frontage.

There is a major concern that future requests to rezone land for commercial use in this subarea may create an excess of commercially zoned property similar to conditions in Subarea Three. In addition to the commercial concern in this area are the possible locations of non-compatible urban density development along Golf Links.

Proposed Use:

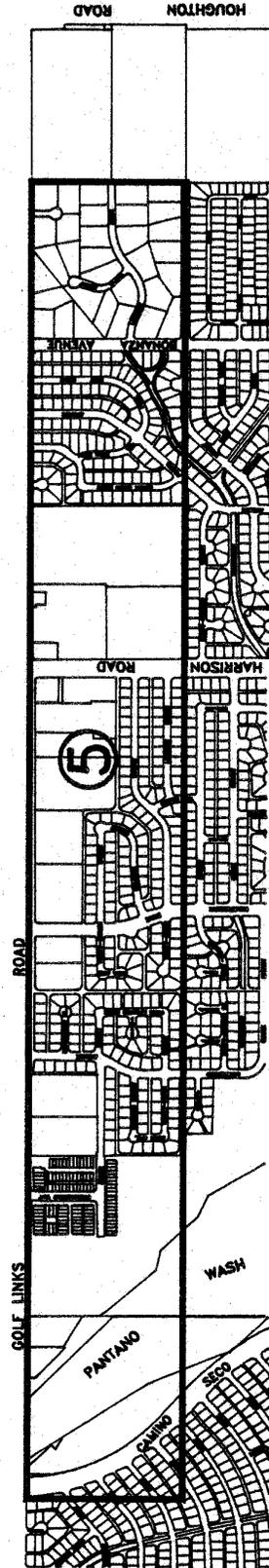
While general policies in this *Plan* recommend proposed commercial and urban density residential be located along major streets or at the intersection of major streets, requests for these types of development in Subarea Five should be reviewed on a case-by-case basis. If these parcels are developed for commercial or high-density residential uses, then special consideration should be given not only to buffering and setbacks but also to transitioning the proposed development to densities equivalent to or compatible to contiguous development. In all cases, development should be transitioned to or integrated with suburban development.

SUBAREA SIX

Profile:

This irregularly shaped 300-plus acre area is mostly State Trust land and is used for sand and gravel extraction and processing activities and landfill operations (see Subarea Six Map). Soils have been substantially disturbed by extraction operations creating pits and low areas which often adversely affect flood prone areas. Problems occur developing on these inactive sites because the pits and low areas require substantial amounts of soil replacement and engineered stabilization to support future development.

SOUTH PANTANO AREA PLAN

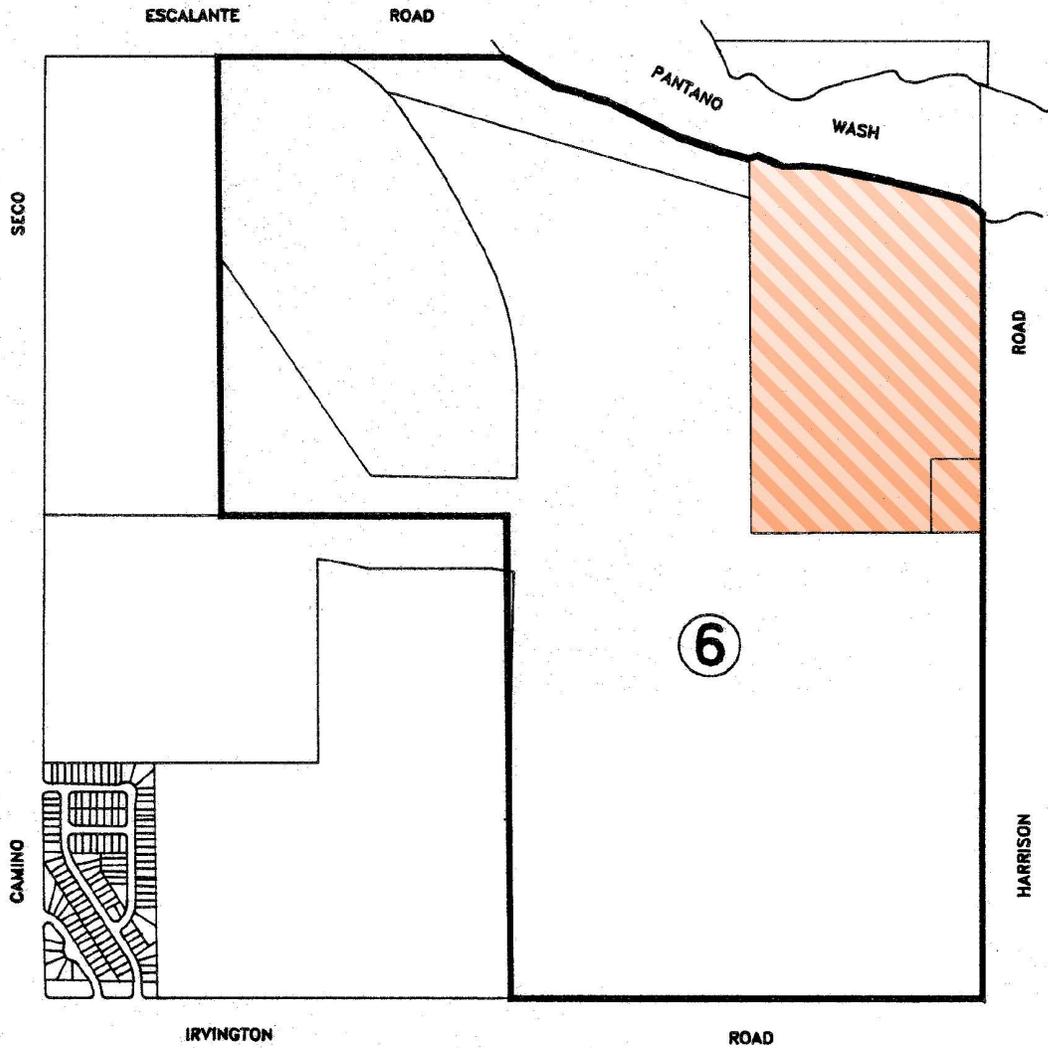


SUBAREA 5

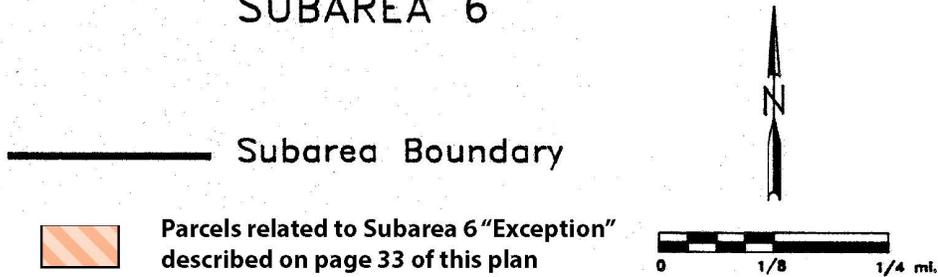
— Subarea Boundary

7-87

SOUTH PANTANO AREA PLAN

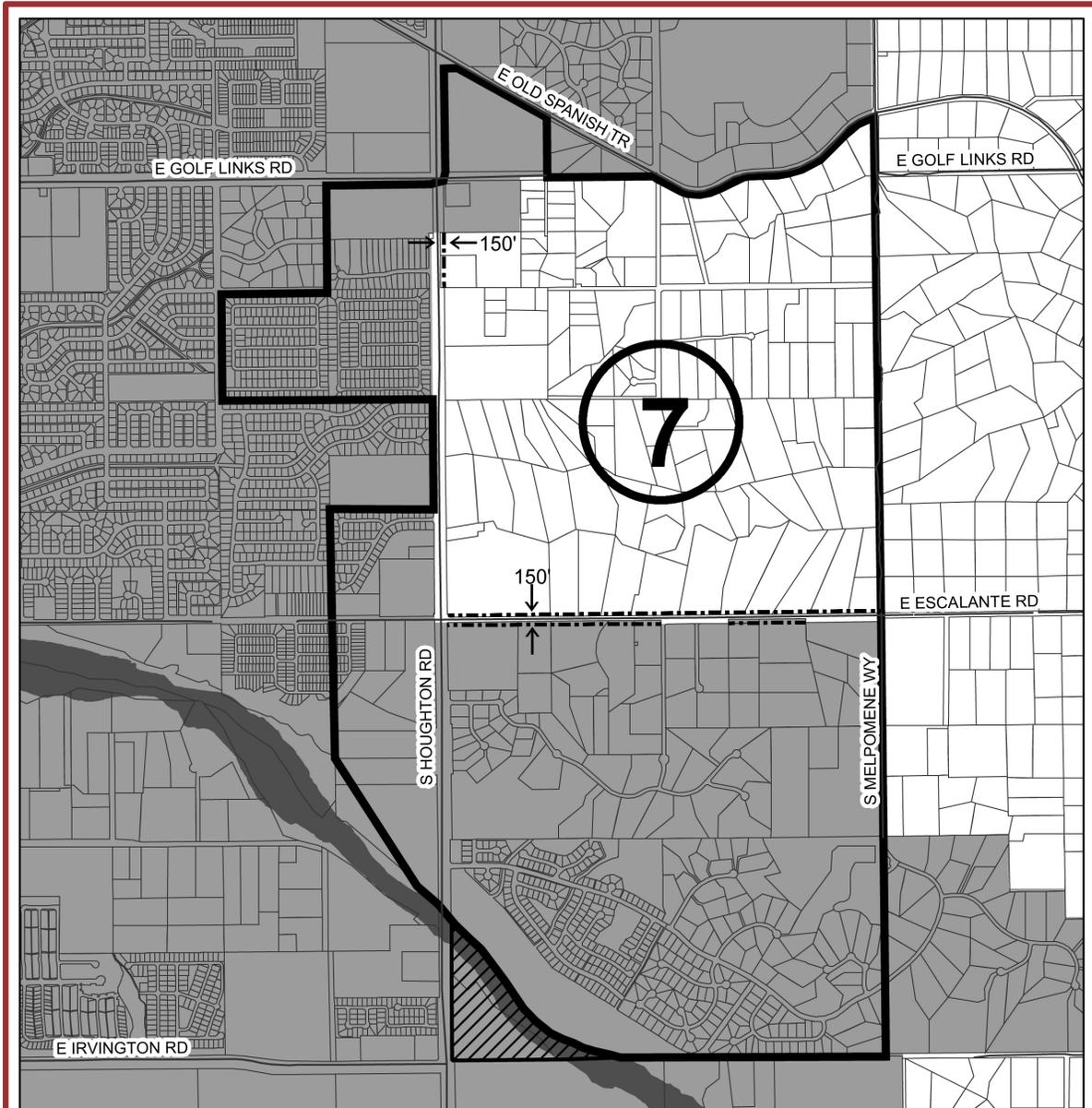


SUBAREA 6



7-87

Amended on June 4, 2019 by Resolution no. #23037



South Pantano Area Plan Subarea 7

0 1,250 2,500 Feet

Legend

-  Subarea 7
-  Subarea 8
-  City of Tucson
-  Parcel Base
-  Pantano Wash
-  Proposed Right-of-Way
-  Major Streets
-  150' Adopted Right-of-Way Width



Department of
**URBAN PLANNING
& DESIGN**



This map and other information have been compiled for preliminary and general purposes only. They are not intended to be complete and accurate for any other purposes. Please refer to officially adopted Ordinances and Maps.

Map Created: June 7, 2004

Data Sources: City of Tucson, Pima County

Map amended on June 7, 2005, as a result of the adoption of the *Houghton Area Master Plan, Resolution #20101*.

Proposed Use:

Park Industrial use integrated with residential, commercial and recreational development is suitable for areas where it is feasible to rebuild the soil to stable conditions. Development should be designed to provide active recreational facilities and open spaces along the Pantano Wash and in areas not planned for improvement. When all or part of the State Trust land is sold or leased, proposed development should be in compliance with *South Pantano Area Plan* policies.

Exception: Parcels 136-30-0020 & 136-30-0030. In order to support future development of these Parcels with Park Industrial uses per Plan policy guidance, substantial amounts of soil replacement and engineered stabilization must take place. To accomplish the goal of soil stabilization, the SPAP, Subarea 6, will allow an interim Industrial use(s). While heavy Industrial uses (I-2) are not appropriate for future end uses or zoning, a flexible zoning tool, such as a Planned Area Development (PAD), should be pursued to accommodate a phased approach to interim Industrial use and future Park Industrial use on the amendment site. ¹

SUBAREA SEVEN²

Profile:

This area includes the land east and west of Houghton Road between Golf Links Road/Old Spanish Trail on the north and the extension of Irvington Road on the south (see Subarea Seven Map).

Houghton Road is the main arterial through this subarea furnishing direct access to Interstate 10 to the south and the total metropolitan area to the north. Old Spanish Trail borders at the northeast corner of this area and is designated as a Scenic Route by Pima County. Refer to Transportation, Section 3.C for development criteria adjacent to this scenic route.

Escalante Road east of Houghton is a major street in the adopted Pima County *Major Streets and Routes Plan*.

The land outlined on this subarea map west of Houghton is vacant while the land to the east is partially developed on four plus acre lots.

¹ Amended on June 4, 2019 by Resolution no. #23037.

² Subarea 7 revised on June 7, 2005, as a result of the adoption of the *Houghton Area Master Plan*, Resolution #20101.

Proposed Use:

Commercial node development is appropriate at major Houghton Road intersections. Suburban to midurban densities are appropriate along the frontage of Houghton provided the final design of proposed development is sensitive to natural topography. Cut and fill and grading for any proposed development should be kept to a minimum. Development may extend east into this subarea from Houghton Road provided it is designed to transition compatibly to and consistent with the existing natural and rural character of adjacent properties east of Houghton. Higher density developments may be appropriate in conjunction with commercial nodes and must have direct access to Houghton Road. The vacant land west of Houghton should be developed to be compatible with adjacent suburban densities.

Escalante Road will continue to be planned as a major street, however; its classification, extension from Houghton and necessary right-of-way will be reviewed along with other major streets at the time the area is annexed.

SUBAREA EIGHT¹

Profile:

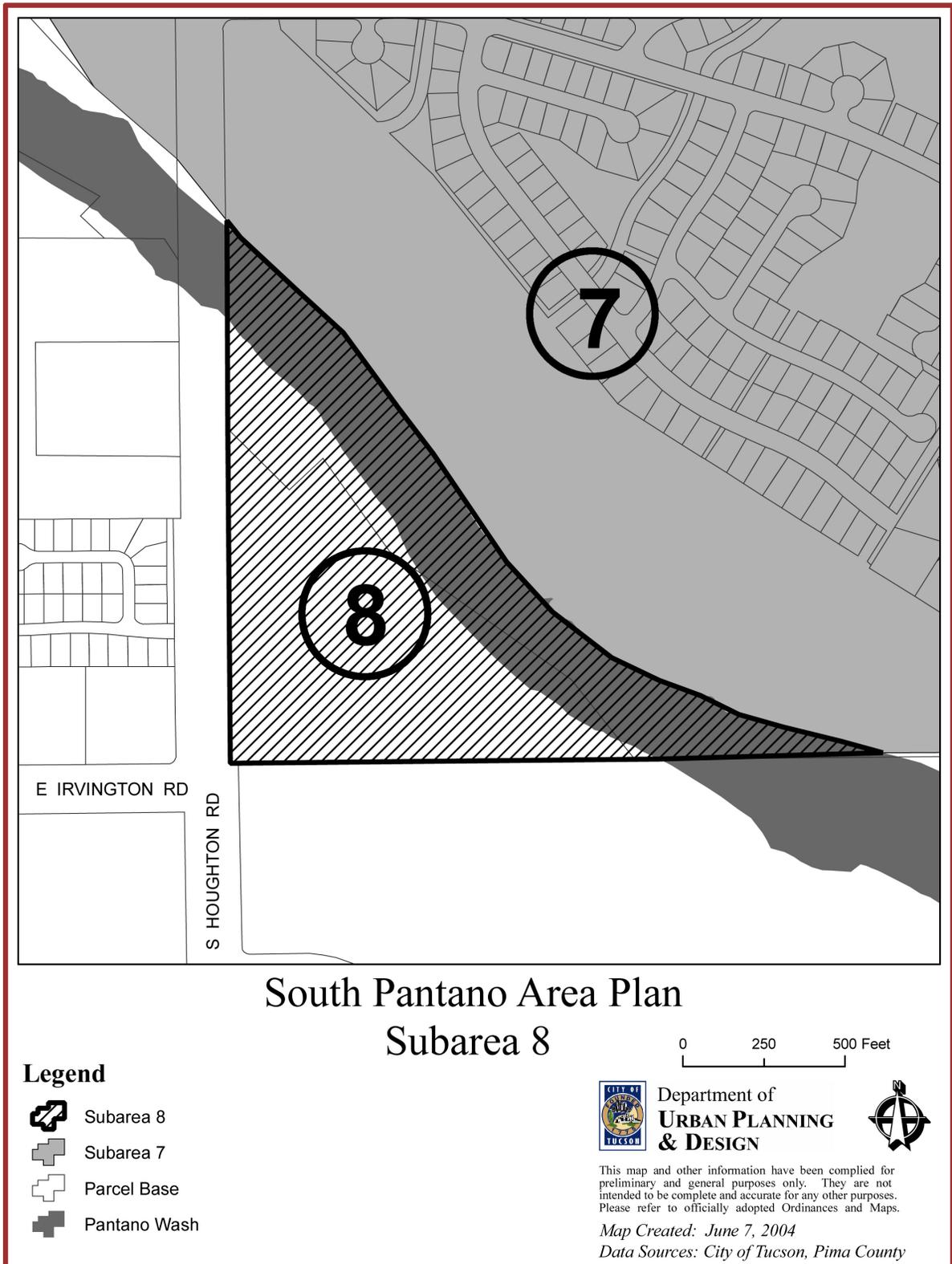
This is a 15.6-acre parcel located on the northeast corner of Houghton and Irvington Roads (see Subarea Eight map).

Proposed Use:

Suburban to midurban densities are appropriate in this area. Higher densities should be located along arterial and collector streets.

It is recommended that development transition to suburban densities. Special care must be taken to ensure residential development is sensitive to the existing natural environment. During design stages of non-residential development special consideration must be given which emphasizes minimal impacts on properties either developed residentially or having potential to be developed residentially. Cut and fill, and grading of proposed development should be kept to a minimum.

¹ Subarea Eight was revised on June 7, 2005, as a result of the adoption of the *Houghton Area Master Plan*, Resolution #20101. Subarea Nine was superseded on June 7, 2005, by the *Houghton Area Master Plan*, Resolution #20101.



Map amended on June 7, 2005, as a result of the adoption of the *Houghton Area Master Plan*, Resolution #20101.