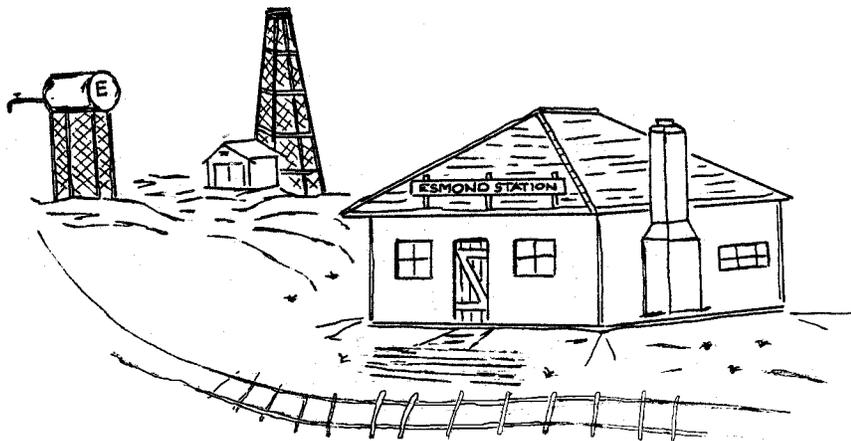


# ESMOND STATION AREA PLAN



Adopted March 24, 1986  
Resolution Number 13563

Planning  
department  
City of Tucson, Arizona

# ESMOND STATION AREA PLAN

CITY OF TUCSON  
PLANNING DEPARTMENT

**MARCH 1986**

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**Adopted by Mayor and Council - March 24, 1986 - Resolution 13563**

HEARINGS

Mayor and Council - March 24, 1986

Citizens Advisory Planning Committee - March 5, 1986

**Revision: June 7, 2005 – Maps and text were revised as a result of the *Houghton Area Master Plan*, which superceded areas of this Plan.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

**ESMOND STATION AREA PLAN**

CITY OF TUCSON PLANNING DEPARTMENT

March 1986

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# ESMOND STATION AREA PLAN

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

## INTRODUCTION

### **PLAN AREA<sup>1</sup>**

The *Esmond Station Area Plan*, location shown on Maps 1 and 2, is bounded by Davis-Monthan Air Force Base and Valencia (formerly Los Reales Road) on the north, the federal railroad spur and Kolb Road on the west, Interstate 10 on the south, Houghton Road on the east. This *Plan* considers the Esmond Station area on the basis of geographical boundaries, rather than political jurisdictions.

Prior to determining the boundaries for the *Esmond Station Area Plan*, a 31-square-mile area bounded by Davis-Monthan Air Force Base and Los Reales Road on the north, Pantano Wash and Wentworth Road alignment on the east, Interstate 10 on the south, and Wilmot Road on the west was reviewed. (See Map 3.) These inventory boundaries are the same as for the *Plan* on the north and south, only slightly different on the east, and considerably different on the west. Information about this area was published in the January 1986 *Esmond Station Area Inventory*.

### **HISTORICAL BACKGROUND<sup>2</sup>**

The inventory and *Plan* areas are named for Esmond Station, a former railroad section station located on Rita Road about one-half mile east of Houghton Road. A head-on collision of two passenger trains occurred near this site in 1903. Portions of the original structures still remain, and the possibility of designating Esmond Station as a historic site is being investigated.

### **ADOPTED COUNTY PLANS**

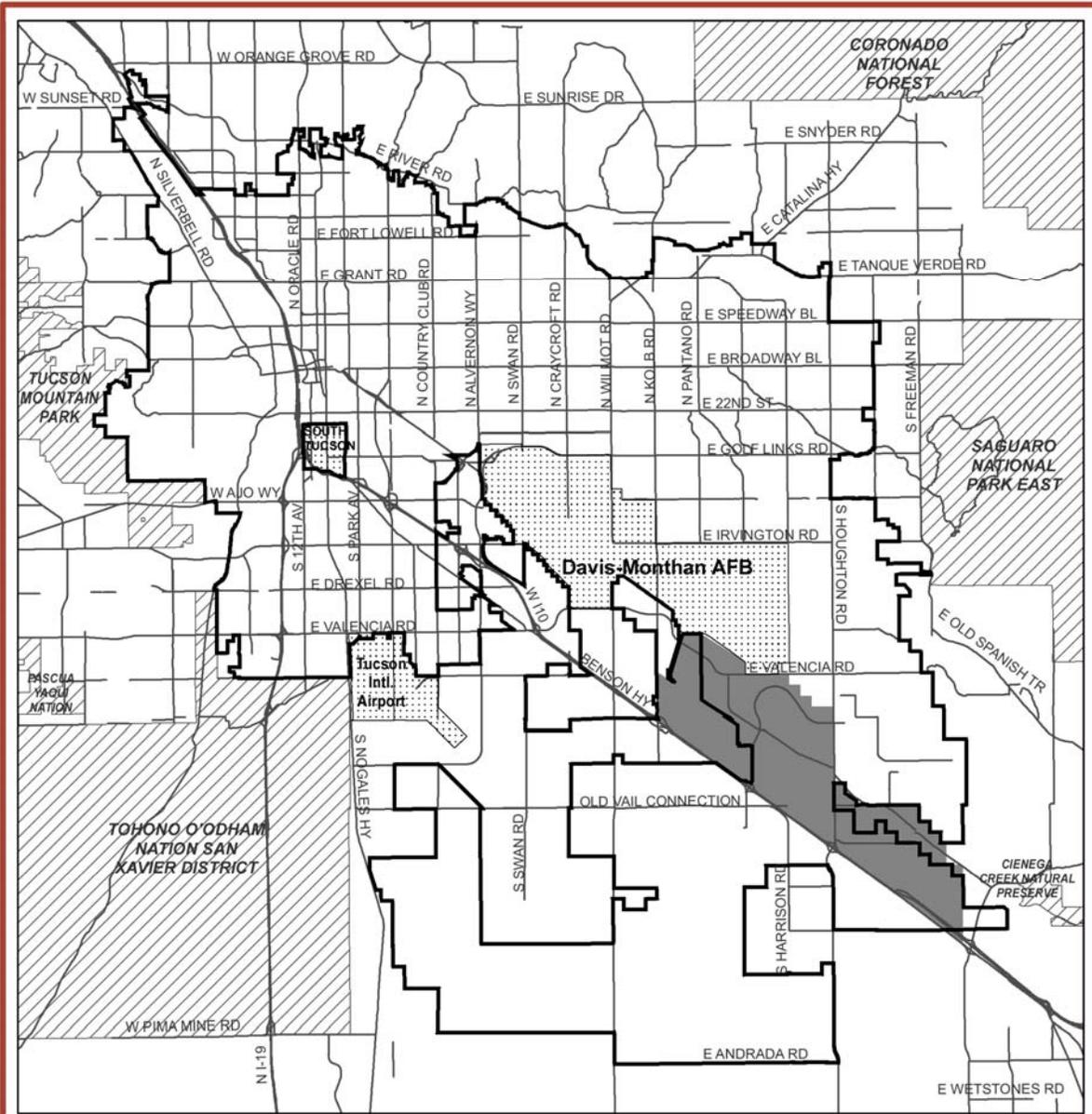
The *County Southeast Area Plan*, adopted March 1983, has two basic land use recommendations within the Esmond Station area. The area impacted by overflights from Davis-Monthan Air Force Base is recommended to be industrial, and the rest of the area is to be developed for multiple uses.

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<sup>1</sup> *Plan* area description was revised on June 7, 2005, as a result of the adoption of the *Houghton Area Master Plan*, Resolution #20101

<sup>2</sup>The area was annexed by the City in 1984. In December 1984, the City adopted Ordinance No. 6143, establishing original City zoning for the area. Ordinance No. 6143 also contains special zoning restrictions and requirements relating specifically to Rita Ranch, a master planned community within the *Plan* area boundaries.

**Esmond Station Area Plan**



**Map 1 - Esmond Station Area Plan**

**Legend**

-  Esmond Station Area Plan
-  City of Tucson
-  Parks and Tribal Lands
-  Local Landmarks
-  Major Streets



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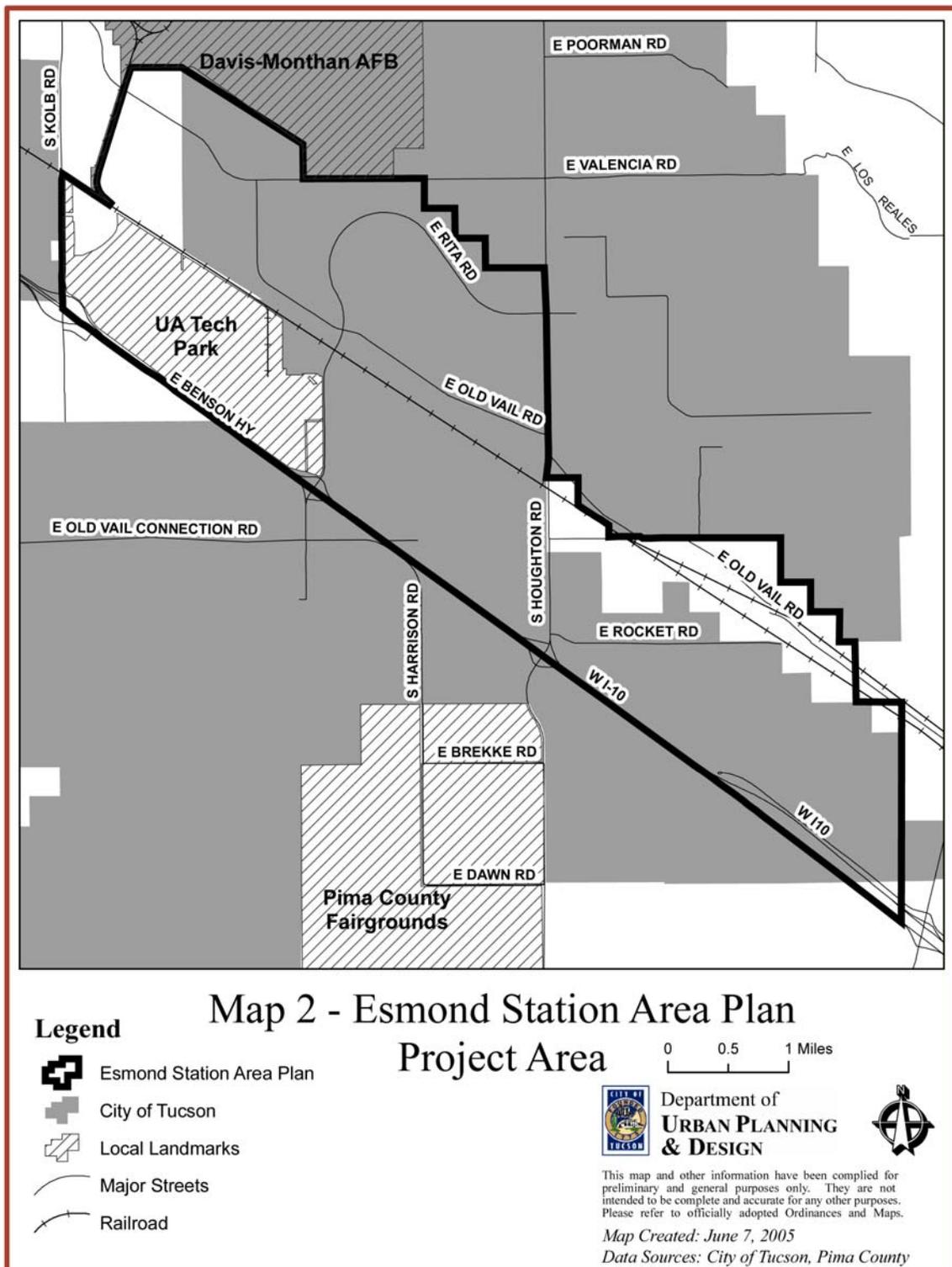


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Map Created: June 7, 2005

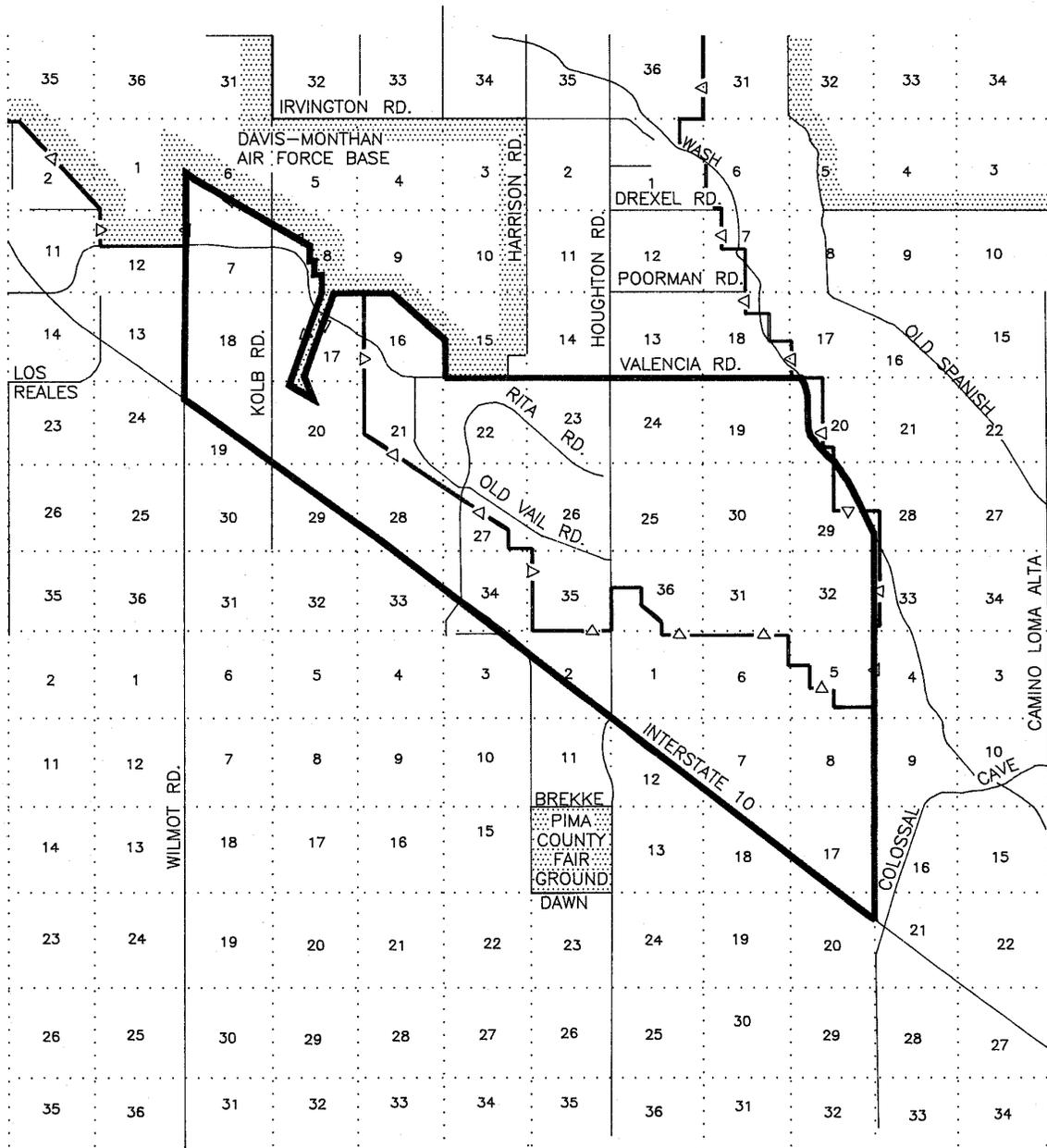
Data Sources: City of Tucson, Pima County

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



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

# Esmond Station Area Plan



- Inventory Area Boundary
- City Limits

Note: Map Reflects City Limits as of 1/93

**Map 3**

## **EXISTING CONDITIONS<sup>1</sup>**

Development is expected to occur within the next few years. Development interest in the southeast part of Tucson is increasing due to competitive land prices and suitability of the terrain for building. Services are being extended, and facilities continue to be improved because of demand from new developments. The completion of the Houghton Road bridge over the Pantano Wash, completion of the Kolb Road extension through Davis-Monthan Air Force Base, start of construction of other major planned transportation improvements in the area, and recent completion of water and wastewater facility improvements all serve to make the area more accessible and attractive to development.

Recent legislation has opened up the process for the release and development of State-owned lands within the area. A considerable amount of interest is being shown in this land which represents some of the most buildable in the Tucson basin in terms of accessibility and lack of geological constraints.

## **STEERING COMMITTEE**

The policies and recommendations of this *Plan* were developed with the assistance of a special Esmond Station Steering Committee. The steering committee consists of three major property owners in the area and representatives of Davis-Monthan Air Force Base, Pima County Planning and Development Services (formerly Pima County Planning Department), Arizona State Land Department, and Vail School District. The committee assisted the Planning Department in evaluating the crucial issues, developing goals and policies, reviewing the draft *Esmond Station Area Plan*, and coordinating the citizen participation process.

## **PLAN GOAL**

The goal of this Plan is to guide the creation of livable communities in the Esmond Station area where existing and future land uses can harmonize without conflict.

## **PLAN FORMAT**

The Esmond Station area contains a variety of land uses and a large amount of vacant developable property. Rezoning applications and development proposals in Esmond Station 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 *Esmond Station Area Plan*. These policies will provide land use guidance for County areas, should they be officially annexed by the City.

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<sup>1</sup> Existing conditions were revised on June 7, 2005, as a result of the adoption of the *Houghton Area Master Plan*, Resolution #20101.

### DEFINITIONS

**Arterial Streets:** Streets which are identified as arterials are high level traffic arteries serving or projected to serve at least 12,000 vehicles per day. These streets connect with bridges, freeway interchanges, or other arterials and provide continuity through the City. These are identified on the City *Major Streets and Routes Plan*.

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

**Campus Industrial:** Campus industrial projects are comprehensively planned industrial developments which contain clean, low intensity uses, and which are controlled by design and performance standards to be compatible with surrounding uses. Design considerations may include low building height, substantial building setbacks, screening, and extensive landscaping, among others. Performance standards may include stringent regulation of noise, odors, and other emissions in addition to the restriction of heavy truck traffic. Campus industrial could be used to buffer or provide a transition for uses of varying intensity.

**Collector Streets:** These are usually shorter in length, have lower projected traffic volumes (from 3,000 to 12,000) and, therefore, fewer lanes than arterial streets. Their purpose is to funnel traffic from an area or neighborhood to the nearest arterial. These are identified on the City *Major Streets and Routes Plan*.

**Compatible Development:** Development that proposes appropriate use or design characteristics which permits it to be located adjacent to, but without creating adverse impacts on, other land uses is considered compatible.

**Defensible Space Concepts:** Defensible space concepts include any physical design features which create a sense of ownership or territoriality of common areas and which allow viewing of public areas within residential, business, and industrial developments. Site design features including barriers such as fences, walls, electronic security, steps, or changes in ground level, lighting, and building placement to subdivide ground areas which can be associated with particular groups of residents or tenants. Visibility as a defensible space concept is intended to allow surveillance of the playgrounds, parking lots, landscaping, and other exterior spaces. Visibility may be enhanced by the strategic positioning of windows, stairwells, and low growing landscaping, and possibly by visual breaks in continuous screens.

## 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 six 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 designed as Planned Unit Developments<sup>1</sup> (see definition) 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 separate lots, duplexes, townhouses, apartments, condominiums, and mobile home parks characterize this designation.

**Urban Density:** This category includes densities of over 15 units per acre. Multi-family developments including townhouses, apartments, and condominiums are appropriate in this designation.

**Density Averaging:** Density averaging is a method of dealing with development of a site where natural features and characteristics of terrain affect allowed densities in certain areas. Densities may be averaged over the development site provided the total units do not exceed the density that would have been allowed in the whole site.

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

**Integrated Development:** Physical and functional coordination of developments which may include a variety of uses, sharing parking areas, open spaces, access points onto streets as approved by the City of Tucson, is integrated development. Emphasis is placed on providing pedestrian access between businesses within commercial areas in order to decrease auto travel and promote "one stop shopping."

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

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<sup>1</sup>The PUD and RDP Ordinances were rescinded by the Mayor and Council on March 16, 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 16, 1987.

**Major Streets:** Major streets are those streets identified as arterials, collectors, or interstate highways on the City *Major Streets and Routes Plan*.

**Natural Drainageways:** A natural drainageway is a watercourse which has not been substantially altered in course or cross section except through natural processes. Drainageways whose walls and/or beds have been reinforced or constrained with rip-rap, soil cement, concrete, or similar materials other than limited locations shall not be considered to be natural drainageways.

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

**Open Space:** An exclusive area of land and/or water set aside in either a natural state or designed and intended for use and enjoyment by all residents for recreational, aesthetic, and visual purposes. Areas used for traffic circulation and parking are not included.

**Planned Unit Development (PUD)<sup>1</sup>:** PUD is a development option within residential zones which allows integrally planned environments where design quality exceeds that which would result under conventional zoning requirements.

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

**Strip Commercial Development:** Strip commercial development is a pattern of commercial development characterized by incremental additions of single-function businesses along a street frontage. Such developments typically have separate access points and parking for each business, a lack of pedestrian linkage between individual businesses, substandard lot sizes, and inadequate parking and on-site maneuvering.

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<sup>1</sup>The PUD and RDP Ordinances were rescinded by the Mayor and Council on March 16, 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 16, 1987.

## LAND USE POLICIES

The following subgoals, policies and implementation techniques provide conceptual direction for future land use and zoning decisions. However, a detailed analysis of proposed land use densities, locations, and configurations will include a review of *Plan* policies, other City policies, and development constraints.

### RESIDENTIAL

At present, there is no residential development within the area other than a few widely scattered homes and a small mobile home park. The existing zoning in the Rita Ranch area and development recommendations of the Pima County *Southeast Area Plan* (Policy 5) indicate that a variety of housing densities is encouraged. In addition, regional population growth and increases in the cost of the 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 and to promote a variety of residential opportunities in the area.

#### Subgoal

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

**Policy 1: Design residential development to create viable neighborhoods.**

#### Implementation Techniques

- A. Design circulation to keep through traffic on major streets.
- B. Promote clustering and design flexibility in residential developments by encouraging the use of planned unit developments<sup>1</sup>, zero lot line, and lot development options where such design will foster community feeling and preserve drainageways and other natural features.
- C. Promote only rural or suburban density residential developments where direct access is not to major streets.
- D. Suburban density residential developments are generally appropriate along collector streets.
- E. Mid-urban residential developments are generally appropriate along and with direct access to arterial streets.

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<sup>1</sup>The PUD and RDP Ordinances were rescinded by the Mayor and Council on March 16, 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 16, 1987.

- F. Urban residential densities may be appropriate along and with direct access to arterial streets.
- G. Encourage Planned Unit Development (PUD) where appropriate<sup>1</sup>. PUD density bonuses should be allowed for development plans proposing an appropriate perimeter buffer adjacent to noncompatible existing development or preserving natural drainageways.
- H. Require pedestrianway systems that integrate, rather than segregate, residential developments and furnish a connection with public pedestrianways.
- I. Require pedestrianways in, between, and around all neighborhood facilities, e.g., schools, parks, and commercial centers.
- J. Require residential development at greater than rural densities to be connected to public water and sewer facilities.

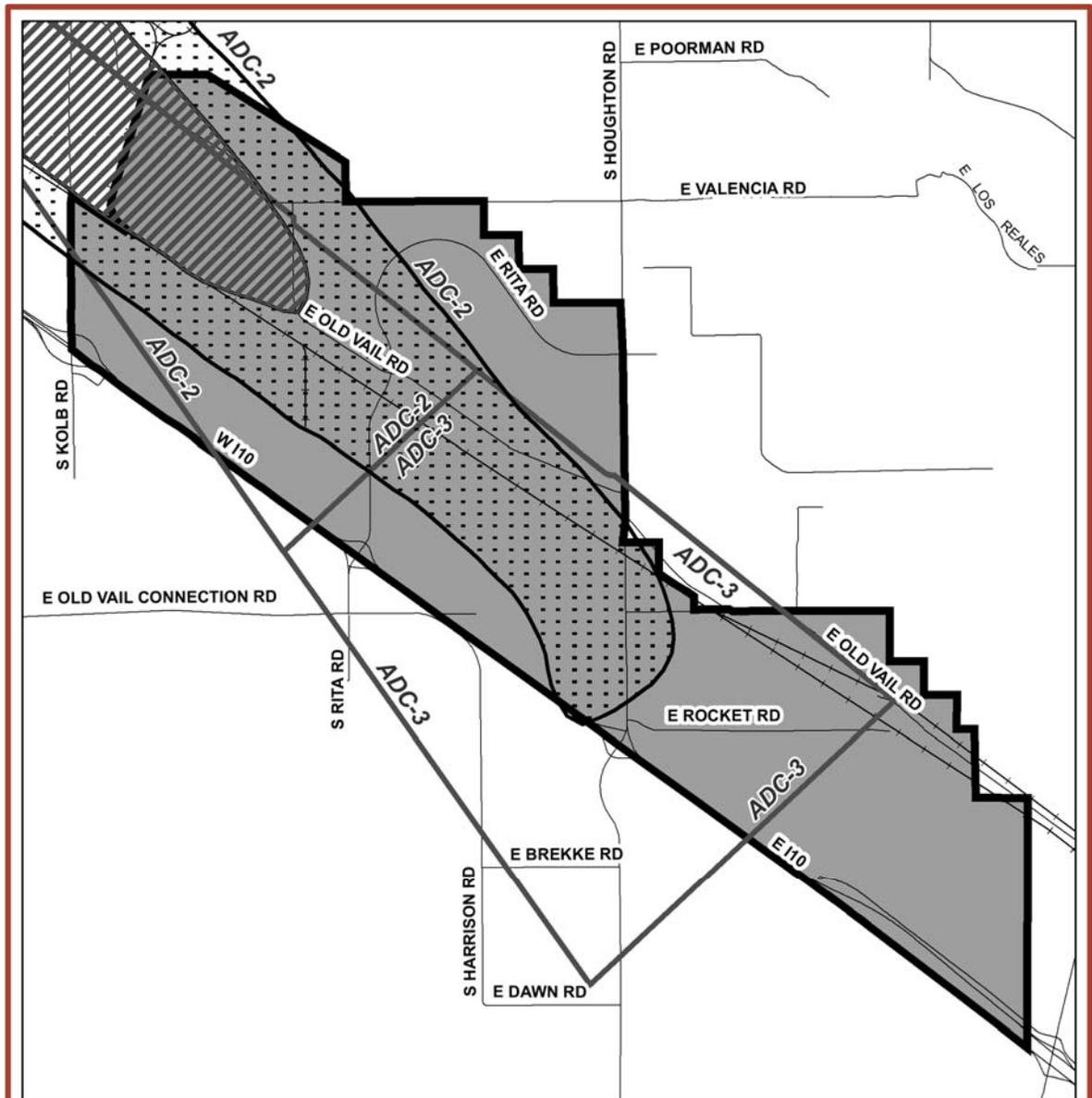
**Policy 2: Ensure the compatibility of new residential development with existing and committed land uses and uses which would be permitted on adjacent parcels by their existing zoning classifications.**

### Implementation Techniques

- A. Require appropriate design elements which provide a transition between developments such as setbacks, height restrictions, fences, walls, vegetation, and reduced density during the rezoning and development review processes when locating higher density residential in proximity to existing and proposed rural or suburban neighborhoods.
- B. Employ defensible space concepts in development proposals.
- C. Encourage proposed higher density residential development to transition densities so that densities at the perimeter are compatible with contiguous development or compatible with future development permitted by the zone on the contiguous parcel.
- D. Discourage single-family residential development in areas with noise levels over Ldn 65. (See Map 4.)
- E. Prohibit residential development in areas with noise levels over Ldn 70.

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<sup>1</sup>The PUD and RDP Ordinances were rescinded by the Mayor and Council on March 16, 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 16, 1987.



**Legend**

-  Esmond Station Area Plan
-  Approach Departure Corridor
-  Over 65 Ldn
-  Over 70 Ldn
-  Major Streets
-  Railroad

**Map 4 - Esmond Station Area Plan  
Davis-Monthan Impacts**

0 0.5 1 Miles



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Map Created: June 7, 2005

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.**

### COMMERCIAL<sup>1</sup>

The *General Plan*<sup>2</sup> 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.

To avoid an imbalance and to ensure the availability of commercial 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 future development and area residents.

#### Subgoal

Provide for the commercial needs of the area.

**Policy 1: Promote commercial developments at appropriate locations and in appropriate amounts within the area.**

#### Implementation Techniques

- A. Rezoning to commercial uses in the area west of Houghton Road shall be based on one of the following circumstances:
1. Residential development has occurred on land west of Houghton Road which had commercial zoning at the time of adoption of the *Plan* so that the amount of commercially planned land remains constant other than that developed in accordance with (2) and (3).
  2. The property is within one-fourth mile of the Houghton Road or Rita Road interchanges with Interstate 10 or has direct access to the proposed Interstate 10 frontage road. (If access is to the frontage road, rezoning is not to be operative until the frontage road is built.) In either case, the use is limited to freeway-oriented services, such as service stations, restaurants, or motels.
  3. The property is at the southwest corner of Houghton Road and Valencia Road and is planned as a community shopping center containing at least 20 acres.

**Policy 2: Ensure commercial development is compatible with surrounding uses.**

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<sup>1</sup> The policies for Commercial uses were revised on June 7, 2005, as a result of the adoption of the *Houghton Area Master Plan*, Resolution #20101.

<sup>2</sup> 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.

**Implementation Techniques**

- A. Require appropriate perimeter buffers adjacent to noncompatible existing development.
- B. Require circulation design which minimizes the impact on adjacent streets and noncompatible uses.
  - 1. Access is only to collector or arterial streets or their frontage roads.
  - 2. The proposed use is at least 10 acres in size, or parking and access is integrated with adjacent commercial uses.
  - 3. All required parking and circulation is provided on the site (except as noted in B.2.).
  - 4. Access points are minimized to reduce locations for turning movements on adjacent streets.
  - 5. If development is proposed on a designated controlled access corridor (initially Kolb Road, Valencia Road, and Houghton Road), then access must be designed in conformance with access plans approved for the corridor.
- C. Employ defensible space concepts in development proposals.

**INDUSTRIAL<sup>1</sup>**

Tucson's continuing growth, the desire 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. 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 Esmond Station area.

**Subgoal**

Provide opportunities for industrial and park industrial development.

**Policy 1: Ensure the availability of adequate services and the proper setting for industrial developments.**

**Implementation Techniques**

- A. Rezoning to industrial uses shall be based on at least one of the following conditions:
  - 1. The site is within the Davis-Monthan approach-departure paddle and/or has noise levels above Ldn 65. (See Map 4.)
  - 2. The site has railroad or interstate access.
  - 3. The site is adjacent to Davis-Monthan Air Force Base, and Davis-Monthan related activities make residential use incompatible.

**Policy 2: Ensure that industrial development is compatible with surrounding uses.**

**Implementation Techniques**

- A. Require appropriate perimeter buffers adjacent to noncompatible existing development.
- B. Require campus industrial design standards for proposed industrial development where needed to ensure compatibility with existing or planned development.
- C. While mineral extraction and processing are generally not compatible with residential uses, the Esmond Station area contains sites within a reasonable distance from the urban area in southeast Tucson. Where this use is allowed in Esmond Station, it should be required to minimize impacts on all surrounding uses through the following methods:

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

1. Siting and operational procedures which will not adversely affect drainage regimes.
  2. Location of haul roads and access roads to minimize noise and traffic impacts.
  3. Dust reduction measures for operations and road access.
  4. Vegetative screens to provide visual buffers from surrounding property.
  5. Lighting restrictions to avoid light pollution on surrounding properties.
  6. Noise-reduction measures.
  7. Limits on hours of operation.
  8. Reclamation plans showing how the property will be left after the closing of the operation.
- D. While solid waste disposal sites create special compatibility problems, such a site may be appropriate within the Esmond Station area. This use should not, however, be allowed in areas such as floodplains of major washes because of increased potential for contamination of the aquifer. Should this use be appropriately sited in the Esmond Station area, design features must be incorporated to minimize the impacts on surrounding uses. Development plan design features and elements will be subject to, but not be limited to, the methods listed in Industrial Policy 2.C. In addition, plans will be required to address erosion control, prevention of leaching, and methane control both during the life of the site and after its closure. All plans must be reviewed and approved by the Community Design Review Committee and the Mayor and Council. Consideration should also be given to limitations on the type of materials to be disposed of at such a site.
- E. Require circulation design which minimizes the impact on adjacent streets and noncompatible uses.
1. Access is only to collector or arterial streets or their frontage roads.
  2. The proposed use is at least 10 acres in size or parking and access is integrated with adjacent industrial uses.
  3. All required parking and circulation is provided onsite (except as noted in E.2).
  4. Access points are minimized.
  5. If development is proposed on a designated controlled access corridor (initially Kolb Road, Valencia Road, and Houghton Road), then access must be designed in conformance with the access plan approved for the corridor.

### STATE TRUST LAND<sup>1</sup>

The State land in the Esmond Station area is all trust land and is managed by the State Land Department for the benefit of the public (See Map 5).

The Urban Lands Management Act which was passed by the State Legislature in September, 1981, 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 planning of these Trust lands.

#### Subgoal

Ensure reasonable use and appropriate development on State Trust Land.

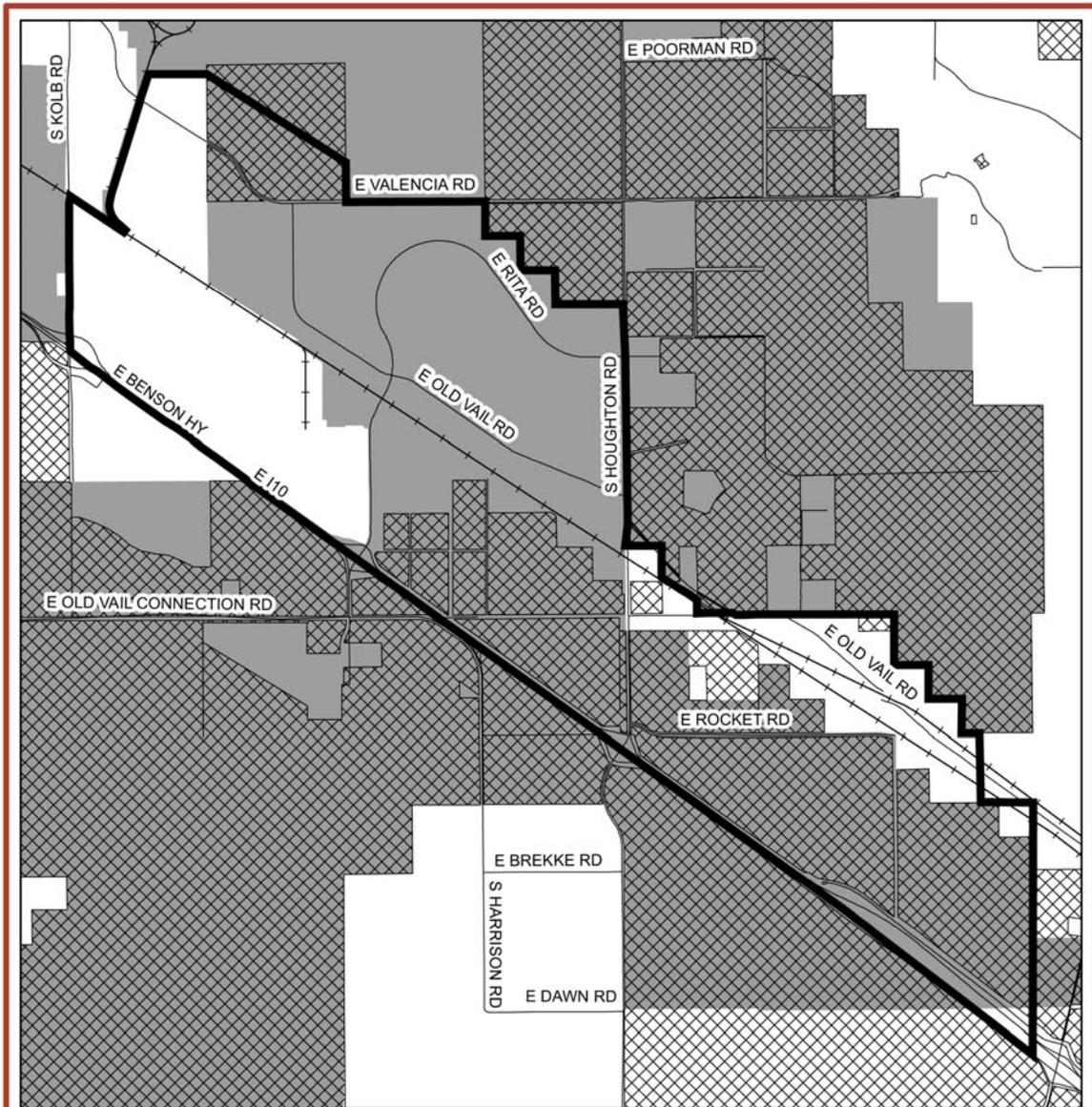
**Policy:**     **Developments proposed on State land must be within the guidelines adopted in the *Esmond Station Area Plan*.**

#### Implementation Techniques

- A. Proposed development plan applications will be reviewed for compliance with Esmond Station policies.
- B. Provisions should be included in the release of State lands for public facility sites, i.e., fire stations, library, parks, and schools.
- C. Proposed uses should be compatible with surrounding uses and zoning. Where a project is adjacent to another *Plan* area, development should be compatible with the recommendations of that *Plan*.
- D. Industrial development on vacant State lands use campus industrial design standards as appropriate to ensure compatibility with surrounding uses.
- E. When comprehensive planning is completed for sections of State land, these plans shall be incorporated into the *Esmond Station Area Plan*.

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<sup>1</sup> State Trust Land policies were revised on June 7, 2005, as a result of the adoption of the *Houghton Area Master Plan*, Resolution #20101.



Map 5 - Esmond Station Area Plan  
State Land

**Legend**

-  Esmond Station Area Plan
-  State Land
-  City of Tucson
-  Major Streets
-  Railroad

0 0.5 1 Miles



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Map Created: June 7, 2005

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### DAVIS-MONTHAN AIR FORCE BASE

Davis-Monthan Air Force Base encompasses approximately 16 square miles in the Tucson metropolitan area immediately north of the Esmond Station area. While none of the base is within the boundaries of the *Plan*, its presence affects land use decisions in the Esmond Station area. Land use compatibility with base land activities and military aircraft operations is a critical consideration in protecting not only adjacent future development but also existing or planned mission requirements.

#### Subgoal

Encourage compatible mixed land use development adjacent to the base as stated in the *General Plan*.

**Policy 1: Ensure compatibility of new development with existing and future operation of Davis-Monthan Air Force Base.**

#### Implementation Techniques

- A. Rezoning requests should be reviewed with regard to current and future base operations.
- B. Request Davis-Monthan Air Force Base Community Planning staff to review development plans proposed in the Esmond Station area.
- C. When proposed development is affected by Davis-Monthan Air Force Base operations, require a "fair disclosure statement" be part of any development plans, final plats, informational brochures, and sales/rental agreements, indicating that certain types of military air and ground training activities occur at Davis-Monthan Air Force Base.
- D. 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 away from Davis-Monthan Air Force Base properties.
- F. Discourage any new or redeveloped noise-sensitive land uses in areas with noise levels above Ldn 65 (see Davis-Monthan Impacts Map 4) or within the Runway Approach Compatible Use Zone when adopted.
- G. When buildings intended for noise-sensitive uses or activities are allowed in areas with noise levels above Ldn 65, acoustical treatment is required which will reduce interior noise levels to less than Ldn 45.
- H. Prohibit new or redeveloped noise-sensitive land uses as defined in the *Esmond Station Area Plan* in areas with noise levels above Ldn 70 (see Davis-Monthan Impacts Map 4).

**Policy 2: Ensure compatibility of base operations with existing and potential adjacent development.**

**Implementation Techniques**

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

**ANNEXATION**

As mentioned earlier, over 19 square miles of the Esmond Station area are presently under County jurisdiction. This area has 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 in this *Plan* do not take effect for County areas until those areas are annexed by the City.

**Subgoal**

Pursue an orderly annexation and development program for unincorporated areas within the *Plan* boundaries.

**Policy: Recognize the potential for higher density development as public services and utilities become available and establish appropriate City zoning categories for the area.**

**Implementation Techniques**

- A. Establish original City zoning for vacant areas using the *Esmond Station Area Plan* and current County zoning as a guide.
- B. Establish City zoning for developed areas in accordance with their existing uses.

## **PUBLIC FACILITIES' POLICIES**

While at present there is negligible population and only one major employer, IBM, in the Esmond Station area, major development is expected in the near future, partly because of major infrastructure improvements recently completed or under construction. These improvements include the extension of a major water line along Houghton Road to Rita Ranch, extension of the Southeast Interceptor to near Rita Road, major drainage improvements, completion of the Houghton Road bridge over the Pantano Wash, extension of Kolb Road through Davis-Monthan Air Force Base to I-10, and improvement of Valencia Road in a new alignment to provide a continuous east-west route from Tucson International Airport to Houghton Road.

### **TRANSPORTATION**

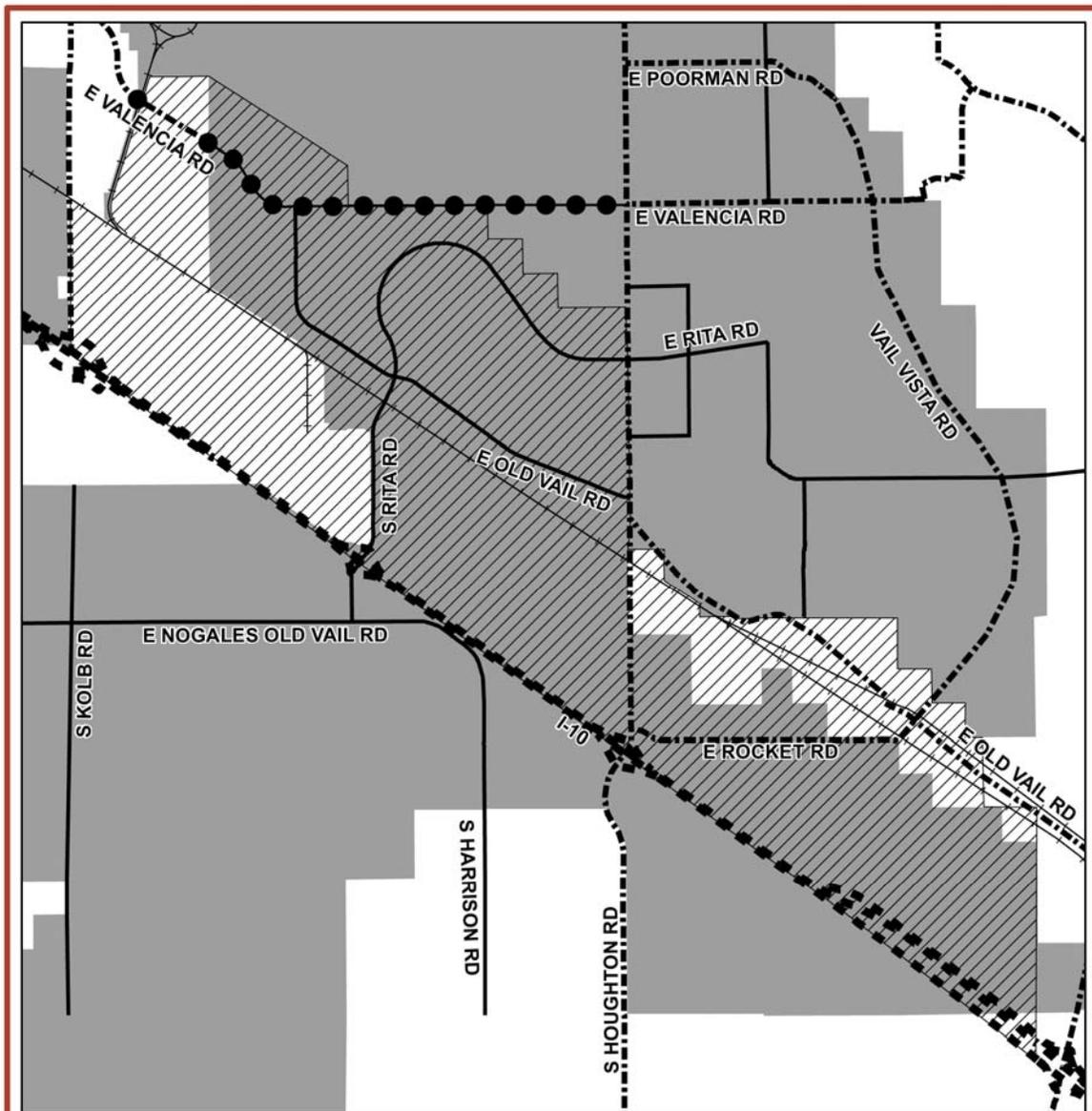
At present only the major elements of the street system have been developed. Map 6 shows the existing major streets within the City.

Detailed elements and scheduled improvements in the transportation and traffic circulation system are included in the *Esmond Station Inventory* document. Because future increases in development activity are projected for the area, the transportation system (i.e., streets, transit, bikeways, and pedestrianways) will be carrying greater volumes and undergoing a substantial number of improvements. Some of these improvements have been identified in the *Regional Transportation Plan* adopted February 25, 1981, by the Pima Association of Governments Regional Council and amended in September, 1983. The City's *Major Streets and Routes (MS&R) Plan*, adopted on November 15, 1982, by Mayor and Council and subsequently amended, identifies street classifications, rights-of-way, and special routes. (Map 6 shows these major streets in the Esmond Station area.) The *Pima County Major Streets and Routes Plan* extends street classifications beyond the current City limits. Map 7 shows proposed street classifications currently outside the City *MS&R Plan*. Future development in Esmond Station may warrant changes in recommended rights-of-way. Therefore, proposed rights-of-way will be reviewed at such time areas containing major streets are annexed. In addition, since much of the County land is State Trust land proposed to be planned in large pieces, a street system based on the results of that planning effort may change some classifications and alignments.

Since there is no significant population in the Esmond Station area at this time, it is not served by public transit.

### **Subgoal**

Provide a transportation system that satisfies the travel needs in and through the Esmond Station area.



Map 6 - Esmond Station Area Plan  
Existing Major Streets & Routes Plan

**Legend**

-  Arterial Street
-  Gateway Route
-  State & Interstate Route
-  Scenic Route (City and County)
-  Esmond Station Area Plan
-  City of Tucson
-  Railroad

0 0.5 1 Miles



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Map Created: June 7, 2005

Data Sources: City of Tucson, Pima County

**Notes: Please refer to the current MS&R Plan for up-to-date information. Map reflects city limits as of June 2005. Map amended on June 7, 2005, as a result of the adoption of the Houghton Area Master Plan, Resolution #20101.**

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

**Policy 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. Access to designated controlled access corridors (initially Kolb Road, Valencia Road, and Houghton Road) must be designed in conformance with access plans approved for the corridors.
- D. Proposed lower density single-family developments must provide access and maneuvering onto local streets rather than directly onto collectors or arterials.

**Policy 2: Provide adequate access to all properties.**

**Implementation Techniques**

- A. Require design of neighborhood traffic circulation systems 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 all 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 Esmond Station in the Five-year Capital Improvement Program.
- F. Develop a bicycle system as specified in the adopted Tucson *Regional Bikeway Plan* and City *Major Streets and Routes Plan*.

**Policy 3: Provide a street system as identified in the *Major Streets and Routes Plan*.**

**Implementation Techniques**

- A. Ensure implementation of *Major Streets and Routes Plan* policies in street design and gateway design standards for development along the routes so designated.
- B. Review proposed street classifications and rights-of-way as annexations occur. See Map 7 for current County *Major Streets and Routes Plan* classifications.
- C. Kolb, Houghton, and Valencia are major arterials identified as regional transportation corridors. The City and County should work cooperatively to develop and adopt access control plans for these streets. These plans would include roadway design plans which

## Esmond Station Area Plan

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designate preferred access locations and designs for attaining the functional goals for controlled access highways.

**Policy 4: Provide a more cost-effective alternative to the use of the private automobile.**

### Implementation Measures

- A. Provide transit services when development in the area can justify it.
- B. Encourage major employers in the area to arrange for carpooling and/or subscription bus service.
- C. Provide park and ride lots for carpoolers and bus riders along major corridors.
- D. Provide for bicycle use of major streets as specified in the *Major Streets and Routes Plan* (Policy 2.B.3).

## WATER

With the exception of IBM Corporation which has its own water supply and a small section within the Del Lago Water Company service area, it is expected the Esmond Station area will be served by Tucson Water. Water transmission lines have been completed along a portion of Houghton Road and within Rita Ranch.

### Subgoal

Ensure adequate water capacity for the *Plan* area.

**Policy: Water plans for individual developments shall conform to regional and basin-wide plans.**

### Implementation Measures

- A. Generally new development will be connected to the Tucson Water system. If this is not done, requirements of the Arizona Department of Water Resources and Arizona Department of Health Services regarding assured water supply and water quality must be met.
- B. All water systems to be in conformance with the *Tucson Active Management Area Plan*.
- C. All water systems to be connected to the Tucson Water system must conform to the *Southeast Water Plan*.

## **DRAINAGE**

The majority of the Esmond Station area comprises the headwaters of the Julian Wash. Several tributaries of this wash originate in this area. The tributaries sprawl across the existing terrain which varies in slope. The braided, shallow, undefined channels are vulnerable to erosion and overflow. The remaining portion of the area is comprised of watersheds of tributaries of Atterbury Wash and several minor washes which discharge directly into the Pantano Wash. Special consideration should be given to the preservation of the riparian character of this area by setting aside open areas with floodplains of major washes and drainageways. (See Map 8.)

Julian Wash west of Houghton Road is largely controlled through major modifications and construction of drainage channels and detention facilities. There have been few modifications of drainageways east of Houghton.

The Pantano Wash has not been subject to structural modifications in this area. Sand and gravel operations located along the west bank have constrained prudent floodplain management.

### **Subgoal**

Encourage development which will be designed compatibly with the natural environment by preserving the existing riparian character of the area.

**Policy 1: Drainage plans shall conform to regional and basin-wide plans.**

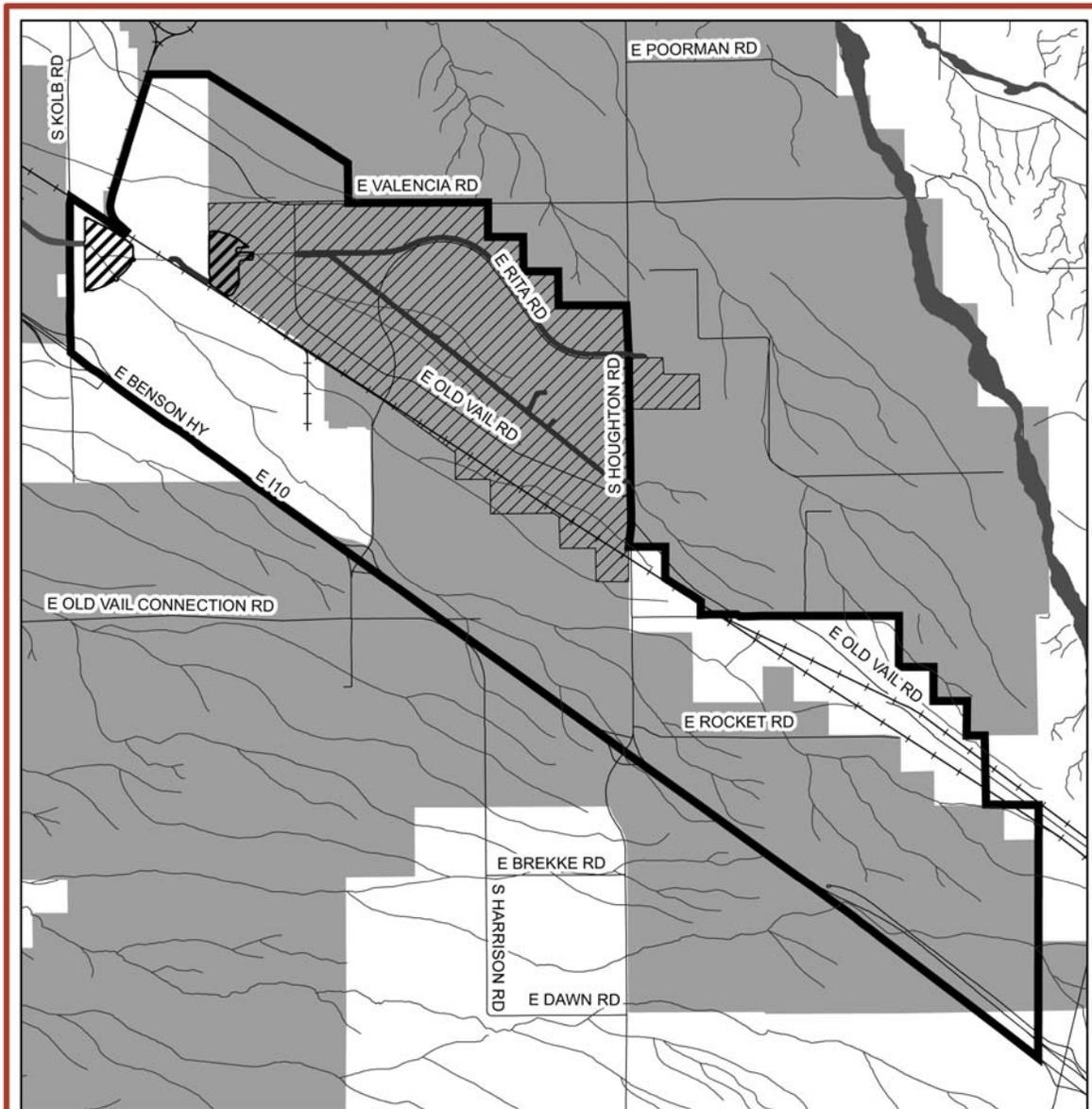
### **Implementation Techniques**

- A. Encourage basin management studies of washes conveying regulatory flows larger than 1,000 cfs under existing undeveloped conditions.
- B. Require all development to be in compliance with Floodplain Regulations and any adopted basin management studies.

**Policy 2: Ensure that flood control and floodplain management methods are compatible with the natural and built environment.**

### **Implementation Techniques**

- A. Require developers to submit a hydrology/hydraulic study of drainage conditions and design of proposed improvements, considering both upstream and downstream conditions.



Map 8 - Esmond Station Area Plan

**Legend**

- |  |   |
|--|---|
|  Esmond Station Area Plan |  Pantano Wash          |
|  City of Tucson           |  Natural Drainageways  |
|  Major Streets            |  Improved Drainageways |
|  Railroad                 |  Detention Basins      |
|  Rita Ranch Boundary      |   |

**Drainage**

0 0.5 1 Miles



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Data Sources: City of Tucson, Pima County

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

- B. Strongly discourage channelization, detention/retention basins, and other improvements in designated channels of major drainageways (see Drainage Map 8). Until basin management studies are completed, all reaches conveying regulatory flows greater than 1,000 cfs are designated as major drainageways. After basin management study (ies) are complete, major drainageways will be those identified as a result of those study (ies). Where drainageways are kept natural, existing vegetation shall be retained or reestablished.
- C. Where channel improvements must be done, require the use of approved naturally appearing materials such as soil cement or gabion basket. Where drainageways are modified, landscaping and/or screening shall be required to minimize adverse visual impacts. Landscaping plans must be approved by the Planning Department and City Engineering.
- D. Require a minimum dedication of 50 feet for linear park purposes along the Pantano Wash.
- E. Dedication of areas for maintenance of and access to drainageways may be necessary. When areas along drainageways are dedicated, the developer is encouraged to incorporate them with open space designed into the development project. Continuity of dedication, natural areas, and open space is emphasized.

**Policy 3: Require detention/retention to control downstream flood peaks and erosion.**

**Implementation Techniques**

- A. Design detention/retention facilities in a manner such that flood peaks resulting from development will be less than or equal to flood peaks generated from the 2-year, 10-year, and 100-year storm events.
- B. Revegetate detention/retention areas except where revegetation would interfere with capacity requirements or routine maintenance of the basin.
- C. Require the property owners or homeowners' associations in newly developed areas to maintain detention/retention basins and to remove sediment build-up as needed. (Note: The Floodplain Engineering Division may require large basins which require mechanized sediment removal to be maintained by the City.)

### WASTEWATER

The Esmond Station area is located, as shown on Map 9, within the Kolb-Bilby Sewer Drainage Basin and within the southern portion of the Harrison-Pantano Sewage Drainage Basin. The boundary between the Harrison-Pantano Drainage Basin and the Kolb-Bilby Sewer Drainage Basin, as shown on Map 9, was positioned so as to represent the location of the ridge which separates the two sewage drainage basins. It is intended that the exact boundary will be defined when the involved sewage conveyance facilities are actually designed/installed.

Public sanitary sewerage service to those segments of the Esmond Station area, which are within the Kolb-Bilby Sewer Drainage Basin, is to be provided by the Southeast Interceptor/Trunk System - which has recently been extended into the subject area. It is predicted that, in the future, not all of the sanitary sewage generated within the Kolb-Bilby and Harrison-Pantano Sewer Drainage Basins will be able to be accommodated within the downstream Metropolitan Sewerage System. It is, therefore, envisioned that the long-term sewage treatment needs of these two basins will require the establishment of new upstream sub-regional wastewater treatment/reclamation facilities (WRFs). The Harrison-Pantano WRF will be sited in the general vicinity of Harrison and Irvington Roads. A site for the Kolb-Bilby WRF has not yet been determined.

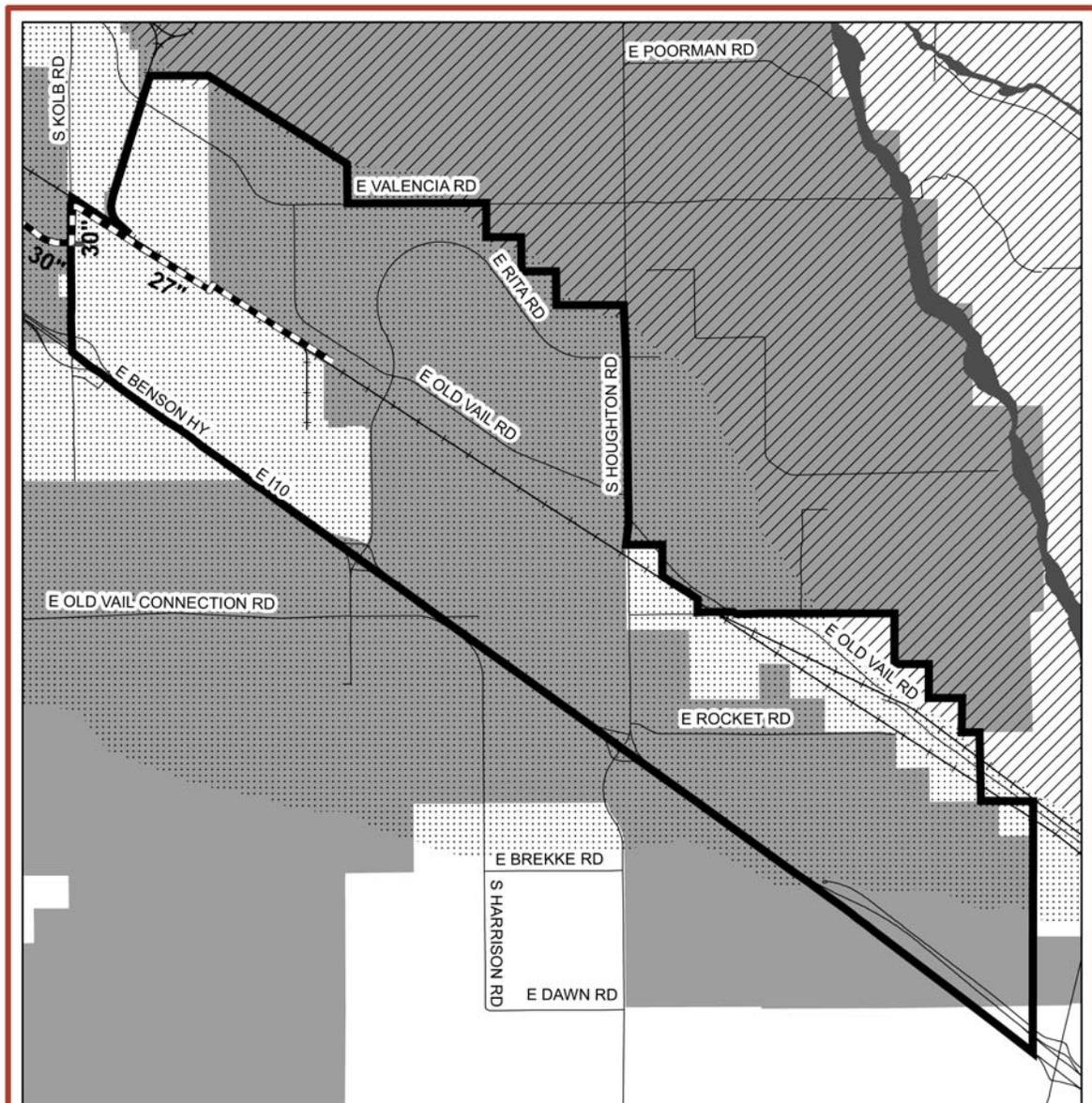
#### Subgoal

Ensure adequate public sewer conveyance and treatment capability for the *Plan* area.

**Policy 1: Wastewater plans for individual developments shall conform to regional and basin-wide plans.**

#### Implementation Techniques

- A. All new development shall be connected to the public sanitary sewerage system if feasible. Generally, residential development on lots smaller than one acre and commercial and industrial development shall be connected to the public system.
- B. Any industrial waste discharged into the public sanitary sewerage system shall meet current pretreatment requirements.
- C. All new sanitary sewerage facilities shall be in basic conformance with the current *PAG 208 Water Quality Plan*.
- D. Developers will be responsible for designing, front-end financing, and installing of any required public off-site sewers to connect with the existing sewer system. This may include preparing basin studies to determine if modification to off-site public facilities is necessary.



Map 9 - Esmond Station Area Plan  
Wastewater

**Legend**

- Esmond Station Area Plan
- City of Tucson
- Pantano Wash
- Harrison-Pantano Sewage Drainage Basin
- Kolb-Bilby Drainage Basin
- Major Streets
- Railroad
- Southeast Interceptor
- 30" Pipeline Diameter

0 0.5 1 Miles



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## Esmond Station Area Plan

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- E. Property in the southern section of the Harrison-Pantano Basin may be allowed to connect, initially, to the public sanitary sewerage system in -the Southeast Interceptor/Trunk System if there is sufficient capacity within that system. If the subject lands tie initially into the public system within the Kolb-Bilby Basin because that system is "available," any decision to later tie-over into the future Harrison-Pantano WWTF Basin conveyance system would be a "management" decision made by the County.
- F. At such a time as the Pima County Board of Supervisors adopts a sanitary sewerage "system development fee" for this area, future land developers will be responsible to pay the fee.
- G. Commitments for sewer service and capacity for land parcels outside the City limits are made upon approval of a development plan or final plat. Within the City limits, these commitments are made at the time of building permit application. The type of sewer system (private or public) to be constructed within individual projects is determined by Pima County Wastewater Management.

If Pima County Wastewater Management policies noted above are revised then the revisions become part of the *Esmond Station Area Plan*.

### **Policy 2: Reuse effluent produced by the existing/proposed public wastewater reclamation facilities for these basins, if feasible.**

#### **Implementation Measures**

- A. Coordinate the planning and design of the proposed wastewater reclamation facilities with the planning, design, and construction activities for the reuse system.
- B. Use effluent on area lands (public and private golf courses, parks, etc.) through the City of Tucson's Metropolitan Area Reuse System for effluent.
- C. Active and beneficial reuse of effluent is encouraged by all the involved governmental entities and agencies.

#### **PARKS, RECREATION, OPEN SPACE**

As the Esmond Station area develops, there will be a demand for recreational and open space facilities. At the same time, much of the existing open desert will disappear. Therefore, parks and designated open spaces will be needed.

The policies in the *Esmond Station 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. See Drainage Section for additional requirements.

**Subgoal**

Provide for existing and future recreational, park, and open space requirements in the area.

**Policy 1: Utilize recreational and open space areas for activities of Esmond Station residents and their activities.**

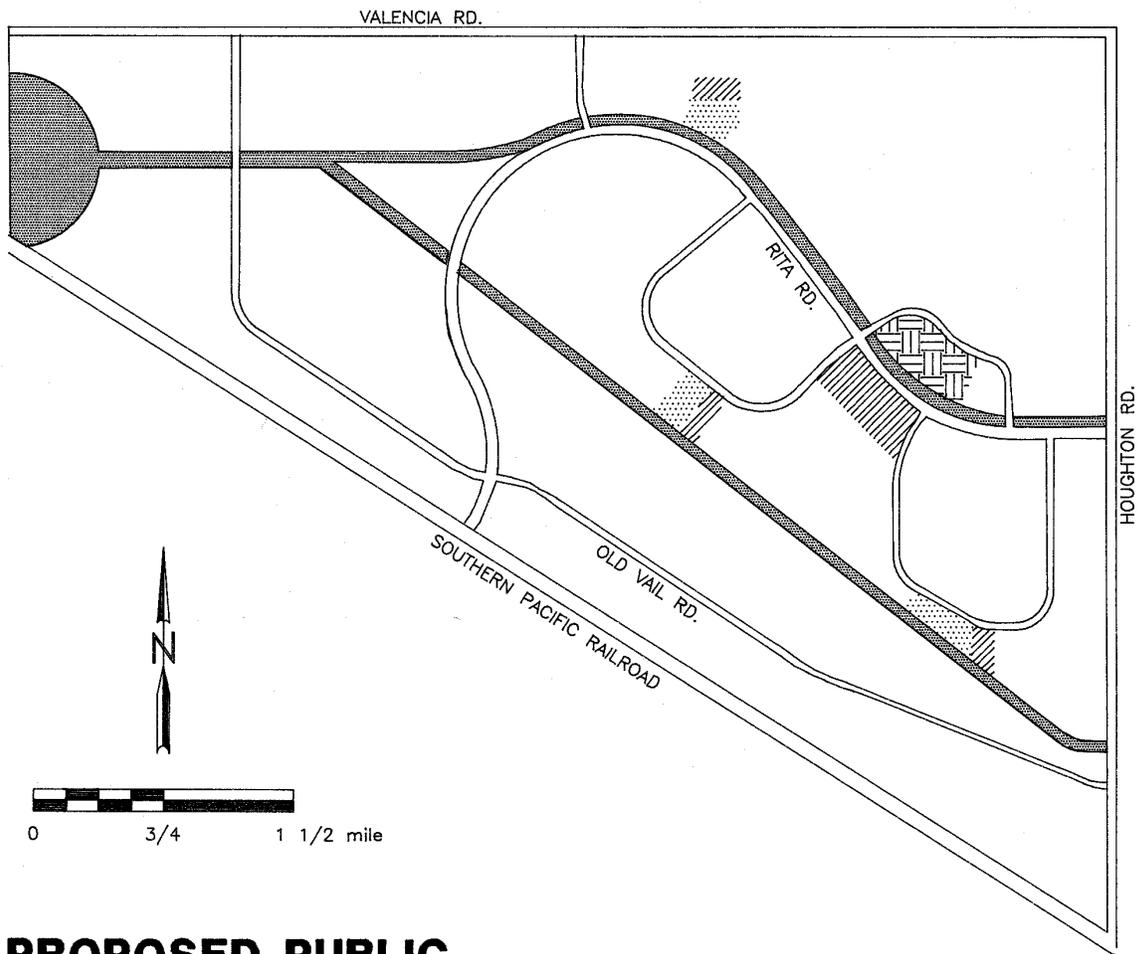
**Implementation Techniques**

- A. Encourage agreement with the Vail School District to allow joint development and use of recreational facilities at all proposed elementary, junior, and senior high schools. See Proposed Public Facility Sites Map 10 for sites proposed by the *Rita Ranch Community Plan*.
- B. Where possible, additional open spaces should be developed in association with parks, natural areas, reserves, research areas, monuments, and forests administered by other public or private agencies (*General Plan*, Section 2, Policy 1D).

**Policy 2: Develop additional park areas and open space areas in the Esmond Station area.**

**Implementation Techniques**

- A. Acquire and develop parks in accordance with the adopted *Parks, Recreation and Open Space Plan*.
- B. Drainageways and floodplains left in their natural state shall be accessible to the public.
- C. Provide a system of equestrian and pedestrian trails throughout the Esmond Station area, where appropriate.
- D. Acquire park sites indicated in the *Rita Ranch Community Plan* (see Proposed Public Facility Sites Map 10).
- E. Place emphasis on district and regional parks (as recommended in the *Parks, Recreation and Open Space Plan*).
- F. Encourage dedication of property for public park use during the design stages of proposed development within the Esmond Station area. Dedications will be subject to approval by the City of Tucson Department of Parks and Recreation.



## PROPOSED PUBLIC FACILITY SITES

### Legend

- |   |                              |
|---|------------------------------|
|  | Elementary School            |
|  | Junior or Senior High School |
|  | Park/Public Facilities       |
|  | Drainage Facilities          |

**Map 10**

## **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).

### **Subgoal**

Encourage convenient library service in the Esmond Station 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 if the governmental site in Rita Ranch is not suitable. (See Proposed Public Facility Sites Map 10.)
- B. Location of library sites(s) must be approved by the Library Department.
- C. Provide temporary library services, i.e., bookmobile, when residential development warrants.
- D. When development warrants, provide permanent library facilities either as part of a multi-service center or as a freestanding facility.