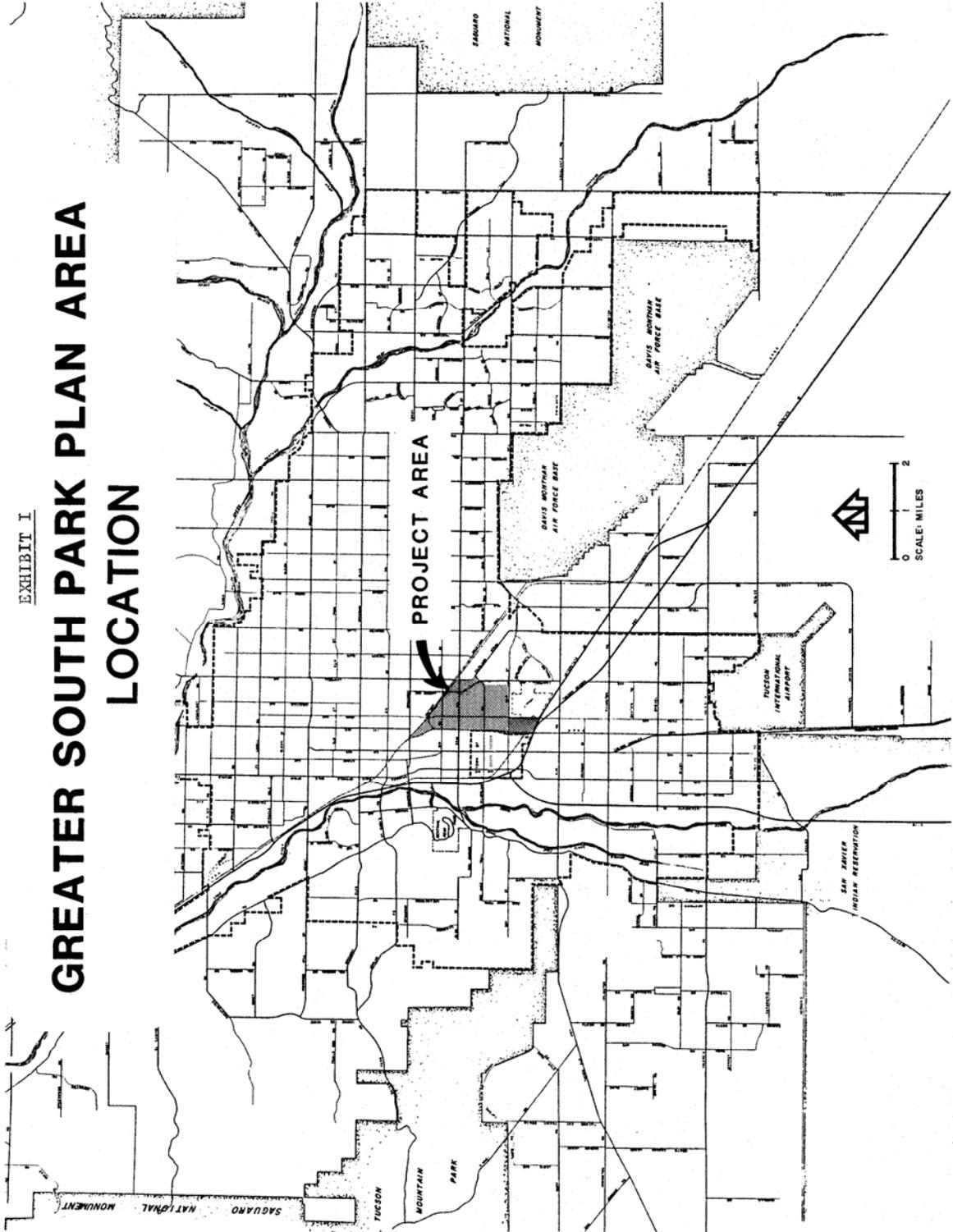


**RESOLUTION NUMBER 12699**

**ADOPTION DATE MAY 29, 1984**

Exhibit I

EXHIBIT I  
**GREATER SOUTH PARK PLAN AREA  
LOCATION**



# GREATER SOUTH PARK PLAN

Prepared by

City of Tucson Planning Department

March, 1984

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# Greater South Park Plan

City of Tucson

Adopted by Mayor and Council - May 29, 1984  
Resolution 12699

## Formal Action

Mayor and Council: May 29, 1984 - Resolution 12699 (Adoption)  
December 19, 2006 - Resolution 20540 (Amendment)

Hearings: Mayor and Council  
December 19, 2006  
January 18, 2006

Planning Commission  
December 7, 2005  
November 2, 2005 (Continued)

# THE GREATER SOUTH PARK PLAN

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## INTRODUCTION

### Location

The *Greater South Park Plan* area is located in the central portion of the Tucson Metropolitan area, as shown in Exhibit I. Exhibit II shows the boundaries of the plan area which are the Southern Pacific Railroad on the north; 36th Street and I-10 on the south; Campbell Avenue, Fairland Stravenue, Silverlake Road, Martin Avenue, and Park Avenue on the east; and the Southern Pacific Railroad-Nogales Spur Line on the west.

### Background

The original *South Park Area Land Use Plan* was adopted on November 10, 1970. The *Plan* covered an area bounded by 22nd Street, Vine Avenue, 36th Street and Interstate 10, and the Southern Pacific Railroad-Nogales Spur Line. The purpose of the *Plan* was to provide incentive and protection for new development, while encouraging neighborhood revitalization. Since adoption of the *Plan*, the South Park area has been overshadowed by pressure for industrial and commercial expansion, the uncertainty of the location of a major north-south transportation route, and generally poor access. The problems have been somewhat offset by a strong commitment by the Mayor and Council in providing public funds for neighborhood rehabilitation and revitalization. The Mayor and Council also responded to transportation issues in the area by authorizing the Campbell Corridor Study. The purpose of this study was to examine circulation in the area and determine the location for a new north-south arterial street.

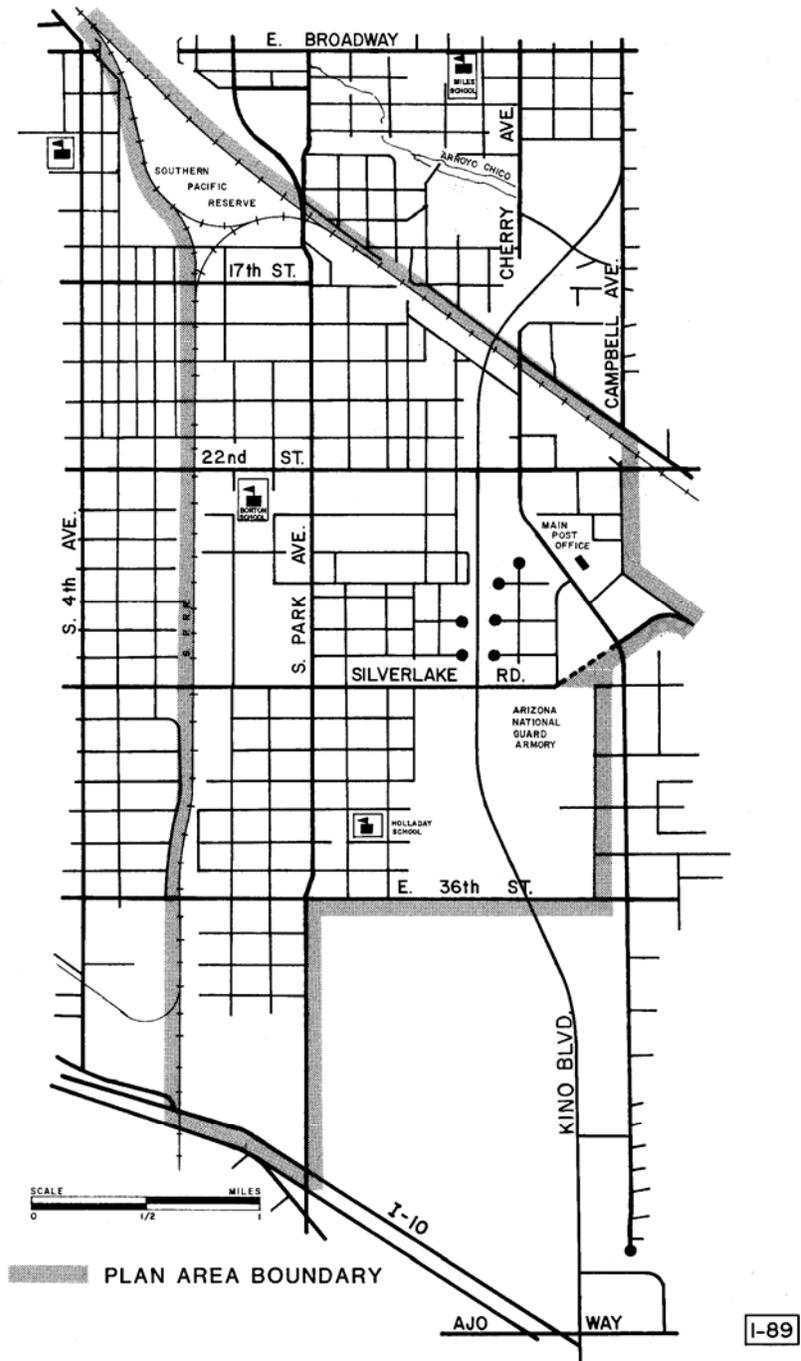
In 1981, the planning for a major north-south transportation corridor was finalized with the selection of the Kino Boulevard alignment. At approximately the same time, planning for Aviation Corridor, a major east-west parkway facility running along the north side of the Southern Pacific Railroad mainline was begun. As both of these projects moved toward a construction phase, significant land use changes began to take place in the form of rezoning requests for more intense uses, modifications to the circulation system to accommodate the Kino Boulevard improvement, sale of the former Hughes (Summa Corporation) property, and the recognition by the rest of the Tucson community that centrally located vacant land, serviced by utilities, would soon be available with increased accessibility.

In response to these changes, City Planning staff began to develop a new plan for the South Park area in September 1983. The study area for this planning effort was expanded to extend beyond the boundaries of the originally adopted plan. The purpose of the new study was to update and incorporate the older plan into the larger area plan being developed, which would better respond to the accelerated change taking place in the South Park area.

Additional detailed information concerning the plan area is provided in the *Greater South Park Inventory*, published in January, 1984. Copies of this inventory are available in the City Planning Department, 250 West Alameda.

Exhibit II

GREATER SOUTH PARK PLAN AREA



Plan Goal

The *Greater South Park Plan* is intended to guide future development, while protecting and improving existing neighborhoods.

Format

This document is divided into major sections. The first section provides general policy direction for land use, transportation, and drainage for all of the *Greater South Park Plan* area. In the second section, the plan is divided into six subareas. The existing conditions and trends within each subarea are discussed, followed by policy direction. Both sections of the *Plan* should be consulted regarding any proposed development in the area.

SECTION I: OVERALL POLICIES AND IMPLEMENTATION MEASURES

Although the majority of The *Greater South Park Plan* area is developed, a substantial portion (32 percent) of the land in the plan area lies vacant. This vacant land, along with much of the built-up area, is suitable for development and redevelopment. Increased pressure to develop land in the plan area can be attributed to the improved access that will be provided by the construction of Kino Boulevard right-of-way acquisition, and the overall population increase in the Tucson Metropolitan Area.

The increased pressure to develop land will create potential compatibility conflicts among land uses in the plan area. Due to this pressure, policy direction is needed to both guide and ensure the compatibility of new development with existing uses. The following overall policies and implementation measures are provided to address developments and improvements throughout The *Greater South Park Plan* area. These policies and implementation measures are consistent with the adopted *General Plan* and other City policies.

Land Use

Residential

Residentially used land comprises approximately 14 percent of the total plan area. The predominant housing type in the plan area is the single-family detached unit. The majority (80 percent) of residentially used land is located south of 22nd Street. Since fiscal year 1965-66, portions of this area have been allocated approximately six million dollars by the Mayor and Council for housing and neighborhood site improvements. Given the substantial amount of available vacant land and land with potential for higher intensity development, there exists an opportunity for additional residential development in the plan area. Due to these conditions, the following policies and implementation measures address the compatibility of new development with existing development and the need to provide a variety of residential opportunities in the area.

- I. Preserve the integrity of established neighborhoods by:
  - A. requiring proposed changes and/or rezonings be compatible with established neighborhoods;
  - B. exercising careful review in the design and location of multi-family developments and nonresidential uses within proximity of established neighborhoods;

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*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.

- C. encouraging the use of available and future Federal, State, and local housing rehabilitation programs by neighborhood residents; and
  - D. directing through traffic onto major streets.
2. Promote residential infill of vacant land by:
- A. encouraging the location of residential developments of similar densities in the interior of established neighborhoods;
  - B. encouraging the location of higher density residential developments along the periphery of established neighborhoods; and
  - C. utilizing the residential development option in the B-1 zone, as specified in Section 23-205 of the *Tucson Zoning Code*.

### Commercial

Commercially used land comprises approximately 6 percent of the total plan area. The overwhelming majority of commercially used land, as well as commercially zoned land, is located along major streets in the plan area. During public meetings in the plan area, neighborhood residents expressed that there is a need for local shopping facilities and other neighborhood commercial services. Due to this condition, the following policies and implementation measures address the need to provide additional commercial facilities in the plan area.

1. Promote commercial developments in appropriate locations by:
- A. locating commercial uses along the major streets;
  - B. integrating proposed commercial uses with adjacent commercial uses; and
  - C. designing proposed commercial uses for compatibility with adjacent residential uses.

### Industrial

Industrially used land accounts for approximately 24 percent of the total plan area. Of this, the majority (77 percent) of industrially used land is located north of 22nd Street. Tucson's continuing growth, the desire of a growing segment of industry to locate in the southwest, and the projected growth of high technology industries have increased the demand for additional industrial sites within the Tucson region.

Since many high technology industries are clean industries, the location of industrial employment in close proximity to residential and commercial areas is possible while still maintaining the quality of these areas. Reducing the travel time and distance between home and work results in the reduction of individual and public transportation costs and energy

consumption, diminished vehicle emissions, delay in the major extensions of public transportation and utilities, and the availability of industrial employment to people who are not able to expend the time or money necessary for a lengthy home to work trip.

The following policies and implementation measures provide for balanced development, employment opportunities, and overall compatibility of industrial uses with surrounding uses in the plan area.

- I. Promote industrial developments based on criteria as approved in the *General Plan* and adopted *Industrial Sites Study Phase II Policies* by requiring:
  - A. proximity to major streets and transportation corridors;
  - B. adequate buffer areas to protect adjacent uses;
  - C. prohibition of industrial traffic through residential areas; and
  - D. access to existing or planned public transit routes.

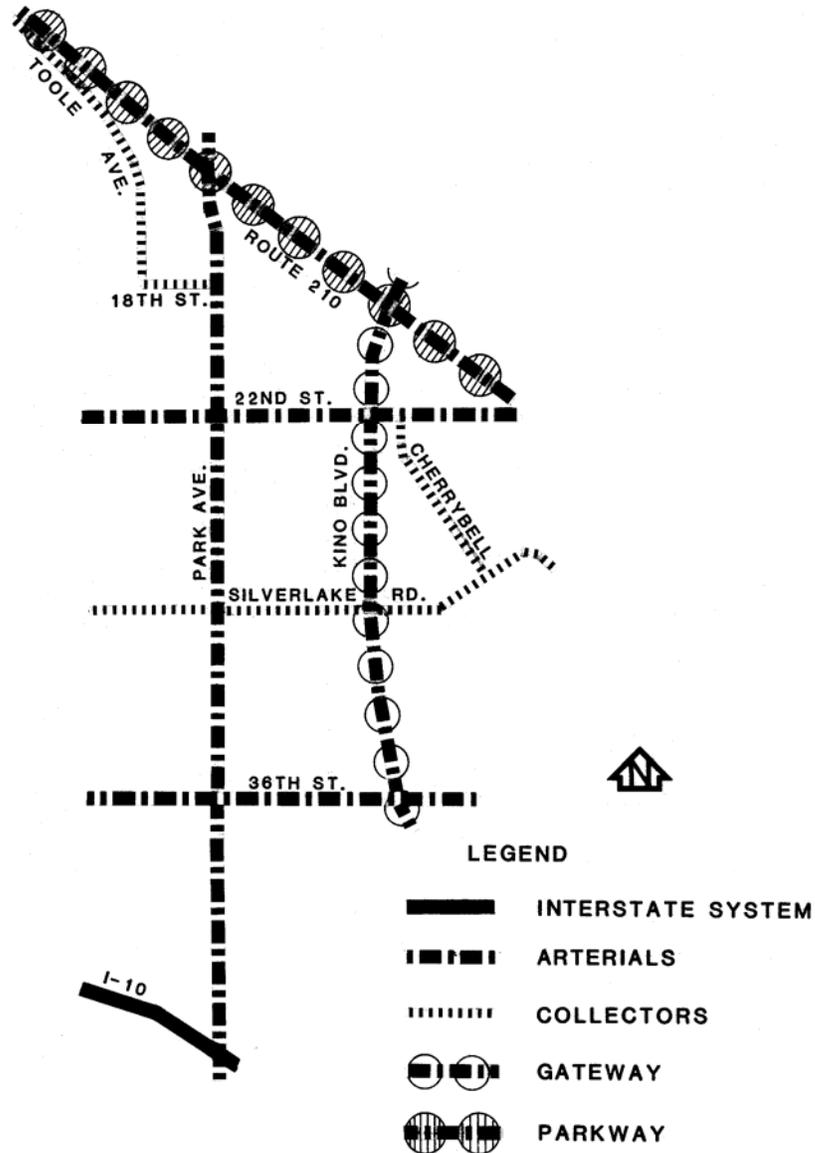
### Development along Major Streets

Major Streets in the *Greater South Park Plan* area are shown on Exhibit III. A mixture of industrial, commercial, and residential uses and vacant land is currently located along the arterial and collector streets in the plan area. As the Tucson region grows and the improvements to Kino Boulevard and State Route 21G are completed, the pressure for change and intensification of uses along these major streets will increase. Generally, these kinds of, changes are expected and encouraged as long as the negative impacts of these new developments on surrounding uses can be mitigated. The following policies and implementation measures address proposed development along major streets.

- I. Encourage residential uses to locate along major streets when:
  - A. these uses are designed so as to mitigate traffic impacts, such as noise, air pollution, etc., on future residents in these developments;
  - B. the negative impacts of the proposed development can be mitigated by appropriate design elements, such as setbacks, height restrictions, fences, walls, and vegetation;
  - C. required parking and circulation are provided on site; and
  - D. access to these developments does not create unsafe traffic conditions on the major street.

EXHIBIT III

GREATER SOUTH PARK PLAN AREA  
MAJOR STREETS & ROUTES



Refer to the adopted Major Streets and Routes Plan for actual alignments, rights-of-ways, setbacks, and development standards.

2. Encourage non-residential uses along major streets when:
  - A. the negative impacts of the proposed development on existing uses can be mitigated by appropriate design elements, such as: setbacks, height restrictions, fences, walls, and vegetation;
  - B. required parking and circulation are provided on site; and
  - C. access to these developments does not create unsafe traffic conditions on the major street.

Transportation Improvements and Traffic Circulation

Two major transportation improvements that will affect the *Greater South Park Plan* area are Kino Boulevard and the overpass at the Euclid/Park railroad crossing (part of State Route 210), as shown on Exhibit IV. These improvements will dramatically alter the traffic circulation system throughout the plan area and will impact existing residential areas. The following policies and implementation measures address the effects of these major transportation improvements. These recommended approaches are also shown on Exhibit V.

1. Upgrade the appearance of the built environment along Kino Boulevard by utilizing the Gateway guidelines as specified in the *Major Streets and Routes Plan* or a Gateway Route ordinance, when adopted.
2. Improve the traffic circulation system and minimize the impacts of major transportation improvements by:
  - A. locating a traffic signal at 18th Street and Park as part of the construction of the overpass at the Euclid/Park railroad crossing;
  - B. maintaining the continuity of 16th Street under the overpass at the Euclid/Park railroad crossing;
  - C. establishing collector street status for 18th Street (east of Park Avenue), Warehouse Avenue, and Cherry Avenue (Warehouse to 22nd Street);
  - D. locating a cul-de-sac at Jacobus Avenue and 18th Street when the traffic signal at 18th Street and Park Avenue is installed;
  - E. retaining the traffic signal at Cherry Avenue and 22nd Street; and
  - F. locating a traffic signal at Highland and 22nd Street when Kino Boulevard is constructed.

EXHIBIT IV

GREATER SOUTH PARK PLAN AREA  
TRANSPORTATION IMPROVEMENTS

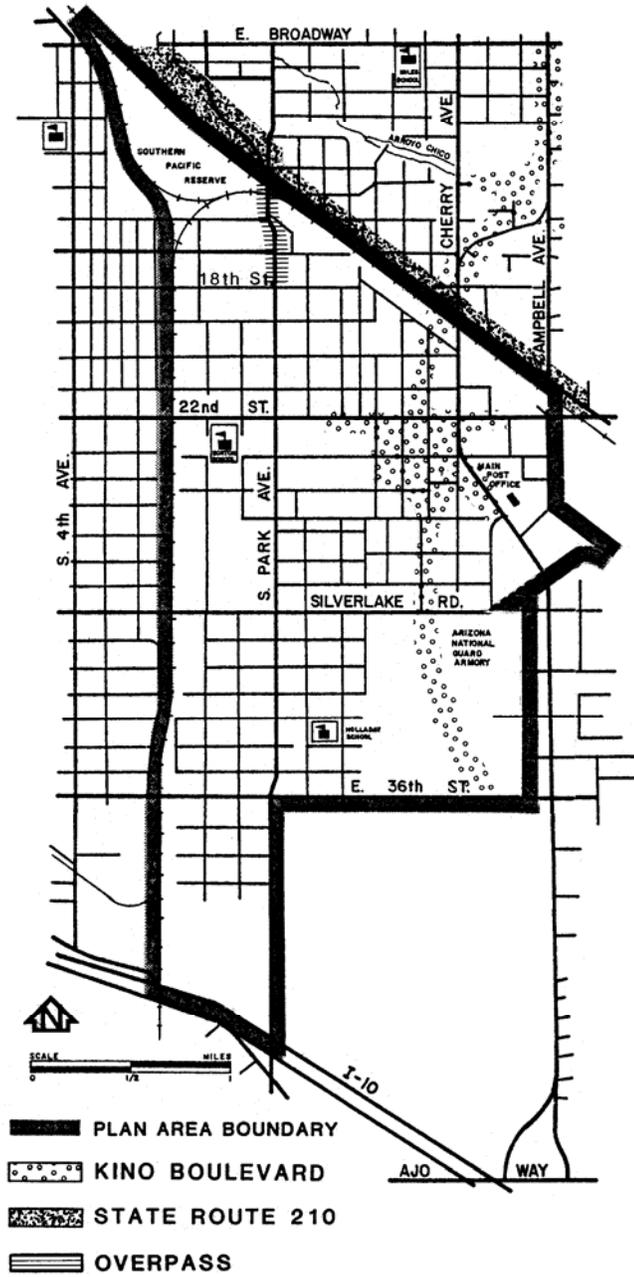
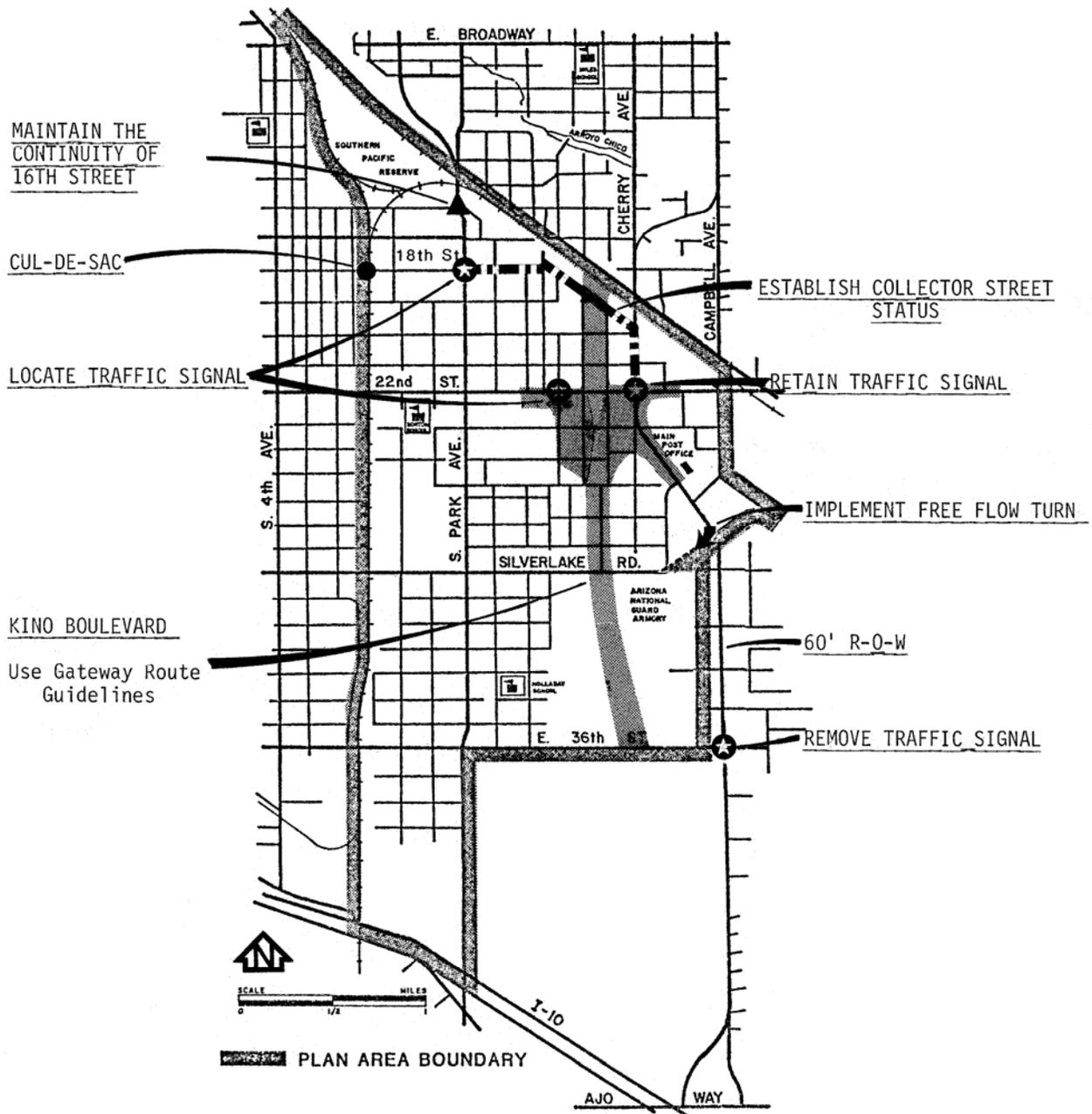


EXHIBIT V

# GREATER SOUTH PARK PLAN AREA TRANSPORTATION RECOMMENDATIONS



3. Lessen non-residential traffic conflicts along Campbell Avenue by:
  - A. implementing a free flow turn onto Silverlake Road from Cherrybell Stravenue;
  - B. downgrading Campbell Avenue to local street status with a 60-foot right-of-way; and
  - C. removing the traffic signal from 36th Street and Campbell Avenue when Kino Boulevard is constructed.

In addition, on to the transportation improvements proposed for the street system, the three transit routes (#2, #6 and #7) serving the area are proposed to be upgraded in the *Sun Tran Short Range Transit Plan for 1983-1989*. These upgrades will consist of greater service frequency on all three transit routes. Redesign of the existing routes is not proposed in the plan area. The following policy and implementation measures address transit improvements.

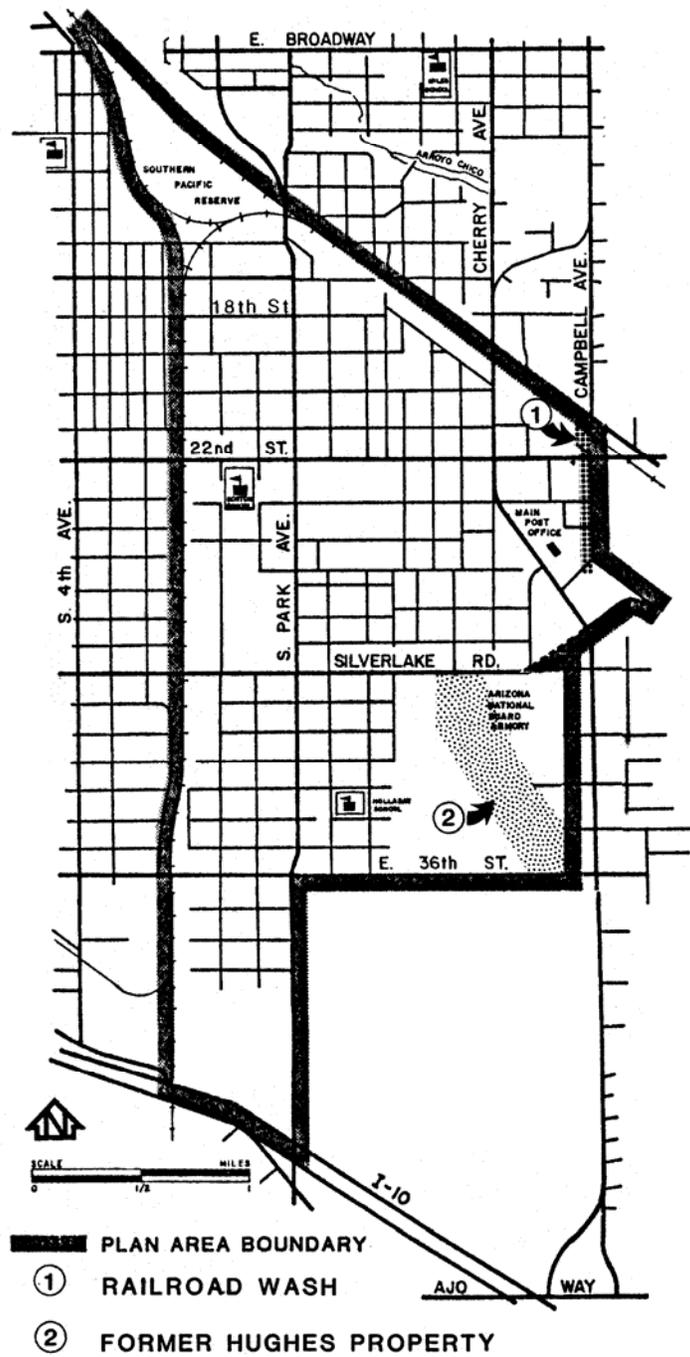
4. Provide a more cost-effective alternative to the private automobile by:
  - A. implementing the 1983-1989 *Short Range Transit Plan* as proposed;
  - B. updating the *Short Range Transit Plan* as appropriate to provide improved transit service to the plan area.

#### Utilities

Generally, adequate utility service capacity exists for proposed and future development within the Greater South Park area. Plans for upgrading and improving several of the utility systems in the study area are already programmed for construction. In the case of the sanitary sewerage conveyance system, overloaded conditions exist downstream of the plan area, which limits sewage capacity upstream. This constraint should be alleviated by construction of the 18th Street to Franklin Street segment of the Santa Cruz Interceptor, scheduled for construction in fiscal year 1986-1985. However, this construction date is dependent on the availability of bond funds, so the possibility exists that actual construction of the interceptor could be delayed. Since public sewer capacity allocation is dependent upon sewer conditions at the time of application for building/sewer permits, owner/developer off-site sewer construction may be required before building/sewer permits are issued. The following policy and implementation measures address, future utility service.

1. Provide adequate utility service capacity in the plan area by:
  - A. implementing existing utility service upgrading programs; and
  - B. planning for additional utility service as the plan area develops.

EXHIBIT VI  
GREATER SOUTH PARK PLAN AREA  
DRAINAGE PROBLEM AREAS



Drainage

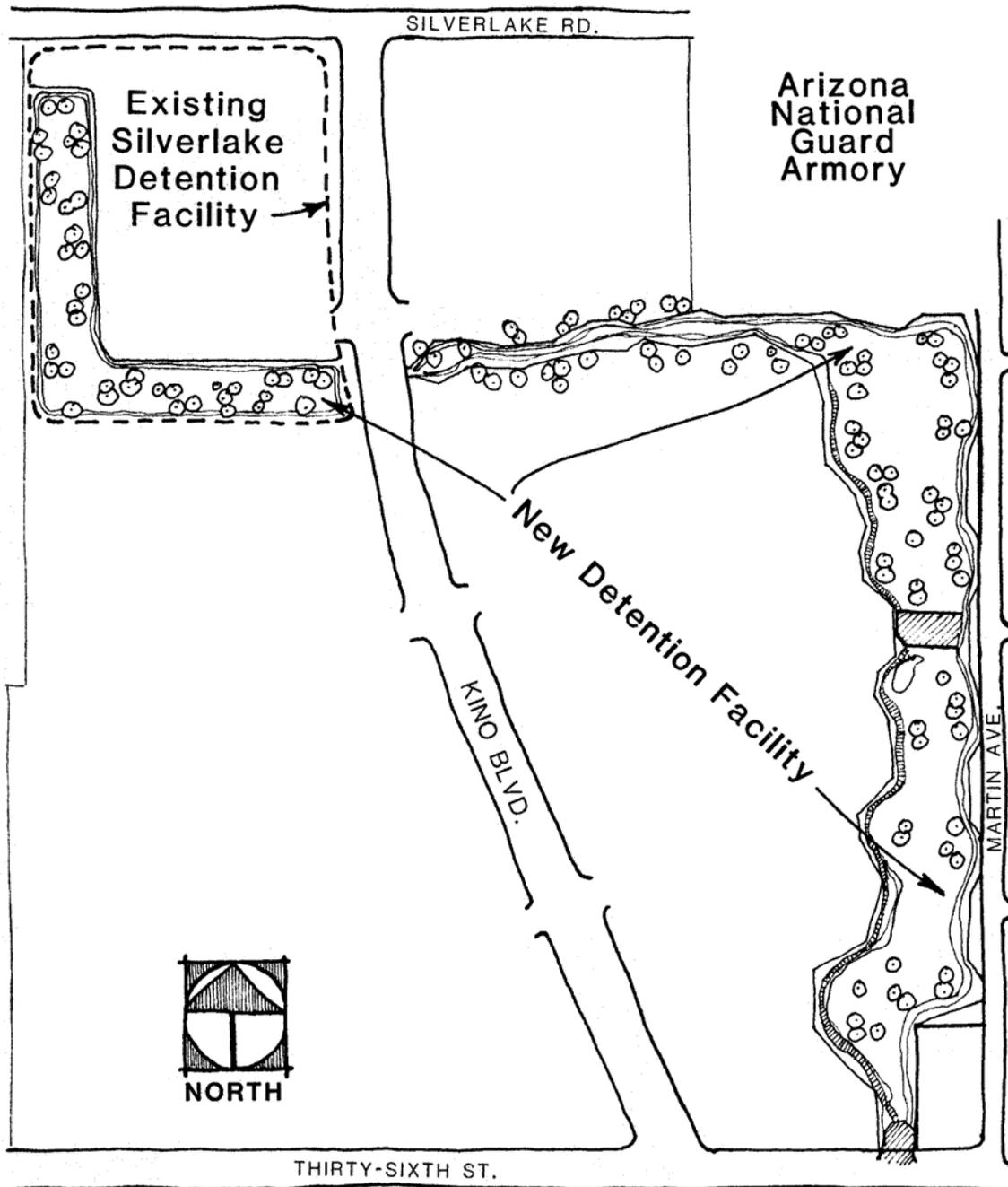
Specific drainage problems in the *Greater South Park Plan* area include sheet flow on the former Hughes property and overflow and erosion in the Railroad Wash, as shown in Exhibit VI. Additionally, general street overflow due to improved streets and lack of adequate storm sewers is another problem in the plan area. The following policies address these drainage problems.

1. Mitigate the drainage problem area west of Martin Avenue and south of Silverlake Road by implementing the agreement between the City of Tucson and the property owner. This agreement calls for the construction of the Kino detention facility and connecting channel which will result in improved drainage/detention abilities in the area.
2. Review development plans for flooding impacts in the area included in the Railroad Wash Erosion Review Zone.
3. Mitigate drainage and flooding problems by encouraging residents to petition their neighbors and the City of Tucson to participate in Street and Drainage Improvement Districts.
4. Localized drainage problems were identified in the *Greater South Park Plan* public hearings in an area bounded by 24th Street, Kino Boulevard, 27th Street, and Park Avenue. Based on this information, the City be held to development standards routinely applied to the private sector, in the construction of Kino Boulevard. That the City, therefore, should correct the drainage problems in this area directly related to Kino Boulevard and that this improvement be reprioritized and made a part of the capital improvement program.

EXHIBIT VII

GREATER SOUTH PARK PLAN AREA

KINO DETENTION FACILITY



SECTION II: SUBAREA POLICIES AND IMPLEMENTATION MEASURES

This section of the plan is divided into six subareas (see Subarea Map). These six subareas, while subject to the overall policies and implementation measures listed earlier in this plan, contain the following policies and implementation measures for future land use and zoning decisions.

Subarea 1

Existing Conditions

Subarea 1 in the north and west portions of the plan area is predominantly zoned and developed for commercial and industrial uses. Within this subarea there also exist pockets of residentially developed and vacant land on several scattered sites. Borton School, a magnet school, is located in the center of this subarea.

Policies and Implementation Measures

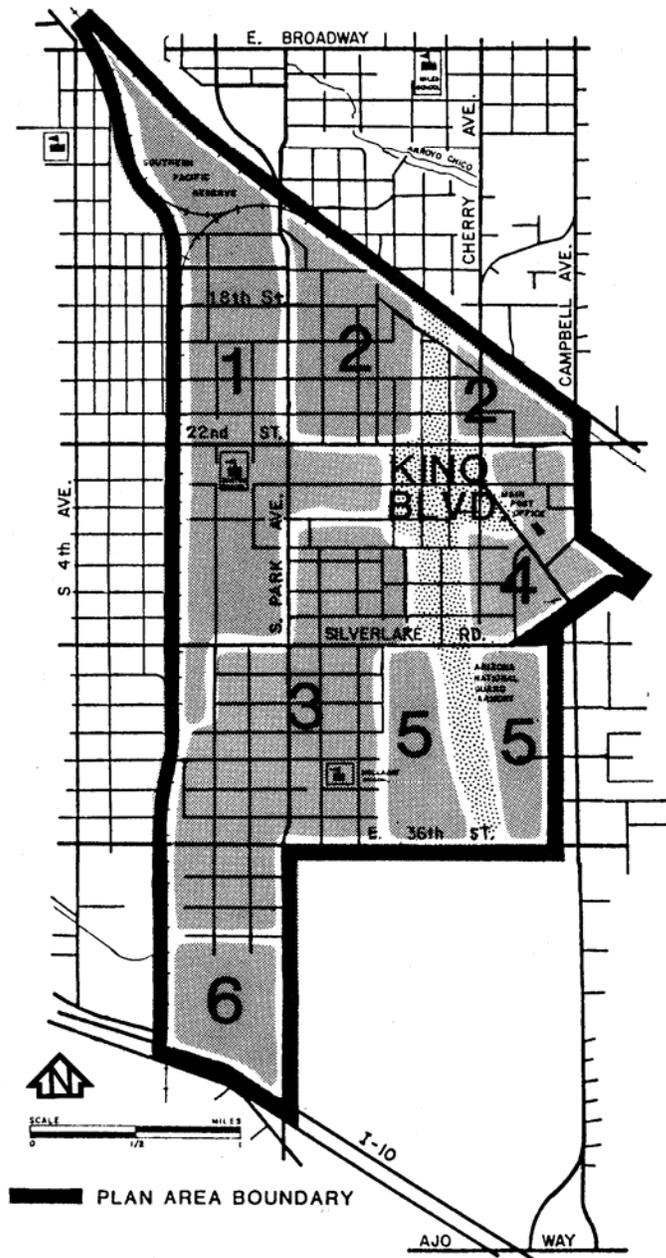
Allow the development of additional commercial and industrial uses in this subarea. In areas adjacent to existing residential uses and Borton School, development of or rezonings to industrial and/or commercial uses should be allowed when compatibility can be ensured. Compatibility may be ensured by utilizing such elements as restricted hours of operation, screened or covered storage, noise buffers, additional landscaping, and special air pollution controls (see Subarea Map A).

Subarea 2

Existing Conditions

Paralleling the Southern Pacific Railroad and north of 22nd Street and east of Park Avenue, Subarea 2 contains a mixture of uses and zones. Although the majority of land uses are commercial and/or industrial, there also exists a pocket of residentially used and zoned land in the subarea. With the Kino Boulevard alignment transecting this area and the recent rezoning requests and approvals for commercial and industrial uses, this subarea appears to be transitioning to a more commercially and industrially used area.

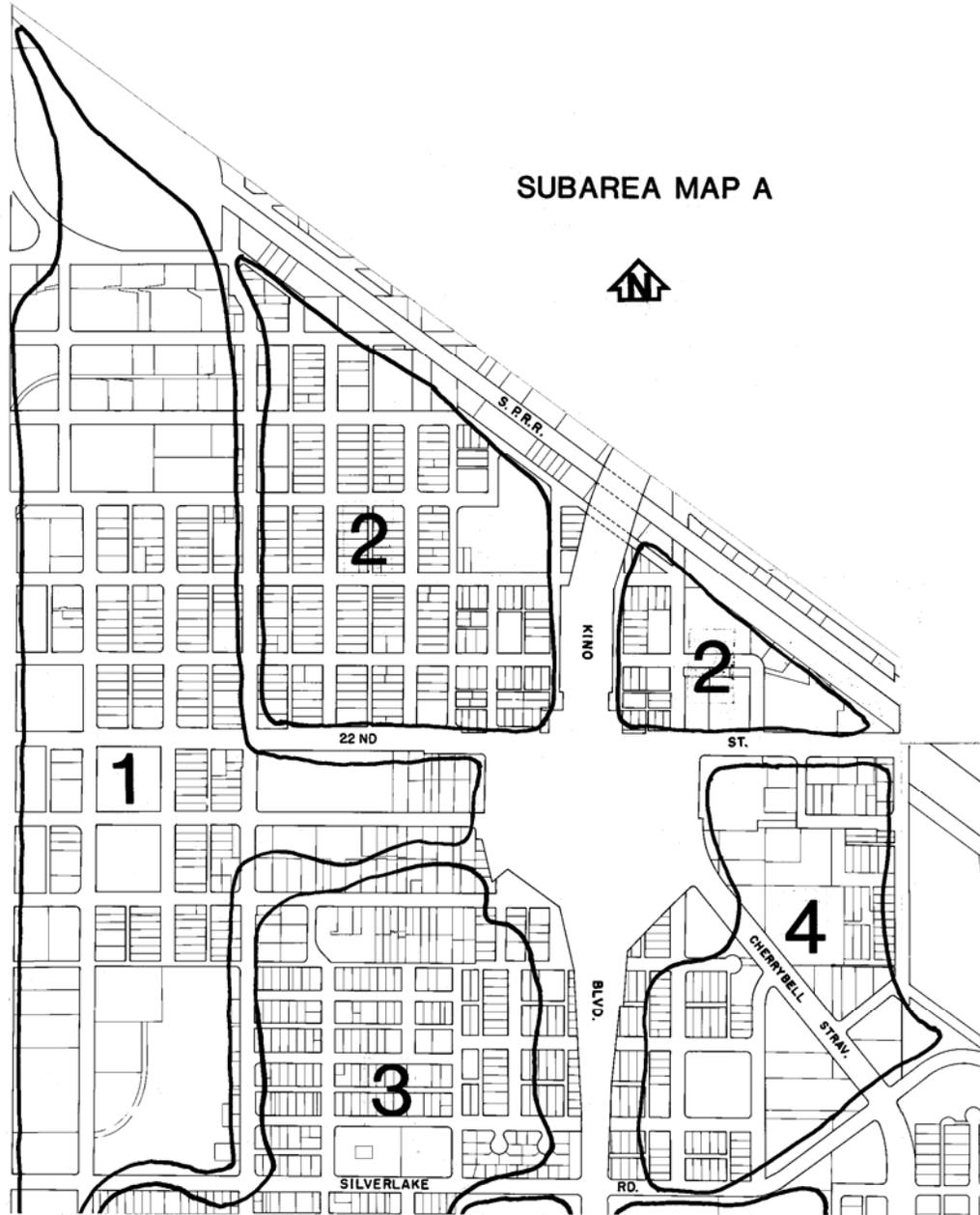
EXHIBIT VIII  
GREATER SOUTH PARK PLAN AREA  
SUBAREAS



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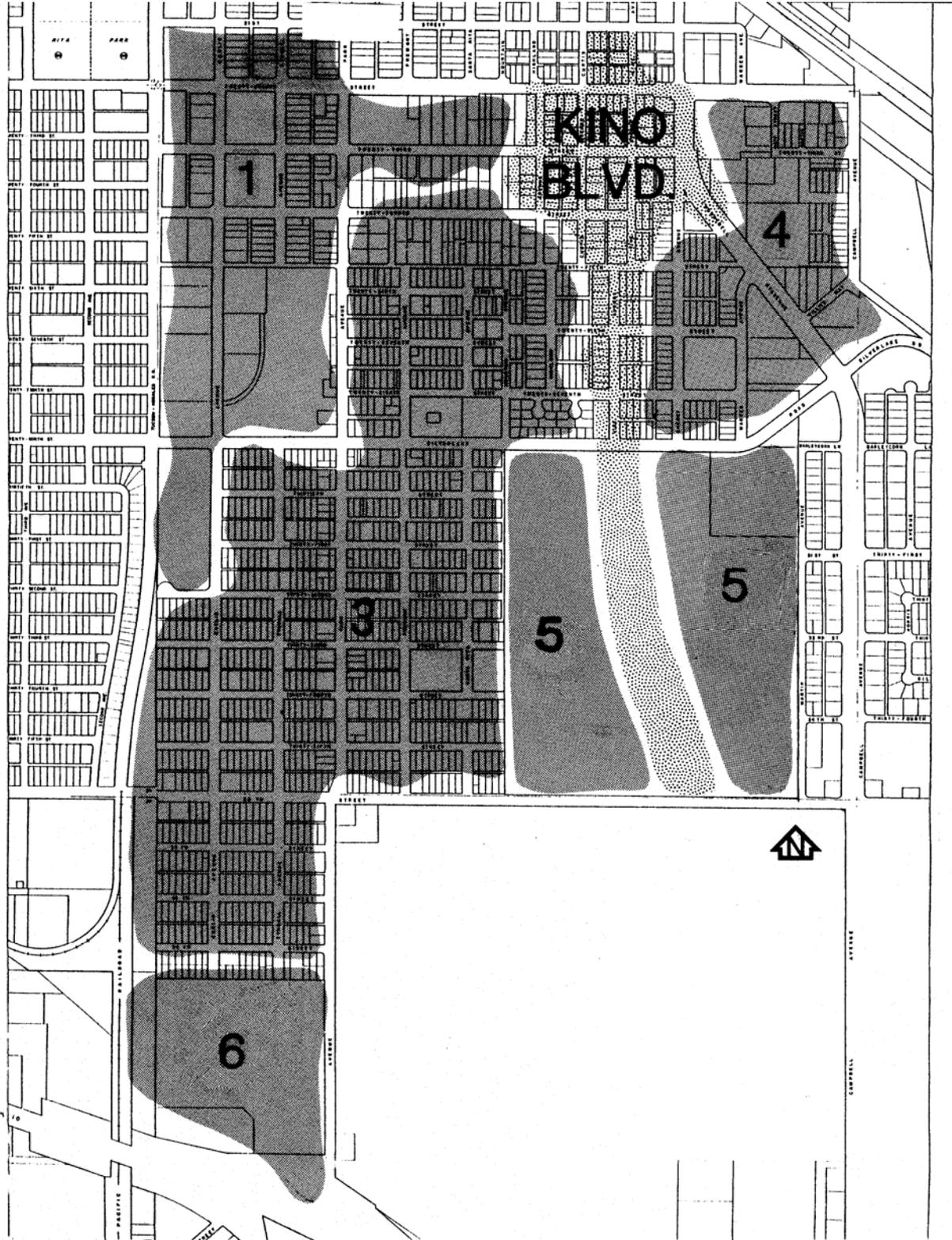
EXHIBIT IX

GREATER SOUTH PARK



7-88

EXHIBIT X



Policies and Implementation Measures

Allow additional commercial and light industrial uses to develop in this subarea. Compatibility of these more intensive uses with existing residential uses should be ensured by utilizing the following design elements such as restricted hours of operation, screened or covered storage, noise buffers, additional landscaping, and special air pollution controls (see Subarea Map A).

Subarea 3

Existing Conditions

Subarea 3, generally located South of 22nd Street, west of the Kino Boulevard alignment, north of I -10, and east of the Southern Pacific Railroad-Nogales Spur Line, contains a mixture of uses. The dominant use is residential in this subarea which constitutes the residential core of the plan area. This residential core has been designated by the Mayor and Council as an area which should be stabilized and upgraded. Since fiscal year 1965 -66, the Mayor and Council has allocated approximately six million dollars for improvements to the area. Additionally, Holladay School, a magnet school, is located in the eastern portion of this subarea.

Policies and Implementation Measures

Preserve and promote residential uses in Subarea 3. The use of available and future Federal, State, and local housing rehabilitation programs by neighborhood residents is encouraged to assist revitalization. Residential uses should be developed on vacant residentially zoned and on vacant B-1 zoned land, as specified in Section 23-205 of the *Tucson Zoning Code*. In rezonings to higher residential densities, mitigation measures, such as fences, walls, landscaping, and limitations on heights, should be considered to ensure compatibility with existing residential development and Holladay School (see Subarea Map B).

Subarea 4

Existing Conditions

Subarea 4, located south of 22nd Street, east of the Kino Boulevard alignment, north of Silverlake Road, and West of Campbell Avenue, contains a mixture of uses. Considering the potential impacts of the Kino Boulevard alignment and the recent requests and approvals for industrial uses, this subarea appears to be transitioning to a more industrially and commercially used area. Additionally, the western portion of this subarea along Campbell Avenue is within the Erosion Review Zone.

### Policies and Implementation Measures

Allow additional commercial and light industrial uses to develop in this subarea. Compatibility of industrial and commercial uses with existing uses, specifically residential uses, should be ensured. Compatibility may be ensured by utilizing such elements as restricted hours of operation, screened or covered storage, noise buffers, additional landscaping, special air pollution controls, etc. All development proposed within the Erosion Review Zone should adhere to the regulations specified in the Floodplain Ordinance (see Subarea Map B).

### Subarea 5

#### Existing Conditions

Subarea 5 is bounded by Silverlake Road to the north, 36th Street to the south, Martin Avenue to the east, and the Mountain Avenue alignment to the west. Except for the property occupied by the Arizona National Guard Armory, the land in this subarea lies vacant. This vacant land is adjacent to single-family residential dwellings in the Hills/Gardens Plan area to the east and single-family residential dwellings and Holladay School to the west. Development of this vacant land in Subarea 5 will define the edges of these residential areas. The Kino Boulevard alignment divides this subarea approximately in half. Due to improved access, central location, and availability of utilities, the vacant land in this subarea has the potential for the development of a combination of residential, commercial, and industrial uses. Additionally, a substantial portion of Subarea 5 is classified as a drainage problem area.

#### Policies and Implementation Measures

Encourage the vacant land in Subarea 5 to develop with a mixture of residential, commercial, or light industrial uses. All proposed development should be compatible with the existing residential development, located to the east and west, and Holladay School. Development compatibility may be achieved by utilizing such elements as screen fences and walls, landscaping, and limitation/transition of height. Development along Kino Boulevard should adhere to Gateway Route design and landscaping guidelines, as specified in the *Major Streets and Routes Plan* and/or future Gateway Route Ordinance. Light industrial uses are encouraged to develop with guidelines contained in Section 23-303, paragraphs H through V. The agreement between the property owner(s) and the City of Tucson for the construction of the Kino detention facility and connecting channels should be implemented to reduce drainage problems in this subarea.

Subarea 6

Existing Conditions

Subarea 6 is generally bounded by 39th Street to the north, I-10 to the south, Park Avenue to the east, and the Southern Pacific Railroad -Nogales Spur Line to the west. This subarea is entirely zoned for industrial uses. A commercial use is currently located on a portion of this subarea, while the remaining portion lies vacant.

Policies and Implementation Measures

Develop Subarea 6 with commercial and/or industrial uses. Compatibility of proposed development with existing residential uses to the north should be ensured by utilizing such elements as restricted hours of operation, screened or covered storage, noise buffers, additional landscaping, and special air pollution controls. Residential uses may be allowed in Subarea 6 as a logical southward extension of the existing South Park residential neighborhood. The residential uses shall be setback a minimum distance of 150 feet, or as may be determined in the Planned Area Development (PAD) process based on empirical data, from either right-of-way/property line of railroad, interstate, or existing industrial use.

Changes in zoning classification must be incorporated under the PAD zoning classification in conjunction with the property directly east known as the Sinclair Site.

New residential development shall incorporate appropriate mitigation measures and design features to protect residents from noise, vibrations, odors, and visual impacts associated with the adjacent interstate highway, railroad line, and existing industrial uses located north and west of Subarea 6 based upon a study prepared by the developer submitted with the application for rezoning. Sound attenuation will be required to reduce interior noise levels with residential units. Manufactured housing units are not permitted.

If there is residential development on this 40-acre site, the PAD should address provisions for a disclosure statement to future residential property owners that acknowledges the existing industrial salvage yard located east of Nogales Spur Line.

(December 19, 2006, Resolution 20540 to allow residential uses in Subarea 6)