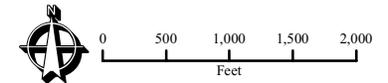


Rincon Southeast Subregional Plan Amendment Valencia / Alvernon Proposed Map Detail

-  COT Jurisdictional Limit
-  Multifunctional Corridor
-  Medium Intensity Urban
-  Valencia Access Point Location
-  Potential Floodplain
-  Southeast Arterial Study (Parkway- 150' ROW)
-  Washes



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: 11/11/2005 ; Updated 3/26/07
 Data Source: Pima County, City of Tucson

Valencia/Alvernon
Rincon Southeast Subregional Plan Amendment
Proposed Map Detail #16-Valencia/Alvernon

This map shows the proposed Map Detail #16 with its boundary in a white dash outline. This also represents an area under consideration for annexation. If annexed the area would be identified in the City of Tucson, *Rincon Southeast Subregional Plan*, as Map Detail #16 to provide specific land use guidance on any future and potential rezoning requests within the Map Detail area.

City staff is conducting a planning exercise to consider the new Map Detail as outlined on this map, which identifies areas of Medium Intensity Urban (MIU) and Multifunctional Corridor (MFC) land use categories (*see pages below for additional information on these land use categories), that may be considered in future requests for change of land use zones.

Valencia/Alvernon

MAP DETAIL #16 - RSSP

Plan Adoption Date:

Annexation Date:

General Description

The Valencia/Alvernon area is comprised of approximately 700 acres, and located south of Valencia Road, East of Alvernon Way, north of Los Reales, and west of the Swan Road alignment.

The area is vacant with the exception of approximately 147-acres, which was approved by Pima County and developed as Valencia Reserve with 641 residential lots. Prior to annexation, zoning for the area consisted of approximately: 436 acres of CR-3, a residential zone, with the majority located on the northern and eastern one-half of the site, 147 acres (Valencia Reserve) of CR-4 a residential zone located at the western core of the site, and 122 acres of CI-1 industrial zone on the approximately southern one-third of the site and on the Pima County flood control regional retention basin.

The area has relatively level terrain with a gradual slope from southeast to northwest. The boundaries for the entire site are four arterial streets as designated in the *Major Streets & Routes Plan*. Natural drainage in the area include tributaries of the Earp Wash, the Rodeo Wash, and Airport Wash. These wash corridors, including any vegetation/riparian growth area outside the 100-year floodplain limits will be considered for compliance with Watercourse Policies, including Floodplain, WASH, and Environmental Resource Zone (ERZ) Development Standards. The *Eastern Pima County Trial System Master Plan* designates Earp Wash as a local trail (Local Trail #315).

Surrounding landmarks include; the Tucson International Airport currently under redevelopment with plans for future airfield expansions, Valencia Road six lane parkway and Alvernon Way/Swan Road improvements as recommended by the Southeast Area Arterial Study prepared for Pima Associations of Governments (PAG), and as shown on the *Major Street and Route Plan (MS&R)*. Valencia Road is the southern most, east-west Gateway Route connecting the core of the City with the developing edges, the Houghton Area Master Plan (H.A.M.P.) to the east, and the Tucson Mountains on the west. The Pima County *Major Streets and Routes Plan* indicates Alvernon Way as a major north-south arterial route connecting the core of the City with the future South Lands, potentially connecting with a future link between Interstate-10 and Interstate-19.

An emerging component of the immediate area along Interstate-10, is a Multi-Functional Corridor from Kolb Road to Alvernon Way. The State of Arizona is conducting a study of Interstate-10, from the Town of Benson on the east to Park Avenue on the west to consider future Interstate improvements. In the vicinity is the Los Reales Landfill, with an approved Planned Area Development (Los Reales Landfill, PAD-14) which provides policy direction, including compatibility of future landfill developments with surrounding land uses.

Plan Designations

Along the Valencia Road frontage the *Plan* supports a Multifunctional Corridor (MFC) designation to a depth abutting the Earp Wash tributary, which establishes a logical land use transition border for the interior of the site. Along most of the Los Reales Road frontage the Map Detail supports a Multifunctional Corridor designation to a depth abutting the Airport Wash tributary which establishes a logical land use transition border to the interior of the site. Any proposed residential development within the southern MFC shall require noise attenuation from existing or future noise impacts generated by non-residential land uses to the south of Los Reales Road.

Due to the proximity of the Tucson International Airport, the option of residential development is excluded at the northeast corner of Los Reales Road and Alvernon Way. In addition, the option of residential development is also excluded at the northwest corner of Los Reales Road and Swan Road due to existing activities to the east and southeast.

Medium Intensity Urban (MIU) uses are allowed on the remainder of the site with office uses limiting to sites with access to arterial streets. See Detail Map #16 for specific intensity/density boundaries. Clustering of residential development is encouraged to protect natural resources where applicable. Pedestrian and vehicular connectivity is encouraged between adjacent residential developments and neighboring support commercial services located within the adjacent multifunctional corridors. Natural drainage in the area includes tributaries of the Earp Wash, Rodeo Wash, and Airport Wash. These wash corridors, including any vegetation/riparian growth area outside the 100-year floodplain limits will be considered for compliance with Watercourse Policies, including Floodplain, WASH, and Environmental Resource Zone (ERZ) Development Standards. The *Eastern Pima County Trail System Master Plan* designates Earp Wash as a local trail (Local Trail #315).

Some on-site and upstream portions of these watercourses have been impacted by human activities. The opportunity exists for the relocation, restoration or replacement of watercourses where appropriate and when adequately mitigated as long as the resulting presentation and mitigation meets the intent of Chapter 26 and the Watercourse Policy. Mitigation areas qualify as open space for any City development requirements that do not call for that open space to be natural and undisturbed. Any relocation, restoration or replacement of watercourse, must be based on review of existing conditions and development of an adequate mitigation plan and collaboration discussions between the Arizona State Land (ASLD) and the City of Tucson.

Applicable Subregional Policies

All Subregional Policies should be reviewed for applicability to land use proposals within this area. Depending on the particular site under consideration and the nature of the rezoning request, Natural and Cultural Resources policies within the following subcategories will be particularly important to guide development in this area: Open Space, Wildlife Habitat, Regional Trail System, Archaeological and Historic Preservation, and Scenic and Gateway Routes.

S:MapDetail#16A

4. **Multifunctional Corridor**

- a. **Purpose:** To designate areas for the integrated development of complementary uses along major transportation corridors.
- b. **Objective:** These areas contain commercial and other nonresidential services and high-density residential clusters in a linear configuration along major transportation corridors. Potential adverse impacts of strip commercial development are mitigated through application of special design standards, such as standards for building setbacks, open space, signs, parking, and landscaping. Special attention is given in site design to provide an atmosphere that is pleasant to the pedestrian.
- c. **Residential Gross Density:** Only land area planned for residential use, or natural or cluster open space areas (see Glossary) may be included in gross density calculations. The range of residential gross density allowed is:
 - 1) Minimum - (none)
 - 2) Maximum - 44 RAC
- d. **Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:
 - 1) R-1 Residence Zone
 - 2) R-2 Residence Zone
 - 3) R-3 Residence Zone
 - 4) MH-2 Mobile Home Zone
 - 5) O-1 Office Zone
 - 6) O-2 Office Zone
 - 7) O-3 Office Zone
 - 8) RV Recreational Vehicle Park Zone
 - 9) NC Neighborhood Commercial Zone
 - 10) C-1 Commercial Zone
 - 11) C-2 Commercial Zone
 - 12) C-3 Commercial Zone
 - 13) P-I Park Industrial Zone
 - 14) Planned Area Development Zone

7. **Medium Intensity Urban**

- a. **Purpose:** To designate areas for a mix of medium-density housing types and other compatible uses.
- b. **Objective:** These areas provide an opportunity for a variety of residential types, including cluster option developments and single-family attached dwellings. Special attention should be given in site design to assure that uses are compatible with adjacent lower-density residential uses.
- c. **Residential Gross Density:** Only land area planned for residential use, or natural or cluster open space areas (see Glossary) may be included in gross density calculations. The range of residential gross density allowed is:
 - 1) Minimum - (none)
 - 2) Maximum - 10 RAC
- d. **Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:
 - 1) RX-1 Residence Zone
 - 2) RX-2 Residence Zone
 - 3) R-1 Residence Zone
 - 4) R-2 Residence Zone
 - 5) MH-1 Mobile Home Zone
 - 6) MH-2 Mobile Home Zone
 - 7) O-1 Office Zone
 - 8) O-2 Office Zone
 - 9) Planned Area Development Zone