

ARCADIA - ALAMO AREA PLAN

**CITY OF TUCSON
PLANNING DEPARTMENT**

DECEMBER 1992

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Adopted by Mayor and Council - December 14, 1992 - Resolution 16184

HEARINGS

Mayor and Council - December 14, 1992

Mayor and Council - April 11, 2006 (Resolution 20318)

Citizens Advisory Planning Committee - November 4, 1992

Planning Commission - March 1, 2006

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ARCADIA - ALAMO AREA PLAN

Prepared by the City of Tucson Planning Department
December 1992

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Amendments – 1) April 11, 2006, Resolution No. 20318

Subarea 3 was amended to allow higher buildings on the campus northwest of Grant and Craycroft. The Subarea 3 policies and design guidelines related to architectural design, historic preservation, landscaping, circulation, and other policies and guidelines were amended to facilitate the phased, long-term redevelopment of the campus. Two new maps, a Building Height Map and a Campus Framework Plan, were incorporated into Subarea 3.

The introductory text under III. Transportation Policies was also updated.

ARCADIA - ALAMO AREA PLAN

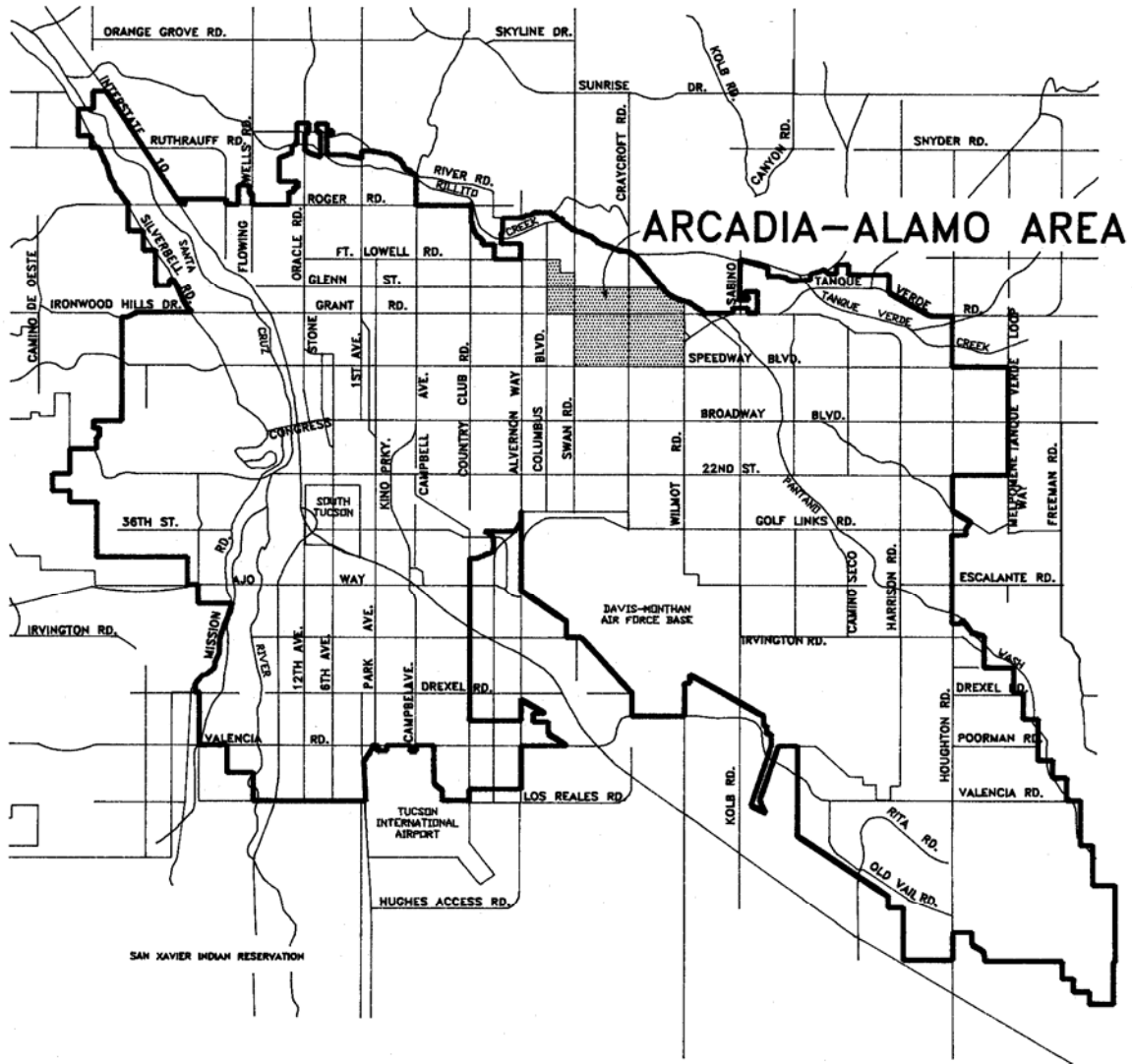
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Arcadia - Alamo Area Plan



ARCADIA-ALAMO AREA

Legend

— CITY LIMITS



LOCATION IN TUCSON METROPOLITAN REGION

INTRODUCTION

OVERVIEW OF PLAN AREA

In the Arcadia-Alamo area, single-family residential is the primary land use located within the interior of neighborhoods and along most major streets. Offices and commercial uses are primarily located along the major streets. The area bounded by Speedway Boulevard, Wilmot Road, Pima Street, and the Alamo Wash is characterized as having a mix of single-family and multi-family residential uses along with commercial. The Tucson Medical Center area located at the northwest corner of Craycroft and Grant Roads and the adjacent medical offices create a dominant feature of medical uses within this area.

Two major washes, the Arcadia Wash and Alamo Wash, bisect the plan area from south to north. Their confluence is near the northern edge of the plan area. There are two other major washes within the plan area, the Rosehill Wash which is located at the northeast edge of the plan area and the Columbus Wash which flows from south to north in Columbus Boulevard and its alignment.

BOUNDARIES

Bounded by Speedway Boulevard on the south, Wilmot Road and the Pantano Wash on the east and northeast, Fort Lowell Road and Glenn Street on the north, and Columbus Boulevard and Swan Road on the west, the plan area, as shown on page 4, is approximately 3.3 square miles in the north-central portion of the metropolitan Tucson area.

ADJACENT PLANS

The Arcadia-Alamo area is adjacent to four area or neighborhood plans. Located to the north and northwest are the *Old Fort Lowell Neighborhood Plan* area and the *Northside Area Plan* area; and directly south of the plan area are the *Broadway-Craycroft Area Plan* area and the *Sewell-Hudlow Neighborhood Plan* area.

NEIGHBORHOOD ORGANIZATIONS/ASSOCIATIONS

At the time this plan was developed there were four neighborhood associations within the planning area registered with the City of Tucson's Citizen Participation Office. These are the: San Carlos Addition, Bermuda Square, Glenn Heights, and Arcadia Square Associations which are all located in close proximity to one another, on both sides of Swan Road between Glenn Street and Grant Road.

PLAN DEVELOPMENT

The policies and recommendations of this plan were developed in cooperation with the Arcadia-Alamo Steering Committee, consisting of area residents and property owners, representatives of neighborhood associations, and business and development interests. Meeting for over one year, the committee discussed and evaluated area issues and concerns and developed goals and policies for the area with assistance from the Planning Department, resulting in the developed draft area plan. This planning process allowed interested citizens to become involved in developing land use policies and recommendations for the Arcadia-Alamo area.

PLAN AND AREA INFORMATION

In various areas in Arcadia-Alamo, it has been determined that substandard soil conditions exist. Prior to construction, developers/builders are encouraged to perform a soils test and analysis of the specific parcel they propose to develop.

Some subdivision plats, acreage plots, and separate parcels of land incorporate private covenants and other private deed restrictions. While deed restrictions do not legally govern City of Tucson action related to certain approvals/decisions, developers should inform themselves of whether such private deed restrictions exist because they may affect/influence lot development or use of the property.

On occasion, variance requests from the *Land Use Code* and applications requesting a Substitution of Nonconforming Use, Temporary Use, and Conditional Use Permits are submitted to the Planning Department for consideration. Although, under the *Land Use Code*, notification of adjacent residents is required for such requests, they are not subject to plan compliance requirements under the State statutes. However, when an application is submitted, staff will refer to plan policies to formulate staff's position on these applications/requests.

PLAN IMPLEMENTATION

The policies and recommendations in the *Arcadia-Alamo Area Plan* are implemented through rezonings, new zoning regulations adopted by ordinance, public works projects (including road and sewer and public facilities siting), and public real property acquisition with the rezoning process being the primary implementation tool for area and neighborhood plans. The following covers the major areas of application of the Plan:

1. Applications for rezoning are initially reviewed for compliance with both land use and design direction established by the Plan. If the requested rezoning does not comply with land use policies or does not demonstrate mitigations of negative impacts through application of the design guidelines or other techniques, the need for an amendment to the Plan is determined by the Planning Director before the rezoning can be considered. The Mayor and Council have provided policy for area and neighborhood plans which limits amendments for two years after Plan adoption.

2. If the requested rezoning complies with plan policies, the rezoning is processed through general agency review. As part of this evaluation, rezoning conditions may be recommended by staff which may modify the requested use or the design of the project.
3. Plan policies are used to review development plans and subdivision plats related to rezoning requests. This level of review is coordinated by the Community Design Review Committee (CDRC).
4. Plan policies are used in evaluations of Residential Cluster Project (RCP) subdivisions.
5. Plan policies are used in staff review of requests to vacate City property.
6. Plan policies are also used to establish and guide the design of Capital Improvement Projects.

GENERAL GOALS FOR *ARCADIA-ALAMO AREA PLAN*

The purpose of the *Arcadia-Alamo Area Plan* is to guide future development while protecting and enhancing existing uses. The general goals of the Plan are to:

Preserve and protect the integrity of established low-density neighborhoods.

Identify appropriate locations for new development.

Protect and enhance vegetation and open space along the Alamo, Arcadia, and Rosehill Washes.

Provide safe and efficient circulation systems for all modes of transportation including pedestrian.

DEFINITIONS

Abutting: properties that share a common boundary line or properties that touch along a border.

Acre: a measure of area, 43,560 square feet.

Activity Center: an area developed in a mix of land uses in which residential, commercial, employment, and service activities occur in close proximity to each other. The Tucson Medical Center area is identified as a potential activity center in the City's *General Plan* .

Adjacent: properties with one or more contiguous boundaries, including across all common rights-of-way and easements.

Associated Parking: land use that is solely for the purpose of providing surface parking for an adjacent use; no buildings are allowed.

Buffering: the use of design elements such as masonry walls, berms, setbacks, landscaping, building heights, density transitions, and sensitively designed parking areas to mitigate the impact of more intense development on less intense uses.

Building Setback/Stepback: for a principal building exceeding 40 feet at its highest point, the building setback is measured from property lines abutting residential parcels/uses to the vertical exterior building wall at the wall's highest point. (Reference Page 18)

Compatibility of Scale: the relationship of size, height, shape, and setback of development in comparison to adjacent buildings, architectural elements, landscaping, and human form.

Commercial Land Use: land use that involves the retail and/or wholesale sale of products or business services and limited manufacturing activities.

Community Level: commercial uses intended primarily to serve an area-wide market.

Neighborhood Level: commercial uses intended primarily to serve a local neighborhood market; found primarily in the City B-1 zone.

Community Design Review Committee (CDRC): serving as a technical advisory committee to the Zoning Examiner, City Manager, and the Mayor and Council, it is an

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.

interdepartmental/inter-agency body which reviews all subdivision plats and development plans associated with rezoning cases in the City.

Defensible Space: physical design features which create a sense of ownership or territoriality of common areas and which allow surveillance of public areas from within a residential or nonresidential development. Design features can include fences, walls, electronic security, steps or changes in ground level, lighting, and building placement.

Density: number of dwelling units per acre (see Residential Cluster Project [RCP]).

Low Density: average density up through 6 units per acre, primarily single-family, detached residences but may include attached housing units such as duplexes and townhomes.

Medium Density: density from 7 to 14 units per acre, including a variety of housing types, such as single-family homes on small lots, duplexes, townhomes, mobile homes, apartments, and condominiums.

High Density: density of 15 or more units per acre, including multi-family developments such as townhomes, apartments, and condominiums.

Low Rise Multi-Story Development: multi-story development of more than one story in height not to exceed 40 feet in height.

Low Scale Office Uses: office use that is compatible in scale with the surrounding residential environment, limited to a building height of one story in height.

Nonresidential Use: commercial use, office use, and residentially scaled office use.

Office Land Use: land use that provides administrative, consulting, management, and professional services to businesses and individuals.

Residential Cluster Project (RCP): development option in residential zones that provides for greater flexibility and creativity in design. Use of the RCP may result in higher densities than conventional development in the same residential zone.

Residentially Scaled Neighborhood Commercial: neighborhood commercial uses developed at a scale and mass that is compatible with adjacent residential uses, limiting building heights to single-story.

Residentially Scaled Office Use: administrative/professional office use that is similar in scale with the surrounding residential area either in converted residential structures or in new structures limited to a building height of 16 feet. Site and architectural design are guided by criteria outlined for the 0-1 office zone.

Screening: means an opaque barrier designed and constructed to conceal areas used for storage, refuse, mechanical equipment, parking; or delivery service loading bays from the street and public view; or to buffer adjacent land uses.

Street: any permanent public or private right-of-way, other than an "alley" or "parking area access lane," set aside to accommodate vehicular travel lanes, parking lanes, bike lanes, pedestrian facilities, utility areas, and other such design features whether designated as a street, drive, highway, thoroughfare, road, boulevard, avenue, lane, or place.

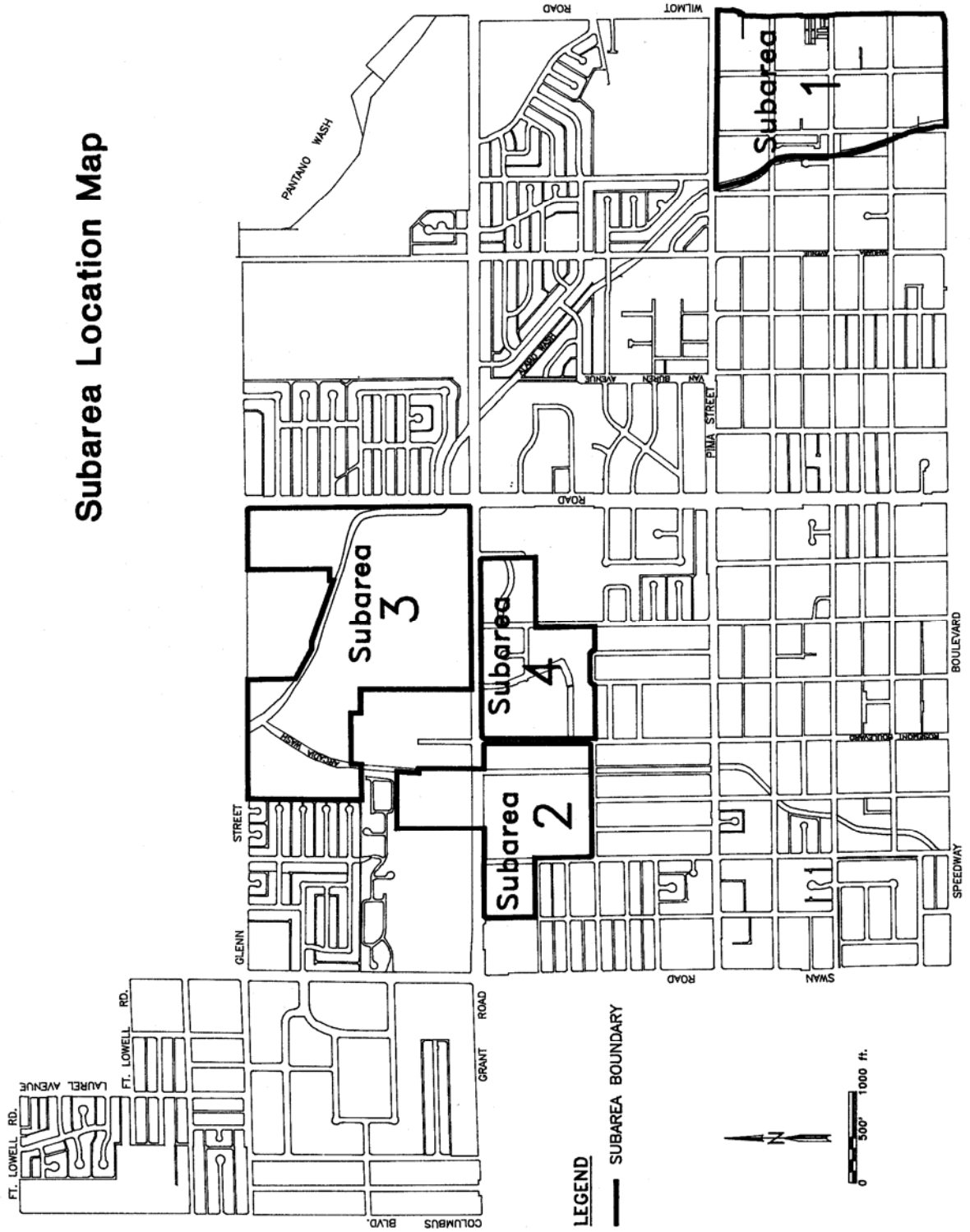
Arterial Street: a high level traffic artery designated in the *Major Streets & Routes Plan* that connects with other arterials, freeway interchanges, or bridges to provide travel continuity through the City.

Collector Street: a roadway designated in the *Major Streets & Routes Plan* that funnels traffic from an area or neighborhood to the nearest arterial street.

Local Street: a street which is not designated in the *Major Streets and Routes Plan*. Local streets, which usually have an average daily traffic of less than 2,500 vehicles, provide neighborhood access to collector and arterial streets.

Major Streets: streets identified in the *Major Streets and Routes Plan*, i.e. Arterials and Collectors.

Subarea Location Map



I. LAND USE POLICIES

A. RESIDENTIAL POLICIES

Intent Statement: The residential policies are intended to guide future development and ensure the harmony of existing neighborhoods with new residential development. These policies are designed to be used in conjunction with the General Design Guidelines.

Residential Subgoal: Encourage new residential development that preserves and enhances the existing residential character of the area.

Policy 1: Promote appropriate residential infill in existing neighborhoods.

- a. Low-density residential developments are generally appropriate within the interior of established low-density neighborhoods, along local streets and along certain stretches of residentially developed major streets, as shown on the Conceptual Land Use Map.
- b. Low and medium density residential uses are generally appropriate along designated collector streets. (Also, see Transportation Policy 5.b.)
- c. Medium and high-density residential uses are generally appropriate along Pima Street and arterial streets except where low density residential parcels side on a major street or are buffered by an existing frontage road. (Also, see Nonresidential Policy 4)

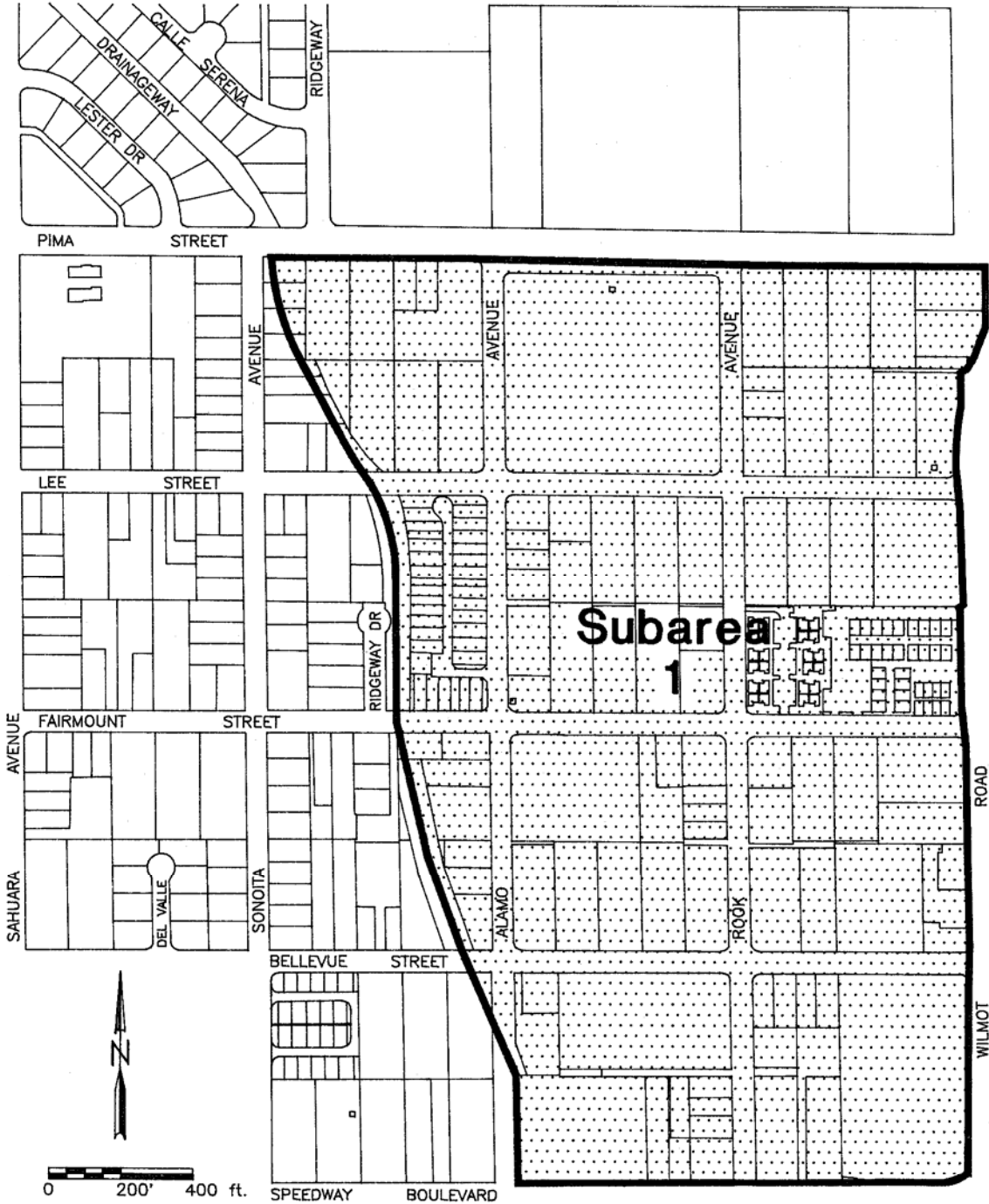
Policy 2: Preserve and improve the quality of life in residential areas.

- a. Ensure that new residential development is designed to enhance existing land uses through compatibility of scale, density, and character of existing development as outlined in the General Design Guidelines.
- b. Support new residential development on the perimeter of residential areas which stabilizes the edge of the neighborhood.
- c. Encourage the protection, preservation, and enhancement of historic resources in the area.
- d. Require appropriate design elements and buffering techniques during the rezoning and associated development plan review processes to ensure the

sensitive design of new development in established neighborhoods. These elements must be shown on rezoning concept plans and development plans (see General Design Guidelines).

- e. Require all loading and vehicle maneuvering areas to be located off-street.
- f. Promote the consolidation of parcels with common property lines when developing higher density residential uses to provide sufficient space for adequate buffering of adjacent, less intense development.
- g. Require an internal pedestrian circulation system within new development that connects to the public sidewalk system.
- h. Redirect through-traffic onto major streets.
- i. Minimize the number of access points onto major streets.
- j. Encourage the orientation of new residential uses to take advantage of solar energy and to integrate solar technology into the design.

Policy 3: Subarea 1, bounded by Pima, Wilmot, Speedway, and the Alamo Wash, should be allowed to transition to medium density residential uses within the interior and high density/office/commercial uses along the arterial streets (See Subarea 1 Map).



Subarea 1 - Residential Policy 3.

Legend

- Subarea boundary

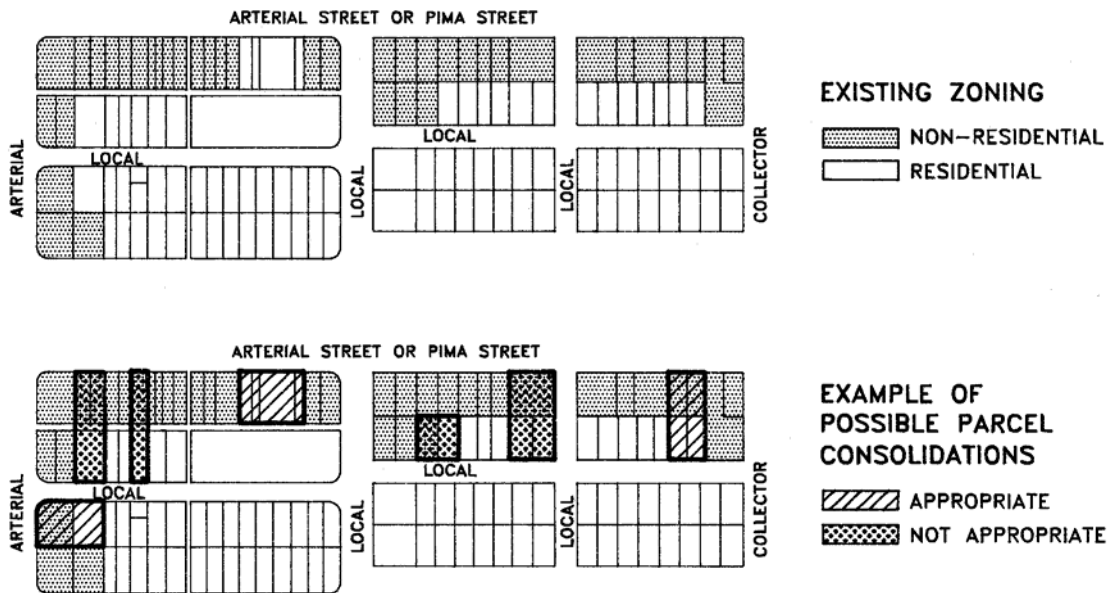
B. NONRESIDENTIAL POLICIES

Intent Statement: The nonresidential policies are intended to encourage office and commercial development at locations within the plan area that are most suited to handle the intensity of such uses in terms of traffic generated and potential impacts on adjacent residential uses. These policies are designed to be used in conjunction with the General Design Guidelines.

Nonresidential Subgoal: Provide for nonresidential uses in the Arcadia-Alamo area that are designed in harmony with adjacent development. Establish design and location criteria for nonresidential uses adjacent to existing neighborhoods.

Policy 1: Ensure efficiently designed, new nonresidential developments.

- a. Minimize the number of vehicular access points.
- b. Integrate the development with adjacent nonresidential development by providing common access points and parking, integrated vehicular and pedestrian circulation systems, and other common amenities such as landscaping and walls.
- c. Should proposed development design not be accommodated on a single site, consolidation of abutting residential parcels for new nonresidential uses to allow for adequate buffering of adjacent residential development is supported under the following conditions: (Also see Transportation Policy 6)
 - 1) Residential parcel is bounded on at least two sides by nonresidential zoning (see consolidation diagram).
 - 2) At least fifty percent of the residential parcel will be used for parking, maneuvering, and landscaping. Landscaping adjacent to existing residential uses should include a minimum 10-foot-wide buffer including a 6-foot-high masonry wall and a mix of canopy trees, shrubs, and groundcover.
 - 3) The portion of the residential parcel not used for parking, maneuvering, and landscaping is used for residentially scaled office or residentially scaled neighborhood commercial uses only.
 - 4) Hours of operation are limited on a case by case basis with reconsideration given if there is a change of use, such as from office to commercial, after the initial rezoning.



Consolidation Diagram

- 5) Noise generating uses such as loading zones and dumpsters be located away from adjacent residential use and/or residentially zoned property. Loudspeakers and public address systems must be in compliance with General Design Guidelines "Parking and Outside Storage Areas" Guideline #4, and are prohibited on parcels that are adjacent to residential on two sides.
 - 6) Primary access is provided from an arterial street or Pima Street.
 - 7) New development complies with the General Design Guidelines.
- d. Require appropriate design elements and buffering techniques during the rezoning and associated development plan review processes to ensure sensitive design of nonresidential developments adjacent to established neighborhoods. These elements must be shown on rezoning concept plans and related development plans (see General Design Guidelines).
 - e. Require compatibility of scale with adjacent uses, especially single-family residential uses (see General Design Guidelines).

Policy 2: Allow new nonresidential uses as shown on the Conceptual Land Use Map when all of the following criteria are met.

- a. Primary access can be provided from an arterial street or as reflected in Policy 4.
- b. Parking and maneuvering requirements can be met on-site.
- c. Screening and buffering for adjacent residential uses can be provided on-site.
- d. Design criteria in Policy 1 are employed.

Policy 3: Allow for the conversion of existing residential structures to residentially scaled office uses as shown on the Conceptual Land Use Map, when all the following criteria are met.

- a. Primary access can be provided from an arterial street or Pima Street.
- b. All parking and maneuvering requirements can be met on-site.
- c. Sufficient lot depth and width exist to provide adequate landscape buffering and screening as outlined in the General Design Guidelines.
- d. The existing residential appearance of the structure can be preserved.
- e. Compatibility of scale with adjacent uses, especially single-family residential uses, can be provided (see General Design Guidelines).

Policy 4: Allow medium to high density residential, neighborhood commercial, and residentially scaled office development on Pima Street between Wilmot and Swan Road, as shown on the Conceptual Land Use Map, when all of the following criteria are met. (Also see Transportation Policy 6 and Residential Policy 1.C.)

- a. Primary access can be provided from a major street.
- b. Parking and maneuvering requirements can be met on site.
- c. Screening and buffering for adjacent residential uses can be provided on site.
- d. Design criteria in Policy 1 are employed including Policy 1.c when the proposed deals with consolidation.
- e. Compatibility of scale with adjacent uses is provided, especially with single-family residential uses (see General Design Guidelines).

Policy 5: Support the development of well-designed, (see General Design Guidelines) concentrated centers of pedestrian-oriented commercial/office activity at appropriate locations as shown on the Conceptual Land Use Map.

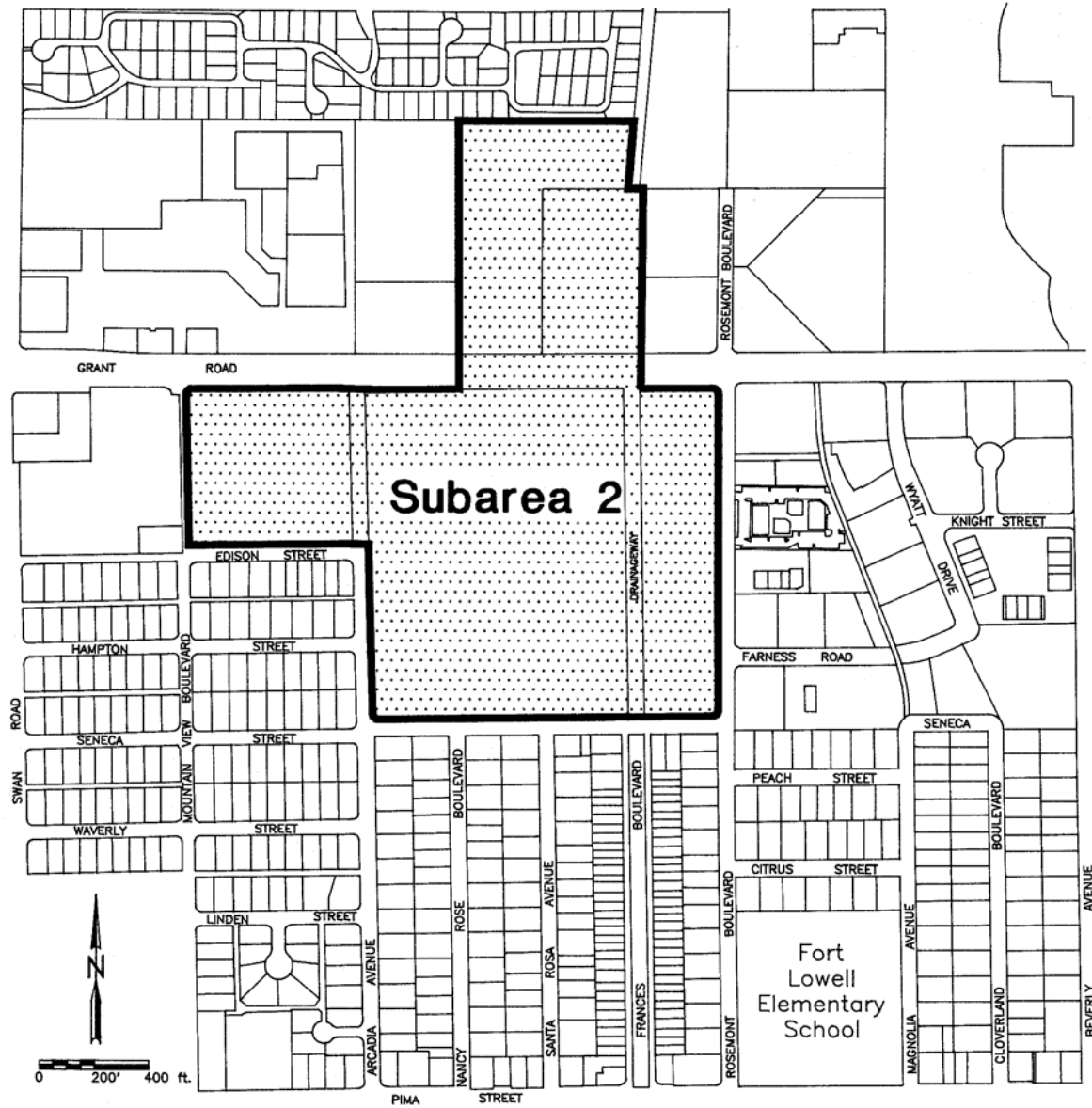
- a. Community commercial uses are generally appropriate at the intersections of arterial streets.
- b. Neighborhood commercial uses are generally appropriate at the intersections of arterial streets or at the intersection of arterial and collector streets.
- c. Encourage the consolidation of adjacent parcels to provide integrated vehicular circulation and access through joint-use agreements to reduce the number of curb cuts along the street.
- d. Encourage the establishment of pedestrian linkages between adjacent uses, bicycle parking and transit facilities as integral components of new office/commercial uses.

Policy 6: Allow the frontage on the north side of Grant Road between Columbus Boulevard and Goyette Avenue to transition to neighborhood commercial/office uses when the criteria in Policy 2 are met, as shown on the Conceptual Land Use Map.

Policy 7: Allow commercial/office uses on the north side of Speedway Boulevard between Wilmot Road and Swan Road as shown on the Conceptual Land Use Map.

Policy 8: Allow for medium to high density residential, office and/or commercial development on the two large parcels (Subarea 2) on the north side of Grant Road just west of the Arcadia Wash and three parcels on the south side of Grant Road between Mountain View Boulevard and Rosemont Boulevard as shown on Subarea 2 Map, when the following criteria are met.

- a. Traffic generated by new development can be accommodated on arterial streets through street improvements, upgrading of mass transit facilities, and other alternate modes, or a combination of these techniques.



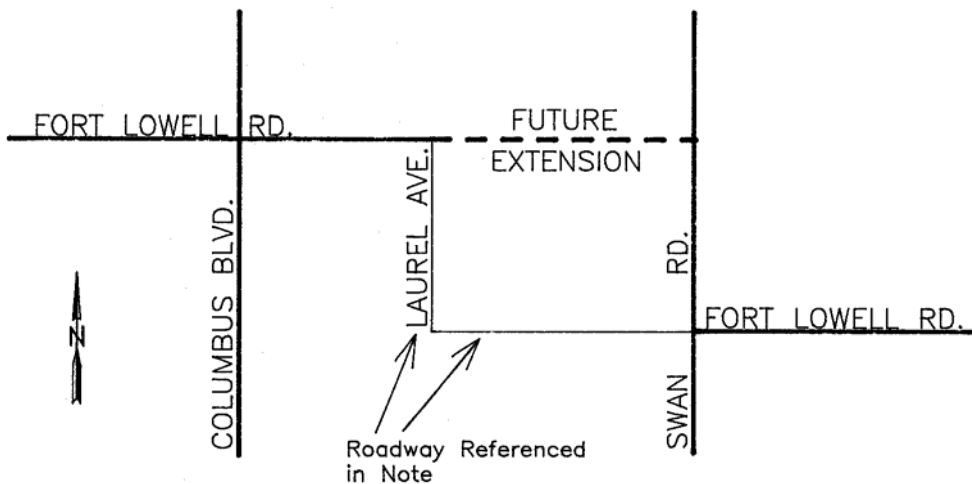
Subarea 2 - Non-Residential Policy 8.

Legend

— Subarea boundary

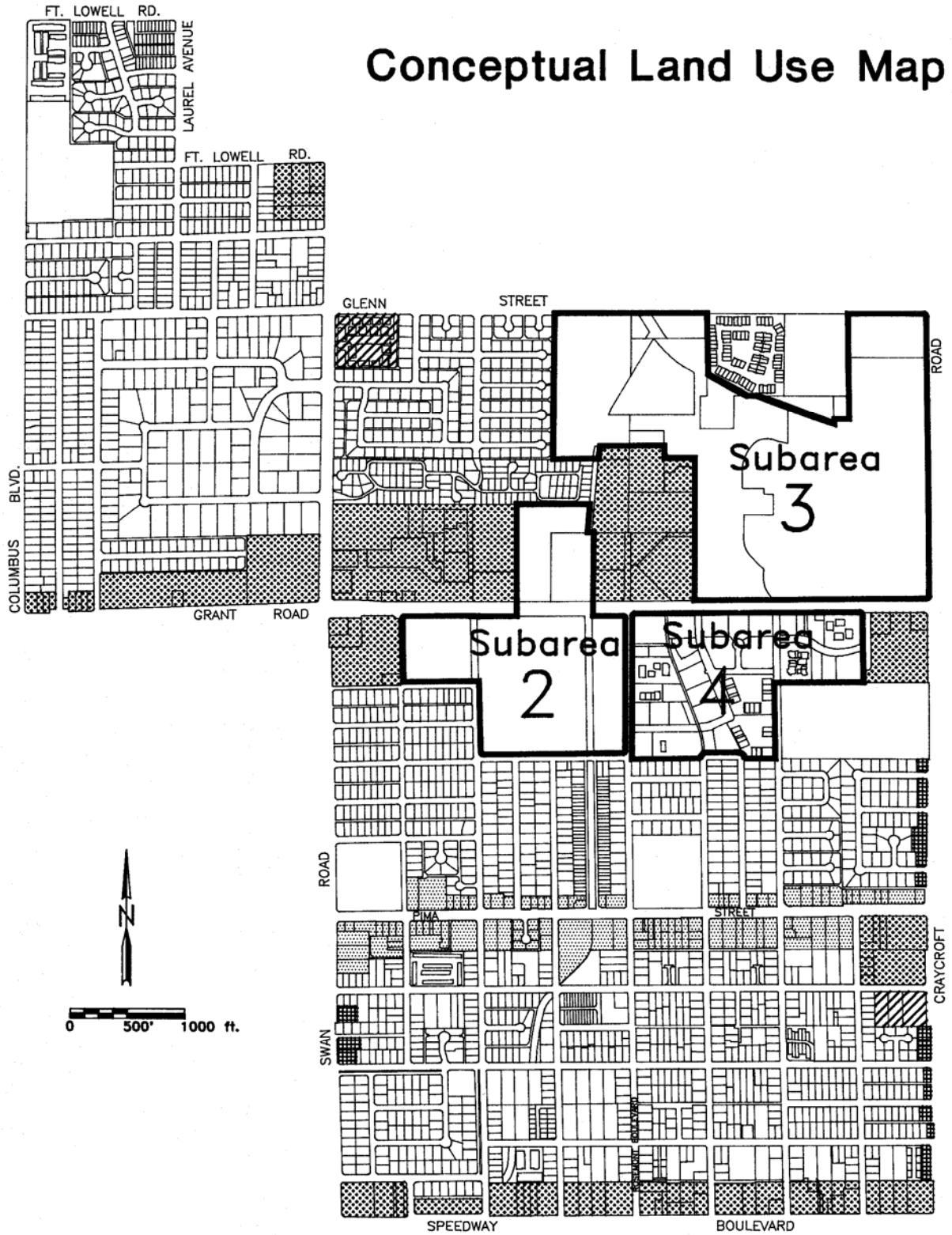
- b. Internal circulation for vehicles and pedestrians is provided.
- c. Access is onto arterial streets.
- d. All parking and maneuvering requirements can be met on site.
- e. Where the nonresidential use is adjacent to a residential use and/or residentially zoned property, the new principal building should be set back a minimum of one and one-half times the building height from property lines adjacent to existing less intensely developed residential parcels with new structures concentrated toward the street frontages (see definition of **building setback/stepback measurement**.)
- f. Design complies with General Design Guidelines.
- g. Necessary fire flows are met.

Policy 9: Requests for the extension of nonresidential development along Fort Lowell Road and Laurel Street, west of Swan Road, are not appropriate.¹









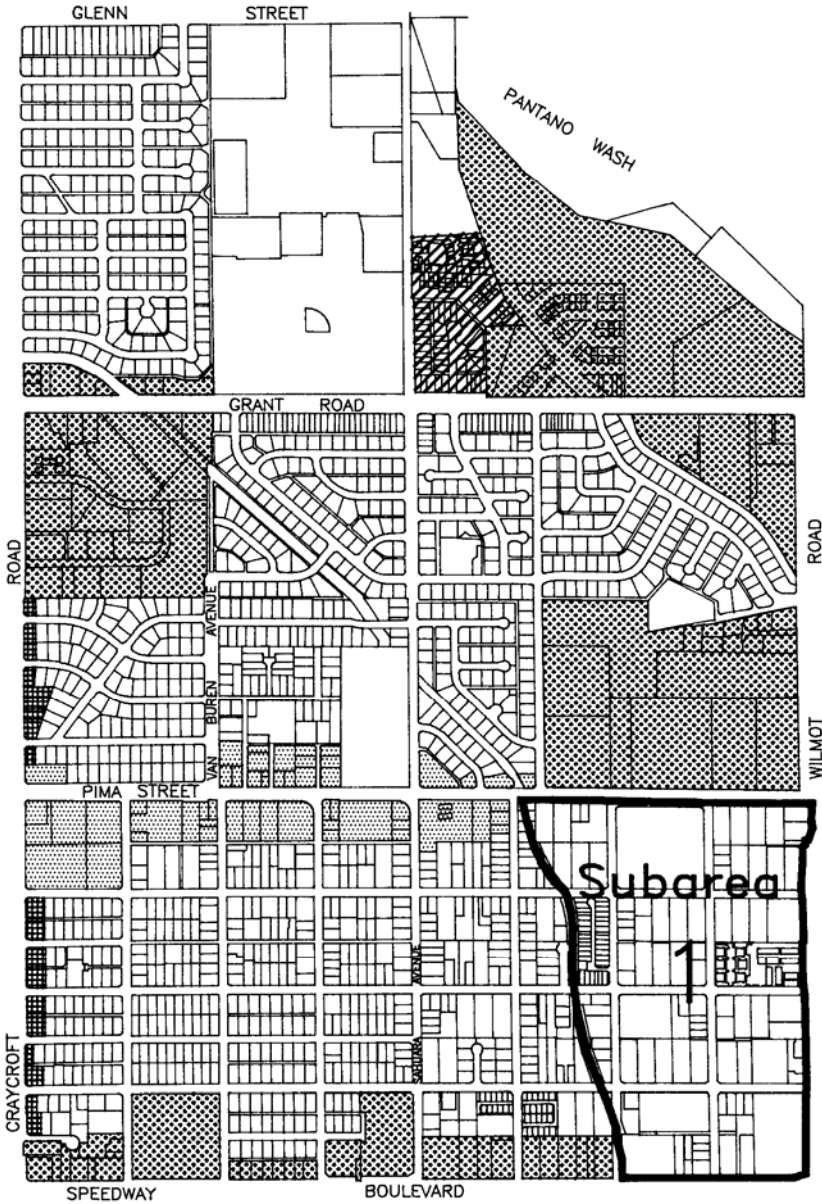
¹NOTE: Designed and approved, Ft. Lowell Road east of the Laurel Street alignment will be extended east to intersect at Swan Road. The existing Ft. Lowell and Laurel Street segments one block west from Swan Road, shown above, have been eliminated from the *Major Streets and Routes Plan* and these segments are reclassified as local streets.

Conceptual Land Use Map



LEGEND

-  LOW/MEDIUM DENSITY RESIDENTIAL
-  MEDIUM/HIGH DENSITY RESIDENTIAL
-  RESIDENTIALLY SCALED OFFICE
-  MEDIUM/HIGH DENSITY RESIDENTIAL, NEIGHBOR. COMMERCIAL, OFFICE
-  OFFICE, COMMERCIAL, HIGH DENSITY RESIDENTIAL
-  SUBAREAS BOUNDARY



C. TMC MEDICAL COMPLEX SUBAREA POLICIES

(April 11, 2006, Resolution # 20318, amended the Subarea 3 introduction, boundaries, intent statement, subgoals, policies and design guidelines to provide added guidance for the redevelopment of the TMC Campus north of Grant Road, including construction of a new hospital.)

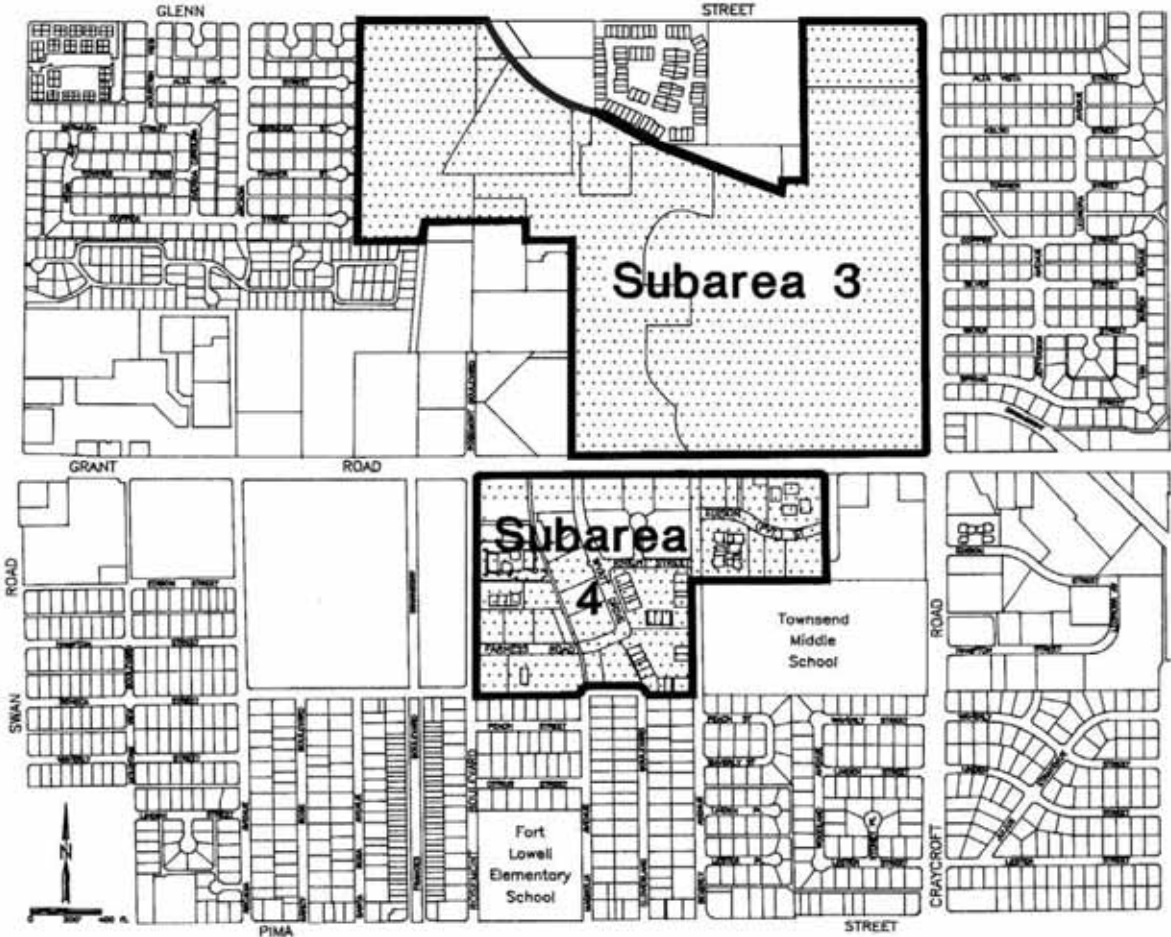
The TMC Subarea policies should be used in conjunction with the TMC Subarea 3 Design Guidelines and the General Design Guidelines to provide guidance for potential future land uses in the identified subareas, and to ensure that new development is designed in harmony with existing land uses.

Tucson Medical Center Campus – Subarea 3 is bounded by the Glenn-Heights subdivision, Arcadia Square Townhomes, and a senior living community on the west; Glenn Street, the Desert Glenn Townhomes, Alamo Wash and Whitmore Elementary School on the north; Craycroft Road on the east; and Grant Road on the south. The Medical Center is the major facility on the TMC campus, and it is the only community hospital in the Tucson area. In the future, it is anticipated that more outpatient care clinics, medical facilities, doctors, and other medical service providers will locate on the campus in close proximity.

Major facilities on the campus include the TMC hospital proper and support buildings, Palo Verde Hospital, Square and Compass Children’s Clinic, Tucson Orthopaedic Institute, HealthSouth Rehabilitation Institute, Cancer Care Center of Southern Arizona and doctor’s offices. Two remaining vacant campus parcels will be developed for medically related services in the future.

The TMC Medical Office Park – Subarea 4 is a 55-acre parcel located directly south of the TMC campus, across Grant Road. The area is bounded by Townsend Middle School and multi-family residential uses on the east, single-family residential uses on the south, Grant Road on the north, and commercial uses and a senior living facility on the west.

Land in the Office Park is owned by TMC, while the buildings are owned by the individual medical care providers and others. The Office Park is fully developed with predominately OCR-2 zoning.



Subarea 3 and 4 – TMC Medical Complex Subarea Policies

Legend

— Subarea boundary

Note: The Subarea 3 map was amended on April 11, 2006 (Resolution 20318) to change the boundary south of Glenn Street and west of the Desert Glenn Townhomes. Glenn Medical Village is no longer part of the TMC Campus.

TUCSON MEDICAL CENTER CAMPUS – SUBAREA 3

Intent Statement: The intent of the TMC Campus policies is to provide for a wide range of medically related services to locate on the TMC Campus, and to mitigate the impacts of campus development on the surrounding areas, including adjacent neighborhoods, Fort Lowell Park, and Whitmore Elementary School; and on the surrounding transportation network.

Subgoals: Encourage a wide range of medically related facilities and services to locate on the TMC Campus.

Ensure the compatibility of TMC Campus uses with surrounding land uses, including adjacent residential uses.

Ensure safe vehicular, pedestrian, and bicycle access within, to, and from the campus.

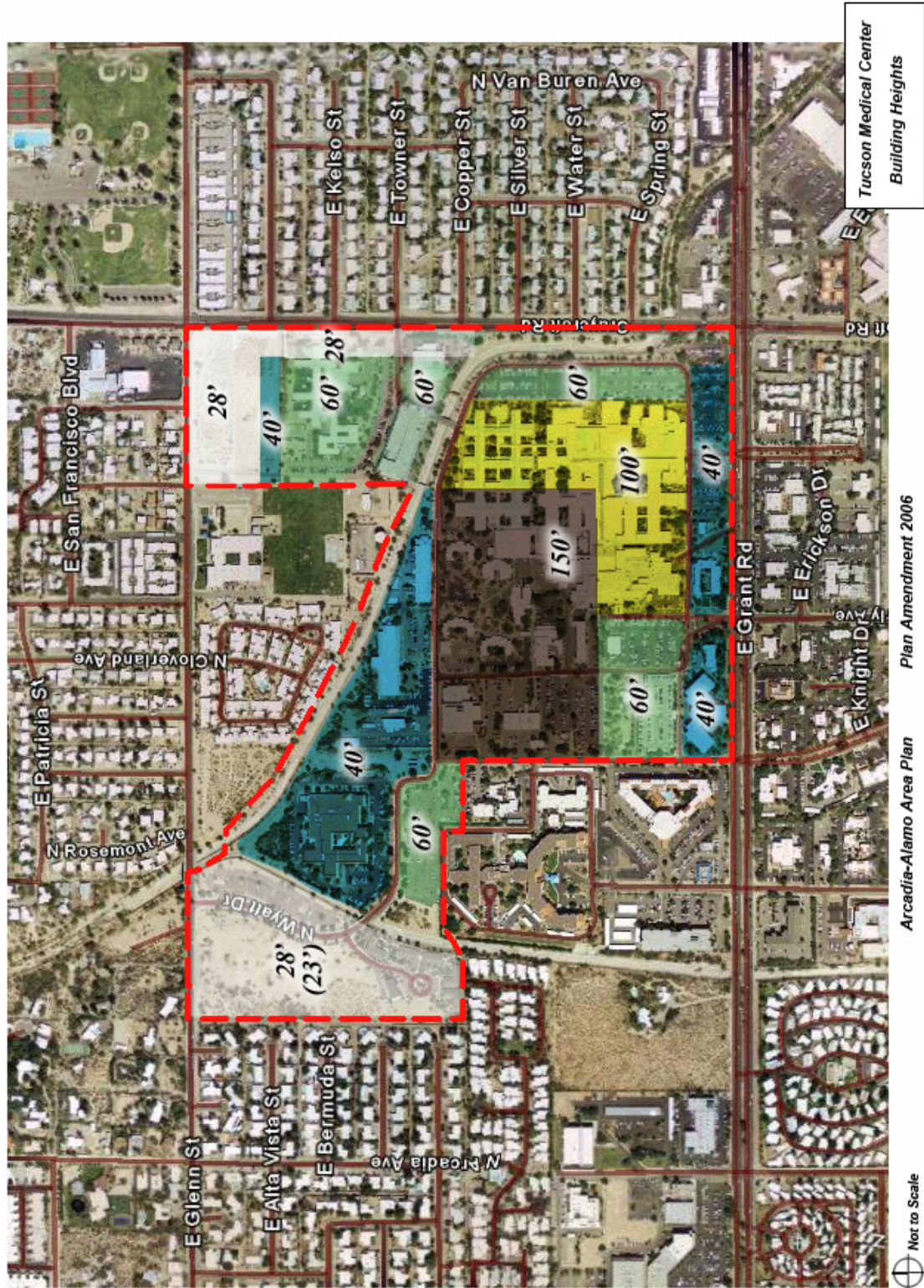
Establish a consistent architectural campus design theme that is sensitive and appropriate to Tucson’s southwest desert setting, and mindful of TMC’s heritage.

Establish a campus-wide landscaping theme that includes healing gardens and patio gardens.

Provide a policy framework, including a public participation component, to guide the phased redevelopment of the TMC Campus.

Land Use:

- Policy 1:** Retain three historic buildings (the Patio Building, Arizona Building, and Erickson Building) and the water tower on the TMC Campus, as indicated on the Framework Plan. The water tower may be moved from its original location.
- Policy 2:** Require appropriate buffering around the TMC campus edges during the rezoning and development plan review processes.
- Policy 3:** Encourage TMC to work with adjacent neighborhood associations during the rezoning and associated development plan review processes.
- Policy 4:** Allow medical related facilities and services, and supporting land uses on the TMC Campus.
- Policy 5:** Concentrate the most intensive development, with a maximum height of 150 feet, in the interior of the campus. Transition to less intensive development along Grant and Craycroft Roads; and the least intensive development (1-2 stories, with a maximum height of 28 feet) on the campus periphery abutting residential uses, and in the northeastern corner of the campus. Development shall be such that there is an intensity transition from the center to the edges of the campus, in accordance with the Building Height Map.
- Policy 6:** Locate bio-medical wastes and other hazardous materials, and disposal/storage areas or facilities away from adjacent land uses, water wells, and Whitmore Elementary School
- Policy 7:** Encourage the location of a child-care facility on the campus.



Building Height Map

Transportation, Circulation and Access:

Policy 1: Develop a safe, orderly, and interconnected internal campus circulation system, for vehicles, bicycles, and pedestrians, that efficiently links services and facilities on the campus.

- a. Facilitate travel within the campus by using the internal circulation system, rather than the major streets surrounding the campus.
- b. Promote a design that deters non-TMC related vehicular traffic from cutting through the TMC Campus to bypass traffic on the surrounding major streets.
- c. Locate parking convenient to the Grant Road entrances at Beverly and Wyatt Drives, and the new main Craycroft Road entrance.
- d. Wherever feasible, separate or reduce conflict between delivery/maintenance traffic, patient/visitor traffic, pedestrians/bicyclists, and emergency service vehicle traffic.
- e. Provide signage throughout the campus to promote wayfinding.

Policy 2: Maintain the existing main campus entrance from Grant Road at Beverly, and provide a new main campus entrance from Craycroft Road.

- a. Promote cooperation among TMC, the City of Tucson, and surrounding neighborhoods when choosing the location for the new main Craycroft Road entrance.
- b. The new main Craycroft Road entrance to the campus shall be designed to accommodate pedestrians and bicycles, in addition to motor vehicles.
- c. The City shall consider the new main Craycroft Road entrance when planning and designing improvements to the Craycroft Road corridor.

Policy 3: Place less emphasis on vehicular access to the TMC Campus from Glenn Street.

- a. Limit new curb cuts on Glenn Street for access to the TMC campus, and provide interior campus access to services and facilities on the campus whenever reasonably possible.

Policy 4: Consider impacts on access to Whitmore Elementary School during the planning and design of transportation improvements in the area.

- a. Encourage cooperation between TMC, the Tucson Unified School District, and the City of Tucson to reduce conflicts between access to the TMC Campus from Glenn Street, and access to and parking, including bus parking, at Whitmore Elementary School.
- b. Consider the safety of children traveling to and from Whitmore Elementary School (via public or private vehicles, walking or bicycling) during the planning and design of transportation improvements in the area, including those internal and external to the TMC Campus.

Policy 5: Encourage cooperation between TMC and the City of Tucson during the planning and design of improvements to the Grant and Craycroft Road corridors in the vicinity of TMC.

Policy 6: Provide transportation system improvements on the campus that support the use of public transportation systems and an onsite shuttle system.

- a. Encourage TMC to provide incentives for employees and visitors to choose alternative transportation methods.

Policy 7: Mitigate the impacts of emergency vehicles (ambulances and helicopters) on the surrounding residential neighborhoods.

- a. Encourage TMC to work with area residents on noise issues and traffic safety measures that safeguard neighborhoods while providing the best emergency service for the patient.

Architectural/Design:

Policy 1: Create a sense of place by providing a consistent, cohesive TMC Campus environment.

Policy 2: Design the campus in a manner befitting to its designation as a community focal point, while retaining sensitivity to the Arcadia-Alamo plan area's geographic, historical, architectural, and landscape context.

- a. Design new buildings to be contextual with southwest architectural character.
- b. Safeguard views of the Santa Catalina and Rincon Mountains by providing north-south and east-west view corridors.

Policy 3: At key locations on the campus, encourage site features, including but not limited to buildings, that enhance the character and identity of the TMC Campus.

Policy 4: Design the ground floor of multi-story buildings (including parking garages) to have architectural elements of interest at the human-scale.

Policy 5: Design signage on the campus perimeter and in the campus interior to promote way-finding, be aesthetically appealing, and integrate with the campus development and landscaping.

Policy 6: Around the campus perimeter where adjacent to major streets, design the streetscapes to enhance the visual quality at the campus edges, and promote greater use of sidewalks and the perimeter trail.

Landscaping, Washes, and Trails:

Policy 1: Continue TMC's desert landscape tradition. Establish a landscape theme for the campus, including, at a minimum, plant palettes for historic and Sonoran Desert landscapes.

- a. If feasible, preserve significant vegetation in place, particularly if it has wildlife and/or historic value, or transplant it to another location onsite.
- b. New plantings shall consist of drought-tolerant and predominately native vegetation, except as indicated in policy 1.c. below.
- c. Minimize the use of turf or grass areas on campus.

Policy 2: Incorporate landscape elements that focus on building entrances, screen parking and storage areas, define edges, and provide transitions between areas.

Policy 3: Provide healing gardens on the campus.

Policy 4: Provide an interconnected trail system along the TMC Campus edges that meets the needs of pedestrians and bicyclists.

- a. The perimeter trail system shall link the onsite pedestrian and bicycle circulation systems to the respective offsite systems, the regional trail system, Whitmore Elementary School, Fort Lowell Park, and adjacent residential areas.

Policy 5: Provide trails that meet the needs of pedestrians and bicyclists along the banks of the Alamo and Arcadia Washes; and enhance the landscaping along the wash banks.

- a. The wash trails shall be linked to the trails along the campus edges, the regional trail system, and the onsite pedestrian and bicycle circulation systems.

Policy 6: Establish coordination between TMC, City agencies, and area neighbors, when planning and designing the trails along the campus edges and the Alamo and Arcadia Washes.

Sustainability:

Policy 1: Promote an energy-efficient design of multi-story buildings.

Policy 2: Promote sustainable uses and practices on the TMC Campus, including but not limited to water conservation practices, energy-efficient practices, and a program that promotes the concept of “reduce, reuse, recycle”.

Policy 3: Promote the production of clean power (solar or other) when feasible, as determined by a professional assessment.

PAD and Phasing:

Policy 1: TMC will refine and update the Campus Framework Plan during the rezoning/PAD process, which includes a public participation component. This policy acknowledges that the Campus Framework Plan is conceptual in nature only, and that this Framework Plan, as well as TMC’s redevelopment plan, must remain flexible over time to best address TMC’s and the community’s changing needs.

Policy 2: Redevelopment and new development on the TMC Campus will occur in phases. For each phase of development, the following will be required as part of the PAD process:

- a. A transportation and traffic impacts analysis;
- b. A viewshed analysis, including views from offsite areas towards the campus, as well as views from onsite campus areas outwards towards the campus edges and beyond; and
- c. An analysis demonstrating that the entire site, including existing and proposed improvements, will function efficiently and effectively as a single, unified site.

Arcadia - Alamo Area Plan



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SUBAREA 3 DESIGN GUIDELINES:

- 1) Design any new development that will be adjacent to residential areas by using space, scale, and height elements that are compatible and harmonize with surrounding low-density residential and nonresidential uses.
- 2) Provide a minimum 10-foot wide landscape buffer strip and screening along the western boundary when developing adjacent to single-family residential uses.
- 3) Provide buffering and screening of outdoor mechanical equipment whose operation produces odor or noise impacts on adjacent residential areas.
- 4) Locate balconies away from adjacent residential uses.
- 5) Upper story windows should be clerestory or directed away from adjacent residential development.
- 6) Provide safe outdoor lighting that is shielded or directed away from adjacent residential areas.
- 7) Consider the privacy of adjacent residential uses when locating parking and loading areas for new development by providing a landscape buffer area.
- 8) Integrate healthy community principles by utilizing landscape vegetation for shade and water features for cooling whenever appropriate in Healing Gardens, courtyards and gathering spaces on the campus.
- 9) Use building design to create landscape opportunities by incorporating roof gardens, terraces, courtyards and themed patios. Prevent left-over space through integrated design of exterior space with building design and location. Plant canyon riparian trees in canyon-like, multi-story environments.
- 10) Relocate native plants that are of specimen quality to safe locations during redevelopment of the TMC campus in accordance with the City's native plant preservation regulations.
- 11) Plant native desert vegetation to retain the desert environment near and limit all but pedestrian and bicycle access to residential areas adjacent to the TMC Campus.
- 12) Provide a variety of rooflines in new development where building heights exceed 20 feet.
- 13) Signage for uses along Grant and Craycroft Roads, and Glenn Street should be incorporated into the landscaping, be low in scale, and reflect the architectural style of the development.

- 14) Include “safe by design” lighting and landscaping concepts for parking garages and surface parking lots.
- 15) Design freestanding walls with compatible materials within the context of the regional historical features.
- 16) Locate plants, such as thorny cacti which may present a hazard to pedestrians, away from the edges of sidewalks. All plants hazardous to pedestrians should be located away from building entries, gathering spaces, and bicycle and walking trails.
- 17) Plant drought-tolerant canopy trees, understory shrubs and groundcover, of similar form and scale to existing vegetation in the area, especially along major street frontages. Placement of trees should provide shade to pedestrians whenever possible. Locate vegetation to preserve Santa Catalina Mountain views.

(The Subarea 3 policies and design guidelines were amended on April 11, 2006, Mayor and Council Resolution No. 20318, to facilitate a comprehensive redevelopment of the TMC Campus north of Grant Road.)

MEDICAL OFFICE PARK - SUBAREA 4

Intent Statement: The intent of the Medical Office Park policies is to promote continued residentially scaled medical office land uses while protecting the adjacent neighborhood and schools from increased through-traffic and other impacts that could result from the redevelopment of the area.

Subgoal: To encourage a wide range of low scale medically related facilities to locate in the area.

Land Use:

Policy 1: Encourage the TMC, adjacent neighborhood associations, and property owners to work together on redevelopment plans that may arise in the future.

Policy 2: Require appropriate buffering elements during the rezoning and associated development plan review processes when redeveloping new facilities and related uses.

Policy 3: Concentrate more intensive development such as low-rise multi-story development along Grant Road and residentially scaled development adjacent to residential uses.

Circulation:

Policy 1: Ensure safe vehicular and pedestrian access to the Office Park, and within the Park, especially for the school children attending Townsend Middle School, in the event of redevelopment.

Policy 2: Provide primary access onto internal streets rather than onto Grant Road.

Compatible Design Guidelines:

1. Design any new development that will be adjacent to residential areas by using similar space, scale, and height elements in order to harmonize with surrounding low-density residential and nonresidential uses.
2. Provide buffering and screening of outdoor mechanical equipment whose operation produces odor or noise impacts on adjacent residential areas.
3. Provide safety outdoor lighting that is shielded or directed away from adjacent residential areas.
4. Consider the privacy of adjacent residential uses when locating parking and loading areas for new development.
5. Provide for a variety of rooflines in developments where building heights are in excess of 20 feet.

II. GENERAL DESIGN GUIDELINES

The General Design Guidelines are intended to help ensure that new development or redevelopment is designed in a manner that enhances the visual appearance of the Arcadia-Alamo area and that such development is compatible with existing land uses. The guidelines identify architectural and landscaping elements that should be addressed in development plan review. The guidelines suggest methods to implement the design recommendations and are intended to be used in various combinations, depending on the proposed development, the adjacent use, and the existing site conditions.

Intent Statement: Ensure that new development and redevelopment is designed in a manner that enhances the Arcadia-Alamo area and is compatible with existing land uses, especially residential uses.

Landscaping Subgoal: Enhance the visual continuity of the area by planting drought-tolerant, native or adaptive vegetation of similar form and scale to the vegetation existing in the area.

Guidelines:

1. Provide low-maintenance and drought-tolerant vegetation for new developments. Allow for more dense plantings within the interior of the project to provide a mini-oasis effect, if desired.
2. Plant a balanced mix of drought-tolerant canopy trees, understory shrubs and groundcover, of similar form and scale to existing vegetation in the area especially along major street frontages. Placement of trees should provide shade to pedestrians whenever possible.
3. Plant drought-tolerant canopy trees of similar form and scale to existing trees in the area especially along the perimeters of new development. Locate vegetation to preserve Santa Catalina Mountain views.
4. When site conditions permit, preserve or relocate trees and cacti with a caliper of four inches or greater. When site conditions do not allow such preservation or relocation, replace with trees of comparable size and density.
5. Utilize accent plants at the intersections of major streets and for the primary entry areas of new developments.
6. Locate plants, such as thorny cacti which may present a hazard to pedestrians, away from the edge of a walkway.

7. Enhance existing and proposed structures with drought tolerant vegetation which is proportional to the architectural element in scale and mass at maturity. Landscaping could include trees, shrubs, and groundcover.
8. Select vegetation to display an interesting variety of leaf size, texture, and color and to provide for a four-season floral display, whenever possible.
9. Incorporate water-harvesting techniques into the landscape irrigation design.

Architectural Elements Subgoal: Design architectural elements to be compatible with existing structures and to preserve Santa Catalina Mountain views.

Guidelines:

1. Provide setbacks and a transition of heights and/or densities for proposed development which is adjacent to less intense uses, unless other mitigation measures provide adequate buffering.
2. Design or locate balconies and windows to protect the privacy of adjacent residential development.
3. Shield or direct outdoor lighting away from adjacent residential uses. Lighting fixtures should be as low in elevation as possible.
4. Transition building heights downward from the arterial street frontage toward adjacent residential uses to be compatible with adjacent buildings.
5. Provide view corridors to mountain peaks from at least one point from adjacent development; for example, roof lines can be varied to allow a view to mountain peaks.
6. Design signs to be compatible with the landscape plan and reflect the architectural style or theme of the proposed development.

Parking and Outdoor

Storage Areas Subgoal: Soften the visual impact of outdoor storage areas, Dumpster and parking areas that are visible from public streets or adjacent residential uses.

Guidelines:

1. Provide landscaping along street frontages to screen parking areas. This landscaping may consist of earth berms, a dense screen of shrubs, or 30-inch-high masonry wall, which will not impede storm water runoff. Landscaping should include a mix of canopy trees, understory shrubs, and groundcover.

2. Provide canopy trees, either clustered or dispersed, within parking areas to provide shade and reduce "heat island" effects.
3. Provide a landscaped strip, including canopy trees and a minimum 5-foot-high masonry wall which will not impede storm water runoff, along the perimeter of new development when locating nonresidential uses adjacent to residential uses and high density residential uses adjacent to medium and low density residential uses.
4. Noise generating uses such as loading zones, dumpsters, guard dogs, and loudspeakers should be located away from and buffered from adjacent residential uses and residentially zoned property. Screen dumpster areas, storage areas, utility equipment, or water pumping stations with landscaping and a minimum 6-foot-high masonry wall.
5. Minimize the number of vehicular access points.

Freestanding Walls Subgoal: Encourage the use of perimeter walls in new development or redevelopment that is adjacent to existing lower intensity uses. Design walls to enhance new development and complement existing, adjacent uses.

Guidelines:

1. Construct screening walls with decorative materials such as tile, stone, brick, or textured brick/block; or cover walls with a coarse-textured material, such as stucco or plaster or a combination of materials.
2. Promote the use of colors found predominately in the natural desert landscape for exterior wall colors.
3. Construct walls along perimeter property lines to an average minimum height of 5 feet, except for noise walls which may be higher.
4. Enhance the visual appearance of a continuous solid mass, such as walls greater than 75 feet in length and 3 feet in height, by one or more of the following techniques:
 - a. Vary the wall alignment (jog, curve, notch, or setback, etc.) and plant trees or shrubs in the voids created by the variations.
 - b. Plant trees and shrubs, which are proportional in scale to the proposed wall, at least every 25 feet.

- c. Use two or more materials such as tile, stone, or brick or textured brick/block to create a visually interesting design pattern on the proposed wall.
5. Encourage the incorporation of pedestrian access points into the design of perimeter walls of greater than 75 feet in length (along a side), when such access points will not generate increased traffic or parking problems in adjacent residential areas.

Defensible Space Concepts Subgoal: To enhance public safety and reduce the incidences of crime, new development should incorporate appropriate "Safe By Design" concepts from the Police Department in the development plans.

Guidelines:

1. Encourage the utilization of curbs, sidewalks and landscaped trails to define public, semi-public, and private areas.
2. Utilize screening which allows visibility and surveillance of the development and/or which creates an effective barrier around the property.
3. Select plant material, when used in areas adjacent to doors and windows, of such height (e.g. less than 30 inches or with a greater than 6 foot space between the ground and the canopy) to retain visibility of building openings from the street or from other development. Where possible, thorny or spiny plant material should be utilized.
4. Define areas of influence through the use of design elements, such as walls, fences, changes in level or grade, lights, color, or change in paving texture.
5. Locate building entryways so that they are visible from other buildings, apartment entryways, and units.
6. Design entryways to provide residents with a view from their unit into the corridor that serves them.
7. Provide lighting at doorways, windows, entryways, and in corridors.
8. Provide each residential unit with an area of responsibility that extends beyond the entryway, with features such as the following:
 - a. Design stairwells to serve a minimum number of units per floor.
 - b. Utilize amenities and distinctive elements that extend the private space of individual units into landings and corridors.

- c. Disperse and symbolically assign project amenities to certain units or cluster of units.
- d. Locate children's play areas and other outdoor recreation areas so that they are visible from a maximum number of units.

III. TRANSPORTATION POLICIES

For roadways within the Arcadia-Alamo area, the *Major Streets and Routes Plan* designates Swan Road, Craycroft Road, Wilmot Road, Ft. Lowell Road between Columbus Boulevard and Laurel Avenue, Grant Road, and Speedway Boulevard as arterial streets, which are high intensity thoroughfares that serve over 12,000 vehicles per day. There are also four collector streets identified within Arcadia-Alamo: Glenn Street, Pima Street, Columbus Boulevard, and Rosemont Boulevard. Fort Lowell Road is a local street from Laurel to Swan and east of Swan Road, and Camp Lowell is an arterial between Laurel and Swan.

Expansive growth in traffic volumes occurred on more than half of the arterial and collector streets within the Arcadia-Alamo area between 1980 and 1990, but traffic growth slowed between 1990 and 2004. Grant Road has experienced a 17% increase in traffic, while Speedway Boulevard traffic increased 19% and Swan Road traffic increased 10%. Traffic along Craycroft Road did not show any significant increase. This slowing of traffic growth in the Arcadia-Alamo area is most likely due to the surrounding roadway system reaching capacity.

Most of the major streets within the study area have segments which are primarily developed with low-density single-family uses. Future proposed street improvement projects anticipated within the Arcadia-Alamo area are likely to accelerate the process of transitioning to higher density residential and nonresidential uses.

Swan Road is a significant north-south corridor with traffic volumes increasing since 1980. Between Speedway Boulevard and E. Grant Road, Swan Road is mostly a mix of residential uses, while north of Grant Road, the trend in land uses is away from residential and towards commercial and office development.

Craycroft Road is a mix of land uses between Grant Road and Speedway Boulevard and north of Grant Road; however, to the east of Craycroft Road a single-family land use pattern exists. The transition of land uses along Craycroft Road south of Grant Road ranges from single-family to higher density residential and nonresidential uses within the plan area.

Glenn Street is the southern boundary of the *Old Fort Lowell Neighborhood Plan* area, borders Fort Lowell Park, and is developed primarily with low-density residential uses between Columbus and the Pantano Wash.

Pima Street between Wilmot Road and Alvernon Way has been improved to five lanes with curb, sidewalks, and street landscaping. Although it was anticipated that these improvements might affect land uses along the Pima Street frontage, the land uses have generally remained the same.

(The preceding introduction was amended on April 11, 2006, Mayor and Council Resolution No. 20318, to update the information. Resolution No. 20318 addressed TMC's amendment to Subarea 3, however, it also provided an opportunity to update the background information for the transportation policies.)

Intent Statement: The intent of the Transportation policies is to ensure that the transportation network in the Arcadia-Alamo area meets the travel needs of the community, provides efficient traffic circulation, and protects the interior of existing residential areas from non-arterial through-traffic.

Transportation Subgoal: Promote a comprehensive traffic circulation pattern in the Arcadia-Alamo area.

Policy 1: Coordinate with the City and County Departments of Transportation to provide safe and efficient vehicular and pedestrian access throughout the Arcadia-Alamo area.

- a. Direct traffic from high intensity uses onto major streets.
- b. Limit the number of access points from new development and provide for internal circulation, parking, and maneuvering to be met on site.
- c. Restrict vehicular traffic generated by new arterial street development from entering the interior residential portions of existing neighborhoods by providing controlled vehicle access and/or integrate street closures, where feasible, into development plans.

Policy 2: Encourage development and the use of alternate modes of transportation within the plan area.

- a. Encourage the establishment of pedestrian linkages between adjacent uses, bicycle parking and storage areas, and transit facilities as integral components of new development.
- b. Encourage connections to; and the development and use of, water courses for recreation routes.

Policy 3: Encourage well designed transportation improvements that enhance the visual environment of the plan area through the use of landscape buffers, berms, noise walls, and/or other means.

- a. A unified theme of landscaping should be used along the major streets to be compatible with the Arcadia-Alamo area.
- b. Retain and enhance frontage roads during the upgrading of streets.

Policy 4: Preserve the viability of residential uses along major streets in the Arcadia-Alamo area by retaining existing frontage roads and landscaped buffers in the design and construction of all future road widenings.

Policy 5: Preserve Glenn Street as a residentially developed/collector street within the Arcadia-Alamo area.

- a. Maintain its present bike route status.
- b. Retain the low and medium residential uses along Glenn. (Also, see Residential Policy 1.b)

Policy 6: Recognize the future changes to Pima Street associated with the future street widening for the roadway between Craycroft Road and Swan Road.

- a. Allow a transition of land uses along Pima Street to medium density residential, office, and neighborhood commercial uses. (Also, see Nonresidential Policy 4.)
- b. Encourage the consolidation of parcels to provide for on-site parking, maneuvering and circulation for the redevelopment of uses along Pima Street. (Also, see Nonresidential Policy 1.c.)

IV. MANAGEMENT POLICIES FOR STORMWATER QUANTITY AND QUALITY CONTROL

The Arcadia-Alamo area is drained by two regional watercourses: the Pantano Wash and the Rillito Creek. The Pantano Wash bounds the northeast corner of the plan area. Along this northeastern edge, the banks of the Pantano Wash are not stabilized and the channel is more than 100 feet wide. Approximately one-half a mile north of the northern boundary of the plan area, the Pantano Wash discharges into the Rillito Creek. Though the Rillito Creek does not border the plan area, it parallels the northern boundary and provides a drainage outlet to several of the major and minor washes within the area.

There are four major washes within the area: the Rosehill Wash, Alamo Wash, Arcadia Wash, and Columbus Wash. Rosehill Wash enters the plan area under Wilmot Road south of Grant Road. From this point it traverses the northeastern corner of the plan area and discharges into the Pantano Wash. North of Grant Road the wash has been channelized to convey the 100 year event. South of Grant Road, during periods of heavy runoff, stormwaters break out of the wash banks and flow in streets and through surrounding property.

The Alamo Wash drains over nine square miles of developed portions of Tucson. Originally a braided stream, the Alamo Wash was channelized in 1953 by Pima County at the request of local residents. It enters the plan area under Speedway Boulevard approximately one-quarter mile west of Wilmot Road and travels in a generally northwesterly direction to Rillito Creek. Between Grant Road and Speedway Boulevard, the wash does not have sufficient capacity to contain stormwaters within the channel during periods of heavy runoff, resulting in the water overflowing its banks and breaking out into adjacent areas. Northwest from where the Alamo passes under Craycroft Road, the wash channel is concrete lined and improved through the Tucson Medical Center to convey the 100-year event within its banks. Within the plan area, the Alamo Wash has the potential of serving the dual role of channeling water from the upstream basin to the Rillito Creek and providing a recreational and open space corridor north of Glenn Street.

Arcadia Wash drains a significant portion of the plan area west of Craycroft Road. It enters the plan area under Speedway Boulevard adjacent to the east right-of-way of Arcadia Avenue and travels generally northward to the confluence with the Alamo Wash just south of Glenn Street. Much of the Arcadia Wash channel has been lined with concrete within the plan area. Many of the drainage problems in the Arcadia Wash watershed occur when streets acting as minor washes drain into the Arcadia Wash. The stormwaters in Beverly Boulevard flow across Grant Road into Wyatt Street where they find their way into the Arcadia Wash through the Park Tucson Development. During heavy storm events Rosemont Boulevard also conveys a fairly large amount of stormwater onto Grant Road from the south, which then flows northwesterly into the Arcadia Wash.

Columbus Wash generally follows the western boundary of plan area in Columbus Boulevard. Most of the drainage problems related to the Columbus watershed within the plan area are once again a result of streets acting as minor washes, which eventually feed into the Columbus Wash. These minor drainageways include Midway Wash in Goyette Avenue, Desert Avenue Wash,

Venice Avenue Wash, Vista del Forte Avenue Wash, and Arcadia Avenue Wash north of Pima Street. Some of these drainageways (streets) do not convey stormwater continuously in a specific northerly or westerly direction to the major washes or the Rillito Creek. These discontinuities change stormwater into sheet flow which may break out into yards and shopping area parking lots.

Intent Statement: The intent of the stormwater management policies is to protect development within the proximity of watercourses, and repair and restore watercourses when addressing potential flooding problems.

Stormwater Subgoal: Promote comprehensive, environmentally sensitive stormwater quantity and quality management in the Arcadia-Alamo area as outlined in the *General Plan* (Section 3, Policy 2 and Section 11, Policy 9).

Policy 1: Coordinate with the City Department of Transportation and, when appropriate, the Pima County Department of Transportation and Flood Control District to preserve and enhance the usable open space along Arcadia Wash, Alamo Wash, and Rose Hill Wash by:

- a. Conducting a vegetation study, prior to wash improvements, to identify trees and shrubs that should be retained.
- b. Preserving and enhancing natural wash vegetation.
- c. Providing recreational pathways along wash banks when the privacy of individual residents is not compromised.
- d. Upgrading the visual appearance of washes at their intersections with major streets.
- e. When appropriate, require dedication of open space along the Arcadia Wash, Alamo Wash, and Rose Hill Wash during the rezoning process.
- f. Encouraging the natural treatment of washes.

Policy 2: Encourage a comprehensive approach to stormwater management and flood control in the Arcadia-Alamo area by:

- a. Conducting drainage basin management studies for the area.
- b. Requiring developers to submit hydrology/hydraulic studies that consider drainage impacts on uses in proximity to the development site when requested by City Floodplain Section or the Pima County Department of Transportation and Flood Control District.

Policy 3: Encourage drainage improvements to alleviate flooding problems within the area.

Policy 4: Encourage dissemination of information to developers regarding the special soil conditions in the area.

V. PLAN ADMINISTRATION GUIDELINES

Intent Statement: These guidelines are intended to identify the responsibilities of the City of Tucson Planning Department and Citizen Participation Office, developers, and the neighborhood association(s) and representatives in the plan implementation process.

Guidelines:

1. Provide for citizen input in the plan implementation process.
 - a. Strongly encourage developers/builders to notify and offer to meet with affected neighborhood association(s) and property owners regarding rezoning requests and associated development plan review applications prior to scheduled rezoning public hearings and development plan review submittals.
 - b. Continue to require City Planning staff to notify (through the Citizen Participation Office) the neighborhood association(s) when rezoning cases and associated development plan review applications are submitted for processing.
 - c. For informational purposes, condition rezoning cases to require developers/builders to notify and offer to meet with affected neighborhood association(s) and property owners prior to applicable CDRC submittals. Require developers/builders to include offers to meet and provide a written summary of neighborhood meetings, when appropriate, with submittals.
 - d. Strongly encourage affected neighborhood associations to forward comments on proposed development projects to appropriate review bodies. Comments should be submitted as early as possible to ensure their review by staff for rezoning.
 - e. Continue to encourage neighborhood associations within the plan area to maintain up-to-date records of association representatives with the City's Citizen Participation Office.
 - f. Continue to require City agencies to contact affected neighborhood associations of proposed projects in the area.
 - g. Strongly encourage other governmental agencies to contact affected neighborhood associations of proposed projects in the area.
2. The applicant must demonstrate compliance with the *Arcadia-Alamo Area Plan* Policies and the General Design Guidelines in rezoning applications.