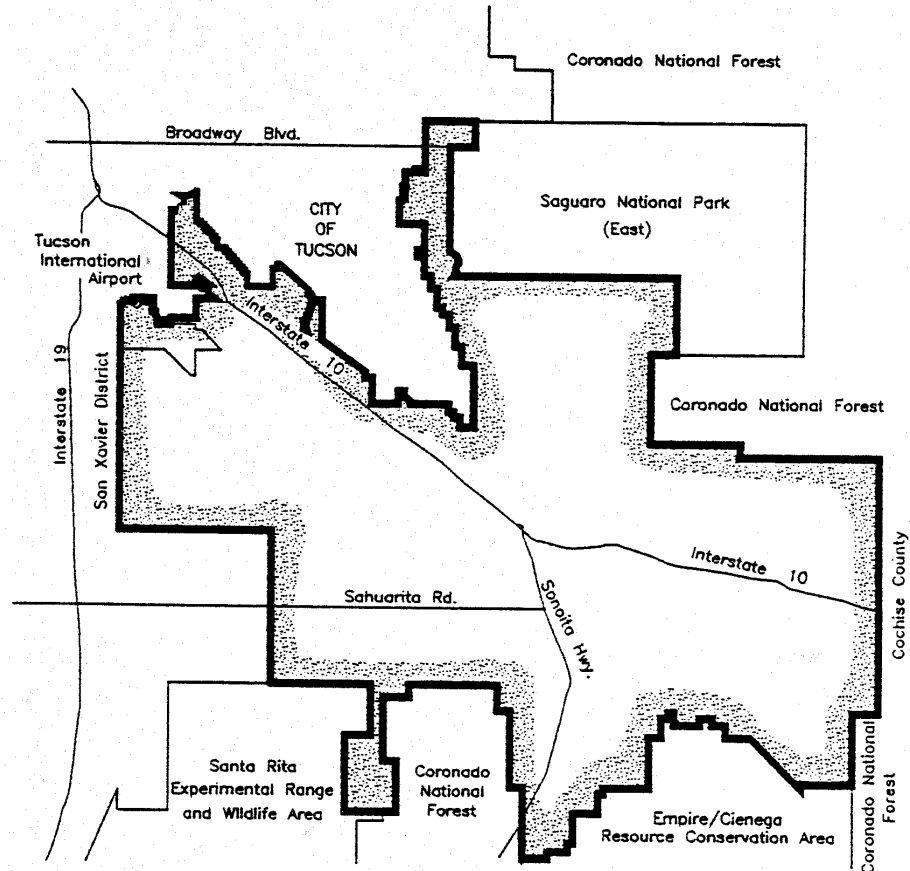


# RINCON/SOUTHEAST SUBREGIONAL PLAN



Adopted by  
Mayor and Council  
December 11, 1995  
Resolution No. 17110

Planned Area Developments were originally adopted as "Specific Plans" pursuant to the Tucson *Zoning Code* and, subsequently, the Tucson *Land Use Code*. The terms "Specific Plan (SP)" and "Specific Planned (SP) Districts" were changed to "Planned Area Development (PAD)" and "Planned Area Development (PAD) Districts" by Ordinance 9374 which was adopted by Mayor and Council on April 10, 2000. This change in title does not affect the substantive provisions for the districts as adopted.

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June 7, 2005 – Maps and text were revised as a result of the adoption of the *Houghton Area Master Plan*, which superseded areas of this plan.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



Department of  
**URBAN PLANNING  
& DESIGN**

## ACKNOWLEDGMENT

The *RINCON/SOUTHEAST SUBREGIONAL PLAN* is based on the *Pima County Comprehensive Plan (PCCP)* which was adopted by the County Board of Supervisors in October 1992. The City of Tucson Planning Department wishes to acknowledge the work and commitment of Pima County staff, members of citizen Land Use Panels, and the general public who participated in the County planning process.

In March 1994, Mayor and Council endorsed the *Pima County Comprehensive Plan* and directed City staff to translate three adjacent *PCCP* subregions into City land use plans. This action recognized the importance of coordinated, regional planning for the metropolitan area.

The *RINCON/SOUTHEAST SUBREGIONAL PLAN* establishes future land use and development direction for areas that are adjacent to the City and have potential for future City annexation. The *Plan* becomes effective for an area that is located *within plan boundaries after the area is annexed into the City of Tucson and that portion of the subregional plan is adopted by Mayor and Council*. As future annexations occur, Land Use Map Details will be prepared, adopted, and added to this document.

For information about planned land uses in unincorporated Pima County, contact the Planning Division, Pima County Development Services Department, 740-6800.

For further information regarding this document, please call the City of Tucson Department of Urban Planning and Design at 791-4505.

Este documento se publica en inglés solamente. Para solicitar asistencia en la traducción de este documento, las personas de habla hispana pueden comunicarse con el Grupo de Planeación Integrada, llamando al 791-4505, o visitando sus oficinas ubicadas en el tercer piso del edificio Mac Arthur, con dirección 345 East Toole Avenue.

# **THE RINCON/SOUTHEAST SUBREGIONAL PLAN**

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Luis G. Gutierrez

## **PLANNING DEPARTMENT**

William D. Vasko, Director  
John F. Siry, Assistant Director  
David Taylor, Program Coordinator  
Joyce M. Havens, Principal Planner  
Barbara Macri, Senior Planner  
Barbara Strelke, Senior Planner  
Mary Szczepanski, Planner  
Bob Brumbaugh, Graphics Supervisor  
Karol Cruz, Graphics

City of Tucson  
Planning Department

Adopted December 11, 1995, Resolution No. 17110  
Amended June 10, 1996, Resolution No. 17293  
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Amended July 7, 1997, Resolution No. 17702  
Amended December 15, 1997, Resolution No. 17898  
Amended January 12, 1998, Resolution No. 17918  
Amended April 13, 1998, Resolution No. 17999  
Amended April 13, 1998, Resolution No. 18000  
Amended June 8, 1998, Resolution No. 18042  
Amended January 25, 1999, Resolution No. 18221  
Amended August 2, 1999, Resolution No. 18357  
Amended December 11, 2000, Resolution No. 18793  
Amended August 5, 2002, Resolution No. 19316  
Amended January 13, 2003, Resolution No. 19481  
Amended February 24, 2003, Resolution No. 19517  
Amended June 7, 2005, Resolution No. 20101  
Amended September 9, 2020, Resolution No. 23223  
Amended April 25, 2024, Resolution No. 23744

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# INTRODUCTION TO SUBREGIONAL PLANS

## PURPOSE AND BACKGROUND

### *Purpose*

As part of the City of Tucson's *General Plan*, subregional plans were developed to establish future land use and development direction for areas that are adjacent to the City and have potential for future City annexation. The subregional plan becomes effective for an area that is located within plan boundaries after the area is annexed into the City and that portion of the plan is adopted by Mayor and Council. Each subregional plan consists of a Land Use Map, an Intensity Legend, and Subregional and Special Area Policies.

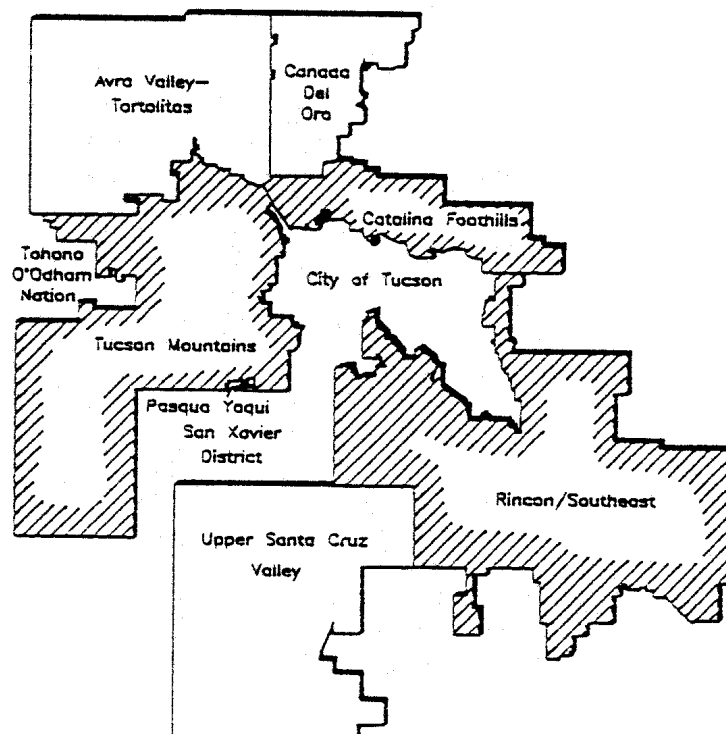
### *The Pima County Comprehensive Plan*

The Policies, Map and Legend for subregional plans were initially developed as part of the *Pima County Comprehensive Plan (PCCP)*, adopted by the Pima County Board of Supervisors in October 1992. The *PCCP* was prepared with extensive community involvement by the general public and representatives of business, neighborhood, and environmental interests. Over several years, these groups worked with County staff to develop a guide for future growth in unincorporated eastern Pima County.

The City of Tucson was represented in the County planning process by residents and members of the Planning Commission (formerly the Citizens Advisory Planning Commission) who served on land use panels, and by City staff members who participated as technical advisors. The County plan is composed of six subregions, three of which are adjacent to the City of Tucson. (See **Figure 1**).

## PCCP SUBREGIONS

*Figure 1*



On March 7, 1994, Mayor and Council endorsed the *PCCP* and directed staff to translate the three adjacent subregions into City land use plans. The translation for the Rincon/Southeast, Catalina Foothills, and Tucson Mountains Subregions was completed in August 1994.

### ***The Tucson General Plan***

The City has established a hierarchy of land use plans which comprise the *Tucson General Plan*. At the top of the hierarchy, the *General Plan* offers broad policy direction for the entire City. Subregional plans cover large areas but provide more direction than citywide comprehensive policies. Area and neighborhood plans offer increasingly more detailed policies which are consistent with the *General Plan* to guide land use development in smaller areas of the City.

## ***PLAN COMPONENTS***

### ***Land Use Map***

The entire subregion is shown in Figure 2 (page 6). As annexations occur, individual Land Use Map Details are prepared for each area and added to the plan document. The Land Use Map depicts Land Use Intensity categories that are recommended as a guide for future development decisions. In addition, Special Areas with particular use, density, or design requirements are also delineated on the map, along with features such as rivers and streets. All Subregional Policies become applicable to the annexed area.

Many factors were considered in the development of the *Pima County Comprehensive Plan--Rincon/Southeast Subregion*. Existing County area, community and neighborhood plans were analyzed and, when appropriate, reflected on the map. Existing zoning, land use and infrastructure were considered along with natural resources, such as watercourses, wildlife habitat, and topography. Property ownership and projected population estimates along with concerns of citizens were additional factors that influenced the development of the map.

In the process of translating the *PCCP* map to City subregional maps, some changes were made to mapped land use intensity categories shown on Land Use Map Details in order to correct land use designations that conflicted with existing land uses or, in some cases, with existing zoning. Riparian areas within the newly annexed area that are within a designated Environmental Resource Zone (ERZ) have been shown as Resource Conservation on the Land Use Map Detail. These changes are consistent with County map revisions to address plan oversights and misdesignations, or to refine floodplain data.

### ***Land Use Intensity Legend***

Planned land use in the subregional plan is designated by a hierarchy of land use intensity categories. Unlike density, which reflects a number of units in an area, land use intensity considers a variety of factors that affect land use, including the type of activity, density, associated vehicle trips, and impact on infrastructure and services. The Legend includes maximum allowed densities and describes the purpose of each planned land use category and

---

*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.

permitted zoning districts within each intensity category. Zoning district options were determined based primarily on three objectives: (1) to further the objectives of the *Regional Vision*, adopted by regional jurisdictions, including the City of Tucson, in 1990; (2) to address the need for similar levels of public infrastructure to accommodate permitted uses; and (3) to promote the potential compatibility of permitted uses.

The goal in the Intensity Legend is to promote an efficient urban form and to conserve natural and cultural resources. This form is illustrated in several ways: higher intensity zoning districts are allowed only in urban activity centers and multifunctional corridors. An urban edge is defined by establishing intensity categories which are allowed only in urban areas and others which are allowed only in rural areas. There are a limited number of categories allowed in both urban and rural areas. The relationship between land use intensity categories and permitted zoning districts is shown in ***Table 1: Intensity/Zoning Matrix*** which appears in the foldout following page 4.

### ***Subregional and Special Area Policies***

As with the County plan, subregional plans include two policy tiers. Subregional Plan Policies apply to the entire subregional planning area. Special Area Policies apply only within Special Areas designated on the Land Use Map.

Policies are not ordinance standards or regulations but are recommended as conditions for approval of rezonings, planned area developments, and zoning ordinances. In addition, consistency with plan policies is an issue in the review of variance applications. Depending on the location and qualities of a site proposed for rezoning, policies may constrain the approval of some permitted zoning districts as listed in the Intensity Legend. Policies are also used to assist City departments in decisions regarding review of proposed development and capital improvement projects.

Subregional Policies are addressed within four major categories: Administration, Natural and Cultural Resources, Site Planning and Design Guidelines, and Public Services and Facilities. Special Area Policies apply to specific mapped areas which have unique characteristics or qualities, such as historic or special neighborhood character, visual or environmental sensitivity, or other qualities that warrant special considerations in the development process. Special Areas also delineate adopted specific plans.

## ***PLAN ADMINISTRATION***

### ***Plan Adoption***

Following legal notification to property owners within the annexation area and public hearings before the Planning Commission and the Mayor and Council, portions of the subregional plan that are applicable to a newly annexed area will be adopted. A Land Use Map Detail for the annexed area will be added to the plan document and, together with other adopted Land Use Map Details, will form the composite Subregional Land Use Map.

### ***Plan Compliance***

Before a rezoning or planned area development application is filed, applicants attend a presubmittal conference where the proposed development is reviewed by City staff for compliance with the subregional plan as well as zoning regulations. A rezoning request or planned area development will be determined to comply with the plan when:

1. the proposed development requires a zone listed under the Land Use Intensity category designated for the site; and
2. the proposal complies with density ranges allowed for the applicable Land Use Intensity category; and
3. the proposal complies with Special Area Policies which may limit or restrict either density or land use.

If the requested rezoning or planned area development submittal does not comply with the checklist above, a plan amendment will be required before the rezoning or planned area development can be considered. Plan amendment procedures are delineated in Development Standard 1-8.0. If the plan amendment is approved, the rezoning process can proceed. However, approval of the plan amendment will not in itself warrant approval of the rezoning or planned area development. The final determination of the merits of the rezoning request or planned area development application will be made during the rezoning or planned area development review process.

As part of the rezoning review process, the development proposal will be evaluated for conformance with Subregional Policies and any applicable Special Area Policies. These policies may become conditions of rezoning or planned area development approval.

All rezoning requests and planned area development submittals must be accompanied by a site inventory as defined in the Preliminary Development Plan Checklist and the Environmental Resource Report (Development Standard 1-07.0, Exhibits I and IV). The purpose of the site analysis is to provide an inventory of cultural and natural resources existing on the proposed development site. These resources provide the basis for the development plan, which should reflect how the proposal addresses the results of the site analysis to meet the intent of plan policies.

### ***Changes and Amendments to Subregional Plans***

For areas within plan boundaries which have been annexed into the City, requests for amendments will be accepted and processed as needed at any time during the year, as with other adopted City plans.

For unincorporated areas within plan boundaries, the City will update its subregional plan by reflecting any amendments approved by the County Board of Supervisors. As the County completes the annual amendment cycle or the four-year revision/update of the *PCCP*, the City will make comparable changes to subregional plans as an administrative procedure to stay current with the County plan.



Table 1

## ZONING DISTRICTS BY INTENSITY CATEGORY

ZONING DISTRICT	URBAN INTENSITY CATEGORIES											RURAL INTENSITY CATEGORIES								URBAN AND RURAL INTENSITY CATEGORIES				
	REAC	CAC	NAC	MFC	HIU	MHIU	MIU	LIU 3.0	LIU 1.2	LIU 0.3	LIU 0.5	RUAC	RX	MIR	LIR	RT	DR	I (1)	HI	RC(2)	RP			
SR Suburban Ranch									X	X				X	X	X	X			X	X			
RX-1 Residence						X	X	X	X	X		X		X						X				
RX-2 Residence		X	X		X	X	X	X	X	X		X								X				
R-1 Residence	X	X	X	X	X	X	X	X	X			X								X				
R-2 Residence	X	X	X	X	X	X	X					X								X				
R-3 Residence	X	X		X	X	X	X													X				
MH-1 Mobile Home			X		X	X	X	X	X			X								X				
MH-2 Mobile Home	X	X	X	X	X	X	X	X	X			X								X				
O-1 Office			X	X	X	X	X																	
O-2 Office		X	X	X	X	X	X																	
O-3 Office	X	X		X																				
P Parking	X	X	X																					
RV Recr. Vehicle Park				X	X																			
PAD Planned Area Development	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X		X			
NC Neigh. Commercial		X	X	X								X												
C-1 Commercial	X	X	X	X								X						X						
C-2 Commercial	X	X		X								X						X						
C-3 Commercial	X			X														X	X					
P-1 Park Industrial	X	X		X	X	X												X	X					
I-1 Light Industrial																		X	X					
I-2 Heavy Industrial																		X	X					

LAND USE INTENSITY CATEGORIES	
URBAN INTENSITY	
REAC	Regional Activity Center
CAC	Community Activity Center
NAC	Neighborhood Center
MFC	Multifunctional Corridor
HIU	High Intensity Urban
MHIU	Medium High Intensity
MIU	Medium Intensity Urban
LIU	Low Intensity Urban - 3.0 RAC
LIU	Low Intensity Urban - 1.2 RAC
LIU	Low Intensity Urban - 0.5 RAC
LIU	Low Intensity Urban - 0.3 RAC
RURAL INTENSITY	
RUAC	Rural Activity Center
RX	Rural Crossroads
MIR	Medium Intensity Rural
LIR	Low Intensity Rural
RT	Resource Transition
DR	Development Reserve
URBAN AND RURAL INTENSITY	
I	Urban Industrial
HI	Heavy Industrial
RC	Resource Conservation
RP	Resource Productive

## LAND USE INTENSITY CATEGORIES

## URBAN INTENSITY

REAC Regional Activity Center  
CAC Community Activity Center  
NAC Neighborhood Center  
MFC Multifunctional Corridor  
HIU High Intensity Urban  
MHIU Medium High Intensity  
MIU Medium Intensity Urban  
LIU Low Intensity Urban - 3.0 RAC  
LIU Low Intensity Urban - 1.2 RAC  
LIU Low Intensity Urban - 0.5 RAC  
LIU Low Intensity Urban - 0.3 RAC

## RURAL INTENSITY

RUAC Rural Activity Center  
RX Rural Crossroads  
MIR Medium Intensity Rural  
LIR Low Intensity Rural  
RT Resource Transition  
DR Development Reserve

## URBAN AND RURAL INTENSITY

I Urban Industrial  
HI Heavy Industrial  
RC Resource Conservation  
RP Resource Productive

Adopted from Table 3: Pima County Zoning/Intensity Matrix (Pima County Comprehensive Plan)

(1) Reflects change to allow all Industrial uses in the Urban Industrial category, per Resolution #17492, effective December 2, 1996

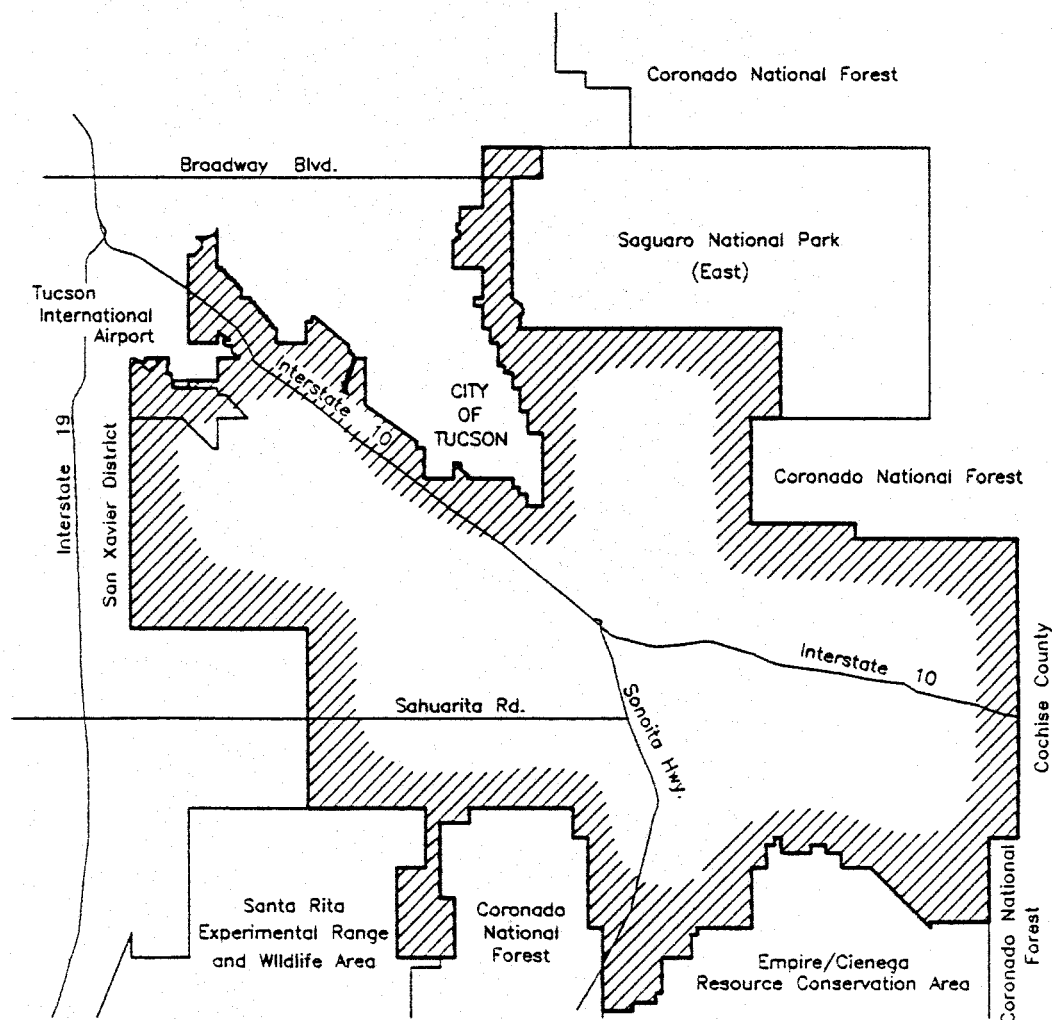
(2) Reflects change to allow all Residential Zones within the RC Category per Resolution #18000, effective April 13, 1998

## THE RINCON/SOUTHEAST SUBREGIONAL PLAN

### *Overview of the Subregion*

The Rincon/Southeast Subregion covers approximately 400 square miles, the majority of which is rural and sparsely populated.

The topography and natural resources of the area vary greatly. There are great expanses of valley floodplain covered with creosote bush and dwarf shrubs, or nearly devoid of vegetation because of overgrazing. With the rise in elevation, this shrub community is replaced by desert grasslands, as seen in parts of the Vail Valley and much of the southeastern portion of the subregion. On yet higher ground bordering Saguaro National Monument and Coronado National Forest, slopes are studded with palo verde and saguaro, creating outstanding habitat and scenic values. Major washes, such as Cienega and Rincon Creeks and Pantano Wash, provide riparian vegetation, such as mesquite and desert willow, and additional scenic quality.



**Figure 2: The Rincon/Southeast Subregional Plan Area**

Between 1980 and 1990, the area's population increased by approximately 70 percent. With the approval of several planned developments in the Vail Valley within the last decade, the scene has been set for further growth. The estimated 1992 population of 24,500 is projected to increase by over 130 percent to a 2015 projected population of 56,600. This influx of new residents will change the character of the Vail Valley. If plans are developed as currently approved, resorts will replace ranches and low-density rural housing will be complemented by new planned communities. There has been an on-going community debate over whether this new development will result in bedroom communities dependent on metropolitan Tucson for jobs and services, or new towns that will promote housing, services, and lifestyles that will be compatible with the area's high scenic and natural resource values.

#### ***Development of the Rincon/Southeast Subregional Plan***

Planned land use designations and plan policies respond to existing development patterns and key issues and trends in the subregion, and reflect the predominant rural character, existing and planned residential communities, existing industrial development and zoning, and superlative natural resource values.

A broad band planned for rural intensity land uses extends from Tucson International Airport and the I-10 corridor south to the boundary of Coronado National Forest. Another part of the area planned for rural uses is located north of Cienega Creek and Empirita Ranch, extending east to the Pima County/Cochise County line.

Planned land use reflects the existing community of Corona de Tucson along with several planned communities, including Santa Rita Ranch, Rocking K and Vail Valley Ranch. High-intensity industrial and park-industrial planned land use respond to existing development patterns within or adjacent to the I-10 corridor, including Tucson International Airport and Davis-Monthan Air Force Base, the Tucson Electric Power generating plant, a major landfill, and Federal and State Prisons.

Key environmental issues such as protection of scenic resources, habitat, and open space, and the need for low intensity land uses adjacent to public preserves are illustrated by Resource Conservation (RC) and Resource Transition (RT) land use designations. The large RC area north of the Bureau of Land Management Empire/Cienega Resource Conservation Area reflects future public lands, in this case, the Las Cienegas National Conservation Area.

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# **THE LAND USE MAP**

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## THE LAND USE MAP

### Adopted Areas of the *Rincon/Southeast Subregional Plan*

The *Rincon/Southeast Subregional Plan (RSSP)* becomes effective when an area within plan boundaries is annexed to the City of Tucson and the plan for that area is adopted by Mayor and Council. Each annexed area becomes a numbered Land Use Map Detail displaying planned land use designations together with a general description of the area and pertinent policy references.

Land Use Map Details have been adopted for the following areas:

Numbered Map Detail	Annexation Area	Plan Adoption Date
Map Detail #1-RSSP	Saguaro Canyon	December 11, 1995
Map Detail #2-RSSP	22nd St./Houghton	December 11, 1995
Map Detail #3-RSSP	Swan/Irvington	December 11, 1995
Map Detail #4 RSSP	Harrison/I-10	June 10, 1996
Map Detail #6 RSSP	Melpomene Way	June 10, 1996
Map Detail #7 RSSP	Tanque Verde Loop	June 10, 1996
Map Detail #8 RSSP	Houghton/Dawn	June 10, 1996
Map Detail #9 RSSP	Wilmot/I-10	June 10, 1996
Map Detail #10 RSSP	Monument Vista	July 7, 1997
Map Detail #11 RSSP	Los Reales	July 7, 1997
Map Detail #13 RSSP	Alvernon/Alvord	June 8, 1998
Map Detail #14 RSSP	29th/Los Reales	June 8, 1998
Map Detail #15 RSSP	Michigan/Country Club	January 25, 1999

The *Index* which follows indicates the location of these annexed areas. The Land Use Map Details are sequenced in the order of their adoption dates.

Map Details #5 and #12 were superseded by the *Houghton Area Master Plan*, adopted on June 7, 2005, Resolution #20101.

## Index Map Land Use Map Details Rincon/Southeast Subregional Plan

### Legend

-  Map Details
-  City of Tucson
-  Parks and Reservations
-  Local Landmarks
-  Major Streets



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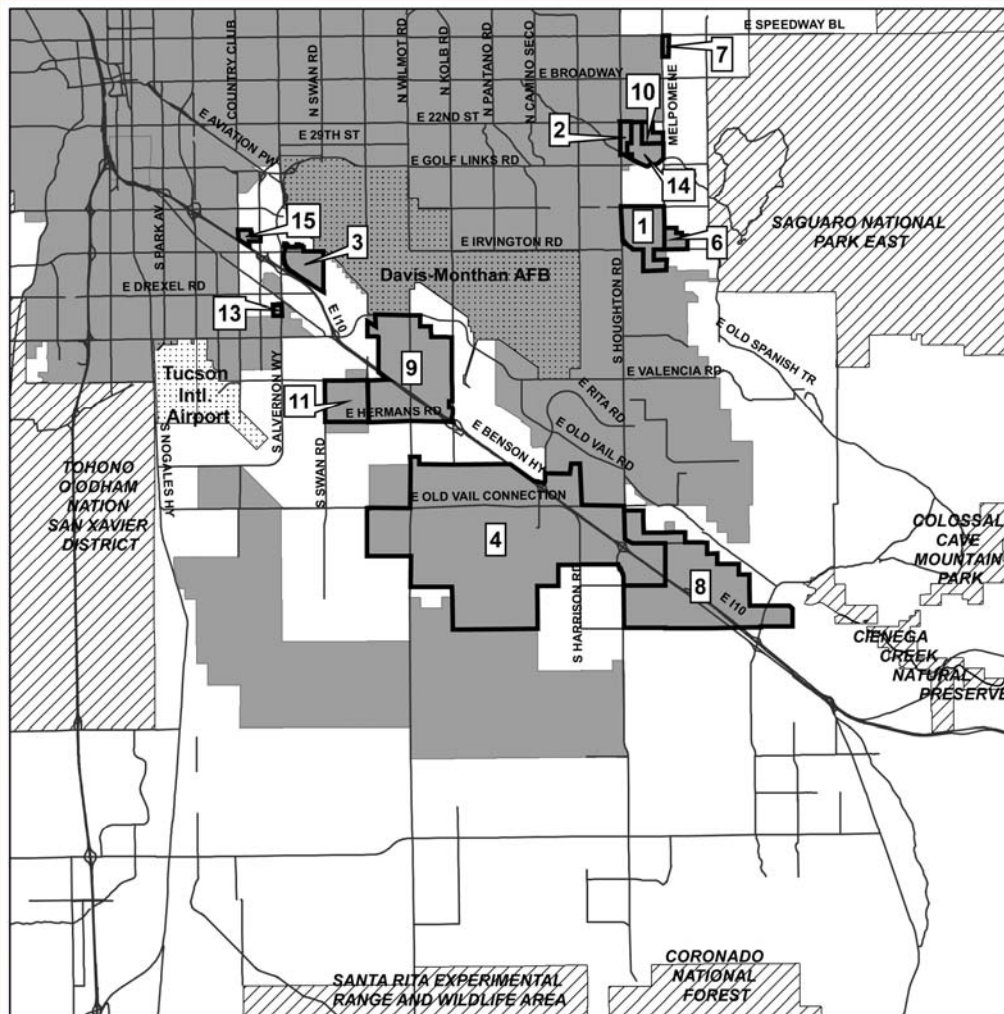


Department of  
**URBAN PLANNING  
& DESIGN**

Map Created: June 7, 2005

Data Sources: City of Tucson, Pima County

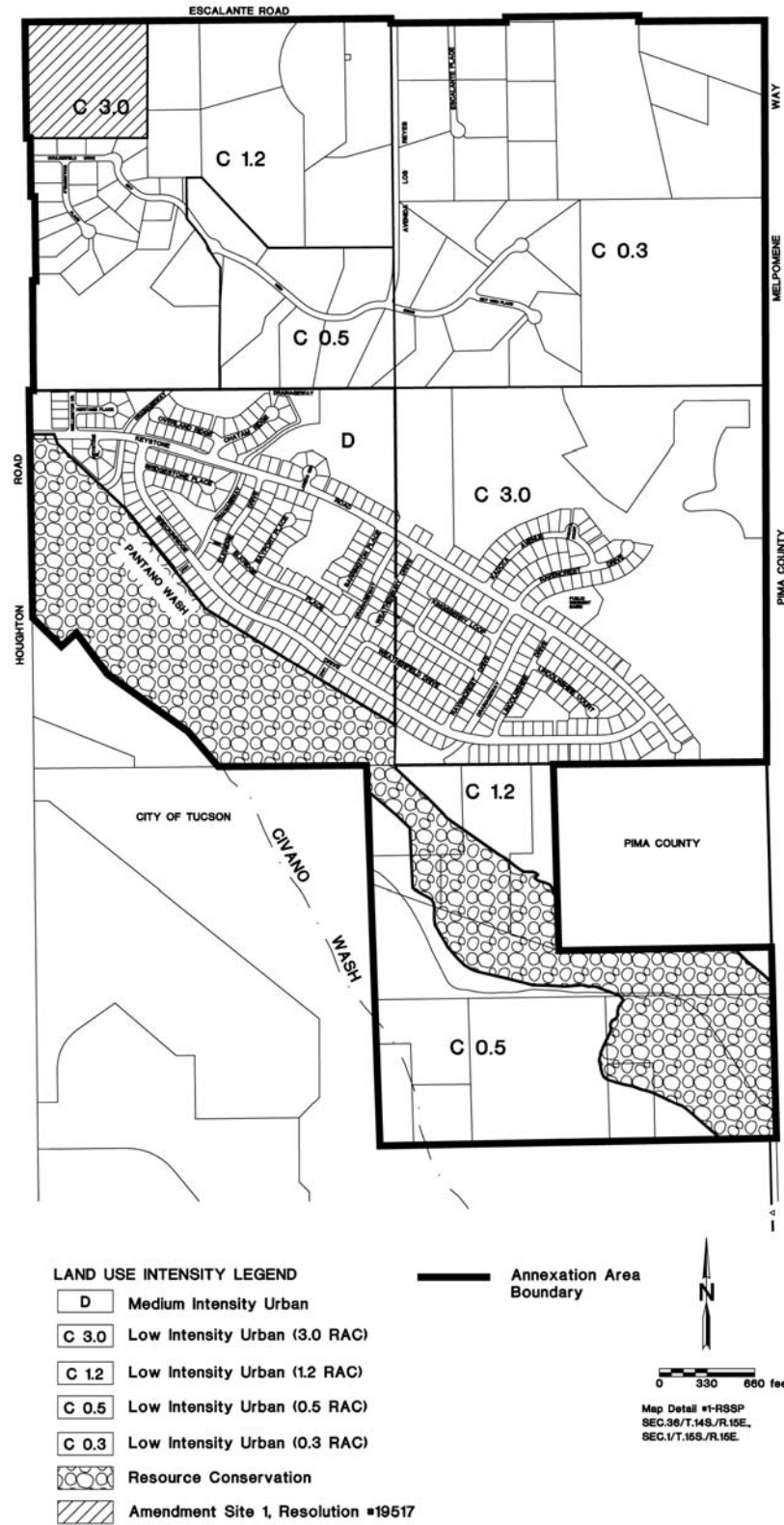
This map and other information have been compiled for preliminary and general purposes only. They are not intended to be complete and accurate for any other purposes. Please refer to officially adopted Ordinances and Maps.



Map Details #5 and #12 were superseded by the *Houghton Area Master Plan*, adopted on June 7, 2005, Resolution #20101.



# **MAP DETAIL #1-RSSP SAGUARO CANYON**



## SAGUARO CANYON

## MAP DETAIL #1 -RSSP

Plan Adoption Date: December 11, 1995 (Resolution No. 17110)

Annexation Date: November 9, 1992 (Ordinance No. 7936, C15-92-3)

Amended: February 24, 2003 (Resolution No. 19517) – See Site 1 on Map Detail

### General Description

This area is comprised of approximately 1.2 square miles (750 acres) generally located south of Escalante Road and east of Houghton Road, west of Melpomene Way alignment and north of the Nebraska Street alignment. The character of the area is varied and includes the Pantano Wash with adjacent bluffs overlooking the wash. Ridges and valleys continue from the Pantano to the north edge of the area at Escalante Road, while the area south of the Pantano is basically flat. Civano Wash crosses the area at the southwest corner and is covered by the Watercourse Amenities, Safety, and Habitat (WASH) ordinance of the *Tucson Code*.

Development consists of low-density homes and vacant land along Escalante Road, with medium-density residential development in the Saguaro Canyon subdivisions north of the Pantano Wash. Additional residential subdivisions have been recorded but are not yet developed. The southern portion of the area is impacted by the Pantano Wash and associated floodprone areas, portions of which are used for sand and gravel extraction. Two churches and a commercial stable are also located within the area. Vacant land is zoned Suburban Ranch (SR) except for an area extending the Saguaro Canyon subdivision to the east of the existing development which is zoned R-1.

The Pantano Wash Trail is designated as a First Priority Primary Trail (#5) in the *Pima County Trail System Master Plan*. Shurban Loop Trail is designated as a First Priority Connector Trail (#46) and provides an access point to Saguaro National Park. Houghton Road is designated as a Gateway Route on the *Major Streets and Routes Plan*.

### Plan Designations

The parcel on the southeast corner of Houghton Road and Escalante Road, if developed at a higher density than adjacent parcels, should provide an enhanced open space buffer along the eastern and southern edges to create a land use transition, which would mitigate the impacts of a higher density development.

### Applicable Subregional Policies

All Subregional Policies should be reviewed for applicability to land use proposals within this area. In particular, policies in the Natural and Cultural Resources section, including Open Space, Wildlife Habitat, Slope, and Archaeological and Historic Preservation subcategories, are relevant for any proposals in this area to protect environmental resources.

Also in the Natural and Cultural Resources section, Regional Trail System policies should be consulted for any development near the Pantano Wash or the Shurban Loop Trail. Park

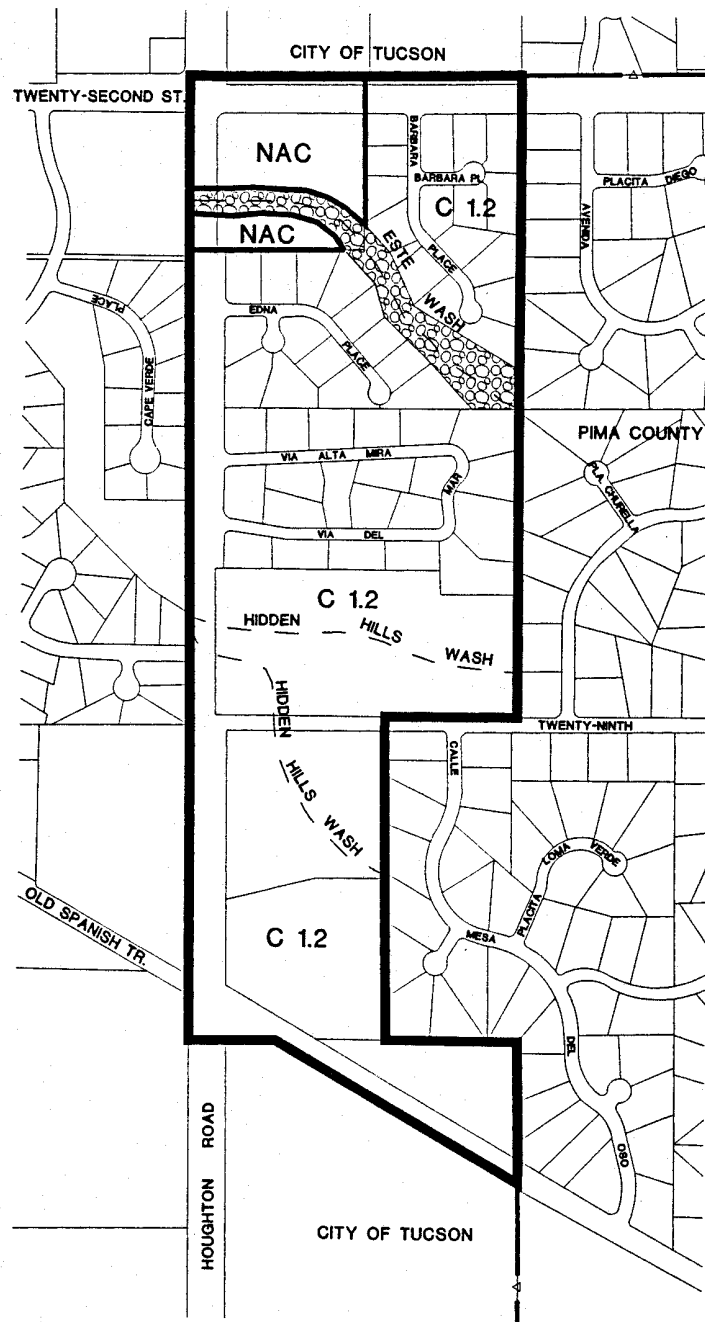
Acquisition policies are also relevant for development in the vicinity of the Pantano Wash. Site Planning and Design Guidelines should guide development in this area with particular attention given to policies in the subcategories of Site Design and Landscaping. In the Public Services and Facilities policy section, Wastewater and Flood Control subcategories are particularly relevant.

#### Subsequent Map Amendments

1. Resolution No.19517 adopted February 24, 2003, changed Low Intensity Urban C 1.2 at the corner of Houghton Road and Escalante Road to Low Intensity Urban C 3.0.

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# MAP DETAIL #2-RSSP 22nd ST./HOUGHTON



## LAND USE INTENSITY LEGEND

- NAC Neighborhood Activity Center
- C 1.2 Low Intensity Urban (1.2 RAC)
- Resource Conservation

Annexation Area Boundary



Map Detail #2-RSSP  
SEC. 24/T.14S./R.15E.

## 22ND STREET/HOUGHTON ROAD

## MAP DETAIL #2-RSSP

Plan Adoption Date: December 11, 1995 (Resolution No. 17110)

Annexation Date: November 22, 1993 (Ordinance No. 8150, C15-93-1)

### General Description

The 22nd Street/Houghton Road area is comprised of approximately 120 acres, located south of 22nd Street, north of Old Spanish Trail, and east of Houghton Road.

This area includes vacant, commercially zoned property (C-1) at the southeast corner of 22nd Street and Houghton Road, low-density residential development in the balance of the northern portion of the area, and institutional uses (several churches) in the southern portion of the area. The existing low-density development is zoned RX-1, while the southern portion of the area is zoned SR and includes three developed church sites. One of the church facilities, located at the confluence of the north and south forks of Hidden Hills Wash, includes a large building complex and extensive parking.

The area includes two significant washes: Este Wash which is an Environmental Resource Zone (ERZ) wash, and Hidden Hills Wash which is protected by the Watercourse Amenities, Safety, and Habitat (WASH) ordinance. Provisions of the *Major Streets and Routes Plan (MS&R)* apply to both Houghton Road (a gateway route) and Old Spanish Trail (a scenic route east of Houghton Road). These wash and trail resources are identified in the *Eastern Pima County Trail System Master Plan*. The Master Plan designates Old Spanish Trail as a first priority connector trail (#48) and Hidden Hills Wash as a segment of the first priority Freeman Del Este Trail (#192). A downstream reach of Hidden Hills Wash, just west of Houghton Road, is identified as a second priority local trail (#196).

### 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.

This is a detailed street map of Tucson, Arizona. The map shows the city's layout, including major roads and surrounding areas. Key features include:

- Streets:** Labeled streets include Broadway, Main, Central, and various residential streets like 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.
- Landmarks:** The Davis-Monthan Air Force Base is located in the upper right corner. The City of Tucson is labeled in the center.
- Geography:** The map shows the city's location relative to the surrounding desert landscape.
- Orientation:** The map is oriented with North at the top.

1	Urban Industrial
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**December 11, 1995**

Plan Adoption Date: December 11, 1995 (Resolution No. 17110)  
Annexation Date: June 26, 1995 (Ordinance No. 8518, C15-95-13)

### General Description

The Swan/Irvington area is comprised of approximately 430 acres located generally between Drexel Road and Irvington Road/Tennessee Street, northeast of Interstate 10 and the Southern Pacific Railroad, and between Alvernon Way and Swan Road.

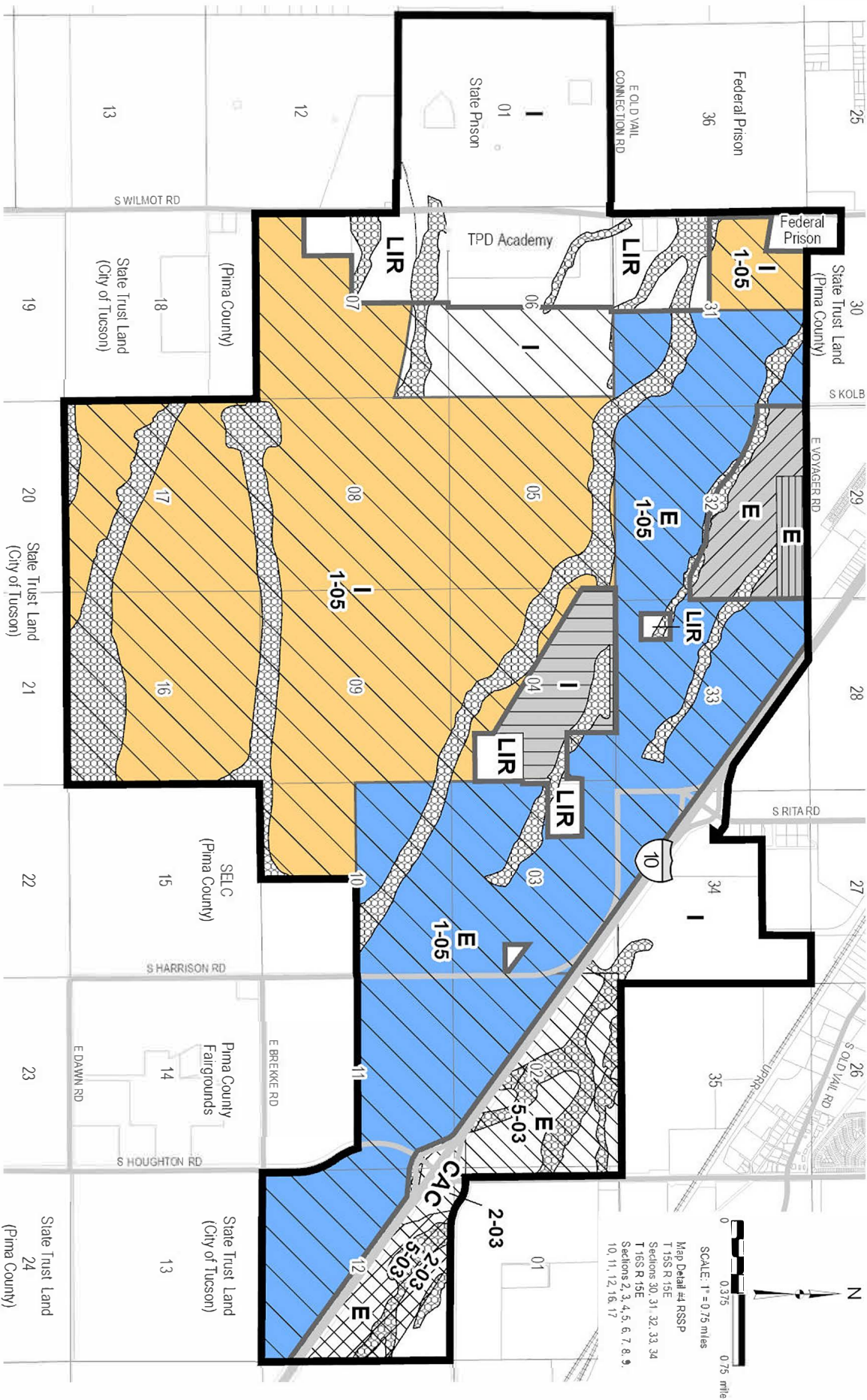
This area includes developed and vacant industrially zoned properties. Approximately one fourth of the area is zoned I-1 (Light Industrial); the balance is zoned I-2 (Heavy Industrial). The most significant industrial use is the Tucson Electric Power facility.

### Airport Environs Zone

In addition to existing industrial zones, two parcels in the northeast corner of the area are within the Airport Environs Zone (AEZ). These areas are within the Noise Control District-65 (NCD-65). Essentially this is a noise level zone which recognizes that noise levels from aircraft overflights from Davis-Monthan Air Force Base potentially affect noise sensitive land uses. Noise levels from aircraft are measured in Ldn (Day-Night Average Sound Level) values. Ldn values are expressed in decibels and represent the average noise level over a twenty-four hour period of an average day of the year. City development regulations for properties within the NCD-65 require acoustical treatment of all new or redeveloped structures in residential, public accommodation, and office uses.

In addition, the entire area is within the Airport Hazard District (AHD) for Davis-Monthan Air Force Base. Essentially, no building, use of land, or tree may exceed the height limitations described by the AHD. Heights are based on the distances away and extending outward and upward from the established ends of the runways. Land uses which obstruct aircraft navigation and pilots' visibility, or present hazards to aircraft taking off or landing are prohibited within the AHD. The NCD-65 noise level contour and the AHD boundary are shown on zoning maps.





Revised Planned Land Use Categories

<b>LIR</b>	Low Intensity Rural		Annexation Area Boundary		Amendment Site 1, Resolution # 18793, Gen. Station
<b>E</b>	Medium High Intensity Urban		Special Area (2-03 & 5-03)		Amendment Site 2, Resolution # 19316, Mixed Residential Use
<b>I</b>	Urban Industrial		Special Area (5-03 or 2-03)		Amendment Site 3, Resolution # 19481, Mixed Residential Use
<b>CAC</b>	Community Activity Center		Special Area (1-05)		Amendment Site 4, Medium High Intensity Urban
	Resource Conservation				Amendment Site 4, Urban Industrial

\*\*RC area subject to change - including adding, adjusting location, or removing based on additional analysis during subsequent zoning actions

Plan Adoption Date: June 10, 1996 (Resolution No. 17293)  
Annexation Date: August 21, 1995 (Ordinance No. 8562,  
C15-95-03) Amendment Date: December 11, 2000 (Resolution No.  
18793) Amendment Date: August 5, 2002 (Resolution No. 19316)  
Amendment Date: January 13, 2003 (Resolution 19481)  
Amendment Date: April 25, 2025 (Resolution 23744)

### General Description

The Harrison/I-10 plan area covers approximately 10,600 acres or 16.5 square miles generally located south of the Interstate 10 and Rita Road intersection, west of the Melpomene Road alignment, east of the Craycroft Road alignment, and north of the Dawn Road alignment.

The majority of the area is undeveloped State Trust lands that are zoned RH (Rural Homestead) and RX-1 (low-density residential). Currently, the Sycamore Park subdivision is the only residential development within this area. The most significant current land uses are the state and federal prisons located on Wilmot Road. In addition to these institutional uses, the Arizona HIDTA (High Intensity Drug Trafficking Area) facility is located on Rita Road, south of the interstate. The HIDTA facility, managed by the Pima County Sheriff's Department as a training and firing range, covers approximately 25 acres. A similar facility, operated by the City of Tucson Police and Fire Departments as a police and fire training academy, is located on Wilmot Road east of the Arizona State Prison Complex.

Industrial land uses include an El Paso Natural Gas compressor station on south Rita Road, an existing regional TEP electric transformer site, and an existing power generator facility in the same general vicinity. The area is affected by both high-voltage transmission lines and an underground gas pipeline. Adjacent residential development includes the Voyager RV and mobile home park, located south of I-10 near Kolb Road. The Pima County Fairgrounds is south of the plan area.

The terrain is generally flat and braided by a network of washes that flow westerly towards the Santa Cruz River. The characteristic vegetation is creosote, with mesquite scrub in wash bottomlands. The Harrison/I-10 area contains numerous named washes and areas of riparian vegetation, including the headwaters of Airport Wash. The Critical and Sensitive Wildlife Habitat in Eastern Pima County (Shaw et al) identified the following washes within the Harrison/I-10 area: Pantano, Airport, Hughes, Franco, Summit, Flato, Fagan, and Sycamore Canyon. Based on this information, at the time original City zoning was established for this area, the network of washes subject to the ERZ ordinance was added to the ERZ base map.

The *Pima Regional Trail System Master Plan* shows Franco Wash (#4) as a Second Priority Primary Trail, Airport Wash (# 308) as a Third Priority Local Trail, and Houghton Road (#65) as a Second Priority Connector Trail. Several of these trails are primarily intended to serve as long-distance equestrian trails. The Major Streets and Routes Plan (MS&R) identifies certain streets for special designation as scenic or gateway routes. For Houghton Road, the Gateway designation was extended south at the time original City zoning was established for this area.

### Plan Designations

In 2013, *Plan Tucson*, the City of Tucson General and Sustainability Plan, was adopted by the Mayor and Council to guide future growth within the City. As part of the planning process, much of the western portion of the RSSP was designated as the ‘Southlands,’ which *Plan Tucson* designates as a long-term growth area formed predominantly of large tracts of undeveloped vacant land administered mainly by the Arizona State Land Department. With the anticipated growth resulting from the future Sonoran Corridor and the utility and infrastructure improvements associated with Pima County’s Southeast Employment and Logistics Center (SELC), this plan establishes special area policies to promote orderly phased growth while strategically positioning the Southlands for economic development opportunities.

Unless modified through an amendment described herein or by Special Area Policy 1-05 Rita 10 – State Trust Land, plan designations generally reflect current zoning. Portions of the area are planned Low Intensity Rural, which is consistent with their RH zoning. The Medium Intensity Rural designation generally covers areas zoned RX-1, while Urban Industrial reflects underlying industrial zoning.

A plan amendment request from Low Intensity Rural (LIR) to Urban Industrial (I) was granted for the TEP property to allow the existing electrical power generation facility to be developed. The ERZ designation for the wash on the TEP property was retained to maintain and preserve viable open space. Areas in the vicinity of the I-10 and Houghton Road interchange are planned Community Activity Center (CAC) and Medium High Intensity Urban, restricted by Special Area designation (#5-03) to nonresidential land uses. A second Special Area designation impacts the area around and east of Houghton Road and the interstate by providing standards to preserve scenic quality and enhance the sense of entry to the metropolitan area. The 226-acre Sycamore Park subdivision located at the southeast corner of Kolb Road and Voyager Road was amended to Medium-High Intensity Urban (MHIU). The 64-acre parcel located at the southwest corner of the Pantano Road alignment and Voyager Road, approximately one-half mile south of Interstate-10, is planned for Medium High Intensity Urban (MHIU), with the inclusion of the SR Zoning District to support SR Zone land use on this parcel.

Aligned with the City’s long-term growth strategy to promote innovative and sustainable growth within the Southlands, the Arizona State Land Department initiated a planning effort to amend the land use designations and establish a Planned Development Special Area for State Land holdings located within the Southlands. A plan amendment request from Low Intensity Urban (LIR), Medium Intensity Rural (MIR), and Resource Conservation (RC) to Medium-High Intensity Urban (E) and Urban Industrial (I) was granted. These land use designations offer a wide range of uses along Interstate 10 and the future Sonoran Corridor, which is planned to connect I-10 and I-19 and create opportunities for large-scale industry and employment between SELC at the Fairgrounds and the state and federal prison complexes along Wilmot Road.

The map detail includes Resource Conservation areas west and north of the fairgrounds. These are conceptual areas and will be reevaluated during the rezoning and, if applicable, secondary planning process. The exact acreage of RC areas could be determined to be greater or smaller than currently shown. Further, the exact location of the RC areas could shift based on future analyses. Portions of the RC land use were retained based on historic 100-year floodplain limits. Future reevaluation of washes for potential floodplain channelization that may include excavation to enhance major flow corridors and riparian vegetation within the Southlands will be required during the rezoning and, if applicable, secondary planning process.



Given the uniqueness of the Southlands and to establish a concerted policy approach for flexibly developing State Trust Land holdings to the highest and best use, Planned Development Special Area Southlands – State Trust Land (#1-05) was granted, ultimately superseding the applicable subregional plan policies listed in *Part I. Planned Development Special Area Policy 1-05 RITA 10 – State Trust Land* contemplates regulation of floodplain consolidation through future rezoning, which may identify various methods including channelization and/or excavation to enhance major flow corridors and riparian vegetation within the Southlands. The policies suggested in Planned Development Special Area 1-05 Rita 10 – State Trust Land were crafted to provide the flexibility necessary to attract major industry along with commercial and housing opportunities in a manner sensitive to the characteristics of the area.

#### Applicable Subregional Policies

All Subregional Policies should be reviewed for applicability to land use proposals within this area unless modified by a Special Area Policy. Depending on the particular site under consideration and the nature of the rezoning request, Natural and Cultural Resources policies, particularly Open Space, Wildlife Habitat and Corridors, Regional Trail System, and Archaeological and Historic Preservation policies, will be particularly important to guide development in this area in accordance with the Special Area Policies.

#### Special Area Policies

##### **Special Area      2-03 I-10 Corridor/Eastern Gateway**

Site design standards are provided for this area to enhance the sense of entry to the metropolitan area, preserve viewsheds and native vegetation, and mitigate negative impacts from industrial uses. See page 52 in the Plan policy section.

##### **Special Area      5-03 Restricted (Nonresidential) Medium High Intensity Urban**

This area is restricted to nonresidential uses to provide a transition between existing industrial and low intensity residential uses. See page 57 in the Plan policy section.

##### **Special Area      1-05 RITA 10 – State Trust Land**

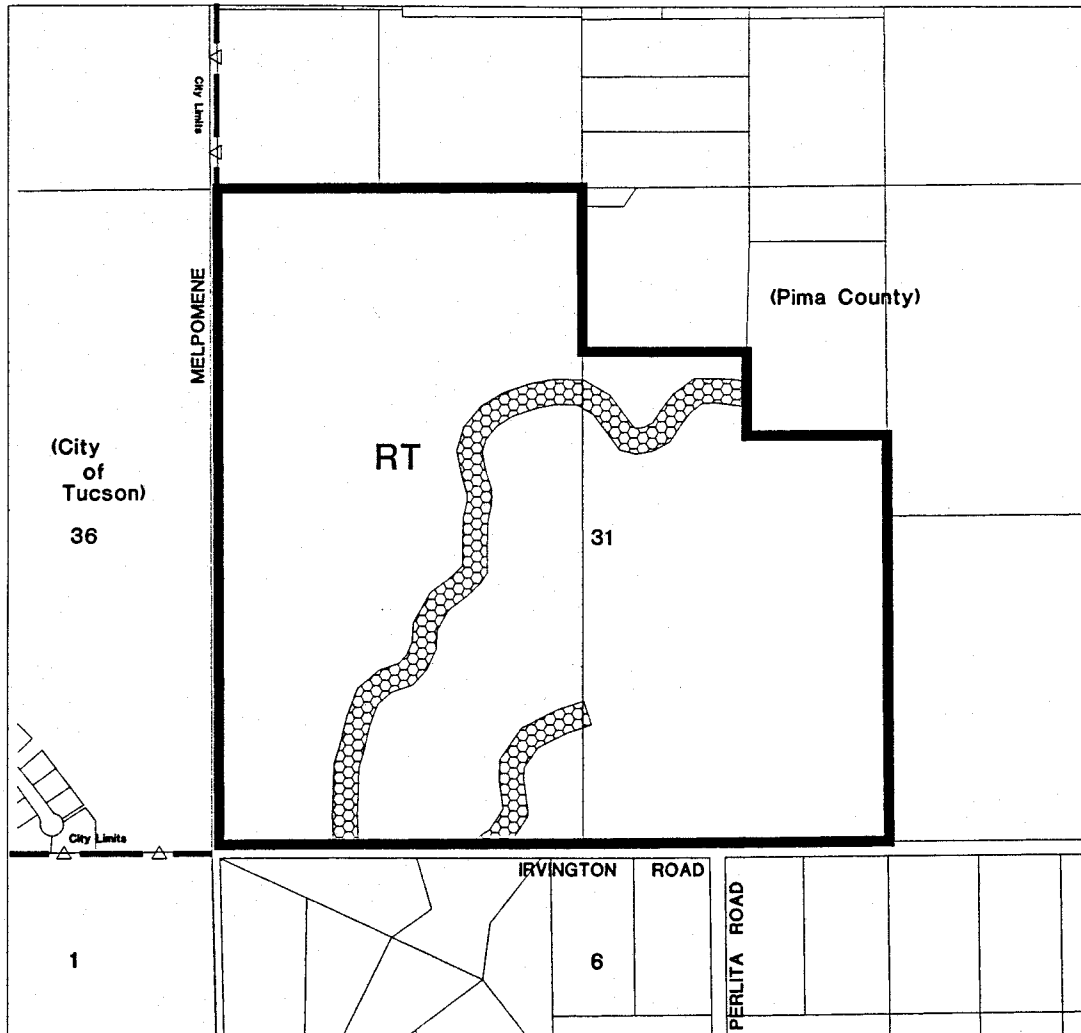
This area provides special policies that supersede *Part I. Subregional Policies* to guide the future development of State Trust Land while promoting orderly and phased growth within the Southlands and attracting major industry and employment generators to the region.

### **Subsequent Map Amendments**

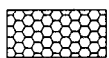
1. Resolution No. 18793, adopted December 11, 2000, changed Low Intensity Rural (LIR) Land Use to Industrial (I) land use to allow power generation at the TEP site on Rita Road.
2. Resolution No. 19316, adopted August 5, 2002, changed Low Intensity Rural (LIR) land use to Medium High Intensity Urban (MHIU) to allow development of a wider range of residential uses on the 226-acre site at the southeast corner of Kolb Road and Voyager Road.
3. Resolution No. 19481, adopted January 13, 2003, changed Low Intensity Rural (LIR) land use to Medium High Intensity Urban (MHIU), to allow development of a wider range of residential uses, and inclusion of the SR zoning district to support SR Zone land use, on the 64-acre parcel located at the southwest corner of the Pantano Road alignment and Voyager Road.
4. Resolution No. 23744, adopted April 25, 2024, changed Low Intensity Rural (LIR), Medium Intensity Rural (MIR) and Resource Conservation (RC) to Medium High Intensity Urban I and Urban Industrial (I), and established Planned Development Special Area (#1-05) to allow for orderly growth and maximize economic development opportunities for State Trust Land in the Southlands.

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# **MAP DETAIL # 6-RSSP RILLITO SOUTH**



## **Planned Land Use Categories**



**Resource Conservation**



**Resource Transition**



**Annexation Area Boundary**



0 330 660 feet

Map Detail #6 RSSP  
T.14 S./R.16 E./Sec. 31

Plan Adoption Date: June 10, 1996 (Resolution No. 17293)

Annexation Date: November 13, 1995 (Ordinance No. 8593, C15-95-23)

### General Description

This map detail covers approximately 144 acres located at the northeast corner of Melpomene Way and Irvington Road. The entire area is currently undeveloped and zoned SR (Suburban Ranch, minimum lot size of 144,000 square feet). A subdivision (Rancho Cancion East) was approved in October 1995 in the County, prior to annexation, to develop the property under current zoning (SR cluster development) into 42 custom homesites. The development plan demonstrates an overall sensitivity to the area's environmental, recreational, and visual resources.

The terrain is desert foothills, characterized by alternating ridges and washes. A major wash, identified as part of the Shurban Loop Trail (#46), a First Priority Connector Trail in the *Eastern Pima County Trail System Master Plan*, rises in the foothills of the Rincon Mountains in Saguaro National Park and flows northeast to southwest through the site connecting with the Pantano Wash. There is also a smaller wash, located near the Irvington Road alignment, that flows into the larger wash. The approved subdivision designates large areas of natural open space for washes and steep slopes. In addition, the Shurban Loop Trail is designated a public walking and equestrian easement (7.5 feet on either side of the wash, dedicated by plat).

Vegetation on the site includes creosote bush, palo verde, mesquite, prickly pear and barrel cactus. There are several very large palo verde trees in the main wash channel. Lands to the immediate west, north, and east are undeveloped and relatively undisturbed desert. There is very low-density development to the south across the Pantano Wash.

### Plan Designations

The plan area lies within the one-mile buffer area of Saguaro National Park. Generally, property within one mile of a public preserve is planned very low-density residential, either as Resource Conservation (if in an Environmental Resource Zone [ERZ] or in a 100-year floodplain) or as Resource Transition. Each of these designations provides a maximum allowable density of one residence per 3.3 acres.

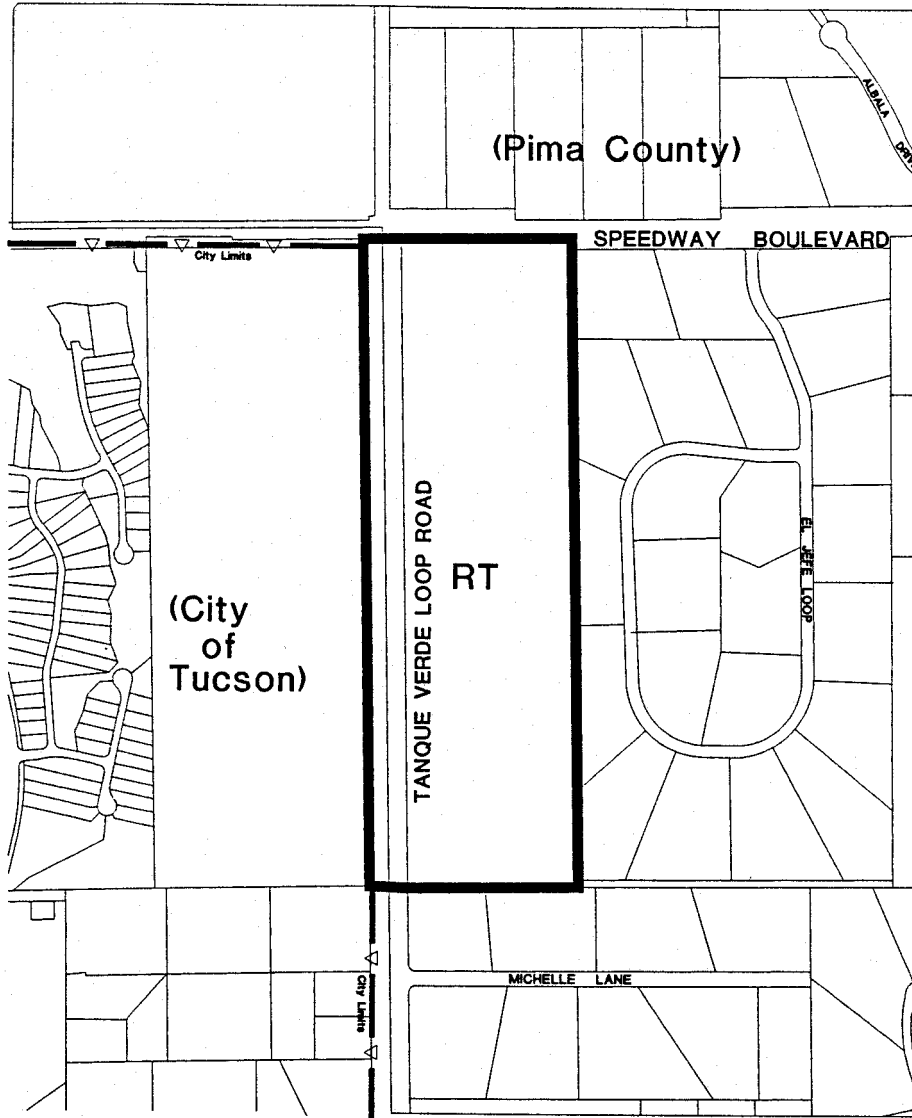
The majority of the subject area and adjacent development to the east is zoned SR and planned Resource Transition. Because the wash (Shurban Loop Trail) that bisects the property is within the regulatory floodplain and provides a major open space connection to Saguaro National Park, it is designated Resource Conservation and is a candidate for ERZ designation. (As noted above, the portion of this wash within the subdivision is already protected from development.)



### Applicable Subregional Policies

Plan policies are used to guide future development if the proposed development is subject to the rezoning process. In the case of the approved Rancho Cancion East subdivision, policies cannot be retroactively applied. However, if this plan area were to be resubdivided, request a change of conditions, or be rezoned in the future, both the Resource Transition and Resource Conservation plan designations and the subregional policies would apply.

# **MAP DETAIL #7-RSSP TANQUE VERDE LOOP**



## **Planned Land Use Categories**

**RT** Resource Transition

**—** Annexation Area Boundary



0 330 660 feet

Map Detail #7RSSP  
T.14 S./R.16 E./Sec. 7

## TANQUE VERDE LOOP

## MAP DETAIL #7-RSSP

Plan Adoption Date: June 10, 1996 (Resolution No. 17293)

Annexation Date: November 27, 1995 (Ordinance No. 8591, C15-95-20)

### General Description

This map detail covers an approximately 50-acre area located at the southeast corner of Speedway Boulevard and Tanque Verde Loop. Although currently undeveloped, a tentative plat for 12 homesites has been approved for this parcel as Tanque Verde Ridge Estates. Lot sizes will be a minimum of 3.3 acres, consistent with the current SR (Suburban Ranch) zoning.

The property is gently sloping desert lowlands. Vegetation is predominantly creosote bush, prickly pear, and associated lowlands desert scrub. Palo verde is the primary tree; there are several large saguaros. The area is within one mile of the boundaries of Saguaro National Park.

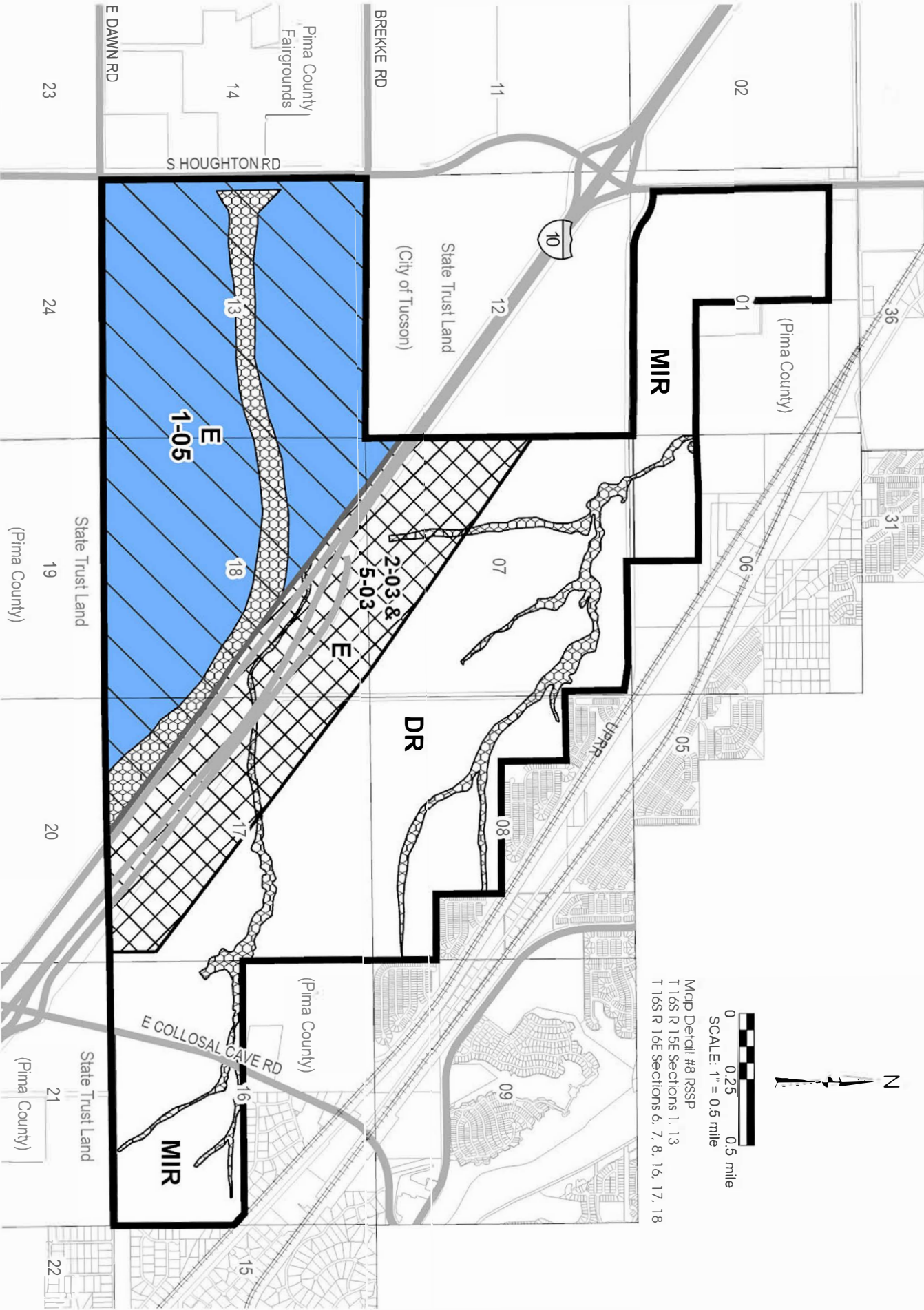
Tanque Verde Loop (a.k.a. Melpomene Way south of Broadway Blvd.) is a local street. This roadway is designated a Local Candidate Road Right-of-Way Trail (#228) in the *Eastern Pima County Trail System Master Plan*. The trail connects Tanque Verde Wash with the Pantano Wash. Speedway Boulevard is a Scenic route in the county and, according to *Major Streets and Routes Plan (MS&R)* annexation policy, is designated an Interim Scenic route upon annexation by the City until the *MS&R Plan* is formally amended.

### Plan Designation

Generally, property within one mile of a public preserve, such as Saguaro National Park, is planned very low-density residential. Plan designations may be either Resource Transition or Resource Conservation (if in an Environmental Resource Zone [ERZ] or in a 100-year floodplain). The subject area and adjacent development to the east is zoned SR and planned Resource Transition.

### Applicable Subregional Policies

Plan policies are used to guide future development if the proposed development is subject to the rezoning process. In the case of the approved SR plat for Tanque Verde Ridge Estates, policies cannot be applied as conditions of rezoning or development plan approval. However, if this plan area were to be resubdivided, request a change of conditions, or be rezoned in the future, both the Resource Transition plan designation and the subregional policies would apply.



Revised Planned Land Use Categories

**DR** Development Reserve

**MIR** Medium Intensity Rural

**E** Medium High Intensity Urban

**Annexation Area Boundary**

**Resource Conservation**

\*\*RC area subject to change - including adding, adjusting location, or removing based on additional analysis during subsequent zoning actions

**Special Area (2-03 & 5-03)**

**Special Area (1-05)**

**Amendment Site 1, Medium High Intensity Urban**

Plan Adoption Date: June 10, 1996 (Resolution No. 17293)

Annexation Date: January 2, 1996 (Ordinance No. 8616, C15-95-19)

Amendment Date: April 25, 2024 (Resolution 23744)

### General Description

The Houghton/Dawn map detail covers an approximately 3,500-acre or 5.5-square-mile area of undeveloped State Trust lands, generally located north and south of Interstate 10 between Houghton Road on the west and Colossal Cave Road on the east. This map detail area lies immediately east of map detail #4-RSSP and shares many of the same environmental characteristics. The terrain is generally flat and braided by a network of shallow washes. The characteristic vegetation is creosote, bur sage, and cacti species, with mesquite found in and along the washes.

The area is zoned RH (Rural Homestead, very low-density residential) and RX-1 (low-density residential). The closest residential development is a recreational vehicle park located east of Houghton Road, just north of the Rocket Road alignment. The area is affected by both high voltage transmission lines and an underground gas pipeline.

The *Major Streets and Routes Plan (MS&R)* identifies certain streets for special designation as scenic or gateway routes. Because Houghton Road north of the Harrison-I-10 area had previously been designated a gateway route, this gateway designation was extended south at the time original City zoning was established for this area. In addition, Colossal Cave Road is designated as a scenic route in the county and is a candidate scenic route in city. This is the first segment of Colossal Cave Road to be annexed into the City.

The Environmental Resource Zone (ERZ) recognizes the value of Tucson's open space resources, particularly the critical and sensitive wildlife habitat of eastern Pima County associated with public preserves. The Houghton/Dawn area contains named washes and areas of riparian vegetation that were added to the ERZ base map when original City zoning was established for this area.

In addition to the environmental concerns regarding wash preservation, the most significant influence on future development is Interstate 10, which diagonally bisects the area. The Southern Pacific Railroad, immediately north of the plan area, will also impact future land uses and transportation both within the plan area and in adjacent undeveloped areas to the north. Because the area is undeveloped, there is little infrastructure. The I-10 interchange for Colossal Cave Road/Wentworth Road lies directly south of the easternmost portion of the plan area. Colossal Cave Road leads to the community of Vail and the Rincon Valley. Wentworth Road leads south to New Tucson.

The *Pima Regional Trail System Master Plan* shows the Flato-Franco washes (#4) as a Second Priority Primary Trail. This trail route is comprised of natural washes and road and utility rights-of-way. In the Houghton/Dawn area, the trail follows the underground gas line easement and Colossal Cave Road and is primarily intended to serve as a long distance equestrian trail and desert belt connection to Cienega Creek.

## Plan Designations

In 2013, *Plan Tucson*, the City of Tucson General and Sustainability Plan, was adopted by Mayor and Council to guide future growth within the City. As part of the planning process, much of the western portion of the RSSP was designated as the ‘Southlands,’ which *Plan Tucson* designates as a long-term growth area formed predominantly of large tracts of undeveloped vacant land administered mainly by the Arizona State Land Department. With the anticipated growth resulting from the future Sonoran Corridor and the utility and infrastructure improvements associated with Pima County’s Southeast Employment and Logistics Center (SELC), this plan establishes special area policies to promote orderly phased growth while strategically positioning the Southlands for economic development opportunities.

Aligned with the City’s long-term growth strategy to promote innovative and sustainable growth within the Southlands, the Arizona State Land Department initiated a planning effort to amend the land use designation and establish a Planned Development Special Area for State Land holdings located within the Southlands. A plan amendment request from Low Intensity Rural (LIR) and Medium Intensity Rural (MIR) to Medium-High Intensity Urban (E) and Resource Conservation (RC) was granted to offer a wider range of uses along Interstate 10 and to increase the amount of the RC designated land based on recent floodplain analysis.

Except where modified by a plan amendment listed herein or Special Area Policy 1-05 Rita 10 – State Trust Land, areas identified as ERZ washes are designated Resource Conservation (RC) on the map detail; however, these conceptual designations may be reevaluated during the rezoning and, if applicable, secondary planning process for potential floodplain channelization that may include excavation to enhance major flow corridors. The exact acreage of RC areas could be determined to be greater or smaller than currently shown. Further, the exact location of the RC areas could shift based on future analyses. Future zoning may regulate floodplain consolidation through various methods to enhance major flow corridors and riparian vegetation within the Southlands.

The majority of the area north of the interstate, zoned PAD, is planned Development Reserve. Development Reserve is a “holding zone” for future urban development. The Medium Intensity Rural designation north of the interstate reflects RX-1 zoning. The north side of the I-10 corridor is planned Medium High Intensity Urban and restricted to nonresidential uses by Special Area Policy 5-03. Design standards in this area are provided by Special Area Policy 2-03.

Given the uniqueness of the Southlands and to establish a concerted policy approach for flexibly developing State Land holdings to the highest and best use, Planned Development Special Area RITA 10 – State Trust Land (#1-05) was granted, ultimately superseding the applicable subregional plan policies listed in *Part I*. Planned Development Special Area Policy 1-05 Rita 10 – State Trust Land contemplates regulation of floodplain consolidation through future rezoning,



which may identify various methods including channelization and/or excavation to enhance major flow corridors and riparian vegetation within the Southlands. The policies suggested in Planned Development Special Area 1- 05 Rita 10 – State Trust Land were crafted to provide the flexibility necessary to attract major industry along with commercial and housing opportunities in a manner sensitive to the characteristics of the area.

### Applicable Subregional Policies

All Subregional Policies should be reviewed for applicability to land use proposals within this area unless modified by a Special Area. Depending on the particular site under consideration and the nature of the rezoning request, Natural and Cultural Resources policies, particularly Open Space, Wildlife Habitat and Corridors, Regional Trail System, and Archaeological and Historic Preservation policies, will be important to guide development in this area in accordance with the Special Area Policies.

### Special Area Policies

#### **Special Area      2-03 I-10 Corridor/Eastern Gateway**

Site design standards are provided for this area to enhance the sense of entry to the metropolitan area, preserve viewsheds and native vegetation, and mitigate negative impacts from industrial uses. See page 52 in the Plan policy section.

#### **Special Area      5-03 Restricted (Nonresidential) Medium High Intensity Urban**

This area is restricted to nonresidential uses to provide a transition between existing industrial and low-intensity residential uses. See page 57 in the Plan policy section.

#### **Special Area      1-05 RITA 10 – State Trust Land**

This area provides special policies that supersede *Part I. Subregional Policies* to guide the future development of State Trust Land while promoting orderly and phased growth within the Southlands and attracting major industry and employment generators to the region.

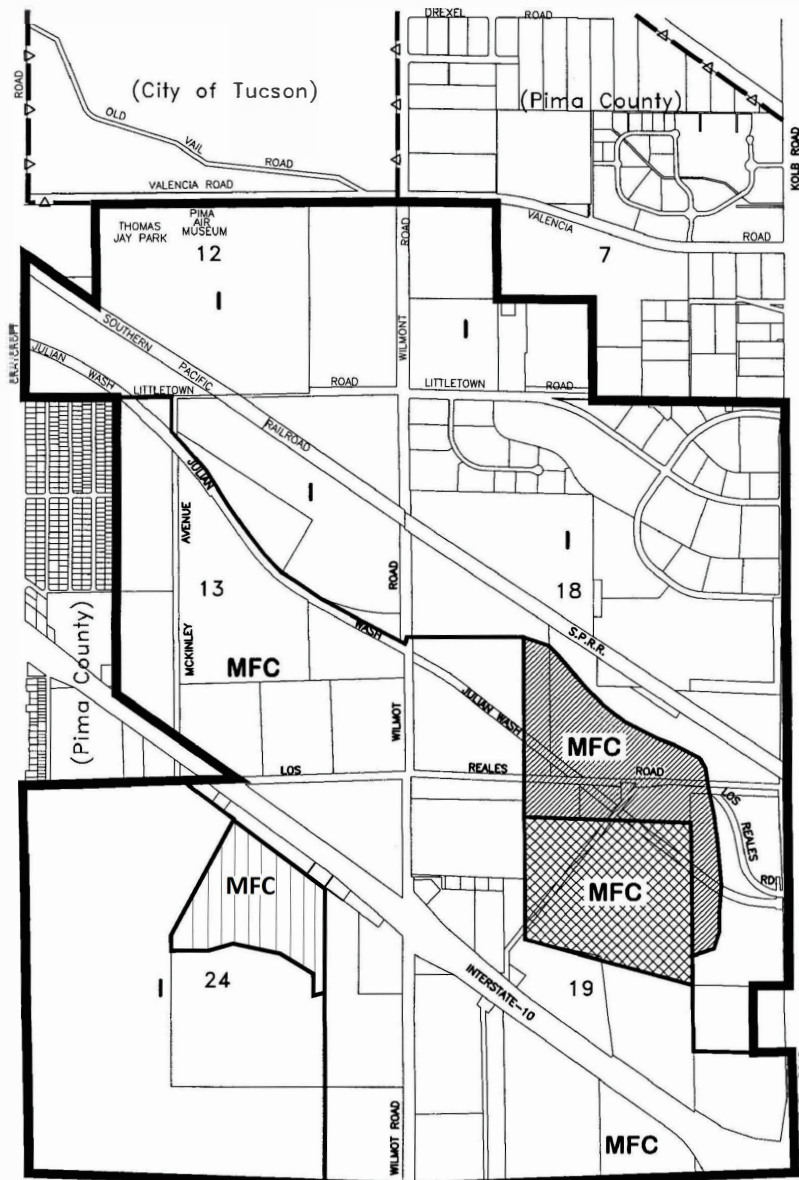
### Subsequent Map Amendments

1. Resolution No. 23744, adopted April 25, 2024, changed Low Intensity Rural (LIR), Medium Intensity Rural (MIR) to Medium High Intensity Urban (E) and Resource Conservation (RC) and established Planned Development Special Area 1-05 Rita 10 – State Trust Land to allow for orderly growth and maximize economic development opportunities for State Trust Land in the Southlands.

2. Land Uses:
  - a. Land uses shown on the plan map are preliminary, and shall be further defined in detail at the planned area development level. Final land uses shall be in accordance with the topographic, hydrologic, and visual constraints defined by the property. In this connection, development other than approved floodplain uses shall not take place in any area exceeding 25 percent slope or within floodways of the 100-year floodplain. Development in areas of steep slopes, poor soils, hydrologic or paleontologic sensitivity shall be limited.
  - b. Total nonresidential uses such as commercial, office, park industrial, and light industrial uses shall not exceed 5 percent of the total Special Area, subject to the performance objective of increasing on-site employment opportunities.
  - c. Unless otherwise prohibited by these policies, a maximum of 5 percent of the area lying south of I-10 (ERAP Community 5) and designated as LIU 3.0 may be planned for support commercial and office uses.
  - d. The land uses designated for State Lands, other than those shown as Resource Conservation (RC), shall be further delineated in an acceptable Development Capability Study, Water Adequacy Study, and planned area development by the Arizona State Land Department and submitted to the City of Tucson.
3. Development Requirements: The following policy areas shall be developed as part of the planned area development process:
  - a. Flood Control
  - b. Wastewater Control
  - c. Water
  - d. Transportation
  - e. Paths/Trails and Open Space
  - f. Parks
  - g. Turf and Irrigation
  - h. Fire Protection
  - i. Screening and Buffering
  - j. Schools

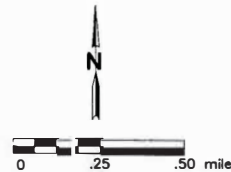


# MAP DETAIL #9-RSSP WILMOT/I-10



## Planned Land Use Categories

-  Urban Industrial
-  Multifunctional Corridor
-  Amendment Site 1
-  Amendment Site 2
-  Amendment Site 3
-  Annexation Area Boundary



Map Detail #9RSSP  
T.15 S./R.14 E. Sections  
12,13,24  
T.15 S./R.15 E. Sections  
7,18,19

Plan Adoption Date: June 10, 1996 (Resolution No. 17293)

Annexation Date: March 4, 1996; Ordinance No. 6855)

Amended: April; 13, 1998 (Resolution No. 17999) See (1) on Map Detail

### General Description

The Wilmot/I-10 area contains approximately 2,841 acres, or just under 4.5 square miles. It is located immediately south of Davis Monthan Air Force Base, and is bounded by Valencia Road on the north, Herman's Road alignment on the south, Kolb Road on the east, and Craycroft Road on the west. The Southern Pacific Railroad and Interstate 10 cut diagonally from the northwest to the southeast through this area. The channelized Julian Wash also meanders diagonally through the property between the railroad and the highway. The terrain is basically flat with sparse vegetation, primarily creosote.

This area is mostly vacant, but contains a few businesses and government uses, including industrial warehousing and manufacturing. The Pima County Air Museum is the most notable development in the area. The zoning is a composite of I-1 and I-2 (Light and Heavy Industrial) north of the railroad; B-2 (General Business) and RV (Recreational Vehicle Park) near the interstate; and several residential zones in the southern portion of the area: SR (one residence per 3.3 acres), SH (two residences per acre), and R-1 (one residence per 7,000 square feet).

The Julian Wash Trail, #317, is designated a Third Priority Local Trail in the *Eastern Pima County Trail System Master Plan*. The northern part of the area is impacted by the Airport Environs Zone (ERZ). Significant grading has occurred in several vacant areas, and off-road vehicle trails are apparent, particularly near the Julian Wash. Several shallow, braided watercourses also cross through the area, some of which contain riparian vegetation.

### Plan Designations

Most of this area is planned for Urban Industrial uses, in response to existing uses, location of the railroad and interstate highway, and the impact of the AEZ. Areas adjacent to the highway are planned Multifunctional Corridor to respond to needs and opportunities for providing services to travelers. In spite of existing residential zoning, the plan categories reflect the fact that the area appears to be suitable for business and industrial uses.

### 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, Site Analysis, Regional Trail System, Site Planning and Design Guidelines, and Public Services and Facilities may be pertinent.

Regional Trail System policies should be consulted for any development near Julian Wash. The Trails Coordinator at the Pima County Parks Department should be contacted to determine

required dedications or recreation easements to allow public access through the property to maintain the integrity of the trail system.

### **Subsequent Map Amendments**

#### **Amendment 1**

Resolution #17999 adopted April 13, 1998, changed Industrial Land Use to Multifunctional Corridor for parcels located south of Los Reales/Julian Wash and between Wilmot Road and Kolb Road.

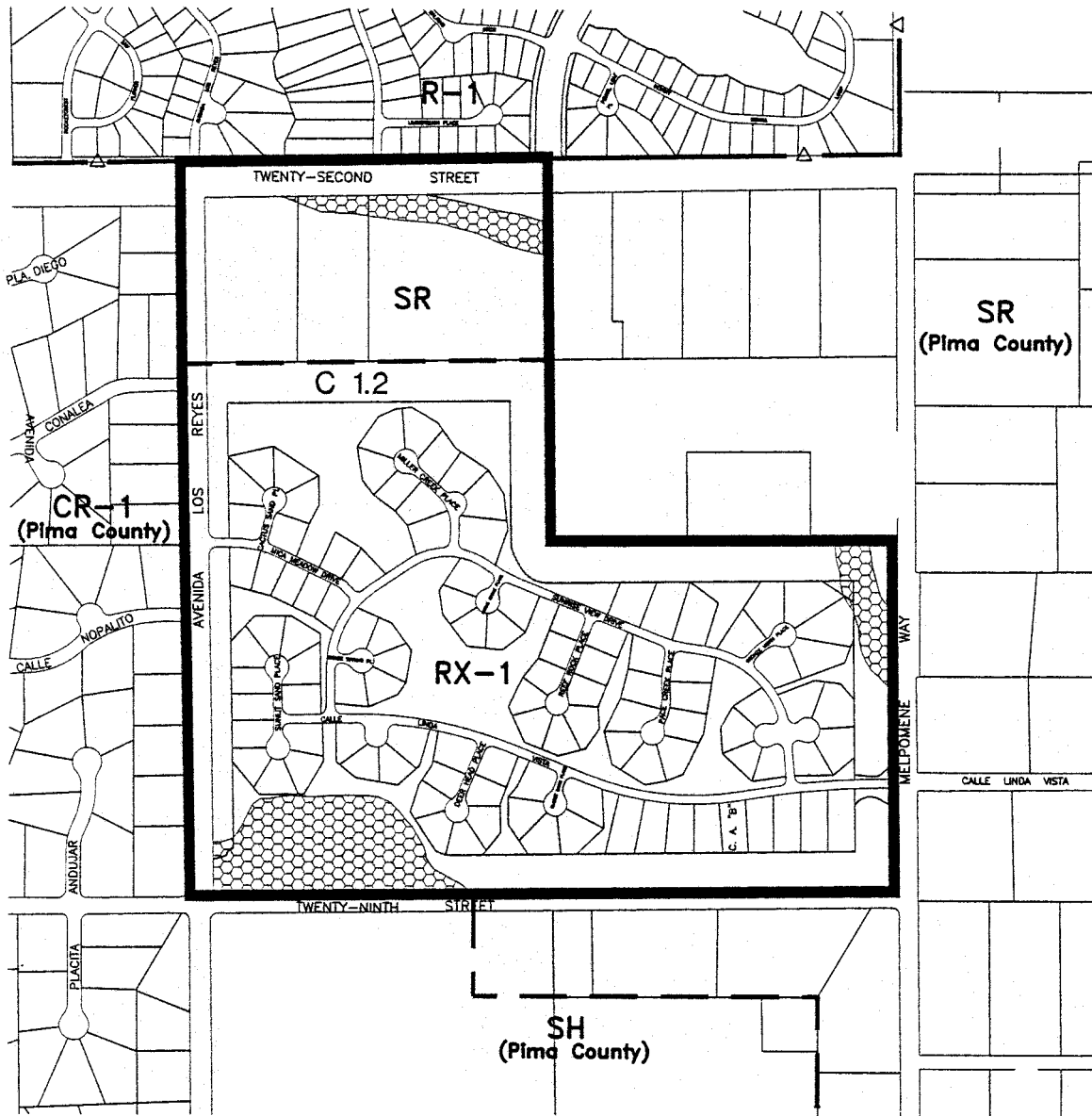
#### **Amendment 2**

Resolution #18357 adopted August 2, 1999, changed Industrial Land Use to Multifunctional Corridor for parcels located south of SPRR between Wilmot Road and Kolb Road.

#### **Amendment 3**

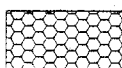
Resolution #23223 adopted September 9, 2020 changed Urban Industrial (I) to Multifunctional Corridor (MFC), for site located south of Interstate-10 and west of Wilmot Road.


# **MAP DETAIL #10-RSSP MONUMENT VISTA**



## Planned Land Use Categories

**C 1.2** Low Intensity Urban (1.2 RAC)

 Resource Conservation

 Annexation Area Boundary



## **MONUMENT VISTA**

## **MAP DETAIL #10-RSSP**

Plan Adoption Date: July 7, 1997 (Resolution No. 17702)

Annexation Date July 1, 1996 (Ordinance No. 8719, C15-96-01)

### General Description

The Monument Vista area covers approximately 123 acres and is generally located south of the 22nd Street; west of Avenida Los Reyes; east of Melpomene Road; and north of the 29th Street alignment.

The majority of the area is currently under development as a low-density residential subdivision zoned RX-1. The Monument Vista development proposal, located on the southern portion of the annexation area includes 106 single-family units which will have a minimum lot size of one acre. The remaining portion of the annexation area, approximately 17 acres, fronts along 22nd Street. This acreage is zoned SR and is currently developed with one residence.

At the time of original City zoning, two washes, the Este Wash and the Coronado Ridge Wash, were mapped as subject to the Environmental Resource Zone (ERZ). Both washes are also identified as potential trailways on the Pima County Trails System Masterplan. To reflect their ERZ status and potential as recreational amenities, these washes have been added to the map detail as Resource Conservation areas. The Monument Vista subdivision is impacted by segments of both washes, and these areas are recognized as natural open space on the recorded subdivision plat. Future development on the northern portion of the annexation site will also be impacted by the Coronado Ridge Wash.

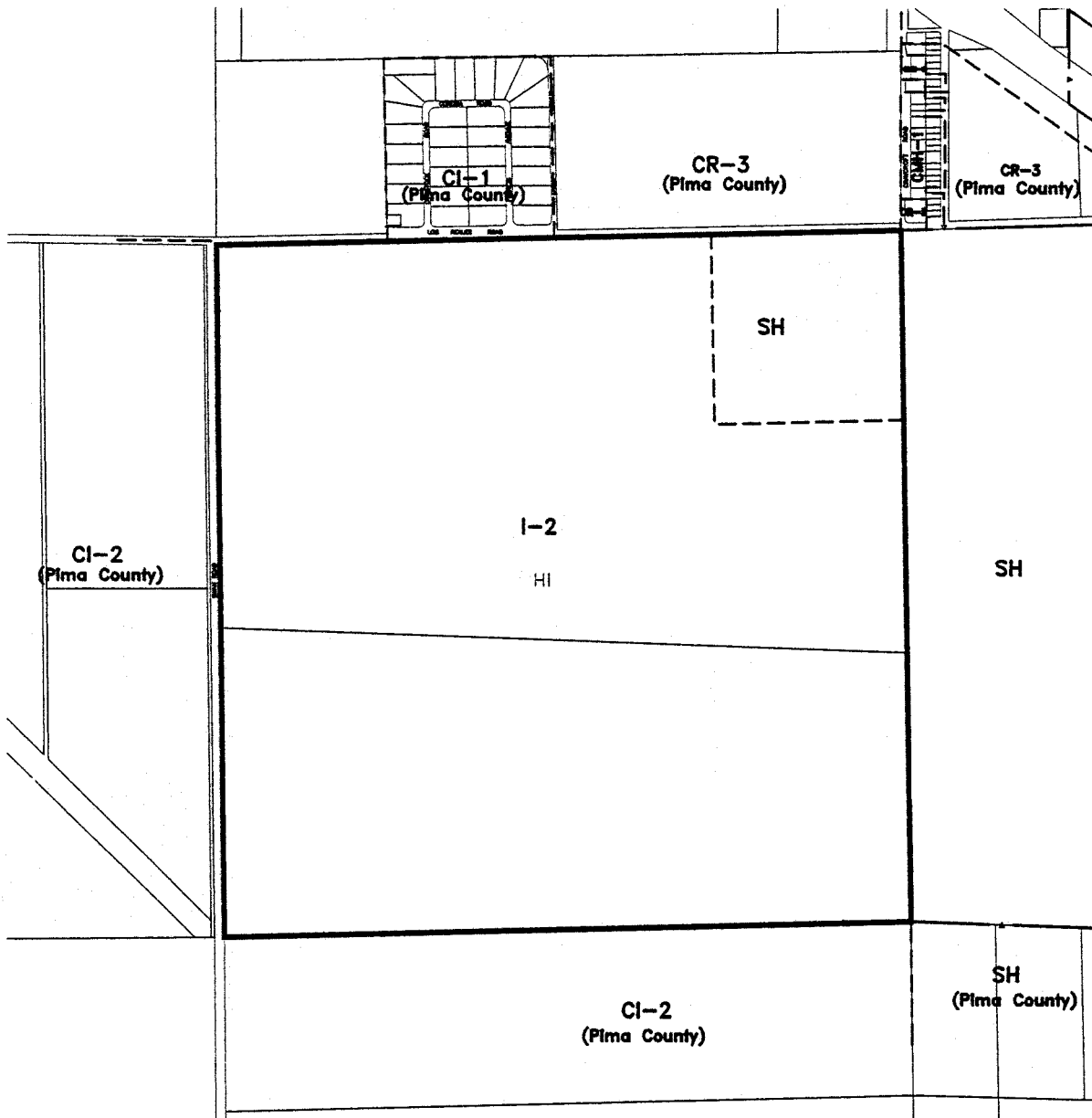
### Plan Designation

Plan designations reflects current zoning, as well as the ERZ washes. The annexation area is planned Low Intensity Urban C 1.2 which is consistent with the RX-1 zoning under which the Monument Vista subdivision is being developed. It is anticipated that the remaining SR zoned property on the northern portion of the annexation site will be developed in a similar manner in the future. The only departure from this plan designation was denoting portions of the Este and Coronado Ridge Washes as Resource Conservation areas in recognition of their ERZ designation.

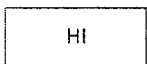
### Applicable Subregional Policies

All Subregional Policies should be reviewed for applicability to land use proposals within this area. Policy direction for future development proposals for the northern portion of the annexation site may be provided in the Natural and Cultural Resources policies, particularly those policies dealing with Open Space, Wildlife Habitat, Regional Trail System, and Archaeological and Historic preservation issues.

# **MAP DETAIL #11-RSSP LOS REALES**



## Planned Land Use Categories



Heavy Industrial

— Annexation Area Boundary



## **LOS REALES**

## **MAP DETAIL #11-RSSP**

Plan Adoption Date: July 7, 1997 (Resolution No. 17702)

Annexation Date: June 6, 1996 (Ordinance No. 8707, C15-96-04)

### General Description

The Los Reales area covers approximately 636 acres and is located at the southeast corner of Swan Road and Los Reales Road. The annexation area is bounded by Los Reales Road to the north; the Hermans Road alignment to the south; the Craycroft Road Alignment to the east; and Swan Road to the west.

All of the annexed area is currently utilized by the City of Tucson as an active landfill or is reserved for future landfill expansion. The majority of the annexation site is zoned I-2, Heavy Industrial. The exception is a 40-acre parcel located at the northeast corner of the annexation district which is zoned SH, Suburban Homesite. Although this acreage is zoned for low-density residential use, given the proximity of the land fill and other parcels zoned for heavy industrial development, it is not likely that residential development will occur. The northern half of the annexation site is developed as an active landfill. The southern portion is currently undeveloped. The topo in this southern area is generally flat, sloping gently to the northwest and dominated by creosote bush. The north fork of Airport Wash flows through the southwest corner of the site in the form of several braided drainageways. This wash is denoted as a potential railway on the Pima County Trails Systems Masterplan.

### Plan Designations

Plan designations generally reflect current zoning and land uses. The entire annexation district is planned for Heavy Industrial, which is consistent with the existing I-2 zoning and the landfill use. The lone forty-acre parcel zoned for low-density residential uses is inappropriate for residential uses given the surrounding land uses and zoning.

### Applicable Subregional Policies

In addition to satisfying all EPA requirements regarding landfill development, Subregional Policies should be reviewed for applicability for landfill expansion or any other land use proposals within the area of the north fork of Airport Wash. Policy direction for future development proposals for this area of the annexation site may be provided in the Natural and Cultural Resources policies, particularly those policies dealing with Open Space, Wildlife Habitat, Regional Trail System, and Archaeological and Historic preservation issues.

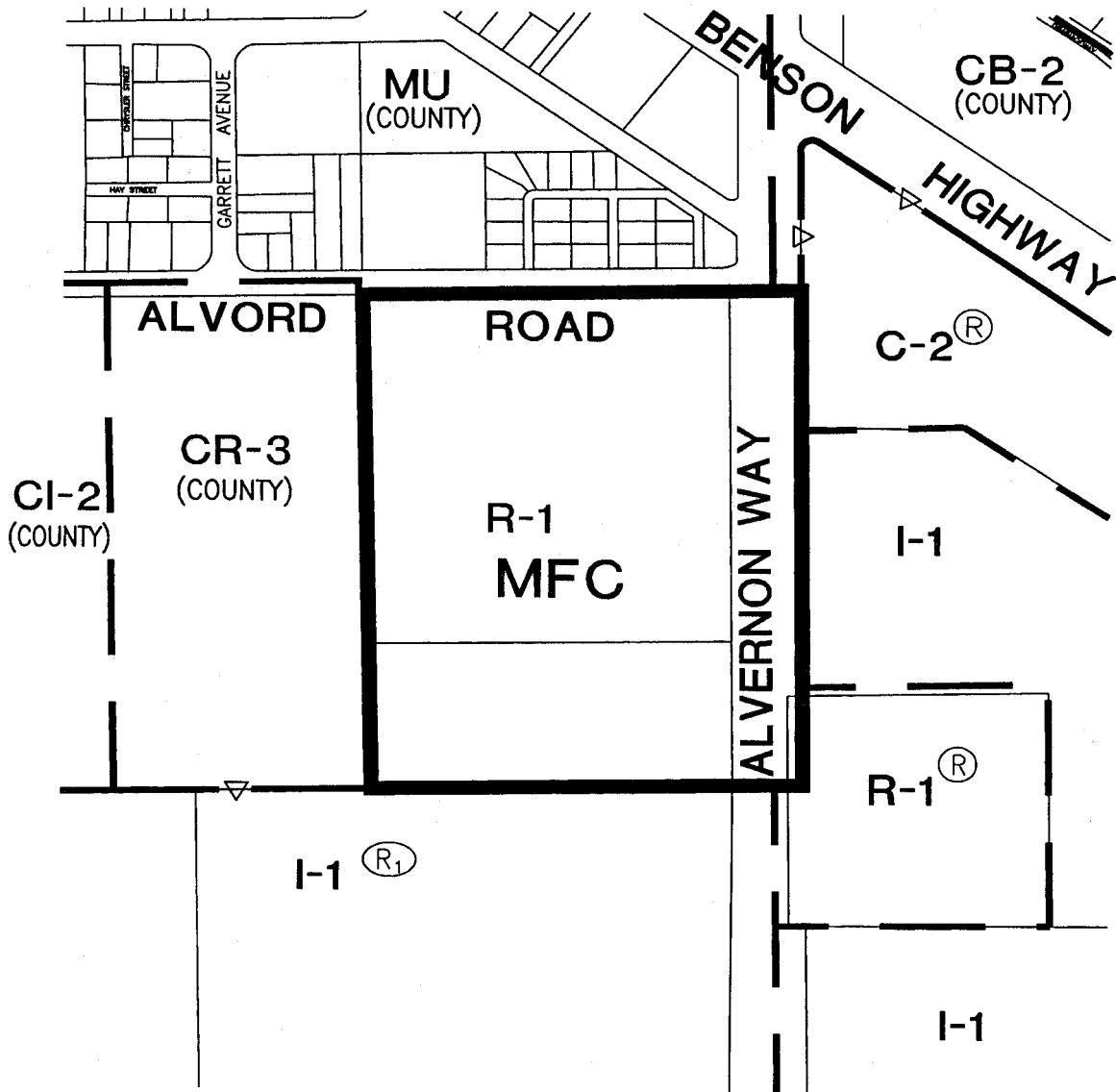
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MAP DETAIL #13-RSSP  
ALVERNON/ALVORD



Planned Land Use Categories

**MFC** Multifunctional Corridor



## **ALVERNON/ALVORD**

## **MAP DETAIL #13-RSSP**

Plan Adoption Date: June 8, 1998 (Resolution No. 18042)

Annexation Date: April 21, 1997 (Ordinance No. 8854, C15-97-02)

### General Description

The Alvernon/Alvord District is comprised of approximately 33.5 acres, located at the southwest corner of Alvernon Way and Alvord Road. The entire district is zoned R-1 (7,000 square feet per residential unit) and is currently vacant.

The Earp Wash bisects the district from southeast to northwest. This wash was not designated as a Resource Conservation area or Environmental Resource Zone and is not subject to the WASH Ordinance. However, future development should recognize this wash through a sensitive site design.

Additionally, the district is adjacent to a TUSD school site. Any proposed uses must ensure compatibility with this existing use.

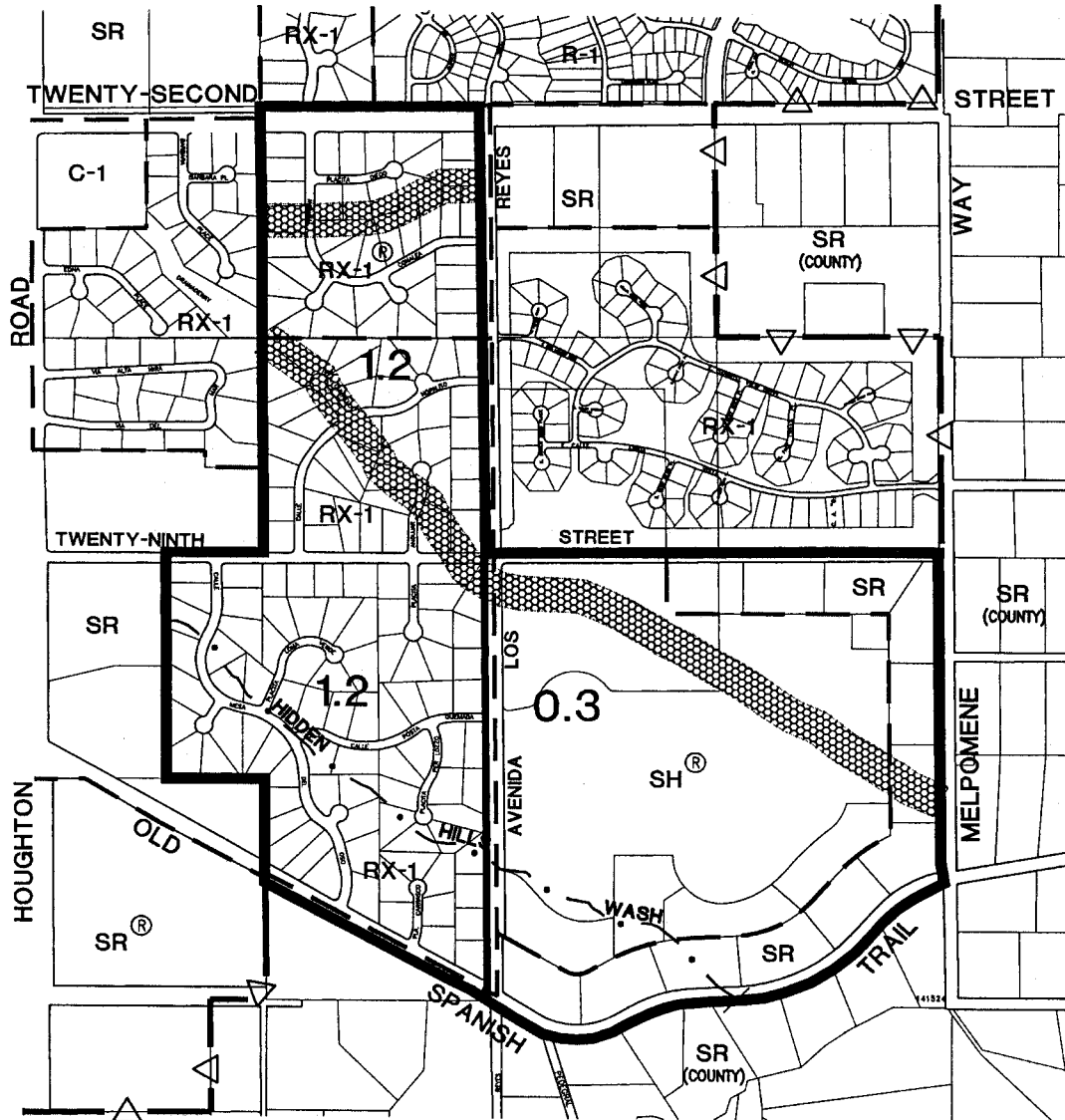
### Plan Designation

Due to close proximity to the I-10 corridor, the district is planned as a Multifunctional Corridor (MFC). Given the wide range of uses allowed in the MFC designation and the district's location adjacent to a school site, proposed land uses should be evaluated on a case by case basis for appropriateness.

### 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, particularly Open Space, Wildlife Habitat, and Archaeological and Historic Preservation Subcategories, should guide development in this area.

**MAP DETAIL #14-RSSP**  
**29<sup>TH</sup> ST./LOS REALES**



**Planned Land Use Categories**

- 0.3 Low Intensity Urban
- Resource Conservation

## **29TH/LOS REALES**

## **MAP DETAIL #14-RSSP**

Plan Adoption Date: June 8, 1998 (Resolution No. 18042)

Annexation Date: September 8, 1997 (Ordinance No. 8918, C15-96-05)

### General Description

The 29th/Los Reales plan area is approximately 325 acres generally located south of 22nd Street, west of Melpomene Way, east of Houghton Road, and north of Old Spanish Trail. The district is zoned for low density residential uses including SR (Suburban Ranch, minimum lot size - 144,000 square feet), SH (Suburban Homesite, minimum lot size - 36,000 square feet), and RX-1 (minimum lot size 36,000 square feet). These zoning classifications are consistent with the low-density residential uses and vacant parcels found there.

At the time of original City zoning the Este Wash was mapped as subject to the Environmental Resource Zone (ERZ). To reflect its ERZ status and potential as a recreational amenity, this wash has been added to the map detail as a Resource Conservation area. Additionally, the Hidden Hills Wash is located within the district. Although not recognized with a RC designation, it is protected by the Watercourse Amenities, Safety, and Habitat (WASH) Ordinance.

The segment of Old Spanish Trail bordering the southern portion of the annexation district was identified as meeting the scenic route criteria outlined in the City's *Major Streets and Routes Plan*. Therefore Scenic Route status was extended to this roadway.

### Plan Designation

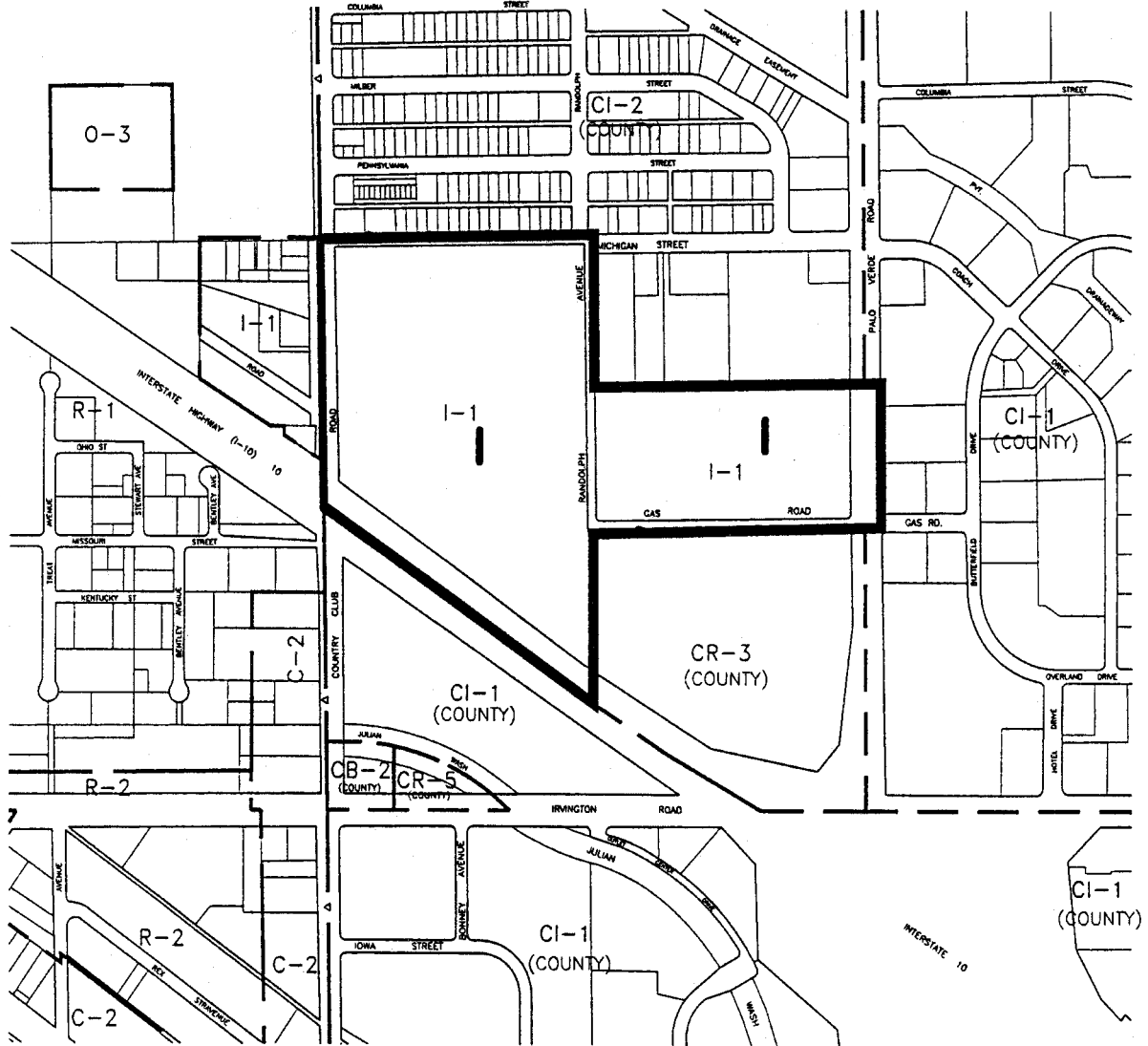
Plan designations reflect current zoning, as well as the ERZ wash. The western half of the annexation area is planned Low Intensity Urban C 1.2, which is consistent with the RX-1 zoning under which existing subdivisions have been developed. The southeast portion of the district is also planned Low Intensity Urban with a density cap of C 0.3, which is reflective of its lower intensity development and proximity to the Resource Transition zone that extends east to Saguaro National Park. It is anticipated that the remaining vacant SR and SH zoned property in this area of the district will be developed in a similar low-density manner in the future. The only departure from the original Pima County plan designation was denoting portions of the Este Wash as a Resource Conservation area in recognition of its ERZ designation.

### 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, particularly Open Space, Wildlife Habitat, Regional Trail System, Slope, and Archaeological and Historic Preservation Subcategories, should guide development in this area to protect environmental resources.

Old Spanish Trail is identified as a Scenic Class 1 route in the policy section of this document (see page 45). Policies within Scenic and Gateway Routes reference compliance with applicable Code provisions and Development Standards.

# **MAP DETAIL #15-RSSP MICHIGAN/COUNTRY CLUB**



## **Planned Land Use Categories**

 Urban Industrial





## **MICHIGAN/COUNTRY CLUB**

## **MAP DETAIL #15-RSSP**

Plan Adoption Date: January 25, 1999 (Resolution No. 18221)

Annexation Date: March 23, 1998 (Ordinance No. 9017, C15-98-02)

### General Description

The Michigan/Country Club District is comprised of approximately 69 acres, generally located east of Country Club Road, north of Interstate 10, west of Palo Verde Road and south of Michigan Street. The entire district is zoned I-1 (Light Industrial). The eastern portion of the district is developed with a Southwest Gas office and equipment yard facility. The remainder of the district is currently vacant.

### Plan Designation

The entire district is planned for Urban Industrial (I). This plan designation reflects current zoning and land use, and the proximity of Interstate 10 to the district.

### Applicable Subregional Policies

All subregional policies should be reviewed for applicability to land use proposals within this area. Provided land use direction that may be appropriate for future development in this area includes, but is not limited to, the Natural and Cultural Resources policies, particularly the Wildlife Habitat, and Archaeological and Historic Preservation Subcategories.

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## **THE LAND USE INTENSITY LEGEND**

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## THE LAND USE INTENSITY LEGEND

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**A. URBAN INTENSITY CATEGORIES:** The following land use categories designate urban development intensities:

**1. Regional Activity Center**

- a. Purpose:** To designate high-intensity, mixed-use areas designed to provide the fullest range of goods and services and compatible multiple residential housing.
- b. Objective:** Goods and services are provided that attract customers living significant distances from the center. A regional shopping mall may be the nucleus of the activity center. The center provides a variety of high-density housing types and employment opportunities, including government services and educational institutions. The center has direct access to regional transportation facilities, including public transit and pedestrian and bicycle paths.
- c. Residential Gross Density:** Only land 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 - 12 RAC
  - 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-3 Office Zone
  - 6) P Parking Zone
  - 7) C-1 Commercial Zone
  - 8) C-2 Commercial Zone
  - 9) C-3 Commercial Zone
  - 10) P-I Park Industrial Zone
  - 11) Planned Area Development Zone

**2. Community Activity Center**

- a. Purpose:** To designate medium-intensity, mixed-use areas designed to provide goods and services needed generally on a weekly basis along with compatible medium- to high-density housing types.
- b. Objective:** The center provides the range of goods and services necessary to satisfy the weekly shopping and service needs of the surrounding community. The center may include a major supermarket, along with other anchor tenants such as a discount department store, large variety store or other specialty stores such as a hardware/building/home improvement store. The center includes complementary uses such as high-density housing, offices, and government services. Public transit provides direct access to these centers as well as connections to regional activity centers. The center has direct access to a

major arterial roadway, with pedestrian and bicycle paths providing access from surrounding neighborhoods.

- 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 - 24 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-2 Residence Zone
  - 2) R-1 Residence Zone
  - 3) R-2 Residence Zone
  - 4) R-3 Residence Zone
  - 5) MH-2 Mobile Home Zone
  - 6) O-2 Office Zone
  - 7) O-3 Office Zone
  - 8) P Parking Zone
  - 9) NC Neighborhood Commercial Zone
  - 10) C-1 Commercial Zone
  - 11) C-2 Commercial Zone
  - 12) P-I Park Industrial Zone
  - 13) Planned Area Development Zone

### 3. **Neighborhood Activity Center**

- a. **Purpose:** To designate low-density, mixed-use areas designed to provide convenience goods and services within or near suburban residential neighborhoods for day-to-day living needs.
- b. **Objective:** The center provides commercial services that do not attract vehicle trips from outside the immediate service area. A grocery market may be the principal anchor tenant along with other neighborhood services, such as a drugstore, variety/hardware store, self-service laundry, church, and bank. The center may include a mix of medium-density housing types.
- 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-2 Residence Zone
  - 2) R-1 Residence Zone
  - 3) R-2 Residence Zone
  - 4) MH-1 Mobile Home Zone
  - 5) MH-2 Mobile Home Zone
  - 6) O-1 Office Zone
  - 7) O-2 Office Zone



- 8) P Parking Zone
- 9) NC Neighborhood Commercial Zone
- 10) C-1 Commercial Zone
- 11) Planned Area Development Zone

#### 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

#### 5. High Intensity Urban

- a. **Purpose:** To designate areas for a mix of high-density housing types and other compatible uses.
- b. **Objective:** These areas have direct access to major transportation corridors and are within walking or bicycling distance from major commercial services and employment centers.
- 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) RX-2 Residence Zone
  - 2) R-1 Residence Zone
  - 3) R-2 Residence Zone
  - 4) R-3 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) RV Recreational Vehicle Park Zone
  - 10) P-I Park Industrial Zone
  - 11) Planned Area Development Zone

**6. Medium/High Intensity Urban**

- a. **Purpose:** To designate areas for a mix of medium- to high-density housing types and other compatible uses.
- b. **Objective:** These areas provide opportunities for a variety of residential housing types, including cluster option developments, single-family attached dwellings, and apartment complexes. 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 - 24 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) R-3 Residence Zone
  - 6) MH-1 Mobile Home Zone
  - 7) MH-2 Mobile Home Zone
  - 8) O-1 Office Zone
  - 9) O-2 Office Zone

- 10) P-I Park Industrial Zone
- 11) 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

**8. Low Intensity Urban**

- a. Purpose:** To designate areas for low-density residential and other compatible uses; to provide incentives for clustering residential development to preserve natural open space; and to provide opportunities for a mix of housing types throughout the region.
- b. 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. Projects utilizing any of the following cluster development options will comply with the provisions of Development Standard 1-07.0 Exhibit V, the Cluster Option Report. The range of residential gross density allowed is:
  - 1) Low Intensity Urban 3.0:**
    - a) Minimum - (none)
    - b) Maximum - 3.0 RAC. The maximum gross density may be increased in accordance with the following cluster option:
      - i. Gross density of 4.0 RAC with inclusion of 30 percent cluster open space.

**2) Low Intensity Urban 1.2:**

- a) Minimum - (none)
- b) Maximum - 1.2 RAC. The maximum gross density may be increased in accordance with the following cluster options:
  - i. Gross density of 2.5 RAC with inclusion of 30 percent cluster open space, plus 15 percent natural open space; or
  - ii. Gross density of 4.0 RAC with inclusion of 30 percent cluster open space plus 30 percent natural open space.

**3) Low Intensity Urban 0.5:**

- a) Minimum - (none)
- b) Maximum - 0.5 RAC. The maximum gross density may be increased in accordance with the following cluster options:
  - i. Gross density of 1.2 RAC with inclusion of 30 percent cluster open space, plus 20 percent natural open space; or
  - ii. Gross density of 2.5 RAC with inclusion of 30 percent cluster open space, plus 35 percent natural open space.

**4) Low Density Urban 0.3:**

- a) Minimum - (none)
- b) Maximum - 0.3 RAC. The maximum gross density may be increased in accordance with the following cluster options:
  - i. Gross density of 0.7 RAC with inclusion of 30 percent cluster open space, plus 20 percent natural open space; or
  - ii. Gross density of 1.2 RAC with inclusion of 30 percent cluster open space, plus 40 percent natural open space.

**c. Zoning Districts:**

Within Low Intensity Urban 3.0 and Low Intensity Urban 1.2, the following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:

- 1) SR Suburban Ranch Zone
- 2) RX-1 Residence Zone
- 3) RX-2 Residence Zone
- 4) R-1 Residence Zone
- 5) MH-1 Mobile Home Zone
- 6) Planned Area Development Zone

Within Low Intensity Urban 0.5 and Low Intensity Urban 0.3, the following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:

- 1) SR Suburban Ranch Zone
- 2) RX-1 Residence Zone
- 3) RX-2 Residence Zone
- 4) Planned Area Development Zone

- d. **Open Space Standards for Guest Ranches and Resorts within the Planned Area Development Zone:** In Low Intensity Urban 1.2, 0.5 and 0.3, the following minimum open space requirements will apply within areas rezoned for the purposes of developing a guest ranch or resort within a Planned Area Development Zone. Open space for purposes of these requirements will be natural open space as defined in the Glossary.
  - 1) Low-Intensity Urban 1.2 - 15 percent.
  - 2) Low-Intensity Urban 0.5 - 20 percent.
  - 3) Low-Intensity Urban 0.3 - 30 percent.

**B. RURAL INTENSITY CATEGORIES:** The following land use categories designate rural development intensities:

**1. Rural Activity Center**

- a. **Purpose:** To designate mixed-use areas where convenience goods and personal services are provided to rural residents on a daily or weekly basis.
- b. **Objective:** The intent is to minimize vehicle travel between rural settlements and suburban areas. Residential densities slightly higher than the surrounding rural neighborhoods are permitted to provide opportunities for special housing needs, such as for the elderly and low-income households. The center is not intended to attract vehicle trips from outside the immediate rural service area. A grocery market may be the principal anchor tenant, along with other uses such as a drugstore, variety/hardware store, self-service laundry, church, and bank.
- 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 - 1.3 RAC
  - 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) NC Neighborhood Commercial Zone
  - 8) C-1 Commercial Zone
  - 9) C-2 Commercial Zone
  - 10) Planned Area Development Zone

**2. Rural Crossroads**

- a. **Purpose:** To designate areas at major rural roadway intersections for the provision of limited commercial services to travelers and rural residents.

- b. **Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:
  - 1) C-1 Commercial Zone
  - 2) C-2 Commercial Zone
  - 3) Planned Area Development Zone

### 3. Medium Intensity Rural

- a. **Purpose:** To designate areas for residential uses at densities consistent with rural settlements in close proximity to Rural Activity Centers.
- b. **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 - 1.3 RAC
- c. **Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:
  - 1) SR Suburban Ranch Zone
  - 2) RX-1 Residence Zone
  - 3) Planned Area Development Zone
- d. **Open Space Standard for Guest Ranches and Resorts within the Planned Area Development Zone:** In Medium Intensity Rural, a minimum of 20 percent natural open space will be required within areas rezoned for the purposes of developing a guest ranch or resort within a Planned Area Development Zone. Open spaces for purposes of this requirement will be natural open space as defined in the Glossary.

### 4. Low Intensity Rural

- a. **Purpose:** To designate areas for residential uses at densities consistent with rural and resource-based characteristics.
- b. **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 - 0.3 RAC
- c. **Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:
  - 1) SR Suburban Ranch Zone
  - 2) Planned Area Development Zone
- d. **Open Space Standard for Guest Ranches and Resorts within the Planned Area Development Zone:** In Low Intensity Rural, a minimum of 30 percent natural open space will be required within areas rezoned for the purposes of developing a guest ranch or resort within a Planned Area Development Zone. Open spaces for purposes of this requirement will be natural open space as defined in the Glossary.

## 5. Resource Transition

- a. **Purpose:** To preserve open space characteristics of sensitive land in the vicinity of public reserves; to promote development that blends with the natural landscape; to extend visually public land boundaries; and to protect wildlife habitat.
- b. **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 - 0.3 RAC
- c. **Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:
  - 1) SR Suburban Ranch Zone
  - 2) Planned Area Development Zone
- d. **Open Space Standard for Guest Ranches and Resorts within the Planned Area Development Zone:** In Resource Transition a minimum of 30 percent natural open space will be required within areas rezoned for the purposes of developing a guest ranch or resort within a Planned Area Development Zone. Open spaces for purposes of this requirement will be natural open space as defined in the Glossary.

## 6. Development Reserve

- a. **Purpose:** To designate areas for future urban land uses although existing public services and infrastructure are not conducive to a specific urban intensity classification at this time. The following criteria provide a framework for evaluating plan amendment requests for removing properties from the Development Reserve classification.

### Criteria for Removing Land from Development Reserve

- 1) Demonstrate that significant changes related to land use have occurred in this area.
- 2) Demonstrate the demand for the proposed land use designations through market analyses, population studies, relationship to activity centers, and land availability analyses.
- 3) Demonstrate that such demand cannot be met in areas already designated for urban development.

- 4) Demonstrate the availability of adequate infrastructure and services for the proposed land uses and that new infrastructure will be integrated with existing systems.
  - 5) Provide information relating to the costs of needed infrastructure and identify the parties responsible for the costs.
  - b. **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 - 0.3 RAC
  - c. **Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:
    - 1) SR Suburban Ranch Zone
    - 2) Planned Area Development Zone
- C. **URBAN AND RURAL INTENSITY CATEGORIES:** The following land use categories designate urban and rural development intensities:
1. **Urban Industrial**
    - a. **Purpose:** To designate adequate areas for industrial uses that, if properly located and regulated, are compatible with certain types of commercial activities, but generally incompatible with residential uses.
    - b. **Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:
      - 1) C-1 Commercial Zone
      - 2) C-2 Commercial Zone
      - 3) C-3 Commercial Zone
      - 4) P-I Park Industrial Zone
      - 5) I-1 Light Industrial
      - 6) I-2 Heavy Industrial, except Special Exception Land Uses requiring Mayor and Council approval
      - 7) Planned Area Development Zone
  2. **Heavy Industrial**
    - a. **Purpose:** To designate adequate areas for industrial uses that are incompatible with non-industrial uses.
    - b. **Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:
      - 1) C-3 Commercial Zone
      - 2) I-1 Light Industrial Zone
      - 3) I-2 Heavy Industrial Zone
      - 4) P-I Park Industrial Zone
      - 5) Planned Area Development Zone



### 3. Resource Conservation

- a. **Purpose:** To recognize and protect existing public open space and provide for future public open space land necessary to achieve policies regarding environmental quality, public safety, open space, recreation, and cultural heritage. This land use designation promotes an interconnected, regional open space network, including parks, trails, desert belts, natural washes, flood-plains, and other open space areas.
- b. **Objective:** Implementation options include acquisition, easements, dedications, and cluster development options.
- 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 - 0.3 RAC
- d. **Zoning Districts:** The zoning districts that may be applied for under this intensity category are limited to those residential zones allowed by the intensity legend adjacent to the RC designation and within the project site, provided the RC area complies with the purpose and gross density regulation of this category (0.3 RAC). Resource Conservation areas to be platted as undisturbed natural areas.

(Amended to allow all residential zones within the RC category by Resolution #18000, 4/13/98.)

### 4. Resource Productive

- a. **Purpose:** To designate cultivated, ranching and mining lands for their productive capabilities and to protect these areas from encroachment by incompatible uses.
- b. **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 - 0.3 RAC
- c. **Zoning Districts:** The following zoning districts may be applied for under this intensity category unless restricted by Special Area use or density policies:
  - 1) SR Suburban Ranch Zone
  - 2) Planned Area Development Zone

**D. MAJOR RESORT COMMUNITY:** The development of a Major Resort Community is accomplished through the approval of a Planned Area Development Zone provided such projects comply with the residential gross density, land uses and special development standards which follow.

- 1. **Purpose:** To promote major resort development as an integrated, planned community and in a manner compatible with existing neighborhoods, physical site constraints, and sensitive environments.

2. **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. Gross residential densities may not exceed those specified for each land use category in which the project is located.
3. **Zoning Districts:** The following zoning district may be applied for under this intensity category:
  - a. Planned Area Development Zone
4. **Special Development Standards:**
  - a. The Minimum size of a Major Resort Community developed under a Specific Planned Zone will be 200 acres. A minimum of 10 percent of the total project area will be developed as a guest ranch or resort.
  - b. Areas classified Resource Conservation on the Land Use Map will remain in their pre-development state.
  - c. The provisions of this section will not apply in areas classified Low Intensity Rural or Medium Intensity Rural.
  - d. The combined area of local business uses will not exceed 6.0 percent of the total project area.
  - e. The combined area of office, research and development, and employment support service uses will not exceed 15.0 percent of the total project area.
  - f. Business uses, office uses, and employment support services will not be permitted in areas classified Resource Transition.
  - g. The following minimum open space requirements will apply within areas classified Low Intensity Urban 1.2, Low Intensity Urban 0.5, Low Intensity Urban 0.3 and Resource Transition. Open spaces for purposes of these requirements will be natural open space as defined in the Glossary.
    - 1) Low Intensity Urban 1.2 - 15 percent.
    - 2) Low Intensity Urban 0.5 - 20 percent.
    - 3) Low Intensity Urban 0.3 - 30 percent.
    - 4) Resource Transition - 30 percent.

- E. SPECIAL AREAS:** Special Areas have unique characteristics or qualities and include visually and environmentally sensitive areas, neighborhoods with distinct site design requirements, and areas likely to develop as large-scale planned communities.

The designation of Special Areas allows the application of special plan policies necessary to protect the unique qualities or characteristics of an area or to provide incentives to promote particular types of development activity. These Special Area Policies supplement Subregional Policies and correspond numerically with areas designated on the Subregional Land Use Map.

# **RINCON/SOUTHEAST PLAN POLICIES**

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## **RINCON/SOUTHEAST PLAN POLICIES**

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## INTRODUCTION

Plan policies complement planned land use designations shown on the Subregional Land Use Map. *Subregional Plan Policies* apply to the entire planning area, in this case, the Rincon/Southeast Subregion, while *Special Area Policies* apply to particular areas designated on the Subregional Land Use Map.

There are eight Special Areas identified on the Subregional Land Use Map. Two of these, Special Area 1-04, Empirita Ranch, and Special Area 2-11, Rincon Valley, incorporate key policies and development guidelines from prior Pima County area plans. Several Special Areas were designated because of site design concerns, such as building height, buffering, setbacks, or special landscaping treatments. In some instances, policies that apply within Special Areas restrict uses or densities of the underlying Land Use Intensity category.

In addition to these Special Areas, the subregion includes four approved specific plans which are depicted on the map with a letter code in a cross-hatched overlay pattern. Specific plans are:

- “RK”--Rocking K
- “SK”-- South Kolb Road
- “SRR”--Santa Rita Ranch
- “VV”--Vail Valley Ranch

These Plans reflect approved zoning and create a level of planning detail that was consistently recognized during the planning process.

## PART I. SUBREGIONAL POLICIES

### A. ADMINISTRATION

The *Rincon Southeast Subregional Plan* is intended to guide future development in the subregion so that environmental quality, scenic resources, and community character are protected and enhanced.

The Land Use Map and plan Policies are implemented through the rezoning or planned area development process, *Land Use Code* ordinances and Development Standards, and the Capital Improvement Program process. All rezoning requests must comply with the Land Use Map. To be in compliance, rezoning applications must conform with the density requirements and permitted zoning districts for the land use intensity category in which the property is located. In addition, if the property lies within a designated Special Area, the rezoning application must comply with any special use or density restrictions. An amendment to the plan must be processed for rezoning applications that do not comply.

Plan policies are not ordinance standards or regulations but are recommended as conditions of approval for rezonings and planned area developments. These conditions are required in order to achieve the objective of the land use intensity category or to mitigate potentially negative impacts of the proposed development. The application of policies as conditions for rezoning

approval will depend on the nature of the rezoning proposal, including its density, site design, and impacts on existing natural and cultural resources.

## **1. Map Interpretation Policies**

- a. For project or site-specific planning, the City of Tucson Planning Department should be contacted for accurate locations and boundaries of land use intensity categories.
- b. Overlay zones established in the City of Tucson *Land Use Code* should be consulted prior to project-level planning. Overlay zones are: Airport Environs Zone (Division 24), Hillside Development Zone (Division 31), Historic District and Landmark Zone (Division 28), and Environmental Resource Zone (Division 34).
- c. When the limits of the 100-year floodplain are shown on the Land Use Map as a boundary between land use categories, the current location of the floodplain limits, as determined by a detailed site analysis, shall be the land use category boundary. This boundary may be modified by a flood control project approved by the City of Tucson Department of Transportation or the Pima County Department of Transportation and Flood Control District.

## **2. Site Analysis**

### *Intent*

Site Analysis requirements are intended to improve the quality of future development by identifying site constraints and opportunities prior to the actual site design process.

Given the sensitive terrain, wildlife habitat areas and proximity to public preserves within the Rincon Southeast Subregion, the Environmental Resource Report is the most appropriate site analysis procedure for rezonings within this subregion.

### **POLICIES**

- a. Applicants for rezonings within this subregion shall submit an Environmental Resource Report prepared in accordance with City of Tucson Development Standard 1-07.0.
- b. The development plan shall be based on the site analysis and implement plan policies through sensitive design and mitigation techniques that respond to site features and to the character of the surrounding neighborhood.



## **B. NATURAL AND CULTURAL RESOURCES**

### *Intent*

The protection of natural and cultural resources results in multiple benefits to the community, including flood control and watershed protection; open space, heritage, and habitat protection; and trails and other recreational opportunities. Because land use decisions may adversely affect these resources, policies within this section focus on the preservation of significant natural and cultural resources through site design requirements and incentives.

### **1. Open Space**

#### *Background*

There has been widespread public support for open space preservation within the Tucson metropolitan area, illustrated by numerous policies and ordinances adopted by the City of Tucson or Pima County during the past decade. These include floodplain, wash, and hillside development ordinances, as well as parks, open space and trails master plans.

A major regional effort that focused on open space preservation was spearheaded by the open Space Committee, a volunteer task force aided by City and County staff. The *Open Space Committee Report* (May 1988) inventoried existing and potential open space resources in the metropolitan area, including large public reserves, significant desert washes, trail access, and natural landmarks.

#### *Intent*

The goal of the *Rincon Southeast Subregional Plan* with regard to open space is to support an integrated regional open space system as proposed in Pima County *Open Space Committee Report* and the City of Tucson *Parks, Recreation, Open Space and Trails System Conceptual Map (PROST)*.

### **POLICIES**

- a. Natural open space (see Glossary) shall be designed to form a cohesive, unified whole within the project and, where applicable, to provide linkages to and integration within the regional open space system.
- b. Designated natural open space not dedicated to a public agency shall be included in deed covenants, conditions and restrictions.
- c. Provision of natural open space beyond minimum requirements may satisfy up to 60 percent of dedication for park acreage, based on two acres of designated open space for every one acre of park land, as may be approved by the Department of Parks and Recreation.

- d. Parallel utilities, whether above or below ground, shall be permitted across a natural wash or through natural open space areas only if no viable and economically feasible alternative is available.
- e. A mitigation plan for any encroachment on designated natural open space areas shall be submitted with improvement plans.
- f. Functional Open Space (see Glossary) shall be designed to provide areas for active and passive recreation, including nature trails, exercise trails, and active recreation areas. These shall provide visual relief, shade, screening, buffering, and environmental amenities. Where appropriate, uses shall encourage wildlife movement and provide mitigation and wildlife habitat enhancement.

## **2. Wildlife Habitat and Corridors**

### *Intent*

These policies are intended to recognize the value of the region's wildlife resources by protecting significant habitat and fostering the unimpeded movement of wildlife. Wildlife habitat and patterns of wildlife movement follow natural resource features, such as washes, rather than public or private boundaries. Therefore, to maintain the viability of resources within public preserves, it is important to establish appropriate and compatible land use patterns and activities on private lands adjacent to public reserves.

Protection of wildlife habitat and movement corridors includes both preservation and mitigation of negative impacts of development.

### **POLICIES**

- a. Areas shall be identified as significant wildlife habitat and corridors in accordance with the following:
  - 1) Critical and Sensitive Wildlife Habitats of Eastern Pima County Map accepted and endorsed by Mayor and Council in December 1989 or inventory update which supersedes this study;
  - 2) Environmental Resource Report prepared in accordance with City of Tucson Development Standard 1-07.0 (Environmental Resource Report).
- b. Areas identified on the Critical and Sensitive Wildlife Habitats of Eastern Pima County Map or in the Environmental Resource Report as Class I or Class II habitat shall be left in their predevelopment state, subject to the following exceptions:
  - 1) Washes: Disturbance within the wash area deemed critical and sensitive in the site analysis shall be permitted in association with roadway, utility and trail crossings; however:

- a) Encroachment shall not reduce the width of the critical and sensitive wash area by more than 20 percent at any cross-section of the critical and sensitive area. Additional reduction may occur only where necessary to provide floodwater retention requested by the Pima County Flood Control District or the City of Tucson Department of Transportation, or to provide for larger drainage structures so as not to impede movement of wildlife as approved by the Arizona Game and Fish Department;
  - b) Erosion protection shall only be permitted within the critical and sensitive wash area to protect fill slopes required for roadway, utility and trail crossings;
  - c) Construction impacts may affect up to ten percent of the low-flow channel length where defined channels exist, or up to ten percent of the length of the centerline of flow where braided or undefined channels exist, provided that a mitigation plan for any construction impacts within the critical and sensitive wash area shall be submitted as part of the development plan. The mitigation plan shall reflect predevelopment wildlife habitat and visual conditions as a baseline and provide for post-development replacement with species on the approved plant list (Development Standard 9-06.0, Drought Tolerant Plant List) or upon the written approval of the Planning Director or authorized representative. The replacement vegetation shall have a similar spatial arrangement in order to reestablish predevelopment habitat conditions.
- 2) Non-riparian areas: The Environmental Resource Report shall analyze non-riparian areas as to their value as wildlife habitat and address how impacts to these areas will be minimized.
- c. Development Subject to Additional Mitigation: Areas identified as significant wildlife habitat and corridors in the Environmental Resource Report but not designated for natural open space shall be subject to the following policies:
  - 1) Development plans shall describe design mitigation proposed to minimize negative impacts to these areas.
  - 2) In order to preserve habitat areas and corridors as cohesive, unified and contiguous areas, development plans shall be required to show the relationship of on-site significant wildlife habitat and corridors with habitat areas and corridors on adjacent properties.
  - 3) Landscaping shall be designed to enhance or recreate the existing natural wildlife habitat.
  - 4) Golf course construction within significant wildlife habitat or corridors shall be designed to minimize disturbance of native vegetation.
  - 5) Fencing shall be designed to provide wildlife with pass-through opportunities. Solid barrier fencing which impedes wildlife movement shall be prohibited.
  - 6) Access to public lands from residential developments shall be restricted to designated trail access points.
- d. In cases where open space benefits conflict with the protection of wildlife habitat and corridors, wildlife protection shall be the primary concern and shall have precedence except when public safety is a concern.

### 3. Regional Trail System

#### *Intent*

Regional trail system policies are intended to support the implementation of a public trails network, as identified in *Eastern Pima County Trail System Master Plan (Master Plan)* and shown on the City of Tucson *Parks, Recreation, Open Space and Trails System Conceptual Map (PROST)*. Examples of high priority trail system elements include, but are not limited to, primary trails identified in the *Master Plan*, trail corridors that link individual public lands units, connect public lands with existing or planned river parks, create local trail linkages to parks, schools, or activity centers, or provide public access to established public lands trails. The regional network will expand on the existing and planned river park system to include natural tributary washes and upland segments, and road and utility rights-of-way that together will form an interconnected system linking urbanized areas with surrounding public preserves.

#### POLICIES

- a. As determined by the Department of Parks and Recreation, dedication of particular trail system elements shall be required as a condition of rezoning approval and shown on the development plan or plat.
- b. Regulatory floodprone areas which are dedicated as drainage easements to the City of Tucson or Pima County Flood Control District and which are identified as trails on the *Master Plan* or *PROST* shall also allow additional uses, such as recreational and equestrian activities, in the dedicated right-of-way or easement. Such allowable additional uses shall be designated on the development plan or plat as part of a master circulation plan.
- c. Any fencing of or along an existing or proposed trail corridor shall meet the specifications of the Department of Parks and Recreation and said specifications shall be included as a condition of rezoning or planned area development approval.
- d. Vehicular access to trailheads at public preserve boundaries shall be promoted, based on a determination by the public lands manager and the Department of Parks and Recreation. In those cases where road access to public lands trailheads is deemed critical, dedication of public roads rights-of-way and associated parking and equestrian staging areas shall be required as a condition of rezoning or planned area development approval.
- e. Trails and paths within the project site shall connect with the regional trail system to provide access to open space and recreational opportunities for community residents. Application of this policy will be determined by the developer and the Department of Parks and Recreation.
- f. If the project site contains a route identified on the *Master Plan* or *PROST* that provides irreplaceable access to a public preserve boundary, public access through the site shall be provided.

## 4. Park Acquisition

### *Background*

Tucson's natural setting and favorable climate promote recreation nearly year-round. Residents and visitors alike view recreation as a necessity rather than a nonessential amenity. The variety of parks in the metropolitan areas, which range from traditional sports-oriented parks to river parks and more natural parks, respond to the diversity of park users.

As the City of Tucson expands beyond its current boundaries into foothill areas, the need to acquire natural parklands and support linkages between these and other urban parks with regional trails and open space will become more important. This realization was the primary impetus for the establishment of the Open Space Committee in 1985, the subsequent *Open Space Committee Report*, and the City of Tucson *Parks, Recreation, Open Space and Trails System Conceptual Map (PROST)*.

### *Intent*

It is the intent of parks acquisition policies to support the acquisition of land and the phasing of park development according to public needs and available funding. Because new development, especially residential development, puts demands on park and recreation facilities, it is important to evaluate available facilities, the level of service demand associated with future development, and the type of facility most appropriate to the geographic area and recreational user. This will help determine the fair share contribution from future development toward meeting park needs.

## POLICIES

- a. The impact of development on park needs, and the role of the developer in meeting a proportionate share of those needs, shall be determined by the Department of Parks and Recreation as part of the rezoning or planned area development review process.
- b. Developer contributions to park acquisition and improvement may be met through dedication of park sites as a condition of rezoning, provision of new recreation facilities and recreation amenities, or support of existing recreation facilities, as approved by the Department of Parks and Recreation.
- c. Dedication of neighborhood parks, or designated recreation areas within the proposed development, as approved by the Department of Parks and Recreation, shall be encouraged in all housing developments where parks are not within a reasonable distance.

## **5. River Parks**

### *Intent*

Existing and planned river parks form the spine of the regional trail system, and are identified as primary trails in the *Master Plan* and *PROST*. River park policies are intended to ensure that development along existing or planned river parks will support and enhance this important regional recreational asset. Park nodes along the river park corridor provide recreational amenities similar to those available in neighborhood parks, but at a reduced scale depending on the size and location of the nodal park.

Because river parks, and their associated nodal parks, are constructed by the Pima County Department of Transportation and Flood Control District and maintained by the City and County Departments of Parks and Recreation, interjurisdictional cooperation will be important in the review of development proposals in proximity to the river park system.

### **POLICIES**

- a. **Impacts of Existing River Parks:** The effects of proposed development in proximity to existing river parks shall be addressed in the site analysis, and include the impacts the development may have on the carrying capacity of the river or nodal park (and associated parking), visual resources/viewshed protection, and provision of public access.
- b. **Impacts on Planned River Parks:** If the development site is traversed by or adjacent to an identified but currently unimproved segment in the river park system, sufficient right-of-way shall be dedicated to Pima County or the City of Tucson to assure provision of public access and continuity of river park design. Requirements shall be determined by the City and County Departments of Parks and Recreation, the City Department of Transportation, and Pima County Department of Transportation and Flood Control District.
- c. **Orientation to River Parks:** In addition to public access and right-of-way policies (a. and b. above), all development adjacent or within close proximity to existing or planned river parks shall recognize the river park as an amenity by providing, through innovative site design, opportunities for visual and physical orientation to the river park, as well as public access to the river park from within the development. This is particularly important for commercial properties.

## **6. Site Selection and Park Design**

### *Intent*

Site selection and park design policies are intended to guide park development in the event the developer's contribution for recreation facilities is provided through site dedication, design or construction.

## POLICIES

- a. Park sites shall be designated on land that is suitable for serving as a park, as determined by the Department of Parks and Recreation. Drainageways or land fragments may be credited as parkland if these areas provide natural open space contiguous to the developable park site.
- b. Parks shall be located for safe and convenient access by pedestrian and bicycle pathways from the neighborhood they are designed to serve.
- c. Parks shall be built to the Department of Parks and Recreation standards and shall be subject to the following guidelines:
  - 1) Multi-use areas that are planned for both park and detention/retention purposes shall be designed in accordance with the Pima County/City of Tucson stormwater detention/retention manual.
  - 2) Park design shall minimize the potential adverse impacts of lighting, parking, and access on the natural environment and existing adjacent neighborhoods, as determined by the Department of Parks and Recreation.
  - 3) Conceptual and final design must be approved in writing by both the City Engineer and the Department of Parks and Recreation.

## 7. Slope

### *Intent*

Slope policies address environmental, public safety, and aesthetic concerns. Their overall intent is to promote development that minimizes grading and soil erosion and protects views of natural landmarks and prominent peaks and ridges. These policies supplement existing grading regulations and development standards in order to underscore the need to encourage sensitive site design that preserves existing topography and vegetation.

## POLICIES

- a. Areas with slopes 25 percent or greater, as determined in accordance with Development Standard 9-04.0, Hillside Development Site Improvement, shall be left in their pre-development state.
- b. Areas with slopes between 15 percent and 25 percent shall be evaluated as part of the rezoning site analysis to determine whether these areas should be left as natural open space. If, after site analysis, development is allowed on slopes between 15 percent and 25 percent, such development shall be situated, and adjacent areas landscaped, to minimize negative visual impacts.

- c. To reduce erosion and minimize the negative visual impact of grading, access roads and driveways shall be designed to conform as closely as possible with the natural contours of the site.

## **8. Turf Irrigation**

### *Intent*

Although water conservation is an important issue for small as well as large-scale development projects, the following water reclamation policies are intended to guide large-scale development, especially planned communities with golf courses and large common areas covered with turf.

### **POLICIES**

- a. Maximum use of renewable water supplies shall be required whenever possible, for the irrigation of golf courses and turf areas within large-scale development projects. Renewable water supplies are either effluent or Central Arizona Project water. Until renewable water is available for use, potable ground water for turf irrigation shall be permitted in the interim under the following conditions:
  - 1) A facility plan, which demonstrates the use of state-of-the-art water conservation measures, is submitted and approved with the landscaping plan.
  - 2) A plan has been approved for the replacement, within a fixed period of time, of potable ground water with renewable water.
  - 3) An irrigation system has been designed and labeled to meet specifications for the use of renewable water.
  - 4) Assurances in the form of cash or a bond shall be required of the developer to assure conversion to use of renewable water, in the event of a default on the development project.
- b. Effluent shall be properly treated and used in such a manner that it will have no adverse impact on the quality of existing ground water as determined by the Pima County Department of Environmental Quality.

## **9. Archaeological and Historic Preservation**

### *Background*

The federal government has long affirmed through federal law the principle that historic preservation is an important element in maintaining and preserving American heritage on the local, state, and national levels. The development of a system of historic preservation laws and regulations spans the last 85 years. The National Historic Preservation Act created the National Register of Historic Places and procedures to protect archaeological and historical sites that are of sufficient significance to merit eligibility to the National Register.



Statutory support for the protection of archaeological and historical sites in Arizona includes the Arizona Antiquities Act ARS41-841, et. seq. and the State Historic Preservation Act ARS41-861, et. seq. In 1990, the Arizona legislature passed two State laws that protect human burials and associated artifacts on both private and State land. In the City of Tucson, historic preservation policy derives from compliance with federal and state laws and local ordinances. The City of Tucson has long recognized the importance of preserving its architectural legacy. In response to the loss of many historic structures in the 1960's under the Urban Renewal Program, the City adopted the State's first historic zone ordinance in 1972. This ordinance has fostered neighborhood vitalization and landmark protection by designating both historic districts and individual sites. In the same year the Tucson-Pima County Historical Commission was established. During the past two decades the Commission has served as the primary advocate for heritage preservation throughout the region.

Much of this preservation activity has focused on Tucson's historic and architectural resources. However, as the City expands beyond its current boundaries into areas that have not been developed and urbanized, preservation of the archaeological resources--the evidence of Hohokam and later Native American cultures--will become more important.

Because construction projects undertaken by City departments may disturb archaeological or historic sites, City policy addresses the dual need for preservation and documentation of these resources during the course of public works projects. City of Tucson Resolution #12443, adopted in October 1983, acknowledges the need for "adequate documentation and professional preservation of the City-County's historical and archaeological sites" and directs "a review by the Arizona State Museum/University of Arizona of all construction projects being undertaken by the City of Tucson thought to potentially impact known archaeologically sensitive areas."

### *Intent*

Cultural heritage is a mosaic of a community's archaeological legacy, historic buildings and neighborhoods, and living culture as shown in the expression and celebration of ethnic diversity, regional folkways, and art.

Cultural resources policies support the preservation or restoration of archaeological, historical and cultural sites that are eligible for inclusion to the National Register of Historic Places and the City of Tucson Historic Districts and Landmark Zone. In addition, these policies provide general support for existing neighborhood plans and historic districts that seek to maintain neighborhood integrity, stability and architectural character.

Policies supplement site analysis requirements by providing further guidance to the petitioner, based on project size and probable impact to cultural resources. Many of the policies highlight the need for preservation, rather than mere documentation or mitigation of significant cultural resources.

## POLICIES

As appropriate to the development proposal and site characteristics, the following procedures may be required:

- a. **Site Inventory:** An inventory of archaeological and historical sites shall include a summary of records maintained at the Arizona State Museum for parcels that have already been surveyed.
- b. **Site Survey:** If recommended by the Arizona State Museum or the State Historic Preservation Office, parcels that have not been inventoried shall be field surveyed by a professional archaeologist, and any resources encountered shall be recorded in accordance with guidelines established by the Arizona State Museum and the State Historic Preservation Office.
- c. Based on the inventory or survey process, significant archaeological and historical sites shall be evaluated by a professional archaeologist and/or architectural historian, as appropriate, for designation under the City historic zone ordinance and eligibility to the National and State Registers of Historic Places.
- d. If the site analysis and/or development plan discloses a potential negative impact on historic districts, landscapes, landmarks, or archaeological sites, preservation of the resources in designated natural open space areas is the preferred treatment. An inventory summary and preservation plan shall be included in the site analysis. Techniques for assuring in-place preservation may include periodic inspection of sites and the required use of fences or other physical barriers.
- e. **Archaeological Testing:** If preservation in designated natural open space is not possible, sufficient sub-surface test excavations shall be conducted to establish the research potential of the site and the nature and extent of the archaeological deposits. The goals of the testing will be to provide salient information for the development of a research design and to establish a cost effective and efficient data recovery plan.
- f. **Research Design & Mitigation Plan:** Based on the results of archaeological testing or the recommendation of the Arizona State Museum, a research design and mitigation plan may be required. The research design shall delineate further productive areas for scientific investigation and provide direction for the development of a mitigation plan, including the following:
  - 1) The mitigation plan shall detail strategies for the management of the subject cultural resources and include a plan of work for implementation that may include further testing, sampling strategies, in-place preservation and protection, interpretive exhibits, and data recovery for those sites to be impacted or destroyed by the proposed development.
  - 2) Unless specifically indicated in the mitigation plan as archaeological sites to be affected or destroyed by the proposed development, no physical disturbance

- (including collection of artifacts or excavation) of archaeological or historical sites shall be permitted.
- 3) Unrecorded archaeological materials unearthed during construction activities shall be reported by the Developer to the Planning Director. Reasonable and cost efficient measures will be taken to document these archaeological features and materials by a professional archaeologist.
  - 4) Except as necessary for avoidance and protection of the cultural resources, the Developer shall restrict information on the location and nature of the cultural resources within the development plan area. No site will be promoted for public or private access unless so stipulated in the mitigation plan.
- g. Phased development plans: If the development activities are phased, a mitigation plan and plan of work shall be developed for each planning area that contains cultural resources. In the event that an archaeological site spans more than one planning area, a single plan of work shall be prepared and implemented for the entire archaeological site.
- h. Implementation of Mitigation & Data Recovery Plans: The approved mitigation and data recovery plans shall be implemented prior to any ground disturbing activities for development. Documentation will be forwarded to the City of Tucson Planning Director that the relevant portion(s) of the mitigation plan has been implemented and the field work completed by a professional archaeologist. This documentation shall be submitted prior to or at the time of application for a grading permit. Analyses, report preparation and curation are mitigation tasks that shall be completed by the professional archaeologist following the field work phase of the data recovery effort.
- i. Human Burials: In the event that human remains, including human skeletal remains, cremations and/or ceremonial objects and funerary objects are found during scientific excavation or construction, ground disturbing activities shall cease in the immediate vicinity of the discovery. State law requires that the Arizona State Museum be notified of the discovery of these remains so that, in consultation with Native American communities, appropriate arrangements can be made for their repatriation and reburial by cultural groups who claim cultural or religious affinity to them.
- j. Technical and Professional Standards & Guidelines: All aspects of the archaeological mitigation and data recovery efforts shall be conducted by a professional archaeologist using accepted professional standards and practices.

## **C. SITE PLANNING AND DESIGN GUIDELINES**

### **1. Site Design**

#### *Intent*

The following site design policies address the effect of cluster development on adjacent neighborhoods. Cluster development is a development approach in which building lots are reduced in size and buildings are sited closer together in order to preserve open space, native vegetation, washes, significant topography, and historic or archaeological resources. Clustering can also provide on-site amenities, such as common areas, improved pedestrian circulation, more harmonious architectural styles and building relationships. In contrast to conventional “cookie cutter” subdivisions, cluster development offers flexible buffering and screening standards which can protect the character of adjacent neighborhoods. Finally, cluster development is more cost-effective since the grouping of units means more economical use of land, less grading, more efficient design of roads, utilities, and other services.

These policies focus on cluster development because the Low Intensity Urban (LIU) land use plan designation provides an opportunity for substantial increases in gross density if the development complies with open space requirements of the cluster option. The policies are intended to underscore the belief that density can be increased while protecting the context of existing neighborhoods.

#### **POLICIES**

- a. Cluster and Density Increase Options: The allowance of cluster options and increases in gross densities provided under Low Intensity Urban (LIU) plan designations shall be contingent upon evidence presented in the required site analysis and subsequent development plan that:
  - 1) the locations of cluster and natural open space areas are an appropriate response to site features, based on creatively accommodating development to the opportunities and constraints of the site; and
  - 2) any adverse impacts of increased density on natural or cultural site resources or on adjacent neighborhoods can be mitigated. Cluster development shall be reviewed for compliance with the criteria in the Cluster Option Report Checklist, Development Standard 1-07.0.
- b. A buffer shall be provided to protect the context of existing neighborhoods. Buffers shall be designed to mitigate adverse impacts of sound, views, and traffic and may include landscaping, screening, pathways, drainageways, and natural features. Should the development be clustered at the edge of the project site, the project site design shall include adequate buffering, as determined by the Planning Director, to existing lower-density neighborhoods. This buffering/screening requirement may be in addition to requirements provided in Section 3.7.1 through 3.7.3 of the Land Use Code.

## **2. Circulation**

### *Intent*

The following circulation policies focus on providing a quality pedestrian experience within both residential and commercial developments. The policies emphasize creative site design and performance objectives that promote a pedestrian-friendly environment.

### **POLICIES**

- a. The development shall provide pedestrian linkages to the regional trail system and safe access to community facilities, employment centers, schools, and adjacent commercial nodes.
- b. Safe and accessible pedestrian circulation within the development shall be provided. Flexible design solutions to pedestrian circulation must meet the intent of the City of Tucson Development Standard 2.08.0, Pedestrian Access, and the Americans with Disabilities Act (ADA) requirements.
- c. Circulation patterns shall discourage transitory automobile traffic flows through existing neighborhoods.
- d. Higher-density residential, commercial, and office uses shall include appropriately designed internal circulation in order to prevent individually accessed and signed strip commercial development. The functional orientation of these developments shall consider and provide for pedestrians as well as passing automobile traffic.

## **3. Landscaping**

### *Intent*

Although development activity by its very nature results in radical changes to site features, including the site's vegetative cover, sensitive site planning accommodates human use of the land with preservation of unique site features. For those areas planned for intense development, innovative design and construction techniques can lessen negative site impact. Appropriate landscape design and the use of native plants can restore the sense of place unique to the Sonoran Desert.

The intent of the landscape preservation plan, along with site analysis requirements of the Environmental Resource Report (Development Standard 1-07.0), is to encourage the in-place preservation of healthy trees and shrubs and, if preservation is not possible, successful plant salvage and relocation.

Policies in this section supplement Division 7 of the *Land Use Code* (Landscaping and Screening Regulations) and Landscaping and Screening Standards and Landscape Plan Content and

Specifications (Development Standards 2-06.0 and 2-07.0) by providing guidelines for the development of a landscape preservation plan for those sites with significant plant species or habitat areas.

## POLICIES

- a. An acceptable plant preservation plan completed by a qualified professional shall be a condition of rezoning if the site analysis identifies any of the following on-site features:
  - 1) Threatened and/or endangered plant species;
  - 2) Plants listed in Appendix A of the Arizona Native Plant Law;
  - 3) Significant wildlife habitats and corridors (see Plan Policy II.B.2);
  - 4) Areas of riparian vegetation.
- b. The plant preservation plan shall clearly delineate areas to be preserved, including the fencing of no-grade areas. The City Landscape Inspector shall field verify compliance with grading limit lines.
- c. Wherever on-site features as noted in policy a. above can not be preserved, landscape design and construction shall promote the use of transplanted, on-site desert plants, container plants, seeded desert plants and inorganic groundcover. This requirement shall be particularly emphasized on all landscaped areas abutting public rights-of-way, scenic and gateway routes and landscaping having high public visibility.
- d. Saguaros of a height of six feet or less that can not be preserved in place or relocated on-site shall be replaced on a one-to-one height basis with nursery grown or permitted and tagged saguaro transplants (as per Arizona Native Plant Law requirements).
- e. Saguaros measuring over six feet that can not be preserved in place or effectively relocated on-site shall be replaced, within the site area, with two or more nursery grown or permitted and tagged saguaro transplants whose combined height equals that of the saguaro that is lost.
- f. The preservation plan shall specify salvage and transplant procedures, soil preparation and a maintenance schedule for all relocated plants, and include assurances that saguaro and other cacti salvage shall be performed by a professional using equipment appropriate for the size of the plant being moved.

## 4. Scenic and Gateway Routes

### *Background*

The interest in scenic routes and protection of scenic quality is not new. In the 1930s, a scenic roadway movement swept the country and resulted in the creation of many scenic parkways, including the Blue Ridge Parkway, now administered by the National Park Service. In the 1960s, the federal government began to study the feasibility of a national scenic highway system. During the following decade, many states initiated scenic road programs and designated statewide scenic byway systems. States which are popular tourist destinations have instituted scenic highway programs in order to increase tourism, preserve historic roadside landmarks, and protect distant scenic vistas. In 1982 the State of Arizona passed legislation (ARS41-512 through ARS41-518) which provided for the establishment of Parkways, Historic and Scenic Roads on Arizona City, County, Indian, State, and Federal Routes.

Although Arizonans might not agree on a definition of “scenic quality” or “visual resources,” residents and visitors alike share the belief that a panorama of desert and foothills, covered with saguaros and silhouetted against a distant mountain ridge, is “beautiful.”

Much of the scenic and topographic diversity of desert, foothills and mountain ranges in the Tucson metropolitan area is protected in public reserves that surround the city. But the view of these premier natural resource areas can be marred by insensitive development. This is the basis for regional efforts to preserve scenic quality and improve the appearance of the urban streetscape.

Through the designation of scenic and gateway routes, local elected officials have recognized that protection of scenic resources provides long-term economic and environmental benefits. In addition to City actions, regional efforts to protect scenic values include scenic route designation on the *Pima County Major Streets and Routes Plan*, and policies dealing with scenic corridors, protection of viewsheds, and natural landmarks in the County comprehensive plan and Marana and Oro Valley general plans.

The City of Tucson *Major Streets and Routes Plan (MS&R)* identifies *scenic* and *gateway routes* to protect the City’s unique visual setting and economic well being. According to the *MS&R*, *scenic* and *gateway routes* must meet several criteria.

As a primary condition for City designation, *scenic* routes lead to recreation areas or are driven for their own enjoyment. In addition, they generally provide mountain, foothills or City vistas, conform to the natural topography, and have significant native vegetation, geologic formations, archaeological, historic or cultural features. Development regulations along scenic routes promote preservation of native vegetation and view protection.

*Gateway* routes are generally regional corridors identified for future street improvements and are used regularly by a large number of visitors and residents to reach major employment areas, shopping centers, and recreation areas. As such, their appearance is important to the overall

image of Tucson. There are special development criteria for gateway routes and a review process that includes the Development Review Board.

The policy translation of County scenic routes to the *Rincon/Southeast Subregional Plan* has involved a two-step process. First, routes designated as scenic on the County *Major Streets and Routes Plan* have been evaluated, using City *MS&R* classification criteria. Since the City has two classifications for special routes, *scenic* and *gateway*, the translation is a reclassification to the most appropriate City special route designation.

For the purposes of establishing nomenclature and scenic and gateway routes policy within this subregional plan area, routes that meet City scenic route criteria have been reclassified *scenic class 1* routes, while those that meet gateway criteria have been designated *gateway* routes.

If the County designated scenic route does not meet City criteria for either scenic or gateway designation, the route is shown as a *scenic class 2* route on the subregional map. The majority of routes reclassified as *scenic class 2* routes are roadways that meet several secondary criteria under the City's *MS&R* scenic designation, such as scenic vistas, conformance to natural topography, and retention of native vegetation, but fail to satisfy one of the mandatory requirements--that the route is driven for its own enjoyment or leads to recreation areas. Many *scenic class 2* routes are local collectors that are driven by residents who live within the immediate area. As with *scenic class 1* and *gateway* designations, *scenic class 2* is an interim classification which will be reevaluated at the time the route is included within the City Limits. Development standards to provide protection to these routes within the City will be comparable to current County requirements for scenic routes.

In addition to existing County-designated scenic routes, additional routes recommended by County plan policies for scenic designation have been evaluated, using the same criteria. That is, they are designated *scenic class 1* or *gateway* according to *MS&R* criteria, or *scenic class 2*.

#### *Intent*

The purpose of the following policies is to preserve and enhance scenic quality within the Rincon Southeast Subregion by designating *scenic class 1*, *gateway*, and *scenic class 2* routes. (See **Figure 3** on the following page). These special route designations will ensure that roadways and adjacent development will be sensitively designed to protect scenic vistas and native vegetation and to enhance the appearance of Tucson's built environment.

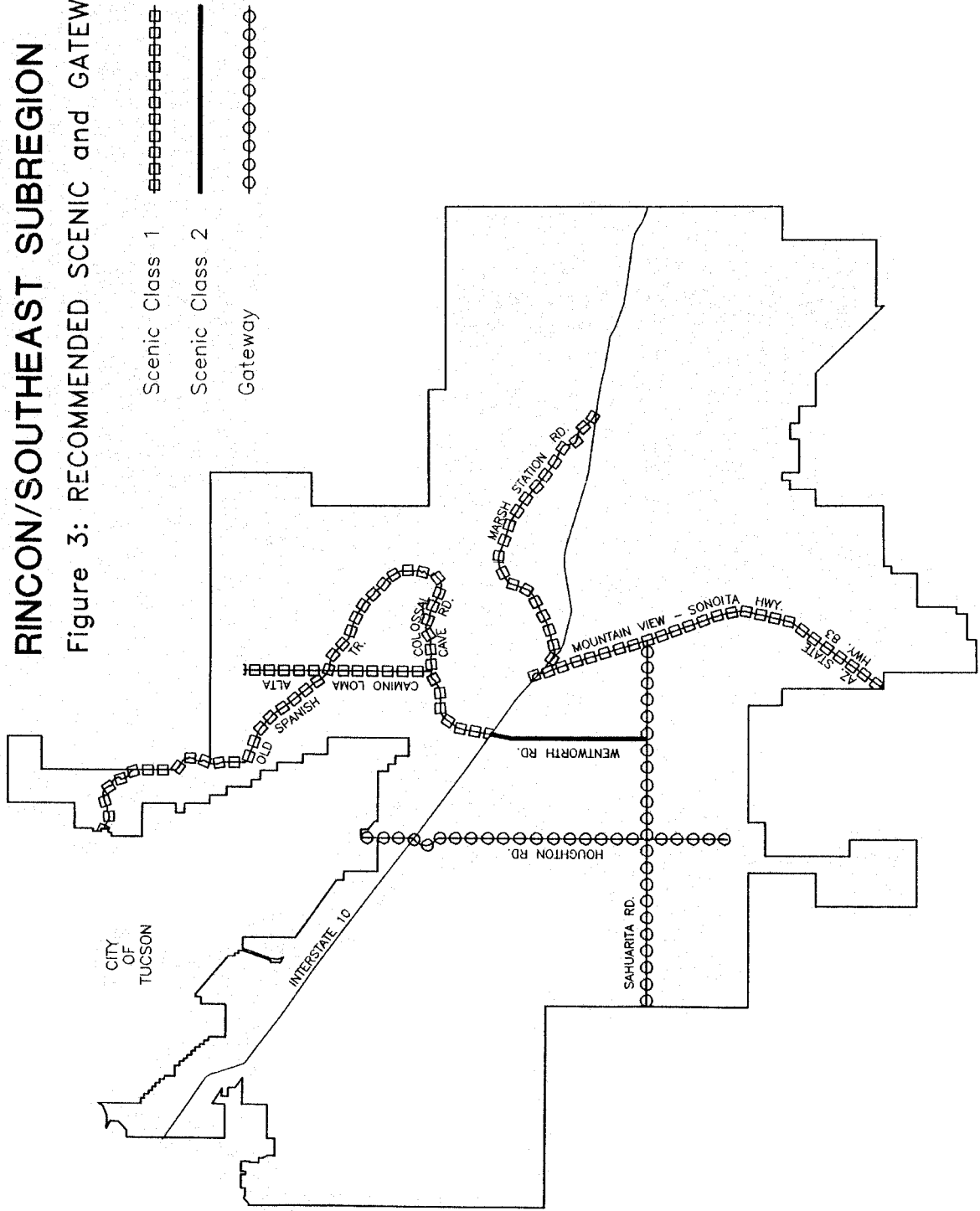
#### POLICIES:

- a. The following routes, located within the Rincon Southeast Subregion and currently designated as scenic routes on the Pima County *Major Streets and Routes Plan*, are recommended as *scenic class 1* routes, based on the City of Tucson *MS&R classification* criteria:



# RINCON/SOUTHEAST SUBREGION

Figure 3: RECOMMENDED SCENIC and GATEWAY ROUTES



### **Scenic Class 1 Routes**

Colossal Cave Road

Mountain View-Sonoita Highway (Arizona State Hwy. 83)

Old Spanish Trail

- b. The following routes located within the Rincon Southeast Subregion and currently designated as scenic routes on the Pima County *Major Streets and Routes Plan* are recommended as *gateway* routes, based on City of Tucson Major Streets & Routes classification criteria:

### **Gateway Routes**

Sahuarita Road

Houghton Road

- c. In addition to routes reclassified in accordance with policies a. or b. above, the following routes are recommended for scenic designation by *PCCP* policy and are reclassified as follows:

Camino Loma Alto, Scenic Class 1

Marsh Station Road, Scenic Class 1

Wentworth Road, Scenic Class 1

- d. Upon annexation, these routes shall be designated on an interim basis on the City of Tucson *Major Streets and Routes Plan (MS&R)* pending public review and subsequent *MS&R* amendment process.
- e. Based on public review and the subsequent *MS&R* amendment process, development along *scenic class 1*, *scenic class 2*, and *gateway* routes as shown on the *Rincon/Southeast Subregional Plan* map shall be in accordance within Section 2.8.2 (Scenic Corridor Zone), Sections 2.8.4 (Gateway Routes), and Development Review Board Gateway Route Design Guidelines (Development Standard 2.01.0) as amended.
- d. In addition to routes reclassified in accordance with policies a., b. or c. above, the following routes are recommended for scenic designation by *PCCP* policy and are reclassified as follows:

San Joaquin Road, between Sandario and Valencia Roads: Scenic Class 2

Speedway Road, west of the City limits: Scenic Class 1

Trails End Road: Scenic Class 2

- e. Upon annexation, these routes shall be designated on an interim basis on the City of Tucson *MS&R*, pending public review and subsequent *MS&R* amendment process.
- f. Based on public review and the subsequent *MS&R* amendment process, development along *scenic class 1*, *scenic class 2*, and *gateway* routes as shown on the *Rincon Southeast Subregional Plan* Map shall be in accordance with Section 2.8.2 (Scenic Corridor Zone) and Section 2.8.4 (Gateway Corridor Zone).

## **D. PUBLIC SERVICES AND FACILITIES:**

### *Intent*

To varying degrees, depending on the type of project and intensity of use, development puts demands on public services and infrastructure. The policies within this section supplement regulations in various sections of the City of *Tucson Code* and Development Standards or, in the case of wastewater policies, address infrastructure improvements that are the purview of Pima County Wastewater Management.

The purpose of these policies is to ensure that the direct and indirect impacts of development will be considered during the rezoning process.

## **1. Transportation**

### **POLICIES**

- a. An application for a rezoning that proposes 100 units or more shall complete a Services Impact Report, Development Standard 1-07.0. Parameters and the extent of the transportation impact studies shall be established on a case-by-case basis by the City of Tucson Transportation Department.
- b. City of Tucson standards for roadway design may be modified by the Mayor and Council if the design provides substantial environmental protection and meets minimum safety standards.
- c. A rezoning or planned area development which generates traffic demands in excess of level of Service D for the affected roadways shall not be approved unless concurrent improvements are funded and scheduled.
- d. Developers shall provide bikeway facilities in conjunction with all types of development when determined appropriate by the City of Tucson Department of Transportation.

- e. Where appropriate, bike facilities within developments shall connect to routes shown on the *Bicycling: PAG Regional Plan* (February 1993), or to routes within adjacent developments, particularly when the adjacent development connects to the regional bikeway plan system.

## **2. Wastewater**

### **POLICIES**

- a. **Sewer Line Infrastructure:**
  - 1) All nonresidential development and residential development at densities of 1.0 residences per acre or greater shall be connected to the public system in a manner acceptable to Pima County Wastewater Management Department (PCWWMD).
  - 2) The PCWWMD reserves the right to determine the ownership classification of all new interior/on-site sewage collection systems.
  - 3) Sewer line easements and rights-of-way may be located within areas designated as natural open space provided that alternative routes are not feasible from an engineering or economic standpoint. These new sewer alignments shall require the approval of PCWWMD, City of Tucson Department of Transportation, and Pima County Department of Transportation and Flood Control. The area contained within these sewer line easements or rights-of-way may not be included in the computation of natural open space but may be credited toward fulfillment of functional open space requirements of the density range on an acre-by-acre basis.
  - 4) Sewer construction plans shall require the contractor to revegetate disturbed areas. A plan for the revegetation of these disturbed open space areas shall be established during the review of the associated tentative plat or development plan.
  - 5) All sewer lines and other wastewater transporting facilities within the development shall be paid for with private funds.
  - 6) Installation of all utilities and infrastructure shall be phased to coincide with development of individual subdivisions and shall be sized generally to accommodate future needs.
- b. **Sewage Treatment Facilities:**
  - 1) All new wastewater treatment/reclamation facilities shall be public.
  - 2) All new wastewater treatment facilities shall be financed by all parties, persons and/or landholders who either benefit from the improvements or who have created the need for their installation.
- c. **Solid Waste:**
  - 1) The creation of additional solid waste facilities and sites shall be subject to the review and approval of the City of Tucson. All solid waste facilities shall be publicly owned and operated.
  - 2) The City of Tucson reserves the right to designate and require the dedication of any site suitable for a solid waste transfer station and/or landfill.

### **3. Flood Control**

#### **POLICIES**

- a. Washes with a base flood peak discharge equal to or greater than 100 cfs shall be evaluated in the rezoning site analysis and during the development process for maintenance of natural conditions and preservation of existing riparian habitat. Opportunities for transferring densities to other areas of the property in order to preserve habitat shall also be described during the development process.
- b. Flood control planning and design shall be administered on an area-wide basis, and shall be compatible with applicable City or County masterplans. Drainage improvements shall be consistent with the overall character of the area and shall neither create nor worsen existing drainage problems.
- c. Road crossings of washes identified for preservation shall be designed to cross the floodplain with only minor encroachment. Reducing the floodplain width may be acceptable based on site-specific characteristics, including, but not limited to, achieving on-site detention requirements, or facilitating wildlife or pedestrian access.
- d. When modifications of watercourses are proposed which will result in significant reduction of over-bank storage, the City Engineer may require a study to demonstrate that the proposed encroachment will not significantly increase downstream peak flood discharges, or create adverse impact within the watershed. Regional effects shall be analyzed as necessary, and the study limit may be determined by the City Engineer.
- e. Where mitigation or restoration is required, projects shall not be considered complete until the vegetation is established and accepted by the City of Tucson Department of Transportation. If the project is considered otherwise complete, a separate and enforceable agreement to ensure completion of said requirements shall be entered into by the City of Tucson Department of Transportation and the developer.
- f. Alternatives to locating a utilities corridor parallel to, and within the floodplain of, watercourses identified for preservation shall be investigated in order to lessen the impact on riparian habitat and to avoid the costs of structural flood control works. Should the riparian habitat be affected, appropriate mitigation in an approved location shall be required.
- g. Development located in flood hazard areas which propose uses or densities consistent with urban land use intensity categories shall be designed to remove the area from flooding hazards.

- h. When public or private development is planned for a parcel or parcels equal to or greater than 80 acres, a sub-basin management study may be required, at the discretion of the City Engineer. The scope of work shall be determined by the City Engineer and shall include, at a minimum, an evaluation of the existing and post-development watershed conditions.

#### **4. Schools**

##### **POLICIES**

- a. The siting of new public schools shall be made by the affected school district in conjunction with the review of rezonings to ensure that adequate and appropriate land is available for public school sites according to current school district criteria. In the case of planned area developments, the City may assist the school district in identification and provision of school sites.
- b. School Impact - An application for a rezoning or Planned area development that proposes 100 units or more shall be accompanied by a school impact analysis. The impact analysis shall be distributed to the applicable school district prior to the rezoning public hearing. A school impact analysis shall consist of a breakdown of additional students (elementary, junior, senior high), and an estimate of additions to the school district tax base.

## PART II. SPECIAL AREA PLAN POLICIES

### 1-00 PLANNED DEVELOPMENT SPECIAL AREAS

#### 1-04 Empirita Ranch

**Location & Description:** Potential satellite community in eastern portion of subregion, formerly identified as Communities 2 & 5 in the Empirita Ranch Area Plan (ERAP).

**Purpose:** The purpose of the Empirita Ranch Special Area is to provide special policies and conditions of approval that will guide planned community development for that portion of the Empirita Ranch Area Plan (ERAP) not included within the proposed Las Cienegas National Conservation Area (designated as Resource Conservation [RC] on the *Rincon/Southeast Subregional Plan Map*). The Empirita Ranch Area Plan Policy Statement is incorporated in principle as the policy framework for the Empirita Ranch Special Area.

#### POLICIES

- A. Development of urban land uses within this Special Area shall be in accordance with provisions of Section 2.6.3 (Planned Area Development Zone) of the City of Tucson *Land Use Code*. In addition to conforming to all guidelines and requirements of the Special Area, the planned area developments shall provide more detailed information on land use, open space, transportation and other issues. Included in the planned area development(s), and/or preliminary issue-oriented studies noted below, shall be a market study defined as an economic study identifying the market demand for each land use contained in the planned area development. The following studies shall be submitted and tentatively approved: basin management study, transportation study, water budget, school study, and wastewater study. In addition, prior to approval of any planned area development within the Special Area, intergovernmental agreements (IGA) shall be reached, at least in principle, for any areas of service involving the City of Tucson and Pima and/or Cochise counties, including specifically, but not limited to, sewer service, police, fire protection, and flood control.
- B. Project Phasing: Project Phasing shall be addressed at the planned area development level.
- C. Performance and Design Criteria: Performance and design criteria shall be addressed at the planned area development level. Specific mechanisms shall be included in these criteria to delineate methods for increasing numbers of dwelling units above the minimum permitted. Criteria include:
  - 1. Sufficient interstate connections serving the project, with fully improved and signalized intersections and arterial connections thereto.
  - 2. Exceptional use of functional common open space and pedestrian circulation.
  - 3. Above-standard flood control improvements, both on-site and off-site.
  - 4. Exceptional employment of water conservation measures, including but not limited to above-standard landscaping involving use of low water-consuming native vegetation, restoration/reclamation, and preservation of existing vegetation.

- ..5. Exceptional use of clustering to preserve open space, protect views, and preserve wildlife habitats.
6. Additional supply of a quality water supply, use of which will have no adverse impact on existing development and the surface flows in the Las Cienegas National Conservation area.
7. Effective use of solar energy sources.
8. Adequate sewage capacity to support additional dwellings.
9. Infrastructure sufficient to support additional density.
10. Fire and police protection for the entire planned area development area.
11. Provision of above-standard buffering to existing development.
12. Provision of diverse housing types, including affordable housing and residential units for primarily retirement purposes.
13. Provision of basic employment, a retail trade mix, and dispersion of retail trade to encourage on-site employment and to minimize trip length.

D. Land Use:

1. Dwelling Units: Notwithstanding the land use classifications designated within this Special Area, no more than 4,200 dwelling units shall be permitted. This dwelling unit cap is based on the maximum dwelling units allowable for the two identified communities in the Empirita Ranch Area Plan that lie within the Special Area. The dwelling unit range for these areas is as follows:

*ERAP Community 2* (eastern portion of Special Area):

Minimum--2,500; Maximum--3,000

*ERAP Community 5* (western portion of Special Area, south of I-10):

Minimum--400; Maximum--1,200

- a. To achieve the goal of self-containment for this area, an emphasis on retirement housing and on-site employment opportunities will be incorporated into the plan. ERAP Community 5 will be developed predominantly as a retirement area. This will be implemented through deed restrictions limiting residential uses. ERAP Community 2 will be developed as a mixed residential area with the provision of on-site employment opportunities.
- b. The goal of on-site employment in non-retirement communities shall be 75 percent of 55 percent of the community population, but not less than 30 percent of the entire Special Area projected population, including retirement communities.
- c. On-site employment shall be reported as a factor for consideration in planned area development approval. Prior to such approval, a report and inventory of on-site employment, including an employment phasing plan, shall be provided to determine employment requirements.
- d. The employment phasing plan shall be a part of these conditions.



2. Land Uses:
  - a. Land uses shown on the plan map are preliminary, and shall be further defined in detail at the planned area development level. Final land uses shall be in accordance with the topographic, hydrologic, and visual constraints defined by the property. In this connection, development other than approved floodplain uses shall not take place in any area exceeding 25 percent slope or within floodways of the 100-year floodplain. Development in areas of steep slopes, poor soils, hydrologic or paleontologic sensitivity shall be limited.
  - b. Total nonresidential uses such as commercial, office, park industrial, and light industrial uses shall not exceed 5 percent of the total Special Area, subject to the performance objective of increasing on-site employment opportunities.
  - c. Unless otherwise prohibited by these policies, a maximum of 5 percent of the area lying south of I-10 (ERAP Community 5) and designated as LIU 3.0 may be planned for support commercial and office uses.
  - d. The land uses designated for State Lands, other than those shown as Resource Conservation (RC), shall be further delineated in an acceptable Development Capability Study, Water Adequacy Study, and planned area development by the Arizona State Land Department and submitted to the City of Tucson.
3. Development Requirements: The following policy areas shall be developed as part of the planned area development process:
  - a. Flood Control
  - b. Wastewater Control
  - c. Water
  - d. Transportation
  - e. Paths/Trails and Open Space
  - f. Parks
  - g. Turf and Irrigation
  - h. Fire Protection
  - i. Screening and Buffering
  - j. Schools

## 1-05 RITA 10 – State Trust Land

**Location & Description:** approximately 8,300 acres of Arizona State Trust Land (STL), generally located in the western portion of the subregion between Interstate 10 and Wilmot Road and north of the Dawn Road alignment. (See Map detail # 4 and # 8)

**Purpose:** The purpose of the RITA 10 – State Trust Land Special Area is to provide special policies and conditions of approval that guide future development of the Arizona State Land Department (ASLD) holdings, promote orderly phased development within the Southlands, and attract major industry and employment generators to the region.

The following policies apply to any land owned by the ASLD within the Special Area and supersede all policies listed within *Part I. Subregional Policies*. These policies were crafted to provide additional uses for State Trust Land. They provide the flexibility necessary to attract major industry along with commercial and housing opportunities in a manner sensitive to the characteristics of the area.

### POLICIES

- A. Development of land uses within this Special Area shall be in accordance with the provisions of Section 3.5 – Rezoning (Change of Zoning) of the City of Tucson Unified Development Code. Development of land within this area is encouraged to use a Planned Community Development (PCD) Zone which provides the greatest benefit to accommodate large-scale, unified master planned development. In addition to conforming with all guidelines and requirements of the Special Area, all rezonings shall provide information on land use, open space, transportation, and other issues. Preliminary analysis of hydrology, hydraulics, transportation, water, wastewater, and vegetation shall be included in all rezoning applications. This process acknowledges that additional requirements of secondary planning efforts may be provided within any rezoning. The PAD/PCD will include a detailed Administrative Section outlining the processes and requirements for any future modifications to the rezoning or other City codes as permitted within the UDC and other City codes.
- B. Project Phasing: Project phasing shall be considered at the rezoning, planned area development, or planned community development levels or at the time of secondary planning, and then again at the time of development review. The secondary planning process is described below in Policy E. Administration.
- C. Performance Criteria: Performance criteria, appropriate to the stage of entitlements, shall be addressed at the rezoning, , and, if applicable secondary planning level. Specific consideration should be given to the following:
  - 1. Provisions for transitions and buffering when more intensive uses are proposed adjacent to existing less intensive uses.
  - 2. Provisions to reevaluate wash corridors for potential channelization, including possible excavation to improve drainage conditions and vegetation quality and enhance wildlife habitat within the Southlands.
  - 3. Provisions to encourage the use of low-impact development strategies and best practices.

D. Land Use:

State Trust Land within RITA 10 is designated:

1. Medium/High Intensity Urban (E)
  - a. As listed in *A.6: Medium/High Intensity Urban* of the *Land Use Intensity Legend*.
  - b. Additional zoning districts that may be applied under this intensity category include O-3 Office, P Parking, C-1, C-2, and C-3 Commercial, I-1 Light Industrial, and I-2 Heavy Industrial.
2. Urban Industrial (I)
  - a. As listed in *C.1: Urban Industrial* of the *Land Use Intensity Legend*.
  - b. Additional zoning districts that may be applied under this intensity include those zoning districts allowed in the Medium/High Intensity Urban category listed above.
3. Resource Conservation (RC)
  - a. As listed in *C.3: Resource Conservation* of the *Land Use Intensity Legend* unless reevaluated for modification during the rezoning and, if applicable, secondary planning process in accordance with this Special Area.
  - b. Additional zoning districts that may be applied under this intensity category include Planned Area Development (PAD) and Planned Community Development (PCD).

E. Administration

1. The following policies are not ordinance standards or regulations but may be considered as conditions of approval for rezonings and planned area developments/planned community developments. These conditions may be required in order to achieve the objectives for this Special Area or to mitigate impacts between land uses. The application of policies, or the intent of such policies, as conditions for rezoning approval will depend on the nature of the rezoning proposal, including its intensity, site design, and impacts on existing natural and cultural resources.
2. ASLD, and in some cases prospective buyers, follow a two-step planning process to entitle larger tracts of State Trust Land for auction and development:

*Step 1 – Initial Entitlement*

- Initial land use entitlements are secured through the rezoning, Planned Area Development (PAD), or Planned Community Development (PCD) process. This establishes the regulatory framework for future development of the property(ies), including zoning, land use regulations, and development standards. Because ASLD does not know who the ultimate end user will be, ASLD typically seeks flexible zoning known as a “Zoning Bank,” such as that achieved within the *Atterbury Trails PCD*, to ensure that the Trust and the City of Tucson are well-situated to take advantage of changing economic

and market conditions. For larger PADs or PCDs, the land typically is broken down into “Development Units,” where each Development Unit may contain a distinct mix of zoning based on location and environmental constraints. Based on market conditions and surrounding growth, ASLD may limit allowable uses within the Zoning Bank with each parcel disposition.

*Step 2 – Secondary Planning*

- The purchaser undertakes secondary planning efforts upon the sale of the property. This secondary planning focuses on details relating to drainage, circulation, and utility infrastructure master planning within the Development Unit and completes the jurisdictional review and permitting process for the specific use. In tandem with the City of Tucson’s jurisdictional review, ASLD acts in a supervisory role to ensure that the development complies with the initial entitlements’ vision and is consistent with the future development of adjacent State Trust Land. Any proposed amendments to the RITA 10 Special Area Policies and land uses must be agreed upon by ASLD until all State Trust Land has been sold from within the planning area.
3. Upon completion of development, the newly improved floodplain and riparian habitat areas will become subject to the policies and regulations in this Special Area and future rezonings. These policies will help guide future monitoring of the development.
  4. On occasion, ASLD may sell a single parcel of unzoned land, leaving the entitlement process up to the buyer. In these circumstances, the RITA 10 – State Trust Land Special Area Policy and the City of Tucson’s standard policies and processes shall apply.
- F. Natural and Cultural Resources:
1. Open Space
    - a. Promote an integrated regional open space system by creating defined natural and enhanced open space corridors and wash corridors.
    - b. Wash corridors may serve as natural or functional open space.
    - c. Wash corridors may be reevaluated for potential channelization during the rezoning and, if applicable secondary planning process in accordance with this Special Area.
    - d. The City of Tucson participates in the Community Rating System (CRS) of the National Flood Insurance Program (NFIP) as administered by the Federal Emergency Management Administration. Currently, under this program the City of Tucson is a Class 6, which provides a 20% discount to flood insurance policy holders, and it is the City's goal to improve on the Class rating to further reduce insurance premiums. Points for the CRS system are awarded based on a variety of City -wide floodplain management activities including points given for areas in a regulated floodplain that are permanently preserved as open space. The NFIP CRS will be a consideration during review of any rezoning request(s).

- e. Utilities are permitted within natural areas, provided no viable and economically feasible alternative is available.

## 2. Wildlife Habitat and Corridors

Intent: Although the RSSP focuses on establishing appropriate and compatible land use patterns and activities next to public reserves, it also recognizes the value of corridors and associated vegetation that allows for wildlife movement. Given the nature of low-volume sheet flow and past flood control measures, the vegetation throughout much of the Southlands is stressed, which diminishes the value for wildlife. The following policies aim to maintain protection for native and riparian vegetation while creating a mechanism to enhance the wash corridors through the Southlands.

- a. Substantial modifications to existing washes, floodplains, and riparian vegetation shall be examined using the following:
  - 1) For washes with 100-year floodplain and flows greater than 100 cfs, a preliminary wildlife habitat and corridor analysis shall be performed as part of a rezoning and, if applicable, secondary planning application per Environmental Resource Report standards or as agreed upon between ASLD and the City of Tucson. Additional information may need to be added to the ERR during the development review stage.
  - 2) The rezoning and, if applicable, secondary planning and/or ERR shall identify washes to be preserved and enhanced and include mitigation standards for wildlife habitat and corridor impacts to be implemented appropriate to the stage of entitlements.
  - 3) The mitigation standards shall use preserved and enhanced watercourses as receiving areas for landscape mitigation to the greatest extent possible to promote the creation of more contiguous stands of riparian habitat.

Reevaluation of encroachment, consolidation, or channelization of floodplain areas of retained ERZ watercourses must be accompanied by a drainage analysis within the Development Package to ensure any upstream or downstream drainage impacts comply with City Code Chapter 26.
  - 4) UDC Section 5.7. governs any modifications to ERZ Washes, permitting such changes through a rezoning process. City staff requires review by an advisory board (Stormwater Technical Advisory Committee – STAC) for any modification to ERZ designation. The director of Planning and Development Services Department (PDSD) will administratively create a stormwater technical advisory committee (STAC). The purpose of the STAC is to review and make recommendations on required Environmental Resource Reports (ERR), or other technical documents that might be required through the rezoning process, and to review language relative to the ERZ and Floodplain modifications proposed in the

rezoning process, including the PAD/PCD Zone, and secondary planning process, if applicable. The STAC committee shall not include any governmental employees (federal, county, city or other local governments) and shall include at least one of the following: Registered professional civil engineer or hydrologist, licensed by the State of Arizona; Biologist; Professional Land Use Planner; Water resource scientist affiliated with local university program which regulates water resources. The rezoning process, including a, and, if applicable, secondary planning will establish the specific processes and criteria for amendments to the ERZ Washes.

- b. Proposed disturbance of areas identified during the rezoning process or, if applicable, secondary planning as significant wildlife habitat within wash corridors shall require a mitigation plan to be submitted with a development plan or plat and shall be in accordance with the following:

- 1) If floodplain channelization is implemented, development plans shall be required to recreate or enhance the existing natural wildlife habitat through a combination of riparian mitigation and-flood control measures, which may include excavation.
- 2) Consolidated floodplains should have a natural aesthetic, recreating the lost functions and value of the riparian habitat they are replacing. The use of surfaces that cannot be revegetated shall be minimized and specifically concrete, rock veneer, and soil cement should not be used where there is any practicable alternative.
- 3) The rezoning process, and, if applicable, secondary planning shall state that temporary irrigation and maintenance will be provided as necessary to ensure that mitigation plantings are established and maintained.

### 3. Regional Trail System

- a. Trails and paths within the project site shall provide access to open space and recreational opportunities and adhere to the intent of the *Pima Regional Trail System Master Plan* wherever possible.
- b. If a trail is planned through a property that requires a secure perimeter, planned trails may be moved to the perimeter of the development but should be rerouted as close as possible to where the originally planned trail alignment crossed the property.

### 4. River Parks

- a. A future extension of the river park system along one of the main wash corridors in RITA 10 – State Trust Land shall be considered during the rezoning process and, if applicable, secondary planning .
- b. If a development site is traversed by or adjacent to a planned segment of the river park system, sufficient right-of way shall be dedicated to assure public access and continuity of river park design.

#### Slope

- a. Areas with 25 percent or greater slopes and included within a Hillside Development Zone overlay shall be left in their pre-development state.
- b. Areas with slopes between 15 percent and 25 percent shall be evaluated at the time of development, and if disturbed, the adjacent areas shall be revegetated to minimize visual impacts.

#### 5. Archaeological and Historic Preservation

- a. A Class I Archaeological Records Search shall be prepared during the rezoning process.

### B. Site Planning and Design Guidelines

#### 1. Site Design

- a. Buffers shall be provided to ensure compatibility with existing neighborhoods and between future land uses of varying intensity.
- b. Locations for buffering options designed to mitigate adverse impacts of sound, views, and traffic, including but not limited to landscaping, screening, pathways, drainageways, building orientation and setbacks shall be determined during the rezoning process, and, if applicable, as part of the secondary planning.

#### 2. Circulation

- a. Pedestrian linkages to the regional trail system and safe access to community facilities, employment centers, schools, and adjacent commercial nodes is encouraged.
- b. Safe and accessible pedestrian circulation within the development shall be provided.
- c. Circulation patterns shall discourage direct traffic through existing neighborhoods.

#### 3. Landscaping

- a. Significant vegetation identified on a property shall be inventoried per the City of Tucson *Native Plant Preservation Ordinance* or alternative rezoning standards at the time of development review or during the secondary planning process for projects proposed by the Arizona State Land Department.

#### 4. Scenic and Gateway Routes

- a. Development shall adhere to the adopted City of Tucson Major Streets and Routes Plan unless otherwise modified through the rezoning process and, if applicable, secondary planning. .



C. Public Services and Facilities

1. Transportation

- a. A Traffic Impact Analysis shall be prepared at the time of development for ASLD projects or during the rezoning process, and, if applicable, secondary planning for all other projects.

2. Wastewater

- a. Wastewater infrastructure shall be provided to support future development.
- b. Wastewater infrastructure requirements may be outlined in the rezoning process, and, if applicable, secondary planning, or Development Agreement.

3. Flood Control

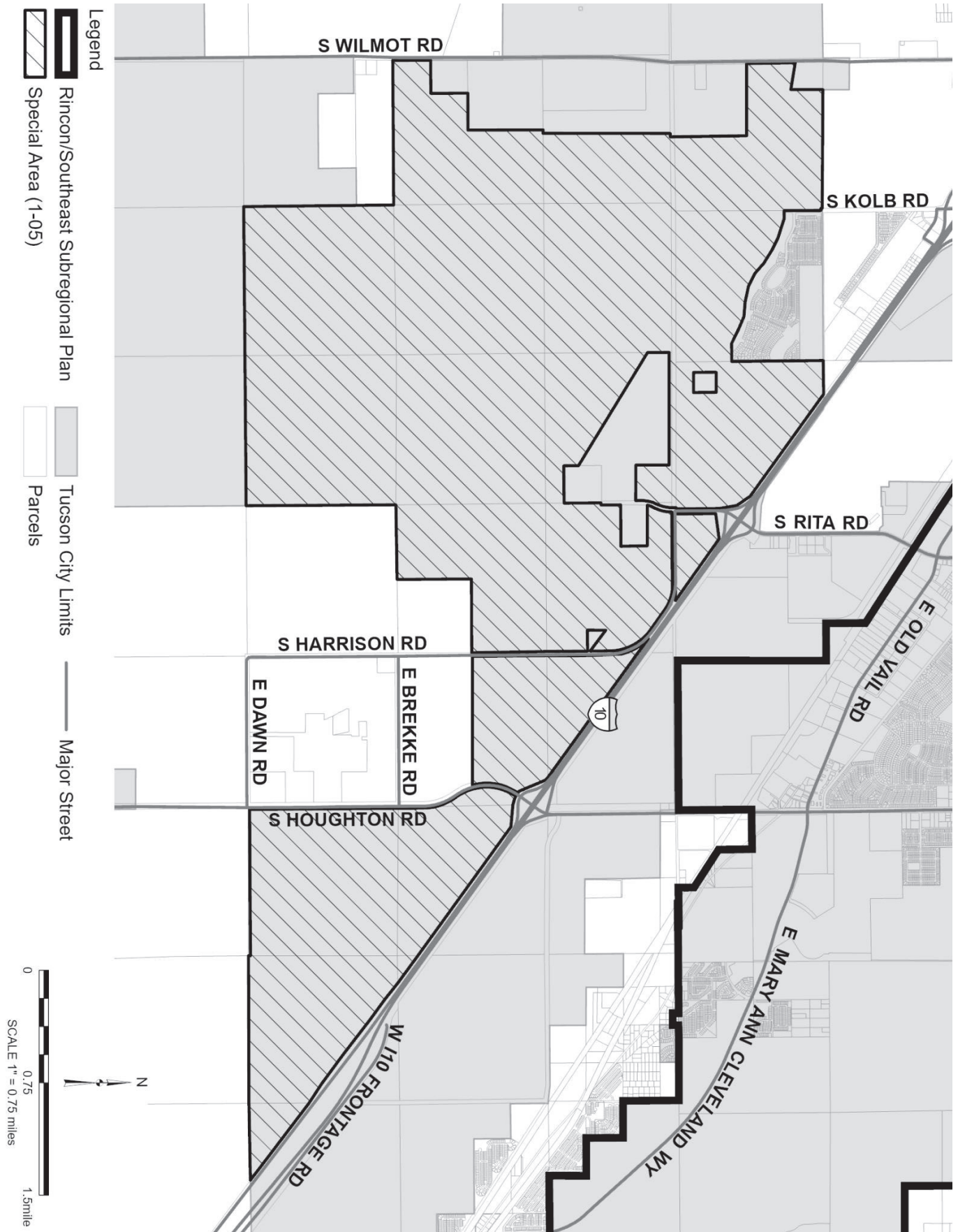
- a. A preliminary hydrology analysis that considers existing wash conditions, impacts of future development, and floodplain/riparian mitigation standards shall be performed during the rezoning process, and, if applicable, secondary planning .
- b. The rezoning process, and, if applicable, secondary planning shall identify standards for reevaluating flow corridors for potential consolidation, including channelization and/or excavation. Modifications will consider Tucson's Floodplain Management Plan.
- c. A detailed hydraulic analysis and parameters for the design of proposed flow corridors shall be established during the secondary planning process.
- d. Upstream and downstream impacts of development within Special Area 1-05 Rita 10 – State Trust Land including potential changes to flow corridors, shall comply with City Code Chapter 26.
- e. Compliance with the Lee Moore Wash Basin Management Plan must be demonstrated for areas within the Lee Moore Wash watershed.
- f. Drainage patterns shall be considered in the establishment of rezoning boundaries, and drainage improvements shall neither create nor worsen existing drainage problems.
- g. Areas removed from existing 100-year floodplain limits may assume the adjacent land use intensity category for future development.

4. Schools

- a. For proposed residential communities, consultation with the applicable school District(s) is encouraged at the time of development for ASLD projects or during the rezoning process, and, if applicable, secondary planning process for all other applicants.



# SPECIAL POLICY AREA 1-05 RITA 10 – STATE TRUST LAND



## **2-00 SITE DESIGN SPECIAL AREAS**

### **2-03 I-10 Corridor/Eastern Gateway**

**Location:** T16, R16, portions of Sections 7, 18, 17, 20, & 21. T16, R15, portions of Section 12.

**Description/Purpose:** Standards to preserve scenic quality along a major transportation corridor and enhance the sense of entry into the metropolitan area; design criteria for visual standards, preservation of viewsheds of ridge lines and preservation of native vegetation; mitigation of negative impacts of industrial uses; buffering of existing residential; restriction of future residential. (Also see Special Area 5-03). **Policies continued on next page.**

## POLICIES

- A. Industries within this area shall be screened by grading, landscaping, and/or decorative walls to visually soften massive structures from I-10.
- B. No further residential uses shall be permitted within this corridor area.
- C. Landscaping and grading shall be designed to transition from natural open space to industrial, commercial, and office uses.
- D. Architectural design, materials, color, and signage shall be approved by the Development Review Board. Building colors shall blend with their desert surroundings and may include ranges of browns, rusts, sepia, sands, tans, buffs, and some gray tones.

### 2-11 Rincon Valley

**Location:** T15, R16, (several sections); T16, R16, portions of Sections 11, 2, & 3.

**Description:** Incorporates major portions of the plan area and relevant policies from Pima County's earlier Rincon Valley Area Plan, now rescinded. Overlays various land use intensities. Provides special incentives to protect rural character, discourage strip commercial and protect scenic quality, especially along Camino Loma Alta.

## POLICIES

The policies listed below are based on those found in the previous Rincon Valley Area Plan (Co13-87-1). The *Rincon/Southeast Subregional Plan* Policies, priority policies in the Rincon Valley Area Plan, and analysis in the Development Capability Analysis, prepared as part of the Rincon Valley Area Plan, provide the policy framework for the Rincon Valley Special Area.

- A. General Objectives:
  - 1. Maintain dark night skies.
  - 2. Protect steep slopes from degradation.
  - 3. Identify and protect natural landmarks.
  - 4. Encourage the restoration of Rincon Creek areas.
- B.
  - 1. Activity centers at nodes shall be designed to facilitate interior circulation.
  - 2. Architectural design will be characterized by a rural southwestern ranching style of architecture. Materials shall include masonry, adobe, brick, rock, stucco with wood beams used for support and or trim only.
  - 3. Muted colors are acceptable for use on building exteriors and may include ranges of brown, such as rusts, sepia, sands, tans and buffs; some olive tones and gray tones. Other tones and colors may be used for trim.

4. All architectural elements, including color, are subject to approval by the Development Review Board. (Review may be limited to particular geographical areas and/or project size, i.e., Community Activity Center, portions of Camino Loma Alta and Old Spanish Trail).
  5. Construction methods that result in minimal site disturbance shall be required.
  6. The number of vehicular access points along Camino Loma Alta and Old Spanish Trail shall be limited and no direct access to individual residential lots shall be permitted from these streets.
  7. Development which encroaches upon any riparian areas shall be revegetated with plant material salvaged from the site. Riparian habitat shall be recreated through the planting of trees, shrubs, and seed mix native to the site and be equal to the predisturbance plant density, diversity, and volume on the net site.
- C. Visual Impacts: Important viewsheds, especially as seen from the vicinity of Camino Loma Alta and Old Spanish Trail, need to be protected through low profile development, clustering, and height restrictions. (The Rincon Valley Development Capability Analysis will be used as a resource guide for visual resource protection). Views to the northeast of this intersection are of Saguaro National Monument and of the Rincon Mountain peaks. Views to the south and southeast are of the Santa Rita Mountains and are less dominant than those to the north. Policies to be implemented within this category are as follows:
1. Development shall be designed to be visually harmonious with the natural surroundings in terms of form, line, color, and texture.
  2. Development, including infrastructure, shall apply appropriate mitigation techniques such as desert varnish, innovative grading methods, boulder and rock replacement, in addition to implementing required revegetation policies.
  3. Development within the viewshed area along Camino Loma Alta and Old Spanish Trail shall be screened with landscape buffers which utilize native plant materials and earth berms. Land uses and buffers shall be positioned to allow for views of the Saguaro National Monument and of the mountains through the intervening developed areas.
- D. Village Center Area, (CAC areas south of Rincon Creek):
1. Development in the Village Center area shall be consistent with that portion of the center within the Rocking K Specific Plan.
  2. Such development shall create a unique identity for the village and community nodes through techniques that promote a pedestrian scale to streetscapes and enhance landscaping and building design.
- E. Trails: The area between Rocking K and Vail Valley is an important linkage area and provides an opportunity to integrate urban and rural land uses. Trails in this area shall accommodate commuter bicyclists, recreational bicyclists, pedestrians, and equestrian linkages. The following policies will provide the backbone for the future trail system which will be integrated into any proposed development within this area as a condition of rezoning.
1. A multi-use path system shall be designed along Camino Loma Alta to create a linkage between Rocking K and Vail Valley and any development in between.

2. A bike path along Camino Loma Alta shall be separated from vehicular traffic.
3. A 30-foot wide easement shall be designated by the developer for land adjacent to Rincon Creek for continuous hiking and equestrian trails.

F. Public Improvements:

1. For floodplain management and safety purposes the following standards shall apply to future roadway crossing improvements at Rincon Creek for Old Spanish Trail and Camino Loma Alta:
  - a. The ten-year discharge shall be conveyed under the roadway provided that:
    - 1) The depth of flow of the design flood on the roadway shall not exceed one foot for a duration of four hours.
    - 2) Drainage structures and roadway approaches shall be constructed so as to pass the design 100-year flood flow without damage to the roadway.
    - 3) No adverse channel bed response shall occur.
  - b. Drainage structures and roadway approaches shall be constructed so as to withstand the design flow without damage to the roadway.
2. A transportation improvement financing and transportation system implementation agreement between the City of Tucson and individual developers shall be required before any subdivision plat or development plan is approved. The financing and implementation agreement shall address the provision of capacity and route continuity accessing the proposed developments and the areas of responsibility of construction or financing of road improvements.

### 3-00 NATURAL RESOURCES SPECIAL AREAS

#### 3-02 Floodplain Management

**Location:** There are several sites within eastern Pima County designated as Floodplain Management Special Areas by the Pima County Flood Control District. They include Cienega Creek and Wakefield and Anderson washes in the Rincon/Southeast Subregion.

#### POLICIES

- A. Cienega Creek Special Area Policy: No channelization or bank stabilization shall be permitted along Cienega Creek upstream of Colossal Cave Road to the Empire-Cienega Resource Conservation Area. Cienega Creek's regulatory floodplain and/or erosion hazard area, whichever is greater, shall be dedicated in fee simple to Pima County Flood Control District upon approval of any tentative plat or development plan.
- B. Wakefield and Anderson Wash Special Area Policy: The Wakefield and Anderson Washes' 100-year floodplains and/or erosion hazard areas, whichever is greater, shall be dedicated in fee simple to Pima County Flood Control District upon approval of any tentative plat or development plan.

### **3-05 Trail Access, Rural Equestrian Routes, National Historic Trail**

**Location:** Throughout the Subregion; refer to map symbols.

**Description:** This special area highlights selected trail access points and a proposed rural equestrian route. Trail access points have been identified by public lands managers for inclusion in this Special Area. A rural equestrian trail is designated for the predominantly undeveloped areas in the southern part of the Subregion in order to link future trail and open space resources along the Santa Cruz River with public preserves in the vicinity of the Cienega Creek and Colossal Cave areas.

**Purpose:** Trail access and recreational trail linkages are priority concerns throughout the region. The identification of proposed equestrian trails, especially in rural areas experiencing increased urbanization, complements prior planning for multi-use recreational trails, as previously identified in the *Eastern Pima County Trail System Master Plan* and the City of Tucson *Parks, Recreation, Open Space and Trails (PROST)* element of the City of Tucson *Comprehensive Plan*. Trail access points mapped on the *Rincon/Southeast Subregional Plan* have potential for serving trail users from throughout the region.

## **POLICIES**

- A. If the proposed rezoning or planned area development area includes an identified trail access point or proposed rural equestrian trail, as shown in this Special Area, the rezoning application shall map and evaluate the impact of the rezoning/planned area development on the trail resources identified in the Special Area.
- B. Based on the mapping and analysis requirements in Policy A. above, and as further determined by the City of Tucson Parks & Recreation Department, dedication of trail resources to be identified in this Special Area shall be required as a condition of rezoning, if determined to be essential to the intent of this Special Area.

### **3-06 Urban Floodplain Mitigation**

**Location:** FEMA 100-year floodplain in the vicinity of the Santa Cruz River and the Old Nogales Highway.

**Description:** This area is currently mapped as a FEMA 100-year floodplain. However, it is likely that as this area is developed for urban uses, precise floodplain boundaries will be determined through the rezoning process based on the submittal of more accurate information or the approval of flood control projects.

## POLICY

Prior to approval of any rezoning or planned area development application within this Special Area, the boundaries of the 100-year floodplain, as they affect the subject property, shall be established by the applicant and approved by the City of Tucson Department of Transportation, Floodplain Section (TDOT). Required floodplain alterations or plans for such floodplain alterations, as approved by TDOT, shall be a condition of the rezoning. Notwithstanding the land use designation on the Land Use Map, areas determined to be within the 100-year floodplain and which will not be removed from the 100-year floodplain through implementation of plans approved by the TDOT, shall revert to Resource Conservation. Those areas determined to be outside the 100-year floodplain or which will be outside the 100-year floodplain prior to development through implementation of plans approved by TDOT shall retain the land use designation shown on the Land Use Map.

### **5-00 UNIQUE CONSTRAINTS SPECIAL AREA**

#### **5-03 Restricted (Nonresidential) Medium High Intensity Urban**

**Location:** I-10 corridor and areas south of Tucson International Airport (T16, R15, portions of Sections 2 & 12; T16, R16, portions of Sections 7, 18, 17 & 20; T16, R14, portions of Section 5.)

**Description:** Restricted to nonresidential uses; provides for office and Park Industrial area as a transition between existing industrial and lower intensity residential uses.

## POLICY

Residential uses shall not be permitted in this Special Area.

### **6-00 JURISDICTIONAL IMPACT SPECIAL AREAS**

#### **6-01 Tohono O’odham Boundary (San Xavier District) Special Area**

**Location:** San Xavier District boundary adjacent to planned urban uses.

**Description:** In recognition of Tohono O’odham Nation boundaries, this Special Area overlays all areas planned for urban land use intensities along the Nation boundaries, including portions of the San Xavier District boundary within the Rincon/Southeast Subregion. The general purpose of this Special Area designation is to recognize tribal sovereignty and promote dialogue and coordination between the Nation, especially the San Xavier District, and the City of Tucson. A more specific objective is to mitigate against negative impacts of potentially incompatible urban development with setback and landscaping requirements. To address this objective, except as otherwise noted below, buffering and screening shall be provided in accordance with Section 3.7.1 through 3.7.7 of the City of Tucson *Land Use Code*, Landscaping and Screening Regulations.

## POLICIES

In addition to applicable provisions in the *Land Use Code*, the following conditions shall apply:

- A. Setback Requirements and Landscape Borders:
  - 1. New residential development on parcels of 80 acres and greater shall require a 100-foot setback from the District boundaries of all structures and improvements, including an undisturbed natural desert buffer of at least 40 feet or a designed landscape border of not less than 25 feet. Where a road or utility right-of-way exists along District boundaries, setbacks will be decreased by half the existing right-of-way width, but the setback reduction shall not exceed 75 feet or affect the 25 foot minimum landscape border.
  - 2. New residential development on parcels of less than 80 acres shall adhere to all setback requirements of the applicable zoning district and, in addition, require a landscape border of not less than 10 feet.
  - 3. New nonresidential development shall adhere to all setback requirements of the applicable zoning district and, in addition, require a landscape border of not less than 10 feet.
- B. Building Height Limitations: No building shall exceed 24 feet within 100 feet from District boundaries; and
- C. Expansion of Special Area Designation: In the event future Subregional Land Use Plan amendments designate additional urban land use intensities along the boundary, this Special Area will be extended to include those areas and all provisions of Special Area 6-01 shall apply.

### 8-00 SPECIFIC PLANS SPECIAL AREAS

**Description:** Adopted specific plans provide a level of detail in addition to underlying land use categories. All provisions of the specific plans shall apply within these Special Areas.

#### **RK Rocking K Specific Plan**

The designation(s) shown on the Land Use Map is a generalized translation of the planned land uses approved under the specific plan. See the adopted specific plan for details on land use categories, development standards and overall density. *The maximum number of dwelling units approved under the specific plan is 10,000.*



### **SK South Kolb Road Specific Plan**

The designation(s) shown on the Land Use Map is a generalized translation of the planned land uses approved under the specific plan. See the adopted specific plan for details on depicted land uses (industrial and commercial only) and development standards.

### **SRR Santa Rita Ranch Specific Plan**

The designation(s) shown on the Land Use Map is a generalized translation of the planned land uses approved under the specific plan. See the adopted specific plan for details on land use categories, development standards and overall density. *The maximum number of dwelling units approved under the specific plan is 6,940.*

### **VV Vail Valley Ranch Specific Plan**

The designation(s) shown on the Land Use Map is a generalized translation of the planned land uses approved under the specific plan. See the adopted specific plan for details on land use categories, development standards and overall density. *The maximum number of dwelling units approved under the specific plan is 5,500.*

## GLOSSARY

**ACTIVITY CENTERS:** Areas of mixed uses, including commercial, office, residential, and entertainment uses which serve as a focus for a particular area such as a neighborhood, community, or region. Examples within the City of Tucson include neighborhood shopping centers, William's Center, Tucson Mall, downtown Tucson, and the campus and surrounding commercial areas of the University of Arizona.

**ADA:** an acronym for the Americans with Disabilities Act. Passed in 1990, the law is designed to bring disabled Americans into the economic mainstream by assuring barrier-free access to jobs, transportation, public facilities and services.

**ADT:** an acronym for average daily traffic.

**ARIZONA NATIVE PLANT LAW:** The Arizona Native Plant Law (ARS 3-901 et seq), as amended in 1989, is intended both to protect native plants from theft and to facilitate legitimate salvage of plants which would otherwise be destroyed. The law recognizes five classes of plants, each with different rules. The categories are: highly safeguarded; salvage restricted; export restricted; salvage assessed; and harvest restricted. Protected plants under each of these categories are listed in Appendix A of the law. The Arizona Department of Agriculture is the primary enforcement agency, but any law enforcement officer in the State can also enforce the law.

**ARTERIAL STREETS:** Major roadways designated in *Major Streets and Routes Plan (MS&R)* which connect with other arterials or bridges to provide travel continuity throughout the city.

**AVERAGE DAILY TRAFFIC:** The total traffic for a calendar year divided by three hundred and sixty-five (365).

**BIODIVERSITY:** A new term coined from "biological diversity." Refers to the importance of preservation of the entire biological system versus focus on a single species.

**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 adjacent land uses.

**CITIZENS ADVISORY PLANNING COMMITTEE:** The advisory body that assists Mayor and Council and the Planning Department in the preparation and adoption of planning policies and plans. The name of the committee was changed to "Planning Commission" in July 1995.

**CLASS I HABITAT:** The areas identified on the Critical and Sensitive Biological Communities Maps as Class I habitat. This category includes major extensions of riparian habitat from protected areas, mesquite bosques, deciduous riparian woodland areas, and lakes, ponds, and wetlands with adjacent plant cover.

**CLASS II HABITAT:** The areas identified on the Critical and Sensitive Biological Communities Maps as Class II habitat. This category includes major segments of riparian

habitat not linked with protected areas, the palo-verde-saguaro Sonoran Desert community, the ironwood plant community, and lakes, ponds, and wetlands with no adjacent plant cover.

**CLUSTER DEVELOPMENT:** A development approach in which building lots may be reduced in size and buildings sited closer together, usually in groups or clusters, allowing the undeveloped land to be preserved as open space.

**DEDICATION:** A gift or donation to another person or entity. In the context of land development and regulation, this term refers to the practice of requiring the donation of school and park sites, and rights-of-way for roads and public hiking or equestrian trails as a condition of rezoning approval.

**DENSITY:** The number of dwelling units or residences per acre (RAC).

**DESERT BELTS:** An interconnected, regional open space network utilizing natural desert washes and floodplains. The intent of a desert belt is to create a natural “edge” to urban development as a transition to more rural development, and to provide wildlife and trails connections between public resource management units.

**DESIGN COMPATIBILITY REPORT (DCR):** A type of site analysis required for rezonings which are located within certain area or neighborhood plan areas, generally within the urbanized areas of the City. The DCR contains specific design criteria to ensure design compatibility with existing development, particularly residential development.

**DEVELOPMENT REVIEW BOARD:** A group of citizens appointed by Mayor and Council, the Development Review Board reviews proposed buildings, structures, landscaping, design features, and development plans as listed in Section 5.1.8 of the *Land Use Code*. The Board also provides recommendations to the Board of Adjustment on variance requests and reviews appeals in several overlay zones.

**DEVELOPMENT STANDARDS:** A comprehensive set of design principals, criteria, and specifications which describe the manner in which development of land and related improvements within the City of Tucson are to be accomplished. These standards, established by Administrative Directive by the City Manager, supplement regulations in the *Land Use Code* and Subdivision Regulations, as well as other applicable sections of the City Code, such as transportation, public safety, solid waste disposal, and water utility.

**ENVIRONMENTAL RESOURCE REPORT:** A type of site analysis required for rezonings within certain adopted plan areas, generally those which include sensitive topography, hydrology, or wildlife areas, or that are within one (1) mile of a public preserve.

**FEMA (Federal Emergency Management Agency) 100-Year Floodplain:** The area, as mapped by FEMA, which would be covered by the 100-year flood. The 100-year flood is defined as an event which has a one percent chance of occurring in any given year.

**GATEWAY ROUTE:** A special route designated on the City of Tucson *Major Streets & Routes Plan (MS&R)* map. A gateway route is generally a regional corridor identified for future street

improvements and used regularly by a large number of visitors and residents to reach major employment areas, shopping centers, and recreational areas. There are special development criteria for gateway routes and a review process that includes the Development Review Board.

**GROSS RESIDENTIAL DENSITY:** The average number of residential units per acre calculated for an entire project site.

**HILLSIDE DEVELOPMENT ZONE:** A City of Tucson *Land Use Code* ordinance (Section 2.8.1) which regulates development on hillside terrain, including mapped protected peaks and ridges and slopes of 15 percent or greater. The purpose of the ordinance is to protect public health, safety, and welfare by reducing water runoff and soil erosion and to preserve scenic quality through the retention of dominant peaks and ridges in their natural state.

**INFRASTRUCTURE:** Basic facilities, usually built and operated by the public sector, which provide essential services to the community. These facilities include roads, wastewater and water treatment plants, sewer and water conveyance systems, libraries, police stations, and other public facilities.

**LAND USE INTENSITY:** The level of development which is allowed to occur. Land use intensity is defined by a number of interrelated factors, for example, the type of use, percentage of open space, residential density, the transportation network and other infrastructure. The concept of land use intensity is the basis for the Subregional Land Use Map Intensity Legend.

**LANDSCAPE PLAN:** A graphic representation of the development site indicating the location of all existing and proposed landscape improvements to be present on the site at the completion of the construction of the project.

**LANDSCAPE PRESERVATION PLAN:** A policy requirement for rezoning approval if the subject property contains threatened and/or endangered plant species; plants listed in the Arizona Native Plant Law; significant wildlife habitat and corridors, or areas of riparian vegetation. The Landscape Preservation Plan encourages the in-place preservation of healthy trees and shrubs and, if preservation is not possible, successful plant salvage and relocation.

**LEVEL OF SERVICE:** The type and standard of services, including staffing levels, provided by particular governmental department or agency. Examples include number of police officers per 1,000 population and types of road improvement per level of traffic.

**MAJOR STREETS AND ROUTES PLAN (MS&R) [CITY OF TUCSON]:** A plan adopted by the Mayor and Council as a component of the circulation element of the *Tucson General Plan* which identifies the general location and size of existing and proposed freeways, arterial and collector streets, future right-of-way lines, typical intersections, and gateway and scenic routes.

**MITIGATION:** An attempt to avoid or lessen impacts to resources, generally accomplished through preparation of a plan to evaluate the resources and provide for their management through practices such as in-place preservation and protection, documentation, or replacement.

**NATIVE VEGETATION:** Plants that are indigenous to the site and to areas contiguous to the site.

**NATURAL GRADE:** The topographic configuration of land, graphically represented by contour lines, prior to any grading or other human disturbance.

**NATURAL LANDSCAPING:** Establishment of plant types and densities similar to what currently exists on an undisturbed site or to what exists under similar topographic and soil conditions on a disturbed site.

**NATURAL PARK (or PARKLANDS):** A park containing large areas of undisturbed open space, generally with high natural resource value, such as rugged terrain, natural watercourses, geologic formations, or dense vegetative cover. Recreation uses are limited to low impact activities such as hiking, bird-watching, and nature study.

**OPEN SPACE:**

**Cluster Open Space:** Open space, either natural or functional, provided to compensate for the lot size reductions from minimum lot size requirements or increases in overall gross density.

**Common Open Space:** Land area within a development, not individually owned or dedicated for public use, which is designed and intended for the common use or enjoyment of the residents of the development. Common open space may be either natural open space or functional open space.

**Functional Open Space:** Open space that is a designed element of a development, and has a described and planned use as an amenity for the direct benefit of the residents of the development. Examples include landscaped areas, nature trails, playgrounds, picnic areas, recreational facilities, and golf courses. Man-made impervious surfaces shall not exceed three percent of the area designated as functional open space.

**Natural Open Space:** Any area of land, essentially unimproved and not occupied by structures or man-made impervious surfaces, that is set aside, dedicated or reserved in perpetuity for public or private enjoyment as a preservation or conservation area.

**Open Space System:** a comprehensive network comprised of existing and planned public parks and preserves, river parks, protected floodplain and wildlife habitat, desert belts, and natural and cultural landmarks.

**Public Open Space:** Open space owned by a public agency, such as the City of Tucson Department of Parks and Recreation, and maintained by it for the use and enjoyment of the general public.

**OPEN SPACE COMMITTEE REPORT:** Also known as The Findings of the Pima County Open Space Committee, May 1988.

**OVERLAY ZONES:** A mapped area that has special requirements in addition to those of the underlying zoning designation. Development within the overlay zone boundaries must conform to the requirements of both the underlying zone and the overlay.

**PARKLANDS:** See NATURAL PARK

**PLANNED AREA DEVELOPMENT:** A zoning document adopted in accordance with applicable City Code provisions that includes text, maps, and other exhibits regulating land use and development within a special area.

**PLANNED LAND USE:** Land use designations recommended for future development as shown on the Subregional Land Use Map.

**PLAT:** A geographic representation of a subdivision which can be further described as a tentative plat, final plat, or a recorded plat.

**PRELIMINARY DEVELOPMENT PLAN:** Since 1974, a required part of a rezoning application in the City of Tucson. The Preliminary Development Plan provides a public record of the proposed land use for which the rezoning is sought. Although conceptual in nature, the plan contains appropriate and sufficient information for the public, staff, the Zoning Examiner, and the Mayor and Council to adequately assess impacts of the proposed development.

**PROTECTED PEAK OR RIDGE:** A peak or ridge identified by Mayor and Council to be visually significant and important to the image and economy of the City. These designated peaks and ridges are shown on the Zoning Maps.

**RAC:** An acronym for residences per acre (per 43,560 square feet of land area).

**REGIONAL BIKEWAY PLAN:** Refers to *Bicycling: PAG Regional Plan* prepared by Pima Association of Governments, Transportation Planning Division, February 1993. This regional plan was adopted by the Regional Council as a component of the *Comprehensive Plan for Transportation in the Tucson Region*.

**REGIONAL TRAIL SYSTEM:** A planned trail system for Eastern Pima County consisting of primary trails such as riverparks, connector trails which connect primary trails to each other or to public lands, and local trails. The system is illustrated in the Pima County Trail System Master Plan and the City of Tucson *Parks, Recreation, Open Space and Trails System Conceptual Map (PROST)*.

**REPATRIATION:** In the context of preservation of archaeological resources and traditional cultural properties, this term refers to the return to Native American groups of artifacts, human remains, sacred objects and objects of cultural patrimony that may be uncovered during archaeological excavation or subsequent development.

**REZONING:** Process by which property owners seek to change the zoning of their land to allow uses or densities not possible through existing zoning. Rezoning requests require public

hearings before the Zoning Examiner. Mayor and Council make the final decision to grant or deny requests.

**RIPARIAN:** The name of an ecological community occurring in or adjacent to a drainage and/or its floodplain, and which is further characterized by species and/or life forms different from those of the immediately surrounding areas due to an increase in moisture and different soil conditions.

**SCENIC ROUTE:** A special route designated on the City of Tucson *Major Streets & Routes Plan (MS&R)* map because of special features to be preserved or enhanced during development. A scenic route leads to recreation areas or is driven for its own enjoyment and generally provides scenic vistas, conforms to the natural topography, and has significant native vegetation, geologic formations, archaeological, historic, or cultural features.

**SCENIC CLASS 1:** A special route shown on the Subregional Plan map that meets City *MS&R* criteria for scenic designation.

**SCENIC CLASS 2:** A special route shown on the Subregional Plan map that is designated as a scenic route on the Pima County *MS&R* but does not meet City *MS&R* criteria for scenic designation.

**SERVICES IMPACT REPORT:** A requirement of rezoning applications when the “Early Ordinance” option is chosen. The Services Impact Report (Development Standard 1-07.0) allows the applicant to determine the proposed project’s demand on public services.

**SITE ANALYSIS:** An inventory and assessment of natural and cultural site features intended to promote development that is responsive to site constraints and opportunities.

**SPECIAL AREA:** A designation appearing on the Subregional Land Use Map identifying areas having unique characteristics or qualities.

**SPECIFIC PLAN:** A zoning document adopted in accordance with applicable County Code provisions that includes text, maps, and other exhibits regulating land use and development within a special area.

**ZONING:** The districting of property into specific categories which allow defined activities. Appropriate zoning categories are determined by compatibility of surrounding land uses, environmental stability, and potential for use.