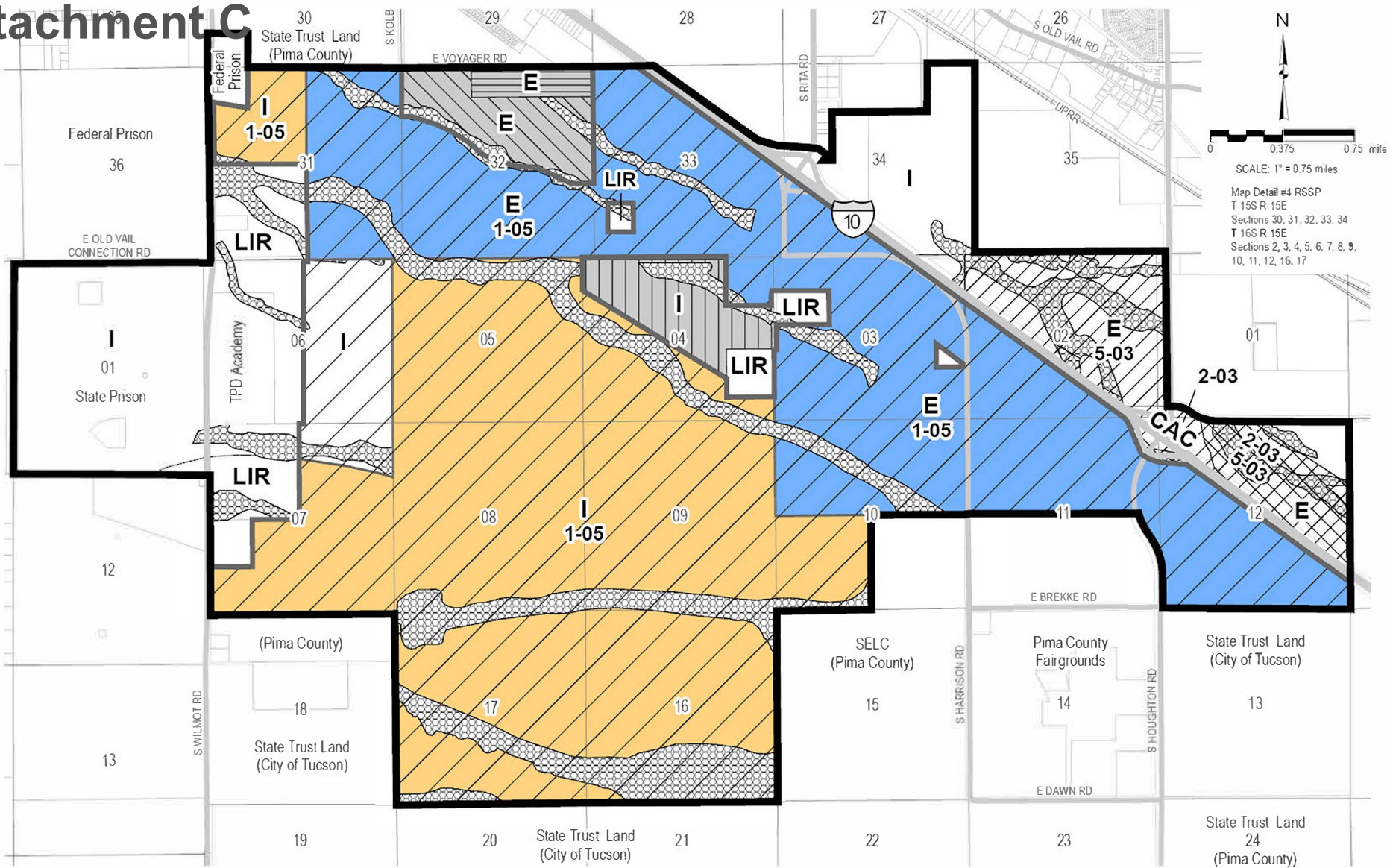


# Attachment C



## 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: Month XX, 2023 (Resolution XXX)

### 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. XXXX, adopted Month XX, 2023, 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.