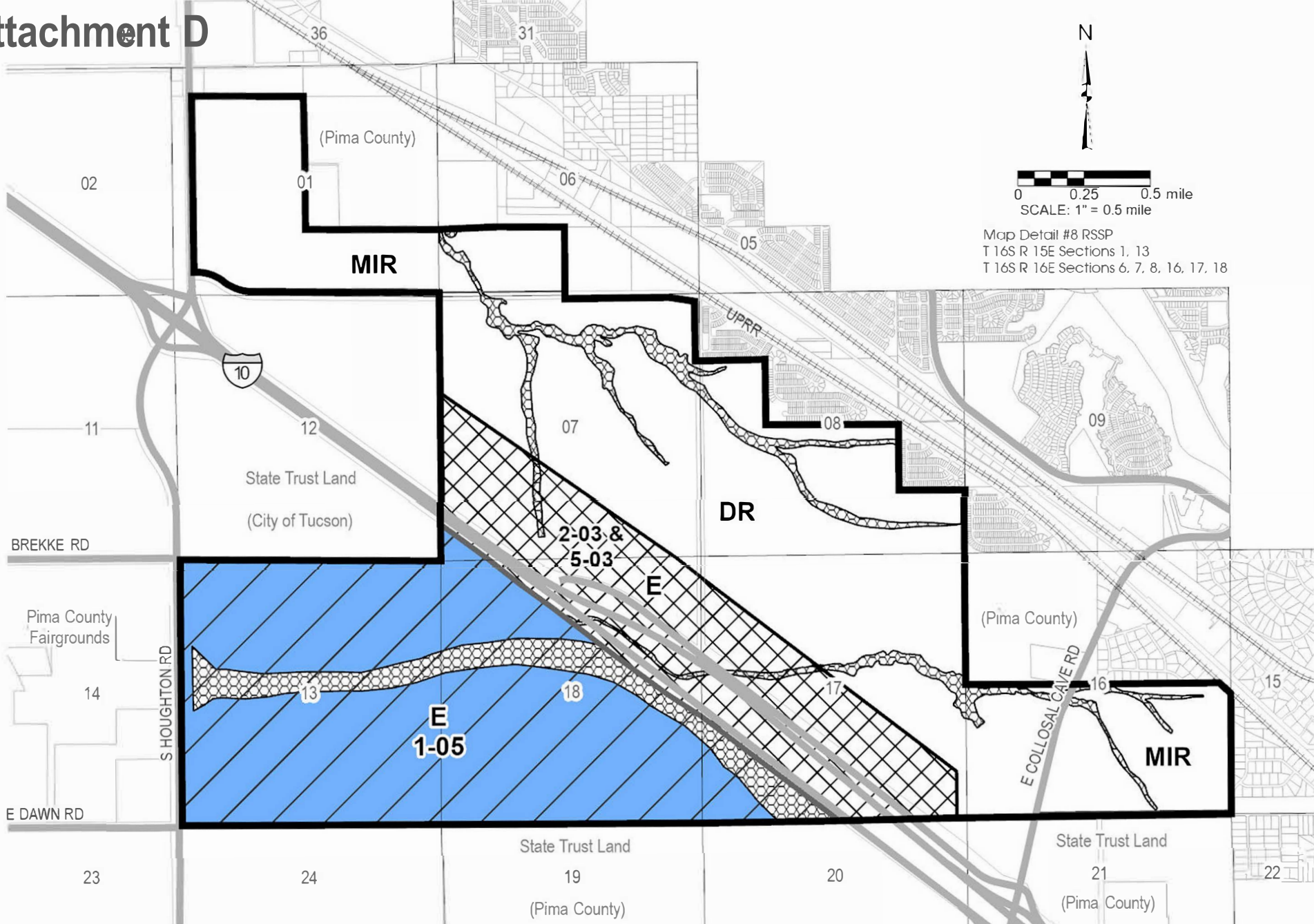


# Attachment D



Map Detail #8 RSSP  
 T 16S R 15E Sections 1, 13  
 T 16S R 16E Sections 6, 7, 8, 16, 17, 18

## Revised Planned Land Use Categories

- |                                      |   |   |
|--------------------------------------|---|---|
| <b>DR</b> Development Reserve        | Annexation Area Boundary  | Special Area (2-03 & 5-03)                    |
| <b>MIR</b> Medium Intensity Rural    | Resource Conservation   | Special Area (1-05)                           |
| <b>E</b> Medium High Intensity Urban | **RC area subject to change - including adding, adjusting location, or removing based on additional analysis during subsequent zoning actions | 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: Month XX, 2023 (Resolution XXX)

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