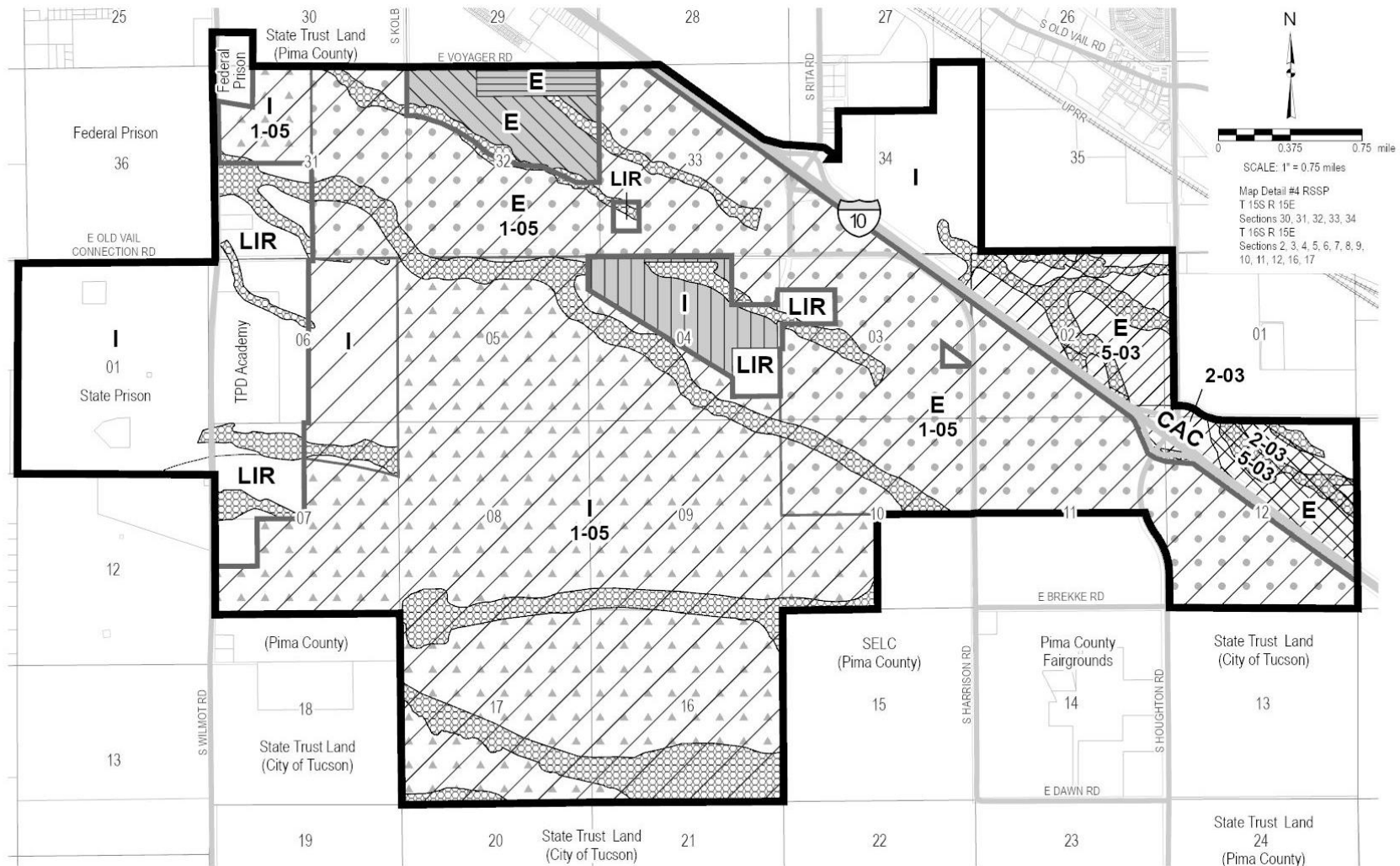


MAP DETAIL #4-RSSP HARRISON/1-10

Revised Planned Land Use Categories

- | | | |
|--|-------------------------------|-----------------------------|
| LIR Low Intensity Rural | Urban Industrial | Resource Conservation |
| MIR Medium Intensity Rural | CAC Community Activity Center | Special Area (2-03 & 5-03) |
| E Medium High Intensity Urban | HI Heavy Industrial | Special Area (5-03 or 2-03) |
| Amendment Site 1, Resolution #18793, TEP Gen. Station | | Annexation Area Boundary |
| Amendment Site 2, Resolution #19316, Mixed Residential Use | | |
| Amendment Site 3, Resolution #19481, Mixed Residential Use | | |

Map Detail #4RSSP
 T.15 S./R.15 E. Sections
 30,31,32,33,34
 T.16 S./R.15 E. Sections
 2,3,4,5,6,7,8,9,10,
 11,12,16,17



N

0 0.375 0.75 mile

SCALE: 1" = 0.75 miles

Map Detail #4 RSSP
 T 15S R 15E
 Sections 30, 31, 32, 33, 34
 T 16S R 15E
 Sections 2, 3, 4, 5, 6, 7, 8, 9,
 10, 11, 12, 16, 17

Revised Planned Land Use Categories

- | | | |
|--------------------------------------|-----------------------------|--|
| LIR Low Intensity Rural | Annexation Area Boundary | Amendment Site 1, Resolution #18793, Gen. Station |
| E Medium High Intensity Urban | Special Area (2-03 & 5-03) | Amendment Site 2, Resolution #19316, Mixed Residential Use |
| I Urban Industrial | Special Area (5-03 or 2-03) | Amendment Site 3, Resolution #19481, Mixed Residential Use |
| CAC 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~~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 ~~type of~~ facility, ~~a new~~operated by the City of Tucson Police and Fire Departments as a police and fire training academy, is ~~being planned by the City for south~~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, ~~and~~ an existing regional TEP electric transformer site, and ~~proposed~~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 ~~into~~towards the Santa Cruz River. The characteristic vegetation is creosote, with mesquite scrub in wash bottomlands. The Harrison/I-10 area contains numerous ~~significant~~named washes and areas of riparian vegetation ~~areas~~, 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. ~~Because of~~Based on this information, at the time original City zoning was established for this area, the network of washes subject to the ERZ ordinance ~~were~~was added to the ERZ base map.

The ~~Eastern Pima County~~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

~~Plan designations generally reflect current zoning. The majority of the area is planned Low-Intensity Rural, which is consistent with the large expanses of RH zoning. 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 ~~a future~~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 ~~parcel~~Sycamore Park subdivision located at the southeast corner of Kolb Road and Voyager Road ~~is planned for~~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.

~~The map detail includes a small Resource Conservation area west of the fairgrounds. This area is part of a larger wash system (Franco Wash), shown as a desert belt and major open space connection on both the *Pima County Comprehensive Plan* and the *Eastern Pima County Trail System Master Plan*. Additional areas within the map detail boundaries are designated Resource Conservation to reflect ERZ status.~~

~~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

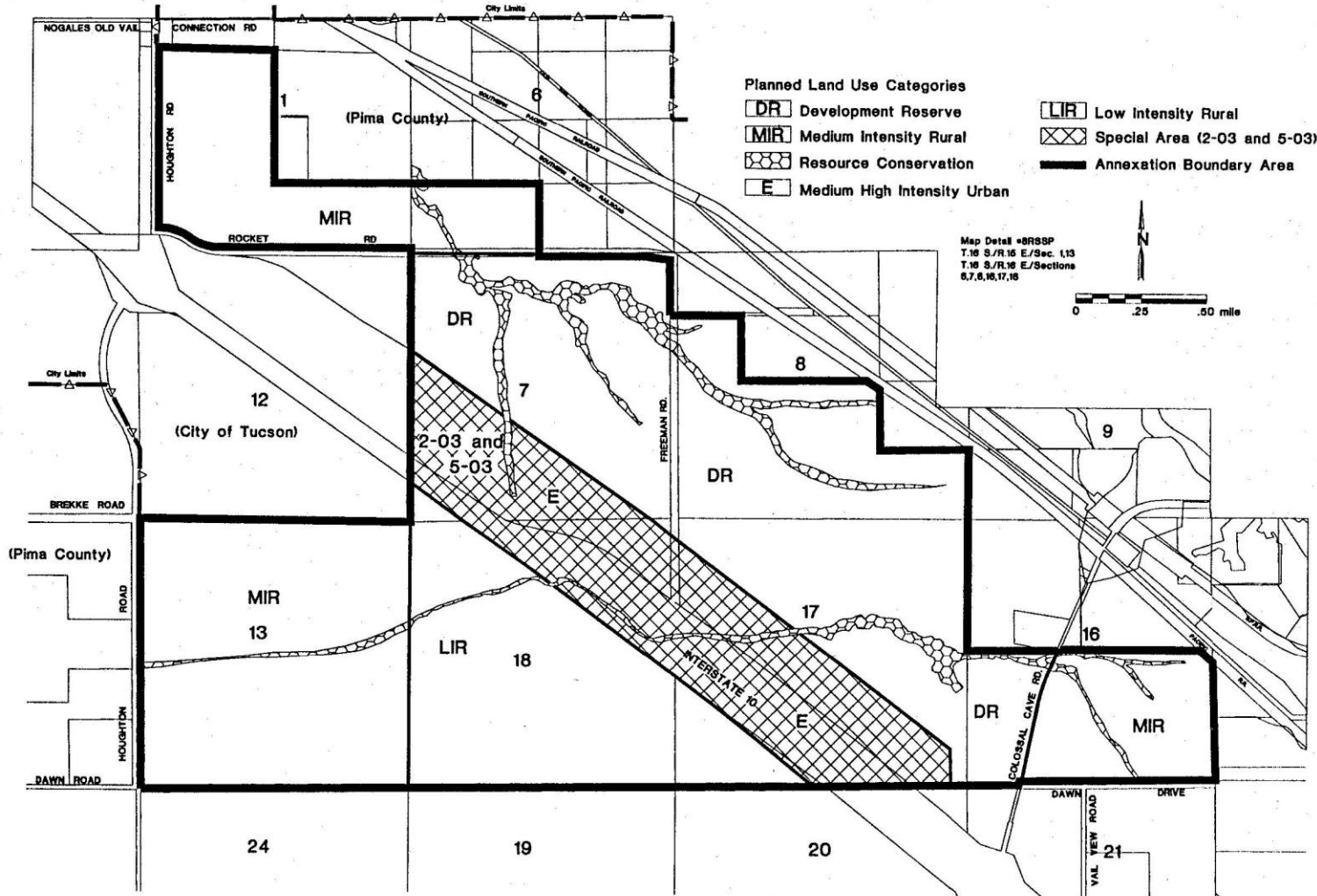
This area is restricted to nonresidential uses to provide a transition between existing industrial and low intensity residential uses. See page 57 in the Plan policy section.

Special Area 1-05 RITA 10 – State Trust Land

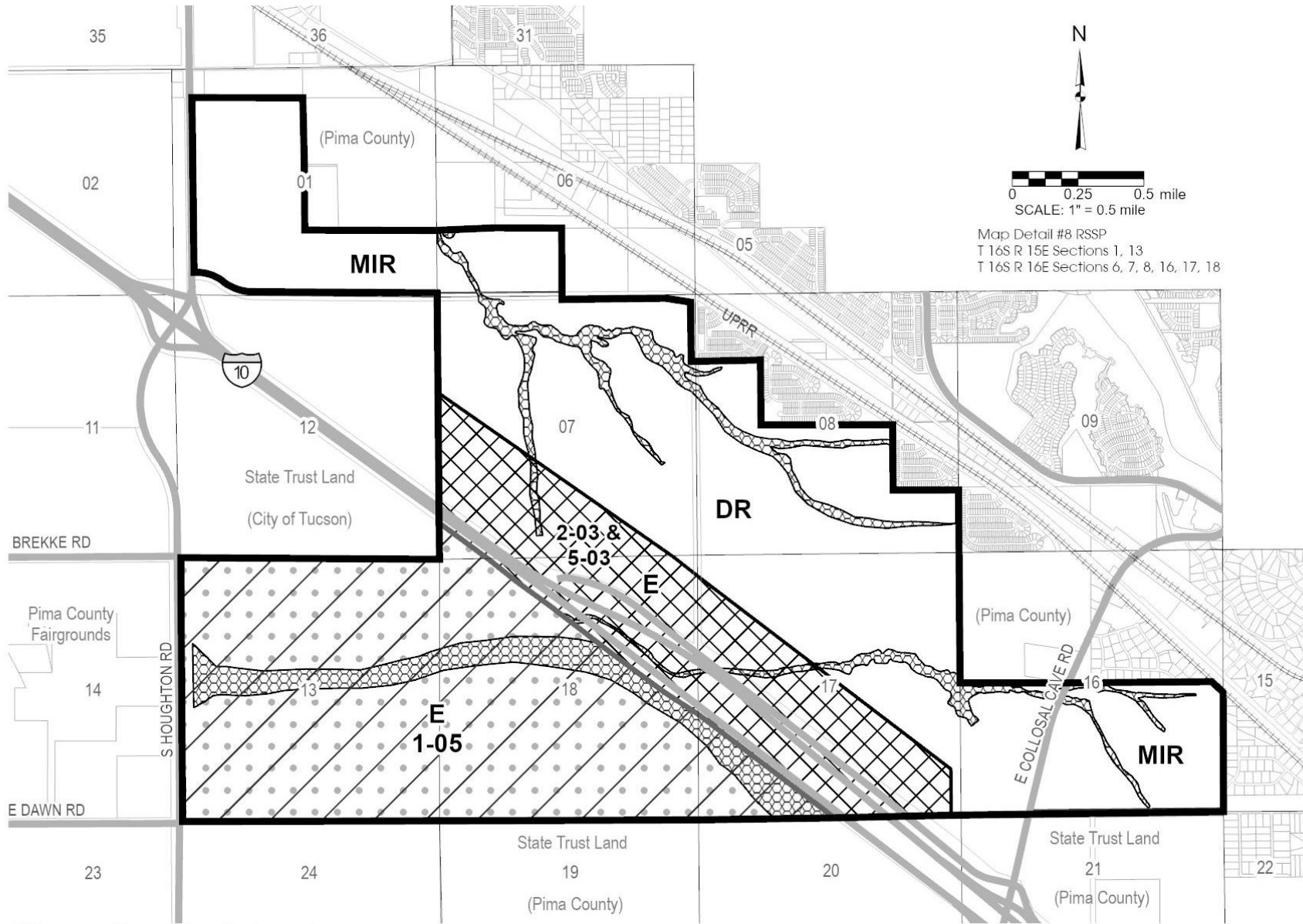
This area provides special policies that supersede *Part I. Subregional Policies* to guide the future development of State Trust Land while promoting orderly and phased growth within the Southlands and attracting major industry and employment generators to the region.

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.



MAP DETAIL #8-RSSP
HOUGHTON RD./DAWN DR.



Revised Planned Land Use Categories

- | | | |
|--------------------------------------|---|---|
| DR Development Reserve | Annexation Area Boundary | Special Area (2-03 & 5-03) |
| MIR Medium Intensity Rural | Resource Conservation | Special Area (1-05) |
| E 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 ~~numerous-~~ significant 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 *Eastern Pima County 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

Areas

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. ~~Otherwise, plan~~; however, these conceptual designations ~~generally reflect current~~ 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. ~~The area south of the Interstate is planned Low Intensity Rural and Medium Intensity Rural, which generally correspond to RH and RX-1 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 RHPAD, 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 corridor/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 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

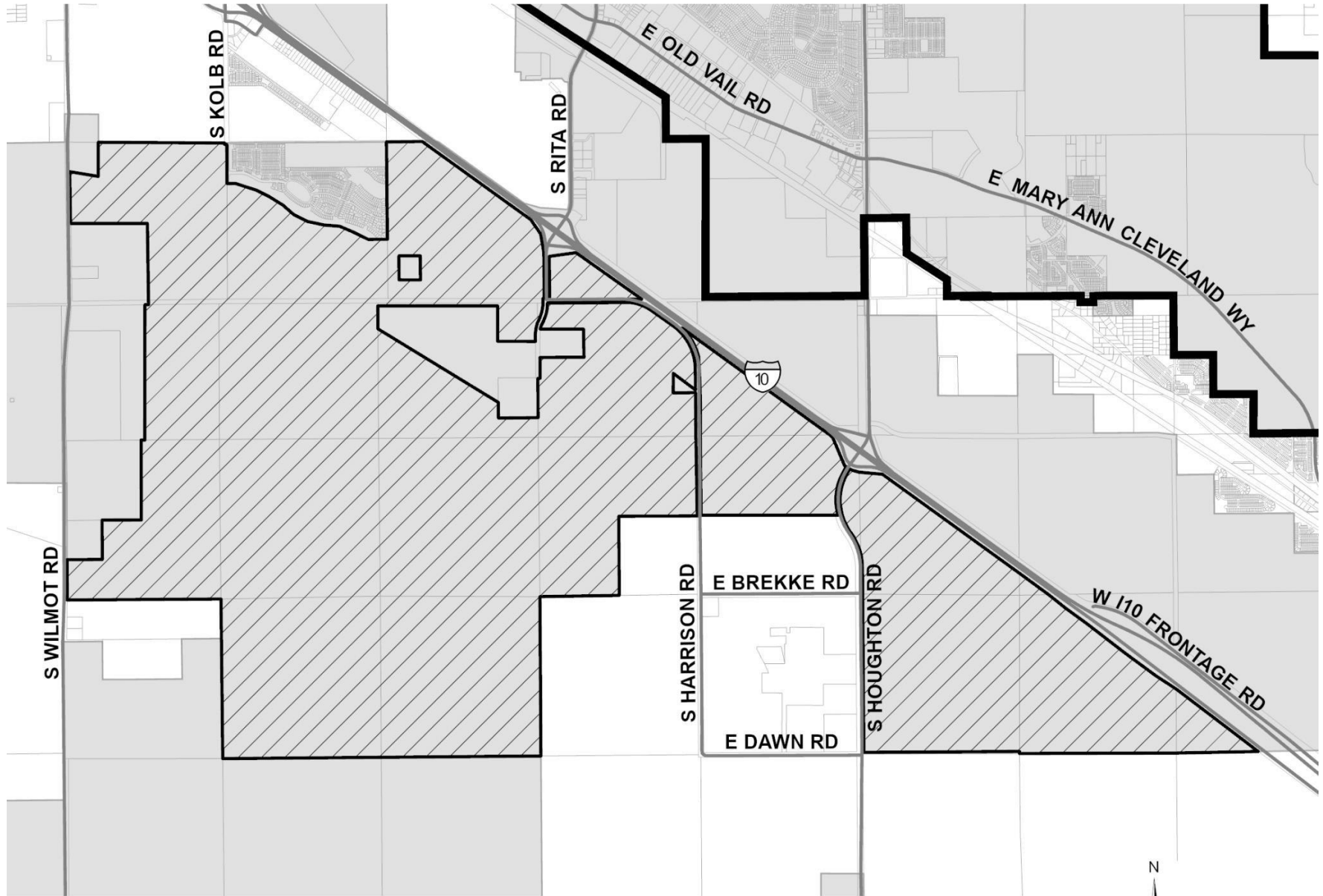
This area provides special policies that supersede *Part I. Subregional Policies* to guide the future development of State Trust Land while promoting orderly and phased growth within the Southlands and attracting major industry and employment generators to the region.

Subsequent Map Amendments

1. Resolution No. 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.

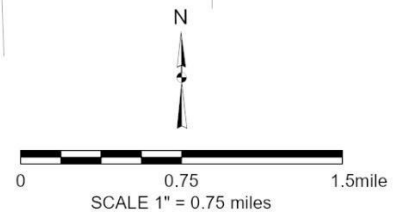
2. Land Uses:
 - a. Land uses shown on the plan map are preliminary, and shall be further defined in detail at the planned area development level. Final land uses shall be in accordance with the topographic, hydrologic, and visual constraints defined by the property. In this connection, development other 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

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



Legend

-  Rincon/Southeast Subregional Plan
-  Special Area (1-05)
-  Tucson City Limits
-  Parcels
-  Major Street



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.

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).