



Sahuarita Town Center and Santa Cruz River Corridor Subarea Plan

APPROVED BY TOWN COUNCIL ON JANUARY 14, 2008

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Chapter 1: Introduction

PURPOSE OF THE PLAN

This Plan represents a collaborative effort on the part of landowners, the Town of Sahuarita, Pima County, community groups, and other stakeholders to create a detailed land use and policy plan for the area that includes the future Town Center and the Santa Cruz River Corridor. The planning process was initiated in order to provide detailed land use, design, circulation, and policy guidance for the development of this area which will serve as Sahuarita's Town Center as it continues to grow. Several major civic and commercial destinations are already in the planning phases. This plan incorporates the following major planned developments:

- Rancho Sahuarita Town Center,
- Carondelet Health Network's planned hospital and associated emergency center and medical services campus, and
- Town of Sahuarita Municipal Complex.

In addition to the planned developments within the Town Center, the Planning Area also includes the Santa Cruz River, a major natural, historic, and recreation amenity of the Town. This Subarea Plan emphasizes the creation of strong connections between the Town Center, River Corridor, and adjacent development through its vision, land use plan, and policy framework for the area.

THE PLANNING AREA

The Planning Area includes approximately 3,600 acres located within the Town of Sahuarita and Pima County east of I-19, just over 20 miles south of Tucson, Arizona. Much of the Planning Area is currently undeveloped or remains in agricultural cultivation. The Santa Cruz River and its floodway is a central feature of the area, traversing the site from south to north.

Figure 1: The Planning Area



RELATIONSHIP TO THE TOWN'S GENERAL PLAN

The overall timing of future development within the Planning Area is uncertain. While some areas within the Planning Area will develop in the near-term, others may not develop for many years. However, given the area's central location within the community and the critical role its future development will play within the Town of Sahuarita, it is essential that a more refined framework for future development is established as a foundation. As a result, this Subarea Plan is intended to be adopted by the Town as an element of its General Plan. The Subarea Plan and accompanying design standards contained in Chapter 8 will serve as the framework for future planning and development within the Planning Area.

IMPLEMENTATION OF THE PLAN

To reflect the Town's desire for long-term development that results in high-quality development within the Planning Area that increases property values over time but allows for ongoing farming operations, implementation of this Plan will occur through the creation of an Overlay Zone, and ultimately through one or more Specific Plans. The Overlay District to be established for the Planning Area will require that these Specific Plan(s) be in concurrence with the Subarea Plan and its associated Design Standards. When one or more Specific Plans are prepared for the area, it is the intent of the Overlay District that the general policies and design standards contained herein be incorporated into future zoning as regulations. To summarize, the steps in the implementation process include:

1. Adoption of this Subarea Plan by the town as an element of the Town's General Plan;
2. Establishment of a Sahuarita Town Center/Santa Cruz River Corridor Overlay Zone, requiring that Specific Plans and other future zoning actions, including amendments to existing Specific Plans, be in conformance with this Plan, and that the design standards contained herein be incorporated into those Specific Plans; and
3. Preparation of Specific Plans for properties within the Planning Area that are in conformance with this Plan, at a point in the future when said properties are in the planning stages for development.

EXISTING DEVELOPMENT AGREEMENTS/SPECIFIC PLANS

The adoption of this Subarea Plan does not supersede existing Development Agreements and/or Specific Plans for properties located within the Planning Area. Existing plans and agreements include the Rancho Sahuarita Specific Plan and FICO Pre-Annexation Agreements applicable as part of the General Plan's Special Planning Area designation.

THE PLANNING PROCESS

This Plan is the result of a 12-month collaborative planning effort. Key elements of the process are outlined below.

A COLLABORATIVE PROCESS

The planning process was a jointly-funded effort by property owners or persons with interest in the study area. Contributors included:

- Town of Sahuarita
- Sonoran Institute
- Carondelet
- Robeson Communities
- Farmers Investment Co.
- American Nevada Corporation
- Sharpe and Associates
- Phelps Dodge Mining
- Park Corporation
- Other major landowners or businesses
- Other citizens, foundations or nonprofit groups

ADVISORY COMMITTEE

The planning effort was guided by an Advisory Committee, whose membership included:

- 3 Town Council representatives
- Planning Commission representative
- Parks and Recreation Commission representative
- Economic Development Committee representative
- Town Manager
- School District representative
- Phelps Dodge representative
- Carondelet Health Network representative
- FICO representative
- Pima County Flood Control District representative
- Sharp and Associates representative
- Park Corporation representative
- Citizen at Large

Advisory Committee meetings were held at key points during the process to obtain feedback and guidance on subsequent tasks. Four meetings were held during the course of the planning process.

JOINT TOWN COUNCIL/PLANNING COMMISSION WORK SESSIONS

Joint work sessions with the Town Council and Planning Commission were also held at key stages during the process. Members of the public were invited to these meetings to solicit feedback.

CONTENTS OF THE PLAN

This Plan contains the following chapters and appendices:

CHAPTER 2: VISION AND THEMES

This Chapter contains the Vision statement for the Town Center/Santa Cruz River Corridor Subarea and presents the five broad Themes which serve as the basis for the Plan.

CHAPTER 3: LAND USE FRAMEWORK

This Chapter contains the Land Use Framework map– the broad land use plan for that will guide future development within the Planning Area – and provides a description and related policies for the land use categories and concepts on the Land Use Framework map.

CHAPTER 4: SUBAREA DISTRICTS

This Chapter describes the five districts within the Planning Area. These districts are included as a planning management tool to assist with understanding the differing dynamics within various portions of the Planning Area. Each district description contains district-specific policies.

CHAPTER 5: PARKS, OPEN SPACE AND TRAILS

This Chapter contains the Parks, Open Space, and Trails Framework map for the Planning Area and presents related goals and policies to be pursued as development of the area moves forward.

CHAPTER 6: INFRASTRUCTURE AND PUBLIC FACILITIES

This Chapter contains the goals and policies to guide future investment in infrastructure and public facilities in the Planning Area.

CHAPTER 7: TRANSPORTATION FRAMEWORK

This Chapter contains the Transportation Framework illustrating the conceptual transportation improvements and future circulation patterns to serve and support the planned land uses and achieve various goals within this Plan. Transportation goals and policies are contained within this chapter.

CHAPTER 8: DESIGN STANDARDS

This chapter contains: General Design Standards, Residential Design Standards, Mixed-Use Design Standards, and Commercial and

Employment Standards. The design standards are derived from the goals and policies and are intended to guide the implementation of these concepts.

This Plan also contains the following appendices:

APPENDIX A: INVENTORY MAPS

APPENDIX B: EXISTING CONDITIONS

APPENDIX C: PLAN AND POLICY SUMMARY

Chapter 2: Vision & Themes

INTRODUCTION

A Vision is a statement of the kind of place that Sahuarita's residents want their Town Center/Santa Cruz River Corridor area to become in the future. The Vision describes the community's collective values and aspirations and creates an image for the Planning Area based on what residents would like it to be in the future. The Vision is founded on the premise that the health of the Town and the quality of life of its residents are dependent upon the balancing of multiple factors, including environmental, economic and social considerations. These components are interrelated and essential to the continued health and sustainability of the community. Addressing these factors in a comprehensive manner provides a balanced and flexible basis for formulating a plan for the area.

VISION

Sahuarita's Town Center/Santa Cruz River area will be the civic and cultural heart of the community; a vibrant, safe gathering place where residents and visitors congregate to shop, stroll, dine, conduct their daily business; a place where people of all ages live, work, and recreate. Our Center will have a distinctive identity that is recognizable throughout the region. The compact pattern and integrated circulation system of Sahuarita's Town Center/Santa Cruz River area will encourage residents and visitors to travel to, from, and within the area using a variety of modes, including walking, automobile, bicycle, equestrian, and transit. Strong linkages to the Santa Cruz River, the De Anza Trail, and the region's connected system of trails and open space will serve as an important part of our community's identity.

THEMES

Five broad themes have been identified to help Sahuarita implement the community's Vision for the Town Center/ Santa Cruz River area. The

themes reflect the desires of the community at a broad policy level and are intended to function hand-in-hand. Each theme is accompanied by a set of guiding principles that provide specific direction for the Town Center and Santa Cruz River Subarea Plan. The five themes include:

1. Town Center/Santa Cruz River Area As the Civic/Cultural Heart of the Community;
2. An Enhanced and Connected Transportation Network;
3. Strong Linkages to the Santa Cruz River;
4. A Strong Mixed-Use Core; and
5. A Strong Image for the Community.

1 TOWN CENTER/SANTA CRUZ RIVER AREA AS THE CIVIC/CULTURAL HEART OF THE COMMUNITY

Sahuarita should continue to provide a strong commitment to the Town Center/Santa Cruz River area as the civic and cultural heart of the community. This commitment has been evidenced through the Town's decision to integrate its new municipal center complex with the Town Center/Santa Cruz River area and its ongoing efforts to ensure that future civic facilities are integrated as well.

Guiding Principles

- Concentrate major civic facilities in the Planning Area and provide linkages to those located in other areas of the community.
- Build synergy through careful location and design of civic facilities.
- Create safe and walkable places and locations for community gatherings.
- Facilitate arts and cultural activities and uses, as well as community-building events such as parades, festivals, etc.
- Integrate a range of employment opportunities that complement town center activities.

2 AN ENHANCED AND CONNECTED TRANSPORTATION NETWORK

Sahuarita recognizes that in order to create a vibrant Town Center/Santa Cruz River environment, the area must be well-connected to the greater community and region and must offer its visitors and residents a variety of transportation options (auto/pedestrian/bicycle/equestrian/transit). The town will strive to make necessary improvements in a timely fashion and will continue to work with regional service providers to anticipate and plan for future multi-modal access.

Guiding Principles

- Incorporate features and facilities that will allow the Planning Area to serve as a central transportation hub for the Town and region.
- Establish a unified trail system that establishes clear and direct pedestrian and bicycle connections.
- Improve multi-modal access to the Planning Area and to other neighborhoods and destinations within the community (auto/pedestrian/bicycle/equestrian/transit), as well as to those that exist today, such as the school campus.
- Provide for safe and attractive pedestrian and bicycle environment along Sahuarita Road and secondary roadway corridors.
- Designate an east/west transportation corridor that can serve as an alternative to Sahuarita Road.

3 STRONG LINKAGES TO THE SANTA CRUZ RIVER

Sahuarita recognizes that the Santa Cruz River is an integral component of the community and will be a focal point of the Town Center/Santa Cruz River area. Achieving this goal will require that linkages be provided along the river to the Town's future trail network, as well as to the larger regional trails system. In addition, future development and open spaces in the Town Center/Santa Cruz River area will need to be oriented towards and have a strong visual and physical connection to the river corridor.

Guiding Principles

- Ensure that future development occurring adjacent to the river corridor is oriented and designed so as to maximize the open space aspects and development potential of this amenity.
- Provide clear pedestrian linkages to and through the river corridor using an integrated network of local trails and regional connections.

- Establish a framework of connected open spaces within the Planning Area using the river corridor as a central spine.

4 A STRONG MIXED-USE CORE

Sahuarita recognizes that creating a strong mixed-use core within the Town Center/Santa Cruz River area will be an incremental process that relies heavily on the goals and guiding principles above to create an environment that projects a positive image and attracts future investment. Achieving this goal will also require that linkages be strengthened between the town center, the planned regional hospital, and other newly developing areas of the Town.

Guiding Principles

- Ensure that new development fosters an exciting, mixed-use environment with a strong orientation to the river.
- Promote housing opportunities that incorporate a diverse range of housing types and price ranges.
- Ensure that future development has a “Town” (versus “City”) feel and scale.
- Seek opportunities to promote health and medical-related development that builds on the planned regional hospital and related medical facilities and that supports wellness initiatives within the community.
- Promote a mix of uses that incorporates entertainment, culture/arts, employment, retail and service uses.
- Promote a range of employment opportunities that are compatible with the Town Center environment and serve the broader community.

5 A STRONG IMAGE FOR THE COMMUNITY

Sahuarita recognizes that the Town Center/Santa Cruz River area will serve as one of the primary gateways to the community in the future—making the design and organization of future development in the area particularly important. The Town will strive to establish a distinctive character for the Town Center/Santa Cruz River area that provides a sense of arrival and projects a strong, welcoming image for the community.

Guiding Principles

- Encourage creative and distinctive approaches to the design and organization of future development—both the built and natural environment—that will set Sahuarita apart from other communities in the region.
- Ensure that the scale and character of future development is compatible with the community's vision for the future and the area's gateway function.
- Ensure that future development complements and is sensitive to the community's natural setting, as well as its historic and cultural resources.

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Chapter 3: Land Use Framework

INTRODUCTION

This chapter contains the Land Use Framework map, a description of each land use category, and related policies. The Land Use Framework map conceptually illustrates desired future land use patterns within the Town Center/Santa Cruz River Corridor Subarea. The following land use categories are included on the Land Use Framework map:

- Commercial,
- Employment,
- Rural/Low-Density Residential,
- Suburban Residential,
- Urban Residential,
- Resource Conservation/Open Space, and
- River Corridor.

In addition to the general land use categories, the Land Use Framework map identifies general locations for several compact, mixed-use “activity centers” in easily accessible and highly visible locations within the Planning Area to promote the efficient use of available land and to concentrate retail, municipal, employment, and other services in pedestrian-oriented development nodes that may be easily accessed from and serve the surrounding neighborhoods. Concentrating such uses within a compact center also allows them to be more readily served by transit in the future. Activity centers will vary in size, composition (i.e., vertical or “stacked” mixed-use or horizontal or “side-by-side” mixed-use), and in use (i.e., retail/employment emphasis vs. retail/residential emphasis), depending upon their location and context. The Sahuarita Town Center District will be the most significant of the activity centers as it will function as the Town’s municipal and cultural center and as a central gathering place for the community. A detailed discussion of each activity center and its related goals and policies, is provided in Chapter 4.

The Land Use Framework map is intended as a guide for future development in the Planning Area, and should be used in conjunction with the Parks, Open Space and Trails framework (see Figure 3, Chapter 5), the Circulation Framework (see Figure 4 in Chapter 7), and all applicable goals and policies of this Plan. It is anticipated that the extent and composition of

the land use “bubbles” illustrated on the Land Use Framework map will need to be refined as a result of more detailed planning and engineering studies in the future.

Sahuarita Town Center/Santa Cruz River Corridor Subarea Plan

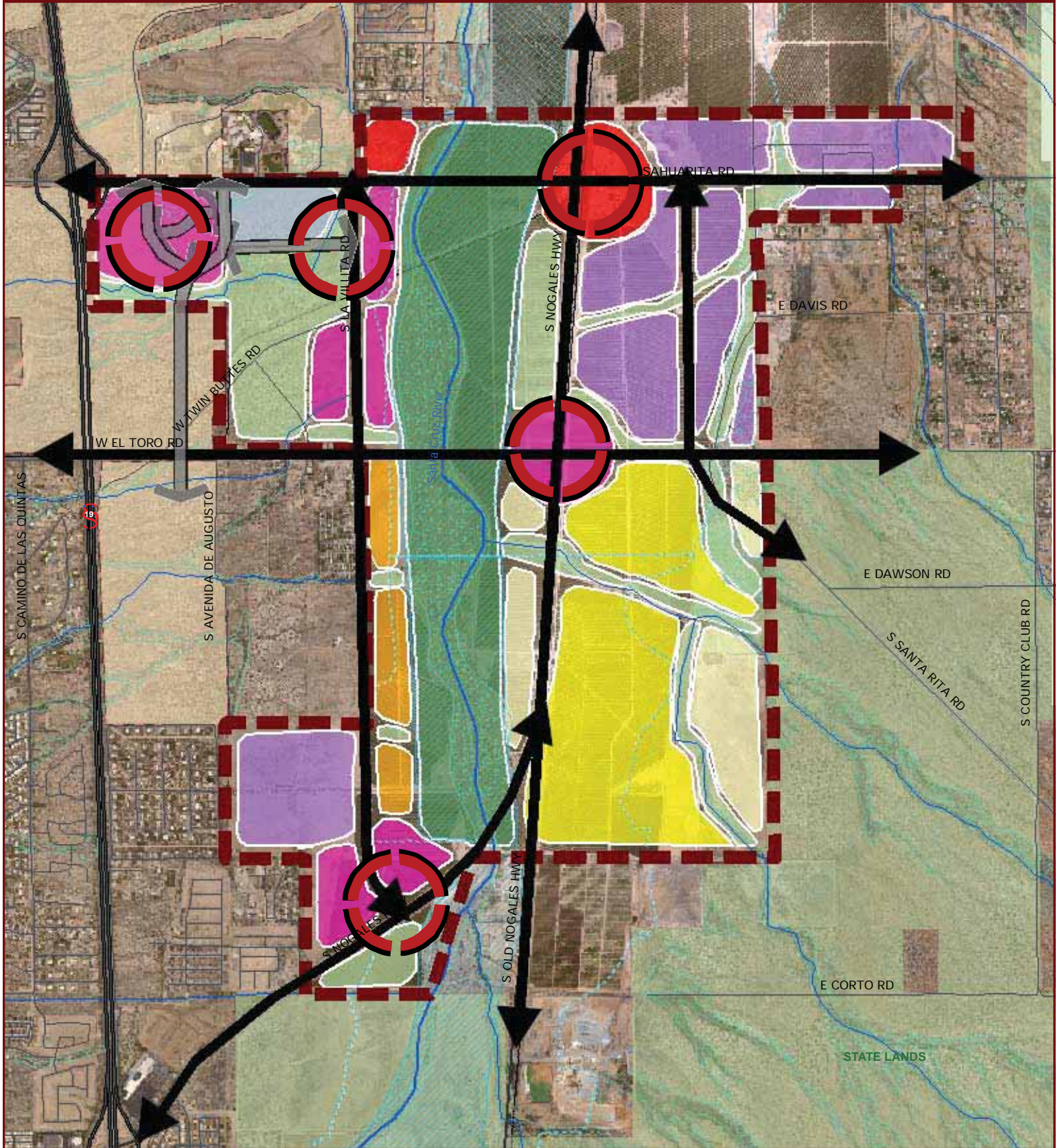


Figure 2: Land Use Framework

Legend

- | | | | | |
|---------------------|-----------------------------------|--------------------------------------|-------------------------------|-----------------|
| Study Area Boundary | Transportation | Land Use | Rural/Low Density Residential | Institutional |
| Santa Cruz River | Railroad | River Corridor | Suburban Residential | Commercial |
| Floodplain | Streets | Resource Conservation/
Open Space | Urban Residential | Employment |
| Floodway | Future Circulation | | | Mixed Use |
| Riparian Area | Future Circulation in Town Center | | | Activity Center |



0 0.25 0.5 1 Miles

Date: February 2007 Source: Town of Sahuarita GIS, Pima County GIS, Clarion Associates

CLARION

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COMMERCIAL/EMPLOYMENT

Background and Intent

*Commercial and employment uses are intended to provide concentrated nodes of community services and employment within the Planning Area. The Framework Plan Map identifies three types of commercial and employment uses: **Commercial**, **Employment**, and **Industrial** uses. Policies for each category are provided below along with several generally applicable policies for all commercial and employment uses. To reinforce the Town’s goal of achieving a more compact and efficient pattern of development, commercial uses should be focused in concentrated nodes where possible, as opposed to linear, “strip” type patterns.*

General Commercial/Employment Policies: All Categories

C/E 1.1—CIRCULATION AND ACCESS

Clear, safe, direct pedestrian connections should be provided through parking areas to building entrances and to surrounding neighborhoods or streets. Integrate main entrances or driveways with the surrounding street network to provide clear connections between uses for vehicles, pedestrians, and bicycles.

C/E 1.2—PARKING DESIGN AND LOCATION

Uninterrupted expanses of parking should be avoided. Parking areas should be broken into smaller blocks divided by landscaping and pedestrian walkways that are physically separated from vehicular drive isles. In an effort to reduce the heat island effect, a substantial number of drought tolerant shade trees (e.g. Palo Verde, Mesquite, Willow Acacia) should be incorporated in the landscape design. To the maximum extent feasible, parking areas should be distributed between the front and sides of buildings, or front and rear, rather than solely in front of buildings.

C/E 1.3—UNIFIED SITE DESIGN

A unified site layout and design character (buildings, landscaping, signage, pedestrian and vehicular circulation) should be established for each commercial/employment center to guide current and future phases of development. Creative building orientation and site design techniques should be used to create visual interest and establish a more pedestrian-oriented scale between primary building(s) and associated pad sites (e.g., outdoor gathering spaces, “main streets”).



(Top) Clear, direct pedestrian connection through parking area with shade structure; (Bottom) Use of landscape islands to break up parking area into series of smaller blocks.



Use of creative building orientation to create pedestrian-oriented gathering spaces between primary building and pad site buildings.

C/E 1.4—TRANSITIONS

Commercial/employment centers should be designed to be compatible with and reflect the character of the surrounding neighborhood, incorporating buildings with a similar height and scale as surrounding residences and utilizing similar materials and architectural details. Transitions between uses can be accomplished by stepping down the height of taller structures to meet residences, providing landscape buffers or screening, or similar means. Walling off residential areas from commercial centers is strongly discouraged.

C/E 1.4—PARKS, OPEN SPACE & TRAILS

Linkages to the surrounding network of parks, open space, and trails, as identified in the Town's Parks, Recreation, Open Space, and Trails Plan (underway), should be provided from each commercial/employment center.



Commercial centers are intended to provide a mix of retail services in a concentrated setting.

Commercial Policies**C 1.1—CHARACTERISTICS**

Commercial centers are intended to provide a mix of retail services in a concentrated setting to serve the Planning Area as well as the surrounding community. However, centers may also include larger retail centers with unique stores or characteristics that provide a more regional draw. Commercial centers are typically anchored by large format national retailers, which may provide sales of a variety of general merchandise, grocery, apparel, appliances, hardware, lumber, and other household goods, often under one roof. Complementary uses, such as restaurants, specialty markets, specialty stores (such as books, furniture, computers, audio, office supplies, or clothing stores) are also appropriate. The concentrated, unified site layout of commercial centers allows a variety of community needs to be met in a "one-stop shop" setting. Single-use, highway-oriented or "strip" commercial activities are not encouraged.

C 1.2—LOCATION

Commercial centers within the Planning Area will generally be located at the intersection of a state or interstate highway and an arterial or at the intersection of two arterials. Smaller neighborhood-serving centers may also be appropriate and should generally be located at the intersection of two collector streets, or at the intersection of a collector and a local street, provided they are designed to be compatible with and provide appropriate transitions to the surrounding residential neighborhood.

C 1.3—ARCHITECTURAL CHARACTER

Commercial centers shall be consistent with the Town's *Large Scale Commercial Retail Standards*, as applicable, based on the size of buildings within the center. The *Standards* address the compatibility with surrounding areas, foster quality design, and mitigate negative visual impacts such as uninterrupted wall planes, parking areas, and service and loading areas.

Employment Policies

EMP 1.1—CHARACTERISTICS

The Employment (EMP) designation is intended to provide concentrated areas of high quality employment facilities that are integrated with or adjacent to complementary retail and commercial uses, and/or residential uses. EMP development may include corporate office headquarters, research and development facilities, hospital/medical centers and offices, and educational facilities in a planned, campus-like setting. The EMP designation also encompasses smaller, live-work complexes consisting of a single building or several buildings that are not located within a typical office park setting, but are located within a mixed-use activity center.

EMP 1.2—LOCATION

Employment uses should have direct access to existing or planned arterial and collector streets and should not rely on local or residential streets for primary access.

EMP 1.3—COMPLEMENTARY USES

The incorporation of complementary commercial, retail, or residential uses in combination with employment uses is strongly encouraged. Generally, complementary uses should not exceed 25% of the total land area of the site. However, it is anticipated that this percentage will vary depending upon the size of the development, and the extent to which complementary uses are provided or are planned within the surrounding development context.



Live-work units within a mixed-use activity center incorporate professional offices at the street level and residences above.

Industrial Policies

IND 1.1—CHARACTERISTICS

The Industrial (IND) designation is intended to provide locations for light and heavy manufacturing, warehousing and distribution, indoor and screened outdoor storage, and a wide range of other industrial services and operations that would benefit from the heavy rail access present within the Planning Area. Industrial uses typically involve more intensive work processes, and may involve manufacturing or basic resource handling.

IND 1.2—LOCATION

Industrial uses should generally be located away from residential neighborhoods, particularly those uses which generate significant noise and/or traffic. Industrial sites should have access to one or more major arterials or highways capable of handling heavy truck traffic. Light industrial uses can typically be located in areas that also contain some commercial uses, and might benefit from close proximity and better access to their local customer base.

IND 1.3—SCREENING

Storage, loading and work operations should be screened from view along all industrial area boundaries (when adjacent to non-industrial uses) and along all public streets.

RESIDENTIAL



Background and Intent

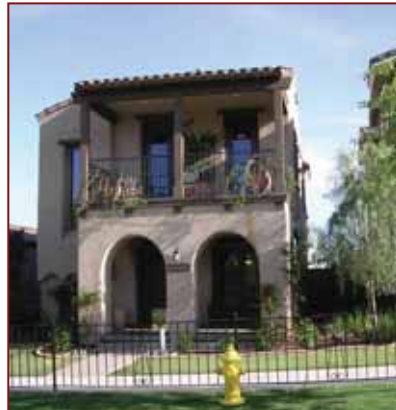
*The Framework Plan Map identifies three residential land use designations: **Rural/Low-Density Residential, Suburban Residential, and Urban Residential**. Residential land use categories are intended to provide opportunities for a variety of new residential neighborhoods within the Planning Area, including some with a more urban character than typically found in the community today. While some complementary uses within the residential land use designations are allowed, and a mix of housing types, price-ranges, and densities is encouraged in suburban and urban residential neighborhoods, these land use designations are intended to be predominantly residential. Opportunity to provide a broader mix of non-residential uses is provided by the mixed-use category outlined below.*

Specific policies for each residential category are provided below along with a set of General Residential Policies applicable to all residential development within the Planning Area.

General Residential Policies: All Categories

GR 1.1—CIRCULATION AND ACCESS

Residential neighborhoods within the Planning Area should be designed using an interconnected network of streets to provide efficient connections between the planning areas' five areas and to accommodate vehicular, bicycle, and pedestrian circulation. Developing isolated neighborhood street networks that only serve small segments of the Planning Area should be avoided. Safe and direct pedestrian and bicycle connections to surrounding neighborhoods and the larger community should be provided using linkages to existing and planned trail and pathway systems.



A range of housing types and densities should be provided within the Planning Area to provide a variety of choices for Sahuarita residents.

GR 1.2—VARIETY OF HOUSING TYPES

A range of housing types and densities should be provided within the Planning Area to provide a variety of choices for Sahuarita residents. The range of housing types will vary dependent upon the scale and density of the neighborhood, setbacks, and the surrounding development context. Generally, larger developments pods will be expected to provide a broader range of housing types and densities.

GR 1.3—VARIETY OF HOUSING MODELS

To create visually appealing, pedestrian-friendly streetscapes, and increase choices for consumers, a variety of home model designs should be provided along each block within Suburban and Urban Residential neighborhoods. Home models should be differentiated through varied placement of windows and doors, varied setbacks, incorporation of different building materials, the size and massing of houses, color, design and placement of front porches, and other design features. The use of a variety of garage configurations (e.g., providing a combination of front-loaded (street-oriented), side-loaded, or alley-loaded garages) is a particularly effective means of achieving this objective and is strongly encouraged.

GR 1.4—RELATIONSHIP TO SURROUNDING DEVELOPMENT

Residential neighborhoods should be integrated with and connected to mixed-use activity centers and other existing or planned development areas within the Planning Area, as well to open spaces and the surrounding community, rather than being walled off and designed as isolated pods of development.

GR 1.5—PARKS, OPEN SPACE & TRAILS

Residential neighborhoods should be organized around an integrated network of parks, open space, and trails to unify distinct development



Residential neighborhoods should be organized around an integrated network of parks, open space, and trails to provide linkages to the surrounding community and regional trails system.

areas within the Planning Area and to provide transitions and linkages to the surrounding community and regional trails system. Parks, open space, and trails shall be consistent with the specific policies for parks, open space, and trails, contained in this Plan, as well as with all other applicable Town plans and regulations.



(Top) Clustering of rural residential units is encouraged as a means of preserving natural washes or other distinctive features.. (Bottom) Preservation of wash as open space corridor.

Rural/Low-Density Residential Policies

RR/LDR 1.1—CHARACTERISTICS

The Rural/Low-Density Residential (RR/LDR) designation provides a rural setting for large-lot single-family housing within the study area. Lot sizes and layouts for RR/LDR developments will vary dependent upon physical and access constraints found in some locations within the study area. In some cases, large portions of a lot may remain in an undeveloped state, reinforcing the rural character of this development pattern. Residences within the RR/LDR designation are not typically served by urban utilities, but may be depending upon location.

RR/LDR 1.2—DENSITY RANGE

The RR/LDR designation allows for lots ranging from 0.25-2 dwelling unit per acre. Lot sizes for new development should be varied where possible to respond to the surrounding development context. For example, larger lots should be used to provide a transition between open lands or rural/low-density residential development and more urban development intensities.

RR/LDR 1.3—LOCATION

RR/LDR development will generally be focused in the Southeast Area of the Planning Area. RR/LDR development may be used to serve as a transition between more dense suburban neighborhoods and open space or public lands, or existing rural/low-density neighborhoods that should be protected.

RR/LDR 1.4—CLUSTER DEVELOPMENT

Clustering of rural/low-density residential units is encouraged as a means of preserving natural washes or other distinctive features, creating transitions between suburban development intensities and open lands, and providing open space for the common use and enjoyment of residents.

RR/LDR 1.5—OPEN SPACE AND PARK LINKAGES

Open space and parks designated through fee purchase, private land dedication, clustering, or other means should be organized so as to preserve topographic features or views, and provide strong visual and physical connections to the surrounding open space and pathway network, both existing and planned.

Suburban Residential Policies

SR 1.1—CHARACTERISTICS

Suburban Residential (SR) neighborhoods should contain a mix of single-family residences, duplexes, and/or townhomes on individual lots in a planned neighborhood setting. SR neighborhoods should be designed to include a recognizable center or gathering space. Centers will vary in size and composition, but may include a combination of higher-density residential uses, parks and/or recreation facilities.

SR 1.2—DENSITY RANGE

The SR designation allows for densities of 3-5 dwelling units per acre.

SR 1.3—LOCATION

SR neighborhoods will generally be located in the Southeast and Northeast Areas of the Planning Area. SR neighborhoods should be located close to arterial streets and be bounded by collector streets where possible.



Suburban residential.

Urban Residential

UR—1.1—CHARACTERISTICS

Urban Residential (UR) neighborhoods are intended to be largely self-supporting and to be comprised predominantly of medium to high-density housing (including small lot single-family residences, duplexes, patio homes, townhomes, apartments, and condominiums) as well as a range of retail, offices or live-work units or close proximity to such services. In general, no single housing type should occupy more than 60 percent of the total land area designated as UR. UR neighborhoods are intended to provide residents with the ability to meet many of their day-to-day needs within close proximity of their home. Parks and civic spaces should also be incorporated as appropriate given the scale and location of the neighborhood.

UR 1.3—DENSITY RANGE

Residential densities will be between 5-22 dwelling units per acre, depending upon location and development context.

UR 1.4—LOCATION AND SCALE

UR neighborhoods within the Planning Area are appropriate adjacent to designated activity centers and along major travel corridors, and well as in locations specifically defined on the Framework Plan Map.

UR 1.5—MIX OF USES

UR neighborhoods are intended to be comprised of predominantly residential uses. However, the integration of complementary uses, such



Mixed-use activity center.

as retail, office, and live-work units, is strongly encouraged. Complementary uses may represent between 10 and 30 percent of the total land area. However, it is anticipated that this percentage will vary depending upon the size of the neighborhood and the extent to which complementary uses are provided (or are planned to be provided) within adjacent mixed-use activity centers.



Urban residential.

UR 1.6—RELATIONSHIP TO SURROUNDING DEVELOPMENT

UR neighborhoods should be integrated with and connected to the surrounding neighborhood context, rather than being walled off as isolated pods of development. Uses should be compatible with those located on the opposite side of the street in terms of their height, massing, and scale, either through the use of a consistent housing type or by stepping down the height of the higher-density use to match the height of the adjacent use.

MIXED-USE

Background and Intent

The Framework Plan Map contains a single mixed-use category designation, focused within area's designated activity centers. This category and its associated policies reflects the Town's desire to establish a more diverse mix of uses within the Planning Area by concentrating the development of commercial services, employment opportunities, a diversity of housing (both in terms of housing type and density), and an array of services, such as civic uses, entertainment, shopping, and parks that can meet many residents' day-to-day needs within compact centers of activity. Specific policies to guide mixed-use development are provided below.

Mixed-Use Policies

MU 1.1—CHARACTERISTICS

The Mixed-Use (MU) designation is intended to encourage the development of compact, mixed-use activity centers within the Planning Area. While commercial retail and offices will generally be the primary uses in MU areas, a percentage of the total land area of each site may be devoted to higher density residential uses, such as townhomes, apartments, lofts, and live-work units—creating a diverse mix of uses that make it possible to live, work, and meet day-to-day needs within close proximity. MU development should incorporate pedestrian-friendly design elements and should be designed with clear connections to existing or planned transit stops and surrounding development.

MU 1.2—ACTIVITY CENTERS

The creation of higher-intensity mixed-use activity centers within the MU designation is strongly encouraged in the locations identified on the Framework Plan Map. Activity centers may include a compact assemblage of uses that is either vertically or horizontally mixed, dependent upon their location, density, and the size of the area that they are intended to serve. Activity centers are intended to be pedestrian and transit-friendly.

MU 1.3—VERTICAL MIXED-USE

Vertical mixed-use development integrates two or more land use types within a single, multi-story building, with each use occurring on a different floor. Typically, uses that generate more pedestrian activity (e.g., restaurants, retail stores) should be located at the street level and less active uses (e.g., offices, residential units) should be located on upper floors. Parking facilities are typically shared between the uses and may include an integrated or attached parking structure or “tuck-under” parking in a more urban context such as within the core of a designated activity center.

MU 1.4—HORIZONTAL MIXED-USE

Horizontal mixed-use development includes the co-location of several types of uses or buildings as part of a cohesive development in proximity to each other; however, each building maintains its own separate use. Parking facilities are typically centrally-located surface lots and are shared between uses.

MU 1.5—DENSITY RANGE

Mixed-use buildings would feature a more urban character—ranging from one-story in height (50% lot coverage) to two or more stories covering the entire site (100% lot coverage). The latter configuration would require off-site or structured parking.

MU 1.6—LOCATION

Mixed-use activity centers should be established in the locations defined on the Framework Plan Map. These locations have been identified for their ability to serve as organizing features and central gathering spaces within the Planning Area, their ease of accessibility from the surrounding community and region, and their ability to be served by existing or future transit.

MU 1.7—MIX OF USES

Large-scale, single-use commercial developments are not encouraged within the MU designation. MU developments should generally provide a mix of commercial, retail, and office uses in combination with high-density residential uses. Where a vertical pattern of mixed-use is employed, active uses (e.g., retail and restaurants) should be located on the ground floor of buildings, with residential and office uses occurring on upper floors. Where a horizontal mix of uses is employed, residential



Vertical mixed-use within an activity center incorporates ground floor retail and residences (top) or offices (bottom) above in a compact, pedestrian-friendly environment.

uses should be physically integrated with non-residential uses and should be used to provide transitions to and create a visual link to surrounding neighborhoods. Placing residential and non-residential uses adjacent to one another, but segregating them through the use of fences, walls or other barriers and a lack of street or pedestrian connections does not constitute an integrated mix of uses.



On-street parking in mixed-use activity center used to establish a more compact pattern of development.

Residential uses will generally represent between 10 and 50 percent of the total land area within a mixed-use activity center. However, it is anticipated that this percentage may vary greatly depending upon the size and density of the activity center and on the extent to which commercial uses are provided within the adjacent development context, and market constraints.

MU 1.8—PARKING LOCATION AND DESIGN

Off-street parking for mixed-use developments should be located behind buildings and away from primary street frontages, within a structured parking deck, or tucked underneath the building in podium fashion. The use of on-street parking, shared parking, or similar tools to provide a portion of the required parking for mixed-use developments is strongly encouraged, where feasible, to promote a more compact pattern of development within mixed-use activity centers.

MU 1.9—TRANSITIONS

Mixed-use activity centers should be integrated with and connected to the surrounding neighborhood context, rather than being walled off as isolated pods of development. Uses should be compatible with those located on the opposite side of the street in terms of their height, massing, and scale, either through the use of a consistent housing type or by stepping down the height of the higher-density use to match the height of the adjacent use.

MU 1.10—CIRCULATION AND ACCESS

Mixed-use activity centers should be designed using an interconnected network of streets to provide efficient connections between uses and to accommodate vehicular, bicycle, and pedestrian circulation, as well as existing or future transit service. Direct vehicular and pedestrian connections to adjacent neighborhoods, commercial, and civic uses should be provided, as should linkages to existing and planned trail systems. Mixed-use activity centers should be integrated with the surrounding development in terms of its circulation and access, rather than walled off and isolated from it.

MU 1.11—PUBLIC GATHERING SPACES

Mixed-use activity centers should be organized around a central gathering space or series of spaces, such as a plaza or park. These types of public spaces serve as urban recreational amenities for residents that may not have access to larger community parks or recreational amenities without

getting in their cars and generally promote increased levels of pedestrian activity.

MU 1.12—STRUCTURED/TUCK-UNDER PARKING

Structured parking garages and/or tuck-under podium parking may be necessary to support the more intense, mixed-use pattern of development desired in some mixed-use activity centers. Structured parking should be designed with a similar level of architectural detailing as the main building. Incorporating active uses, such as retail spaces and restaurants, into the ground floor is strongly encouraged, particularly in core areas of activity centers where pedestrian activity is most desirable, as well as along primary street frontages. Tuck-under parking should be screened from major pedestrian corridors and primary street frontages.



Incorporating active uses, such as retail spaces and restaurants, into the ground floor of parking structures is strongly encouraged to promote an active pedestrian environment.

ESTIMATED BUILDOUT CAPACITY

Table 1 summarizes the estimated development capacity of the Town Center/Santa Cruz River Corridor Subarea as illustrated by the Land Use Framework map. Table 1 is intended to serve as a general estimate based on the assumptions contained in this Plan. The ultimate buildout capacity of the Planning Area will be dependant upon more detailed planning and engineering studies. It should be noted that due to the generalized nature of the Land Use Framework map (e.g., "bubble map vs. parcel map), the total number of acres provided in the table does not equal that of the overall Planning Area.

Table 1: Estimated Buildout Capacity of the Subarea

Planned Land Use	Estimated Total Acres*	Developable Acres	Development Intensity	Buildout Capacity
Residential			DU/Acre	Units
Rural/Low Density Residential	197	158	1.1	174
Suburban Residential	537	430	4	1,719
Urban Residential	109	87	13.5	1,181
Mixed Use (Residential Development)	86	69	22	1,509
Residential Subtotal	930	744		4,583
Non-Residential			FAR	Sq.Ft.
Commercial	140	112	0.3	1,460,343
Employment	597	478	0.3	6,244,317
Mixed-Use (Commercial Development)	257	206	1.2	10,759,667
Mixed-Use (Employment Development)	86	69	1.2	3,586,556
Non-Residential Subtotal	1,080	864		22,050,883
Other				
Institutional	0			
River Corridor	800			
Resource Conservation/Open Space	548			
Other Subtotal	1,348			
Grand Total	3,358	1,608		4,583 Housing Units 22,050,883 Sq.Ft.

Chapter 4: Subarea Districts

INTRODUCTION

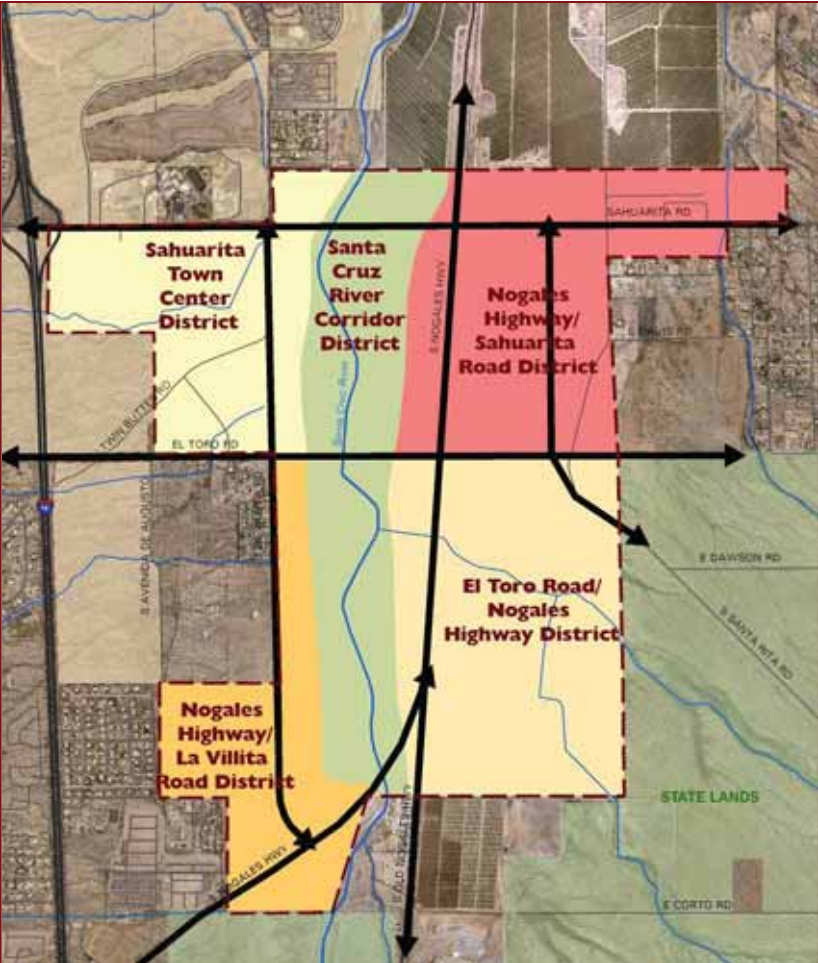
The Land Use Framework presents the future land use and circulation patterns that represent the community's vision for the Planning Area. Planned land uses for the entire Subarea are illustrated on the Figure 2: Land Use Framework Map. Subarea-wide goals, policies, and design guidelines are provided throughout this Plan.

There are, however, five distinct "districts" within the planning area – each unique in its physical characteristics, natural boundaries, and overall function. The districts are defined as follows:

- Santa Cruz River Corridor;
- Sahuarita Town Center District;
- Nogales Highway/Sahuarita Road Area;
- Nogales Highway/La Villita Road Area;
- El Toro Road/Nogales Highway Area;

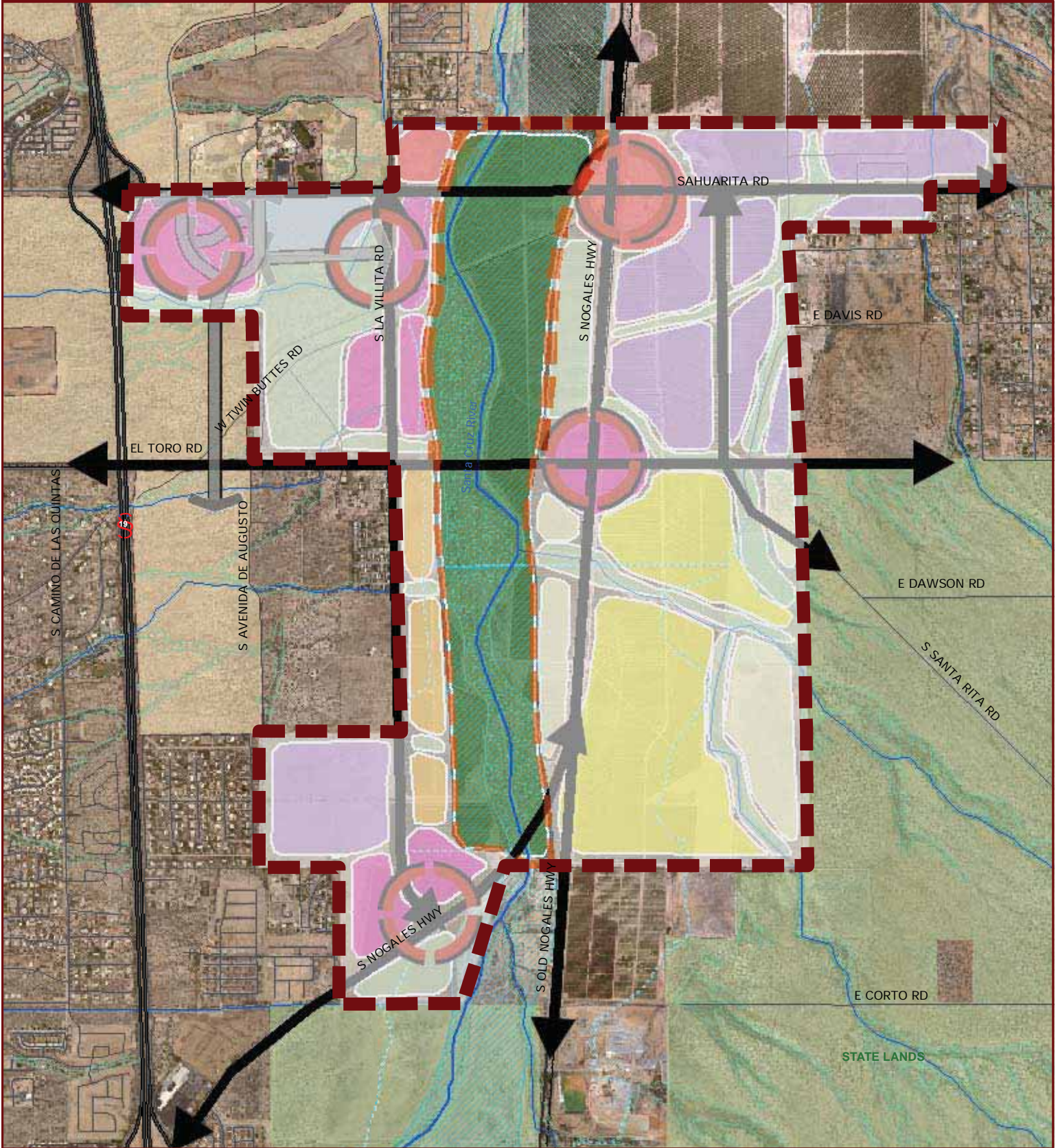
Each District contains a distinct set of land uses and a unique character; most are anchored by one or more mixed-use activity centers. A discussion of each district's defining characteristics is provided below, along with a set of district-specific goals and policies. These goals and policies are intended to supplement and be used in conjunction with the General Land Use and Urban Design; Parks, Open Space, and Trails; Infrastructure and Services; and Circulation Policies contained within other chapters of this Plan.

Figure 3: Five Districts of the Subarea



Specific policies are provided to address the five distinct districts or character areas within the identified on the map above.

Sahuarita Town Center/Santa Cruz River Corridor Subarea Plan



Legend

Figure 4: Santa Cruz River Corridor District

- | | | | | |
|---------------------------|-----------------------------------|--------------------------------------|-------------------------------|-----------------|
| Study Area Boundary | Transportation | Land Use | Rural/Low Density Residential | Institutional |
| Subarea District Boundary | Railroad | River Corridor | Suburban Residential | Commercial |
| Santa Cruz River | Streets | Resource Conservation/
Open Space | Urban Residential | Employment |
| Floodplain | Future Circulation | | | Mixed Use |
| Floodway | Future Circulation in Town Center | | | Activity Center |
| Riparian Area | | | | |



0 0.25 0.5 1 Miles

Date: February 2007 Source: Town of Sahuarita GIS, Pima County GIS, Clarion Associates

CLARION

SANTA CRUZ RIVER CORRIDOR DISTRICT

BACKGROUND AND INTENT

The Santa Cruz River corridor is recognized as a valuable natural asset for the Town of Sahuarita and the surrounding region. It also serves as the central organizing feature for the Planning Area, as illustrated on the Land Use Framework map. Much of the river's 100-year floodplain within the Planning Area was converted to agricultural operations over 80 years ago, leaving little native vegetation intact. However, opportunity exists to re-establish native species in key locations and to introduce active and passive recreational uses to the corridor. The corridor will serve as one of the primary focal points of the Planning Area and will function as a major north/south trail and open space corridor, as well as a means of connecting the east and west portions of the Planning Area. Activities and development occurring along and, in some cases within, the bounds of the river corridor will need to be carefully designed and balanced with up and downstream activities to ensure they are compatible with its natural function as a flood control system.

Policies for safeguarding and enhancing the river corridor as development occurs within the Planning Area are provided below. These policies are intended to be applied in conjunction with the area-specific policies that follow, as well as other policies contained in this plan.

GOALS AND POLICIES

Goal #1: Preserve the Natural Functions and Role of the Santa Cruz River Corridor

SCRC 1.1—SANTA CRUZ RIVER FLOODWAY

Activities and development occurring adjacent to the floodway of the Santa Cruz River should be consistent with all applicable Town of Sahuarita and Pima County Regional Flood Control District Regulations.

SCRC 1.2—SANTA CRUZ RIVER FLOODPLAIN

To the extent possible, avoid or minimize development within the 100-year floodplain of the Santa Cruz River and other hazard areas. All development which does occur within the 100-year floodplain must be designed in accordance with Pima County Regional Flood Control District Regulations and all other applicable regulations.

SCRC 1.3—BANK TREATMENT

Naturalized bank treatments should be utilized to the extent possible, to retain a more natural character within the river corridor and to allow for natural movement. However, alternative treatments, such as a formally-terraced bank, water feature, or similar type of amenity which may include encroachment in some locations are also appropriate. Alternative treatments must not reduce the flood capacity of the river and must be approved by the Town of Sahuarita and the Pima County Flood Control District.

SCRC 1.4—RESTORATION OF NATIVE VEGETATION

Native vegetation and habitat should be re-established in targeted areas of the river corridor to restore the area's natural character and enhance wildlife habitat. Locations for vegetation and habitat restoration should be coordinated closely with Pima County and the recommendations of the Sonoran Desert Conservation Plan and with ongoing agricultural operations.



Native vegetation and habitat should be re-established in targeted areas of the river corridor.

SCRC 1.5—PROTECTION OF WILDLIFE HABITAT

New development shall be organized so as to allow for multiple points of access and movement of wildlife between the river corridor and outlying areas. Priority should be placed on those areas designated for their significance in providing east/west connections for wildlife movement across the Santa Cruz River corridor and I-19 in the Pima County Conservation Lands System (CLS).

Goal #2: Maintain Visual and Physical Access to the Santa Cruz River Corridor

SCRC 2.1—VIEW CORRIDORS

View corridors to the river should be maintained from primary roadways through the use of open space corridors or clustered development patterns in key locations to provide periodic “gaps” in development and to provide access.

SCRC 2.2—WASHES AND SECONDARY WATERCOURSES

Washes, tributaries, irrigation canals, and other natural or manmade corridors that feed into the Santa Cruz River should be preserved and integrated into the overall open space and trail network for the Planning Area and should serve as the framework for future development. In particular, these features should be used to establish east/west trail connections through and across the river corridor.

Goal #3: Promote the Santa Cruz River Corridor as a Regionally-Significant Amenity

SCRC 3.1—HERITAGE TOURISM

The Juan Bautista De Anza National Historic Trail is a significant historic resource for the Town and region and will serve as a major asset for the Planning Area. Future development should be closely coordinated with Pima County's Master Plan for the Trail and with the Santa Cruz Heritage Area to ensure that the Plan's objectives are fully realized. Additional historic resources, such as potential tribal artifacts and archaeological remnants, identified within the Sonoran Desert Conservation Plan should be inventoried and evaluated as part of more detailed development plans to assess appropriate actions and potential tourism-related opportunities.

SCRC 3.2—PECAN GROVES

The Pecan groves that exist within the river corridor today cover thousands of acres and serve as a significant scenic and historic resource within the region and are home to a variety of wildlife. Pecan groves should be preserved and integrated, to the extent feasible, with future activities within the river corridor. This objective can be accomplished in a variety of ways, including but not limited to:

- Incorporating interpretive signage that describes the history of the groves and the valley's agricultural roots;
- Integrating groves or portions of groves as a design theme for future development;
- Preserving groves or portions of groves as open space areas within a future development.

SCRC 3.3—COMPLEMENTARY DEVELOPMENT PATTERNS

Ensure that development within the Planning Area is strongly oriented towards the Santa Cruz River, providing direct access to the corridor and an opportunity for visitors to partake in passive as well as active enjoyment of the corridor. This can be accomplished through wayfinding signage, open space and trail connections, and the incorporation of restaurants, shops, and shaded areas for tourists and other users of the river corridor to enjoy within designated activity centers.

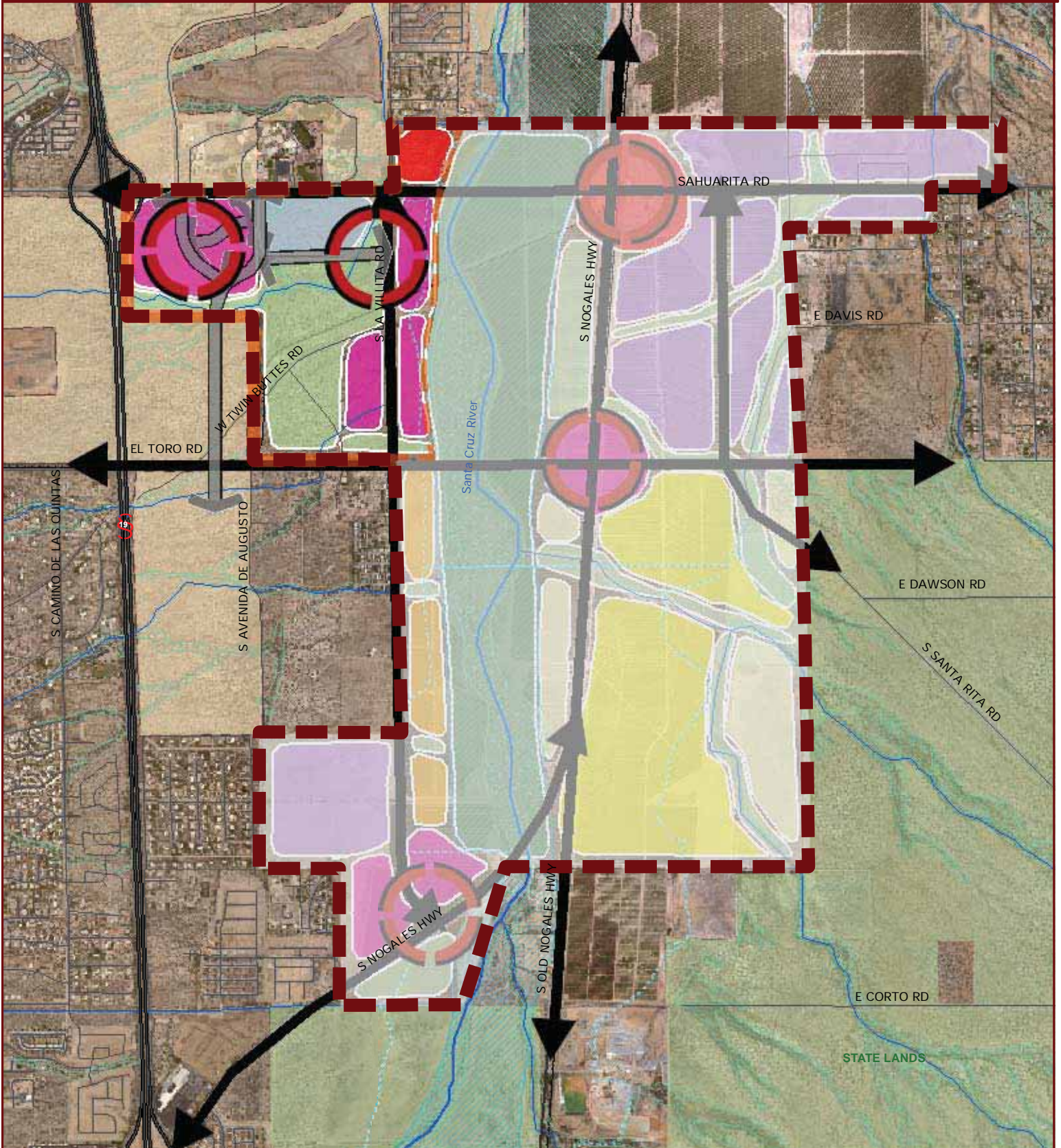
SCRC 3.3—ACTIVE AND PASSIVE RECREATIONAL OPPORTUNITIES

A variety of active and passive recreational opportunities will be encouraged within the river corridor, including paved multi-use pathways, soft surface trails for hiking and equestrian usage, formal park or recreational uses, equestrian-related facilities, as well as naturalized parks and open space.



A variety of active and passive recreational opportunities will be encouraged within the river corridor.

Sahuarita Town Center/Santa Cruz River Corridor Subarea Plan



Legend

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|---------------------------|-----------------------------------|--------------------------------------|-------------------------------|-----------------|
| Study Area Boundary | Transportation | Land Use | Rural/Low Density Residential | Institutional |
| Subarea District Boundary | Railroad | River Corridor | Suburban Residential | Commercial |
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| Riparian Area | | | | |



0 0.25 0.5 1 Miles

Date: February 2007 Source: Town of Sahuarita GIS, Pima County GIS, Clarion Associates

CLARION

Figure 5: Sahuarita Town Center District

SAHUARITA TOWN CENTER DISTRICT

OVERVIEW

The Sahuarita Town Center District will serve as the civic and cultural heart of the community and will have the most urban character of the Planning Area. The area is envisioned as a vibrant, active place where residents can live, work, shop, and recreate. Development within the district will be organized around two distinct activity centers: the Rancho Sahuarita Town Center on the west end and the La Villita Activity Center on the east. The two centers will be linked by a central open space/park (created on the site of two reclaimed mines), by the Town of Sahuarita Municipal Center, just south of Sahuarita Road, and by the hospital complex west of La Villita Road. The Santa Cruz River will also play a major role in defining the future character of the district. Uses along the eastern edge of the La Villita Activity Center will be organized along a formal “riverwalk” at the river’s edge that will highlight the river as an amenity and will serve as a major community and regional attraction. Existing agricultural uses within the Sahuarita Town Center District may continue to occur in some capacity concurrent with future development.

Specific policies to guide future development within the district are provided below. They are intended to be applied in conjunction with the General Land Use and Urban Design Policies contained in this document, as well as any other policies contained in this Plan.

GOALS AND POLICIES

Goal #1: Establish the Sahuarita Town Center District as the Civic and Cultural Heart of the Community

STCA 1.1—CIVIC FACILITIES

Seek opportunities to locate complementary civic facilities within the Sahuarita Town Center District to serve surrounding neighborhoods and to provide a “one-stop” setting for residents to access municipal services. Additional facilities could include a branch library, community center, teen center, performing arts center, senior center, or similar facilities.

STCA 1.2—ARTS, CULTURE, AND COMMUNITY BUILDING

Establish a variety of opportunities for the incorporation of public art and culturally-oriented activities and uses within the Sahuarita Town Center District. Ensure that public spaces (e.g., a central park or plaza) are designed to facilitate community-building events, such as parades, festivals, etc., and identify opportunities to incorporate public art into the design of new municipal facilities, parks, streetscape designs, and other urban design elements.

Goal #2: Establish a Pair of Vibrant, Mixed-Use Activity Centers to Serve the Community and Region

STCA 2.1—RANCHO SAHUARITA TOWN CENTER

The Rancho Sahuarita Town Center will serve as the western gateway to the Sahuarita Town Center District and will contain a mix of commercial, retail, and office uses centered along a pedestrian-oriented “main street”, as specified within the Rancho Sahuarita Specific Plan.

STCA 2.2— LA VILLITA ACTIVITY CENTER

Establish a linear activity center along La Villita Road and the Santa Cruz River. Although a portion of the center will be located along the river north of Sahuarita Road—the heart of the center’s activities will be focused to the south. Uses should feature a strong orientation to La Villita Road, which will feature a “main street” character as an extension of the Rancho Sahuarita Town Center, and will provide linkages to the Santa Cruz River on the east and to the central park and Municipal Center on the west. The La Villita Activity Center will be anchored by the planned regional hospital complex located at the intersection of Sahuarita Road and La Villita Road.

STCA 2.3—MIX OF USES

A broad mix of uses will be encouraged within the Sahuarita Town Center District to complement the area’s civic and medical emphasis. Appropriate uses may include:

- *Professional office/employment*—Medical and professional offices and other related service uses should be located above retail storefronts or integrated as live/work units, rather than being sited as stand alone facilities.
- *Retail and restaurants*—A range of small-scale retail services and restaurant uses will be incorporated to promote a vibrant atmosphere. Uses will serve hospital and municipal employees and activity center residents, while also attracting Town residents and visitors to the region.
- *Urban housing*—Apartments and condominiums above retail storefronts, live/work units, small lot single-family, and townhomes, will all be encouraged to promote 24-hour activity within the area and to help diversify housing options within the Town.

- *Civic facilities*—Additional facilities to complement the Municipal Center and hospital could include a branch library, community center, teen center, performing arts center, senior center, or similar facilities.
- *Parks and Open Space*—A range of parks and opens space uses could be incorporated to complement the more compact character of the two activity centers.

STCA 2.4—URBAN DESIGN PRINCIPLES

Development within the Sahuarita Town Center District should be distinctive in both character and quality—presenting a unique image for the area and the Town as a whole. Key urban design principles to be embodied in the standards that will implement this plan include:

- *Lasting quality*—development should be designed of durable materials and project a distinctive, yet timeless image. Materials should be reflective of the area’s Sonoran Desert setting and should help establish a unified character for the area.
- *Unified character*—activity centers should incorporate a set of distinctive design features that unify different types or phases of the center and present a unique image. Design features should be used to establish a clear sense of arrival.
- *Compact form*—development should be built close to the street, rather than set back behind large parking fields to create a more compact, pedestrian-friendly character than that which is typically found within the Town. Multiple uses may be mixed within the same building, resulting in a more vertical orientation (e.g., up vs. out); however, the overall scale of development will be that of a small “town” not a “city”—as consistent with the community’s vision for the area.
- *Strong pedestrian/multi-modal orientation*—activity centers should be designed to promote pedestrian and bicycle activity—both along primary street frontages and along the river. Centers should also be designed to facilitate current and future transit access.
- *Water-wise landscaping*—landscaping should be reflective of the area’s Sonoran Desert setting—incorporating colorful native and drought tolerant vegetation.

STCA 2.5—RAILROAD SPURS

Development occurring adjacent to existing railroad spurs within the area should be coordinated with mine representatives to ensure rail access to mine sites west of I-19 is maintained.



Formal outdoor gathering spaces.

Goal #3: Establish a Framework of Diverse Outdoor Living Spaces and Recreational Opportunities

STCA 3.1—SANTA CRUZ RIVER “RIVERWALK”

A formal, urban edge or “riverwalk” will be established along the western bank of the Santa Cruz River. The riverwalk will consist of a series of terraced outdoor dining spaces, pedestrian walkways, and landscape gardens that highlight the river as an amenity and serve as a major community and regional attraction. Uses along the riverwalk will treat the river as their “front door” and will be designed to promote pedestrian activity. The riverwalk will need to be designed to complement plans for the De Anza Trail and Santa Cruz Heritage Area.

STCA 3.2—FORMAL OUTDOOR GATHERING SPACES

The Sahuarita Town Center District should contain a variety of plazas, pocket parks, patio dining spaces, and other formal outdoor gathering spaces to provide opportunities for residents and visitors to congregate. Gathering spaces should be interspersed throughout the Area, integrated with the overall design of surrounding development, and should be easily accessible from the area’s trail and sidewalk network and adjacent uses. Outdoor gathering spaces should incorporate a variety of pedestrian-scaled features such as movable tables and chairs; shade structures; fountains or other water features; benches; seat walls and/or raised landscape planters; shade trees; pots or hanging baskets filled with seasonal plant material; information kiosks; misters; and sculptures or other public art features.

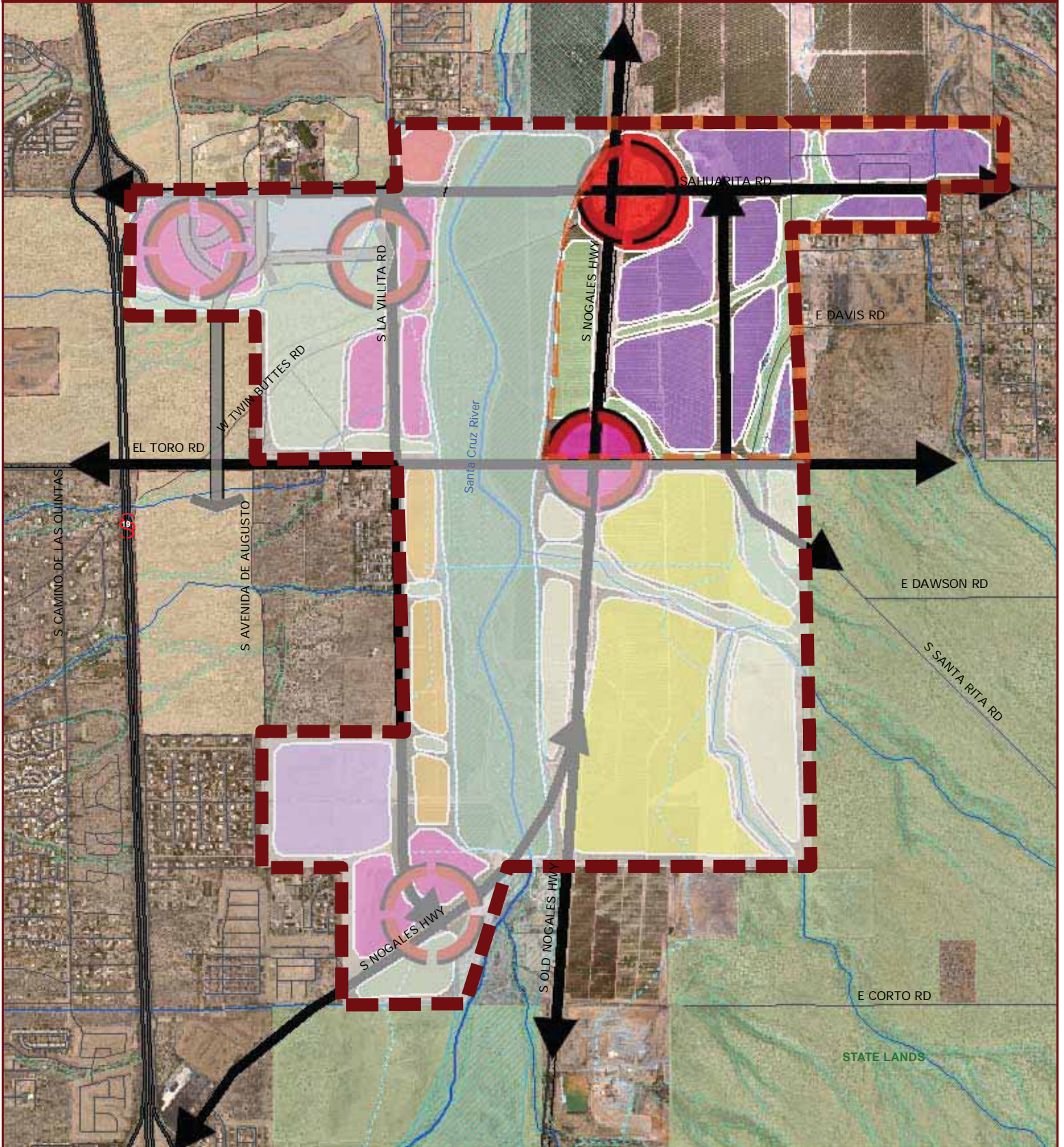
STCA 3.3—“CENTRAL” PARK

Former mine sites within the Sahuarita Town Center District not suitable for development should be converted to a major park/open space amenity that serves to unify the two activity centers. This “central” park could include a variety of formal and informal park settings.

STCA 3.4—OPEN SPACE & TRAILS

Activity centers should be organized around a network of informal open spaces and trails that provide visual and physical linkages between the centers, to the river corridor, and the surrounding community.

Sahuarita Town Center/Santa Cruz River Corridor Subarea Plan



Legend

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|---------------------------|-----------------------------------|--------------------------------------|-------------------------------|-----------------|
| Study Area Boundary | Transportation | Land Use | Rural/Low Density Residential | Institutional |
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| Floodway | Future Circulation in Town Center | | | Activity Center |
| Riparian Area | | | | |



0 0.25 0.5 1 Miles

Date: February 2007 Source: Town of Sahuarita GIS, Pima County GIS, Clarion Associates

CLARION

Figure 6: Nogales Highway/Sahuarita Road District

NOGALES HIGHWAY/SAHUARITA ROAD DISTRICT

OVERVIEW

Building on its proximity to the existing freight rail alignment that parallels Nogales Highway, land uses within the Northeast Area will be largely employment-based, providing job opportunities for residents of the Sahuarita Town Center and Santa Cruz River Corridor Area, and the surrounding community. Employment uses may include a range of light industrial and office, as well as limited heavy-industrial uses. The Area will be anchored by a mixed-use activity center at the intersection of Nogales Highway and Sahuarita Road. The activity center will serve the Town's eastern limits, as well as emerging growth areas east of Sahuarita and north/south traffic along Nogales Highway. Existing agricultural uses within the Nogales Highway/Sahuarita Road District may continue to occur in some capacity concurrent with future development.

Specific policies to guide future development within the district are provided below. They are intended to be applied in conjunction with the General Land Use and Urban Design Policies contained in this document, as well as any other policies contained in this Plan.

GOALS AND POLICIES

Goal #1: Establish an Employment and Commercially-Oriented Center at Nogales Highway/Sahuarita Road

NHSRA 1.1—NOGALES HIGHWAY/SAHUARITA ROAD ACTIVITY CENTER

Establish a community commercial activity center at the intersection of Nogales Highway/Sahuarita Road to serve the Town's eastern limits, as well as emerging growth areas to the east and north/south traffic along Nogales Highway. This activity center is intended to meet the basic, everyday needs of residents and visitors and may be more auto-oriented in nature than activity centers west of the river, given the potential for a grade-separated intersection at this location.

NHSRA 1.2—MIX OF USES

While a mix of commercial and employment uses will be the focus of the district, supporting residential and recreational uses will also be encouraged. Appropriate uses may include:

- *Employment/Industrial*— Employment uses may include a range of light industrial and office, as well as limited heavy-industrial uses to maximize the use of the established freight rail alignment that parallels Nogales Highway.
- *Commercial*—A range of commercial and retail services will be incorporated to serve the Town's eastern population and emerging growth area to the east; however, commercial uses will generally include larger, "big-box" type uses intended to serve a large population.
- *Residential*—supporting residential uses will also be encouraged east of Nogales Highway, outside of flood prone areas. Residential uses should be located away from heavier industrial and employment uses to avoid future conflicts.
- *Open Space*—Open space and recreational uses will be concentrated between Nogales Highway and the river's floodway, as the area is anticipated to remain prone to flooding. The area will serve as a buffer and transition between the Nogales Highway/Sahuarita Road Activity Center and the Nogales Highway/El Toro Road Activity Center.

NHSRA 1.3—URBAN DESIGN PRINCIPLES

The Nogales Highway/Sahuarita Road District will serve as the community's eastern gateway. The following key urban design principles will be embodied in the standards that implement this plan in order to ensure that future development is reflective of its gateway status:

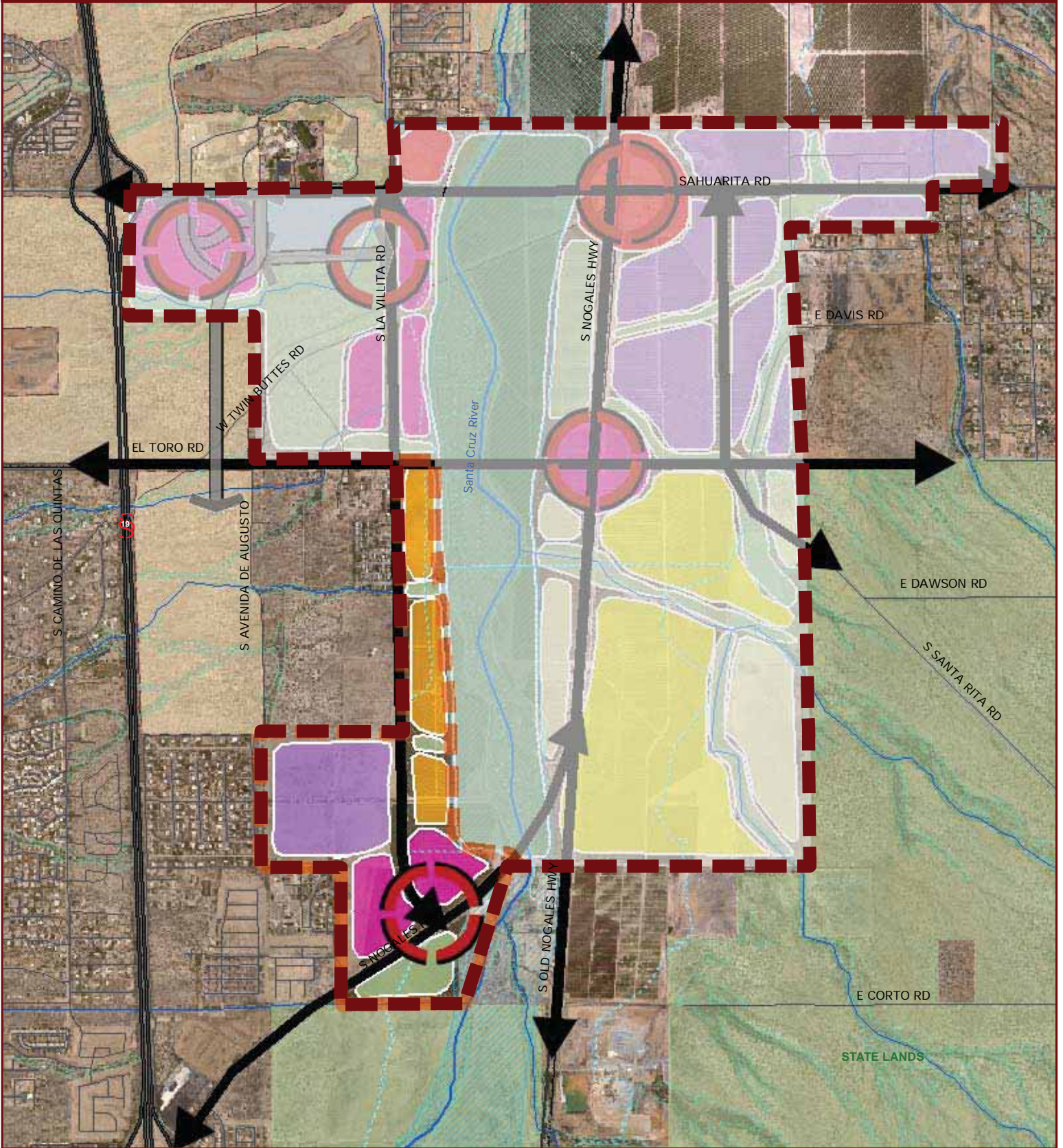
- *Lasting quality*—development should be designed of durable materials and project a distinctive, yet timeless image that helps to establish a strong gateway character for the community—particularly along Sahuarita Road. Materials should be reflective of the area's Sonoran Desert setting and should help establish a unified character for the area.
- *Unified character*—distinct areas within the Nogales Highway/Sahuarita Road District should be designed with a unified character (e.g., compatible materials, consistent signage design).
- *Setbacks from major roadways*—development should be located behind broad landscaped setbacks along Sahuarita Road, Nogales Highway (outside of the Nogales Highway/Sahuarita Road Activity Center), and El Toro Road to preserve a more rural character for the area and to protect the appearance of the community's eastern gateway.

- *4-sided design*—given the “boxy” character of most industrial and commercial development, uses should be designed to avoid the appearance of blank walls backing onto major roadways and the river corridor (west of Nogales Highway).
- *Strong pedestrian/multi-modal orientation*—development should be designed to promote pedestrian and bicycle activity—along primary street frontages, along the river corridor, and to the Sahuarita Town Center west of the river. The Nogales Highway/Sahuarita Road Activity Center should also be designed to facilitate future transit access.
- *Water-wise landscaping*—landscaping should be reflective of the area’s Sonoran Desert setting—incorporating colorful native and xeriscape vegetation.

NHSRA 1.4—RAILROAD ACCESS

Heavy industrial uses should be concentrated along the established rail alignment. Vehicular access to the rail alignment should be preserved. As more detailed development plans are prepared for the area, potential opportunities to locate a passenger rail facility in the area should be evaluated in conjunction with the Town’s ongoing coordination efforts with Amtrak.

Sahuarita Town Center/Santa Cruz River Corridor Subarea Plan



Legend

- | | | | | |
|---------------------------|-----------------------------------|----------------------------------|-------------------------------|-----------------|
| Study Area Boundary | Transportation | Land Use | Rural/Low Density Residential | Institutional |
| Subarea District Boundary | Railroad | River Corridor | Suburban Residential | Commercial |
| Santa Cruz River | Streets | Resource Conservation/Open Space | Urban Residential | Employment |
| Floodplain | Future Circulation | | | Mixed Use |
| Floodway | Future Circulation in Town Center | | | Activity Center |
| Riparian Area | | | | |



0 0.25 0.5 1 Miles

Date: February 2007 Source: Town of Sahuarita GIS, Pima County GIS, Clarion Associates

CLARION

Figure 7: Nogales Highway/La Villita Road District

NOGALES HIGHWAY/LA VILLITA ROAD DISTRICT

OVERVIEW

The Nogales Highway/La Villita Road District will serve as a transition between the more urban uses found in the Sahuarita Town Center District and existing neighborhoods to the west and south. Residential uses will be focused along the river corridor east of La Villita Road—transitioning to an employment-oriented mixed-use activity center focused at the intersection of Nogales Highway. Existing agricultural uses within the Nogales Highway/La Villita Road District may continue to occur in some capacity concurrent with future development.

Specific policies to guide future development within the area are provided below. They are intended to be applied in conjunction with the General Land Use and Urban Design Policies and any other applicable policies contained in this plan.

GOALS AND POLICIES

Goal #1: Establish the Nogales Highway/La Villita Road District as a Mixed-Use Employment Center for the Community

NHLVR 1.1—NOGALES HIGHWAY/LA VILLITA ROAD ACTIVITY CENTER

A compact, employment-oriented activity center will be established where La Villita Road intersects Nogales Highway. The activity center will be comprised of primarily professional employment uses, in conjunction with commercial and retail uses intended to serve employees and nearby residents. Commercial and retail uses will also complement established commercial uses at I-19.

NHLVR 1.2—MIX OF USES

A mix of employment, commercial, and residential will be encouraged within the Nogales Highway/La Villita Road District. Appropriate uses may include:

- *Employment*— Employment uses may include a range of professional office and light industrial and live/work uses, focused

both within the mixed-use activity center at La Villita Road/Nogales Highway, and north of the activity center, west of La Villita Road.

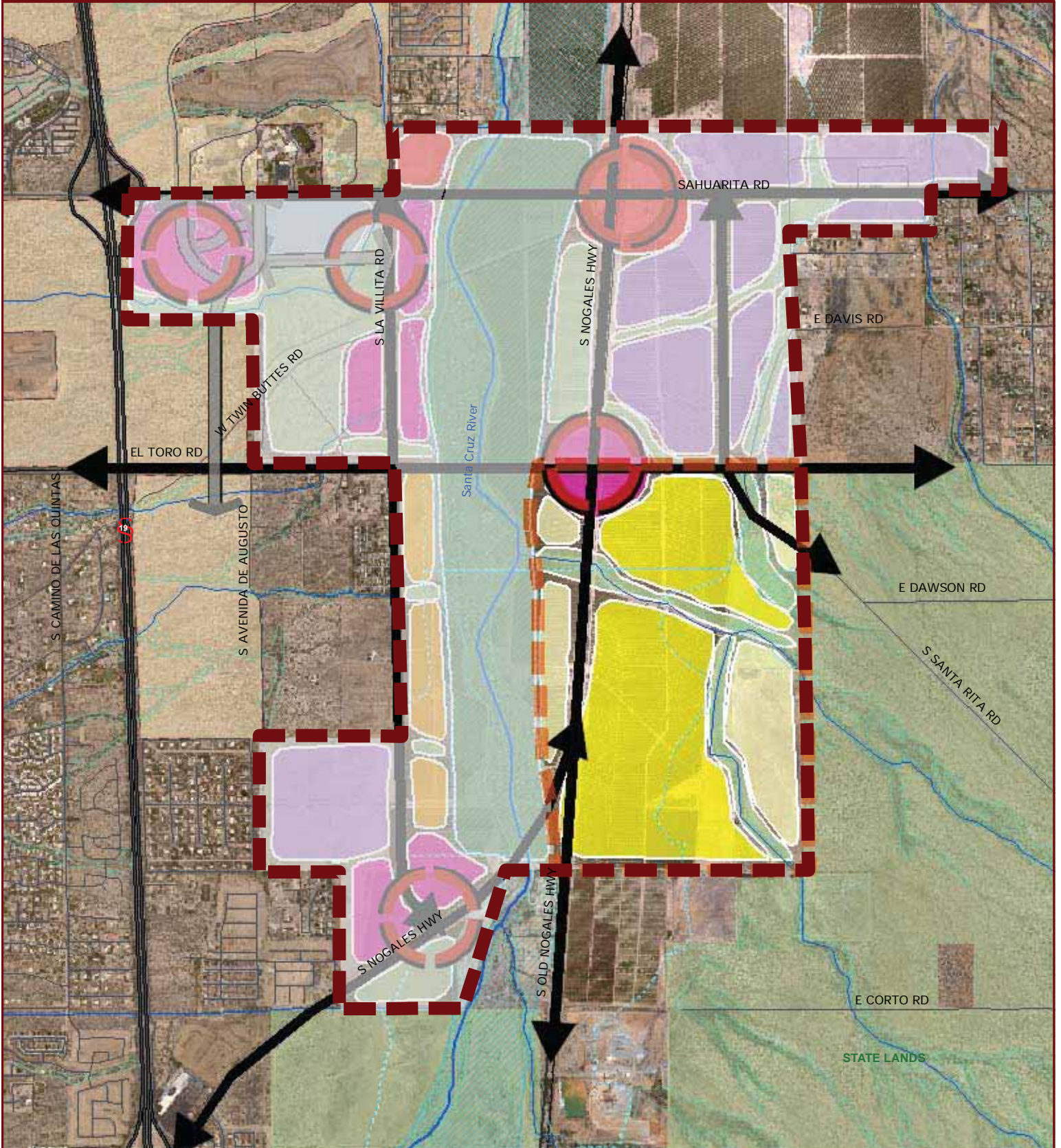
- **Commercial**—A range of neighborhood commercial and retail services will be incorporated as part of a mixed-use activity center at La Villita Road/Nogales Highway. Commercial uses will generally include a variety of neighborhood-serving retail and restaurants.
- **Urban Residential**—Urban residential uses will be concentrated east of La Villita Road along the river corridor, providing a transition between the Sahuarita Town Center north of El Toro Road and the La Villita Road/Nogales Highway activity center to the south.

NHLVR 1.3—URBAN DESIGN PRINCIPLES

The following key urban design principles will be embodied in the standards that implement this plan in order to ensure that future development is consistent with the community's objectives for the area:

- **Lasting quality**—development should be designed with durable materials and project a distinctive, yet timeless image. Materials should be reflective of the area's Sonoran Desert setting and should help establish a unified character for the area.
- **Unified character**—distinct development areas within the Nogales Highway/La Villita Road District should be designed with a unified character (e.g., compatible materials, consistent signage design).
- **4-sided design**—uses should be designed with a similar level of detailing on all sides to avoid the appearance of blank walls backing onto La Villita Road and the river corridor.
- **Strong pedestrian/multi-modal orientation**—development should be designed to promote pedestrian and bicycle activity—both along primary street frontages and along the river. The Nogales Highway/La Villita Road Activity Center and surrounding employment area should also be designed to facilitate future transit access.
- **Strong river orientation**—residential development occurring east of La Villita Road should be oriented towards and have direct access to the river corridor. Residences should be clustered to provide periodic “breaks” between El Toro Road and Nogales Highway. To the extent possible, active uses, such as restaurants and retail shops should be incorporated at the river's edge within the Nogales Highway/La Villita Road Activity Center.
- **Water-wise landscaping**—landscaping should be reflective of the area's Sonoran Desert setting—incorporating colorful native and xeriscape vegetation.

Sahuarita Town Center/Santa Cruz River Corridor Subarea Plan



Legend

Figure 8: El Toro Road/Nogales Highway District

- | | | | | |
|---------------------------|-----------------------------------|--------------------------------------|-------------------------------|-----------------|
| Study Area Boundary | Transportation | Land Use | Rural/Low Density Residential | Institutional |
| Subarea District Boundary | Railroad | River Corridor | Suburban Residential | Commercial |
| Santa Cruz River | Streets | Resource Conservation/
Open Space | Urban Residential | Employment |
| Floodplain | Future Circulation | | | Mixed Use |
| Floodway | Future Circulation in Town Center | | | Activity Center |
| Riparian Area | | | | |



0 0.25 0.5 1 Miles

Date: February 2007 Source: Town of Sahuarita GIS, Pima County GIS, Clarion Associates

CLARION

EL TORO ROAD/NOGALES HIGHWAY DISTRICT

OVERVIEW

The El Toro Road/Nogales Highway Area will be heavily influenced by the floodplain of the Santa Cruz River, which encompasses a large portion of it. Although impacts may be minimized by a hybrid flood-control solution, rural/low-density residential and equestrian uses will be clustered at the river's edge, west of Nogales Highway so as to minimize potential flood impacts on future development and to provide access to and across the river corridor. A range of suburban residential uses will be provided outside of flood prone areas east of Nogales Highway. Non-residential uses will largely be neighborhood-serving and will be concentrated as a mixed-use activity center located at the intersection of El Toro Road and Nogales Highway. Existing agricultural uses in the El Toro Road/Nogales Highway area may continue to occur in some capacity concurrent with future development.

Specific policies to guide future development within the area are provided below. They are intended to be applied in conjunction with the General Land Use and Urban Design Policies contained in this document, as well as any other policies contained in this Plan.

GOALS AND POLICIES

Goal #1: Provide a Variety of Housing Choices for the Community

ETRNH 1.1—EL TORO ROAD/NOGALES HIGHWAY ACTIVITY CENTER

A small scale, neighborhood-serving mixed-use activity center will be established at El Toro Road/Nogales Highway. The activity center will primarily incorporate smaller retail service type uses to serve the immediate neighborhood, but may also include urban residential and/or live/work uses.

ETRNH 1.2—MIX OF USES

A mix of residential and commercial uses will be encouraged within the El Toro Road/Nogales Highway District. Appropriate uses may include:

- *Rural/Low-Density Residential*— rural/low-density residential and equestrian uses will be concentrated along the edge of the river corridor west of Nogales Highway. Similar uses may also be located east of Nogales Highway in combination with suburban residential uses.
- *Suburban Residential*—a range of suburban residential uses will be encouraged east of Nogales Highway, outside of flood prone areas. The area should incorporate a variety of housing types and price ranges to provide choices for the community.
- *Commercial/Mixed-Use*—small scale retail service type uses will be incorporated as part of a mixed-use activity center at El Toro Road/Nogales Highway, however, urban residential and/or live/work uses may also be included.

ETRNH 1.3—URBAN DESIGN PRINCIPLES

Development within the El Toro Road/Nogales Highway District should be reflective of the area's rural character. Key urban design principles to be embodied in the standards that will implement this plan include:

- *Lasting quality*—development should be designed of durable materials and project a distinctive, yet timeless image. Materials should be reflective of the area's Sonoran Desert setting and should help establish a unified character for the El Toro Road/Nogales Highway area.
- *Setbacks from major roadways*—development should be located behind broad landscaped setbacks along Nogales Highway and El Toro Road (outside of the Nogales Highway/El Toro Road Activity Center), to preserve a more rural character for the area.
- *Compact pattern*—development within the Nogales Highway/El Toro Road Activity Center should have a compact pattern and a strong orientation to the river corridor west of Nogales Highway.
- *River orientation*—to the extent possible, active uses, such as restaurants and retail shops should be incorporated at the river's edge within the Nogales Highway/El Toro Road Activity Center.
- *Strong pedestrian/multi-modal orientation*—development should be designed to promote pedestrian and bicycle activity—providing access to nearby activity centers, the river corridor, and state lands to the east. The Nogales Highway/El Toro Road Activity Center should also be designed to facilitate future transit access.

Goal #2: Preserve the Rural Character of the El Toro Road/Nogales Highway District

ETRNH 2.1—PUBLIC LANDS

Although the state lands that border the study area to the southeast are currently undeveloped, it remains a possibility that some portion of them will be developed in the future. Detailed development plans for the El

Toro Road/Nogales Highway Area should incorporate open space and trail corridors that maximize the recreation benefits offered by these lands and provide linkages between any future development occurring on the state lands and the Planning Area. Open space and trail corridors should be integrated with the regional trail network and the Juan Bautista de Anza National Historic Trail.

ETRNH 2.2—CLUSTERING

Residential development should be clustered away from drainages and major roadways to preserve common open space for residents, linkages to the river corridor and adjacent state lands, and to maintain a more rural character for the area.

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Chapter 5: Parks, Open Space, & Trails

INTRODUCTION

The Planning Area's centralized location within the community makes it a key component of the Town's overall parks, open space, recreation, and trails network. The Planning Area's open space and trails network will be focused on the Santa Cruz River Corridor, but will encompass and link surrounding development areas and the community. The parks, open space, and trails network will serve as the framework for future development within the area—helping to shape its form, organization, and orientation. A variety of active and passive recreational opportunities—including pedestrian and equestrian trails and parking and staging areas to serve these uses will be provided within the Planning Area to serve both nearby residents and the surrounding region.

This chapter contains the Parks, Open Space, and Trails Framework map (Figure 5-1) illustrating the broad circulation plan for trails and open space corridors through the Subarea. The specific locations of trails will be determined as plans and developments move forward. Specific policies for parks, open space, and trails are provided below. These policies are intended to be used in conjunction with the more detailed policies provided for the Santa Cruz River Corridor and all other policies contained in this Plan.



Open space and trails within the Planning Area should serve as an extension of the Town and Regional network.

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Sahuarita Town Center and Santa Cruz River Corridor Subarea Plan

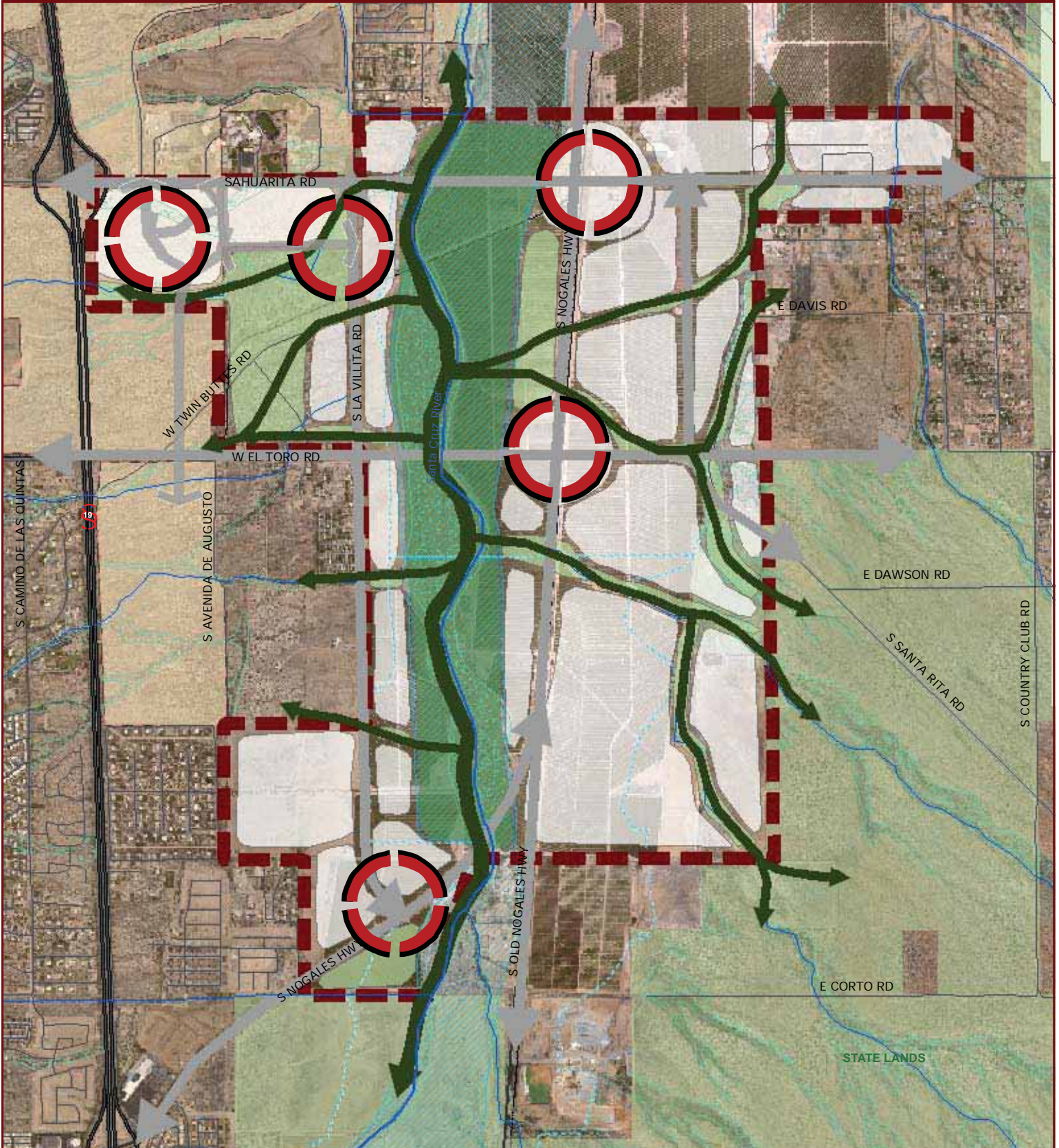


Figure 9: Parks, Open Space, & Trails Framework

Legend

- | | | | | |
|---------------------|-----------------------|--|-----------------------|-----------------------------|
| Study Area Boundary | Transportation | Land Use | River Corridor | Juan Bautista de Anza Trail |
| Santa Cruz River | Railroad | Resource Conservation/
Open Space/ Park | Planned Future Trails | |
| Floodplain | Streets | | | |
| Floodway | Future Circulation | | | |
| Riparian Area | Activity Center | | | |



0 0.2 0.4 0.8 Miles

Date: February 2007 Source: Town of Sahuarita GIS, Pima County GIS, Clarion Associates

CLARION

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GOALS AND POLICIES

Goal #1: Establish a Comprehensive Network of Parks, Open Space, and Trails

OS&R 1.1—REGIONAL OPEN SPACE AND TRAILS NETWORK

Open space within the Planning Area should serve as an extension of open space and trails designated within the Town's Parks, Open Space, Recreation and Trails Plan, the Eastern Pima County Trail System Master Plan, and the Master Plan for Pima County Arizona's Segment Juan Bautista de Anza National Historic Trail, as well as with future development on state lands to the east, creating a unified system that serves both Sahuarita residents and the broader region in the future.

OS&R 1.1—PARKS AND RECREATIONAL FACILITIES

As more detailed development plans are prepared for the Planning Area, parks and recreational facilities should be identified in quantities and locations that are in accordance with the Town's Parks, Open Space, Recreation and Trails Plan (forthcoming). The size, recreational opportunities, and other characteristics of these facilities must also be in accordance with the Parks, Open Space, Recreation and Trails Plan, unless otherwise stated in this plan. In addition, existing school facilities should also be considered for multi-use recreational purposes to maximize the use of existing community resources.

Goal #2: Minimize the Impacts of Future Development on the Area's Natural and Cultural Resources

OS&R 2.1—DARK SKIES

All development within the Planning Area should be designed to preserve the Town's dark night skies by limiting sources of light pollution through the use of shielded fixtures and other techniques as specified within the Town's Dark Skies Ordinance.

OS&R 2.2—VIEW CORRIDORS

Broad views of the Santa Rita Mountains to the east are a key feature of the Planning Area. View corridors to the mountains should be maintained to the extent possible through the use of reduced building heights, setbacks, and other site design techniques in key locations.

OS&R 2.3—SANTA CRUZ RIVER FLOODPLAIN

To the extent possible, avoid or minimize development within the 100-year floodplain of the Santa Cruz River and other hazard areas. All development which does occur within the 100-year floodplain must be



Naturalized stormwater management facility.

designed in accordance with Pima County Regional Flood Control District Regulations and all other applicable regulations.

OS&R 2.4—STORMWATER MANAGEMENT

As detailed development plans are prepared for the Planning Area, a comprehensive stormwater management plan should be prepared to address flood prevention measures in accordance with Pima County Flood Control District Regulations and applicable Town of Sahuarita plans, but also to address and mitigate potential impacts, such as channel erosion and non-point source pollution, from runoff on the Santa Cruz River.



OS&R 2.5—WATER RESOURCES

Although it runs below ground for much of each year, the Santa Cruz River is a major hydrologic resource for the Town and region. Development within the Planning Area should be designed to protect the integrity of this resource by minimizing negative impacts of impervious surface area and urban runoff on the river channel and water quality.

OS&R 2.6—NATURAL AND CULTURAL RESOURCE CONSERVATION

As detailed development plans are prepared for the Planning Area, significant natural and cultural resources should be identified and preserved in accordance with the Pima County Conservation Lands System (CLS) and the Sonoran Desert Conservation Plan.

OS&R 2.7—WATER CONSERVATION

Environmentally-friendly landscape principles should be employed in the design of parks and median plantings within the Planning Area, including through the use of native and xeric plant materials and the design and implementation of water conserving irrigation systems.

Chapter 6: Infrastructure & Public Facilities

INTRODUCTION

Adequate infrastructure and services are key components of any plan to ensure that future development is safe, convenient, and functions well for residents and business owners. Future development in the Planning Area will need to be closely coordinated with local service providers to ensure that infrastructure and services necessary to promote a high quality of life and safe, enjoyable environments are well-staged with development. The efficient use of resources and infrastructure is also stressed, particularly as relates to water use and the water supply.

Specific policies for infrastructure and public facilities are provided below. These policies are intended to be used in conjunction with other policies contained in this Plan.

GOALS AND POLICIES

Goal #1: Ensure a High Level-of-Service for Future Residents

IPS 1.1—SCHOOL FACILITIES

Phasing of development within the Sahuarita Town Center/Santa Cruz Corridor Area should be closely coordinated with the Sahuarita School District to enable the District to plan for future school sites in conjunction with or ahead of demand.

IPS 1.2—WATER SUPPLY/CAPACITY

Prior to the production of more detailed development plans for the Planning Area, a more detailed analysis of available water supplies should be conducted to assess current water availability from existing domestic and municipal wells. Several private water companies exist within the Planning Area and have conducted detailed analyses for 100-year water adequacy in conjunction with review by the Department of Water Resources as required in the Tucson Active Management Area. Should

additional water supply be needed to support development within the Planning Area, it may be necessary to develop a strategy to convert irrigation wells into municipal wells.

IPS 1.3—WASTEWATER TREATMENT CAPACITY AND EFFLUENT REUSE CAPACITY

Plan for and implement sewer lines to serve future development as it occurs within the Planning Area. As demand for sewer infrastructure expands, monitor the need and proactively plan for additional wastewater treatment capacity in coordination with local service providers.

IPS 1.4—WATER CONSERVATION

Encourage the use of “water wise” behaviors such as using brown water for irrigation and outdoor watering, water harvesting, the installation of water-efficient fixtures and appliances, and xeric and desert landscaping. The use of incentives should be considered as a means of encouraging these conservation techniques.

IPS 1.5—ELECTRIC

Coordinate with TRICO and Tucson Electric Power on the location of future transmission lines. To the extent possible, ensure that major transmission lines are located outside of the Planning Area and are sited in a manner that does not diminish the scenic quality or natural features of the area.

IPS 1.6 —FLOOD CONTROL INFRASTRUCTURE

Development within the Planning Area should accommodate planned flood control infrastructure proposed within the Town of Sahuarita Master Drainage Plan (SMDP). This study identifies corridors and channel alternatives for conveyance of stormwater through the Town and into the Santa Cruz River. Flood control channels should be designed to blend in with the surrounding areas, using rock and re-vegetation. Use of concrete as a channel stabilization material should be considered a last resort, and further use limited to the following channel components: side slopes, grade control, and key-ins.

Design of bank stabilization on the Santa Cruz River should be closely coordinated with the Town of Sahuarita Public Works Department and The Pima County Regional Flood Control District. It is highly recommended that a pre-submittal meeting be held with the aforementioned agencies prior to the commencement of detailed design.

Detention/Retention Basins shall be designed to be multi-use in accordance with the Pima County Stormwater Detention/Retention Manual. Basins shall be equipped with a low flow outlet at the invert of the basin to ensure positive drainage.

Any location within the Planning Area that was not addressed within the SMDP will require a Master Drainage Study to be performed, which

addresses the potential for flooding from both tributary channels and the Santa Cruz River to a level of detail consistent with the SMDP.

IPS 1.7—UTILITY INFRASTRUCTURE

To the extent feasible, new utility infrastructure, such as electric transmission lines and high-pressure gas lines shall be located outside of the Planning Area and should be located so as not to diminish view sheds or scenic quality of the area. Other utilities such as electric distribution lines, phone, cable, and fiber optics shall be placed underground, preferably within a joint trench, and within public right of way or common area.

Utility infrastructure such as substations, towers, vaults, transformers, and pedestals should be screened from view whenever possible. New utility infrastructure shall be located in areas which comply with sight visibility requirements as stated in Pima County Subdivision Street Standards and in areas not prone to flooding or erosion hazards, except when allowed by Chapter 16.26 of the Pima County Floodplain and Erosion Hazard Management Ordinance. These strategies should not be applied in the case of minor additions to existing agricultural or industrial operations.

Goal #2: Provide a Safe and Friendly Environment for Residents and Visitors

IPS 2.1—PUBLIC SAFETY

Coordinate with Town Police and the County's Sheriff's Department to ensure the Planning Area offers a safe environment in which people of all ages feel comfortable enjoying activities and attractions of the area both day and night. Activity centers, for example, could have a foot, bike, or equestrian patrol so that safety officers are visible and accessible to visitors and residents.

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Chapter 7: Transportation Framework

INTRODUCTION

The Planning Area will develop to offer a comprehensive multi-modal transportation system that accommodates safe and convenient travel by pedestrians, cars, bicycles, transit vehicles, and horses. This will be accomplished through coordination with regional officials and developers to ensure that appropriate right-of-ways, street and trail design, and circulation patterns are achieved. Regional streets and trails that connect and travel through the Planning Area and the surrounding community will be integrated with and shaped by the form of future development in the Planning Area.

Specific goals and policies to guide circulation enhancements within the Planning Area are provided below, along with a set of General Street Design Principles intended to assist in the preparation of street cross sections and street improvement plans as the area develops, an overview of Street Typology Elements, and an overview of how these typologies may best be applied within the Planning Area to respond to future land uses.

These policies are intended to be used in conjunction with other policies contained in this Plan.

GOALS AND POLICIES

GENERAL CIRCULATION POLICIES

Goal #1: Establish an Integrated, Multi-Modal Transportation System to Serve the Planning Area

C 1.1—INTERCONNECTED STREET NETWORK

An interconnected system of streets shall be established to provide efficient on and off-site connections, disperse traffic, and accommodate a

variety of modes of transportation including motor vehicles, bicycles, and pedestrians. Developing isolated neighborhood street networks that only serve small segments of a particular development or area is strongly discouraged. Isolated street networks force all trips onto the arterial street system without regard for their final destination, resulting in less direct routes and longer trips. In contrast, an interconnected network of streets allows local trips to stay off of the arterial network. With an interconnected street system that provides multiple routes to local destinations, fewer streets are overburdened by excessive traffic.

C 1.1—ENHANCED TRAIL AND PEDESTRIAN NETWORK

Incorporate trails, sidewalks, and multi-use paths into all future transportation and site design planning in the Planning Area to promote safe and convenient travel by these modes. This planning should emphasize how various improvements combine to form an overall circulation network, ensuring strong connections between the various neighborhoods, activity centers, and recreational amenities of the area. This network should provide convenient and direct connections to Sahuarita's existing and planned town parks as well as regional trail networks and open spaces.

C 1.2—STREET TYPOLOGIES

Design streets within the Planning Area that purposely relate to and reflect the types of development they are intended to serve. Street, trail, and sidewalk improvements within an activity center, for example, should offer streets with integrated pedestrian and bicycle facilities, on-street parking, and a pedestrian-friendly access management plan. A rural subdivision, however, may be better served by a more rural street cross section with detached multi-purpose trail to accommodate pedestrian and bicycle travel.

The design of primary streets within the Planning Area, such as Sahuarita Road and La Villita Road, should reflect the adjacent land use and change as the land use changes. For example the section of Sahuarita Road between I-19 and La Villita Road should be designed with features that establish a gateway to the community, and the sections of La Villita within activity centers should include a change in design to enhance the adjacent activities. Design elements that can be used to establish the street typology include:

- Sidewalks
- Landscape Area
- On-street Parking
- Bicycle Lanes
- Intersections
- Medians
- Pedestrian Crossing Treatments



Trails, sidewalks, and multi-use paths should be incorporated into all future transportation and site design planning in the Planning Area to promote safe and convenient travel by these modes.

- Streetscape Features
- Transit Amenities
- Equestrian Trails (where appropriate)

Each of these elements is described in further detail under General Design Principles, below. In addition, a discussion of how they could be applied to key roadway segments within the Planning Area is provided.

GR 1.2—TRANSIT READINESS

Residential neighborhoods and mixed-use activity centers within the Planning Area should be designed to accommodate existing and/or future transit service. Phasing of development should be carefully coordinated with the Regional Transportation Authority (RTA) and the Town, to assist with short and long-range transit planning efforts. If a development pod is not served by transit at the time of development, locations for bus stops, shelters, pull outs, and other facilities, should be identified on plans and land reserved to meet future needs.

C 1.3—SECTION-BY-SECTION IMPLEMENTATION

Plan for and implement transportation improvements for all modes of travel as part of the development process when proposals come forward in a section-by-section approach. As development occurs over time, transit facilities, trails, sidewalks, and multi-use paths as well as the streets needed to serve each phase of development should be constructed. Acquisition of right-of-way for future roadways should be secured as soon as possible.



Residential neighborhoods and mixed-use activity centers within the Planning Area should be designed to accommodate existing and/or future transit service.

Goal #2: Purposely Integrate Transportation Improvements with Other Plans and Planning Efforts in the Town and Region

C 2.1—PLAN CONSISTENCY

Plan for and implement all street, transit, and trail improvements in accordance with all applicable adopted transportation, circulation, and mobility plans.

C 2.2—REGIONAL COORDINATION

Coordinate with other entities and jurisdictions within the region on future roadway and trail improvements, including the timing, alignment, and design of new streets and facilities as development occurs. Preserve right-of-way for regional corridors and transit facilities as new development occurs according to regional plans such as the Southeast Arterial Study and the Regional Transportation Authority Plan.

This coordinated effort to preserve right-of-way is critical to the long range character of the east west roadways in Sahuarita, particularly Sahuarita Road. Sahuarita Road has the potential to become a major pedestrian barrier if allowed to grow to six or eight lanes with multiple

turn lanes. The Southeast Arterial Study suggests long range demand for at least eight lanes of east west travel in Sahuarita. If right-of-way is not preserved for a second four to six lane east west arterial roadway in reasonable proximity to Sahuarita Road, it will be difficult to maintain high quality multimodal connectivity across this roadway without grade separated pedestrian and bicycle connections.

C 2.3—GRADE SEPARATED INTERCHANGES

The potential for grade separated interchanges along Nogales Highway at Sahuarita Road and possibly El Toro Road in the future will have a dramatic affect on the character of each roadway. Interchange design is often accomplished with vehicular traffic as the primary design parameter, but there is a growing recognition that all modes of travel should be accounted for in the design of these facilities. In particular, recent research has shown that safety for pedestrians and bicyclists can be improved with a design process that is more sensitive to the needs of all modes. The design treatments and considerations at these locations include:

- Maintain vehicular, pedestrian, and bicycle access to adjacent land uses to avoid “stranding” parcels
- Provide continuous pedestrian and bicycle facilities through the interchange
- Plantings, street furniture, and lighting should be consistent with upstream and downstream street sections
- Consider designs that minimize the footprint of the interchange



Continuous pedestrian and bicycle facilities were successfully provided through this busy intersection.

Planning and design of grade separated interchanges which include railroad interactions typically require a planning/engineering feasibility study. This study would be informed by key design parameters specific to the railroad and their track clearance, grade change, and other safety related requirements. The study would outline the major components of building an elevated structure. After the study is completed and preferred design is selected and construction drawings are prepared. The feasibility study would typically include the following elements.

- Traffic operations
- Railroad operations
- Connection to adjacent trails
- ADA access
- Structure type and design
- Soils/foundation evaluation
- Maintenance requirements
- Visual impacts/benefits
- Flora/fauna impacts/benefits
- Design vehicle
- Lighting

GENERAL STREET DESIGN PRINCIPLES

The quality and function of the transportation system is most directly influenced by the design of the individual elements that make up a livable multi-modal street. The following set of General Street Design Principles can be used to assist in the preparation of street cross sections and street improvement plans as the Planning Area develops. They can also be used to assess whether a particular design is consistent with the vision for transportation in the Planning Area. These principles present a starting point to address key areas of concern identified in the planning process to date.

Principle #1—Integrated Street System



Design streets within the Planning Area as an integrated system, considering the relationships between the vehicle travel needs, bicycle and pedestrian needs, and the adjacent land use needs.

Principle #2—Identity and Orientation



Use the design of streets within the Planning Area to establish identity and orientation to distinct areas and to enhance the function and appearance of adjacent land uses.

Principle #3—Multi-Modal Street Design



All streets within the Planning Area should be multi-modal in design, including accessible sidewalks and bicycle facilities to provide for all modes of travel. Provide additional features for transit when present or planned.

Principle # 4—Multi-Modal Intersection Design



All intersections within the Planning Area should be designed with multiple modes in mind—considering safety, comfort, and level of service for all modes, design speeds, and expected mix of traffic.

STREET TYPOLOGY ELEMENTS

The specific design elements chosen to support the Principles will establish the typology or character of each street or section of street in the Planning Area. Each element of the street contributes to the experience of the motorist, pedestrian, cyclist, or transit rider in that particular place. Memorable streets have a character that is unique and distinct from the surrounding area. Specific design elements that can be used to establish the typology include:

- Sidewalks
- Landscape Area
- On-street Parking
- Bicycle Lanes
- Intersections and Pedestrian Crossing Treatments
- Grade Separated Pedestrian Crossings
- Medians
- Streetscape Features
- Transit Amenities



Continuous sidewalk with pedestrian amenities.

The following guidelines are suggested for each area listed above. Many have been used in other communities to develop livable multimodal streets. The guidelines included in this document are not intended to serve as a comprehensive set of policies, but rather to describe some of the key parameters that can be used to inform the street design process in keeping with the General Street Design Principles.

Sidewalks

- Provide continuous sidewalk improvements/pedestrian paths along all streets
- Ensure adequate width for all sidewalk uses, including pedestrian access, walking traffic, bicycle parking, window shopping, and use of street furniture
- Ensure pedestrian through movement is not obstructed with street furniture, utility poles, traffic signs, or landscaping
- In commercial areas with storefronts close to the street, a 12-15 foot sidewalk width is preferable.
- Provide special pedestrian features on transit streets, such as bus shelters, benches, wider sidewalks, and crossing enhancements
- Avoid combining sidewalks and bikeways unless designed as a specific multi-use path.

Landscape Area

- Provide a landscape area to separate and buffer pedestrians from vehicular travel
- The preferred width between the sidewalk and the curb is 4-7 feet
- On high speed facilities (greater than 40 mph), the preferred width is 6-12 feet
- Plantings, street furniture, lighting, and hardscape treatments can be used to differentiate and define street character



On-street Parking

- Provide on-street parking to support adjacent commercial uses, provide a buffer for pedestrians, increase pedestrian activity, and reduce on-site parking needs
- Preferred parking lane width for parallel parking is 7-8 feet to minimize street width
- Prohibit on-street parking on regional arterials with speeds of 45mph or greater
- Extend sidewalks or curb equal to the parking lane width at crossings to increase pedestrian visibility to motorists



*(Top) Landscape area used to buffer pedestrians from vehicular traffic.
(Bottom) On street parking within a mixed-use activity center.*

Bicycle Lanes

- Refer to ADOT standards for design
- Provide consistent and continuous treatments for bicyclists on all streets. This is especially important where other design elements change to define a new typology.
- Avoid designing continuous right-turn lanes on streets with bicycle lanes

Intersections and Pedestrian Crossing Treatments

- Utilize the Access Management Guidelines for the Town of Sahuarita to establish regular spacing and crossing opportunities
- Design accessible crossings for pedestrian that meet ADA guidelines for walking speeds, curb ramps, and detection technology
- Design crosswalks and bicycle lanes to meet local, state, and AASHTO guidelines for key safety parameters such as sight distance.
- Consider special paving treatments or high visibility markings to define a new typology area or edge
- Provide adequate signal detection for bicycles
- Minimize curb return radii with special consideration for areas of high pedestrian traffic and high truck and bus turns
- Avoid use of channelized right turn islands



Pedestrian crossing treatment designed for pedestrian and bicycle access and safety.



Center median used to separate traffic and serve as a pedestrian buffer.



Common streetscape elements used to define a recognizable street character.

Grade Separated Pedestrian Crossings

The *Pedestrian Facility Users Guide (FHWA 2002)*, provides the following guidance for grade separated pedestrian crossings:

- Use grade separated crossings sparingly and as a measure of last resort. They are most appropriate over or under busy, high-speed freeways, railroad tracks, or natural barriers.
- Pedestrians will generally not use grade separated crossings if a more direct route is available
- Lighting, drainage, graffiti removal, and security can be major concerns with underpasses
- Design must meet Americans with Disabilities Act (ADA) requirements, which generally results in long ramps or elevators on either end of the overpass/underpass
- Grade separated pedestrian crossings should generally be used to:
 - Provide a crossing where no other facility is available
 - Connect off-road trails and paths across major barriers
 - Provide complete separation of pedestrians and bicycles from motor vehicle traffic

Medians

- Median width should be defined by its primary function
- Medians to separate traffic should be a minimum of 10 feet in width
- Medians serving as a pedestrian refuge should be a minimum of 6 feet in width
- Medians with a turn lane should be a minimum of 16 feet in width
- Ensure that U-turns at downstream intersections are allowed to manage access

Streetscape Features

- Provide a continuity of streetscape elements to define a recognizable street character
- Encourage the use of streetscape elements in pedestrian activity areas and gateway locations

Transit Amenities

- Provide direct and convenient access to all transit stops from surrounding residential areas and to destinations
- Provide clear space around transit stops with increased size at locations with high ridership
- Maintain clear passage on sidewalks adjacent to transit stops
- Provide pedestrian crossings at or near all transit stops

- Provide streetscape elements to support pedestrian and bicycle accessibility to transit stop

STREET TYPOLOGIES IN THE PLANNING AREA

The design concepts listed above should be applied to create distinct segments on major roadways and at key intersections in the Planning Area. Transitions in typology are not necessary on all roadways; however, they should occur where major changes in land use exist or are planned (e.g., within a mixed-use activity center), and in locations of regional or local significance, such as at community gateways or through natural areas. The map below illustrates potential locations for changes in street typologies within the Planning Area. Although more detailed design concepts and engineering drawings and traffic studies will need to be prepared prior to the construction of each roadway to determine specific details (e.g., number of lanes, etc.), the following section outlines how the different typologies could be applied to primary roadways within the Planning Area to reinforce the objectives of this plan.

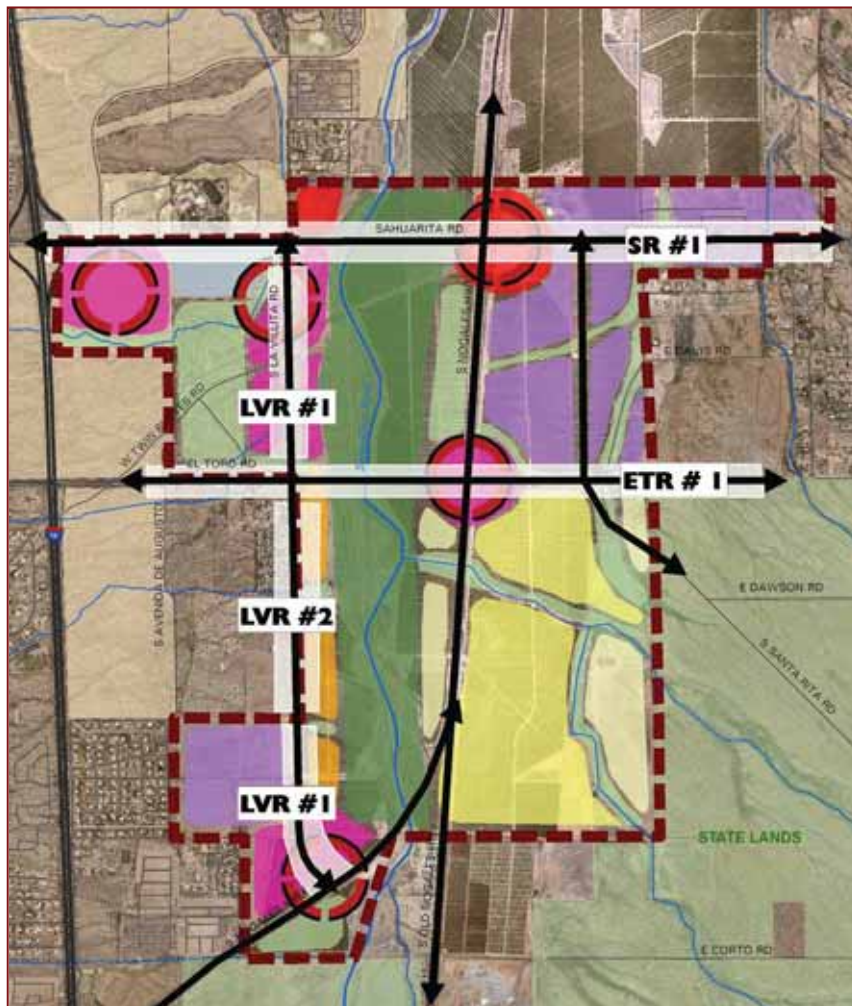


Fig. 10—Potential locations for changes in street typology within the Planning Area. Each character segment is described below.

Sahuarita Road—Character Segment SR #1: Continuous from I-19 to Town Limits

POTENTIAL TYPOLOGIES – GATEWAY, COMMERCIAL

Sahuarita Road currently serves as the gateway to the Town from both the east and the west. The roadway gives an important first impression and defines the Town for many visitors while also serving an important regional mobility function. Over time, with increased traffic volumes, it has the potential to become a barrier to north south pedestrian and bicycle travel. Accordingly, the intersections along Sahuarita Road should have a distinct set of design treatments to facilitate pedestrian and bicycle crossing, while also serving as secondary gateways into the Town and the surrounding residential areas. The design treatments that could be appropriate for Sahuarita Road include:

- Enhanced pedestrian crossings at intersections, including special paving treatments or high visibility markings;
- Continuous pedestrian and bicycle facilities;
- Generous sidewalk widths and a wide landscape area to buffer pedestrians from vehicular traffic;
- Enhanced level of streetscape features to define a recognizable street character, including plantings, street furniture, public art and lighting to define street character;
- Enhanced transit stops and transit amenities;
- A landscaped and shaded center median with physical design elements such as bollards or planters to protect pedestrians; and
- Regularly spaced intersections to facilitate at grade pedestrian and bicycle crossing and minimize out of direction travel (see Access Management Guidelines for the Town of Sahuarita) and/or one or more below grade or above grade pedestrian and bicycle crossings.

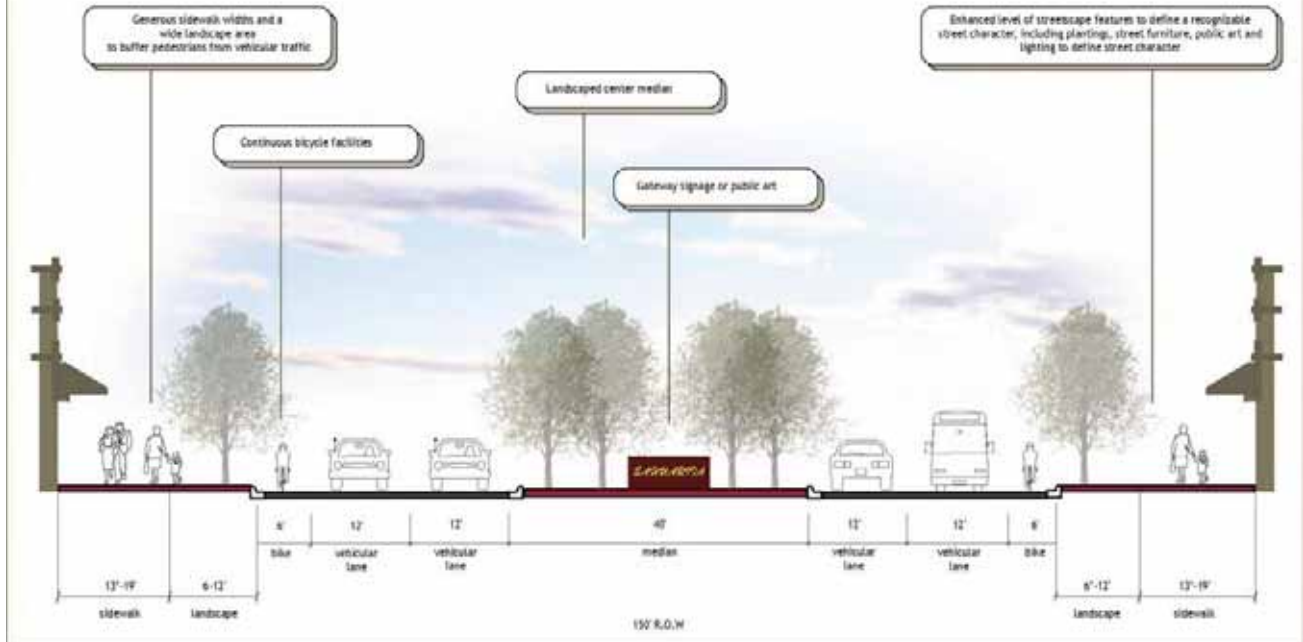
If additional east west capacity is not developed, pressure will increase over time to widen Sahuarita Road from a four lane section to a six lane section, or possibly even an eight lane section. Recognizing this potential, the following recommendations are suggested to minimize the pedestrian impacts associated with potential widening of Sahuarita Road in the future:

- Maintain a generous median width. A 30 – 40 foot median allows for a wide pedestrian refuge in the median area with a single left, and an acceptable 8 foot refuge in the narrowest example (30 foot median with two 11 foot left turn lanes). A wide median will increase the crossing distance overall for pedestrians, but this

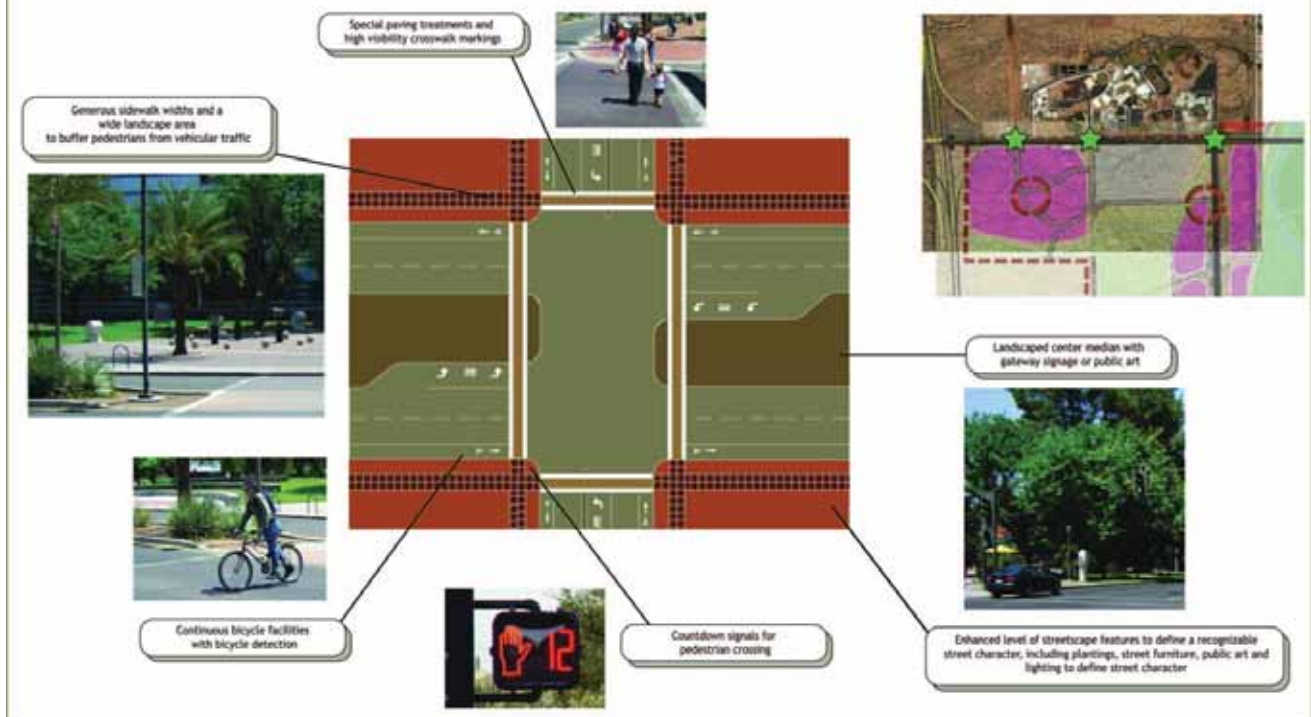
approach is preferable to one long crossing with little or no median refuge area.

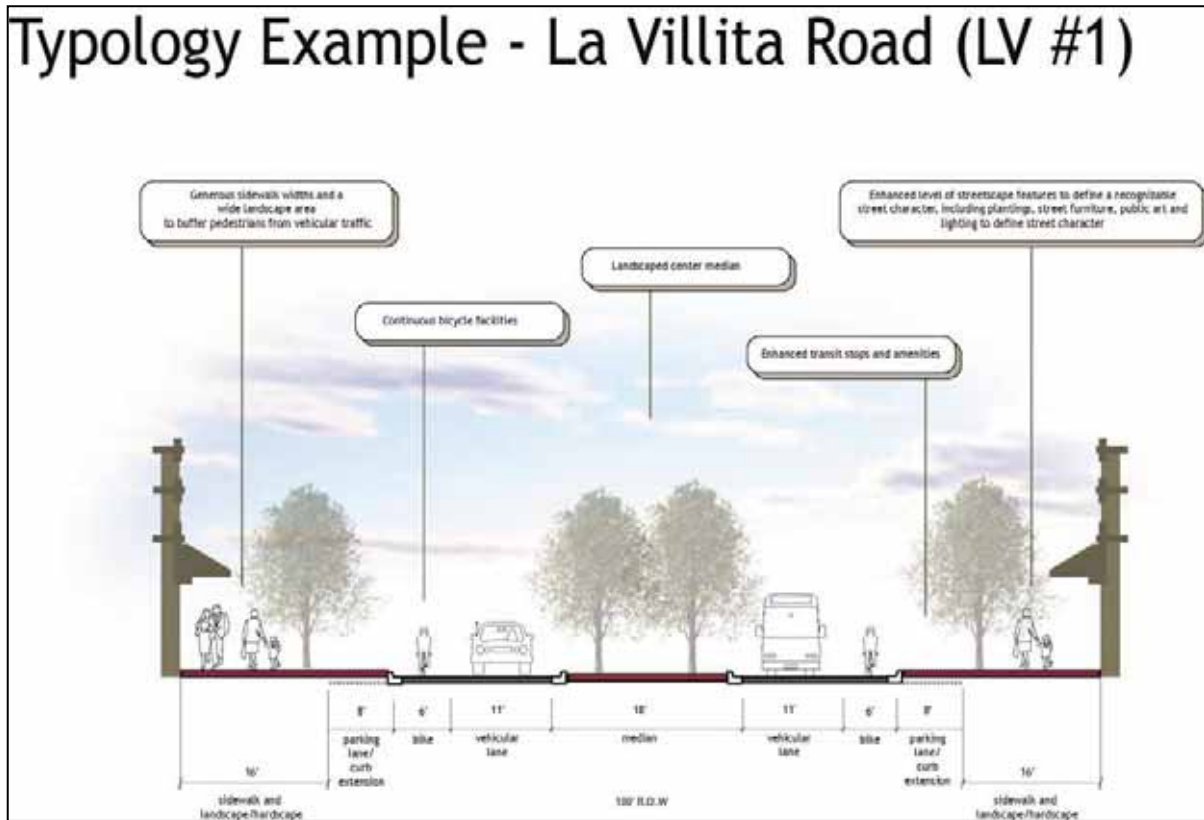
- Design the initial four lane section with a wide tree lawn/landscape area (e.g., the area between the back of sidewalk and the back of curb), and design the median and curb to its future configuration. This will allow for future widening within the area between the curb and sidewalk, without changes to the median or the sidewalk between intersections.
- Establish a design speed for Sahuarita Road of 35mph or less to maintain compatibility with the surrounding Town Center land uses and expected pedestrian activity.
- Minimize the use of right turn deceleration lanes and right turn slip lanes to maintain shorter pedestrian crossing distances. With a four to six lane section, the curbside lane can act as an acceleration and deceleration lane. Right turn deceleration and acceleration lanes should generally not be provided on roadways with three or more travel lanes in the direction of the right turn, other than in the following conditions:
 - Where an acceleration/deceleration lane is required due to high traffic volumes on the highway or using the access and the lack of acceptable gaps in traffic make use of an accel/decel lane necessary for vehicles to safely and efficiently enter the highway traffic flow through the use of available short gaps in traffic, or
 - Where necessary for public safety and traffic operations based upon site and roadway specific conditions such as horizontal and vertical curves.
- Minimize the use of double left turn lanes. The additional distance for pedestrians to cross in an exposed condition should be weighed against the delay increases for motorists turning left in a single lane condition.
- Adhere to the Town's Access Management Guidelines. This will ensure that the median maintains a continuous and substantial character between regularly spaced intersections that will require a portion of the median to provide left turns.

Typology Example - Sahuarita Road (SR #1)



Intersection Example - Sahuarita Road





**La Villita Road—Character Segment LVR #1:
Sahuarita Road to El Toro Road and 1-mile segment
north of Nogales Highway**

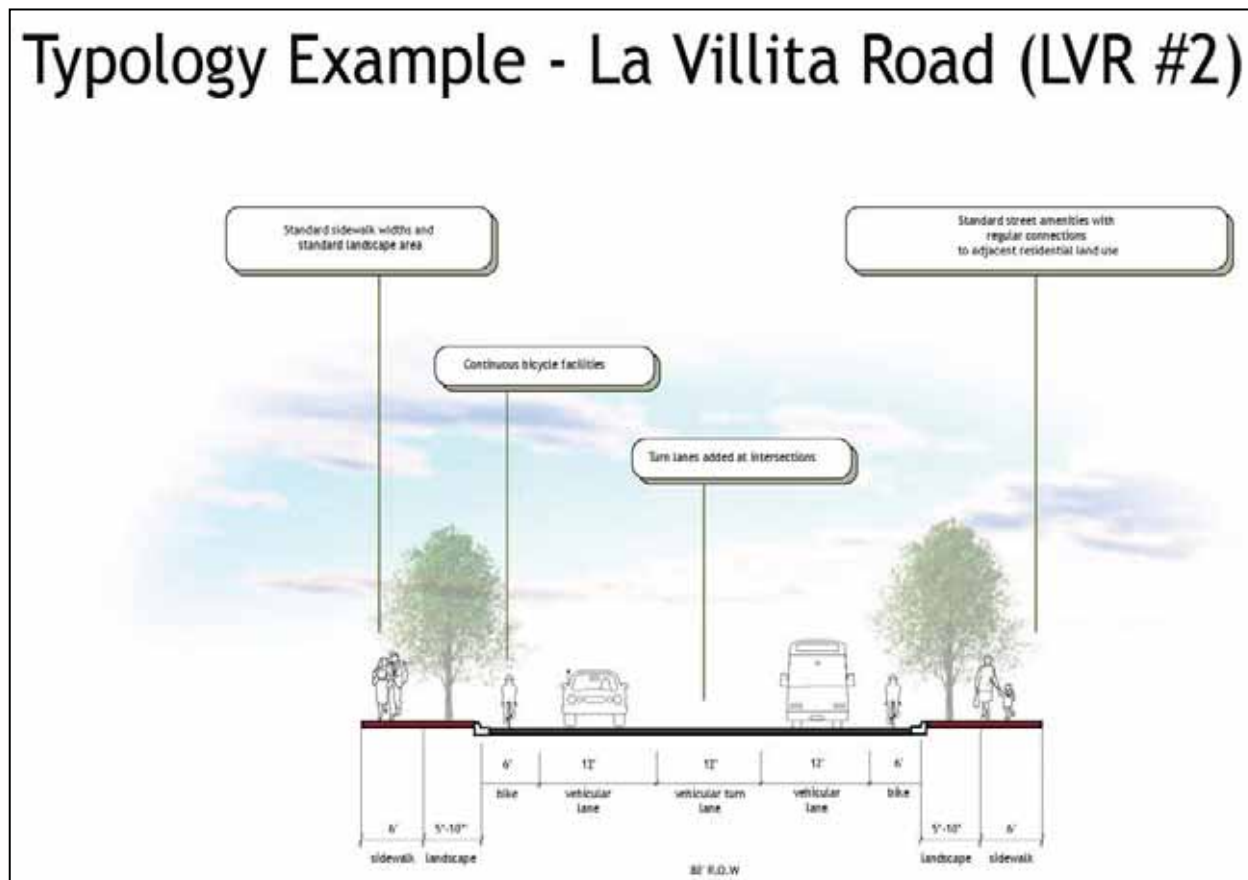
POTENTIAL TYPOLOGY – MIXED-USE

La Villita Road will have distinct character segments related to the adjacent land uses. The segment between Sahuarita Road and El Toro Road and the segment just north of Nogales Highway are planned for mixed use land uses and activities, with commercial uses fronting the street and high levels of pedestrian activity. Accordingly, design treatments that would be appropriate for these segments include:

- Premium pedestrian crossings at intersections, with the highest quality special treatments and markings
- Continuous pedestrian and bicycle facilities
- 12-15 foot sidewalk widths
- On-street parking (parallel or diagonal) to buffer pedestrians from vehicular traffic
- Plantings, street furniture, public art, and lighting to define street character
- Enhanced transit stops and transit amenities

- Minimum roadway widths needed to serve traffic and/or a landscaped center median where adequate ROW exists or in between turn lanes.
- Regularly spaced intersections and mid-block crossings to facilitate at grade pedestrian and bicycle crossing and minimize out of direction travel (see Access Management Guidelines for the Town of Sahuarita)

Typology Example - La Villita Road (LVR #2)



La Villita Road—Character Segment LVR #2: El Toro Road to 1-mile north of Nogales Highway

POTENTIAL TYPOLOGY –RESIDENTIAL

The segment of La Villita between El Toro Road and the mixed-use area near Nogales Highway is currently and planned to be residential in character. Accordingly, design treatments that would be appropriate for this segment include:

- Standard pedestrian crossings at intersections, including typical paving treatments markings
- Continuous pedestrian and bicycle facilities
- Standard sidewalk widths and a landscape area to buffer pedestrians from vehicular traffic

- Plantings, street furniture, and lighting to define street character
- Enhanced transit stops and transit amenities
- Regularly spaced intersections to facilitate at grade pedestrian and bicycle crossing and minimize out of direction travel (see Access Management Guidelines for the Town of Sahuarita)

El Toro Road—Character Segment ETR #1: Continuous from I-19 to Town Limits

POTENTIAL TYPOLOGIES – GATEWAY, COMMERCIAL

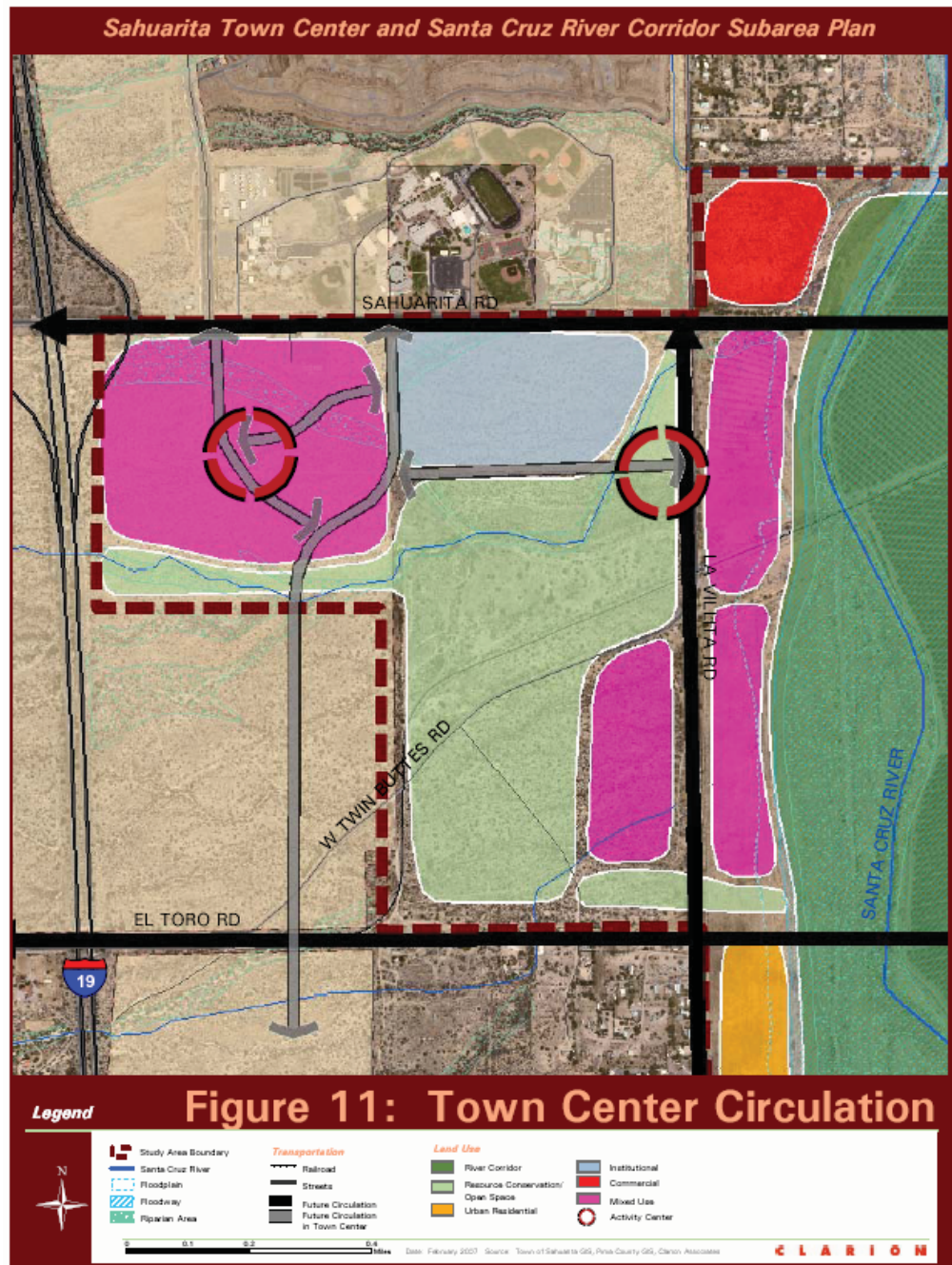
The El Toro Road corridor has the potential to serve as another gateway to the Town and the Planning Area from both the east and the west. Like Sahuarita Road, it will give an important first impression and define the Town and Planning Area for visitors while also serving an important regional mobility function. Since this street is shown as a Parkway in the Southeast Arterial Study, there are also likely to be interchanges or grade separated intersections along the corridor. The design treatments that could be appropriate for El Toro Road include:

- Enhanced pedestrian crossings at intersections, including special paving treatments or high visibility markings
- Grade separated north-south pedestrian and bicycle crossings at key locations such as the Santa Cruz River Trail
- Continuous pedestrian and bicycle facilities along or parallel to El Toro Road
- Generous sidewalk widths and a wide landscape area to buffer pedestrians from vehicular traffic
- Plantings, street furniture, and lighting to define street character
- Enhanced transit stops and transit amenities
- A landscaped center median
- Interchange design which maintains continuous and direct bicycle and pedestrian facilities

Town Center Circulation

Figure 6 illustrates a conceptual plan for circulation in the Planning Area. In order to serve the level of activity anticipated in the long-term development of the Planning Area, the circulation system must provide for a connected network of secondary roadways that provide for access and circulation without total reliance on Sahuarita Road for all trips. This is consistent with the intent of the Town's Access Management Guidelines, which reinforce the need for strong secondary roadways at regularly spaced intersections to distribute traffic to the local network and preserve capacity on regionally significant roadways.

The proposed circulation concept plan provides for regularly spaced connections from Sahuarita Road through the planned Town Center Mixed Use area and across to La Villita Road. This concept also provides connections between Sahuarita Road the Civic Center, and planned hospital site to the east. An interconnected secondary network south of Sahuarita Road in the Town Center area will help to serve the local trips internally and minimize the use of Sahuarita Road for shorter trips between Town Center activities. The exact location and alignment of these roadways will need to be determined at time of development.



Chapter 8: Design Standards

INTRODUCTION

The overall timing of future development within the Town Center/Santa Cruz River Corridor is uncertain. While some areas within the Center area will develop in the near-term, others may not develop for many years. However, given the Planning Area's central location within the community and the critical role its future development will play within the Town of Sahuarita, it is essential that a more refined framework for future development is established as a foundation. This Subarea Plan, to be adopted by the Town as an element of its General Plan, will serve as the framework for future planning and development.

When a Specific Plan or Plans is ultimately prepared for the Planning Area, it is the intent of this Subarea Plan that the general policies and design standards contained herein be incorporated into future zoning as regulations. The design standards contained in this Chapter are derived from the goals and policies of this Plan and are intended to guide the implementation of these concepts.

This chapter contains the following: General Design Standards, Residential Design Standards, Mixed-Use Design Standards, and Commercial and Employment Design Standards. The General Intent and Applicability of each is defined as appropriate.

GENERAL DESIGN STANDARDS

GENERAL INTENT

These General Design Standards are intended to:

- *Establish a set of baseline design standards that apply to all residential and non-residential development, regardless of its location within the Planning Area—minimizing the need for duplicative standards.*

- *Create a consistent level of development quality that serves as a unifying and identifying feature for the Planning Area as it develops over time.*

APPLICABILITY

- *The following General Design Standards are applicable to all new residential and non-residential development occurring within the Planning Area.*
- *The General Design Standards shall be applied in conjunction with the Residential, Mixed-Use, and Commercial/Employment Design Standards as applicable.*
- *The General Design Standards are not all inclusive and supplement other approved standards as contained with the Town of Sahuarita Zoning Code. However, should a conflict exist between these standards and a standard contained within the Town's Zoning Code, these standards shall prevail.*

EXEMPTIONS

These General Design Standards shall not apply to:

- *Existing residential or non-residential development within the Planning Area;*
- *Existing agricultural uses;*
- *The construction or renovation of an individual single-family home;*
- *Renovations or expansions of an existing business that results in an increase in square footage of less than 50% above the existing square footage, or results in a total square footage of less than 10,000 square feet, whichever is less; or*
- *Development constructed in compliance with an existing Specific Plan which has an effective date prior to the effective date of these standards; however, amendments to a Specific Plan after the effective date of the adoption of these standards by the Town shall be required to comply.*

ALTERNATIVE COMPLIANCE

Upon request of an applicant, the Planning and Zoning Commission may approve an alternative approach that may be substituted in whole or in part for one or more of the design standards contained in this Chapter.

This approach is intended to provide flexibility to meet the design standards in this Chapter and shall apply in circumstances in which an alternative approach would provide a result that is equal to or superior to that which would be provided by the standard(s) in this Chapter. It is not intended as a substitute for a variance when relief from a particular standard is desired. Economic considerations may not be used as the sole basis for alternative compliance; however, special consideration will be given to proposed developments for which there is an affordable housing agreement in effect with the Town of Sahuarita.



Development shall be organized to frame or otherwise preserve important view corridors to the Santa Cruz River and/or the Santa Rita Mountains.

SITE LAYOUT AND DEVELOPMENT PATTERN

Intent

- *To ensure development within the Planning Area maintains a strong visual and physical relationship to adjacent streets, the Santa Cruz River and its tributary waterways.*
- *To protect and enhance environmentally sensitive lands and historic or cultural features which contribute to the character of the Planning Area.*
- *To protect prominent view corridors to the mountains visible from key locations within the Planning Area.*

Design Standards

PRESERVATION OF ENVIRONMENTALLY SENSITIVE LANDS

- .
- Environmentally sensitive lands as identified within the Town's General Plan and/or on the Parks, Open Space, and Trails Framework Map contained in this Plan shall be preserved and integrated into future development as open space, trail, or view corridors.

PRESERVATION OF HISTORIC AND CULTURAL RESOURCES

- Historic, cultural, or archeological sites, buildings, or areas recognized by the Town or other government agency as significant shall be preserved in accordance with State law.

VISUAL CONNECTIONS/VISTAS

- Development shall, where feasible be organized to frame or otherwise preserve important view corridors to the Santa Cruz River and/or the Santa Rita Mountains through the use of the following techniques:
 - The creative organization and design of buildings on the site in terms of their spacing, height, and orientation such that



Environmentally sensitive lands shall be preserved and integrated into future development as open space, trail, or view corridors.

periodic visual breaks are provided and views are framed between buildings, and/or

- The orientation of streets and open space corridors towards the river and/or mountains to maintain periodic views.



The incorporation of design features that encourage outdoor activity and emphasize the Santa Cruz River's presence and visibility are strongly encouraged.

RELATIONSHIP TO SURROUNDING DEVELOPMENT

- Development shall be organized to create and frame usable outdoor spaces, including parks, plazas, walkways, open space, and other features.
- Loading docks, trash collection areas, and other similar features shall be located away from primary vehicle and pedestrian circulation systems, open space corridors, and the Santa Cruz River.

RELATIONSHIP TO RIVER

- Development located adjacent to the Santa Cruz River shall incorporate design features that encourage outdoor activity and emphasize the river's presence and visibility to the maximum extent practicable. Such features may include, but not be limited to:
 - Balconies and porches;
 - River-oriented entrances;
 - Riverbank enhancement;
 - Public art; and
 - Outdoor plazas and seating.

BUILDING DESIGN AND CHARACTER

Intent

- *To encourage creativity and variety in the design of buildings within the Planning Area;*
- *To establish a high quality appearance for future development within the Planning Area ;*
- *To ensure that development is constructed of durable, long-lasting materials; and*
- *To ensure that future development contributes to the long-term vision set forth for the Planning Area and builds value over time.*

Design Standards

MATERIALS

- Materials shall be compatible with the Planning Area's Sonoran Desert setting in terms of their appearance and demonstrated durability.

- Primary building materials shall be durable and project an image of permanence including, but not limited to:
 - Stucco;
 - Stone, brick, adobe, or other masonry products;
 - Steel;
 - Cast concrete;
 - Split face or textured decorative block; or
 - Composite siding.
- The use of simulated stucco products such as EIFS (Exterior Insulation and Finish Systems) shall be limited to that of an accent material that does not exceed 20% of the wall surface area on any side of the building.
- The following materials shall be prohibited, except for expansion of existing structures:
 - Aluminum or vinyl siding;
 - Sheet metal siding; and
 - Smooth-faced concrete block.
- Tilt-up concrete panels shall be “skinned” or faced with one or more recommended building materials, as defined above.
- The use of sustainable building materials and construction techniques is encouraged. These may include, but are not limited to the use of:
 - LEED (Leadership in Energy Efficiency and Design) standards for energy efficiency;
 - Recycled or “green” building materials for residential development, as defined by the National Home Builders Association;
 - The orientation of buildings to take advantage of solar energy and prevailing breezes.

COLOR

- Bland, monotonous color schemes comprised of variations on a beige palate shall be avoided.
- The incorporation of a distinctive color palate that reflects the rich range of colors found in the surrounding Sonoran Desert landscape is strongly encouraged.
- White or similar light colors with a reflectivity of 70 percent or greater shall not be permitted as a primary exterior color for any structure.

BUILDING DESIGN

- Varied interpretations of the Town’s southwestern architectural theme are encouraged to avoid a monotonous appearance and to allow for the creation of a unique character within the Planning Area.
- Architectural detailing, including the articulation of building facades, use of stone and other masonry materials, and incorporation of awnings, balconies, and other details, shall be incorporated to

Not This



This



provide visual interest and to establish a high standard of quality for the Planning Area.

- Equal attention shall be paid to all sides of a building. “Blank” walls absent of architectural detailing described above shall be avoided.
- Buildings within the Planning Area shall be oriented towards the primary street frontage, the Santa Cruz River and/or a tributary waterway so that entrances are visible and accessible to pedestrians from adjacent sidewalks or trails.
- Buildings shall be oriented to

BUILDING MASSING AND HEIGHT

- The incorporation of a variety of building heights and forms is encouraged to create visual interest and establish a distinct identity within each district of the Planning Area.
- The most intense concentrations of mass and height shall be focused within mixed-use activity centers.
- Where dramatic variations in mass and height exist between mixed-use activity centers and adjacent uses, transitions shall be provided by “stepping down” the higher intensity use or increasing setbacks and open space along shared boundaries.



Equal attention shall be paid to all sides of a building, as illustrated on the back of this commercial center which adjoins a residential area.

CIRCULATION AND ACCESS

Intent

- *To enhance circulation and minimize physical barriers within and between the Planning Area’s five districts and the surrounding community as development occurs over time, allowing for a more integrated community environment;*
- *To establish an efficient network of streets, trails, and pedestrian linkages throughout the Planning Area; and*
- *To accommodate and encourage the use of a variety of transportation modes within the Planning Area.*

Design Standards

VEHICULAR CIRCULATION AND ACCESS

- Vehicular circulation systems shall provide efficient on and off-site connections, disperse traffic, and accommodate a variety of modes of transportation including motor vehicles, pedestrians, bicycles, pedestrians, and transit vehicles.
- Vehicular circulation systems shall be consistent with all applicable State and Town regulations, including the Town of Sahuarita’s Access Management Plan.

PEDESTRIAN CIRCULATION AND ACCESS

- An on-site system of pedestrian walkways shall be provided to establish direct visual and physical access and connections to and between the following:
 - The primary entrance or entrances to each building;
 - Any sidewalks, trails, or walkways on adjacent properties that extend to the boundaries shared with the development;
 - The Santa Cruz River and any washes identified on Figure 4: Parks, Open Space, and Trails Framework;
 - Any adjacent public park, open space, or other public or civic use including but not limited to schools, public recreational facilities, or government offices; and
 - Any transit stop or related facility.
- All sidewalks shall be detached from the curb and separated by a planting strip not less than 5 feet in width unless an alternative, use-specific configuration is specified within the Residential, Mixed-Use, or Commercial/Employment Design Standards contained within this Chapter.
- All sidewalks shall be a minimum of 6 feet in width unless an alternative, use-specific configuration is specified within the Residential, Mixed-Use, or Commercial/Employment Design Standards contained within this Chapter.

PARKING DESIGN AND LOCATION

Intent

- *To minimize the visual prominence of parking within the Planning Area; and*
- *To promote increased pedestrian activity and enhance the overall appearance of development.*

Design Standards

LANDSCAPING AND DESIGN

- All landscaping shall be in compliance with Chapter 18.73 (Landscaping, Buffering, and Screening Standards) of the Town's Zoning Code in addition to the standards that follow.
- To break up the appearance of large surface parking lots, lots which exceed 50 spaces shall be broken down into a series of smaller parking "blocks" of parking separated by landscaped islands and pedestrian walkways.

Not This



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Surface parking lots exceeding 50 spaces shall be broken down into a series of smaller "blocks" of parking separated by landscaped islands and pedestrian walkways.

- The use of structured parking is encouraged where densities warrant to minimize the visual impacts of surface parking within the Planning Area and to promote a more efficient usage of land.

LOCATION

- Parking areas shall be located behind buildings, distributed between the front and sides, or distributed between the front and rear of buildings rather than solely in front of buildings.
- Surface parking shall be prohibited within 50 feet of the floodplain of the Santa Cruz River or wash as identified on Figure 4: Parks, Open Space, & Trails Framework. Alternative solutions to this standard may be approved by the Town if parking is adequately screened from the River and would otherwise not have an adverse impact on the Planning Area or any adjacent uses.
- Paved parking areas shall be prohibited within the floodplain of the Santa Cruz River or an associated wash, as identified on Figure 4: Parks, Open Space, & Trails Framework, unless parking is designed to serve recreational users and is constructed of permeable materials consistent with applicable Town and Pima County Regional Flood Control District regulations.



Parking structures shall be designed to incorporate a comparable level of architectural detailing and quality of materials as found on primary buildings on the site.

PARKING STRUCTURES

- Parking structures shall be designed to incorporate a comparable level of architectural detailing and quality of materials as found on primary buildings on the site.
- Active uses such as restaurants or retail storefronts shall be incorporated at the street level of parking structures particularly in high visibility areas and along major vehicular or pedestrian thoroughfares.
- Where limited viability exists for retail uses due to limited visibility or access, office or residential uses are also appropriate at the ground level.

LANDSCAPING AND SCREENING

Intent

- *To enhance the visual quality and character of Planning Area development;*
- *To establish a distinctive landscape character along the Planning Area's streets, open space corridors, and other public spaces;*
- *To soften the Planning Area's appearance over time through the incorporation of a varied palette of landscape materials.*

Design Standards

LANDSCAPING

- All landscaping must be in compliance with Chapter 18.73 (Landscaping, Buffering, and Screening Standards) of the Town's Zoning Code.
- Plants selected for landscaping shall be drought tolerant and shall enhance the image of Sonoran Desert landscape.
- Existing Pecan trees may also be used to satisfy applicable landscape requirements, provided that provisions are made to address their unique water and maintenance requirements.
- Site design shall minimize the removal of mature trees, cacti, and other native vegetation. If in-place preservation is infeasible, mature vegetation shall be salvaged and replanted on-site to the maximum extent feasible.

STREETSCAPE

- Primary streets within the Planning Area shall incorporate distinct landscape features to highlight their importance. The organization of these features will vary according to the street's recommended typology, as discussed in Chapter 7: Transportation.
- Local streets shall be lined with drought tolerant shade trees (e.g. Palo Verde, Mesquite, Willow Acacia) spaced a maximum of 25 feet on center.

PARKING LOT LANDSCAPING

- In an effort to reduce the heat island effect, all parking lot islands shall contain drought tolerant shade trees (e.g. Palo Verde, Mesquite, Willow Acacia) spaced a maximum of 25 feet on center in combination with shrubs and groundcover.
- The perimeter of all parking lots shall be screened from public streets, sidewalks, trails, open space, and other public spaces by one of the following methods:
 - An informal hedge a maximum of three feet in height consisting of a double row of shrubs planted three feet on center in a triangular pattern;
 - A low decorative masonry wall or fence a maximum of three feet in height in combination with landscaping; or
 - A landscaped buffer that is a minimum of 8 feet in width and contains drought tolerant shade trees (e.g. Palo Verde, Mesquite, Willow Acacia) spaced a maximum of 25 feet on center in combination with shrubs and groundcover.



Water conservation shall be an important criterion for plant material selection. Drought tolerant plants that reflect and enhance the image of Sonoran Desert landscape shall be used.

Not This



This



Continuous lengths of uninterrupted fence or wall planes are prohibited. Columns, landscaped buffers, and other techniques shall be used to provide visual relief.

FENCING AND WALLS

Intent

- *To ensure that future development within the Planning Area is visually integrated with adjacent riverfront trails and open space and the surrounding community;*
- *To reduce the visual and noise impacts of incompatible uses and building functions, such as loading docks, mechanical equipment, and trash collection areas, and similar service areas within the Planning Area; and*
- *To ensure that the design of fencing and walls are compatible with Planning Area development and contribute to its overall character.*

Design Standards

GENERAL

- The use of opaque fencing or walls to segregate different uses or properties within the Planning Area is discouraged.
- Continuous lengths of uninterrupted fence or wall planes are prohibited. A combination of the following techniques shall be used to provide visual relief:
 - Contrasting columns spaced no more than 50 feet apart;
 - A landscaped buffer between the back of the sidewalk and the fence or wall that is a minimum of 6 feet in width and contains drought tolerant shade trees (e.g. Palo Verde, Mesquite, Willow Acacia) spaced a maximum of 25 feet on center in combination with shrubs and groundcover; or
 - An alternative technique as approved by the Town.

MATERIALS AND DESIGN

- Where perimeter fencing or walls are provided, such fences shall be subject to the following regulations:
- Fences and walls shall be constructed of durable, easily maintained materials such as, but not limited to:
 - Stucco;
 - Adobe;
 - Stone or high quality simulated stone;
 - Wrought iron;
 - Brick; or
 - Treated, stained or painted wood sections.
- Chain link, wire mesh, barbed wire, razor wire, or other similar products shall be prohibited.

- Fences and walls shall complement the design of the associated building(s) in terms of their color, materials, and scale.

PARKS, OPEN SPACE, AND TRAILS

Intent

- *To enhance the Planning Area's role as a destination for active and passive recreation within the community and the region; and*
- *To enhance the quality of life of Planning Area residents by integrating easily accessible parks, open space within throughout the Planning Area's five districts and by providing direct pedestrian linkages to existing and planned trails and open space.*

Design Standards

GENERAL

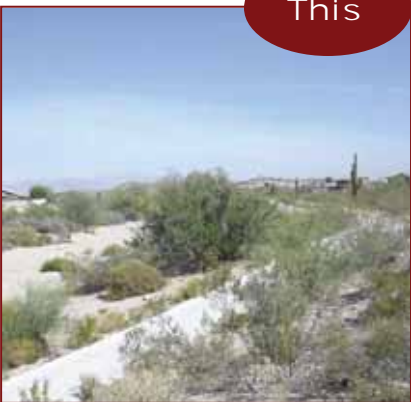
- Development within the Planning Area shall be organized around a hierarchy of public spaces, parks, and greenways to encourage community interaction and provide opportunities for active and passive recreation.
- Greenways shall at a minimum generally reflect those illustrated on Figure 4: Parks, Open Space, and Trails Framework, to ensure that regular pedestrian, bicycle, and equestrian access to the Santa Cruz River is provided.
- Parks, open space, and other public gathering spaces within the Planning Area shall be designed to serve as an extension of the existing Town and regional open space network.
- The size, quantity, and programming of parks within the Planning Area shall be dictated by the Town's Parks and Open Space Plan.
- Public spaces shall be located so as to be overlooked by surrounding development and streets for a greater sense of security.
- The incorporation of fountains, public art, or other features is encouraged for all public spaces.

TREATMENT OF THE RIVER'S EDGE

- Treatment of the Santa Cruz River's edge shall be driven by the character of development in each Subarea District as follows:
 - Within the Sahuarita Town Center District where a more urban character is desirable, terracing, formal walkways, overlooks, and other design elements shall be integrated with adjacent development to provide a series of formal outdoor gathering spaces along the river's edge.



Development shall be organized around a hierarchy of public spaces and greenways that encourages community interaction and provide opportunities for active and passive recreation.



Sculptural icons or other decorative elements shall be incorporated on all vehicular and pedestrian bridges to establish the Santa Cruz River as a memorable landmark feature for the Town and region.

- In all other districts where a less formal, more natural edge is desirable, existing “rip-rapped” banks should be naturalized and eroding natural banks should be stabilized through the incorporation of landscaping and other techniques.
- Alterations in each district shall be designed in accordance with Town of Sahuarita, Pima County Regional Flood Control District and all other applicable regulations.

WASHES

- Washes generally identified on Figure 4: Parks, Open Space, and Trails Framework shall be incorporated into future development as visual and recreational amenities by:
 - Establishing pedestrian/bicycle pathways along or within the wash to link individual districts within the Planning Area to other districts and the surrounding community;
 - Stabilizing and enhancing banks as necessary; and
 - Restoring or reintroducing native or drought-tolerant vegetation along the was as appropriate.

GATEWAYS

Intent

- *To emphasize the Santa Cruz River as a major landmark for the Planning Area and the Town as a whole; and*
- *To reinforce the Planning Area’s identity as a unique and distinctive destination within the community.*

Design Standards

BRIDGES

- Sculptural icons or other decorative elements shall be incorporated on all vehicular and pedestrian bridges within the Planning Area to establish the Santa Cruz River as a recognizable and memorable landmark feature for the Town and region.
- Although bridges throughout the Planning Area may feature common design elements, the incorporation of additional features that reflect the unique character associated with individual districts is strongly encouraged.

RESIDENTIAL DESIGN STANDARDS

INTENT

These Residential Design Standards are intended to ensure that future residential development occurring within the Planning Area:

- *Exhibits creativity and variety in design features to avoid the creation of bleak, monotonous streetscapes and neighborhoods.*
- *Is visually and physically integrated with adjacent neighborhoods, open spaces, activity centers and the surrounding community.*
- *Incorporates a variety of housing types to reflect and reinforce Sahuarita's diverse, community-oriented environment.*

APPLICABILITY

- *The following Residential Design Standards shall be applicable to all **Suburban and Urban Residential** development occurring within the Planning Area. The Residential Design Standards are only applicable to **Rural/Low-Density Residential** development where noted.*
- *The Residential Design Standards are intended to be applied in conjunction with the General Design Standards contained in this Chapter.*
- *The Residential Design Standards are not all inclusive and supplement other approved standards as contained with the Town of Sahuarita Zoning Code. However, should a conflict exist between these standards and a standard contained within the Town's Zoning Code, the more restrictive standard shall prevail.*

EXEMPTIONS

These Residential Design Standards shall not apply to:

- *Existing residential development within the Planning Area;*
- *The construction or renovation of an individual single-family home; or*

- *Residential development constructed in compliance with an existing Specific Plan which has an effective prior to the effective date of these standards.*

ALTERNATIVE COMPLIANCE

Upon request of an applicant, the Planning and Zoning Commission, as appropriate depending on the type of development and application, may approve an alternative approach that may be substituted in whole or in part for one or more of the design standards contained in this Chapter. This approach is intended to provide flexibility to meet the design standards in this Chapter and shall apply in circumstances in which an alternative approach would provide a result that is equal to or superior to that which would be provided by the standard(s) in this Chapter. It is not intended as a substitute for a variance when relief from a particular standard is desired. Economic considerations may not be used as the sole basis for alternative compliance; however, special consideration will be given to proposed developments in which there is an affordable housing agreement in effect with the Town of Sahuarita.

SITE LAYOUT AND DEVELOPMENT PATTERN

Intent

- *To establish the relationship and orientation of residential buildings to one another, to adjacent developments, to public and private open space, and to the street;*
- *To protect important site features; and*
- *To create strong visual and physical linkages to adjacent open spaces and parks.*

Design Standards

STREET DESIGN AND CONNECTIVITY

- An on-site system of streets and drives shall be designed to provide direct access and connections to and between adjacent neighborhoods and/or activity centers (existing or proposed):
- The use of dead end streets, parking lots, or cul-de-sacs is discouraged unless their use is required by site constraints such as extreme topography or the preservation of natural features.
- Where a dead end street, parking lot, or cul-de-sac is deemed necessary due to site constraints, a pedestrian connection and view corridor a minimum of 35 feet in width shall be provided.

- Gated communities that feature entryway guardhouses, gates across major access routes or similar features are discouraged.

MIX OF HOUSING TYPES

- Development pods encompassing more than 20 acres, including parcels included as part of a phased development shall incorporate a minimum of two housing types.
- Development pods larger than 40 acres shall incorporate a minimum of three housing types.
- To satisfy the above standards, housing types may include:
 - Duplexes;
 - Townhomes;
 - Apartments;
 - Condominiums; or
 - Detached single-family.



A mix of distinctly different housing types should be provided.

BUILDING DESIGN AND CHARACTER

Intent

- *To encourage a distinctive character and human scale for residential neighborhoods within the Planning Area; and*
- *To avoid the bleak, “barracks-type” appearance associated with large concentrations of identical or very similar residential structures.*

Design Standards

ARCHITECTURAL CHARACTER—ALL MULTI-FAMILY RESIDENTIAL

- The massing and use of exterior materials on multi-family buildings of ten units or less shall be arranged to give each building the appearance of a large single family home. This includes duplexes, but does not necessarily apply to townhomes in which the unique individualism of each unit is expressed.
- The maximum length of any multi-family building shall be 160 feet.
- Blocky, uniform facades are prohibited. The facades of all multi-family buildings shall be articulated through the incorporation of two or more of the following:
 - Balconies,
 - Bay or box windows,
 - Insets or other relief in the wall plane,
 - Porches,
 - Dormers,
 - Variations in materials; or



The massing and use of exterior materials on multi-family buildings of ten units or less shall be arranged to give each building the appearance of a large single family home.



Not This

- Variations in roof forms.

- Horizontal variations in materials along the façade of a multi-family building shall occur in conjunction with a change in wall plane, preferably at the inside corner of a wall.

ARCHITECTURAL VARIETY—APARTMENTS

- Where groupings of apartment buildings are planned, a variety of distinct building designs shall be incorporated, as follows:
 - 3-10 buildings: 2 models minimum;
 - 11-20 buildings: 3 models minimum;
 - 21 or more buildings: 1 model for every 6 buildings minimum.
- Distinct building designs, as specified above, shall be easily distinguished through a minimum of two (2) of the following:
 - A variation in length of 30% or more;
 - A variation in the footprint of the building of 30% or more;
 - A distinct variation in color and use of materials;
 - A variation in the type of dwelling unit contained in the building that results in a significantly different scale and mass, i.e., apartments vs. townhomes or duplexes; or
 - A distinct variation in building height and roof form.



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ARCHITECTURAL VARIETY—TOWNHOMES

- No more than six townhome units may be attached in any single row or building cluster.
- Within each townhome row or cluster, individual units shall be differentiated through two (2) or more of the following methods:
 - Use of distinct color variation between individual units;
 - Use of distinct variations in materials between individual units;
 - Use of distinct variations in architectural style or features, such as a porch or similar feature, between individual units;
 - Use of distinct variations in roof form,
 - Variation in garage orientations; or
 - A variation in the plane of the front façade to provide a minimum three-foot variation between individual units.



ARCHITECTURAL VARIETY—DUPLEXES/DETACHED SINGLE-FAMILY

- A continuous row of identical homes along a block shall be avoided. Individual structures shall be differentiated through two or more of the following methods:
 - Use of distinct color variation and materials between individual structures;
 - Variation in garage orientation;
 - Use of distinct variations in roof form, or

The facades of all multi-family buildings shall be articulated using a variety of architectural detailing.

- Use of distinct variations in architectural features, such as porches, roof form, windows, or similar feature, between individual structures.
- Models with identical facades shall not be placed adjacent to or across the street from one another.

GARAGE ORIENTATION AND DESIGN

Intent

- *To encourage the development of attractive, pedestrian-oriented residential streetscapes within the Planning Area that minimize the visual prominence of the garage.*

Design Standards

DETACHED SINGLE FAMILY AND DUPLEXES

- Front-loading (street-oriented) garage doors shall be limited to 20 feet (2 bays) or 35% of the front façade of the principal dwelling structure, whichever is less.
- Garages that protrude towards the street in front of the primary façade of the primary structure shall be avoided. Garage doors on all front-loading (street-oriented) garages shall be either:
 - Recessed a minimum of four feet behind the front façade of the dwelling portion of the structure (including side-loading garages) or a front porch that is at minimum of five feet wide by eight feet long, or
 - Recessed a minimum of two feet beneath a second floor bay.
- Side-loaded garages shall provide windows or other architectural details on the side of the garage facing the street. Blank walls shall be avoided.
- A variety of garage configurations shall be used on each block to promote more pedestrian-friendly residential streetscapes, including:
 - Side-loaded garages;
 - Recessed front-loaded; and
 - Detached front-loaded.
- Rear garages accessed via an alley may be consistent along a block.

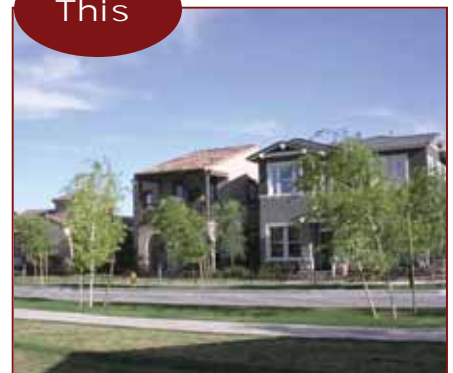
APARTMENTS AND TOWNHOMES

- To the maximum extent feasible, garage entries, carports, parking lots, and parking structures shall be internalized in building groupings or located away from street frontages.

Not This



This



A continuous row of identical homes along a block shall be avoided.

Not This



This



Garages that protrude towards the street in front of the primary façade shall be avoided.



Garage entries, carports, parking lots, and parking structures shall be internalized in building groupings or located away from street frontages. The top example illustrates the use of a central parking court, while the garages in the bottom picture are accessed from an alley.

- Parking lots and freestanding parking structures (detached garages or carports) shall not occupy more than 30% of each perimeter public street frontage.
- Carports and common garages shall be limited to 60' in length.
- Garage doors of attached garages shall not comprise more than 45% of the total length of a multi-family building's front façade, and the plane of a garage door shall be offset by at least four feet from the plane of an adjacent garage door.
- Detached garages and carports shall incorporate compatible materials, scale, colors, architectural details, and roof slopes similar to those of the primary multi-family buildings.
- Rear walls of detached garages over 40 feet in length that back onto the perimeter street shall be articulated or punctuated through the use of two or more of the following options:
 - Six or more window openings defined by frames, sills and lintels;
 - Three, 100 square foot trellis structures spaced along the rear wall, planted with an approved vine or creeping plant to cover the structure at maturity;
 - Change in wall plane of at least six inches every ten feet; or
 - Vertical change in material or masonry pattern; or
 - One roof dormer for each ten feet of length.

MIXED-USE DESIGN STANDARDS

GENERAL INTENT

These Mixed-Use Design Standards are intended to:

- *Allow for and encourage a broader mix of uses and a more urban and pedestrian-friendly pattern of development within designated activity centers in the Planning Area; and*
- *To ensure that mixed-use development is consistent with the goals and policies contained in the Sahuarita Town Center/Santa Cruz River Corridor Subarea Plan.*

APPLICABILITY

- *The following Mixed-Use Design Standards shall be applicable to all **Mixed-Use** development occurring within the Planning Area.*
- *These Mixed-Use Design Standards are intended to be applied in conjunction with the General Design Standards contained in this Chapter.*
- *The Mixed-Use Design Standards are not all inclusive and supplement other approved standard as contained with the Town of Sahuarita Zoning Code. However, should a conflict exist between these standards and a standard contained within the Town's Zoning Code, these standards shall prevail.*

EXEMPTIONS

These Mixed-Use Design Standards shall not apply to:

- *Existing residential or non-residential development within the Planning Area;*
- *The construction or renovation of an individual single-family home;*
- *Renovations or expansions of an existing business that results in an increase in square footage of less than 50% above the existing square footage, or results in a total square footage of less than 10,000 square feet, whichever is less; or*



These mixed use developments incorporate the broader mix of uses and a more urban and pedestrian-friendly pattern, as desired within the Town Center's activity centers.

- *Mixed-use development constructed in compliance with an existing Specific Plan which has an effective prior to the effective date of these standards.*

ALTERNATIVE COMPLIANCE

Upon request of an applicant, the Planning and Zoning Commission, as appropriate depending on the type of development and application, may approve an alternative approach that may be substituted in whole or in part for one or more of the design standards contained in this Chapter. This approach is intended to provide flexibility to meet the design standards in this Chapter and shall apply in circumstances in which an alternative approach would provide a result that is equal to or superior to that which would be provided by the standard(s) in this Chapter. It is not intended as a substitute for a variance when relief from a particular standard is desired. Economic considerations may not be used as the sole basis for alternative compliance; however, special consideration will be given to proposed developments in which there is an affordable housing agreement in effect with the Town of Sahuarita.

SITE LAYOUT AND DEVELOPMENT PATTERN

Intent

- *To establish a compact pattern of development within the Planning Area's activity centers that encourages pedestrian activity at the street level and creates a vibrant and varied urban environment;*
- *To establish a well-defined pattern of blocks within the Planning Area's activity centers that provide frequent connections and serve as a framework for a varied mix of uses; and*
- *To maintain the physical continuity of the street frontage and the Santa Cruz River's edge within the Planning Area's activity centers.*
- *To establish a safe and inviting pedestrian environment for mixed-use streetscapes.*

Design Standards

BLOCK PATTERN

- Block lengths for blocks with lots or buildings fronting on a public street shall be a maximum of 400 feet.
- Larger block lengths may be necessary, and are permitted to accommodate variations in building types, to protect existing natural

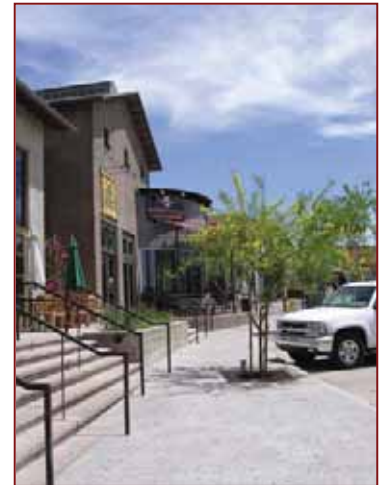
features or topography on a site, or to align with existing or planned street connections; however, in no case shall block lengths exceed 650 feet.

STREETSCAPE TYPE AND CONFIGURATION

- Sidewalks, a minimum of 6 feet in width, shall be provided along both sides of all streets. However, actual streetscape cross-sections shall be tailored to the types of uses being served, the type of roadway, and their location within the context of the overall development. The following standards shall be applied:
 - Detached sidewalks, separated from the back of the curb by a tree lawn, shall be provided along both sides of streets in residentially-oriented areas within activity centers where the volume of pedestrian traffic is lower and a less formal appearance is desired; and
 - Along “main street” or other areas where a higher volume of pedestrian traffic is encouraged within activity centers, sidewalks shall be widened to allow for the incorporation outdoor seating, sidewalk displays, planters, street trees (typically located in wells topped by ornamental grates).
 - Typically, sidewalks shall be a minimum of 15 feet in these locations to accommodate the range of pedestrian amenities described above while not interfering with the flow of pedestrian traffic.
- All streets shall be lined with drought tolerant shade trees (e.g. Palo Verde, Mesquite, Willow Acacia) spaced a maximum of 25 feet on center either within a tree lawn where sidewalks are detached, or within tree grates, in hardscaped areas.

BUILDING ORGANIZATION

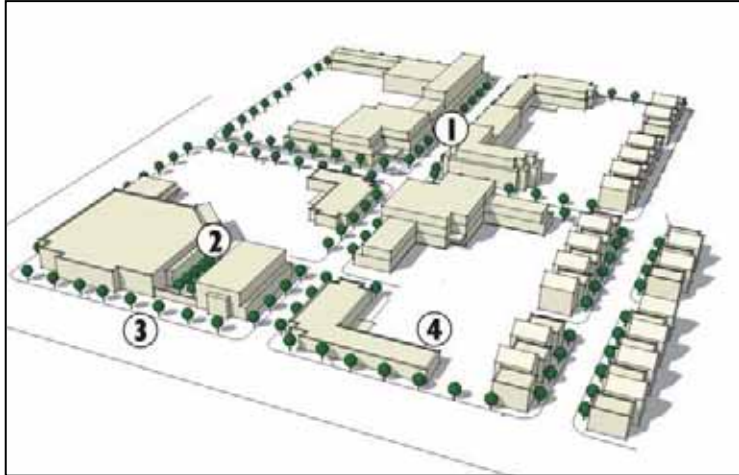
- Buildings within mixed-use developments shall be organized to reinforce a pattern of individual blocks, create pedestrian-friendly spaces and streetscapes, and screen parking areas.
- The above objectives can be accomplished by placing the building wall at the back of the sidewalk edge (or “building to” the sidewalk) and using building walls to frame and enclose:
 - The corners of street intersections or entry points into the activity center;
 - A “main street” pedestrian and/or vehicle access corridor within the activity center;
 - On at least three sides parking areas, public spaces, or other site amenities;
 - A plaza, pocket park, village green, square, or other outdoor gathering space for pedestrians between buildings; or
 - A riverfront pedestrian promenade or similar feature.



*(Top) “Urban” streetscape character desired within mixed-use core of activity centers.
(Bottom) Residential streetscape desired outside of mixed-use core where pedestrian activity is less.*

Buildings within mixed-use developments should be organized to reinforce a pattern of individual blocks and create pedestrian friendly-spaces by building “to the sidewalk” and using building walls to frame and enclose:

- 1) A “main street” pedestrian and/or vehicular access corridor
- 2) A plaza, pocket park, village green, square, or other outdoor gathering space
- 3) Corners of street intersections or entry points into the development
- 4) Parking areas or decks.



BUILDING ORIENTATION

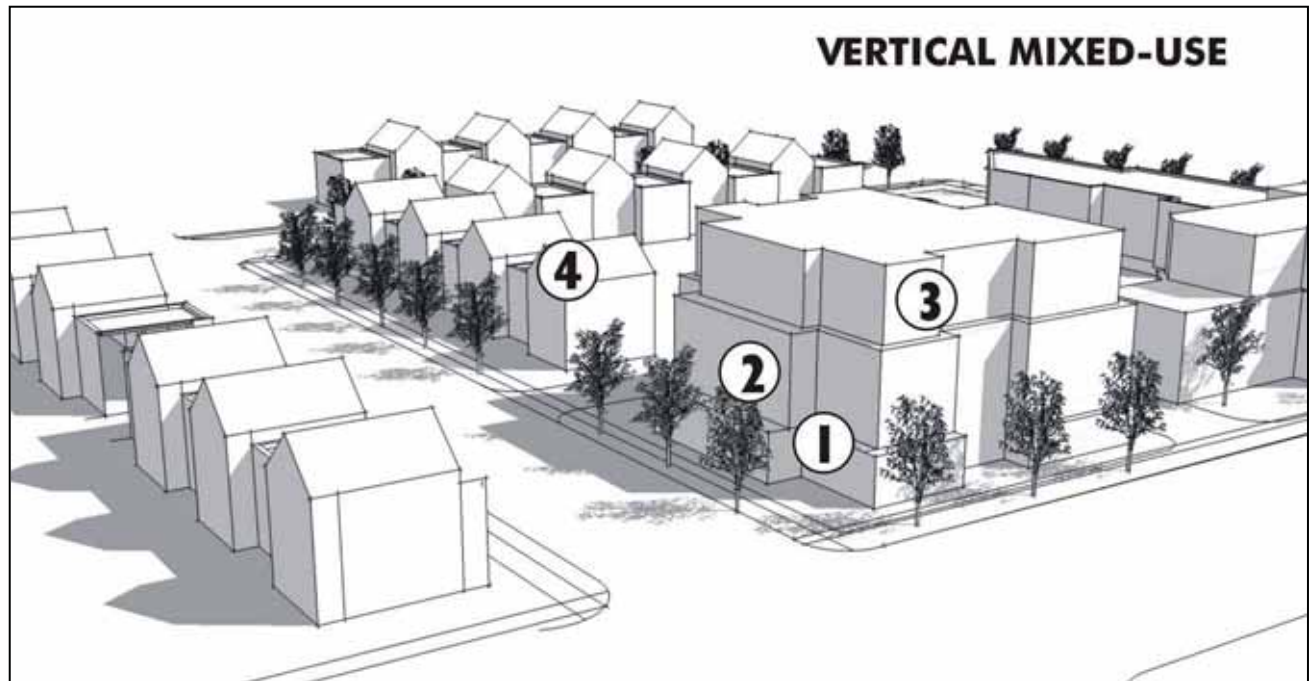
- Buildings shall be oriented so that the primary building entrance faces the abutting street.
- The incorporation of multiple building entrances is encouraged for larger uses (e.g., grocery store) that front onto an abutting street but that back up to an outdoor gathering space or parking area or that abut multiple streets.

VERTICAL MIXED-USE (RELATIONSHIP OF USES)

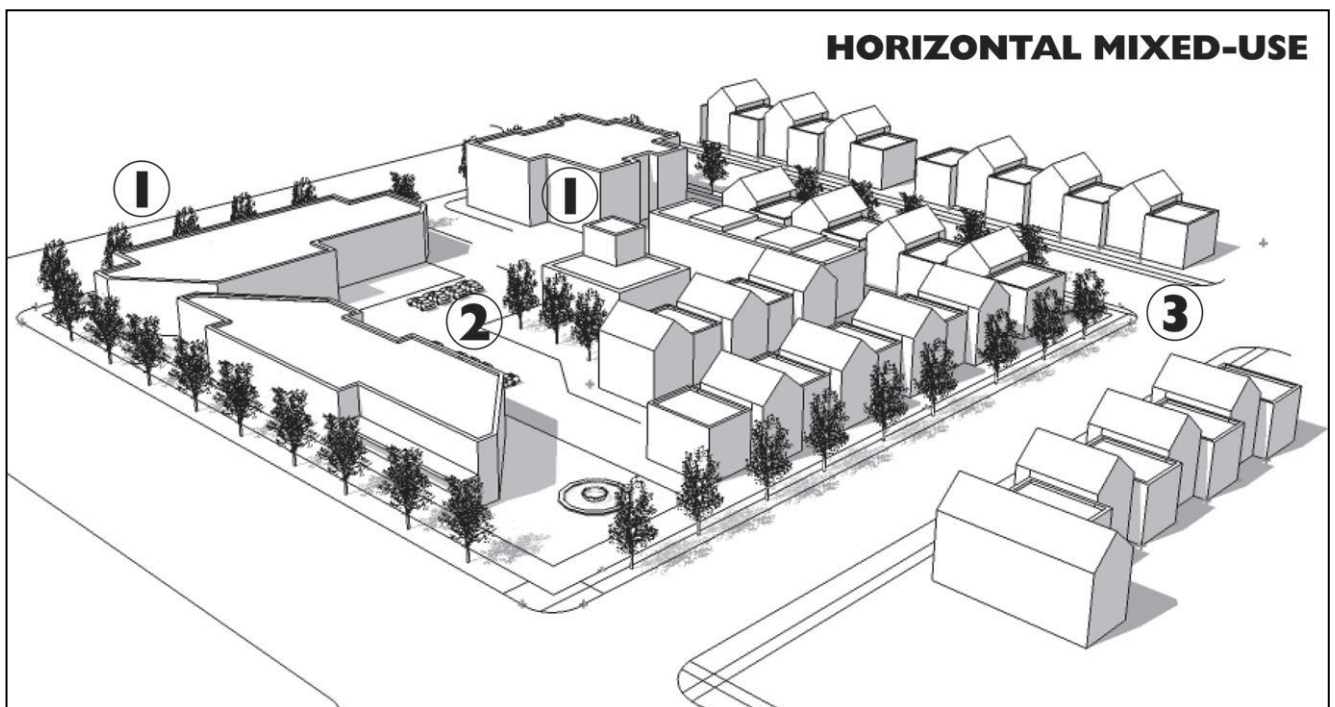
- The incorporation of a vertical mix of uses is encouraged within mixed-use activity centers. Vertical mixed-use development integrates two or more land use types within a single, multi-story building, with each use occurring on a different floor.
- Uses that generate more pedestrian activity (e.g., restaurants, retail stores) should be located at the street level and less active uses (e.g., offices, residential units) should be located on upper floors.
- This configuration of uses is particularly encouraged along major street frontages, as well as adjacent to major public spaces, where a high level of activity and visibility is desirable. If a limited portion of a structure’s ground level will be devoted to retail or restaurant space, such space should be located along those facades adjacent to or most visible from primary street frontages or major pedestrian walkways.

HORIZONTAL MIXED-USE (RELATIONSHIP OF USES)

- Horizontal mixed-use development includes the co-location of several types of uses or buildings, as part of a cohesive development in close proximity to each other; however, each building maintains its own separate use. Parking facilities are typically centrally-located surface lots or structured parking and are shared between uses.
- Where a horizontal mix of uses is employed, residential uses shall be physically integrated with non-residential uses and shall be used to provide transitions to and create a visual link to surrounding neighborhoods.



1) Typically uses that generate more pedestrian activity (e.g., restaurants, retail stores) are located at the street level. 2) Parking facilities are typically shared between the uses and may be integrated within the building. 3) Less active uses (e.g., offices, residential) should be located on upper floors. 4) Vertical mixed-use buildings may be limited to one portion of a block in a neighborhood setting, transitioning down to the surrounding residences.



1) Retail uses frame the street and are physically separate from residential uses on the site. 2) Parking facilities are typically shared between the uses. 3) Residential uses are located at the periphery of the site, to provide a transition to the surrounding neighborhood.



Outdoor gathering spaces.

- Placing residential and non-residential uses adjacent to one another, but segregating them through the use of fences, walls or other barriers and a lack of street or pedestrian connections does not constitute an integrated mix of uses.

OUTDOOR GATHERING SPACES

- Activity centers shall be organized around a central outdoor gathering space or series of spaces, such as a plaza, a formal park or parks.
- Outdoor gathering spaces extend hours of activity within activity centers which promotes increased levels of pedestrian activity and generally creates a safer, more inviting environment.
- To ensure the visibility and security of outdoor gathering spaces, buildings located adjacent to an existing or planned pedestrian plaza, patio, or park shall provide at least two of the following elements along the building wall abutting the outdoor gathering space or community amenities:
 - A building entry,
 - Windows meeting the street frontage standards facing onto the outdoor amenity,
 - Arcades along the edges of the outdoor amenity,
 - Outdoor seating areas or cafes, or
 - A similar feature that will, to at least the equivalent degree, bolster security and encourage pedestrian use of the outdoor amenity.

BUILDING DESIGN AND CHARACTER

Intent

- *To establish a series of visually interesting mixed-use activity centers within the Planning Area;*
- *To ensure that mixed-use development provides a high level of architectural detailing and design emphasis at the street level to provide visual interest for pedestrians and to establish a more "human scale."*
- *To promote creativity and variety in the design of mixed-use developments and to ensure that they are compatible with surrounding neighborhoods in terms of their scale, massing, and design.*

Design Standards

ARCHITECTURAL CHARACTER

- Activity centers shall be organized around a consistent architectural theme that integrates a variety of compatible set of materials and textures.
- A high level of detailing shall be provided at the street level in the form of large storefront windows, transoms, recessed entryways, decorative molding, and other “human-scale” details.

MASSING AND ARTICULATION

- Large, monolithic building masses are not compatible with mixed-use development objectives and shall be avoided.
- The façade of buildings that contain multiple uses along a street frontage shall be modulated provide the appearance of a series of smaller building volumes.
- To reduce the scale and mass of larger structures and add visual interest, the length of the facade shall be articulated by incorporating a variety of architectural elements, such as: recessed or projecting bays; balconies; arcades; stoops; prominent entry features; changes in materials; changes in colors; or similar elements.

RELATIONSHIP TO SURROUNDING DEVELOPMENT (TRANSITIONS)

- When mixed-use development occurs adjacent to an established neighborhood, establishing a strong physical and visual relationship between the uses will be an important consideration, as opposed to simply walling off the new development from the existing one. In addition, providing transitions in the height and mass typically concentrated in activity centers to surrounding neighborhoods will be necessary to promote compatibility. One or more of the following techniques shall be employed, as necessary, to achieve this objective:
 - Locating smaller-scale residential uses (e.g., townhomes) along the shared boundary of the mixed-use development and the adjacent neighborhood (or lower-intensity development pod) to promote a more seamless transition between uses;
 - Clustering taller buildings away from the adjacent neighborhood (e.g., towards the center of the site) and stepping down the height of these buildings as they approach these edges; and
 - Buffering surface parking, loading areas, and other areas of potential friction from adjacent residences through the use of low walls (use of taller walls shall be limited to loading areas) in combination with landscaping.



A high level of detailing shall be provided at the street level in the form of large storefront windows, transoms, recessed entryways, decorative molding, and other “human-scale” details.



“Wrapping” parking structures with active uses, such as retail and restaurants, at the street level is strongly encouraged, particularly where buildings are oriented towards a primary street frontage, plaza, park, or other public space.

PARKING STRUCTURES

- Structured parking garages, often necessary to support more intense mixed-use developments, shall be designed with a similar level of architectural detail as the main building.
- “Wrapping” parking structures with active uses, such as retail and restaurants, at the street level is strongly encouraged, particularly where buildings are oriented towards a primary street frontage, plaza, park, or other public space.

PARKING LOCATION AND TYPE

Intent

- *To minimize the visual prominence of parking within the Planning Area, promoting increased pedestrian activity and enhancing the overall appearance of development; and*
- *To support more urban development intensities within designated activity centers.*

Design Standards

SHARED PARKING

- Required off-street parking may be reduced by an amount determined through a parking demand study establishing that sufficient parking is or can be met by the subject uses through shared parking.
- The parking demand study shall provide information and evidence about:
 - The anticipated parking demand at peak times during a given day; and
 - The distance relationship between available shared parking spaces and the specific uses served.
- Parking demand studies shall be paid for by the applicant and shall be conducted by an independent parking consultant selected by the Town.

ON-STREET PARKING

- On-Street Parking may be credited towards minimum off-street parking requirements as follows:
 - **Non-Residential Uses:** On-street parking spaces within two blocks of a building that contains predominantly non-residential uses may be credited toward meeting up to 25 percent of the minimum required off-street parking spaces.
 - **Residential Uses:** On-street parking spaces within two blocks of a building that contains predominantly residential



The use of on-street parking (such as this diagonal parking), shared parking, or similar tools to provide a portion of the required parking for mixed-use developments is encouraged to promote a more compact pattern of development.

uses may be counted toward up to 25 percent of the required number of guest parking spaces only.

REDUCED PARKING

- Required off-street parking may be reduced by up to 25 percent, as determined through a parking demand study establishing that sufficient parking will be provided.
- Total reductions to required off-street parking earned within this section shall not exceed 25 percent, and shall be coordinated with reductions achieved thru shared parking arrangements.

PARKING LOCATION AND TYPE

- Off-street parking for mixed-use developments shall be located to the side and rear of buildings and away from street frontages to the extent feasible, or, where densities are sufficient, within a structured parking deck.
- The percentage of a street frontage that may be occupied by parking (versus a building wall) shall be limited to 30 percent.

PARKING LOT DESIGN AND SCREENING

- Surface parking lots shall be screened from street frontages, outdoor gathering spaces, and other public rights-of-way. Masonry screening walls, in combination with landscaping, are the preferred method of screening surface parking areas within activity centers.
- The use of screening walls, as opposed to larger landscape berms or other treatments promotes a more compact pattern of development and creates a more formal appearance that reinforces the pedestrian environment at the street edge.

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COMMERCIAL AND EMPLOYMENT DESIGN STANDARDS

GENERAL INTENT

These Commercial and Employment Design Standards are intended to:

- *To ensure that commercial and employment development is consistent with the goals and policies contained in the Sahuarita Town Center/Santa Cruz River Corridor Subarea Plan.*

APPLICABILITY

- *The following Commercial and Employment Design Standards shall be applicable to all **Commercial and Employment** development occurring within the Planning Area.*
- *These Commercial and Employment Design Standards are intended to be applied in conjunction with the General Design Standards contained in this Chapter and the Town's standards for large scale commercial retail development contained in Chapter 18.82 of its Zoning Code.*
- *The Commercial and Employment Design Standards are not all inclusive and supplement other approved standards as contained with the Town of Sahuarita Zoning Code. However, should a conflict exist between these standards and a standard contained within the Town's Zoning Code, these standards shall prevail.*

EXEMPTIONS

These Commercial and Employment Design Standards shall not apply to:

- *Existing non-residential development within the Planning Area;*
- *Renovations or expansions of an existing business that results in an increase in square footage of less than 50% above the existing square footage, or results in a total square footage of less than 10,000 square feet, whichever is less; or*

- *Non-residential development constructed in compliance with an existing Specific Plan which has an effective prior to the effective date of these standards.*

ALTERNATIVE COMPLIANCE

Upon request of an applicant, the Planning and Zoning Commission, as appropriate depending on the type of development and application, may approve an alternative approach that may be substituted in whole or in part for one or more of the design standards contained in this Chapter. This approach is intended to provide flexibility to meet the design standards in this Chapter and shall apply in circumstances in which an alternative approach would provide a result that is equal to or superior to that which would be provided by the standard(s) in this Chapter. It is not intended as a substitute for a variance when relief from a particular standard is desired. Economic considerations may not be used as the sole basis for alternative compliance; however, special consideration will be given to developments in which there is an affordable housing agreement in effect with the Town of Sahuarita.

SITE LAYOUT AND DEVELOPMENT PATTERN

Intent

- *To ensure that the organization of multi-building commercial and employment areas helps to define primary street frontages and development entrances; and*
- *To establish a more compact, pedestrian-friendly pattern of development within the Town Center's commercial and employment areas.*

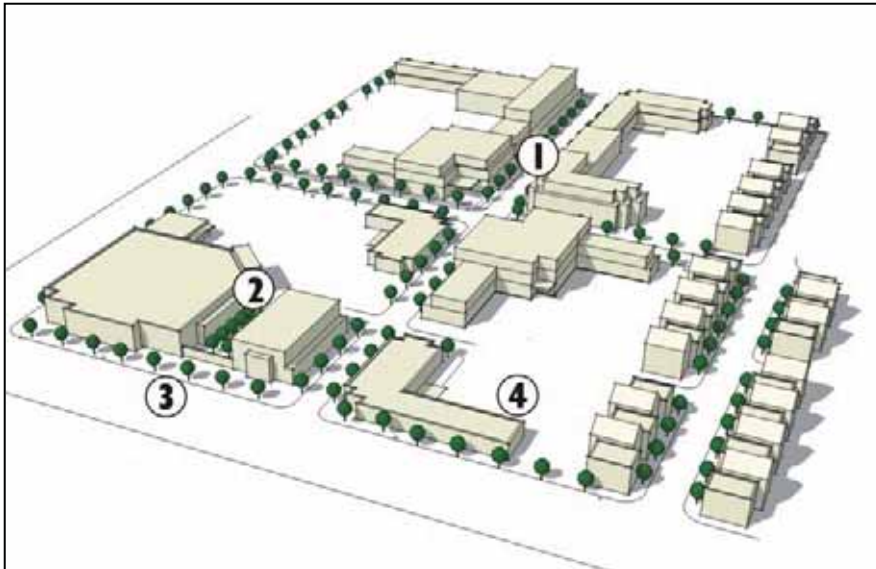
Design Standards

GENERAL

- Buildings shall be oriented with the primary building entrance facing the primary public street, unless topographical or other site features make such orientation infeasible.
- The layout of large, multi-building developments shall be designed to break the site into a series of smaller "blocks" defined by pad site buildings, pedestrian walkways, streets or other vehicular circulation routes.

BUILDING RELATIONSHIPS AND ORIENTATION

- Buildings within multi-building developments shall be arranged and grouped so that their primary orientation complements one another and adjacent, existing development and either:
 - Frames the corner of an adjacent street intersection or entry point to the development;



- Frames and encloses a "main street" pedestrian and/or vehicle access corridor within the development site;
- Frames and encloses on at least three sides parking areas, public spaces, or other site amenities; or
- Frames and encloses outdoor dining or gathering spaces for pedestrians between buildings.

OUTDOOR GATHERING SPACES

- The incorporation of plazas, pocket parks, patio dining spaces, and other outdoor gathering spaces is strongly encouraged for all commercial development, particularly in large, multi-building developments.
- Outdoor gathering spaces shall be integrated as part of the overall design of the development and shall be located within close proximity of anchor tenants, transit stops (if applicable), or attached to the building that they are intended to serve.
- Outdoor gathering spaces shall incorporate a variety of pedestrian-scaled features such as:
 - Lighted bollards;
 - Movable tables and chairs;
 - Fountains or other water features;
 - Benches;
 - Seat walls and/or raised landscape planters;
 - Shade trees;

Buildings within multi-building developments should be organized to reinforce a pattern of individual blocks and create pedestrian friendly-spaces by building "to the sidewalk" and using building walls to frame and enclose: 1) A "main street" pedestrian and/or vehicular access corridor 2) A plaza, pocket park, village green, square, or other outdoor gathering space 3) Corners of street intersections or entry points into the development 4) Parking areas or decks.

- Pots or hanging baskets filled with seasonal plant material;
- Information kiosks;
- Misters; and
- Sculptures or other public art features.



(Top) Outdoor gathering spaces
(Center and Bottom) Primary pedestrian circulation routes shall be anchored by special design features that establish them as pedestrian refuge areas.

PEDESTRIAN REFUGE AREAS

- Primary pedestrian circulation routes shall be anchored by special design features that establish them as pedestrian refuge areas—or areas where pedestrians are physically separated from the flow of vehicular traffic and/or are protected from the desert elements. Appropriate design features may include, but shall not be limited to the following:
 - Arcades, porticos, or other shade structures;
 - Pedestrian light features,
 - Bollards,
 - Seat walls or benches;
 - Landscape planters, and
 - Other urban design elements.
- Design features used to create pedestrian refuge areas shall be constructed of materials that are similar in quality and consistent with the overall architectural character of the center.

ENTRYWAYS

- Prominent focal points shall be integrated at major entrances to each center or employment area. Focal points shall be created through the use of:
 - Gateway monuments,
 - Sculpture or other public art elements,
 - Intense concentrations of vertical landscape forms or seasonal color,
 - Distinctive landforms,
 - Monument signage, or
 - Other features as appropriate to define entrances as visual gateways to the development.

BUILDING DESIGN AND CHARACTER

Intent

- *To encourage commercial and employment development to incorporate design features that are unique to each center or development, yet that are reflective of Sahuarita's Sonoran Desert context; and*
- *To reduce the perceived mass and scale of large commercial and employment buildings through the use of architectural details.*

Design Standards

UNIFIED THEME

- The architectural design of buildings within a commercial or employment center, including freestanding pad buildings, shall be organized around a consistent architectural theme in terms of the character, materials, texture, color, and scale used on the buildings.

BUILDING MASSING

- The perceived mass and scale of commercial and employment buildings, including large-format retail uses, shall be reduced by incorporating a series of smaller design elements that are consistent with the center's architectural character. Design elements may include, but are not limited to at least 3 of the following:
 - Variations in roof form and parapet heights;
 - Pronounced recesses and projections;
 - Wall plane off-sets;
 - Distinct changes in texture and color of wall surfaces;
 - Ground level arcades and second floor galleries/balconies;
 - Protected and recessed entries; and
 - Vertical accents or focal point.



Buildings shall be organized around a consistent architectural theme in terms of the character, materials, texture, color, and scale used on the buildings.

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Appendix A: Inventory Maps

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Sahuarita Town Center and Mid-River Corridor Specific Plan

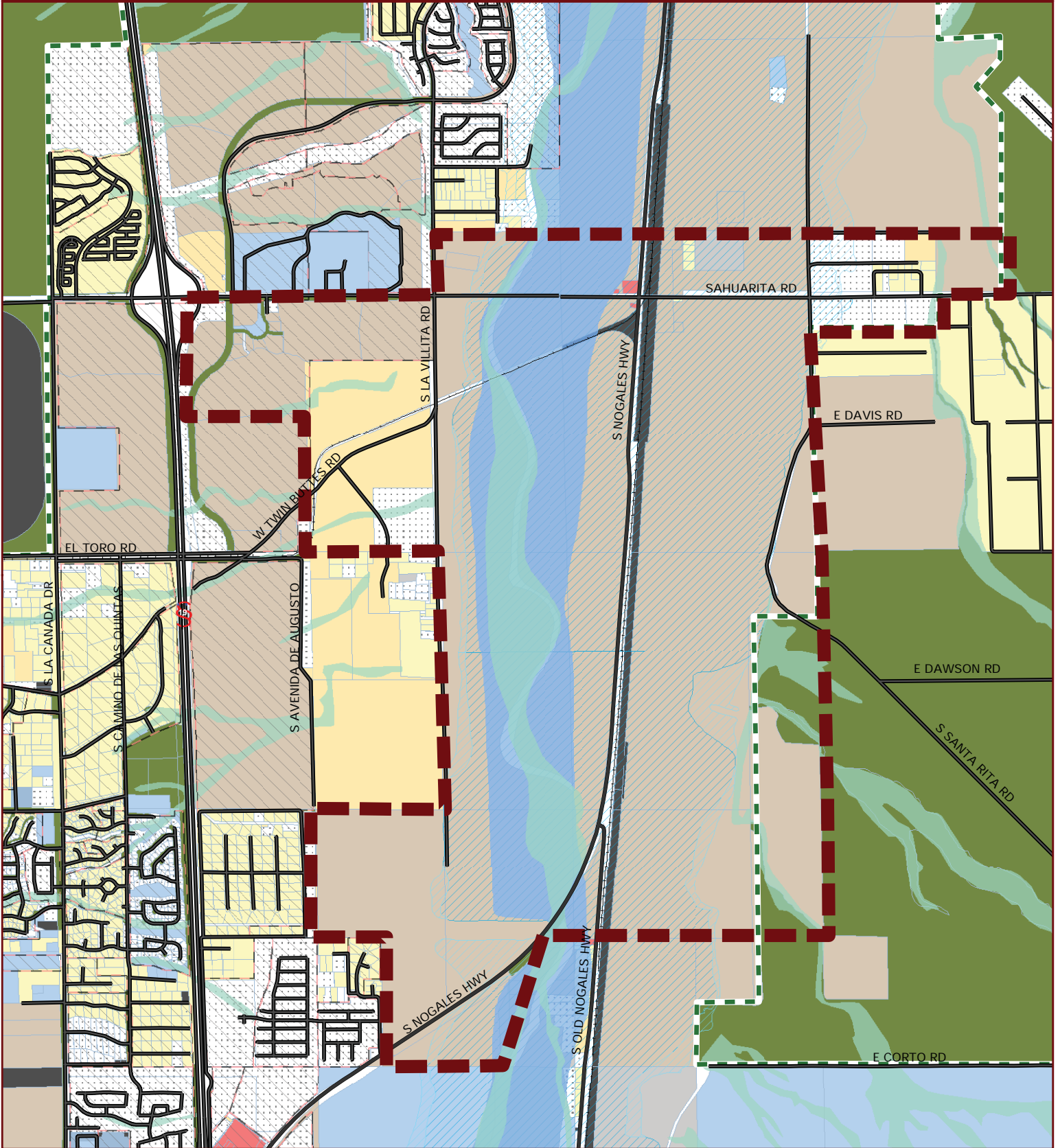


Figure A-1: Existing Land Use

Legend



- | | | | |
|---------------------|---------------------|-------------------------------|------------------------|
| Study Area Boundary | 100-Year Floodplain | Parks/Open Space/Golf | General Services |
| Town of Sahuarita | Floodway | Farm & Ranch | Public & Institutional |
| Rancho Sahuarita | Rivers and Streams | Residential | Utilities & Mines |
| Railroad | Riparian Habitat | Personal Property & Equipment | Industrial |
| Streets | Commercial | Vacant | |

0 0.2 0.4 0.8 Miles

Date: November 27, 2006 Source: Town of Sahuarita GIS, Pima County GIS

Sahuarita Town Center and Mid-River Corridor Specific Plan

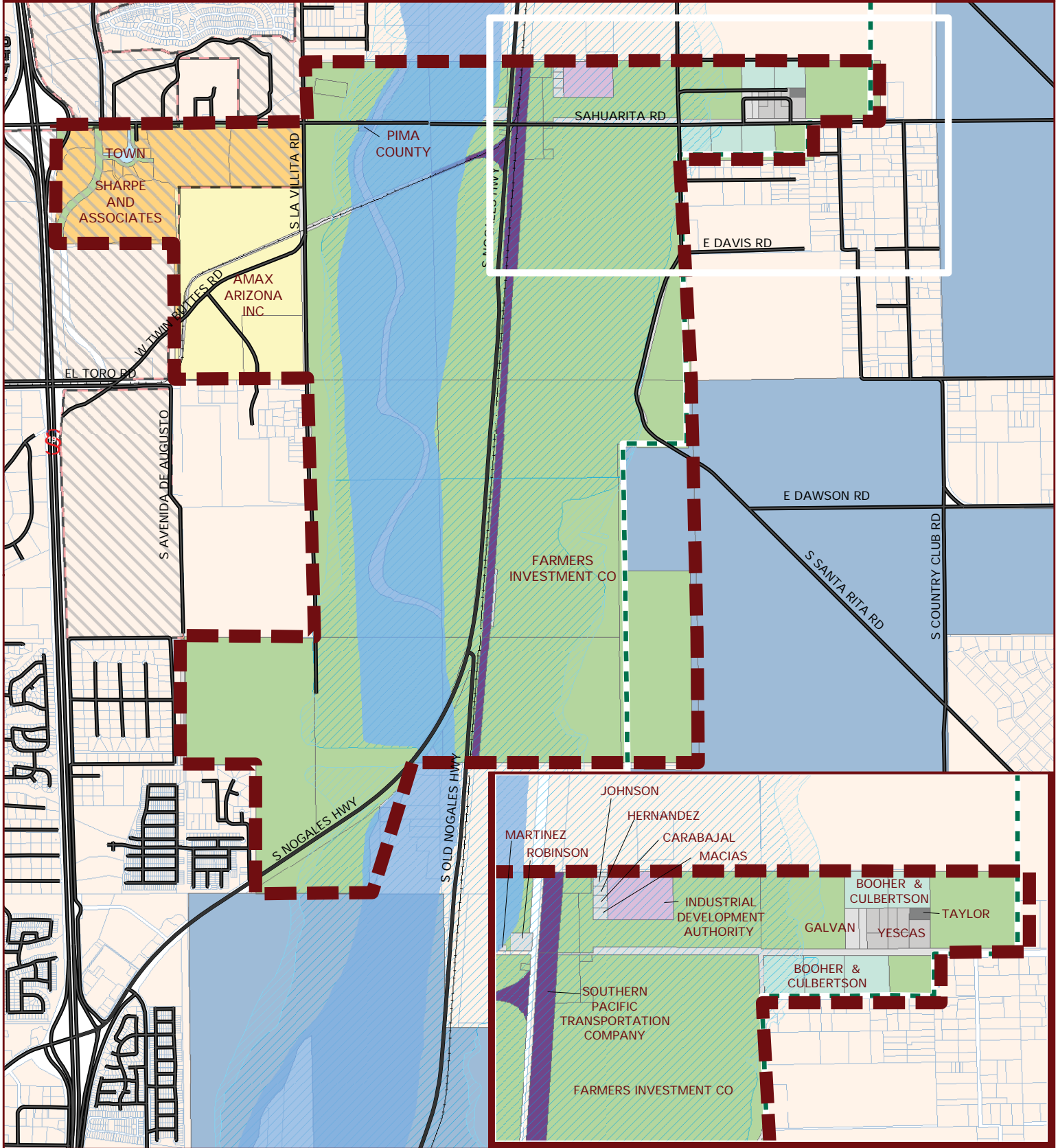


Figure A-2: Ownership

Legend

- | | | | | | | | |
|--|---------------------|--|---------------------|--|----------------------------------|--|----------------------------|
| | Study Area Boundary | | 100-Year Floodplain | | Amax Arizona Inc. | | Pima County |
| | Town of Sahuarita | | Floodway | | Booher & Culbertson | | Southern Pacific |
| | Rancho Sahuarita | | Rivers and Streams | | Farmers Investment Co. | | State of Arizona |
| | | | Railroad | | Fidelity National Title | | Town of Sahuarita |
| | | | Streets | | Industrial Development Authority | | Smaller Private Landowners |

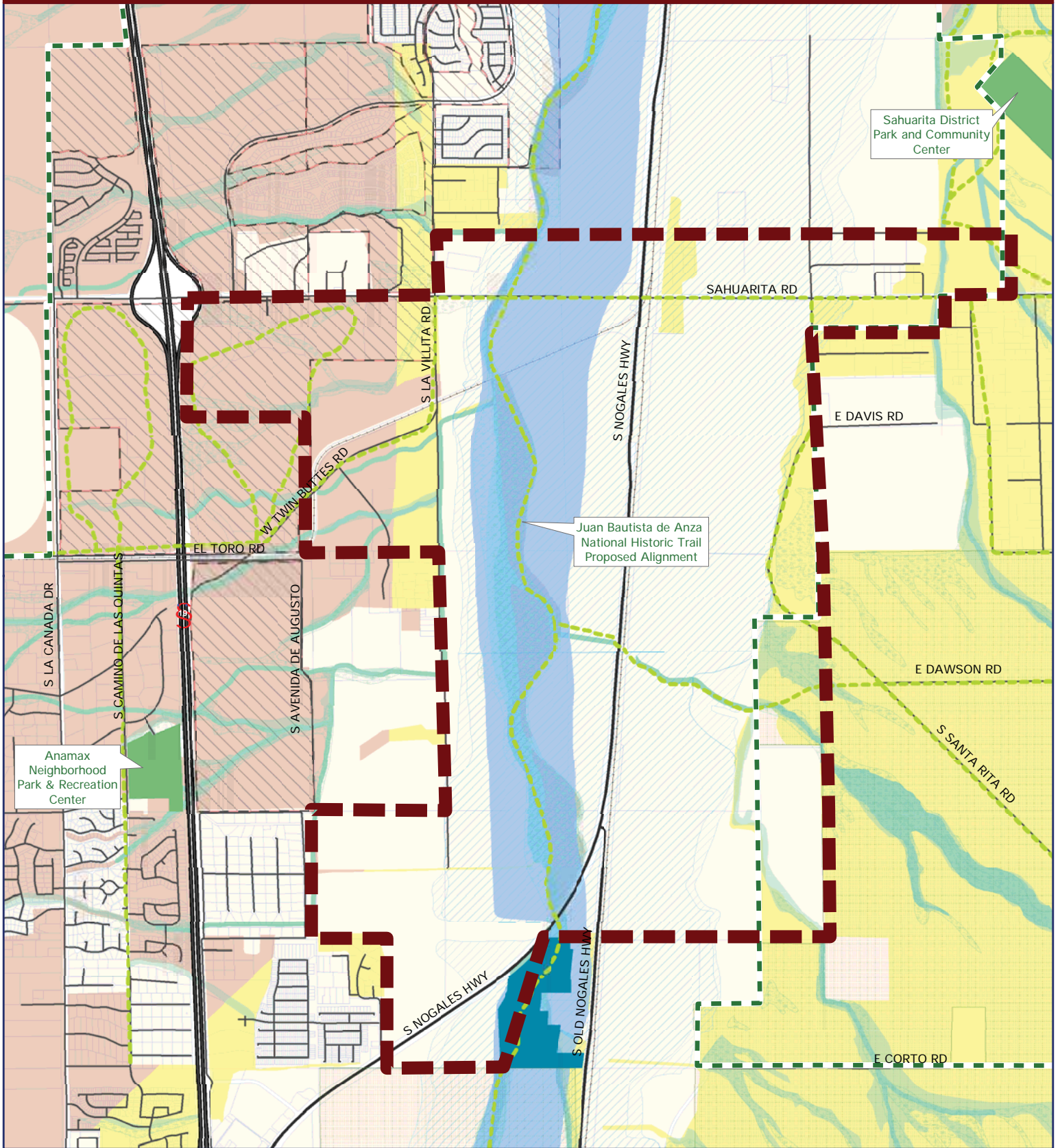


0 0.25 0.5 1 Miles

Date: November 27, 2006 Source: Town of Sahuarita GIS, Pima County GIS

CLARION

Sahuarita Town Center and Mid-River Corridor Specific Plan



Legend

- | | | | | | | | |
|--|---------------------|--|---------------------|--|------------------------|--|----------------------------------|
| | Study Area Boundary | | 100-Year Floodplain | | State Lands | | Vegetation/Habitat |
| | Town of Sahuarita | | Floodway | | Preserve | | Riparian Habitat |
| | Rancho Sahuarita | | Rivers and Streams | | Parks | | Tropical-Subtropical Desertlands |
| | Railroad | | | | Proposed Future Trails | | Tropical-Subtropical Swamp |
| | Streets | | | | | | Warm Temperate Grasslands |



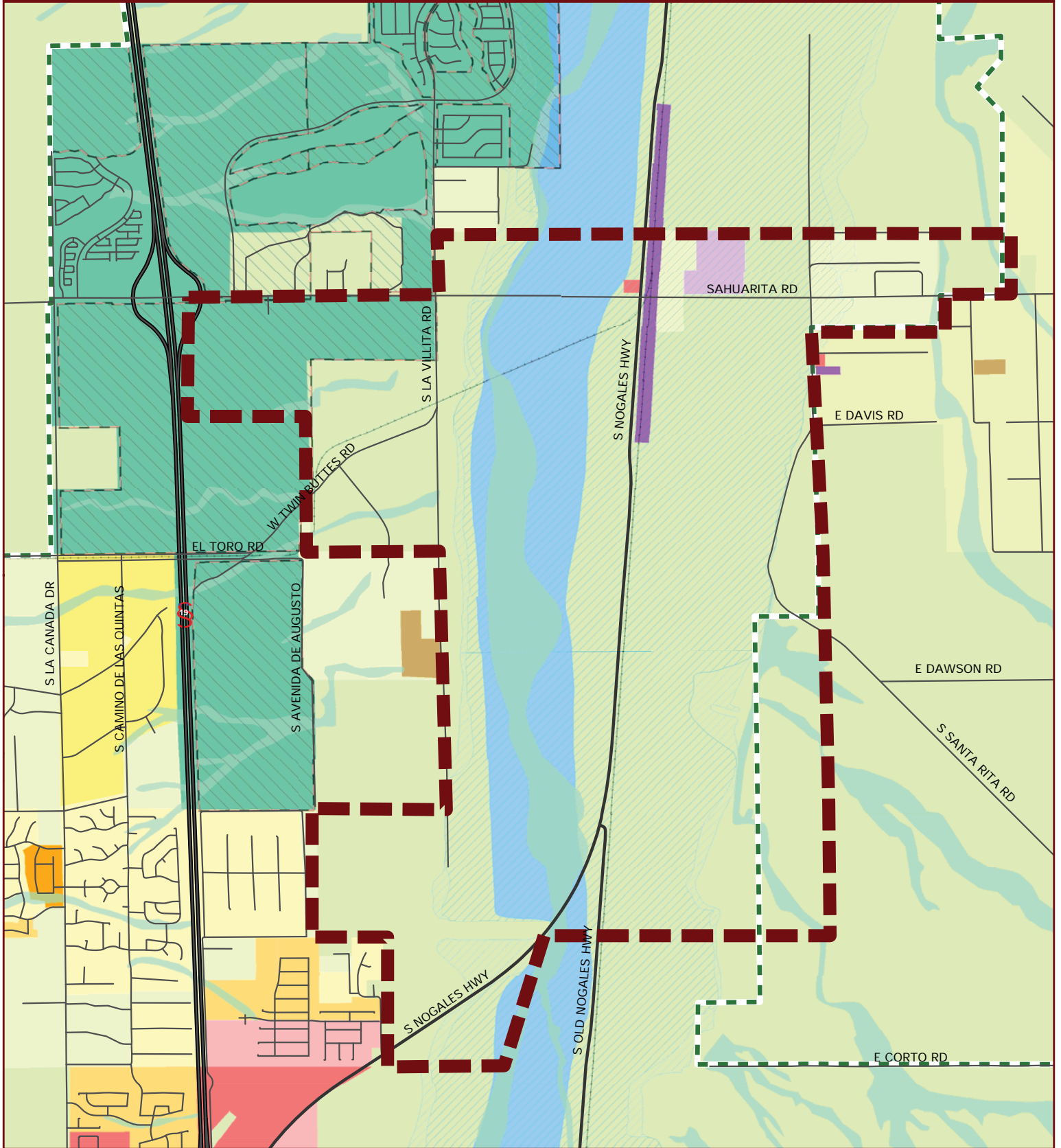
0 0.25 0.5 1 Miles

Date: November 27, 2006 Source: Town of Sahuarita GIS, Pima County GIS

CLARION

Figure A-4: Natural and Cultural Resources

Sahuarita Town Center and Mid-River Corridor Specific Plan



Legend



- | | | | | | | | |
|--|---------------------|--|---------------------|--|---------------------|--|--------------------|
| | Study Area Boundary | | 100-Year Floodplain | | Rural Homestead | | Trailer Home |
| | Town of Sahuarita | | Floodway | | Rural Residential | | Local Business |
| | Rancho Sahuarita | | Rivers and Streams | | Single Residence | | General Business |
| | Railroad | | Riparian Habitat | | Suburban Ranch | | Light Industrial |
| | Streets | | | | Mixed Dwelling Type | | General Industrial |
| | | | | | Multiple Residence | | Specific Plan |

0 0.25 0.5 1 Miles

Date: November 27, 2006 Source: Town of Sahuarita GIS, Pima County GIS

CLARION

Figure A-3: Zoning

Appendix B: Existing Conditions

INTRODUCTION

This Existing Conditions summary is intended to provide an overview of the current and planned future conditions within the study area. This summary, together with the Issues Summary, will guide the process of developing the Town Center Plan for the Town of Sahuarita.

The following summary looks at the conditions, trends, and dynamics on the following topics:

- Location and Context,
- Existing Land Use,
- Population and Growth,
- Natural and Cultural Resources,
- Transportation and Circulation, and
- Infrastructure and Services.

LOCATION AND CONTEXT

The Sahuarita Town Center and Mid-River Corridor Specific Plan encompasses an area of 3,600 acres located in the southwestern portion of the Town of Sahuarita in Pima County Arizona. The City of Tucson is located roughly ten miles to the north along Interstate 19, which runs north-south just west of the site.

EXISTING LAND USE

The following is a summary of the existing land use and ownership patterns within the study area as well as an overview of current development plans within the area.

LAND USE

The planning area is predominantly agricultural (82.4%) with an additional 7.2% that is either vacant or right of way. A large portion of the agricultural land within the study area is actively used by Farmers Investment Co.(FICO) for pecan production. Much of the pecan farming operation occurs within the floodplain of the Santa Cruz River. See Figure A-1: Existing Land Use map in Appendix A.

Table B-1: Existing Land Use

Land Use	Acres	% Total
Parks and Open Space	107	3.0%
Farm & Ranch	2,787	77.4%
Residential	22	0.6%
Personal Property & Equipment	201	5.6%
Commercial	3	0.1%
General Services	5	0.1%
Industrial	32	0.9%
Right of Way	232	6.5%
Utilities & Mines	74	2.1%
Vacant	137	3.8%
Total	3,600	100.0%

Source: Pima County parcel data, Town of Sahuarita parcel data, Clarion Associates.

RECENT AND PENDING DEVELOPMENT ACTIVITY

Major development activity has occurred to the west and north of the planning area in recent years as part of Rancho Sahuarita, a master planned community whose development is governed by the Rancho Sahuarita Specific Plan, originally adopted by the Town of Sahuarita in 1996. Rancho Sahuarita has a current population of 2,500 and is projected to have a population of 12,680 at buildout. 224 acres of this 3,084-acre development are within the planning area. This portion of the site, located at the interchange of Sahuarita Road and I-19, is planned for development of a town center on the southern side of Sahuarita Road within the planning area and for medium-density residential development to the south of the proposed town center. Additional commercial development is planned within Rancho Sahuarita northeast of the I-19/Sahuarita Road interchange. This development is anticipated to be built prior to the town center to support Rancho Sahuarita's growing population, likely in the next 2 to 3 years.

Carondelet Health Network is currently planning to build a hospital and associated emergency center and medical services campus within in the study area. The hospital is anticipated to have between 60 and 80 medical/surgical inpatient beds and an emergency care capacity of 15,000 to 20,000 patients annually. According to current plans, the hospital would be staffed by 200 to 300 physicians and related staff. The hospital will likely be constructed in phases over the next 5 to 10 years to match population growth in the Town and immediate region.

The Town of Sahuarita is planning a municipal complex within the study area adjacent to the planned hospital and planned Rancho Sahuarita town center. The complex will include the Town’s administrative offices, municipal court, police department, council chambers, and development services division. Total planned square footage is currently estimated at just under 55,000 square feet. The complex is scheduled to be completed by the end of 2007. Ground-breaking is anticipated in May of 2006.

OWNERSHIP

The majority of the site (73.9%) is owned by FICO. The portion of the site within the Rancho Sahuarita development is owned by Sharpe and Associates, Inc., with the exception of a 3-acre site owned by the Town of Sahuarita for the planned municipal complex. See Figure A-2: Ownership map in Appendix A.

Table B-2: Existing Land Ownership

Owner	Acres	% Total
Farmers Investment Co.	2,660	73.9%
Amax Arizona Inc.	229	6.4%
Sharpe and Associates, Inc.	196	5.5%
Southern Pacific Transportation Company	72	2.0%
Culbertson	45	1.3%
Industrial Development Authority	17	0.5%
Granite Construction Company	15	0.4%
Yescas	9	0.3%
Public	98	2.7%
Private	25	0.7%
Right-of-way	232	6.4%
Grand Total	3,600	100.0%

Source: Pima County parcel data, Town of Sahuarita parcel data, Clarion Associates.

Zoning

The majority of the site (88%) is zoned as Rural Homestead. The Rancho Sahuarita portion of the site is designated as Specific Plan. See Figure A-3: Zoning map in Appendix A. The town has recently approved amendments to the zoning of the portions of the Rancho Sahuarita within the study area planned for the Town Center.

Table B-3: Existing Zoning

Zone District	Acres
Rural Homestead (RH)	3,156
Rural Residential (GR-1)	157
General Business (CB-2)	2
Light Industrial / Warehousing (CI-1)	32
General Industrial (CI-2)	30
Specific Plan (SP)	223
Grand Total	3,600

Source: Pima County zoning data, Town of Sahuarita zoning data, Clarion Associates.

CURRENT PLANNED USES

The existing planned land uses under the Town of Sahuarita General Plan, are for a mix of residential (40.1%), non-residential (16.6%), miscellaneous/other including right-of-way and drainage area (16.2%) and 27.1% set aside as a floodplain reserve area.

Table B-4: Current Planned Uses

Land Use	Acres	% Total
Residential		
Low Density Residential	529	14.7%
Medium Density Residential	882	24.5%
High Density Residential	34	0.9%
Residential Subtotal	1,445	40.1%
Non-Residential		
Mixed Use	421	11.7%
Commercial	49	1.4%
Employment	18	0.5%
Resource Industrial	109	3.0%
Non-Residential Subtotal	597	16.6%

Land Use	Acres	% Total
Other		
Drainage	9	0.3%
100-Year Floodplain Reserve	976	27.1%
Future Development Area	292	8.1%
Roadway	280	7.8%
Other Subtotal	1,558	43.3%
Grand Total	3,600	100.0%

Source: Pima County GIS data, Town of Sahuarita GIS data, Clarion Associates.

POPULATION AND GROWTH

PROJECTED POPULATION GROWTH

The current population of the Town of Sahuarita is estimated at 19,235 people. This number reflects a sharp increase from 1,622 people in 1990 and illustrates the consistent, aggressive rate of growth experienced by Town for more than a decade. Current projections anticipate the rate of growth to moderate slightly over the next four years, with an anticipated population of 33,319 people by 2011.

Table B-5: Populations Trends and Projections

Year (as of July 1 st)	Estimated Population	% Increase
1990 (Census)	1,622	--
1995 (Census)	2,159	33.1 %
2000 (Census)	3,242	50.2 %
2001	4,615	42.4 %
2002	5,455	18.2 %
2003	7,425	36.1 %
2004	10,153	36.7 %
2005	13,990	37.8 %
2006	19,235	37.5 %
2007	22,619	17.6%
2008	25,666	13.5 %
2009	28,236	10.0 %
2010	30,568	8.3 %
2011	33,319	9.0%

Source: Town of Sahuarita, April 2006

NATURAL AND CULTURAL RESOURCES

NATURAL RESOURCES

The following sections provide an overview of the key natural features present within or adjacent to the Planning Area, including hydrology, habitat, vegetation, and parks and open space features.

Hydrology

The main hydrological feature on the site is the Santa Cruz River that traverses the site north to south. The floodway and floodplain of the river cover significant portions of the site, with 2,230 acres or 86% of the site within the 100-year floodplain of the river.

The portion of the Santa Cruz River corridor that is located in the study area is no longer in the County's planning area. However, County plans for other portions of the corridor to the south and north focus on preserving as much of the 100-year floodplain as possible for open space and flood control purposes. County plans also support preserving the corridor in its natural state as much as possible. To support this objective, the county has recently purchased portions of the flood plain south of Sahuarita in the Canoa Ranch and Green Valley areas.

Current County regulations require development to be set back 500' from the top of the bank. Limited development may be permitted to occur within the 100-year floodplain where it can be elevated, however, displacement of floodplain capacity that is caused by development must be carefully balanced with downstream capacities to prevent potential flooding.

Habitat and Vegetation

There are several areas of riparian habitat on the site. Riparian habitat areas are located predominantly within the floodplain and floodway of the Santa Cruz River, but also in drainage areas and along smaller stream channels. These riparian areas have been identified as priority areas for riparian habitat preservation and restoration within the Sonoran Desert Conservation Plan and Conservation Lands System of Pima County.

A large portion of the floodplain area is occupied by irrigated Pecan orchards, which have been under consistent cultivation for over 50 years. Vegetation on the site outside of the floodplain area includes warm

temperate grasslands to the west and tropical-subtropical desertlands to the east. See Natural and Cultural Resources map.

Parks and Open Space

Two parks are located within one mile of the site: Sahuarita District Park and Community Center, located to the northeast of the site and the Anamax Neighborhood Park and Recreation Center located to the west along Interstate 19.

Additional parks and recreation amenities will be planned by the Town through their current parks and recreation master planning effort, which will assess and plan for recreation needs for the town.

The Town is just beginning the process of preparing a Parks, Recreation, and Open Space Master Plan. The Plan will identify future park, recreation, and open space needs for the community. The Plan will be coordinated with this study as both processes move forward.

CULTURAL RESOURCES

The Juan Bautista de Anza National Historic Trail retraces the route taken by Juan Bautista de Anza in 1775-1776 on his way from Mexico to California where he founded the City of San Francisco. This trail runs through the states of Arizona and California, and has a portion of its route through the planning area along the western bank of the Santa Cruz River. A trail and possible linear park is planned for this area.

See Figure A-4: Natural and Cultural Resources map contained in Appendix A.

Pima County is rich in cultural and archeological resources. 3,984 sites have been identified in the county, many of which date to the Hohokan people who occupied the area around 750-1450 A.D. (*Sonoran Desert Conservation Plan*, Cultural Resources element). The adjacent Ranch Sahuarita development found in their survey a number of archeological sites presumed to be associated with a nearby, previously discovered Hohokan village. The study area has been identified as an area for "priority archeological site complexes" within the *Sonoran Desert Conservation Plan*. Future planning and development will need to consider the evaluation and possible location of cultural sites.

The study area is bounded to the southeast by the Santa Rita Experimental Range and Wildlife Area. This area, established in 1903, is the oldest continuously operated area within this research discipline in the United States. This state-owned area is associated with the University of Arizona's College of Agriculture and Life Sciences and was originally founded to study North American rangeland recovery from drought and overgrazing. This area continues to dedicate itself to sustainable management research,

including such variables as livestock grazing, vegetation, soils, and erosion. See Figure A-4: Natural and Cultural Resources map in Appendix A.

TRANSPORTATION AND CIRCULATION

ROADWAY NETWORK

The site is located directly east of Interstate 19, with an interchange providing access to the site at Sahuarita Road. Sahuarita Road is the major east-west roadway through the site, with plans in place to widen the road to four lanes. The major north-south route through the site is along the South Nogales Highway. This highway is also planned for widening to 4-lanes as well as some parkway improvements. South La Villita Road currently runs north-south on the western side of the river, terminating as a dead end approximately one half mile north of the S. Nogales Highway. Extension of this collector roadway to connect to the highway is planned within the *2030 Regional Transportation Plan*. See Figure A-5: Planned Future Transportation Network map in Appendix A.

RAILROAD NETWORK

The planning area contains a number of active rail lines. West of the river, multiple rail spurs exist and are used to serve the active mines west of I-10, and were also used to serve the former mine located on either side of West Twin Buttes Rd. Traffic on these lines is light. East of the river, the Southern Pacific rail line parallels Nogales Highway south to Mexico. Traffic on this line today is said to be moderate, but is anticipated to nearly triple in the near future with the expansion of a major Ford Automotive plant to the south that will be shipping vehicles into the U.S. In addition, the addition of passenger rail service along this line that would link Puerto Nuevo to Tucson is also under consideration. Current discussions indicate opportunities for a potential station at Pima Mine Road.

TRAIL NETWORK

No trails currently run through the site. Pima County, however, has identified a number of future trail routes in and around the planning area. The most prominent of these is the proposed segment of the Juan Bautista de Anza National Historic Trail, which follows the Santa Cruz River on its western bank. This historic trail would be designed as a linear park along the

river. In addition to this major north-south trailway, three other trails are planned within the area: one along Sahuarita Road and one along S. Santa Rita Road at the eastern edge of the site, and one loop of the two-loop Helmet Peak Trail within the planned town center area connecting in to the El Toro Trail (local trail No. 294). The Town has also planned for a number of pedestrian and bike trails through the area. The Arroyo Grande Trailhead, located just south of the planning area within the floodplain is currently under construction. See Figure A-5: Planned Future Transportation Network map in appendix A.

INFRASTRUCTURE AND SERVICES

The following is a summary of the infrastructure and service providers within the Town of Sahuarita and includes information on infrastructure, schools, and public safety providers.

INFRASTRUCTURE

Water and Sewer

Current Water Service to the Planning Area is provided by Farmers Investment Company, a member of the Southern Arizona Water Users Association. Much of this water comes from irrigation wells that may need to be converted to meet the needs of development as it occurs. Well-based water supply will need to be assessed in greater detail to determine how much development can be served.

Town of Sahuarita provided sewer treatment for this area is conducted at the Roger Road Wastewater Facility. As development occurs, it will need to be staged and planned in coordination with service providers to ensure water supply and service capacity.

Gas and Electric

Tucson Electric Power Company (TEP) provides electric power throughout Southern Arizona, including the greater Tucson area and Sahuarita. TEP is currently expanding the power generation (Springerville Generating Station) and carrying capacity (Sahuarita-Nogales Transmission Line) of its infrastructure to meet escalating power demands in the region. In addition, the TRICO Electric Cooperative, a Touchstone Energy Cooperative, serves within designated districts in the greater Tucson area.

Southwest Gas, an investor owner utility, provides natural gas to over one million customers in Arizona, Nevada, and portions of California.

SCHOOLS

Sahuarita schools are within the Sahuarita Unified School District and the Continental School District. Three schools – Sahuarita Primary, Sahuarita Middle, and Sahuarita High – are co-located on a campus at 350 West Sahuarita Road at the northern boundary of the Planning Area. Schools located within the Town, their grade levels and enrollments, are summarized below in Table B-6.

Table B-6: Sahuarita Schools

School	Grade Levels	Enrollment
Elementary Schools		
Great Expectations Academy*	K-8	177
Sahuarita Primary School	K-2	750
Sahuarita Intermediate School	3-5	709
Middle Schools		
Sahuarita Middle School	6-8	854
High Schools		
Edge High School*	9-12	20
Sahuarita High School	9-12	1129
Colleges		
Pima Community College (Green Valley Learning Center)	Personal Interest and Continuing Education	--

* Indicates charter school.

Source: www.greatschools.net

PUBLIC SAFETY

Fire Protection

Fire protection services for the Town are provided by two separate departments: Rural Metro Corporation and the Green Valley Fire District. The Planning Area is served by the Rural Metro Corporation which operates one station within the Town limits that serves roughly 25 square miles of the Town. The Green Valley Fire District operates out of three stations, none of which are in the Town. This District provides service to approximately 40 square miles, including Green Valley southern portions of the Town. The Town is currently considering operating their own fire department. Tentative plans call for three

stations to be located within the town limits providing service to roughly 30 square miles, with emphasis placed on serving incorporated areas of the Town.

Public Safety

Police patrol and response services are provided by the Sahuarita Police Department. Formed in 1997, the department has grown considerably since that time to keep pace with the expanding population of the town. Current department staffing includes 28 sworn officers, 3 civilians and 18 volunteers and serves an area of roughly 30 square miles.

The Pima County Sheriff's Department Green Valley Patrol District serves unincorporated County areas east and south of the Town, as well as along I-19.

Health

While the town of Sahuarita does not currently have a hospital within its limits, nearby medical and emergency service facilities include:

- Carondelet St. Mary's Hospital's Green Valley Emergency Center (Green Valley)
- Clinic Branch of Thomas-Davis (Green Valley)
- Kino Hospital and Corondolet St. Mary's Hospital (Tucson).

The planned hospital complex in the Town Center portion of the Planning Area (see Chapter 4, p.34) west of La Villita Road will offer more localized service once completed.

Appendix C: Plan & Policy Summary

LAND USE AND DEVELOPMENT

SAHUARITA GENERAL PLAN

Date: December 9, 2002

Adopted: Yes

Conducted by: Town of Sahuarita

Overview

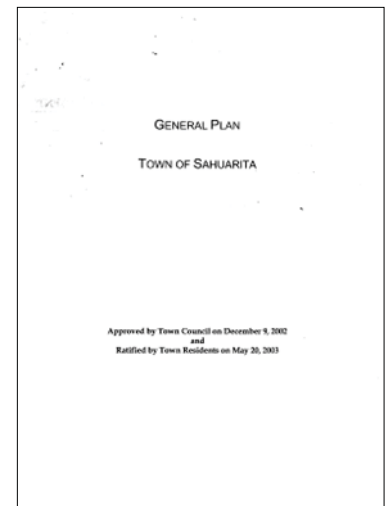
This plan establishes the Vision Statement, Future Land Use Plan, and Goals, Objectives and Policies for the Town to pursue into the future. The plan is organized into the following nine elements:

- Land Use,
- Growth Areas,
- Circulation,
- Public Facilities and Services,
- Recreation and Open Space,
- Environmental Planning,
- Water Resources,
- Cost of Development, and
- Implementation.

Key Recommendations

The key recommendations provided within the plan include:

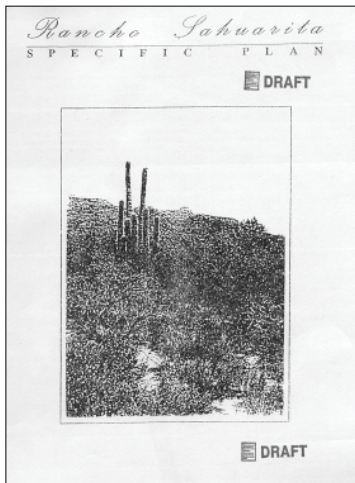
- Promote a livable community character in all new development.
- Achieve a balanced land use mix.
- Provide a diverse supply of housing.
- Conserve Santa Cruz River, including its washes and streams, and use these features as the basis of an open space system.



- Plan for a safe and convenient multi-modal transportation system.
- Provide accessible regionally integrated network of recreational opportunities.
- Protect environmentally sensitive areas.

Special Planning Area Recommendations

Much of the planning area east of La Villita Road is designated as a Special Planning Area within the General Plan. A range of medium to high-density residential, commercial, and employment uses. The Town acknowledges that these recommendations were adopted as a starting point for more detailed planning efforts, such as the Town Center and Mid-River Corridor Specific Plan, and may be amended in the future.



RANCHO SAHUARITA SPECIFIC PLAN

Date: July 9, 1996, Revised November 2002, February 2003

Adopted: Yes

Conducted by: Sharpe and Associates, Inc.

Overview

The plan illustrates the planned development of the 3,084-acre Rancho Sahuarita master planned community. The development includes a variety of residential densities becoming denser towards the south of the site as they approach the planned 122-acre town center, 59 acres of school/recreational facilities, 302 acres of regional commercial activity centered around the Sahuarita Road/I-19 interchange, and a golf course. The development plan, as proposed, could potentially accommodate 12,680 additional dwelling units. In recent months, a number of changes to the specific plan have been proposed within the town center area related to allowed land uses and heights. A number of these changes are still pending.

TRANSPORTATION

2030 REGIONAL TRANSPORTATION PLAN

Date: June 29, 2005

Adopted: Yes

Conducted by: Pima Association of Governments

Overview

The plan outlines the planned improvements to the Tucson regional transportation system over the next 25 years. The transportation system is divided into three general categories: roadway, transit, and bicycle and pedestrian. Projects totaling \$11.51 billion are recommended within the 25-year timeframe that would add 821 new roadway miles, 688 new bikeway miles, 867 new miles of sidewalks and 38 new miles of transit routes.

Key Recommendations

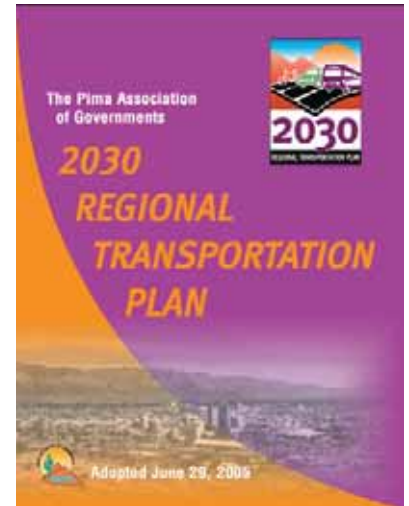
Recommendations within the plan for improvements or expansion of the transportation system within the planning area include:

Roadway System

- Arterial road improvements along Sahuarita Road, widening the road to a 4-lane roadway.
- Parkway and arterial road improvements along S. Nogales Highway, widening the road to a 4-lane roadway.
- Collector improvements to S. La Villita Road to extend the roadway south to S. Nogales highway.
- Extension of W. El Toro Road eastward to connect to S. La Villita Road.
- Addition of a 2-lane collector to run parallel of S. Nogales Highway to the east, south from Sahuarita Road and eventually connecting to S. Nogales Highway at the southernmost Town limits.

Transit System

- New express bus route along S. Nogales Highway/S. Old Nogales Highway.
- New Park & Ride at the interchange of S. Nogales Highway and I-19.



Bicycle and Pedestrian System

- Addition of bike lanes along Sahuarita Road, an identified high priority bicycle corridor.



REGIONAL TRANSPORTATION AUTHORITY PLAN

Date: October 24, 2005

Adopted: Yes

Conducted by: Regional Transportation Authority

Overview

The RTA's plan is a working document showing a 20-year, multi-modal transportation blueprint for the Pima County region. The 20-year Regional Transportation Authority plan addresses cross-town mobility, reduced travel congestion, improved safety and security, improved travel modes and improved bicycle and pedestrian options. The RTA plan was developed with the assistance of two committees established by the RTA Board. The 35-member Citizens Advisory Committee and 22-member Technical/Management Committee recommended a plan Oct. 24, 2005 after extensive public outreach. The RTA Board unanimously approved the plan. The plan also received endorsements from the eight local jurisdictions.

The \$2.1 billion plan is scheduled to be on the May 16, 2006, election ballot along with a separate request for a ½ cent excise tax to fund the plan.

Key Recommendations

The plan includes specific recommendations for a number of Key Corridors within the region, one of which is the Sahuarita Area Corridor. Recommendations include:

Roadway System

- Widen Sahuarita Road to 4-lanes between I-19 and Country Club Road:
 - Raised, landscaped median
 - ADA accessible sidewalks
 - Bike lanes
- New bridge over the Santa Cruz River
- New traffic signal at Old Nogales Highway
- Preserve and acquire right-of-way for a future East-West Corridor at or near the Pima Mine Road alignment and extending from I-19 to Kolb Road, Houghton Road, and/or State Route 83. The new corridor also provides for additional roadway connections northward into the Tucson urban core.

Transit System

- New Green Valley/Sahuarita area transit circulator route.
- New express transit bus route between Tucson and Green Valley/Sahuarita area.
- New express bus service to Tucson (I-19 to Old Nogales Highway)
- New neighborhood circulator service.

Bicycle and Pedestrian System

- Addition of bike lanes along Sahuarita Road.
- ADA accessible sidewalks along Sahuarita Road.

REGIONAL PEDESTRIAN PLAN

Date: July 2000

Adopted: No

Conducted by: Pima Association of Governments

Overview

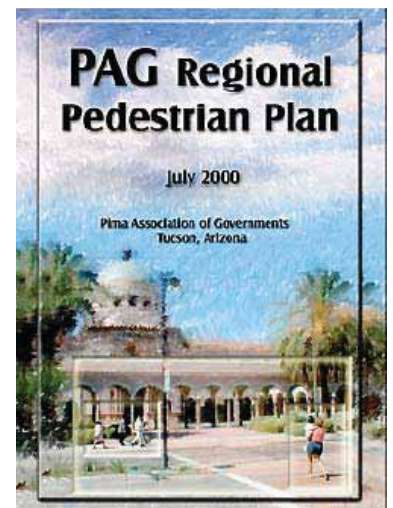
This policy document was created to assist jurisdictions in the Tucson Metropolitan Area to develop and improve the pedestrian transportation system.

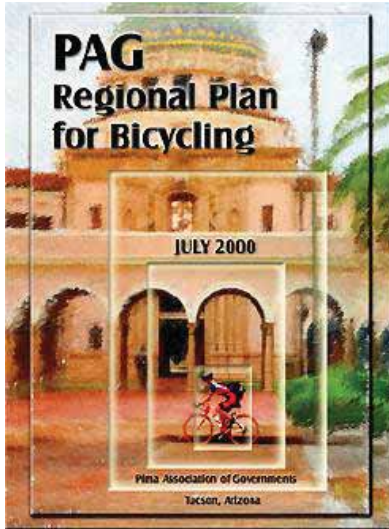
Key Recommendations

The plan proposes an action plan comprised of five goals.

- Educate officials and the public to be aware of pedestrian issues, and encourage walking.
- Promote the development and design of pedestrian facilities that are direct, safe, comfortable, interesting, and provide continuity.
- Improve pedestrian visibility and safety.
- Promote the enhancement, improvement and maintenance of the regional pedestrian system.
- Identify and secure funding sources to implement pedestrian programs and projects.

The plan also provides an appendix of general provisions and sample design guidelines.





REGIONAL PLAN FOR BICYCLING

Date: July 2000

Adopted: No

Conducted by: Pima Association of Governments

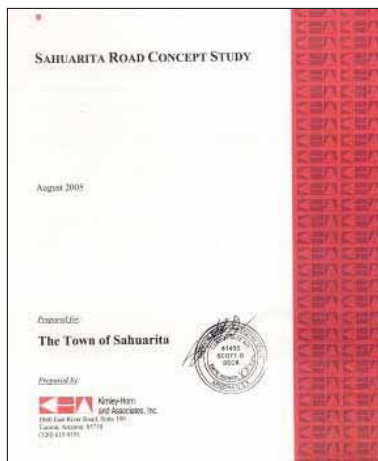
Overview

The plan documents how the region has added over 400 miles of bike routes since the early seventies and recommends actions to be taken over the next 20 years to further expand and enhance bicycle transportation facilities within the region.

Key Recommendations

The plan sets the goal for the region to add an additional 775 miles of bike routes, 10 miles of bike lanes, 100 miles of shared use paths, and 15 miles of bike/bus lanes. These additions and improvements are to be made in accordance with four key goals:

- **EDUCATION** – Educate all road users, especially bicyclists, on legal, predictable, and safe behavior.
- **ENFORCEMENT** – Enforce all traffic laws on bicyclists and motorists, especially those relating to bicyclist/motorist interaction.
- **ENGINEERING** – Plan, design, construct, and maintain bicycle facilities that meet or exceed standards and guidelines.
- **ENCOURAGEMENT** – Encourage the increased use of bicycles for transportation and recreation.



SAHUARITA ROAD CONCEPT STUDY

Date: August, 2005

Adopted: No

Conducted by: Kimley-Horn and Associates, Inc.

Overview

This study evaluates five alternatives for improvements to the portion of Sahuarita Road between La Canada Drive and Country Club Road:

- **Multilane Divided Roadway:** widen road along current alignment to include 2-3 lanes in each direction with a raised median.
- **Multilane Divided Concept with Alternative School Access:** widen road along current alignment to include 2-3 lanes in each direction and relocate school driveways and circulation.

- **Multilane Undivided Roadway:** widen road along current alignment to include 2-3 lanes in each direction with a striped two-way left-turn lane.
- **Multilane Divided Roadway on New Alignment:** widen road to include 2-3 lanes in each direction with a raised median along a new alignment that would shift south, moving through the new Town Center before rejoining the existing road alignment.
- **One-way Couplet Concept:** widen road to include 2-3 lanes in each direction with a one-way couplet providing separated travel directions. The roadway would divide with a new southern alignment through the new Town Center for eastbound traffic, while westbound traffic lanes remains on the existing alignment.

Key Recommendations

The five alternatives were compared based on the following criteria:

- General Access/Access Control,
- School Campus Access Circulation,
- Roadway Capacity,
- Consistency with Functional Classification of Principal Arterial,
- Pedestrian/Bicycle Circulation,
- Compatibility with Town Center Concept,
- Planning-Level Construction Cost, and
- Project Timing.

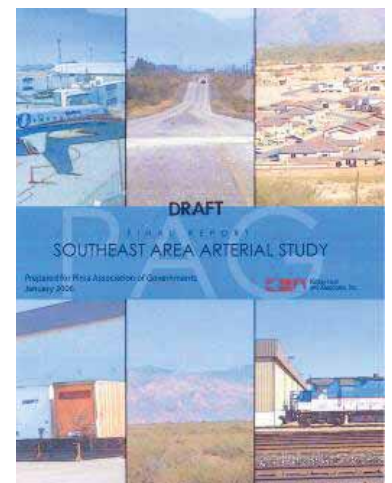
The purpose of this study was to present the alternatives. No preferred alternative was decided upon within the context of this study.

SOUTHEAST ARTERIAL STUDY

Date: June, 2006
draft

Adopted: Still in

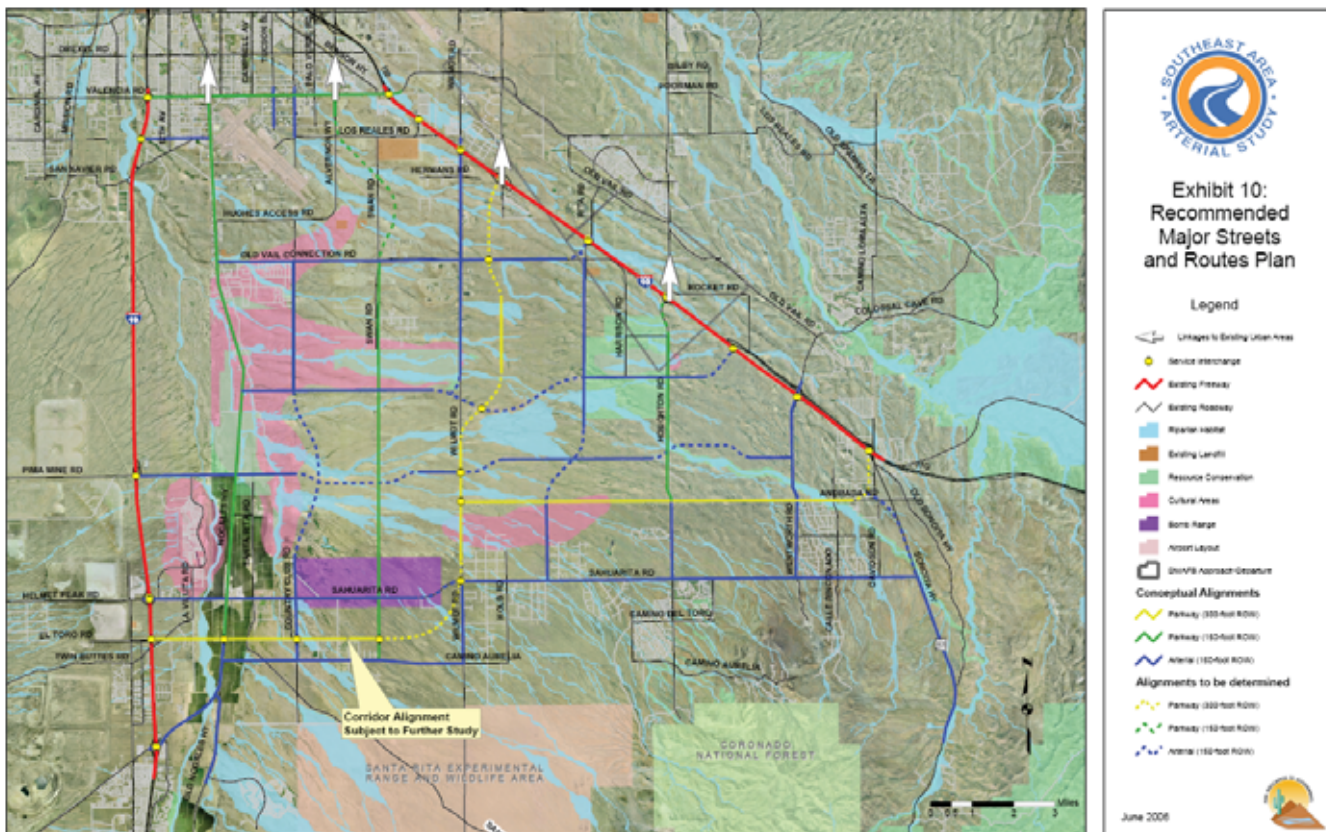
Conducted by: Kimley-Horn and Associates, Inc.



Overview

This study was conducted to evaluate and make recommendations on the future arterial-level transportation needs within the study area. The study area was delineated by the boundaries of I-19, Valencia Road, I-10, SR-83, and the Santa Rita Experimental Range/Coronado National Forest. This area includes lands in the following jurisdictions: City of Tucson, Town of Sahuarita, Pima County, State of Arizona, and the San Xavier District of the Tohono O'odham Nation.

The study began in March 2003 and was completed during the summer of 2006.



Source: Southeast Area Arterial Study, June 2006.

Key Recommendations

The study looked at a number of roadways outside of the Town Center and Mid-River Corridor study area including Valencia Road, Alvernon Way/Swan Road, Houghton Road, Andrada Road, Country Club Road, Rita Road, Wentworth Road, Sonoita Highway (SR 83), Old Vail Connection, Dawn Road, and Pima Mine Road.

Recommendations relating to roadways within the study area are as follows:

- **Old Nogales Highway:** Improve as a regional highway/rail corridor along existing alignment.
- **Sahuarita Road:** Improve along existing alignment between I-19 and SR 83.
- **Camino Aurelia:** Improve along existing alignment and extend westward from Wilmot Road to Old Nogales Highway.
- **El Toro Road:** Improve as regional highway from I-19 to Swan Road with service interchanges as I-19, Nogales Highway, Country Club Road, and Swan Road. Connect to Wilmont Road with alignment to be determined.

PARKS, RECREATION, AND OPEN SPACE

MASTER PLAN FOR PIMA COUNTY, ARIZONA SEGMENT JUAN BAUTISTA DE ANZA NATIONAL HISTORIC TRAIL

Date: September 2002

Adopted: Yes

Conducted by: McGann & Associates, Inc.

Overview

The Juan Bautista de Anza National Historic Trail, commemorating the route taken by de Anza in his 1775-76 journey from Mexico to San Francisco Bay, was established by an act of Congress in 1990. This plan presents the results of the collaborative effort between Pima County, the National Park Service, Town of Sahuarita, City of Tucson, Town of Marana, and the Anza Trail Coalition to identify and make recommendations for the future Pima County segment of the multi-use trail. Eight miles of the trail, which run through the Tohono O'odham Nation, were included in the planning effort and a proposed route presented to tribal officials for consideration. At the time of the publication of the plan, the tribe had not chosen to allow the trail across their lands.

Key Recommendations

The trail alignment sought to balance historical accuracy with the following variables:



- **Visual Quality and Character:** trail was aligned, where possible, to avoid views of development so as to best recreate to visual character and views experienced by the expedition.
- **Soil Conditions:** attempts were made to avoid sandy soils in favor of more stable surface materials for the safety and convenience of pedestrian, bicycle and equestrian users.
- **Drainage Channels and Bridge Requirements:** Efforts were made to minimize required number of bridges over tributary wash and drainage channels.
- **Public Access:** Consideration to locating the trail in reference to existing or feasible public access.
- **Public Safety:** Planned, where possible, for at-grade street crossings of urban streets and ramps to route the trail under bridges.

The recommended alignment of the trail through the study area is illustrated on the Natural and Cultural Resources map.

PIMA COUNTY COMPREHENSIVE PLAN

Date: October 1992, December 2001, December 2005 **Adopted:** Yes

Conducted by: Pima County

Overview

The comprehensive plan of the county, establishes the long range regional plan policies and a future land use plan for the county. Strong emphasis is given to the preservation of cultural resources, including archeological and natural resources, particularly water and riparian resources.

Key Recommendations

Special Area Plan Policies

- The study area is within the **S-19 Trail Access, Rural Equestrian Routes, National Historic Trail** area due to the presence of the Juan Bautista de Anza Trail segment. Policies for this special plan area require rezoning to identify the route of the National Historic Trail and evaluate the impact on the trail resources and may require dedication of the trail resources as a condition of rezoning.

Open Space Element

- The **open space element** of the plan notes that state law prohibits the designation of private or state lands as open space

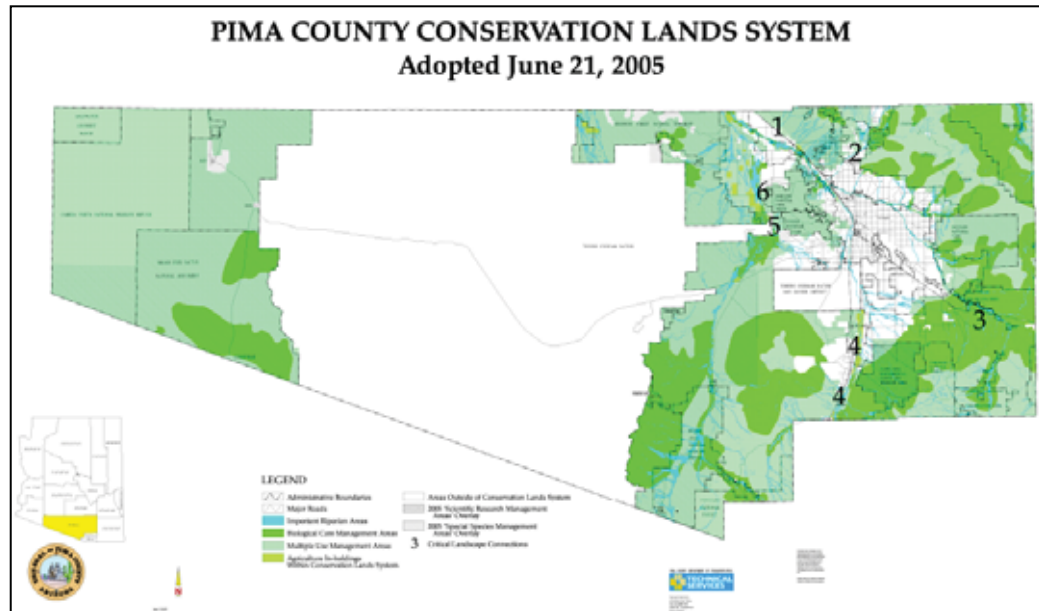
without written consent of the land owner or providing an alternate economically viable designation of at least 1 du/ac. The open space element therefore simply describes the existing resource base. This was accomplished via the *Sonoran Desert Conservation Plan* (described below).

Environmental Planning Element

- The **Environmental Planning Element** provides the regional plan policies for the **Conservation Lands System (CLS)**. This system is broken down into seven conservation land categories, each with its own conservation guidelines: Important Riparian Areas; Biological Core Management Areas; Scientific Research Areas; Multiple Use Management Areas; Agriculture In-Holdings within the CLS; Special Species Management Areas; and Critical Landscape Connections.
- The study area contains lands in four of the seven designations with the following policy implications:
 1. **Important Riparian Areas** – are located along the Santa Cruz River and other channels as illustrated on the Natural and Cultural Resources map.
 - *Conservation Guidelines* – at least 95% of the total acreage within this designation shall be conserved in a natural or undisturbed condition.
 2. **Multiple Use Management Area** – includes the land located to the west of the Santa Cruz river floodplain on the northern half of the site (see map below).
 - *Conservation Guidelines* – At least 66 2/3% of the total lands within this designation shall be conserved as undisturbed natural open space. Any land use change will result in a 2:1 land conservation and may include on- and off- site acres as long as they are within a designated Multiple Use Management Area.
 3. **Agriculture In-Holdings** – This designation applies to the lands within the 100-year floodplain area of the Santa Cruz River within the study area.
 - *Conservation Guidelines* – at least 80% of the total acreage of lands within this designation shall be conserved as undisturbed natural open space, providing for conservation, restoration or enhancement of habitat for Special Species.
 4. **Critical Landscape Connections** – this broad designation is applied to areas that provide connectivity or barriers to connectivity of movement of native species. Area #4

Across the I-19 and Santa Cruz River corridors in southern Pima County, applies to the study area.

- **Conservation Guidelines** – land use changes within these areas should protect existing biological linkages and work to remove barriers or otherwise improve connections for improved wildlife movement.



Source: Pima County Comprehensive Plan available at <http://www.pimaxpress.com/Planning/Default.htm>



SONORAN DESERT CONSERVATION PLAN

Date: 1998

Adopted: yes

Conducted by: Pima County

Overview

The priority placed on natural and cultural resources within the Pima County Comprehensive Plan, coupled with a recognized lack of location information on these resources, resulted in the development of the **Sonoran Desert Conservation Plan (SDCP)** to scientifically and strategically locate and prioritize natural and cultural resources within the county. The SDCP, an ongoing effort since 1998, has developed plan

elements for Critical and Biological Corridors, Riparian Restoration, Mountain Parks, Historical and Cultural Preservation, and Ranch Conservation within the county.

Key Recommendations

The plan identifies the study area as containing the following resources, each with recommended conservation strategies.

- **“Important Riparian Habitat”** (under the Biological Corridors and Critical Habitat element)
 - *Conservation Strategies* - focus growth towards urban areas and away from biologically rich areas, lower intensity of uses near such resources, support a land acquisition program to reduce/prevent land fragmentation or loss of resources, use a combination of other means to identify , prioritize, and conserve other important areas.
- **“Riparian Restoration/Rehabilitation”** (under the Riparian Resources Element)
 - *Conservation Strategies* – in accordance with Pima County Comprehensive Plan, conserve 95% of riparian areas in their natural, undisturbed state; integrate water and land use planning, use partnerships, conservation easements, zoning, and other strategies and tools to protect riparian areas; locate or develop alternative water sources for riparian restoration activities.
- **“Priority Archeological Site Complexes”** (under the Cultural Resources element)
 - *Conservation Strategies* - inter-jurisdictional coordination, develop a regional management strategy for adaptive management, purchase key areas, create incentive program for private land owners, implement regulations that require cultural resource consideration as part of the development review process, public education.