

richland heights

neighborhood plan

**planning
department**
city of tucson, arizona

RICHLAND HEIGHTS NEIGHBORHOOD PLAN

**CITY OF TUCSON
PLANNING DEPARTMENT**

September 26, 1977

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RICHLAND HEIGHTS NEIGHBORHOOD PLAN

February, 1977

Rivised May, 1977

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RICHLAND HEIGHTS NEIGHBORHOOD PLAN

I Formal Action

Mayor and Council – September 26, 1977 – Resolution #10332 (Adoption)
December 8, 1986 – Resolution #13876 (Amendment)
December 16, 1987 – Resolution #14256 (Amendment)
March 26, 1990 – Resolution #15252 (Amendment)

Hearings: Mayor and Council: July 5, 1977
December 8, 1986
November 9, 1987
March 26, 1990

Citizens Advisory Planning Committee: May 11 & 12, 1977
September 3, 1986
September 16, 1987
March 7, 1990

II Profile/Related Plans

Richland Heights, which is approximately 0.5 square miles, is bounded by Prince Road on the north, Tucson Boulevard on the east, Fort Lowell Road on the south, and Mountain Avenue on the west. Campbell Avenue, a principal arterial street, bisects the plan area into two neighborhoods, Richland Heights West and East, each of which have distinct characters as well as goals for future development.

The *Richland Heights Neighborhood Plan* was reaffirmed, with minor amendments, on November 16, 1987, as part of the *Northside Area Plan* process. New development in Richland Heights, which is identified as a subarea of the *Northside Plan* area, will be subject to review under general Northside policies, as well as the more specific neighborhood plan policies.

III Purpose

The basic goal of this neighborhood plan is to establish a framework which recognizes the present quality of the Richland Heights neighborhoods, establishes criteria to guide new development, and is in harmony with community wide planning objectives and the allocation of limited community resources. Recommendations for land use focus on supporting the present residential aspect of the neighborhoods and address the issues and concerns of both the Richland Heights East and Richland Heights West neighborhoods.

IV Adopted Policies and Recommendations

Striking views of the Catalina Mountains, natural desert vegetation, prevailing low density development, and the presence of well-located, vacant land along a major arterial combine to offer an unusual opportunity for innovative, quality development that is complementary to the southwestern desert environment. The policies of the *Richland Heights Neighborhood Plan* are designed as guidelines for neighborhood change and development. The attached map illustrates plan recommendations.

New development in Richland Heights will also be guided by the general policies of the *Northside Area Plan*, of which Richland Heights is a subarea.

POPULATION

1. Maintain the residential character of Richland Heights and support existing public services and facilities, including schools, by encouraging the development of residential land uses where possible on presently vacant land within the neighborhood.
2. Meet some of the recreational needs of less mobile residents, especially mothers with young children, pre- and elementary school age children, the elderly and handicapped, by continuing the use of Holaway Elementary School and play field for after-hours and summertime recreational activities.

LAND USE

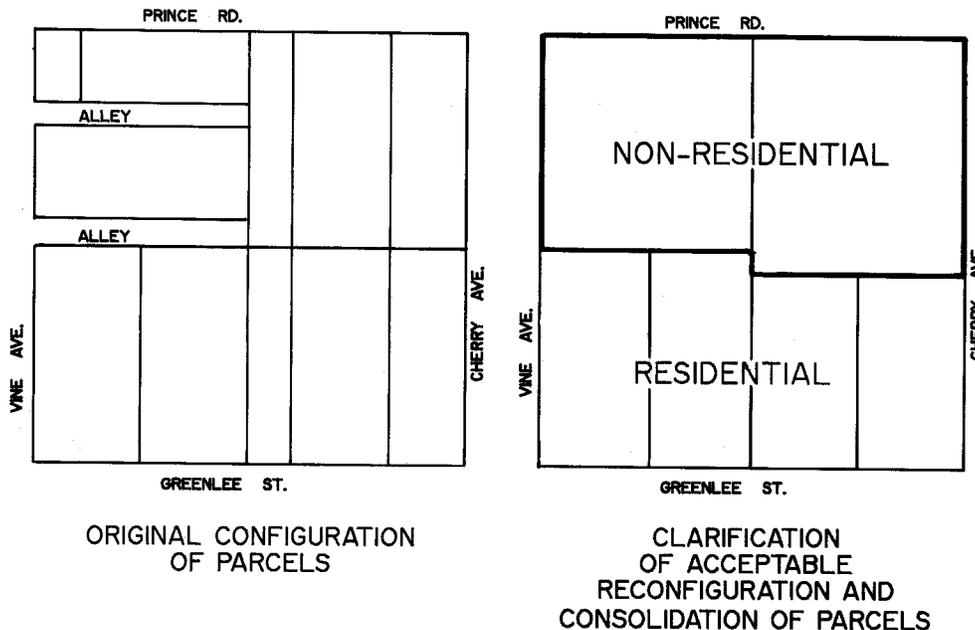
1. Encourage well-planned and designed development compatible with adjacent residential areas to occur on vacant land fronting on arterials and collectors in Richland Heights, with unified landscaping, design treatment, and minimum curb cuts.
2. Recognize the potential for development of both residential and non-residential uses along Campbell Avenue and the sections of Fort Lowell Road and Prince Road, west of Campbell Avenue, as shown on the attached map. The following uses are allowed:
 - a. professional and semi-professional offices (accountant, architect, chiropractor, dentist, engineer, lawyer, naturopath, osteopath, physician, surveyor and veterinarian, insurance broker, photographer, public stenographer, real estate broker, stockbroker, and other persons who operate or conduct offices which do not require the stocking of goods for sale) on parcels with frontage on Campbell Avenue (parcels 1 through 9 and 16 and 17), Fort Lowell Road (parcel 10), and Prince Road, west of Campbell Avenue;

(November 16, 1987, Resolution #14256, Land Use Policy 2a; Land Use Policy 2b deleted, with following policies renumbered.)

- b. community commercial use on the parcel adjacent to the northeast corner of Fort Lowell Road and Campbell Avenue (parcel 18), limited to an enclosed full service car wash utilizing a conveyer belt and motorized air drying with an approximately 800 square foot, second story office use. This parcel represents a unique situation and does not set a precedent for similar uses on other parcels in Richland Heights;

(December 8, 1986, Resolution #18376, Land Use Policy 2b.)

- c. professional and semi-professional offices on parcel 19 at the southwest corner of Prince Road and Cherry Avenue (see attached map), in accordance with the following criteria:
 - 1. adherence to re-configuration or consolidation to retain residential uses along Greenlee Street (see Reconfiguration diagram).
 - 2. building heights to be limited to 18 feet, including parapet walls, towers, atriums, and peaked gables, to be measured from design grade; and
 - 3. minimum 40-foot rear yard setback which can include parking.



(November 16, 1987, Resolution #14256, Land Use Policy 2c.)

- 3. Consider consolidation of parcel 1 at the northeast corner of Campbell Avenue and Greenlee Street (see attached map) with the adjacent residential lot, in accordance with the following criteria:

Richland Heights Neighborhood Plan

- a. right-of-way requirements for improvement of Campbell Avenue results in a decrease in the size of parcel 1 that effectively inhibits the development of the parcel;
- b. building heights are limited to 18 feet, including parapet walls, towers, atriums, and peaked gables, to be measured from design grade;
- c. new structures are setback a minimum of 40 feet from the east and south property lines; setback areas can include parking; and
- d. all access is provided from Campbell Avenue.

(November 16, 1987, Resolution #14256, Land Use Policy 3; following policies renumbered)

4. Protect adjoining residential areas from the visual and vehicular impacts of any new development occurring along arterial streets as a result of rezoning, by requiring a landscaping plan that includes view protection, sound buffers and controlled vehicle access as part of the development plan.
5. Restrict vehicular traffic generated by new arterial street development from entering the interior residential portion of the neighborhood, maximize landscaping, gain additional open space, and provide sound buffers by integrating street closures, where feasible, into development plans.
6. Help preserve the residential character and environmental quality of the neighborhood by allowing several parcels, now zoned for commercial uses, to develop alternatively for residential uses at densities allowed in the R-2 zone (parcels 12, 14, and 15) (see attached map).
7. Recognize the existing professional office use on parcel 13.

(November 16, 1987, Resolution #14256, Land Use Policies 4, 5, 6, and 7.)

TRAFFIC AND CIRCULATION

1. Recognize the major arterial function of Campbell Avenue and increase its traffic carrying capacity by acquiring additional right-of-way for eventual widening for control of vehicle access and turning movements.
2. Reduce scale of Campbell Avenue, facilitate pedestrian crossing, and increase safety by exploring the feasibility with the Department of Transportation of constructing a landscaped median along Campbell Avenue between Fort Lowell and Prince Roads.

3. Restrict through traffic, unify Campbell Avenue frontage with additional landscaping, and provide for public amenities, such as pedestrian walkways and bus shelters, by establishing street closures at selected Campbell Avenue intersections.
4. Reduce speeding and discourage through traffic by constructing traffic circles within the residential portions of the neighborhood funded through the improvement district mechanism.
5. Achieve street paving, street closures where feasible, and traffic circles by assisting residents should they choose to initiate a paving improvement district for this area.
6. Develop a north-south bike route segment through Richland Heights East by implementing an alternative proposal using Olsen Avenue rather than Tucson Boulevard as recommended in the Regional Bikeways Plan.
7. Provide for residential development to occur on properties fronting on Mountain Avenue by permitting densities as allowed in the R-2 zone. This action will help to improve the traffic carrying capacity of this street if the properties are developed residentially rather than commercially.

(November 16, 1987, Resolution #14256, Traffic Policies 6 and 7.)

DESIGN ELEMENTS FOR CAMPBELL AVENUE AND PRINCE ROAD, WEST OF CAMPBELL AVE.

1. Protect and strengthen visual corridors by requiring any residential development plan calling for more than one story to show a variety of rooflines, clustering units, or mixing both one- and two-story units within the development. Nonresidential uses shall be limited to one story.
2. Protect the privacy of existing residences by requiring the windows in second story residential units to be either clerestory or oriented away from rear and side yards on existing residences.
3. Mitigate view blockage from adjacent residences by establishing side and rear yard setbacks at least 25 feet from property lines.
4. Minimize the visual impact of new development with six-foot masonry walls or other appropriate and compatible architectural or landscaping buffering treatment along property lines abutting existing residential development.
5. Take access from Campbell Avenue and Prince Road to new development projects rather than from local residential streets and coordinate access with street closures and a traffic median, if these are implemented.

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(November 16, 1987, Resolution #14256, Design Policy 5.)

6. Require dedication for cul-de-sac right-of-way, where feasible.

(November 16, 1987, Resolution #14256, Design Policy 7 deleted; following policies renumbered.)

7. Require a landscaping plan, to include the area 20 feet back from the proposed Campbell Avenue curb line, indicating the location for pedestrian walkways, native desert landscaping, berms, masonry walls, and any other natural or architectural treatment for sound buffering, such area to exclude parking.

(November 16, 1987, Resolution #14256, Design Policy 7.)

8. Encourage architectural design of buildings, colors, and landscaping to conform to a southwestern motif.
9. Require all signs to be designed as an element of the landscape plan. Only one freestanding sign, not to exceed 8 feet in height, is allowed per parcel. Design of the sign should conform to a southwestern motif.

(November 16, 1987, Resolution #14256, Design Policy 9.)

10. Allow no advertised business activities during the period from 9 p.m. to 6 a.m.
11. Provide all parking and maneuvering requirements on-site and only on parcels designated for non-residential uses.
12. Encourage the use of low pressure sodium lights in new development, where outdoor lighting is required.

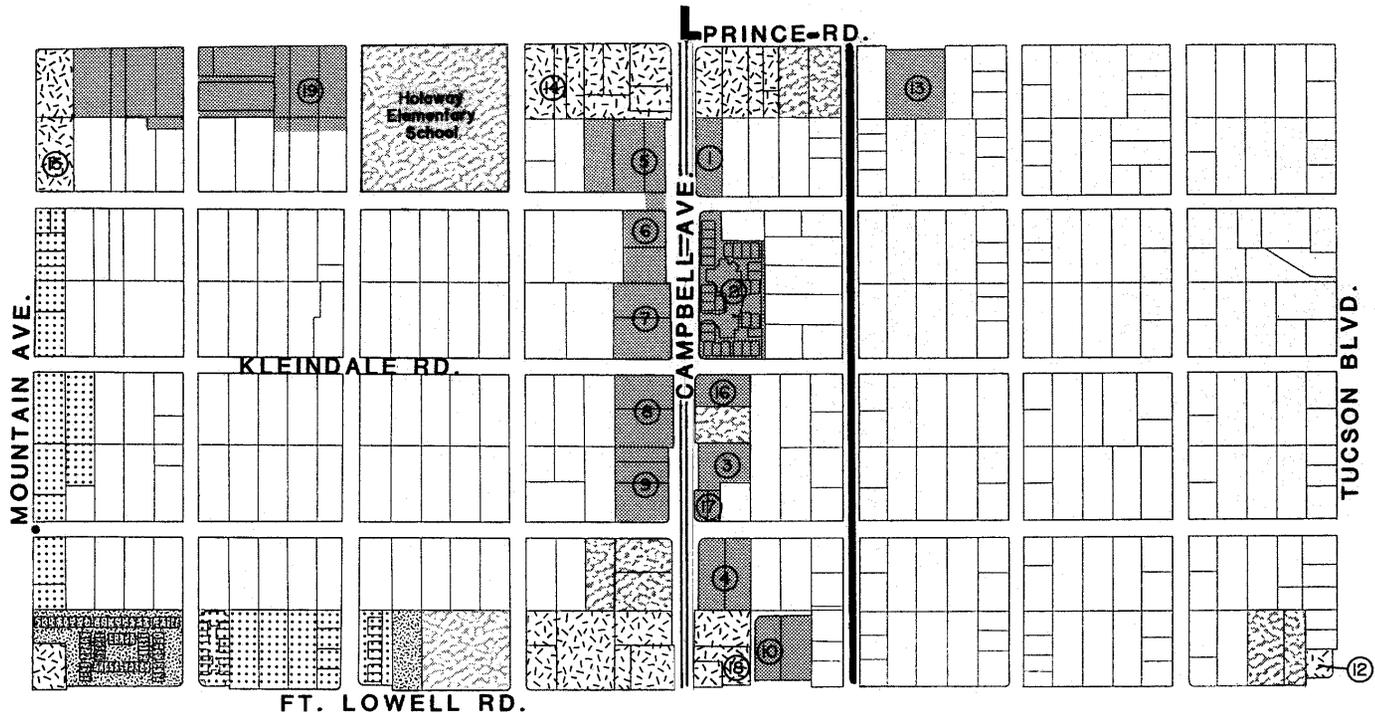
(November 16, 1987, Resolution #14256, Design Policies 11 and 12 added.)

NORTHSIDE AREA PLAN

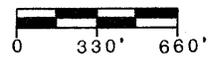
RICHLAND HEIGHTS

(Map Amended on
March 26, 1990 by Resolution No. 15252)

-  Bike Route
-  Median
-  Existing Street Barrier
-  Institutional



-  Low Density Residential (RX-1, RX-2, R-1 Densities)
-  Low to Medium Density Residential (R-2, Densities)
-  High Density Residential (R-3, R-4 Densities)
-  Professional/Semi-Professional Offices and Residential (R-2 Densities)
-  Commercial Professional/Semi-Professional Offices, and Residential (R-2 Densities)



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