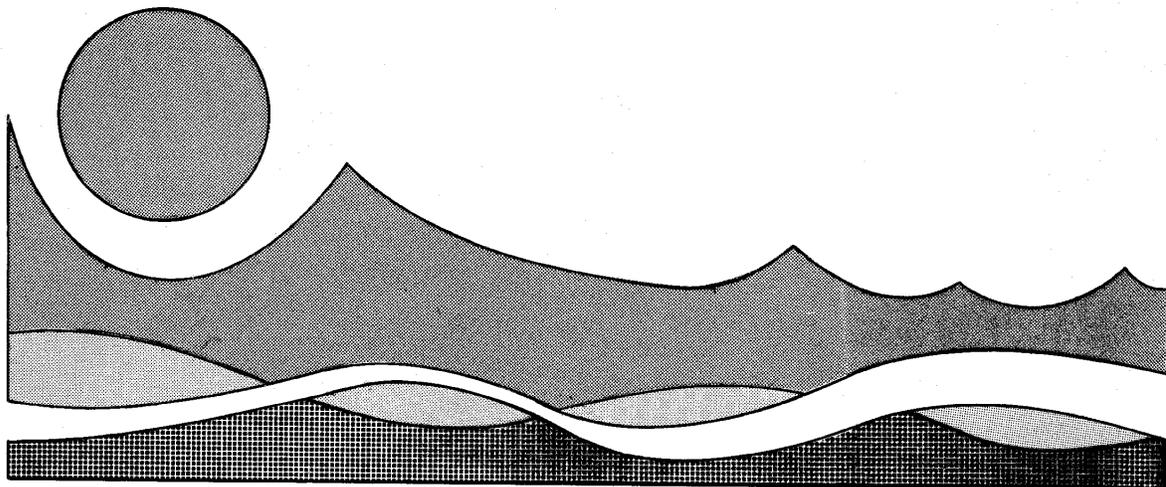


# **SANTA CRUZ AREA PLAN**

**Adopted by the Mayor and Council**

**February 6, 1984**

**Resolution # 12564**



# SANTA CRUZ AREA PLAN

Prepared by the City of Tucson Planning Department

November, 1983

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## SANTA CRUZ AREA PLAN

### Formal Action

#### Mayor and Council:

February 6, 1984	Resolution 12564 (Adopted)
December 17, 1984	Resolution 12978 (Amendment)
January 28, 1991	Resolution 15576 (Amendment)
February 8, 1993	Resolutions 16217 (Amendment)
November 14, 1994	Resolution 16759 (Amendment)
December 12, 1994	Resolution Ordinance 8422 (Amendment)
February 24, 1997	Resolution 17559 (Amendment)

#### Hearings:

<u>Mayor and Council</u>	<u>Citizens Advisory Planning Committee</u>
January 23, 1984	November 16, 1983
February 6, 1984	
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January 28, 1991	December 5, 1990
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November 14, 1994	October 5, 1994
December 12, 1994	November 2, 1994
February 24, 1997	January 8, 1997

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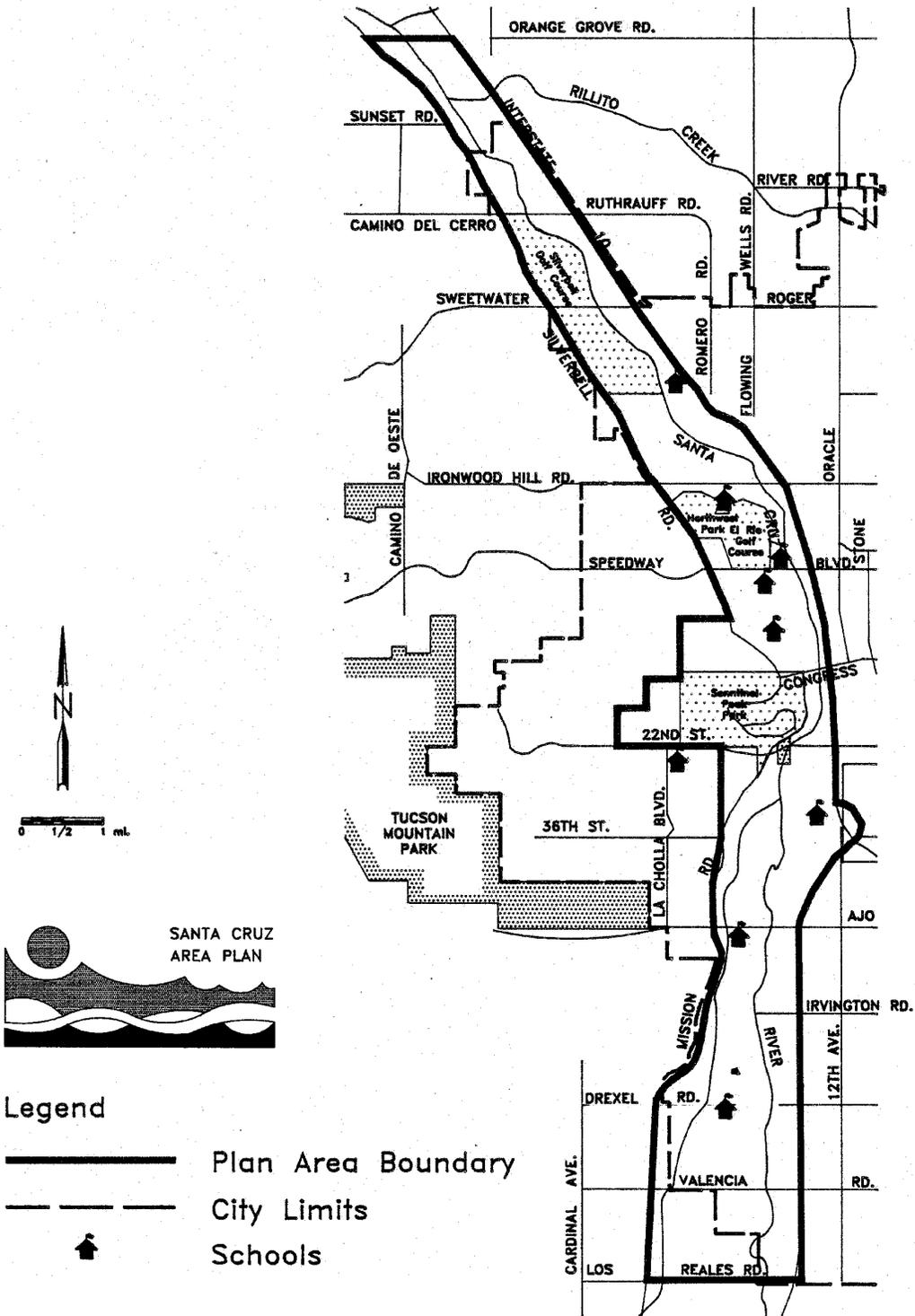
# SANTA CRUZ AREA PLAN

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Map 1

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## **INTRODUCTION**

### Boundaries

The *Santa Cruz Area Plan* includes an area extending approximately 14 miles from Los Reales Road on the south to Orange Grove Road on the north. It is bounded on the east by Interstates 10 and 19 and on the west by Mission and Silverbell Roads. The proposed Santa Cruz Riverpark concept extends throughout the length of the plan and is the central focus of the area. The plan boundaries are displayed on Map 1.

### Plan Goal

The *Santa Cruz Area Plan* is intended to guide future development and coordinate governmental actions when developing the Santa Cruz River and its immediate environs as a major cultural and recreational resource, while stabilizing and improving adjacent neighborhoods.

### Foundations

The original Santa Cruz Plan (originally titled *The Santa Cruz Riverpark Master Plan*) was first adopted on February 13, 1978. Since then, a continuing process of updating and revision has occurred throughout the plan area. The plan itself, or neighborhood plans within its boundaries, were reviewed and amended nine times since 1978. The *Rio Nuevo* and *Pueblo West Redevelopment Plans* were reviewed, updated, adopted, and partially implemented during that time. The Midvale annexation in 1983 approved a detailed zoning plan for a large portion of the southern section. Various flood control studies were completed and a major parks study for the Santa Cruz Riverpark itself was recently completed. All of these actions required public involvement and hearings by advisory groups and the Mayor and Council. This update is a compilation of those reviews, updates, and studies. The format of the plan has been changed for consistency with other area plans and to facilitate reproduction.

Decisions that were unresolved in 1978 have now been made in several areas. This affords the opportunity to provide specific land use direction in areas that were previously unclassified. Other amendments also have provided a basis for more detailed direction in other areas. Recommendations in the original plan that have been implemented or are no longer practical were removed. The remaining recommendations are intended to be consistent with recent updatings as well as the overall intent of the plan. In all cases land use recommendations complement and are focused on the future projected or existing Santa Cruz Riverpark developments.

Jurisdictional Considerations

Portions of the Santa Cruz area at the north and south ends are currently under Pima County jurisdiction. The plan addresses the area based on the logical extension of the Riverpark. At some future date, some or all of the County area may be annexed by the City. Policies and plan recommendations for County areas do not take effect until those areas are annexed by the City.\*

Format

This document is divided into two major sections. The first section addresses land uses, circulation, and environmental considerations throughout the plan area adjacent to the proposed Riverpark. Santa Cruz Riverpark policies and recommendations are the focus of the second major section. Within each section, general policies providing overall development guidance are presented first. Areas of primary consideration by virtue of size of area and development potential are then identified as "key parcels" for the land use and park use sections. More specific guidance is provided for those individual parcels consistent with and as supplements to the general development policies.

In many cases, conventional land use recommendations and park use recommendations are intertwined and must be considered together. Both sections of the plan must be consulted for guidance in developing either private or public properties. The City Parks and Recreation Department administers the Riverpark aspect of the plan.

SECTION I: DEVELOPMENT POLICIES

General Development

Portions of the Santa Cruz area, particularly the central section are largely developed. Established neighborhoods as well as existing commercial and industrial uses will continue to be integral parts of the Santa Cruz community.

Other planning exercises have focused on many of these areas, as well as some vacant parcels. Wherever appropriate these more detailed planning studies should give more specific land use direction. These plans include the *Kroeger Lane* and *Manzo Neighborhood Plans*, *Pueblo West* and *Rio Nuevo Redevelopment Plans*, and the concept plan for Midvale Farms.

The following policies and recommendations should be used to address development throughout the Santa Cruz area. These policies are updated from the original plan and are consistent with other adopted City policies and the General Plan<sup>1</sup>.

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\* Note: The Airport Environs Plan overlays the Plan area south of 22<sup>nd</sup> Street. A portion of Key Parcel 3 falls within the High Noise Area.

<sup>1</sup> The *General Plan* was originally adopted as the "*Comprehensive Plan*" pursuant to the Tucson *Zoning Code* and, subsequently, the Tucson *Land Use Code*. The term "Comprehensive Plan (CP)" was changed to the "General Plan" by Ordinance 9517, which was adopted by Mayor and Council on February 12, 2001. This change in title does not affect the content of the Plan.

## Santa Cruz Area Plan

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1. Adopted neighborhood, redevelopment, or zoning concept plans take precedence over general Santa Cruz Plan policies and should be consulted for detailed zoning or development decisions.
2. Older neighborhoods throughout the area should be revitalized and stabilized in order to be retained as neighborhoods having unique identities and heritages.
3. All existing and proposed land uses along the Santa Cruz River should be interrelated with the linear park system.
4. New and existing neighborhoods should include related commercial services with specific locations decided on a case-by-case basis according to overall plan policies and depending on specific market conditions.
5. Where adjacent to existing neighborhoods and new prime residential sites, the park system should be designed to serve those neighborhoods and be integrally designed with new development.
6. Street and pedestrian improvements should be made in conjunction with new development to increase accessibility to the overall area and park system and to facilitate linkages between neighborhoods and services.
7. New development within or near existing neighborhoods should be designed and scaled to be compatible with existing neighborhood characteristics.
8. Neighborhood conservation programs should be continued throughout appropriate existing neighborhoods as funds are available and needs are identified.
9. Major washes and drainageways should be left in their natural state unless there is a threat to private property or personal safety.
10. Property owners along or in the river should dedicate park land to the City as part of the rezoning process. This dedicated property shall be counted when calculating allowable densities.
11. Ordinances regulating the dumping of debris in the river and banks should be strengthened and enforced.
12. Unless more detailed direction is provided by neighborhood or redevelopment plans or by other parts of this plan, the following guidelines are generally used for location of residential densities:
  - a. low-density development (up to six units per acre) is appropriate within the interior of established neighborhoods.

- b. low and medium (up to 15 units per acre) density development are generally appropriate along collector streets.
- c. medium and high (over 15 units per acre) density development are generally appropriate along arterial streets.

### Key Parcels Development

Large portions of the Santa Cruz area are vacant or suitable for redevelopment. While subject to the general policies listed earlier in the plan, more specific land use direction is needed. Those vacant areas not included in the proposed Santa Cruz Riverpark are identified as "key parcels." Maps 2, 4, 5 and 6 show the general location of these parcels. The parcels identified are target areas and recommendations for these key areas are designed to be applied to any appropriate vacant or redevelopable land in the general vicinity.

The following policies and recommendations provide conceptual direction for future land use and zoning decisions. However, more detailed analysis of densities, locations, and configurations should be decided on a case-by-case basis according to plan policies, market conditions, and development constraints.

#### Key Parcel 1

##### Existing Use:

This site is currently being utilized as a regional location for extraction and processing of aggregates. This industrial operation is expected to continue for the foreseeable future (10-15 years).

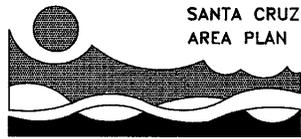
##### Proposed Use:

Because of problems associated with reclaiming such sites, future park use of the area would be geared to outdoor sports, including a golf course serving southwest Tucson, if acquisition is feasible. Landfill operations might be conducted if properly engineered. Industrial uses would be appropriate under private ownership with some commercial along Valencia.

#### Key Parcel 2

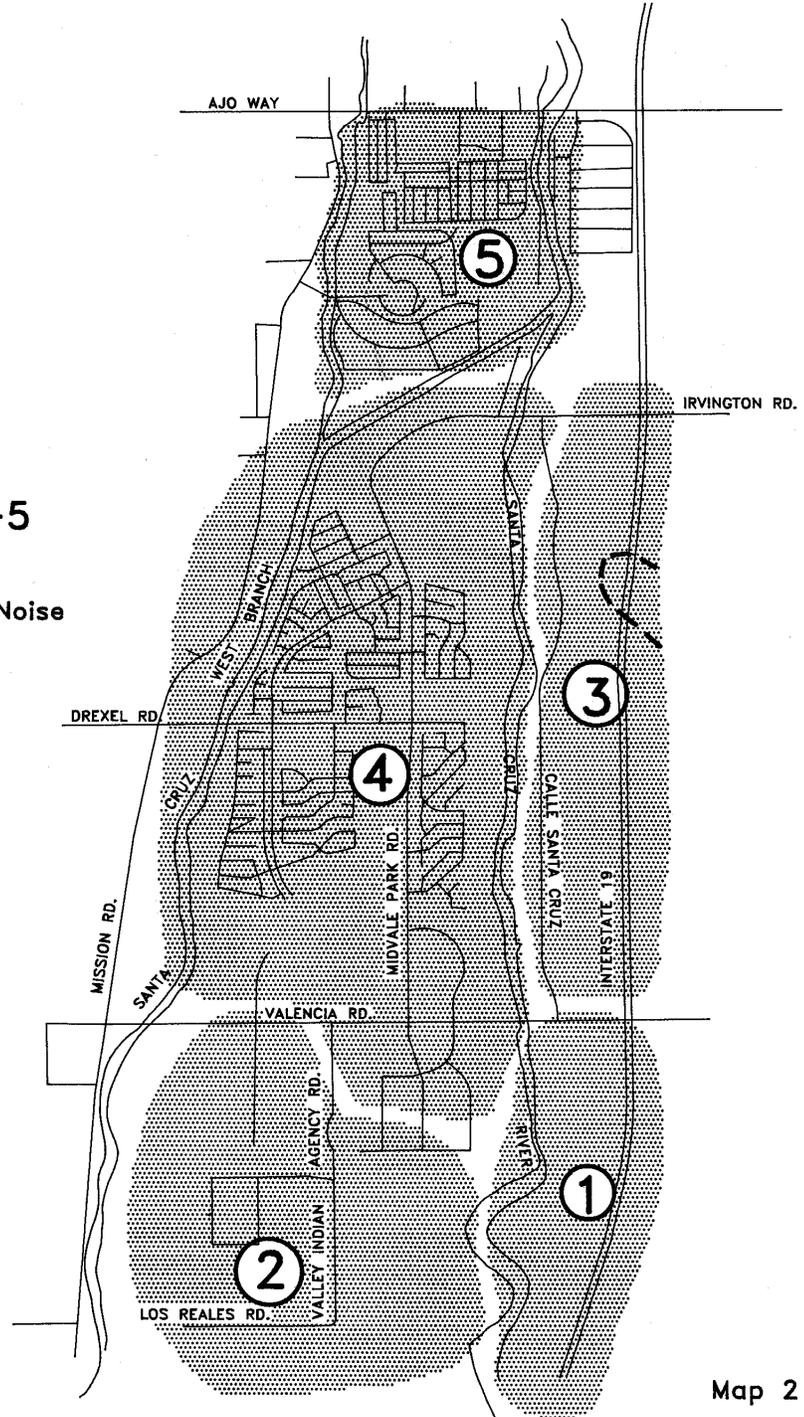
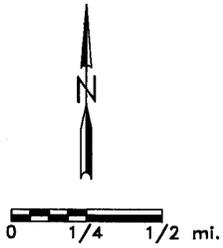
##### Existing Use:

The southeastern block is vacant and used for farming. The northwest section has some scattered development but is primarily vacant. Scattered mixed-use development is concentrated in the southwest corner of the area. Mobile homes on individual lots, conventional single-family residences, ranchettes, and home occupations are intermingled. This parcel is currently outside the city limits.



### KEY PARCELS 1-5

--- Airport High Noise Area



Map 2

1-92

(Map Amended on January 28, 1991, Resolution 15576 to Modify the High Noise Exposure Area)

Proposed Use:

Low- to medium-density residential uses are appropriate throughout most of the area. High-density residential should be encouraged along most of Valencia. Some commercial uses might be appropriate near the intersection of Valencia and Valley Indian Agency Connection Road. The southeast quarter section could allow industrial uses if access is provided through the existing industrial park to the north.

Key Parcel 3

Existing Use:

Industrial uses are focused at the intersection of Calle Santa Cruz and Drexel Road. The remainder of the area is vacant.

Proposed Use:

Light industrial uses are proposed for the area between Drexel and Irvington. Residential uses may be inappropriate due to high levels of aircraft noise (see Map 2). The future construction of an interchange at Irvington and Interstate-19 should provide improved access to this parcel.

(January 28, 1991, Resolution #15576, *SCAP* Key Parcel 3)

Light industrial uses are also appropriate for most of the area between Drexel and Valencia. Some commercial uses might be located along Valencia. Major archaeological finds in the area require that full mitigation studies and actions be taken. All or a portion of this archaeological site should be considered for use as a cultural center with linkage to the Riverpark. The owner, the State Land Department, should consider transfer of title to significant portions to the appropriate State entity.

Key Parcel 4

Current Use:

This area, known as Midvale Farms, is under control of the Estes Company. Agricultural uses predominate on an interim basis. Some residential uses are under construction in conformance with the *Midvale Development Plan*. Industrial uses are being developed in the far southern section south of Valencia Road.

Proposed Use:

The Midvale area should be developed as a mixed-use community in conformance with the approved zoning concept plan. Commercial uses that are deemed compatible with the Midvale community and the linear park are allowed at the northeast corner of Mission and Irvington Roads. The compatibility of proposed commercial development would be evaluated on the basis of the project successfully addressing potential noise and visual

impacts, height considerations, enhanced setbacks, and landscaping and buffering elements. Refer to Map 3 for the land use development concept for Midvale.

(January 28, 1991, Res #15576, *SCAP* Key Parcel 4, modify high noise district)  
(February 24, 1997, Res #17559, *SCAP* Key Parcel 4, commercial uses at NEC of Irvington and Mission Roads)

Key Parcel 5

Existing Use:

Most of this area is vacant. A large mobile home park exists near the northern end of the area as well as an elementary school and a local shopping center. Vacant frontage along Ajo Way west of Valley Road is zoned for commercial uses and a series of development proposals have been made for this land.

Proposed Use:

Existing zoning allows mobile home and recreational vehicle park development for the bulk of the area. Commercial zoning exists at the southeast and southwest corners of the parcel. While development can occur according to this zoning, medium-density residential development would be appropriate within the interior of the parcel, if access is provided by a collector street.

(January 28, 1991, Res. #15576, *SCAP* Key Parcel 5, modify high noise district)

The vacant frontage on Ajo Way is appropriate for commercial uses as well as medium- to high-density residential development. Development of this property must address potential traffic conflicts in conjunction with the bridge over the Santa Cruz.

Coordination between the City, Pima County Flood Control District, and Lamar City Acres neighborhood to explore alternative methods of achieving bank stabilization along the western edge of Lamar City Acres is strongly encouraged.

Key Parcel 6

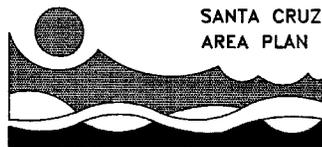
Existing Use:

Scattered residential development on large lots, in-home occupations, and mobile home parks are located throughout this predominately vacant area. Flooding problems characterize the area and some agricultural uses exist along with a landfill site operated by the City.

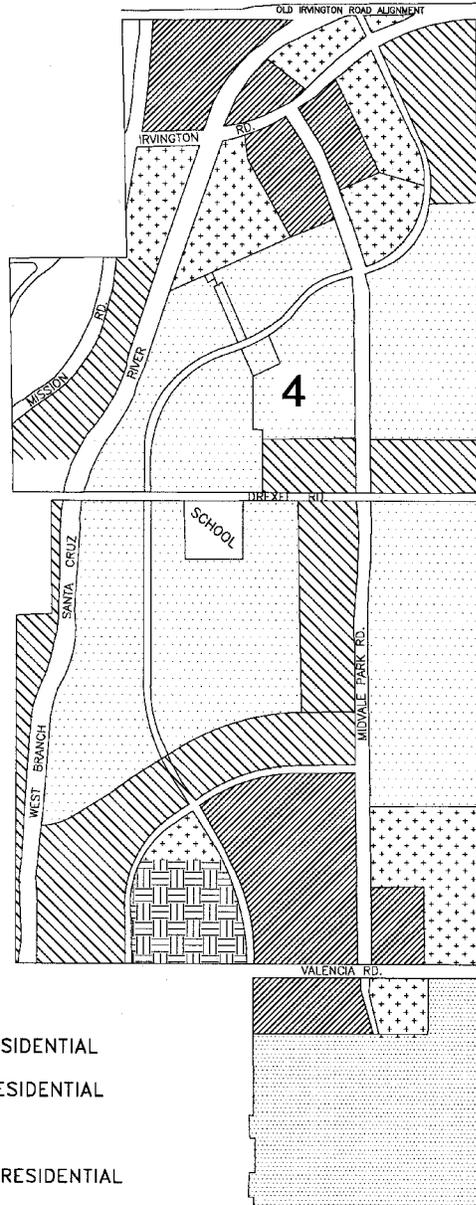
Proposed Use:

Development in this area should be consistent with general development policies. Higher densities along Mission Road can mitigate floodplain problems by clustering

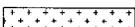
KEY PARCEL 4  
LAND USE  
MAP 3



MIDVALE  
DEVELOPMENT  
CONCEPT



LEGEND

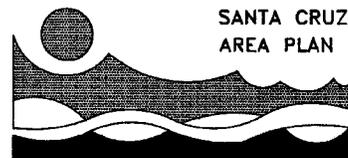
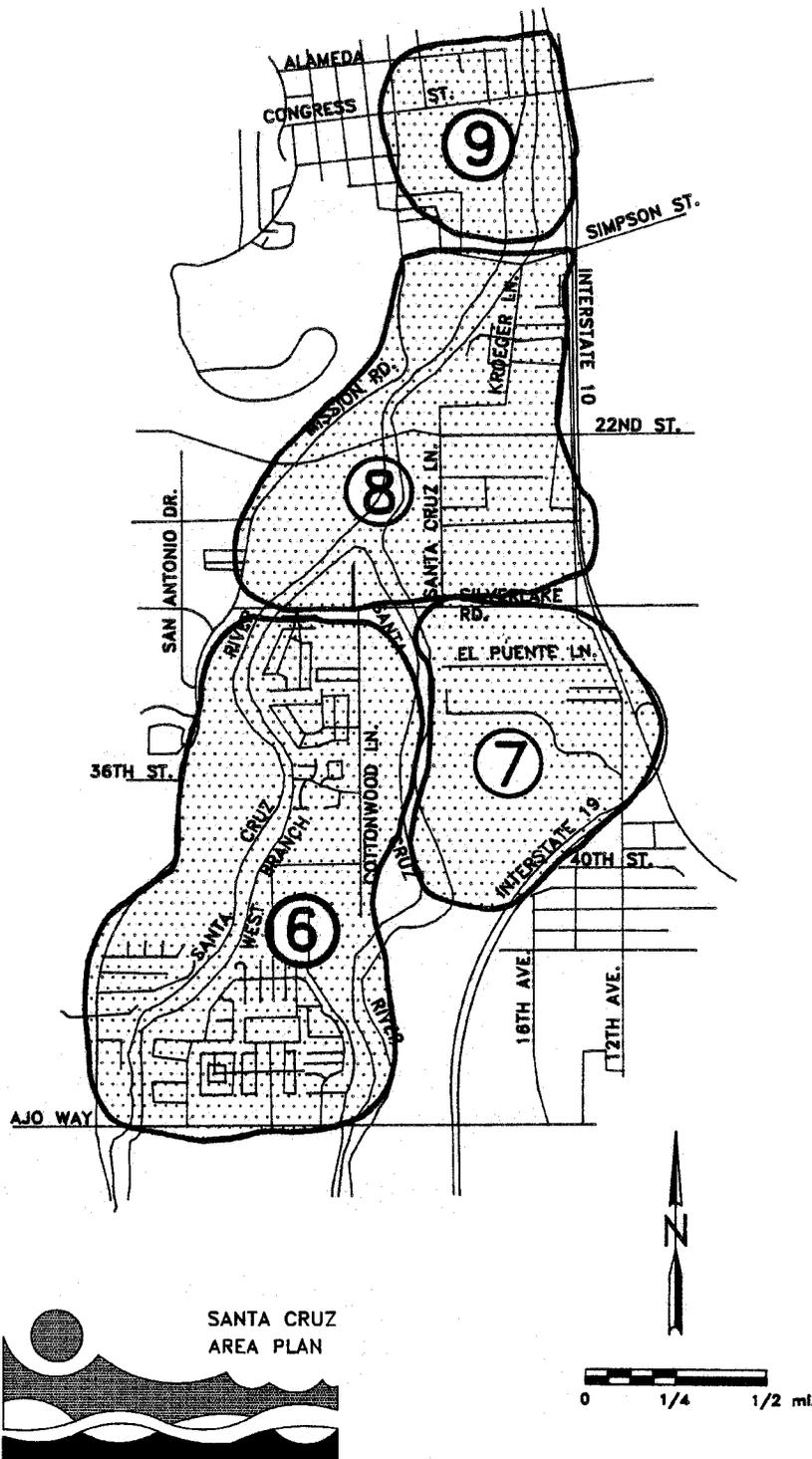
	LOW-MED. DENSITY RESIDENTIAL
	MED.-HIGH DENSITY RESIDENTIAL
	MOBILE HOME
	OFFICE/HIGH DENSITY RESIDENTIAL
	COMMERCIAL
	INDUSTRIAL
	OFFICE/COMMERCIAL

(MAP AMENDED ON FEBRUARY 8, 1993, RESOLUTION #16217 TO ALLOW COMMERCIAL USES ALONG NORTH SIDE OF VALENCIA BETWEEN HEADLY AND OAKTREE FOR K-MART)

(MAP AMENDED ON NOVEMBER 14, 1994, RESOLUTION #16759 TO ALLOW COMMERCIAL USES ON A PORTION OF THE PARCEL LOCATED AT THE SEC. OF MIDVALE PARK RD. AND VALENCIA RD.)

(MAP AMENDED ON DECEMBER 12, 1994, RESOLUTION #8422 TO DELETE OAKTREE DR. EAST OF MIDVALE PARK RD., NORTH TO IRVINGTON RD. FROM THE MS&R MAP)

(MAP AMENDED ON FEBRUARY 24, 1997, RESOLUTION #17559 TO ALLOW COMPATIBLE COMMERCIAL USES AT THE NORTHEAST CORNER OF IRVINGTON AND MISSION ROADS)



KEY PARCELS 6-9

Map 4

7-87

development and absorbing engineering costs needed to alleviate these problems. Any development should be sensitive to drainage considerations. Residential uses should be the predominant development type in the area with commercial services located at major street intersections.

(December 17, 1984, Resolution 12978, *SCAP* Key Parcel 6, Proposed Use)

Key Parcel 7

Existing Use:

The southern half of this area is vacant and zoned or authorized for rezoning for industrial uses. The northern half is randomly developed with mixed uses including residential, feed stores, industrial uses, and salvage yards. The majority of Parcel 7 is zoned for industrial uses. Vehicular access to this area is severely restricted. The area is served primarily by Silverlake Road on the north and local streets on the east. Although located adjacent to the intersection of Interstate-10 and Interstate-19, interchanges are available only at 22nd Street and Ajo Way.

Proposed Use:

Because of existing zoning and uses, industrial development is expected to continue in the future. Care should be taken to protect and buffer existing residential areas. A large portion of City owned land directly to the south is expected to develop as a major center of activity within the Riverpark. Property owners should be encouraged to develop an integrated concept plan of this area to maximize access to park facilities and resolve existing vehicular access problems. Development of this area for industrial or commercial uses should be contingent upon resolution of vehicular access problems.

Key Parcel 8

Existing Use:

This area coincides with the boundaries of the Kroeger Lane Neighborhood. A substantial portion of the neighborhood is vacant except for scattered residential development. Industrial and commercial uses exist along the east and south edges of the neighborhood. Pima County maintains a large complex in the southwest section of the neighborhood which includes the Sheriff's Department, County Jail, and the County Transportation Department and associated facilities.

Proposed Use:

Future uses should be consistent with the general development policies of this plan. The *Kroeger Neighborhood Plan*, adopted in 1979, provides detailed guidance for land uses in this area. Refer to that plan for further details. Development on and/or adjacent to the

old landfill in the northwest corner of the neighborhood should be done sensitive to potential methane and subsidence problems.

### Key Parcel 9

#### Existing Use:

These areas are included in the boundaries of the *Rio Nuevo Redevelopment Plan* and are primarily vacant. Some residential development and commercial uses are currently under construction or in design stages.

#### Proposed Use:

Development in these areas should be consistent with the *Rio Nuevo Redevelopment Plan*. Refer to that plan for detailed land use direction.

### Key Parcel 10

#### Existing Use:

Parcel 10 includes a large area of vacant land adjacent to the El Rio Golf Course and Northwest District Park. A few commercial uses are located in the southwest corner. The land is zoned for commercial uses and suffers from drainage and flooding problems. Proposed engineering studies along the Silvercroft Wash may provide solutions to some drainage problems.

#### Proposed Use:

As drainage and flooding problems are resolved, high-density residential uses should be encouraged for the majority of this area. This can be accomplished by employing the residential use option contained in the B-1 zone. Locally oriented commercial uses should also be provided and focused on the intersection of Speedway and Silverbell.

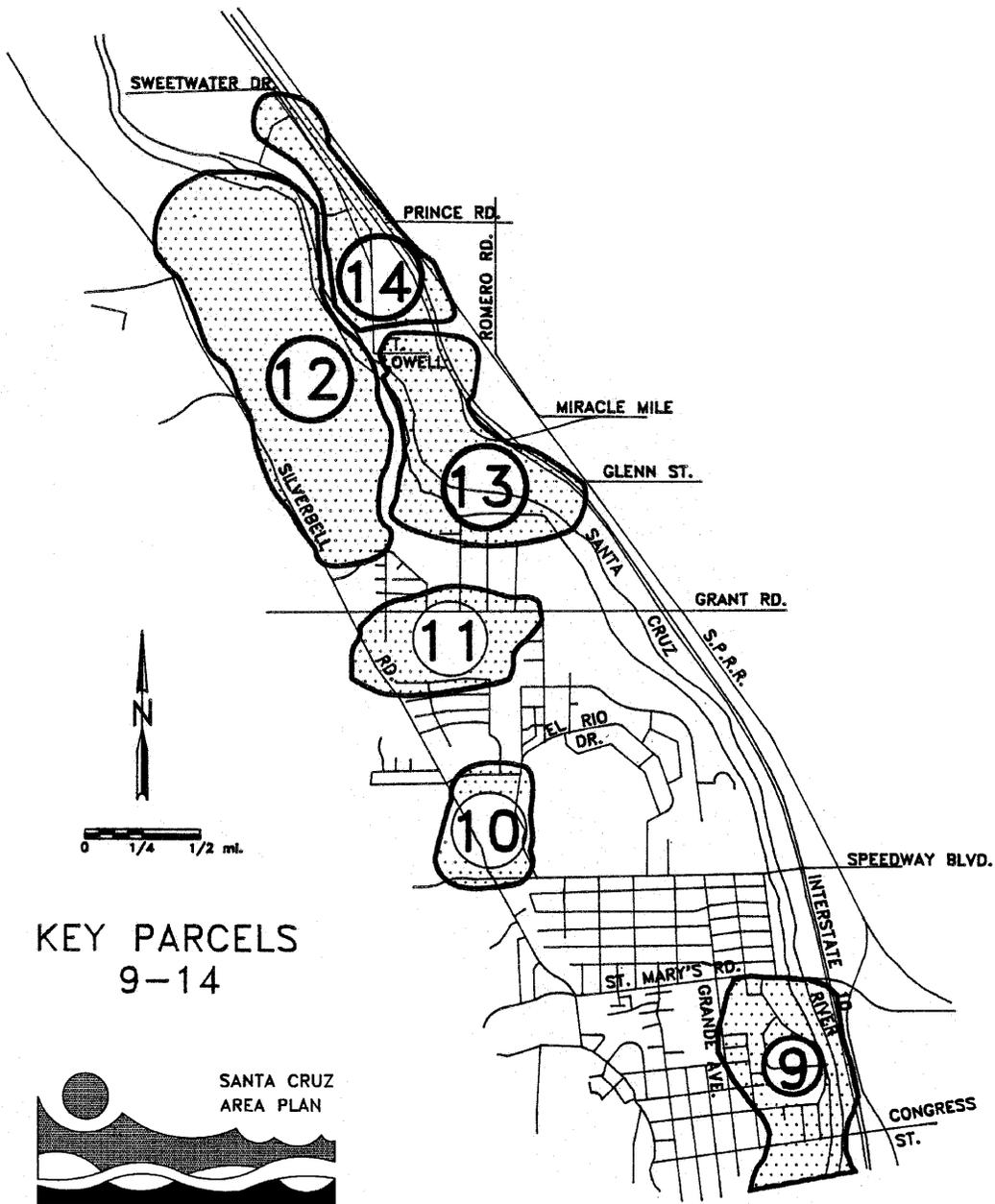
### Key Parcel 11

#### Existing Use:

Industrial uses are located along the eastern edge and portions of the northern edge of this parcel. A radio station and transmitting towers are located on the south. Rezoning have been approved for commercial and high-density residential uses at the northwest corner of the parcel. Industrial uses are approved for the remaining bulk of the area.

#### Proposed Use:

Uses consistent with the approved rezonings are encouraged. Emphasis should be placed on integrating residential uses along the western edge. The area is suitable for



Map 5

7-87

high-density residential or park industrial type development. Great care should be taken to ensure that any development is sensitive to existing and proposed residential areas. Industrial areas should be located toward the eastern portion of the area, with access oriented toward Grant Road. Silvercroft Wash should provide pedestrian access to the Santa Cruz Riverpark.

### Key Parcel 12

#### Existing Use:

Most of this area is vacant. The Police Training Facility and County Jail Annex are located at the northern end of the area. An old landfill is also located within this parcel. Prince Road is expected to be realigned and extended across the river through this area. This, along with a possible relocation of the Police Training Academy, provides a potential for Riverpark expansion or more intense private development of the area.

#### Proposed Use:

A mix of industrial and residential uses could be integrated throughout most of the area. This would reflect existing zoning and approved rezoning patterns. Park industrial uses should be located close to the eastern portion of the area, and access to these uses should be oriented toward Grant Road and the Prince Road alignment to avoid impact on adjacent neighborhoods. Medium to high-density residential should be located along Silverbell Road with clustering of development to encourage the higher densities toward the eastern portion. The objective is to provide a buffer of lower densities to the west to complement proposed residential development on the west side of Silverbell Road. Any future designation of Silverbell Road as a scenic route should be taken into consideration, and development should reflect criteria established by that designation. If relocated, a portion or all of the Police Academy site should be incorporated into the Riverpark. Limited commercial services might be included as a part of the Prince Road alignment, especially at the intersection with Silverbell Road. The portion north of Prince Road alignment between the utility easement and Silverbell Road is surplus to the City's needs for Silverbell Golf Course. This land is suitable for medium to high-density residential development and should be designed and scaled to be compatible with adjacent development patterns.

### Key Parcel 13

#### Existing Use:

The University of Arizona maintains an experimental agricultural facility on this site.

Proposed Use:

The University is expected to continue the present use for the foreseeable future. In the event this policy changes, the land is most suitable for industrial or commercial facilities for motorists in conjunction with the Interstate 10 interchange. Development should be designed to provide an attractive approach to Tucson along the Interstate consistent with State designation of Interstate-10 as a scenic route. The University should be encouraged to dedicate a portion of the parcel or an easement for Riverpark purposes. Any subsequent sale and rezoning of the property should also require this consideration.

Key Parcel 14

Existing Use:

Some light industrial uses and recreational vehicle parks exist along the freeway in the southern section of this area. The remainder is vacant. Existing Interstate and interchange configurations provide only limited access to this parcel.

Proposed Use:

This site would be suitable for development as a business and industrial park. Previous concerns over sewer treatment plant operations have been allayed by upgrading the effluent treatment. Realignment of Prince Road and associated improvements could improve access to this parcel. Development should be designed to provide an attractive approach to Tucson along Interstate-10 consistent with State designation of Interstate-10 as a scenic route.

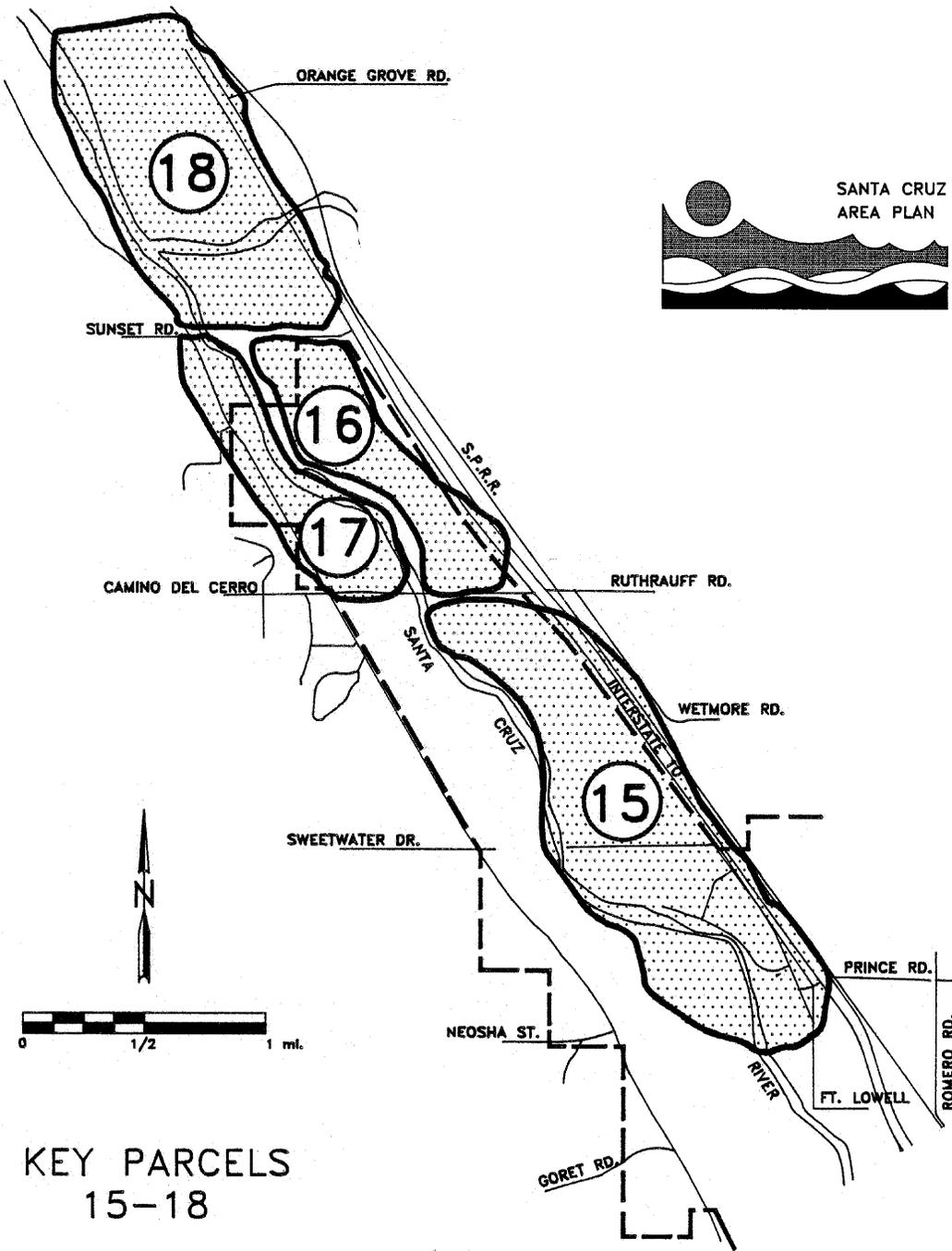
Key Parcel 15

Existing Use:

The western half of this area includes the Roger Road Wastewater Treatment Facility and associated properties. The eastern half is vacant and was recently acquired by the Arizona State Land Department and rezoned for park industrial uses.

Proposed Use:

As the State Land portion of this parcel is leased or sold, development should be done in conjunction with the park industrial zoning in order to provide an attractive approach to Tucson along Interstate-10 consistent with State designation of Interstate-10 as a scenic route. The Wastewater Treatment Facility is expected to remain and expand for sludge and effluent treatment.



Map 6

7-87

Key Parcel 16

Existing Use:

Most of this area is vacant. Several salvage yards, industrial uses, and motorist oriented commercial facilities are located in the southeastern portion of this parcel. Most of the area is zoned for industrial uses.

Proposed Use:

The entire area is suitable for a mix of office, commercial, and industrial uses. Industrial development should be done in accordance with design criteria listed in the City's park industrial zone for screening, landscaping, and signage. Commercial uses should be located near the intersection of major streets. Motorist facilities are best suited for the eastern edge along the Interstate frontage road. Because of floodplain and traffic constraints, multifamily residential may be an appropriate alternative use in the area. The most suitable location is along Sunset Road. Emphasis should be placed on attractive facades and extensive landscape buffers for any allowed use, especially where these developments are located along the Interstate or adjacent to residential uses. The Santa Cruz Riverpark should be extended through this area. Dedication of park land or rights-of-way should be required during any rezoning process as well as bank stabilization and flood protection.

Key Parcel 17

Existing Use:

Flat, vacant land characterizes this area which has severe floodplain constraints and a major electric easement and transmission line running the length of the parcel.

Proposed Use:

This parcel was severely affected by the 1983 flood of the Santa Cruz River. Waters covered most of the area including Silverbell Road. Future development of the land for residential purposes is not recommended. Any development will require massive engineering and channelization of the river. Most of the area should be maintained as open space. Dedication of flood prone areas for park purposes is encouraged. Office and locally oriented commercial uses are most appropriate on this parcel. Commercial uses should be oriented toward street intersections. Development should occur only when in conformance with floodplain regulations. Rezoning and development plan review criteria should include requirements for bank stabilization, flood protection, and dedication of park lands or rights-of-way.

### Key Parcel 18

#### Existing Use:

Most of this area contains sand and gravel extraction and processing activities. The southern end is used for agricultural purposes. Most of the area west of the river is vacant. The area is prone to severe flooding problems in conjunction with the confluence of the Santa Cruz River, Rillito River, and Canada del Oro.

#### Proposed Use:

Sand and gravel operations are expected to continue for some time in the future. As this is phased out, appropriate industrial uses might be allowed. Portions of the area might provide active recreational opportunities for the Santa Cruz Riverpark. Floodplain problems severely constrain potential uses in this area but may be partially mitigated by allowing transfers of development rights and densities to buildable sites within the area. The area along Sunset Road on the south has the capability of more mixed use development. High-density residential, office, and commercial uses would be appropriate. West of the river, development similar to that allowed in Key Parcel 17 is encouraged; similar constraints exist in this area. Riverpark extension to the Rillito is encouraged. Considerations for dedication similar to those outlined in Key Parcels 16 and 17 should be included.

### Annexation

Small portions of the area within the boundaries of the *Santa Cruz Area Plan* are presently outside the Tucson city limits. These areas (Key Parcels 2 and 18) are included because they are within the logical boundaries of the plan and adjoin the projected length of the Santa Cruz Riverpark. At some future date, these areas are expected to be annexed to the City of Tucson. Therefore, plan policies are provided for these areas. The land use policies will not be effective until the areas are annexed to the City.

The following policies are provided to assist any future annexation of these areas:

1. Upon annexation, City zoning categories shall be established based on either existing use, existing County zoning, or in accordance with polices adopted in the land use section of this plan.
2. Evaluate the San Xavier Historic Zone which impacts on Key Parcel 2. A similar ordinance should be considered by the City upon annexation.

## Environment

This section of the plan addresses both the natural and cultural environment of the Santa Cruz Area. Natural environment includes such things as vegetation, wildlife, soils, slopes, floodplains and river channels. Cultural environment refers to elements of historic or archaeological significance. These factors together form the character or overall environment of the area within which the newer man-made facilities and structures must fit.

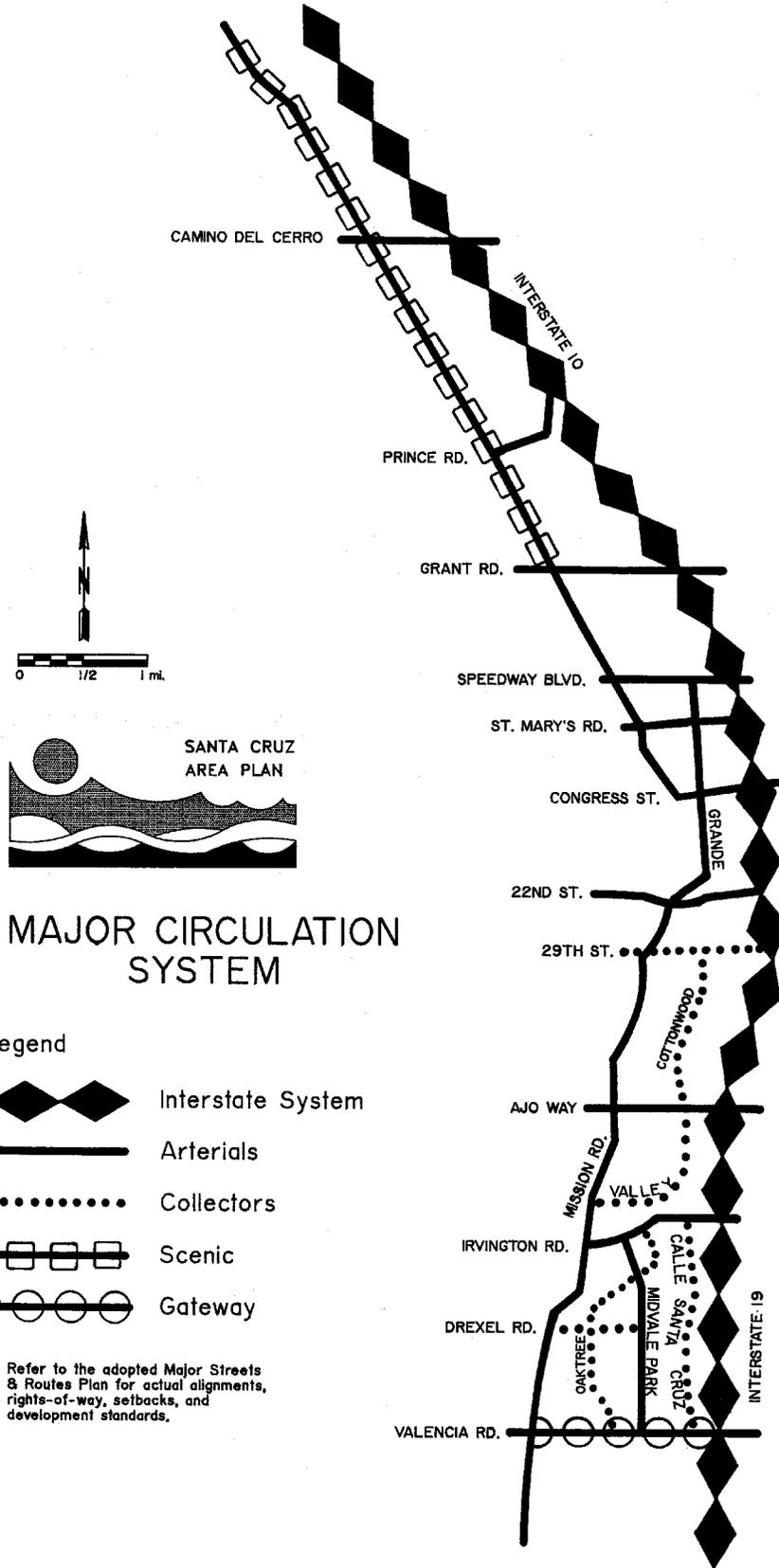
### Natural Resources

The Santa Cruz River and its tributary washes are natural resources that not only play a major role in the City of Tucson's natural water supply system but also can constitute a flood hazard if neglected. Preservation of natural vegetation can help mitigate this problem, maintain habitats for wildlife and preserve the historical character of the river. The following policies should be considered during any future rezonings or development proposals:

1. The City should cooperate in the Pima County Flood Control District's upcoming hydrologic study and river management plan for the Santa Cruz River and encourage the completion of this study as soon as possible.
2. Any development should be done to ensure the maximum enhancement of the river's unique groundwater recharge role.
3. Any dumping in the existing river channel should be prohibited.
4. Development along the river should only be allowed in conformance with the City's Floodplain Regulations.
5. River areas and tributary drainageways should be maintained in their natural state unless there is a threat to private property or personal safety.
6. Landscaping and park facilities should emphasize the use of drought-resistant native or adaptive plants.
7. Bank stabilization and flood protection should be required during any rezoning process.
8. Bank stabilization and flood protection alternatives should also be explored for developed areas.

### Historic, Archaeologic, and Cultural Resources

The Santa Cruz River area has long been a central focus of civilization in the Tucson Valley. The area is rich in historic and archaeologic resources. Future rezonings and development should be guided by the following policies.



MAJOR CIRCULATION SYSTEM

Legend

-  Interstate System
-  Arterials
-  Collectors
-  Scenic
-  Gateway

Refer to the adopted Major Streets & Routes Plan for actual alignments, rights-of-way, setbacks, and development standards.

Map 7

7-91

1. Development should occur along the Santa Cruz only after all archaeological mitigation has taken place.
2. Lands containing significant historic or archaeological resources should be evaluated for inclusion within a National Register Historic or Archaeological District or should be considered for City of Tucson Landmark Designation for Historic Sites.
3. Historic sites should be planned and developed as part of an integrated recreational-educational system, connected with bicycle and pedestrian trails as part of the Riverpark system and accessible by auto.
4. In the event of annexation of the far southern portion of the plan area, the City should review Pima County's San Xavier Historic District and consider a similar ordinance.

#### Circulation

The major roadway system and circulation pattern for the Santa Cruz area is largely determined. Street alignments may vary slightly as land use decisions are made but major arterials and collector streets will remain as they are today or in accordance with the City's *Major Streets and Routes Plan*.

Riverpark access is an important part of the area's circulation system. As portions of the park are completed, provisions for vehicular and pedestrian access should be included. Signage on interstate highways should be provided as park nodes develop. Section II of this plan, which addresses the Santa Cruz Riverpark, includes specific recommendations for implementation of that access.

The following general circulation policies apply to the Santa Cruz area as a whole. More detailed decisions of roadway alignment adjustments and local street locations will be made as development plans are finalized.

1. Major street alignments shall be consistent with the adopted *Major Streets and Routes Plan* as shown on Map 7.
2. Major streets in the Midvale area shall be generally consistent with the concept plan shown on the Midvale Development Concept Map.
3. During review of rezonings and development plans, City staff should ensure that adequate Riverpark access is provided to proposals in Section II of this plan.
4. As the area continues to develop, care should be taken to ensure that all properties have adequate all-weather access.

## Santa Cruz Area Plan

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5. Access problems in Lamar City Acres caused by flooding of the Santa Cruz River should be resolved. Extension of Calle Santa Cruz north from Irvington Road should be explored as a possible solution.
6. Major roadway and bridge improvements should be coordinated with the City's Capital Improvement Program especially for the following areas as reflected on the *Major Streets and Routes Plan*:
  - a. The realignment and extension of Prince Road between Interstate-10 and Silverbell Road.
  - b. The realignment of Mission Road between Irvington Road and Drexel Road.
  - c. The realignment of Irvington Road with Wyoming Road between Interstate-19 and Mission Road and the construction of an interchange at Irvington and Interstate-19.
7. As improvements for Interstate-10 and Interstate-19 are proposed, they should be closely reviewed for consistency with the various sections of this plan. Any proposals which provide improved access to the Riverpark and the area in general should be encouraged.

## SECTION II: SANTA CRUZ RIVERPARK POLICIES

### Introduction

Many changes have occurred since the 1976 publication of the *Santa Cruz Riverpark Masterplan* which affect the potential land use, circulation, park program and other aspects of the park itself. While the City acquired much of the land for Riverpark, some of the adjacent land developed differently than envisioned in 1976.

Most significantly, greater amounts of industrial uses have developed adjacent to the Riverpark, along with plans for higher density residential communities. River channel stabilization occurred in some channel segments and public attitude in support of water conservation emerged.

Five projects within the Riverpark were designed and at least partially implemented. Two phases of park development took place in 1978 and 1979; a third area associated with the Rio Nuevo Redevelopment Project is currently under construction. The 18-hole Silverbell Golf Course and Clubhouse opened in 1979 and 1980, respectively; and Silverbell Regional Park has been partially implemented.

Riverpark boundaries were determined largely by the City of Tucson Parks and Recreation Department and the Real Estate Division. With the exception of specific references within this plan, they are assumed to be finite. Maps 8-11 identify Riverpark boundaries.

Park development recommendations and water management plans are based on available flood control and channel engineering information. Detailed engineering and hydrology studies will be necessary as site specific design and development occurs.

### General Riverpark Development

The goal of the Riverpark is to return integrity to the Santa Cruz River, transforming the area into a recreational and cultural amenity. When fully implemented, it will offer over 13 miles of linear recreational experiences for nearby residents and workers, as well as regional visitors. The park will also supplement and encourage redevelopment efforts in the CBD.

The following general policies and supportive recommendations are applicable to the development of the entire Santa Cruz Riverpark. They should be followed to ensure continuity and consistently high development standards requisite to meeting the park's goals. Further background details and specific implementation criteria found in the 1982 *Santa Cruz Riverpark Masterplan Update* by Rogers & Galdwin in association with Harmony & Associates, Inc. Design guidelines for establishing consistent standards and visual unity of repetitive park elements are also in the publication.

As any area adjacent to the Santa Cruz River now under County jurisdiction is annexed to the City, general Riverpark policies regarding property dedication, linkages, screening, bank stabilization and other appropriate recommendations should be applied.

### Park Land Use

The earlier *Santa Cruz Riverpark Masterplan* focused on broad proposals for use and development of land adjacent to the river channel. At that time, park boundaries were undetermined and much of the land was uncommitted for specific development.

The updated status provides more defined park boundaries and allows greater development intensity and rezoning of adjacent land. Certain conflicting adjacent land uses are also identified, and specific land use and development objectives within the park are addressed.

Policy 1: Park land use should incorporate natural and cultural resources within the Riverpark area, and should respond to surrounding land use, applicable neighborhood plans and transportation plans.

### Recommendations

1. Finalize Riverpark boundaries, acquire additional land parcels, and negotiate easements or use agreements as identified in Maps 8-11 in this *Plan* as funds become available and in accordance with park development priorities established by the Parks and Recreation Department. Wherever possible, 60 feet of land from the top of the channelized bank on both sides should be appropriated for Riverpark development and trails, with 45 feet the minimum acceptable width. Dedication of property by individual owners should occur before or concurrent with development, and will be applied to open space requirements.
2. Identify and evaluate historic, cultural and natural resources within and near the park for determining opportunities or constraints in the park land use plan.
3. Plan and develop park facilities to integrate and complement existing and proposed surrounding land uses. As adjacent parcels are developed, coordinate implementation of park facilities.
4. Design and locate park facilities in compliance with State regulations and statutes regarding floodplains and 100-year frequency storms.
5. Retain and enhance natural vegetation and landforms wherever feasible.
6. Prohibit unauthorized dumping along the river channel, and ban the use of off-road vehicles on park property.

7. Provide screening and buffering between the park and conflicting adjacent activities, including Interstate-10 and Interstate-19, storage yards, salvage areas, wastewater treatment, parking lots, industrial sites and other disturbances.

### Circulation

The circulation system is the core of the park design, with separate vehicular, bicycle/pedestrian and equestrian routes throughout the Riverpark. The system should provide access to the park and its activity areas, with continuous internal pathways for recreational enjoyment and connections between Riverpark elements. Linkages to other parks, trails, and nearby community attractions are an integral component of the Riverpark circulation system.

Existing roadways and carefully designed bicycle/pedestrian trails can provide park service roads without additional expense.

Although a continuous Riverpark Drive connecting points of interest within the park and offering a pleasant driving experience along the river is a desirable objective, the potential for such a reality is remote. Discontinuous road segments, poor sight visibility and alignments at intersections, conjunctions with bridges and interstates, existing roadway distance from the channel, and undesirability of routing traffic through residential areas create major route problems.

There is, however, an opportunity to designate segments of a Riverpark Drive incrementally as the park is developed and as roadways are constructed which meet prescribed criteria. These Riverpark Drive segments should incorporate defined development guidelines. A potential frontage road alignment between some park areas and Interstate-10 is currently being studied. If implemented, park access points and Riverpark Drive designation may be appropriate.

**Policy 2:** Provide continuous equestrian, bicycle and pedestrian trails throughout the Riverpark with linkages to community transportation routes and amenities.

### Recommendations

1. Prioritize implementation of the continuous Riverpark bicycle/pedestrian trail, as shown on Maps 8-11, beginning with connections between existing trail links.
2. Provide equestrian trails throughout the Riverpark with connections to area trails and equestrian facilities. Encourage a Riverpark Equestrian Patrol, using either volunteers or officers.
3. Promote and provide signage for trail connections between the park and adjacent residential, commercial and industrial developments, and linkages to the CBD and public facilities. Provide signage from Interstates as park nodes develop.
4. Locate shaded parking areas at frequent intervals throughout the park with screened and large shaded parking lots at major access and activity points. Refer to the 1982

*Santa Cruz River Park Masterplan Update*, Design Guidelines for entry and parking lot design. Designate and sign vehicular access routes.

5. Apply Riverpark Drive designation to paved roadways which meet one or more of the following criteria:
  - a. Adjacent to a developed area of the Riverpark.
  - b. View of the developed Riverpark.
  - c. Provides access to or connects two or more activity centers in the Riverpark.

The Drive should be designed with auxiliary signage and incorporate the design guidelines for roadways, parking lots, landscaping and signage as specified in the 1982 *Santa Cruz Riverpark Masterplan Update*.

### History, Culture and Archaeologic Policies

The Riverpark site represents nearly continuous occupation along the Santa Cruz River of at least 5,500 years. Development of archaeological and historic resources within the park provides the opportunity to study cultural evolution in the Tucson basin throughout this long time span. These resources comprise the most irreplaceable assets of the Riverpark, and should be given highest priority in the park program and site development.

Policy 3: Preserve, protect and interpret archaeological, historic and cultural resources within the Riverpark.

### Recommendations

1. Identify significant archaeologic sites within and near the Riverpark, and promote preservation, excavation and interpretative signage or displays. Refer to "Cultural Resources within the Proposed Santa Cruz Riverpark Archaeological District," Julio Betancourt, September 1978 for guidance.
2. Encourage development of a Southwest Indian Cultural Center, including participatory archaeology, and a repository for artifacts.
3. Promote reconstruction or replication of structures representing the historic Territorial period in Tucson, and provide markers at sites of historic relevance. Consider implementing a horse and carriage ride between historic features of the park and the historic central city area.
4. Respond to the cultural diversities of Riverpark neighborhoods through design of facilities which reflect and enhance local values and contributions.

5. Develop facilities for cultural events within the Riverpark, and incorporate public art.

### Water Management

Water resources, quality and use are growing public concerns in the Tucson area. Public attitudes are increasingly oriented toward water conservation. At the same time, hydrologic information and techniques for harvesting stormwater runoff have improved, and quantities of runoff into the Santa Cruz River channel continue to increase with new adjacent development. Use of recycled, treated wastewater for irrigation has become reality.

Since 1976, portions of the main channel have been stabilized with soilcrete and parts of the West Branch and other storm channels are channelized. Pima County Flood Control District has begun a river management study addressing flood control and floodplain improvement needs for the Santa Cruz from Martinez Hill to Avra Valley Road.

The quality of the Riverpark is integrally related to the water management system which is developed to create recreation areas and wildlife habitat.

Policy 4: Design and implement a water management system to provide flood control, protect water quality and supply park water needs with minimum reliance on groundwater resources.

### Recommendations

1. Incorporate sound ecological principles in park design and development, including water conservation through maximum use of native or drought-tolerant plant species, drip type irrigation techniques, and minimal disturbance of natural existing land forms and vegetation. Locate plant materials to take advantage of on-site storm water runoff.
2. Employ channel flood control and bank stabilization techniques which enhance the park environment, including terracing of banks and use of natural materials for bank stabilization. Introduce channel and tributary detention ponds to capture runoff and create permanent habitat areas wherever feasible. Refer to the 1982 *Santa Cruz Riverpark Masterplan Update* for potential sites.
3. Create temporary and permanent wildlife habitat areas and introduce plant species for food, cover and nesting requirements of targeted wildlife species. Refer to the 1982 *Santa Cruz Riverpark Masterplan Update* for potential species listings.
4. Protect recharge of the groundwater aquifer by prohibiting dumping in or near the channel and appropriate design and development techniques for park features in landfill areas.
5. Encourage use of supplementary water sources for park irrigation as supplies become available.

### Design Guidelines

In order to establish visual unity and overall standards for repetitive park elements, design guidelines have been incorporated in the Rogers & Gladwin 1982 study. Application of these guidelines will provide a characteristic identity and continuity throughout the Riverpark by the recurrence of colors, forms, vegetation, materials and features.

Policy 5: Adhere to the design guidelines as found in the 1982 *Santa Cruz Riverpark Masterplan Update* for overall park development and design of common elements in the Riverpark.

### Recommendations:

1. Incorporate a diversity of recreation activities into the park design and program.
2. Cluster activities requiring supervision and operations management to provide efficient use of land, personnel and facilities.
3. Allow a minimum of 50 percent of the land area for unstructured open space in combination with natural vegetation.
4. Design elements and facilities to recognize and enhance the ecology of the desert environment.
5. Design park facilities to be accessible to the handicapped, the elderly and children, when appropriate, to provide recreation and enjoyment for all members of the community.
6. Establish and maintain high standards of design and construction for all park structures and accessories, considering function durability, maintenance and aesthetics.
7. Incorporate design criteria which promotes park security. Refer to the 1982 *Santa Cruz Riverpark Masterplan Update* for security design and policy recommendations.

Planning Units/Key Parcels

In addition to overall policies for the entire Riverpark, eight parcels of land within or adjacent to proposed park boundaries need special discussion. They are addressed by location from south to north, within the context of planning units as defined in the 1982 *Santa Cruz Riverpark Masterplan Update*. The location of these parcels can be found on Maps 8 through 11. Major site features, land use within and adjacent to park boundaries, access, and significant water and river channel conditions are the major development considerations for these parcels. Additional recommendations are included for each planning unit to optimize park development.

Midvale Unit (Parcels A and B)

One of the largest and richest undisturbed habitation sites of the Hohokam culture in the Santa Cruz basin is found in the southeast corner of this unit (Parcel A). The parcel is currently owned by the Arizona State Lands Department.

Additional broad land areas parallel both sides of the channel for about two miles. A developing residential and commercial community adjoins the park land on the west terrace (Midvale Farms), while the City-owned Parque de Santa Cruz industrial park parallel the park land on the east. When constructed, Calle Santa Cruz will meet the criteria for the Riverpark Drive.

Mission Manor Wash and Airport Wash are major urban storm runoff channels crossing the east terrace. Good regional access to the park will exist from both Valencia and Irvington Roads with the construction of Calle Santa Cruz, with additional access to the east section from Drexel Road.

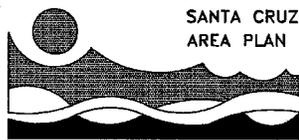
A second parcel of land south of Valencia Road and east of the channel is an active sand and gravel operation (Parcel B). Should this parcel become available, it would be an appropriate addition to the Riverpark, extending linkages toward San Xavier Mission, with development potential for "water park" recreation or a golf course serving the southwest portion of Tucson.

Recommendations

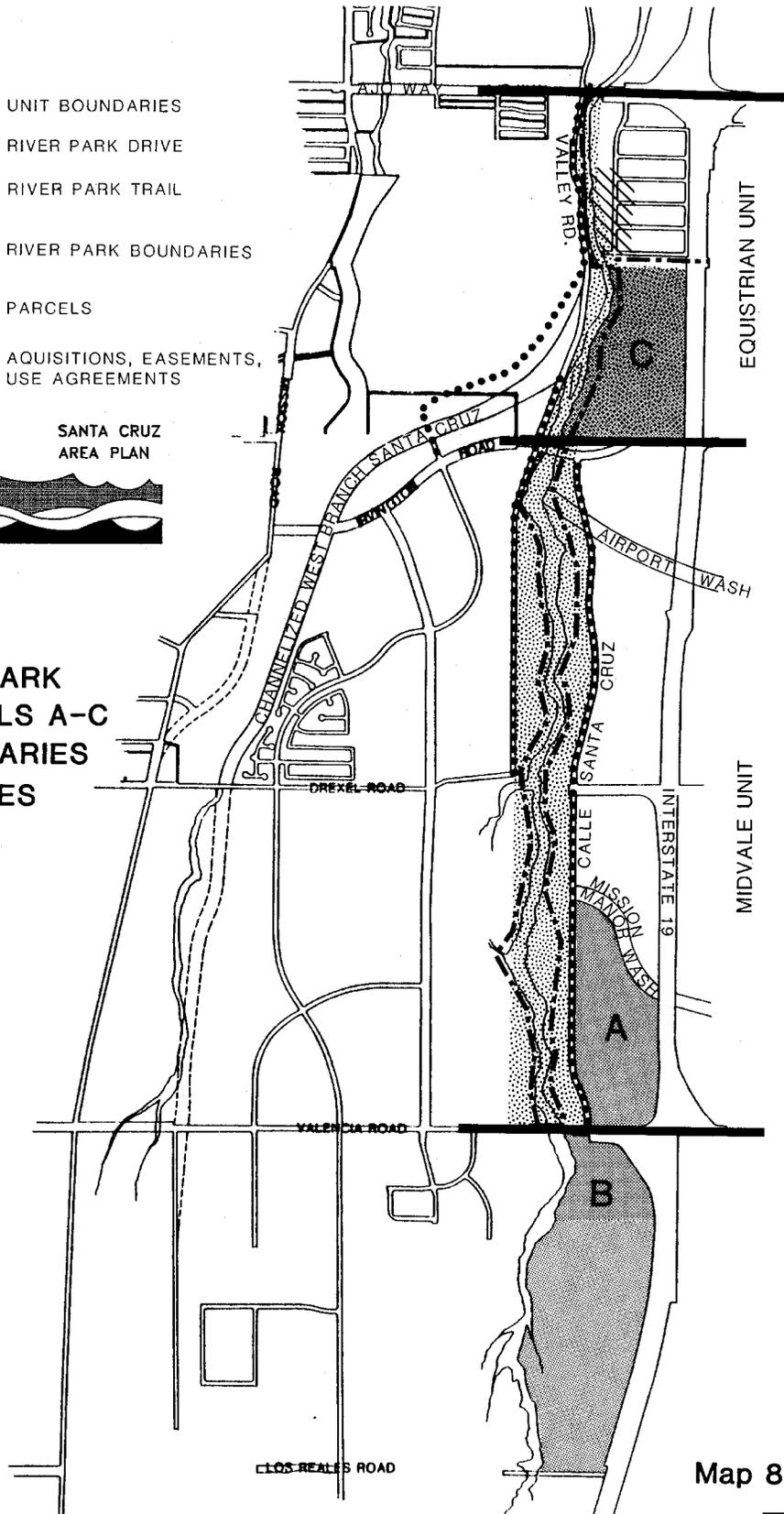
1. Encourage transfer of ownership of the Hohokam archaeological site to the appropriate State entity to develop site resources for public education and understanding of the historic significance of the Santa Cruz River. Incorporation of a Southwest Indian Cultural Center on the premises as a repository and interpretive center should be considered.
2. Develop park facilities and recreation opportunities in response to nearby residents and workers, with regional recreation facilities along the east side. Integrate trails and linkages between the Midvale Farms community and the park.

LEGEND

-  UNIT BOUNDARIES
-  RIVER PARK DRIVE
-  RIVER PARK TRAIL
-  RIVER PARK BOUNDARIES
-  PARCELS
-  AQUISITIONS, EASEMENTS, USE AGREEMENTS



RIVERPARK  
PARCELS A-C  
BOUNDARIES  
and USES



Map 8

7-91

3. Designate Calle Santa Cruz for a segment of the Riverpark Drive when construction is complete.
4. Consider acquisition of all or portions of the San Xavier sand and gravel site when and if it becomes available for extension of the Riverpark.
5. Wherever feasible, develop site opportunities for water harvesting for park irrigation, wildlife habitat and water related activities.

Equestrian Unit (Parcel C)

This unit includes a transitional land parcel on the east bank, located between industrial development to the south, stable residential neighborhoods to the north and east, and proposed housing to the west. The site is in the airport environs 65-70 Ldn area, indicative of moderate high noise exposure.

The City owns this parcel, which is used as an active pumping station by the Water Department. This use is expected to continue. Construction materials are stored by the City on the southeast section of the site.

There is good access to the parcel from Irvington Road, with potential access from Ajo Way. The channelized West Branch of the Santa Cruz, a major storm runoff channel which will increase in water volume as development continues, enters the main channel opposite this parcel. The site could provide a southern terminus for equestrian facilities in the park, with facilities for local boarders and park visitors.

(January 28, 1991, Resolution #15576, *SCAP* Parcel C)

Recommendations

1. Provide passive recreation opportunities, including picnic facilities, playfields and playgrounds to serve surrounding residential neighborhoods.
2. Consider allowing a southern equestrian terminus for the park. Develop equestrian trails with linkage to the channelized west branch.
3. Remove City storage facilities on this site to the location identified in the Ajo planning unit.
4. Create a pedestrian linkage to the park for neighborhoods east of Interstate-10 by providing a pathway from the overpass to park trails following the natural wash south of Lamar City Acres.

### Ajo Unit (Parcel D)

This is the largest contiguous undeveloped land parcel in the Riverpark. It is relatively isolated, particularly from residential neighborhoods, presenting the opportunity for regional park programs and facilities. Site accessibility, however, is a development constraint for major activities, with current access limited to Ajo Way through the City storage area, and some potential for future access from Silverlake Road or 12th Avenue if the parcel between the east Riverpark boundary and Interstate-19 is acquired.

Vacant industrially zoned property is adjacent to this parcel to the north, with low-density residential and Pueblo High School at some distance to the south. The Julian Wash, one of the largest urban storm runoff tributaries, crosses the parcel to enter the main channel. A 500- to 800-foot-wide area parallels the channel on the west bank, where sand and gravel excavation has occurred. The site of historic Silver Lake is near the channel at Silverlake Road.

### Recommendations

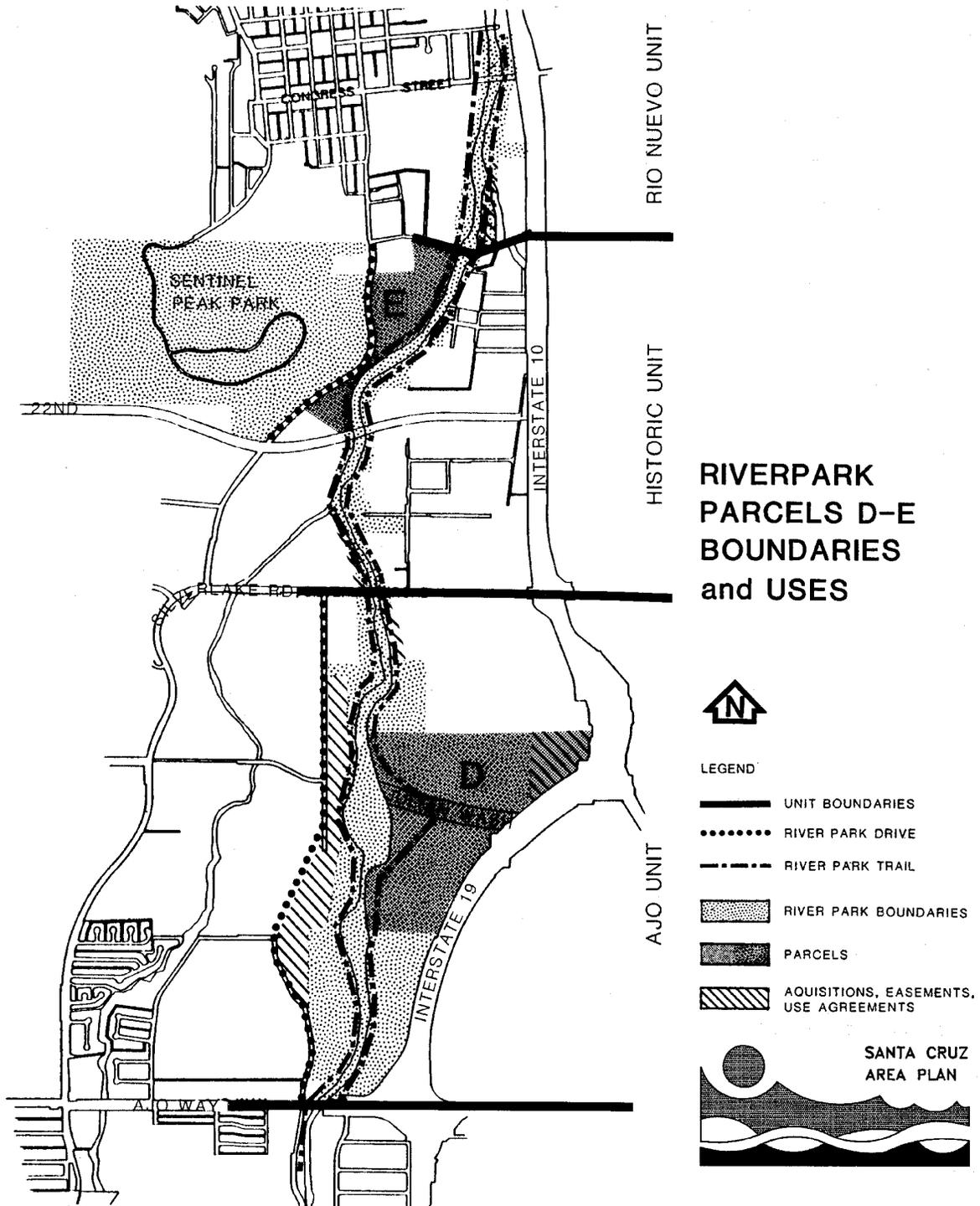
1. Resolve vehicular access to the parcel. Negotiate easements, use agreements, dedications or acquisitions as necessary.
2. Consider development of regional park facilities, including an amphitheater for major entertainment events and a bicycle center.
3. Explore water harvesting and detention pond opportunities on both banks.
4. Provide for City storage at south end of site; screen with dense vegetation.

### Historic Unit (Parcel E)

Remnants of the earliest Anglo settlements in Tucson are found within or nearby this historic site, which is adjacent to Sentinel Peak Park. Foundations of early Territorial period buildings offer potential for reconstruction or replication and interpretation of local pioneer activities.

A major constraint to parcel development is the more recent use of the site as a sanitary landfill, with depth and extent not yet ascertained. Extensive studies are needed to determine potential site use and appropriate development techniques.

Low-density residential areas, including Kroeger Neighborhood, border the park strip on the east bank. Rio Nuevo is under construction north of the parcel and the CBD is in close proximity. The site is accessible from both Mission Lane and 22nd Street.



Map 9

7-91

## Santa Cruz Area Plan

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The natural West Branch enters the main channel south of the parcel, and offers a riparian habitat at the confluence and along its lower reaches. A trail along the West Branch could link the Riverpark and Kennedy Park.

### Recommendations

1. Conduct site analysis and engineering studies to determine development suitability, techniques and standards for the landfill site.
2. Protect, enhance and interpret the historic significance of the area in park plans and development.
3. Consider including equestrian-oriented facilities, such as a Rodeo Museum, staging area for the Rodeo parade, and an historic carriage ride.
4. Respond to adjacent residential communities with appropriate park facilities, and extensions into neighborhoods.
5. Establish linkages between the park and the CBD, Kennedy Park and Sentinel Peak Park.

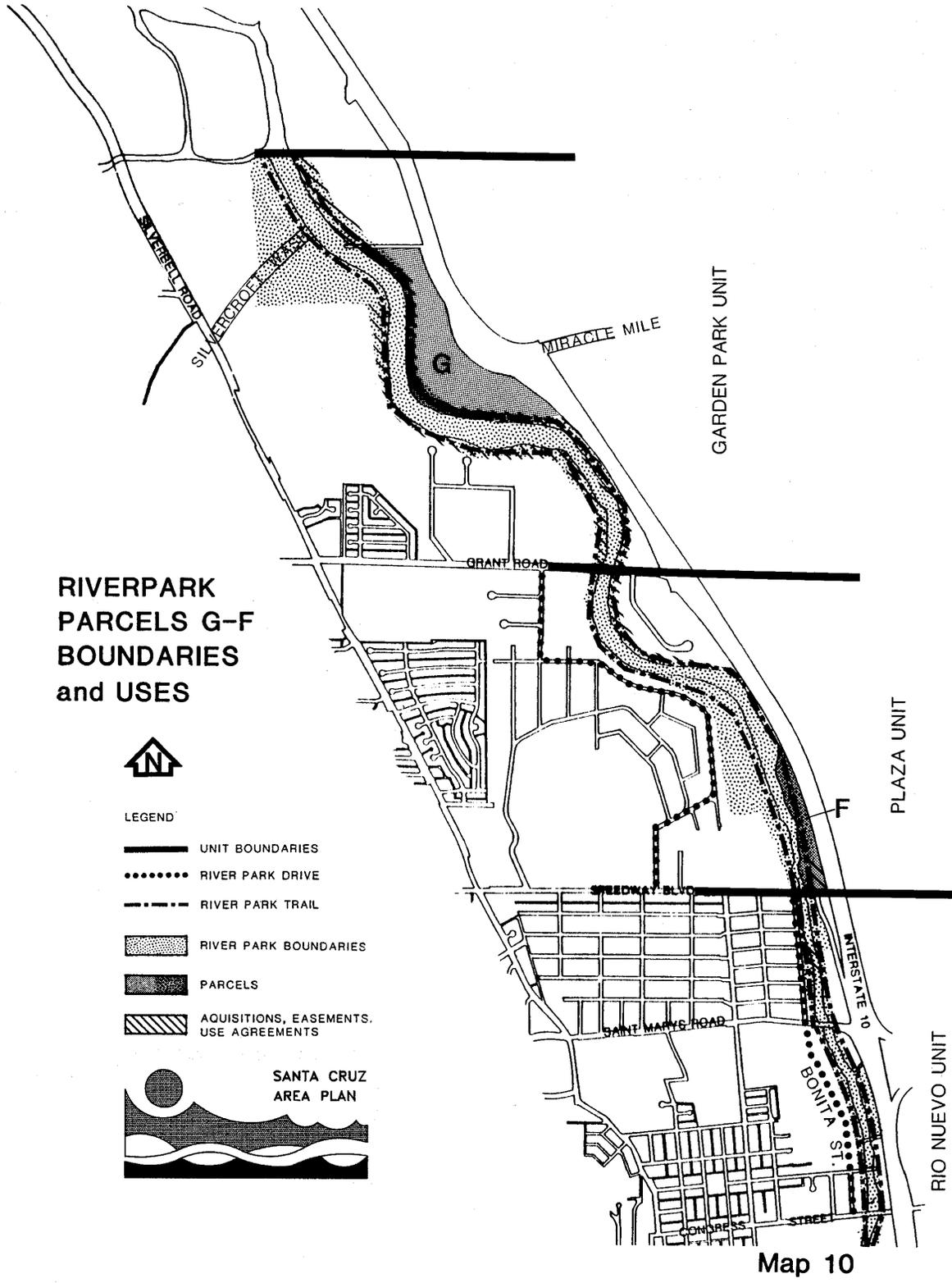
### Rio Nuevo Unit

Although this unit contains no undeveloped large parcels, the significance here is proximity of the park to the CBD and potential high recreational demand from the Rio Nuevo Redevelopment Project. The park consists of narrow strips of land paralleling both sides of the channel. The Riverpark Trail, exercise stations and tree plantings have been recently established. On the east bank, several motels are adjacent to the park. Located on the west bank are the Garden of Gethsemane sculpture plaza and the site of historic St. Augustin Mission. The northwest park section adjoining the Manzo neighborhood has not yet been developed.

The relatively steep river banks are stabilized with soilcrete, and several engineered drainageways enter the channel. Major access points occur at Congress Street, St. Mary's Road and Speedway.

### Recommendations

1. Encourage integration of the park with adjacent commercial and residential development through mutually beneficial recreation facilities and activities.
2. Create circulation and open space linkages between the Riverpark and the CBD, Community Center, Rio Nuevo and other neighborhoods.



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3. Enhance the use of existing Riverpark facilities with additional park amenities.

### Plaza Unit (Parcel F)

This parcel consists of a 300- to 500-foot-wide vacant area on the east bank, extending north from Speedway for about one-half mile. The eastern site boundary is Interstate-10, which affords high park visibility for travelers. The site is urban in character, with Broadbent Industrial Center to the north. Speedway Boulevard storm channel, which crosses the parcel to enter the main channel, has considerable erosion and supports extensive vegetation.

On the west bank, the park is adjacent to the Arizona State School for the Deaf and Blind, and a low-density residential neighborhood (El Rio). A portion of the Riverpark has been implemented in this area and includes the trail and neighborhood recreation facilities.

Access to the undeveloped parcel of Riverpark would be greatly facilitated via the vacant gas station property at Speedway and Interstate-10. A neighborhood access to the developed Riverpark on the west occurs off of Riverview Boulevard.

### Recommendations

1. Resolve site access by acquisition of gas station and adjacent commercial property.
2. Consider development of a park information center for orientation and major access to Riverpark features.
3. Retain Riverview Boulevard as a secondary access road to the park to restrain traffic through existing neighborhood.
4. Identify and respond to recreation needs of adjacent students, workers, and residents by updating existing park facilities and developing new day-use areas.
5. Refer to the Interstate-10 Corridor Study now in progress by the Pima Association of Governments Transportation Planning Division.

### Garden Park (Parcel G)

The park here is dominated by the University of Arizona Demonstration Farm. This parcel offers significant visual amenities through its mature orchards and agricultural fields, as well as educational opportunities connected with the Water Research and Technology Lab. The University has no plans to divest itself of the property in the near future.

South of the farm is a site owned by the Arizona Department of Transportation which has been used for borrow pits. On the west bank, Silvercroft Wash enters the main channel. The Police Academy northwest of the park boundary may be moving from this site. Grant Road

Industrial Center is located adjacent to the southwest park boundary, and much of the surrounding area is undeveloped.

Access to the park on either bank is currently limited. Interstate-10 parallels the parcel, and a frontage road and Miracle Mile provide entry to the farm. Grant Road and the proposed Prince Road realignment may offer additional access points.

Recommendations

1. Consider acquisition of the University Farm should it become available. In the meantime, negotiate a use agreement to develop park activities and trails adjacent to the channel.
2. Encourage water harvesting facilities on designated sites in this unit wherever feasible.
3. Negotiate a land use agreement with ADOT for trail development and channelization on the northern portion of its property.
4. Consider acquisition of a right-of-way on the west bank for a proposed segment of Riverpark Drive.

Silverbell (Parcel H)

The Riverpark presently terminates with this 79-acre parcel north of Camino del Cerro on the west side of the channel. The property is owned by the City and has been designated as an equestrian center in the Silverbell Regional Park Plan. The site can serve as a northern equestrian terminus for the Riverpark and as a trail head for linkages to the Tucson Mountain, Canyon del Oro and Rillito trails. Setbacks and screening conditions may be necessary if adjacent land is to be residential development.

The remainder of the park unit includes Silverbell Golf Course, and Silverbell Regional Park, paralleled by Silverbell Road; a 100-foot-wide terraced strip of Riverpark on the west side of the channel; and a 60-foot-wide strip on the east side ending at the sewer main. The second most significant archaeological site in the Riverpark, Rabid Ruins Hohokam site, is near the northwest park boundary.

An industrial park and the Roger Road Wastewater Treatment Plant are on the east bank. Access to the west section is available from Silverbell Road through the regional park, and from El Camino del Cerro.

### Recommendations

1. Consider development of the parcel as an equestrian center and northern equestrian terminus.
2. Retain existing west bank terraces for development of separate bicycle and equestrian trails.
3. Provide buffering between golf course and trails with landforms and vegetation; and establish extensive screening of the Wastewater Treatment Plant.
4. Silverbell Road between Prince Road realignment and El Camino del Cerro meets the criteria for the Riverpark Drive and should be so designated.
5. Develop narrow park strips as Riverpark ribbons to serve as strong visual and circulation linkages between activity centers. Acquire or negotiate easements for the channel and 60 feet adjacent to both channel edges north of El Camino del Cerro to the confluence with the Rillito for continuation of the Riverpark.

