MARANA PLANNING COMMISSION
REGULAR COMMISSION MEETING
NOTICE AND AGENDA
7800 N. Schisler Drive, Tucson, Arizona 85743
Wheeler Taft Abbett Library Community Room
October 30, 2019, at or after 6:00 PM

Thomas Schnee, Chairman
Don Duncan, Vice Chair
Terry Fehrmann, Commissioner
Ronald Hill, Commissioner
Richard Miller, Commissioner
Bryan Schachter, Commissioner
Sharon Tyson, Commissioner

Pursuant to A.R.S. § 38-431.02, notice is hereby given to the members of the Marana Planning Commission and to the general public that the Planning Commission will hold a meeting open to the public on October 30, 2019, at or after 6:00 PM located in the Community Room of the Wheeler Taft Abbett Library, 7800 N. Schisler Drive, Tucson, Arizona.

ACTION MAY BE TAKEN BY THE COMMISSION ON ANY ITEM LISTED ON THIS AGENDA. Revisions to the agenda can occur up to 24 hours prior to the meeting. Revised agenda items appear in *italics*.

Marana Planning Commission
Welcome to this public meeting of the Marana Planning Commission. The Commission consists of seven citizens who are appointed by the Town Council and serve without pay. For the most part, the Commission acts in an advisory capacity to the Town Council on matters related to land use planning and zoning. Citizens are encouraged to address the Commission with their concerns on agenda items during the public testimony portions of the meeting, or other issues at the Call to the Public.

Meeting Times
Regular Commission meetings are usually held on the last Wednesday of each month at 6:30 PM at the Marana Municipal Complex, although the date or time may change and additional meetings may be called at other times and/or places.

Speaking at Meetings
If you are interested in speaking to the Commission during the Call to the Public or Public Hearings, you must fill out a speaker card (located in the lobby outside the Council Chambers) and deliver it to the Planning Commission Secretary prior to the convening of the meeting.

All persons attending the Commission meeting, whether speaking to the Commission or not, are expected to observe the Commission rules, as well as the rules of politeness, propriety, decorum and good conduct. Any person interfering with the meeting in any way, or acting rudely or loudly will be removed from the meeting and will not be allowed to return.

Accessibility
To better serve the citizens of Marana and others attending our meetings, the Council Chambers are wheelchair and handicapped accessible. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting the Town Clerk at (520) 382-1999. Requests should be made as early as possible to arrange the accommodation.

Agendas
Copies of the Agenda are available the day of the meeting in the lobby outside the Council Chambers or online at www.maranaaz.gov.

This Notice and Agenda posted no later than 24 hours prior to the meeting, at the Marana Municipal Complex, 11555 W. Civic Center Drive, the Marana Operations Center, 5100 W. Ina Road, and at www.maranaaz.gov.

REGULAR COMMISSION MEETING

CALL TO ORDER

PLEDGE OF ALLEGIANCE

INVOCATION/MOMENT OF SILENCE

ROLL CALL

CALL TO THE PUBLIC
At this time, any member of the public is allowed to address the Planning Commission on any issue within the jurisdiction of the Planning Commission, except for items scheduled for a Public Hearing at this meeting. The speaker may have up to three (3) minutes to speak. Any persons wishing to address the Commission must complete a speaker card (located at the rear of the Commission Chambers) and deliver it to the Commission Secretary prior to this agenda item being called. Pursuant to the Arizona Open Meeting Law, at the conclusion of Call to the Public, individual members of the Commission may respond to criticism made by those who have addressed the Commission, and may ask staff to review the matter, or may ask that the matter be placed on a future agenda. However, members of the Commission shall not discuss or take legal action on matters raised during an open call to the public unless the matters are properly noticed for discussion and legal action.

APPROVAL OF AGENDA

ANNOUNCEMENTS

GENERAL ORDER OF BUSINESS

A. Approval of the September 25, 2019 Meeting Minutes

B. Public Hearings

1. **GPA1807-001 Proposed Marana 2040 General Plan - 1st Public Hearing** Planning Commission Public Hearing #1 to take public comment on the proposed Town of Marana 2040 General Plan.

   The proposed Marana 2040 General Plan includes a statement of community goals and development policies and a Land Use, Growth, Cost of Development, Housing, Public Services and Facilities, Transportation, Public Buildings, Bicycling, Public Safety, Conservation, Rehabilitation, and Redevelopment, Neighborhood Preservation and Revitalization, Recreation, and Rehabilitation, Open Space, Water Resources, Environmental Planning, Conservation, and Energy Elements. Additional elements not required by law but included in the proposed Marana 2040 General Plan include Economic Vitality and an Arts & Culture Element.

C. Commission Action

Opening remarks by an applicant should not exceed ten minutes. Comments by others should not exceed three minutes.

D. Informational Items/Possible Action Items

FUTURE AGENDA ITEMS

EXECUTIVE SESSIONS

Pursuant to A.R.S. 38-431.03, the Planning Commission may vote to go into executive session, which will not be open to the public, to discuss certain matters.

Executive Session pursuant to A.R.S. §38-431.03 (A), Planning Commission may ask for discussion or consideration, or consultation with designated Town representatives, or consultation for legal advice with the Town Attorney, concerning any matter listed on this agenda for any of the reasons listed in A.R.S. §38-431.03 (A).

ADJOURNMENT

Planning Commission Regular Meeting
Meeting Date: 10/30/2019

To: Planning Commission

From: Terri Byler, Executive Assistant

Date: October 30, 2019

Subject: **Approval of the September 25, 2019 Meeting Minutes**

Attachments

9/25/2019 Planning Commission Meeting Minutes

MARANA PLANNING COMMISSION
REGULAR COMMISSION MEETING
11555 W. Civic Center Drive, Marana, Arizona 85653
Council Chambers, September 25, 2019, at or after 6:30 P.M.

Thomas Schnee, Chairman
Don Duncan, Vice Chair
Terry Fehrmann, Commissioner
Ronald Hill, Commissioner
Richard Miller, Commissioner
Bryan Schachter, Commissioner
Sharon Tyson, Commissioner

MINUTES

DRAFT

CALL TO ORDER. Vice Chair Duncan called the meeting to order at 6:30 p.m.

PLEDGE OF ALLEGIANCE AND INVOCATION/MOMENT OF SILENCE. Led by **Vice Chair Duncan**.

ROLL CALL. Commission Secretary Terri Byler called roll. Chairman Schnee and Commissioner Fehrmann were absent. A quorum was present.

CALL TO THE PUBLIC. No speaker cards presented.

APPROVAL OF AGENDA. ***Motion to approve by Commissioner Hill, seconded by Commissioner Miller. Passed unanimously.***

ANNOUNCEMENTS.

The comment period for the General Plan comment review period ends Friday, September 27, 2019. - Jason Angell

The October 30th Planning Commission meeting will be held at the Wheeler Taft Abbett Library located at 7800 N Schisler Drive. The meeting will begin at 6:00 p.m. - Jason Angell

GENERAL ORDER OF BUSINESS. Approve Regular Planning Commission Meeting Minutes from August 28, 2019. ***Motion to approve by Commissioner Hill, seconded by Commissioner Schachter. Passed unanimously.***

PUBLIC HEARINGS.

1. PCM1909-001 Amending Marana Town Code Title 17 (Land Development) by revising section 17-6-14 (medical marijuana dispensary) to clarify the rights of a property owner under a medical marijuana dispensary conditional use permit; and considering whether to create related exceptions to the limitation on the number of permitted medical marijuana dispensaries (Frank Cassidy)

Frank Cassidy noted the reason for the agenda item is to resolve a dispute with the property owner of one of the two medical marijuana dispensaries located in the Town. Currently the dispensary conditional use permit (CUP) focuses on the operator and not the property owner. The property owner feels the dispensary CUP should be tied to the land, in the event the dispensary owner left, the property owner would be able to rent their space to someone else who is licensed by the state as a dispensary.

Town staff would like to clarify the rules with the adoption of a text amendment to section 17-6-14, that would give dispensary CUP rights to a property owner. The property owner could lose the dispensary CUP if they either (a) lease the property for some other use or (b) if the property owner ceases promoting the property for use as a medical marijuana dispensary for a six month period. **Mr. Cassidy** noted that the Town currently has a Town-imposed cap of two dispensaries.

The two alternative ordinance options: Option 1 – revising the Marana Town Code clarifying the rights of a property owner under a medical marijuana dispensary conditional use permit, but leave in place the two-dispensary limitation. Option 2 - revising the Marana Town Code clarifying the rights of a property owner under a medical marijuana dispensary conditional use permit, and create an exception to the two-dispensary limitation.

Town staff reached out to the community for comments. The only comments received were from the owners from the two dispensaries. Both owners were fine with either option. Town staff is recommending Option 1.

Commissioner Schachter asked if both locations had a separate property owner and operator. **Mr. Cassidy** replied stating in both locations the property owner and the operator are different. **Vice Chair Duncan** asked if one of the operators relocates to open a new dispensary, would the property owner have the option of opening a third dispensary. **Mr. Cassidy** under Option 2, the answer is yes. The issue with Option 2 is there is nothing to keep that from happening repeatedly. The Town could end up having more dispensaries than anticipated. **Vice Chair Duncan** asked what would be the projection for Marana if medical marijuana were to be legalized in the state. **Mr. Cassidy** the draft that has been circulating in Arizona (to legalize marijuana) still allows some reasonable zoning regulations. If marijuana were to be legalized, the language that addresses medical marijuana would be dropped and the Town would adjust its regulations to the elements of the state regulation. Even though it is difficult to predict **Mr. Cassidy** doesn't anticipate that the Town's rules would significantly change. Adding, there would still be a CUP process for marijuana in a retail setting.

Vice Chair Duncan opened and closed the Public Hearing, as there were no comments offered.

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Vice Chair Duncan liked Option 1. He felt that the two-dispensary limitation was best choice for Marana. Regarding the two-dispensary limitation, **Commissioners Schachter and Hill** were concerned the property owners might be motivated to raise their prices, thereby affecting the operators. But with the operators having the ability to relocate to a nearby community, it is less of a concern in the end. **Commissioner Miller** also favored Option 1. No other comments were offered.

Motion to approve Option 1: Recommend Council adoption of the first alternative ordinance, revising Marana Town Code section 17-6-14 to clarify the rights of a property owner under a medical marijuana dispensary conditional use permit, but leaving in place the two-dispensary limitation by Commissioner Hill, seconded by Commissioner Miller. Passed unanimously. 5-0

COMMISSION ACTION.

INFORMATIONAL ITEMS/POSSIBLE ACTION ITEMS.

Recommendation to move the following Planning Commission regular meeting dates; November 27, 2019 to November 20, 2019 and December 25, 2019 to December 18, 2019. (Jason Angell)

Motion to approve by Commissioner Tyson, seconded by Commissioner Miller. Passed unanimously.

FUTURE AGENDA ITEMS.

ADJOURNMENT. ***Motion to adjourn at 6:55 p.m. by Commissioner Miller, seconded by Commissioner Tyson. Passed unanimously.***

CERTIFICATION.

I hereby certify that the foregoing are the true and correct minutes of the Marana Planning Commission meeting held on September 25, 2019. I further certify that a quorum was present.

Terri Byler

Terri Byler, Commission Secretary

DRAFT

Planning Commission Regular Meeting

Meeting Date: 10/30/2019

To: Planning Commission

From: Cynthia Ross, Senior Planner

Date: October 30, 2019

Strategic Plan Focus Area:
Commerce, Community, Heritage, Recreation, Progress & Innovation

Subject: **GPA1807-001 Proposed Marana 2040 General Plan - 1st Public Hearing** Planning Commission Public Hearing #1 to take public comment on the proposed Town of Marana 2040 General Plan.

The proposed Marana 2040 General Plan includes a statement of community goals and development policies and a Land Use, Growth, Cost of Development, Housing, Public Services and Facilities, Transportation, Public Buildings, Bicycling, Public Safety, Conservation, Rehabilitation, and Redevelopment, Neighborhood Preservation and Revitalization, Recreation, and Rehabilitation, Open Space, Water Resources, Environmental Planning, Conservation, and Energy Elements. Additional elements not required by law but included in the proposed Marana 2040 General Plan include Economic Vitality and an Arts & Culture Element.

Discussion:

This item is before the Planning Commission as the first of two required public hearings to take public comment on the proposed Town of Marana 2040 General Plan. Following the first public hearing, the Planning Commission will hold the State mandated second public hearing at a location different from the first public hearing to hear additional comments and make a recommendation on the proposed General Plan to the Town Council. The second public hearing is scheduled for November 20, 2019 at the Marana Municipal Complex in the Council Chambers. If adopted by the Town Council and ratified by the voters, this plan will replace the current Marana 2010 General Plan.

Arizona Revised Statutes

A general plan is an official planning policy document that is designed to help guide community growth and development. Pursuant to Arizona Revised Statutes (A.R.S.) §9-461.05, the State of Arizona requires all municipalities to adopt a general plan and update it every ten years.

Marana 2040 General Plan

The Plan is presented as two documents that work in tandem to guide development in Marana's Municipal Planning Area (MPA): (1) Marana Map Atlas, and (2) Make Marana 2040 General Plan.

<u>Map Atlas</u>

The Map Atlas uses the most recently available data to establish the current planning context in Marana and the MPA. It describes the community as it was in 2016 and focuses on identifying and evaluating existing conditions and identifying key trends. The findings of the Map Atlas were presented to the Town Council on February 26, 2019.

<u>Make Marana 2040 General Plan</u>

The General Plan builds on the data and information provided in the Map Atlas and presents the goals, policies, and implementation actions that will guide future development and growth in Marana. A key component of the General Plan is the Future Land Use Map (FLUM), which identifies the future envisioned land uses throughout Marana and the MPA and establishes the future intended balance of land uses through the year 2040.

The Make Marana 2040 General Plan reflects the vision and goals of the community, recommending policies and strategies to protect and enhance what is important into 2040 and beyond. Matrix Design Group was the consultant selected by the Town to lead the General Plan Update process. Matrix and the Town Planning Staff worked together to develop the plan; Planning Staff worked with Town Directors to develop the set of actions to be carried forward to help the Town accomplish the vision, goals, and policies of the Marana General Plan.

General Plan Elements

The State of Arizona requires municipalities with a population of over 50,000 to address 17 elements in their general plan. An element is a specific section of the general plan that discusses a particular planning topic. Although Marana currently does not have a population of 50,000, it is projected that Marana will exceed this population within the next ten years. Thus, the Town opted to include all 17 elements, as well as two optional elements in the Make Marana 2040 General Plan. It should be noted that some elements were combined where there was significant overlap.

The Plan organizes the elements into one of three themes: Built Environment, People & Community, and Resources & Sustainability. Although the General Plan organizes elements into themes; the themes and elements are interrelated and should be considered in conjunction with each other in future decision-making processes. The following list outlines the theme/element format. The elements required under A.R.S. §9-461.05 are marked with an asterisk (*), the optional elements are marked with a plus sign (+) and combined elements are identified in parentheses.

Built Environment Theme

The Built Environment Theme includes the physical features that create an attractive, efficient, and well-balanced community. This Theme includes four elements (eight A.R.S. required elements):

- Land Use Element (Land Use*, Cost of Development*, and Growth Areas* elements)
- Housing Element *
- Transportation Element (Circulation* and Bicycling* elements)
- Public Services and Facilities Element (Public Services and Facilities* and Public Buildings* elements)

People & Community Theme

The People & Community Theme includes goals and policies that create a greater sense of community and culture, fostering a higher quality of life for residents and visitors. This Theme includes six elements (four A.R.S. required elements):

- Economic Vitality Element +
- Public Safety Element *
- Recreation Element *
- Arts and Culture Element +
- Community Preservation, Revitalization, and Redevelopment Element (Neighborhood Preservation and Revitalisation* and Conservation, Rehabilitation, and Redevelopment* elements)

Resources and Sustainability Theme

The Resources & Sustainability Theme seeks to balance growth and development with the need to protect and conserve natural resources to support a healthy environment for generations to come. This Theme includes five elements (five A.R.S. required elements):

- Open Space Element *
- Water Resources Element *
- Environmental Planning Element *
- Conservation Element *
- Energy Element *

Community Public Participation, Outreach and Engagement

Arizona Revised Statutes A.R.S. §9-461.06(C) requires municipalities to adopt written procedures for "effective, early and continuous public participation" throughout the development of general plans that encompass all residents.

The Town Council adopted a Public Participation Plan by Resolution 2018-089 to guide General Plan outreach efforts. Over 60 events were held to assure maximum public involvement including: stakeholder interviews, focus groups, community workshops, online surveys, presence at Town sponsored events, meetings with community groups (Chamber of Commerce and Southern Arizona Home Builders Association), and workshops with the Citizens' Forum and the General Plan Advisory Committee (Planning Commission).

60-Day Public Review

The State mandated 60-day public review period occurred from July 29 to September 27, 2019. A Draft General Plan was made available on the project website for public review and comment, and submitted to neighboring jurisdictions and local agencies. During the review period, the Town received comments from six agencies, including the City of Eloy, Town of Oro Valley, Pima County, Pima Association of Governments, Coalition for Sonoran Desert Protection, and Southern Arizona Home Builders Association. Additionally, the Town received 189 comments from 77 individuals. The comment topics ranged from land use to transportation, cultural resources, water, open space, and conservation. These comments were invaluable to the completion of the final Make Marana 2040 General Plan.

Staff Recommendation:

Continue to the 2nd Planning Commission public hearing on November 20, 2019

Suggested Motion:

I move to continue the Marana 2040 Genera Plan Major Amendment to the second Planning Commission public hearing meeting on November 20, 2019.

Attachments

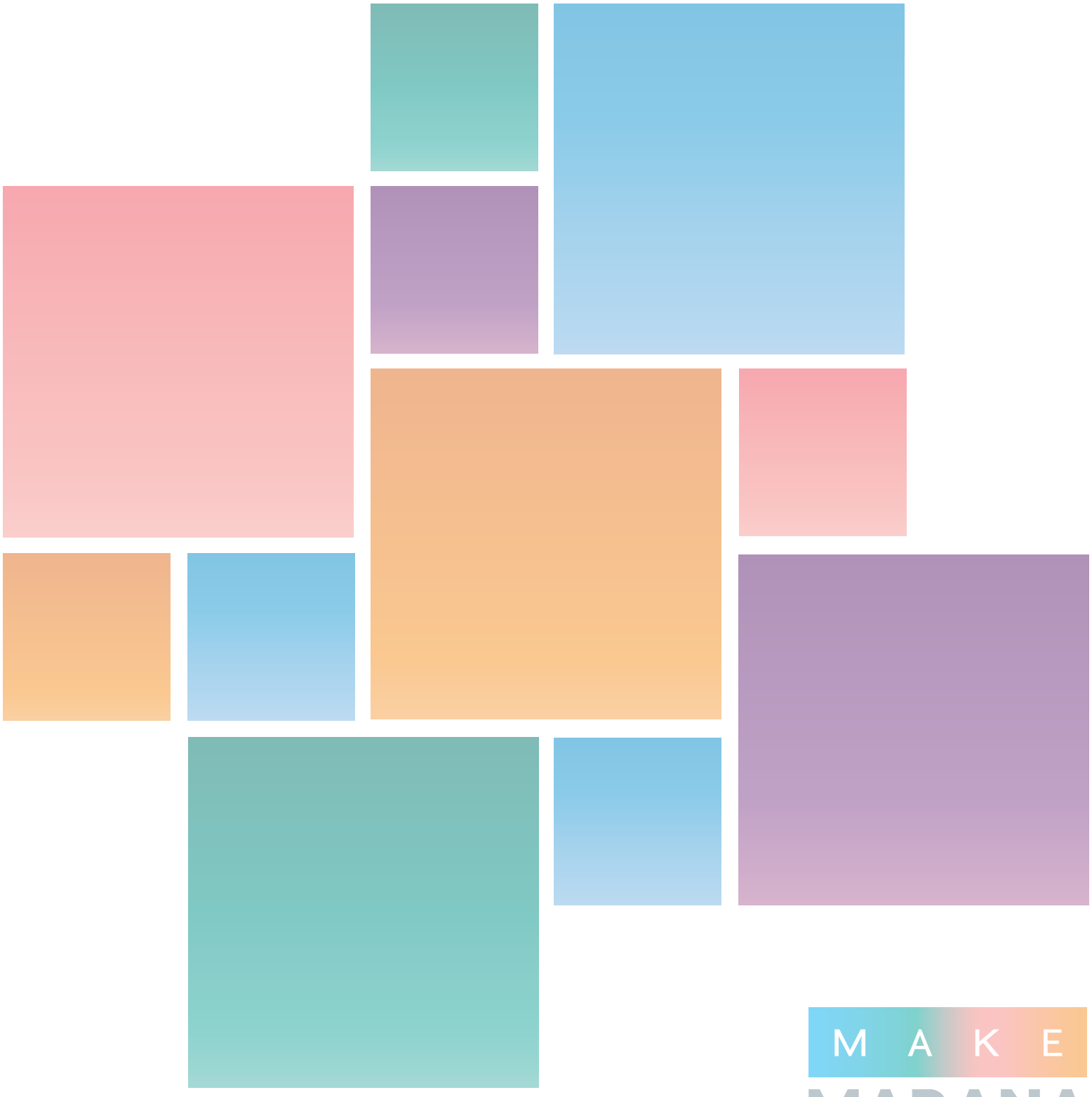
Make Marana 2040 General Plan

Future Land Use Map (FLUM)

Comments & Agency Letters

MAKE MARANA 2040 • GENERAL PLAN

FINAL DRAFT
OCTOBER 2019



MAKE MARANA

2040 • GENERAL PLAN

MAKE MARANA 2040 • GENERAL PLAN

FINAL DRAFT

Prepared for:

MARANA AZ

Town of Marana, Arizona
11555 West Civic Center Drive
Marana, Arizona 85653

Prepared by:

Matrix

Matrix Design Group
2020 N. Central Avenue, Suite 1140
Phoenix AZ 85004
Telephone: 602.288.8344

October 2019

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Town Council

Ed Honea, *Mayor*
Jon Post, *Vice Mayor*
Dave Bowen
Patti Comerford
Herb Kai
Roxanne Ziegler
John Officer

Planning Commission / Advisory Committee

Thomas Schnee, *Chairman*
Don Duncan, *Vice-Chair*
Terry Fehrmann
Ronald Hill
Richard Miller
Sharon Tyson
Bryan Schachter

Town Management

Jamsheed Mehta, *Town Manager*
Erik Montague, *Deputy Town Manager*

Planning Staff

Jason Angell, *Development Services Director*
Steve Cheslak, *Principal Planner*
Cynthia Ross, AICP, *Project Manager*
Steven Vasquez, *Senior Planner*

Consulting Team

Matrix Design Group

Celeste Werner, AICP, *Project Director*
Felipe Zubia, AICP, *Project Manager*
Kurt Waldier, *Project Planner*
Eric Ruberson, *GIS Analyst/Planner*

Kittelson & Associates

Jim Schoen, *Project Engineer*

Citizens' Forum

Angela Wagner-Gabbard
Brad Demidio
Carol Godtfredsen
Christopher DeYoung
Colleen Frederick
Dale Moe
David Hindman
David Nelson
George Kennedy
Ginny Huffman
Jack Ferguson
Jocelyn Bronson
John Page-Burton
Kathy Officer
Kyle Canty
Linda Crotts
Loyce Pickett
Michael Smentek
Pam Bramlett
Richard (Dick) Fisher
Ron Hill
Sharon Foltz
Stephen Stone
Tom Cox

Local Agencies and Stakeholders

City of Eloy
Golder Ranch Fire District
HMS Bikes
Marana Health Center
Marana Unified School District
Northwest Fire District
Pascua Yaqui Tribe
Pima County
Sonoran Institute
Southern Arizona Arts and Cultural Alliance
Southern Arizona Home Builders Association
Tohono O'odham

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MAKE MARANA
2040 • GENERAL PLAN

CHAPTER 1

Introduction

Marana and its surrounding area is part of the Sonoran Desert which is characterized by desert flora scrublands and is cut by ephemeral washes and riparian tributaries of the Santa Cruz River. Within the Marana Town Limits is the prominent Tortolita Mountain range which showcases cactus, mesquite, and ironwood forests. The area also has a rich cultural heritage that can trace its history back at least 13,000 years when Paleoindian hunter-gatherers inhabited the area. Today, many people are attracted to Marana, not only for its history and scenic beauty, and overall quality-of-life, but also due to its affordable, diverse range of housing and master planned communities.

This combination of culture and nature has created a dynamic, high-quality sense of place. The Town offers its nearly 50,000 residents ample recreational, cultural, and economic opportunities that contribute to the community's quality of life. As Marana continues to grow, new opportunities and challenges will evolve, making it necessary to plan for a shared and balanced future. The Make Marana 2040 General Plan reflects the vision and goals of the community, recommending policies and strategies to protect and enhance what is important into 2040 and beyond.

What is the General Plan?

A general plan is an official planning policy document that is designed to help guide community growth and development. Pursuant to Arizona Revised Statutes (A.R.S.) §9-461.05, the State of Arizona requires all municipalities to adopt a general plan and update it every ten years.

A general plan IS...

- More than a land use map
- An expression of citizen preferences
- A statement of Town policy
- A guide to public and private decision making
- A blueprint to improve quality of life

A general plan is NOT...

- A zoning map
- A tool to promote special interests
- An unchangeable document
- A detailed policy for specific properties or areas
- A capital improvement program

A general plan has three features:

- General. As the name implies, a general plan provides general guidance to direct future land use and resource decisions.
- Comprehensive. A general plan covers a wide range of social, economic, infrastructure, and natural resource topics. These include land use, housing, circulation, utilities, public services, recreation, agriculture, biological resources, and many others.
- Long-Range. A general plan provides guidance on reaching long-range plans, envisioned 20 or more years in the future.

The State of Arizona requires municipalities with a population of over 50,000 to address 17 elements in their general plan. An element is a specific section of the general plan that discusses a particular planning topic. Although Marana currently does not have a population of 50,000, it is projected that Marana will exceed this population within the next ten years. Thus, the Town opted to include all 17 elements, as well as two optional elements in the Make Marana 2040 General Plan. It should be noted that some elements were combined where there was significant overlap.

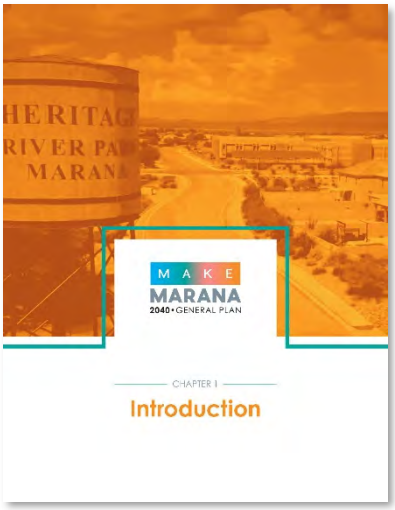
Furthermore, this General Plan organizes the elements into one of three themes for readability. These themes are: Built Environment, People & Community, and Resources & Sustainability. Although the General Plan organizes elements into themes; the themes and elements are interrelated and should be considered in conjunction with each other during decision-making processes.

General Plan Organization

The Make Marana 2040 General Plan consists of five chapters, which include this Introduction Chapter, the three themes, and an Implementation Chapter. The Introduction Chapter provides an overview of the General Plan, the community's vision for 2040, the community engagement process, and General Plan compliance. The following three chapters are the three themes, which make up the main body of the General Plan. Each theme highlights the elements they cover, and provides goals and policies organized by element. The Implementation Chapter includes the implementation actions that help accomplish the goals and policies for each theme.

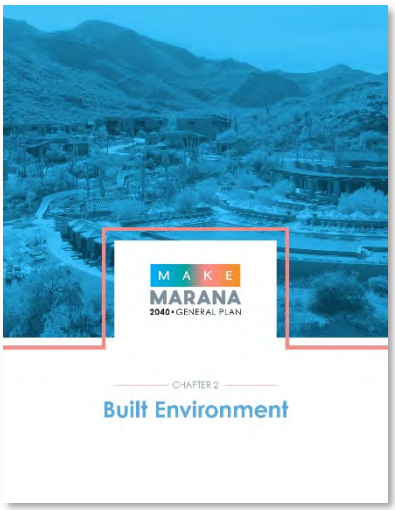
Also related to the Make Marana 2040 General Plan is the **Marana Map Atlas**. The Map Atlas analyzes the most recently available data to establish the current planning context in Marana in which the General Plan is based.

The following list illustrates the Make Marana 2040 General Plan organization. The elements required under A.R.S. §9-461.05 are marked with an asterisk (*) and the optional elements are marked with a plus sign (+). Combined elements are identified in parentheses.



This Introduction Chapter provides an overview of the General Plan, consisting of the following sections:

- What is a General Plan?
- General Plan Organization
- Vision Statement
- Regional and Local Context
- Community Engagement
- Plan Compliance

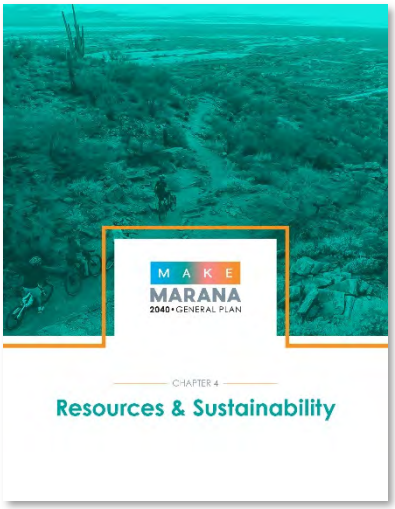


The Built Environment Theme includes the physical features that create an attractive, efficient, and well-balanced community. This Theme includes four elements (eight A.R.S. required elements):

- Land Use Element (*Land Use*, Cost of Development*, and Growth Areas* elements*)
- Housing Element *
- Transportation Element (*Circulation* and Bicycling* elements*)
- Public Services and Facilities Element (*Public Services and Facilities* and Public Buildings* elements*)

The People & Community Theme includes goals and policies that create a greater sense of community and culture, fostering a higher quality of life for residents and visitors. This Theme includes six elements (four A.R.S. required elements):

- Economic Vitality Element +
- Public Safety Element *
- Recreation Element *
- Arts and Culture Element +
- Community Preservation, Revitalization, and Redevelopment Element (*Neighborhood Preservation and Revitalization** and *Conservation, Rehabilitation, and Redevelopment** elements*)



The natural environment is an integral part of Marana's identity. The Resources & Sustainability Theme seeks to balance growth and development with the need to protect and conserve natural resources to support a healthy environment for generations to come. This Theme includes five elements (five A.R.S. required elements):

- Open Space Element *
- Water Resources Element *
- Environmental Planning Element *
- Conservation Element *
- Energy Element *

The Implementation Chapter includes implementable actions for the Town of Marana that help accomplish the goals and policies, and ultimately the General Plan's vision. The implementation actions are organized by theme, element, relevant goal, and timeframe for completion.

Vision Statement

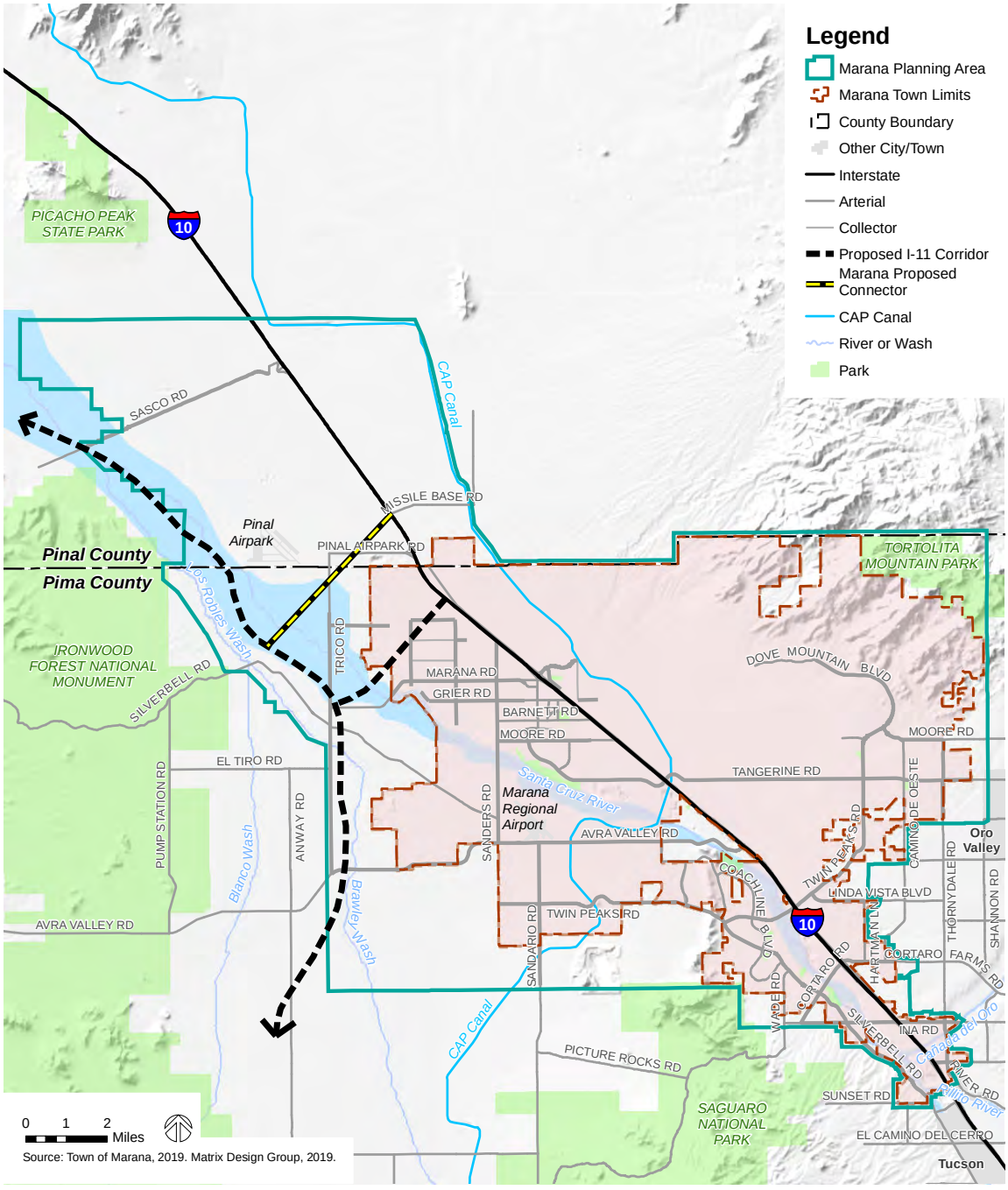
The Make Marana 2040 General Plan Vision Statement was drafted through public input at community workshops, then refined by the Marana Citizens' Forum, Town staff, and the General Plan Advisory Committee. This Statement describes the future ideal state of the community and expresses the shared community values. This Vision Statement is the guiding source for the General Plan and contains the values that are supported by the goals, policies, and implementation strategies. The Vision Statement is as follows:

Marana is a vibrant, active, and diverse town that embraces civic spirit and a unified sense of community. We pride ourselves on having quality neighborhoods and infrastructure that supports sound economic growth. The Town will grow in a manner that ensures safety and promotes healthy living through development that improves our community and retains our shared values.

Regional and Local Context

The Town of Marana is located in the heart of the Sun Corridor in the southern Arizona desert. Marana straddles 18 miles of Interstate 10 (I-10) immediately northwest of Tucson and 64 miles south of Phoenix. The Town includes incorporated land in both Pima County (121 square miles) and Pinal County (0.7 square miles) in the Avra Valley. Nearby communities include Oro Valley, Tucson, Casa Grande, Eloy, the Yoem Pueblo Community, and the Tohono O'odham Nation.

Beyond the incorporated jurisdictional boundary of the Town, the General Plan covers a larger area of influence called the Municipal Planning Area (MPA). Marana's MPA includes the incorporated Town limits and land in unincorporated areas within Pima County and Pinal County that could be annexed in the future. The MPA boundary for the 2040 General Plan was slightly expanded in the southeast area, increasing the MPA area by one-tenth of a square mile, (227.5 square miles to 227.6 square miles). The Town's expanded MPA boundary is shown on **Figure 1-1.**



Matrix

MAKE MARANA 2040 • GENERAL PLAN

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Map Revised: 10/18/2019

Figure 1-1

Marana Municipal Planning Area

Community Engagement

Community engagement is one of the primary factors of developing an effective general plan. To guide community engagement, the Town developed a Public Participation Plan to engage stakeholders, including residents, property owners, business owners, the development community, and others interested in Marana's growth. The input gathered from this engagement guided the development of the Make Marana 2040 General Plan through various efforts during the planning process, including public workshops, public open houses, focus group meetings, Citizens Forum Meetings, and the project website.

Public Workshops and Open Houses

Workshop 1

October 3, 2018 at 6:00 PM, Marana Municipal Complex, and October 4, 2018 at 6:00 PM Wheeler Taft Abbett Sr. Library

The first set of community workshops were held on October 3 and 4, 2018. The objectives for this workshop were to:

- Inform attendees about the basics of what a general plan is and how it is used;
- Engage the public in developing a vision for Marana;
- Identify issues affecting the Town and opportunities to capitalize on them; and
- Locate key assets and challenges geographically that make Marana unique.

Workshop 2

December 12, 2018 at 6:00 PM, Marana Municipal Complex, and December 13, 2018 at 6:00 PM, Wheeler Taft Abbett Sr. Library

The second set of community workshops for the Make Marana 2040 General Plan were held on December 12 and 13, 2018. The objectives for this set of workshops were to:

- Discuss the Map Atlas (Existing Conditions);
- Identify transportation priorities; and
- Develop land use alternatives.

Workshop 3

January 23, 2019 at 6:00 PM, Marana Municipal Complex, and January 24, 2019 at 6:00 PM, Wheeler Taft Abbett Sr. Library

The third and final set of community workshops for the Make Marana 2040 General Plan were held on January 23 and 24, 2019 at 6:00 PM. The objectives for this set of workshops were to:

- Provide an update on the General Plan process;
- Present the results from Workshop 2; and
- Receive input on policy alternatives.

Open House 1

April 10, 2019 at 6:00 PM at, Marana Municipal Complex, and April 11, 2019 at 6:00 PM, Wheeler Taft Abbett Sr. Library

The first set of open houses for the Make Marana 2040 General Plan were held on April 10 and 11, 2019. The objectives for this set of open houses were to:

- Provide an update on the General Plan process and themes; and
- Present the results from Workshops 1, 2, and 3.

Open House 2

June 19, 2019 at 6:00 PM at, Marana Municipal Complex, and June 20, 2019 at 6:00 PM, Wheeler Taft Abbett Sr. Library

The second and final set of open houses for the Make Marana 2040 General Plan were held on June 19 and 20, 2019. The objectives for this set of open houses were to:

- Provide an update on the General Plan process and themes;
- Present some of the major updates from the 2010 General Plan; and
- Receive feedback on the draft goals and policies.

Meetings

Stakeholder Interviews and Focus Group Meetings

Early in the process, the Town facilitated focus group meeting discussions, as well as conducted face-to-face interviews with Town Departments, key businesses, and community leaders to gain a clear understanding of the issues and expectations for the General Plan update. A total of 27 interviews and five focus group meetings were conducted as part of the public input process.

Citizens Forum Meetings

The Marana Citizens' Forum is an advisory group of residents and community partners who bring their unique viewpoints and expertise to community discussions to help develop recommendations for broad, Town-wide issues. The Marana Citizens' Forum was continuously involved throughout the General Plan process. The Town held four meetings with the Citizens Forum to provide an overview of the General Plan at each point in the planning process and to gain input from the Citizens Forum related to land use alternatives and policies.

Advisory Committee Meetings

The Advisory Committee for the Make Marana 2040 General Plan was comprised of the Marana Planning Commission. The Committee was tasked with assisting the planning process and providing technical review of draft documents related to the General Plan. In total, there were three Advisory Committee meetings held throughout the planning process.

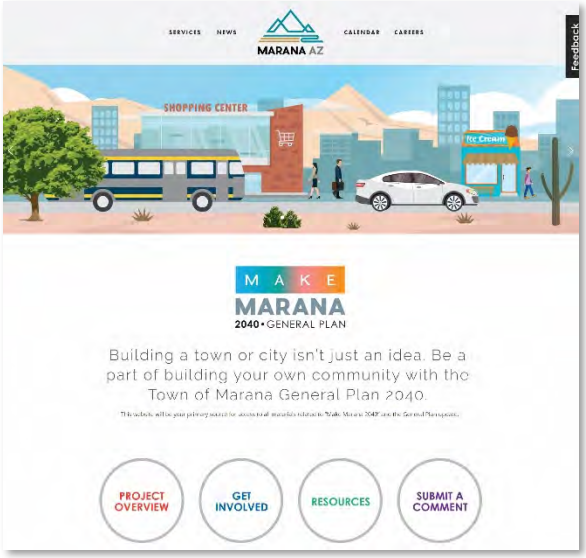
Public Hearings

Public hearings were conducted throughout the General Plan process to gain approval and recommendation from the Planning Commission and Town Council.

Other Outreach Efforts

Project Website

The Town hosted and maintained an interactive project website (www.MakeMarana2040.com) dedicated to the General Plan as an extension of the Town's webpage. This website was the primary source of information to keep up-to-date on events, download documents and presentations, and provide the public with a method to submit comments and suggestions related to the project.



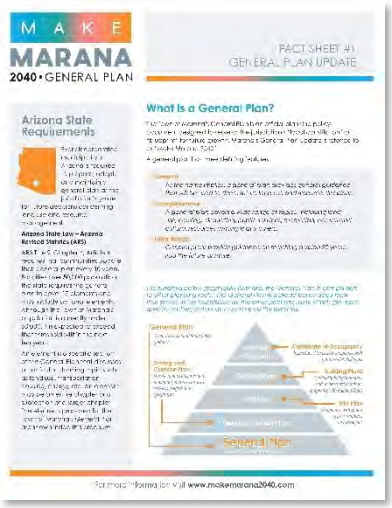
eBlasts

Community members who signed-up through the project website, attended meetings and workshops, and who signed-in at other events were added to an eBlast list. Those added to this list were regularly informed of project updates, such as upcoming workshops and workshop results, as well as the opportunity to review draft documents. A total of 404 individual emails were added to the eBlast list and received regular updates throughout the planning process.

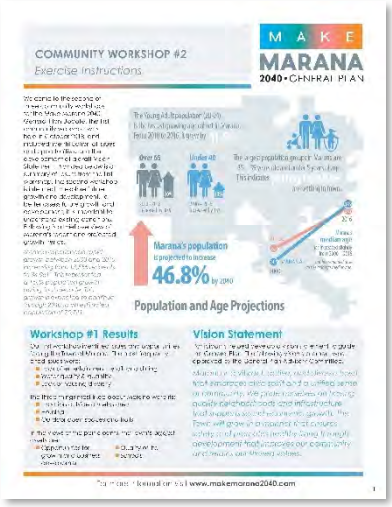
Informational Brochures

The Town prepared a series of informational brochures during the General Plan process with relevant information regarding the Plan. These brochures were distributed at all General Plan workshops and open houses, and were made available through the Town's project website. The purpose of the brochures was to provide decision-makers, the public, and landowners a solid understanding of the update at critical stages of the process.

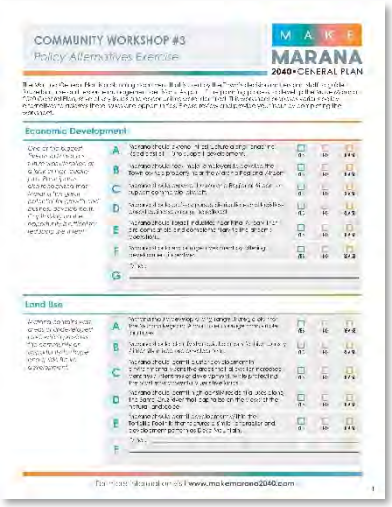
Fact Sheet #1



Fact Sheet #2



Fact Sheet #3



Fact Sheet #4

Online Surveys

The Town conducted two online surveys available on the project website during the planning process to provide the community an opportunity to provide input on the General Plan. The first online survey was given at the first public workshop and was posted on the website afterwards for those who were not able to attend the workshop. The first survey helped gather input and understanding of issues and opportunities that should be addressed in the General Plan. The second survey was provided at the second public workshop and was also posted online afterwards. The survey was geared toward receiving input on policy alternatives for the General Plan. The results from both surveys are incorporated into the General Plan.

Plan Compliance

This section provides procedures and direction for administering the General Plan in compliance with state statutes.

60-Day Public Review

The state-mandated 60-day public review period occurred from July 29 to September 27, 2019. A Draft General Plan was made available on the project website for public review and comment, and submitted to neighboring jurisdictions and local agencies. During the review period, the Town received comments from six planning agencies, including the City of Eloy, Town of Oro Valley, Pima County, Pima Association of Governments, Coalition for Sonoran Desert Protection, and Southern Arizona Home Builders Association. Additionally, the Town received 189 comments from 77 individuals. The comment topics ranged from land use to transportation, cultural resources, water, open space, and conservation. These comments were invaluable to the completion of the final Make Marana 2040 General Plan.

Plan Adoption and Ratification

The Make Marana 2040 General Plan is required, by state law, to be ratified by Town voters. Following ratification by the voters, the General Plan will be effective for ten years, after which the Town Council will either adopt a new general plan or readopt the existing general plan.

General Plan Amendments

The General Plan may be amended to respond to changing socioeconomic needs, environmental factors, market conditions, or other influences associated with growth. Amendments are classified as major or minor, and may be initiated by either the Town or requested by private individuals or agencies in accordance with the procedures set forth in state law.

Major Amendments

The General Plan must identify changes or modifications that constitute major amendments to the Plan. Arizona law defines a major amendment as any change that would represent a "substantial alteration" in the land use mixture or balance established in the existing General Plan. The Town Council may only consider major amendments once a year at a single public hearing held for this purpose. Requests for major amendments must be submitted within the same calendar year they will be heard. Prior to the Council hearing, the Planning Commission shall hold two or more public hearings on the proposed major amendment at different locations. At least two-thirds of the members of the Town Council must approve a General Plan major amendment. The Council may not enact a major amendment as an emergency measure.

The Town of Marana identifies the following changes as major amendments, effecting a substantial alteration of the Town's land use mixture or balance:

1. A text change that is in conflict with, or significantly alters, the goals and policies of the Plan.

2. A change to the Future Land Use Map that constitutes a major amendment per Table 1-1.

Minor Amendments

The General Plan must also identify changes or modifications that constitute minor amendments to the Plan. If the proposed change is considered a minor amendment, the Town can process it through the Planning Commission concurrently with a rezoning request, and approve it at a public hearing by a simple majority vote of the Town Council. The Town identifies a minor amendment as any change that is not a major amendment as defined above, including, but not limited to, the following:

1. Any change to the Future Circulation Map.

2. Any change to the Implementation Chapter.

3. A change to the Future Land Use Map that constitutes a minor amendment per Table 1-1.

No amendment is required for changes to formatting, photos, graphics, tables, or maps other than the Future Land Use Map or the Future Transportation Network Map. A Major/Minor Amendment classification table follows.

Table 1-1 Major/Minor General Plan Amendment

From \ To	OS	RR	LDR	TN	C	E	MPA	A
OS	NA	Minor ≤ 5 ac Major > 5 ac	Minor ≤ 5 ac Major > 5 ac	Major	Major	Major	Minor ≤ 200 ac Major > 200 ac	Major
RR	Minor	NA	Minor	Major	Minor ≤ 10 ac* Major > 10 ac	Major		
LDR		Minor	NA	Minor ≤ 80 ac Major > 80 ac	Minor ≤ 15 ac* Major > 15 ac	Major		
TN		Minor	Minor	NA	Minor ≤ 20 ac* Major > 20 ac	Minor ≤ 15 ac Major > 15 ac	Minor	
C		Minor	Minor	Minor	NA	Minor		
E		Minor	Minor	Minor	Minor	NA		
MPA	Minor						NA	Major
A	Major							NA
SPA	Minor							

*No amendment is required up to the amount permitted by right. See Table 2-2 Future Land Use Category Designations for permitted commercial acreage.

Future Land Uses: Open Space (OS), Rural Residential (RR), Low-Density Residential (LDR), Traditional Neighborhood (TN), Commercial (C), Employment (E), Master Planned Area (MPA), Airport (A), Special Planning Area (SPA)

Major = Major Amendment
Minor = Minor Amendment
NA = No Amendment
ac = Acre

Relationship to Other Plans

The Town intends to integrate adopted master plans / area plans, or topical plans that are specific to a geographical area with the General Plan. Where there are greater details and direction provided in those adopted specific plans, the Town will follow the greater details and direction in implementing the Town's adopted plans. If there is no specific detail or the direction is absent, then the guidance provided by the General Plan should be followed.

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CHAPTER 2

Built Environment

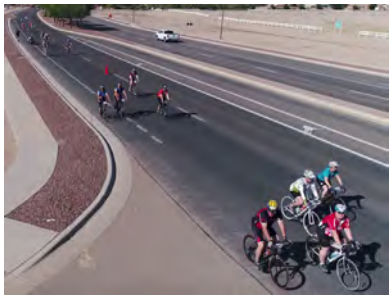
Introduction

The Built Environment Theme includes elements that pertain to the physical features that create an attractive, efficient, and well-balanced community. Marana's strategic development of the built environment paves the way for continued growth, in which neighborhoods, local businesses, gathering places, parks, and schools all coalesce to instill a high-quality sense of place. This Theme includes four elements (eight A.R.S. required elements):

- **Land Use.** Land use types, densities, and intensities define the character of each neighborhood and the community as a whole. The Land Use Element is the fundamental tool that implements the community's vision for a balanced mix of uses. This Element combines and consolidates the Land Use Element, Growth Area Element, and Cost of Development Element required by state law.

- **Housing.** Safe and affordable housing is key to providing a high quality of life for residents. The Housing Element establishes goals and policies to maintain an attractive, diverse, and affordable housing stock for all current and future residents.

- **Transportation.** The Transportation Element provides goals and policies to achieve an efficient, functional, and connected multi-modal transportation system serving all methods of travel. The Transportation Element consolidates the Circulation Element and Bicycling Element required by state law.



- **Public Services and Facilities.** The Public Services and Facilities Element provides policy guidance on the provision of public services to serve the community including the delivery of potable water and wastewater, as well as other essential facilities and services Marana maintains. The Public Services and Facilities Element consolidates the Public Services and Facilities Element and the Public Building Element required by state law.

Land Use Element

A community is comprised of interrelated and supporting uses of land. Residents need goods, services, and employment, as well as parks, open spaces, civic and public uses. Providing the framework for balanced and compatible development is at the foundation of community building. Since much of Marana is undeveloped, the Town is in a position to guide and shape the character, scale, form, and function of future development that is consistent with the broad vision and goals established by this General Plan.

Land use is one of the main focuses of a General Plan and is inherently integrated with many other community features discussed in other elements. Where applicable, cross references are provided to guide the reader to additional information on topics.

During the public engagement process, residents and stakeholders resoundingly envisioned a Town comprised of safe and healthy neighborhoods, a vibrant Downtown center, active and prosperous commercial areas, diverse employment areas, connected gathering and recreation areas, and conserved natural areas. The following areas of focus were identified by the community and incorporated in the development of the Land Use Element:

- Commercial Areas. Promoting and protecting commercial areas to support growth and development of the community in a fiscally sustainable manner.
- Employment Areas. Identifying and promoting the development of diverse employment areas to provide future jobs in Marana for residents.
- Downtown Marana. Establishing and fostering the development of a vibrant town center to serve as a community gathering space for residents and visitors.
- Neighborhood-Serving Uses. Providing for future neighborhoods that are well-served by supporting commercial, employment, and open space uses.
- Airports. Ensuring development is compatible with and fosters the continued use and growth of the Marana Regional Airport and Pinal Airpark.
- Silverbell Army Heliport. Protection of the current and future mission of the Silverbell Army Heliport and supporting its national defense mission into the future.
- Annexations. Directing annexations in a strategic manner, balancing and managing growth, while promoting economic development.
- Growth. Encouraging development in proximity to existing or planned infrastructure and services and managing the growth of the Town in a fiscally sustainable manner.
- Cost of Development. Equitably assessing and balancing the costs associated with infrastructure and services to support future growth of the Town.

These primary areas of focus are summarized in the following subsections to the Land Use Element.

Commercial Areas

Because Marana does not implement a property tax, sales tax revenue is a vital and essential source of revenue to maintain public services for current and future residents. Marana's location as the gateway to the Tucson metropolitan area provides potential for community- and regional-scale commercial developments at Interstate 10 (I-10) and the planned Interstate 11 (I-11) interchanges.

The goals and policies of the Land Use Element facilitate the identification of appropriate community- and regional-scale commercial areas along the existing and planned interstate system, and include policies intended to protect future commercials areas from reduction and encroachment by incompatible land uses. Commercial areas may also be integrated into mixed-use development, featuring a mix of commercial and residential uses in a connected and walkable community.

Employment Areas

During the development of this Plan, residents and stakeholders identified the need to provide future employment areas to bring high-quality jobs to Marana as an important issue to address. The goals and policies promote the identification of future employment areas focused on the Town's four target industry sectors: Information Technology, Advanced Business Services, Manufacturing, and Transportation/Logistics/Distribution. One area of particular focus for future employment is the northern portion of Marana's Municipal Planning Area (MPA) in Pinal County. Given the proximity of Pinal Airpark, Interstate 10, and the Union Pacific Railroad, as well as the future Interstate 11 corridor, this area was identified as a prime location for a future employment core focused on transportation, logistics, and distribution development.

The Economic Vitality Element in the People & Community Theme provides further guidance for attracting future employers and capitalizing on Marana's economic assets.

Downtown Marana

Downtown Marana generally includes the area between I-10, Sandario Road, and Barnett Road, where the Marana Municipal Complex is located. The Town envisions Downtown Marana as an active and vibrant gathering space for the community. In coordination with the People & Community Theme's Economic Vitality Element, the goals and policies in the Land Use Element support the continued planning efforts that help fulfill the vision for Downtown Marana through land use, circulation, and design elements.

Birds-eye view of Downtown Marana.
Source: Town of Marana

Neighborhood-Serving Uses

Throughout the public engagement process, residents and stakeholders consistently expressed concern regarding the need for neighborhood-serving uses, such as grocery stores, in proximity to homes. This Plan includes goals and policies to promote integrated land use planning to ensure future neighborhoods are served by commercial, office, employment, health care, educational, public spaces, recreational, open space, and other land uses that contribute to a balanced community.

The Community Preservation, Revitalization, and Redevelopment Element in the People & Community Theme provides additional strategies for providing neighborhoods with necessary services and uses that support quality of life.

Airports

During the development of the Plan, stakeholders identified the importance of preserving and fostering the continued use and growth of Marana's two airport facilities located within the MPA—the Marana Regional Airport and Pinal Airpark—as a primary objective. The Future Land Use Map (FLUM) reflects careful land use planning to promote compatibility with air operations at these facilities.

Additional strategies for capitalizing on both the Marana Regional Airport and Pinal Airpark are provided in the People & Community Theme.

Silverbell Army Heliport

Apache helicopters flying at Silverbell Army Heliport.

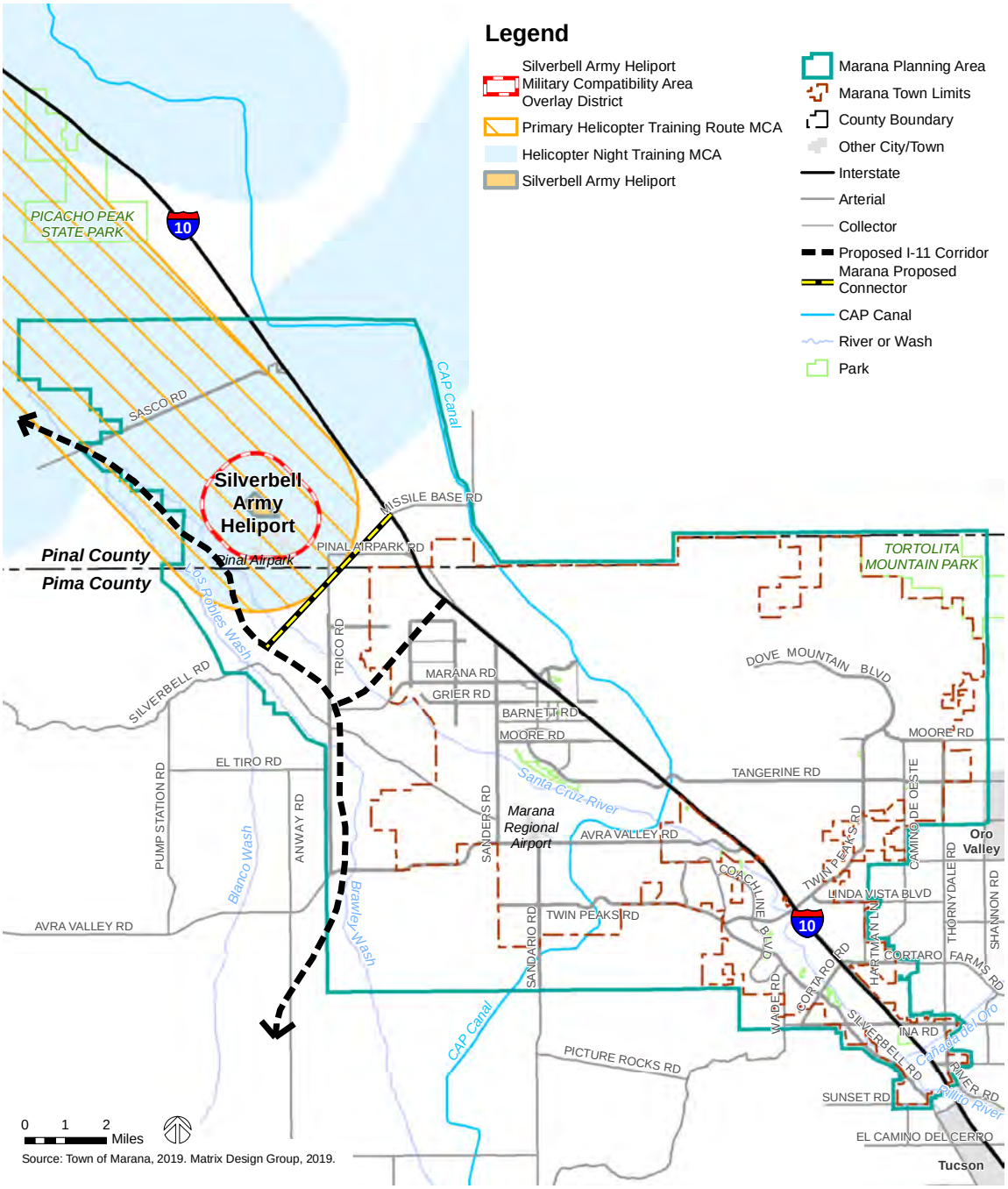
The Silverbell Army Heliport (SBAH) is located in southern Pinal County on 160 acres owned by the Arizona Army National Guard (AZARNG) immediately adjacent on the north side of the Pinal Airpark in the northwest portion of the Municipal Planning Area. The SBAH is one of the primary training sites for UH-60 Black Hawk for the AZARNG helicopters and is home to the Western Army Aviation Training Site. Over 300 helicopter pilots train annually at SBAH to prepare for deployment and respond to state emergencies. Activity at the SBAH contributes more than $56 million to the local economy annually. Support of this installation and its contribution to the nation defense and the economy is important to Marana and reinforced through this General Plan.

Pinal County is currently conducting a Joint Land Use Study (JLUS), in association with the AZARNG, Marana, and other regional communities, to assess military operational impacts at Silverbell Army Heliport from the surrounding communities and vice versa. The overarching goal of a JLUS is to protect the current and future mission of the installation through long-term land use compatibility planning and implementing proposed JLUS recommendations. This JLUS is planned to be completed by December 2019 and will result in recommendations for land use and development within 10 miles of the SBAH.

A key element of military compatibility planning is the establishment of Military Compatibility overlay districts to implement the JLUS by defining compatible land uses and establishing development standards to mitigate sound, light and other impacts from aircraft operations at the installation. **Figure 2-1** depicts the generalized Military Compatibility Area (MCA) zoning overlay needed to protect the activities and mission at the Silverbell Army Heliport, including primary and night training routes. The goals and policies in this Built Environment Element support the recommended JLUS strategies to protect the SBAH through the adoption of zoning overlay district(s) and development regulations, standards and processes that ensure land use compatibility. The Future Land Use Map (FLUM) designates the area surrounding SBAH as Employment to establish compatible future land uses with the facility.

Annexations

Through adoption of this plan, Marana has identified the projected MPA. The MPA includes areas that are currently within the incorporated limits of the Town, and additional areas the Town either intends to annex in the future or intends to influence through incorporation in the General Plan. Based on Marana's focus on future economic development and jobs to support the growth of the Town, future annexations will primarily focus on areas with potential for new commercial or employment uses. Annexations should only be considered following detailed analysis of the short- and long-term fiscal impacts associated with providing infrastructure and services to serve new growth areas in the community. This Element includes associated goals and policies regarding the decision-making process for future annexations.



Source: Town of Marana, 2019. Matrix Design Group, 2019.

Matrix

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Map Revised: 10/9/2019

Figure 2-1

Military Compatibility Areas

Growth

Coordinating and integrating growth policy, land use decision making, and capital project planning ensures that infrastructure and services are expanded in a logical, fiscally responsible, and financially sustainable manner. Growth policy can be used to optimize prior infrastructure investment by guiding desired development to areas suitable for development and areas in proximity to existing infrastructure and public services. This approach encourages the organic and natural growth of the Town and discourages development in remote areas that would require significant infrastructure extensions. The Town can also use growth policy as an economic development tool by guiding and directing development to strategic areas identified by the Town.

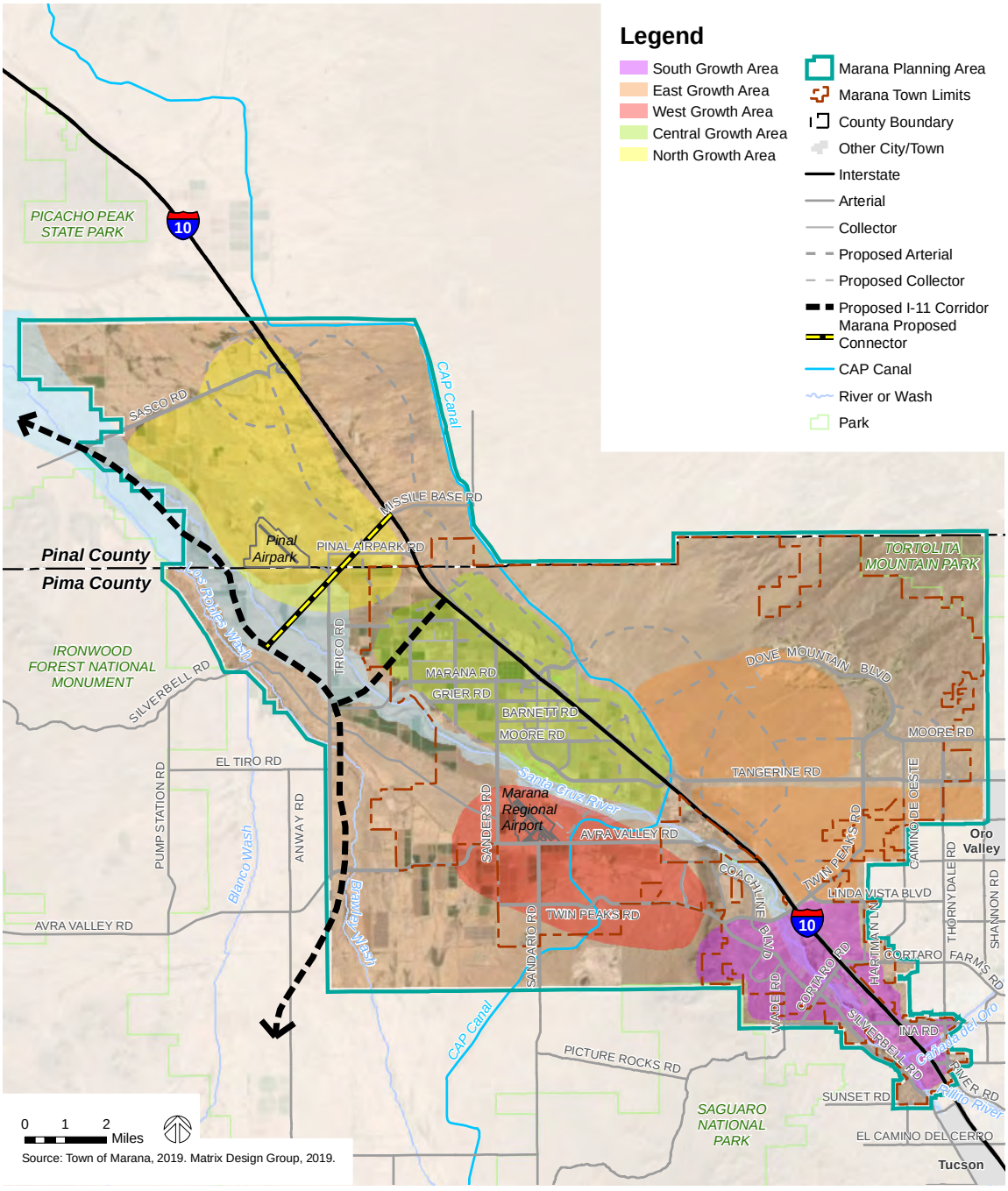
Growth Areas are defined under state law as areas that "are particularly suitable for planned multi-modal transportation and infrastructure expansion and improvements designed to support a planned concentration of a variety of uses, such as residential, office, commercial, tourism and industrial uses." Encouraging development in areas appropriate for growth enables Town resources to be prioritized and used in a financially sustainable manner.

As shown on the Growth Areas Map (**Figure 2-2**), the Town is divided into five geographic growth areas, each with unique features, assets, and constraints. Growth areas are locations served by existing road, water, sewer, parks, and other municipal services, or locations where development can be accommodated with logical extensions of municipal infrastructure and services. These growth areas are:

- South Growth Area
- East Growth Area
- West Growth Area
- Central Growth Area
- North Growth Area

Areas in the MPA not within a growth area are locations that are remote from existing municipal infrastructure and services, and where development would require significant extension of infrastructure. These areas are not anticipated to develop until 2040 or later. The Growth Areas Map is not intended to be restrictive and development may occur in areas not designated as a growth area. Areas not designated as a growth area signal the need for careful consideration of the fiscal and service delivery impacts associated with infrastructure extensions to serve a proposed development.

The five Growth Areas and a generalized summary of each are described in the following subsections.



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Map Revised: 10/18/2019

Figure 2-2
Growth Areas

South Growth Area

The South Growth Area includes the land south of Twin Peaks Road and Linda Vista Boulevard and east of the Tucson Mountains. This area is largely built-out, consisting of the Continental Ranch neighborhood and the majority of commercial destinations in Marana, such as the Tucson Premium Outlets, Arizona Pavilions Shopping Center, Orange Grove Mercado, and Thornydale Plaza. As such, this area currently contains the highest concentration of population and commercial activity.

As a largely built-out area, this Growth Area is well served by public services, including potable water and wastewater infrastructure. The majority of the area contains potable water services from either Marana or Tucson. Sewer services are provided by Pima County.

This Growth Area is bisected by three features—the Santa Cruz River, Interstate 10, and the Union Pacific Railroad—which create challenges for east-west connectivity. The Town recently reconstructed the I-10/Ina Road interchange to bridge over Interstate 10 and the Union Pacific Railroad. However, Cortaro Road still runs beneath I-10 and an at-grade intersection with the Union Pacific Railroad causing traffic congestion issues.

The South Growth Area is envisioned to grow incrementally over time through infill development and redevelopment compatible with and that enhance existing residential neighborhoods. The existing retail shopping centers can be redeveloped and repurposed as retail trends change over time. Similarly, office and employment uses can be repurposed and redeveloped to meet future needs.

As a higher density area in Marana, the South Growth Area will attract Information Technology and Advanced Business Services industries. These industries are less impactful to the surrounding built environment, yet provide high-wage jobs for residents.

Future transportation improvements focus on facilitating travel across the Santa Cruz River, Interstate 10, and Union Pacific Railroad, particularly Cortaro Road. Bike and pedestrian enhancements are integrated into the street network and provide additional connections to the Santa Cruz River corridor and Tucson Mountains, expanding recreation and transportation opportunities throughout the Growth Area.

East Growth Area

The East Growth Area generally encompasses the land east of Interstate 10 and the Central Arizona Project (CAP) canal, west of Tortolita Mountains, and north of Linda Vista Boulevard. This area largely consists of the undeveloped Arizona State Land Department property north and south of Tangerine Road, in what is considered the Tortolita Foothills. The Tortolita Foothills collect much of the stormwater runoff from the Tortolita Mountains as the stormwater flows towards the Santa Cruz River. However, the flow of this stormwater is blocked by the CAP canal, Union Pacific Railroad, and Interstate 10, exacerbating drainage issues in the Tortolita Foothills. This area also includes the approved Cascada master planned community and large-lot rural residential properties located south of Tangerine Road and east of Twin Peaks Road. The majority of the Dove Mountain neighborhood is not included in the East Growth Area since the master planned community will remain generally as it is today.

Two major roads cross this Growth Area and provide regional connectivity—Tangerine Road and Twin Peaks Road/Dove Mountain Boulevard. Tangerine Road is a major arterial road between Marana and Oro Valley. Dove Mountain Boulevard is the main roadway through the Dove Mountain neighborhood, and turns into Twin Peaks Road south of Tangerine Road. This corridor is the only ingress and egress to and from the Dove Mountain neighborhood, which can cause issues in the event of an accident or other emergency along the roadway.

Since this Growth Area is largely undeveloped, there is little existing infrastructure. The Dove Mountain neighborhood is provided potable water from Tucson. However, this infrastructure does not extend westward through the Growth Area. Wastewater services are split between two sewer service areas—Pima County and Marana.

The East Growth Area is envisioned to become a diverse community of corporate businesses, commercial destinations, and residential uses compatibly integrated with, and that embody the rich natural environment. Tangerine Road is capitalized as a major regional corridor, attracting corporate businesses to the prime location in the scenic Tortolita Foothills, and in proximity to Interstate 10 and the Ritz Carlton.

New residential and commercial development is related to the Dove Mountain neighborhood's character. New roadways both enhance circulation within the East Growth Area, and better connect the Dove Mountain neighborhood to Tangerine Road. The major natural drainage corridors through the Dove Mountain neighborhood are also extended through new development in the Growth Area. Extending the natural drainage corridors facilitate stormwater runoff, as well as provide wildlife corridors to and from the Tortolita Mountains.

West Growth Area

The West Growth Area includes the area west of the Tucson Mountains and south of the Santa Cruz River, surrounding the Marana Regional Airport. Other than the airport, this Growth Area consists of the Saguaro Bloom neighborhood and Marana High School. The majority of land is undeveloped Arizona State Land Department property, but under an avigation easement in support of Marana Regional Airport operations.

The Marana Regional Airport and Santa Cruz River are two major assets for the Town, however, both create challenges to development in the Growth Area. Operations at the Marana Regional Airport create safety, noise, and vertical obstruction concerns. Runway and approach protection zones extending from each runway restrict most development for safety reasons; noise contours generated from aircrafts is generally incompatible with residential development; and imaginary surfaces emanating from each runway limit development height and intensity. The Santa Cruz River, although typically a dry riverbed, can flood during large storm events. The associated 100-year floodplain covers a large portion of the West Growth Area, causing flooding concerns for future development if not properly mitigated.

This Growth Area is well connected to the local area, despite being bordered by the Santa Cruz River and the Tucson Mountains. Avra Valley Road and Twin Peaks Road run east and west across the area and connect to Interstate 10, while Sanders Road and Sandario Road run north and south. Sanders Road and Avra Valley Road bridge across the Santa Cruz River, connecting to Downtown Marana and Interstate 10.

Although the Santa Cruz River is a major asset in Marana, the 100-year floodplain expands south covering a large portion of this Growth Area, making development difficult and resulting in the area being largely undeveloped. As such, there is little existing infrastructure. The Marana Regional Airport and Saguaro Bloom neighborhood both receive potable water from Marana. The Growth Area is within Marana's water reclamation management area, however, only the Saguaro Bloom neighborhood currently maintains wastewater infrastructure.

The West Growth Area is envisioned to grow as an employment hub associated with the Marana Regional Airport. New businesses are attracted to the proximity and use of the Marana Regional Airport, and its prime location in the region with a strong employment base. Development is compatible and complimentary to the airport's operations and development restrictions, supporting its continued use.

Central Growth Area

The Central Growth Area is located north of the Santa Cruz River and west of the CAP canal, up to the Pima County and Pinal County border. This area includes Downtown Marana and the Gladden Farms and San Lucas neighborhoods. Outside of these developed areas is largely agricultural land. However, there are several entitlement development plans that have yet to be constructed, such as Marana Towne Centre, Upton at Marana, Sanders Grove, and The Villages of Tortolita.

Downtown Marana features the Marana Municipal Complex, Marana Health Center, Ora Mae Harn District Park, Estes Elementary School, Marana Middle School, as well as a variety of small-scale auto-oriented commercial establishments along Sandario Road near the Interstate 10 interchange. Downtown Marana has been the center of many planning initiatives to create the central and iconic gathering place for the Town, including the establishment of the Downtown Marana Reinvestment Fund and a Central Business District, but little momentum has been gained on developing a true downtown. Both Gladden Farms and San Lucas are largely single-family residential neighborhoods, with limited commercial uses.

The Santa Cruz River is an iconic natural feature for the Central Growth Area, but like the West Growth Area, can cause flooding. To make development more feasible in this area, bank enhancements were constructed up to Sanders Road, reducing the river's 100-year floodplain. This bank enhancement supported the Gladden Farms development, as well as Marana Heritage Park that celebrates the Santa Cruz River, as well as Marana's rich cultural history. Extending bank enhancements along the Santa Cruz River could foster continued growth and development.

This Growth Area contains two Interstate 10 interchanges, one at Marana Road and one at Tangerine Road. Moore Road also intersects with Interstate 10, but does not contain access. Similar to the South Growth Area, Interstate 10 and the Union Pacific Railroad create challenges for east-west connectivity. Neither Tangerine Road or Marana Road bridge across Interstate 10 and the Union Pacific Railroad, which causes traffic congestion issues.

Developments in the Central Growth Area are served by potable water and wastewater infrastructure. The Downtown area, Gladden Farms neighborhood, and San Lucas neighborhood are within Marana's water service area and water reclamation service area.

The Central Area is envisioned to become the central activity hub in Marana, featuring event and gathering spaces, shops, entertainment destinations, and employment opportunities. New residential development supports robust commercial activity throughout Downtown, in combination with enhanced connections to and from Interstate 10 and the Santa Cruz River. This Growth Area is further enlivened by public art displaying, portraying, and celebrating Marana and its rich cultural history.

North Growth Area

The North Growth Area includes the portion of Marana's MPA in Pinal County, surrounding Pinal Airpark, Silverbell Army Heliport, and the unincorporated community of Red Rock. The majority of the surrounding land is undeveloped Arizona State Land Department property.

The only road connecting Red Rock and Pinal Airpark together and to the regional area is Interstate 10. A second Interstate, Interstate 11, is planned to run just west of Pinal Airpark, which would create dual interstate access and generate greater development potential. However, as this area is unincorporated and largely undeveloped, there is little water infrastructure supporting development currently.

Pinal Airpark is primarily a storage, heavy maintenance, and material scrapping air field for commercial aircraft. However, with its location in proximity to Interstate 10, Union Pacific Railroad, and potentially Interstate 11, Pinal Airpark is being considered as a component to an intermodal freight corridor that will consolidate freight movement by air, rail, and truck. One consideration for future development of an intermodal freight corridor is Silverbell Army Heliport, which conducts Arizona Army National Guard training in the vicinity.

The North Growth Area is envisioned to become a premier employment hub in Marana, concentrated around Pinal Airpark. This growth area will attract manufacturing, distribution, and logistics industries for its advantageous location between Pinal Airpark, Interstate 10, and the Union Pacific Railroad, as well as the future Interstate 11 corridor.

Cost of Development

The provision of municipal services to serve residents is a core function of local government. Equitably assessing and balancing the costs associated with development supports a financially sustainable approach to infrastructure planning and construction, ensuring that growth and development is not subsidized over the long term by current residents and businesses within Marana. Financial sustainability also refers to the consideration of the complete cost of providing a public service, including both capital and operating costs associated with the facility or service.

Construction in Marana.
Source: Town of Marana

Funding Development Infrastructure

The Town's policy regarding the cost of development is that infrastructure extensions serving new development are paid for by developers, so that the cost of new development is not paid by existing Town residents. This approach provides a solid foundation of financial sustainability where costs associated with development are equitably assessed in consideration of the immediate and long-term timeframes to ensure that future growth is not subsidized by current residents and businesses. Marana uses a variety of funding sources and other methods to provide for infrastructure and service to serve new development. These methods and sources are summarized in the following subsections:

Annual Operating Budget

New municipal jobs and on-going maintenance of infrastructure is funded through the Town's annual operating budget. A new park or road requires maintenance which equates to labor, costing money to the Town for the life of the facility. For that reason, Marana carefully considers both the capital cost for the initial construction of the facility and the cost to operate and maintain the facility. This best practice in infrastructure planning and development enables the Town to assess and equitably distribute the cost burden for infrastructure to serve new development.

Capital Improvement Program

A Capital Improvement Program (CIP) is a blueprint for planning the Town's capital expenditures and is one of the most important responsibilities of local government officials. The CIP coordinates community planning, financial capacity and infrastructure development.

The Capital Improvement Program prioritizes infrastructure improvements for roads, parks, the Town's Airport, water, wastewater, and other municipally funded infrastructure to support development within the Town. The CIP involves a careful balancing of decisions to ensure the efficient use of limited financial resources are available to fund the many needs within the community. Planned infrastructure is prioritized over a 5-year time frame. Based off conservatively estimated funds for each year within the CIP 5-year plan, a financial plan is created to ensure that funding will be available for each project. This financial plan is a living document and is continuously updated as new information becomes available. The CIP is developed in conjunction with the annual operating budget to ensure that the Town's growth is financially sustainable over the short- and long-term.

Development Impact Fees

The Town collects development impact fees to help offset some of the infrastructure costs associated with growth. Marana's development impact fees are assessed at the time of the initial construction. Marana adopted development impact fees most recently in 2018. Current development impact fees are assessed for street facilities, parks, water, and wastewater. The streets facilities impact fee is assessed and benefits three separate benefit areas: Northeast, Northwest and South Streets Facilities Impact Fee Benefit areas. The Parks impact fee is assessed and benefits the Town as a whole. The Water Infrastructure Development Impact Fee is assessed and benefits three separate benefit areas: North Marana, Twin Peaks, and Saguaro Bloom Water Infrastructure Benefit Areas. The Wastewater Infrastructure Impact Fee is assessed and benefits the portion of Town not within the Pima County Regional Wastewater Reclamation Department's service area.

The Town also assesses a Water Resources Development Fee. This fee allows for the purchase of water resources to support new growth within the Town.

Development impact fees are regularly assessed and updated as appropriate to ensure an appropriate and equitable off-set is paid by the developer to reduce the cost burden on current and future residents of Marana.

Development Construction

Through the development process, developers must fund and construct their proportionate share of infrastructure. This requirement includes the dedication of any necessary land to accommodate infrastructure, such as easements, rights-of-way for roadways or park land dedication for a future trail or park. In addition to constructing interior roads, parks, drainage, water, and sewer facilities, the developer is also required to upgrade and extend any necessary infrastructure to connect the development with existing municipal systems. Developer installed infrastructure includes improvements to roadways, parks, water and wastewater infrastructure, transmission and distribution lines, and stormwater management improvements. In some cases, developers may be required to financially participate to install or upgrade to existing water production, water storage and/or wastewater storage and treatment facilities to increase capacity to support the planned development.

Water and Wastewater Utility Funds

The Town generates revenue through rates and fees to cover the operations, maintenance, and other costs associated with providing water and wastewater services to current customers. Rates and fees for water and wastewater are regularly reviewed and updated as appropriate to ensure full cost recovery for the services as well as proper cost allocation of the services provided.

Improvement Districts

Marana uses improvement districts to provide for streets, water, sewer, and other infrastructure to serve growth and development. Improvement districts can also be utilized to off-set the cost to operate and maintain infrastructure, such as a street light improvement district which pays for the cost of electricity and maintenance of street lights. A Maintenance Improvement District (MID) can be formed and used to provide for the maintenance of a retention basin or drainage corridor.

Community Facilities Districts

A Community Facilities District (CFD) is a special district formed for the purpose of financing acquisition, construction, operation and maintenance of the public infrastructure benefiting a planned community. For the purpose of financing, the CFD uses bonds that are repaid through assessment payments or property taxes paid by the property owners within the district. These districts are typically used for large scale developments and should only be formed in concert with the Town's policies related to growth.

Future Land Use Map

The Future Land Use map (FLUM) provides the future envisioned land uses throughout Marana and establishes the future intended balance of land uses through the year 2040. The FLUM designates land within the MPA according to the nine land use categories, which are summarized in the following sections and are mapped on Figure 2-3.

These land use designations do not apply to existing zoning entitlements in Marana; however, the land use designations on the FLUM are recommendations to be implemented during future rezoning requests. The goals and policies in this Theme provide further direction and guidance on Marana's future land use decisions.

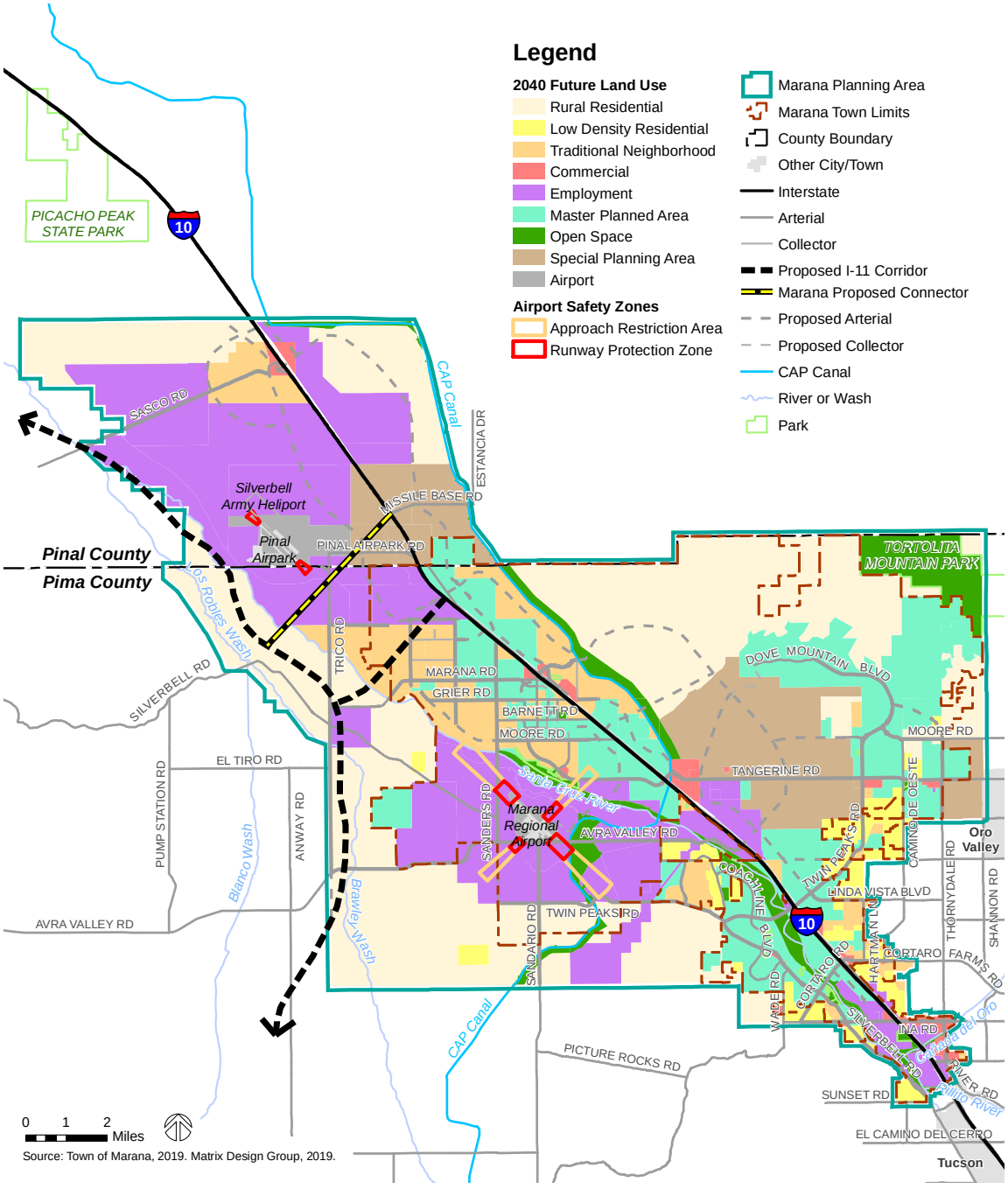
Future Land Use Categories

The Future Land Use Map displays nine land use categories. Table 2-1 summarizes the categories and the total land area of each category.

Table 2-1 Future Land Uses

Category	Color	*Total Square Miles	Percent of Total
Rural Residential		74.0	32.5%
Low-Density Residential		7.1	3.1%
Traditional Neighborhood		17.5	7.7%
Commercial		2.6	1.1%
Employment		54.7	24.0%
Master Planned Area		34.1	15.0%
Open Space		10.9	4.8%
Airport		3.3	1.5%
Special Planning Area		20.6	9.0%

**Marana MPA total square miles equals 227.6, inclusive of Interstate 10, (accounting for approximately 3 square miles).*



Matrix

MAKE MARANA 2040 • GENERAL PLAN

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Map Revised: 10/18/2019

Figure 2-3
2040 Future Land Use

The full description of each land use category is listed in **Table 2-2**, including the appropriate zoning districts for each category. The following is a summary of each of these categories:

- ***Rural Residential (RR)*** Areas for rural uses, low-density residential uses up to 0.5 dwelling units per acre (du/ac), and limited commercial uses.
- ***Low Density Residential (LDR)*** Areas for semi-rural residential development between 0.5 and 2 du/ac, along with limited commercial uses.
- ***Traditional Neighborhood (TN)*** Areas for a range of residential densities between 2 du/ac and 18 du/ac, along with limited commercial, offices, education, and religious institutions.
- ***Master Plan Area (MPA)*** Areas guided by separate development approvals which establish the land uses, densities, and intensities for a specific area.
- ***Commercial (C)*** Areas including community and regional commercial, professional offices, business parks, and warehousing.
- ***Employment (E)*** Areas for employment opportunities including industrial, warehousing, manufacturing, business parks, corporate centers, and research and development uses.
- ***Open Space (OS)*** Areas intended for public recreation and resource conservation, including both active parks and passive undisturbed natural areas. Residential densities are limited to 1 du/ac.
- ***Airport (A)*** Areas within the Marana Regional Airport and Pinal Airpark, including airport operations, support facilities, and limited commercial uses.
- ***Special Planning Area (SPA)*** Areas of Arizona State Land Department land that may be developed as a future Master Plan Area to establish the land uses, densities, and intensities of development.

Table 2-2 Future Land Use Category Designations

Designation	Color	Land Use Description
Rural Residential	**RR**	The Rural Residential category designates areas that should maintain the rural character of the area by preserving much of the natural desert areas, agricultural fields, and scenic open spaces. Future development within this land use category consists of low-density and low-intensity uses, with residential densities limited up to one-half (0.5) dwelling unit per acre (du/ac). These areas should offer access to schools, parks, trails, and open spaces to maintain the quality of life in the rural setting. Limited commercial uses, up to five (5) acres in size, may also be permitted to support surrounding rural areas. The existing zoning districts consistent with this land use category are: B, C, D, AG, RD-180, R-144, NC, and MU-1.
Low-Density Residential	**LDR**	The Low-Density Residential category includes existing low-density residential areas in Marana between one-half (0.5) du/ac and two (2.0) du/ac. These areas should remain predominately residential with an open, semi-rural character. Neighborhood supporting commercial uses may be allowed that serve surrounding residential areas. Commercial developments are limited to ten (10) acres in size and should provide pedestrian connectivity to adjacent residential areas. The existing zoning districts consistent with this land use category are: A, AG, R-80, R-36, NC, and MU-1.
Traditional Neighborhood	**TN**	The Traditional Neighborhood category identifies areas that may feature a range of residential densities and types to encourage housing diversity in Marana, supporting healthy neighborhoods. Residential densities may range between two (2) du/ac to eighteen (18) du/ac. Varying residential types include detached single-family homes, attached single-family homes (duplexes and townhomes), and multi-family units (apartments and condominiums). This designation may also include other integrated land uses that support neighborhood functions and contribute to the health and livability of neighborhoods. Supporting land uses include neighborhood-scaled commercial development, parks and recreational facilities, religious institutions, small offices, and educational facilities. Commercial and office uses are limited to fifteen (15) acres in size. Although vehicular access is critical, bike and pedestrian facilities and connectivity should also be a priority in the Traditional Neighborhood category. The existing zoning districts consistent with this land use category are: A, R-16, R-10, R-8, R-7, R-6, R-3.5, MH, MR-1, MR-2, NC, VC, and BU.

Designation	Color	Land Use Description
Master Plan Area	**MPA**	The Master Plan Area category denotes areas that are guided by separate development approvals. These approvals establish the land uses, densities and intensities of development, and the character of the area. Master Plan Areas may use any mix of land use categories listed in the General Plan. The existing zoning district consistent with this land use category is F – Specific Plan.
Commercial	**C**	The Commercial category includes areas that comprise both community and regional commercial development. This designation may also support professional offices, business parks, and warehouses. To support business and commerce, Commercial uses should be located along major arterials, at major intersections, and near highway interchanges. In addition to providing access to these major roadways, Commercial areas should maintain transit services, as well as pedestrian connectivity to surrounding Traditional Neighborhood uses. The existing zoning districts consistent with this land use category are: A, B, E, CO, NC, VC, RR, RC, RV, BU, DN, DT.
Employment	**E**	The Employment category features areas that focus on creating and developing employment opportunities. This may include industrial uses, such as warehouses and manufacturing facilities, as well as business parks, corporate centers, and research and development facilities. To support traffic to and from Employment uses and industrial operations, such uses should be located along major arterials, near highway interchanges, and along railroad corridors. This designation may also support limited multi-family residential development and supporting commercial uses where appropriate. Both multi-family residential and commercial developments should be limited to twenty (20) acres in size. Multi-family residential uses may be permitted up to thirty (30) du/ac, and should include adequate buffers and separate access points from employment uses. The existing zoning districts consistent with this land use category are: A, B, C, E, LI, HI, RC, CO, VC, MR-1, MR-2.
Open Space	**OS**	The Open Space category includes both active parks and passive natural areas that are intended for public recreation and resource conservation. Parks and open space contribute to the overall natural character, scenic beauty, and healthy environment of the Town. Active parks include constructed neighborhood, community, and regional parks designed for human activity and congregation, supporting a strong community and active lifestyles.

Designation	Color	Land Use Description
		Passive natural areas include natural undisturbed open spaces (NUOS) that remain in their natural state and are intended for conservation of biodiversity and natural resources, supporting the health of the regional environment. Natural undisturbed open space may include areas of ecological significance, such as rivers and washes and wildlife corridors, and generally undeveloped land. Land within the Open Space category may include land that is managed by governmental institutions, land trusts, or other similar institutions, but does not include open space or parks within MPAs. Development in this land use designation is limited to structures and facilities that support the open space or recreational areas, such as restroom facilities and parking. Residential uses may be allowed on privately held or state trust lands at a density of no more than one (1) du/ac.
Airport	**A**	The Airport category includes properties within the Marana Regional Airport and Pinal Airpark. This category permits airport operations and supporting facilities, such as hangers and maintenance facilities. Small-scale commercial uses and offices may also be permitted in the Airport land use category, as long as they are compatible with airport operations. Consistent with Federal Aviation Administration (FAA) guidelines, the Airport Compatible Overlay covers the areas impacted by airport operations and protects the Marana Regional Airport and Pinal Airpark from encroachment. This overlay includes two subareas—the 65-DNL contour and Runway Protection Zones. ■ The 65 Day-Night Average Sound Level (DNL) contour is the threshold for adverse noise impacts to residential uses according to the FAA. As such, residential and other noise-sensitive land uses are not permitted within this subarea, unless appropriate sound attenuation measures are incorporated. ■ Runway Protection Zones are trapezoidal safety areas extended from the end of a runway. These zones are intended to protect life and property in the event of an aircraft mishap beyond the extent of the runway. Land uses within Runway Protections Zones are limited to those that do not involve congregations of people and wildlife.
Special Planning Area	**SPA**	The Special Planning Area designation identifies Arizona State Land Department property that may be developed as a future Master Plan Area. These areas are guided by separate development approvals. The approvals establish the land uses, densities, and intensities of development, as well as the character of the area. Special Planning Areas may use any mix of land use categories listed in the General Plan. The existing zoning district consistent with this land use category is F – Specific Plan.

Transportation Element

The transportation system of a community provides mobility and access for residents, businesses, and landowners. Transportation is a key determinant of a community's quality of life, economic vitality, and future growth. As Marana continues to experience growth in population and development, the community will also experience an increase in transportation needs for connectivity throughout the Town. For example, Marana needs more diversity in transportation modes, to provide residents and business owners options for how they commute, deliver goods and services, and even recreate. Marana desires to create and maintain a balanced transportation system that is:

- Safe and efficient for all users;
- Accessible to all persons;
- Multi-modal, providing transportation options to residents;
- Sustainable within available funding; and
- Sensitive to the region's wildlife and natural environment.

The I-10 and Ina Road Improvement project was completed in June of 2019. It was a construction partnership between the Town of Marana, the Federal Highway Administration, ADOT, Pima County, PAG and the RTA to improve the capacity, public safety and operational characteristics of the Ina Road traffic interchange.

This project eliminated the at-grade crossing of Ina Road and the Union Pacific Railroad (UPRR), widened I-10 to three lanes in each direction and widened Ina Road to four lanes west of I-10, and included the construction of two new bridges over the Santa Cruz River. Cost to build: $124,000,000

Ina Road construction.
Source: Psomas

This Element covers the transportation infrastructure that supports diverse transportation modes—roadways, bike and pedestrian network, transit, rail, and aviation facilities. Additional transportation considerations discussed in this Element are the transportation network's sensitivity to the natural environment and future transportation system planning.

Roadways

One of the most used and recognizable components of Marana's transportation system is the roadway network. The roadway network provides the foundation for many modes of transportation from personal cars to truck freight, transit, and bicycling. Marana's roadway infrastructure includes the following classifications:

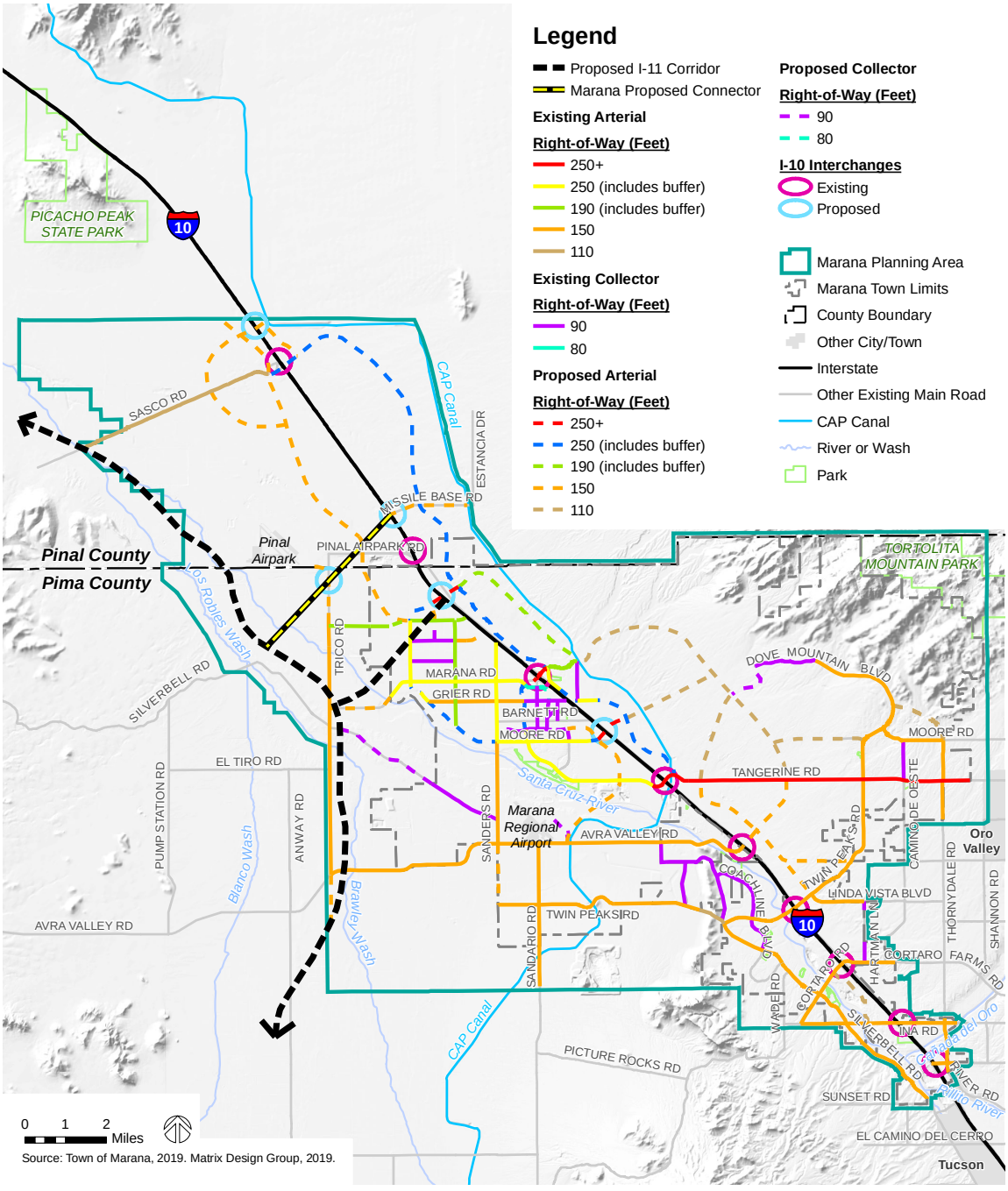
- **Freeways:** Freeways are designed to maximize mobility and support high-speed traffic.
- **Arterials:** Arterials are the main corridors within a community that support high traffic volumes. Arterials generally provide limited access to adjacent development.
- **Collectors:** Collectors are used to collect vehicles traveling from local roads and distribute them to roads with higher volumes of traffic. Collectors typically balance the need for access to adjacent properties and the mobility of through traffic.
- **Local Roads:** Local roads prioritize access to nearby properties, businesses, and residences over mobility. Traffic generated from nearby land uses is generally light and speed limits are low.

Tangerine Road
Source: Town of Marana

Marana's roadway network is interconnected with the Tucson-region, providing regional connectivity through I-10 and major arterials such as Tangerine, Silverbell, Cortaro, Ina, Avra Valley, and Orange Grove Roads, which spans Marana. **Figure 2-4** depicts the existing circulation system and provides future roadways to serve new growth. Future roadways are intended to enhance local and regional multi-modal mobility, provide access to future development, and create greater system resiliency by reducing the dependency on I-10 to serve local circulation. The proposed future network includes the following key aspects:

- **Additional and enhanced access to I-10.** I-10 will continue to serve as the primary regional route serving residents, visitors, businesses, and airports in Marana. As a critical freight corridor in Arizona (part of the National Highway Freight Network) and across the southern United States, and an integral part of the CANAMEX trade corridor, I-10 provides Marana with opportunities to expand its economy and connections regionally, nationally, and internationally. Long-range plans developed by Arizona Department of Transportation (ADOT) include widening I-10 to add lanes, and reconstructing existing interchanges to increase capacity, improve operations and safety, and eliminating conflicts with the Union Pacific Railroad (UPRR). New interchanges will be also be required to provide access to future development.
- **Expanded local arterial and collector system.** As Marana grows, the Town will need to extend existing arterials and collectors and add new roadway facilities, creating a more resilient network that is less dependent on I-10 to serve local circulation which support an increase in travel by transit and bicycle. The characteristics and location of planned roadways are generally shown on the future circulation network.
- **Connectivity with a future I-11 corridor.** ADOT is in the process of planning a future high capacity CANAMEX trade corridor through Arizona. Establishment of the I-11 corridor has been approved by the United States Congress. In Spring 2019, the I-11 Draft Tier 1 Environmental Impact Statement and Recommended Corridor Alternative was published by ADOT and FHWA. The placement of I-11 will impact connectivity, especially on the west side of Marana, and will also impact the land uses that surround the future interchanges. Although it is not yet funded and years away from implementation, it will be important to coordinate Marana's transportation and land use planning with a future I-11 corridor. The corridor alternatives, including the Town's recommended alternative, are shown on the Circulation Plan.

The goals and policies in this Theme provide additional guidance for the Town to develop and maintain the roadway network as depicted in the Future Circulation Map.



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Map Revised: 10/10/2019

Figure 2-4
Future Circulation

Bicycling and Pedestrian Network

Bike lane and shared-use path on Twin Peaks Road. Source: Town of Marana

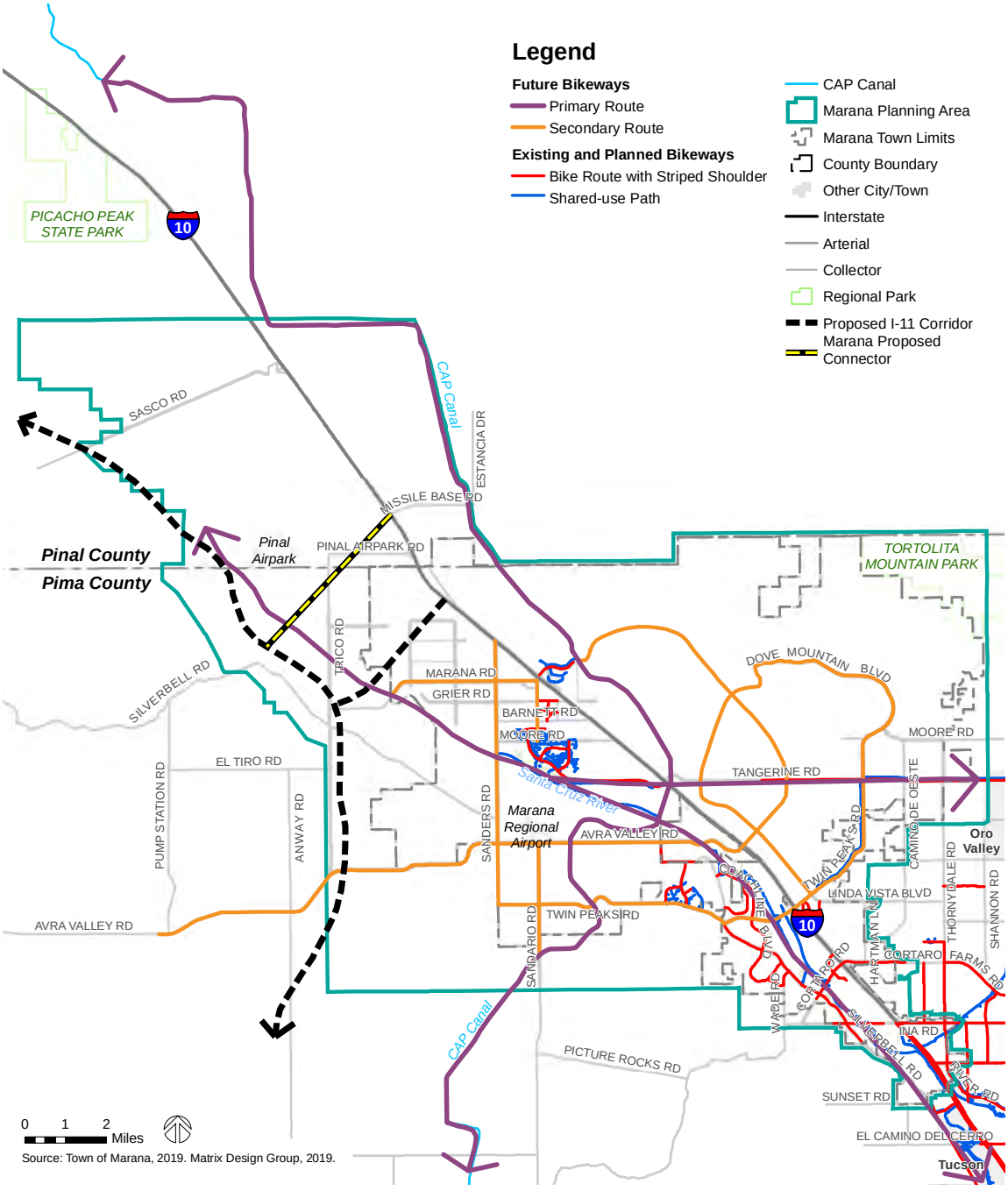
Providing for bicyclist and pedestrian use presents an alternative and active form of transportation for commuting and for recreational activities both of which support healthy communities. Marana is committed to creating a safe and convenient active transportation system comprised of bicycle and pedestrian networks and facilities that provide mobility options for residents, promote a healthier lifestyle, and reduce traffic demand on the roadway system. This commitment will be accomplished through ongoing expansion of the existing network of bicycle lanes, multi-use lanes, paved shoulders, and shared-use paths to provide convenient and safe routes that connect neighborhoods with activity centers, shopping, schools, parks, employment, and trails. As a part of this system, the Town must also create walkable streets by extending sidewalk to fill in gaps between neighborhoods and desirable destinations. The Town will implement a successful active transportation system through planning and prioritization of bicycle and pedestrian needs and facility improvements, incorporating bicycle and pedestrian facilities into Marana's standard roadway cross sections and development standards, completing key routes, and improving pedestrian and bicycle safety.

El Tour de Tucson starting in Marana. Source: Town of Marana

Figure 2-5 identifies Marana's existing and planning bikeways, as well as the future Primary and Secondary bikeways that will create the Central Spine Network through the Town. Existing and future development will provide local connectivity to the spine system while the spine system itself will provide connections to the larger regional area. Primary and Secondary biker routes are described as follows:

- Primary Routes follow major linear features across Marana, including the Santa Cruz River, Tangerine Road, and the CAP canal.
- Secondary Routes follow many of the major roads through Marana, generally stemming from the Primary Routes.

Although trails can accommodate bicycle and pedestrian mobility through Marana, trails are covered in the Resources & Sustainability Theme Open Space Element. The goals and policies for the Built Environment Theme include an Active Transportation Element as part of a Transportation Master Plan, which will further refine the bikeways depicted in **Figure 2-5**.



Source: Town of Marana, 2019. Matrix Design Group, 2019.

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Map Revised: 10/10/2019

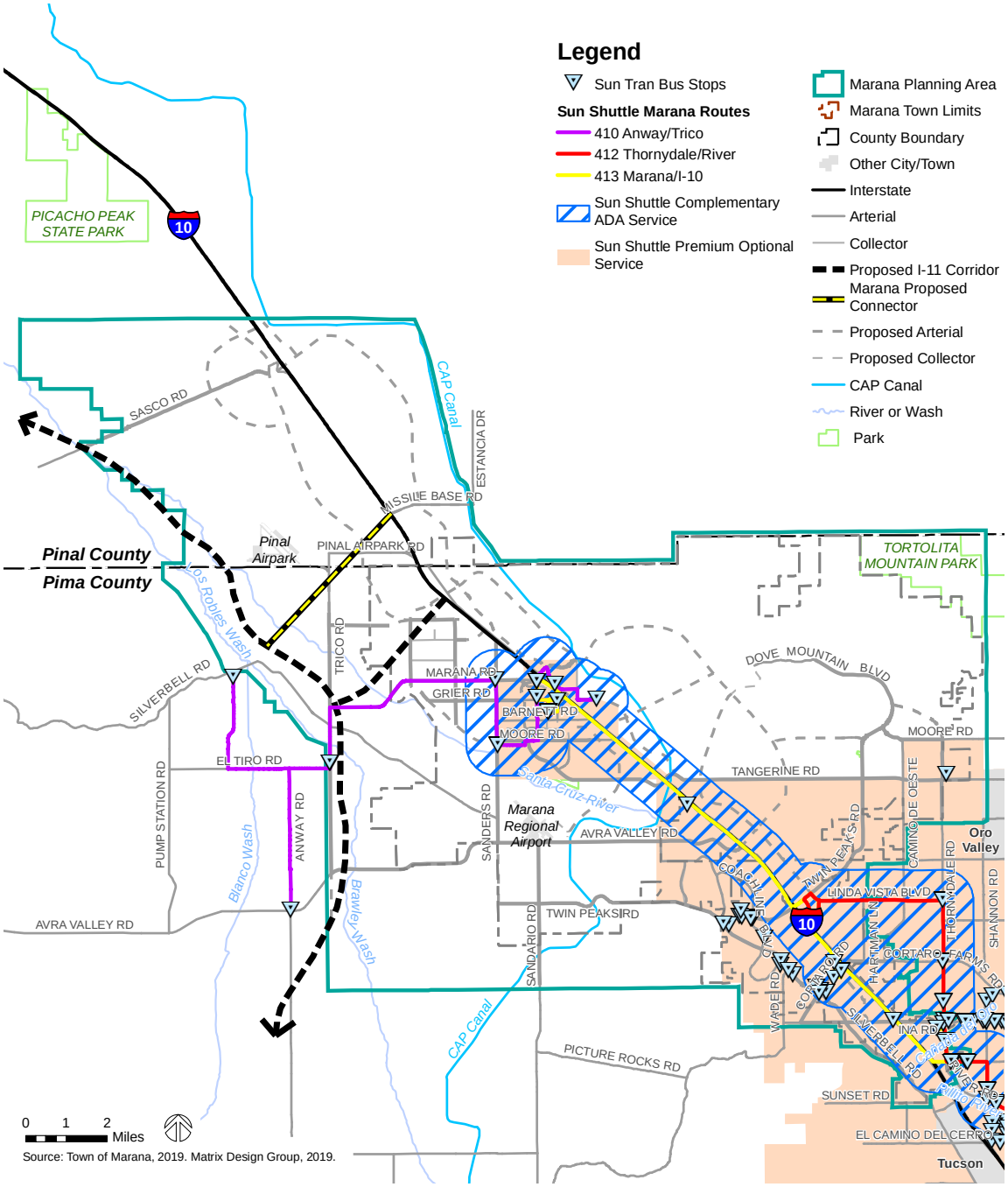
Figure 2-5
Bikeways

Transit

Sun Shuttle.
Source: Pima Association of Governments

Transit reduces traffic demand on the roadway system, and results in lowered vehicle emissions and improved air quality. It provides an important mobility option for residents who do not have access to an automobile or are unable to drive, bike, or walk. Marana's transit services are provided as part of an integrated regional system providing multiple options for riders across the Tucson metropolitan area and rural population centers throughout Pima County. Transit services in Marana are illustrated on **Figure 2-6**, and include several Sun Shuttle circulators that connect neighborhoods with shopping, employment, government, and health care destinations in Marana, as well as transit stops on Silverbell/Cortaro Road and Ina Road that provide regional transit connections. These regional connections include a fixed-route serving Ina Road and express buses that run from a park-and-ride lot at Crossroads at Silverbell District Park on Cortaro Road to downtown Tucson and Raytheon. Americans with Disabilities Act (ADA) service for qualified residents is provided by Handicar and Sun Van, providing door-to-door ADA and enhanced ADA transit services.

Expansion of transit services, along with other alternatives for commuting, will be critical to providing a balanced and equitable transportation system. Marana works with the Pima Association of Governments (PAG) to identify transit needs and plan for new or modified transit routes and service. The Town also assesses and upgrades local amenities at transit stops, including benches, shade structures, and bicycle racks, which benefit not only the transit user, but also help to increase transit ridership.



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Map Revised: 10/10/2019

Figure 2-6
Transit

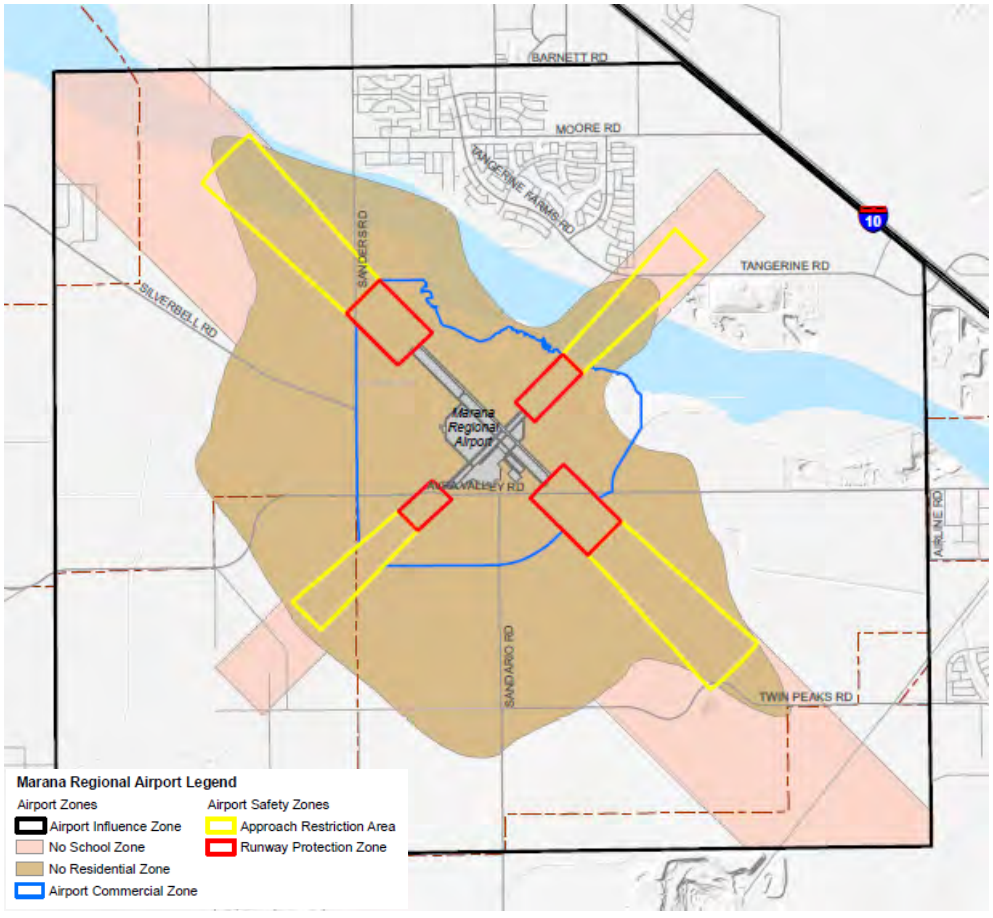
Aviation Facilities and Services

Aviation facilities within Marana's Planning Area include the Marana Regional Airport, a general aviation facility, and Pinal County Airpark, which services and stores commercial aircraft.

Marana Regional Airport.
Source: Town of Marana

The Marana Regional Airport, owned and operated by the Town, is a general aviation facility that maintains two runways and terminal facilities and serves as a designated reliever airport for Tucson International Airport. The area adjacent to the airport is planned to include industrial, commercial, and hospitality uses that can take advantage of the airport facilities and help establish a major business and employment center around the airport. The master plan for the Marana Regional Airport, updated in 2017, will ensure future airport development is designed to improve air and ground operations and enhance safety and airport services for the Town, as well as the public. Figure 2-7 shows the location of the Marana Regional Airport as well as the airport zones that restrict types of uses for safety purposes.

Figure 2-7 Marana Regional Airport

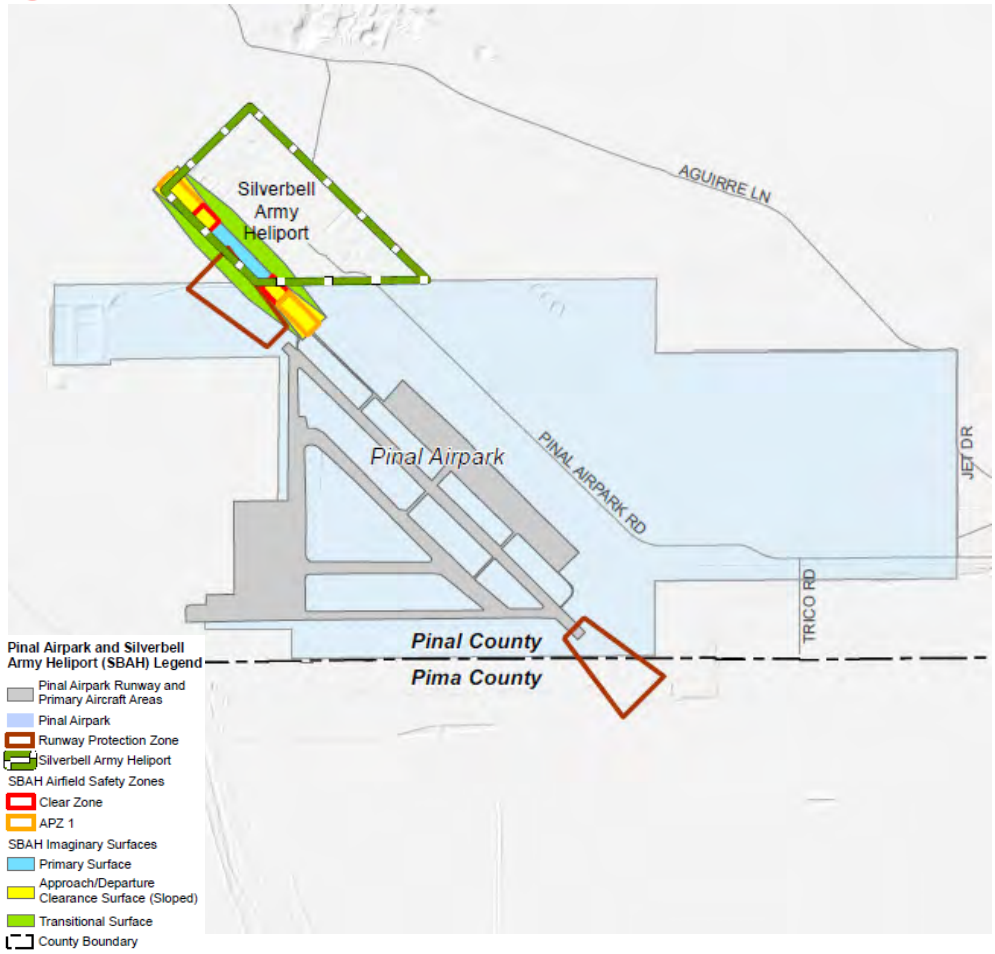


Pinal Airpark.
Source: Alan Wilson, Flickr

Pinal Airpark is classified as a general aviation airport and includes the Ascent Aviation Services and Arizona Army National Guard operations. The area around Pinal Airpark is being considered as a component of a freight corridor that will consolidate freight movement by air, rail, and truck. A major inter-modal facility will allow efficient transfer of freight brought into the area from California and Mexico ports for regional delivery. The Pinal Airpark location and safety zones are shown on **Figure 2-8**.

Additional information regarding the Marana Regional Airport and Pinal Airpark is in the People & Community Theme Economic Vitality Element. The goals and policies in the Built Environment Theme generally address land use compatibility with both Marana Regional Airport and Pinal Airpark operations.

Figure 2-8 Pinal Airpark and Silverbell Heliport



Rail

Union Pacific train passing through Marana. Source: Town of Marana

The Union Pacific Railroad Sunset Route parallels I-10 through Marana. UPRR recently double-tracked the route to increase capacity. There are limited possibilities for industry-serving spurs or sidings. Railroad operations significantly impact traffic flow at crossings, as well as traffic operations at I-10 interchanges. Safety at at-grade rail crossings is also a concern, particularly where there is heavy cross traffic. As interchanges along I-10 through Marana are reconstructed or added, the at-grade rail crossings will be removed in favor of overpasses, as required by the Arizona Corporation Commission. In recent years, grade-separated railroad crossings were completed at Twin Peaks Road and Ina Road. The goals and policies support future grade-separated crossings at Cortaro Road, Tangerine Road, and Marana Road, and at other planned crossings at Moore Road, Tortolita Parkway, and Missile Base Road.

Sensitivity to the Natural Environment

With the expansion of the Marana roadway network to accommodate growth and economic opportunities, the Town will need to carefully consider and mitigate impacts to the natural environment, including wildlife corridors that connect the Tortolita Mountains with the Saguaro National Park (West), riparian areas along the Santa Cruz River, and other sensitive areas. Improvements to roadways crossing the wildlife corridors, including Tangerine Road and a planned extension of Avra Valley Road/Lambert Lane, will need to incorporate grade-separated wildlife crossings and fencing. These mitigation measures have already been installed on the section of Tangerine Road that was recently widened. The goals and policies in this Theme ensure the Town remains mindful of the natural environment as new roadways are planned and developed.

Transportation System Planning

Population growth, commercial and industrial development, tourism, and emerging transportation technologies will create demands for improving and expanding Marana's multi-modal transportation system. Transportation planning by the Town and at a regional level is key to addressing the transportation needs of the community. Through several planning efforts, the Town has identified needs, prioritized system improvements and expansion, and identified funding requirements and sources. These plans include the Transportation Master Plan Update (2001), the Marana Regional Airport Master Plan Update (2017), and the Marana Parks, Recreation, Trails, and Open Space Master Plan Update (2016). As a member agency with PAG and the Regional Transportation Authority (RTA), Marana participates in long range regional transportation planning and development through the development of the regional 5-year Transportation Improvement Program (TIP). The TIP prioritizes and programs regional transportation improvements. To plan for future transportation needs, priorities, funding requirements, and opportunities, the Town should regularly update the Transportation Master Plan. Once the Transportation Master Plan is updated and adopted, it will become part of this General Plan by reference.

Funding for future roadway and other transportation improvements also requires regional partnerships. Close cooperation with ADOT, Pima County, PAG, the RTA, the Central Arizona Governments (CAG), and Pinal County, as well as the neighboring municipalities of Tucson and Oro Valley is critical to building an efficient regional transportation system. The goals and policies for this element support connectivity within Marana and between communities.

The goals and policies in this Theme continue the Town's efforts to develop a balanced transportation system that is safe, convenient, multi-modal, and accessible to all users. The transportation system will support growth and economic opportunity, as well as enhance the livability and quality of our community. The Town will be mindful of adverse impacts to the rich natural environment and wildlife corridors when implementing this system.

Housing Element

Dove Mountain Neighborhood.
Source: The Vallee Gold Team

Housing influences the desirability of a place, making it crucial for the Town to support the needs of existing and future residents. The Land Use Element includes recommendations for the location of different types of housing based on character and density, whereas the Housing Element focuses on the types of housing that should be offered to accommodate Marana's diverse community.

Developing a diverse housing stock is instrumental in providing housing choices that meet the needs of Marana residents and families, regardless of economic status. During public engagement for the General Plan, the community noted there is a need for a variety of housing options. This can be achieved by providing a mix of housing types, such as single-family homes, townhomes, condominiums, as well as mixed-use urban housing. Further housing diversity can be achieved by providing a range of single-family lot sizes. Smaller single-family lot sizes foster development of garden or court homes, whereas quarter- and half-acre lot sizes support larger homes.

The goals and policies address a diversity of housing types and lot sizes that support a range of housing and rental costs, lifestyles, and family dynamics for all current and future Marana residents. Other considerations to expand housing diversity and make Marana a more inclusive community include assisted housing, senior housing, and other types of housing that accommodate special needs populations.

Colonias

A unique type of housing to the southwestern United States, and prevalent in Marana, are colonias. The U.S. Department of Housing and Urban Development (HUD) defines colonias as an identifiable community within 150 miles of the U.S.-Mexican border that contains outdated or insufficient infrastructure, such as potable water supply, inadequate sewage systems, and a shortage of decent, safe, and sanitary housing. Arizona contains 80 HUD-designated colonias, seven of which are within Marana. The seven HUD-designated colonias are:

- Adonis Neighborhood
- Berry Acres Neighborhood
- Honea Heights Neighborhood
- Marana Estates Neighborhood
- Marana Vista Estates Neighborhood
- Price Lane Neighborhood
- Yoem Pueblo/Sandario Neighborhood

Marana is dedicated to improving colonias through targeted investments that improve sanitary sewer conveyance systems, drainage enhancements, roadway extensions, and other quality of life improvements. To date, Marana has invested nearly four million dollars in these areas.

Public Services and Facilities Element

Public services and facilities support the everyday operations that keep the Town running efficiently and provide residents with necessary services to sustain a high quality of life. Marana has worked to provide residents and businesses with exemplary public services, meeting their existing needs and projecting future needs to accommodate growth. The goals and policies related to the Public Services and Facilities Element focus on providing high-quality public services for all customers as the Town grows. The public services and facilities that Marana provides are displayed on Figure 2-9 and described more thoroughly in the following subsections.

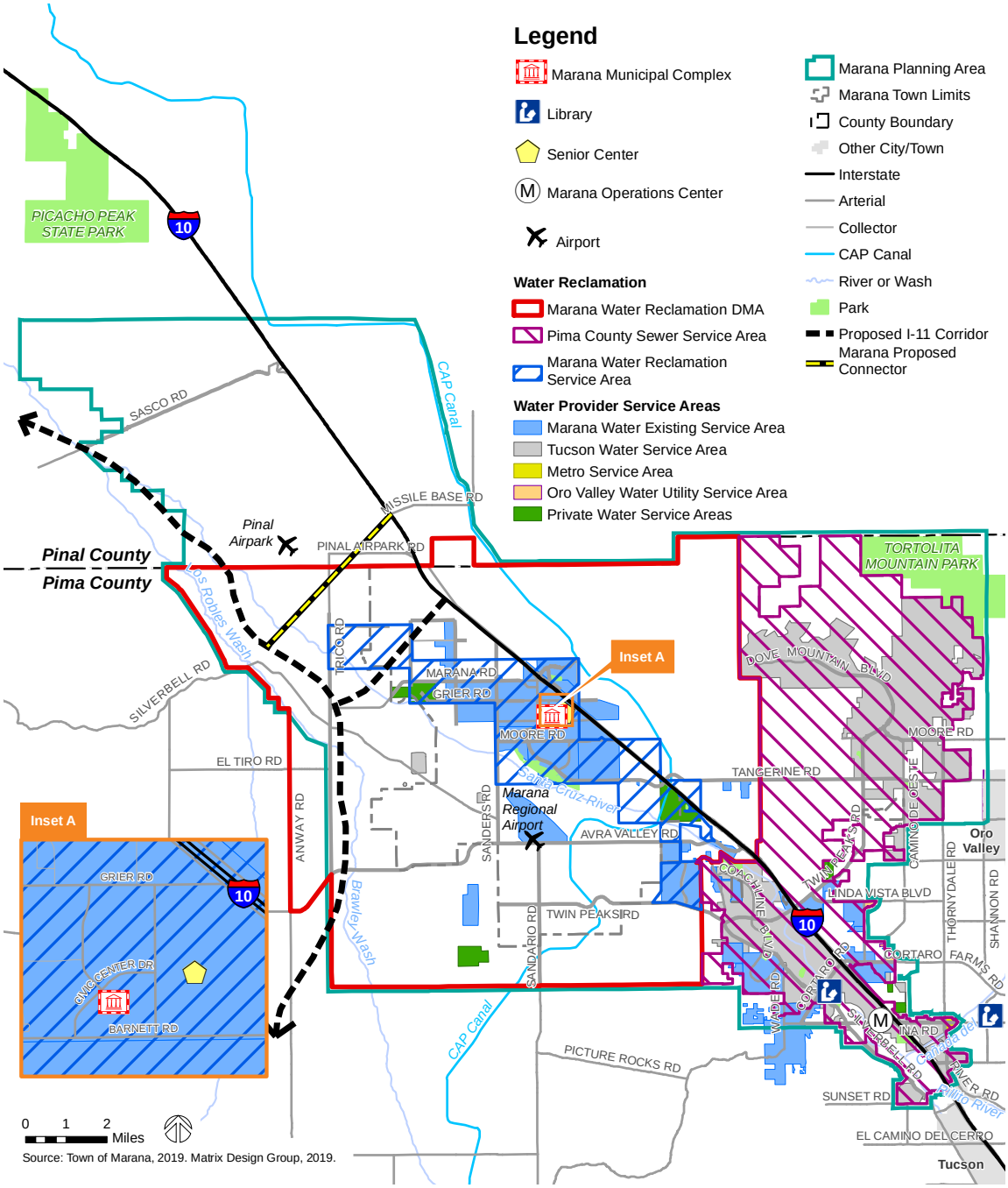
Public Services

The Town provides potable water delivery and wastewater management. Marana also provides police and fire services; however, these services are covered in the People & Community Theme Public Safety Element.

Potable Water

Within the Marana MPA, potable water is provided to residential and commercial customers by the Town (Marana Water), Tucson Water, and several small providers. Potable water in Marana is provided solely through groundwater from wells from the CAP and recycled effluent from the wastewater treatment plants. Potable water resource and infrastructure requirements for the Town are documented in the 2010 Potable Water System Master Plan. According to this plan, there is a projected need for 85,422 gallons per minute (gpm) of well capacity to accommodate the population at buildout, which is a 454% increase from the existing capacity of 15,417 gpm. As noted in the Potable System Master Plan, it will require 47 additional wells with a capacity of 1,500 gpm each to meet these projected potable water needs, assuming that the existing wells maintain current production capacities. The Potable Water Master Plan is scheduled to be updated in 2020. This update should take into consideration the capacities of the existing wells, as well as the Make Marana 2040 General Plan and the potable water needs for the projected population growth.

In an arid desert environment, water supplies fluctuate. The Town obtained an Assured Water Supply designation in 2017, which it will need to renew every 10 years. Marana is also a member of the Central Arizona Groundwater Replenishment District (CAGRD), which recharges groundwater supplies on behalf of its members, such as Marana, to reach a safe yield in the region. For more information on water supply, see the Resources & Sustainability Theme, Water Resources Element.



The Town of Marana provides this map information "As Is" at the request of the user with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. In no event shall The Town of Marana become liable to users of these data, or any other party, for any loss or direct, indirect, special, incidental, or consequential damages, including but not limited to time, money, or goodwill, arising from the use or modification of the data.

Map Revised: 10/9/2019

Figure 2-9
Public Services and Facilities

Wastewater

Marana Wastewater facility.
Source: Town of Marana

Wastewater services in Marana are provided by the Town and the Pima County Regional Wastewater Reclamation Department. Planning for wastewater is important for ensuring that residents, businesses, and industries are being served in a manner that supports continued growth trends. To accommodate growth, especially growth in north Marana, the Town expanded its wastewater reclamation facility to a capacity of 1.5 million gallons per day (MGD). According to the 2016 Marana Water Reclamation Facility Master Plan (MWRF), this expansion will provide sufficient treatment capacity until around 2030, at which point, the Town will need to plan for another water reclamation facility expansion. As Marana continues to experience growth, the Town must continue to evaluate the timeframe for an additional water reclamation facility expansion to ensure that the existing MWRF maintains sufficient treatment capacity. Additionally, as part of the recent expansion, Marana constructed a recharge facility, allowing for all treated wastewater to be recharged into the underlying aquifer and thus, supporting future growth in the Town.

The Pima County Regional Wastewater Reclamation Department owns and operates the Tres Rios Water Reclamation Facility on Ina Road in Marana. This facility provides sewer services to residents in southern and eastern Marana, as well as in Tucson. The facility has a maximum capacity of 50 MGD. The Pima County 2016 Wastewater Facility Plan notes that the Pima County Wastewater Reclamation Department will continue to evaluate service options and coordinate sewer improvement plans with the Town for areas of potential annexation.

The Pima Association of Governments is the Designated Planning Agency under Section 208 of the Clean Water Act for Pima County, responsible for regional water quality planning. In compliance with the Clean Water Act Section 208, PAG maintains and updates the Areawide Water Quality Management Plan (208 Plan). Marana actively participates with PAG in complying with and updating the 208 Plan, supporting a consistent approach to protecting, maintaining, and improving regional water quality.

Public Facilities

In addition to providing public services, the Town maintains public facilities that provide space for necessary municipal functions and public uses that enhance quality of life. These facilities include the Marana Municipal Complex, the Marana Operations Center, and the Marana Community Center. Marana is also home to the Wheeler Taft Abbett Sr. Library. Police stations, fire stations, medical facilities, and parks are discussed in the People & Community Theme.

- **Marana Municipal Complex.** The Marana Municipal Complex (MMC), located on West Civic Center Drive, anchors Downtown Marana. This facility houses the administrative and judicial functions of the Town. More specifically, the complex includes facilities for the Mayor and Town Council, Town Management, Development Services, Engineering, and Animal Services Division, as well as the Marana Municipal Court and other departments.

Marana Municipal Complex.
Source: Town of Marana

- **Marana Operations Center.** The Marana Operations Center (MOC), located off Ina Road, houses the Water Department and the Public Works Department's Streets, Traffic, Facilities, and Fleet Services Divisions.

- **Wheeler Taft Abbett Sr. Library.** The Wheeler Taft Abbett Sr. Library, located near Cortaro and Silverbell Roads is the only public library in the Marana MPA. The library is part of the Pima County Public Library system, and, as such, provides access to all Pima County public library resources.

Wheeler Taft Abbett Sr. Library
Source: Pima County Public Library

- **Marana Community Center.** The Marana Community Center, located in Ora Mae Harn District Park in Downtown Marana, provides a variety of recreational opportunities and services for citizens of all ages, and includes a robust Senior Program for adults over 50 years of age.

The goals and policies prepare Marana to increase capacity and services to the growing areas of the community over the next 20 years.

Goals and Policies

Land Use

Goal BE-1. Marana has distinct areas of commerce and employment that are prosperous and attract targeted industries.

Policy BE 1-1. Encourage appropriate land uses in designated areas to provide employment in the Town's four target sectors: Information Technology, Advance Business Services, Manufacturing, and Transportation/Logistics/Distribution.

Policy BE 1-2. Encourage commercial and employment uses in appropriate areas to support residents with local jobs and meet the Town's economic needs.

Policy BE 1-3. Identify key areas for employment on the Future Land Use Map (FLUM) and protect these key areas from encroachment to ensure future jobs will be available to support the community.

Policy BE 1-4. Explore the feasibility and utility of an Area Plan for the area centered on Interstate 10 and Pinal Air Park Road Interchange for potential future transportation, logistics, and distribution development in partnership with the ASLD, UPRR, ADOT, and Pinal County Airpark.

Policy BE 1-5. Protect employment, manufacturing, logistics and industrial areas from reduction and encroachment from single-family residential areas.

Policy BE 1-6. Support multi-family residential developments in the Employment Future Land Use Category, provided that:

- Separate access points for residential uses and non-residential uses.
- Adequate landscaped buffer setbacks between residential and non-residential uses.

Policy BE 1-7. Encourage community and regional scale commercial development at appropriate traffic interchanges along Interstate 10 and the planned Interstate 11 freeway corridor.

Goal BE-2. Non-residential development is compatible with existing and planned residential areas.

Policy BE 2-1. Amend or adopt Zoning and Design Standards to improve land use compatibility through transitional land uses, setbacks, lot size, building height, landscape bufferyards, and roadway design.

Policy BE 2-2. Provide on-site transitional land use techniques including building orientation, site design, bufferyards, building height limitations, setbacks, and other methods to reduce impacts of non-residential uses on residential areas.

Policy BE 2-3. Provide ingress/egress from an arterial or higher classification street for large non-residential development in any residential land use category.

Policy BE 2-4. Incorporate on-site design techniques to reduce the impacts of manufacturing, distribution centers, logistics and industrial land uses on existing and planned residential areas, including impacts related to noise, traffic, storage, lights, and architecture.

Goal BE-3. Land use patterns are compatible and foster the continued use and growth of the Marana Regional Airport.

Policy BE 3-1. Explore the development, adoption, and implementation of an Area Plan for the Marana Regional Airport and surrounding area to define land uses and appropriate development standards to ensure compatible development within and in the vicinity of the airport.

Policy BE 3-2. Continuously monitor and update the Airport Master Plan as necessary to provide for the long-term operational plan for the airport.

Policy BE 3-3. Ensure alignment of the Area Plan, Airport Master Plan, Town Code and economic development policy with regard to the long-term vision for the airport and surrounding area.

Policy BE 3-4. Initiate and/or support rezoning of land consistent with the adopted land use plan of the Area Plan to ensure the continued use and growth of the Airport and the compatible development of the surrounding area.

Policy BE 3-5. Ensure that specific plans, area plans, and other regional plans address compatibility issues associated with aircraft operations and the Marana Regional Airport.

Policy BE 3-6. Support rezoning and development proposals that are consistent with and advance the intent, purpose, and recommendations of the Pinal County JLUS.

Policy BE 3-7. Develop and implement a drone operation ordinance consistent with FAA guidelines limiting the use of drones in the vicinity of Marana Regional Airport.

Goal BE-4. The long-term growth of the Silverbell Army Heliport is protected from encroachment.

Policy BE 4-1. Support the role of SBAH as a significant contributor to the state, regional, and local economy and plan for Silverbell Army Heliport retention, supporting its national defense mission for the foreseeable future.

Policy BE 4-2. Ensure the long-term viability of SBAH's mission through periodic review of the Town Code and other Town policies governing growth and development around the installation.

Policy BE 4-3. Amend or adopt zoning ordinances that ensure development is compatible with existing and future aircraft operations at SBAH.

Policy BE 4-4. Ensure specific plans, area plans, and other regional plans address compatibility issues associated with aircraft operations at the Silverbell Army Heliport.

Policy BE 4-5. Implement the Pinal County JLUS recommendations to ensure compatible development in the vicinity of the installation.

Policy BE 4-6. Work with the AZ Army National Guard to establish agreed upon notification and development review timeframes for new development proposals.

Policy BE 4-7. Develop and implement a drone operation ordinance consistent with FAA guidelines limiting the use of drones in the vicinity of SBAH.

Policy BE 4-8. Support rezoning and development proposals that are consistent with and advance the intent, purpose, and recommendations of the approved Pinal County JLUS.

Goal BE-5. Land use patterns are compatible and foster the continued use and growth of the Pinal Airpark.

Policy BE 5-1. Support general plan amendment, rezoning and development proposals that are consistent with the continued use and operation of the Pinal Airpark.

Policy BE 5-2. Ensure that specific plans, area plans, and other regional plans address compatibility issues associated with the use and operation of the Pinal Airpark.

Policy BE 5-3. Development and implement a drone operation ordinance consistent with FAA guidelines limited the use of drones within the vicinity of Pinal Airpark.

Goal BE-6. Aggregate mining locations and operations are protected from encroachment of incompatible uses.

Policy BE 6-1. Require buffers between aggregate mining locations and new residential developments.

Policy BE 6-2. Ensure protection of existing aggregate mining operations that are consistent with Arizona Geological Survey maps and information relative to suitable geologic resources for aggregate mining.

Policy BE 6-3. Work with the Arizona Rock Products Association to identify appropriate areas for aggregate mining operations within the Employment Future Land Use Category and consistent with Arizona Geological Survey maps and information relative to suitable geologic resources.

Goal BE-7. Residential areas are well-served by a full range of supporting land uses that contribute to a balanced community.

Policy BE 7-1. Incorporate the full range of uses to support the ultimate build-out population in development proposals for large scale residential areas that support the neighborhood community.

Policy BE 7-2. Promote a walkable community by centrally locating institutional uses, civic uses, public spaces, and open spaces within the residential developments.

Policy BE 7-3. Plan open space areas within residential areas to accommodate a greater variety of passive and active recreational uses.

Policy BE 7-4. Evaluate existing development areas for land use imbalances and deficiencies and implement strategies to address significant deficiencies to support residential areas.

Goal BE-8. Mixed-use development in Marana provides quality areas of housing, commerce, and community interaction.

Policy BE 8-1. Encourage mixed-use development proposals in appropriate locations, with the scale and intensity compatible with existing and planned uses in the area.

Policy BE 8-2. Support and encourage mixed-use development in appropriate areas that reflect the following elements:

- Integration of land use, transportation, infrastructure, and design elements into a cohesive, well-planned community
- Accommodation of all modes of travel and connection to public areas through multi-modal circulation
- Promotion and integration of walkability within land uses and site planning
- Integration and location of residential, commercial, office, employment, transit, recreation, and open space within a walkable distance from one another

Policy BE 8-3. Support mixed-use projects in appropriate areas that promote walkability and livability through compact and integrated residential, commercial and employment areas.

Goal BE-9. Multi-family development in Marana is of high design quality and is supported by necessary infrastructure and community serving uses.

Policy BE 9-1. Adopt appropriate design standards to require enhanced architectural, site, and landscape design to increase compatibility with adjacent existing or planned land uses and to add visual interest and variety to multi-family buildings.

Policy BE 9-2. Evaluate multi-family development during the development review process for appropriate landscaping, open space, and recreational uses that create a complete residential community.

Policy BE 9-3. Provide access to multi-family residential development from either arterial streets or collector streets.

Policy BE 9-4. Reduce the bulk and massing of multi-family buildings through orientation, façade articulation, roof plane variation, fenestration, and material and color variations.

Goal BE-10. Downtown Marana is a unique, vibrant, mixed-use destination for residents, commerce, and business.

Policy BE 10-1. Fund, develop, adopt, and implement an Area Plan to define the future land uses, design elements, and other elements that reflect the unique and historic character of the Downtown. The Area Plan should include a comprehensive public engagement plan to gain meaningful public input to be used in its development. The Area Plan should focus on the following:

- Multi-modal Circulation Plan that reduces the impact of non-local traffic on the area
- Land Use Plan and design guidelines that reflect the desired character of the Downtown area
- Urban Design Plan, including streetscape standards, street trees, street furniture, lighting, way finding signage, thematic elements, enhanced focal points, and activity areas that reinforce the Downtown area as the gateway to the community and highlights the historic origin of the Town
- Infrastructure Plan for water, wastewater and stormwater that serves the envisioned future density/intensity of the area

Goal BE-11. Land use, transportation, and urban design in Marana are integrated in support of land and resource conservation, multi-modal transportation, active open spaces, and design innovation.

Policy BE 11-1. Evaluate existing processes for interdepartmental review of development proposals to ensure coordination and integration of transportation, land use, and urban design.

Policy BE 11-2. Support development proposals that provide proximate and integrated residential, commercial, employment, transit, public spaces, and recreational and open space uses.

Goal BE-12. Natural resources are considered and integrated into land use planning, resulting in the conservation of the environment.

Policy BE 12-1. Evaluate and implement appropriate best practices for development on sensitive lands, including conservation, subdivision design and low-impact development approaches and methods.

Policy BE 12-2. Evaluate and consider adopting appropriate zoning standards related to sensitive environmental resources, such as steep hillsides, riparian areas, native plants, sensitive habitats, and primary wildlife corridors.

Policy BE 12-3. Employ best practices in conservation subdivision design and low-impact development methods during the development review process to ensure conservation of natural resources.

Policy BE 12-4. Employ best practices and methods to require development to conform with natural site topography and avoid significant alterations to limit grading impacts.

Policy BE 12-5. Evaluate and consider adopting an appropriate ordinance to maintain density and enable administratively approved lot size reductions to increase natural open space conservation percentages.

Policy BE 12-6. Consider adoption of a Transfer of Development Rights (TDR) ordinance, enabling development rights to be transferred to other property and resulting in the conservation of land.

Goal BE-13. Special Planning Areas are balanced, diverse, and vibrant, and are comprised of complementary residential, shopping, employment, recreation, and public and open space areas.

Policy BE 13-1. Work cooperatively with the Arizona State Land Department on the development of a master development plan. The master development plan should establish the following:

- A variety of residential land uses and lot sizes, including single-family, attached single-family, and multi-family areas of varying densities
- Appropriate type, variety, and intensity of non-residential uses, including shopping, office, employment, and service commercial development to support the planned residential areas
- Appropriate public spaces, including gathering areas for social interaction
- Appropriate areas intended for conservation due to the presence of sensitive environmental resources such as cultural resources, habitats, primary wildlife corridors, native vegetation, steep slope conditions, and primary watercourses
- Appropriate type and amount of recreation facilities to support the area
- A utility master plan providing for the efficient service of water, wastewater, and stormwater infrastructure to serve the area
- An infrastructure development, phasing and financing plan providing for the fair allocation of infrastructure costs
- A connected, efficient, and multi-modal transportation system providing for connectivity within the area and to neighboring lands

Policy BE 13-2. Support a comprehensive public engagement plan to garner meaningful public and stakeholder input on the master development plan / rezoning application.

Goal BE-14. Marana grows through strategic annexations.

Policy BE 14-1. Develop and consider adoption of a comprehensive annexation policy to guide consideration and evaluation of annexation proposals, including analysis of the short- and long-term costs and benefits, financial impacts, and economic development benefits represented by the proposal. Support annexations that are consistent with adopted policy.

Policy BE 14-2. Evaluate the provision of infrastructure and services to serve proposed annexation for all future annexations.

Policy BE 14-3. Establish regular meetings with the Arizona State Land Department, Bureau of Land Management, Bureau of Reclamation, National Park Service, Pima County and other public land agencies to discuss long-term land management objectives and areas of alignment and mutual benefit and interest.

Policy BE 14-4. Extend the corporate limits of Marana only after careful consideration of the costs and benefits of the proposed annexation.

Policy BE 14-5. Support annexations and a logical, fiscally responsible and sustainable method of providing infrastructure and services for the area, that does not overly burden existing or future residents of the Town.

Goal BE-15. Marana prioritizes infrastructure enhancements and extensions that support desired new growth and development in an efficient and sustainable manner.

Policy BE 15-1. Prioritize projects through the Capital Improvement Program.

Policy BE 15-2. Promote public and private infrastructure expansion that is timely, financially sound, and coordinated with development activity.

Policy BE 15-3. Prioritize Interstate 10 (I-10) interchange improvements and develop a plan to allocate Town funding for early planning and design.

Goal BE-16. Infrastructure costs are planned and secured for both construction and continued maintenance.

Policy BE 16-1. Evaluate development proposals to ensure that new development provides the necessary infrastructure and services to meet the high standards of infrastructure and services that the citizens of Marana have come to expect.

Policy BE 16-2. Consider special taxing districts, such as community facilities districts and improvement districts, to provide necessary infrastructure funding where appropriate.

Policy BE 16-3. Evaluate appropriate partnerships with public and private entities to share in the costs of infrastructure and services to serve future development.

Policy BE 16-4. Monitor development impact fees and update as appropriate to ensure development is paying its fair and proportional share of the costs associated with growth.

Goal BE-17. Infrastructure planning and implementation in Marana is integrated with economic development objectives and land use planning principals.

Policy BE 17-1. Coordinate the Capital Improvement Program (CIP) and infrastructure improvements with economic and community development to incentivize desired development in appropriate locations.

Policy BE 17-2. Annually update the CIP program and make necessary amendments to ensure coordination with planned development and to leverage the combined impact of public and private investment.

Policy BE 17-3. Continuously monitor and evaluate existing and new funding sources to construct necessary improvements to support growth in the community.

Policy BE 17-4. Partner with public agencies and private entities to support legislation for innovative funding tools to fund infrastructure improvements for economic and community development.

Transportation

Goal BE-18. Marana has an efficient and safe transportation system connecting all modes of travel, serving all residents, and supporting economic development.

Policy BE 18-1. Focus future investments in transportation infrastructure in a manner that will accommodate the planned density and intensity envisioned on the Future Land Use Map (FLUM).

Policy BE 18-2. Employ infill and redevelopment principals where appropriate to increase walking, bicycling, and transit opportunities.

Policy BE 18-3. Encourage mixed land uses that combine residential, commercial, and employment with access to transit, bicycle, and pedestrian improvements.

Policy BE 18-4. Prioritize transportation infrastructure projects that support and align with the Town's economic development and future employment objectives.

Policy BE 18-5. Ensure planned employment cores are connected to and supported by the larger community and regional transportation system.

Policy BE 18-6. Evaluate and assess how to capitalize and leverage the economic development potential of existing and planned traffic interchanges on I-10 and other planned freeways.

Goal BE-19. Marana is a community with an effective, convenient, accessible, safe, and economically sustainable transportation network offering a choice of routes and modes of travel to all land uses, services, and destinations.

Policy BE 19-1. Provide a regional balance of transportation facilities and services by all modes, including automobile, public transit, bicycle, and pedestrian.

Policy BE 19-2. Monitor the performance of all modal systems to best mitigate traffic congestion and to assure safe operating conditions.

Policy BE 19-3. Locate ingress/egress points to maximize the use and effectiveness of the existing and planned transportation network.

Policy BE 19-4. Promote convenient multi-modal access to public places that have a high concentration of trips, such as employment and activity centers, commercial core areas, and inter-modal transportation (hub) facilities.

Policy BE 19-5. Maintain the Town transportation network established Level of Service (LOS) standards.

Policy BE 19-6. Consider adoption of streetscape standards that encourage enhancement of community character through transportation improvements.

Policy BE 19-7. Provide and maintain high-quality and cost-effective transportation infrastructure.

Policy BE 19-8. Encourage strategies, programs, and incentives that increase access and mobility, reduce congestion, and promote a sustainable transportation network.

Policy BE 19-9. Ensure that roads are appropriately and functionally classified to create an integrated transportation system.

Goal BE-20. Marana is well-served by convenient public transit service to, from, and within the community.

Policy BE 20-1. Design and fund construction of transit facilities including bus shelters, ride share lots, and other improvements to support the extension of transit services to Marana.

Policy BE 20-2. Require major developments to provide a transit plan and infrastructure to support transit services, such as bus stops and bus shelters.

Policy BE 20-3. Seek opportunities for additional express bus routes that better connect Marana to the greater Tucson region.

Policy BE 20-4. Explore and implement partnerships with the Federal Railroad Administration, ADOT, and other agencies and stakeholders to pursue development of a rapid-transit system between Phoenix and Tucson along the I-10 freeway corridor.

Goal BE-21. The transportation system in Marana is properly planned, funded, constructed, and maintained.

Policy BE 21-1. Develop and adopt a Transportation Master Plan that plans for a safe and connected roadway system, addresses all modes of travel, and prioritizes near-term mobility and safety needs and multi-modal improvements.

Policy BE 21-2. Coordinate transportation plans and initiatives with neighboring jurisdictions and regional planning agencies, such as PAG.

Policy BE 21-3. Maintain, enhance, and leverage partnerships and relationships with federal, state, and local planning agencies to obtain funding for transportation infrastructure that improves access within Marana and enhances regional connectivity.

Policy BE 21-4. Maintain and enhance coordination with private land owners, developers, and investors to identify opportunities for coordinated transportation improvements.

Policy BE 21-5. Evaluate development projects during the development process for potential impacts to traffic operations, safety, and transit to ensure traffic impacts are appropriately mitigated through developer installed improvements and the Town's CIP.

Policy BE 21-6. Acquire right-of-way dedications through development exactions and development agreements.

Policy BE 21-7. Effectively coordinate public involvement processes and intergovernmental relations with programs and projects related to the regional transportation network.

Policy BE 21-8. Maximize public/private partnerships for new transportation infrastructure development where appropriate.

Policy BE 21-9. Ensure proper maintenance of roads as the roadway infrastructure ages.

Goal BE-22. Marana provides for orderly development of roads in conjunction with development.

Policy BE 22-1. Coordinate all road improvements for proper phasing of approvals, dedication, and construction.

Policy BE 22-2. Acquire necessary right-of-way through exactions and development agreements.

Policy BE 22-3. Continue to require traffic reports for master planned communities, rezonings, specific plans, subdivision plats, and development plans.

Policy BE 22-4. Require that new development provide mitigation for traffic impacts to existing roads, as identified in a traffic impact analysis reviewed and approved by the Town Engineer, in conjunction with the request for development approval.

Policy BE 22-5. Design streets to enable future expansion and upgrading to their ultimate configurations without requiring major reconstruction of the roadway infrastructure.

Policy BE 22-6. As part of the Transportation Master Plan, explore the development of limited access parkways to provide for efficient movement of goods and people throughout the Town.

Goal BE-23. Roadway design and construction considers the natural environment.

Policy BE 23-1. Develop and implement environmentally-sensitive roadway design standards and identify appropriate areas in Town for their use.

Policy BE 23-2. Explore and assess major wildlife crossings of roadways and the feasibility of providing infrastructure to support the wildlife crossing in appropriate areas early in the planning process.

Policy BE 23-3. Identify development sensitive areas where right-of-way and roadway infrastructure can be reduced to lessen impact on the natural environment.

Policy BE 23-4. Establish and implement native tree planting programs for public and private streetscapes.

Policy BE 23-5. Incorporate hardscape and xeriscaping in all road projects.

Policy BE 23-6. Work with ADOT on minimizing impacts the future I-11 corridor may have on the Santa Cruz River and associated habitats and connectivity.

Goal BE-24. Marana employs innovative technological advances related to transportation.

Policy BE 24-1. Proactively monitor the emergence of new transportation technologies and plan for necessary infrastructure to accommodate advancements in the function and format of transportation.

Policy BE 24-2. Ensure traffic operations are running efficiently and following nationally accepted best practices.

Policy BE 24-3. Seek means to relieve and manage peak-hour congestion. Consider new technologies when constructing new, reconstructing, or retrofitting transportation infrastructure.

Policy BE 24-4. Assure that all circulation projects include infrastructure for future technology needs, such as fiber-based telecommunications.

Goal BE-25. Marana has complete street roadways to provide for multi-modes of transportation.

Policy BE 25-1. Update the Town's design standards and construction guidelines to reflect best practices and design elements to implement complete streets in appropriate areas.

Policy BE 25-2. Identify areas in the Town that are suitable for complete street design.

Goal BE-26. Bicycle facilities are planned, designed, and integrated into a connected multi-modal transportation network.

Policy BE 26-1. Fund, develop, adopt, and implement an Active Transportation Plan (ATP) providing for a convenient, connected, and safe bicycle and pedestrian network.

Policy BE 26-2. Through the ATP, identify gaps in the bicycle and pedestrian network and recommend improvements such as bicycle lanes, multi-use lanes, paved shoulders, and shared use paths.

Policy BE 26-3. Identify federal, state, county, regional, local, and private funding sources to plan and implement a safe, connected bicycle and pedestrian network.

Policy BE 26-4. Coordinate with PAG, Regional Transportation Authority (RTA), Pima County, Pinal County, and other metropolitan jurisdictions for regional bicycle system planning, including funding and construction.

Policy BE 26-5. Provide Town representation with regional bicycle planning committees such as the Platinum Challenge Task Force and the Tucson-Pima County Bicycle Advisory Committee (TPCBAC).

Policy BE 26-6. Recruit a resident to serve as a community representative on TPCBAC.

Policy BE 26-7. Create a program to disseminate bicycle safety information to all ages of the public.

Policy BE 26-8. Identify best practices for incentivizing the development community to construct and operate bicycle and pedestrian facilities.

Policy BE 26-9. Evaluate and implement amendments to the Town Code to require bicycle facilities, bicycle parking facilities, and other support facilities to the bicycle network.

Goal BE-27. The bicycle system in Marana is safe, connects areas of community activity, and promotes recreation.

Policy BE 27-1. Increase community awareness of bicycle safety through community education, including rules of the road and appropriate behavior to foster safer streets for all modes of travel.

Policy BE 27-2. Provide for enhanced bicycle features at major arterial streets and freeways, such as separating facilities from vehicular traffic, buffered bike lanes, HAWK signalized crossings, and median refuge areas.

Policy BE 27-3. Ensure that cross-sections for arterial roadways accommodate bike lanes (or paved shoulders as appropriate) or a single shared-use path providing the functions of a sidewalk.

Policy BE 27-4. Ensure cross-sections for collector roadways include bike lanes, multi-use lanes, or paved shoulders as appropriate.

Policy BE 27-5. Create bikeways that increase and enhance connectivity to neighboring jurisdictions.

Policy BE 27-6. Review development plans for access to schools in support of the Safe Routes to School initiative. Identify corridors and improvements to facilitate bicycle access to schools and expand the Safe Route to School initiative to reach every school in Marana.

Policy BE 27-7. Promote or recognize the Juan Batista de Anza National Historic Trail as a special asset, a tourism generator, and an important linear park to be connected to future trails.

Policy BE 27-8. Work with Pima County, the Anza Trail Coalition, the National Park Service, and other partners to identify funding mechanisms for the completion of the Juan Batista de Anza National Historic Trail.

Housing

Goal BE-28. Marana maintains a diverse housing stock that accommodates the various housing needs of all residents.

Policy BE 28-1. Consider funding to develop, adopt, and implement a housing study to address areas in need and increase housing options available to the community.

Policy BE 28-2. Encourage a range of housing types, housing sizes, and lot sizes that foster a variety of options, such as detached single-family homes, attached single-family homes, and multi-family units that increase choices throughout the community.

Policy BE 28-3. Promote development proposals for multi-family residential, mixed-use, and small lot residential areas that are compatible with the existing and planned land uses in the area.

Policy BE 28-4. Encourage the development of apartments, garden homes, court homes, townhomes, condominiums, and attached single-family dwellings in appropriate locations to increase available housing options for price-sensitive rentals.

Goal BE-29. The cost of housing is affordable for those living and working in Marana.

Policy BE 29-1. Increase available housing choices in Marana to accommodate a range of needs, such as family size, age, and income.

Policy BE 29-2. Consider incentives for mixed-income developments that provide a range of home prices.

Policy BE 29-3. Maintain a balance between employee incomes and housing costs in Marana.

Goal BE-30. A diversity of housing options provides opportunities for residents to age in place.

Policy BE 30-1. Evaluate and implement appropriate strategies to increase multi-generational housing options, such as accessory dwelling units, senior housing units, and single-level garden homes that support residents' ability to remain in their communities as they age.

Policy BE 30-2. Encourage senior housing options in proximity to medical facilities, transit routes or nodes, and commercial services.

Policy BE 30-3. Support neighborhood services and amenities that accommodate residents of all ages.

Goal BE-31. Neighborhoods in Marana have unique identities with diverse residential designs.

Policy BE 31-1. Incorporate a variety of architectural designs that contribute to a unique and diverse neighborhood character and identity in new residential development.

Policy BE 31-2. Explore effective approaches to incentivize the homebuilding community to provide unique and diverse residential housing within the community.

Policy BE 31-3. Reevaluate design review standards to ensure that they achieve an appropriate degree of diversity and level of design treatment regarding façade articulation, fenestration, roof plane variation, material quantities, colors, and other design elements.

Policy BE 31-4. Support the adaptive reuse of buildings to provide additional housing options.

Policy BE 31-5. Encourage new and innovative housing types that meet the evolving needs of Marana households, and expand housing choices in all neighborhoods.

Public Services and Facilities

Goal BE-32. Marana provides high-quality services and facilities that support and efficiently serve existing and future growth in a viable and sustainable manner.

Policy BE 32-1. Update the Facilities Master Plan to plan for current and future buildout needs.

Policy BE 32-2. Evaluate public facilities and services to identify underserved areas in need of infrastructure and services and address deficits and needed enhancements annually through the CIP process.

Policy BE 32-3. Identify current and future needs for additional public buildings and facilities for the operation of Town services through the Facilities Master Plan.

Policy BE 32-4. Utilize a variety of funding resources to provide funding for future public buildings and facilities.

Policy BE 32-5. Use public/private partnerships for new infrastructure development where appropriate.

Policy BE 32-6. Maintain a level of service to serve future growth through detailed planning and implementation of the CIP.

Goal BE-33. Marana's high standard of excellence is showcased through high-quality and cost-effective public facilities and services.

Policy BE 33-1. Encourage cost-efficient practices related to the operation and maintenance of existing and new public buildings and facilities.

Policy BE 33-2. Consider decentralizing or deploying services to increase service delivery efficiencies.

Policy BE 33-3. Regularly review fees and rates for public utility services to ensure that operating and maintenance costs are being appropriately covered.

Policy BE 33-4. Evaluate new technologies to increase the effectiveness and efficiency of service delivery to Marana residents.

Policy BE 33-5. Ensure that Town staff is continuously trained to use best practices in the development, maintenance, and operation of Town services.

Policy BE 33-6. Require the proper disposal of hazardous materials.

Goal BE-34. Town buildings and facilities are designed and constructed to be energy efficient, safe, and secure.

Policy BE 34-1. Establish leadership in the area of site design and architecture for Town buildings and facilities by pursuing the use of Leadership in Energy and Environmental Design (LEED) principles in facility planning and design.

Policy BE 34-2. Integrate energy efficiency methods and technologies in the design of Town buildings and facilities, including roof mounted solar panels.

Policy BE 34-3. Assess the viability of integrating energy efficient features in all Town buildings when updating or remodeling buildings.

Policy BE 34-4. Ensure that public buildings and facilities are accessible to populations of varying ages and abilities.

Policy BE 34-5. Design municipal buildings and facilities in a manner that reflects and complements the character of Marana.

Policy BE 34-6. Design and plan public buildings and facilities to have joint-use applications whenever possible to increase operational efficiencies and accessibility.

Goal BE-35. Marana works closely with the local school districts to plan for future schools that meet the needs of the Town's growing and diverse community.

Policy BE 35-1. Consider developing Town facilities in conjunction with schools to enhance opportunities for joint uses.

Policy BE 35-2. Work with local school districts to strategically locate schools in a manner that meets the needs of the growing community.

Policy BE 35-3. Coordinate with schools to ensure that educational facility requirements are being met as new development occurs.

Policy BE 35-4. Ensure that developers coordinate with the school districts to assess and develop strategies related to potential development impacts on the school system.

Goal BE-36. Growth in Marana is anticipated and accommodated with well-planned public utility infrastructure.

Policy BE 36-1. Create, adopt, and regularly update comprehensive water and wastewater system master plans to plan for future growth.

Policy BE 36-2. Identify and prioritize future water and wastewater facility enhancements and extensions through comprehensive water and wastewater system master plans.

Policy BE 36-3. Preserve and improve water and wastewater infrastructure to maintain high levels service.

Policy BE 36-4. Require new development to provide adequate water, wastewater, and stormwater infrastructure to serve the growth of the community.

Policy BE 36-5. Expand the water supply and sewerage systems within the Town in an orderly manner.

Policy BE 36-6. Site and construct water reclamation facilities to encourage direct reuse and aquifer recharge.

Policy BE 36-7. Require that new development pay its proportionate share of the costs associated with constructing new, or upgrading existing, public utilities.

Policy BE 36-8. Ensure that future technology needs are met through infrastructure, such as fiber, where practical and feasible.

Policy BE 36-9. Review Pima County's Capital Improvement Program each time it is updated to monitor whether infrastructure improvements will impact utilities in the Marana MPA.

Goal BE-37. Marana is an active partner with regional utility providers.

Policy BE 37-1. Continually work with other public utility providers, such as Pima County Regional Wastewater Reclamation District and Tucson Water, to ensure their needs are being met in the Town.

Policy BE 37-2. Regularly communicate with private utilities regarding Town expansion plans.

Policy BE 37-3. Work with private utility companies to appropriately site utility corridors.

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MAKE MARANA
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CHAPTER 3

People & Community

Introduction

The People & Community Theme includes goals and policies that create a greater sense of community and culture, fostering a higher quality of life for residents and visitors. The Town's commitment to supporting its people and communities drives Town pride and boosts the local economy. This Theme includes six elements (four A.R.S. required elements):

- **Economic Vitality.** Economic security starts with quality, high-wage jobs. This Element provides strategies that sustain, grow, and diversify Marana's job base and local economy to maintain the Town's status as an attractive community for residents, businesses, and entrepreneurs.

- **Public Safety.** In addition to economic security, providing a safe, secure family environment is vital to a community's quality of life. The Public Safety Element establishes standards for protecting community health, safety, and welfare from both man-made and natural hazards.

- **Recreation.** The health of Marana's citizens is a preeminent goal of the Make Marana General Plan. This Element promotes healthy, active lifestyles by creating a framework for future recreational opportunities, such as parks and other recreational facilities.

- **Arts and Culture.** Marana has a well-known wealth of historic culture. The Arts and Culture Element promotes the preservation of this historic culture, as well as the creation of contemporary art that showcases and celebrates Marana's iconic culture.

- **Community Preservation, Revitalization, and Redevelopment.** Preserving and revitalizing aging areas within the community provides a strong foundation for long-term prosperity. This Element establishes proactive measures to maintain the stability and defining characteristics of Marana's diverse community as the Town ages, while redeveloping areas in need.

Economic Vitality Element

A prosperous economy supports a growing, attractive, and desirable community, translating to a high quality of life for residents and thriving businesses. Marana is positioned to become an economic leader in the Tucson region, with a growing population base and several major assets that have yet to reach their full potential. Town assets discussed further in this Element include Downtown Marana, the Marana Regional Airport, Pinal Airpark, the Tangerine Road Corridor, and the Town's growing tourism industry.

Through the public engagement process, Marana residents identified the Town's best asset for the future as its opportunities for growth and business development. However, Marana residents also recognized that the biggest threat to the Town's future is a lack of quality jobs. Marana recognizes the importance of diversifying the local economy in its overarching Marana Strategic Plan Four. Additionally, to capitalize on opportunities for growth and business development, Marana adopted a separate Economic Development Strategic Plan in 2017. The goal of the Economic Development Strategic Plan is to identify the best and highest value-added opportunities to strengthen and diversify the local economy. These strategic plans are also covered in this Element.

Strategic Plan Four

Marana's Strategic Plan Four is a set of principles and action items designed to assist Town staff in positioning the community for success well into the future. The second Principle Statement in the plan states, "We will seek and retain diverse industries and commerce." This principle has 17 associated initiatives, the first of which is to implement the 2017 Economic Development Strategic Plan. Some of the other initiatives, which are reinforced in this General Plan, include:

- Research, evaluate, and implement economic development tools and strategies to support business development and expansion.
- Invest in airport infrastructure and lease opportunities to grow airport operations.
- Develop strategies and promote initiatives to further the development of the Downtown District.
- Obtain best practices, develop contacts, and implement strategies and tools from state and national organizations such as Arizona Commerce Authority (ACA), Sun Corridor, Arizona Association of Economic Developers, International Council of Shopping Centers (ICSC), and the International Economic Development Council (IEDC).
- Partner with universities and colleges to host and provide educational opportunities for Marana residents and businesses.
- Expand Marana's tourism efforts by creating a tourism master plan.
- Ensure capital improvement projects advance the community's economic development goals and adhere to aesthetic standards.

Economic Development Strategy

Marana's Economic Development Strategy is the Town's guide for economic initiatives for long-term prosperity and becoming competitive in the global economy. The strategy identifies a set of target economic sectors best suited to provide growth within Marana. The identified sectors are: Information Technology (including finance and insurance industries), Advanced Business Services, Manufacturing, and Transportation, Logistics and Distribution. The plan identified these target sectors based, in part, on several factors, including Marana's current available workforce, existing industries within the Town's boundaries, and other assets including available infrastructure, regional partnerships, availability of land, and the overall regional business climate.

This plan consists of nine recommendations, each with associated implementable actions. These nine overarching recommendations are:

- Forge a strong, unified community identity.
- Fortify Marana's business-friendly business climate.
- Make business retention the top priority for Marana's economic development.
- Invest in infrastructure, quality of life, and other improvements that will assure Marana's ability to retain, recruit, and grow firms and career-oriented jobs in the target economic sectors.
- Ensure that Marana's present and future employers will be able to cultivate, retain, and attract the talent that they need.
- Advance Marana's participation in the national economic development arena.
- Grow and attract quality firms and jobs—domestic and international—in targeted sectors.
- Create a Marana business location brand.
- Adopt indicators and metrics to assess both the Town government's and Economic Development Department's progress.

One method Marana uses to support the Economic Development Strategy is providing development-ready land and buildings to accommodate the needs of prospective businesses and industries. In providing development-ready sites, the Town must ensure that that the framework (i.e., appropriate zoning) and physical infrastructure (i.e., telecommunications facilities, transportation networks, sewers, and water mains) support the community's economic development goals. The goals and policies in this General Plan help prepare development-ready sites, and support the recommendations and action items identified in Marana's Economic Development Strategy.

Downtown

During the public engagement process, stakeholders recognized Downtown Marana as one of the Town's most important areas for economic development opportunities, with the potential to develop a modern, efficient, and attractive town center from the ground up. Downtown Marana is generally located between I-10, Sandario Road, and Barnett Road, where the Marana Municipal Complex is located. Despite a previous master plan from 2005 and several visioning initiatives, Downtown Marana has experienced little activity over the past decade. However, large tracks of undeveloped land provide opportunities for a holistic, unified approach for Downtown development.

The Town conducted the most recent Downtown visioning exercise as part of the 2017 Economic Development Strategic Plan process. A workshop was held with stakeholders to determine next steps and priorities in developing Downtown Marana. Workshop participants identified eight priorities:

- Create and install infrastructure
- Create a Downtown Development Corporation
- Create a public/private event company and start programming
- Create a drainage system
- Create a gateway
- Create a focal point
- Create design guidelines
- Create a traffic management system

Marana also amended the Town Code to include a Downtown Marana Overlay Zone, which supports a walkable, mixed-use destination. This overlay zone allows property owners to opt into the overlay zoning as opposed to maintaining the underlying development rights, without going through the rezoning process. The goals and policies in this General Plan provide further guidance for growing and capitalizing on Downtown Marana.

Marana Health Center which, along with the Marana Municipal Center, currently anchors Downtown Marana.

Marana Regional Airport

Planes parked at Marana Regional Airport. Source: Town of Marana

The Marana Regional Airport was identified as one of Marana's major assets throughout the public engagement and stakeholder interview process. The airport provides the Town and local industries with access to outside markets. This can be leveraged to keep the Town and business community competitive in an ever-changing economy. The Marana Regional Airport is home to various types of aeronautical activities, including business transportation, recreation and tourism-related flights, flight training, military training, and air medevac services.

The Town last updated the Marana Regional Airport Master Plan in 2017. The plan provides several recommendations for continued development of the airport, including the need for upgraded runways and the installation of an air traffic control tower.

The use of Marana Regional Airport by large aircraft is limited due to insufficient safety zones. Runway 30 must be extended either to the northwest or the southeast to accommodate proper safety zones for larger aircraft. However, private properties are located northwest of the runway, and Avra Valley Road is located south of the runway, making extending the runway difficult. The goals and policies in this Theme seek to address the airport's limitations to expand its potential as a major business and industry hub for the community.

Additional information on the Marana Regional Airport is covered in the Built Environment Theme, Land Use Element.

Pinal Airpark

Just eight miles north of the Marana Regional Airport is Pinal Airpark. Pinal Airpark is a general aviation, public-use airport that is owned and managed by Pinal County. The two main tenants are Ascent Aviation Services and the Western Army National Guard. This airpark is used primarily as a storage, heavy maintenance, and material scrapping facility for commercial aircraft, although some aviation activity does occur.

Pinal Airpark's operations along with its proximity to Interstate 10, the Union Pacific Railroad, and the proposed future Interstate 11 corridor makes it a prime location for future industry development, including transportation, distribution, and logistics. Like Marana Regional Airport, Pinal Airpark does not have an air traffic control tower; there is potential for these two airports to share an air traffic control tower.

Additional information on Pinal Airpark is covered in the Built Environment Theme, Land Use Element.

Tangerine Road Corridor

Tangerine Road is a major east-west road through the community connecting Interstate 10 in Marana to Oracle Road in the Town of Oro Valley. Although the land immediately adjacent to the Interstate 10 interchange is developed or already planned, much of this corridor between I-10 and Dove Mountain is owned by the Arizona State Land Department (ASLD) and remains undeveloped. The Town envisions the Tangerine Road Corridor as a premiere corporate destination with its proximity to the Marana Regional Airport and the Ritz-Carlton at Dove Mountain, as well as the area's natural beauty of the surrounding mountain ranges. According to Marana's economic development strategy, development within this corridor should include:

- Large corporate campuses as well as clustered offices
- Research and business park developments
- Extended stay hotels
- Housing diversity including townhomes, condominiums, and apartments
- Open space, vistas, and view corridors
- Public recreation amenities (hiking, biking, and parks with water features)

View west of the Tangerine Corridor from Thornydale Road.
Source: Town of Marana

Tourism

Ritz Carlton at Dove Mountain Resort.
Source: Discover Marana

Tucson Premium Outlets at Marana.
Source: Vintage Partners

Marana gastronomy tour.
Source: Town of Marana

Marana's Star Spangled Spectacular.
Source: Town of Marana

Marana is a growing tourist destination for many reasons, including its rich prehistoric cultural resources, recreational amenities, shopping destinations, and premier resorts. Some of the major tourist attractions include the Ritz-Carlton at Dove Mountain and the Tucson Premium Outlets, as well as gastronomy tours and events that Marana offers. Supporting and growing tourism in Marana will help generate a more diverse and sustainable economy.

Although both Marana's cultural resources and recreational amenities are important to the Town's tourism industry and support a thriving and prosperous local economy, these items are covered later in this Theme in the Arts and Culture Element and Recreation Element, respectively.

Ritz Carlton

The Ritz Carlton at Dove Mountain is a world-renowned resort located in the Tortolita Mountains. Forbes identified the resort as one of the eight most luxurious spas and hotels in the world in 2018.

Tucson Premium Outlets at Marana

The Tucson Premium Outlets at Marana is a major outlet mall located near the Interstate 10 and Twin Peaks interchange. This outlet mall features over 70 stores, with brand names that include Under Armour, Saks 5th Avenue, Michael Kors, Coach, Express, and Calvin Klein.

Gastronomy Tours

Marana offers two gastronomy tours featuring archaeological sites, Sonoran Desert wild foods, and tastings of Sonoran Desert cuisine and libations by contemporary chefs and craft brewers.

Annual Events

The Town holds several major events throughout the year that attract visitors from across the region. These events include Founders' Day (March), Star Spangled Spectacular (July), Fall Festival (October), and the Holiday Festival & Christmas Tree Lighting (December).

Public Safety Element

A sense of safety and security is often one of the top quality-of-life indicators in a community. Marana takes pride in its strong dedication to public safety and the security of its residents, including law enforcement, fire, and emergency medical services, as well as natural hazard preparedness. The locations of these facilities and services are identified in **Figure 3-1**.

Law Enforcement

The Marana Police Department is responsible for law enforcement in the Town, and recently completed construction of its new headquarters at the Marana Municipal Complex. Marana's Police Department is comprised of 127 full-time employees, including 96 sworn officers and 31 civilians. As of 2018, the ratio of sworn officers to 1,000 residents was 1.97, below the national average of 2.40 reported by the FBI Uniform Crime Reporting (UCR) Program. Nonetheless, the crime rate in Marana decreased 18% between 2010 and 2017 and Marana was ranked the 6th safest community in the State of Arizona by SafeWise.

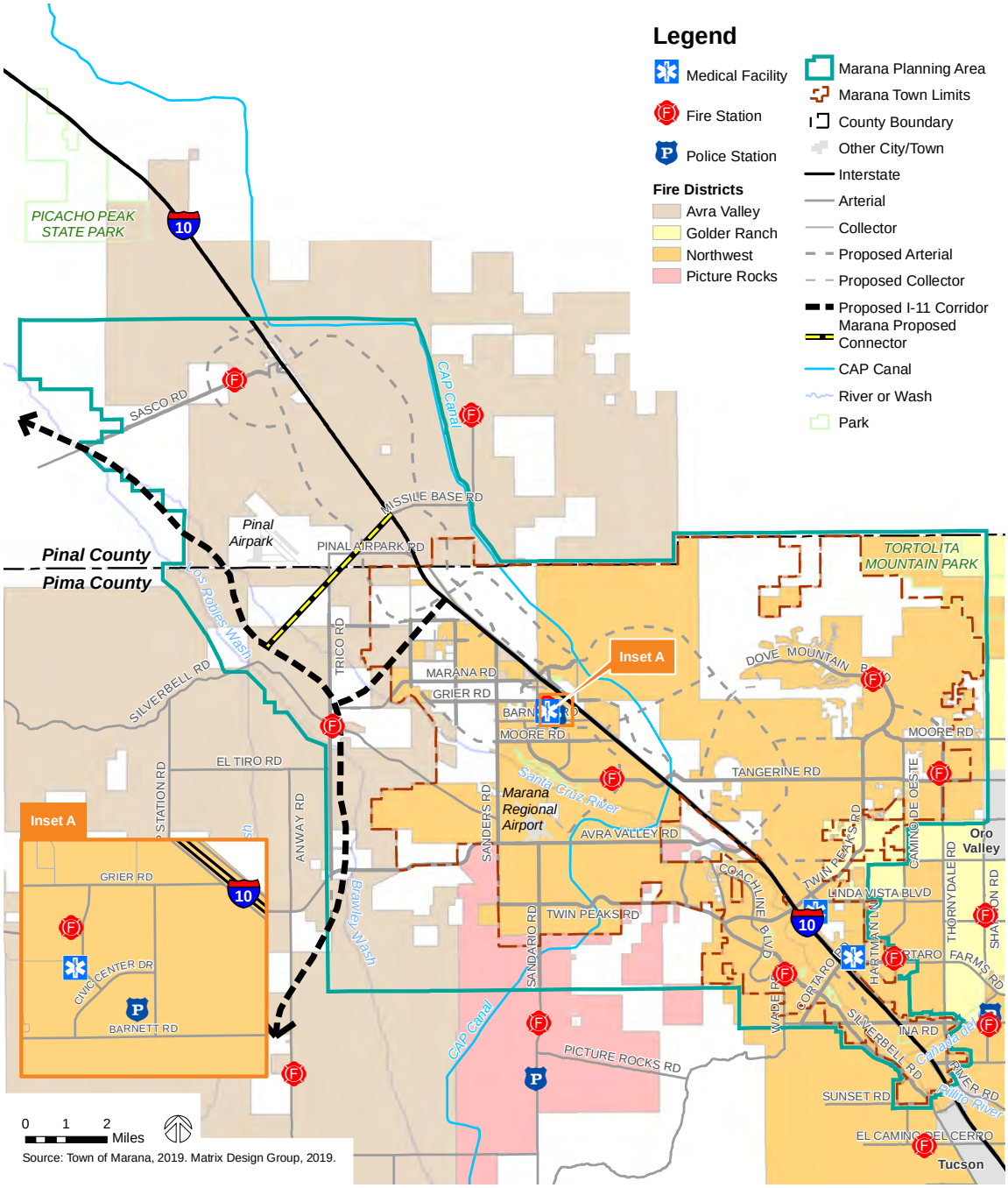
Grand opening of the new Marana Police Department Headquarters at the Marana Municipal Complex. Source: Town of Marana

Marana maintains its status as one of the safest communities in Arizona in several ways, the first of which is the Marana Police Department's quick response times. Response times are categorized by type of call, or level, ranging from dire or life-threatening emergency (level one) to non-emergency situations (level four). **Table 3-1** presents the average response times for each of the four priorities reported in 2017. Call to arrival time is considered the time it takes dispatch to receive the call and transmit the location of the call to the time of arrival of the first unit on scene.

Table 3-1 Marana Police Department Average Response

Call Priority	Call to Arrival Time
One	4:54
Two	5:49
Three	8:46
Four	9:45

Source: Marana Police Department, 2017



The Town of Marana provides this map information "As Is" at the request of the user with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. In no event shall The Town of Marana become liable to users of these data, or any other party, for any loss or direct, indirect, special, incidental, or consequential damages, including but not limited to time, money, or goodwill, arising from the use or modification of the data.

Map Revised: 10/10/2019

Figure 3-1
Public Safety

Marana and the Marana Police Department use additional methods of community engagement and other services to support a safe community. Examples of these are listed below:

Community Engagement

- Citizen Police Academy
- Youth Citizen Police Academy
- Explorer Post #77
- Special Duty Program
- Volunteers in Police Services (VIPS)
- Nextdoor Social Media
- TIP A COP for Special Olympics

Services

- Communications Center
- Crime Analysis
- Emergency Management
- Marana Tri-Star Program
- Vacation Watch
- Neighborhood Watch
- Dispose-a-Med
- Finger Printing
- Car Seat Inspection and Installation

Youth Citizen Police Academy.
Source: Town of Marana

The policy guidance in this General Plan supports the Marana Police Department's proactive efforts in maintaining a safe community.

Fire and Emergency Services

There are four fire districts that provide fire and emergency services within Marana's MPA. Northwest Fire District (NWFD) provides these services to most of the area within the incorporated Town limits. The other three fire districts that provide emergency services within Marana's MPA are Golder Ranch, Avra Valley, and Picture Rocks.

Northwest Fire engine.
Source: Town of Marana

The NWFD's firefighter to population ratio is 1.70 firefighters per 1,000 people. According to the National Fire Protection Association (NFPA), the median firefighter to population ratio in the United States for equivalent service areas is 1.24 firefighters per 1,000 residents, placing NWFD above the average ratio.

The Northwest Fire District has been internationally accredited since 2007 and in 2019 obtained an Insurance Service Office (ISO) Public Protection Classification rating of 1; this rating places the District's fire protection classification among the top 3% of all fire departments in the country. An ISO rating of 1 signifies to insurance companies the highest level of fire prevention and suppression capabilities for the community and often results in the lowest insurance premiums for property owners. These accomplishments together with those of the Town's Police Department make the Town of Marana the only municipality in Southern Arizona that is served by both an accredited police department and accredited fire district and only one of 73 in the nation that are served by an accredited fire district with an ISO rating of 1. The four fire districts work together to ensure the highest levels of fire services and paramedic level emergency medical services to our community through a common dispatch center, common radio channels, backup agreements, mutual aid, and automatic-aid agreements ensuring there's always help when needed.

Natural Hazard Preparedness

Natural hazards, such as flooding, droughts, landslides, earthquakes, and wildfires can occur at any time and without warning. Preparing for emergency responses if a natural hazard occurs can help reduce negative impacts, such as loss of life and property. Marana adopted an Emergency Operations Plan in 2012 to prepare the Town for potential emergency situations within the community. Marana also participates with other local, state, and federal agencies to prepare for and respond to regional hazards affecting the Town. Following is a summary of Marana's Emergency Operations Plan, as well as two Pima County plans that include Marana's participation—the Multi-Jurisdictional Hazard Mitigation Plan and the Community Wildfire Protection Plan. The policy guidance in these plans should continue to be followed and regularly updated as new potential threats emerge.

Flood of 1993.
Source: Arizona Daily Star

Emergency Operations Plan

Marana's Emergency Operations Plan prepares for natural, technological, and human-caused hazards that could negatively impact the community. The plan establishes comprehensive emergency management measures in anticipation of and in response to such hazards, including general protocols, organizational responsibilities, and intergovernmental coordination. Examples of hazards are listed in Table 3-2.

Table 3-2 Types of Hazards

Natural Hazards	Technological Hazards	Human-Caused Hazards
Avalanche	Airplane crash	Civil disturbance
Disease outbreak	Dam/levee failure	Cyber events
Drought	HAZMAT release	Terrorist acts
Earthquake	Power failure	Sabotage
Epidemic	Radiological release	School violence
Flood	Train derailment	
Hurricane	Urban conflagration	
Landslide		
Tornado		
Tsunami		
Volcanic eruption		
Wildfire		
Winter storm		

Source: Town of Marana

Pima County Multi-Jurisdiction Hazard Mitigation Plan

The Pima County Multi-Jurisdiction Hazard Mitigation Plan was last updated in 2017. Marana participated in the planning process for this plan in coordination with Pima County, Tucson, Oro Valley, Sahuarita, and the Pascua Yaqui Tribe. The plan contains a series of hazard mitigation measures for each individual jurisdiction by hazard type and priority. For Marana, flood hazards are the only type of hazard addressed by the plan's hazard mitigation measures, but all other hazard types in Marana are assigned a high priority.

Generally, most mitigation measures addressed in the Pima County Multi-Jurisdiction Hazard Mitigation Plan are implemented in Marana's Emergency Operations Plan. The Town also implements many hazard mitigation measures through the Town's Capital Improvement Program (CIP). Capital improvement projects identified in the Pima County Multi-Jurisdiction Hazard Mitigation Plan include road improvements along Ina Road and Tangerine Road, as well as purchasing properties in flood-prone areas via the Flood Prone Land Acquisition Program.

Pima County Community Wildfire Protection Plan

The Pima County Community Wildfire Protection Plan was prepared in 2013 in accordance with the Healthy Forests Restoration Act to access federal funding for fire preparedness and planning. The primary goal of this plan is to assist local communities, fire departments and districts, and residents to better protect lands from wildfire threats, improve fire prevention and suppression, and identify funding opportunities to reduce wildland fire risks. Marana is a partner jurisdiction in the plan, largely within the Northwest Community Wildlife-Urban Interface. More information on the wildland-urban interface is discussed in the Resources & Sustainability Theme, Environmental Planning Element.

Wildfire burning brush in the Santa Cruz River Basin near Cortaro Road and Silverbell Road.
Source: Tucson News Now

Recreation Element

Recreational facilities, such as parks, provide opportunities for physical activity and are essential in supporting healthy, active lifestyles, and fostering more livable communities. Marana provides high-quality recreational amenities, which is reflected in the Town's Strategic Plan Four. The Strategic Plan identifies recreation as one of the five focus areas, and outlines three principle statements for the recreation focus area:

- **Principle Statement 1.** We will promote healthy and active lifestyles through dynamic programming, community partnerships, and high-quality recreational amenities for Marana residents and visitors.
- **Principle Statement 2.** We will maintain the highest standards of customer service for guests of our parks and customers of our recreation programming.
- **Principle Statement 3.** We will capitalize on the uniqueness and value of the Sonoran Desert in our recreation programming, community planning, and tourism attraction efforts.

The Recreation Element covers the recreational facilities and programs Marana offers that promote healthy and active lifestyles. Although trails also provide recreational opportunities, trails are covered in the Resources & Sustainability Theme, Open Space Element.

Marana Pee Wee Sports Camp.
Source: Town of Marana

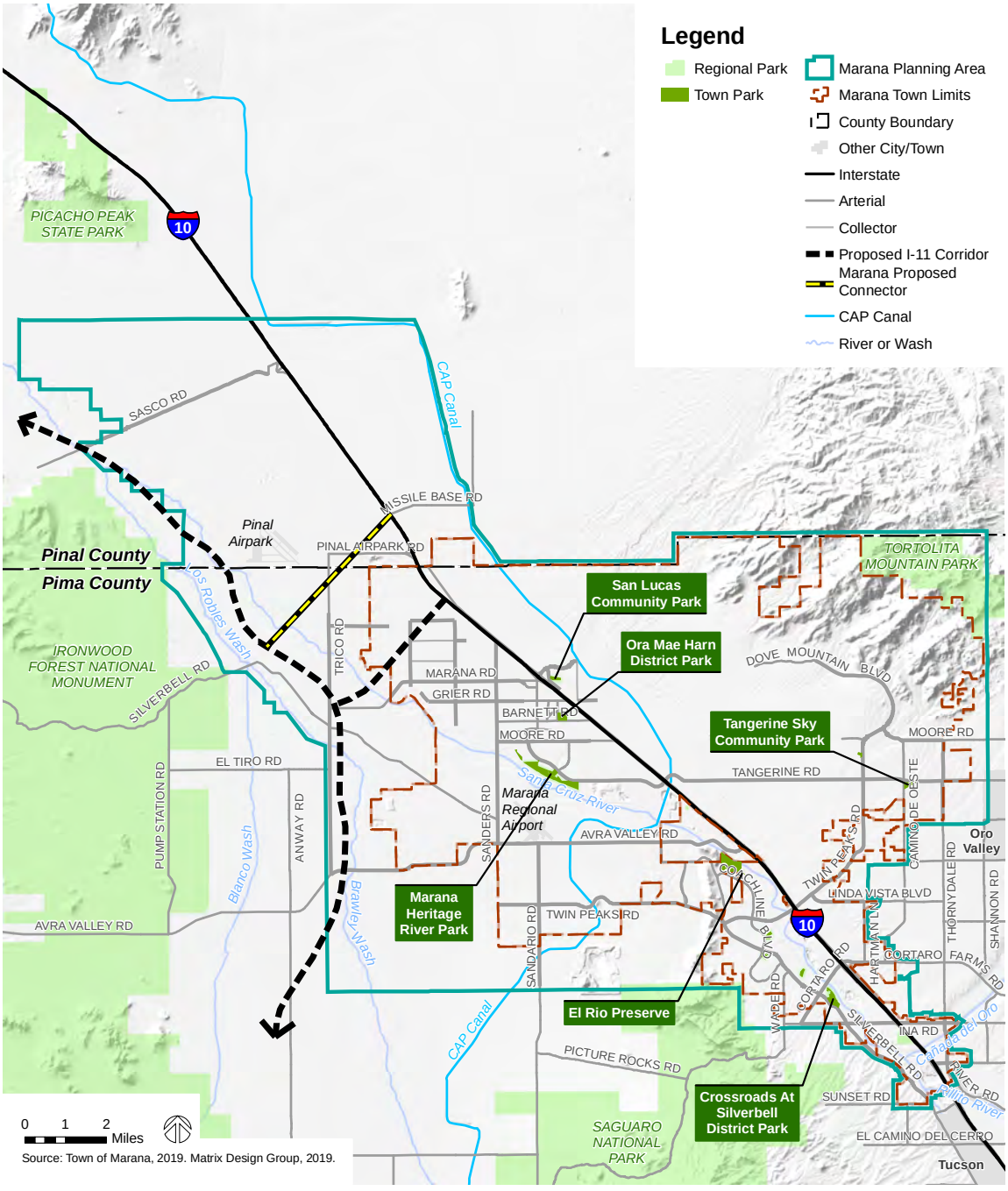
Recreational Facilities

Splash pad at Crossroads at Silverbell Park.
Source: Town of Marana

The National Recreation and Park Association (NRPA) recommends that communities maintain at least 9.6 acres of park space per 1,000 residents. The Town of Marana maintains a total of 189 acres of park space and is currently developing the 104-acre El Rio Preserve (for more information on the El Rio Preserve project, see the Resources & Sustainability Theme, Open Space Element). This equates to only 7.2 acres of park space per 1,000 residents, including the El Rio Preserve. However, there is an additional 103 acres of park space maintained by homeowners' associations (HOAs), plus over 3,000 acres maintained by Pima County, including the Tortolita Mountain Park. With these other parks factored in, Marana contains 89.3 acres of park space per 1,000 residents, which is well above the NRPA recommendation. The locations of these parks are identified on **Figure 3-2**.

In addition to parks, many residents expressed their desire for an indoor, multigenerational community recreation facility throughout the public engagement process. An indoor multigenerational recreation facility provides comfortable, year-round activities for residents of all ages, which is beneficial in the hot Arizona summers.

While the Marana Strategic Plan Four sets the departmental policy direction for recreation, the guiding policy document driving current and future parks and recreation development in Marana is the Parks, Recreation, Trails, and Open Space Master Plan.



The Town of Marana provides this map information "As Is" at the request of the user with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. In no event shall The Town of Marana become liable to users of these data, or any other party, for any loss or direct, indirect, special, incidental, or consequential damages, including but not limited to time, money, or goodwill, arising from the use or modification of the data.

Map Revised: 10/10/2019

Figure 3-2

Parks and Recreation

Parks, Recreation, Trails, and Open Space Master Plan

The Parks, Recreation, Trails, and Open Space Master Plan was last updated in 2016. The plan studies the level of service across four types of parks: regional, district, community, and neighborhood. The level of service analysis is based on a radial distance from each type of park, using NRPA guidelines. Special purpose parks are also identified in the plan, but not included in the level of service analysis.

- **Regional Parks.** Regional parks are defined as being over 50 acres with a service radius of five miles.
- **District Parks.** District parks are defined as usually between 30 to 50 acres with a service radius of 2.5 miles.
- **Community Parks.** Community parks are defined as usually being between 10 to 30 acres with a service radius of one mile.
- **Neighborhood Parks.** Neighborhood parks are defined as usually being less than ten acres with a service radius of 0.5 miles.
- **Special Purpose Parks.** Special purpose parks, referred to in the Parks, Recreation, Trails, and Open Space Master Plan as natural & cultural resources parks, are areas which include preserves, wildlife areas, historical sites, flora and fauna preservation areas and water recharge basin properties. These areas provide active and passive recreational opportunities for residents and visitors.

This analysis shows that most of the developed and densely populated areas in Marana are well served by parks. The areas unserved include the land owned by the Arizona State Land Department between the CAP canal and Dove Mountain and the northwest Marana area, north of Downtown. Although these areas are largely undeveloped, the goals and policies in this Theme proactively plan for future parks to serve these areas as they begin to develop.

Birds-eye view of Tangerine Sky Park
Source: Town of Marana

Recreation Programs and Events

Marana offers over 50 programs, activities, and events for individuals of all ages to get active and involved in the community. These include annual races like the Mother's Day 5K Fun Run and the Splash N' Dash Aquathon; youth and adult sports such as basketball and tennis; and outdoor recreation activities like guided horseback rides and Paint Night in the Park.

The Parks, Recreation, Trails, and Open Space Master Plan included a community survey regarding the quality of recreation program offerings. Over 53% of Marana households participate in at least one recreation program, 82% of which rated the quality of the programs offered as "Excellent" or "Good." However, the survey also raised the issue that current facility capacities make it challenging to expand programs, suggesting Marana should consider additional recreational facilities to meet demand. Future recreation policy direction is provided in this General Plan but should also be incorporated and expanded on in an update to the Parks, Recreation, Trails, and Open Space Master Plan.

Pool at the Ora Mae Harn District Park
Source: Town of Marana

Marana youth flag football clinic
Source: Town of Marana

Marana Adult Basketball League.
Source: Town of Marana

Marana Mother's Day 5K Fun Run
Source: Town of Marana

Arts and Culture Element

Evidence of prehistoric cultures in Marana and the surrounding area dates back at least 13,000 years. The presence of Paleoindian artifacts, specifically, suggests Marana was home to some of the first inhabitants of Arizona. The region has been occupied by a number of distinct groups since that time, including early agriculturalists and the Hohokam who established large villages in the area, as well as various Apache bands, the Tohono O'odham, Mexicans, and European explorers. The Arts and Culture Element reviews the Town's prehistoric and historic period cultural resources and contemporary arts as a diverse and interwoven heritage that makes Marana what it is today.

Marana Cotton Festival.
Source: Town of Marana

Cultural Resources

Marana is rich in cultural resources dating back to the pre-Hohokam and Hohokam periods. Some of the more significant prehistoric sites that have been discovered in Marana include large villages with platform mounds, ball courts, fully developed canal and irrigation systems, and petroglyphs. A few representative sites are summarized below.

Las Capas

Las Capas is an important prehistoric settlement located in the vicinity of the Pima County Reclamation Facility at Ina Road west of the I-10 freeway. Las Capas is the oldest agricultural irrigation system found in all of North America, at 3,600 years old.

Archaeologists studying Las Capas.
Source: Tucson Local Media

Marana Mound Complex

The Marana Mound Complex contains remnants of an ancient Hohokam village, including adobe walls still visible today and a 12-foot-tall earthen platform mound that was likely used for both ceremonial and more mundane purposes.

Adobe-walled rooms excavated by the Arizona State Museum, University of Arizona, at the Marana Mound Hohokam archaeological site.
Source: Allen Dart, Old Pueblo Archaeology Center

Wild Burro Canyon Trail

The Wild Burro Canyon Trail is in the Tortolita Mountains and meanders past ancient bedrock mortars and petroglyphs. This trail also winds past the remains of several stone houses that were built by Marana's homesteaders in the mid-to-late 19th Century.

Remnants of a 19th Century homestead along the Wild Burro Canyon Trail.
Source: Discover Marana

Crossroads at Silverbell District Park

Crossroads at Silverbell District Park is a public park along the Santa Cruz River. During construction of this park, the Town excavated at least two dozen adobe lined pit houses and artifacts from an ancient Hohokam village, as well as remains from the historic Bojórquez -Aguirre Ranch.

Preserved remnants from the Bojórquez -Aguirre Ranch at Crossroads at Silverbell District Park. Source: Alan M. Petrillo via Tucson Local Media

Los Morteros

Los Morteros is a Hohokam community containing a prehistoric ball court, hundreds of dwellings, petroglyphs, and over 300 bedrock mortars, which were likely used to grind mesquite beans and other foodstuffs. The site is further known as Puerto del Azotado, one of Juan Bautista de Anza's major encampments during his famous 18th-century expedition to modern-day California.

Los Morteros site along the Santa Cruz River. Source: Laura Cortelyou / Town of Marana

Due to the prevalence of cultural resources in Marana and the region at large, the Santa Cruz Valley was designated a National Heritage Area by the United States Congress in 2019. This designation recognizes areas for their combination of history, culture, and natural environment. The Santa Cruz Valley is only one of 55 designated National Heritage Areas in the U.S., and covers a large portion of Pima County, including the Town of Marana and south to Nogales.

Marana began preparing for this designation in 2001 through the Santa Cruz River Corridor Plan, and adopted a resolution in 2003 in support of the heritage area application. The goals and policies in this Theme seek to leverage the National Heritage Area designation and begin exploring methods of further protecting, embracing, and celebrating Marana's prehistoric and historic culture.

Contemporary Art

Contemporary art is modern art produced today. Contemporary art displayed in public, such as murals, sculptures, architecture, landscapes, and other public installations, can enliven communities and enhance community identity. Marana established a Public Works Arts Project Committee in 2001 to review proposals for public art projects funded by 1% of public works construction costs. However, this committee has since dissolved.

Deer sculptures installed at Tangerine Sky Park.
Source: Town of Marana

More recently, the Marana Citizens' Forum developed recommendations to incorporate public art in the Town to enhance Marana's sense of place, beauty, tourism and economy. The forum identified possible themes, types of art, financing and policy development ideas.

Film Production

The movie Confessions of a Dangerous Mind was filmed in Marana in 2002.
Source: Discover Marana

Another form of contemporary art prevalent in Marana is film production. Southern Arizona has been at the center stage of film production due to its scenic environment and western culture. Movies, television shows, and commercials have been filmed in Marana dating from the late 1930s to the present.

The Town established the Marana Film Office in 2017 to help accommodate future filming in the community, and to support tourism consistent with the Economic Development Strategy. The Marana Film Office assists film production companies in a variety of ways, such as helping to identify appropriate filming locations. The Marana Film office was successful in attracting Modern Studios to the community, which opened in January 2019. Modern Studios is a 12,000-square-foot production facility and will be instrumental in attracting and expanding the film production industry in Marana.

Community Preservation, Revitalization, and Redevelopment Element

A community's resiliency relies on its ability to preserve its assets, revitalize aging neighborhoods, and redevelop outdated and underused features. Although the land Marana encompasses has been settled for thousands of years by various cultures, the current Town as it exists today is a relatively new community. Just a handful of young neighborhoods contain most of the Town's population—Continental Ranch, Dove Mountain, and Gladden Farms—with many others on the way. As Marana ages and matures, it is important that the quality and character of these communities be maintained, and that the Town can adapt to new technologies, ideologies, and other societal changes which can positively alter communities.

This Element covers the community aspects that will help Marana sustain a livable and desirable community for generations, including a unifying identity, neighborhood communications and revitalization, as well as redevelopment of outdated community features.

Aerial view of the Gladden Farms neighborhood.
Source: YouTube

Community Identity

Many neighborhoods in Marana are located within Master Planned Areas (MPAs) that are developed with their own unique and distinctive character. Because of this, residents often identify with their neighborhood or specific MPA more than with Marana as a whole. This makes it necessary to ensure that neighborhoods throughout Marana are interconnected, but in a way that does not disrupt or eliminate the identity of individual neighborhoods. It is important to create a sense of place that residents can identify with by growing and integrating Marana's identity with existing and future neighborhoods.

Neighborhood Communications

Community members often spend most of their time in and around the neighborhoods they live, making them the local experts on the conditions of their neighborhoods. As such, it is important these residents become advocates for the preservation and rehabilitation of their respective neighborhoods. Establishing partnerships between community members and the Town will assist in creating and sustaining stable neighborhoods.

Neighborhood Revitalization

Neighborhoods are the fundamental building blocks of a community. Declining neighborhoods can have negative effects on surrounding communities, and the Town as a whole. Therefore, as neighborhoods begin to age, it is imperative that these areas receive regular investment to maintain their quality and character. Marana, as well as local community members, should remain proactive in addressing revitalization needs to maintain attractive, desirable, high-quality neighborhoods as the Town ages.

Redevelopment

As societies change and advance, so do the ways communities are developed and the ways people interact within the community. New technologies, ideologies, and trends can all affect how people interact within a community. For example, the accessibility of the automobile allowed people to venture farther for work, which has led to a rapid growth of suburban communities. More recently, the ease of online shopping has reduced the demand for brick and mortar stores. Future trends, such as autonomous vehicles or other unknown technologies, will continue to alter communities. How communities adapt to these changes is directly related to their long-term sustainability. Remaining flexible to redevelopment is key for Marana in adapting to future trends and promoting a resilient community.

Aerial view of the Ina Road Corridor, east of the Ina Road Interchange on Interstate 10.
Source: Town of Marana

Aerial view of Downtown Marana.
Source: Town of Marana

Potential future redevelopment areas include Downtown Marana and the area around the newly constructed Interstate 10 and Ina Road traffic interchange. In the Downtown area, the presence of substandard housing, fractured property ownership, and agricultural chemicals are issues which may have blight impacts on the area. In the area of the Interstate-10 / Ina Road traffic interchange, the realigned and expanded freeway, on- and off-ramps, and drainage impoundment areas have resulted in fractured property ownership and other blighting impacts to the area. The declaration of these locations as redevelopment areas may enable redevelopment funding opportunities, such as local incentives, special districts, statewide programs, and grant funding. A goal, with associated policies, is included to provide for future studies of these two locations as potential redevelopment areas.

Redevelopment planning in Downtown Marana provides endless opportunities to revitalize the area and attract new urban development. Some opportunities include Economic Development incentives, zoning overlays, and establishing a strong, cohesive vision for building a downtown from the ground up. Regarding Ina Road and Interstate 10, the newly constructed traffic interchange, enhanced landscaping and monumentation, aging building infrastructure, and increased traffic to the area have positioned this retail service hub perfectly for redevelopment. As the demand for new goods and services increases, and other market trends push the boundaries of traditional development, the Ina Road Corridor is quickly being recognized as the Town's newest redevelopment frontier.

Goals and Policies

Economic Vitality

Goal PC-1. **Marana maintains a healthy, adaptable local economy that creates a highly desirable quality of life through high levels of services and amenities.**

Policy PC 1-1. Continue to maintain, implement, and regularly update Marana's Economic Development Strategy to enhance Marana's long-term prosperity.

Policy PC 1-2. Proactively look ahead to emerging trends and technologies that could change the future of businesses, industries, and commerce.

Policy PC 1-3. Maintain and grow partnerships with local, state, and national economic development agencies, organizations, and other groups to help gain exposure to outside markets and help position Marana for continued economic development success.

Policy PC 1-4. Continue pivoting or diverting energies in new directions if new business and industry prospects will provide long-term benefits to the Town and align with Marana's vision and values.

Goal PC-2. **Marana is known as the most business-friendly community in the region through its top-tier business services.**

Policy PC 2-1. Provide a consistent and user-friendly regulatory environment that meets the needs of existing and future businesses.

Policy PC 2-2. Continue to assist individuals and businesses in understanding and working through regulations and permit processes.

Policy PC 2-3. Sustain strong relationships with the business community by regularly communicating with key businesses to assess and improve customer service as part of Marana's competitive advantage.

Goal PC-3. Marana fosters desirable career opportunities for residents, creates growth opportunities for entrepreneurs, and attracts private investment.

Policy PC 3-1. Support and work with educational institutions in providing workforce training courses and programs.

Policy PC 3-2. Work collaboratively and explore partnership opportunities with other regional and state entities for business attraction.

Policy PC 3-3. Develop and implement a formal business retention and expansion program.

Policy PC 3-4. Develop relationships with national site selection firms for business attraction.

Goal PC-4. Marana strategically provides a toolbox of incentives, resources, and policies to promote economic development.

Policy PC 4-1. Continue to explore and identify economic incentive best practices as additional tools to the existing programs, along with set criteria for implementation.

Policy PC 4-2. Actively promote and encourage employers to apply for incentives, such as the Marana Job Creation Incentive Program.

Policy PC 4-3. Offer streamlined development review and approval processes, such as fast-tracking plans and permits, for projects that help Marana accomplish its economic development goals.

Policy PC 4-4. Develop and maintain a database of state and federal funding sources and programs that assist in meeting business needs, including financing, training, and services.

Goal PC-5. Marana maintains a diverse and prosperous local economy by attracting and retaining target sector industries to support a sustainable and fiscally balanced town.

Policy PC 5-1. Continue business attraction efforts that focus on Marana's four targeted economic sectors.

Policy PC 5-2. Support high-tech industries through technological infrastructure, including dark fiber.

Policy PC 5-3. Work with local and regional economic development organizations to identify supply chain opportunities and develop a strategy to attract those businesses.

Goal PC-6. Marana maintains a robust marketing campaign that attracts national businesses to the community.

Policy PC 6-1. Take advantage of individual economic development marketing opportunities, and build a wider economic development brand and marketing strategy.

Policy PC 6-2. Ensure Marana's Economic Development and Tourism webpage is regularly maintained and updated with available sites, buildings, and businesses, as well as other important information for prospective businesses.

Policy PC 6-3. Partner with the Marana Chamber of Commerce to encourage local business involvement in the community.

Goal PC-7. Marana maintains an inventory of development-ready sites to attract future businesses and industries.

Policy PC 7-1. Identify and prepare a variety of places to locate new businesses.

Policy PC 7-2. Work with property owners within the employment corridors to help establish development-ready sites for future businesses and industries that will benefit the community.

Policy PC 7-3. Develop a strategy to prioritize properties for potential acquisition in areas that may facilitate appropriate business development projects.

Policy PC 7-4. Collaborate with various internal departments to develop a strategic infrastructure plan that facilitates infrastructure delivery to development-ready sites.

Goal PC-8. Marana partners with post-secondary educational institutions to maintain a highly-educated workforce.

Policy PC 8-1. Actively seek partnership opportunities with post-secondary institutions that have programs relevant to Marana's natural and/or business environment.

Policy PC 8-2. Develop partnerships with post-secondary institutions to expand or develop Class A buildings to house such educational institutions.

Policy PC 8-3. Establish a partnership with community and business leaders to target and solicit post-secondary institutions across the country to locate satellite branches in Marana.

Policy PC 8-4. Work with local and regional education providers and employers to connect students to local jobs and internships.

Goal PC-9. Downtown Marana is the central gathering place in the community for culture, events, and entertainment.

Policy PC 9-1. Develop and adopt a conceptual level planning study that provides a vision and implementation steps for the entire Downtown area.

Policy PC 9-2. Seek a potential event space or venue that attracts visitors to Downtown and supports local businesses.

Policy PC 9-3. Seek private sector partners to provide hospitality accommodations in Downtown for travelers to stay in Marana.

Policy PC 9-4. Prepare development-ready sites in Downtown Marana to incentivize development, consistent with a vision established in the conceptual level planning study.

Policy PC 9-5. Develop a unique brand and identity for Downtown Marana to enhance the sense of place.

Policy PC 9-6. Continue to seek creative funding mechanisms for enhancing Downtown Marana's development and character through public-private partnerships, in combination with the Downtown Marana Reinvestment Fund.

Goal PC-10. The Marana Regional Airport is a renowned corporate business location in Arizona.

Policy PC 10-1. Support the long-term viability of the Marana Regional Airport through strategic infrastructure investment, land use planning, and marketing to prospective developers that may be influenced by airport operations.

Policy PC 10-2. Preserve land surrounding the Marana Regional Airport to support future expansion.

Policy PC 10-3. Implement the Marana Regional Airport Master Plan.

Policy PC 10-4. Identify opportunities for connecting the Marana Regional Airport to local destinations, such as resorts.

Policy PC 10-5. Seek opportunities for expanding the Marana Regional Airport's runway to support commercial aircraft.

Goal PC-11. Major transportation corridors provide a business environment attractive to emerging industries, including transportation, logistics, distribution, manufacturing, light industrial, and high-tech industries.

Policy PC 11-1. Identify economic opportunities along major transportation infrastructure including interstates, railroads, and airports that will attract businesses.

Policy PC 11-2. Work closely with federal, state, and local partners, such as the Federal Aviation Administration, Union Pacific Railroad, Arizona Department of Transportation, and Regional Transportation Authority, to ensure transportation corridors continue to adequately serve associated businesses and industries.

Policy PC 11-3. Market Marana's proximity to Interstate 10, Union Pacific Railroad, Pinal Airpark, and the future Interstate 11 Corridor to prospective industries that can capitalize on the combination of these assets, such as transportation, logistics, and distribution companies.

Policy PC 11-4. Develop a Transportation Logistics marketing plan that closely aligns with the Economic Development Strategy.

Goal PC-12. Pinal Airpark maintains the resources to attract a wide variety of businesses and industries.

Policy PC 12-1. Consider developing a combined or shared control tower between Pinal Airpark and the Marana Regional Airport.

Policy PC 12-2. Partner with Pinal County on Pinal Airpark operations and surrounding development.

Goal PC-13. Marana has a thriving tourism industry supported by its cultural resources, contemporary art, recreational amenities, scenic open spaces, film industry, and iconic resorts.

Policy PC 13-1. Develop a marketing strategy for sustainable tourism that is focused on outdoor activities, such as birding, hiking, biking, and gastronomy.

Policy PC 13-2. Continue to monitor future opportunities for resort development.

Policy PC 13-3. Develop and regularly update a Tourism Master Plan that focuses on sustainable tourism as an economic driver in Marana.

Policy PC 13-4. Continue to work with the Chamber of Commerce, as well as other local and regional groups, organizations, and societies that support and market tourism in Marana.

Policy PC 13-5. Maintain and regularly update the Discover Marana website with new events, attractions, and accommodations.

Policy PC 13-6. Continue to conduct social media marketing campaigns across a variety of platforms that announce events, provide information about destinations, and posts photos and videos of tourist destinations and activities through the Town.

Policy PC 13-7. Collaborate with local Native American tribes and nations to expand cultural tourism opportunities in Marana.

Policy PC 13-8. Explore opportunities for a cultural interpretive center as a tourist attraction.

Policy PC 13-9. Assess and consider an incentive program for the film industry.

Public Safety

Goal PC-14. Marana maintains the highest public safety standards and integrity to ensure the Town is a safe and inviting place to live, work, and play for all citizens and visitors.

Policy PC 14-1. Ensure that public safety services consider adaptability to change, quick problem-solving, and cultural sensitivity.

Policy PC 14-2. Ensure that police services can accommodate future growth, including potential annexations, and the increase in emergency calls related to growth by regularly projecting future personnel, facility, and infrastructure needs.

Policy PC 14-3. Continue to provide the Police Department with equipment that will support the overall welfare of the community.

Policy PC 14-4. Continue to strengthen relationships with the Pinal County Sherriff's Department to proactively prepare for and ensure adequate public safety in future annexed areas within the County.

Policy PC 14-5. Seek out and attain accreditation through a reputable and recognized accreditation program to further enhance public trust and validate the professionalism of the Marana Police Department.

Policy PC 14-6. Actively seek out innovative practices in policing and crime prevention.

Policy PC 14-7. Support programs that promote community health, such as the Dispose-A-Med program.

Policy PC 14-8. Continue to work with the Northwest Fire District, Golder Ranch Fire Districts, Avra Valley Fire District and Picture Rocks Fire Districts to improve by-stander CPR rates above the national average.

Goal PC-15. The Marana Police Department continues to foster strong relationships with its citizens through community relations programs.

Policy PC 15-1. Continue to use and promote social media to connect with community members.

Policy PC 15-2. Promote and enhance existing community relation programs, such as the Volunteers in Police Service, Explorer Post #77, and Citizens Police Academy.

Policy PC 15-3. Continue to seek and support new community relations programs that successfully engage and build trust between police officers and citizens.

Policy PC 15-4. Involve the Marana Police Department in Town-wide events to provide educational information, safety tips, and other demonstrations for attendees.

Policy PC 15-5. Encourage residents and business owners to participate in events or methods for building relationships with one another to improve neighborhood safety, such as the neighborhood watch program.

Policy PC 15-6. Regularly communicate with businesses to ensure that a safe and secure working environment is maintained throughout Marana.

Goal PC-16. Marana provides effective fire education and protection services to minimize the damage and spread of fires.

Policy PC 16-1. Continue to work with the Northwest Fire District, Golder Ranch Fire District, Avra Valley Fire District, and Picture Rocks Fire District to improve or maintain Insurance Services Organization (ISO) ratings for the Town.

Policy PC 16-2. Continue to work with the Northwest Fire District to maintain the firefighter to population ratio above the national average.

Policy PC 16-3. Work with the Northwest Fire District to promote public fire safety knowledge, such as awareness of fire hazards.

Policy PC 16-4. Actively seek out innovative practices towards fire and life safety and fire prevention programs.

Policy PC 16-5. Encourage fire districts to participate in Town-wide events to provide educational information, safety tips, and other demonstrations for attendees.

Goal PC-17. Marana protects life and property during emergency situations by proactively preparing for natural and man-made hazards.

Policy PC 17-1. Prepare regular updates to the Emergency Operations Plan to address changes in the environment, technology, and other conditions that may threaten the community in the future.

Policy PC 17-2. Ensure emergency responders are adequately prepared for a wide variety of situations through regular training procedures.

Policy PC 17-3. Coordinate with adjacent jurisdictions' emergency responders to identify needs related to information sharing, operations, and disaster planning.

Goal PC-18. Marana's built environment is planned and designed to bolster safety in the community.

Policy PC 18-1. Maintain a high quality of code enforcement services to mitigate hazards associated with the built environment.

Policy PC 18-2. Encourage design methods that prevent crime, such as the Crime Prevention Through Environmental Design approach.

Goal PC-19. Medical facilities provide convenient access to health care for residents of all ages and needs.

Policy PC 19-1. Promote the use of Sun Shuttle paratransit services.

Policy PC 19-2. Support the operation of the Marana Health Center and other medical facilities within the community.

Policy PC 19-3. Support the development of medical facilities in various areas of the Town in proximity to population clusters.

Recreation

Goal PC-20. Marana supports a healthy, active community through a high-quality park and recreation network.

Policy PC 20-1. Update and implement the 10 Year Town of Marana Parks & Recreation Master Plan 2020-2030 to address all existing park and recreation facilities, as well as future community needs for parks and recreation properties and services.

Policy PC 20-2. Continuously evaluate recreational facility capacities to ensure that recreational needs are being met.

Policy PC 20-3. Consider the use of linear parks to connect open spaces with other destinations within the Town.

Policy PC 20-4. Provide urban spaces that include recreational opportunities, walkways, or trails to serve the community.

Policy PC 20-5. Seek to maintain a level of service for parks that is greater than the national standard.

Policy PC 20-6. Identify funding opportunities to meet the recreational needs of existing and future residents.

Goal PC-21. Marana proactively plans for future parks that enhance the overall community.

Policy PC 21-1. Identify potential locations for future district and community parks in the Parks, Recreation, Trails, and Open Space Master Plan, particularly in underserved areas, in anticipation of future development.

Policy PC 21-2. Explore the potential to use the Bureau of Reclamation property east of Marana Regional Airport as a future district or regional park.

Policy PC 21-3. Identify opportunities for partnering with local and regional agencies to create combined cultural and recreational amenities.

Policy PC 21-4. In coordination with regional parks, plan appropriate public use facilities within natural resource parks that support Town-sponsored recreation.

Goal PC-22. Marana's parks and recreational amenities are accessible throughout the Town and to all residents.

Policy PC 22-1. Site parks in Marana to ensure that residents throughout the Town have access to recreational facilities, in accordance with the Parks, Recreation, Trails, and Open Space Master Plan.

Policy PC 22-2. Ensure park and recreational facilities are American with Disabilities Act (ADA) accessible.

Policy PC 22-3. Ensure that parks and recreational facilities are linked to neighborhoods, schools, and the regional trail network.

Policy PC 22-4. Locate future community and regional parks near major arterials.

Goal PC-23. Marana maintains multiple park and recreational facilities that hold year-round indoor activities for community members of all ages and abilities.

Policy PC 23-1. Seek funding for and develop indoor community recreational facilities that can be enjoyed by community members of varying abilities.

Policy PC 23-2. Consider multigenerational needs when planning for and developing new recreational facilities and/or programs.

Policy PC 23-3. Continue to identify and pursue opportunities for joint use agreements for recreational facilities.

Goal PC-24. New residential developments feature accessible park and recreational amenities that are integrated and connected to the Town-wide network.

Policy PC 24-1. Annually review and update requirements for impact fees and dedications as appropriate for park development.

Policy PC 24-2. Continue to require developers to include parks, open spaces, and trails in new residential development.

Policy PC 24-3. Support the development of recreational facilities in existing and new residential developments.

Policy PC 24-4. Ensure that recreational facilities, including those maintained by homeowners' associations, are maintained according to the standards developed in the Parks, Recreation, Trails, and Open Space Master Plan.

Goal PC-25. Marana offers a wide variety of recreational programs for residents of all ages and abilities.

Policy PC 25-1. Through the Parks, Recreation, Trails, and Open Space Master Plan, assess recreational level of service throughout Marana and prioritize new programs where needed.

Policy PC 25-2. Work with surrounding communities to combine efforts in recreational programming.

Policy PC 25-3. Encourage and support sporting tournaments at Town recreational facilities.

Policy PC 25-4. Collaborate and partner with recreational providers to offer additional recreational programs in underserved areas within the Town.

Goal PC-26. An interconnected system of trails throughout Marana provides opportunities for healthy lifestyles by connecting communities with open spaces, employment areas, and other destinations.

Policy PC 26-1. Ensure that trails have connectivity throughout the Town and plan trails appropriately for areas that have natural or man-made barriers, such as interstates.

Policy PC 26-2. Use multi-purpose trails as buffers between urbanized and rural or open space areas, where appropriate.

Policy PC 26-3. When planning for trails, consider materials that are most appropriate for the place and that are sustainable, such as bridle paths in open space areas.

Arts and Culture

Goal PC-27. Marana's significant cultural resources are protected from encroachment and damage.

Policy PC 27-1. Consider adopting a Cultural Resources Master Plan that identifies cultural resources for preservation and creates strategies for preserving such resources.

Policy PC 27-2. Collaborate with Native American tribes and nations, as well as local and regional agencies and Non-Governmental Organizations to ensure that cultural resources within Marana are being preserved and interpreted appropriately.

Policy PC 27-3. Partner with the Marana Heritage Conservancy and other cultural resource management firms and regional experts to identify significant cultural resources within the Town and determine methods for cultural resource conservation and preservation.

Policy PC 27-4. Consider acquiring culturally sensitive sites that are currently held on private land to preserve the resource and provide education opportunities to the community.

Policy PC 27-5. Continue to include cultural resource agencies in the development review process to provide sensitive analysis of cultural affairs.

Policy PC 27-6. Continue to meet and exceed federal and state standards for protecting cultural resources in Marana.

Goal PC-28. Marana embraces and celebrates its rich cultural heritage.

Policy PC 28-1. Seek opportunities to leverage the Santa Cruz Valley National Heritage Area designation.

Policy PC 28-2. Consider developing special use parks that protect significant cultural sites, educate the community about the heritage in Marana, and provide other recreational opportunities like the Marana Heritage River Park and the El Rio Preserve.

Policy PC 28-3. Partner with stakeholders to acquire and protect the Marana Mound site to then consider establishing the site as a tourism destination for sightseeing, in coordination with local Native American tribes and nations and other stakeholders.

Policy PC 28-4. Encourage future developments to embrace cultural heritage in Marana through themed developments that incorporate the history of human settlement.

Policy PC 28-5. Work with the local Native American tribes and nations to ensure authenticity of cultural art projects.

Policy PC 28-6. Continue to expand and market Marana's rich culture and history through heritage tourism and other culturally focused activities, such as the gastronomy tours.

Goal PC-29. Public art throughout Marana expresses the Town's values and creates an attractive, inviting community for residents and visitors.

Policy PC 29-1. Consider reestablishing or expanding on a public art program that provides guidelines, education, and funding in support of the Town's culture and heritage.

Policy PC 29-2. Explore adoption of a funding mechanism or dedicated funding for public art, including the regular incorporation of public art into Capital Improvement Projects.

Policy PC 29-3. Through design standards, encourage developers to incorporate art that reflects culture and history in Marana.

Policy PC 29-4. Include local artists, artisans, and students in public art projects where feasible.

Policy PC 29-5. Integrate public art into Town redevelopment projects, as appropriate.

Policy PC 29-6. Seek art competitions and festivals that can be held downtown.

Goal PC-30. Marana is an attractive destination for filmmakers and film production.

Policy PC 30-1. Continue to support the Marana Film Office.

Policy PC 30-2. Market filming locations in Marana for a variety of film production, including movies, documentaries, TV shows, commercials, and other forms of digital media.

Policy PC 30-3. Explore strategies for protecting some of Marana's iconic filming locations and scenery.

Goal PC-31. Marana holds Town-wide events that foster community pride and heritage.

Policy PC 31-1. Continue to develop town-wide events that celebrate culture and heritage in Marana.

Policy PC 31-2. Continue to promote the heritage of Marana through community events.

Community Preservation, Revitalization, and Redevelopment Element

Goal PC-32. Marana has an iconic identity that unifies the entire community.

Policy PC 32-1. Consider developing wayfinding systems and gateways in neighborhoods and at major access points into the Town.

Policy PC 32-2. Protect, and where appropriate, enhance the character of neighborhoods through design and the development of compatible uses.

Policy PC 32-3. Reinforce Marana's small-town identity in future developments as the community grows.

Goal PC-33. Marana's neighborhoods are thriving, desirable destinations for current residents and relocating families.

Policy PC 33-1. Proactively address neighborhood revitalization needs.

Policy PC 33-2. Evaluate and implement appropriate best practice programs to support existing residential areas in addressing housing deterioration such as emergency repair funding, community-involved neighborhood maintenance events, and other assistance to maintain and enhance aging neighborhoods.

Policy PC 33-3. Encourage an appropriate mix of land uses and amenities within neighborhoods that enhances the overall quality of life and provides proximity to daily needs for residents.

Policy PC 33-4. Use paths and trails to connect neighborhoods to one another.

Policy PC 33-5. Promote and educate the community about neighborhood services that the Town provides, such as the Houses-to-Homes Program and the Marana Clean-Up Trailer.

Policy PC 33-6. Educate the community, especially property owners, of the value of maintaining and enhancing their properties and neighborhoods.

Policy PC 33-7. Identify essential services within neighborhoods to ensure that residents' needs are being met, such as convenient access to retail shopping.

Policy PC 33-8. Identify areas underserved by retail grocery stores and explore and implement appropriate strategies to effectively attract development related to convenient access to food.

Goal PC-34. Marana proactively addresses deteriorating areas and supports rehabilitation efforts to maintain the community's high quality of life.

Policy PC 34-1. Explore the possibility of becoming an entitlement community and receiving direct HUD funding for the Town's Community Development Block Program (CDBG).

Policy PC 34-2. Explore new opportunities to expand the Town's CDBG program for the betterment of residents and neighborhoods.

Policy PC 34-3. Identify areas most in need of revitalization.

Policy PC 34-4. Prioritize revitalization in areas that are in most need of improvements for quality of life.

Policy PC 34-5. Continue to establish and cultivate working relationships with local schools and businesses to maintain attractive and inviting environments.

Policy PC 34-6. Encourage infill development in commercial areas, specifically where there are existing vacant lots or underutilized properties.

Policy PC 34-7. Seek redevelopment and revitalization incentives and programs to improve properties.

Goal PC-35. The safety, quality and livability of Marana is enhanced and sustained through the maintenance of property.

Policy PC 35-1. Explore the possibility of adopting a Town Neighborhood Preservation Code to aid in the maintenance of properties and increase property values.

Policy PC 35-2. Actively monitor the condition of vacant and abandoned properties.

Policy PC 35-3. Identify housing areas in need of revitalization and prioritize those areas for funding and resources.

Goal PC-36. Older areas in need of redevelopment are provided resources to enable redevelopment and revitalization.

Policy PC 36-1. Explore opportunities to develop and implement the Downtown Overlay District in the Downtown Area.

Policy PC 36-2. Consider programs for redevelopment areas to enable redevelopment and revitalization of these areas.

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CHAPTER 4

Resources & Sustainability

Introduction

The natural environment is an integral part of Marana's identity. The Resources & Sustainability Theme seeks to balance growth and development with the need to protect and conserve natural resources to support a healthy environment for generations to come. This Theme includes five elements (five A.R.S. required elements):

- **Open Space.** A defining characteristic of Marana is the quality and quantity of open space. The Open Space Element balances future development with natural undisturbed open space to protect significant natural areas as Marana continues to grow.

- **Water Resources.** Water is a fundamental resource for human activity, vital to both the existing population and new growth. The Water Resources Element establishes policy guidance for protecting Marana's sustainable water supplies.

- **Environmental Planning.** Marana has a unique desert environment with diverse natural resources. The Environmental Planning Element provides goals and policies for Marana to continue balancing growth and development with the natural environment.

- **Conservation.** The conservation of Marana's natural and cultural resources helps preserve the Town's heritage. The Conservation Element provides conservation strategies for natural and cultural resources that are significant in Marana as the Town continues to grow and develop.

- **Energy.** Energy is what powers daily lives. The Energy Element encourages energy-efficiency through innovative energy development and conservation strategies to reduce demand on energy sources that are limited.

Open Space Element

Open space contributes to a community's character and quality of life. Marana enjoys vast and scenic open spaces, including river corridors, mountains, and pristine desert landscapes. As the Town continues to grow, it is important to balance development with open space to ensure adequate areas are preserved for the benefit of residents and wildlife. In Marana, open space is categorized in two ways:

- **General Open Space.** Any area maintained for open uses, including recreational lands (i.e., parks, golf courses, desert, floodways, floodplains, greenbelts, common areas), and other unbuilt vegetated areas.

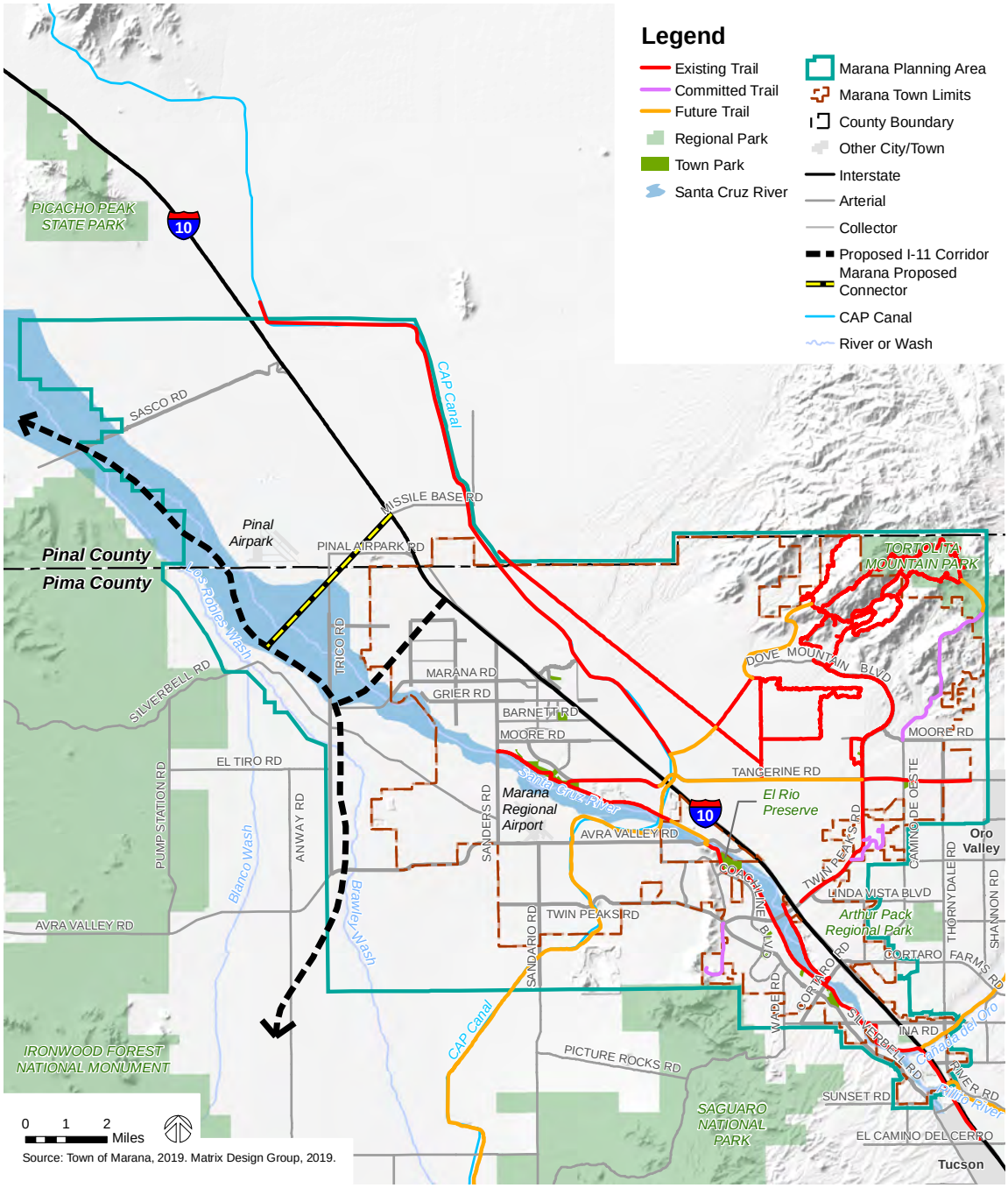
Source: Town of Marana

- **Natural Undisturbed Open Space (NUOS).** An area of land with natural vegetation that is unimproved and not occupied by structures or man-made impervious surfaces. NUOS is intended, in the future, for lands that may be set aside, dedicated and or purchased and preserved, in perpetuity, as a conservation area.

Source: Town of Marana

While the majority of Marana's MPA is undeveloped and has the appearance of open space, much of this land is privately owned or owned by the Arizona State Land Department (ASLD), who may sell it to private owners for future development. Only lands preserved in perpetuity are classified as NUOS. **Figure 4-1** depicts the land areas in the MPA that are publicly owned and preserved in perpetuity. New development east of Interstate 10 and north of Tangerine Road, should be sensitively planned and designed to be integrated with the natural environment.

Marana's open space network includes the Santa Cruz River and El Rio Preserve, as well as the various parks and trails throughout the Town and master planned communities that provide active and passive open spaces. Active open space provides recreational opportunities, often found in community parks, whereas passive open space is intended more for its scenic value, like the Santa Cruz River or other NUOS. However, these are not mutually exclusive. Marana also benefits from nearby regional parks and open space that fall outside the MPA, such as the Tortolita Mountain Park, Picacho Peak State Park, Ironwood Forest National Monument, Saguaro National Park, and Coronado National Forest. These assets are further discussed in this Element, along with related goals and policies that intend to enhance their value. For more information on parks and recreation, see Chapter 3, People & Community.



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Map Revised: 10/10/2019

Figure 4-1
Open Space

Santa Cruz River

Source: Town of Marana

One of the most iconic open spaces in Marana is the Santa Cruz River, which flows from the southeast to the northwest through Marana. The River flows 18 miles through the center of Marana, and connects to the Continental Ranch and Gladden Farms neighborhoods, as well as the Marana Regional Airport. Downtown Marana is only approximately one mile north of the River. The proximity of the Santa Cruz River to these communities and destinations provides opportunities for enhanced access and connectivity to and from this natural riparian corridor.

Historically, the Santa Cruz River supported the early cultures of this area dating back 13,000 years ago and people first practiced agriculture along the river at least 3,600 years ago. Many historical sites are still being discovered today. However, now parts of the Santa Cruz are, for most of the year, a dry river bed. This is due to two factors—excessive groundwater pumping and invasive plant species. Groundwater pumping occurs from public and private wells for potable water use in homes and businesses. If more groundwater is pumped out of the aquifer than is replenished, less water flows through the Santa Cruz River on a regular basis. When water does flow through the Santa Cruz River, the water collects and carries seeds from nearby plants, depositing them along the riverbanks. Some of these seeds are from invasive plant species that may require more water than native species, and thus absorb more of the ground water. Managing these invasive species is necessary to preserve the natural balance required for a healthy river and environment.

Most surface water that does flow through the Santa Cruz River is treated effluent discharge from Pima County's Tres Rios Wastewater treatment facility. This reliable source of high-quality reuse water for the Santa Cruz River helps the corridor to maintain a diverse riparian habitat.

In addition to riparian habitat, the Santa Cruz River provides recreational opportunities for residents and visitors, including shared-use paths for walking, biking, horseback riding, and birding. There are also some sand and gravel extraction sites along the River. The Town recognizes that these sites are necessary operations for the active building occurring in Marana. The challenge and goal is to identify future uses for these areas once the operations close. Future uses may include protected wildlife, birding or preserve areas, as well as active recreational areas such as sport fields.

Marana recognizes the significance of the Santa Cruz River to the community, both environmentally and socially. The goals and policies of this Element help guide the Town's efforts, along with similar local and regional efforts, to rehabilitate and enhance the integrity of the river corridor.

El Rio Preserve

Source: Discover Marana

Along the Santa Cruz River, the El Rio Preserve is a 104-acre site located between Avra Valley Road and Coachline Boulevard. This area is an old borrow pit, which was used to extract material to construct Interstate 10 in the 1960's. The Town originally purchased this parcel in 2003 for mitigation for the Cactus Ferruginous Pygmy Owl as part of a proposed Habitat Conservation Plan (HCP). However, the owl species was removed from the Federal List of Endangered and Threatened Wildlife in 2006 and the Town no longer required an HCP. The Town has now identified this 104 acres as a critical connection for wildlife between the Tucson and Tortolita Mountains. The Preserve is one of several protected riparian habitats along the Santa Cruz River that, collectively, provide a network of habitats and feeding area for over 200 species of birds.

The El Rio Preserve is surrounded by a berm to help retain water, but the barrier was breached in 2014 and again in 2016. In 2018, the Town completed engineering and landscaping plans for improvements that will help protect against future flooding, reduce mosquito problems, reduce trash and invasive seed buildup during storm events, facilitate routine maintenance at the site, and provide outdoor learning space for school kids. The Town is also working with Pima County Regional Flood Control District to construct bank protection along the El Rio Preserve. This would replace the existing berm with a more stable material and minimize the amount of flooding during flood events. All features associated with the project will be compatible with the existing natural habitat and its role in the region's open space network.

Egrets at the El Rio Preserve.
Source: Jennifer Flood

The Tucson Audubon Society worked with the Town to plant a pollinator garden near the entrance of the Preserve. A pollinator garden is a garden specifically intended for native pollen producing plants that attract pollinating species, such as butterflies, moths, bees, and bats. These species move from one flower to another, transferring pollen and aiding plant reproduction. Many pollinator species are declining in population due to habitat loss and fragmentation, pesticides, climate change, and invasive species. By planting habitat for these species, the Town is helping to ensure their survival.

Many invasive plant species are deposited into the El Rio Preserve from the Santa Cruz River as water flows into the site and settles in the Preserve. Managing the spread of these invasive species is important to mitigate and prevent things like wildfires from occurring in this area. The Town maintains a management plan for the El Rio Preserve that includes Invasive Species Plant and Weed Control measures, but further actions will be necessary to preserve native vegetation as the Town enhances this area as a recreational use.

The El Rio Preserve is a major asset in Marana, with the dual benefit of environmental health and community recreation. The goals and policies in this Chapter support future open spaces that benefit the community environmentally, socially, culturally, and physically.

Regional Open Spaces

Situated in southern Arizona, Marana is surrounded by picturesque mountain ranges and regional open spaces enjoyed by residents and visitors alike. These include locally and regionally protected open spaces, such as Tortolita Mountain Park, Picacho Peak State Park, Ironwood Forest National Monument, Saguaro National Park, Coronado National Forest, and Tucson Mountain Park. It is important that Marana continues to coordinate with the various agencies that manage these open spaces to preserve their ecosystems and scenic value, and ensure they are suitable for continued recreational use.

Tortolita Mountain Park

Tortolita Mountain Park is located in northeast Marana, and includes the Tortolita Mountains. The park is maintained by Pima County, and features hiking trails, equestrian trails, mountain biking, and wildlife viewing.

Source: Discover Marana

Picacho Peak State Park

Picacho Peak State Park is located just north of Marana, along Interstate 10. The park is maintained by the Arizona State Park Foundation, and features hiking trails and camping sites.

Source: Travel2Arizona.com

Ironwood Forest National Monument

The Ironwood Forest National Monument is located west of Marana, and is managed by the Bureau of Land Management (BLM). The national monument features several culturally historical sites, including several that are listed on the National Register of Historic Places.

Source: Bureau of Land Management

Saguaro National Park

Saguaro National Park's West Unit is located directly south of Marana, and includes the Tucson Mountains. The park is managed by the National Park Service, and features a dense concentration of Saguaro cacti, as well as a variety of hiking trails and wildlife viewing.

Source: Discover Marana

Coronado National Forest

The Coronado National Forest is spread throughout southeastern Arizona and into New Mexico, and is managed by the U.S. Department of Agriculture. The national forest contains 12 different mountain ranges, including the Santa Catalina Mountains east of Marana.

Source: Runrevel.com

Tucson Mountain Park

Tucson Mountain Park comprises 20,000 acres south of Marana. The park is maintained by Pima County and has 62 miles of shared-use trails for hikers, equestrians, and mountain bikers.

Source: Pima County

Trails

Trails generally include off-street paths that provide active recreational opportunities in open spaces, and help connect people to nature. Marana features a growing network of trails, largely concentrated within the Tortolita Mountains and along the Santa Cruz River. In total, residents and visitors enjoy over 60 miles of trails in the Town. These trails are listed in Table 4-1.

Table 4-1 Trails in Marana

Trail	Location	Distance	Activities
Alamo Springs Spur Trail	Tortolita Mountains	0.5 miles	■ Hiking ■ Biking
Alamo Springs Trail	Tortolita Mountains	4.1 miles	■ Hiking
Cochie Springs Trail	Tortolita Mountains	7.2 miles	■ Hiking
Hotel Spur Trail	Tortolita Mountains	0.3 miles	■ Hiking
Loop Trail	Tortolita Mountains	1.7 miles	■ Hiking ■ Biking
Lower Javelina Trail	Tortolita Mountains	1.7 miles	■ Hiking
Ridgeline Trail	Tortolita Mountains	3.1 miles	■ Hiking ■ Biking
Shared Use Path	Santa Cruz River	18.9 miles	■ Hiking ■ Biking ■ Equestrian
Tortolita Preserve Trail	Tortolita Foothills	9.7 miles	■ Hiking ■ Biking ■ Equestrian
Upper Javelina Trail	Tortolita Mountains	2.8 miles	■ Hiking ■ Biking
Wild Burro Trail	Tortolita Mountains	6.5 miles	■ Hiking ■ Biking ■ Equestrian
Wild Mustang Trail	Tortolita Mountains	3.8 miles	■ Hiking ■ Biking

The policy guidance in this Theme promotes continued trail development to better connect communities and open spaces as well as policy guidance for limiting trail development impacts on the natural environment.

Source: Town of Marana

Water Resources Element

In a dry, arid environment, water is a limited resource. One of the primary reasons the Town sought incorporation in 1977 was to protect its rights to water resources. Water resources in Arizona are managed by the Arizona Department of Water Resources (ADWR), which divides the state into five Active Management Areas (AMAs). Marana is within the Tucson AMA, and as such, must comply with the Assured Water Supply Program to maintain a 100-year water supply. The Town received a Designation of Assured Water Supply by ADWR in 1997, permitting Marana to pump groundwater to serve its customers.

The Tucson AMA has the goal of maintaining an equal balance between the amount of withdrawn groundwater and the amount of recharged water, either naturally or artificially, deposited back into the groundwater basin. According to Arizona statutes, this goal is expected to be achieved and maintained by 2025, which is within the horizon of this General Plan. Marana contributes to this goal in several ways. One way is through membership in the Central Arizona Groundwater Replenishment District (CAGRD). The CAGRD recharges groundwater supplies back into the aquifer, allowing members, such as Marana to have a balanced water resource portfolio necessary to meet local demands.

In addition to groundwater pumping rights and replenishment capacity, Marana's current renewable water portfolio includes 2,336 acre feet per year (AFY) of Municipal and Industrial priority Central Arizona Project (CAP) water. The Town recently completed a major expansion to its water reclamation facility in North Marana. This included the design and construction of an effluent recharge facility where Marana now stores treated effluent to accrue long term storage credits. The expanded water reclamation facility will provide the capacity to support up to 10,000 new homes and the recharge facility places treated water back into the aquifer to further help meet the Tucson's AMA goal.

Marana also receives its proportionate share of long-term storage credits for treated effluent discharged from Pima County Regional Wastewater Reclamation Department's (RWRD's) Tres Rios Water Reclamation Facility and stored in the Lower Santa Cruz River Managed Recharge Project. Marana's share is based on the amount of water provided by Marana Water in areas where RWRD provides sewer service, less reductions for obligations to Pima County, the Department of the Interior (to maintain Tribal water rights), and conservation.

According to the 2010 Potable Water Master Plan, the Town is expected to need over 60,000 AFY at buildout (as determined in the 2010 Potable Water Master Plan). While some resources, such as effluent and CAGRD supplies, will continue to increase with growth, other water resources fluctuate. During a drought event, reductions or limitations to water supply may drop below water demand, causing a water shortage. To mitigate fluctuating water resources, Marana should develop a Drought Management Plan that provides strategies to augment water supply through additional water resources, as well as reduce demand through water conservation efforts.

Environmental Planning Element

The natural environment can be unforgiving to poorly planned development. Likewise, poorly planned development can have long-term adverse impacts on the environment. As such, balancing future development with the natural environment is critical for a sustainable future and protecting Marana residents from adverse environmental impacts. The primary environmental considerations for development in Marana are floodplains and the wildland-urban interface.

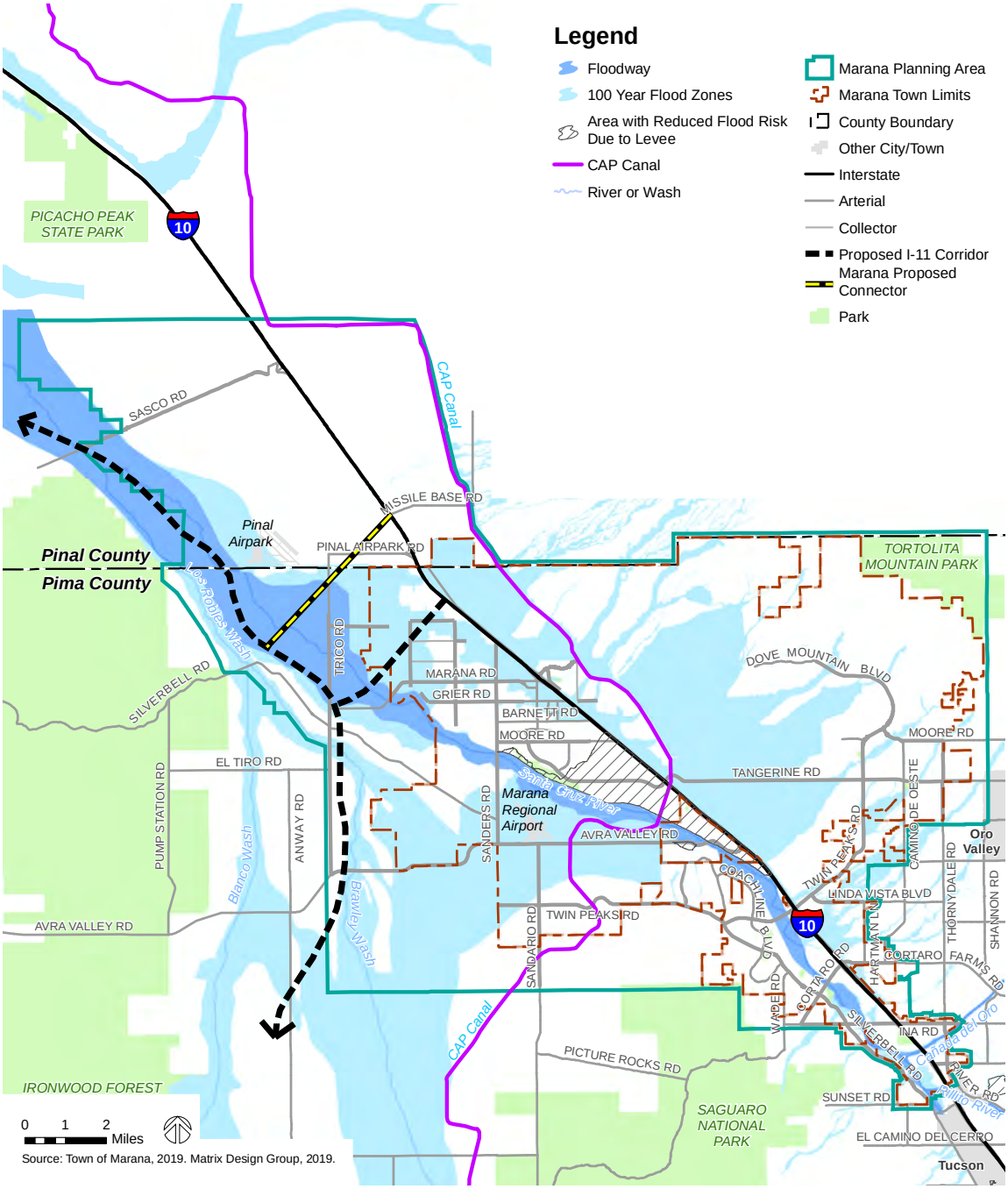
Floodplains

During storm events, rainwater flows towards surface waters, such as rivers and washes. In the desert environment, rivers and washes are predominately dry. These dry riverbeds can become overwhelmed during storm events and summer monsoon rains, which can lead to flooding. The areas prone to flooding, or those areas that are determined to have a 1% chance each year of flooding according to the Federal Emergency Management Agency (FEMA), are considered within the 100-year floodplain. Figure 4-2 depicts the 100-year floodplain within Marana, as well as the Santa Cruz River's floodway.

Development and urbanization can exacerbate stormwater issues and flooding and reduces wildlife habitat in xeroriparian areas. Impervious surfaces caused by development restrict stormwater infiltration into the ground. Rather, this water is often discharged into a surface water channel, such as the Santa Cruz River. This not only expedites the rate stormwater flows into the River, but also collects pollutants along the way, such as gasoline, motor oil, bleach, and other household cleaners and deposits them in the River. This stormwater management method can increase flooding issues to nearby developments, erode rivers and washes, and pollute waterways. Since stormwater is so important to keeping water levels at their peak, the Town has implemented an outreach program that lets the public know why stormwater pollution prevention is important. This also helps to bring the citizens together as a community with a common goal.

In addition to the potential adverse impacts caused by development and urbanization within floodplains, agricultural land can adversely impact water quality in waterways, such as the Santa Cruz River. Pesticides and other chemicals used on agricultural land is often washed along with stormwater runoff and into important waterways, reducing the water quality and impacting the riparian habitats.

To help protect surface waterways, such as the Santa Cruz River and other various washes, Marana established an erosion hazard setback to all-natural channels. The setback is a horizontal distance measured from the primary channel bank of an incised channel or from the floodplain limit of a non-incised channel to provide a measure of safety against lateral erosion. Bank protection lines much of the Santa Cruz River between Ina and Avra Valley roads. The Lower Santa Cruz River Levee was constructed by Pima County Regional Flood Control that extends from Avra Valley Road to Sanders Road on the east bank. These flood control structures reduce the flooding risk for areas adjacent to the Santa Cruz River. An additional bank protection project is currently being designed for the protection of the El Rio Preserve on the West bank of the Santa Cruz River, north of the Continental Ranch neighborhood.



Source: Town of Marana, 2019. Matrix Design Group, 2019.

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Map Revised: 10/10/2019

Figure 4-2

Floodway and Floodplains

Tortolita Fan

Another area of stormwater concern is in the Tortolita Foothills. As stormwater runs off the Tortolita Mountains, water drains downhill through the Foothills towards the Union Pacific Railroad (UPRR) and Interstate 10, creating an alluvial fan, also known as the Tortolita Fan. Many of the culverts under the UPRR are currently undersized, which causes ponding along the UPRR. There are few culverts under Interstate 10, which exacerbates the drainage issue. The Town is currently working on a North Marana Drainage Study in northwest Marana to identify flooding risk and to identify projects that will alleviate this situation.

Wildland-Urban Interface

Wildfires can spread quickly in a dry, arid environment, threatening life and property. As development extends into remote, natural areas, homes become more exposed to potential wildfire threats while moving farther away from safety. The wildland-urban interface consists of natural areas on the edge of urbanization that contain dense scrubland, where wildfires are more likely to occur and cause damage to life and property. Additionally, introduction of non-native, invasive vegetation, such as buffelgrass, creates a condition where wildfires are more likely to occur and spread.

Residential homes in the wild scrubland of the Tortolita Mountains.
Source: Town of Marana

As a growing and expanding community, there are large areas of natural undeveloped land surrounding the Town, particularly in the Tortolita Foothills. The Tortolita Foothills is flush with scrubland due to the stormwater runoff from the mountains. This dense, dry scrubland could potentially add fuel to wildfires, threatening life and property in nearby communities. This General Plan contains policy guidance to help balance future development with potential fire hazards in the wildland-urban interface.

Conservation Element

Sunset over the Sonoran Desert.
Source: Town of Marana

Located in the vast Sonoran Desert, Marana is home to a diverse habitat of plants, animals, and other important natural resources. As development occurs, habitats can become disconnected and fragmented, cutting off migration patterns, reducing genetic diversity, and causing loss of species critical to the natural ecosystem. The Conservation Element promotes the preservation of these important natural resources, and protects the vibrant Sonoran Desert ecosystem through wildlife crossings and invasive species management.

Within the Town's municipal boundary, Marana protects natural resources through the Town Code's *Native Plant Protection Landscape Requirements*. The Town reviews all development for unique environmental features and resources important to the community, such as riparian areas, wildlife corridors, and significant vegetation, and requires conservation measures for these areas where applicable.

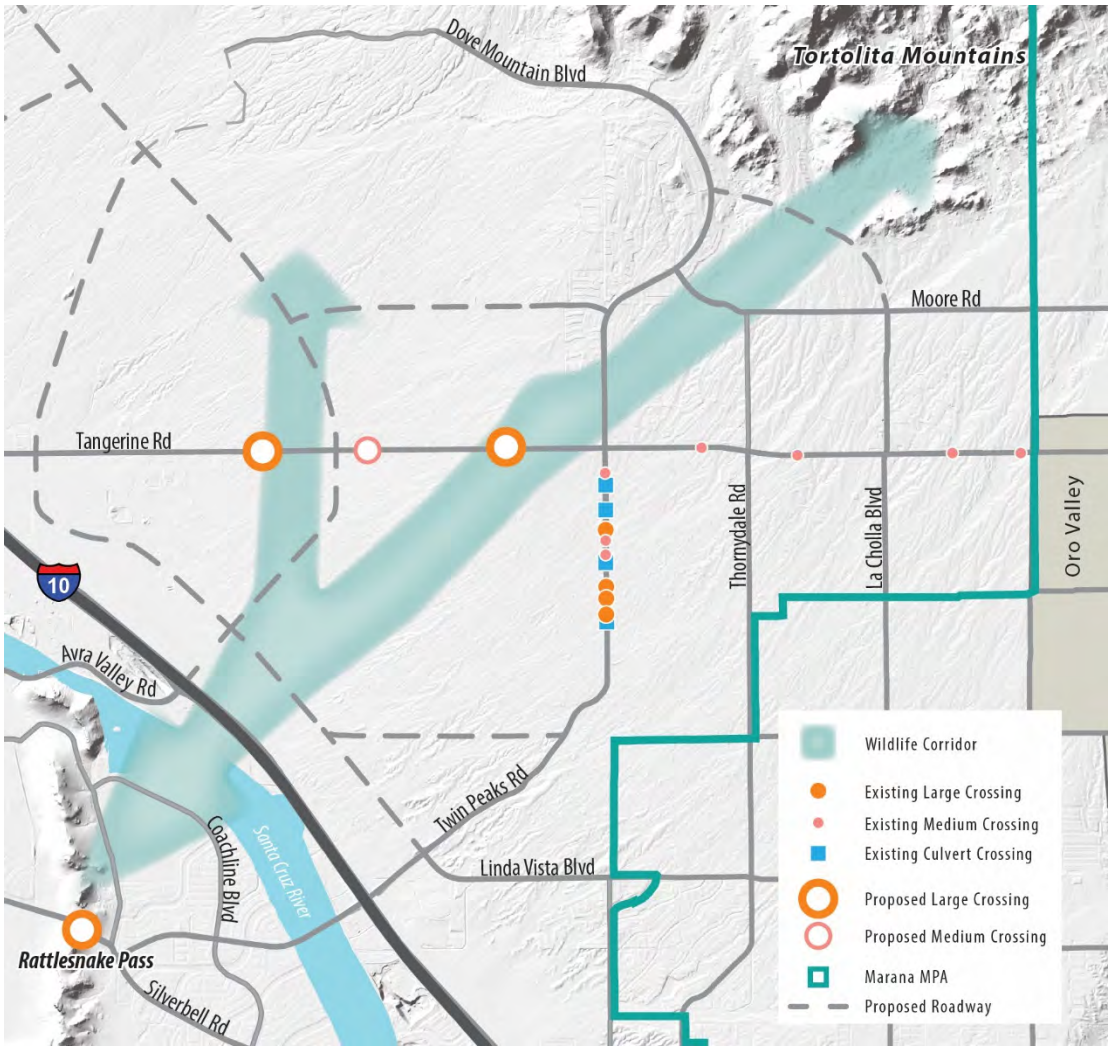
Since Marana's planning area is largely undeveloped, there are many opportunities to protect these resources, fostering a healthy ecosystem. Over the years, the Town has completed several documents that are used as guidance, but have not been formally adopted due to the delisting of endangered or threatened species and change in federal and state regulations. Some of these documents include the Tres Rios del Norte Feasibility Study (between City of Tucson, Pima County, Marana, and the U.S. Army Corps of Engineers), the Draft Habitat Conservation Plan (developed for the listing of the Cactus Ferruginous Pygmy Owl), the Santa Cruz River Corridor Study, and the Sonoran Desert Conservation Plan. The Town intends to review these documents and combine these efforts into one Open Space and Wildlife Conservation Plan, which will guide future natural resource conservation in the future.

Wildlife Crossings

Wildlife Crossing at Twin Peaks Road
Source: Arizona Game and Fish Department

As mentioned in the Open Space Element, Marana is surrounded by several major preserves that foster robust plant and wildlife habitats. Marana's location between these natural open spaces makes the Town a crossroads for many wildlife traversing between these nature preserves. **Figure 4-3** broadly illustrates the wildlife corridors across Marana, which generally follow the wash corridors between the Tortolita Mountains and Santa Cruz River. Also shown on **Figure 4-3** are the existing and proposed wildlife crossings at Twin Peaks Road and Tangerine Road. The Town is committed to supporting wildlife corridors across Marana, and should continue to incorporate wildlife crossing best practices where appropriate.

Figure 4-3 Wildlife Corridors



Invasive Species

Invasive species, or plant and animal species not native to a particular ecosystem, can be detrimental to the natural ecology. Invasive species can outcompete native species for water and nutrients, allowing the invasive species to thrive at the expense of native species.

One invasive species in particular that threatens the natural Sonoran Desert ecology is Buffelgrass. Buffelgrass not only outcompetes native plants for water, but also spreads quickly and easily. This grass species is highly flammable, increasing the frequency and severity of wildfires, which further threatens the natural ecosystem, as well as life and property. Further exacerbating the issue, Buffelgrass may be spread through fire, whereas native species are destroyed.

Buffelgrass, as well as other invasive species, require continuous monitoring and management to minimize their impacts on the pristine Sonoran Desert ecosystem.

Energy Element

Energy is an essential resource that powers most aspects of our daily lives. The average U.S. household consumes approximately 10,400 kilowatt hours (kWh) annually, compared to an average Arizona household that consumes approximately 12,400 kWh annually.

The two energy providers in Marana are Tucson Electric Power and Trico Electric Cooperative. These suppliers provide power from coal, nuclear generators, natural gas, solar photovoltaic, wind, and hydroelectric power plants.

Energy Efficiency

With electricity costs increasing, energy efficiency is becoming increasingly necessary, and renewable alternative energy is becoming a more attractive and profitable solution. As such, Marana is dedicated to energy efficiency and conservation. In 2017, the Town Council approved a resolution to review all options for the use of alternative energy throughout Marana. This resolution came in response to increasing costs of electricity and decreasing costs of solar energy systems. It is estimated that the Town currently spends $1.1 million annually on electricity. This resolution resulted in the development of 9,600 square feet of solar panels being installed above two basketball courts at Crossroads at Silverbell District Park in 2018. These solar panels are expected to reduce power costs by approximately 25% and save Marana $473,772 over the next 20 years.

Solar Panels in Crossroads at Silverbell District Park
Source: SOLON Corporation

Solar Panels in the Policy Facility Parking Lot
Source: SOLON Corporation

The Town also constructed solar panels over the employee parking lot and the secured Police Facility parking lot at the Marana Municipal Complex. These panels are anticipated to provide enough energy to power the Marana Municipal Complex and the new Police Facility. Additionally, these solar panels provide shade for parked cars and some protection for the Town's fleet vehicles. The Town conducts energy audits at regular intervals to determine the Town's largest energy users. This audit determines if retrofits to existing facilities or operations can save Marana money, or significantly reduce energy consumption.

In addition to the Town's dedication to energy efficiency, residential homes are increasingly installing solar panels to reduce energy costs. Between 2016 and 2018, the number of residential homes in Marana with rooftop solar panels increased by nearly 50%.

Other entities expanding solar development include the Marana Health Center and Marana Unified School District, both of which have installed solar shade structures over surface parking lots. Providing solar panels over dedicated surface parking lots serves a dual purpose of energy collection and generation, as well as shade for parked cars. Trico Electric Cooperative and Torch Clean Energy also partnered to construct an 80-acre solar photovoltaic array in Marana located along Avra Valley Road and west of Sanders Road. This facility has the capacity to generate approximately 30,000 megawatt hours of electricity, which is enough to power over 3,000 homes annually.

80-acre Solar Array along Avra Valley Road
Source: Town of Marana

The goals and policies in this Theme support the Town's dedication to energy efficiency and continued cost-effective alternative energy development to reduce Marana's reliance on nonrenewable energy. This is completed through education and partnerships, as well as other opportunities for private investment in alternative energy.

Goals and Policies

Open Space

Goal RS-1. Marana's dedication to preserving the Sonoran Desert environment contributes to the Town's aesthetic character.

Policy RS 1-1. Where possible, encourage developers to maintain open space, view corridors, and wildlife connectivity to ensure that development does not block wildlife crossings and their connecting corridors.

Policy RS 1-2. Establish guidelines for buffering natural open spaces from development.

Policy RS 1-3. Where appropriate, coordinate with regional agencies and neighboring jurisdictions to establish and manage open space and incorporate conservation measures into future long-range planning efforts.

Policy RS 1-4. Work with the Arizona State Land Department to protect significant open space in the Tortolita Foothills as the area is developed.

Policy RS 1-5. Advocate efforts of the Arizona State Land Department to preserve high-quality natural undisturbed open space and maintain wildlife corridors.

Goal RS-2. Residents enjoy the vast open spaces within and surrounding Marana through an expansive regional trail network and passive recreational opportunities accessible to all community members.

Policy RS 2-1. Identify an integrated system of trails through open spaces that connects to Marana's on-street bike and pedestrian network in the Parks and Recreation Master Plan.

Policy RS 2-2. Adopt trail requirements in the Town Code, in accordance with the adopted Parks and Recreation Master Plan, for future residential developments.

Policy RS 2-3. Coordinate with the Bureau of Land Management and National Park Service to connect future trail extensions to current and future trailheads at the Ironwood Forest National Monument and Saguaro National Park.

Policy RS 2-4. Coordinate trail extensions with surrounding jurisdictions, including Pima County, Pinal County, the City of Tucson, and the Town of Oro Valley for regional connectivity.

Policy RS 2-5. Adopt design and construction standards in the Town Code for future trails that minimize impacts to the natural environment.

Policy RS 2-6. Consider educational kiosks along trails in preserved open space that inform and educate trail users on the Sonoran Desert and other interesting local facts.

Goal RS-3. The Santa Cruz River is an iconic open space spine through Marana.

Policy RS 3-1. Work with the Pima County Regional Flood Control District to establish the Santa Cruz River Corridor as an active and passive open space area.

Policy RS 3-2. Connect regional active and passive recreational sites along the Santa Cruz River Corridor.

Policy RS 3-3. Encourage low-impact development standards along the Santa Cruz River Corridor that include habitat protection, flood control, and recreation.

Policy RS 3-4. Continue to connect shared-use paths along the Santa Cruz River, and in the community, that ultimately achieve connectivity to Downtown Marana.

Water Resources

Goal RS-4. Marana is dedicated to conserving and optimizing the use of water resources to ensure long-term supplies.

Policy RS 4-1. Develop a Drought Management Plan consistent with the Arizona Drought Preparedness Plan that prepares Marana and its residents in the event of water shortages and limitations.

Policy RS 4-2. Actively promote the use of non-potable sources other than treated effluent, as appropriate, as a sustainable water source for non-potable uses, such as irrigation, in current and future developments.

Policy RS 4-3. Identify best practices for water conservation programs that can be implemented throughout the community, such as stormwater harvesting or conservation-oriented tap fees.

Policy RS 4-4. Identify code updates, policies, and practices for the reduction of water usage.

Policy RS 4-5. Review development proposals to evaluate impacts that development may have on the Town's water supply.

Policy RS 4-6. Encourage the use of native desert vegetation and low water use vegetation for landscaping on public and private development.

Policy RS 4-7. Develop a community-wide water conservation awareness campaign.

Policy RS 4-8. Encourage agriculture and other large industrial and commercial users to transition to the use of renewable water supplies.

Policy RS 4-9. Continue to install low flow/drip/best practices irrigation systems for common area landscaping for all public spaces.

Goal RS-5. Marana maintains an assured water supply to accommodate future growth.

Policy RS 5-1. Continue to study population projections and land use trends to determine future water demand.

Policy RS 5-2. Assess the cumulative impacts of development on water resources within the Town and the region as a whole.

Policy RS 5-3. Obtain all possible contractual allocations of Central Arizona Project (CAP) water available.

Policy RS 5-4. Regularly update the Marana Potable Water Master Plan to ensure that water resource needs are being met.

Policy RS 5-5. Coordinate with other local and regional partners for regional water planning.

Policy RS 5-6. Participate on water resource management committees for legislation regarding water planning issues.

Policy RS 5-7. Maximize recharge of treated effluent to meet water resource obligations for current and future customers.

Goal RS-6. Marana provides high-quality potable water for consumer consumption.

Policy RS 6-1. Continue to ensure that potable water meets or exceeds federal and state standards.

Policy RS 6-2. Regularly monitor water quality and aquifers for contaminants.

Policy RS 6-3. Update the Marana Potable Water Master Plan to reflect current water quality needs.

Policy RS 6-4. Coordinate water availability, distribution, pressure, and quantity requirements for area fire districts and other water providers.

Environmental Planning

Goal RS-7. New developments are constructed in a manner that minimizes flood hazards.

Policy RS 7-1. Encourage and incentivize the use of Low Impact Development techniques, such as rain water harvesting, as a tool for reducing post-development runoff.

Policy RS 7-2. Study and seek funding for flood control projects that reduce the extent of the 100-year floodplain in a sustainable manner.

Policy RS 7-3. Work with developers to incorporate drainage facilities within their proposed development.

Policy RS 7-4. Seek to obtain grant funding to implement regional drainage facilities.

Policy RS 7-5. Use detention basins for multiple purposes (recreation, landscape bufferyard, etc.) where practical and feasible.

Goal RS-8. Stormwater is efficiently and sustainably managed in a way that reduces flood risks and respects water quality.

Policy RS 8-1. Review, assess, and update the Stormwater Master Plan to comply with Arizona Department of Environmental Quality standards.

Policy RS 8-2. Preserve and protect primary natural drainage systems.

Policy RS 8-3. Consider establishing sustainable stormwater methods, such as green infrastructure and pervious pavements, in new development.

Goal RS-9. Marana protects its major water corridors from erosion.

Policy RS 9-1. Protect the Santa Cruz River from erosion and flooding.

Policy RS 9-2. Identify options for expanding bank protection improvements along the north and south bank of the Santa Cruz River.

Goal RS-10. Marana proactively addresses wildfire hazards in the wildland-urban interface.

Policy RS 10-1. Continue to support the implementation of the Pima County Community Wildfire Protection Plan.

Policy RS 10-2. Identify wildfire hazard areas in Marana, and adopt associated buffer standards.

Policy RS 10-3. Proactively manage wildland vegetation in developed areas to reduce the amount of fire fuels, including Buffelgrass.

Policy RS 10-4. Produce and promote fire-safety educational materials for the community.

Policy RS 10-5. Encourage ignition-resistant materials and construction techniques.

Conservation

Goal RS-11. Marana promotes the protection, conservation, and long-term sustainability of its distinct natural environment.

Policy RS 11-1. Develop and adopt an Open Space and Wildlife Conservation Master Plan to establish a vision of open space throughout the Town.

Policy RS 11-2. Through an Open Space and Wildlife Conservation Plan, identify open spaces that are development sensitive.

Policy RS 11-3. Seek innovative methods for acquiring and preserving important natural resources.

Policy RS 11-4. Continue to work with Arizona State Land Department and other local and regional stakeholders to preserve major wash corridors throughout Marana.

Policy RS 11-5. Establish invasive species prevention measures and regulations to continuously monitor, manage, and remove invasive species.

Policy RS 11-6. Ensure that development has collective natural undisturbed open spaces and that they are maintained and managed properly by homeowners' associations or other organizations.

Policy RS 11-7. Promote habitat for species at water recharge facilities.

Goal RS-12. Development is integrated and compatible with sensitive Sonoran Desert landscape.

Policy RS 12-1. Work with developers to conserve natural resources within new developments.

Policy RS 12-2. Review and assess Town Code standards for preservation of natural undisturbed open space.

Policy RS 12-3. Update the hillside development regulations to limit development impacts on steep slopes.

Policy RS 12-4. Consider creating land development guidance that recognizes development sensitive areas, such as washes, floodplains, and steep slopes.

Policy RS 12-5. Explore conservation development strategies that maintain density and permit lot size reductions administratively in exchange for a parallel increase in conserving natural undisturbed open space.

Policy RS 12-6. Consider adopting cluster development standards in the Town Code that allow density in exchange for protecting development sensitive natural resources and open spaces in Marana, using methods such as conservation easements.

Goal RS-13. Marana fosters wildlife movement across the community, connecting wildlife to surrounding natural areas.

Policy RS 13-1. Through an Open Space and Wildlife Conservation Master Plan, identify wildlife habitats and linkages.

Policy RS 13-2. Work with developers to conserve and incorporate designated natural washes and drainageways within development to accommodate wildlife movement.

Policy RS 13-3. Explore partnerships with Pima County, the Regional Transit Authority and other regional stakeholders to seek opportunities for preserving wildlife movement by linking major regional open spaces.

Policy RS 13-4. Regularly research best practices for preserving natural undisturbed open spaces to maintain wildlife connectivity, in a manner that is compatible with future growth.

Goal RS-14. The Santa Cruz River is a world-class restored riparian habitat.

Policy RS 14-1. While allowing for active and passive recreational activities within the corridor, identify and protect, from human activity, distinct habitat areas such as sandy bottom and low-flow water areas.

Policy RS 14-2. Work with private property owners to protect and buffer important riparian habitat areas from existing and future development, as well as existing and future aggregate mining operations to avoid incompatible land uses.

Policy RS 14-3. Aggregate mining owners and or operators, shall notify the Town of Marana of any proposed new and or expanded operations within the Marana Municipal Planning Area. Any notice and or transmittal submitted per A.R.S. Title 27, shall be provided to the Town within fifteen (15) days of submitting to the state mine inspector, including but not limited to reclamation plans and financial assurance mechanisms.

Energy

Goal RS-15. Marana encourages energy conservation to reduce energy demand.

Policy RS 15-1. Develop a strategic plan to ensure coordination between the Town of Marana and power utility companies for future growth capacity needs.

Policy RS 15-2. Work with Tucson Electric Power and Trico Electric Cooperative to develop educational material for energy conservation and energy-saving tips that can be distributed to the community.

Policy RS 15-3. Encourage developers to use native vegetation or shade structures for buildings to increase cooling and reduce the amount of energy that is used for cooling.

Policy RS 15-4. Promote energy-efficient home design and materials in future residential construction.

Goal RS-16. Marana explores and encourages innovative renewable energy practices to help power future growth.

Policy RS 16-1. Use State and Federal energy grants to meet the Town's renewable energy objectives.

Policy RS 16-2. Continue to implement incentive programs for sustainable development, such as the Marana Job Creation Incentive Program.

Policy RS 16-3. Invest in programs that enable the Town to achieve reductions in energy demand, improvements in energy efficiency, and the continued transition to renewable energy sources.

Policy RS 16-4. Continue to enforce the International Energy Conservation Code and consider adopting additional energy regulations as new energy conservation methods or standards emerge.

Goal RS-17. Marana integrates energy efficiency into its municipal operations.

Policy RS 17-1. Continue to develop innovative methods for incorporating renewable energy into Town facilities, such as solar panels that double as shade structures.

Policy RS 17-2. Identify municipal facilities that have the capacity to incorporate renewable energy technologies.

Policy RS 17-3. When possible, design and orient municipal buildings and structures to maximize alternative energy technologies.

Policy RS 17-4. Continue to be involved in community events that are centered on sustainability.

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MAKE MARANA 2040 • GENERAL PLAN

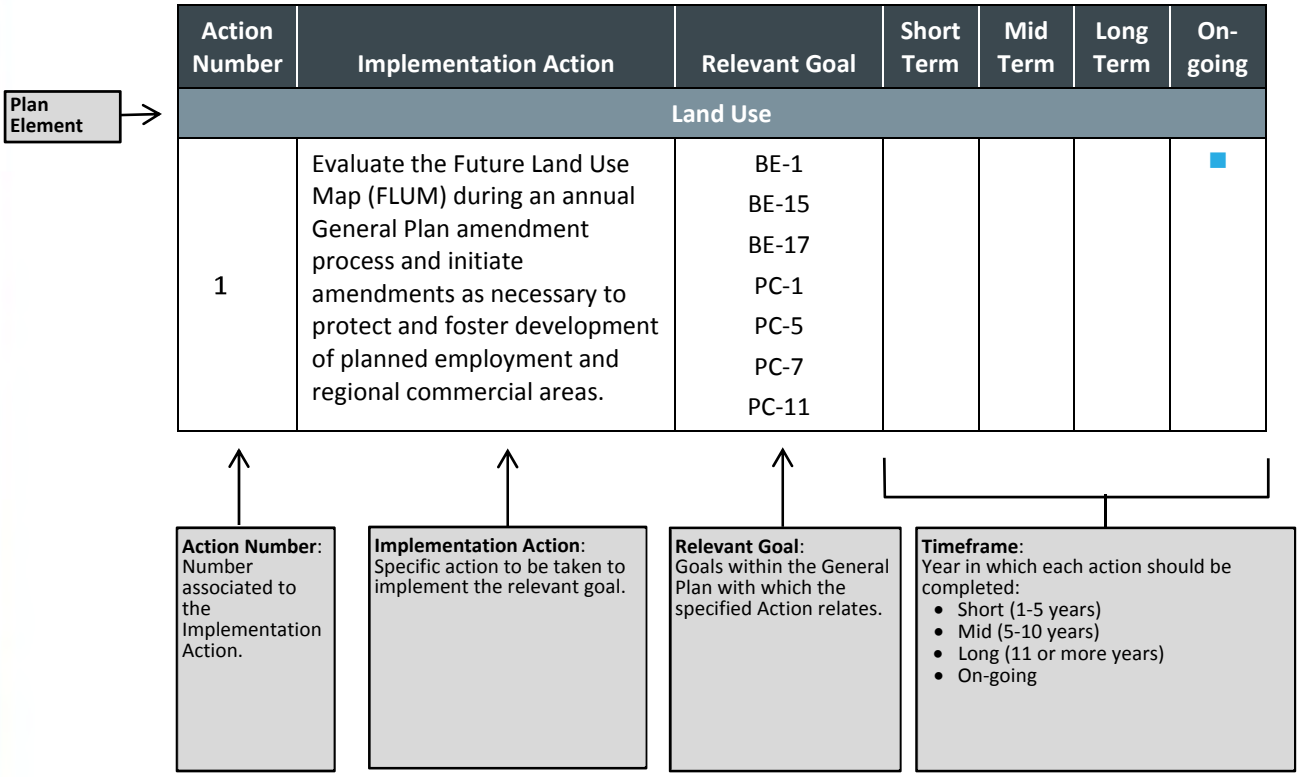
CHAPTER 5

Implementation

The Implementation Chapter includes actions to achieve the goals and policies of the General Plan. This set of actions will be carried out over the next 20 years to help Town accomplish the vision, goals, and policies adopted in the Make Marana 2040 General Plan.

This Chapter uses a table format to help outline the implementation actions. A guide to reading this table is provided below and illustrated in Figure 5-1.

Figure 5-1 How to Read the Implementation Plan



Built Environment

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
Land Use						
1	Evaluate the Future Land Use Map (FLUM) during an annual General Plan amendment process and initiate amendments as necessary to protect and foster development of planned employment and regional commercial areas.	BE-1 BE-15 BE-17 PC-1 PC-5 PC-7 PC-11				■
2	Develop and implement appropriate transitional land use standards to be implemented during the rezoning and/or site design process to ensure compatibility between non-residential and residential land uses.	BE-2	■			
3	Consider adopting a public engagement processes to enable early and meaningful input on development proposals.	BE-2	■			
4	Create an Area Plan to establish a future transportation, logistics, and distribution hub at Interstate 10 (I-10) and Pinal Airpark Road Interchange.	BE-1 BE-5 BE-13 PC-1 PC-3 PC-5 PC-11			■	
5	Evaluate traffic interchanges along I-10 and the planned I-11 Corridor for appropriate locations of community- and regional-scale commercial development and initiate amendments to the FLUM as appropriate.	BE-1 BE-15 PC-1 PC-11			■	

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
6	Consider amending the Town Code to establish transitional land use guidelines and design review standards during the rezoning and/or site design process for development proposals adjacent to planned employment and community- and regional-scale commercial areas on the FLUM to protect these areas from encroachment of incompatible uses.	BE-1 BE-2 PC-1 PC-5 PC-7		■		
7	Consider amending the Town Code and implement design standards to establish appropriate transitions between dissimilar uses, using methods such as building design, massing, orientation, height, and landscaping.	BE-2 BE-3 BE-4 BE-5 BE-6		■		
8	Develop access management guidelines for multi-family residential and non-residential land uses.	BE-2 BE-9		■		
9	Consider adopting an Area Plan for the Marana Regional Airport and surrounding area to ensure compatibility.	BE-3 PC-10			■	
10	Establish development review guidelines to ensure development proposals are reviewed for compliance with federal guidelines, State Law, Town codes, and other policies related to development in the vicinity of aircraft operations and disclosure requirements to new homeowners.	BE-3 BE-4 BE-5 PC-10 PC-12	■			
11	Initiate appropriate amendments to the General Plan, Town Code, and other Town policies to implement the recommendation of the Pinal County Joint Land Use Study to ensure compatibility between Pinal Airpark, Silverbell Army Heliport, and the community.	BE-2 BE-4 BE-5 PC-12	■			

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
12	Evaluate Town Code for aggregate mining operations and protections consistent with Arizona Geological Survey maps.	BE-6		■		
13	Develop and implement land use balance criteria for large-scale residential developments that provide for a flexible and compatible mix of land uses.	BE-2 BE-7 BE-8 BE-13		■		
14	Establish mixed-use development guidelines, including requirements related to land use balance and design guidelines to ensure vibrant, walkable development.	BE-7 BE-8 BE-10 BE-11		■		
15	Consider amending the Town Code to adopt requirements related to multi-family development, including building design, massing, height and other elements to create compatibility with single-family residential uses and improve the aesthetics of multi-family development.	BE-9		■		
16	Fund, develop, and adopt an Area Plan and Urban Design Study for the Downtown area that defines future land uses, streetscape enhancements, and other urban design elements.	BE-10 PC-9 PC-36		■		
17	Initiate appropriate amendments to the General Plan, Town Code, and other Town policies to implement the Area Plan for the Downtown area.	BE-10 PC-9 PC-36				■
18	Implement an inter-departmental assessment and comprehensive review of development and design regulations and processes that support and integrate transportation, land use, and urban design into a combined and coordinated review process.	BE-11	■			

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
19	Consider amending the Town Code to adopt appropriate zoning standards that encourage development-sensitive design practices in sensitive areas. Amendments may include transfer of development rights, low-impact development guidelines, and conservation subdivision designs.	BE-12 RS-1 RS-7 RS-11 RS-12 RS-13		■		
20	Consider amending the Town Code to enable lot size reductions to be granted administratively for a parallel increase in natural open space conservation.	BE-12 RS-1 RS-11 RS-12 RS-13		■		
21	Work cooperatively with the Arizona State Land Department on master development plans to implement the Special Planning Area designation on State Trust land.	BE-13		■		
22	Develop, adopt, and implement a comprehensive annexation policy to guide consideration of annexation proposals.	BE-14		■		
23	Establish regular methods of meeting and/or communicating with public land agencies to explore areas of mutual benefit and alignment.	BE-12 BE-13 BE-14 RS-1 RS-11	■			
24	Submit infrastructure projects through the Capital Improvement Program evaluation criteria.	BE-15 BE-17		■		
25	Allocate Town funding for early planning and design of the I-10 interchange improvements.	BE-15 BE-17 BE-21			■	
26	Ensure infrastructure and public services extensions are efficient, cost efficient, and financially sustainable.	BE-15 BE-17 BE-36 BE-37				■

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
27	Develop and adopt development impact fees for applicable categories of infrastructure and services provided to the public.	BE-16		■		
28	Identify supplemental finance mechanisms in addition to development impact fees such as public-private partnerships, specialty industry taxes, loans, third party contributions, and other grant programs, community facilities districts, special assessment districts and general obligation bonds to assist with the funding of infrastructure.	BE-16		■		
Transportation						
29	Fund, develop, adopt, and implement a Transportation Master Plan.	BE-18 BE-19 BE-20 BE-21 BE-26 PC-11		■		
30	Establish and employ methods, processes, and systems to monitor the performance of all modal systems.	BE-18 BE-19 BE-20 BE-24			■	
31	Develop and employ criteria to prioritize infrastructure investment in a regional transportation system.	BE-15 BE-16 BE-17 BE-18 PC-11		■		
32	Develop and implement an incentive-based program to encourage development that increases access to all travel modes and promotes a sustainable and balanced transportation system.	BE-18 BE-19		■		

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
33	Develop and implement Infrastructure Guidelines with streetscape enhancement standards for street trees, seating, lighting, and other community identity elements.	BE-18 BE-21		■		
34	Establish partnerships with Sun Shuttle and other agencies and jurisdictions to extend transit services throughout Marana.	BE-20 PC-11 PC-19		■		
35	Continue to evaluate the ridership of existing Sun Shuttle routes and request route modifications when warranted.	BE-20				■
36	Partner with Sun Shuttle and other agencies and jurisdictions to develop and implement a plan to extend transit services to Marana and the northwest Tucson metropolitan region.	BE-20				■
37	Establish procedures to ensure timely conveyance of right-of-way to the Town.	BE-21	■			
38	Coordinate with PAG to ensure circulation enhancements are included in any updates to the Regional Mobility and Accessibility Plan.	BE-18 BE-21 BE-26				■
39	Align future capital improvement programs with PAGs Transportation Improvement Program.	BE-21				■
40	Coordinate with ADOT, PAG, and the RTA to prioritize funding for I-10 interchange improvements.	BE-21 PC-11				■
41	Develop and employ access management standards to ensure efficient, safe, and compatible access to roadways.	BE-21 BE-22		■		
42	Implement best practices for access management to ensure efficient and safe access onto arterial and collector roadways.	BE-21 BE-22				■

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
43	Conduct a feasibility analysis of providing infrastructure to support wildlife crossings in appropriate areas.	BE-23 RS-13			■	
44	Develop infrastructure that provides for environmentally sensitive roadway design and construction standards.	BE-23 RS-11 RS-12 RS-13			■	
45	Continuously monitor and employ best practices related to Intelligent Transportation Systems (ITS).	BE-24				■
46	Evaluate the feasibility of providing vehicle charging stations throughout the community.	BE-24		■		
47	Develop and implement Infrastructure Guidelines that implement and promote the principles of complete streets.	BE-18 BE-19 BE-25			■	
48	Evaluate complete streets as part of the Transportation Master Plan.	BE-18 BE-19 BE-25		■		
49	Fund, develop, and adopt an Active Transportation Plan (ATP) to plan for a connected and safe bicycle and pedestrian network as part of the Transportation Master Plan.	BE-18 BE-19 BE-26 BE-27 PC-20 PC-26 RS-2		■		
50	Establish and implement a Bicycle Safety Program.	BE-26 BE-27		■		
51	Consider updating the Town Code to require development proposals to provide for bicycle facilities and support facilities.	BE-26 BE-27		■		
52	Develop Capital Improvement Program criteria that prioritizes enhanced bicycle and pedestrian crossings at major roadways.	BE-26 BE-27		■		

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
Housing						
53	Consult a community housing needs assessment that catalogs Marana's existing housing stock, assesses gaps, and addresses housing needs.	BE-28 BE-29 BE-30	■			
54	Evaluate the Town Code to permit a wider range of housing types and lots in the community.	BE-28	■			
55	Consider adopting density bonuses or other administrative incentives into the Town Code for specific plans that incorporate a range of housing types in consideration of various family sizes, ages, and income levels.	BE-28 BE-29 BE-30		■		
56	Regularly track home sale prices with general incomes in Marana.	BE-29	■			
57	Coordinate with local business leaders to discuss and assess the housing needs of their employees and families in Marana.	BE-29	■			
58	Consider amending the Town Code to increase multi-generational housing opportunities, such as accessory dwelling units.	BE-28 BE-30		■		
59	Provide neighborhood support services and groups for elderly residents.	BE-30				■
60	Collaborate with SAHBA and other local developers and community leaders to develop housing diversity strategies.	BE-28 BE-30 BE-31		■		
61	Consider amending the Town Code and design standards to require a variety of residential home designs to create visual interest and variety in neighborhoods.	BE-31		■		

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
Public Services and Facilities						
62	Update and implement the Facilities Master Plan to accommodate future buildout conditions.	BE-32	■			
63	Employ Capital Improvement Program criteria to prioritize public facilities.	BE-32		■		
64	Analyze and employ best practices providing for cost-effective and financially sustainable methods of service delivery to the community.	BE-32 BE-33		■		
65	Explore and implement programs to retrofit existing Town facilities to integrate energy efficiency methods and technologies, including rainwater cisterns and other renewable resources.	BE-33 RS-17		■		
66	Develop and implement a program to promote the joint use of Town facilities and the facilities of other districts, jurisdictions, and agencies.	BE-35 BE-37	■			
67	Develop and implement Capital Improvement Program criteria prioritizing future water and wastewater infrastructure through comprehensive water and wastewater system master plans.	BE-36 PC-1 PC-6 PC-7 RS-6	■			
68	Continue to hold and attend utility coordination meetings to discuss current and upcoming projects with private and public utility providers.	BE-37				■

People & Community

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
Economic Vitality						
69	Track implementation of the Economic Development Strategy and report on its status to the Town Council.	PC-1				■
70	Continue to regularly update the Economic Development Strategy as necessary to ensure that it is current and relevant to meeting the Town's short- and long-term economic development needs.	PC-1				■
71	Continually identify new industries, trends, technologies, and commerce that align with Marana's vision for economic growth and develop plans and programs to incorporate them into Marana's Economic Development Strategy.	PC-1 PC-3 PC-5				■
72	Regularly communicate with key businesses to assess and improve customer service.	PC-2				■
73	Work with Marana Unified School District and Pima County Community College in identifying and developing training courses and programs that support businesses and industries in Marana.	PC-3 PC-8		■		
74	Collaborate with the business community to develop a business retention and expansion program.	PC-3 PC-5		■		
75	Identify site selection firms that align with the Town's target sector industries.	PC-3 PC-5	■			
76	Coordinate with Grand Canyon University, University of Arizona, Arizona State University, and Pima Community College to discuss potential expansion or development of Class A buildings.	PC-3 PC-8			■	
77	Set criteria for implementing economic incentives and tools.	PC-4				■

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
78	Consider fast-tracking plans and permits as incentives for projects that accomplish Marana's economic development goals.	PC-4	■			
79	Identify priority tech corridors for enhanced infrastructure.	BE-17 BE-24 BE-36 PC-5	■			
80	Monitor infrastructure to ensure appropriate infrastructure is in place to attract and retain target sector industries.	BE-17 BE-36 PC-5				■
81	Develop criteria to prioritize infrastructure investments focused on economic development goals and objectives according to Marana's Economic Development Strategy.	BE-36 PC-1 PC-5 PC-7	■			
82	Regularly maintain and update Marana's Economic Development and Tourism webpage with available sites, buildings, businesses, as well as other important information for prospective businesses.	PC-5 PC-6 PC-7				■
83	Work with the Marana Chamber of Commerce to develop programs for local business involvement in the community.	PC-6		■		
84	Identify and prioritize places to establish development-ready sites, with consideration to: ■ Property ownership ■ Infrastructure potential ■ Access to the transportation network ■ Cultural and natural resources	PC-7 PC-11		■		

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
85	Work with owners of undeveloped or underdeveloped land to prepare and market development-ready sites, including ensuring appropriate zoning and infrastructure is in place.	PC-7				■
86	Work with local community leaders, business leaders, and post-secondary institutions nationwide to locate a satellite branch or campus of a post-secondary institution in Marana.	PC-8			■	
87	Coordinate Town events in Downtown Marana with nonprofit organizations.	PC-9 PC-13 PC-31				■
88	Develop a conceptual level planning study for Downtown Marana that: ■ Provides a vision for Downtown ■ Identifies development-ready sites ■ Identifies incentives for development	BE-10 PC-4 PC-7 PC-9 PC-36		■		
89	Regularly update and implement the Marana Regional Airport Master Plan.	BE-3 PC-10			■	
90	Identify future development opportunities surrounding the Marana Regional Airport.	BE-3 PC-10		■		
91	Continuously communicate upcoming major developments, economic strategies, and associated transportation needs with the Federal Aviation Administration, Union Pacific Railroad, Arizona Department of Transportation, and Regional Transportation Authority.	BE-1 BE-18 BE-21 PC-10 PC-11 PC-12 PC-13				■

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
92	Study the feasibility of developing a shared control tower between Pinal Airpark and the Marana Regional Airport.	PC-10 PC-12			■	
93	Communicate future development plans surrounding Pinal Airpark with Pinal County to ensure that development is compatible with operations at Pinal Airpark.	BE-5 PC-12				■
94	Develop a Tourism Master Plan that includes a focus on sustainable and cultural tourism opportunities.	PC-13 PC-27 PC-28		■		
95	Continue the Discover Marana program and work with the Marana Chamber of Commerce to expand tourism opportunities in the Town.	PC-13 PC-28 PC-29 PC-30 PC-31				■
96	Partner with local and regional agencies in tourism marketing.	PC-13				■
97	Conduct an economic impact study analyzing the economic impacts the film industry has on the local community.	PC-13 PC-30		■		
Public Safety						
98	Continue to maintain the Arizona Law Enforcement Accreditation Program.	PC-14				■
99	Pursue a detailed strategic plan to ensure that police services accommodate growth. The strategic plan should: ■ Establish metrics for police response to calls for service ■ Develop a standard amount of officers per thousand residents ■ Identify facility needs	PC-14 PC-15		■		

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
100	Communicate upcoming Town-wide events with fire districts to encourage them to participate and provide fire safety programs.	PC-16	■			
101	Continue to be an active participant in the planning, implementation and updates of the Pima County Community Wildfire Protection Plan.	PC-16 PC-17 RS-10				■
102	Identify emergency evacuation routes and update as annexations occur.	PC-17 PC-18	■			
103	Identify ingress/egress capabilities and gaps for subdivisions and communities and address the gaps accordingly.	PC-17 PC-18	■			
104	Communicate emergency evacuation routes to the public.	PC-17				■
105	Continue to be an active participant in the planning, implementation and updates of the Pima County Multi-Jurisdiction Hazard Mitigation Plan.	PC-17				■
106	Update development review procedures to ensure integration of Crime Prevention Through Environmental Design.	PC-18		■		
107	Collaborate with Sun Tran to develop educational material to promote the use and criteria required for Sun Shuttle paratransit services.	BE-10 PC-19		■		
Recreation						
108	Implement recommendations in the 10 Year Town of Marana Parks & Recreation Department Master Plan 2020 – 2030, an update to the Town of Marana Parks and Recreation Master Plan.	BE-7 BE-11 PC-20 PC-21 PC-23 RS-2			■	

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
109	Through the 10 Year Town of Marana Parks & Recreation Department Master Plan 2020 – 2030, develop an inventory of parks and recreational facilities and compare the inventory to growth areas within Marana to ensure that there is sufficient capacity.	PC-20 PC-21	■			
110	Work with the development community to increase open space areas where feasible and encourage delineation of active open space versus passive open space areas.	BE-12 PC-20 PC-21 PC-22 PC-24 PC-26 RS-1 RS-2				■
111	Continue to develop joint use agreements with school districts for recreational facilities.	PC-23 BE-35				■
112	Regularly receive residential input regarding recreational programs that are desired in the Town.	PC-25				■
113	Ensure a Trails Master Plan is incorporated into the 10 Year Town of Marana Parks & Recreation Department Master Plan 2020 – 2030.	PC-26 RS-2	■			
114	Pursue funding and construction of the Juan Batista de Anza National Historic Trail.	BE-27 PC-26 RS-2			■	
Arts and Culture						
115	Develop a Cultural Resources Master Plan that identifies strategies for cultural resource preservation.	PC-27 PC-28	■			
116	Consider establishing a Cultural Resource Committee to discuss cultural resource protection strategies, cultural resource interpretation, and guide the Cultural Resources Master Plan.	PC-27 PC-28	■			

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
117	Continue to develop partnerships with, and among, organizations in the Santa Cruz Valley National Heritage Area.	PC-27 PC-28				■
118	Update the Santa Cruz River Corridor Master Plan.	BE-12 PC-28 RS-3 RS-9 RS-13 RS-14	■			
119	When planning for public art related to the Town's culture and heritage, seek input from local Native American tribes and nations to ensure that public art options are authentic.	PC-28 PC-29				■
120	Work with private land owners, Native American tribes and nations, regional agencies, and the Arizona State Land Department to protect from encroachment the Marana Mound Complex.	PC-27 PC-28		■		
121	Collaborate with local Native American tribes and nations, Arizona State Museum, Pima County, the Arizona State Historic Preservation Office, and Arizona Site Stewards to expand and preserve the Marana Mound Complex.	PC-27 PC-28	■			
122	Update residential and commercial development design standards to include standards on art elements.	BE-31 PC-29		■		
123	Develop a public art program that establishes the following for public art: ■ Guidelines ■ Outreach ■ Funding	PC-29		■		
124	Continue to build the Marana Film Office to market the Town for future film production.	PC-30				■

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
125	Continue to explore tourism opportunities related to film production.	PC-13 PC-30			■	
126	Promote, market, and expand Town-wide events and festivals in Marana.	PC-13 PC-31				■
Community Preservation, Revitalization, and Redevelopment						
127	Develop a wayfinding program for neighborhoods, destinations, and major access points into Marana.	PC-32		■		
128	Establish emergency repair funding, community involved neighborhood maintenance events, and other best practice programs to address housing deterioration.	PC-33 PC-34 PC-35		■		
129	Continue enforcing code requirements to ensure that housing is safe, sanitary, and is in compliance with building codes.	PC-33 PC-34 PC-35				■
130	Continue to develop educational materials related to property maintenance and distribute online and in public facilities.	PC-33 PC-35				■
131	Identify Community Development Block Programs for residential and neighborhood improvement.	PC-34	■			
132	Maintain an inventory of vacant and abandoned properties and their respective conditions.	PC-35 PC-36	■			
133	Establish a redevelopment area for Downtown Marana based on blight conditions.	PC-36		■		
134	Establish a redevelopment area for the Ina Road Corridor based on blight conditions and fractured property ownership.	PC-36		■		

Resources & Sustainability

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
Open Space						
135	Update the Parks and Recreation Master Plan to include policies and best practices for providing educational material related to environmental and conservation issues to the community.	RS-1 RS-11 RS-12	■			
136	Plan and design a trail connection, and/or linear park system connecting the Santa Cruz River to Downtown Marana.	PC-26 RS-2 RS-3			■	
137	Continue to proceed with land acquisition, design, and construction of the 1.8-mile segment of shared-use path along the east bank of the Santa Cruz to connect North Marana with downtown Tucson and 130 miles of the Pima County Loop trail system.	BE-27 PC-20 PC-26 RS-2 RS-3	■			
138	Create standards for development along the Santa Cruz River corridor. Such standards should include habitat protection, flood control, and recreation.	BE-12 PC-20 RS-3 RS-7 RS-9 RS-14	■			
Water Resources						
139	Develop and implement a Drought Management Plan that prepares Marana and its residents for water shortages and limitations.	RS-4 RS-5		■		
140	Continue to identify programs for water conservation, including stormwater harvesting.	RS-4 RS-8				■
141	Identify priority public spaces for installing low flow/drip irrigation systems in landscapes.	RS-4	■			

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
142	Utilize Arizona Department of Water Resources' Fourth Management Plan for the Tucson Active Management Area for the reduction of water usage.	RS-4	■			
143	Ensure that vegetation used in development plans are in Marana's approved plant list and update the list, as appropriate, with plants that are native to Arizona.	RS-4				■
144	Designate Town staff to participate in water resource management committees for legislation regarding water planning issues.	RS-5	■			
145	Regularly update the Marana Potable Water Master Plan to ensure that existing and future development is accommodated.	BE-32 BE-36 RS-6				■
Environmental Planning						
146	Implement recommendations of the Northwest Marana Master Drainage Study.	RS-7 RS-8		■		
147	Establish guidelines for low-impact development.	BE-12 RS-7 RS-8 RS-9	■			
148	Develop standards for detention basin use and location.	RS-7 RS-8	■			
149	Secure funding to minimize the impacts of flooding risk for the areas adjacent to the Santa Cruz River.	RS-7 RS-9				■
150	Seek funding for continued bank enhancement and protection measures along the Santa Cruz River to reduce the risks of erosion and flooding.	RS-9			■	
151	Consider adopting wildland-urban interface development standards in the Town Code.	RS-10		■		

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
152	Monitor development and land development guidelines in the wildland-urban interface.	RS-10				■
Conservation						
153	Develop and adopt an Open Space and Wildlife Conservation Master Plan that focuses on open space preservation, wildlife linkages, and wildlife habitats.	BE-12 RS-1 RS-3 RS-11 RS-12 RS-13 RS-14	■			
154	Update hillside development standards in the Town Code.	BE-12 RS-11	■			
155	Identify and monitor wildlife and vegetation associated with water recharge facilities.	RS-11		■		
156	Update the Town Code to include standards for cluster development, which permit density bonuses for the protection of development sensitive natural resources and open spaces.	BE-12 RS-1 RS-11 RS-12 RS-13			■	
157	Consider developing and adopting wildlife-sensitive development standards.	BE-12 RS-13	■			
158	Continue to work with the Regional Transit Authority for funding wildlife crossings in transportation projects.	RS-13 BE-23				■
159	Continue to pursue community partnerships at the El Rio Preserve along the Santa Cruz River to enhance environmental education programs.	RS-1 RS-11 RS-13 RS-14				■
Energy						
160	Work with utility companies to develop a strategic plan for energy needs and conservation.	BE-37 RS-15			■	

Action Number	Implementation Action	Relevant Goal	Short Term	Mid Term	Long Term	On-going
161	In coordination with Tucson Electric Power and Trico Electric Cooperative, develop brochures related to energy conservation and energy-saving tips that can be posted online and in Town facilities.	BE-37 RS-15		■		
162	Educate homeowners on the benefits of alternative energy sources for their homes.	RS-15 RS-16				■
163	Consider providing incentives for energy-efficient development.	RS-15 RS-16		■		
164	Identify, monitor, and pursue State and Federal energy grants that would be beneficial for meeting the Town's renewable energy objectives.	RS-16				■
165	Continually seek to identify nationally recognized energy regulations and consider adopting them.	RS-15 RS-16				■
166	Continually promote Town-wide conservation methods and incrementally update facilities with energy efficient appliances, lightbulbs, windows, and other energy saving features.	BE-34 RS-17				■
167	Develop an inventory of municipal facilities and associated energy use to prioritize facilities for renewable energy conversion.	BE-34 RS-17	■			
168	Develop design guidelines for municipal facilities to include energy efficiency standards.	BE-34 RS-17		■		

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A

Acre. A measure of land containing 43,560 square feet.

Active Open Space. Open space that provides recreational opportunities involving physical activity such as walking paths, bicycle paths, trails and active sport areas for field sports.

Active Transportation. A form of transportation that relies on physical activity for mobility such as walking or bicycling.

Adaptive Reuse. Reuse and repurposes of an older building that was designed originally for a different purpose.

Aging in Place. The ability for a person to remain in their community as they age and their needs, abilities, and preferences change.

Agriculture. The use of land and buildings for the production of agriculture products including crop production, and/or the raising of animals.

Annexation. The incorporation of land into an existing municipality, changing the boundaries of the annexing jurisdiction. Annexations are governed by A.R.S. §9-471.

Area Plan. A non-regulatory plan representing a refinement of the General Plan for a particular area and addressing land uses, densities and intensities of development, infrastructure, urban design and other development related elements (also see Master Plan).

Arizona Association for Economic Development (AAED). A statewide advocate for economic development in the state.

Arizona Commerce Authority (ACA). The state agency overseeing economic development within Arizona with the mission of strengthening the state's economy.

Arizona Department of Water Resources (ADWR). The state agency that is responsible for long-term water security in Arizona.

Arizona Revised Statutes (ARS). State laws passed by the Arizona Legislature.

Arizona State Land Department. The state agency that manages state trust land within Arizona.

Assured Water Supply. A designation issued by the Arizona ADWR, ensures that there are adequate groundwater supplies within each Active Management Area.

B

Bicycle Lanes. Dedicated lanes for bicyclists along a vehicular roadway.

Buffer. Areas left in a natural state and/or landscaped to serve as a visual and spatial separation of land uses of dissimilar nature. Buffers are intended to reduce the impact of higher intensity uses on an area of lower intensity.

C

Capital Improvement Plan (CIP). A plan that outlines a community's capital improvement projects for a specified number of years including roads, parks, water, wastewater, storm water and other municipally funded infrastructure to support development in the community.

Central Arizona Project (CAP). A system that provides water from the Colorado River to central and southern Arizona through resource development and management.

Central Arizona Groundwater Replenishment District (CAGRD). The groundwater replenishment authority that is operated by the Central Arizona Water Conservation District.

Cluster Development. Grouping homes on smaller lots to preserve more land on site.

Colonias. An identifiable community within 150 miles of the U.S.-Mexican border that contains a lack of basic infrastructure, such as potable water supply, inadequate sewage systems, and a shortage of decent, safe, and sanitary housing.

Community Development Block Grant (CDBG). A U.S. Department of Housing grant program providing funding for a variety of unique community development needs.

Community Facility District (CFD). An infrastructure financing mechanism for the acquisition, construction, operation and maintenance of necessary infrastructure to serve a specific area.

Compatibility. The harmonious existence of different activities and/or land uses within a community.

Complete Streets. A roadway that is designed, constructed and operated to accommodate an expanded number of modes of travel including vehicle, transit, bicycle, and pedestrian travel. Complete streets increase social interaction and provide spaces for outdoor activities such as seating and gathering areas.

Conservation. The protection of natural or cultural resources such as riparian areas, hillsides, habitats, native landscape vegetation, and prehistoric artifacts and sites from the impacts of development.

Conservation Subdivision. A method of site development which concentrates development on a small portion of the site while maintaining overall density allowances to enable conservation of sensitive environmental resources on the property such as riparian areas, hillsides, native vegetation, vulnerable species habitats and other sensitive environmental resources.

Corridor, Transportation. A combination of transportation networks that links to destinations.

Corridor, Wildlife. Generally, a linear or elongated area of habitat that facilitates movement of individuals between core habitat patches and provides for connectivity among populations.

Crime Prevention through Environmental Design (CPTED). A multi-disciplinary approach for reducing crime through urban and environmental design elements that increase access and visibility of areas.

Cultural Resources. Includes historic, archaeological and paleontological resources, as well as human remains. This may include archaeological and historic resources eligible for or listed on the National Register of Historic Places. Cultural resources include buildings, sites, districts, structures, or objects having historical, architectural, archaeological, cultural or scientific importance.

D

Dark Fiber. Fiber optic cable that is installed for future use.

Demographics. Statistical data relating to the characteristic of a population and subgroups within a population.

Designated Management Area (DMA). Marana's wastewater service area.

Development. The construction of buildings and/or establishment of a land use on property. The terms "development" includes the subdivision of land, construction or alteration of structures, and the construction of streets, water and wastewater infrastructure, grading and other activities to facilitate the use of the property.

Development Impact Fees. Fees assessed at the time of building permit issuance to offset infrastructure costs associated with growth.

Dwelling Unit. A building or portion thereof designed and intended to be occupied by a one family for residential purposes as a single housekeeping unit. The term "Dwelling Unit" does not include senior care uses such as assisted living facilities, hospitals, hotels, resorts and other transitory accommodation uses.

Dwelling Unit Per Acre (du/ac). The number of residential units on a gross acre of land.

D

Development-Ready Site. Areas within a community where planning and infrastructure is complete, or near complete, and ready for construction within a short-term timeframe.

E

Ecosystem. A dynamic and interrelating complex of plant and animal communities and their associated non-living (such as physical and chemical) environment.

Effluent. Wastewater from drains and used for flood or drip irrigation for outdoor plants and utilized as a means of water conservation.

Environment. The circumstances, objects, or conditions by which one is surrounded. The physical conditions including both natural and man- made, which exist within an area including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance.

Erosion. Erosion is the gradual process of wearing through natural agents, such as wind or water.

F

Floodplain. A portion of land along a body of water that has the potential to be naturally subjected to flooding.

Floor-Area Ratio. The ratio of gross building square footage divided by the net square footage of the lot.

Future Land Use Map (FLUM). The map showing the Future Land Use Categories and providing the locations, types, distributions, and intensities/densities of land uses allowed in the Marana Municipal Planning Area (MPA).

Future Land Use Categories. A classification establishing the allowed type and intensity of development intended by the General Plan.

G

Gastronomy. The science of cooking food.

General Plan. A long-range planning document required by Arizona Revised Statue A.R.S. §9-461 to be adopted by a municipality, providing goals, policies, implementation actions, and other elements intended to guide future decision-making concerning development.

General Open Space. An area maintained for open uses, including recreational lands, and other unbuilt vegetated areas.

Government Property Lease Excise Tax (GPLET). A redevelopment tool for initiating development by reducing a project's operating cost by replacing the real property tax with an excise tax.

Green Infrastructure. A water management approach mimicking the natural water cycle through landscaping and other natural features that naturally retain and absorb water.

Groundwater. Water that is found under the land surface.

H

Habitat. The place or environment where a plant or animal naturally lives and grows (a group of particular environmental conditions).

Homeowners' Association (HOA). An organization in a planned community that creates and enforces rules for properties within the community as well as maintains common areas within the community through fees.

Helicopter Night Training MCA. A five-mile wide corridor that follows the typical night training routes used by the Arizona Army National Guard between Silverbell Army Heliport and Picacho Peak Stagefield. This MCA is established in the Pinal County Joint Land Use Study to reduce light pollution and protect nighttime training operations.

I

Impervious Surface. A surface through which water cannot penetrate, such as a road or paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Improvement District. A special taxing district that helps fund and maintain infrastructure, amenities, or other community improvements.

Incorporated Area. A geographic area that has legally defined boundaries and that is governed by its own municipality.

Infill Development. Development of vacant or under-utilized land (typically individual lots or leftover properties) within areas that are already largely developed.

Infrastructure. All types of man-made, support structures and systems needed for the operation of a community. Examples of infrastructure are roads, bridges, water and sewer treatment facilities, water pipes and other conveyances, power stations and transmission lines, and other similar structures and systems.

Intelligent Information Systems (ITS). An operational management system of technologies to improve the function and efficiency of the transportation system.

Intergovernmental Agreement. An agreement between different units of government to provide services and/or perform activities to the benefit of each entity.

Invasive Species. Invasive species are plant and/or animal species that is not native to a particular ecosystem and has a propensity to colonize areas.

J

Joint Land Use Study (JLUS). A cooperative planning effort that addresses compatibility issues between a military installation and a community or communities.

L

Land Use. The occupation or use of land for any human activity or any purpose defined in the General Plan.

Leadership in Energy and Environmental Design (LEED). A rating system established by the United States Green Building Council to establish sustainable building practices to guide the design, construction, operation and long-term maintenance of buildings and property.

Level of Service. A qualitative standard used to measure public services provided by a municipality to serve the function of the community including streets, water, wastewater, parks, public safety and other municipal services.

Low Impact Development (LID). An approach to land development that manages stormwater close to its source to preserve/recreate natural landscape features and limit impervious surfaces.

M

Marana Chamber of Commerce. An organization with a focus on economic growth in Marana.

Marana Regional Airport (MRA). A general aviation airport owned and operated by Marana.

Master Plan. A non-regulatory plan representing a refinement of the General Plan for a particular area and addressing land uses, densities and intensities of development, infrastructure, urban design and other development related elements (also see Area Plan).

Military Compatibility Area (MCA). A planning tool for promoting awareness of military activities in surrounding communities, particularly where military operations may impact local communities, and conversely, where local activities may affect the military's ability to carry out its missions.

Mixed-Use. A development which integrates residential and non-residential development in vertical or horizonal format and connected with multi-modal transportation to create an active, vibrant and livable neighborhood.

Multi-Family Dwellings. A type of residential development that includes multiple housing units contained in a single structure.

Multigenerational Housing. Housing that accommodates the family needs of a single housekeeping unit to provide semi-separate living quarters to accommodate extended family members such as an accessory suite within a single-family home.

Multi-modal. The capability of accommodating a variety of transportation modes including vehicular, transit, rail, aviation, bicycle and pedestrian methods of travel.

Multi-Use Lanes. Lanes along a roadway that can be shared between bicyclists and motor vehicles.

Municipal Planning Area (MPA). The area of municipal planning influence, including both incorporated and unincorporated areas.

N

Native American Tribes and Nations. A federally- or state-recognized tribe, band, nation, pueblo, village, or other organized group or community American Indians.

Natural Resources. Naturally occurring materials that have economic or other value, including sustaining and/or enhancing quality of life. Natural resources include rocks/minerals, plants, animals, water, land, and air.

Native Vegetation. A plant species that naturally grows and developments in an ecosystem.

Native Species. Species that naturally occurs within the ecosystem under consideration. In Marana, native vegetation refers to plants native to the Sonoran Desert.

Natural Undisturbed Open Space. An area of land that is unimproved and not occupied by structures or man-made impervious surfaces that is set aside dedicated or reserved in perpetuity as a conservation area. Trimming plants or raking is prohibited. Rights-of-way (including alleys) are prohibited.

O

Open Space. An improved or unimproved area that has been conserved through zoning, conservation easement or other methods of preservation.

P

Paratransit. A transit service that is designed for riders who are unable to use the transit system in a community due to a disability.

Passive Open Space. Passive open space is open space that is intended for passive recreational uses such as sitting, picnicking and for scenic enjoyment.

Paved Shoulders. Paved areas along roadways where bicyclists can ride outside of a vehicular lane.

Pima Association of Governments (PAG). The region's metropolitan planning organization, which oversees long-range transportation planning and is the lead agency for water quality management, air quality planning, and solid waste planning.

Pinal Airpark. A public-use airport owned and operated by Pinal County. The airpark is primarily used as a storage and maintenance facility for surplus and decommissioned aircraft.

Planning Commission. An advisory board to the Town Council, comprised of seven members who are appointed by the Town Council to make recommendations to the Council on zoning and land development matters.

Potable Water. Water derived from surface water and ground water that is treated for human consumption.

Primary Helicopter Training Route MCA. The area that encompasses the general flight corridor between Silverbell Army Heliport and Picacho Peak Stagefield, as well as an additional buffer around each installation. This MCA is established in the Pinal County Joint Land Use Study to promote development that is not impacted by helicopter overflight, such as noise-sensitive uses, or impactful to helicopter safety, such as tall structures.

Public Workshop. In the context of planning, a public workshop is an open community meeting where participants work individually and / or in groups to generate ideas that address planning related issues and opportunities.

Q

Quality of Life. Marana's Quality of Life is represented by sustainable choices in: land use, commerce and employment, education, recreation, public safety, aesthetic appeal, transportation/efficient mobility, health, and housing varieties. Where daily living is enhanced by: clean air and water, climate, culture/heritage, open spaces, public transportation, wildlife, and natural resources.

R

Rainwater Harvesting. A technique used for collecting, storing, and using rainwater for landscape irrigation and other uses.

Redevelopment. The process of building new construction on a site that has pre-existing uses or of renovating existing uses on a site. Redevelopment is generally a strategy for rehabilitating blighted urban areas through renovation.

Renewable Energy. Energy that cannot be depleted or can be regenerated when used. Examples of renewable energy include biomass, wind, and solar power.

Revitalization. Actions taken to improve the economic, land use or other community elements of a neighborhood or area within a community.

Rezoning. An amendment to the official Marana Zoning Map changing the zoning designation for a property and establishing an entitlement to allowed uses and development standards as prescribed in the Town Code.

Runoff. Stormwater that is not able to permeate into the ground, thus either evaporating or running off into nearby waterbodies or diversion structures.

S

Shared-Use Paths. Off-street paths or trails that are shared between pedestrians and bicyclists.

Silverbell Army Heliport (SBAH). An aviation and training facility operated by the Arizona Army National Guard, with the primary mission of training military helicopter pilots.

Silverbell Army Heliport Military Compatibility Area Overlay District. An area that encompasses all MCAs established in the Pinal County Joint Land Use Study related to the Silverbell Army Heliport, including the Land Use MCA, Aviation Safety MCA, Vertical Obstructions MCA, Tactical Flight Training Area MCA, and Helicopter Night Training MCA.

Special Planning Area (SPA). Areas of Arizona State Land Department land that may be developed as a future Master Plan Area to establish the land uses, densities and intensities of development.

Specific Plan. As defined in the Town Code, a precise plan for a specific piece of property, or properties, typically under single ownership, which contains all the elements specified in the Town Code, and which has been adopted by Town Council, and which may supersede the Town Code land use regulations as they might otherwise apply to the specified property.

Stormwater. Rain water, runoff, and other drainage that discharges into a local body of water or onto the ground.

Stormwater Harvesting System. A system for the on-site collection and retention of precipitation that has reached the ground, collected from paved, impervious or disturbed surfaces, which may consist of: a. earthworks (including but not limited to depressed landscape areas, basins, berms, swales); b. structures (including but not limited to curbs with inlets, scuppers or cuts, gabions, check-dams, permeable paving, rock mulch); and c. other green infrastructure and low impact development elements to slow and disperse stormwater and promote its infiltration into the soil.

Sun Corridor. A region in Arizona that is characterized by intrastate, interstate, and international commerce. The region stretches from south Tucson to Flagstaff.

Sustainability. The notion of supporting biodiversity and long-term ecological health necessary to the indefinite survival of humans and other organisms. Sustainability encompasses human systems, including economy and development, and biological systems.

T

Town Code. Marana's enacted and enforced laws regulating the community, including zoning regulations and other development standards.

Town Council. Marana's legislative body elected by the electorate of the Town of Marana to enact ordinances, impose taxes, make appropriations, establish policy, and other legislative functions of a municipality.

Transfer of Development Rights (TDR). Transfers of development rights are used to transfer ownership of development potential from lands where development is less desirable to lands where it is more desirable. The land from which development is transferred is generally called the "Sending Property" and the property to which it is transferred is called the "Receiving Property."

Transit. A system or regularly scheduled transportation that is available to the general public.

Transportation Master Plan. A community-wide plan that identifies future transportation improves needed over a 10-year horizon.

U

Unincorporated Area. A settled geographic area that is not governed by its own local municipal corporation and is instead governed as part of a larger administrative division.

Utilities. Structures or facilities used for generating, transmitting, collecting, or storing water, sewage, stormwater, electricity, and gas.

V

Vision Statement. A statement that describes a future ideal state. It is a declaration of an organization's objectives that guides internal decision-making.

W

Wastewater. Water carrying wastes from homes, businesses, and industries that is a mixture of water and dissolved or suspended solids, or excess irrigation water that is runoff to adjacent land.

Water Reclamation Facility (WRC). A facility designed to remove contaminants from wastewater containing both household sewage and commercial sewage. It includes physical, chemical and biological process to remove physical, chemical and biological contaminants. The facility is specifically designed to meet the needs of the community and its discharge permits.

Wildlife. Any undomesticated organisms, although the term is sometimes restricted to wild animals, excluding plants. Animals or plants existing in their natural habitat.

Wildlife Corridor. An area of land that is used by wildlife to move between or within wildlife habitats.

Wildlife Crossing. An underpass or overpass across a roadway or other transportation corridor that fosters safe wildlife movement.

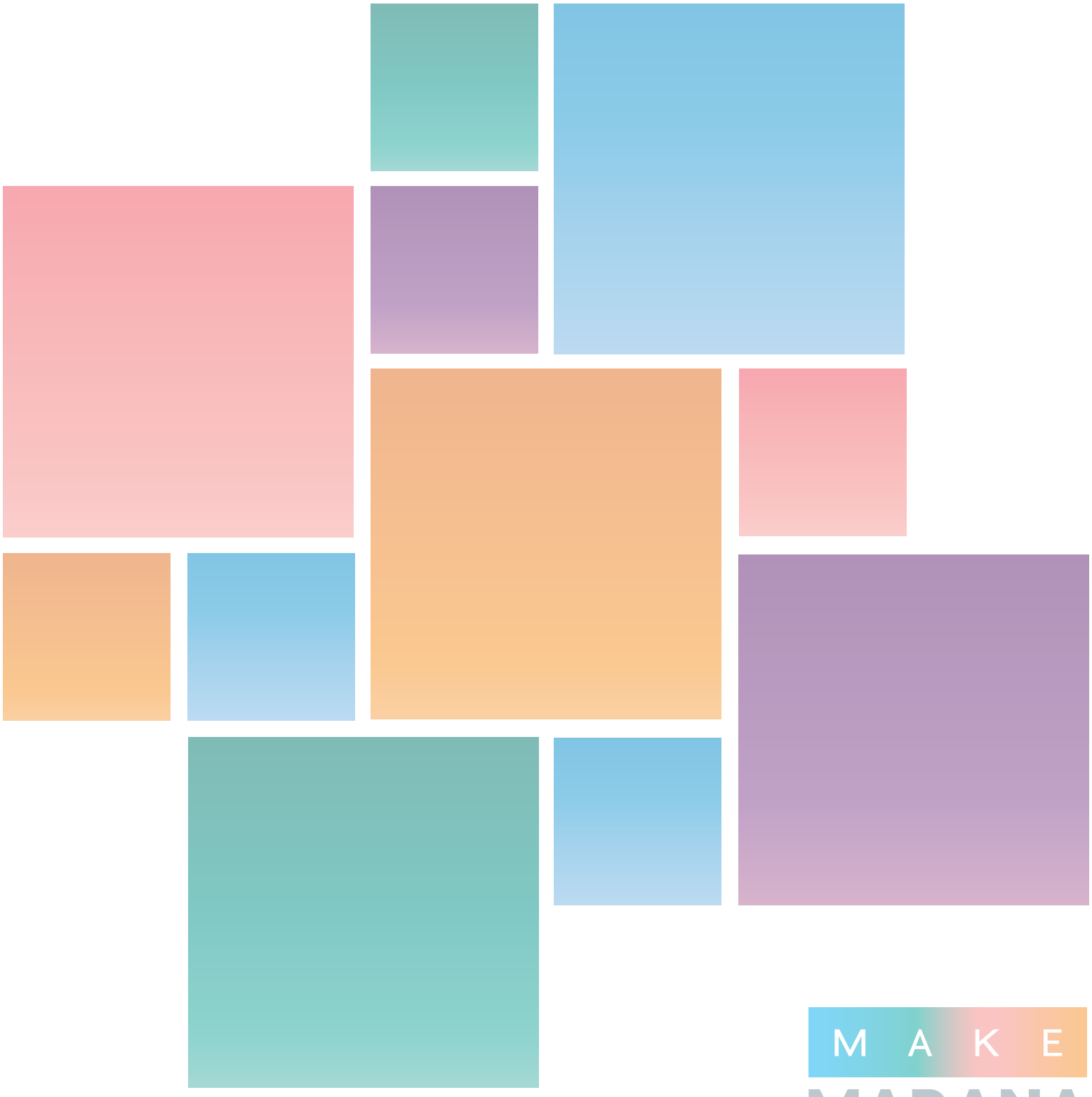
Wildlife Habitats. Areas within the natural environment that fulfill the food, water, and reproduction needs of wildlife species.

X

Xeriscape. Arid climate tolerant native plants utilized in landscape designs to conserve water by utilizing low-water use plants and minimizing or eliminating turf areas.

Z

Zoning. The primary tool through which governments control the physical development of and establish the allowable uses of land and other standards and regulations related to the development and use of land.



MAKE MARANA

2040 • GENERAL PLAN

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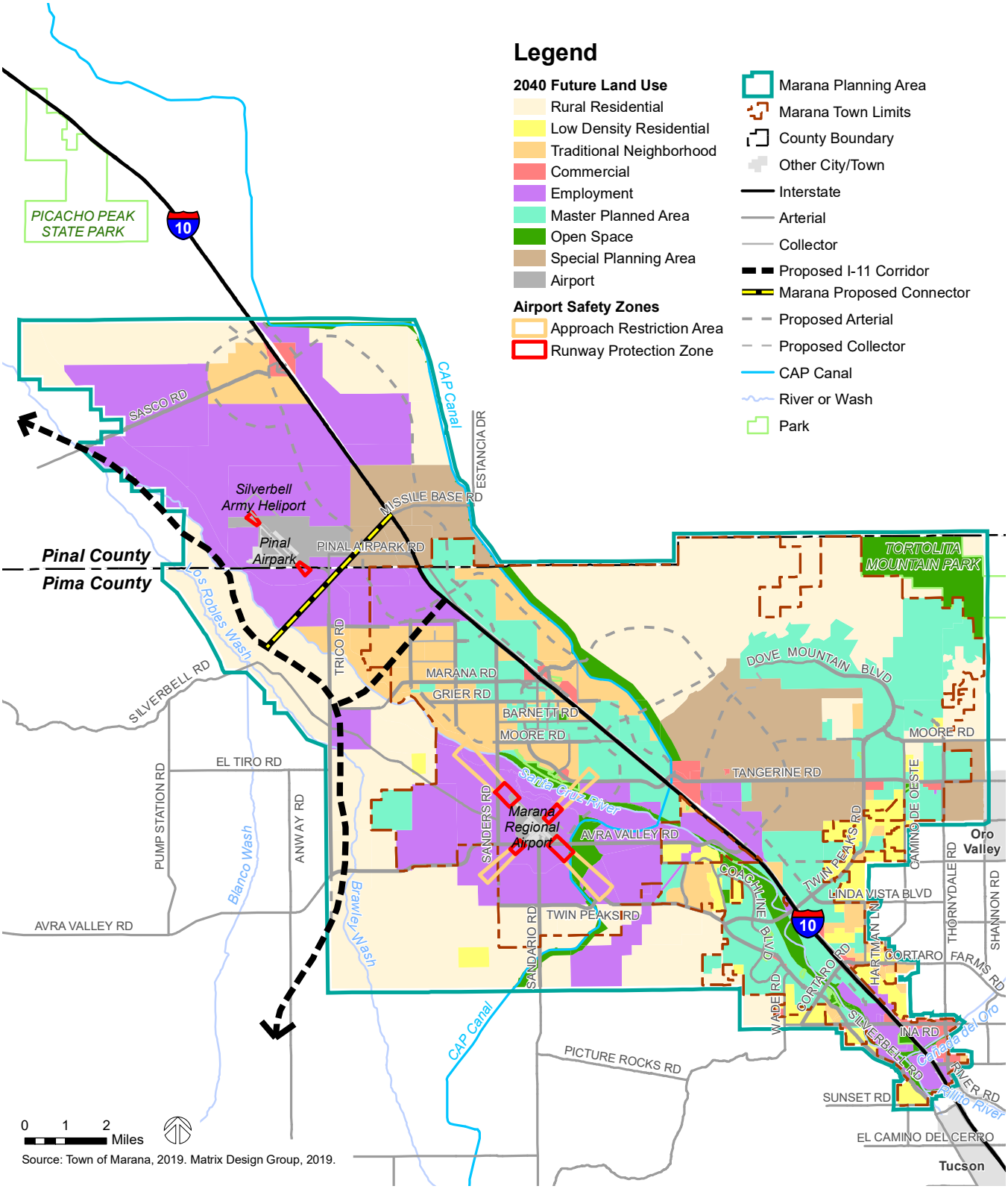
Matrix



Matrix

MAKE MARANA 2040 • GENERAL PLAN

The Town of Marana provides this map information "As Is" at the request of the user with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. In no event shall The Town of Marana become liable to users of these data, or any other party, for any loss or direct, indirect, special, incidental, or consequential damages, including but not limited to time, money, or goodwill, arising from the use or modification of the data.

Map Revised: 10/18/2019

Figure 2-3
2040 Future Land Use

MAKE MARANA 2040 60-DAY DRAFT GENERAL PLAN

Comment Tracker 10/8/2019

#	Name	Location	Concerns/Comments	Response
1	Allen Dart adart@oldpueblo.org	General	Thank you for the opportunity to review the Marana 2040 General Plan Public Draft. My comments are mostly limited to the parts of the plan regarding cultural resources. First, I fully support and appreciate the plan's Goals PC-27, PC-28, and PC-29 and their respective policies regarding preservation, public education, and acknowledging Indian tribes' and nations' concerns about cultural resources. The rest of my comments are on specific parts of the plan. … Thanks again, Allen Dart, RPA, Executive Director Old Pueblo Archaeology Center PO Box 40577 Tucson AZ 85717-0577 USA 520-798-1201 office; call or email for fax adart@oldpueblo.org www.oldpueblo.org	Noted.
2	Allen Dart adart@oldpueblo.org	Page 3-20	The petroglyphs in the upper photo are not in the Tortolita Mountains, they are in the Tucson Mountains (at the Signal Hill archaeological site in Saguaro National Park West). The text on this page has two errors: (1) It is incorrect to say "Marana and the surrounding region have been settled by . . . the Apache Tribe" because there are multiple Apache tribes in Arizona (San Carlos Apache Tribe, Tonto Apache Tribe of Arizona, White Mountain Apache Tribe, and Yavapai-Apache Nation) and other Apache tribes in other states. (2) It is incorrect that the Hohokam established the first recognizable villages in the area because Las Capas (mentioned on page 3-21) and several other archaeological sites along the Santa Cruz River are pre-Hohokam settlements.	Requested change made.

#	Name	Location	Concerns/Comments	Response
3	Allen Dart adart@oldpueblo.org	Page 3-21 Las Capas paragraph	Las Capas should be identified as a prehistoric settlement, not just as an archaeological site with an irrigation system (see page 3-20 comment above). The page 3-21 paragraph on Las Capas should say the site is "in the vicinity of" (not "located beneath") the Pima County Reclamation Facility because the site extends well beyond that facility. The irrigation system at Las Capas is the oldest such system currently known not just in the U.S. but in all of North America including Mexico. However, the site's oldest irrigation components are only about 3,600 years old, not 4,000. (Other archaeological features besides the irrigation works at Las Capas have been dated to about 4,000 years old.)	Requested changes made.
4	Allen Dart adart@oldpueblo.org	Page 3-21 Wild Burro Canyon Trail paragraph	Replace "cupules" with "bedrock mortars" or "bedrock mortars and cupules." (Southwestern archaeologists usually apply the term "cupule" to a small, round indentation that someone has made in a rock – usually bedrock – perhaps for grinding something but possibly for different purposes such as prophesy; whereas a "mortar" is a bowl-shaped depression in a large stone, in bedrock, or in a wooden or ceramic utensil in which a pestle has been used to pound and grind something. Bedrock mortars in southern Arizona were used historically by Tohono O'odham primarily to pulverize mesquite-tree bean pods into flour that could be used for making gruel or cakes, so probably the mortars along the Wild Burro Canyon Trail [and the ones at Los Morteros, page 3-22] were used similarly by the region's prehistoric peoples.)	Requested changes made.
5	Allen Dart adart@oldpueblo.org	Page 3-21 and 22	The resolution of the page 3-21 "Excavation of the Marana Mound Complex" and page 3-22 "Los Morteros site along the Santa Cruz River" photos is really poor. I can provide better photos at no charge if you're interested.	Requested change made.

#	Name	Location	Concerns/Comments	Response
6	Allen Dart adart@oldpueblo.org	Page 3-22	In the "Crossroads at Silverbell" paragraph and in the "Preserved remnants" caption, “Bojorquez” should be spelled “Bojórquez” (with an accent mark over the second “o”).	Requested changes made.
7	Allen Dart adart@oldpueblo.org	Page 3-22 Los Morteros paragraph	Insert “a prehistoric ball court, hundreds of dwellings, petroglyphs, and” before “over 300 bedrock mortars.” Also, “Llano del Azotado” probably should read “Puerto del Azotado” as it is identified in most historical sources (e.g., see http://www.anzahistorictrail.org/visit/counties/pima).	Requested changes made.
8	Allen Dart adart@oldpueblo.org	Page 3-22 paragraph 3	Delete “the” before “Nogales.”	Requested change made.
9	Allen Dart adart@oldpueblo.org	Page 4-5 paragraph 2	The first sentence implies that year-round agriculture dates back 12,000 years ago, which is not true; the 12,000 year figure is not consistent with the 13,000 years of human occupation discussed elsewhere in the plan; and archaeologists don’t know when “year-round” agriculture was first practiced in Arizona. Therefore, I suggest revising this first sentence to read: “Historically, the Santa Cruz River supported the early cultures of this area dating back 13,000 years ago and people first practiced agriculture along the river at least 3,600 years ago.”	Requested change made.
10	Allen Dart adart@oldpueblo.org	Page 4-9 Saguaro National Park paragraph	The first sentence after the heading should read “The Saguaro National Park’s West Unit . . . .” (The Park’s East Unit is east of Tucson.)	Requested change made.
11	Allen Dart adart@oldpueblo.org	Page 4-9 Coronado National Forest paragraph	It would be correct for the last part of the last sentence to read “east of Marana” instead of “east of Oro Valley.”	Requested change made.

MAKE MARANA 2040 60-DAY DRAFT GENERAL PLAN

Comment Tracker 10/8/2019

#	Name	Location	Concerns/Comments	Response
12	Ken Perry kperry@perryengineering.net	FLUM	Thank you for sending out the initial Make Marana 2040 General Plan today. It is very nicely done and informative. I have a couple of comments though. My wife and I attended two of the workshop/neighborhood meetings and heard comments from those in attendance how they would like to have more places to shop, dine, and work in Marana, meaning more nearby commercial uses. I have identified our parcel on the attached exhibit. It is located on the SE corner of Twin Peaks Blvd and Camino De Manana, a future signalized intersection. This would seem to be a good candidate for commercial uses. I am curious as to why it is designated for low density residential, and why in the initial draft of the General Plan there is actually still little overall area planned for commercial in the town. I am also curious as to why the parcels to the east and south of Marana Manana are proposed for "Traditional Neighborhood" which allows for commercial uses. Thank you for your time, Ken	Both Low-Density Residential and Traditional Neighborhood permit limited commercial opportunities, in a scale appropriate to the surrounding residential neighborhoods. A signalized intersection could be appropriate for such commercial development, should the private property owner seek to develop as such.
13	Robin Allen rkaucla@gmail.com	General	After reading this, it absolutely confirmed the comments I have heard about Marana being "an old boy Network." Can't wait to sell. What a mistake it was moving here.	Comment noted.
14	Dorenda Coleman	Page 2-5	Comments reads "Western Army National Guard Aviation Training Site." It in reality is Western Army Aviation Training Site, WAATS.	Requested change made.
15	William Calame wpcalame2@gmail.com	General	Maybe I missed it in the document (it is lengthy) but I didn't see anything on road noise management/abatement (it is already a problem in dove mountain), or night sky light management. Would like to see some long term goals toward these environmental and live ability concerns and some short term goals, strategies, tactics.	Comment noted.

#	Name	Location	Concerns/Comments	Response
16	Jeffrey Dwhytie jeffdwhytie@gmail.com	Marana Regional Airport	Marana Regional Airport - I have read this with interest but I find nothing that speaks to the long term vision for this facility. Is it to remain a private vs. commercial airport? It would anything else would be in conflict with the Pinal Airpark Airport.	Comment noted. The long-term vision for the Marana Regional Airport should be included in the airport master plan.
17	Jeffrey Dwhytie jeffdwhytie@gmail.com	Housing	Lack of comment on affordable housing unless diverse housing is the pc version of that. Recommend using the term affordable housing and lose the architectural speak that is used throughout so people can identify what you are trying to say.(BE 8-4).	Comment noted.
18	Jeffrey Dwhytie jeffdwhytie@gmail.com	Housing / Energy	Why not recommend all new housing be solar efficient with solar tiles on the roof - like they have done in California especially public buildings.	Comment noted.
19	Jeffrey Dwhytie jeffdwhytie@gmail.com	Environmental	Mandate all farms move to pivots / sprinklers and to crops that require less water so as to preserve this resource which will only get harder to source. Cease all open canals and irrigation techniques.	Comment noted.
20	Jeffrey Dwhytie jeffdwhytie@gmail.com	Environmental	Designate plants to allowed that require low water usage.	Comment noted.
21	Jeffrey Dwhytie jeffdwhytie@gmail.com	Transportation	Spend more time outlining I-11 impact.	Comment noted. The I-11 corridor should be further assessed in a Transportation Master Plan
22	Jeffrey Dwhytie jeffdwhytie@gmail.com	Public Safety	My opinion on having fire safety staffing above the national average needs to be balance by cost impact or impact on safety for extra dollars spent. I think the money could be better spent on extra police.	Comment noted.

#	Name	Location	Concerns/Comments	Response
23	Jeffrey Dwhytie jeffdwhytie@gmail.com	NA	Also as a note I think a goal should be to freeze pensions and move to a 401k/Roth for all city and staff department employees because the DB plans are too expensive to maintain and employees can gain more value in an investment plan.	Comment noted.
24	Jeffrey Dwhytie jeffdwhytie@gmail.com	Neighborhood Preservation	Enforce bldg codes much of the new construction is not up to the extremes of the desert environment.	Comment noted.
25	Jeffrey Dwhytie jeffdwhytie@gmail.com	Housing / Land Use / Parks and Recreation	Have builders set aside space and develop neighborhood parks.	Comment noted.
26	Jeffrey Dwhytie jeffdwhytie@gmail.com	Transportation	Outline new road development with ideas of timelines(notional at least). Determine at the same time the need for some roads to remain open, it seems that there is a movement to turn every farm road into a paved road. Moderate surface residential roads at 35 miles per hour e.g. Moore Rd. traffic can be diverted to Tangerine Rd if they are in a hurry. At 40 mph the speed allowed is 47 mph or better.	Comment noted.
27	Jeffrey Dwhytie jeffdwhytie@gmail.com	Neighborhood Preservation	Examine and establish road proximity allowances to housing and when and where it is less develop sound proofing with trees, berms. walls, etc.	Comment noted.
28	Jeffrey Dwhytie jeffdwhytie@gmail.com	Downtown	Lastly, be more definitive on your vision for a downtown while I question the need it seems you are predisposed to this happening so if you must do so with the need for people to live and work in the downtown. Chicago has people living downtown whereas St. Louis does not as an example vibrant vs. dead at night in the downtown core.	Comment noted. This should be addressed in a Downtown Plan

#	Name	Location	Concerns/Comments	Response
29	Michael Davison davison.az@aol.com	General	How about calling the General Plan Make Marana Oro Valley or Make Marana Tucson? I believe the Town of Marana has lost sight of why people live in Marana. Most of us made the decision to live in Marana because it isn't Oro Valley or Tucson. Just because there is open desert doesn't require it to be developed and turned into more tract housing or concrete tilt-up commercial properties. Do not destroy what makes Marana special.	Comment noted.
30	Brian Jones wolfsoul121@gmail.com	Page 2-13	While I appreciate the planning for trails and outdoor recreation, I don't think the plan sets aside sufficient space for Open Space. 6.4% is not sufficient. The minimum should be 10%. Also, it is imperative that Marana pass an ordinance to protect its peaks and ridges. The Tucson and Tortolita Mountains add to the character of Marana and are of great value to the community. Development on peaks and ridges damages the viewscape for residents and visitors alike.	Comment noted. See Resource and Sustainability Goals and Policies.
31	Brian Jones wolfsoul121@gmail.com	Page 4-6	The plan needs to do more to protect the Santa Cruz River corridor and nearby uplands from development, including halting increasing housing density. Not only will this reduce the need for expensive public improvements along this major watercourse, it will provide an essential wildlife corridor and maintain what's left of the character of the river. El Rio Preserve is an important element along the Santa Cruz River and should be expanded and enhanced.	Comment noted. See Resource and Sustainability Goals and Policies.
32	Brian Jones wolfsoul121@gmail.com	Page 4-14	It doesn't appear that there is sufficient protection of the the Tortolita Fan, both for it's natural, aesthetic and recreational value, but also as a floodprone area. Development should be shifted away from the Tortolita Fan or at least be sparse and low density, with extensive corridors to facilitate wildlife movement and the safe passage of flood waters in a natural floodplain.	Comment noted.

#	Name	Location	Concerns/Comments	Response
33	Robert Ernst bobernst173@gmail.com	Page 2-33 Potable Water	In this discussion of potable water, the text states that Marana's buildout population will require 85,420 gpm, a 454 percent increase over the existing capacity of 15,417 gpm. And that enormous increase comes in a state occupying a precarious position regarding allocation of water from the Colorado River, a system that has experienced extensive drought conditions for the last 20 plus years. Water levels in Lake Mead, the primary storage reservoir for the Lower Basin states, and the entire Colorado River System have been rapidly declining and projections indicate that that trend will continue into the foreseeable future. If Lake Mead declines further, planned reductions in deliveries to Arizona agreed to in 2007 will kick in. Where is that potential potable water reduction reflected in the Plan? I couldn't find it under the Built Environment or the Resources and Sustainability sections. Surely that potential was considered by the planning team when allocating land for future development. Where would concerned citizens find the analysis demonstrating the resilience and sustainability of Marana given potential losses in one of its primary potable water resources?	Added additional information regarding potential threats to Marana's water supply and water shortages as water resources fluctuate in an arid environment. Included a policy and implementation item for Marana to develop a Drought Management Plan that prepares Marana and its residents in the event of water shortages and limitations.
34	Robert Ernst bobernst173@gmail.com	Page 4-5 Santa Cruz River	The second paragraph, fourth sentence lists two factors limiting the flow of surface waters but only one is discussed. Why is "excessive ground water pumping" ignored? Isn't increased ground water pumping a critical element in Marana's future water use plan? Surely, some discussion is required; otherwise, citizens may think you are trying to hide something unpalatable.	Added additional information on excessive groundwater pumping: Groundwater pumping occurs from public and private wells for potable water use in homes and businesses. If more groundwater is pumped out of the aquifer than is replenished, less water flows through the Santa Cruz River on a regular basis.

#	Name	Location	Concerns/Comments	Response
35	Robert Ernst bobernst173@gmail.com	Page 4-7 El Rio Preserve	Discussing the planting of a single pollinator garden in the Resources and sustainability section reads like a bad play. Is that what's going to help ensure the long-term survival of pollinator species? Are you kidding? While the Town wants to permit the urban/suburban development of thousands of acres of relatively natural landscapes. Really? And that's what sustainability means? What about the Town planting pollinator gardens around EVERY municipal building? In every park and open space? Require them in every residential subdivision and commercial center? Come on, either you believe in putting sustainable practices to work on the land or it's a just a bad joke laughed at by fat cat developers. Or you should just delete that discussion and pretend pollinators do not matter	Comment noted.
36	Robert Ernst bobernst173@gmail.com	Page 4-11 Water Resources Element	In the last sentence, from where would those "additional cost effective water resources" come in an arid environment whose climate is changing? See comment above on p. 2-33.	Comment noted. This should be addressed in a water resource master plan.
37	Robert Ernst bobernst173@gmail.com	Page 4-21 Policy RS 4-2	Why doesn't the Plan identify best management practices for water conservation programs other than stormwater harvesting? They are well known in the planning and public works communities. This comment can be applied to three or four other policies in the Plan concerning BMPs.	Added an additional water conservation best practice. There are many related policies
38	Jane Doe buckeye4937@gmail.com	Page 2-28	The US Special Operations Parachute Training and Testing facility should not be called out in this public document. This opens up the facility to vulnerability and frankly, the public doesn't need to know this group is in the area. This would be for their own safety and security.	Requested change made.

#	Name	Location	Concerns/Comments	Response
39	Ellen Shopes igellen@comcast.net	Built Environment Potable Water Page 2-33	While I support continued growth of our community, it can NOT be at the expense of the environment. Groundwater level changes, according to Tucson Water, have continued to drop along the I-10 corridor and Dove Mountain areas. Your own 2010 Potable Water System Master Plan projected a need for "454% increase in water production to met community needs. An additional 47 wells with a capacity of 1500 gpm will be needed to meet these projected needs, assuming that the existing wells maintain current production." But as groundwater levels continue to drop, as needs continue to escalate, this production level is unsustainable. We should consider mechanisms to restore the groundwater level, and limit further depletion. I do not see this concern addressed in the plan.	Comment noted.
40	Karen Merodias karen.idraft@gmail.com	Page 2-13 to 2-18	Very disappointed with the Special plan for The Tangerine State Land. We fear that it'll be rezoned as High Density which does not correspond with surrounding areas and will increase flooding to those of Us South of the Land. High Density will also increase traffic on our residential streets and Thornydale which is only 1 lane each way. There also is not enough water for mass residential area here.	Comment noted.
41	Jim Blandin jsblandin@aol.com	Transportation	I have reviewed your 2040 General Plan and STRONGLY suggest you make new roads connecting Dove Mountain Blvd and West Moore Rd. to Tangerine Rd a PRIORITY. This will provide alternative ways off the mountain in case of emergency and help relieve some of the traffic caused by the opening of the new CSTEM school on west Moore Rd. Thank you, Jim and Sherry Blandin The Highlands	Comment noted.

#	Name	Location	Concerns/Comments	Response
42	Katie Reffruschinni katiejeanr@comcast.net	State Trust land parcel numbers at Thornydale and Tangerine 219-37-003A 224-12-004C	This project remains unconstitutional. We have not voted for changing the State Trust Lands water designation. Neither has the Enabling Act of 1910 been modified by Congress. There are NO AMENDMENTS to the Constitution of the United States that allow this Administrative change at the state level. The Arizona State Constitution can not be modified to change the status of these trust lands WITHOUT THE VOTE OF THE PEOPLE. This seizure and modification of State Trust Lands in Title 37, is in VIOLATION OF ARIZONA COURT ORDERS from a previous case involving Prop. 123. The State of Arizona and Governor Ducey were ordered to follow the laws of Arizona and not proceed without the vote of the people. Marana is hereby on notice that they are violating the both constitutions, the citizens of Arizona and democracy.	Per the Town Attorney, the Town is not in violation as suggested. Although the Arizona Supreme Court has ruled that State Land has no reserved water rights, The Town frequently approves rezonings for properties that don't have water rights. The absence of a water allocation doesn't preclude the Town from rezoning property or require a public vote on the rezoning. It just means that the rezoned property will need to seek water service and water resources from a water company with an assured water supply designation.
43	Katie Reffruschinni katiejeanr@comcast.net	State Trust land parcel numbers at Thornydale and Tangerine 219-37-003A 224-12-004C	https://azcapitoltimes.com/news/2012/09/13/arizona-supreme-court-no-reserved-water-rights-for-state-trust-land/	See Comment #42
44	Jacqueline Craig jackiehc@yahoo.com	Resources and Sustainability	I applaud your intent to create 2 new hiking trails that will connect with the trail network in the Tortolitas. I use these trails extensively and they are very important to me. I also want to emphasize I strongly support fully protecting the Tortolitas from further development and retain the full protection of the areas on Dove Mt called the Preserve, even though the pygmy owl is no more. I would not Marana to become just another town of strip malls and neighborhoods. We need to retain many open spaces in their natural state.	Comment noted.

#	Name	Location	Concerns/Comments	Response
45	The Highlands at Dove Mountain	General	The Board and Management of The Highlands of Dove Mountain applaud the Town of Marana for its initiative in producing a thoughtful, integrated and sustainable plan to steer the growth of Marana. In addition to encouraging our residents to read and comment on your plan, Highlands management would like to take this opportunity to highlight several points of your plan with significant impact on the current and future safety and quality of life of our residents. ... Again, congratulations on your initiative and foresight in developing this plan. The Highlands would be happy to answer any questions on our comments.	Comment noted.
46	The Highlands at Dove Mountain	Road Network	As development of Dove Mountain continues, its single road Dove Mountain Boulevard has become overwhelmed. In addition to the many accidents that continue to take place at the four-way-stop at Moore and DM Blvd, residents are finding it dangerous to pull out of the north and main gates due to the high volume and fast pace of the traffic which approach is obscured by hills and curves. Now, we also have to deal with the heavy traffic from the new STEM elementary school at the bottom of the hill. There needs to be a secondary egress from the northern area of Dove Mountain and from the school. We note that your plan provides such an egress. We applaud this proposal and endorse the proposed network of connector and arterial roads that will connect the end of DM Blvd to Moore and Tangerine. However, we note that you expect implementation in the midterm of 5-10 years. The need for a connector road both for Dove Mountain and for Moore is far more urgent that that. We urge immediate construction of this road network.	Planning, funding, and land acquisition are time consuming. Additionally, the land between the end of Dove Mountain Boulevard and Tangerine Road is also owned by the Arizona State Land Department, requiring coordination and additional time.

#	Name	Location	Concerns/Comments	Response
47	The Highlands at Dove Mountain	Resources and Sustainability	The Highlands notes that the areas to the north and west of the Dove Mountain development are designated "Rural Residential." Our strong hope is that in order to retain the character of Marana's unique desert environment, you successfully negotiate with the Arizona State Land Department to preserve this area as "Open Space." We support retaining large passive natural areas and leaving undisturbed open spaces of ecological significance. The Tortolita Foothills and the two areas called "The Preserve" which border the Dove Mountain development are of special significance to our community, both for recreational purposes and the views they provide that support our property values. We strongly request that in your negotiations with the State of Arizona and Pima County over these areas, you pursue their classification as "Natural Undisturbed Open Space."	Comment noted.
48	The Highlands at Dove Mountain	Wildfire Danger	Being directly below the Tortolita Mountains with their dense, dry scrubland and proliferation of non-native grasses, we welcome the plan's focus on wildfire safety. The Highlands has begun the process of enrolling in the federal 'Firewise' program which provides education and assistance in lowering wildfire risk to communities. We were extremely pleased to read of Marana's partnership with Pima County to better protect lands from wildfire threats and look forward to municipal support for our wildfire mitigation efforts, particularly buffelgrass removal.	Comment noted.

#	Name	Location	Concerns/Comments	Response
49	The Highlands at Dove Mountain	Built Environment	The Highlands strongly endorses the following goals: BE 18-3 (Locate ingress/egress points to maximize the use and effectiveness of the existing and planned transportation network) BE 20-1 (Develop and adopt a safe and connected roadway system ... that prioritizes near-term mobility and safety needs)	Comment noted.
50	The Highlands at Dove Mountain	Resources and Sustainability	The Highlands strongly endorses the following goals: RS 2-4 (to work with Arizona State Land Department to protect significant open space in the Tortolita Foothills) RS 2-5 (to advocate with the Arizona State Land Department to preserve high quality natural undisturbed open space) RS 10-3 (Proactively manage woodland vegetation in developed areas to reduce fuel, including Buffelgrass) RS 11-1 (Develop and adapt Open Space & Wildlife Conservation Master Plan) RS 11-2 (Identify Open Spaces that are development sensitive) RS 11-5 (Prevent and remove invasive species, including Buffelgrass)	Comment noted.

#	Name	Location	Concerns/Comments	Response
51	Harry Tripp hjames.tripp@gmail.com	page 1-11, Table 1-1; page 2-13 Table 2-1; page 2-14 Figure 2-3; page 2-15; page 2-18	I oppose creation of a new land use category called SPA, Special Planning Area (pp. 2-15 and 2-18), its assignment to 20.5 square miles of State Trust Land (Table 2-1 and Figure 2-3), and the concept of making any changes to it a "minor" change in the General Plan (Table 1-1). Instead, I support retention of the land use categories for remaining State Trust Land implied by Fig. 5.1.D of the 2010 General Plan.	Comment noted.
52	Harry Tripp hjames.tripp@gmail.com	Page numbers page 4-10 Table 4-1; page 3-17 Figure 3-2; page 2-14 Figure 2-3	Table 4-1 indicates that the 9.7 mile Tortolita Preserve Trail will be retained. However, Tortolita Preserve is not shown in Figure 3-2, Parks and Recreation. Further, the region of the Tortolita Preserve is shown as being assigned a land use category of Special Planning Area, where any mix of commercial and residential land use would be permitted. I have previously commented that I oppose the creation and use of “Special Planning Area” in its entirety. With this comment I am opposing the apparent elimination of the Tortolita Preserve and favor its retention as Parks/Open Space, as it was in Fig. 5.1.D of the 2010 General Plan.	Comment noted.
53	Frank Osborne wdd5988@gmail.com	page 1-11, Table 1-1; page 2-13 Table 2-1; page 2-14 Figure 2-3; page 2-15; page 2-18	I oppose creation of a new land use category called SPA, Special Planning Area (pp. 2-15 and 2-18), its assignment to 20.5 square miles of State Trust Land (Table 2-1 and Figure 2-3), and the concept of making any changes to it a "minor" change in the General Plan (Table 1-1). Instead, I support retention of the land use categories for remaining State Trust Land implied by Fig. 5.1.D of the 2010 General Plan.	Comment noted.
54	Linda Penwarden n4637lmp@gmail.com	page 1-11, Table 1-1; page 2-13 Table 2-1; page 2-14 Figure 2-3; page 2-15; page 2-18	I oppose creation of a new land use category called SPA, Special Planning Area (pp. 2-15 and 2-18), its assignment to 20.5 square miles of State Trust Land (Table 2-1 and Figure 2-3), and the concept of making any changes to it a "minor" change in the General Plan (Table 1-1). Instead, I support retention of the land use categories for remaining State Trust Land implied by Fig. 5.1.D of the 2010 General Plan.	Comment noted.

#	Name	Location	Concerns/Comments	Response
55	Ted Graydon tjgray2015@gmail.com	Land Use	I live two blocks south of the State Land that will be annexed by Marana or Oro Valley and my area is zoned for 3.3 acre minimum lot size which is why I purchased land and built here. i want to live with like minded folks and so far I do.	Comment noted.
56	Ted Graydon tjgray2015@gmail.com	page 1-11, Table 1-1; page 2-13 Table 2-1; page 2-14 Figure 2-3; page 2-15; page 2-18	I oppose creation of a new land use category called SPA, Special Planning Area (pp. 2-15 and 2-18), its assignment to 20.5 square miles of State Trust Land (Table 2-1 and Figure 2-3), and the concept of making any changes to it a "minor" change in the General Plan (Table 1-1). Instead, I support retention of the land use categories for remaining State Trust Land implied by Fig. 5.1.D of the 2010 General Plan.	Comment noted.
57	Judy Graydon tjgray2015@gmail.com	page 1-11, Table 1-1; page 2-13 Table 2-1; page 2-14 Figure 2-3; page 2-15; page 2-18	The property directly south of the 885 acre State Land is zoned SR where I built my retirement home to live amongst like minded people. We purchased our 3.3 acres in 1997 and were told by Pima County Planning that the zoning would not change. The 885 acres is zoned the same as ours and should remain that way perhaps with a swath of commercial zoning directly along Tangerine. I oppose creation of a new land use category called SPA, Special Planning Area (pp. 2-15 and 2-18), its assignment to 20.5 square miles of State Trust Land (Table 2-1 and Figure 2-3), and the concept of making any changes to it a "minor" change in the General Plan (Table 1-1). Instead, I support retention of the land use categories for remaining State Trust Land implied by Fig. 5.1.D of the 2010 General Plan.	Comment noted.

#	Name	Location	Concerns/Comments	Response
58	Diana Campbell Diana.Campbell@Roche.com	Page 2-8, "Figure 2-2" Growth Area; Page 2.9	This page and "figure" shows the Tangerine State Land in the Southeast Growth Area, and comments on page 2.9 states "a significant area of activity" is anticipated in the TSL and shows this Land Use Category to be re-zoned as SPA. I oppose and object to Zoning Category SPA, and oppose and object to zoning which would allow a significant area of activity. I insist the Marana be consistent with the TSL's current R1-144 Suburban Ranch zoning and designate the parcel "Rural Residential" (RR) for purposes of the plan. This would stay consistent with current surrounding properties, protect our property values and keep our rural living which is why we all moved to this area.	Comment noted.
59	Diana Campbell Diana.Campbell@Roche.com	Page 2-13, Table 2-1; Page 2-14 Figure 2-3; Page 2-15, 2-16, 2-17 and 2-18	I oppose and object to creation of a new land use category for the TSL called SPA (Special Planning Area) pages 2-15 through 2-18 as well as the idea of making any changes would be classed as a "minor" change in the General Plan (Table 1-1) with ideas that it could easily be developed as a future Master Plan Area. I support retention of the land use categories for remaining State Trust Land shown in Figure 5.1.D of the 2010 General Plan; Keeping RR (Rural Residential) for low density rural uses, as it currently is.	Comment noted.

#	Name	Location	Concerns/Comments	Response
60	Paul Fish pfish@email.arizona.edu	Arts and Culture	The absence of concern for Marana's important archaeological remains, particularly those related to the Marana Platform Mound Site located a short distance northeast of the current town center, was alarming to me. Previous iterations of the Marana plan have given recognition to these significant resources and no mention at all is given to them in the current version. In fact, now the Marana Mound Site appears to an area cited for residential development and new road construction. Just two miles north of today's Marana city center by way of background, one of the largest prehistoric towns in southern Arizona is still well preserved in its entirety and its remains represent one of the most important archaeological sites in Arizona. Unlike most comparable Hohokam settlements, the surface of the Marana Mound site has never been plowed for agriculture or disturbed in any other comprehensive manner. Public buildings in the form of an earthen platform mound and other community structures are present at the site's center. An estimated population of 800 to 1200 at AD 1250 lived in about 40 surrounding compounds, each enclosing 10 to 20 adobe rooms inside its own wall. In recognition of its unique state of preservation, the Pima County Sonoran Desert Conservation Plan identifies the Marana Mound site as a high priority for protection. With its ritual architecture and large cemeteries, the site holds special significance to the Arizona O'odham descendants. Also, its substantial and extensive adobe architecture combined with its close proximity to the Marana exit enhances its potential for future public interpretation.	The Town recognizes and acknowledges the Town's cultural history in the General Plan. Further, the plan Arts and Culture goals and policies provide direction for the Town to protect cultural resources, including a Cultural Resources Master Plan. Much of the archaeological resources are on private property and the Town will continue to encourage those private property owners to partner with local groups to protect resources and develop responsibility.
61	F. Valdes fvaldes52@comcast.net	NA	How about putting an Aldi store here in Marana. With all the retirees living here on a fixed income that would be ideal. I'm sure families would benefit from Aldi savings. It's an ideal move for this town. Vic sent to Jason, who sent it to me to enter as a comment into the website.	Comment noted.

#	Name	Location	Concerns/Comments	Response
62	Richard Kelley	Water Resources	Water availability base on CAP calls for water rationing. Currently any commercial or housing development must consider the projected water reductions/rationing	Comment noted.
63	Richard Kelley	Land Use / State Land	The loss of State Lands that shift to/for development. State lands need to be reserved to allow for animal and plant habitat to thrive	Comment noted.
64	Richard Kelley	Traffic / Transportation	Conduct Traffic density study before approval of new developments. Example: the new Dove Mountain elementary school created heavy traffic that now must be studied and rectify	Comment noted. The Town already requires a traffic study for new development. Additionally, Policy BE 20-4 reads: "Evaluate development projects during the development process for potential impacts to traffic operations, safety, and transit to ensure traffic impacts are appropriately mitigated through developer installed improvements and the Town's CIP."
65	Richard Kelley	Traffic / Transportation	Arizona Pavilions traffic is heavily congested due to IH10 interchange and current rail road traffic! The Contaro road needs to be fixed like the Ina Road and IH10 where traffic flows over rail and on/off ramps are designed to facilitate rather than back up traffic for miles. Great example of a problem to be studied is IH19 south and Ajo road where traffic is backed up to IH 10 for vehicles exiting onto Ajo every evening	Comment noted.
66	Richard Kelley	Economic Vitality	City of Marana and Chamber of Commence must advocate the commercial development of business like restaurants east of IH10 using Tangerine and Twin Peaks/ Dove Mountain and Thornydale. Need to advocate to use empty commercial buildings like those at Dove Mountain shopping center	Comment noted.

#	Name	Location	Concerns/Comments	Response
67	Richard Kelley	Transportation	Use of current or future road materials that allow extended use instead of being constantly asphalt patched	Comment noted.
68	Richard Kelley	Transportation	Replace Moore road after being use as alternate route for traffic especially heavy trucks	Comment noted.
69	Richard Kelley	Transportation	Use of roundabouts versus stop sign or light control at intersections. Requires LEO to focus on those who don't understand the rules of use	Comment noted.
70	Richard Kelley	Public Safety	Higher future development does not consider a greater need for shorter response time for first responders	The Public Safety Element goals and policies address increased public safety services consistent with Marana's growth and development. See Policy PC 14-2: "Ensure that police services can accommodate future growth, including potential annexations, and the increase in emergency calls related to growth by regularly projecting future personnel, facility, and infrastructure needs."
71	Richard Kelley	page 1-11, Table 1-1; page 2-13 Table 2-1; page 2-14 Figure 2-3; page 2-15; page 2-18	I oppose creation of a new land use category called SPA, Special Planning Area (pp. 2-15 and 2-18), its assignment to 20.5 square miles of State Trust Land (Table 2-1 and Figure 2-3), and the concept of making any changes to it a "minor" change in the General Plan (Table 1-1). Instead, I support retention of the land use categories for remaining State Trust Land implied by Fig. 5	Comment noted.

#	Name	Location	Concerns/Comments	Response
72	Andrew Swarthout andy.swarthout@gmail.com	Page 1-11, Table 1-1; page 2-13 Table 2-1; page 2-14 Figure 2-15; page 2-18	I strongly oppose the creation of Special Planning Area ("SPA") as defined on pp 2-15 and 2-18, particularly with respect to its application to State Trust Lands (Table 2-1 and Figure 2-3), and the concept of making any changes to these lands to be a "minor" change. These State Trust Lands have unique characteristics; therefore, any changes will not be "minor" in nature. Instead, I strongly support the retention of the current land use categories stipulated in Figure 5.1.D of the 2010 General Plan.	Comment noted.
73	Renate Ramirez renatekramirez@gmail.com	Page 2-13, Table 2-1; Page 2-14 Figure 2-3; Page 2-15, 2-17 and 2-18	I strongly oppose and object to creation of a new land use category for the TSL called SPA (Special Planning Area) pages 2-15 through 2-18 as well as the idea of making any changes would be classed as a "minor" change in the General Plan (Table 1-1) with ideas it could easily be developed as a future Master Plan Area. I support retention of the land use categories for remaining State Trust Land shown in Figure 5.1.D of the 2010 General Plan; keeping RR (Rural Residential) for low density rural uses, as it currently is.	Comment noted.
74	Renate Ramirez renatekramirez@gmail.com	Page 2-8, "Figure 2-2" Growth Area; Page 2.9	This page and "figure" shows the Tangerine State Land in the Southeast Growth Area, and comments on page 2.9 states "a significant area of activity" is anticipated in the TSL and shows this Land Use Category to be re-zoned as SPA. I oppose and object to Zoning Category SPA, and also oppose and object to zoning which would allow a significant area of activity. I insist Marana Town be consistent with the TSL's current R1-144 Suburban Ranch zoning and designate the parcel "Rural Residential" (RR) for purpose of the plan. This would stay consistent with the current surrounding properties, protect our property values and keep our rural area that we all choose to live in.	Comment noted.

#	Name	Location	Concerns/Comments	Response
75	Jane Buckman jbuckman@greenfields.org	State land on Tangerine Rod	My husband and I moved to the area just south of the State Land on Tangerine Road over thirty six years ago. It is a rural neighborhood with horses, dirt roads, mostly dark sky, quiet and free of traffic. The land in question is a pristine, untouched desert environment with diverse protected animals and plants. And in spite of the fact that we have little water and there are plenty of undeveloped lots and unrented or unsold establishments within areas already zoned for building, we continually to spread out. In our current culture most choose the opportunity to make money by encouraging development rather then protect what it is that makes this earth beautiful. I appeal to anyone who can make a difference to please consider the following; 1. Use the land as a nature park like Tohona Chul or Desert Museum. 2. Or NO to LOW density building, single residences, same as neighboring areas. 3. Commercial limited to roadside on Tangerine, No industrial buildings. 4. Open spaces using natural environment….and large buffer zones for animals to continue to use washes. 5. Roads only open to main roads of Thorneydale and Tangerine, not into adjacent rural neighbors. 6. Low lights, covered or omitted.	Comment noted.
76	Ron Hill ronhill1947@gmail.com	General	I took the time to go over the draft plan several times. I found the plan to be very well written and organized. This is one of the best technical documents I have read. The document was easy to read. The general public will have no trouble following the document. I was unable to find any inconsistencies. More than once I thought I had found something just to find it addressed a little further on. My only specific comments are related to the figures in the document:	Comment noted.

#	Name	Location	Concerns/Comments	Response
77	Ron Hill ronhill1947@gmail.com	Table 1-1 on page 1-11	Table 1-1 on page 1-11 needs a legend similar to the one shown on figure 2-3 on page 2-15. The general public probably would not be able to understand the figure without it.	Requested change made.
78	Ron Hill ronhill1947@gmail.com	Page 4-7	The El Rio Reserve Plan shown on page 4-7 is very difficult to follow. The font is too small.	Requested change made. Replaced plan with photo by Jennifer Flood sent by Cynthia Ross.
79	Ron Hill ronhill1947@gmail.com	General	I have one general comment: The implementation schedule for the short term element seems aggressive given the limited staff Marana has available. I assume some consultant support will be required to get it accomplished in the limited timeframes. All in all, I am very impressed with the document.	Comment noted.
80	Terri Young chrchldy46@comcast.net	General	Thank you for the comprehensive review of possibilities for Marana for the future. I am concerned about 3 things:	Comment noted.
81	Terri Young chrchldy46@comcast.net	Water Resources	1. Responsible growth that accounts for limited water resources. Housing seems to spring up daily on and around Dove Mountain, where I live. Requiring new developments to install water saving devices is essential.	Water conservation techniques are addressed in the Water Resources Element goals and policies.
82	Terri Young chrchldy46@comcast.net	Transportation	2. We at the Highlands at Dove Mountain, need egress, not at the end of Marana's expansion, but at the beginning of any development projects, both for safety (traffic flow) and emergency fire exits.	See Comment #46

#	Name	Location	Concerns/Comments	Response
83	Terri Young chrchldy46@comcast.net	Conservation	3. The area to the W of the Highlands needs to be protected from building and expansion. I understand that most of this is state property; nevertheless, it is habitat for an entire bio-sphere: coyotes, javelinas, lizards, bird, etc., etc. When we have removed all of the wild habitat, we lose our animals and yes, we also lose what makes us human. We lose what makes this area very special.	Comment noted.

#	Name	Location	Concerns/Comments	Response
84	Debra Gordon debraagordon@gmail.com	Figure 2-3 (on page 2-14) and any other relevant pages	I object to the inclusion of approximately 885 acres of land owned by the State of Arizona that is located north and south of Tangerine road and bordered on the North, East, West and South, respectively, by Moore Road, Thornydale Road, Shannon Road and Camino del Norte (referred to as the "Tangerine State Land") within Marana's planning boundary. If such parcel continues to be included within Marana's planning boundary, I further object to any land-use designation of the Tangerine State Land that does not align in all material aspects with the land-use designation (i.e., Suburban Ranch) set by the now-controlling jurisdiction (i.e., Pima County). People residing outside Marana receive no formal notice of Marana's actions, rely on land-use planning of the then controlling jurisdiction, and believe those land-use restrictions are meaningful and enforced against everyone - even an abutting municipality. As a result, Marana, insidiously, can push, and has pushed, through "planning designations" on property outside their jurisdiction that adversely affect landowners in adjoining jurisdictions who have had no notice and have relied to their detriment on land-use designations that Marana willfully ignores. The Tangerine State Land has been the subject of decades of objective, science-based conservation planning by Pima County. The parcel is described, among other things, as "lands of high environmental quality" and subject to "multiple layers of conservation designations" (see, e.g., letter, dated December 6, 2017, to Mayor Satish Hiremath and Oro Valley Town Council from Ms. Carolyn Campbell, Director, Coalition for Sonoran Desert Conservation, copy available upon request). Persons with long history and jurisdiction over the parcel have recommended sensible and prudent development. The proposed "Special Planning Area" designation sets conditions where Marana and the Arizona State Land Department ("ASLD") most easily can, and based on past actions likely will, attempt to rezone and destroy this much studied, sensitive environment with highly imprudent high-density residential and/or commercial development. We and our neighbors purchased our homes for premium prices and continue to pay correspondingly high property taxes for large lots (e.g., one acre and larger) for the peaceful, rural nature of the vast majority of	Comment noted.

#	Name	Location	Concerns/Comments	Response
85	Diana Campbell Diana.Campbell@Roche.com	Page 2-46, Goal BD-20, Policy BE 20-3; Page 2-47, Policy BE 20-5, Policy BE 20-9	I oppose and object to Developers and Investors taking private land for any transportation improvements. I oppose and object to the acquisition for right-of-ways through development exactions. If the State Land is to be rezoned and developed, the area is huge, use State Land for roads and right of ways, not take private land from the residents. We bought the property for the rural life and do not want roads going through our property. We don't want transportation infrastructure development encroaching on our current roadways. We don't want through roads entering or exiting the new development into our neighborhood; No access to or from Camino del Norte nor Camino de la Tierra.	The General Plan does not include nor suggest eminent domain or other takings of private property for any purposes.
86	Diana Campbell Diana.Campbell@Roche.com	Page 2-47, Goal BE-21, Policy BE 21-2, Policy BE 21-4	Strongly oppose and object to the acquisition of private land for right of ways through exactions and development agreements. Use the State Land for the roads necessary in this development. Strongly oppose and object to the idea that new development would provide mitigation for traffic impacts to existing roads; We do not want existing roads (IE Camino del Norte nor Camino de la Tierra) to be considered an avenue for the new development in the Tangerine State Land. Separate roads within the development should be used, without access to Camino del Norte nor Camino de la Tierra; Development roads should be entered and existed on the main roads, ie Tangerine and Thornydale roads only.	See Comment #85.

#	Name	Location	Concerns/Comments	Response
87	Diana Campbell Diana.Campbell@Roche.com	Page 2-48, Policy BE 21-5, Policy BE 21-6, Page 2-49, Policy BE 23-4	Object and oppose to the idea of future expansion and upgrading of current arterial and/or collector roads rather than constructing new roadway infrastructure. The new development should have it's own transportation infrastructure with access only to Tangerine and Thornydale, and no through streets to Camino del Norte nor Camino de la Tierra. This would cause a horrible increase of traffic into the existing neighborhoods. With 2 schools off of Naranja / La Cholla area, this would ruin or rural neighborhoods with a huge increase in traffic. There should be no access in or out of the development on the Tangerine State Land to the existing neighborhoods.	Comment noted.
88	Dennis Campbell DennynDiana@Gmail.com	Page 2-8, "Figure 2-2" Growth Area; Page 2.9	This page shows the TSL in the Southeast Growth Area--on page 2.9 states this area is anticipated as a "significant area of activity" and shows a Land Use Category to be re-zoned as SPA. I oppose to Zoning Category SPA, and object to zoning which would allow a significant area of activity. I insist Marana be consistent with the TSL's current R1-144 Suburban Ranch zoning and designate the parcel as Rural Residential (RR) for purposes of the plan. This would stay consistent with current surrounding properties, protect our property values, and keep our rural living which is why we all moved to this area.	Comment noted.
89	Dennis Campbell DennynDiana@Gmail.com	Page 2-13, Table 2-1; Page 2-14 Figure 2-3; Page 2-15, 2-16, 2-17 and 2-18	I oppose and object to creation of a new land use category for the TSL called SPA (Special Planning Area) pages 2-15 through 2-18 as well as the idea of making any changes that would be classed "minor" changes in the General Plan (Table 1-1) with ideas that is could easily be developed into a future Master Plan Area. I support retention of the land use categories for remaining State Trust Land shown in Figure 5.1.D of the 2010 General Plan; keeping RR (Rural Residential) for low density rural uses, as it currently is.	Comment noted.

#	Name	Location	Concerns/Comments	Response
90	Dennis Campbell DennynDiana@Gmail.com	Page 2-46, Goal BE-20, Policy BE 20-3; Page 2-47, Policy BE 20-5, Policy BE 20-9	I oppose and object to Developers and Investors taking private land for any transportation improvements. I oppose to the acquisition for right-of-ways through development exactions. If the State Land is to be rezoned and developed, the area is large enough that this land has room for it's own roads and right of ways, not take private land from the residents. We bought the property for the rural way of life and do not want roads and traffic going through our property and devaluing our home and property. We do not want transportation infrastructure development encroaching our our current rural roadways. We don't want through roads entering or exiting the new development into our neighborhood; No access to or from Camino del Norte nor Camino de la Tierra.	See Comment #85.
91	Dennis Campbell DennynDiana@Gmail.com	Page 2-47, Goal BE-21, Policy BE 21-2, Policy BE 21-4	I strongly oppose and object to the acquisition of private land for right-of-ways through exactions and development agreements. Use the State Land for the roads necessary in this development. I strongly oppose and object to the idea that new development would provide mitigation for traffic impacts to existing roads; we do not want existing roads (ie Camino del Norte nor Camino de la Tierra) to be considered an avenue for the new development in the Tangerine State Land. Separate roads within the development should be used, without access to Camino del Norte nor Camino de la Tierra; Roads into and out of the new development should only be accessed on the main roads, ie Tangerine and Thornydale roads.	See Comment #85

#	Name	Location	Concerns/Comments	Response
92	Dennis Campbell DennynDiana@Gmail.com	Page 2-48, Policy BE 21-5, Policy BE 21-6, Page 2-49, Policy BE 23-4	I strongly oppose and object to the idea of future expansion and upgradingor current arterial and/or collector roads rather than constructing a new roadway infrastructure for the new development in the Tangerine State Land. The new development should have it's own transportation infrastructure with access only from Tangerine and Thornydale roads, much like the Sky Ranch Development off of Thornydale Road. There should be no through streets from the development to Camino del Norte nor Camino de la Tierra. This would cause a horrific increase in traffic into the existing rural neighborhoods. WIth 2 schools off of Naranja / La Cholla area, this would ruin our rural neighborhoods. There should be no access in or our of the Tangerine State Land development to the existing south neighborhoods.	Comment noted.
93	John Anderson lasdjohn@comcast.net	BE 21-3 & BE 21-4	It seems to me that these issues (Re: Traffic reports and new development mitigation for traffic impact on existing roads) should be “Ongoing” rather than in the “Mid-term” column. For instance, the area around Arizona Pavilions and Cortaro is going to be severely impacted by the addition of 600+ new residences in the next few months. There seems to be little or no interest in mitigating the increased traffic, especially on Arizona Pavilions at Cortaro. This will happen other areas and this is why these items need to be on-going.	The policies are ongoing Town priorities, whereas the implementation actions provide direction for accomplishing goals.
94	Diana Barnes dianamb7@icloud.com	Future Land Use Map Figure 2-3, Future Land Use Categories Table 2-1	The Tortilita Preserve is categorized as in the Special Planning Area. It is then listed under Minor Amendment and can be developed/rezoned by a simple majority vote. The pristine land in northeast Marana needs better protection and oversight.	Comment noted.

#	Name	Location	Concerns/Comments	Response
95	Christie Swarthout christieswarthout@gmail.com	page 1-11, Table 1-1; page 2-13 Table 2-1; page 2-14 Figure 2-3; page 2-15; page 2-18	I oppose the creation of a "SPA" category for the following reasons: 1) the Tortolita preserve plan would be jeopardized by granting Marana Carte Blanche to modify the management of these sensitive and unique environments, 2) the State Lands were designated as being part of the preserve due to a) sensitive sheet-flow flood plain dynamics; b) water table fluctuations subject to even low density development and c) pressures on biodiversity as a consequence of these impacts. Respectfully, I do not feel the Town of Marana is qualified to alter the low density plan envisioned by Torolita Plan with such a general mandate envisioned by the "SPA" language to alter zoning densities without more scrutiny. The Thornydale-Tangerine ("TSLD") issue is a crucial example of the broader problem with the "SPA" concept as described in the references cited above. Please feel free to contact me for further input.	Comment noted.
96	Michael O'Dell retailshp53@outlook.com	Land Use	I think that the land use categories for the Tangerine Corridor and the Tortolita Preserve should be remain as they are now. Increased density will not make Marana more livable and will destroy one of the important reasons that people choose to live here, which is the proximity to the natural desert landscapes.	Comment noted.
97	Nick Anderson nick.309@hotmail.com	Recreation	An urban lake with fishing opportunities in Marana. There use to be fishing in Marana at Anways pond near where is now the Marana vet clinic and at Post pond near what is now the Veterans cemetery also at Humms pond near Wentz and Greer. And the old pay fishing canals that Wong use to have. Can you bring fishing back to Marana?	Comment noted.

#	Name	Location	Concerns/Comments	Response
98	Debra Childers debchilders1955@gmail.com	State Lands / Land Use	We live in Coyote Estates, which is next to the 302 acre state land parcel. All 17 homes are 3.3 acres or larger. We bought into this area in 2000 because of the rural environment. When Oro Valley wanted to annex the state land and had a Master Plan to add 3000+ homes, commercial, etc, all the surrounding neighbors fought that tooth & nail. The state land is pristine, sensitive Sonoran desert, full of wildlife, riparian areas, majestic saguaros and mature trees. We are responsible to protect and preserve this land. Density should be maintained as a minimum the same as surrounding areas, such as our 3.3 acres/home. Great care should be taken to preserve wildlife corridors and save the existing native plants. Mature trees are very beneficial to the environment, cleaning and cooling the air, retaining moisture, providing homes for wildlife, and increasing property values. We are very interested in seeing Marana's master plans for this land, and will welcome new neighbors, if the plans are sensitive to our environment and supported by the current residents.	Comment noted.
99	Debra Gordon debraagordon@gmail.com	Figure 2-3 on page 2-14 and relevant textual sections	The Tortolita Preserve is no longer designated in the "2040 Future Land Use" plan. Marana residents and nearby others relied on the longevity of the Tortolita Preserve lease when purchasing homes or otherwise making land-use decisions in the area. Marana should abide its past commitments to its constituents and keep the Tortolita Preserve at least for the full term of the lease (if not permanently). The new "Special Planning Area" designation that covers the current preserve appears to be an underhanded way for Manana and the Arizona State Land Department to create a process leading to relatively easy high-density and commercial rezoning of environmentally-sensitive land under the noses of unsuspecting and/or uninformed landowners.	Comment noted.

#	Name	Location	Concerns/Comments	Response
100	Dr. and Mrs. Ed and Susan Lovejoy slovejoy27@gmail.com	Page 44-45 Tangerine and Thornydale 885 Acres	We object to designation of the Tangerine State Land as “Special Planning Area,” and insist that Marana be consistent with the Tangerine State Land’s current R1-144 (Suburban Ranch) zoning and designate the parcel “Rural Residential” for purposes of the Plan. We also insist that Marana apply the Plan amendment processes in Table 1-1 of the proposed Plan to change the Rural Residential designation.	Comment noted.
101	Hilary Jones-Wujcik hilary@theriver.com	State Land	I object to designation of the Tangerine State Land as "Special Planning Area". I insist that Marana be consistent with the Tangerine State Land's current R1-144 (Suburban Ranch) zoning and designate the parcel "Rural Residential" for purposes of the plan and I insist that Marana apply the Plan amendment processes in Tabke 1-1 of the proposed Plan to change the Rural Residential designation. This is in regards to the Tangerine State Land.	Comment noted.

#	Name	Location	Concerns/Comments	Response
102	Robin Davis nurse941@hotmail.com	Figure 2-3 on page 2-14	The town of Marana's proposed 2040 General Plan includes State Trust Land along Tangerine Road. The Plan designates the State Trust Land as a "Special Planning Area." This designation will override the current low-density, residential-only zoning of the State Trust Land, specifically the 885 acres at Tangerine/Thornydale that is included in Marana's planning area. The "Special Planning Area" designation sets the stage to bypass numerous processes that might otherwise help protect the homeowner/neighbor's property rights and give neighbors additional input into future Tangerine State Land land uses and rezoning. The Tangerine State Trust Land is part of the Tortolita Fan. The land been designated as environmentally sensitive lands containing significant vegetation and wildlife. I urge the town to review Pima County's Conservation Plan as it applies to these lands. Carolyn Campbell of the Coalition for Sonoran Desert Protection has been very involved with some of this land and has made recommendations to Oro Valley on the development of the 885 acres (if annexed, now on hold per ASLD). As a homeowner on a 1+ acre lot very near the Tangerine State Trust Land, I strongly OPPOSE the designation of "Special Planning Area" and urge the town of Marana to keep the existing land designations for the Tangerine State Trust Land in order to 1) protect neighboring landowners rights, 2) give neighbors a voice in the development of the land and 3) ensure protection of environmentally sensitive lands in the area.	Comment noted.

#	Name	Location	Concerns/Comments	Response
103	Hilary Jones-Wujcik hilary@theriver.com	Table 1-1	Vic Hathaway forwarded me this comment. I live in the neighborhood south of the 500 acre state land parcel. I object to designation of the Tangerine State Land as "Special Planning Area". I insist that Marana be consistent with the Tangerine State Land's current R1-144 (Suburban Ranch) zoning and designate the parcel "Rural Residential" for purposes of the plan and I insist that Marana apply the Plan amendment processes in Table 1-1 of the proposed Plan to change the Rural Residential designation. Thank you, Hilary Jones-Wujcik, 3650 W. Sahuaro Divide, Tucson, AZ. 85742	Comment noted.
104	Russell Alimena junk3620az@gmail.com	State Land	(i) I object to designation of the Tangerine State Land as "Special Planning Area," (ii) I insist that Marana be consistent with the Tangerine State Land's current R1-144 (Suburban Ranch) zoning and designate the parcel "Rural Residential" for purposes of the Plan, and (iii) I insist that Marana apply the Plan amendment processes in Table 1-1 of the proposed Plan to change the Rural Residential designation. I also insist that Marana make no changes from the now-effective general plan (adopted in 2010) as it relates to the Tangerine State Land. In that case, the Tangerine State Land is designated Low-Density Residential, which allows higher density development than is currently allowed under Pima County zoning. We are a rural low density community hell bent on keeping it that way. High density building will disrupt every aspect of what rural life is. I know you are looking at dollar signs but we are looking at preserving a way of life. Please be aware that we are willing to look at fair and reasonable development but will not be robbed of our way of life without a fight. Thank you for consideration.	Comment noted.

#	Name	Location	Concerns/Comments	Response
105	Mark Coppola thecoppolas@gmail.com	State Land	I am opposed to any changes to the General Plan or zoning that would increase the use or density of the Tangerine State Land (TSL) currently being offered for annexation by the Arizona State Land Department. I am also opposed to designating this a "Special Planning Area." Existing R1-144 (Suburban Ranch) or a Rural Residential designation is the only zoning that is compatible with the surrounding neighborhoods. I urge you to listen to your local constituents and their neighbors in regard to this land, and not to out-of town entities. We the people who live here should have a greater voice in what happens to this land. The TSL is currently surrounded by low-density properties whose owners enjoy the rural lifestyle that they selected when they purchased their properties. Dumping high-density housing in the middle of this neighborhood will destroy our quality of life and reduce our property values. The increased traffic, night light, and sheet flooding will be detrimental to surrounding neighbors, in addition to destroying a square mile of pristine, Sonoran desert.	Comment noted.
106	Corey Hoen choen@yahoo.com	General	This is a quality long term plan for growth in the community. I realize that not everyone likes growth, but Marana is prime for success. The Town has done a great job managing and planning for growth, which has allowed us to enjoy many amenities. I hear my neighbors always asking for more restaurants, shopping, entertainment, etc. but they don't always understand that to get all that, we need to grow. This plan does just that. My family STRONGLY supports this plan for long range managed growth.	Comment noted.

#	Name	Location	Concerns/Comments	Response
107	Anthony DiRusso atdirusso@aol.com	2-2 Tangerine State Land	As a long time resident area resident, I 'm very concerned about Marana's intention to annex the Tangerine State Land parcel on N. Thornydale and Tangerine Roads. Any zoning other than low density residential will have, I believe, a negative effect on my property value and , more importantly my quality of life. I truly hope the Town of Marana will consider the impact it's future decisions will have on it's neighbors, and act in a way that will respect the unique desert setting we all cherish. Thank you for your time and consideration.	Comment noted.
108	Karen Merodias karen.idraft@gmail.com	2-13 -2-18, 2-6, 2-16, 2-18, 3-7, 3-35	I had filed comments previously regarding the Annexation and rezoning of the State Land bounded by Tangerine, Thornydale, Camino Norte, Moore Rd Camino de la Tierra. SPA zoning is unacceptable for this area, it is currently Rural and should remain Rural. This is a natural Habitat for many wild creatures and a ironwood forest. Please keep in mind your Goal PC-20. Over developing this area will create increased flooding to the South and displace many creatures.	Comment noted.
109	Diana Barnes dianamb7@icloud.com	Page 1-10	Hundreds of acres of natural green space including the Tortolita Preserve and the 885 acre as between Oro Valley and Marana should not be classified as MINOR in theSPA, special planning area. This means these lands will have less protection and can be re-zoned quickly by developers and lost forever. Please classify these lands, the Tortolita Preserve and the 885, as MAJOR to better protect them for the children's children of 2040	Comment noted.
110	Jill Kismet pfj.jill@gmail.com	Page 2-38 Policy BE-63	I support this policy. As mentioned in the introduction of this document, people chose to live in Marana for the pristine Sonoran desert. Open space preserves are what will support the continuation of Marana as a place that others want to live vs choosing downtown Tucson, or even the Phoenix area. People are specifically coming here for the pristine desert, no other reason.	Comment noted.

#	Name	Location	Concerns/Comments	Response
111	Jill Kismet pfj.jill@gmail.com	Page 3-7	Tangerine Corridor I strongly disagree with the land use ideas promoted here. Just a short drive down Tangerine Park we have "innovation park" which has largely failed to be the tech nub of south Tucson. If future businesses want to be involved, there is plenty of appropriated land for this vision. Tangerine is high succession desert, impossible to replicate, with high wildlife and plant value. Destroying it for high-density housing, business campuses and hotels is a poor use of the resource that Marana has. Instead, use cotton fields or "spoiled" desert by the outlets or city center to fulfill your dreams. Marana has plenty of trashed desert to use, and YOU are in the position to dictate terms to developers-not the other way around.	Comment noted.
112	Jill Kismet pfj.jill@gmail.com	Page 4-15	Conservation Element I support this policy. In fact, I think it is imperative that before future development is recommended by this plan that YOU DO merge all the natural resource plans and documents together as your suggested. The habitat value for wildlife, the 200 yr old saguaros in an old growth desert, the fan's protection from flooding are all considerations that don't appear to be a priority to Marana as noted by recent unabated and destructive blading at the corner of Camino Manana and Tangerine. Your paving paradise to put up a parking lot.	Comment noted.
113	Jill Kismet pfj.jill@gmail.com	Page 4-19 Policy RS 2-4	I support this policy. After you completed in-depth studies from 4-15 and merged conservation plans it will be clear and necessary to suggest that AZ be encouraged to create a preserve in some areas vs selling to private development, particularly in the high quality desert on Tangerine.	Comment noted.

#	Name	Location	Concerns/Comments	Response
114	Jill Kismet pfj.jill@gmail.com	Page 4-24 Policy RS-11 and 12	I strongly disagree with these policies as they do not DEFINE actual protections for some of the highest quality desert in AZ, rather they just "evaluate" and provide protections for "washes" which means large swaths will be eliminated to high density housing/business/etc. Marana needs to re-examine why it would support elimination of the only driver of people to this area, it's natural beauty. Marana has significant areas in lowlands that can support high intensity development that you are suggesting.	Comment noted.
115	Jill Kismet pfj.jill@gmail.com	Land Use / Conservation	In conclusion, the plan is vast and has dreamy far-reaching goals-that's fantastic and inspiring. However, I don't support any rezoning on Tangerine where pristine desert exists-let's stick to the old plan. Its future development should remain low density as it was originally zoned for-we will vote it out of the plan as citizens. Protection of the Tortolita Preserve should be extended and the land density increased with purchases from private landowners and the state to preserve this unique ecosystem that we live in. Let's be honest, Troon and North Scottsdale are some of the most desirable places to live in within AZ due to it's fervent dedication to conservation of open space and few massive master planned communities. Marana/Dove Mountain are in that category and have the opportunity to retain that desirability-BUT if the city greedily destroys it's only asset-the open desert-what's left for Marana?!	Comment noted.

#	Name	Location	Concerns/Comments	Response
116	Kevin Kismet kpkismet@gmail.com	page 1-11, Table 1-1; page 2-13 Table 2-1; page 2-14 Figure 2-3; page 2-15; page 2-18. page 4-10 Table 4-1; page 3-17 Figure 3-2; page 2-14 Figure 2-3	I oppose creation of a new land use category called SPA, Special Planning Area (pp. 2-15 and 2-18), its assignment to 20.5 square miles of State Trust Land (Table 2-1 and Figure 2-3), and the concept of making any changes to it a "minor" change in the General Plan (Table 1-1). Instead, I support retention of the land use categories for remaining State Trust Land implied by Fig. 5.1.D of the 2010 General Plan. Very tricky Marana...we certainly will make the voters aware of your first step in a multi-step plan to blade the pristine desert for the greed of developers, commerce and hypothetical need to fill the Marana coffers. able 4-1 indicates that the 9.7 mile Tortolita Preserve Trail will be retained. However, Tortolita Preserve is not shown in Figure 3-2, Parks and Recreation. Further, the region of the Tortolita Preserve is shown as being assigned a land use category of Special Planning Area, where any mix of commercial and residential land use would be permitted. I have previously commented that I oppose the creation and use of “Special Planning Area” in its entirety. With this comment I am opposing the apparent elimination of the Tortolita Preserve and favor its retention as Parks/Open Space, as it was in Fig. 5.1.D of the 2010 General Plan.	Comment noted.
117	Kay Hayworth mkayhayworth@gmail.com	Land Use	I support the retention of existing land use categories on the Tangerine Corridor (2 houses per acre) and Tortolita Preserve (100% open space.	Comment noted.

#	Name	Location	Concerns/Comments	Response
118	Maria Iannone emisfolks@juno.com	Figure 2-3 on page 2-14 and relevant test	The Tortolita Preserve is no longer designated in the 2040 Future Land Use Plan. Marana residents and nearby others relied on the longevity of the Tortolita Preserve ease when purchasing homes or otherwise making land use decisions. Marana should abide its past commitments to it constituents and keep the Tortolita Preserve permanently. The new Special Planning Area designation that covers the current preserve appears to be a way for Marana and the Arizona State Land Department to create a process leading to relatively easy high-density and commercial rezoning of environmentally sensitive land, thereby robbing existing, uninformed, and/or unsuspecting homeowners of property values, quality of life (based on the impact of a change to high density and commercial zoning), and safety.	Comment noted.

MAKE MARANA 2040 60-DAY DRAFT GENERAL PLAN

Comment Tracker 10/8/2019

#	Name	Location	Concerns/Comments	Response
119	Maria Iannone emisfolks@juno.com	Figure 2-3 on page 2-14 or any other relevant pages	I object to the inclusion of approximately 885 acres of land owned by the State of Arizona that is located north and south of Tangerine Rd and bordered on the North, East, West and South, respectively, by Moore Rd, Thornydale Rd, Shannon Rd, and Camino del Norte (referred to as the Tangerine State Land) within Marana's planning boundary. If such parcel continues to be included within Marana's planning boundary, I further object to any land use designation of the Tangerine State Land that does not align with the current land-use designation (i.e. Suburban Ranch) set by the now-controlling jurisdiction (i.e. Pima County). People residing outside Marana receive no formal notice of Marana's actions, rely on land-use planning of the controlling jurisdiction, and believe those land-use restrictions are meaningful and enforced against everyone – even an abutting municipality. As a result, Marana, insidiously, can push, and has pushed, through planning designations on property outside their jurisdiction that adversely affect landowners in adjoining jurisdictions who have had no notice. The development of the Southeast corner of Tangerine and Thornydale is a prime example. That development significantly impacted the downstream watershed, increased traffic, contributed to light pollution, and destroyed environmentally sensitive vegetation and wildlife habitat. The Tangerine State Land has been the subject of decades of objective, science-based conservation planning by Pima County. The parcel is described, among other things, as "lands of high environmental quality" and subject to "multiple layers of conservation designations" (see Sonoran Desert Conservation Plan). Persons with long history and jurisdiction over the parcel have recommended sensible and prudent development. The proposed "Special Planning Area" designation sets conditions where Marana and the Arizona State Land Department (ASLD) can easily, and based on past actions likely will, attempt to rezone and destroy this much studied, sensitive environment with highly imprudent high-density resident and/or commercial development, much like on the Northeast corner at Thornydale and Tangerine Rds. I and my neighbors purchased our homes for premium prices and continue to pay corresponding high property taxes (which have increased almost 200%	Comment noted.

#	Name	Location	Concerns/Comments	Response
120	Sandra Wilson 4sandywilson@comcast.net	2 - 14 and any other relevant pages	We do not support the following parts of Marana's proposed update to their 2040 General Plan: a) Inclusion of the 885-acre "Tangerine State Land" owned by the Arizona State Land Department within Marana's development area; b) Designation of this "Tangerine State Land" as a Special Planning Area, as this opens it up to higher density development. If the parcel is included in Marana's updated General Plan, then Marana should be consistent with the parcel's current R1-144 zoning and designate it Rural Residential. Marana should acknowledge and accommodate the neighborhood residents, who purchased their homes and properties because of the views, tranquility, and abundant wildlife the area affords. Development under a Special Planning Area will transform this area into a less desirable neighborhood and negatively affect our property values. The 885-acre "Tangerine State Land" is currently zoned low-density and Marana should respect that designation by either leaving it out of the Marana development area in their 2040 General Plan altogether, or by showing it in the General Plan as Rural Residential. Thank you, Sandy Wilson Ben Wilson Neighbors at 11320 N. Shadow Vista Place, Oro Valley	Comment noted.

#	Name	Location	Concerns/Comments	Response
121	Richard & Cynthia Osier hammer9600@msn.com	Page 1-10	Change to MAJOR. Table 1-1 shows SPA, Special Planning Area (the ASLD or State Trust Land designation) is all proposed to be MINOR. The 20.5 square miles of ASLD, including the 885 acres adjacent to our properties, is proposed to have SPA zoning through the proposed General Plan. We do not want this to happen as we purchased our properties based upon the zoning of the land in and around our properties . The other thing we would like to change is the MPA listed on the table as it is mostly listed as MINOR. We want to request that to be changed to MAJOR. Why do we want this changed? We want our neighborhood and others like us to be heard as Marana works with the State Land Department on the development process. Under a minor designation the General Plan says it simply has to pass the Town Council by a simple majority vote. This would greatly reduce the ability of the property owners paying some of the highest property tax rates in the region to have a voice in the process. For more clarification also see page 2-15 though 2-18, see map/figure 2-3. We Request that the zoning on the 885 acres remain as it currently stands. No change to the zoning through the new General Plan process.	Comment noted.
122	Barbara Pettit michellepettit19@yahoo.com	State Land	I object to the designation of the Tangerine State Land as "Special Planning Area," and I insist that Marana be consistent with the Tangerine State Land's current R1-144 (Suburban Ranch) zoning and designate the parcel "Rural Residential" for purposes of the Plan, and I insist that Marana apply the Plan amendment processes in Table 1-1 of the proposed Plan to change the Rural Residential designation. The beautiful desert we enjoy daily adds to the rural environment we chose to raise our families in. This addition will destroy the desert, and will add so much traffic (especially on Camino de la Tierra) and we won't be able to safely walk or ride horses anymore. Please don't ruin our neighborhood with hundreds of houses. Keep the zoning and keep the desert.	Comment noted.

#	Name	Location	Concerns/Comments	Response
123	Diana Barnes dianamb7@icloud.com	2-15, 2-18, map/figure 2-3	Make Marana 1940? Unlimited land to develop and no worries about a hotter planet. That was then, this is now. Phoenix's night time temperature has increased by nine degrees and the city is desperate not to become unlivable. Shall Marana become Phoenix in twenty years with concrete and asphalt choking what's left of natural desert? Marana needs to protect the limited pristine lands in the NW, including the Tortolita Preserve and the 885 from State Trust Land by not allowing it to be easily rezoned and ultimately bladed. This is what STL proposed doing through their manipulation of Oro Valley. The Special Planning Area is Not MINOR, allowing it to be rezoned with a simple majority vote. This is some of the last remaining pristine land, providing habitat and water retention and cleaner air for NW Tucson. Please classify it as MAJOR and give it stronger protection. Once it's gone, it's gone. The children of 2040 will thank you.	Comment noted.
124	Jeff Blau jeffblau2011@gmail.com	Page 44	I object to the designation of the 885 acres of Tangerine State Land as a "Special Planning Area". I insist that Marana be consistent with the Tangerine State Lands current R-144 (Suburban Ranch) zoning and designate the 885 acre parcel "Rural Residential" for purposes of the plan. I also insist that Marana apply the Plan amendment process in Table 1-1 of the proposed Plan to change the Rural Residential designation.	Comment noted.
125	Adriana Marinez amarinez@tep.com	Page 2-56 Policy BE 35-2	Regularly communicate with private utilities regarding Town expansion plans. Comment: TEP representatives regularly attend Pima County's "regional coordination meetings," which include representatives from Marana. We also welcome further one-on-one meetings to discuss town expansion plans.	Comment noted.

#	Name	Location	Concerns/Comments	Response
126	Adriana Marinez amarinez@tep.com	Page 4-17 Energy Element	The two energy providers in Marana are Tucson Electric Power and Trico Electric Cooperative. These suppliers provide power from coal, nuclear generators, natural gas, solar photovoltaic, and hydroelectric power plants. Comment: Please add wind turbines to the list. TEP does not generate nuclear or hydroelectric power; however, we do purchase energy on the market, which may come from those sources.	Requested change made. Added wind energy to list of energy sources.
127	Adriana Marinez amarinez@tep.com	Page 4-25 Policy RS-14.1	Develop a strategic plan to ensure coordination between the Town of Marana and power utility companies for future growth capacity needs. Comment: TEP has many processes where we evaluate future energy needs in the communities we serve. We welcome further opportunities to collaborate with the Town.	Comment noted.
128	Adriana Marinez amarinez@tep.com	Policy RS-14.2	Work with Tucson Electric Power and Trico Electric Cooperative to develop educational material for energy conservation and energy-saving tips that can be distributed to the community. Comment: TEP has existing energy efficiency resources and materials available for customers that we would be happy to distribute at community outreach events. We are also happy to provide them to the Town or community organizations for further distribution.	Comment noted.

#	Name	Location	Concerns/Comments	Response
129	Wayne Siros wsiros@gmail.com	Page 2-14	Figure 2-3 on page 2-14 and relevant test The Tortolita Preserve is no longer designated in the 2040 Future Land Use Plan. Marana residents and nearby others relied on the longevity of the Tortolita Preserve ease when purchasing homes or otherwise making land use decisions. Marana should abide its past commitments to it constituents and keep the Tortolita Preserve permanently. The new Special Planning Area designation that covers the current preserve appears to be a way for Marana and the Arizona State Land Department to create a process leading to relatively easy high-density and commercial rezoning of environmentally sensitive land, thereby robbing existing, uninformed, and/or unsuspecting homeowners of property values, quality of life (based on the impact of a change to high density and commercial zoning), and safety. Figure 2-3 on page 2-14 or any other relevant pages I object to the inclusion of approximately 885 acres of land owned by the State of Arizona that is located north and south of Tangerine Rd and bordered on the North, East, West and South, respectively, by Moore Rd, Thornydale Rd, Shannon Rd, and Camino del Norte (referred to as the Tangerine State Land) within Marana's planning boundary. If such parcel continues to be included within Marana's planning boundary, I further object to any land use designation of the Tangerine State Land that does not align with the current land-use designation (i.e. Suburban Ranch) set by the now-controlling jurisdiction (i.e. Pima County). People residing outside Marana receive no formal notice of Marana's actions, rely on land-use planning of the controlling jurisdiction, and believe those land-use restrictions are meaningful and enforced against everyone – even an abutting municipality. As a result, Marana, insidiously, can push, and has pushed, through planning designations on property outside their jurisdiction that adversely affect landowners in adjoining jurisdictions who have had no notice. The development of the Southeast corner of Tangerine and Thornydale is a prime example. That development significantly impacted the downstream watershed, increased traffic, contributed to light pollution, and destroyed environmentally sensitive vegetation and wildlife habitat. The Tangerine State Land has been the	Comment noted.

#	Name	Location	Concerns/Comments	Response
130	David Bowerman bowerman01@comcast.net	Pages 23, 38, 39, 44, 71, 102, 130, 131	My wife and I moved to Dove Mountain in February of 2018, after having lived in Oro Valley since 1997. I have lived in either Ajo/Tucson/Oro Valley/Marana for the past 60 years. I am a 5th generation Tucsonan. We enjoy biking, walking and especially hiking the fantastic trail system we have here in Marana. The Wild Burro/Tortolita Trails are amazing. Well signed and very well kept. Marana Parks and Recreation do a fantastic job up there. Thank You to all of them! Last January, I obtained a State Land Department Permit because I also enjoy hiking or biking the Tortolita Preserve. I was disappointed to see that the maps/figures of this 178 page document do not show the Tortolita Preserve. Are we not about 19 years into this lease to preserve this 2400 acre tract of Sonoran desert? The maps on pages 23, 38, 39, 44, make no mention of the Tortolita Preserve. They show proposed arterial roadways crossing this area, but the Preserve is not shown. Page 71, the SPA, Special Planned Area, does mention that Marana will work with the Arizona State Land Department to retain the Tortolita Preserve. I just hope that is what will happen. There are thousands of other residents here that feel the same way. Page 102 states that all parks/Preserve are identified in figure 3-2. Not so. The Tortolita Preserve is not identified there. Page 130, speaks of the Conservation of Maranas Natural Resources, with a photo of an owl in a Sahuaro. I hope so. Page 131, speaks of the Open Space Element. The NUOS, Natural Undisturbed Open Space. I hope so. Figure 4.1, no Tortolita Preserve on that map either. Most of the land to the south and west of Dove Mountain, including the Tortolita Preserve, is Arizona State Trust Land. That means no target shooting, ever, and only permitted off-road use on the land, excluding the Tortolita Preserve, where there should not be any motorized vehicles or firearm use, but I hear and see it 2-3 times a week. Speaking for myself, and I believe a few others here in Dove Mountain that enjoy the quiet activities like walking, biking and hiking, can we please keep this beautiful area, the Tortolita Preserve? Thank You to all of you that have worked on this document, for your time and energy. Peace.	Comment noted.

#	Name	Location	Concerns/Comments	Response
131	Diana Barnes dianamb7@icloud.com	Pages 1-10	How will this new general plan make Marana a green, sustainable city by 2040? How will Marana be a healthy place to live and grow if the natural environment, such as the Tortolita Preserve and the 885 acres in northeast are given the least protection. The Special Planning Area only gets MINOR status leaving it vulnerable to out of town developers. Pristine lands which cool, clean and provide fresh air for us as well as habitat for wildlife deserve the protection of MAJOR classification so it is not easily re-zoned and lost forever.	Comment noted.
132	Miriam Kirsten kirstenmiriam@gmail.com	Page 1-11	The citizens deserve more opportunities to voice ideas, concerns and suggestions regarding SPA and MPA designations. Currently in the proposed General Plan, MPA and SPA require almost exclusively, Minor amendments to the General Plan. Existing residents desire, and should be entitled to, increased participation and input in formulating their growing communities. We basically demand, as citizens effected by said growth, that ASLD and town of Marana have all land annexations and rezonings from current zoning be major plan amendments.	Comment noted.
133	Carol Duffner carolduffneraz@gmail.com	Pages 1-11, Table 1-1; Page 2-13 Table 2-1; Page 2-14 Figure 2-3; Page 2-15; Page 2-18	I hereby oppose the creation of a new land use category called SPA, Special Planning Area (pp.2-15 and 2-18), and its assignment to 20.5 square miles of State Trust Land (Table 2-1 and Figure 2-3, as well as the concept of making any changes to it to be considered a "minor" change in the General Plan (Table 1-1). In lieu of, I support retention of the land use categories for remaining State Trust Land implied by Figure 5.1.D of the 2010 General Plan.	Comment noted.

#	Name	Location	Concerns/Comments	Response
134	Richard Miller remjr1949@gmail.com		I'am a property owner in both Marana and Oro Valley ajasent to state land their objective is to make a bank of 10,000 residents on this parcel of land then sell off parcels slowing the developer to take from bank as many lot They don't want to provide adequate buffering areas and want each parcel to have ther own HOA and don't want to negotiate with surrounding home owners they want open zoning for the parcels	Comment noted.
135	Ruben Esparza esparza@gainusa.com	3-12 disaster planning, 4-12 Sustainability	In your glossary, the definition of sustainability comes just before the definition of Town Council. I find this ironic in that there is not one mention of climate change, adaptation to environmental changes or anything that sounds like planning for climate change in this plan. It is clear to me that global climate change is not a political argument. It is reality in the present. It now affects the Marana area. Temperatures where I live near Marana have peaked at over 120 degrees in the summer and dropped to 15 degrees in the winter. This is much more extreme than I have seen in the Marana area in the last 30 years. Rain, wind and dust storms are much more extreme than I can remember. My understanding is that this document is a twenty year plan. It might be a good idea for someone, somewhere to inform the town council that adopting this plan as written puts the Town of Marana 20 years behind the climate change curve. Moreover, Section 3-12 arguably obligates the Town to recognize potential hazards due to climate change and to plan accordingly	Comment noted.
136	Scott & Linda Roy fwjslt@outlook.com	pg. 4-19 (Goals and Policies for Resources and Sustainability), pg. 2-13	Why isn't there a stated Town goal regarding mitigation of the effects of climate change over the next 20 years? Preservation of quality of life, should be the emphasis of the 2040 plan, not development and urban sprawl. What's the current land use percentage of "Open Space" versus the 2040 land use projection of 6.4%? People live in Marana for its open spaces and beauty. Its Citizens don't want another Phoenix. Keep Marana rural and natural.	Comment noted.

#	Name	Location	Concerns/Comments	Response
137	Richard Dickson MD rcd6600@gmail.com	Pg 1-10	We absolutely need transparency, need to have our voices heard; Change "Minor" to "Major" to allow full public input	Comment noted.
138	Richard Dickson MD rcd6600@gmail.com	Pg 2-33	47 additional wells are very concerning as many families with existing wells will have water supply imperiled.	Comment noted.
139	Richard Dickson MD rcd6600@gmail.com	Pg 2-40 thru 2-42	again, need to be able to have our voices heard publically.	Comment noted.
140	Richard Dickson MD rcd6600@gmail.com	BE 11-1 to 11-6	NO "off site mitigation" in the yet to be annexed North East area. There are many established rural type homes and dense housing destroys the existing environment.	Comment noted.
141	Richard Dickson MD rcd6600@gmail.com	Pg 3-7	the rural areas of low density residential areas need to remain rural, low density. Specifically, the area north of Tangerine, south of Moore, just to east of Thornydale. We need our voices heard, need to maintain our quality of life and environmental protections of vegetation and wildlife, and need to have assurances of our water wells.	Comment noted.

#	Name	Location	Concerns/Comments	Response
142	David Barker dwaltb@gmail.com	Page 1-10	I am a full time resident of The Highlands, Dove Mountain. Like many of my neighbors, I moved here with the assurance that the Tortolita Preserve was open space that would be maintained as such for many, many years - a 100 year lease guaranteed that. Considering the robust development happening in the area, it seems like parcels such as the Tortolita Preserve are critical for appeal of the area, recreational opportunities, wildlife habitat, and maintaining views. I am disturbed to read in "Make Marana" that city planning is intending to make those critical decisions easier for the city, with little public input, by redefining them as "minor." I can guarantee to Marana that those of us who value The Tortolita Preserve - and other parcels of State Trust Land - do not consider any moves to develop those lands as "MINOR." A balance must be maintained - endless sprawl my pay short term benefits, but overdevelopment will gravely harm a spectacular corner of the Sonoran Desert that Marana occupies. Respectfully, Dave Barker Marana, AZ	Comment noted.
143	Scott Lebow bechler7734@gmail.com	2-14, among others	I strongly object to designating the Tortolita Preserve and other areas immediately adjacent to it as a SPA. If I understand this correctly, this would allow city officials to rezone this space with little to no public input. This is a wonderful open space, and deserves to maintain that status, at least to a signficant degree. Not every square inch of Dove Mountain needs to be paved over and filled with high density housing. Rezoning this area should require significant public notification and involvement, and not be a minor administrative item.	Comment noted.

#	Name	Location	Concerns/Comments	Response
144	Shirl Lamonna shirllamonna@msn.com	Page 1-10	I am an Oro Valley resident who closely followed the efforts to rezone 885 acres of State land, annex it to pro-growth OV and destroy it with 3200+ living units and no regard for Arizona's drought conditions. Had the former developer friendly Town Council won their re-election bid last year, annexation would have been approved in October 2018. Thanks to numerous presentations and input from the public, the new Town Council requested the State consider a reduction in the number of living units and address some other concerns. The State did not submit a revised plan. In reviewing your proposed General Plan, it appears that State Land chose to shop it to Marana and you are willing to "buy" it and establish a Special Planning Area to get approval done quickly, even if it means increasing taxes on your residents. Zoning on this land should not be changed to allow more cluster housing and apartments. Your Finance Director introduced the need for a new tax for growth at the 9/25 Council meeting. Since Marana cannot currently supply water to that area, $8-8.5 million is needed for a joint project with Oro Valley & Tucson to improve water delivery. So now a project that OV residents did not support due to the massive number of living units and general destruction of this pristine land is still going to cost our town? You want to ignore a 20 year drought and CAP restrictions? You want to eliminate public input with a General Plan that designates all State Land transactions as Minor Gen Plan amendments? Please reconsider and at a minimum, change the designation to a Major Plan amendment and leave current zoning on the 885 acres as is. Thank you for the opportunity to provide input.	Comment noted.

#	Name	Location	Concerns/Comments	Response
145	Richard Barnes barnesr@asme.org	Water Resources	Water is more valuable than Gold The Tucson rain fall is not sufficient enough to replenish the aquifer with the amount water being pumped from the ground. Aquifers can take many years, if not hundreds of years, to replenish if not over tasked. So, adding to extensive community growth will hasten the rate of ground water depletion. Marana is not the only one that uses ground water, many of Marana's neighbors solely rely on ground water and if Marana, Oro Valley and Tucson deplete the ground water then others will greatly suffer. Additionally, the recent CAP water allocation for Arizona has been drastically reduced. To add to this we are in a continuing drought and it will only get worse. Due to the unknown water supply, Marana needs to consider very aggressive water conservation plans and infrastructure. This includes: less development, water reuse, and develop ground water recharge zones. This is not possible with high density housing development. More open spaces need to remain to allow nature recharge of the aquifer. Limit development; development exponentially increase water usage, increases water pollution, and requires more waste water treatment as well as potable water treatment for reliable/safe water for the community. Increased development and high density housing development is a penny wise – pound foolish thinking process for increasing revenues for the city, it actually greatly increases costs more in the long run.	See Comment #33

#	Name	Location	Concerns/Comments	Response
146	Alyssa Page aphotopage@gmail.com	1-10, 2-41, 2-42	Table 1-1 shows State Trust Land (SPA) has only a MINOR General Plan Amendment process for any and all changes. This is not right, especially considering that the Town of Marana and the State Agency--ASLD are both government entities. The People NEED to have much more input on any and all decisions or agreements that would change the zoning from its current status. Land use changes should never be put in a government's General Plan because of the lack of direct contact to those most affected. A General Plan is a general document guiding future decisions and plans, whereas, zoning is a very specific set of entitlements. These should not be mixed for this very reason. Please change the requirement from Minor to Major General Plan Amendments for all SPA and MPA zoned areas to increase the public's opportunities to be involved in the planning, designing, and layout of their community. Trust the People. The residents are a willing and able partner, we are the most invested in building and growing the best community possible.	Comment noted.
147	Alyssa Page aphotopage@gmail.com	Page 2-3	On the bullet point Growth. The Town should manage "growth of the Town in a fiscally sustainable manner." This should be changed to-- manage growth of the Town in a fiscally and environmentally sustainable manner.	Comment noted.

#	Name	Location	Concerns/Comments	Response
148	Susan Mears trains100@comcast.net	General	We have been residents of Marana for 7 years and am very happy with the town and hope to remain here for many more years. But we are particularly disappointed in the ongoing plan to develop the land at Thornydale and Tangerine and in the Dove Mountain area. We are losing the beauty of this environment and most importantly native plants and land that can never be replaced. We ask this you consider this when making decisions and please include the residents of Marana in this process. I would also like to add that the town has been building many independent/dementia type developments and that the town has over 55 golf communities but in this area specifically they do not have an over 55 community, without gold, with smaller home or attached homes where the maintenance of yard, roof and so on is not done by the homeowner. We feel this is really lacking in this area. You might want to look at Vistoso Village in Oro Valley as a model for this type of community. We are happy to talk or meet with anyone about the above comments. Thank you.	Comment noted.
149	Richard Barnes barnesr@asme.org	People & Community	2040, What Will Communities Look Like. The trend now is for less store fronts, more online shopping, and working from home. Houses will fit with the environment; they will be earth sheltered homes with solar power, rain harvesting, and other water conservation methods, such as, grey water, more open spaces and desert appropriate vegetation for cleaner air and water. Social activities will be more important and commercial space will be a diversity of housing, theaters, restaurants, and some boutique shops. Commercial space will have less “in your face” parking lots and more out-of-the-way parking or parking under-ground, and the commercial space will be in walking/biking distance from other communities, with more outdoor natural space and activities and not 1960’s heat sink, polluting ugly strip malls. This is what Marana 2040 should look like!	Comment noted.

#	Name	Location	Concerns/Comments	Response
150	Alyssa Page aphotopage@gmail.com	Goal BE-11. BE 11-1 &2	There needs to be appropriate zoning standards created and adopted so the codes of the town will protect the land under its jurisdiction and the area will retain the special uniqueness of the place and character of the land. We need to grow very responsibly. The residential developments and commercial should maximize what makes Marana and the surrounding areas unique. The Sonoran Desert flora and fauna and our mountains are what makes our area remarkable and unique.	Comment noted.
151	Alyssa Page aphotopage@gmail.com	BE 11-3	Yes please do this and involve less blading of the entire site. Also, when blading is used please have rain water harvesting on each property as the main way of dealing with storm water and minimize large retaining basins for residential areas. This will lead to water use savings and less mosquito issues around neighborhoods.	Comment noted.
152	Alyssa Page aphotopage@gmail.com	BE 11-6	"NO!" to TDR or what others call Off-site mitigation. Many of the areas are remarkable in how lush the desert is, this should not be used in Marana.	The intent of transfer of development rights is to protect environmentally sensitive land in perpetuity, by transferring development rights from environmentally sensitive lands to areas more suitable for development.
153	Alyssa Page aphotopage@gmail.com	Pages 2-41 and 2-42 Goal BE-12	The section on SPA (Goal BE-12) One bullet point says, "Appropriate areas intended for conservation due to the presence of sensitive environmental resources..." This needs a lot of work for anything real to happen. Working with State Land on conservation is great lip service, but how will this be accomplished? The public should be involved and mapping of significant species ironwoods and other important cacti should happen sooner rather than later.	Comment noted.

#	Name	Location	Concerns/Comments	Response
154	Alyssa Page aphotopage@gmail.com	Figure 2-3, page 2-14 also refers to the Tourism section 3-8 and page 4-3 and 4-8.	Where is the Tortolita Preserve? Why does it already have a zoning of SPA put on land that is supposed to be put a side for the habitat disruption that happened with the building of Dove Mountain and commercial entities like the RITZ. The Tortolita Preserve deserves its own distinct designation and should not be missing from the entire document. If the Town wishes to conclude the lease that should be done in a separate and very public way with lots public discussion and outreach. More needs to be done to actually get more open space into the NUOS designation. Where is the plan for this?	Comment noted.
155	Alyssa Page aphotopage@gmail.com	Action. number 137 on page 5-21	Move this from a long term goal to a short term goal. This needs to be done NOW not in ten years. We need more codes that clarify protecting our land, our plants and our animals for EVERYONE's enjoyment.	Requested change made.
156	Harry Tripp hjames.tripp@gmail.com	NA	I think that the Make Marana 2040 Map Atlas dated February 25, 2019 should be merged with the Make Marana 2040 60 Day Review Draft dated July [no day; comments were started on 29th; Aug is more accurate] 2019 with comments welcomed for the entire document. Further, I think all of the comment and redraft periods should be doubled so that the final draft for ratification is produced by March, 2020.	Comment noted.

#	Name	Location	Concerns/Comments	Response
157	Alyssa Page aphotopage@gmail.com	Page 4-24 and 4-25	Yes, please craft, improve and adopt an Open Space and Wildlife Conservation Master Plan. Please strengthen the protections of plants on the land throughout the town also, so that the people and nature and live in a healthy balance together. We can make room for nature in all our developments no matter the zoning. What are "innovative methods" for acquiring and preserving important natural resources? What does this mean? One suggestion would to establish a fund in the Town of Marana that is set aside for purchasing sensitive and significant land from ASLD. Please do assess and improve on the side of additional conservation the Town's Land Development Codes. What is "land development guidance?" The higher the density of a project the more land that needs to be put aside for said residents to enjoy. More conservation should be required for high density housing and generous buffers should always be used when densities of neighborhoods don't blend well. More should be done to make any project more naturally storm water neutral by using rain harvesting gardens that "plant the rain."	Comment noted.
158	Doug Anderson ddougthemug@sbcglobal.net	Developments & annexation	My address 12770 n. Coyote crossing Tr. Tucson-85755 The current road noise does not allow me to have my windows open and enjoy fresh air. The noise takes away from simple enjoyment from patio, pool & barbecuing And eating in rear yard. Any future or further developments in The area needs input from neighbors & neighboring properties. Also with planes in the area, safety & noise have to be considered. We have been served successfully with well & septic In the past and future development could substantially impact our utility services . So Roads, noise, water , sewer are some of my concerns and I should have input as a neighbor... Sincerely, Doug Anderson	Comment noted.

#	Name	Location	Concerns/Comments	Response
159	Richard Barnes barnesr@asme.org	Transportation Element	Transportation, Rethink Requirements and Future Costs To think Marana will have business activities that will accommodate most of the city's work force is not possible, nor feasible. Thus, inexpensive, convenient, less polluting transportation is the future of any city. Well though-out and designed transportation infrastructure is need now for the future. Rail access into Tucson and continuing to Nogales, as well as, northwest to Phoenix and in-between, should be of high priority. Electric cars will help reduce noise and air pollution. Start with encouraging residents to purchase electric cars. Establish free public charging stations throughout the community; restaurants, theaters, libraries, schools, shopping areas and houses of worship. Encourage these businesses to provide charging stations for their customers. City vehicles should all be electric where feasible. Additionally, encourage businesses to also use electrical vehicles where feasible. Build more bike lanes, away from vehicle traffic, so to enable residents to travel via bike to work, stores, parks, etc. The Marana airport could accommodate more business jet traffic, but this would increase the disruptive noise, air, and water pollution. Therefore, a well planned jet port authority should ensure safe approaches with no building along departure and arrival corridors. Current safety zones are inadequate. These safety zones will be untouched space for not only safety, but also for noise abatement. Limit lighting to the absolute minimum (and limit night time operation) and put in pollution safe guards, plus inspections (open to the public) to insure low impact to the environment and surrounding communities. One of the greatest monetary burdens for cities is the cost of infrastructure road maintenance.	Comment noted.

#	Name	Location	Concerns/Comments	Response
160	Carol Duffner carolduffneraz@gmail.com	Figure 2-3 on page 2-14 and relevant test;	The Tortolita Preserve is no longer designated in the 2040 Future Land Use Plan. Marana residents and nearby others relied on the longevity of the Tortolita Preserve ease when purchasing homes or otherwise making land use decisions. Marana should abide its past commitments to it constituents and keep the Tortolita Preserve permanently. The new Special Figure 2-3 on page 2-14 and relevant test - Planning Area designation that covers the current preserve appears to be a way for Marana and the Arizona State Land Department to create a process leading to relatively easy high-density and commercial rezoning of environmentally sensitive land, thereby robbing existing, uninformed, and/or unsuspecting homeowners of property values, quality of life (based on the impact of a change to high density and commercial zoning), and safety. Figure 2-3 on page 2-14 or any other relevant pages - I object to the inclusion of approximately 885 acres of land owned by the State of Arizona that is located north and south of Tangerine Rd and bordered on the North, East, West and South, respectively, by Moore Rd, Thornydale Rd, Shannon Rd, and Camino del Norte (referred to as the Tangerine State Land) within Marana's planning boundary. If such parcel continues to be included within Marana's planning boundary, I further object to any land use designation of the Tangerine State Land that does not align with the current land-use designation (i.e. Suburban Ranch) set by the now-controlling jurisdiction (i.e. Pima County). People residing outside Marana receive no formal notice of Marana's actions, rely on land-use planning of the controlling jurisdiction, and believe those land-use restrictions are meaningful and enforced against everyone – even an abutting municipality. As a result, Marana, insidiously, can push, and has pushed, through planning designations on property outside their jurisdiction that adversely affect landowners in adjoining jurisdictions who have had no notice. The development of the Southeast corner of Tangerine and Thornydale is a prime example. That development significantly impacted the downstream watershed, increased traffic, contributed to light pollution, and destroyed environmentally sensitive vegetation and wildlife habitat. The Tangerine State Land has been the subject of decades of objective, science-based	Comment noted.

#	Name	Location	Concerns/Comments	Response
161	Alyssa Page aphotopage@gmail.com	Page 4-20	The word at the top of page 4-20 does not make sense in the context of the sentence. "Advocate efforts of the ASLD to preserve high-quality natural undisturbed open space." "Advocate" means to support or champion or promote. Are you promoting ASLD efforts?? The State Land Department is not known for its conservation, rather it is known for auctioning (or leasing) land in jurisdictions like Marana. Highest price is always the goal of the State Land Department. Highest price and conservation are diametrically opposed. So, unless the Town of Marana strengthens its codes regarding open space, species protections for plant and animals, etc... prepare to be pushed into development that is not in balance nor in harmony with the natural landscape nor the existing neighborhoods. The ASLD does not seem to understand that the Tortolita area is not Phoenix and they will push for extremely high density and low open space requirements. ASLD balked at having more than 38% open space on the Tangerine State Land proposed annexation with Oro Valley. Get your codes beefed up to handle the demands that State Land will inevitably ask of you.	Comment noted.

#	Name	Location	Concerns/Comments	Response
162	James Banis JMBANIS10@YAHOO.COM	Page 1-10	Major and Minor General Plan Amendments differences and ALL State Land transactions would under this plan are MINOR. These should be listed as MAJOR. Table 1-1 shows SPA, Special Planning Area (the ASLD or State Trust Land designation) is all MINOR. 20.5 square miles of ASLD is proposed to have this SPA zoning through this proposed General Plan. This should be listed as MAJOR. The MPA listed on the table is also mostly listed as MINOR and this should be changed to MAJOR also. REASON: The local neighborhoods should be part of this process and be heard as Marana works with State Land Department on the development process. The minor designation the General Plan says it simply has to pass the Town Council by a simple majority vote. This would greatly reduce neighboring landowners say in the process and input would be limited. Additionally requested is that the zoning on the remain as it currently stands. No change to the zoning through the new General Plan process.	Comment noted.
163	James Banis JMBANIS10@YAHOO.COM	Page 2-33	"47 additional wells." will reduce the groundwater viability especially with drought and the recent Colorado River restrictions and reductions. Any additional water draw needs to guarantee existing landowners of water supply with existing infrastructure (wells would not have to be drilled deeper).	See Comment #33
164	James Banis JMBANIS10@YAHOO.COM	Page 2-40 and 2-41	Lot Size Reductions/ Off Site Mitigation & Natural Resources/Conservation of the Environment - Lot size and zoning to any adjacent properties should be similar to those properties to retain low density rural zoning. Smaller lots should be phased in at a reasonably agreed upon distance from local neighborhoods.	Comment noted.
165	James Banis JMBANIS10@YAHOO.COM	BE 11-1 though 11-6	Off Site mitigation does not help preserve the local site. All mitigation should be on-site.	Comment noted.

#	Name	Location	Concerns/Comments	Response
166	James Banis JMBANIS10@YAHOO.COM	BE 13-3	ASLD process should be public and with local affected neighborhoods mandatory input. This will build trust with the locally affected neighborhoods and community.	Comment noted.
167	James Banis JMBANIS10@YAHOO.COM	Page 3-7	"Tangerine Road Corridor". Is the intention to keep this "rural". The desire of local residents and community is to retain the "rural" design and intent.	Comment noted.
168	James Banis JMBANIS10@YAHOO.COM	Page 4-8 through 4-10	Regional Open Spaces —"Tortolita Preserve" needs to be added in to this. The "Tortolita Preserve" is not listed any where in the list nor in the entire General Plan document. On the new General Plan maps the preserve is gone and is swallowed up in the SPA zoning designation for ASLD.	Comment noted.
169	James Banis JMBANIS10@YAHOO.COM	Page 4-15	Conservation "Land Development Code's Native Plant Protection Landscape Requirements" should be more robust. Additionally, a "Habitat Conservation Plan" should be adopted.	Comment noted.
170	James Banis JMBANIS10@YAHOO.COM	Page 4-19 RS 2-4	Neighboring communities and properties know that 885 acres has significant vegetation and ASLD is not adopting a current map generated by Oro Valley. This map should be included and referenced. Also, the "Tortolita Preserve" is supposed to be conserving 2400 acres of significant open space.	Comment noted.
171	James Banis JMBANIS10@YAHOO.COM	RS 12-1 through RS 12-6	Apply appropriate natural buffers and compatible zoning close to Rural Residential zoning areas to transition in a a rational manner.	Comment noted.
172	James Banis JMBANIS10@YAHOO.COM	Implementation Goals Page 5-21 Action 136 and 137	Updating Land Development codes and adopting an Open Space and Wildlife Conservation Master Plan should be worked on now so that current issues and needs are addressed in the short term before development - not 10 plus years out.	Requested change made.

#	Name	Location	Concerns/Comments	Response
173	Carol Barker cannbark@gmail.com	Page 1-10	The SPA (Special Planning Area) should be classified as major, not minor. Changes to School trust lands which are now open space need to be sensitive to resident input, not just to a majority of the Town Council.	Comment noted.
174	Carol Barker cannbark@gmail.com	Page 1-10	This may be a repeat. This site did not allow me to print my original comments, so I don't think they were recorded. The SPA designation should be classified as major. In particular, state trust lands currently preserved must be subject to residents' desires, not simply a simple majority of the Town council.	Comment noted.
175	Carol Barker cannbark@gmail.com	Page 2-33	The requirement for 47 additional wells is staggering. Has anyone factored in that we live in a desert? And that global warming will only make potable water less available?	See Comment #33
176	Lois Morey lamorey45@gmail.com	2-18, 1-10	On page 2-18 Arizona State Land Department property is designated as SPA. This Make Marana 2040 General Plan identified SPA area in the category of Minor Amendment. The SPA designation should fall under the category of Major Amendment since these areas clearly require a substantial change to land use and also require re-zoning. In the absence of categorizing all SPA areas as Major I would request that areas less than 1000 acres be categorized as Major. I believe it is only fair that residents surrounding small State Land areas have a say in the zoning and use since the properties located adjacent to these small parcels are greatly affected by the development. I would also ask that rezoning of small SPA areas (less than 1000 acres) be subject to the same process as any other Town of Marana property and that all adjacent properties affected by a zoning change be notified.	Comment noted.
177	Carol Barker cannbark@gmail.com	Page 2-40	OK unless "best practices" include off-site mitigation is considered a best practice. We need to keep native plants intact in currently preserved areas.	Comment noted.

#	Name	Location	Concerns/Comments	Response
178	Lynn Bianchi	pages 1-10,2-33, 2-40,2-41,2-42,2-48,3-7,4-8 to 4-10,4-12,4-15,4-19,4-20,4-24,4-25,RS12-1 throught RS13-4, Page 5-21,Action 136,137	I am speaking as a home owner in very close proximity of the planned Marana future developement. I am very concerned our input is not being heard. Please change all General Plan Amendments and all State Transactions from Minor to MAJOR. We also do not want SPA zoning through the general plan. I have read where 47 additional wells will be needed. This is outrageous. Our water tables are dropping already. I am requesting zoning on the 885 acres to remain as it stands with no change to zoning through the General Plan process. I live in a very special area and do not want to be unable to provide input. I do not want BE-11-6 to happen by us. BE12-1,BE12-2 needs to grant process so we have voices that are heard. BE13-3 ASLD meetings need to include the public. I don't trust the ASLD to make decision for this area without public input. BE22-2 Habitat connectivity should be a priority, not treated as a"feasibility". Tangerine Road Corridor is very close to our rural homes and acreages, it should be maintained as such. Over development would surely diminish the character of our special area, destroying our beautiful trees, giant saguaros, and abundant wildlife. Tourism would certainly decline and interest in living in this sort of place would disappear. Why is ASLD denying a map done by Oro Valley? What happened to the Tortolita Preserve? Why is it not mentioned anywhere? What is the environmental plan, example flood plains? Again, conservation should be a priority. Can we strengthen the Land Development Code's Native Plant Protection Landscape Requirements and adopt a Habitat Conservation Plan? I understand development is coming but can we also protect significant open space in the Tortolita Foothills? And the Tortolita Preserve? Natural undisturbed habitat is a gift to ourselves and our future generations. Once it is destroyed it is gone forever. If Marana truly promotes the protection, conservation and long-term sustainability of its distinct natural environment it is time to put those words into action. Implementation could include natural buffers and compatible zoning close to Rural Residential areas. Wildlife connectivity could help maintain our diverse yet unique animal and vegetation ecosystem. Updating land development codes and adopting an open space and wildlife conservation plan soon would help secure these	Comment noted.

#	Name	Location	Concerns/Comments	Response
179	Carol Barker cannbark@gmail.com	page 2-42	"Establish regular meetings with the Arizona State Land Department, Bureau of Land Management, Bureau of Reclamation, and other public land agencies to discuss long-term land management objectives and areas of alignment and mutual benefit and interest." These meetings need to be open to the public, not just the council.	Comment noted.
180	Thomas Hannagan tom@thannagan.com		I agree 100% with the 17 points made in the comment letter from the Coalition for Protection of the Sonoran Desert, dated 09/27/2019. In addition, I would add: Changes to the SPA lands should be "major" considerations, not "minor" in nature. These are fairly large tracts and deserve due consideration by the public before going to the Council. The Tortolita Preserve should be shown on the maps, and labeled in a manner that indicates Marana's intentions for the remainder of the lease. The Tortolita Preserve is NOT the same as other state trust land, that is not leased by the Town, and should be treated differently. Marana has, on past occasions, stated their intention to keep the Tortolita Preserve as open space (regardless of labeling issues) and I would like to see this remain the case. In fact, I"d like to see Marana be proud of setting it aside, rather than hiding it. Given the size of the Town, there is minimal green space, other than unbuildable river ways and parks owned by the State or Federal governments. Marana needs to stay in step with the times and make sure more open space is designated within the Town's purview. The Tortolita Preserve is perfectly located for this purpose and large enough to provide natural habitat.	Comment noted.
181	Carol Barker cannbark@gmail.com	Page 4-8 through 4-10	Though you included the Tortolita Preserve trail in your Trail list, no where else is the Tortolita Preserve mentioned in this document. This preserve is a critical open space in the Dove Mountain area, particularly with all the new development around Tangerine and Dove Mountain encroaching on current open spaces. Please do not try to develop this space.	Comment noted.

#	Name	Location	Concerns/Comments	Response
182	Carol Barker cannbark@gmail.com	Page 4-19 and 4-20	I applaud your future commitment to work with the Arizona State Land Department to "preserve high-quality natural undisturbed open space." It hasn't seemed to be a Marana priority in the past.	Comment noted.
183	Carol Barker cannbark@gmail.com	Page 4-24	I agree that an Open Space and Wildlife Conservation Master Plan should be developed an adopted. But it needs be done as soon as possible, not in 10 years plus. Many of the other goals you've stated in this document are reliant upon having clear rules about open spaces and wildlife conservation BEFORE they can be implemented. So those other goals are meaningless without an Open Space and Wildlife conservation plan.	Requested change made.
184	Julia Rotary oreson1@gmail.com		I SUBMIT HEREWITH A DOCUMENT PRESENTED TO ORO VALLEY TOWN COUNCIL AND MAYOR, AND PIMA COUNTY'S CHUCK HUCKELBERRY WITH REGARD TO THE DEVELOPMENT THAT INCREASES THE CURRENT ZONING IN THE STATE'S 885 ACRES MARANA NOW WISHES TO INCORPORATE. PLEASE GO TO THE ATTACHED ADDRESS TO READ THE STILL RELEVANT COMMENTS. (NOTE: IF YOU CANNOT OPEN THE SITE, THEN CONTACT CHUCK HUCKELBERRY'S OFFICE, AS HE HAD IT ENTERED INTO THE RECORDS, WROTE A RESPONSE AND MADE A REQUIREMENT ASSOCIATED WITH THE CONCERNS ADDRESSED THEREIN. https://drive.google.com/file/d/0Byy_mnD4tnI6M1pkOXBvY0ZtVVJsS1EzTE5FSXdueVZLNmFB/view?usp=sharing	Comment noted.

#	Name	Location	Concerns/Comments	Response
185	Richard Miller remjr1949@gmail.com	Page 1-10	The State wants to create a bank of 10,000 residents and alow parcel developers to take from the bank as desired and no restrictions or buffering requirements HOA will be set strictly bye developer with no consideration of surroundings zoning this is very dangerous to property values in neaboring areas please think what this type of development will cost in roadway and underground expenses for10,000 vrs 300 residents good luck Marana tax payers we have been thru this exercise with Oro Valley all ready please feel free to contact me	Comment noted.
186	Richard Barnes barnesr@asme.org	Wildlife crossings pg 4-16	Wildlife habitat not wildlife corridors! The area identified as wild life corridors are in fact wild life habitat, and as such should remain untouched or very limited development. Better idea: combine solar farms with wildlife conservation and/or farming. Not utilizing the space under solar panels is a misuse of valuable land resources. This would require the solar panel to be elevated to accommodate wild life or farming. Additionally, the game crossings are not practical. Most wildlife will not enter the culverts as noted in the Marana plan. Wild life would consider such crossings as threat and would rater try their luck crossing a road. A much better idea is to utilize road over passes as game crossings. Keep the wildlife and not gift to future generations only iron statues of deer or other wildlife.	Comment noted.
187	Gary Kvasnica kvasnica1955@icloud.com	State Land	Please leave the Tortolita Preserve as a Preserve. The appeal of Dove Mountain is that you feel close to nature. Overbuilding significantly diminishes from that attraction.	Comment noted.

#	Name	Location	Concerns/Comments	Response
188	Suzanne Fish sfish@email.arizona.edu	Cultural / Archaeological Resources	The city of Marana has an unparalleled opportunity to proactively preserve what was one of the largest Hohokam towns in southern Arizona at A.D. 1200-1300. Northeast of the I-10 Marana exit, it covered just over a half square mile surrounding a central public precinct with an earthen platform mound. An estimated 800 to 1000 residents lived in over 40 compounds consisting of sets of adobe rooms within an enclosing wall. The Marana Mound settlement is truly unique because, unlike almost all others of like size, it has survived in its entirety without major destruction from modern land use or vandalism. The fragile foundations and floors of almost all adobe dwellings still lie just below ground. Numerous publications on Mound Site research have brought state and national recognition to Marana's Hohokam heritage and it is also well known to descendant O'odham communities. Its preservation is deemed a high priority in the Sonoran Desert Conservation Plan. In the draft Marana General Plan 2040, the locale is designated for residential development and transportation routes. Such intrusions would cause serious damage to site integrity. It would limit initiatives in connection with the Santa Cruz Valley National Heritage Area and future Marana efforts to engage archaeological interests among southern Arizona residents and tourists alike. Much of the Marana Mound site is situated on Arizona State Trust Lands, entailing an enhanced level of protection and requirements for mitigation. As a retired University of Arizona archaeologist aware of this site's significance in Hohokam cultural heritage, I strongly urge the city to thoughtfully consider a preservation alternative, including restricted access as at Los Morteros and at least a modest buffer. What is lost now cannot be recovered by hindsight.	The Town recognizes and acknowledges the Town's cultural history in the General Plan. Further, the plan Arts and Culture goals and policies provide direction for the Town to protect cultural resources, including a Cultural Resources Master Plan. Much of the archaeological resources are on private property and the Town will continue to encourage those private property owners to partner with local groups to protect resources and develop responsibility.

#	Name	Location	Concerns/Comments	Response
189	Carol Barker cannbark@gmail.com	Page 5-21	Same comments as I had for Page 4-24. An Open Space and Wildlife Conservation Master Plan should be developed and adopted. But it needs be done as soon as possible, not in 10 years plus. Many of the other goals you've stated in this document are reliant upon having clear rules about open spaces and wildlife conservation BEFORE they can be implemented. So those other goals are meaningless without an Open Space and Wildlife conservation plan.	Comment noted.
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PIMA COUNTY
DEVELOPMENT SERVICES

October 03, 2019 SENT VIA EMAIL

Jason Angell
Development Services Director
Planning Department
Town of Marana
Marana, AZ 85653

Subject: Make Marana 2040 General Plan Update – Office of Sustainability and Conservation Comments [Addendum]

Dear Jason:

Thank you for the opportunity to provide additional review and comment on the Town of Marana General Plan Update, *Make Marana 2040*. The county's Office of and the Office of Sustainability and Conservation had additional comments, which are attached below.

Please contact us if you have questions or comments – thank you,

Sincerely,

Mark Holden, AICP
Principal Planner
Pima County Development Services Department, Planning Division

Pima County Office of Sustainability & Conservation
Marana General Plan Comments – October 03, 2019 Addendum

Resources and Sustainability

While this section presents contextual material and highlights the importance of its resources, we do not feel this plan provides the direction, specificity and rigor necessary to satisfy the Town of Marana's vision to support community growth, foster economic expansion and promote a healthy environment.

This section is titled 'Resources and Sustainability' yet the term sustainability is nowhere to be found within the section itself. There is also no mention of climate change, climate mitigation, climate adaptation, or plans to reduce Marana's greenhouse gas emissions in the entire document.

There is information of past or current projects and practices but little to no inclusion of robust objectives, goals or targets to work toward, nor are there implementation strategies that provide a course of action to achieve this plan's vision. This section is essentially a progress update on what is already taking place; it is not a plan for the future. For instance, on the Conservation page (4-2), it is stated that the Sonoran Desert "contain[s] critical wildlife habitats that should be protected." It also states "mitigating development impacts to the riparian habitat [of the Santa Cruz River] is an important consideration of the General Plan." While we commend this plan for acknowledging the importance of these conservation areas, there is no explanation on how, or even if, the Town of Marana will protect them.

The Future Land Use Map (2-3) depicts land uses that will increase urban, suburban, and exurban sprawl. This runs counter to the focus areas of the Resources and Sustainability section. Urban sprawl tends to increase car dependency, air pollution, water overconsumption, loss of wildlife habitat, and costs more to the town and taxpayers to extend services to ever-distant development.

While we commend the Town of Marana for making plans to meet its water demand, the expansion of well capacity as the primary solution is not sustainable. There is little coverage on how the Town of Marana will bolster its water conservation practices.

We recognize the Town of Marana's commitment to energy efficiency and conservation and commend the progress it has achieved thus far. That said, there is no mention of the environmental advantages of expanding alternative energy capacity, which are as important and impressive as the economic benefits.

We agree with and commend the inclusion of this statement: "Since Marana's planning area is largely undeveloped, there are many opportunities to protect these resources, fostering a healthy ecosystem while preserving the past." Yet we argue that this plan will not provide such opportunities to achieve those visions.

According to the Fourth National Climate Assessment, the Southwest is the hottest and driest region in the United States and its conditions are likely to become more extreme, in part because of human-caused climate change. Our changing climate is projected to have higher temperatures and more heat waves, longer and more intense droughts, increased water scarcity issues, more wildfires and increases in the frequency of heavy downpours which could result in extreme flooding.

It should be noted that several neighboring jurisdictions have incorporated specific and robust policies and objectives related to sustainability:

- Pima County's award-winning Sustainable Action Plan for County Operations (SAPCO) is on its third iteration and eleventh year of implementation. It yields hard, quantifiable targets, ambitious and comprehensive goals and implementation strategies in five core areas: carbon, water, landscapes (natural, cultural, urban, and food systems), materials, and workforce. Moreover, we produce annual SAPCO Report Cards that hold Pima County accountable for its sustainability goals. Our comprehensive plan, Pima Prospers, also integrates sustainability elements throughout the document.
- Pinal County's comprehensive plan has an Environmental Stewardship chapter that yields goals, objectives and policies for environmental planning, energy conservation and generation, and water resources.
- Plan Tucson's section on the Natural Environment includes policies, practices, and objectives in energy and climate readiness, water resources, green infrastructure, and environmental quality.
- The Town of Oro Valley's general plan features an Environment Chapter with specific goals and action strategies in the following focus areas: Sonoran Desert resources, water resources, cultural resources, and a clean environment.
- The Town of Sahuarita general plan has goals and policies related to its environment and natural resources, water resources, and renewable energy and efficiency.

Given the realities of our changing climate and the need for neighboring jurisdictions to align efforts toward ambitious goals like sustainable living, we recommend consideration of the following:

- To build a more robust and comprehensive Resources and Sustainability section that includes specific targets, policies, objectives and implementation strategies on climate mitigation and adaptation measures, such as greenhouse gas emissions reductions, water conservation, energy conservation and green infrastructure.
- To include vital information on climate change and how it will – and already has – impacted the community of Marana.
- To broaden the purview of a policy benefit to include environmental and social considerations

Environmental Planning

Pima County Preserves within Marana's Municipal Planning Area

The County has purchased tens of thousands of acres of open space lands across the region as part of our long-standing interest and investment in open space conservation. As discussed elsewhere in OSC comments, a number of these County-owned Preserves, including three within the Town's Municipal Planning Area (MPA), have been identified as potential mitigation under our federally-approved Multi-Species Conservation Plan (MSCP) and have been placed under a restrictive covenant, which provides heightened protections for their unique biological value.

However, regardless of whether a County Preserve is subject to a restrictive covenant, all County Preserves are managed to protect their natural and cultural resource values. A vast majority of these lands were acquired as part of the County's efforts to implement the Sonoran Desert Conservation Plan (SDCP), the biological goal of which is "to ensure the long-term survival of the full spectrum of plants and animals that are indigenous to Pima County through maintaining or improving the ecosystem structures and functions necessary for their survival."

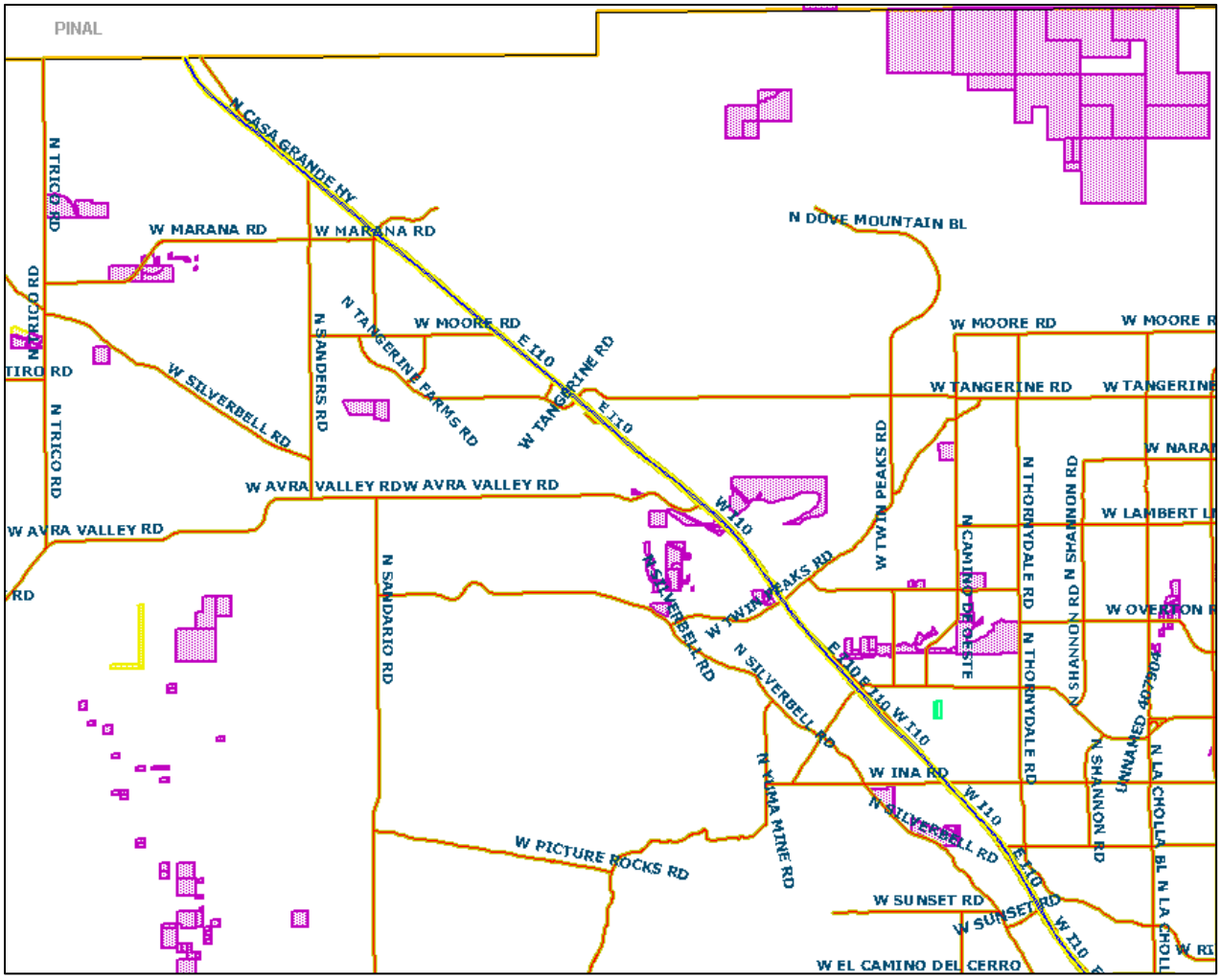
Key to this SDCP goal is to maintain and improve landscape connectivity and facilitate wildlife movement between large blocks of open space. The attached map shows the County Preserves located within the Town's MPA; with few exceptions, these lands are currently planned and zoned to greatly restrict or prohibit their development.

We very much appreciate the Town's explicit and repeated references to the importance of identifying and protecting wildlife movement corridors throughout the General Plan, particularly Goal RS-13 ("Marana fosters wildlife movement across the community, connecting wildlife to surrounding natural areas") and related policies, as well as Policies BE 11-2, BE 12-1, BE 22-2, RS 2-1, and RS 12-1. We also applaud the Town's inclusion of the Natural Undisturbed Open Space (NUOS) planning designation, which identifies, in part, "areas of ecological significance, such as rivers and washes and wildlife corridors," and greatly limits the types of allowable development in those areas. (General Plan at 2-17 - 2-18.)

In light of the Town's emphasis on protecting wildlife movement corridors, we strongly encourage the Town to:

- Incorporate County Preserves as anchor points when identifying wildlife movement corridors through the Town.
- Plan lower density/intensity land uses adjacent to County Preserves and other lands dedicated to facilitating wildlife movement across the landscape. Employing NUOS in these circumstances is ideal, but where NUOS designations are not feasible, guidelines should be developed to establish buffers as proposed in Policy RS-2-2.

Attachment: Pima County Preserves within Marana Municipal Planning Area



- Preserves - Pima County
- AGRICULTURAL LEASE
- CONSERVATION EASEMENT
- FEDERAL LANDS
- FEE SIMPLE
- GRAZING LEASE
- PERPETUAL ROW
- RESTRICTED COVENANT
- REZONING CONDITION
- SECTION 7/10 MITIGATION
- USE AGREEMENT W/ BLM

Southern Arizona Home Builders Association

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Urban Moment

2nd Vice Chairman
Tom Gansheimer
Lennar Homes

Secretary/Treasurer
Ginger Kneup
Bright Future Real Estate Research, LLC

Immediate Past Chair
Brent Davis
DR Horton

Affiliated With NAHB

SENT VIA ELECTRONIC MAIL

October 2, 2019

Jason Angell
Planning Department
Town of Marana
11555 W. Civic Center Drive
Marana, AZ 85653

RE: Marana 2040 General Plan Comments

Dear Mr. Angell,

Thank you for the opportunity to comment on the Marana 2040 General Plan. SAHBA looks forward to the continued refinement of the General Plan to facilitate the continued growth and economic vitality of Marana.

SAHBA shares the values of job creation, economic development, safe communities, maintaining a high quality of life, etc. discussed throughout the Plan. The critical role housing and homeownership plays in successfully obtaining many of these shared values cannot be overstated. As such, a General Plan which understands and promotes homeownership and housing affordability in Marana will contribute greatly to ensuring many of these community values are indeed realized.

It is imperative the General Plan recognize the role housing will play in the Town's future success but also that the Plan does not unnecessarily add regulatory barriers or increased costs.

SAHBA offers the following comments for your consideration:

General Comments:

1. SAHBA believes a diverse, affordable housing stock is a critical component to promoting business expansion and retention as well as recruiting and maintaining a young, educated work force. Policies need added or amended that acknowledge Marana's housing market is price sensitive and the 2040 General Plan should not create additional regulatory constraints or add unnecessary costs that would hinder the Town's ability to provide a diverse, affordable housing stock. We expect this to be considered and further integrated where possible in the final document.

Specific Comments:

2. Goal BE 6-2: Institutional uses, civic uses, public spaces, and open spaces do not need to be centrally located to be walkable. Also, if retail is not easily accessible via other modes (car, transit, etc.) it will not be viable.
3. Goal BE 8: Careful consideration needs to be implemented here as requiring enhanced architectural design, site enhancements, landscape to increase compatibility with adjacent existing or planned land uses can make this type of development cost prohibitive. Request adding "When economically feasible."

4. Policy BE 8-4: This policy should acknowledge the potential for increased cost and not be at the expense of other policies which promote an affordable and diverse housing choice.
5. Policy BE 11-4: Developers and engineers must adhere to the development standards imposed by the town which provide max slope street requirements. Developers and Engineers do their best to limit the grading needed for residential projects.
6. Policy BE 11-5: We support increased flexibility in lot size variations which facilitate ALL forms of community desired open space. What is the intent of limiting it to natural open space?
7. Policy BE 15-6: What statistical proof or analysis does the town use to determine if development growth does not pay its fair share?
8. Policy BE 18-6: Must recognize cost constraints of local housing market. Suggest adding "when economically feasible."
9. Policy BE 19-4: How is "major developments" defined? Clarification needed if this requirement is intended to impact residential development.
10. Policy BE 21-2: Is redundant to BE 20-5.
11. Goal BE 24: Request adding "When economically feasible" and recognize the role of development community stakeholders in any update process.
12. Policy BE 25-9: Request adding "when economically feasible."
13. Goal BE 28: Efforts to force, dictate, or impose design requirements and elements that include material quality or quantities will only backfire. Builders study extensively what homebuyers want. Marana homebuyers should be given consumer choice. The Town should acknowledge, respect and encourage market forces for all future Town development.
14. Policy Be 28-3&4: Lack of variety is less from ineffective 'architectural variation' requirements and more from size/type variations. We suggest "engaging the building/development community to revisit existing standards" to meet the intent of this policy.
15. The industry supports a mixture of density and lot size but believe the Town should encourage through the General Plan additional lot types such as rear loaded, clusters, zero lot lines, and condos to best ensure diverse housing types. (BE 29-1, BE 29-2, BE 29-3)
16. Energy efficiency is an important issue for our community. Home builders have taken the lead on this issue in Southern Arizona. Homes built today are incredibly energy efficient and most builders already exceed IBC/IECC requirements on their own accord. Offering incentives will best achieve additional energy efficiency. While the market and codes will drive further efficiencies, we believe the Town must complete a cost/benefit analysis to determine specific impacts of any energy regulation it is proposing before any additional requirements are imposed. (RS 14-3, RS14-4)

SAHBA supports Town efforts to provide a diverse, affordable housing stock which will help maintain Marana as a regional leader. A collaborative effort between the Town and industry stakeholders will best ensure many of these policies and goals are accomplished while balancing the diverse and affordable housing needs of the community.

SAHBA is confident many of the policies and goals outlined in the *Marana 2040 General Plan* are reasonable and obtainable. We look forward to assisting the Town in incorporating our recommendations above and in advancing our shared values while creating a healthy, vibrant economy necessary to all our continued success.

Thank you for consideration.

Shawn

Shawn Cote

CITY OF ELOY

COMMUNITY DEVELOPMENT DEPARTMENT

PLANNING & ZONING ° BUILDING & SAFETY ° CODE COMPLIANCE
ECONOMIC DEVELOPMENT

August 9, 2019

Mr. Jason Angell, Planning Director
Town of Marana
11555 W. Civic Center Drive
Marana, AZ 85653
Re: Marana General Plan Update-60 Day Review Comments

Dear Jason:

The City of Eloy received the draft general plan update link prepared by the Town of Marana on July 29, 2019. On behalf of the City, I am submitting our comments and discussion/questions, presented below (in the order they appear in the draft document) for the Town of Marana's review and careful consideration.

Town Council
Ed Honea, *Mayor*
Jon Post, *Vice Mayor*
Dave Bowen
Patti Comerford
Herb Kai
Roxanne Ziegler
John Officer

Planning Commission / Advisory Committee
Thomas Schnee, *Chairman*
Don Duncan, *Vice-Chair*
Terry Fehrmann
Ronald Hill
Richard Miller
Sharon Tyson
Bryan Schachter

Town Management
Jamsheed Mehta, *Town Manager*
Erik Montague, *Deputy Town Manager*

Planning Staff
Jason Angell, *Development Services Director*
Steve Cheslak, *Principal Planner*
Cynthia Ross, AICP, *Project Manager*
Steven Vasquez, *Senior Planner*

Citizens' Forum
Angela Wagner-Gabbard
Carol Godtfredsen
Christopher DeYoung
Colleen Frederick
Dale Moe
David Hindman
David Nelson
George Kennedy
Ginny Huffman
Jack Ferguson
Jocelyn Bronson
John Page-Burton
Kathy Officer
Kyle Canty
Linda Crotts
Loyce Pickett
Michael Smentek
Pam Bramlett
Richard (Dick) Fisher
Ron Hill
Sharon Foltz
Stephen Stone
Tom Cox

Absence of External Stakeholders on the Town's Advisory Committee or Citizens Forum. Typically, communities that engage in an extensive update such as this will establish an external stakeholder group or include stakeholders within their advisory committees to address issues of mutual interest within and outside the Town. Such committees function to identify and address such issues during the planning process, which typically minimizes the submittal of comments and time needed to resolve outstanding issues at the Planning Commission and/or Town Council and to meet election requirement deadlines at the conclusion of the planning process. It does not appear external stakeholder input has been accommodated within the planning process at this time.

Glossary. Consider locating at the end of the document, rather than the front.

Northern Expansion of Marana's Planning Area. Upon review of Figure 1-1, we note that the northern boundary of Marana's Planning Area has expanded to the north approximately six miles and encompasses a total of 36 square miles of land. This area has been a part of the City of Eloy Planning Area since 2010. Having the same lands included within the planning area of both communities is not conducive to good planning practice. ***As such, we respectfully request that the Marana boundary be revised to reflect the common boundary that exists between our respective planning areas as shown in the Marana 2010 General Plan. If Marana approves its General Plan Update with this expanded planning area, we will not respect this new boundary and will continue to show our current planning boundary as depicted in our 2010 General Plan.***

If the expanded boundary is retained by Marana, it could pose a major challenge for the Town since it will require significant financial resources to provide adequate services and facilities for this area - without compromising the service levels of existing residents and businesses. The proposed Marana General Plan, if approved, will set the stage for annexation of this large land area. Upon annexation, Marana will be required to provide a plan showing how basic services, such as police protection, fire protection, communications, parks, and street maintenance will be provided within 10 years. This action will likely result in higher costs or diminished service for existing residents. Marana will not only have to hire more personnel, but also purchase additional equipment to maintain the newly annexed area **or** reduce police and fire response times and other services to existing residents and businesses-neither of which is preferable. At the end of the day, the future residents and employers of this area will only care that their services are adequate and that the area is fiscally sustainable. This outcome is achievable when adjacent communities collaborate and communicate their intentions and provide cost effective expansion of the necessary services to foster a high quality of life.

We also note in this northwest expansion of the Marana Planning Area, the absence of framework/more definitive planning recommendations for several of the elements. These include the mapping for future land use, circulation, bikeways, transit, public services and facilities, public safety, parks and recreation, and open space.

Areas of Focus. On page 2-3, the list of areas of focus is addressed for Annexations, Growth and Cost of Development. It does not appear that extending the Marana Planning Area an additional seven miles to the northwest (as a precursor to annexation in the future) is strategic and balanced in terms of growth. How does the expansion support encouraging development in proximity to existing or planned infrastructure and services and promoting fiscally sustainable growth? Does equitably assessing and balancing infrastructure and service costs mean that existing levels of service will diminish?

- Annexations. Directing annexations in a strategic manner, balancing and managing growth, while promoting economic development.
- Growth. Encouraging development in proximity to existing or planned infrastructure and services and managing the growth of the Town in a fiscally sustainable manner.
- Cost of Development. Equitably assessing and balancing the costs associated with infrastructure and services to support future growth of the Town.

Military Compatibility Areas. On Figure 2-1, we note the extensive area designated as a Primary Helicopter Training Route MCA. While we respect the intent of preserving mission readiness of the Arizona Army National Guard (AZARNG) to transit rotary aircraft between Silverbell Army Heliport and Picacho Peak Stagefield, we believe the proposed width of the MCA designation area overreaches the needs of the AZARNG. These proposed corridors could be narrowed to protect both the military mission and not diminish the opportunity for future economic development activities and excessive noise generation upon adjacent lands. We look forward to the updated draft version of the Joint Land Use Study to confirm an appropriate corridor width between these two military installations.

On behalf of the City, we appreciate the opportunity to comment on the general plan update during its 60-day review process. We trust Marana will carefully consider our comments in its upcoming Planning Commission public hearings. If you have any questions, or require additional clarification, please do not hesitate to contact me.

Sincerely,

CITY OF ELOY

Jon Vlaming
Community Development Director

Cc: Jamsheed Mehta, Marana Town Manager
Himanshu Patel, Community Development Director, Pinal County
Mayor Joel Belloc and Eloy City Council Members

Town of Oro Valley

September 25, 2019

Cynthia Ross
Town of Marana
11555 W. Civic Center Dr.
Marana, AZ 85653
cross@maranaaz.gov

Re: Marana Draft General Plan Feedback

Dear Ms. Ross,

Please see the Town of Oro Valley's comments regarding Marana's Draft General Plan update below. These comments have also been uploaded on the corresponding website as directed by the Town of Marana.

Overall Comments:

1. The plan includes a variety of aspects and is well laid out. Specifically, the definition differentiating between General Open Space and Natural/Undisturbed Open Space was done well.
2. There is no mention of aquatics/pools. As we understand, Marana's Parks and Recreation Department has had a focus on updating the pool at Ora Mae Harn Park. If that is still a strategic goal it should be included in this plan.
3. Marana has a similar view and track record of street maintenance as Oro Valley; to maintain good road surface conditions. However, it is not clearly stated within this document.
4. The water resource utilization strategy complies with Arizona State Law and therefore our Water Utility has no comments.
5. Marana has several policies and actions related to economic development with regard to collaborating with regional partners (i.e. Sun Corridor, University of Arizona). However, the Town should consider adding partnerships with local jurisdictions to share resources, marketing and tourism, and business intelligence (includes a clearing house for leads and opportunities) to create a stronger regional message and brand.

Page Specific Comments:

6. Page 2-22: The Future Circulation Plan
    a. The figure depicts future roadways deviating from the N-S/E-W urban grid system. Although in the short run, a more efficient design is to follow both terrain and present land development planning today; it will be regionally detrimental in the future. Presently the northern Tucson urban transportation corridors are impacted by the Tortolita Mountain Range. As such, future northward expansion should anticipate the future urbanization and need for multiple north/south corridors. This is presently a problem on the east side of the Tortolitas in Oro Valley. Rancho Vistoso was developed much like this plan depicts, off the corridor grid system with no accommodations for northern corridors. And as such has caused a singular means of north/south connectivity around the east side of the Tortolitas, which is Oracle Road and its overloaded today. Perpetuating this type of design will exacerbate the funneling of all northern Tucson traffic into two existing corridors (I-10 & Oracle Rd.), which is inadequate.

7. Page 2-23: Bicycling and Pedestrian Network
    a. The introduction paragraph mentions a multi-use lane, bike lane, paved shoulder, and shared use path. However, none of these are listed in the glossary of terms so the reader does not have an understanding of how they are different and when to implement one vs the other. Please consider adding these terms to the glossary.

8. Page 2-24: Bikeways Figure
    a. Similar to the previous comment, this page makes mention of a striped shoulder bike route. We don't know what them means and what the difference is between this and a bike line or a shared use path.

9. Page 2-26: Transit Figure
    a. It does not appear that the Sun Shuttle service includes all of the jurisdictional limits of Marana. As a 20 year plan and in conjunction of a possible RTA continuation, we suggest Marana considers future expansion of this service be a goal throughout the entire Town.

10. Page 2-32: Public Services and Facilities Figure
    a. The legend shows a Senior Center as a public facility. However, on page 2-34 it is referred to as the Marana Community Center. As such, it is unclear if these are the same facilities or two different ones.

11. Page 2-46/47: *Goal BE-20: The transportation system in Marana is properly planned, funded, constructed, and maintained.*
    a. There is no direct mention of pavement preservation nor was a goal set OCI. This can have an effect on Goal BE-18/Policy BE18-5, as LOS can diminish due to worsening road conditions. More importantly to Oro Valley, lack of maintenance of north/south corridors could push additional traffic on to Oro Valley maintained roads such as La Cholla.
    b. There is no mention of support for a future continuation of the RTA. The Town of Oro Valley included such support within our latest Strategic Plan. And more support will help the issue progress forward, which will benefit the entire Tucson region.

12. Page 2-49/50: *Goal BE 25-2: Bicycle facilities are planned, designed, and integrated into a connected multi-modal transportation network.*
    a. The policies mention multi-use path and multipurpose trails. Again, not included in the glossary of terms. The Town suggests Marana better defines and be consistent with path terms and add them to the glossary.
    b. Specifically, Policy BE 25-5 is to partner regionally for platinum status. There had been discussion of agencies branching off an applying on their own. Just want to be sure Marana is solid with regional partnering.

13. Page 2-50: *Goal BE-26: The bicycle system in Marana is safe, connects areas of community activity, and promotes recreation*
    a. Policies 26-3 and 26-4 mentions different pathways and paved shoulders. As previously stated, the Town of Marana may want to consider adding these terms to the glossary.

Thank you for the time to review and provide feedback on the Draft General Plan. Again, these comments have also been uploaded to the corresponding website, as requested. If you have any questions about our comments, please feel free to contact me and I will direct you to the appropriate staff member.

Best regards,

Milini Simms
Principal Planner
520.229.4836
msimms@orovalleyaz.gov

PIMA COUNTY
DEVELOPMENT SERVICES

September 27, 2019 SENT VIA EMAIL

Jason Angell
Development Services Director
Planning Department
Town of Marana
Marana, AZ 85653

Subject: Make Marana 2040 General Plan Update – Pima County Public Works Comments

Dear Jason:

Thank you for the opportunity to review and comment on the Town of Marana General Plan Update, *Make Marana 2040*. Comments from the Development Services Department and the Office of Sustainability and Conservation are below (Regional Flood Control District submitted comments separately; Regional Wastewater Reclamation Department had no comments):

Administrative Comments

iii: Acre definition = 43,460 SF – should be 43,560 SF

iv: Definition of Conservation should be expanded to include consideration for both natural and *cultural* resources

vii: Invasive species – see comments under Conservation section (p. 4-17)

vii: LID is usually paired with Green Infrastructure

ix: Would Quality of Life also include economic or fiscal functionality?

x: Specific Area Plan: how does this compare to / differ from Master Plan / Specific Plan?

1-2: Long-Range. A general plans provides guidance… should be plan?

2-2: The Transportation Element consolidates the Transportation Element and Bicycling Element… should be Circulation?

2-11 (CIP): This financial plan is a living document and it is contagiously updated… should be continuously?

2-11 (DIF): Water Resource's Development Fee… not possessive?

2-18 (RPZ): …congregations of people and wildlife. Should be livestock?

2-42: add National Park Service specifically as one of public land agencies? Saguaro NP is the closest Federal land manager to Marana

PIMA COUNTY
DEVELOPMENT SERVICES

Built Environment Comments

Downtown Marana: the Land Use Element lists Downtown Marana (p. 2-4), as well as other sections of the plan, with a policy (BE 9-1) to draft and implement a Specific Area Plan for the area. With the exception of showing the location of the municipal complex (Figure 2-9), there is no area shown for where the proposed downtown might be located (it may be difficult to map / plan for atop existing master planned areas).

Airports: Figure 2-3, the 2040 Future Land Use (p. 2-14), shows Runway Protection Zones for SBAH and Marana Regional Airport (MRA) and Approach Restriction Areas for MRA only. Table 2-2, Future Land Use Category Designations lists the Airport (A) designation (p. 2-18) to cover both airports with the Runway Protection Zone and 65 Day-Night Average Sound Level (DNL) overlays – is the latter analogous to the mapped Approach Restriction Area for MRA (and is missing for Pinal Airpark)?

Silverbell Army Heliport (SBAH): The SBAH section (p. 2-5) states that Pinal County is conducting a Joint Land Use Study (JLUS) to protect the base mission and promote compatible land use, planned to be completed by December 2019 – is there a plan to incorporate JLUS recommendations into the general plan? Figure 2-1 (p. 2-7) displays Military Compatibility Areas, with primary and night training areas generally to the northwest. The proposed Traditional Neighborhood land use area southeast of Interstate 10 and Sasco Road in the Northwest Growth Area (Red Rock) would likely be affected by flight operations, especially at night – this may not be an appropriate region in which to promote Traditional Neighborhood land use.

Growth: This section (p. 2-6) states that growth policy, land use planning and capital improvements can guide development to areas suitable for development with existing infrastructure and public services, to encourage organic and natural growth – the central Areas of Activity would be supported by this type of growth. We would argue that many of the Growth Areas, but namely the Northwest and Northeast nodes depicted on Figures 2-1 and 2-2 and those areas along the Santa Cruz River corridor, are unnecessary targets for development, especially for Employment (Figure 2-3). Further, some of this acreage might be classified as “development in remote areas that would require significant infrastructure extensions” (p. 2-6) which the plan seeks to discourage and should not be targeted as Areas of Activity in the MPA as described.

For example, the transportation networks that are planned for the Tortolita Mountain area and near Picacho Peak State Park will disrupt fragile ecosystems and destroy unknown numbers of cultural resources, as well as natural resources. The location of the Marana Mound community along the western flanks of the Tortolitas purportedly covers nearly 56 square miles. Its existence is altogether ignored in this element of the plan, rather, this area is targeted for future Master Planning and the continuation of residential developments. The effects of developing these areas specifically are not discussed in the general plan and the effects of resource loss due to the implementation of past planning in the same fragile areas is not adequately weighed.

We acknowledge areas to address our concerns if best practices are adopted in implementing the policies associated with various land use goals. Extending Policy BE 13-3 and similar planning initiatives to Pima County is preferred.

Additionally, as part of the County's long-standing interest and investment in open space conservation, we have purchased tens of thousands of acres of open space lands across the region and recorded restrictive covenants to ensure their conservation in perpetuity. Many of these Preserves have been identified as potential mitigation under our federally approved Multi-Species Conservation Plan (MSCP) and have been placed under a restrictive covenant that includes heightened restrictions to preserve their high biological value.

The following Preserves appear to fall within the Town's "Growth Areas" as identified in Figure 2-2. We ask that the Town consider the integrity of these Preserves as they plan for future growth in and around these areas:

- "Lower Santa Cruz Replenishment" Preserve Complex: both County-owned parcels (215-04-001V, 215-03-011C) have been placed under the MSCP Restrictive Covenant; these appear to be within Municipal Airport/Southwest Growth Areas;
- Avra Valley - I-10 wildlife corridor; Los Morteros: Most of the parcels in this preserve complex have been placed under the MSCP Restrictive Covenant; these are within Southeast Growth Area
- Cortaro Hartman Preserve: three identified parcels (221-06-0230, 221-06-0240, 221-06-0260) have been placed under the MSCP Restrictive Covenant; these are within the Southeast Growth Area

In addition to the Preserves that have restrictive covenants, the County owns numerous other lands within the Town's MPA that have been set aside for conservation purposes. We ask that Marana also consider these lands when planning for future development in nearby areas and take steps to retain their natural open space character.

Sensitivity to the Natural Environment: We strongly support the Town's intention to "carefully consider and mitigate impacts to the natural environment, including wildlife corridors that connect the Tortolita Mountains with the Saguaro National Park (West), riparian areas along the Santa Cruz River, and other sensitive areas. Improvements roadways to crossing wildlife corridors, including Tangerine Road and a planned extension of Avra Valley Road/Lambert Lane, will need to incorporate grade-separated wildlife crossings and fencing" (p. 2-29; also Figure 2-4, p. 2-22).

We ask that the Town include these same considerations for other transportation system improvements as reflected in Figure 2-4, particularly the Marana Proposed Connector, which would connect the proposed Interstate 11 to I-10. This connector has the potential for significant and detrimental impacts on wildlife connectivity in the area west of I-10, as it will cut across Coyote-Ironwood-Tucson Wildlife Linkage and the Santa Cruz River Riparian/Wash Wildlife Movement Area. It also has the potential to impact other identified wildlife linkages west of proposed connector, including the Brawley Wash Movement Area as well as the Blanco Wash Wildlife Movement Area, which falls just west of the MPA boundary (AGFD 2009-2013).

Policy BE 22-2: When assessing the feasibility of incorporating wildlife crossing structures into roadway design, it is critical that those opportunities are identified as early in the planning process as possible. It can save significant time and money to ensure roadways are designed with this consideration in mind from the outset.

In light of this, we suggest adding the words “as early in the planning process as possible” to the end of this policy statement. We also encourage the Town to consider, as it has for many issues, partnering with Pima County and other regional stakeholders on these efforts as well as efforts to identify funding for the implementation of wildlife crossing infrastructure.

People and Community Comments

Policy PC 27-1: We encourage the Town to develop and adopt a Cultural Resources Master Plan, building upon existing studies and understanding the co-occurrence of nonrenewable cultural resources and areas of high biodiversity.

Policy PC 28-3: We appreciate the intention of this policy and associated goal to protect Marana Mound. In implementing policies proposed in the land use element related to Master Planning and Transportation, Policy PC 28-3 and related environmental policies should be carefully considered first.

Resources and Sustainability Element Comments

General comment: Issues regarding sustainability, climate change mitigation and climate change adaptation are inadequately addressed, not addressed at all, or contradictory to other components of the plan. We argue that these considerations are imperative for promoting community health, economic development and environmental protection.

Open Space Element: We appreciate the Town’s statement that, “New development east of Interstate 10 and north of Tangerine Road, should be sensitively planned and designed to be integrated with the natural environment” (p. 4-3). These considerations should be encouraged for *all* new development, including development west of Interstate 10, especially in light of the numerous identified wildlife linkages that are located west of I-10 as discussed below.

Open Space: Figure 4.1 displays open space in Marana (p. 4-4), to include existing, committed and future trails. Marana’s trail system could provide a more comprehensive and expansive trail network if it includes regional trails (those in the Pima Regional Trail System Master Plan-2015) or trails of national significance (Juan Bautista de Anza National Historic Trail).

Conservation: Invasive Species (p. 4-17) are generally those species that have a propensity to colonize areas, especially post-disturbance, and could be native (creosote bush, desert broom, willow and cottonwood) or non-native (buffel grass, Bermuda grass, tamarisk). A species is most problematic when it is exotic, introduced or non-indigenous *and* invasive. (Also in Definitions, p. vii).

Energy Efficiency: The plan states there is an 80-acre utility-scale solar array on Avra Valley Road (p. 4-18). Any thought about general discussion about areas / zones in Marana where utility-scale solar facilities would be permitted?

PIMA COUNTY
DEVELOPMENT SERVICES

Policy RS 2-1: We strongly agree with the Town's intention to "encourage developers to maintain open space, view corridors, and wildlife connectivity in new development to ensure development does not block wildlife crossings and their connecting corridors." As part of this effort, the Town should first ensure that planning and zoning designations in and around identified wildlife linkages are compatible and do not encourage development types and densities that could compromise the functionality of open spaces and wildlife connectivity.

For example, the El Rio Preserve, which the Town considers a "critical connection for wildlife," (p. 4-7) and the Avra Valley - I-10 wildlife corridor (discussed in more detail below) appears to be included within the Southeast Growth Area, as illustrated in Figure 2-2. According to Figure 2-3, future land uses in the area surrounding the preserve include some low density and open space which is generally compatible with wildlife movement, but land uses also include "Employment," which may not be compatible. Planning and zoning designations that consider important natural open space areas and wildlife linkages and allow only compatible development in and adjacent to these areas is the Town's best opportunity to preserve natural open space and maintain wildlife connectivity.

Policy RS 2-2: As part of this policy to "establish guidelines for buffering open spaces from development," the Town should consider guidelines that address indirect impacts to wildlife movement corridors that result from adjacent human activities. For example, nighttime lighting and noise can undermine the functionality of wildlife movement areas by unintentionally discouraging wildlife from using these areas. Measures such as restricting adjacent nighttime lighting from encroaching into natural areas, limiting adjacent business hours to daytime hours to limit nighttime noise, restricting types and locations of fencing to avoid blocking wildlife movement, and locating roads and other ancillary infrastructure for adjacent developments as far away from natural areas as possible can greatly benefit the functionality of wildlife movement areas.

Policy RS 2-3: We are pleased that the Town intends to "coordinate with regional agencies and neighboring jurisdictions to establish and manage open space and incorporate conservation measures into future long-range planning efforts." The County's twenty-year efforts to develop our award-winning Sonoran Desert Conservation Plan (SDCP) produced hundreds of scientific studies and reports on this region's abundant natural resources. We strongly encourage the Town to make use of this work in its own efforts to develop an "Open Space and Wildlife Conservation Master Plan." Specifically, the County's Maeveen Marie Behan Conservation Lands System (CLS), which was developed by the County's Science Technical Advisory Team and serves as a foundation for our federally approved MSCP, identifies the most environmentally sensitive lands within Pima County, including within the Town's boundaries. In addition to the MSCP, the CLS also serves as a foundation for *Pima Prospers,* the County's latest Comprehensive Land Use Plan update, providing us with an effective roadmap for protecting the most environmentally important lands and directing growth into more suitable areas. All of the information related to the SDCP and the CLS is available to the public online and we are happy to provide this information to the Town as a starting point for the Town's efforts.

Policy RS 4-5; Policy RS 10-3: We strongly encourage the Town to develop an ordinance that 1) prohibits property owners from planting invasive, non-native species and 2) requires owners to control invasive, non-native species that may be present on their property.

This is especially important for efforts to control Buffelgrass. The County's Native Plant Preservation Ordinance (*Pima County Code* Chapter 18.72) is a good model for such an ordinance.

Policies RS 11-1, 11-2, 11-3: We applaud the Town's intention to "Develop and adopt an Open Space and Wildlife Conservation Master Plan to establish a vision of open space throughout the Town." We appreciate the inclusion of the County's Sonoran Desert Conservation Plan in the list of documents that provide guidance for the Town's conservation efforts and will inform this master plan. As stated above, we encourage the Town to seek out and use the multitude of studies and reports developed as part of the SDCP.

Policy RS 12-2: In addition to our Native Plant Preservation Ordinance, we encourage the Town to also consider other County ordinances that can serve as models for the Town's efforts to ensure that "Development is integrated and compatible with sensitive Sonoran Desert landscape." These include the Buffer Overlay Zone (Chapter 18.67) and the Hillside Development Overlay Zone (Chapter 18.61).

Policy RS 12-6: We encourage the Town to adopt cluster development standards. Encouraging property owners to cluster developments in the least environmentally-sensitive portion of their project area is an effective way to protect open spaces within developments, and can also be used to encourage the preservation of larger, connected blocks of natural open space areas within developed areas, which are far more functional as wildlife habitat and wildlife linkages than smaller, fragmented patches of open space.

Policy RS 13-1: This policy reflects the Town's intention to identify wildlife habitats and linkages though the development of its "Open Space and Wildlife Conservation Master Plan." However, wildlife linkages within the Town's Municipal Planning Area (MPA) have already been identified through a robust regional assessment undertaken by the Arizona Game and Fish Department (AGFD) and multiple partners, including Pima County.

Information on this effort, including county-level assessments for both Pima and Pinal Counties, can be found on the AGFD website:

https://www.azgfd.com/wildlife/planning/habitatconnectivity/identifying-corridors/

Figure 4-3: This figure illustrates only a small number of the wildlife linkages within the Town's MPA. The map below (**Attachment A**) reflects the full suite of wildlife linkages in this area according to the AZGFD information cited above. As the attached map illustrates, there are seven identified wildlife linkages within the Pima County portion of the Town's MPA (several of these linkages continue into Pinal County, which is not reflected on the attached map):

1. Tortolita Mountains Wildlife Movement Area - Landscape (AGFD 2009-2013)
2. Tucson Mountains Ridge to Santa Cruz River/Tortolita Fan Wildlife Movement Area - Landscape (AGFD 2009-2013)
3. Saguaro National Park to Santa Cruz River Wildlife Movement Area - Landscape (AGFD 2009-2013)

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4. Coyote-Ironwood-Tucson Wildlife Linkage 2012-2013)
5. Hardy Wash Wildlife Movement Area – Riparian/Wash (2012-2013)
6. Santa Cruz River Wildlife Movement Area – Riparian/Wash (2012-2013)
7. Brawley Wash Wildlife Movement Area – Riparian/Wash (2012-2013)

At a minimum, this existing information should be used as a foundation for the Town's efforts to identify and protect wildlife linkages.

Policy RS 13-5 (El Rio Preserve): The General Plan rightly identifies the 104-acre El Rio Preserve "as a critical connection for wildlife between the Tucson and Tortolita Mountains." (p. 4-7) In fact, this Preserve is located at the confluence of *five* of the seven identified wildlife linkages within the Town's MPA: the Santa Cruz River Riparian/Wash Wildlife Movement Area, the Tortolita Mountains and Saguaro National Park to Santa Cruz River Landscape Wildlife Movement Areas, and the Coyote-Ironwood-Tucson Wildlife Linkage. This preserve is also adjacent to the Avra Valley - I-10 wildlife corridor, a complex of Pima County-owned lands that have been preserved specifically to provide safe passage for wildlife across I-10, one of the region's largest barriers to wildlife movement. This area is considered the best opportunity to provide for wildlife movement across I-10 because of its location and the presence of an existing underpass. The County has invested significant resources in protecting lands on both sides of I-10 as part of our ongoing efforts to create a contiguous corridor of protected lands leading into and out of this underpass. We ask that the Town consider these efforts as it moves forward on developing capital improvements at the El Rio preserve and plans for future development in the surrounding area, and work collaboratively with the County to maintain and improve the ability of wildlife to move through this area.

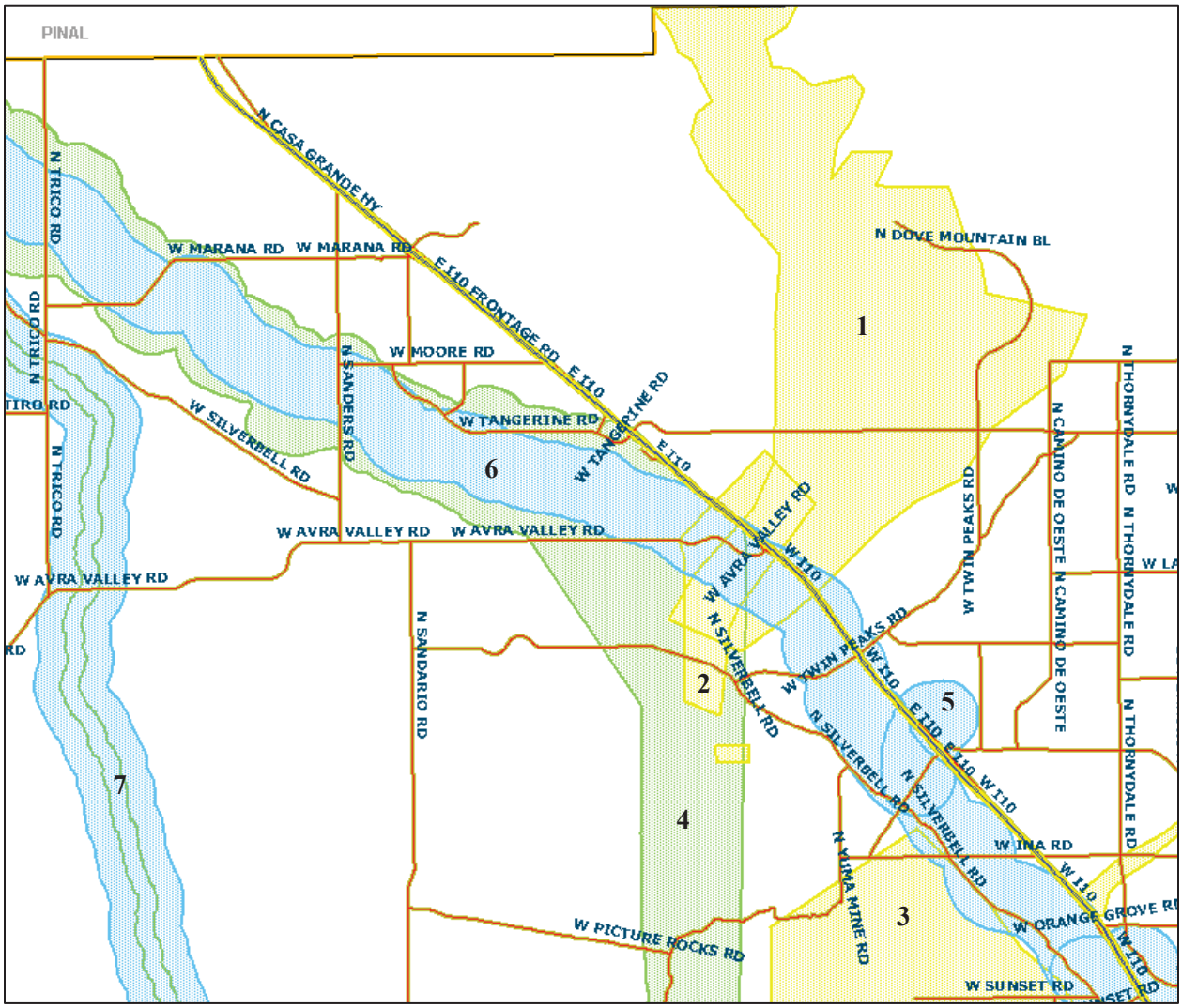
Thank you again for the opportunity to review the general plan draft – please contact us if you have questions or comments,

Sincerely,

Mark Holden, AICP
Principal Planner
Pima County Development Services Department, Planning Division

PIMA COUNTY
DEVELOPMENT SERVICES

Attachment A: Wildlife Movement Features within Marana MPA (Pima County only)



1. Tortolita Mountains Wildlife Movement Area - Landscape (AGFD 2009-2013)
2. Tucson Mountains Ridge to Santa Cruz River/Tortolita Fan Wildlife Movement Area - Landscape (AGFD 2009-2013)
3. Saguaro National Park (West) to Santa Cruz River Wildlife Movement Area - Landscape (AGFD 2009-2013)
4. Coyote-Ironwood-Tucson Wildlife Linkage 2012-2013)
5. Hardy Wash Wildlife Movement Area – Riparian/Wash (2012-2013)
6. Santa Cruz River Wildlife Movement Area – Riparian/Wash (2012-2013)
7. Brawley Wash Wildlife Movement Area – Riparian/Wash (2012-2013)

Coalition for Sonoran Desert Protection
758 N. 5th Ave., Suite 212
Tucson, Arizona 85705
520.388.9925 ❊ sonorandesert.org

Arizona Center for Law in the Public Interest
Arizona Native Plant Society
Bat Conservation International
Cascabel Conservation Association
Center for Biological Diversity
Center for Environmental Ethics
Defenders of Wildlife
Desert Watch
Environmental Law Society
Friends of Cabeza Prieta
Friends of Ironwood Forest
Friends of Madera Canyon
Friends of Saguaro National Park
Friends of Tortolita
Gates Pass Area Neighborhood Association
Genius Loci Foundation
Native Seeds / SEARCH
Protect Land and Neighborhoods
Safford Peak Watershed Education Team
Save the Scenic Santa Ritas
Sierra Club – Grand Canyon Chapter
Sierra Club – Rincon Group
Sky Island Alliance
Society for Ecological Restoration
Southwestern Biological Institute
Tortolita Homeowners Association
Tucson Audubon Society
Tucson Herpetological Society
Tucson Mountains Association
Wildlands Network

September 27, 2019

Cynthia Ross, Senior Planner
Planning Department
Town of Marana
11555 W. Civic Center Drive
Marana, AZ 85653

Dear Ms. Ross,

Thank you for the opportunity to comment on Marana's Draft General Plan ("General Plan") as we have done with past General Plan proposals.

We would first like to thank the Town for its previous work on conservation planning, which is integral to land use planning. These efforts include Tres Rios del Norte; Marana's Draft Habitat Conservation Plan; the Santa Cruz River Corridor Study; the Environmental Resource Preservation, Native Plant Protection, and Landscape Requirements Ordinance; and the on-going implementation and management of El Rio Preserve. It is important that all these efforts move forward in an integrated, holistic and simultaneous fashion, which is why we are pleased to see language in the General Plan that combines all these previous efforts into a future Open Space and Wildlife Conservation Plan.

The Coalition continues to work to ensure that important lands are not only protected in perpetuity but also connected, including the protection of wildlife linkages open space and the construction of wildlife crossing infrastructure. We are pleased to have participated in a Focus Group on Resource and Sustainability last year as part of the General Plan update process.

The Coalition is generally supportive of the goals included in the General Plan, with a few exceptions. Attached are specific language revisions that we recommend to the Resource and Sustainability Goals and Implementation Actions in the Tables provided by staff. Goals and Actions that we strongly agree with are highlighted in yellow.

Additionally, we feel strongly that resource and conservation actions should be integrated with other General Plan actions, as that is the only avenue to attain conservation in a land use General Plan. As such, we have outlined below our constructive feedback, comments, and recommendations on other Goals and Actions located in sections other than Resource and Sustainability:

1. We strongly disagree with the designation of a Special Planning Area for state trust lands. These lands are currently designated as Low Density, and in the Draft

Habitat Conservation Plan for the Tortolita Fan area, the following language was approved by Mayor and Council as part of the process:

> *"Limit surface disturbance within developments to 60%. The area addressed by this measure will consist of all lands within the Town that are north of Cortaro Road, south of the Pima/Pinal County Line, east of the CAP canal and an alignment that runs approximately ½-mile east of Interstate-10, and west of the Town's eastern boundary."*

Again, all three of these proposed Special Planning Areas are currently designated as Low Density. Should there be changes proposed, these parcels should go through the regular two-step (Plan Amendment then Rezoning) process, with public participation, and include land set-asides as laid out in the Draft Habitat Conservation Plan. The Resources and Sustainability Goals in the General Plan need to be reflected in the overall General Plan or they are meaningless.

2. As such, we disagree with the addition of Special Planning Areas in general. Please delete all Goals under BE-12.

3. Table 1-1: Major Plan Amendments signify "significant alterations" to current General Plan categories that are proposed. As such, anything currently designated as Open Space that is proposed for development would be a Major Plan Amendment. Currently, the only category that is considered major is Open Space to Airport (A). Please revise.

4. The Tortolita Preserve needs to be identified on all Town maps. We disagree with the Town's interpretation of A.R.S. § 9-461.06 that because the preserve in leased, that it cannot be displayed on maps or otherwise referred to as a "preserve." The General Plan is a 10-year document, and there is an 81-year period left in the lease agreement. If the Town feels that it cannot be labeled "Preserve" due to the "in perpetuity" language, then the land should be delineated and labeled as "Open Space Park." Please revise.

5. Section 4-14 States:

> "Since Marana's planning area is largely undeveloped there are many opportunities to protect these resources, fostering a healthy ecosystem. Over the years, the Town has completed several documents that are used as guidance but have not been formally adopted due to the delisting of endangered or threatened species and change in federal and state regulations. Some of these documents include the Tres Rios del Norte Feasibility Study (between City of Tucson, Pima County, Marana, and the US Army Corps of Engineers), the Draft Habitat Conservation Plan (Developed for the listing of the Cactus Ferruginous Pygmy Owl), the Santa Cruz River Corridor Study, and the Sonoran Desert Conservation Plan. The Town intends to review these documents and combine these efforts into one Open Space and Wildlife Conservation Plan, which will guide future natural resource conservation in the future."

The Open Space and Wildlife Conservation Plan should be developed and approved *prior to or simultaneously with* the adoption of the General Plan, in order to better guide future growth. Resource protection and conservation need to be *integrated with* land use plans, not viewed as an unrelated goal or addendum. (See comments above regarding Special Planning Areas.)

6. The General Plan is incorrect in its depiction of the Draft Habitat Conservation Plan. Section 4-15 (again) states in part:

   > "(T)he Draft Habitat Conservation Plan (Developed for the listing of the Cactus Ferruginous Pygmy Owl)."

   However, the Draft Habitat Conservation Plan was developed for 13 species. The Federal Register clearly states this:

   > *"If we approve it, the 25-year permit would authorize the proposed incidental take of 13 covered species, including species currently listed under the Act, as well as species that may become listed under the Act in the future: (1) Lesser long-nosed bat; (2) Southwestern willow flycatcher; (3) Yellow-billed cuckoo; (4) Cactus ferruginous pygmy-owl; (5) Lowland leopard frog; 6) Talus snails; (7) Tucson shovel-nosed snake; (8) Ground snake; (9) Sonoran desert tortoise; (10) Merriam's mouse; (11) Mexican garter snake; (12) Burrowing owl; and (13) Pale Townsend's big-eared bat." (June 21, 2007)*

   Please revise the text of the General Plan to reflect this.

7. Wildlife connectivity open space across Tangerine Road needs to be protected *and buffered.* Wildlife crossings have been installed along Tangerine Road at public expense (by the Regional Transportation Authority) and need to function as they are intended. Without adequate buffers, wildlife is unlikely to use the crossings.

8. Prospect Wash wildlife connectivity across Tangerine Road and Moore Road needs to be preserved as NUOS *and buffered.* In addition to Tangerine Road, open space is necessary across Moore Road in order for wildlife movement to continue to the Tortolita Preserve and on to the Tortolita Mountains.

9. Figure 2-X depicts a new interstate, Interstate 11, running west of the Tucson Mountains. Given the current planning timeline for Interstate 11 and the fact that a Preferred Alternative Route has not been chosen, please delete the route and both spurs back to Interstate 10 from your Future Circulation map. The construction of Interstate 11 is well outside of the planning horizon for this General Plan, whether Interstate 11 ends up being built as an I-10 bypass west of the Tucson Mountains or at all.

10. As we have stated before, we disagree with the Lambert Lane extension, which bisects a Regional Wildlife Linkage, the Tortolita-Tucson Mountains Wildlife Linkage. Please delete.

11. As we have stated before, we disagree with a new road (Cayton Road) from Dove Mountain Blvd / Heritage Club Blvd southeast to Thornydale Road. This would disrupt wildlife movement through the Tapestry development across Prospect Wash. Please delete.

12. Marana should respect and adopt the Pinal Open Space and Trails Plan if they annex into Pinal County.

13. On page 2-40-41, we agree with the goals in the Built Environment section, Goals BE 11, Policies BE 11-1 through 11-6, and Goals BE 22, Policies BE 22-1 through BE 22-4.

14. On page 3-7, per the section on the Tangerine Road Corridor, please add an additional bullet that reads:

    RTA-funded wildlife crossings will remain undeveloped with at least 300-foot wide NUOS on either side throughout the corridor, and wider through Prospect Wash.

15. On page 3-18, in the last bullet entitled Special Purpose Parks, please add to the end of the last sentence, “such as Tortolita Preserve (or Tortolita Open Space Park).”

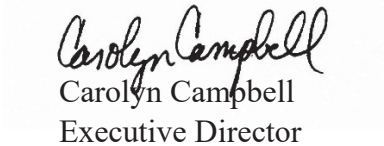
16. On page 3-27, under Goal PC-1, please add:
    Policy PC 1-5. Ensure that Economic Vitality does not conflict with Resources and Sustainability Goals.

17. While many of the implementation actions listed in the Resources and Sustainability tables, if adopted and followed, will help mitigate the on-going effects of climate change, an action should be added that will "develop and implement a Climate Resilience and Emergency Readiness Plan."

We can support this document with the changes we have recommended, including edits we made to the attached Tables.

Thank you again for the opportunity to comment on this draft of the Marana General Plan. Please contact me with any questions.

Sincerely,



Carolyn Campbell
Executive Director

Jason Angell
Development Services Director
Town of Marana
11555 West Civic Center Drive
Marana, Arizona 85653

September 23, 2019

Dear Mr. Angell,

Thank you for the opportunity to comment on the *Make Marana 2040 General Plan*. The comprehensive nature of the document shows a high level of thought and consideration were included in the creation of the plan. Guided by the vision of *Marana is a vibrant, active, and diverse town that embraces civic spirit and a unified sense of community*, the sense of pride for the community is reflected in the plan.

As the Metropolitan Planning Organization for the region, PAG values public engagement in all planning processes. The robust community engagement used to develop *Make Marana*, will certainly be beneficial in guiding the community through the twenty-year horizon of the plan. The ambitious implementation strategy should be carefully monitored to ensure the success expected by those who participated in the planning effort.

Through our planning and modeling efforts at PAG, coordination with your staff has been instrumental in developing a regional land use model. Through this effort, careful analysis was conducted to understand the housing and residential development occurring in Marana. Knowing these development patterns, consider expanding the housing element to further characterize the existing housing stock as well as a more comprehensive look at future residential land uses.

As the Designated Planning Agency under Section 208 of the Clean Water Act, PAG recognizes the partnership shared between our organizations in providing a consistent approach to protecting, maintaining and improving water quality in the PAG planning area. Recognizing our shared interests in water quality, consider expanding the *Public Services and Facilities Element* to include participation in the 208 process.

In addition, PAG supports the implementation of a Transportation Master Plan and encourages this process to coincide with regionwide transportation planning initiatives. PAG acknowledges the comprehensive nature of the sixteen transportation implementation strategies included in the *Make Marana 2040 General Plan*. Inclusion of large-scale transportation initiatives will benefit the town moving forward.

Again, thank you for this opportunity, and for your hard work on preparing the General Plan.

Sincerely,

Jeanette DeRenne, AICP
Planning Manager