

M A K E
MARANA
2040 • GENERAL PLAN

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 commercial 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 national 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.

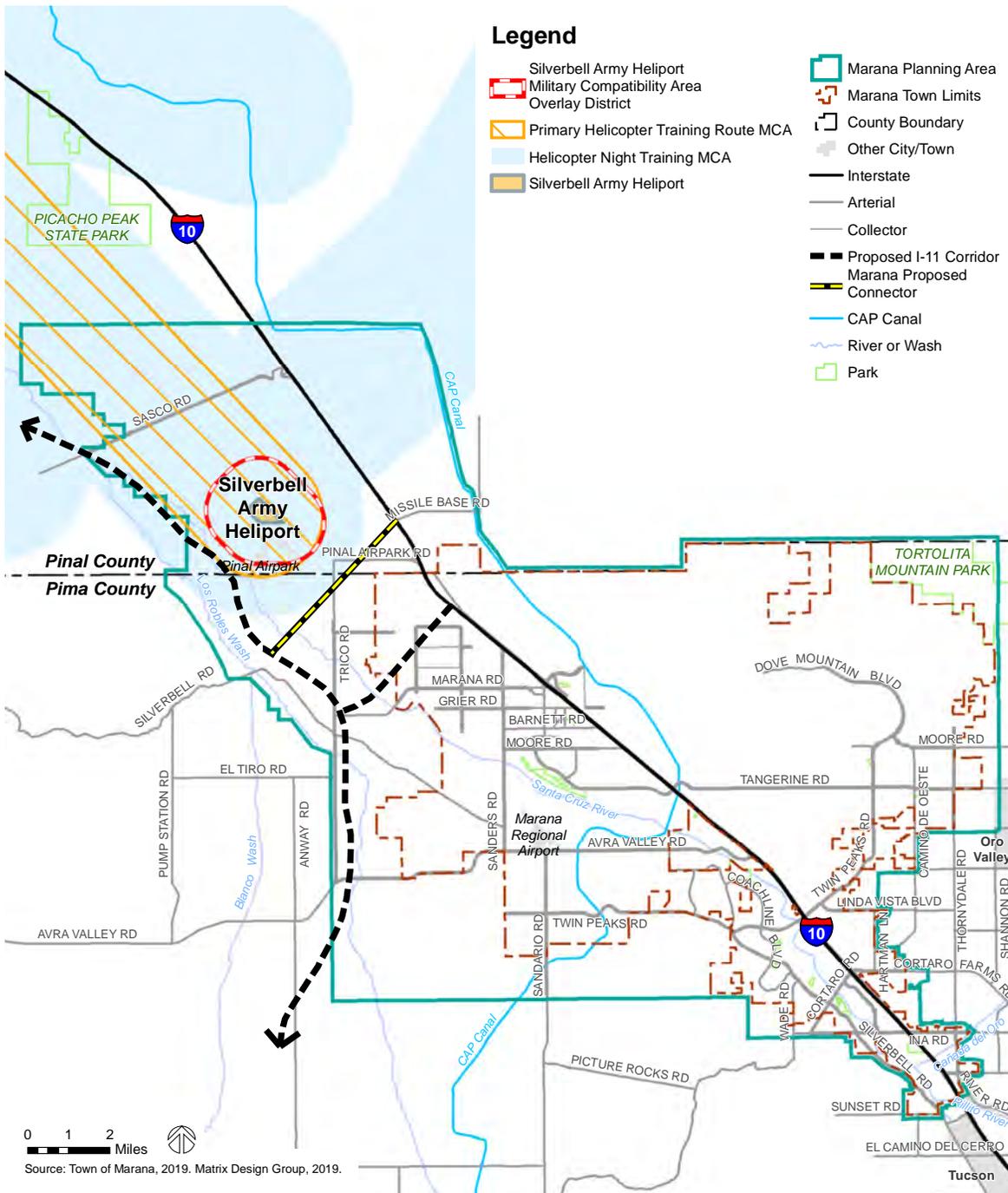


Figure 2-1
Military Compatibility Areas



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Map Revised: 1/14/2020

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.

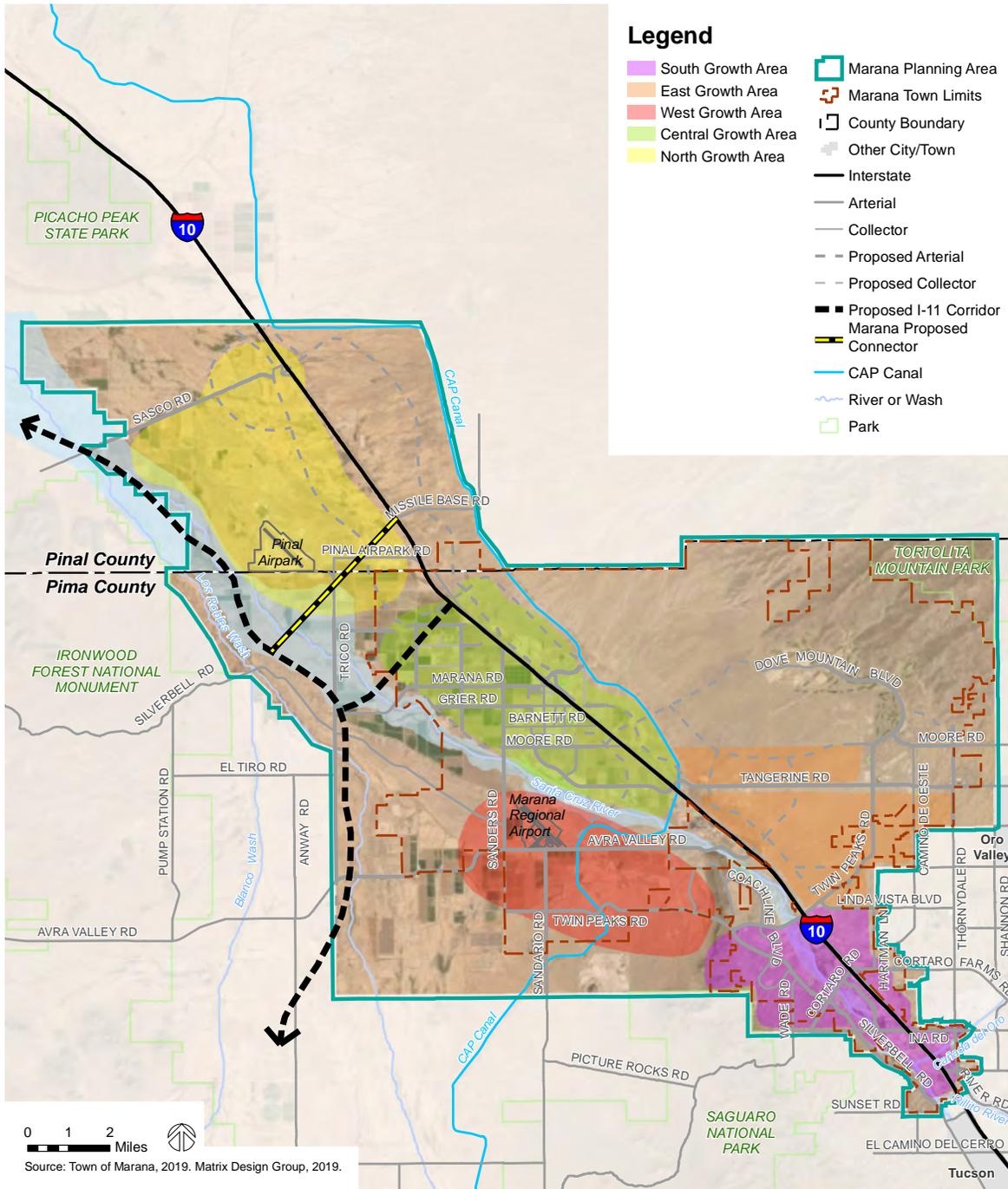


Figure 2-2
Growth Areas



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Map Revised: 1/14/2020

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

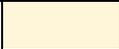
The Future Land Use map (FLUM) provides the future envisioned land uses throughout Marana and establishes the future intended balance of land uses through the year 2040. The FLUM designates land within the MPA according to the nine land use categories, which are summarized in the following sections and 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		75.7	33.3%
Low-Density Residential		19.9	8.7%
Traditional Neighborhood		17.5	7.7%
Commercial		2.6	1.1%
Employment		57.0	25.0%
Master Planned Area		34.1	15.0%
Open Space		10.9	4.8%
Airport		3.3	1.4%
Tortolita Preserve		3.8	1.7%

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

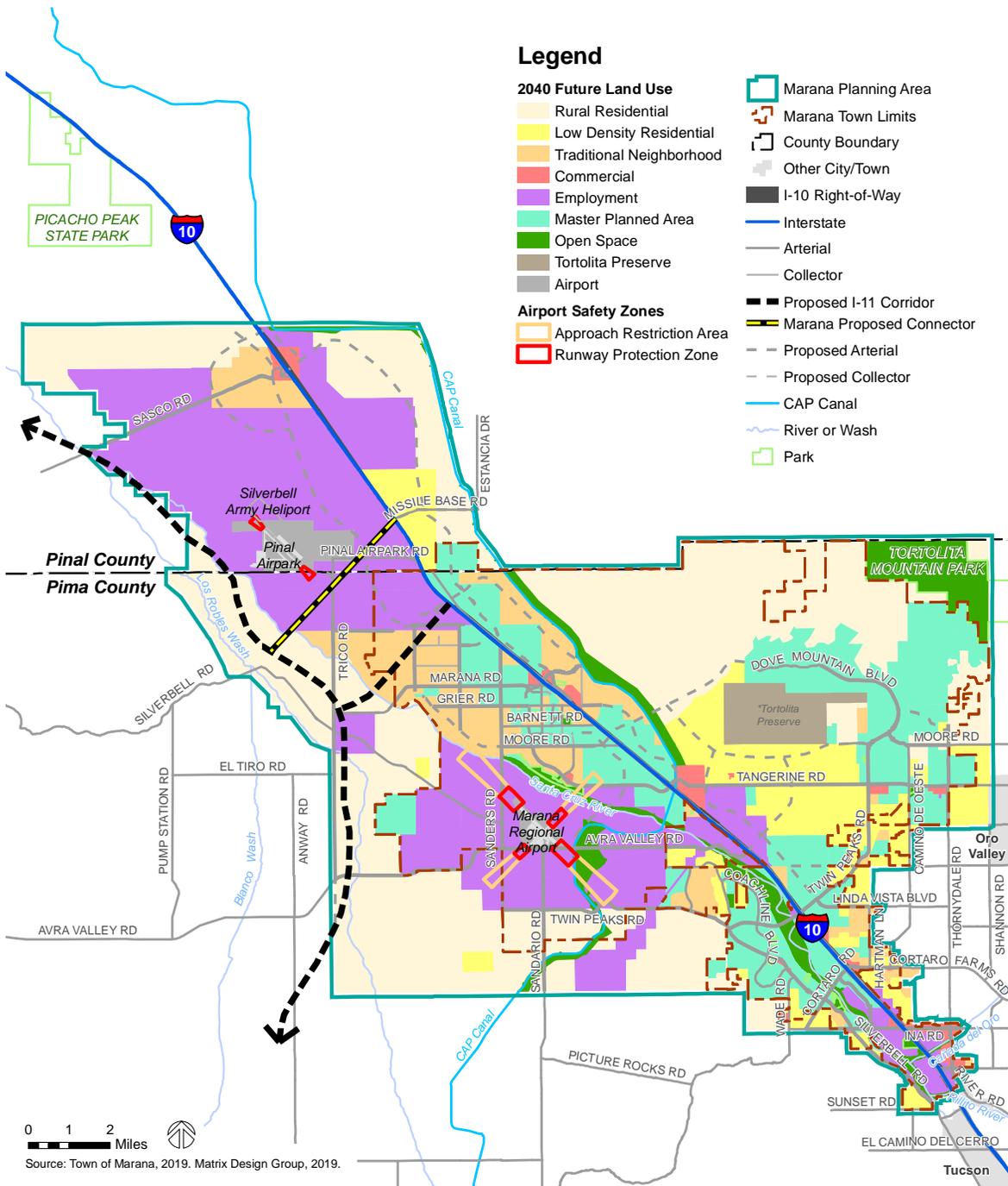


Figure 2-3
2040 Future Land Use



*Tortolita Preserve is 2399 acres of land owned by the Arizona State Land Department that is leased to the Town of Marana for open space and park purposes, including operation and maintenance of hiking, bicycling, and equestrian trails. The lease has a 99-year term ending in 2099.



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Map Revised: 1/14/2020

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 1 dwelling units per acre (du/ac), and limited commercial uses.
- **Low Density Residential (LDR)** Areas for semi-rural residential development between 1 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, research and development uses, as well as appropriately sited and scaled residential and commercial 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.
- **Tortolita Preserve (TP)** Area that identifies the land leased from the Arizona State Land Department (ASLD) to the Town of Marana for open space and park purposes.

Table 2-2 Future Land Use Category Designations

Designation	Color	Land Use Description
Rural Residential	RR	<p>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 (1) 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.</p> <p>The existing zoning districts consistent with this land use category are: B, C, D, AG, RD-180, R-36, R-80, R-144, NC, and MU-1.</p>
Low-Density Residential	LDR	<p>The Low-Density Residential category includes existing low-density residential areas in Marana between one (1) 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.</p> <p>The existing zoning districts consistent with this land use category are: A, AG, R-80, R-36, NC, and MU-1.</p>
Traditional Neighborhood	TN	<p>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).</p> <p>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.</p> <p>Although vehicular access is critical, bike and pedestrian facilities and connectivity should also be a priority in the Traditional Neighborhood category.</p> <p>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.</p>

Designation	Color	Land Use Description
Master Plan Area	MPA	<p>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.</p> <p>The existing zoning district consistent with this land use category is F – Specific Plan.</p>
Commercial	C	<p>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.</p> <p>The existing zoning districts consistent with this land use category are: A, B, E, CO, NC, VC, RR, RC, RV, BU, DN, DT.</p>
Employment	E	<p>The Employment category features areas that focus on creating and developing employment opportunities. This may include industrial uses, such as warehouses and manufacturing facilities, business parks, corporate centers, and research and development facilities, as well as appropriately sited and scaled residential and commercial uses.</p> <p>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.</p> <p>This designation may also support limited residential development and supporting commercial uses where appropriate. 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. Single-family residential uses may be considered on a case-by-case basis.</p> <p>The existing zoning districts consistent with this land use category are: A, B, C, E, LI, HI, RC, CO, VC, MR-1, MR-2.</p>

<p>Open Space</p>	<p>OS</p>	<p>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.</p> <p>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.</p> <p>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.</p>
<p>Airport</p>	<p>A</p>	<p>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.</p> <p>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.</p> <ul style="list-style-type: none"> ■ 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.
<p>Tortolita Preserve</p>	<p>TP</p>	<p>The Tortolita Preserve category identifies the 2,399 acres of land owned by the Arizona State Land Department that is leased to the Town of Marana for open space and park purposes, including operation and maintenance of hiking, bicycling, and equestrian trails. The lease has a 99-year term ending in 2099.</p>

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.



A 5-mile stretch of Tangerine Road through Marana was completed in November 2018 in partnership with the Town of Marana, Town of Oro Valley, Pima County, the RTA, and PAG. The total construction cost was \$60,000,000, which was jointly funded through Construction Sales taxes, Roadway Impact Fees, Oro Valley, Pima County, HURF, TRA, and PAG funds. Since its completion, this roadway received five awards—two regional, two state, and one international.

*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.

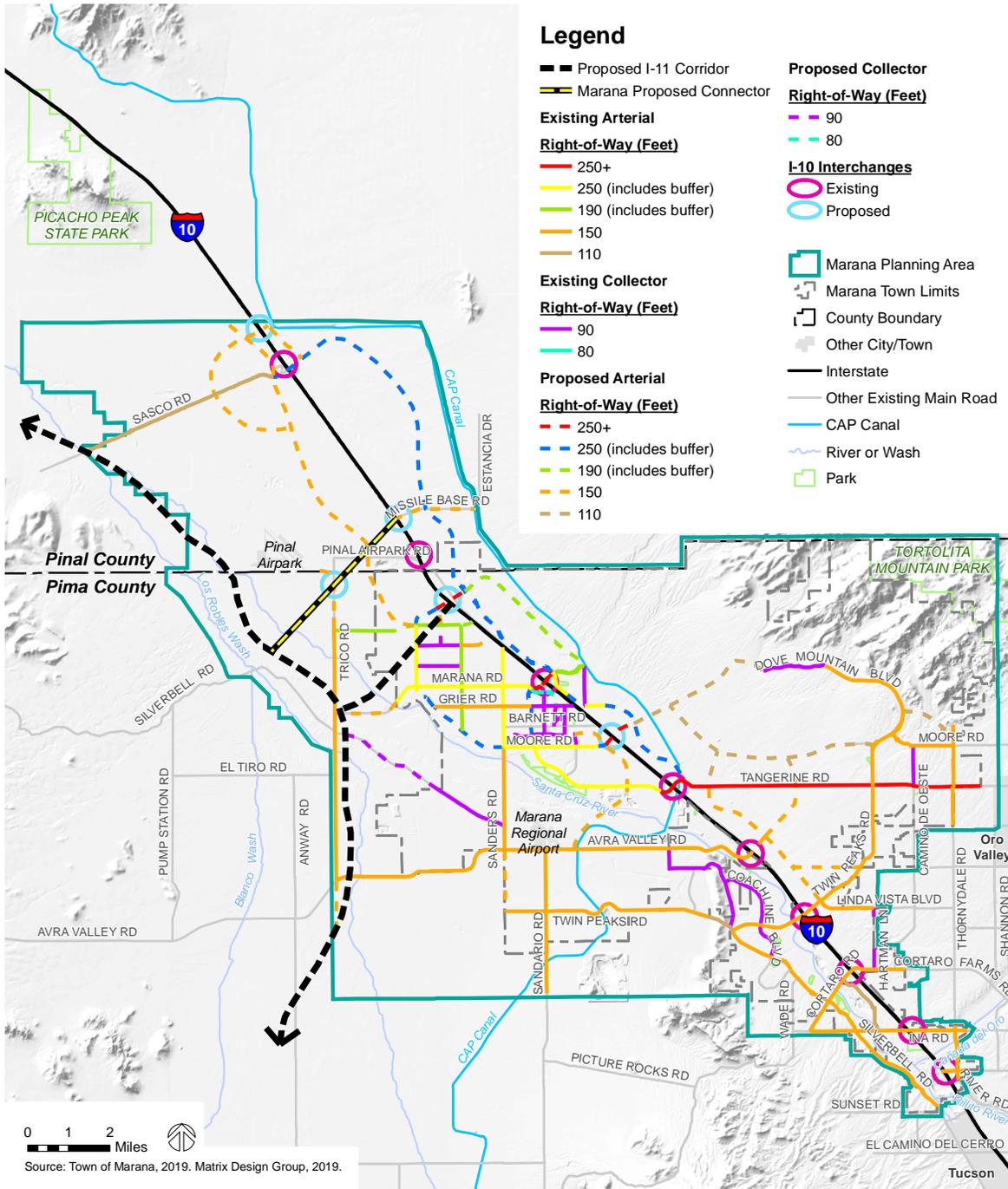


Figure 2-4
Future Circulation



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: 1/13/2020

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**.

Transit

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.



Sun Shuttle.

Source: Pima Association of Governments

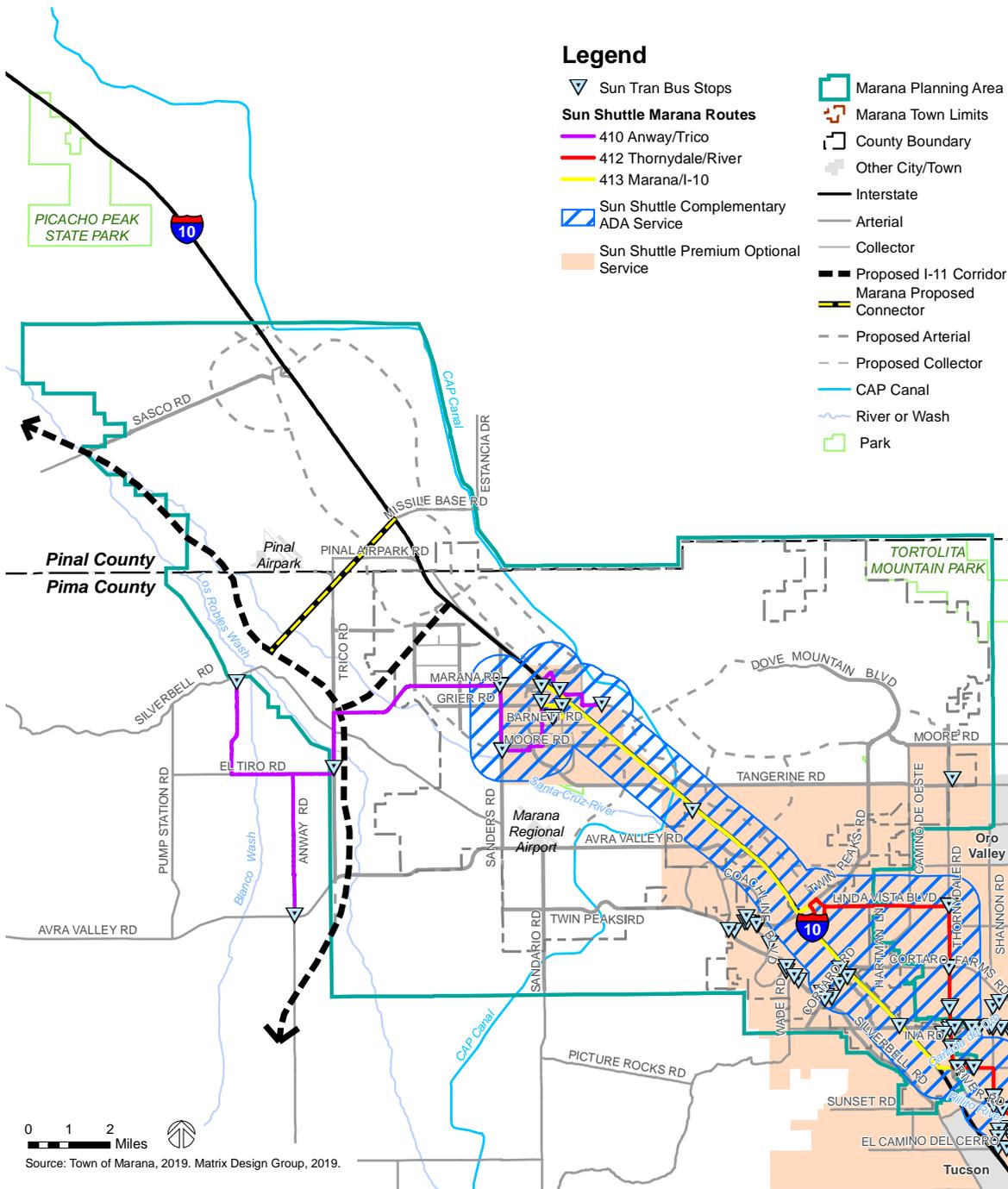


Figure 2-6
Transit



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Map Revised: 1/14/2020

Aviation Facilities and Services

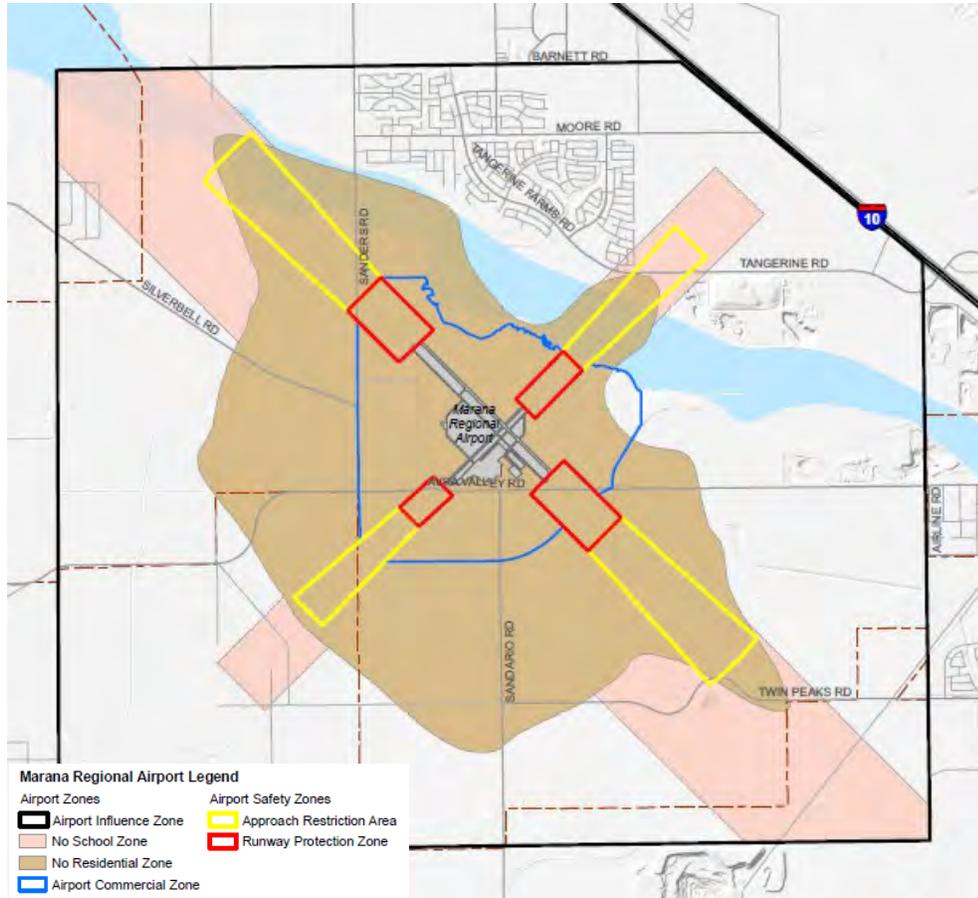
Aviation facilities within Marana’s Planning Area include the Marana Regional Airport, a general aviation facility, and Pinal County Airpark, which services and stores commercial aircraft.

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.



Marana Regional Airport.
Source: Town of Marana

Figure 2-7 Marana Regional Airport



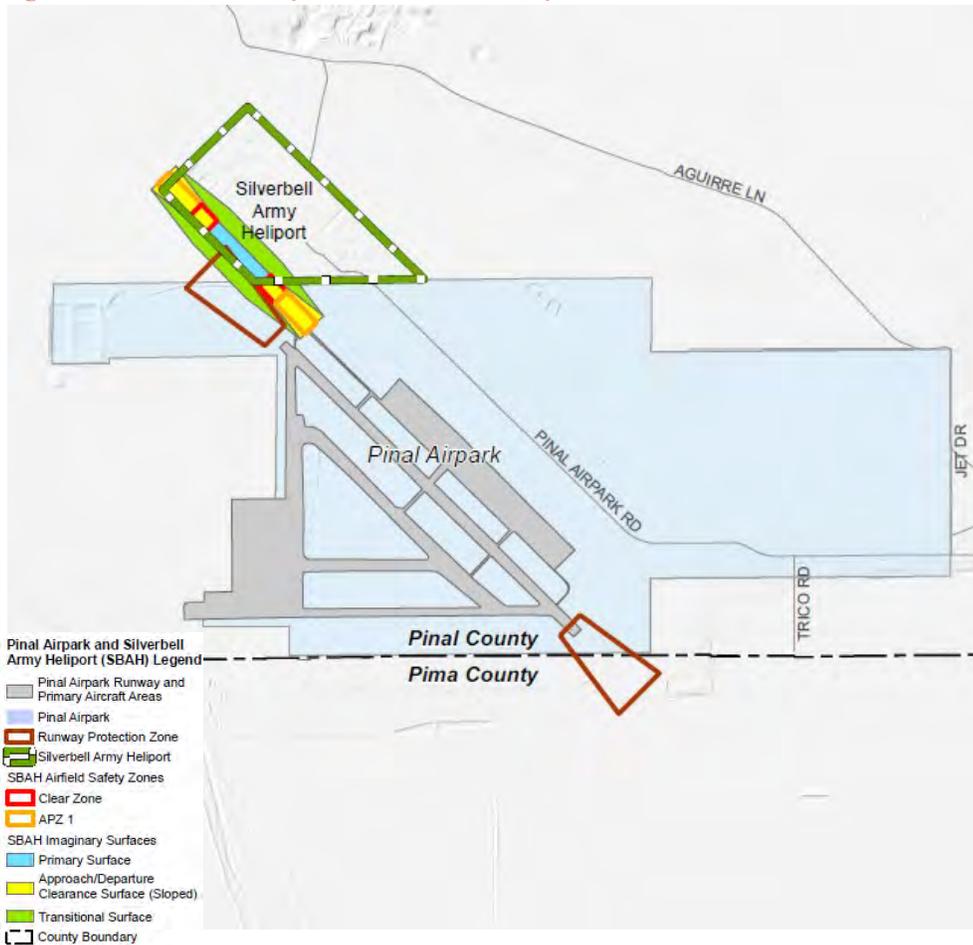


Pinal Airpark.
Source: Alan Wilson, Flickr

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 (CAGR), 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.

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 Airport.
- 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. Work with regional entities to 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.
- Policy BE 11-3. Creatively integrate architecture, landscape, recreation, and public spaces that enhance sense of place and community interaction.
- Policy BE 11-4. Locate higher density residential uses, as well as mixed-use development, in suitable focal areas, such as Downtown, Ina Road, and Tangerine Road.

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. Marana grows through strategic annexations.

Policy BE 13-1. 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 13-2. Evaluate the provision of infrastructure and services to serve proposed annexation for all future annexations.

Policy BE 13-3. 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 13-4. Extend the corporate limits of Marana only after careful consideration of the costs and benefits of the proposed annexation.

Policy BE 13-5. 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-14. Marana prioritizes infrastructure enhancements and extensions that support desired new growth and development in an efficient and sustainable manner.

Policy BE 14-1. Prioritize projects through the Capital Improvement Program.

Policy BE 14-2. Promote public and private infrastructure expansion that is timely, financially sound, and coordinated with development activity.

Policy BE 14-3. Prioritize Interstate 10 (I-10) interchange improvements and develop a plan to allocate Town funding for early planning and design.

Goal BE-15. Infrastructure costs are planned and secured for both construction and continued maintenance.

- Policy BE 15-1.** 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 15-2.** Consider special taxing districts, such as community facilities districts and improvement districts, to provide necessary infrastructure funding where appropriate.
- Policy BE 15-3.** Evaluate appropriate partnerships with public and private entities to share in the costs of infrastructure and services to serve future development.
- Policy BE 15-4.** 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-16. Infrastructure planning and implementation in Marana is integrated with economic development objectives and land use planning principals.

- Policy BE 16-1.** Coordinate the Capital Improvement Program (CIP) and infrastructure improvements with economic and community development to incentivize desired development in appropriate locations.
- Policy BE 16-2.** 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 16-3.** Continuously monitor and evaluate existing and new funding sources to construct necessary improvements to support growth in the community.
- Policy BE 16-4.** 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-17. Marana has an efficient and safe transportation system connecting all modes of travel, serving all residents, and supporting economic development.

Policy BE 17-1. 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 17-2. Employ infill and redevelopment principals where appropriate to increase walking, bicycling, and transit opportunities.

Policy BE 17-3. Encourage mixed land uses that combine residential, commercial, and employment with access to transit, bicycle, and pedestrian improvements.

Policy BE 17-4. Prioritize transportation infrastructure projects that support and align with the Town’s economic development and future employment objectives.

Policy BE 17-5. Ensure planned employment cores are connected to and supported by the larger community and regional transportation system.

Policy BE 17-6. 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-18. 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 18-1. Provide a regional balance of transportation facilities and services by all modes, including automobile, public transit, bicycle, and pedestrian.

Policy BE 18-2. Monitor the performance of all modal systems to best mitigate traffic congestion and to assure safe operating conditions.

Policy BE 18-3. Locate ingress/egress points to maximize the use and effectiveness of the existing and planned transportation network.

- Policy BE 18-4. 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 18-5. Maintain the Town transportation network established Level of Service (LOS) standards.
- Policy BE 18-6. Consider adoption of streetscape standards that encourage enhancement of community character through transportation improvements.
- Policy BE 18-7. Provide and maintain high-quality and cost-effective transportation infrastructure.
- Policy BE 18-8. Encourage strategies, programs, and incentives that increase access and mobility, reduce congestion, and promote a sustainable transportation network.
- Policy BE 18-9. Ensure that roads are appropriately and functionally classified to create an integrated transportation system.

Goal BE-19. Marana is well-served by convenient public transit service to, from, and within the community.

- Policy BE 19-1. 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 19-2. Require major developments to provide a transit plan and infrastructure to support transit services, such as bus stops and bus shelters.
- Policy BE 19-3. Seek opportunities for additional express bus routes that better connect Marana to the greater Tucson region.
- Policy BE 19-4. 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-20. The transportation system in Marana is properly planned, funded, constructed, and maintained.

- Policy BE 20-1.** 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 20-2.** Coordinate transportation plans and initiatives with neighboring jurisdictions and regional planning agencies, such as PAG.
- Policy BE 20-3.** 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 20-4.** Maintain and enhance coordination with private land owners, developers, and investors to identify opportunities for coordinated transportation improvements.
- Policy BE 20-5.** 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 20-6.** Effectively coordinate public involvement processes and intergovernmental relations with programs and projects related to the regional transportation network.
- Policy BE 20-7.** Maximize public/private partnerships for new transportation infrastructure development where appropriate.
- Policy BE 20-8.** Ensure proper maintenance of roads as the roadway infrastructure ages.

Goal BE-21. Marana provides for orderly development of roads in conjunction with development.

- Policy BE 21-1. Coordinate all road improvements for proper phasing of approvals, dedication, and construction.
- Policy BE 21-2. Acquire necessary right-of-way through exactions and development agreements.
- Policy BE 21-3. Continue to require traffic reports for master planned communities, rezonings, specific plans, subdivision plats, and development plans.
- Policy BE 21-4. 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 21-5. Design streets to enable future expansion and upgrading to their ultimate configurations without requiring major reconstruction of the roadway infrastructure.
- Policy BE 21-6. 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-22. Roadway design and construction considers the natural environment.

- Policy BE 22-1. Develop and implement environmentally-sensitive roadway design standards and identify appropriate areas in Town for their use.
- Policy BE 22-2. 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 22-3. Identify development sensitive areas where right-of-way and roadway infrastructure can be reduced to lessen impact on the natural environment.

Policy BE 22-4. Establish and implement native tree planting programs for public and private streetscapes.

Policy BE 22-5. Incorporate hardscape and xeriscaping in all road projects.

Policy BE 22-6. 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-23. Marana employs innovative technological advances related to transportation.

Policy BE 23-1. 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 23-2. Ensure traffic operations are running efficiently and following nationally accepted best practices.

Policy BE 23-3. Seek means to relieve and manage peak-hour congestion. Consider new technologies when constructing new, reconstructing, or retrofitting transportation infrastructure.

Policy BE 23-4. Assure that all circulation projects include infrastructure for future technology needs, such as fiber-based telecommunications.

Goal BE-24. Marana has complete street roadways to provide for multi-modes of transportation.

Policy BE 24-1. 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 24-2. Identify areas in the Town that are suitable for complete street design.

Goal BE-25. Bicycle facilities are planned, designed, and integrated into a connected multi-modal transportation network.

- Policy BE 25-1.** Fund, develop, adopt, and implement an Active Transportation Plan (ATP) providing for a convenient, connected, and safe bicycle and pedestrian network.
- Policy BE 25-2.** 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 25-3.** Identify federal, state, county, regional, local, and private funding sources to plan and implement a safe, connected bicycle and pedestrian network.
- Policy BE 25-4.** 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 25-5.** 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 25-6.** Recruit a resident to serve as a community representative on TPCBAC.
- Policy BE 25-7.** Create a program to disseminate bicycle safety information to all ages of the public.
- Policy BE 25-8.** Identify best practices for incentivizing the development community to construct and operate bicycle and pedestrian facilities.
- Policy BE 25-9.** 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-26. The bicycle system in Marana is safe, connects areas of community activity, and promotes recreation.

- Policy BE 26-1.** 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 26-2.** 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 26-3.** 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 26-4.** Ensure cross-sections for collector roadways include bike lanes, multi-use lanes, or paved shoulders as appropriate.
- Policy BE 26-5.** Create bikeways that increase and enhance connectivity to neighboring jurisdictions.
- Policy BE 26-6.** 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 26-7.** 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 26-8.** 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-27. Marana maintains a diverse housing stock that accommodates the various housing needs of all residents.

- Policy BE 27-1.** 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 27-2.** 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 27-3.** 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 27-4.** 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-28. The cost of housing is affordable for those living and working in Marana.

- Policy BE 28-1.** Increase available housing choices in Marana to accommodate a range of needs, such as family size, age, and income.
- Policy BE 28-2.** Consider incentives for mixed-income developments that provide a range of home prices.
- Policy BE 28-3.** Maintain a balance between employee incomes and housing costs in Marana.

Goal BE-29. A diversity of housing options provides opportunities for residents to age in place.

Policy BE 29-1. 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 29-2. Encourage senior housing options in proximity to medical facilities, transit routes or nodes, and commercial services.

Policy BE 29-3. Support neighborhood services and amenities that accommodate residents of all ages.

Goal BE-30. Neighborhoods in Marana have unique identities with diverse residential designs.

Policy BE 30-1. Incorporate a variety of architectural designs that contribute to a unique and diverse neighborhood character and identity in new residential development.

Policy BE 30-2. Explore effective approaches to incentivize the homebuilding community to provide unique and diverse residential housing within the community.

Policy BE 30-3. 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 30-4. Support the adaptive reuse of buildings to provide additional housing options.

Policy BE 30-5. 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-31. Marana provides high-quality services and facilities that support and efficiently serve existing and future growth in a viable and sustainable manner.

- Policy BE 31-1. Update the Facilities Master Plan to plan for current and future buildout needs.
- Policy BE 31-2. 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 31-3. Identify current and future needs for additional public buildings and facilities for the operation of Town services through the Facilities Master Plan.
- Policy BE 31-4. Utilize a variety of funding resources to provide funding for future public buildings and facilities.
- Policy BE 31-5. Use public/private partnerships for new infrastructure development where appropriate.
- Policy BE 31-6. Maintain a level of service to serve future growth through detailed planning and implementation of the CIP.

Goal BE-32. Marana's high standard of excellence is showcased through high-quality and cost-effective public facilities and services.

- Policy BE 32-1. Encourage cost-efficient practices related to the operation and maintenance of existing and new public buildings and facilities.
- Policy BE 32-2. Consider decentralizing or deploying services to increase service delivery efficiencies.
- Policy BE 32-3. Regularly review fees and rates for public utility services to ensure that operating and maintenance costs are being appropriately covered.

Policy BE 32-4. Evaluate new technologies to increase the effectiveness and efficiency of service delivery to Marana residents.

Policy BE 32-5. Ensure that Town staff is continuously trained to use best practices in the development, maintenance, and operation of Town services.

Policy BE 32-6. Require the proper disposal of hazardous materials.

Goal BE-33. Town buildings and facilities are designed and constructed to be energy efficient, safe, and secure.

Policy BE 33-1. 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 33-2. Integrate energy efficiency methods and technologies in the design of Town buildings and facilities, including roof mounted solar panels.

Policy BE 33-3. Assess the viability of integrating energy efficient features in all Town buildings when updating or remodeling buildings.

Policy BE 33-4. Ensure that public buildings and facilities are accessible to populations of varying ages and abilities.

Policy BE 33-5. Design municipal buildings and facilities in a manner that reflects and complements the character of Marana.

Policy BE 33-6. Design and plan public buildings and facilities to have joint-use applications whenever possible to increase operational efficiencies and accessibility.

Goal BE-34. 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 34-1. Consider developing Town facilities in conjunction with schools to enhance opportunities for joint uses.

Policy BE 34-2. Work with local school districts to strategically locate schools in a manner that meets the needs of the growing community.

Policy BE 34-3. Coordinate with schools to ensure that educational facility requirements are being met as new development occurs.

Policy BE 34-4. Ensure that developers coordinate with the school districts to assess and develop strategies related to potential development impacts on the school system.

Goal BE-35. Growth in Marana is anticipated and accommodated with well-planned public utility infrastructure.

Policy BE 35-1. Create, adopt, and regularly update comprehensive water and wastewater system master plans to plan for future growth.

Policy BE 35-2. Identify and prioritize future water and wastewater facility enhancements and extensions through comprehensive water and wastewater system master plans.

Policy BE 35-3. Preserve and improve water and wastewater infrastructure to maintain high levels service.

Policy BE 35-4. Require new development to provide adequate water, wastewater, and stormwater infrastructure to serve the growth of the community.

Policy BE 35-5. Expand the water supply and sewerage systems within the Town in an orderly manner.

Policy BE 35-6. Site and construct water reclamation facilities to encourage direct reuse and aquifer recharge.

Policy BE 35-7. Require that new development pay its proportionate share of the costs associated with constructing new, or upgrading existing, public utilities.

Policy BE 35-8. Ensure that future technology needs are met through infrastructure, such as fiber, where practical and feasible.

Policy BE 35-9. 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-36. Marana is an active partner with regional utility providers.

Policy BE 36-1. 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 36-2. Regularly communicate with private utilities regarding Town expansion plans.

Policy BE 36-3. Work with private utility companies to appropriately site utility corridors.