



Zoning Examiner

REPORT TO MAYOR AND COUNCIL

June 11, 2020

C9-20-02 Catalina Highway Casitas – Catalina Highway, SR and RX-1 to R-2
Ward 2
Public Hearing: May 28, 2020

BACKGROUND

This is a request by Lexy Wellot and Linda Morales, of the Planning Center, on behalf of the property owners, Saunders Amos, LLC, to rezone approximately 12.44 acres from SR and RX-1 zones to R-2 zoning. The rezoning site is located on the west side of Catalina Highway, approximately 1405 feet north of Tanque Verde Road. The preliminary development plan proposes development of 126 luxury casitas (detached, small single-family residences), including parking, landscaping, common area and stormwater management.

PUBLIC HEARING SUMMARY

May 28, 2020 Zoning Examiner Hearing

The Applicant's representative spoke in support of the requested rezoning. Two persons spoke in opposition to the requested rezoning, raising concerns about increased traffic, school capacity and changes to the rural nature of the area. The Applicant's representative explained the results of the Traffic Impact Analysis that concluded that area roads can accommodate the additional traffic generated by the proposed development, with the addition of the left-turn lane recommended by the PDSD proposed conditions. The Applicant's representative also stated that TUSD has confirmed there is sufficient school capacity to serve the proposed development.

As of the date of the May 28, 2020 Zoning Examiner hearing, there were three (3) written approvals and eight (8) written protests.



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FINDINGS OF FACT

Background Information

Existing Land Use: Single-family Residences (2)

Zoning Descriptions:

Suburban Ranch: This zone provides for low density, large lot, single-family, residential development and suburban ranch uses, including agriculture uses. This zone is solely to provide comparable zoning for annexed areas and is not intended for rezoning.

Residence Zone RX-1: This zone provides for suburban, low density, single-family, residential development, agriculture and other compatible neighborhood uses.

Residence Zone R-2: This zone provides for medium density, single-family and multifamily, residential development, together with schools, parks, and other public services necessary for an urban residential environment. Select other uses, such as day care and urban agriculture, are permitted that provide reasonable compatibility with adjoining residential uses.

Surrounding Zones and Land Uses:

North: Zoned Pima Co. SR; Single-family Residential

South: Zoned R-3 Residential; Multi-family Residential

East: Zoned Pima Co. SR; Single-family Residential

West: Zoned Pima Co. SR; Single-family Residential

Planning Considerations – Land use policy direction for this area is provided by *Plan Tucson*.

The rezoning site is located within a Potential Annexation Area on the Future Growth Scenario Map of *Plan Tucson*. Potential Annexation Areas are areas that the City of Tucson may be pursuing for annexation within the 2013-2023 planning window, working with other jurisdictions with the ultimate goal of having urban commercial and residential areas located within incorporated cities and towns. New development should utilize solutions and strategies included in the Design Guidelines Manual to provide an improved level of community design.

Plan Tucson calls for urban design that is sensitive to the surrounding scale and intensities of surrounding development (LT4.a), environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and



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visual quality of the street, adjacent properties and the community (LT28.2.12) and, compatible development that protects established residential neighborhoods (LT28.2.14).

The *Bear Canyon Neighborhood Plan (BCNP)* covers the area lying adjacent to the south of the subject property. The *BCNP* provides land use policy direction for its area. Appendix A of the *BCNP* contains the General Development Map (GDM) – the land use map for the plan. The GDM provides for medium density residential development immediately south of the rezoning site as well as to the east of the site, across Catalina Highway. The *BCNP* defines medium-density residential as 6-16 residences per acre (RAC). The development proposal for the rezoning site is 10.13 RAC.

The overall residential goal of the *BCNP* is to protect and stabilize the character of the neighborhood and to encourage an environment compatible for family living. Sub-Goals encourage new quality-designed residential development which is compatible with the existing neighborhood; and policies are to preserve the integrity of established neighborhoods, promote high-quality residential infill of vacant land where adequate streets and utilities are made available, and to ensure the compatibility of new development with existing land uses.

The rezoning site is irregularly shaped and consists of two (2) parcels totally 12.44 acres. The property fronts onto Catalina Highway on the east, Morrill Way on the north, and is at the east terminus of Eagle Feather road on the west. The site is bounded by large-lot (average 3.3 acres), single-family residential uses on the west and north.

Catalina Highway is an arterial roadway with a 150 foot right-of-way (ROW) on the *Major Streets and Routes Plan (MSRP)* map. The Traffic Impact Analysis (TIA) report, prepared by Kimley-Horn, projects that 974 additional daily trips will be generated by the proposed development. Those trips include 61 trips in the AM peak hour, and 74 trips in the PM peak hour. The TIA recommends construction of an exclusive eastbound left-turn lane on Catalina Highway to serve the proposed access to the rezoning site.

Design Considerations

Land Use Compatibility – The site is relatively flat and slopes down in elevation to the north and south of the existing dwelling. Slopes of greater than 15% exist in the extreme southern part of the site and are proposed to be incorporated into a drainage basin.

The proposal includes 126 one-, two- and three-bedroom casitas (detached, single-family residences) with a maximum height of 14 feet. A 10-foot wide landscape border and wall will surround the site, providing a visual and physical buffer to the surrounding residences. Parking is arranged throughout the site in a manner that appears to provide convenient parking for the residents, and that is oriented toward the interior of the site and away from the neighbors. A



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“potential amenity area” is shown in the southern portion of the site, but is not defined. The Applicant states that it has worked with the residents on the east side of Catalina Highway to align the proposed access so that it does not interfere with the existing residential access.

The PDP does not indicate the locations of trash receptacles. Long standing City policy requires that they be placed at least 50 feet from a neighboring residential property line. Staff is recommending a condition requiring that separation. Lighting in the development will comply with the City of Tucson Lighting Code Ordinance 10963 adopted in 2012.

The overall design of the site meets the policy direction of *Plan Tucson* and the *BCNP* for providing design that is sensitive to the existing neighborhood and protects the integrity of the neighborhood. Likewise, the project site is consistent with Plan policy direction of siting new residential development near adjacent commercial areas. There is a commercial activity center just south of the proposed rezoning site located on both sides of the intersection of Catalina Highway and Tanque Verde Road. This commercial center is within walking distance, and includes a grocery store, bank, restaurants, café, and other retail.

Drainage/Grading/Vegetation – A regulated 100-year floodplain extends into the northern portion of the site where casitas are proposed. While the rezoning application states the onsite portion of the floodplain will be channelized to accommodate development, the proposal will be subject to a floodplain use permit. Additionally, PDS Engineering states that the site is partially within a critical basin. The development will have to provide detention/retention at the critical basin level. These drainage issues will be addressed and resolved during the development plan process.

Road Improvements/Vehicular Access/Circulation – The rezoning site is to be accessed from a single point on Catalina Highway. No access will be provided to Eagle Feather Road or Morrill Way. The TIA submitted as part of the rezoning application states an eastbound left-turn from Catalina Highway into the development is warranted. A rezoning condition is proposed to require this improvement.

The Tucson Airport Authority has determined the rezoning site is subject to CFR Part 77 regulations, and a condition addressing this is recommended.

CONCLUSION

The project has been designed to have minimal impact on the existing neighborhood. All of the activity is internal to the site, and the perimeter landscape border and wall provide separation from the surrounding residences. Subject to compliance with the preliminary conditions proposed by PDS, approval of the requested R-2 zoning is appropriate.



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RECOMMENDATION

The Zoning Examiner recommends approval of the requested R-2 zoning, subject to the preliminary conditions proposed by PDSD.

Sincerely,

John Iurino
Zoning Examiner

ATTACHMENTS:

Case Location Map
Rezoning Case Map
Public Hearing Minutes

cc: Mayor and Council

C9-20-02 Catalina Highway Casitas
Rezoning Request: From RX-1 and SR to R-2



 Area of Rezoning: Rx-1, SR to R-2

Address: Catalina Hwy & Morrill Wy
Base Maps: Twp. 13S R. 15E Sec. 34
Ward: 2

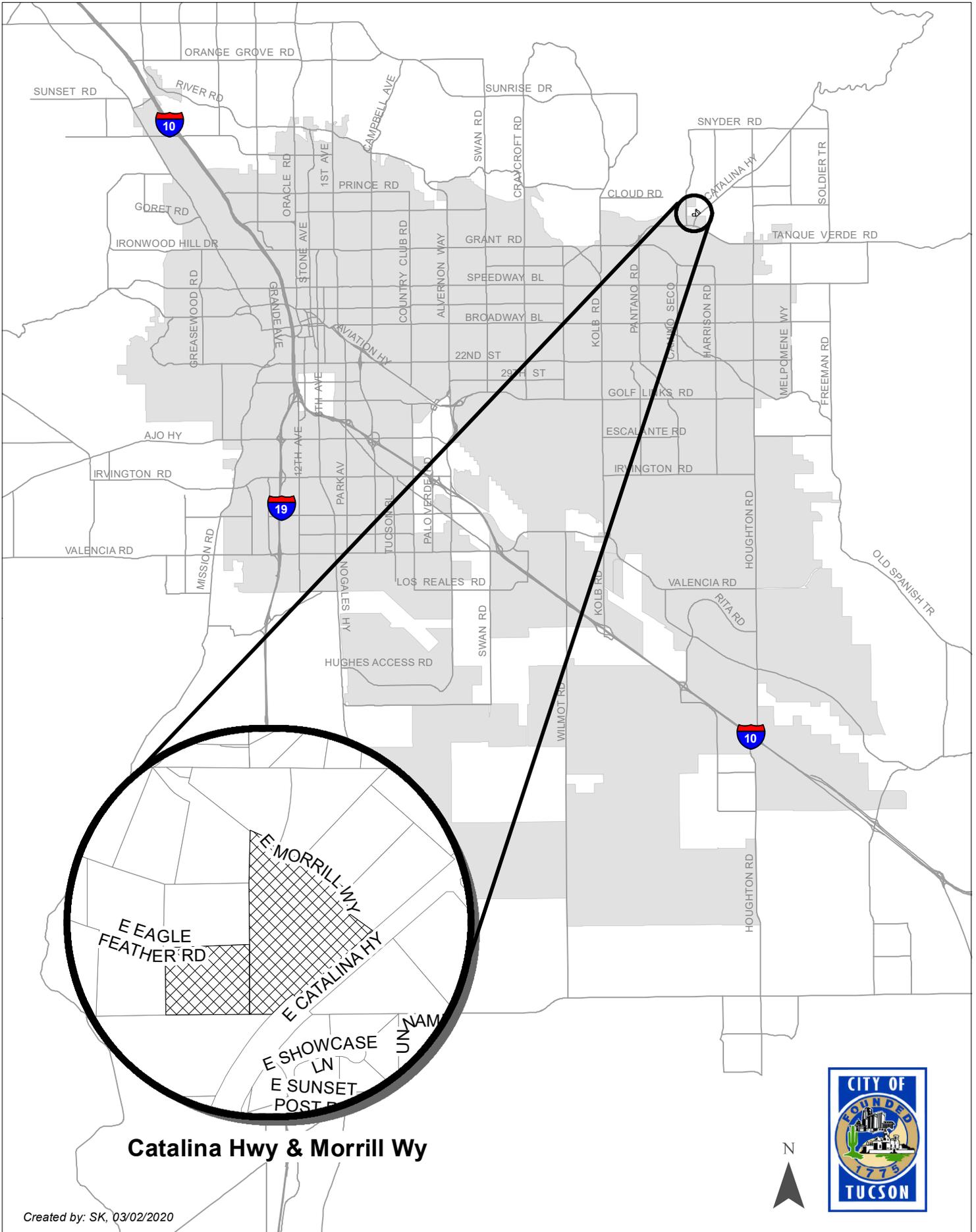


0 160 320 Feet
1 inch = 333.333333 feet



C9-20-02 Catalina Highway Casitas

Rezoning Request: From RX-1 and SR to R-2

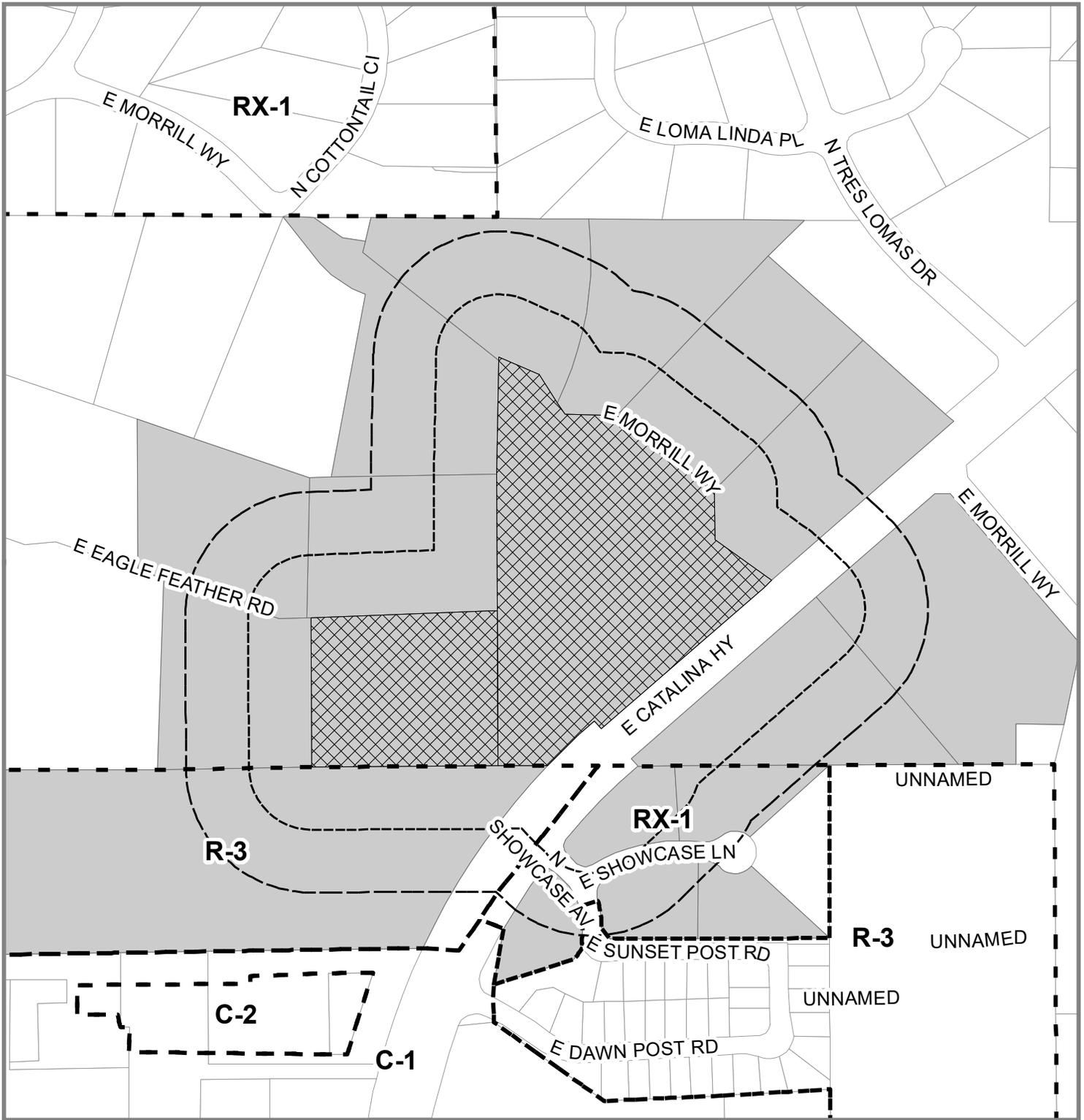


Catalina Hwy & Morrill Wy



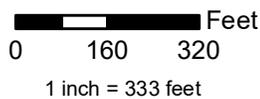
C9-20-02 Catalina Highway Casitas

Rezoning Request: From RX-1 and SR to R-2



- Area of Rezoning: RX-1, SR to R-2
- Protest Area (150 ft. Radius)
- Notification Area (300 ft. Radius)
- Zone Boundaries
- Properties Notified

Address: Catalina Hwy & Morrill Wy
 Base Maps: Twp. 13S R. 15E Sec. 34
 Ward: 2



ZONING MEMBERS PRESENT:

John Iurino, Zoning Examiner
Peter McLaughlin, Planning & Development Services
Recording Electronically Created by GoToMeeting

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1 ZONING EXAMINER: The third case is Case: C9-20-02 Catalina
2 Highway Casitas, Catalina Highway, SR & RX-1 to R-2. Mr. McLaughlin,
3 would you like to present the case?

4 MR. McLAUGHLIN: Yes. This is a request by Lexi Willett
5 and Linda Morales of the Planning Center on behalf of property owners,
6 Saunders Amos, LLC, to rezone approximately twelve and a half acres
7 from SR and RX-1 zones as translated to the City into R-2 zoning.

8 The site is located on the west side of Catalina Highway
9 approximately 1400 feet north of Tanque Verde Road. The Preliminary
10 Development Plan proposes the development of 126 luxury casitas,
11 including parking, landscaping, common areas, and storm water
12 management. These are detached, small family - single-family
13 residences.

14 Planning & Development Services recommends approval of the
15 R-2 zoning, subject to Preliminary Conditions. The request by the
16 Planning Center is designed to, to have minimal impact on existing
17 neighborhood and all activities internal to the site.

18 The landscape border on the perimeter and the wall provides
19 separation from the surrounding residences and subject to compliance
20 with the Preliminary Conditions, Staff deems the requested R-2 zoning
21 to be appropriate and recommends approval.

1 I believe the - we've received eight protests on this case.
2 I'm not sure about the number of approvals, but you may have that
3 information already.

4 ZONING EXAMINER: I do. Thank you, Mr. McLaughlin. Would
5 the Applicant's representative like to speak, Ms. Willette?

6 MS. WILLETT: Yes. Just give me one second. I got a
7 (inaudible) technical difficulty. (Pause in recording.)

8 Can you share, allow sharing permission to the TPC
9 conference room? The user name under my account is not loading
10 (inaudible) There we go. Can you all see my screen now?

11 ZONING EXAMINER: I can. Thank you.

12 MR. McLAUGHLIN: Yes.

13 MS. WILLETT: Well, thank you all so much for joining us
14 this evening. My name is Lexi Willett. I am the Project Manager on
15 this case. I am a consultant with the Planning Center and we are
16 located in downtown Tucson at 2 East Congress, Suite 600, Tucson,
17 Arizona, 85701.

18 I'm also joined this evening over the phone by Linda
19 Morales, the CEO of the Planning Center, as well as the developers,
20 Phillip Amos and Phillip Aries, who are on the phone should specific
21 questions be asked of any of them.

22 With that being said, I'm gonna brief through this since
23 we're all familiar given that the, the annexation case prior to this.
24 But to orient folks of our development here and where we're located,
25 we are about 1400 feet north of Catalina Highway and Tanque Verde.

1 The property consists of two contiguous parcels that total to 12.44
2 acres inside and primary access to said parcel is gained via Catalina
3 Highway.

4 To discuss just really briefly, again, the, the rezoning,
5 or the annexa- -- oh, my goodness; the annexation case prior to this
6 is annexing this property into translate the current Pima County
7 zoning from the CR-1 to RX-1 and given the equivalent SR zoning.

8 So, our request before you this evening is to rezone the,
9 the 12.44-acre parcel from RX-1 and SR-1 to R-2 or, or SR, sorry, not
10 SR-1, to R-2 for the development of 126 luxury casita units.

11 And so, to kind of orient everybody, and really hit on our
12 (inaudible), I kind of want to talk to you all about the how our site
13 plan developed, and really 'cause I think it speaks volumes to, to
14 what we would like to do and the vision that the developers are, are
15 seeking out here.

16 And so, when we first submitted this, this project, we came
17 into the City of Tucson for a pre-application back in October of 2019,
18 looking at providing a, a casita development consisting of 141 units.
19 So, that's a ultimate RAC of 11.33.

20 And, and substan- -- substantial things that I want to
21 point out on this site plan is really the access and consideration of
22 where our access points are shown. And on this first iteration, we,
23 we've shown access directly off of Catalina Highway, put our gates
24 right up fronting that. Really, it's right in front of this house,
25 conflicts with their driveway.

1 And so, after holding a precursory meeting with the folks
2 out here, hearing some of this feedback of the conflicts and
3 recognizing this, we kind of went back to the drawing board
4 internally, and really started trying to figure out how we can adjust
5 our initial site plan to better address some of the concerns we've
6 heard dealing with traffic and access and, and really the con- -- the
7 confliction with the, the folks living across Catalina Highway.

8 So, we changed up our, our site plan and landed at this
9 site plan here which was shown to the neighbors in January of 2020 at
10 our required neighborhood meeting. And this site plan, highlight of
11 this, what we've done, I think it's really meaningful and, and we
12 really addressed the concern of light trespass and confliction with
13 the, the driveways across Catalina by shifting that driveway further
14 south.

15 What this, what this effectively does, too, is it kind of
16 creates a, a separation in the development that we are proposing,
17 this, this entry road right in this area. It almost acts as a, a
18 street, a subdivision street. So, now we're, we're separating the,
19 the transition of uses. You're a little bit more kind of breaking up
20 that use.

21 But again, hearing concerns at this meeting, we, we further
22 adjusted our site plan. And I'll go through the, the concerns for
23 fully moving forward, but primary concerns we heard at this
24 neighborhood meeting was drainage coming down Mora Way (ph.) There's,
25 there's an unnamed wash that presents some flows up in this general

1 area. And so, our site plan really didn't accommodate for some of
2 these drainages. So, we, we engaged our hydrologist (inaudible) start
3 looking at where we can start addressing drainage and, and perhaps
4 some other adding visual, soften the visual impact.

5 And so, where we are and where we have landed today is, is
6 what was submitted to the City of Tucson, and that is this plan here
7 where we're at, 126 units, an ultimate density of 10.13 residences per
8 acre. We shifted our site plan now to, to include potential amenity
9 area right front and center.

10 So, again, as you drive north or south on Catalina Highway,
11 you get this visual impact of it's a broken, it's less, less than ten,
12 and less than (inaudible) It's really soft, soft to the eye.

13 So, to, to walk you through the details a little bit more
14 of the site plan, we are proposing one, two and three-bedroom casita
15 units. So, a casita unit is more or less a small, single-family
16 residential product. In, in this case, the only attached units you
17 will have are your, your one-bedrooms. But two attached units, a
18 single-bedroom effectively make one two-bedroom unit.

19 So, with that being said, the only thing that really
20 strikes us as a multi-family product is, is the fact that it's not on
21 an individual lot and it's, it's a rental product. But aside from
22 that, they will have in each, each casita unit will, like I said,
23 range from one to three-bedrooms inside, approximately anywhere from
24 six to twelve hundred square feet and, and they will each feature a
25 backyard area and, and a small yard and patio.

1 So, it, it really is oriented to family, family-oriented
2 living. It gives a little space for, for small children to play in
3 the backyard or, or even adults or younger, or older children, the
4 ability to hang out and, and, you know, enjoy their, their friends'
5 and family's presence there.

6 Again, the, the amenity area, the type of development, the
7 idea is that it will be a luxury product. And so, part of what makes
8 luxury developments are the amenity packages that they're offered.
9 And so, our, our intent here is to develop a product that offers, you
10 know, real nice amenities. And while we're not sure what that design
11 is 'cause we're still working through the motions of that, that
12 certainly is the intent.

13 So, we're, we're looking at providing a six-foot wall
14 adjacent at the request of many of the neighbors. We initially went
15 in with a five-foot wall, but it was recommended and, and (inaudible)
16 to do a six-foot wall.

17 So, we've gone, gone ahead and, and we'll do a six-foot
18 wall bordering the property on the, the western boundary that skirts
19 the, the western, northern-ish border boundary. It skirts those large
20 lots and then the existing wall to the south that borders the, the
21 existing apartments there will, will serve as the wall to the south
22 there.

23 And so, this wall deters any kind of movement into the
24 neighborhood. And then on the inside of that wall, there will be a
25 ten-foot landscape buffer which will create a building setback from

1 the, the residential uses adjacent to the property, as well as provide
2 some visual relief for the residents living in the casitas. It'll
3 provide them with some landscaping and, and it'll, it'll look nice out
4 there.

5 And then a lot of, a lot of things that we heard were in
6 regards to traffic and, and, you know, preserving the character of the
7 area. And so, Catalina Highway is designated as a scenic corridor,
8 and the City requires certain landscaping treatments and buildings
9 (inaudible) to, to preserve that scenic nature of the site.

10 And so, we, we will comply with all of, with all of the,
11 those requirements. And our buildings, as you can see, have been set
12 back from, from Catalina Highway to achieve that density.

13 And so, to walk you through exactly what we've heard from,
14 from the neighbors through this process, largely a lot of the
15 discussion we've heard is, is compatibility with the surrounding use,
16 land uses and the density. So, I want to take a moment to, to discuss
17 this.

18 And I think there may be, reading the protests, a little
19 bit of confusion with our project and a proposed rezoning that it was,
20 you know, presented to the neighbors off of Houghton and Tanque Verde.
21 But in any event, I'm gonna walk you through some of these concerns
22 out there by our site and, and how we're addressing them.

23 So, the first concern we heard and have read through the
24 protest letters deal largely with this compatibility of surrounding
25 land uses and, and density. And so, I want to walk some folks through

1 what - where this, where this is coming from and how it, it is
2 compatible with the, the guiding documents that the City has in place.

3 So, the City, on the left side of the screen, it's
4 demonstrating a plan from the City's general and sustainability plan.
5 And the purpose of this plan which is called Plan Tucson is to guide
6 future growth and development patterns within the city limits and
7 perhaps to adjust different, or additional areas where the City can
8 expand and it makes sense.

9 So, our, our property (inaudible) I have shown here on the
10 right, or on the left image, is designated as a potential annexation
11 area. And Plan Tucson says development is appropriate if the, the
12 development plan demonstrates sensitive designs to the surrounding
13 uses and it protects the established neighborhoods.

14 And so, that's, that's a regional scale. It's, if a
15 development, you know, demonstrates sensitive design and it protects
16 the established neighborhoods, then Plan Tucson supports that.

17 To look at it at a, at a more local level, we have the Bear
18 Canyon Neighborhood Plan which governs a lot of the Tanque Verde
19 Valley. And its northern terminus of this plan is our southern
20 property boundary.

21 And so, when looking at, at Plan - or at the Bear Canyon
22 Neighborhood Plan, this plan calls and provides guidelines for
23 annexation and future development in the general Tanque Verde area and
24 it designates the property south of our site as medium density
25 residential.

1 And what this medium density residential category allows
2 for is for a six to, to fifteen units to the acre. And some, in
3 special cases with approval from the adjacent neighbors they can go to
4 20 units to the acre. And really, the Bear Canyon Neighborhood Plan
5 really emphasizes preserving and, and stabilizing the existing
6 neighborhood, and it (inaudible) supports development that provides
7 housing options that provides additional, or appropriate transition of
8 uses.

9 It supports development that accesses arterials. It
10 supports development that provides amenities both physical amenities
11 that, you know, facilitate open space or recreation whether it's
12 passive or active. And then also visual amenities that's attractive.
13 It preserves the scene corridor, etc.

14 And so, I wanted to, to go through and, and kind of
15 demonstrate and show how we are meeting and, and proposing a
16 compatible development with the plans that the City has identified as
17 their guiding documents.

18 To look at a regional context of our proposed development
19 when you look in the, in a larger context of the urban fabric of the
20 City of Tucson in this general area, you begin to see that it is -
21 it's a transition of use, uses here.

22 We've got - as you're at the intersection, you're further
23 west of Bear Canyon and Tanque Verde, you've got some (inaudible)
24 products similar to, to what we are proposing at a 15 RAC fronting
25 Tanque Verde.

1 And then as you move east down Tanque Verde, you get more
2 intensive development. At the Bear Canyon Center, there's, you know,
3 the library, Dairy Queen, banks, a variety of uses. And then you've
4 Madera Shopping Center which consists of a Safeway, some restaurants
5 and some other retail uses there. Again, an intensive use as
6 identified by the buildings here.

7 And then as you move north of Catalina, you begin to see
8 this logical transition in intensity of uses. You, you go from an
9 intensive commercial development to a higher density, multi-family
10 product. And then you - there's a - you're, you're getting large lots
11 there. And so, there's really not a good transition between the, the
12 uses.

13 So, as the City grows northerly and, and begins annexing
14 into this, we need to start establishing more effective land use
15 trans- -- transitions. And, and I believe that this product does that
16 as it is about half of what - half as dense as what is proposed to the
17 south.

18 And then furthermore, we've got some additional density
19 east of our site at the Coronado Apartments. Once again, we're
20 looking at a 20 RAC and doing some subdivisions that are far back to
21 the ultimate size of the developable area there.

22 But, again, painting this story that there is this
23 transition as the City grows and, and develops in this area, it's
24 important to establish that transition. And I think this is a logical
25 one.

1 And then also, one thing that I think also helps establish
2 this, and I may have failed to, to mention that previously was that
3 our, our development is proposed to be entirely single story which is
4 represented in the Conditions that Staff sent over. And, and we're
5 entirely open to that.

6 And actually, that's our preference is to keep it that way
7 because we, we believe that again creates this transition as you move
8 north and to these larger lots because right now, the, the, the
9 apartments are, are kind of a little much there. So, trying to ease,
10 ease that development up north. That's our, our goal.

11 And, again, this separation when you look at this road that
12 comes in that we're proposing, it acts as a main, you know, potential
13 thoroughfare. Not thoroughfare, I hate to say that. But as the
14 collector street for this development, it really breaks up. It's not
15 as intensive as, you know, may, may sound to, to some others.

16 And so, to really get on file, we - our proposal is
17 compatible with the surrounding uses. I'd like to just run through a
18 real quick bullet (inaudible) And it really emphasizes this list, how
19 we are compatible with the policies outlined in the Bear Canyon
20 Neighborhood Plan which is really important to this area and we feel
21 it's important to, to maintain, maintain the character that we would
22 like to, to, to, you know, build in here.

23 And so, of this list, the Bear Canyon Neighborhood Plan
24 suggests that infill development is important because it's (inaudible)
25 it's smart practice to, to locate development where infrastructure

1 exists. So, this is a (inaudible) residential development that
2 establishes a transition between single-family residences zoned as R
3 and the apartments to the south which are zoned R-3. By zoning this
4 as R-2, we are creating that, that transition in zoning.

5 Again, the Bear Canyon Neighborhood Plan suggests that
6 housing choices and variety as options are important to stabilize
7 neighborhoods to get a mix of incomes, lifestyles, etc. So, where
8 this offers a high-quality housing option that increases housing
9 variety in an area that, you know, typically is, I would say it is
10 under-served with a multi-family or a renter by choice product, if you
11 will. It's more geared towards, and more geared towards the large lot
12 owner. And there's, there's some really important implications to
13 that that I'll discuss here in a minute.

14 But, again, we're proposing an architectural style and
15 color pallet that will be complimentary to the existing area required
16 by the Bear Canyon Neighborhood Plan. Our units will be a single-
17 story in height and will have private yards and patios. So, again,
18 it's aiding in that transition from the higher-density uses south of
19 us, north to the, the less-intensive uses.

20 The sidewalks will, will facilitate connectivity through
21 the proposed development. As well, we will be providing a sidewalk
22 along the frontage. So, we'll increase connectivity in the general
23 area by connecting to the, the sidewalk that is currently terminating
24 at our southern property boundary.

1 We'll, we'll feature landscaped borders around our property
2 where it's required around the perimeter, and those will be - will
3 consist of native drought-tolerant plant species which is, again,
4 important to preserving the overall character of the neighborhood and
5 the, the Sonoran Desert here.

6 So, to break it down further of what we've heard, and this
7 should be a pretty quick list here, is, I'm gonna walk through the
8 other concerns we've had. The next concern being traffic. We, we've
9 heard - read a lot of things that are, are traffic and, and I want to
10 address some of these.

11 So, one, one thing we've heard is access to Mora Way, and
12 as part of this project, primary access to Mora Way is not proposed.
13 And, and in the event that primary, or it has to have secondary access
14 is required by, you know, (inaudible) fire, public safety (inaudible)
15 whomever, secondary access will be limited to emergency, emergency
16 access and, and that could be provided at Mora Way or on Catalina
17 Highway and it will strictly be a crash gate limited to emergency
18 vehicles only.

19 So, what that does is it, it puts access there should
20 emergency vehicles need to access that. And if it did access Mora
21 Way, for whatever reason, that could improve some, some challenges
22 that neighbors in that general area are facing due to an inadequate
23 road with such as Eagle Feather and Honey Bear Place that could
24 provide closer access for, for fire and emergency service to get
25 there, should it be required.

1 Another thing we heard was turn lanes regarding traffic and
2 the suggestion that we need to install a turn lane. And when we
3 commissioned a traffic study and they have determined that a turn
4 lane, as reflected in the zoning condition that an exclusive left-turn
5 lane into the development off of Catalina Highway is necessary and,
6 and we're amenable to providing that and recognize that that will help
7 the free-flowing nature of, of traffic in the area as well as reduce
8 any confliction with, with turning.

9 Another comment we, we read throughout the other - the
10 reports, or the letters that were submitted was the accuracy of our
11 report and/or the extent of the study area. A lot of the, the
12 comments that we received suggested that our, our traffic study was
13 not performed at an accurate time, nor did it fully consider all the
14 impacts. And, and it's twofold, so, I'll start with the accuracy of
15 the report.

16 The traffic engineers are required to follow strict
17 guidelines. They're professional (inaudible) you know, experts. And
18 so, they are required to look at things that the Department of
19 Transportation, the jurisdiction's the Department of Transportation,
20 look, you know, interested in learning about.

21 And so, our traffic study analyzed the intersection of
22 Tanque Verde Highway and Catalina - and Catalina Highway. As a
23 requirement of the City of Tucson, the City did not require analysis
24 of any other intersections at this time. And those intersections were

1 analyzed during the month of December, at the beginning of December.
2 December 4, 2019.

3 So that is before Christmas, after Thanksgiving. I'd say
4 that's a pretty good indication that it's an accurate statement of the
5 time because we've got a lot of visitors coming and going. There's
6 Mount Lemmon, as well as the snowbird population living in this area.
7 So, I feel like it's an appropriate time to get a - to gauge traffic
8 counts in that area.

9 And the results of our, our traffic study indicated that
10 Catalina Highway and Tanque Verde Road both operate at a, a sufficient
11 level for the proposed project that we are doing. That being said, at
12 the time of development, it'll have to be reanalyzed and looked at to
13 ensure that times have not changed.

14 So, we'll be looking at that in the future, and if it
15 changes, then the developer will, will have to address that. But at
16 this time, we have been given approval from T-DOT on, on this go-
17 around of the TIA and, and our traffic study has indicated that the
18 roadway has sufficient capacity to, to serve this development.

19 And, again, getting at the, the cumulative impact of Tanque
20 Verde Road, our traffic engineers, the experts, looked at that in
21 conjunction with the City who reviewed their study and, and everybody
22 has suggested that there is sufficient capacity to serve our proposal.

23 So, the next grouping of concerns we heard were in regards
24 to adequate infrastructure to support the proposed development. So,
25 as part of the rezoning process, we are required to reach out to, to

1 all of the entities that would, you know, perhaps serve this to, to
2 figure out if it's, if it would warrant - if it's timed appropriately.

3 And we reached out to Tucson Water and Tucson Water has
4 indicated that they have an adequate supply of water to support this
5 development.

6 Sewer. We are working on developing a solution which will
7 improve overall capacity for the entire area. Basically, what that
8 entails is improving the, the infrastructure further south of the
9 project which will improve the sewer capacity for, for a lot of the,
10 the folks up in this area.

11 We're still working out those details, but our hydrologist
12 and civil engineers are working really closely with Pima County
13 Regional Wastewater to figure an adequate solution, not just to
14 improve the situation for our proposed development, but for the, the
15 larger Tanque Verde area. And so, we feel that, that our solution
16 will provide a great benefit to, to this area.

17 Another concern I've heard is fiberoptic lines and, and the
18 lines are, are present. We have, have sufficient capacity. One of
19 the challenges with services is when there's an issue with capacity is
20 needing and upgrading of infrastructure.

21 And so, should the infrastructure with the fibe- --
22 fiberoptics be prohibiting, you know, transmission of, of internet
23 services, Century Link, or the, the service provider will be informed
24 of that and, again, it should be, hopefully, resolved as, as a part of

1 bringing this in. But at this time, there is infrastructure to
2 support that at this location.

3 And then the last one, kind of getting off of that, is an
4 increase in density. One of the, the concerns we heard was adequate
5 public infrastru- -- or public transit in (inaudible) Tanque Verde
6 area. And one of the challenges with providing public transit is, is
7 having the appropriate ridership and the numbers up there.

8 And so, without the Tanque Verde Valley having a whole lot
9 of bus riders, and often that comes with higher-density development,
10 without having that ridership, it's, it's not from a cost stand- --
11 financial sense, it's not (inaudible) to provide additional services.

12 So, there is a bus stop just south, I believe, of our site,
13 closer to Tanque Verde, and the commercial development there. So,
14 it's kind of a chicken and an egg situation here. But that
15 infrastructure exists today and if the ridership increases as a result
16 of increased density, then it gives the City more of a reason to, to
17 financially back the expansion of public transit to this side of the
18 town.

19 The next concern we heard was drainage. And I just got
20 this going through the iteration. There's a small wash that traverses
21 the northern boundary along Mora Way and to address this concern,
22 we've installed a series of drainage basins on our property that will
23 capture and meter out the, the water generated by our development of
24 acceptable rate which the City will review. And then also part of our
25 drainage solution for the area as demonstrated in the rezoning

1 documents is it proposed, again that the design of it isn't entirely
2 solidified at this point, but it's proposed that a little drainage
3 channel be proposed on our property between the Mora Road and our wall
4 to help convey some of that water to the existing infrastructure on
5 Catalina Highway.

6 And so, what that will do is it will reduce some of the
7 flooding that the neighbors in the, the area have, have mentioned at
8 our neighborhood meeting, and also reduce the flooding in that area.

9 The last - I'm just gonna skip because they're quick. The
10 last two things that I have heard through this process is the impact
11 on Tucson Unified School District and on-site lighting. And so, we
12 reached out to Tucson Unified School District suggesting what our
13 proposal was, and they provided a letter that was submitted in a
14 rezoning document that suggests that there is adequate capacity to
15 serve the 126 units and no additional services or - nothing else would
16 be required.

17 And then, on-site lighting was another issue and that came
18 from just in terms of the lighting on the building and then
19 headlights. And so, again, the headlights we, we heard that concern
20 from the neighbor across the way. We shifted the driveway south to an
21 area that - on, on the other, on the east side of Catalina has
22 vegetation and those properties have walls.

23 So, there's not a conflict with headlights from vehicles.
24 And then units themselves will have downward-directed shielded in
25 compliance with the Dark Skies ordinance. So, we believe that it will

1 preserve the dark, you know, the Dark Skies and the environment that
2 the folks enjoy out there.

3 So, with that, I will open it to, to you, Mr. Iurino if you
4 have any questions for me, or if you'd like to turn it to those
5 present on the phone.

6 ZONING EXAMINER: Thank you, Ms. Willett. I don't have any
7 questions at this time. Dr. Watson, would you like to speak?

8 DR. WATSON: Can you hear me?

9 ZONING EXAMINER: Yes. Thank you.

10 DR. WATSON: Hello?

11 ZONING EXAMINER: Yes. Please go ahead.

12 DR. WATSON: All right. I can't hear you very well, but I
13 will. I come representing myself as a resident that lives up near
14 Sabino High School, and will have to drive through the increased
15 traffic. I think the lady that just spoke got it right when she said
16 that this would be a thoroughfare, that a lot of traffic would be
17 going down it.

18 A hundred and twenty house with one, two or three or more
19 occupants being a minimum of 250 or 500 or maybe 750 car trips in, in
20 or out of the area, greatly increasing the traffic on Catalina
21 Highway. Is that coming through?

22 ZONING EXAMINER: Yes, I can hear you just fine. Thank
23 you.

24 DR. WATSON: All right. So, I represent myself as a health
25 professional. I'm a emeritus professor of public health, I retired

1 last year. I represent myself as a neighbor. We, my wife and I and
2 our family own a house in Catalina Point which is right between
3 Safeway, just a little housing development just north of Safeway on
4 the east side of, of the road.

5 We have a house for our handicapped daughter and her
6 handicapped roommate. They go in and out regularly and driven by
7 people that are not familiar with the area. And if you've tried to go
8 in or out of that Catalina Point, the road bends, the trees are there,
9 the cars come by at 50 miles an hour, and additional traffic, hundreds
10 of car trips a day would make the risk of getting out greater.

11 In addition, we've noted that since the City changed the
12 lights on Tanque Verde and, and Catalina Highway, there's been a
13 significant increase, at least that we can observe, in accidents is
14 now people can turn left or right, left on a green light without an
15 arrow. And so, a lot of people are taking chances as cars come
16 through that they can beat them as they turn. So, there's a greater
17 risk with hundreds of more car trips of, of damage.

18 So, we're particularly concerned about the risk of
19 accidents, the risk of fast cars going up to this, or coming down from
20 this development passing the bend in the road where Catalina Highway
21 is and hence coming near making it difficult to get in or out of the,
22 the development where our daughter is.

23 So, we - so, we have this home for handicapped, two
24 handicapped adults that has eight or nine staff members that come each
25 day, or each week, that in addition AHCCCS people from the Univer- --

1 from Arizona, from AHCCCS come to visit. People from my daughter's
2 church come and visit and the extra traffic and the potential for
3 accidents and the more difficult way of getting out onto the
4 thoroughfare are our particular concerns, particularly as the speed
5 limit goes up to 50 miles an hour just 30 or 40 yards north of the
6 north exit out of Catalina Point.

7 So, people are coming particularly down the mountain fast
8 and people try to get up to 50 miles an hour quickly. So, it's a fast
9 place to try to exit. And so, we're particularly inter- -- concerned
10 about the increased traffic for all the people will be working with
11 our daughter. So, I strongly -

12 ZONING EXAMINER: (Inaudible)

13 DR. WATSON: - disapprove of having a huge housing
14 development bringing hundreds and hundreds of more people and cars
15 into the close proximity to where our daughter is from the point of
16 view of health, as well as her welfare and the traffic for us and
17 others. And I did send in a letter -

18 ZONING EXAMINER: Yes.

19 DR. WATSON: - of notice that it says 0-1 on the case
20 number. (Inaudible) I didn't know what the difference between 0-1 and
21 R-2 is. So, this should be attached to the 0-2 review.

22 ZONING EXAMINER: Thank you for that. Would you mind
23 stating for the record - I called you, Dr. Watson, and I know who you
24 are. But for the record, just please state your name and address, and
25 then I'll call on the next person. Would that be okay?

1 DR. WATSON: Yes. My name is Ronald Ross Watson. I'm an
2 emeritus professor of public health and medicine. And my address is
3 4703 North City View, C-I-T-Y V-I-E-W, for myself. The address for
4 our daughter who I'm speaking for also is 2901 North Skypos (ph.),
5 which a house just north of the Safeway shopping center in that little
6 subdivision. Is that what you needed?

7 ZONING EXAMINER: That's what I need exactly. Thank you
8 very much. I would call next on Mr. Al Wiruth. Would you like to
9 speak, Mr. Wiruth? And if you would, please start with your name and
10 address. (Long pause in the recording.) Well, perhaps not.

11 Let's try Chris Sterling. Mr. Sterling or Ms. Sterling?
12 Corinne or Dan, are you able to determine - I can see that the
13 microphone is unmuting but we're not hearing folks.

14 CORINNE: This is Corrinne. I'm not sure what the issue
15 might be -

16 ZONING EXAMINER: Okay.

17 CORINNE: - for those folks.

18 ZONING EXAMINER: Okay. Well, I'll just go down the list
19 and we'll try to come back to them. David Moore?

20 MR. MOORE: I, I will not speak.

21 ZONING EXAMINER: You do want to speak? Guess not. All
22 right. Ms. Denise, S-P-I-E-L-E-S, Spieles? Okay. Next on my list is
23 Ed and Denise.

24 Let's do this. Would anyone who can hear me, I assume you
25 all can, who wants to speak, why don't one of you go ahead and start

1 and I'll ask for your name and address, and then others will
2 understand that they should wait their turn. Would anyone out there
3 like to speak?

4 MS. PAULSON: I would.

5 ZONING EXAMINER: Okay. Please start with your name and
6 address.

7 MS. PAULSON: Julie Paulson, P-A-U-L-S-O-N. And I'm at
8 11119 East Mountain Gate Place.

9 ZONING EXAMINER: Thank you, Ms. Paulson. Please go right
10 ahead.

11 MS. PAULSON: I feel that you've probably done a great job
12 with your traffic study, but as a resident north of this development,
13 I know that there are pressures on the Catalina Highway at various
14 times of day to get through that traffic light that was mentioned at
15 Catalina and Tanque Verde. That's number one. So, I think adding
16 multiple residences is going to increase the pressures on the Catalina
17 Highway.

18 Number two, I feel that you have emphasized family
19 development, and I'm really pleased to hear that. We need lots of
20 young families in our area. But that, you have never said that you
21 thought that our school system could even handle that increased number
22 of children in our school system. I would like to know you're going
23 to deal with that infrastructure problem.

24 Next, I think you've noticed that our area is not Oro
25 Valley. In fact, it is quite rural out here. And although your

1 development is well intended and, and sort of a border area, it does
2 seem to me that it's right in the middle of large-lot homes. And that
3 doesn't seem very appropriate for the context of the east side. So,
4 that's the end of my comments and I appreciate your listening.

5 ZONING EXAMINER: Thank you, Ms. Paulson. Who else would
6 like to speak? Well, I hear no one. So, Ms. Willett, would you like
7 to respond to anything that was raised?

8 MS. WILLETT: Certainly, Mr. Iurino. Thank you. I think
9 just one additional comment there, I believe it was Dr. Watson that
10 mentioned some challenges there for the folks crossing Catalina
11 Highway, exiting Catalina Point Subdivision which is just, just
12 adjacent to our - just south of the, the development there.

13 And one, one note to, to make here is the folks as they
14 exit Catalina Point Subdivision and head south on Catalina Highway,
15 they're crossing lanes of traffic. And so, there is some, some
16 conflict there that can arise. For our development most folks will,
17 will travel southbound on Tanque Verde so they'll exit - I mean travel
18 southbound on Catalina Highway. So, they'll exit our development.
19 And, and just at our southern property is a, a tapering of a, a
20 deceleration lane into the apartment complex.

21 So, when our, our residents turn right out of that
22 entryway, they will head south of Catalina Highway and more or less
23 merge in that deceleration lane that begins to taper right at our
24 southern property boundary. So, to improve that situation, there's
25 the, the potential, should T-DOT find it necessary from a safety

1 standpoint at the development stage to, to just bring that tapering
2 all the way out to our access point to ensure that that development,
3 that there's a safe merging lane from our exiting (inaudible) if you
4 will, heading south on Catalina Highway.

5 And then to get to Ms. Paulson's comment regarding schools,
6 I've kind of already addressed this. But in the submittal that we're
7 required, the City requires that you reach out to the, the school
8 district that you're engaging. So, we reached out to Mr. (Inaudible)
9 Brown who is the Facilities Director. And, and the letter that he
10 provided us demonstrated that there's adequate capacity to serve the
11 units that we're proposing.

12 And then additionally, in the, the news last fall, and it's
13 my understanding that (inaudible) that there was a news article that
14 Sabino Canyon High School (inaudible) that the enrollment was falling.
15 And so, they're, they're kind of hungry for more students in that
16 area. So, based on the response from the school district, I believe
17 the - that our proposed development will not have negative impacts on
18 the, the school district. And with that, I'll open it to you if you
19 have any more questions or if there's anybody else out there.

20 ZONING EXAMINER: Thank you. I do not. Well, I want to
21 thank everyone for tuning in and participating, those who chose to,
22 and I'm closing the public hearing. Everyone have a good night.
23 Thank you.

24 (Case: C9-20-02 was closed.)

I hereby certify that, to the best of my ability, the foregoing is a true and accurate transcription of the original tape-recorded conversation in the case referenced on page 1 above.

Transcription Completed: June 5, 2020

/s/ Kathleen R. Krassow
KATHLEEN R. KRASSOW - Owner
M&M Typing Service