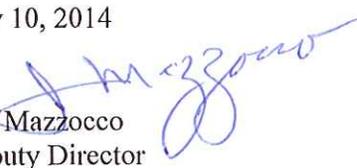




MEMORANDUM

DATE: July 10, 2014

TO: PDS Review Staff

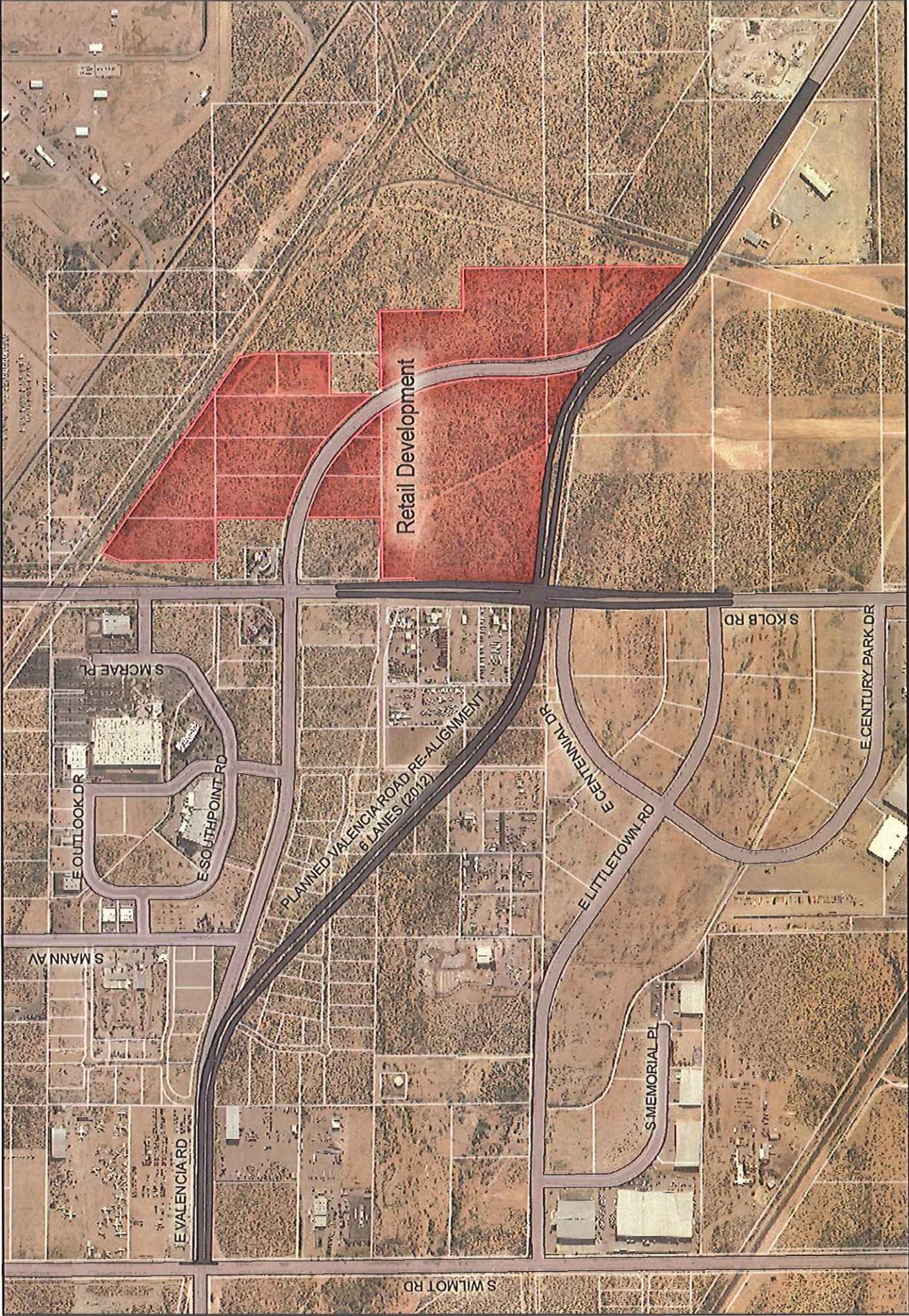
FROM: 
Jim Mazzocco
Deputy Director
Planning & Development Services

SUBJECT: C15-14-01 Century Park Marketplace Annexation District
SP and CI-1 to PAD and I-1 (Ward 4)
Establishment of Original City Zoning

The Planning & Development Services Department has determined that the attached list of Pima County “Approvals” for the South Kolb Road Specific Plan be transferred to the South Kolb Road Planned Area Development as the original City zoning. These “Approvals” are to serve as approved Minor Amendments to the PAD (See Attached Exhibits and Map).

This Ordinance No. _____ established original City zoning on approximately 118 acres of land. Establishment of original City zoning requires that the zoning be translated from the existing Pima County zoning to the comparable City of Tucson zoning designations (see Century Park Marketplace map). The direct translation will be from Pima County Specific Plan (northern portion of the South Kolb Road Specific Plan) and CI-1 (Industrial) to City PAD (Planned Area Development) and I-1 (Industrial). The district is generally located south of Davis – Monthan Air Force Base (DMAFB) and east of Kolb Road (see Case Location Map). The property consists of vacant undeveloped land.

Attachment: C15-14-01, Pima County “Approvals”



Retail Development

PLANNED VALENCIA ROAD RE-ALIGNMENT
6 LANES (2012)

Scale: 1"=1,000'

Valencia & Kolb
Tucson, Arizona

07-13-12

Valencia & Kolb
Pima Co. "Approvals" to be transferred to COT "Approvals"

1. Drainage Report for Century Park Research Center, Phase II, Blocks 1-4
As revised September 23, 2008
By: Baker & Associates Engineering, Inc.
2. Native Plant Preservation Ordinance Compliance Report for Century Park
Blocks 1-6
NE# 07097
April 25, 2008
By: Novak Environmental, Inc.
3. Traffic Impact Study for Valencia-Kolb Center
Project No. 08-108
October 2008 – Second Submittal
By: Mathieu Engineering Corp.
4. Final Traffic Engineering Study – Kolb Road/Valencia Road Intersection
June 2008
Kimley-Horn and Associates, Inc.
5. Traffic Impact Study For Century Park Pima County, Arizona
Psomas Project No. 07002-08
May 2008
PSOMAS Engineering
6. Tentative Block Plat / Development Plan for Century Park Research Center, Phase II
Prepared by PSOMAS Engineering; P1208-035
Dated October, 2008
7. Final Plat for Valencia / Kolb Property, Blocks 1-3
Prepared by Baker & Associates Engineering, Inc.
Recorded in Book 65 of Plats at Page 17-1, Pima County, Arizona
8. Century Park Research Center Phase II Blocks 1-16. Native Plant Preservation,
Landscape Mitigation Plans and Riparian Habitat Mitigation Plan. (Plans; 85 pages)
Prepared By: Novak Environmental, Inc.
Novak Job No. NE-07097
Reference No. P1208-035 (referencing Co23-88-01 and Co9-01-11)
Dated: December, 2007

Letter from Novak Environmental, Inc. dated June 17, 2008 to Pima County
Regional Flood Control District
RE: In-lieu fee amount for riparian habitat.
By: Novak Environmental, Inc.

Pima County Board of Supervisors document dated 08-05-08
Approving Riparian Habitat Mitigation Plan and in-lieu payment.

9. A Class III Cultural Resources Survey of 137 Acres At The Kolb And Valencia Property In Pima County, Arizona
Dated January 15, 2007
By: Westland Resources, Inc.
Westland Resources Project No. 1436.01 520 520

10. Cactus Ferruginous Pygmy-Owl Survey At The 380-Acre Kolb Road Industrial Partners Property (letter)
By: Westland Resources, Inc.
Dated August 14, 2000

E-Mail from Mike Cross and Scott Richardson, U.S. Fish and Wildlife Service, dated May 08, 2007 stating parcels surveyed do not occur in proximity to pygmy-owl occurrences and the parcels lack pygmy-owl habitat and further surveys not warranted.

11. Western Burrowing Owl Survey At Kolb And Valencia Roads On 422.7 Acres In Pima County, Arizona
By: Westland Resources, Inc.
Dated July 24, 2008
Westland Resources, Inc. Project No. 1573.01 349 349

12. Preliminary Jurisdictional Delineation For The Kolb And Valencia Property
Dated February 19, 2007
By: Westland Resources, Inc.
Westland Project No. 1380.01 805 805

Response Letter: No waters of US and no jurisdiction by ACE
From: U.S. Army Corps of Engineers (File Number SPL-2007-306-MB)
To: Westland Resources, Inc.
Dated March 22, 2007

13. Preliminary Jurisdictional Delineation For The Kolb And Valencia Property
Dated October 1, 2007
By: Westland Resources, Inc.
Westland Project No. 1380.02 805 805

Response Letter: No waters of US and no jurisdiction by ACE
From U.S. Army Corps of Engineers (File Number SPL-2007-00306-MB)
To: Westland Resources, Inc.
Dated November 8, 2007

14. Zoning, Rezoning, Land Use and related

a. South Kolb Road Specific Plan
Pima County Ordinance 1988-182
Adopted by Pima County November 15, 1988

b. Pima Co. Ordinance 1993-181 (Zoning Map amendment)
Dated December 21, 1993

c. Chris Poirier letter undated (October, 2005) to John Jones [affirming insubstantial change for primary/secondary use, design guidelines, access and building groupings].

d. Pima County Resolution 2006-331 dated December 12, 2006.
Amends the Kolb Road Specific Plan conditions set forth in Ordinance 1988-182, as amended by Ordinance 1993-181.

e. Pima Co. Chief Zoning Inspector letter to John Jones dated January 29, 2007, (affirming Big – Box retail establishments (unlimited in size and with no restriction on grocery-related sales ratio.)

Letter from John Jones to Pima Co. Chief Zoning Inspector, dated January 18, 2007 (requesting final interpretation of above)

f. South Kolb Road Specific Plan Amendment I
Approved November 18, 2008
Pima Co. Ordinance 2009-01, adopted January 6, 2009

g. Certificate of Compliance (zoning) dated July 22, 2010 from Arlan Colton, Pima County Development Services Department



PIMA COUNTY
DEVELOPMENT SERVICES DEPARTMENT
201 N. Stone Avenue, 2nd Floor
Tucson, AZ 85702-1207

CARMINE DEBONIS, JR.
Director

Phone: (520) 740-6800
FAX: (520) 623-5411

John S. Jones, AICP
625 N. Norton Ave
Tucson, AZ 85719

Re: South Kolb Rd. Specific Plan

Dear Mr. Jones,

I have reviewed your request in regards to the letter you sent dated September 20, 2005. The following comment are in response to the questions you posed in your letter.

- Eliminating the distinction between primary and secondary land uses is determined to be an insubstantial change and will not need to go the Planning and Zoning Commission for review. The insubstantial change shall require a noticed public hearing and action by the Board of Supervisors.
- Design guidelines are in effect to promote project-wide architectural and landscape integrity. They are advisory, not regulatory, in nature.
- The requirements for access points, location and designation of roads, road widths, medians, bicycle lanes and pedestrian ways will be established in the traffic analysis submitted for your project. When the Department of Transportation approves the traffic analysis and road design, the requirements of the specific plan will be met.
- The use of smaller groupings of buildings is an advisory element of the specific plan. The layout and size of the buildings will be reviewed at the time of submittal of the preliminary development plan.

I hope these points address the questions you had. If you have any additional questions in regards to this project feel free to contact us at any time.

Sincerely,

A handwritten signature in black ink, appearing to read "Chris Poirier".

Chris Poirier
Zoning Administrator

RESOLUTION NO. 2006-331

A RESOLUTION OF THE BOARD OF SUPERVISORS OF PIMA COUNTY; RELATING TO ZONING IN CASE CO23-88-01 SOUTH KOLB ROAD SPECIFIC PLAN LOCATED ON THE EAST SIDE OF S. KOLB ROAD, ON THE NORTH AND SOUTH SIDES OF VALENCIA ROAD, AND NORTH OF UNION PACIFIC RAILROAD; AMENDING THE SPECIFIC PLAN CONDITIONS AND DOCUMENT SET FORTH IN ORDINANCE NO. 1988-182, AS AMENDED BY ORDINANCE 1993-181.

The Pima County Board of Supervisors finds and declares that:

1. On February 1, 1988, the owner(s) of 348 acres applied for a rezoning from SR and RII to SP (Specific Plan);
2. On November 15, 1988, the Pima County Board of Supervisors approved the South Kolb Road Specific Plan subject to standard and special conditions and adopted Ordinance 1988-182 as recorded in Docket 8419 Page 1014, rezoning the 348 acres as shown on the attached Exhibit A map (Planning Area map from adopted specific plan document) and described in specific plan case Co23-88-01, and memorializing the standard and special conditions;
3. On October 11, 1993, the owners of approximately 348 acres of the South Kolb Road Specific Plan site applied for an amendment of Section 1.B. of Ordinance No. 1988-182 to waive the requirement to record an acceptable master plat within five years of the date of ordinance adoption which is November 18, 1988;
4. On December 21, 1993, the Board of Supervisors adopted Ordinance No. 1993-181, as recorded in Docket 9708 Page 2244, waiving the five-year time limit in which to record an acceptable master plat;
5. On August 4, 1998, the Board of Supervisors approved the rezoning (Co9-97-49) to CB-1 of the approximately 1.4 acre, northern portion of Planning Area B and subsequently adopted Ordinance No. 1998-72 on November 3, 1998;
6. On August 9, 2006, the owners of 336 acres, a portion of the South Kolb Road Specific Plan (Planning Areas A, C, D, E, F, G, and H) as shown on the attached Exhibit A (Planning Area map from adopted specific plan document), applied for a modification (non-substantial change) of the specific plan;

7. On October 3, 2006, the Board of Supervisors approved the modification (non-substantial change) of the specific plan subject to conditions for the 336 acres (Planning Areas A, C, D, E, F, G, and H). The approved modification eliminates the distinction between "Primary Uses" and "Secondary Uses" as set forth in the South Kolb Road Specific Plan; and,
8. The South Kolb Road Specific Plan Section VIII.3., Page 97 allows the Specific Plan to be amended as outlined in Section 18.90.080 of the Pima County Zoning Code.

Now, therefore, be it resolved by the Pima County Board of Supervisors that:

Section 1. The Pima County Board of Supervisors hereby amends the South Kolb Road Specific Plan as follows for 336 acres (Planning Areas A, C, D, E, F, G, and H):

Section IV. SPECIFIC PLAN

...

B. Planning Areas

Subsequent to this existing text on Pg. 47: "All eight planning areas propose industrial uses as primary land uses. Planning areas A, B, C, D and H are either unconstrained by aircraft approach regulations or guided by the standards in the least restrictive compatible use zone (CUZ-4). Commercial uses are allowed as secondary uses."

Add the following: "On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between "Primary Uses" and "Secondary Uses" for Planning Areas A, C, D, E, F, G, and H for a total area of approximately 336 acres"; and

Subsequent to the "South Kolb Road Specific Plan Land Use Summary" on Pg. 48, add the following: "On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between "Primary Uses" and "Secondary Uses" for Planning Areas A, C, D, E, F, G, and H for a total area of approximately 336 acres";

Section V. DEVELOPMENT REGULATIONS

1. Introduction

Subsequent to the existing text on Pg. 65: "Use of secondary land uses will be triggered by market conditions.", add the following: "On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between "Primary Uses" and "Secondary Uses" for Planning Areas A, C, D, E, F, G, and H for a total area of approximately 336 acres"; and

...

4. Planning Area Regulations

On Pages 66 (Planning Area A), 70 (Planning Area C), 72 (Planning Area D), 74 (Planning Area E), 77 (Planning Area F), 79 (Planning Area G), 81 (Planning Area H), and 83 ("South Kolb Road Specific Plan Land Use Summary"), add the following: On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between "Primary Uses" and "Secondary Uses".

Section 2. The Pima County Board of Supervisors hereby amends and restates the specific plan conditions of Ordinance No. 1988-182 for 336 acres of the South Kolb Road Specific Plan, for Planning Areas A, C, D, E, F, G, and H as shown on the attached Exhibit A (Planning Area map from adopted specific plan document) to this Resolution to change the Department of Transportation Requirements, the Flood Control District Requirements and the Wastewater Management Requirements and to add conditions 11 and 12 in the following manner:

C. Approval of a subdivision plat, development plan or issuance of a building permit shall be subject to the following:

1. Recording of an acceptable master plat which will provide for development-related studies, assurances and dedications, as required by the appropriate agencies, and any related conditions that may be approved by the Board of Supervisors.
2. Recording of a covenant holding Pima County harmless in the event of flooding
3. Conformance with the South Kolb Road Specific Plan as adopted and all applicable adopted Pima County ordinances, existing or as may be adopted or amended, not included or specifically addressed within this specific plan.
4. Provision of development-related assurances as required by the applicable agencies.
5. Dedication of necessary rights-of-way for roads and drainage by plat, or by separate instrument if the property is not to be subdivided.

6. No further subdividing or lot splitting shall be allowed without the written approval of the Board of Supervisors.

7. Requirements of the Department of Transportation:

A. A Master Traffic Impact Study (TIS) shall be provided by the property owner(s) for this specific plan for review and approval by the Department of Transportation, prior to the first development plan or tentative plat submittal. The results of the approved TIS shall be used to establish required transportation improvements, and phasing of said improvements, to the area roadway system. The property owner(s) shall be responsible for construction of onsite and offsite improvements as required by the Department of Transportation.

B. Internal pedestrian and vehicular access shall be designed to promote internal shared access provided within the site.

C. The property owner shall dedicate appropriate right-of-way for Valencia Road (200 feet future right-of-way per Major Streets and Scenic Routes Plan) and Kolb Road (150 feet per Major Streets and Scenic Routes Plan).

D. Location of access on Valencia Road and Kolb Road shall require approval of the Department of Transportation.

~~—— A. Conformance with Pima County paving policies as determined applicable by the Department of Transportation and Flood Control District (DOT/FCD).~~

~~—— B. All arterials, collector and local streets required for development shall be designed to provide sufficient capacity for ultimate development of the plan. All roadway improvements shall be constructed to the ultimate design per the approved transportation system implementation plan. All development related internal transportation improvements for the specific plan shall be provided by the developer.~~

~~—— C. Establishment of design criteria to include right-of-way widths, typical cross-sections, design speeds, utility locations, maximum design roadway slopes, access control, bike paths and pedestrian way or sidewalks shall be subject to approval by the DOT/FCD.~~

~~—— D. A transportation improvement financing plan and transportation system implementation plan for the specific plan area shall be required before any master plat is approved. The implementation plan shall address the provision of major routes within the area, the provision of capacity and route continuity adjacent to the plan and the areas of responsibility of the County, the primary developer and any subsequent developers.~~

~~—— E. All landscaping in rights-of-way shall conform to DOT/FCD standards and require approval by the DOT/FCD. F. A transportation study for the specific plan shall be submitted for approval by the DOT/FCD prior to approval of a master plat. G. An access control policy shall be established for Kolb and Valencia Roads. At a minimum, the number of vehicular access points shall be limited and subject to approval by the Pima County Department of Transportation and Flood Control District.~~

8. Requirements of the Flood Control District:

A. Drainage shall not be altered, disturbed or obstructed without the written approval of the Flood Control District.

B. The property owner(s) shall obtain a Floodplain Use Permit for any development on the subject property.

C. A drainage study shall be submitted for review and approval, which addresses the impacts of development to the federally mapped floodplain and local area drainage.

D. The property owner(s) shall provide necessary on-site and off-site drainage improvements as required by the Flood Control District.

E. All-weather access shall be provided to all lots to meet concurrency requirements.

F. A riparian mitigation plan shall be required for development in designated riparian areas.

~~—— A. All internal drainage improvements and any external drainage improvements required to mitigate impacts caused by development of the specific plan shall be constructed at no cost to Pima County.~~

~~—— B. Detention/retention basins shall be designed in conformance with the Pima County Stormwater Detention/Retention Manual.~~

~~—— C. A landscaping mitigation plan for drainage channels shall be developed by the primary developer and approved by the Department of Transportation and Flood Control District (DOT/FCD) prior to submission and acceptance of master plats for individual phases.~~

~~—— D. The primary developer shall finalize a phasing plan of drainage improvements prior to acceptance of master plats for individual phases.~~

9. Requirements of the Wastewater Management Department:

A. The property owner shall connect to the public sewer system at the location and in the manner specified by the Wastewater Management Department (WWHD) at the time of review of a master plat, tentative plat or development plan.

B. The property owner shall construct an off-site public sewer to serve this specific plan and shall construct the on-site sewers in a manner that will provide flow-through for upstream tributary areas at points and with capacities as specified by WWM prior to submittal of a master plat, tentative plat or development plan. The public sewer improvements shall be sized and located in accordance with a basin study prepared by the property owner and reviewed and approved by WWM.

C. The owner / developer shall time all new development within the area covered under the specific plan to coincide with the availability of treatment and conveyance capacity in the downstream public sewerage system. The owner / developer shall obtain written documentation from the Pima County Wastewater Management Department that treatment and conveyance capacity is available for any new development within the area covered under the specific plan, no more than 90 days before submitting any tentative plat, development plan, sewer improvement plan or request for building permit for review. Should treatment and / or conveyance capacity not be available at that time, the owner / developer shall have the option of funding, designing and constructing the necessary improvements to Pima County's public sewerage system at his or her sole expense or cooperatively with other affected parties. All such improvements shall be designed and constructed as directed by the Pima County Wastewater Management Department.

D. The owner / developer shall construe no action by Pima County as a commitment to provide sewer service to any new development within the area covered under the specific plan until Pima County executes an agreement with the owner / developer to that effect.

E. The owner / developer shall complete the construction of all necessary public and/or private sewerage facilities as required by all applicable agreements with Pima County, and all applicable regulations, including the Clean Water Act and those promulgated by ADEQ, before treatment and conveyance capacity in the downstream public sewerage system will be permanently committed for any new development within the area covered under the specific plan.

10. Requirements of the Planning and Development Services Department:

A. Chapter VI, Design Guidelines, is advisory and shall be used only when not in conflict with adopted County landscaping, parking or signage regulations.

B. All development within this specific plan shall be addressed in accordance with the Tucson Addressing System as established in Chapter 18.83 of the County Zoning Code.

C. 100% of all salvageable trees located within area A (as shown in the vegetation element of the specific plan) shall be preserved or relocated within the specific plan boundaries. Salvageable trees are those with a trunk diameter of at least 4" measured at least 3' above the ground.

11. Compliance with the Joint Land Use Study (JLUS) use restrictions and development standards as stated in the Pima County Comprehensive Plan Special Area Policies S-24, S-26, S-27 (Policies and Land Use Intensity Legend). For the purposes of this condition, "compatible uses" mean permitted uses. In the case of conflicting regulations, the most restrictive shall apply.

12. The site shall be inspected for the presence of Western burrowing owl by a qualified resource specialist. A report which contains survey results and dates shall be provided to Pima County immediately upon completion of the inspection. This report must be received prior to approval of a development plan or tentative plat. If any Western burrowing owls are found to be present on the project site, a copy of the report shall be sent to the Arizona Game & Fish Department's Heritage Data Management System.

Section 3.

1. No building permits shall be issued based on the rezoning approved by Ordinance 1988-182, as amended by Ordinance No. 1993-181, and this resolution until conditions 1 through 12 are satisfied and the Planning Official issues a Certificate of Compliance.

2. The South Kolb Road Specific Plan conditions may be amended or waived by resolution of the Board of Supervisors in accordance with Chapter 18.90 of the Pima County Zoning Code.

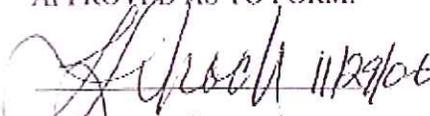
RESOLVED by the Board of Supervisors of Pima County, Arizona, this 12th day of
December, 2006.


Chairman of the Board of Supervisors
DEC 12 2006

ATTEST:


Clerk, Board of Supervisors

APPROVED AS TO FORM:


Civil Deputy County Attorney

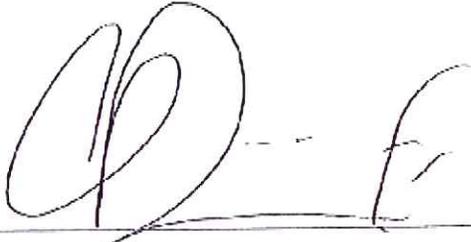
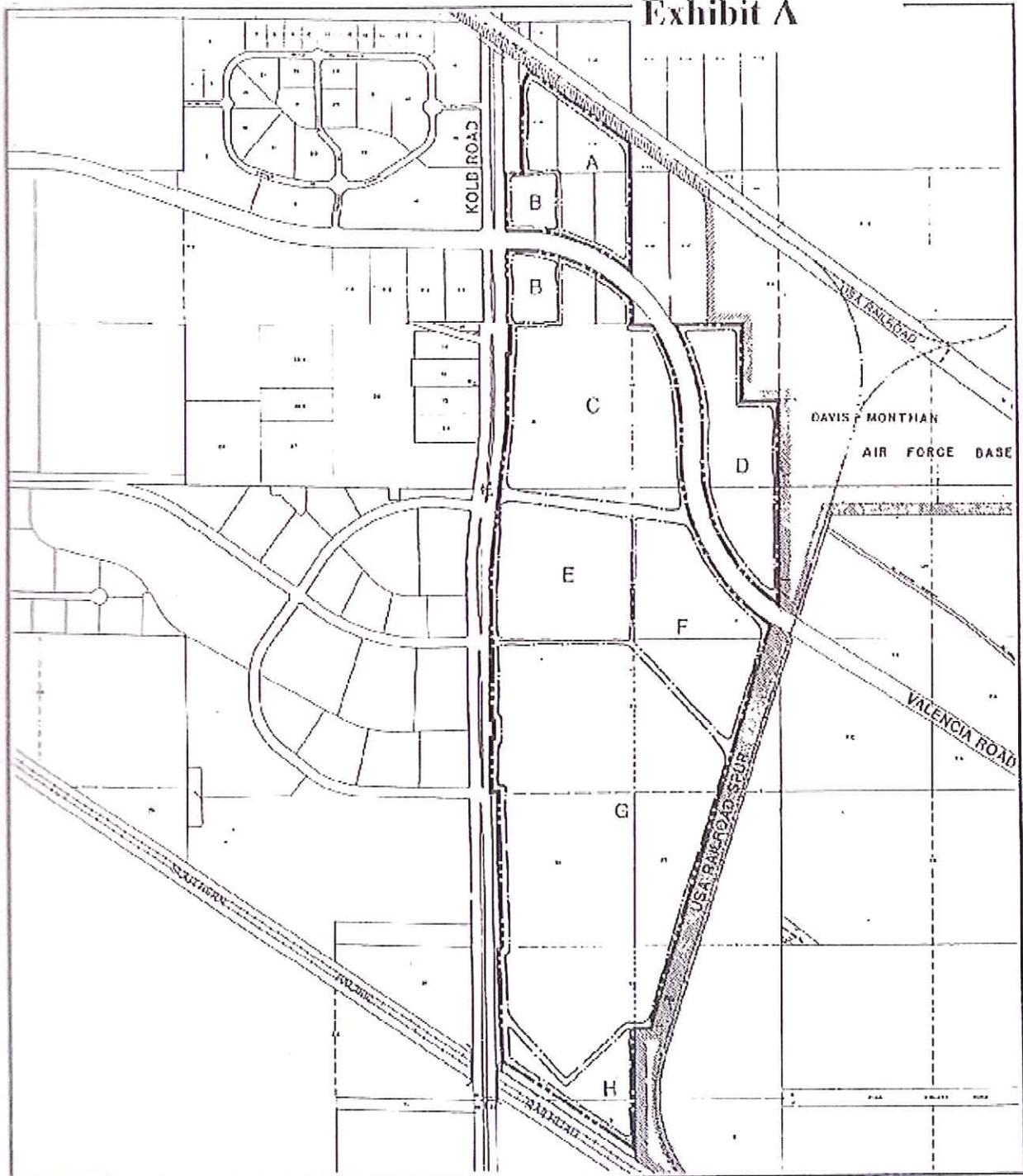

Executive Secretary, Planning & Zoning Commission

Exhibit A



SCALE IN FEET
0 400 800 1200

J Jerry R Jones
& Associates, Inc.
ENGINEERS, PLANNERS AND ARCHITECTS
S.E. 10th St., Suite 100
Fort Lauderdale, FL 33304

PLANNING
AREAS

SOUTH KOLB RD
SPECIFIC PLAN



Carmine DeBonis Jr.
Director

Office: 520.740.6506
fax: 520.740.6878

January 29, 2007

John S. Jones, AICP
625 N. Norton Avenue
Tucson, AZ 85719

RE: Planning Areas A, C and D of South Kolb Road Specific Plan

Dear John:

This letter is to confirm that a regional shopping center is a permitted use in areas A, C and D of the South Kolb Road Specific Plan as described in your letter dated January 18, 2007.

Your description for the use of the property meets the Development Scale, as listed in the Pima County Zoning Code, Section 18.39.040B. "A large scale retail establishment or regional shopping center in which the aggregate square footage of the buildings on the site may be greater than 150,000 square feet." The Development Standards for a regional shopping center are in accordance with 18.39.030C, and as correctly stated in your letter, does not include 18.39.030D.

If I can be of further assistance please contact me.

Sincerely,

Patricia A. Thomas
Chief Zoning Inspector

January 18, 2007

Patricia Thomas
Chief Zoning Inspector
Pima County Development Services Department
201 North Stone Avenue
Tucson, Arizona 85701

Subject: **Planning Areas A, C and D in the South Kolb Road Specific Plan
(C023-88-01) and adjacent properties**

Dear Pat:

On October 3, 2006 the Pima County Board of Supervisors approved a modification (non-substantial change) of the South Kolb Road Specific Plan (C023-88-01) to eliminate the distinction between "Primary Uses" (Industrial C1-1) and "Secondary Uses" (Commercial CB-1 and CB-2) for Planning Areas A, C, D, E, F, G and H (see attached).

The owners of the Planning Areas A, C, and D (approximately 115 acres) and the adjacent 20 acres (see exhibit) are planning to develop these 135+ acres as a regional shopping center in accordance with 18.39.040 of the Pima County Zoning Code. The proposed regional shopping center will be composed of three to four large retail users whose gross square feet (GSF) ranges from 115,000 GSF to 200,000 GSF. The regional shopping center will also feature many other smaller retail users whose aggregate GSF including the aforementioned large users will be over 1 million GSF. It is anticipated that several of large retail users will be big boxes whose food and beverage sales areas will exceed ten percent of the general merchandise and retail sales areas of the establishment.

I believe that the proposed regional shopping center whose aggregate square footage is well over 150,000 GSF falls exclusively under 18.39.040 with development standards in accordance with 18.39.030C, and 18.39.030D does not apply.

I am requesting a confirmation of the above. If you have any questions, please call me.

Sincerely,

John S. Jones, AICP
625 N, Norton Ave.
Tucson Arizona 85719
520 271-7298

Attachment : Concept Plan

F. ANN RODRIGUEZ, RECORDER
RECORDED BY: LAM
DEPUTY RECORDER
6545 AS2
P0230
PIMA CO CLERK OF THE BOARD
PICKUP



DOCUMENT: 13476
PAGE: 2800
NO. OF PAGES: 10
SEQUENCE: 20090130631
01/21/2009
ORDIN 18:00
PICKUP
AMOUNT PAID \$ 0.00

ORDINANCE 2009- 1

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA; RELATING TO ZONING; REZONING PROPERTY (PARCEL CODES 141-06-005B, 141-06-012B, 141-06-012C, 141-06-013B, 141-06-013C, 141-07-0090, 141-10-0020) FROM RH (AE) (RURAL HOMESTEAD) (AIRPORT ENVIRONS AND FACILITIES), SR (AE) (SUBURBAN RANCH) (AIRPORT ENVIRONS AND FACILITIES), AND CI-1 (LIGHT INDUSTRIAL/WAREHOUSING ZONE) TO SP (AE) (SPECIFIC PLANS, SOUTH KOLB ROAD SPECIFIC PLAN (FIRST AMENDMENT)) (CO23-08-01) (AIRPORT ENVIRONS AND FACILITIES) LOCATED EAST OF SOUTH KOLB ROAD AND ON THE NORTH AND SOUTH SIDES OF WEST VALENCIA ROAD; AMENDING PIMA COUNTY ZONING MAP NOS. 31 AND 58.

BE IT ORDAINED BY THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA:

Section 1. The 83.4 acres, located east of South Kolb Road and on the north and south sides of West Valencia Road, illustrated by the shaded area on the attached rezoning ordinance map (Exhibit "A"), which amends Pima County Zoning Map Nos. 31 and 58 is hereby rezoned from RH (AE) (RURAL HOMESTEAD) (AIRPORT ENVIRONS AND FACILITIES), SR (AE) (SUBURBAN RANCH) (AIRPORT ENVIRONS AND FACILITIES), AND CI-1 (LIGHT INDUSTRIAL/WAREHOUSING ZONE) TO SP (AE) (SPECIFIC PLANS) (AIRPORT ENVIRONS AND FACILITIES).

Section 2. Rezoning Conditions.

1. Not more than 60 days after the Board of Supervisors approves the Specific Plan, the owner(s) / developer(s) shall submit to the Planning Director the specific plan document, including any necessary revisions of the specific plan document reflecting the final *done per plng. ae*

C023-08-01

10

1-20-09 08:47:00

actions of the Board of Supervisors, and the specific plan text and exhibits in an electronic format acceptable to the Planning Division.

2. Submittal of a development plan, or acceptable site development plan, if determined ^{plat note} necessary by the appropriate County agencies. BK 64 PG 49 P12-08-4
3. Recording of a covenant holding Pima County harmless in the event of flooding. plat (dedic.)
4. Recording of the necessary development related covenants as determined appropriate by PLAT the various County agencies.
5. Provision of development related assurances as required by the appropriate agencies. P
6. Prior to the preparation of the development related covenants and any required dedication, a title report (current to within 60 days) evidencing ownership of the property P shall be submitted to the Development Services Department, Document Services.

(E) There shall be no subdividing or lot splitting without the written approval of the Board of P RP2 Supervisors.

8. In the event of a conflict between two or more requirements in this specific plan, or conflicts between the requirements of this specific plan and another Pima County ^{inform.} regulation not listed in Section 18.90.050B3, the more restrictive requirement shall apply.
9. This specific plan shall adhere to all applicable Pima County regulations that are not explicitly addressed within this specific plan. The specific plan's design guidelines shall ^{inform.} be interpreted to implement the specific plan or relevant Pima County regulations.
10. Prior to the issuance of any permits, this specific plan amendment site is subject to the approval of the Subdivision Review Committee.

A. Subdivision Block Plat: The subdivision block plats shall reference all dedications (including roads, sewer, drainage, trails and open space), unless otherwise specified in a development agreement, and the plats shall identify all necessary improvements. Upon submittal of the block plats, the studies, reports, information required by these specific plan conditions and the specific plan document itself, shall be provided for review and approval of the applicable Pima County department or departments. Subsequent site development requires submittal of development plans/site development plans prepared in accordance with the subdivision block plats.

B. Development Plans/Site Development Plans: The plans shall identify all necessary improvements. Upon submittal of the development plans, the studies, reports, ^{inform.} information required by these specific plan conditions and the specific plan document

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itself, shall be provided for review and approval of the applicable Pima County department or departments. Subsequent site development shall require amendment of the applicable development plan/site development plan.

11. No building permits shall be issued until all applicable specific plan requirements for or affecting the site are satisfied and the Planning Director issues a Certificate of Rezoning Compliance. *inform.*

12. Regional Flood Control District requirements:

A. Drainage shall not be altered, disturbed or obstructed without the written approval of the Flood Control District.

B. The property owner(s) shall obtain a Floodplain Use Permit for any development on the subject property.

C. A drainage study shall be submitted for review and approval, which addresses the impacts of development to the federally mapped floodplain and local area drainage.

D. The property owner(s) shall provide necessary on-site and off-site drainage improvements as required by the Flood Control District. *see 2006-331 report*

E. All-weather access shall be provided to all lots to meet concurrency requirements.

F. A riparian mitigation plan shall be required for development in designated riparian areas. *North-South*

G. The annual improvements implementation and maintenance report, is to be submitted to PCRFCO. This report shall include information pertaining to the status of floodplain changes and improvements, riparian mitigation and maintenance. *South = approved mit. plan & north = in lieu* *CoFC RR#4*

These areas have been met re: rip. per article 10-29 Dmfort-RFCO

Wastewater portion will doing septic 13.

Wastewater Reclamation Department requirements: *and by RWWR - see 2006-331*

keep as RP to P G.A.

A. The owner / developer shall construe no action by Pima County as a commitment to provide sewer service to any new development within the rezoning area until Pima County executes an agreement with the owner / developer to that effect. *PC 0129109 per survey HWT of the sewer tap sh. address + I will*

same as above G.B.

B. The owner / developer shall obtain written documentation from the PCRWRD that treatment and conveyance capacity is available for any new development within the rezoning area, no more than 90 days before submitting any tentative plat, development plan, sewer improvement plan or request for building permit for review. Should treatment and / or conveyance capacity not be available at that time, the owner / developer shall have the option of funding, designing and constructing the necessary *same as above*

* sewer capacity letter - good for 90 days - it could expire

improvements to Pima County's public sewerage system at his or her sole expense or cooperatively with other affected parties. All such improvements shall be designed and constructed as directed by the PCRWRD.

C. The owner / developer must secure approval from the Pima County Department of Environmental Quality to use on-site sewage disposal systems within the rezoning area allowing on-site sewage disposal systems at the time a tentative plat, development plan or request for building permit is submitted for review.

⊗ Not necessary repetitive of #14 below also Robert F. said requests

D. The owner / developer shall time all new development within the rezoning area to coincide with the availability of treatment and conveyance capacity in the downstream public sewerage system.

⊗ must ? will be address - ed w/ capacity etc.

E. The owner / developer shall fund, design and construct all off-site and on-site sewers necessary to serve the rezoning area, in the manner specified at the time of review of the tentative plat, development plan, sewer construction plan or request for building permit.

⊗ this is informational

F. The owner / developer shall design and construct the off-site and on-site sewers to accommodate flow-through from any properties adjacent and up-gradient to the rezoning area that do not have adequate access to Pima County's public sewer system, in the manner specified at the time of review of the tentative plat, development plan, sewer construction plan or request for building permit.

⊗ PLAT took care of

G. The owner / developer shall also design and construct any necessary off-site sewers to accommodate the anticipated wastewater flow from any properties down-gradient from the rezoning area that can reasonably be served by those sewers, in the manner specified at the time of review of the tentative plat, development plan, sewer construction plan or request for building permit.

⊗ PLAT took care of

H. The owner / developer shall complete the construction of all necessary public and/or private sewerage facilities as required by all applicable agreements with Pima County, and all applicable regulations, including the Clean Water Act and those promulgated by ADEQ, before treatment and conveyance capacity in the downstream public sewerage system will be permanently committed for any new development within the rezoning area.

⊗ PLAT took care of

I. The owner / developer shall connect all development within the rezoning area to Pima County's public sewer system at the location and in the manner specified by the PCRWRD in its capacity response letter and as specified by the Development Services Department at the time of review of the tentative plat, development plan, sewer construction plan, or request for building permit.

⊗ let

PLAT

14. Department of Environmental Quality requirement: If on-site wastewater disposal is

? see 5.5.09 email

also put on log

proposed, and public sewer is within 200 feet of the property line, a request for waiver of connection to public sewer requirements shall be made and must be approved prior to the issuance of the Construction Authorization Certificate.

15. Cultural Resources requirements:

A. As documented in the cultural resources survey reports submitted by Westland Resources, Inc., proposed development in the Amendment area of 83.4 acres will have no impact on any known cultural resources; therefore, no mitigative actions are necessary. There are known cultural resources, however, located within the area defined in the existing South Kolb Road Specific Plan. Therefore, a cultural resources mitigation plan for any identified archaeological and historic sites on the subject property shall be submitted to Pima County at the time of, or prior to, the submittal of any tentative plan or development plan. Following rezoning approval, any subsequent development requiring a Type II grading permit will be reviewed for compliance with Pima County's cultural resources requirements under Chapter 18.81 of the Pima County Zoning Code.

Awaiting approval

Revised per comment email 6/29/09 not needed

B. In the event that cultural resources are revealed during ground-disturbing activities, all construction shall cease, and consultation shall be initiated with ASM to assess the potential significance of any unearthed materials (ARS §41-841). If human skeletal remains or funerary objects are discovered, ASM will be contacted immediately (ARS §41-865 & §41-844).

Coz C RR 12

16. In the event the subject property is annexed, the owner(s) / developer(s) shall adhere to all applicable rezoning conditions, including, but not limited to, development conditions which require financial contributions to, or construction of infrastructure, including without limitation, transportation, flood control, or sewer facilities.

Coz C RR 12

17. The property owner shall execute and record the following disclaimer regarding Prop 207 rights. "Property Owner acknowledges that neither the rezoning of the Property nor the conditions of rezoning give Property Owner any rights, claims or causes of action under the Private Property Rights Protection Act (Arizona Revised Statutes Title 12, chapter 8, article 2.1). To the extent that the rezoning or conditions of rezoning may be construed to give Property Owner any rights or claims under the Private Property Rights Protection Act, Property Owner hereby waives any and all such rights and/or claims pursuant to A.R.S. § 12-1134(I)."

DN PLAT dedic.

18. Adherence to the specific plan document as approved at the Board of Supervisor's public hearing.

Coz C

12-1134(I)

19. Compliance with the Joint Land Use Study (JLUS) use restrictions and development standards as stated in the Pima County Comprehensive Plan Special Area Policies S-24, S-26, S-27 (*Policies and Land Use Intensity Legend*). For the purposes of this condition, "compatible uses" mean permitted uses. In the case of conflicting regulations, the most restrictive shall apply. Compliance with Ch. 18.57 is also required. log

20. Upon the effective date of the Ordinance, the owner(s)/developer(s) shall have a continuing responsibility to remove buffelgrass (*Pennisetum ciliare*) from the property. Acceptable methods of removal include chemical treatment, physical removal, or other known effective means of removal. This obligation also transfers to any future owners of property within the rezoning site and Pima County may enforce this rezoning condition against the current and any future property owner. Prior to issuance of the certificate of compliance, the owner(s)/developer(s) shall record a covenant, to run with the land, memorializing the terms of this condition. Pia

21. Prior to the issuance of a certificate of occupancy for any structure taller than the maximum height allowed by the zoning code for the equivalent zone, the developer shall provide written certification to the Planning Director that the development has an active contract with an emergency services provider capable of providing adequate fire services for the subject structure. log
Rpt to PA

Section 3. That Pima County Zoning Maps 31 and 58 of Sections 8 and 17 of TISS, R15E, are hereby amended to the SP (AE) (Specific Plan) (Airport Environs and Facilities) Zone as shown on the entitled "Amendment No. ___ by Ordinance No. ___ to Pima County Zoning Maps 31 and 58 contained in Exhibit A to this ordinance and incorporated herein by this reference.

Section 4. That the South Kolb Specific Plan Amendment, attached as Exhibit B (which has not been recorded but may be viewed at the office of the Pima County Development Services Department - Planning Division), is hereby adopted, subject to amendment by the specific plan applicant of Exhibit B, as necessitated by the Board of Supervisors' action.

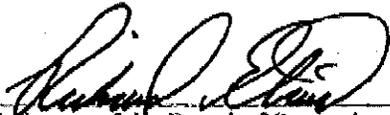
Section 5. That the Legal Description of the South Kolb Road Specific Plan Amendment is hereby shown in Exhibit C to this ordinance and incorporated herein by this reference.

Section 6. No building permits shall be issued based on the rezoning approved by this Ordinance until all conditions 1 through 21 are satisfied and the Planning Official issues a Certificate of Compliance.

Section 7. The rezoning conditions of Section 2 may be amended or waived by resolution of the Board of Supervisors in accordance with Chapter 18.90 of the Pima County Zoning Code.

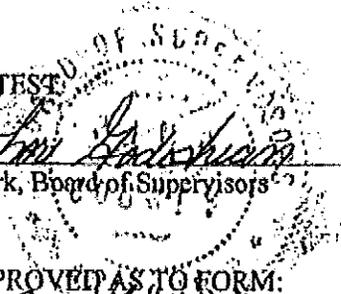
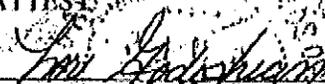
Section 8. The effective date of this Ordinance shall be 30 days after adoption of this Ordinance.

Passed and adopted by the Board of Supervisors of Pima County, Arizona, this 6th day of January, 2009.


Chairman of the Board of Supervisors

JAN 06 2009

ATTEST



Clerk, Board of Supervisors

APPROVED AS TO FORM:


Deputy County Attorney

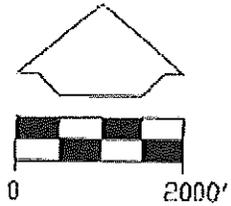
ANDREW FLAGG


Executive Secretary,
Planning and Zoning Commission

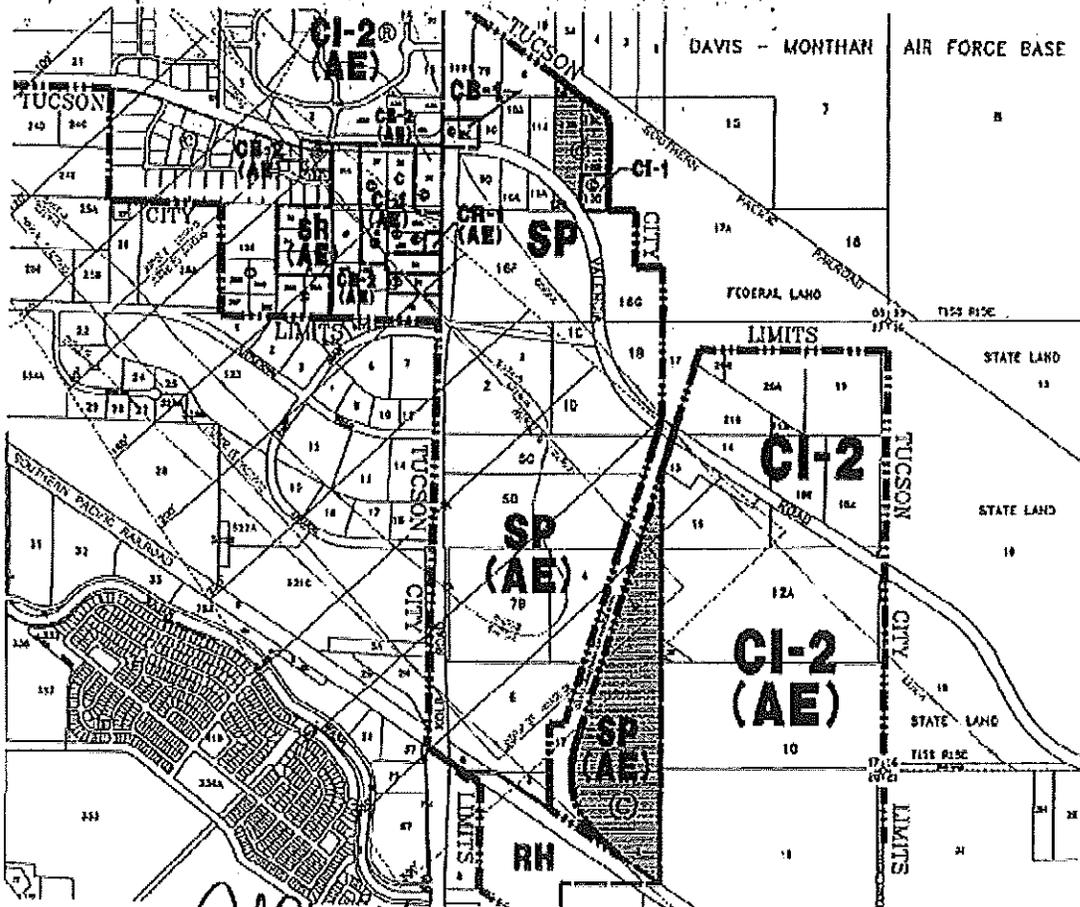
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EXHIBIT A

AMENDMENT NO's 21 & 23 BY ORDINANCE NO. 2009-1
 TO PIMA COUNTY ZONING MAP NO's 31, 58 TUCSON, ARIZONA,
 PARCEL 5B BEING A PART OF THE SE 1/4 NW 1/4 OF SEC
 08, T15S, R15E; PARCELS 12B, 12C, 13C & 13B BEING A PART
 OF THE NE 1/4 SW 1/4 OF SEC 08, T15S, R15E; PARCEL 9
 BEING A PART OF THE SE 1/4 NW 1/4 AND E 1/2 SW 1/4 OF
 SEC. 17, T15S, R15E; AND PARCEL 2 BEING A PART OF THE
 NE 1/4 NW 1/4 OF SEC 20, T15S, R15E.



ADOPTED JANUARY 6, 2009 EFFECTIVE FEBRUARY 6, 2009



Carl Skelton

EXECUTIVE SECRETARY PIMA COUNTY PLANNING AND ZONING COMMISSION

-MANN & JOHNSON

© NO BUILDING PERMITS WITHOUT CERTIFICATE OF COMPLIANCE
 FROM SR 53.1 ac±, CI-1 6.2 ac±, RH 22.1 AC±
 PJ-DECEMBER 02, 2008

Co23-08-1
 Co7-00-20
 Co23-88-1
 MULTIPLE TAX
 PARCEL CODES

Exhibit C – Legal Description

SOUTH KOLB ROAD SPECIFIC PLAN AMENDMENT LEGAL DESCRIPTION

NORTH BLOCK

A portion of the Southwest Quarter of Section 8, Township 15 South, Range 15 East of the Gila and Salt River Meridian, Pima County, Arizona.

The above described parcel of land contains 15.8 acres, more or less.

SOUTH BLOCK

A portion of the West Half of Section 17, Township 15 South, Range 15 East of the Gila and Salt River Meridian, Pima County, Arizona.

The above described parcel of land contains 45.5 acres, more or less.

A portion of the Northwest Quarter of Section 20, Township 15 South, Range 15 East of the Gila and Salt River Meridian, Pima County, Arizona.

The above described parcel of land contains 22.1 acres, more or less.



**PIMA COUNTY
DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION**

201 North Stone Avenue, 2nd Floor
Tucson, AZ 85701-1207

CARMINE DEBONIS, JR.
Director

PHONE: (520) 740-6800
FAX: (520) 623-5411

CERTIFICATE OF COMPLIANCE

DATE July 22, 2010

SPECIFIC PLAN PORTION of Co23-88-01 South Kolb Road Specific Plan
PORTION of Co23-08-01 South Kolb Road S.P. Amendment
See EXHIBIT A

OWNERS Title Security Agency of Arizona TR 2003
Attn: Valencia Kolb Properties, LLC
6601 East Grant Road, Ste. 101
Tucson, Arizona 85715-5800

ZONE CHANGE Co23-88-01 SR, RH to SP [Original Specific Plan]
Co23-08-01 SR, CI-1, RH to SP [Amendment]

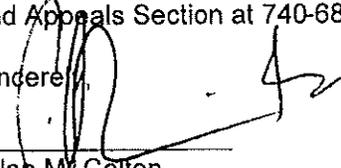
ZONING BASE MAP 31 & 58
ORDINANCE NO. 1988-182, 1993-181, 1998-72, 2006-331, 2009-1
ACREAGE 129.6 acres (portion)
TAX PARCEL NO'S. 141-06-0200, 141-06-0210 & 141-06-0220
SUBDIVISION PLAT Valencia/Kolb Property, Blocks 1-3 (BK 65 PG 17)
P12 NO. P1209-002

This letter certifies that you have satisfied the applicable conditions for a *portion* of the above-referenced specific plan rezoning.

The specific plan rezoning conditions still apply to your property. All use of the property represented in the specific plan rezoning must comply with the specific plan rezoning conditions and provisions.

If you have any questions about your case or the restrictions on your property, please call the Rezoning and Appeals Section at 740-6800.

Sincerely,


Ariah M. Colton
Planning Director



PIMA COUNTY
DEVELOPMENT SERVICES DEPARTMENT
PLANNING DIVISION

CERTIFICATE OF COMPLIANCE

To: Central Permits
From: Arlan M. Colton, Planning Director 
Date: July 22, 2010
Re: **PORTION of Co23-88-01 South Kolb Road Specific Plan**[Original Specific Plan]
PORTION of Co23-08-01 South Kolb Road S.P. Amendment[Amendment]

ZONE CHANGE	SR, RH to SP (Co23-88-01) SR, CI-1, RH to SP (Co23-08-01)
ZONING BASE MAP	31 & 58
ORDINANCE NO.	1988-182, 1993-181, 1998-72, 2006-331, 2009-1
ACREAGE	129.6 acres (PORTION – see EXHIBIT A)
TAX PARCEL NO'S.	141-06-0200, 141-06-0210, 141-06-0220
SUBDIVISION PLAT	Valencia/Kolb Property, Blocks 1-3 (BK <u>65</u> PG <u>17</u>)
P12 NO.	P1209-002

REVIEW PRIOR TO PERMITS

1. The property owner(s) shall obtain a Floodplain Use Permit for any development of the subject property.
2. Subsequent site development requires submittal of development/site development plans prepared in accordance with the subdivision block plats. The plans shall identify all necessary improvements. Upon submittal of the development plans, the studies, reports, information required by these specific plan conditions and specific document itself, shall be provided for review and approval of the applicable Pima County department or departments. Subsequent site development shall require amendment of the applicable development/site development plan.
3. If on-site wastewater disposal is proposed, and public sewer is within 200 feet of the property line, a request for waiver of connection to public sewer requirements shall be made and must be approved prior to the issuance of the Construction Authorization Certificate. *[Staff Note: Reference Tentative Plat Permitting Note #10]*
4. If connection to the public sewer system is proposed:

- A. The owner/developer shall construe no action by Pima County as a commitment to provide sewer service to any new development within the rezoning area until Pima County executes an agreement with the owner/developer to that effect.
- B. The owner/developer shall obtain written documentation from the PCRWRD that treatment and conveyance capacity is available for any new development within the rezoning area, no more than 90 days before submitting any tentative plat, development plan, sewer improvement plan or request for building permit for review. Should treatment and/or conveyance capacity not be available at that time, the owner/developer shall have the option of funding, designing and constructing the necessary improvements to Pima County's public sewerage system at his or her sole expense or cooperatively with other affected parties. All such improvements shall be designed and constructed as directed by PCRWRD.
- C. The owner/developer must secure approval from the Pima County Department of Environmental Quality to use on-site sewage disposal systems within the rezoning area allowing on-site sewage disposal systems at the time a tentative plat, development plan or request for building permit is submitted for review. *[Staff Note: Reference Tentative Plat Permitting Note #10]*
- D. The owner/developer shall time all new development within the rezoning area to coincide with the availability of treatment and conveyance capacity in the downstream public sewerage system.
- E. The owner/developer shall fund, design and construct all off-site and on-site sewers necessary to serve the rezoning area, in the manner specified at the time of review of the tentative plat, development plan, sewer construction plan or request for building permit.
- F. The owner/developer shall connect all development within the rezoning area to Pima County's public sewer system at the location and in the manner specified by the PCRWRD in its capacity response letter and as specified by the Development Services Department at the time of review of the tentative plat, development plan, sewer construction plan or request for building permit.

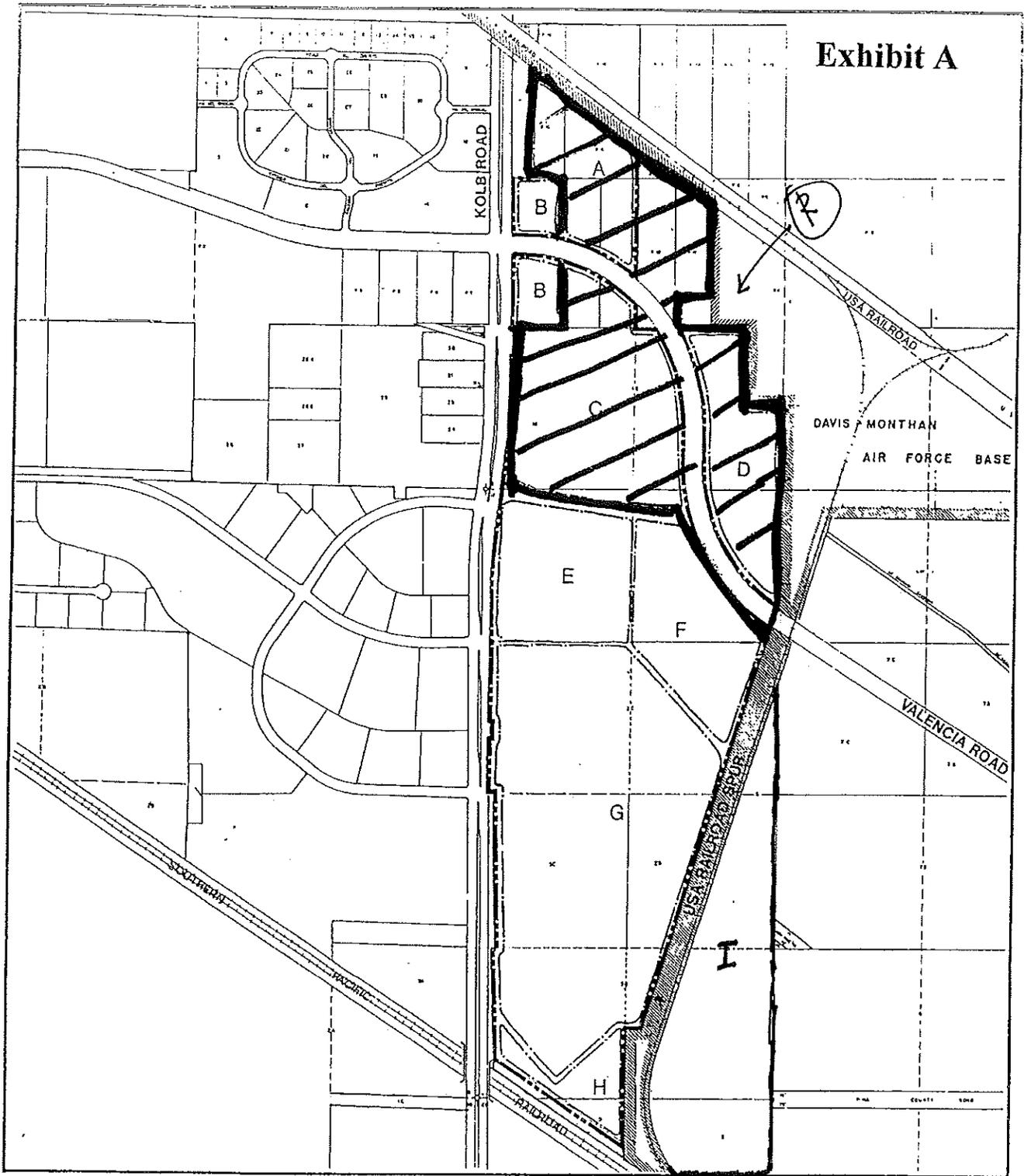
REZONING RESTRICTIONS

- 1. Conformance with the South Kolb Road Specific Plan as adopted (see Exhibit A)
- 2. There shall be no subdividing or lot splitting without the written approval of the Board of Supervisors.
- 3. In the event that cultural resources are revealed during ground-disturbing activities, all construction shall cease, and consultation shall be initiated with ASM to assess the potential significance of any unearthened materials (ARS §41-841). If human skeletal remains or funerary objects are discovered, ASM will be contacted immediately (ARS §41-865 & §41-844).
- 4. The annual improvements implementation and maintenance report, is to be submitted to PCRFCDD. This report shall include information pertaining to the status offloodplain changes and improvements, riparian mitigation and maintenance.
- 5. 100% of all salvageable tress located within area A (as shown in the vegetation element of the specific plan) shall be preserved or relocated within the specific plan boundaries. Salvageable

trees are those with a trunk diameter of at least 4" measured at least 3' above the ground. (See Exhibit B)

6. All landscaping in rights-of-way shall conform to DOT/FCD.
7. All internal drainage improvements and any external drainage improvements required to mitigate impacts caused by development of the specific plan shall be constructed at no cost to Pima County.
8. Detention/retention basins shall be designed in conformance with the Pima County Stormwater Detention/Retention manual.
9. Drainage shall not be altered, disturbed or obstructed without the written approval of the Flood Control District.
10. All-weather access shall be provided to all lots to meet concurrency requirements. *[Staff Note: Reference Tentative Plat General Notes #32 and #33]*
11. Compliance with the Joint Land Use Study use restrictions and development standards as stated in the Pima County Comprehensive Plan Special Area Policies S-24, S-26, S-27 (*Policies and Land Use Intensity Legend*). For the purpose of this condition, "compatible uses" mean permitted uses. In the case of conflicting regulation, the most restrictive shall apply. Compliance with Chapter 18.57 is also required.
12. In the event the subject property is annexed, the owner(s)/developer(s) shall adhere to all applicable rezoning conditions, including but not limited to, development conditions which require financial contributions to, or construction of infrastructure, including without limitation, transportation, flood control, or sewer facilities.

Exhibit A



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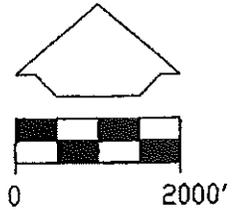
J Jerry R. Jones & Associates, Inc.
ENGINEERS, PLANNERS AND SURVEYORS
116 E. 12TH ST. TULSA, OK 74104
(918) 581-1234

PLANNING
AREAS

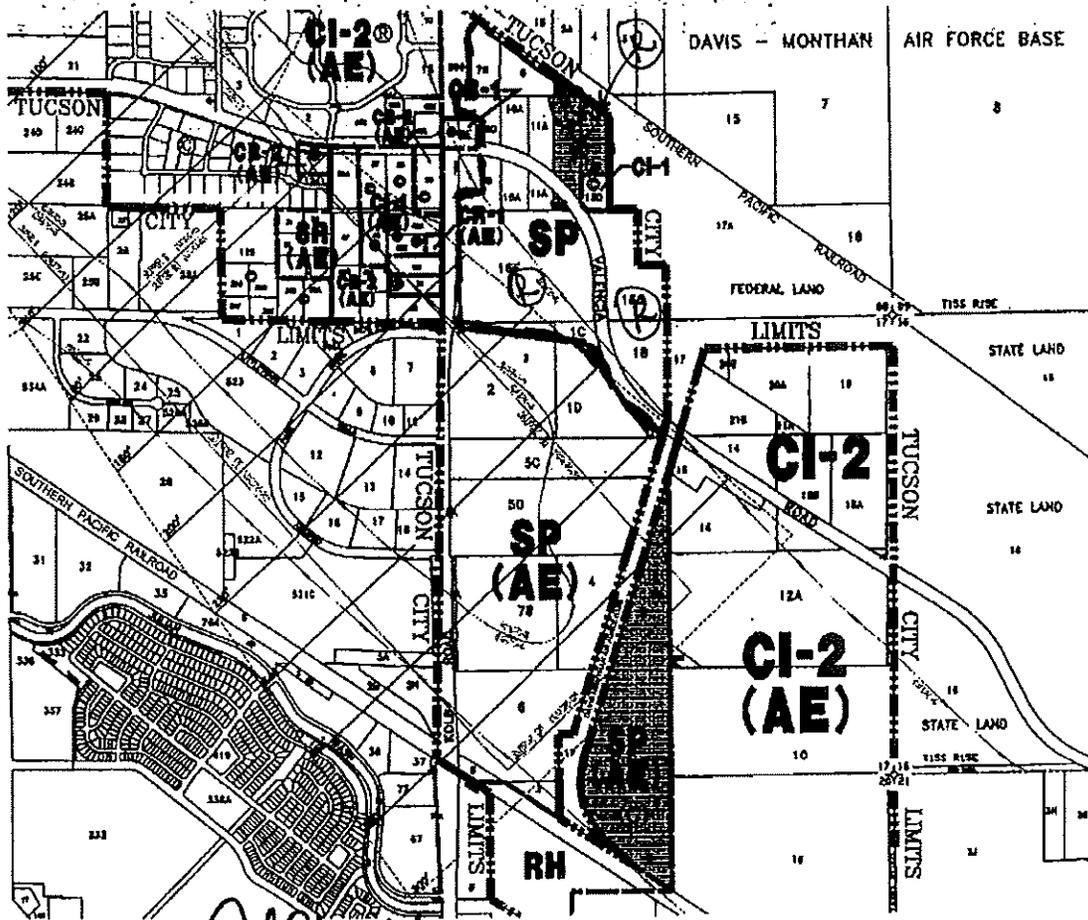
SOUTH KOLB RD
SPECIFIC PLAN

EXHIBIT A.1

AMENDMENT NO's. 21 & 23 BY ORDINANCE NO. 2009-1
 TO PIMA COUNTY ZONING MAP NO'S. 31,58 TUCSON, ARIZONA.
 PARCEL 5B BEING A PART OF THE SE 1/4 NW 1/4 OF SEC 08, T15S, R15E; PARCELS 12B, 12C, 13C & 13B BEING A PART OF THE NE 1/4 SW 1/4 OF SEC 08, T15S, R15E; PARCEL 9 BEING A PART OF THE SE 1/4 NW 1/4 AND E 1/2 SW 1/4 OF SEC.17, T15S, R15E; AND PARCEL 2 BEING A PART OF THE NE 1/4 NW 1/4 OF SEC 20, T15S, R15E.



ADOPTED JANUARY 6, 2009 EFFECTIVE FEBRUARY 6, 2009



Handwritten signature: Carl Skellie

EXECUTIVE SECRETARY PIMA COUNTY PLANNING AND ZONING COMMISSION

REFER TO CERTIFICATE OF COMPLIANCE DATED 7-29-2010.

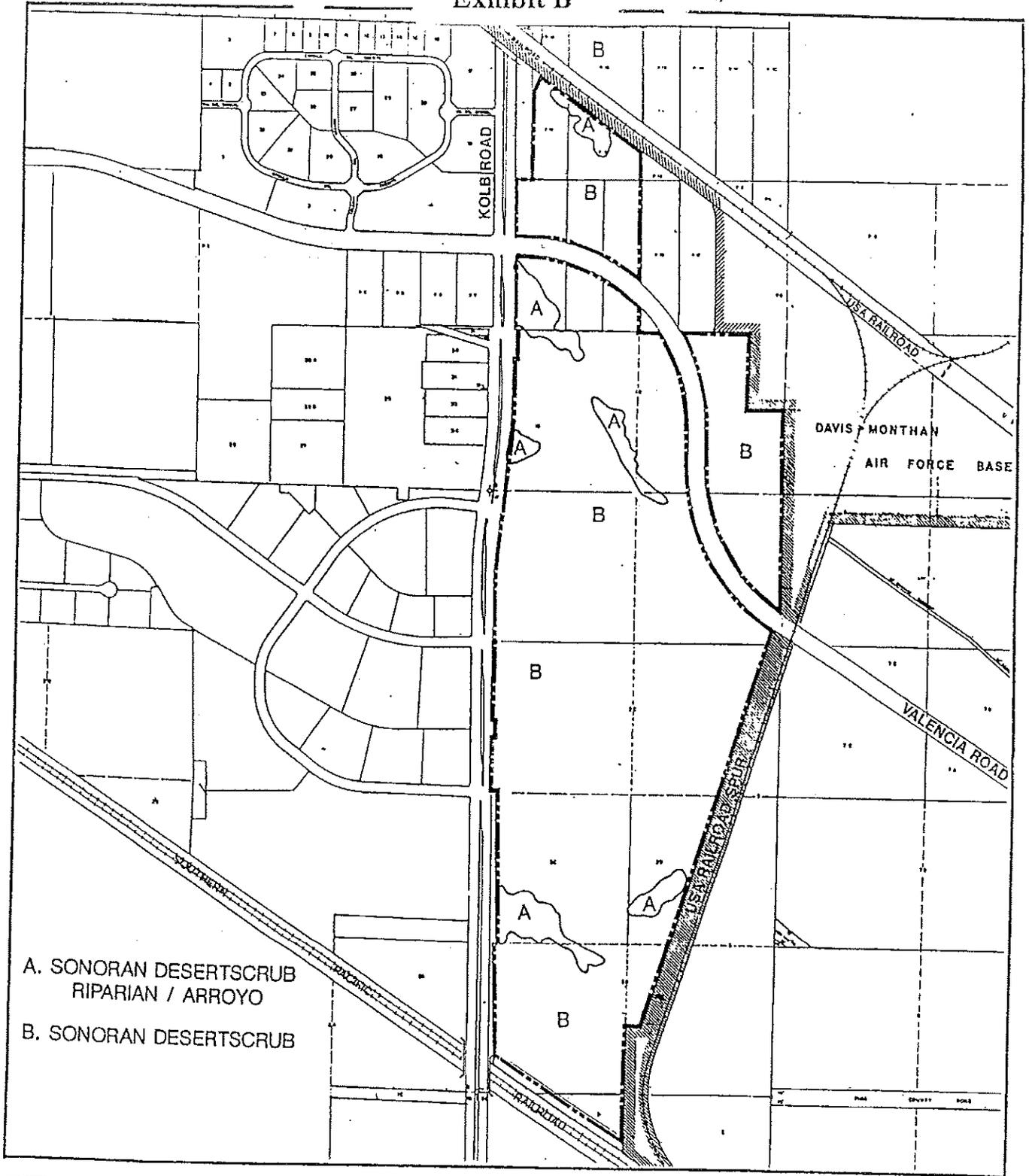
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~~NO BUILDING PERMITS WITHOUT CERTIFICATE OF COMPLIANCE FROM SR 55.1 ac±, CI-1 6.2 ac±, RH 22.1 AC± PJ-DECEMBER 02, 2008~~

Co23-08-1
 Co7-00-20
 Co23-88-1
 MULTIPLE TAX
 PARCEL CODES

1-10-04-00 000000

Exhibit B



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& Associates, Inc.
ENGINEERS, PLANNERS AND SURVEYORS
2111 N. 15TH AVE. TUCSON, AZ 85711

VEGETATION

SOUTH KOLB RD
SPECIFIC PLAN

**SOUTH KOLB ROAD
SPECIFIC PLAN**

ADOPTED AS ORDINANCE #1988-182
NOVEMBER 15, 1988

ORDINANCE # 1988-182

ADOPT THE SOUTH KOLB ROAD SPECIFIC PLAN (AS ENACTED BY ORDINANCE #1987-64) AND AMEND AND CHANGE PIMA COUNTY ZONING MAPS #31 AND 58, IN THE VICINITY OF KOLB AND VALENCIA ROADS, AS REFERRED TO IN PIMA COUNTY ORDINANCE #1985-8?, AND REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED BY THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA:

SECTION 1. That the South Kolb Road Specific Plan, as attached, is hereby adopted subject to the following conditions:

- A. This specific plan shall be subject to the following conditions prior to this ordinance becoming effective:
 1. Amendment of the specific plan document as may be necessitated by Board of Supervisors action.
 2. Approval by the Board of Supervisors of a Surveyed Boundaries Map for the specific plan within three months of specific plan ordinance adoption by the Board of Supervisors.
 3. Recording of a covenant holding Pima County harmless in the event of flooding.
- B. Within FIVE YEARS of ordinance adoption, the specific plan shall be subject to the recording of an acceptable master plat which will provide for development-related studies, assurances and dedications, as required by the appropriate agencies, and any related conditions that may be approved by the Board of Supervisors. Otherwise, any or all of this specific plan shall be referred to the Planning and Zoning Commission for consideration of amendment or appropriateness.
- C. Approval of a subdivision plat, development plan or issuance of a building permit shall be subject to the following:
 1. Conformance with the South Kolb Road Specific Plan as adopted and all applicable adopted Pima County ordinances, existing or as may be adopted or amended, not included or specifically addressed within this specific plan.
 2. Provision of development-related assurances as required by the applicable agencies.
 3. Dedication of necessary rights-of-way for roads and drainage by plat, or by separate instrument if the property is not to be subdivided.
 4. No further subdividing or lot splitting shall be allowed without the written approval of the Board of Supervisors.
 5. Requirements of the Department of Transportation:
 - A. Conformance with Pima County paving policies as determined applicable by the Department of Transportation and Flood Control District (DOT/FCD).

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- B. All arterials, collector and local streets required for development shall be designed to provide sufficient capacity for ultimate development of the plan. All roadway improvements shall be constructed to the ultimate design per the approved transportation system implementation plan. All development related internal transportation improvements for the specific plan shall be provided by the developer.
 - C. Establishment of design criteria to include right-of-way widths, typical cross-sections, design speeds, utility locations, maximum design roadway slopes, access control, bike paths and pedestrian way or sidewalks shall be subject to approval by the DOT/FCD.
 - D. A transportation improvement financing plan and transportation system implementation plan for the specific plan area shall be required before any master plat is approved. The implementation plan shall address the provision of major routes within the area, the provision of capacity and route continuity adjacent to the plan and the areas of responsibility of the County, the primary developer and any subsequent developers.
 - E. All landscaping in rights-of-way shall conform to DOT/FCD standards and require approval by the DOT/FCD.
 - F. A transportation study for the specific plan shall be submitted for approval by the DOT/FCD prior to approval of a master plat.
 - G. An access control policy shall be established for Kolb and Valencia Roads. At a minimum, the number of vehicular access points shall be limited and subject to approval by the Pima County Department of Transportation and Flood Control District.
6. Requirements of the Flood Control District:
- A. All internal drainage improvements and any external drainage improvements required to mitigate impacts caused by development of the specific plan shall be constructed at no cost to Pima County.
 - B. Detention/retention basins shall be designed in conformance with the Pima County Stormwater Detention/Retention Manual.
 - C. A landscaping mitigation plan for drainage channels shall be developed by the primary developer and approved by the Department of Transportation and Flood Control District (DOT/FCD) prior to submission and acceptance of master plats for individual phases.
 - D. The primary developer shall finalize a phasing plan of drainage improvements prior to acceptance of master plats for individual phases.
7. Requirements of the Wastewater Management Department:
- A. The property owner shall connect to the public sewer system at the location and in the manner specified by the Wastewater Management Department (WWM) at the time of review of a master plat, tentative plat or development plan.
 - B. The property owner shall construct an off-site public sewer to serve this specific plan and shall construct the on-site sewers in a manner that will provide flow-through for upstream tributary areas at points and with capacities as specified by WWM prior to submittal of a master plat, tentative plat or development plan. The public sewer improvements shall be sized and located in accordance with a basin study prepared by the property owner and reviewed and approved by WWM.

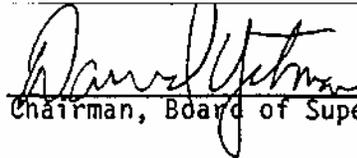
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8. Requirements of the Planning and Development Services Department: A. Chapter VI, Design Guidelines, is advisory and shall be used only when not in conflict with adopted County landscaping, parking or signage regulations. B. All development within this specific plan shall be addressed in accordance with the Tucson Addressing System as established in Chapter 18.83 of the County Zoning Code. C. 100% of all salvageable trees located within area A (as shown in the vegetation element of the specific plan) shall be preserved or relocated within the specific plan boundaries. Salvageable trees are those with a trunk diameter of at least 4" measured at least 3' above the ground.

and that Pima County Zoning Map #31 and 58, in the vicinity of Kolb and Valencia roads, as referred to in Pima County Ordinance #1985-82 be, and the same is, hereby amended and changed to the SP (Specific Plan) zone as shown on the entitled "Amendments # by Ordinance #1988-82 to Pima County Zoning Map #31 and 58" hereto attached and by reference made a part thereof.

SECTION 2. That this ordinance becomes effective upon satisfaction of the conditions of Subsection A and that all ordinances and parts of ordinances in conflict herewith be and the same are hereby repealed to the extend of such conflict.

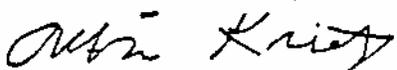
PASSED AND ADOPTED by the Board of Supervisors of Pima County, Arizona, this 15th day of November, 1988


Chairman, Board of Supervisors

ATTEST:

Clerk, Board of Supervisors

APPROVED AS TO FORM:



Civil Deputy County Attorney


Executive Secretary, Pima County
Planning and Zoning Commission

8 4 1 9 1 0 1 6

SITE ANALYSIS AND SPECIFIC PLAN
SOUTH KOLB ROAD

PREPARED FOR
J. M. GROUP

PREPARED BY JERRY R.
JONES & ASSOCIATES, INC.

JJA JOB NO. 86-184.02
C023-88-1

REVISED

(REP-6)



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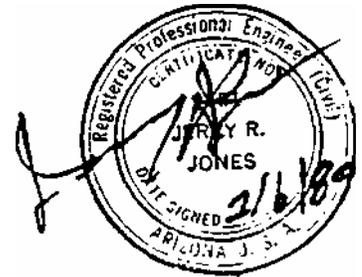


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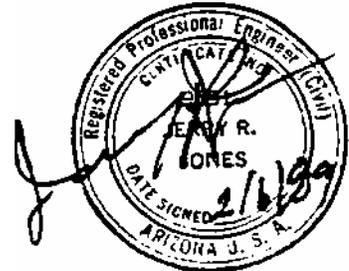
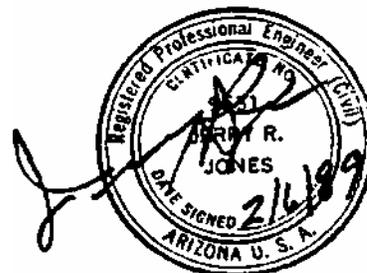


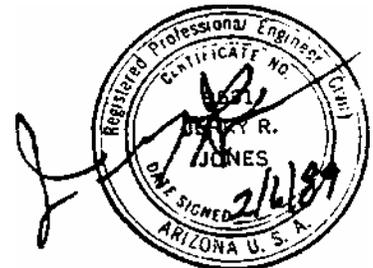
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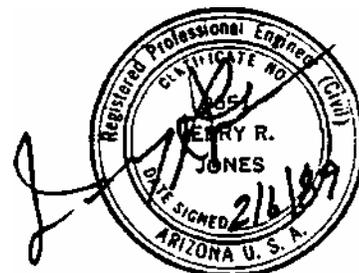
MAPS AND EXHIBITS

EXHIBIT

EXHIBIT

NO.

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I. EXECUTIVE SUMMARY

Overview:

The South Kolb Road Specific Plan is a land use proposal for approximately 348 acres located south of Davis-Monthan Air Force Base and north of the Southern Pacific Railroad, on the east side of Kolb Road. The Tucson City limits form the plan area's northern boundary. Adjacent transportation facilities include Kolb Road, Valencia Road, I-10, providing access to the central business district, IBM and Tucson International Airport. Adjacent industrial land uses provide the opportunity of industrial land uses and support uses for this site.

Planning History:

The Southeast Area Plan, adopted in 1983, currently guides the development in the area. The Area Plan proposes industrial uses for the area between Davis-Monthan Air Force Base and I-10, along the Kolb Road Corridor. Davis-Monthan Air Force Base is the major land user in the area, and has influenced development of the area since World War II.

Development Opportunities and Constraints:

The natural features and developed features of the site, represent both opportunities and constraints for future development. The Composite Map identifies key constraints in the plan area including drainageways, compatible use zones relating to the air operations of the base, and an El Paso Natural Gas easement. All of the constraints have been addressed in the Specific Plan through land use regulations or mitigation measures.

Proposed Land Uses:

The Specific Plan proposes industrial uses for the site. Alternative uses will include limited areas of commercial uses. Development Regulations and Design Guidelines and Policies provide standards for the future development which are sensitive to the development constraints and opportunity of the site. Compliance with the Davis-Monthan Air Force Base compatible use zones is the major guiding constraints.

The South Kolb Road Specific Plan is a comprehensive land use plan providing for employment opportunities and support services for the site and region. The Specific Plan Map, Development Regulations and Design Guidelines and Policies work together to guide future development in a manner which is compatible with the existing natural and built environment.

Specific Plan:

The Specific Plan combines land use, circulation, buffers, environmental and public services elements. The land use component includes eight distinct plan areas:

1. Plan Area A is located north of Valencia Road, adjacent to Kolb Road and proposes industrial with commercial uses as a secondary land use.

2. Plan area B located in the northeast corner and the southeast corner of the Valencia Road-Kolb Road intersection, is planned for industrial uses with commercial uses as secondary permitted uses.
3. Plan Area C, south of Valencia Road and adjacent to Kolb Road, is planned for industrial uses, with commercial land uses as a secondary option.
4. Plan Area D is northeast of Valencia Road adjacent to Davis-Monthan Air Force Base and proposes industrial land uses with commercial uses as secondary permitted uses.
5. Plan Area E, south of Valencia Road, proposes light industrial uses, including research and development facilities. General industrial land uses are permitted secondary uses.
6. Plan Area F is planned for industrial uses including research and development facilities. General industrial uses are proposed as secondary uses.
7. Plan Area G proposes industrial uses and is located between Kolb Road and Davis-Monthan Air for Bases, south of Valencia Road.
8. Plan Area H is at the southern tip of the site area and proposes industrial land uses. Commercial uses are allowed as secondary land uses.

The plan area will be accessed from both Kolb Road and Valencia Road.

Internal circulation will include a collector roadway system tying into the median breaks along Kolb Road and tying into Valencia Road.

The public services element of the Specific Plan provides for extensions from existing services and for phased extensions onsite.

The elements of the South Kolb Road Specific Plan provide for the buffering of the land uses along Kolb Road and Valencia Road, both currently identified as Scenic Routes. Full compliance will be required with the proposed Scenic Routes Ordinance currently in process, when and as adopted. Varied building setbacks and landscape buffers will be provided to create an attractive streetscape along Kolb and Valencia Roads.

Key Aspects:

Important facts about the proposed South Kolb Road Specific Plan include: The proposed plan is compatible with the adopted Southeast Area Plan; The proposed plan land uses are consistent with the Davis-Monthan Air Force Base Compatible Use Overlay Zone, as defined in the Airport Zone adopted by Pima County. The Specific Plan reduces uncertainty and protects property values by providing specific land use guidance, development regulations and design guidelines to be implemented throughout the development process

II. STATEMENT OF FINDINGS

1. Statement Summary

The South Kolb Road Specific Plan creates a land use development program for a 348-acre site in the southeastern portion of the community. The Specific Plan implements adopted county land use policies, while at the same time providing a detailed analysis of natural and built conditions and specific land use designations, the Specific Plan will ensure responsible development which is compatible with both existing development and adopted plans for the area. The analysis will include, but not be limited to, the following issues:

The specific designations of open space and landscape buffers as they relate to commercial and industrial zoning.

The implementation of development regulations and design standards in conformance with Airport Environs and Facilities Zone.

Facilitate innovative and comprehensively planned industrial and commercial development.

Provide a circulation and landscape scheme for the property which is consistent with the status of Kolb Road and Valencia Road as major transportation corridors in Pima County.

2 . Plan Objectives

The purpose of the South Kolb Road Specific Plan is to guide the development of multi-use land concept to be compatible with both existing development and adopted plans for the area. Specifically, the plan meets the objective of establishing uniform regulations for land use, signs, roads, landscaping and other site development features, as stated in Section 18.90.030E of the Specific Plan Ordinance. The plan incorporates appropriate design standards regarding buffers, landscaping, and open space to ensure that a campus like setting is created. Development under piecemeal rezonings would not necessarily accomplish a comprehensive land use plan with a corresponding set of design guidelines..

3. Alternative Planning Methods

The Southeast Area Plan is the adopted county policy plan which provides land use guidance for the South Kolb Road Specific Plan. The South Kolb Road Specific Plan is a method which implements the conformance with land uses designated in the Southeast Area Plan (industrial) while re-evaluating the specific land use designations for a portion of the Specific Plan area. An additional policy plan for the area is unnecessary given the relatively recent adoption of the Southeast Area Plan (1983). Given the expected long-term buildout of the project, piecemeal rezoning requests would not allow a comprehensive review of the project area, nor the comprehensive examination of the relationship between the proposed land uses, vehicular and pedestrian circulation or

flood control mitigation measures. The South Kolb Road Specific Plan provides the opportunity to master plan approximately 348 acres with phased development occurring in compliance with development regulations and design guidelines.

4. Plan Consistency

Land Use:

The Southeast Area Plan (1983) proposes industrial uses for property on either side of Kolb Road, from Davis- Monthan Air Force Base on the north to the Interstate Highway 10 on the south. Industrial is the most intense land use category used in the Area Plan. The County industrial zones (CI-1 & CI-2) are cumulative in that commercial and industrial uses are allowed.

The Specific Plan is consistent with the Area Plan and associated zoning designations in that industrial uses will be the predominant land use, with moderate amounts of commercial.

Transportation:

Kolb and Valencia Roads are designated arterial streets on the Major Streets and Routes Plan and facilities of regional significance on the Regional Transportation Plan (RTP). The Southeast Area Plan identifies Kolb Road and Valencia Road (Los Reales) as controlled access roadway. The on-site circulation system for the South Kolb Road Specific Plan is consistent with the function of these roadways as major thoroughfares.

Traffic circulation is internalized so that there is a controlled number of access points to the major streets. Right-of-way dedication will occur in conformance with the Major Streets and Routes Plan to provide continuous and consistent right-of-way for major streets. The Specific Plan is consistent with the Scenic Route designation of Kolb Road and Valencia Road through a combination of setbacks and landscape buffers.

The property is bounded on the south by a Southern Pacific Railroad line and on the east by a USA railroad spur. Land uses adjacent to the railroad will be regulated and designed to ensure their continued operation without interference.

Recreation:

There are no Pima County recreation or open space plans which apply to this area. The current open space mapping efforts are not expected to include this site given its low environmental resource value.

5. Zoning Code Consistency

Section 18.01.030 of the Pima County Zoning Code sets forth guiding principles for the use and application of the Code. The proposed South Kolb Road Specific Plan is consistent with these guiding principles. In summary, the Code principles which apply to the proposed Specific Plan are:

- A. "Recognize the right of affected property owners to be heard regarding proposed development, and to participate in the planning process. The equities of all interests concerned in an application shall be balanced."

- B. "Protect the economic and social values of surrounding properties." C.

"Ensure a fair allocation of the costs of needed public services."

- D. "Provide for the orderly development of an area, avoiding the use of spot zoning."

The citizen participation element of the Specific Planning process will ensure that there will be opportunities for citizens to participate throughout the planning process. Citizen participation efforts will include a neighborhood public meeting organized by the applicant, a public hearing held by the Planning and Zoning Commission, and a Board of Supervisors public hearing. There are no registered neighborhood associations in close proximity to the site.

The economic and social values of surrounding properties will be balanced through the Specific Plan. The economic value of land will be stabilized or enhanced by the increased certainty and specific land use designations proposed in the plan. The social value of land will be recognized where adequate buffers are provided between areas of differing land use intensities.

The Implementation Program provides alternatives for the timely and cost-effective provision of public services. All necessary infrastructure extensions and/or augmentation (sewer, water, gas and electricity) will be provided and paid for by the developers where appropriate.

The Specific Plan is a mechanism for comprehensive planning and zoning of a designated area. The implementation and phasing programs of the plan shall provide for phased development in conjunction with the orderly extension of public infrastructure. The plan provides a method for reviewing and implementing the proposed land uses and relevant policies of the existing Southeast Area Plan. Since the Specific Plan combines planning and zoning functions, the need for "spot" rezonings shall be eliminated once the Specific Plan is adopted.

The South Kolb Road Specific Plan *is* also consistent with the provisions of specific sections of the zoning code, including the Airport Environs and Facilities Zone, the Floodplain Ordinance, and the Grading Ordinance. Although the Specific Plan modifies or tailors land use and design regulations, no health and safety ordinances are compromised. The land use pattern and development regulations will be in full conformance with the Airport Environs and Facilities Zone, which considers both safety and noise impacts.

6. Community Benefits

The South Kolb Road Specific Plan will provide updated planning and development strategies for a large tract of vacant land. The Specific Plan will also be developed with the input and review of adjacent property owners and residents, so that the resulting plan meets both the needs of the developer in designating future land uses and open space areas and, the needs of neighboring property owners and residents in . ensuring development which is compatible with the existing land use pattern.

7. Land Use Context Compatibility

Davis-Monthan Air Force Base, a major military installation and employer with more than 7,800 full-time civilian personnel, is located north of the Specific Plan area. Six residences/businesses are located south of Valencia Road and west of Kolb Road. A concrete pipe manufacturing facility is located south of Valencia Road, just east of the project site.

Southpoint Industrial/Commerce Center is a 108 acre industrial development under construction at the northwest corner of Kolb Road and Valencia Road. Infrastructure is complete and one building has been constructed.

Additional construction is underway for McCulloch Corporation. Century Park Industrial Center, a 293 acre development, is currently under construction west of Kolb Road and south of Valencia Road.

The proposed Specific Plan will be compatible with the surrounding land uses in both intensity and design. Surrounding uses range from residential (6 residences located west of Kolb Road) to light industrial. The South Kolb Road Specific Plan includes a range of commercial and industrial uses. Landscape buffers and setbacks are utilized where necessary to mitigate the impact of non-residential uses on existing residences. Landscape and design schemes take into consideration recent development in the area to ensure visual compatibility between the proposed and already approved/existing industrial parks.

8. Environmental Suitability

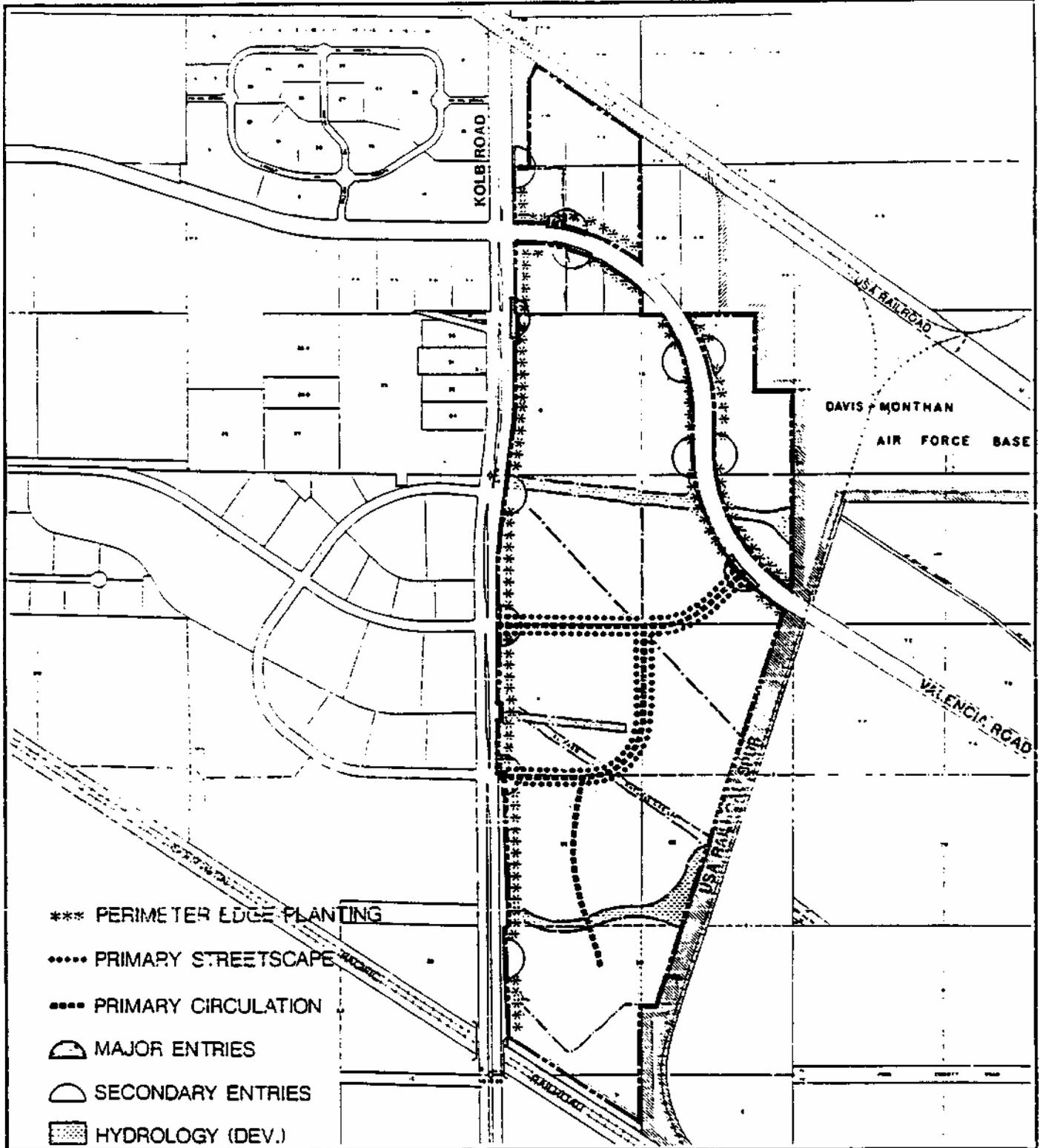
There are no significant land forms on the site. Slopes are generally flat, at an average of approximately 2%. On-site drainage is generally defined washes and the vegetation is typical of the Creosote-Bursage Association of the Sonoran Desertscrub Plant Community. The Arizona Fish and Game Department confirms that there are no special or significant species on the site. Only a small portion of the parcel (floodprone areas) is unsuitable for development due to natural features.

9. Public Services Suitability

The South Kolb Road Specific Plan is located in a developing area well served by infrastructure. There are three sewerlines in close proximity to the project site. Pima County Wastewater Management has indicated

that there is capacity in all three lines(a 27 inch interceptor and 12 inch sewer line) for the proposed development. The Specific Plan site is also served by Tucson Water, Tucson Electric, and Southwest Gas.

There are no bus lines currently serving the area. Transportation conservation mechanisms are explored in the Specific Plan (Sections IV-4-D & VI-7).



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J Jerry R. Jones & Associates, Inc.
DESIGNER, PLANNER AND SURVEYOR
 25 E. WILSON AVE. TULSA, OK 74103
 (918) 581-1234

SPECIFIC PLAN

SOUTH KOLB RD SPECIFIC PLAN

SOUTH KOLB ROAD

III. INVENTORY AND ANALYSIS

1. Introduction

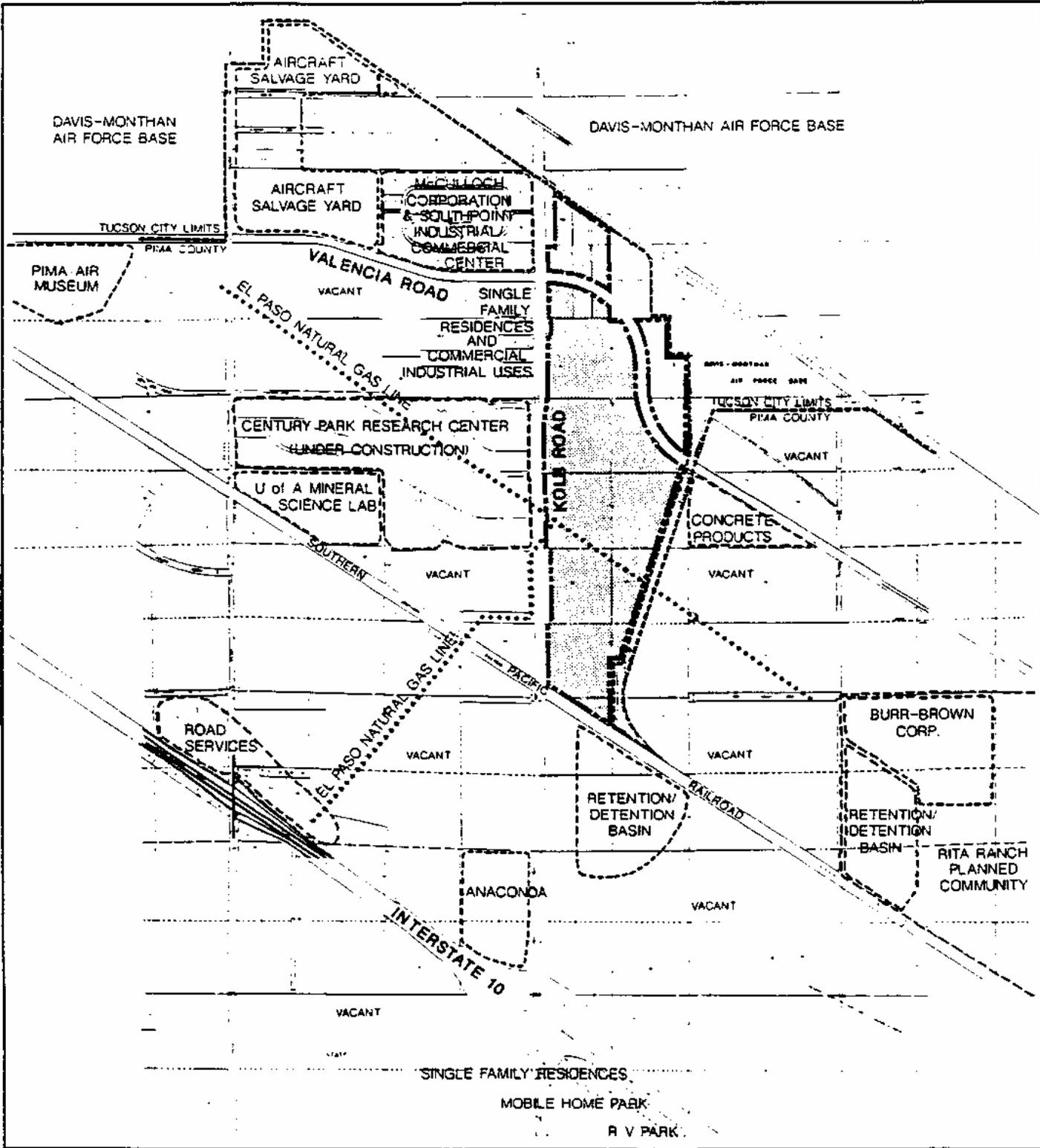
The South Kolb Specific Plan is a land use proposal for approximately 348 acres for privately owned land located generally in the southeast metropolitan area of Tucson at South Kolb Road and Valencia Road. The Plan Area is bisected into two parcels by Valencia Road. Approximately 61 acres are located north and east of Valencia Road, and the area south of Valencia Road encompasses approximately 287 acres.

The Specific Plan is a land use tool which combines long-term planning, development regulations and design guidelines which, when adopted, represent the land use plan and zoning for the property. The Site Inventory and Analysis identifies development constraints and opportunities upon which the land use plan is based. The analysis identifies pertinent information having a direct bearing upon the development of this parcel for commercial and industrial uses. The site analysis data collected as a part of the South Kolb Road Specific Plan has been thoroughly analyzed and it is upon the information within this section that the Specific Plan has been developed. The Specific Plan directly relates to the identified constraints and the mitigation measures employed to either eliminate or minimize adverse impacts. The development regulations and design will be used to administer and direct the implementation of the land use plan over the life of the project.

- Regional Context

The Location Map identifies the 348 acre parcel in relation to the Tucson Metropolitan Area. The parcel is one mile north of Interstate 10 on Kolb Road, a major arterial and scenic route. The property is bisected into two parcels north and south of Valencia Road with the largest portion to the south. The site is adjacent to and south of Davis-Monthan Air Force Base with the majority of the site's north and east boundary abutting the Base's property. Located on Kolb Road one mile north of Interstate 10, the site is twelve (12) miles southeast of the Tucson Central Business District via Interstate 10, and seven (7) miles east of the Tucson International Airport. The site is located within portions of Sections 8, 17 and 20, Township 15 South, Range 15 East, Pima County, Arizona.

The southeast area of Pima County is one of the fastest growing areas for commercial and industrial uses as demonstrated by the release of the Hughes land holdings and subsequent development. The McCulloch Corporation, manufacturers of gas powered chain saws, has recently purchased property within the Southpoint subdivision just north of Valencia Road, west of Kolb Road for a manufacturing facility. It will initially employ approximately 500 people. Additionally, the close proximity of the Tucson International Airport and Interstate 10 provide convenient transportation services to the southeast area for goods and



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**EXISTING
 LAND USES**

**SOUTH KOLB RD.
 SPECIFIC PLAN**

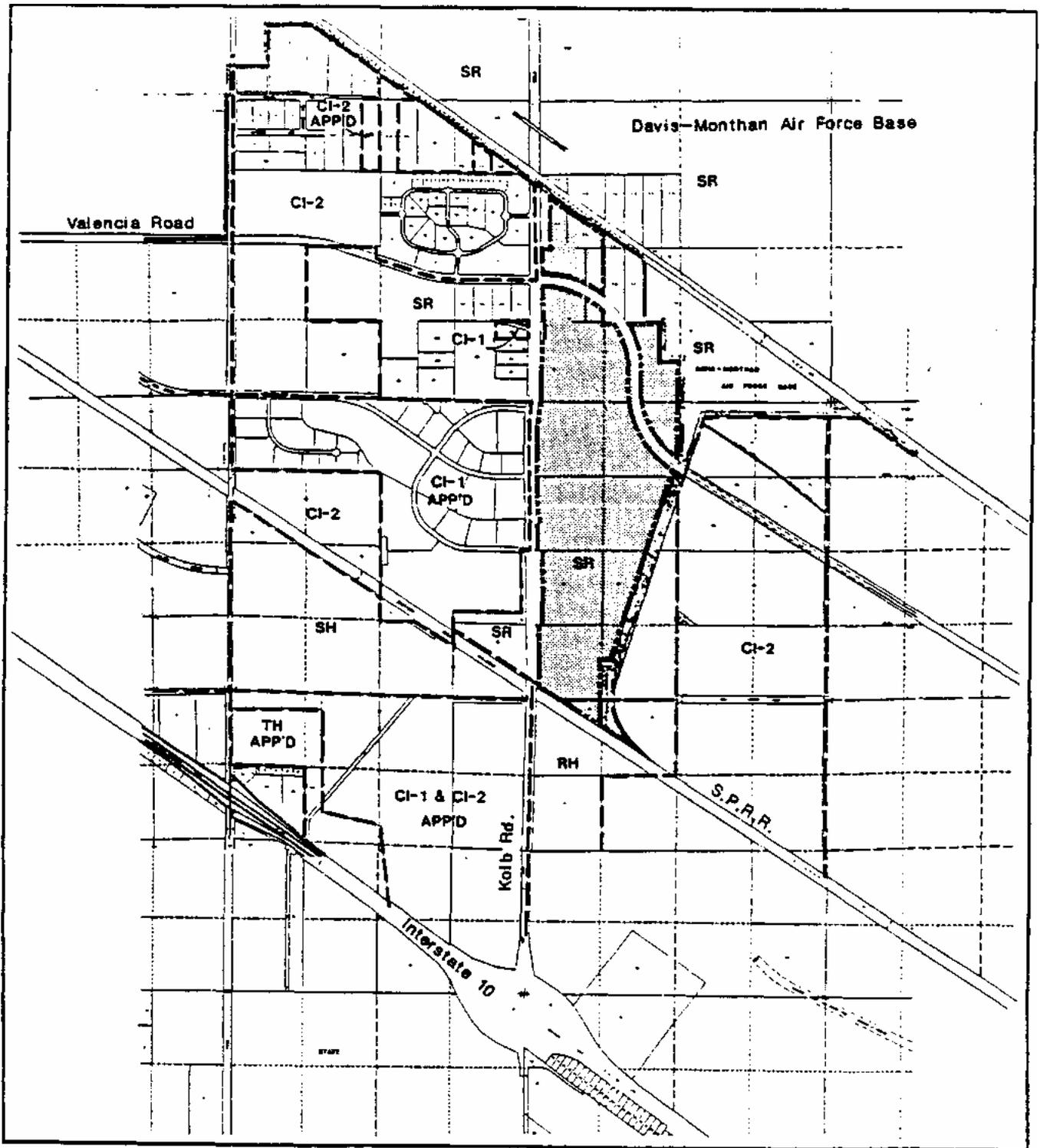
services produced as a result of commercial and industrial development. The recent upgrade and improvements to Kolb and Valencia Roads provide the Plan Area, as well as southeastern Pima County, with major transportation corridors from the southeast area to the Tucson city core.

A. Onsite Land Uses and Zoning:

The study area is vacant of any development except for the El Paso Natural Gas line crossing the southern portion of the site, located within a utility easement. The Plan Area is zoned, SR and RH, as identified on the Existing and Approved Zoning Map. SR (Suburban Ranch Zone) is a low density zone which has been used principally as a holding zone or for single family residences on large (3.3 acre) lots. RH (Rural Development Zone) is designated for areas lacking facilities for urban development. The zone also provides for commercial and industrial development where appropriate and necessary as support services for surrounding agricultural and low density uses. A very small portion of the subject parcel (approximately 4.5 acres) falls within this zone.

B. Surrounding and Approved Zoning:

Surrounding zoning includes RH, (Rural Homestead), CI-2 (General Industrial), CI-1 (Light Industrial/Warehousing), SR (Suburban Ranch) and SH (Suburban Homestead). RH is located to the south and CI-2 primarily to the east, with portions to the west and



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EXISTING & APPROVED ZONING

SOUTH KOLB RD SPECIFIC PLAN

southwest. Approved CI-1 zoning is located to the west while the remaining areas surrounding the subject parcel are zoned SR and SH. Davis-Monthan Air Force Base is zoned SR, but is not subject to local zoning regulations. These designations are illustrated on the Existing and Approved Zoning Map.

C. Planned Land Use:

The South Kolb Specific Plan area is located within Pima County's Southeast Area Plan adopted March 1, 1983, amended July 2, 1985.

Industrial uses are proposed for this parcel and the majority of the surrounding area, as demonstrated on the Planned Land Use Map. The Southeast Area Plan identifies the Plan Area as being subject to Airport Approach Zone limitations by its proximity to Davis-Monthan aviation facilities. The Davis-Monthan Air Force Base, which bounds the parcel to the north and east, has recently been annexed by the City of Tucson.

There are several Area Plan policies which are applicable to this site. Policy 2, Airport Approach Zones, states:

Land uses within the confines of the Adopted Environs Plan, Col3-79-2, will be compatible with the designated noise, contours and expanded approach zones for Tucson International Airport and Davis-Monthan Air Force Base.

The Airport Environs Plan has since been superseded by the Airport Environs and Facilities Zone. The South Kolb Road Specific Plan adheres to the provisions of the Airport Environs & Facilities Zone.

Policies 8 and 9 identify controlled access routes:

8. Controlled Access Routes: The following highways are established as controlled access routes for the purpose of this plan:

(1) Kolb Road, from the Davis-Monthan Air Force Base Boundary to I-10;

(2) Valencia Road, from Houghton Road west to the City limits;

The remainder of Policy 8 and 9 promote limited access to Kolb Road to preserve a high operating speed, insure high vehicular capacity, and to maximize safety. The Circulation Concept is consistent with these restrictions. No new median cuts are proposed along Kolb Road.

Policy 10 is concerned with sheetflooding hazard control measures. Since there are no areas of sheetflooding identified as part of this site, separate evaluation of flood control measures are not required.

Policies 11, 13 and 14 concern infrastructure elements. Policy 11, Wastewater Control, promotes connection to the public sanitary sewerage system. All development greater than 1 RAC (residence per acre) densities are required to be connected to the public system in a manner acceptable to Pima County Wastewater Management Department (PCWMD).

Policy 13, Financing Transportation and Flood Control Improvements, require a financing plan for improvements which equitably apportion the cost of improvements to all parties benefiting from the improvements or causing the improvements to be installed. Similarly, Policy 14, Water Service, requires connection fees to finance the water system facilities needed to serve the newly developed areas in accordance with adopted City Water policies. Infrastructure and financing issues are addressed in the Public Facilities section of the report, the Implementation chapter, and the agency response letters in the Appendix.

D. Davis-Monthan Environs and Facilities:

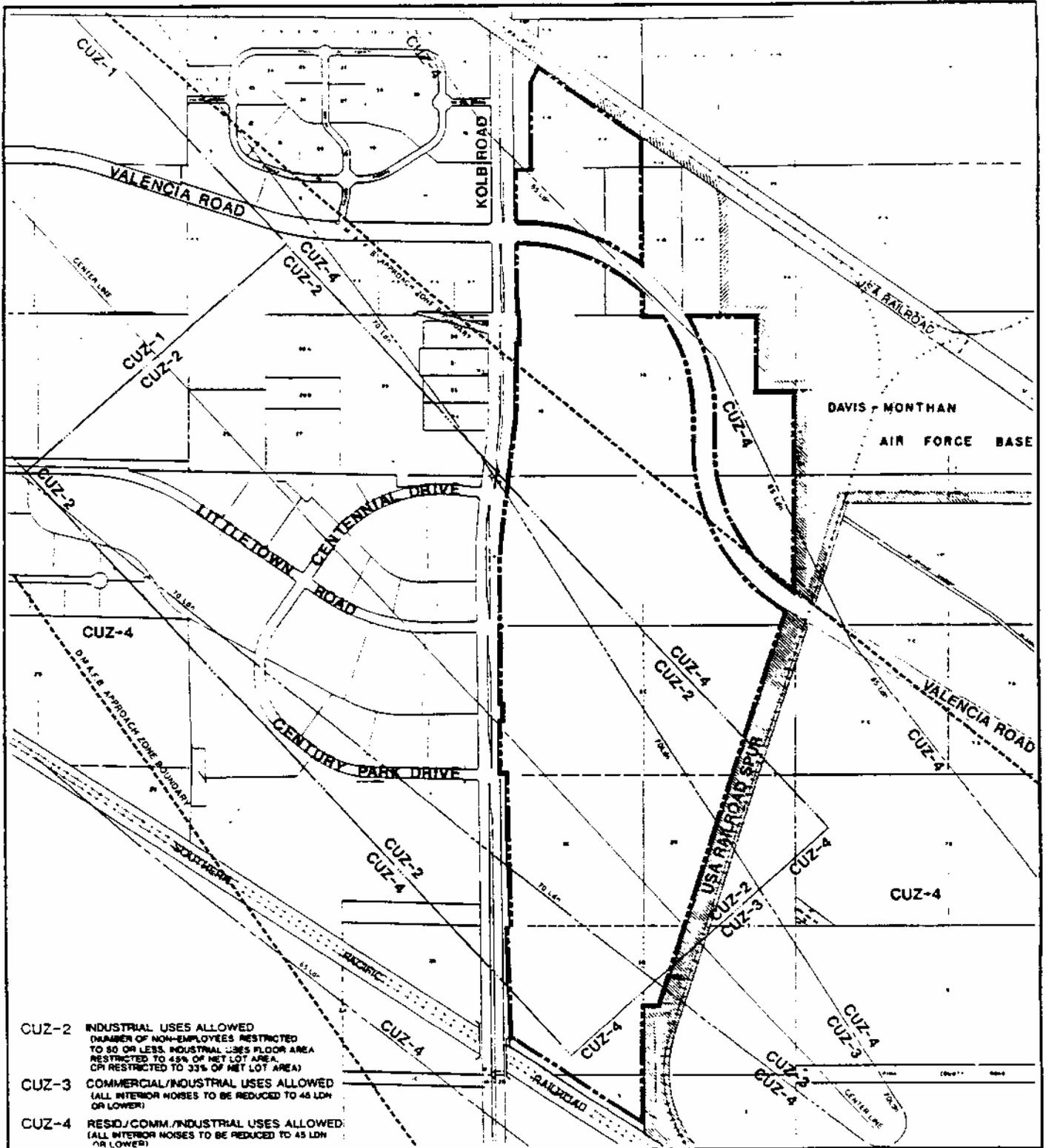
A major portion of the Specific Plan site is located within the Davis-Monthan Air Force Base Approach Zone area. Because of aircraft operations, the area between the Southern Pacific Railroad and Valencia Road is impacted by a distinct range of noise levels and specific accident potential. Compatible land uses within Davis Monthan Air Force Base Approach Zone have been identified and formulated to protect people and property and to increase air traffic safety.

Implementation of compatible land uses is administered through Pima County's Airport Environs and Facility Ordinance. The Ordinance is an overlay zone to the existing zoning and is divided into two sections, the height overlay zone and the land use overlay zone.

The height overlay zone limits building heights in the aircraft approach area. This limitation does not affect typical one to three story industrial development building heights. Compatible use zones consider both safety concerns and noise impacts on surrounding uses, and may preclude certain building uses, sizes and/or mandate interior noise level requirements.

Portions of the site are located in CUZ-2, CUZ-3 and CUZ-4 as identified on the Land Use Overlay Zone Map. Of these, CUZ-2 is the most restrictive zone and CUZ-4 is the least restrictive. The CUZ's are identified on the official Pima County Zoning Ordinance Map, and described in Section 18.57.030 of the Zoning Ordinance.

CUZ-2 is the area within a 3,000 by 7,000 foot rectangle having two of its sides parallel with, and 1,500 feet from either side of, an extension of the centerline of the runway. It is described in Section 18.57.030.D4C of the Zoning Ordinance.



- CUZ-2 INDUSTRIAL USES ALLOWED
(NUMBER OF NON-EMPLOYEES RESTRICTED TO 50 OR LESS, INDUSTRIAL USES FLOOR AREA RESTRICTED TO 45% OF NET LOT AREA, CPI RESTRICTED TO 33% OF NET LOT AREA)
- CUZ-3 COMMERCIAL/INDUSTRIAL USES ALLOWED
(ALL INTERIOR NOISES TO BE REDUCED TO 45 LDN OR LOWER)
- CUZ-4 RESID/COMM/INDUSTRIAL USES ALLOWED
(ALL INTERIOR NOISES TO BE REDUCED TO 45 LDN OR LOWER)

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AIRPORT ENVIRONS OVERLAY ZONE

SOUTH KOLB RD SPECIFIC PLAN

CUZ-3 is the area within the 70 LDN (day/night average sound level) noise contour line. It covers a small portion of the site and should not affect any development proposals. CUZ-3 is described in Section 18.57.030D4d of the Zoning Ordinance.

CUZ-4 is the area between the 65 LDN and 70 LDN noise contour line, which is designated a high noise area. CUZ-4 covers approximately 70 acres of the site and borders CUZ-2. It is described in Section 18.57.030D4e of the Zoning Ordinance.

CUZ/-1 does not cover any portion of the site but does cover an area west of this site at the end of DMAFB runway.

E. Surrounding Land Use:

The southeast Tucson Metropolitan Area has been experiencing rapid urban growth. Private development near this parcel is commercial or industrial in nature. Davis-Monthan Air Force Base is a public use including military air operations. Approximately six residences and small assembly or industrial uses are located south of Valencia Road and west of Kolb Road. A concrete pipe manufacturing facility is located south of Valencia Road, just east of this site.

Southpoint Industrial/Commerce Center is a 108 acre industrial development under construction at the northwest corner of Kolb Road and Valencia Road. The infrastructure is complete and one building has been constructed. The business park will house McCulloch

Corporation employing approximately 500 people. Construction has begun on the facility. Century Park Industrial Center, a 293 acre development, is currently under construction west of Kolb Road and south of Valencia Road.

Other development along Interstate 10, one mile to the south, includes the Anaconda Research Center, a Mountain Bell Substation and various road services such as restaurants and gas stations.

I.B.M.'s main facility, located three miles to the southeast, has approximately 5,000 employees. Recently IBM announced that it plans to relocate the manufacturing section to California. This will reduce the number of employees by approximately 2,800 over the next 1-1/2 years. The vacated facilities will be remodeled and marketed as an industrial complex to prospective tenants.

Liquid-Air (manufacturer of industrial gases) has completed a new facility at Rita Ranch, two miles to the southeast. Rita Ranch is a 2,885 acre planned community which will include residential, commercial, industrial and service land uses.

Other significant commercial and industrial development has occurred along the Valencia/I-10 Corridor from this site east to the Tucson International Airport. Development includes I.B.M., Burr Brown, Hughes Aircraft, Gates Learjet and Britannia Business Center. Industrial centers, such as Bay Colony Technical Center which

encompasses 36 acres and is located at the southeast corner of the Tucson Boulevard and Valencia Road, have also been developed. The Tucson International Business Center encompasses 276 acres and is located north of Valencia Road between Country Club Road and Alvernon Way. Britannia Business Center is part of this development.

The buildings located within a quarter mile of this site include a two-story structure in Southpoint Industrial/Commercial Center. Other buildings include small houses and barns, and commercial businesses/home occupations located along Kolb South of Valencia. There are no well sites or wells onsite or within 100 feet of the property.

F. Well Sites:

There are seven well sites in the vicinity of the Plan Area which are registered with the Arizona Department of Water Resources and they are listed below:

<u>Registration Number</u>	<u>Location</u>
1. 501217	NW, SW, NW Sec. 7
2. 504536	SW, SW, NW Sec. 7
3. 516544	NW, SE, SW Sec. 7

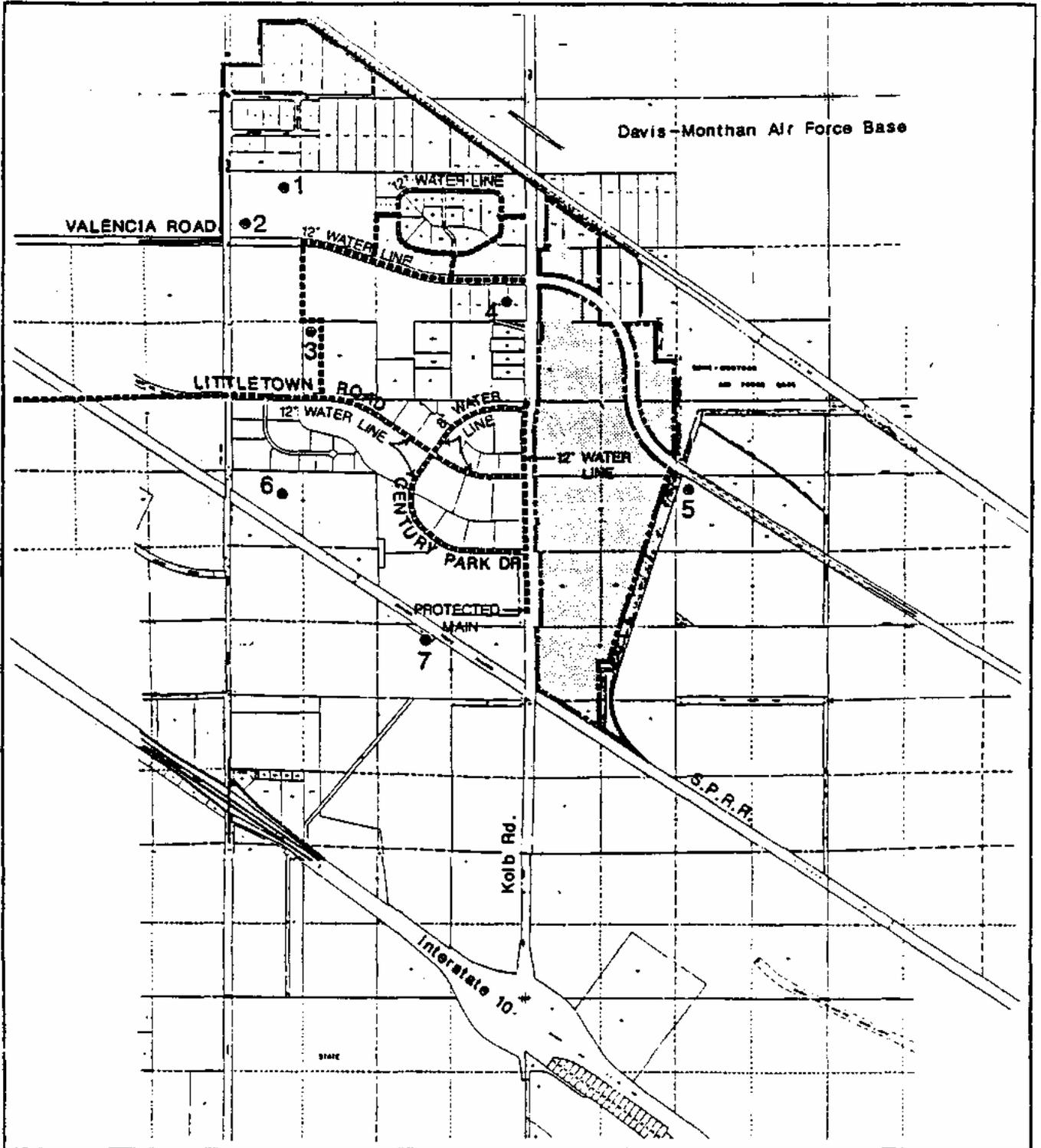
4.	639963 and 804562	NE, NE, SE Sec.	7
5.	629832	NW, SW, NE Sec.	17
6.	800355	NE, SW, NW Sec.	18
7.	624050	NE, SW, SE Sec.	18

No well sites are located within the Plan Area.

The South Kolb Road Specific Plan Area is located in the City of Tucson Water Service Area. Existing Tucson Water facilities include a well site and storage facility, #516544, (approximately three-quarters of a mile west of the Plan Area) and 12- inch water lines servicing Southpoint Industrial/Commerce Center and Century Park Research Center. One 12 -inch line runs north from the well site to Valencia Road and then east in Valencia Road to Kolb Road. The second 12 -inch water line runs south from the well site to Littletown Road, east in Littletown Road to Century Park Drive and then south and east in Century Park Drive to Kolb Road. The 12 -inch line continues north and south in Kolb Road the length of Century Park Research Center.

3 . Topography

This parcel slopes gently from the southeast to the northwest and has a slope of approximately 2%. The parcel is not affected by the Hillside Development Ordinance as the cross-slope analysis indicates. Serious erosion has not occurred on this parcel.



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EXISTING WATER

----- WATER LINES
 ● WELL SITES

**SOUTH KOLB RD
 SPECIFIC PLAN**

4 . Hydrology

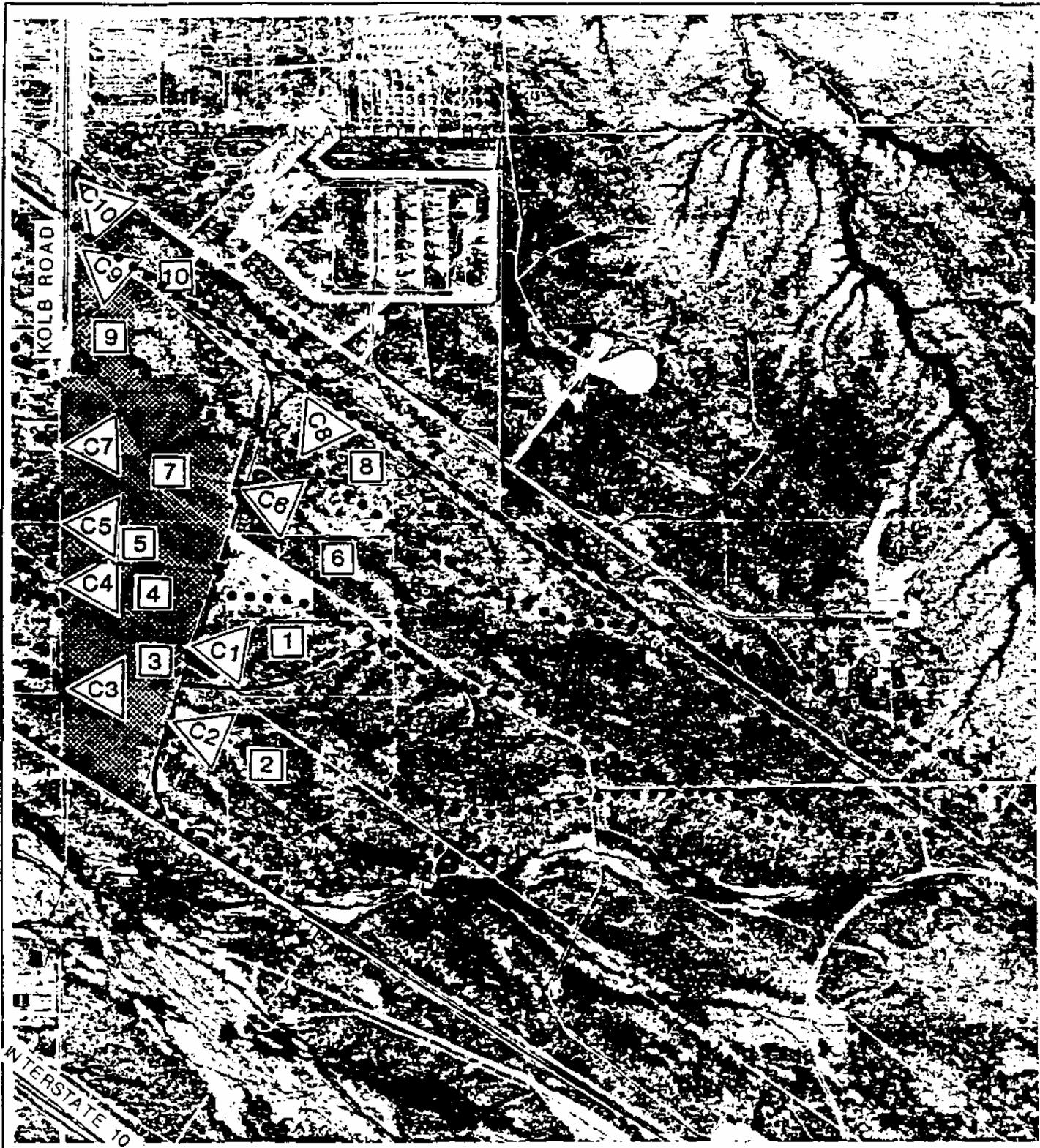
A. Offsite-Hydrology:

Four offsite watersheds affect the subject parcel. The general location direction of flow is from the southeast to the northwest; existing channels are braided and poorly defined. The offsite watersheds are largely undeveloped with typical desert brush vegetation.

The USA Railroad Spur to Davis-Monthan Air Force Base forms the western (downstream) boundary of offsite watersheds 1, 2 and 6. The railroad embankment is raised above existing ground from 2 to 8 feet along the reach, thus ponding water to the east (upstream) of the tracks. Concrete pipes carry flow under the tracks with one 30-inch, three 30-inch and four 30-inch pipes for Offsite Watersheds 1, 2 and 6, respectively (see Hydrology Map, Exhibit 9) .

These three watersheds are contained in a "balanced basin" and eventually drain to the Julian Wash.

The most northerly located offsite drainage area 8 drains in a north westerly direction and flows turn at Kolb Road towards Davis-Monthan Air Force Basin via a roadside earthen channel within the Kolb Road right-of-way.



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OFF-SITE
 HYDROLOGY

SOUTH KOLB RD
 SPECIFIC PLAN

The railroad spur splits as it approaches Davis-Monthan within Offsite Watershed 8. The runoff from this watershed is conveyed under each spur by a set of two 30-inch concrete pipes. The runoff then flows in a northwesterly direction until it enters the subject parcel. Both the railroad spur and the southeast-northwest main line railroad (that forms the northern boundary of Offsite Watershed 8) are elevated above existing ground.

The drainage areas are shown on Exhibit 8 and their estimated existing 100-year peak runoff rates are indicated both on Exhibit 9 and Table 1.

At present the runoff from the four offsite watersheds has a limited impact on the subject parcel due to the retarding effect of the culverts and the elevated railroad embankment. The discharge through the concrete pipes under the tracks is far less than the approaching flow (approximately 45 cfs per single 30-inch pipe). The outflow from the pipes adds onto the descending line of the hydrograph for the runoff from the onsite watershed, and therefore causes little increase of the onsite peak discharges.

This detention effect is probably unintentional and it is assumed, that the drainage structures under the USA Railroad Spur will be replaced by structures with greater discharge capacities. Therefore the hydrological analysis in this report completely ignores the effect of the undersized structures.

All four offsite watersheds are delineated on the Offsite Watershed Map with their concentration points. Table 1 compiles their acreages and 100-year discharges. The smaller offsite sheetflow watersheds are shown on the Onsite Watershed Map, but their acreages and 100-year discharges are also included in Table 1.

TABLE 1: Q100 for Offsite Watersheds - Existing Conditions

Watershed	Area (Acres)	Q100 (cfs)
1	87	246
2	383	648
6	530	762
8	115	234
10	56	116

Offsite Watershed #1

Watershed #1 drains an off site area of about 87 acres, which include 9 acres of a concrete pipe plant. The reach length of the drainage channel extends about 2500 feet east of the spur.

Offsite Watershed #2

Flows from the 383 acres Watershed #2 drain through the railroad embankment via three 30-inch RCP's. The reach length of this wash is approximately 7000 feet beyond the spur and continues eastward to the point where Valencia Road changes direction from southeast to due east.

The basin boundary stretches nearly 800 feet beyond Valencia Road at this point. There is another tributary which branches from the main channel 700 feet east of the railway and extends 2000 feet southeasterly from that point. This portion of the drainage area is bounded on the southwest by the S.P.R.R. and by a manmade dike on the southeast.

Offsite Watershed #6

Flows from this 530 acres watershed drain through the railroad embankment via four 30-inch RCP's. The offsite drainage area is about 530 acres. The wash length is over 12,000 feet and the catchment is roughly 2,000 feet wide. This portion of the watershed is undeveloped except for parts of Valencia Road and the northern 23 acres of the concrete pipe plant.

Offsite Watershed #8

Sub-basin #8 with a size of approximately 115 acres drains through the spur via two 30-inch RCP's. The old U.S. Railroad grade forms the northeastern border of the sub-basin, and Watershed 6 forms the southern and southwestern borders. The railroad grade also acts as a diversion dike and diverts the runoff northwestward to the culvert under the spur. The flow continues parallel to the U.S. railway downstream of the spur.

The offsite runoff from the west side of the railroad spur sheetflows to the natural channel and then to the Kolb Road channel.

Offsite Part of Watershed #10

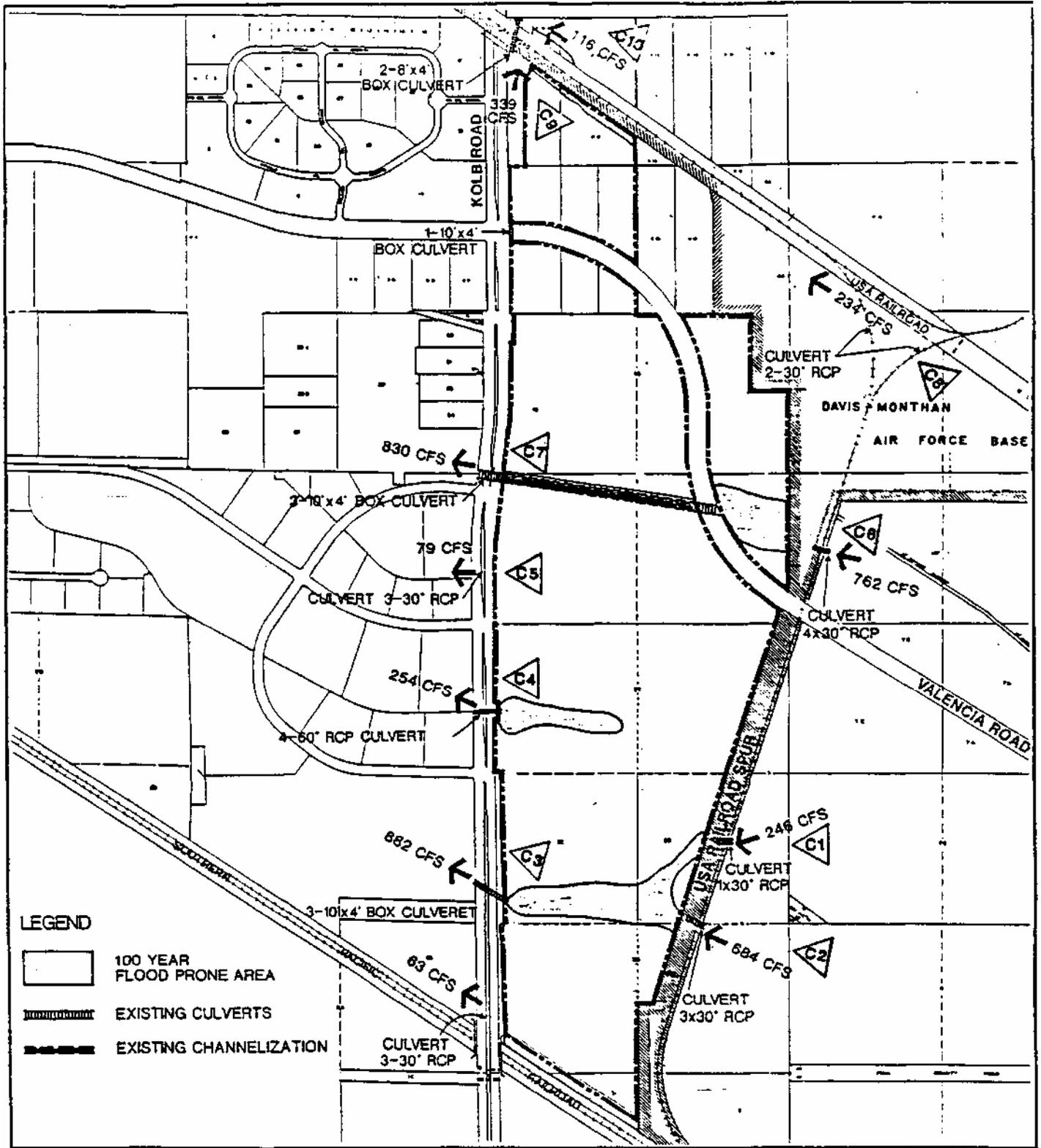
Basin 10 is bounded on the west by Kolb Road, the southwest by the railroad grade and a natural divide on the northeast. The total area is 56 acres, 10 of which are onsite. Except for the road and railway there is no development in the subarea.

B. Onsite Hydrology:

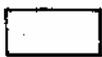
The subject property is comprised of 6 onsite watersheds, designated by the numbers 3, 4, 5, 7, 9 and 10 and shown on Exhibit 8 with their drainage concentration points (C) at the downstream end of the property.

The general direction of flow under existing conditions is from the southeast to the northwest. Vegetation consists of desert brush. Where natural channels exist, they are shallow and braided.

The recently constructed Kolb Road and the existing Railroad spur affects drainage on most of the subject parcel. Both are elevated and require culverts to pass flow under them. The railroad spur determines where the offsite flows enter the subject parcel (see



LEGEND

-  100 YEAR FLOOD PRONE AREA
-  EXISTING CULVERTS
-  EXISTING CHANNELIZATION

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**ON-SITE
 HYDROLOGY**

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 SPECIFIC PLAN**

Figure 8) Kolb road forms the downstream boundary for most of the onsite watersheds, and culverts under this roadway determine the concentration points.

The existing culverts under Kolb Road and their respective watersheds are as follows:

3-10'x4' box culverts; watershed 3

4-60" concrete pipes; watershed 4 3-

10'x4' box culverts; watershed 7

The culverts, both boxes and pipes, have drop inlets for increased capacity and are designed for the 100-year peak discharge. The culverts locations are shown in Figure 8, and the hydrological data are compiled in Table 2.

Sub-basin #3:

Flows from Offsite Watersheds 1 and 2 enter Sub-basin 3 from the south-east. Upstream of Kolb Road, drainage Sub-basin 3 contains 61 acres. A tributary, which joins the main wash about 1500 feet upstream of Kolb Road drains off-site Watershed 1 and passes under the railroad spur 500 feet upstream of said confluence through a single 30-inch RCP. This culvert is located on the northern edge of a 60 foot wide natural gas pipeline easement.

Three 30-inch RCP's drain 63 cfs in the 100-year storm from the south 17 acres of Sub-basin 3. These pipes are located in the embankment of the Kolb Road overpass in the railroad right-of-way; however, the majority (882 cfs) of the runoff of Watershed 3 is conveyed under Kolb Road via three 10' x 4' RCBC's. At present there are no channel improvements either upstream or downstream of these drainage structures.

Sub-basin #4:

This sub-basin drains downstream of Kolb Road into a fully lined 16 foot bottom-width channel.

This lined section is presently under construction and has a total length of about 5000 feet. At the upstream end of this channel at Kolb Road is the culvert which drains about 68 acres of Sub-basin 4. The culvert consists of four 60 inch RCPs designed to convey the 100 year storm event (254 cfs). Sub-basin 4 is bounded on the south by Subbasin #3, on the west by Kolb Road, on the east by the railroad spur and on the north by a Sub-basin 5.

Sub-basin #5:

This onsite watershed drains via three 30-inch RCP's under Kolb Road into an existing constructed channel, which reroutes flows towards north to join outflows from Sub-basin #7. The culvert under Kolb Road drains an area of 18 acres onsite and an additional 10 acres of an offsite area which is surrounded on three sides by the subject property.

Sub-basin #7:

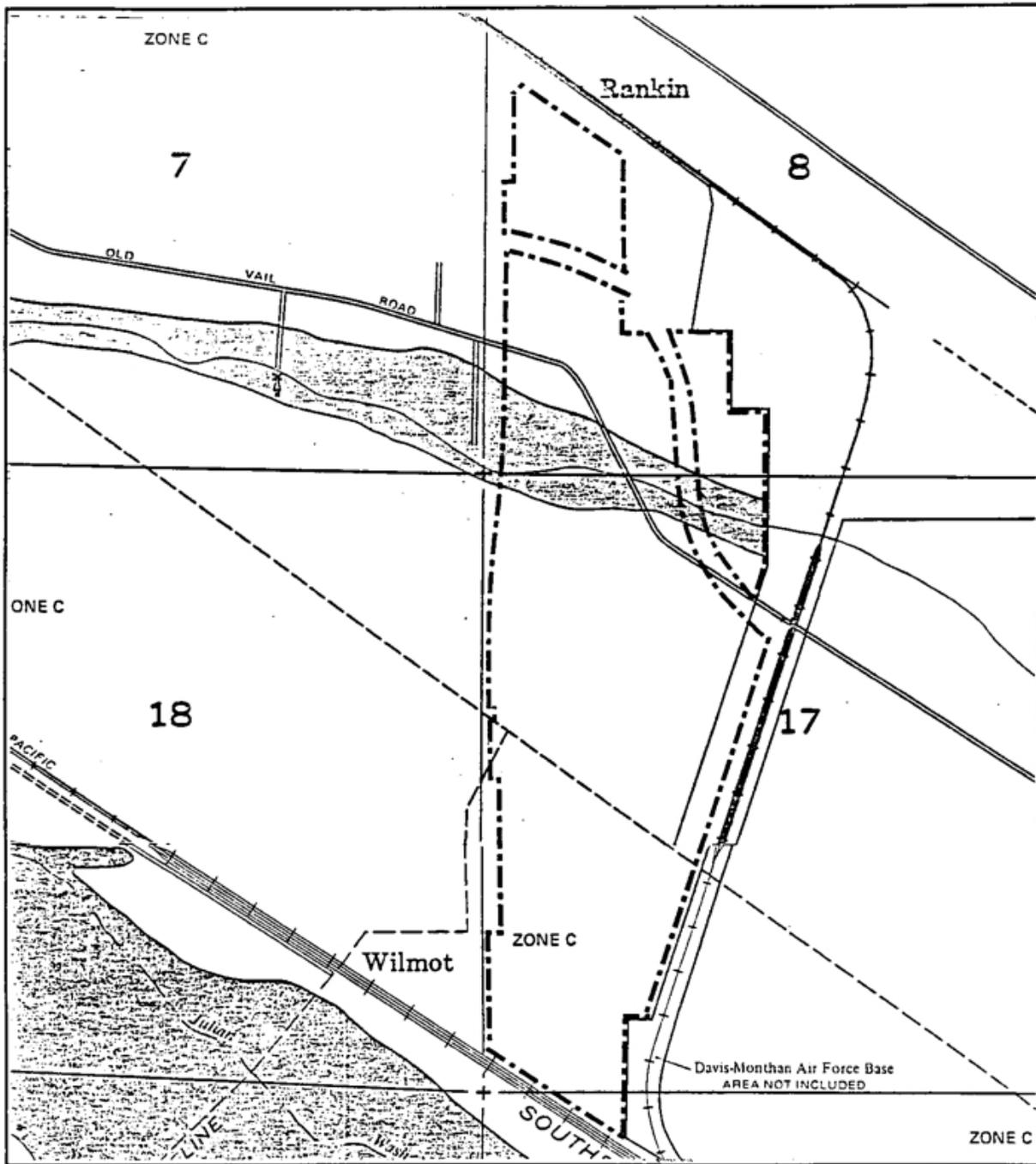
The onsite drainage area (Sub-basin 7) consist of 86 acres (264 cfs) of the subject site and approximately 29 acres of an offsite area.

An extension to Valencia Road has recently been constructed through the subject parcel. It runs southeasterly from Kolb Road to a point where it overlays Old Vail Road. TA 2-cell 6' x 4' box culvert is provided under Valencia Road. An unlined channel (10 foot bottom width) has been constructed as part of the Valencia Road improvements from the outlet of this box for approximately 1800 feet west until it connects with the 3 cell 10' x 4' box culvert under Kolb Road. The new channel was designed to convey the 100-year runoff with freeboard. This tributary of Julian Wash has a floodplain which is indicated on the FEMA floodplain map (see Exhibit 10). The Fema floodplain for that portion of the wash which is still in a natural state is also plotted on the Hydrology Map (see Exhibit 8).

Both the Culvert under Valencia Road and the channel are shown on the Onsite Drainage Map - Existing Conditions.

Sub-basin #9:

Flows north of Sub-basin #7 do not drain westward across Kolb Road, but instead are collected in an earthen channel in the Kolb Road Right-of Way and continue northward onto the Davis-Monthan



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FEMA
 FLOODPLAIN MAP

SOUTH KOLB RD
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Air Force Base and eventually to Pantano Wash. This drainage area is not in a critical or balanced basin.

This unlined channel parallels Kolb Road starting approximately 200 feet north of Old Vail Road and continuing northward. Its dimensions are a 12 foot bottom width with 3H:1V (horizontal to Vertical) side slopes. The channel passes under Valencia Road (at the Kolb Road Intersection) via a single cell 10' x 4' box culvert then continues north and passes under the U.S. Railroad via two 8' x 4' RCBC's (reinforced concrete box culverts).

The channel continues north past the railroad and onto Davis-monthan Air Force Base.

Sub Basin 9 Contains a total of 251 acres (339 cfs); 11 acres in an offsite parcel on Kolb Road, 55 acres onsite (150 cfs) and 185 acres offsite (includes Sub-basin 8) and upstream of the site. The discharge from this area is collected in the channel described above.

Table 2; onsite drainage areas - Existing

<u>Watershed</u>	<u>Conditions</u>		
	<u>Drainage Area (Ac)</u>	<u>Q5 (cfs)</u>	<u>Q100 (cfs)</u>
4	68	67	254
Onsite part of 5	18	12	46
7	86	77	264
Onsite part of 9	55	38	150
3	66	57	216
Onsite Part of 10	11	9	

Table 2 shows the 5- and 100-year peak discharges generated onsite at existing conditions.

Table 3 is a compilation of 100-year flow rates for existing conditions at the drainage concentration points as shown on Exhibit 9.

Table 3: Compilation of 100-Year Peak Discharges for Existing Conditions (See Exhibit 9)

Drainage Concentration Point	Watershed Drainage	Drainage Area (ac) Q100	Q100 (cfs)	Notes
C1	1	87	246	Balanced Basin
C2	2	383	684	Balanced Basin
C3	3+2+1	548	882	Balanced Basin
C4	4	68	254	Balanced Basin
C5	5	28	79	Balanced Basin
C6	6	530	762	Balanced Basin
C7	6+7	656	830	Balanced Basin
C8	8	115	234	Not within
C9	8+9	251	339	Designated
C10	10+9+8	307	415	Basin

5. Vegetation

Methodologies utilized in the vegetation analysis included analysis of aerial photographs combined with onsite field inventorying and verification of existing plant communities. Field Verification revealed two plant communities existing on the site. These two plant communities are shown on the Vegetation Map. There are no federally-listed threatened or endangered species occurring on the site.

The predominant plant community existing on the site is composed of mature native vegetation typical of the Sonoran Desertscrub Plant Community. This community is characterized by large stands of triangle bursage, creosotebush, prickly pear, and cholla interspersed with assorted trees, cacti, shrubs, and annual and perennial forbes and grasses. Overstory is composed of scattered velvet mesquite, blue palo verde, foothills palo verde, and desert hackberry.

Sonoran Desertscrub Plant Community:

Common Name	Botanical Name
Velvet Mesquite	<i>Prosopis velutina</i>
Blue Palo Verde	<i>Cercidium floridum</i>
Desert Hackberry	<i>Celtis reticulata</i>
Creosotebush	<i>Larrea tridentata</i>
Desert Broom	<i>Baccharis sarothroides</i>
Ocotillo	<i>Fouquieria splendens</i>
Cholla	<i>Opuntia</i> species
Prickly Pear	<i>Opuntia</i> species
Saguaro	<i>Carnegia gigantea</i>
Barrel Cactus	<i>Ferocactus wislenzii</i>
Spanish Bayonet	<i>Yucca aloifolia</i>
Brittlebush	<i>Encelia farinosa</i>
Triangle Bursage	<i>Ambrosia deltoidea</i>
Grama Grasses	<i>Bouteloua</i> species

The secondary plant community found on the site is the Riparian-Arroyo Plant Community, which occurs in several areas on the site. Overstory is composed of velvet mesquite, blue palo verde, and desert hackberry. Subcanopy is composed of desert broom, creosotebush, triangle bursage, canyon ragweed,

althorn, mormon tea and annual and perennial forbes and grasses. The Riparian-Arroyo associations on the site are primarily the result of blockage of minor local drainages by Kolb Road, the railroad tracks and various unpaved roads crossing the site. Because the Riparian-Arroyo associations are essentially man-made, vegetative density and quality is irregular and not typical of true native Riparian-Arroyo vegetation. The main area of Riparian-Arroyo vegetation Lies at the southwest corner of the site.

Riparian/Arroyo Plant Community

<u>Common Name</u>	<u>Botanical Name</u>
Velvet Mesquite	Prosopis velutina
Desert Hackberry	Celtis pallida
Blue Palo Verde	Cercidium floridum
Foothills Palo Verde	Cercidium microphyllum
Ironwood	Olneya tesota
Catclaw Acacia	Acacia greggii
Whitethorn Acacia	Acacia constricta
Triangle Bursage	Ambrosia deltoidea
Althorn	Koberlinia spinosa
Mormon Tea	Ephedra trifurca
Grama Grasses	Bouteloua species

Vegetation Areas Important for Scenic Value, Screening, Buffering and/or Soil Stabilization:

Due to the flat and generally open nature of the site, existing onsite vegetation average value in terms of providing scenic value, screening, buffering. Existing onsite vegetation has good value in terms of providing soil stabilization.

Vegetation Densities

Vegetative densities are generally uniform across the site, with canopy cover densities of the Sonoran Desertscrub vegetation (which covers the majority of the site) ranging from approximately 20-40%. Vegetative densities within the Riparian/Arroyo type vegetation range from approximately 40-70% canopy cover.

Estimates of plant cover density, whether tree canopy or shrub canopy, are based upon percentage of canopy cover (in square feet) within randomly selected 100 foot square (100'x100') areas. Areas selected for measurement of canopy cover best typified the average canopy cover density of that particular plant community as it occurs on the site.

Vegetation Scenic Values

Existing vegetation on the site is mature and well established generally open nature of the site results in average scenic quality, whether viewed from on or off the site.

Vegetative Screening and/or Buffering.

Existing vegetation on the site has a moderate value for use in screening and buffering development and for protecting

off site viewsheds . The medium height character of the chollas, creosote and prickly pear cactus create a semi-opaque screen along Valencia and Kolb Roads.

Vegetation Soils Stabilization:

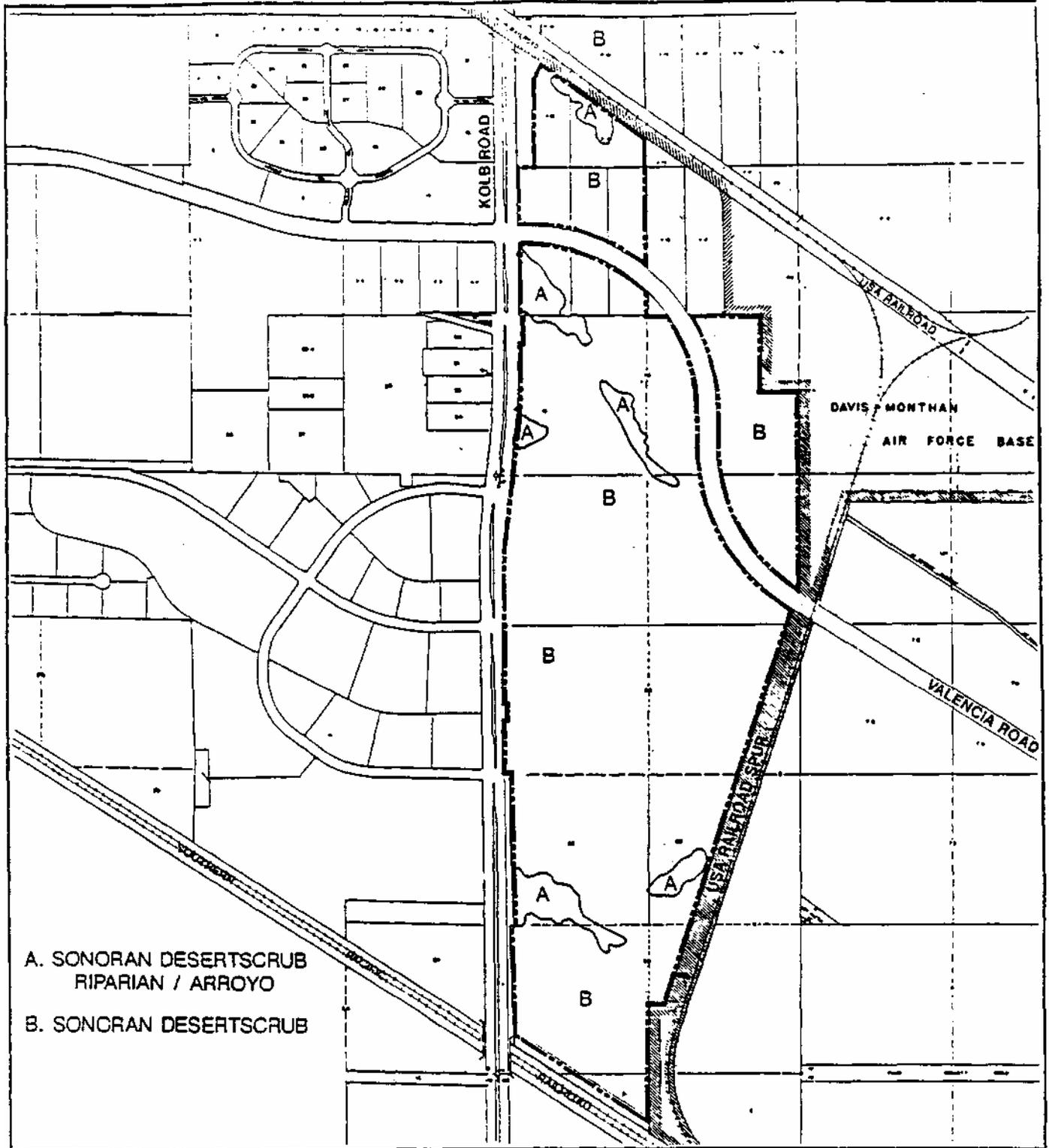
Existing vegetation on the site is a positive factor in preventing soil erosion.

6. Wildlife

Wildlife presence on the site is minimal due to the open nature of the site and the generally low habitat quality. Information supplied by the Arizona Fish and Game Department indicates there are no special or significant species on the site. Wildlife species which are known to exist in this area include common Sonoran Desert dwellers such as Javelina, coyote, jackrabbit, various bird, ground squirrel and lizard species.

7. Soils

The study area is composed of undifferentiated alluvial deposits consisting of sand and gravel deposited by former rivers and of mud, gypsum salt and limestones deposited by ancient lakes over 15 million years ago. Alluvial deposits fill the Tucson Basin to a depth of over 5,000 feet and range in surface texture from gravel to sandy-silt. The South Kolb Road Specific Plan consists of alluvium soil deposits.



A. SONORAN DESERTSCRUB
 RIPARIAN / ARROYO
 B. SONORAN DESERTSCRUB

SCALE IN FEET
 0 400 800 1200

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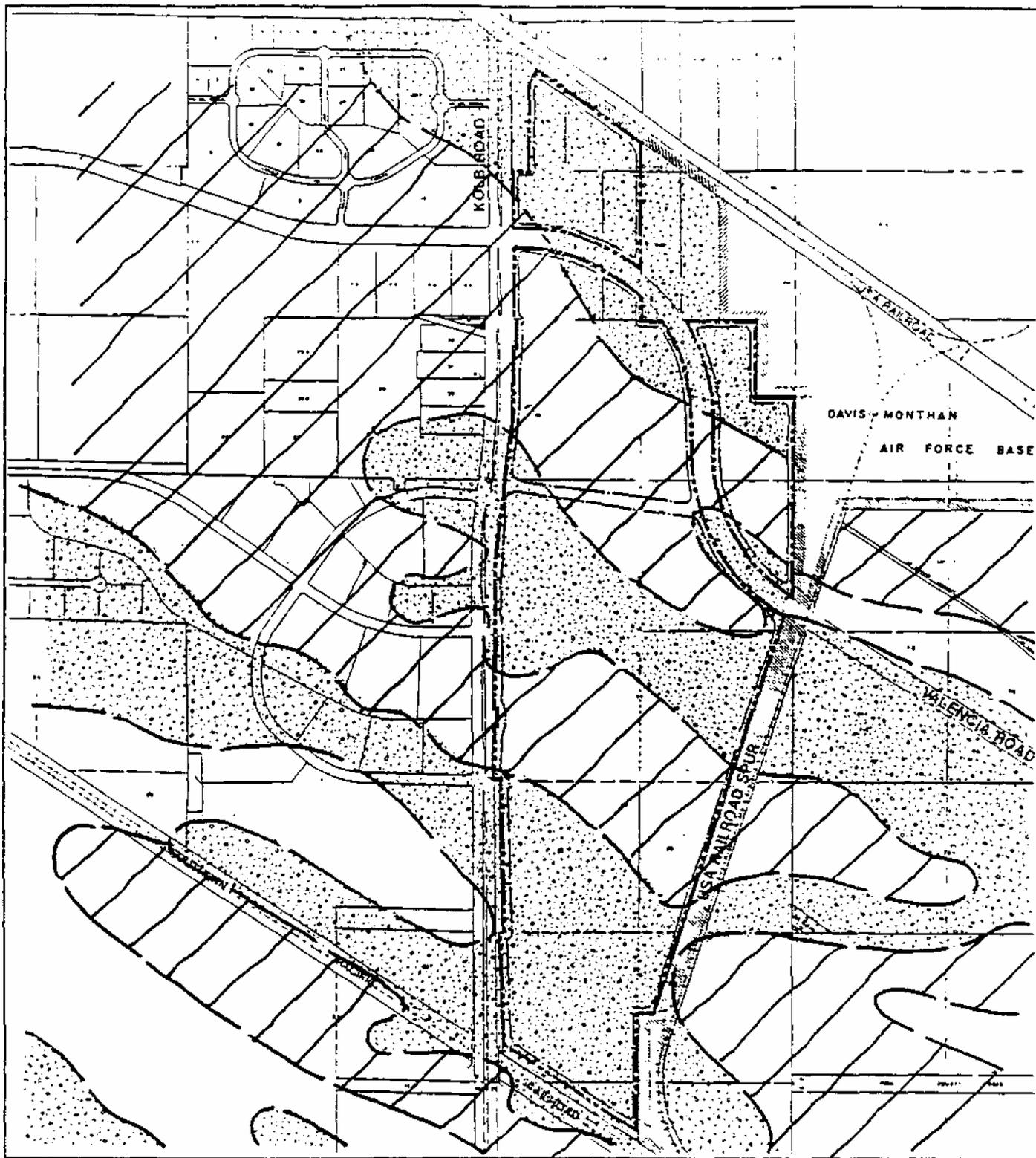
VEGETATION

SOUTH KOLB RD SPECIFIC PLAN

The soils are suitable for the support of buildings and other structures. Soils testing will be done prior to construction activity throughout the plan area. Septic use is not planned for the site. The proposed developments will utilize gravity sewer.

The Soils Table summarizes the characteristics of the soil types. Soil information is provided at a general level and is not intended to substitute for onsite soils testing.

Soil	Type	Location	Slope	Depth	Shrink	Permeability	Erosion	Overall Building Limitations
Continental-White House-Bernadino	Gravelly Sandy Loam & Clay Loam	Smoother Fan Terraces	2-8%	Deep	3	2	1	Severe Shrink-Swell
Nickel-Tres Hermanos-Cave	Gravelly Calcareous Sandy To sandy Clay loam	Lower Fan Terraces	3-8%	Deep	1	2	2	Moderate
Guest-Stellar-pima	Clay Loams	Broad Drainage-ways	0-3%	Deep	3	2	2	Severe (Shrink-swell; Flooding)



SCALE IN FEET
 0 400 800 1200

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	CONTINENTAL - WHITE HOUSE - BERNARDINO
	NICKEL - TRES HERMANOS - CAVE
	GUEST - STELLAR - PIMA

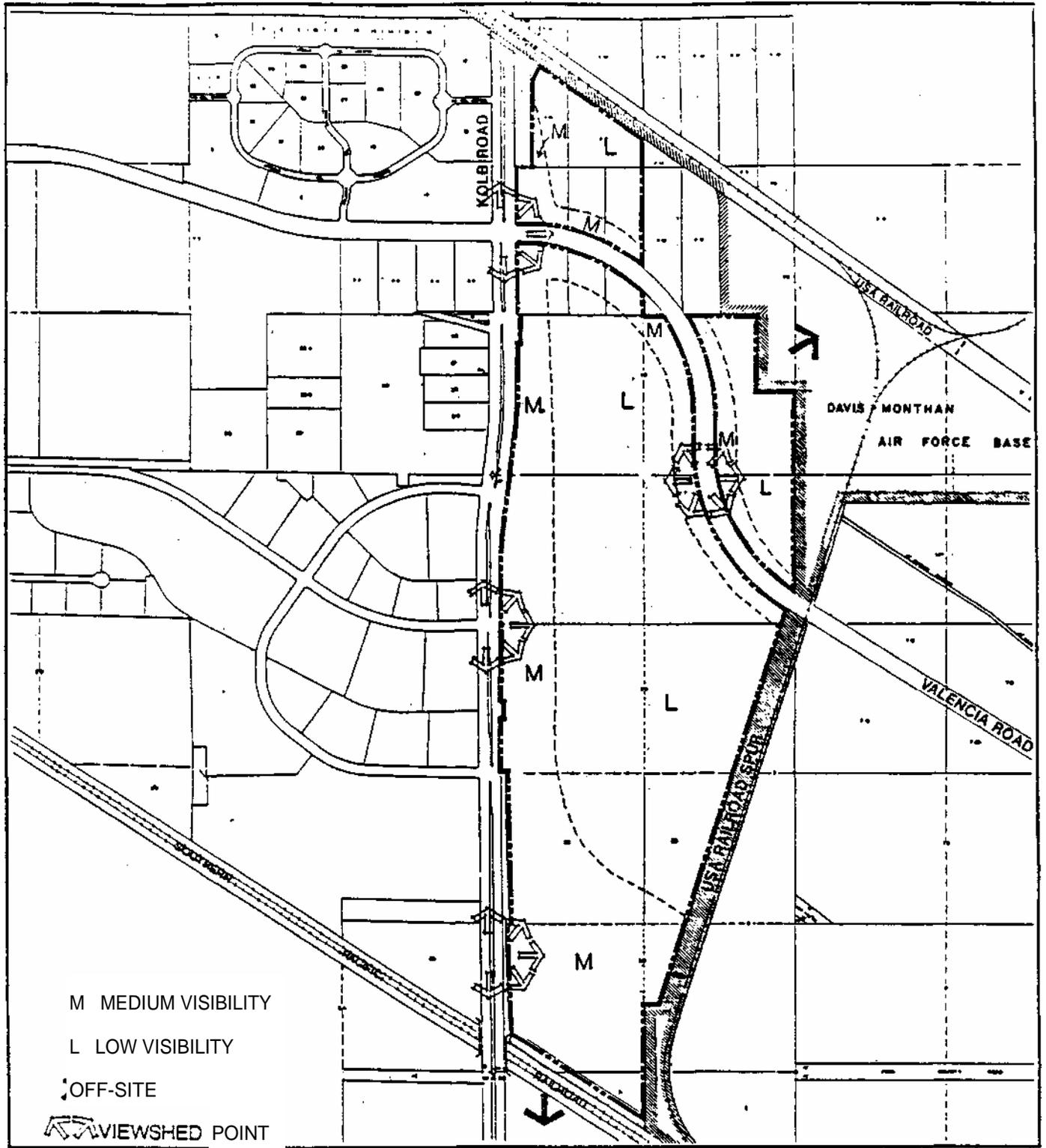
**SOUTH KOLB RD
 SPECIFIC PLAN**

8. Viewsheds

Views onto the subject site were evaluated from Kolb Road and Valencia Road. Views from adjoining properties on the north and east are restricted areas within D.M.A.F.B., and views from properties to the south are limited by the Southern Pacific Railroad. Interior views from Kolb and Valencia Roads are limited to the immediately adjacent vegetation due to the flatness of the site and surrounding areas. Therefore, the site edges along Kolb Road and Valencia Road have medium visibility and the interior areas have as low visibility. The perimeter areas on the north, south and east have low visibility because of the restricted uses. The Kolb Road overpass across the Southern Pacific Railroad provides both local, foreground views of the site and regional views of the Santa Catalina Mountains.

Views from the sites across surrounding properties are primarily east-northeast towards the southern edge of the Rincon Mountains. Less significant views are distant views north, past the Davis-Monthan aircraft storage facilities to the Santa Catalina's and south towards the Santa Rita Mountains.

All views are distant from the site environs which will not be significantly impacted by development of the site. There are no significant foreground views to be impacted by the proposed development.



M MEDIUM VISIBILITY
 L LOW VISIBILITY
 OFF-SITE
 VIEWSHED POINT

SCALE IN FEET
 0 400 800 1200

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VIEWSHED

**SOUTH KOLB RD
 SPECIFIC PLAN**

9. Traffic

The subject parcel is located east of Kolb Road between the U . S . Railroad right-of-way on the north and the Southern Pacific Railroad right-of-way on the south. The northern boundary of the site is the Davis-Monthan Air Base and its railroad spur (see Transportation Map) . The parcel is served by the newly constructed four-lane divided Kolb Road on its western frontage and the newly constructed two-lane Valencia Road extension which was recently completed east to Houghton Road. Both are currently listed as scenic routes on the major streets and routes map. Plans for Valencia Road include a widening to four lanes, and connecting into Old Spanish Trail east of the Pantano Wash. The widening of Valencia Road is not listed on Pima County's 5-year Capital Improvement Plan list and will not occur until the area develops, and warrants widening. Right-of-way widths, existing average daily trips (April 1988) and projected average daily trips (Year 2005) are shown on the Transportation Map are listed in the table below.

Road	Existing R/W	Planned R/W	# of Travel Lanes	Capacity	ADT
Valencia Rd.	150'	200'	2	12,500	8,500
Kolb Rd.	150'-200'	150'	4	30,000	6,986

Valencia Road has a posted speed of 50 MPH and Kolb Road has a posted speed of 55 MPH. Neither roadway has pedestrian or bicycle facilities. The minimum building setback for Kolb Road is 30 feet and Valencia Road is 60 feet.

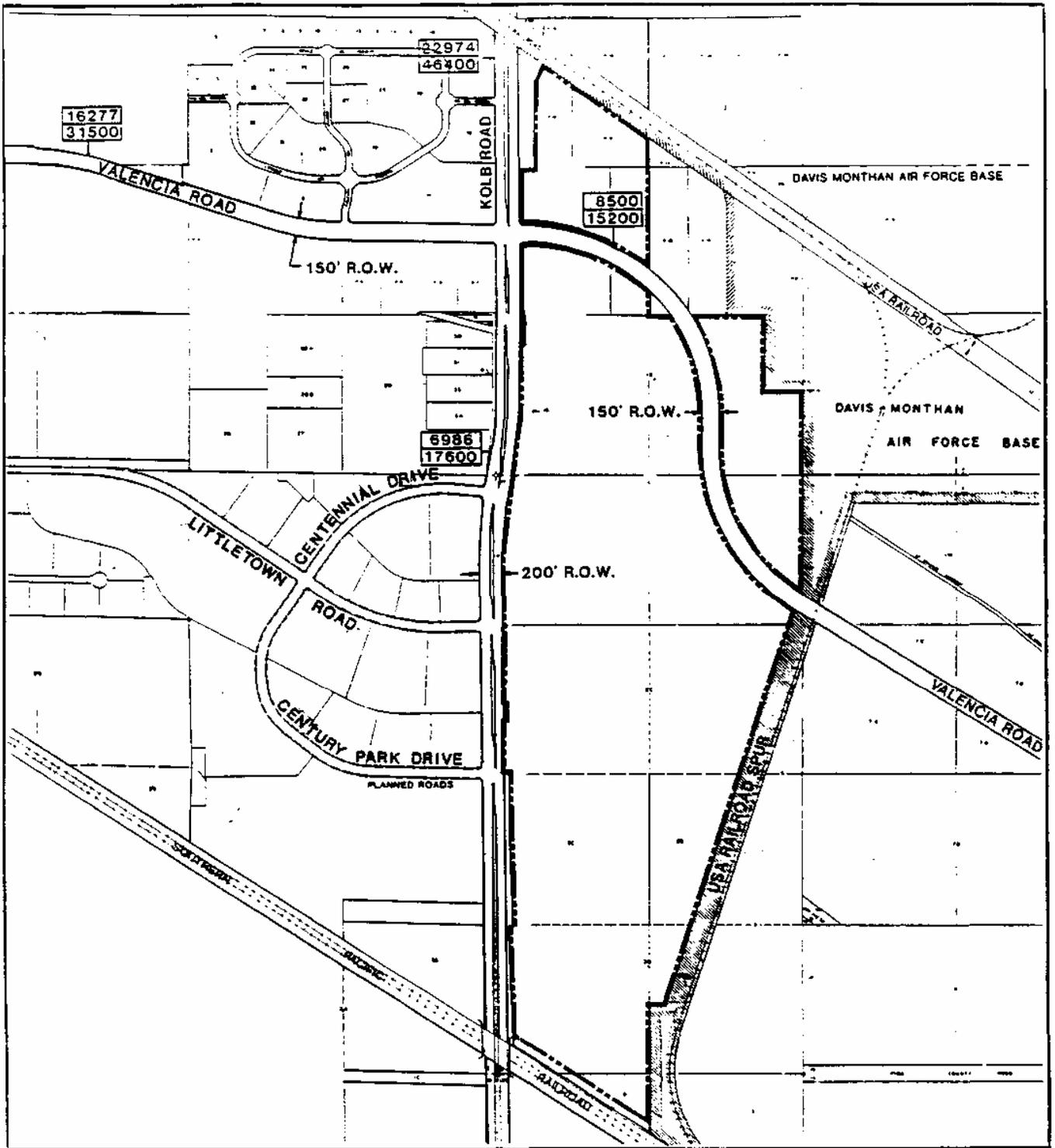
The parcel has excellent access to all sections of the Tucson Metropolitan Area via (a) Kolb Road north to eastern and northern sections of Tucson (b) Kolb Road south to Interstate 10 and (c) the new Valencia Road west towards the Tucson International Airport and downtown Tucson.

Right-of-way for Valencia-Old Vail Road as it existed over portions of the site has been abandoned. It was abandoned under Proceedings No. 2654 in Docket 8075 at page 2395, Pima County, Arizona.

10. Sewers

There are currently three existing sewers in the vicinity of this project. The twenty-seven inch Southeast Interceptor (G-84-50) is located near the southern end of this property at Kolb Road near the Southern Pacific Railroad. There is a twelve inch sewer (G-85-18) in Valencia Road, terminating approximately 2,640 feet west of Kolb Road. Also, there is a 12 inch sewer (G86-51) located in Centennial Place, terminating at Kolb Road (see Sewer Map). Pima County Wastewater Management has indicated that there is capacity in both the twenty-seven inch and twelve inch sewers for this development.

A capacity response from Pima County Department of Wastewater Management is in the Appendix.



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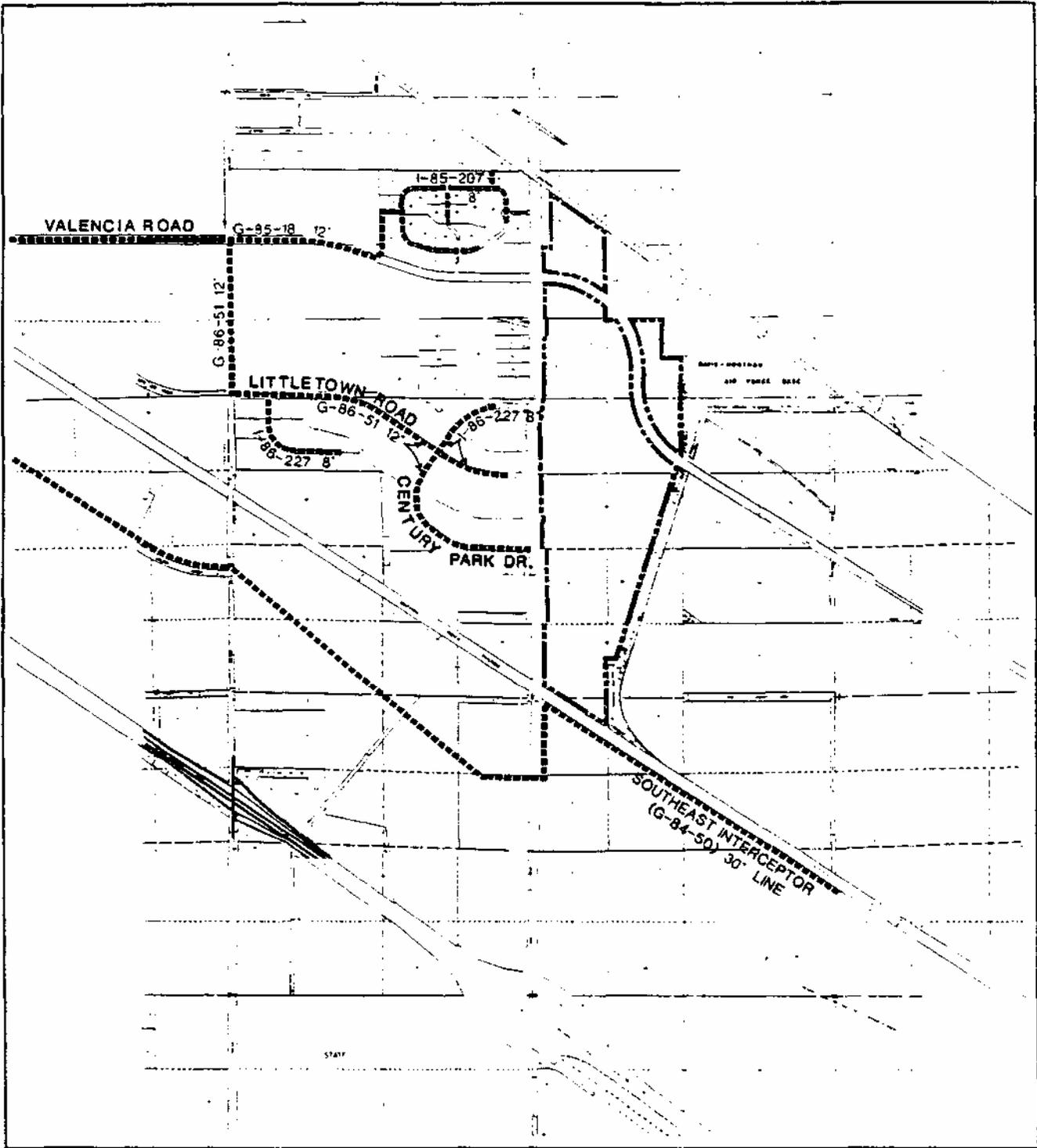
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(520) 747-1111

TRANSPORTATION

22974 EXISTING ADT
41100 PAG PROJECTION 2005

**SOUTH KOLB RD
SPECIFIC PLAN**

EXHIBIT 14



SCALE IN FEET
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 Fort Worth, Texas 76102

SEWERS

**SOUTH KOLB RD.
 SPECIFIC PLAN**

EXHIBIT 15

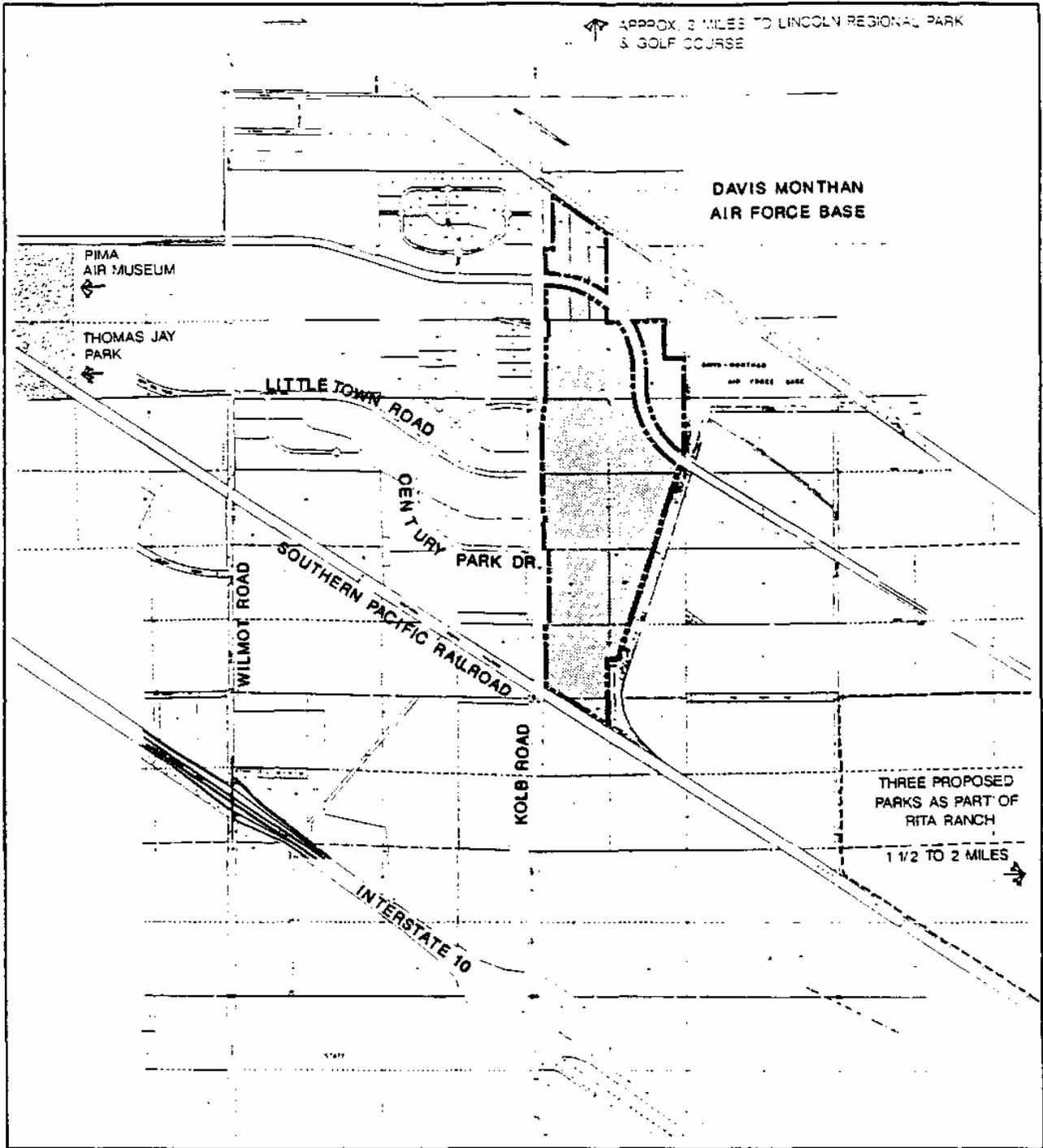
11. Schools

The South Kolb Road Specific Plan Area is located in the Vail School District. There are no schools within one mile of the Plan Area. Elementary and junior high school students within this district attend classes at the Vail Campus located at 13229 E. Colossal Cave Road. Because there is no high school within the confines of this district, the Vail School District provides transportation and tuition for students to attend Santa Rita High School or Benson High School.

Should the student not wish to attend Santa Rita or Benson High School, they may attend any Tucson District 1 school but with no subsidy from the Vail School District.

12. Recreation and Trails

Two regional parks are located within two miles of the parcel. Thomas Jay Regional Park is located approximately 1-1/2 miles west of the subject parcel. The regional park site currently contains 220 acres including the 10 acre Littleton Neighborhood Park and the 80 acre Pima County Air Museum, (the largest air museum in the United States) with the remainder undeveloped. Lincoln Regional Park and Golf Course is located approximately 2 miles to the north at Pantano Road between Escalante and Irvington Roads. Lincoln Regional Park



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PARKS & RECREATION

SOUTH KOLB RD. SPECIFIC PLAN

facilities include soccer, softball, baseball fields, volleyball and playgrounds. Additional improvements will also include a swimming pool, amphitheater and ramadas. The golf course is an 18 hole course. Pima College's east campus is located adjacent to Lincoln Park on Irvington Road.

City of Tucson Parks are in negotiation with Aries Enterprises for dedication of a 38 acre park site near Rita Road and Rees Loop Road. The Parks Department proposes the development of approximately 8 acres of the site to begin in early 1989. Three other park sites will be built within the Rita Ranch Community as joint use facilities in conjunction with the Vail school district.

13. Cultural/Archaeological Historic Resources

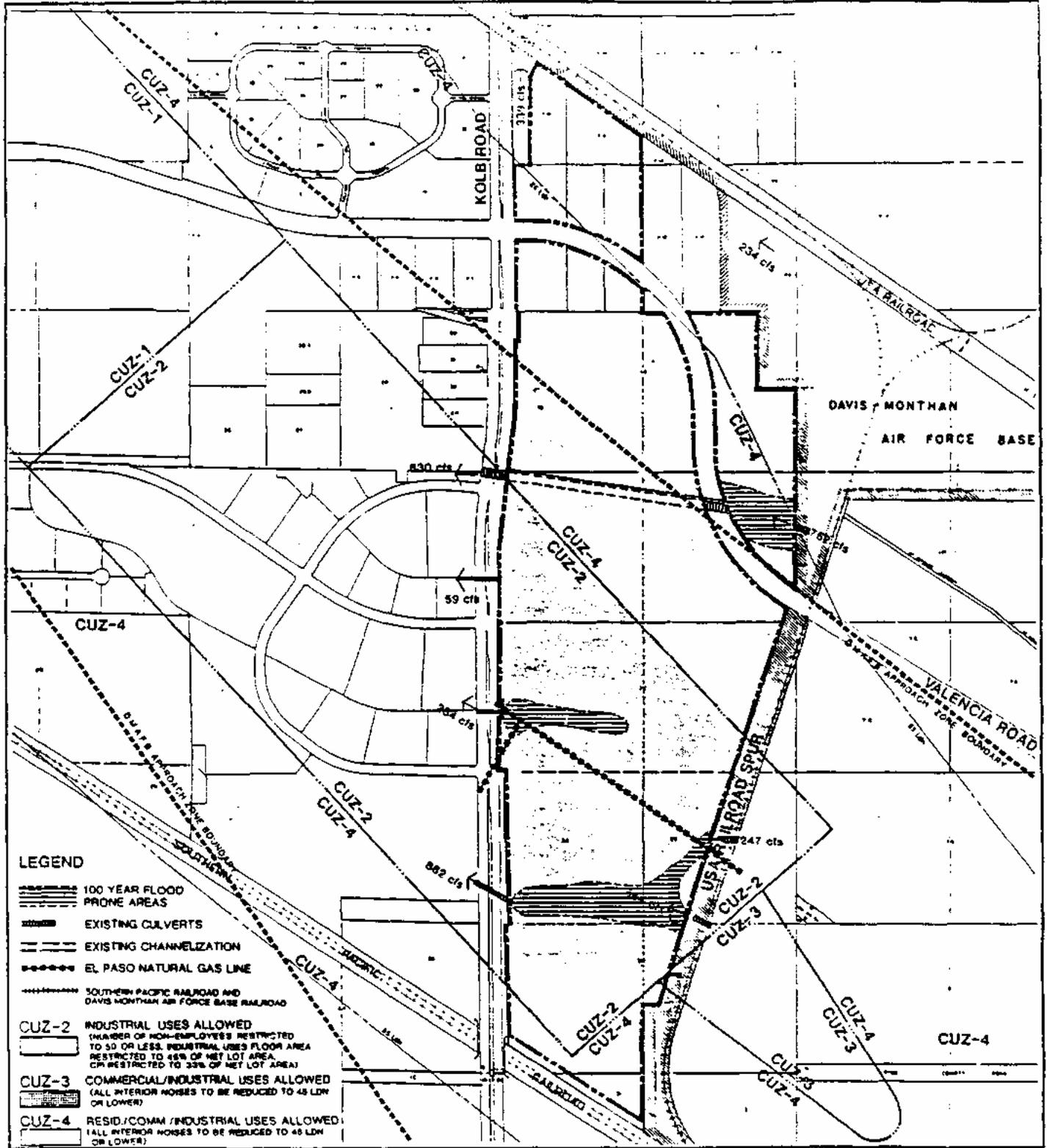
The Arizona State Museum has indicated that no surveys have been recorded on the site nor are there any known archaeological sites. Surveys have been performed in Section 20 south of the Southern Pacific Railroad. The Museum, however, recommends that an on-the-ground archaeological survey be conducted prior to development. A letter from the Arizona State Museum to this effect is included in the Appendix.

14. Air Quality (Vehicular Traffic)

Pima County Health Department has no air quality monitoring system in or near the study area. Because Tucson has prevailing southeast winds it is assumed the air quality at Kolb Road and Valencia Road would be excellent. Carbon monoxide levels at the intersections would be higher at rush hour, but should those levels be tested 100 feet from the intersection, they would most likely register as almost non-existent. Proposed site users will be clean industries, and will not emit pollutants into the atmosphere, hence, the proposed users do not require an air quality review.

15. Composite Map Development Opportunities and Constraints

The Composite Constraints Map graphically illustrates the summation of constraints and opportunities identified in the Inventory and Analysis Section addressing the developed and natural features of the site. The identified constraints are existing onsite hydrology, an El Paso Natural Gas line easement and Davis-Monthan Air Force Base Compatible Use Zones.



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COMPOSITE CONSTRAINTS MAP

SOUTH KOLB RD SPECIFIC PLAN

IV. SPECIFIC PLAN

1. Composite Specific Plan

The South Kolb Road Specific Plan includes land use, open space, circulation, environmental mitigation and public services elements. The Composite Specific Plan provides a comprehensive development approach to the 348 acre site.

The Land Use Concept reflects the Southeast Area Plan recommendations for the site. The industrial uses proposed in the Southeast Area Plan have been refined by the application of the Airport Environs Overlay Zone and compatible use zone guidelines for land uses in the aircraft approach area. The Circulation Concept responds to the controlled access status of Kolb Road by utilizing only existing median breaks and internalizing much of the circulation. The Environmental Mitigation program addresses natural constraints to development, which are minimal. The Public Services Concept provides for the logical extension and expansion of existing utilities, following the internal circulation system as much as possible.

2. Land Use

A. Overview:

The South Kolb Road Land Use Concept reflects the Southeast Area Plan recommendations for the site. The 1983 Plan calls for industrial uses along either side of Kolb Road between Davis-Monthan Air Force Base and the Interstate Highway. The project area is part of an interstate industrial corridor along Interstate 10 as designated in the Area Plan.

Industrial uses are appropriate for the area given the proximity to transportation facilities including the highway, the Southern Pacific Railroad and the Tucson International Airport. Recent development of industrial parks in the area (including Southpointe and Century Park) also support the viability of industrial uses in the area.

The South Kolb Road Specific. Plan proposes industrial uses for the site with commercial development as secondary permitted uses in appropriate locations. All of the proposed uses are consistent with or less intensive than the industrial designation in the Area Plan.

The land use pattern reflects man-made constraints to development, including aircraft approach corridors, the proximity of rail lines, and limited access to Kolb Road. Natural constraints on the site are minimal, and consist largely of floodprone areas which require channelization.

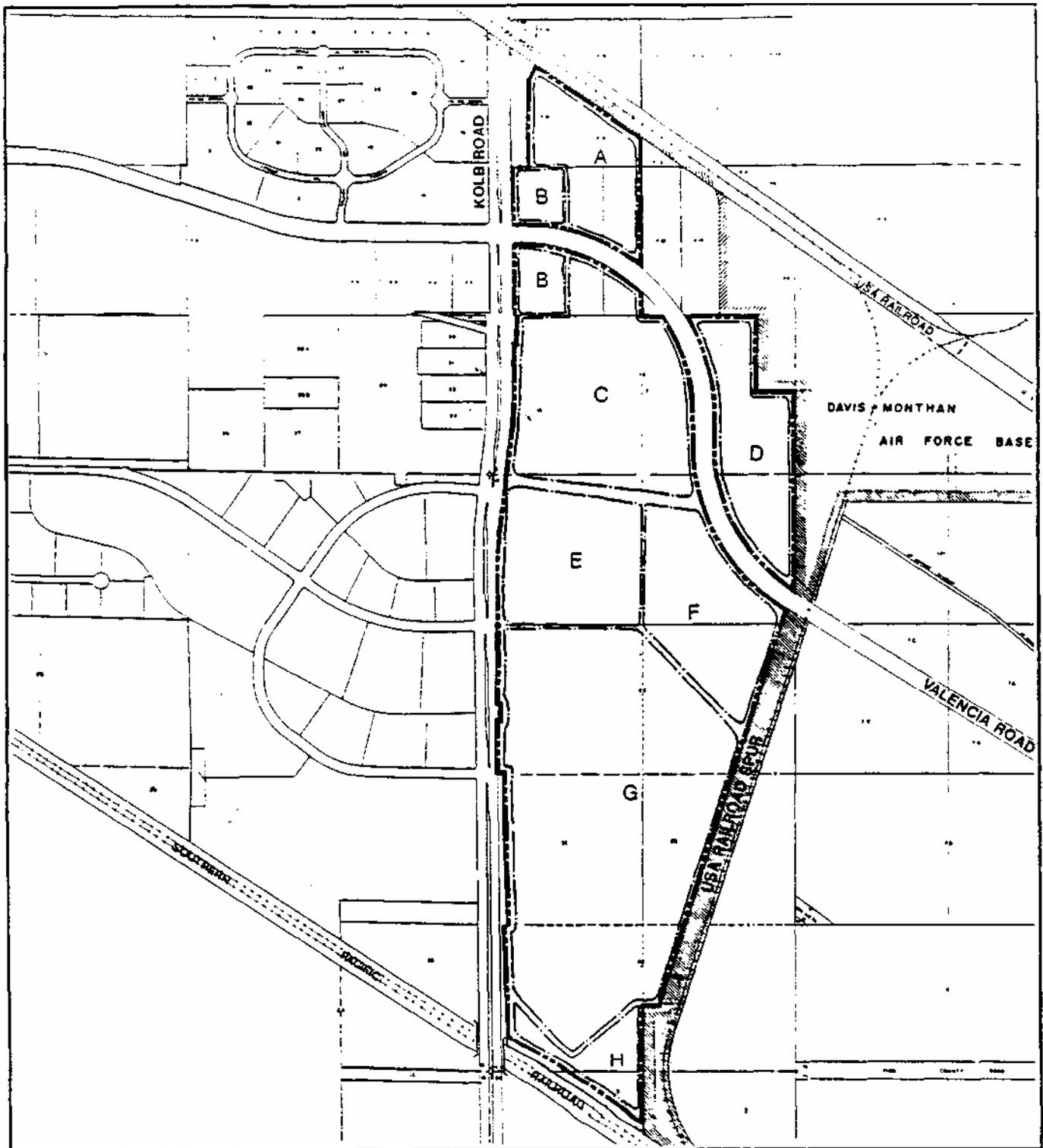
B. Planning Areas:

The Specific Plan area has been divided into eight planning areas generally bounded by street right-of-ways or aircraft approach compatible use zones and reflecting the land use pattern. All eight planning areas propose industrial uses as primary land uses. Planning areas A, B, C, D and H are either unconstrained by aircraft approach regulations or guided by the standards in the least restrictive compatible use zone (CUZ-4). Commercial uses are allowed as secondary uses.

Planning Area E and G are in CUZ-2, a high noise and accident potential zone. These areas are designated for general industrial uses as secondary uses. Full compliance with the Pima County Airport Environs and Facilities Zone is required where applicable.

The Land Use Summary Table lists the land uses and acreages for each of the planning areas.

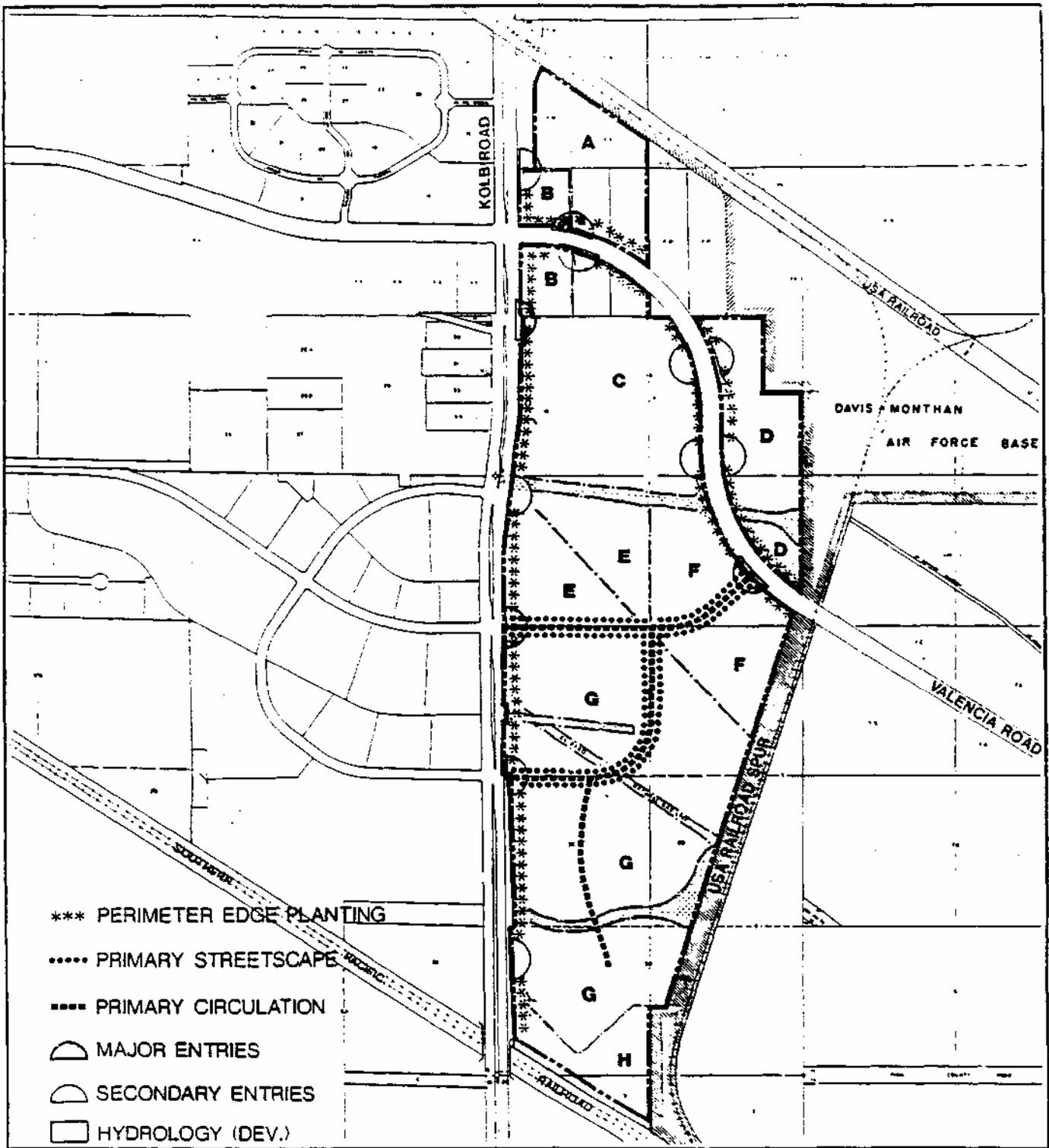
SOUTH KOLB ROAD SPECIFIC PLAN LAND USE SUMMARY			
Planning Area	Primary Use	Secondary Use	Acre (Gross)
A	Industrial CI-1	Commercial CB-1 & CB-2	24.5
B	Industrial CI-1	Commercial CB-1 & CB-2	12.2
C	Industrial CI-1	Commercial CB-1, CB-2	59.5
D	Industrial CI-1	Commercial CB-1, CB-2	31.0
E	Industrial , Research and Development/ Office, CI-1	Industrial CI-2	34.4
F	Industrial, Research and Development/ Office, CI-1	Industrial CI-2	36.2
G	Industrial CI-1	Industrial CI-2	137.7
H	Industrial CI-1	Commercial CB-1 & CB-2	12.7




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 Phoenix, Arizona 85027

**PLANNING
AREAS**

**SOUTH KOLB RD
SPECIFIC PLAN**

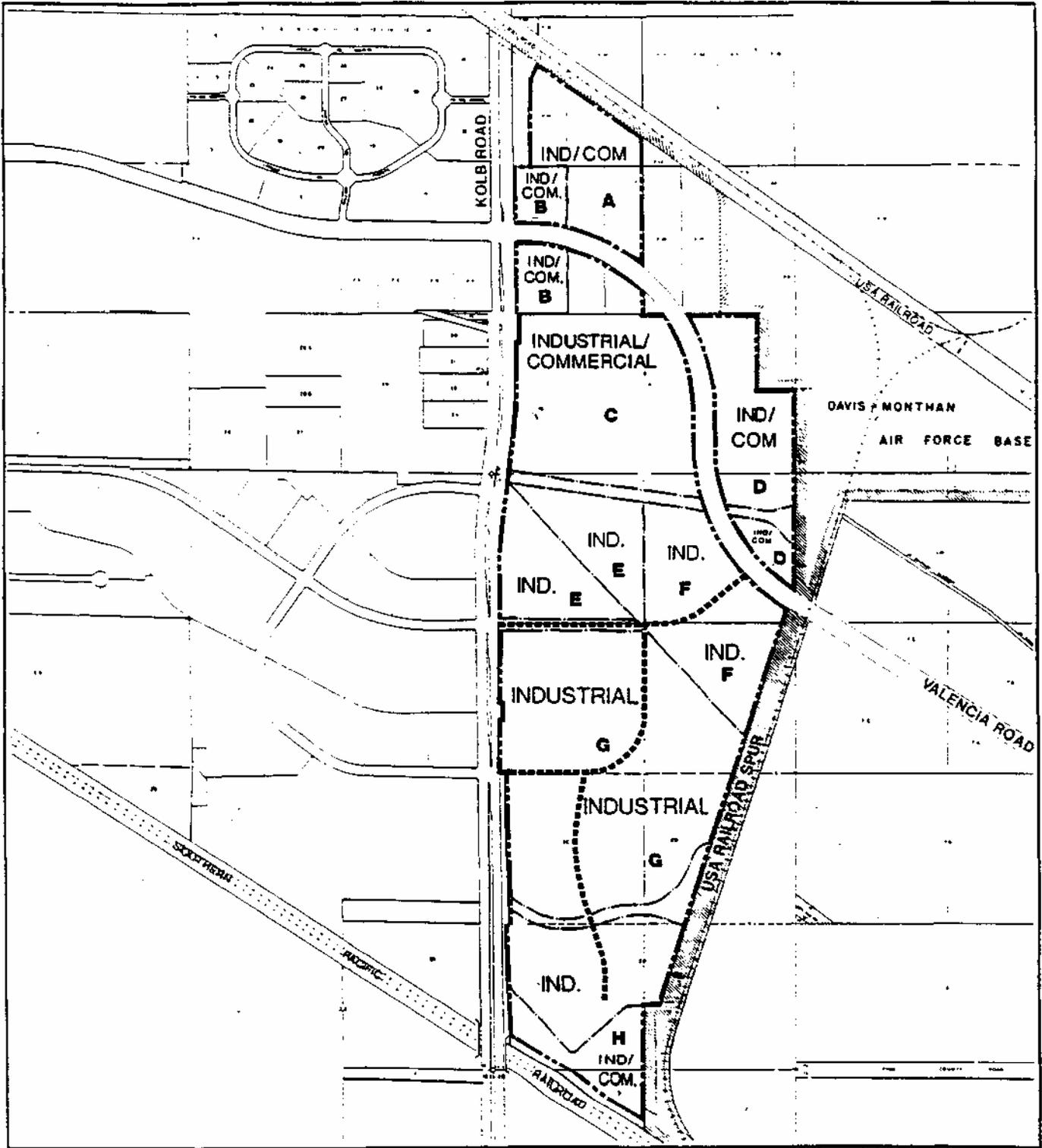


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 P.O. BOX 1000
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**SOUTH KOLB RD
SPECIFIC PLAN**

**SOUTH KOLB RD
SPECIFIC PLAN**



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 (602) 254-1100

**LAND USE
 CONCEPT**

**SOUTH KOLB RD
 SPECIFIC PLAN**

3. Open Space Concept

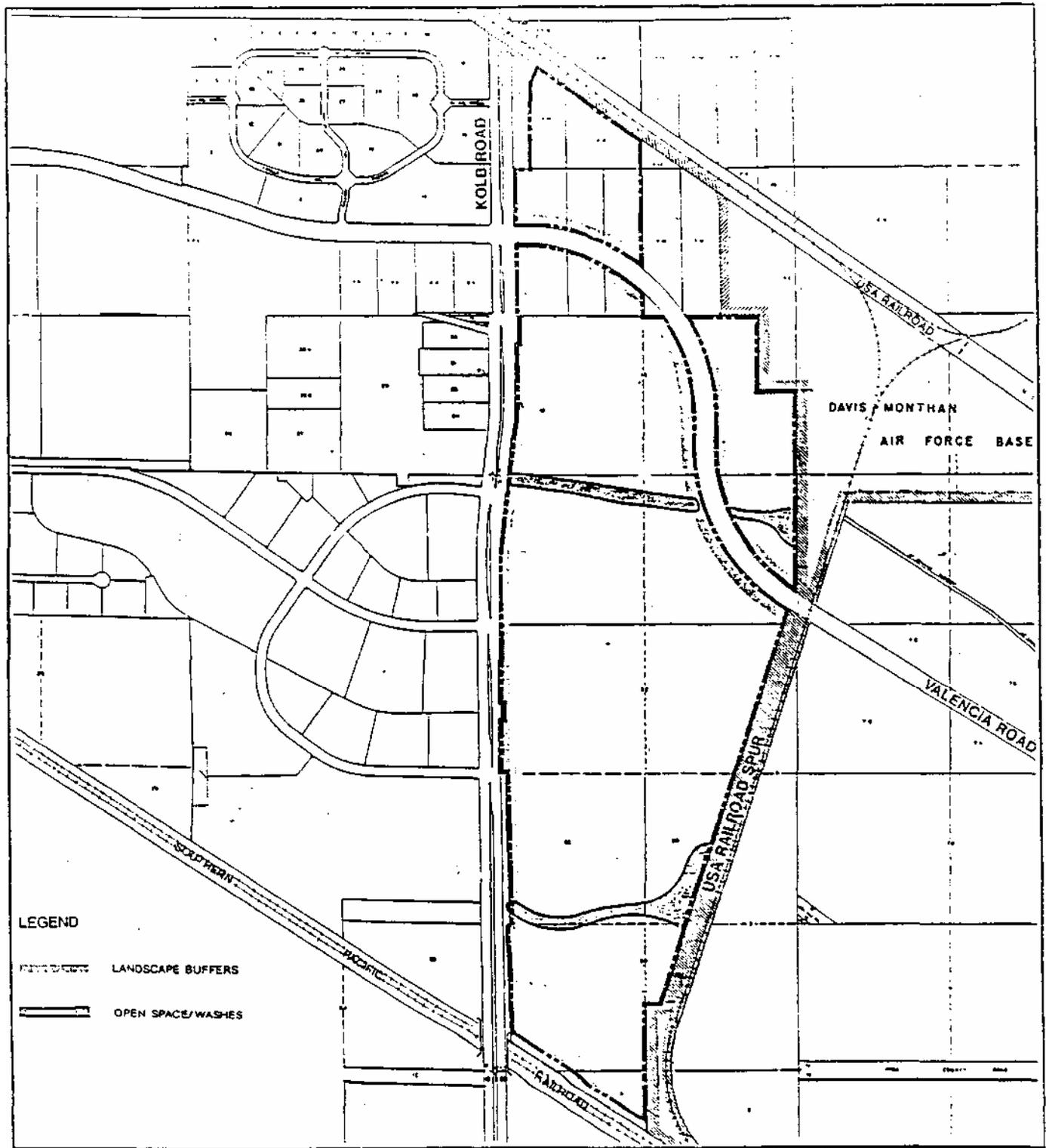
The open space concept is shown on the Open Space Map, Exhibit 21. It is intended, where feasible, to provide open space as a visual amenity. It will consist of the setback areas, landscape areas, onsite washes, and hydrology areas as indicated on the open space map. Landscape areas include the Kolb Road and Valencia Road frontage, landscaped berms along the primary internal circulation network, onsite landscaping, as required, in the Development Regulations, and bufferyards, as required by the Landscape Ordinance. Two areas of hydrology mitigation are included as part of the open space system. Mitigation of the hydrology areas will consider channel improvements, and consistency with existing downstream and upstream improvements.

4. Landscape Concept

Landscape guidelines are essential in achieving a unified development character for the open space and project areas. To achieve the desired uniformity, guidelines are required for the following categories: street frontages, entries and internal roadways.

a. Street Frontage:

Kolb Road and Valencia Road are the "windows" into the site. The landscape areas adjacent to these roadways will complement the development within the site and will be consistent with the



LEGEND
 - - - - - LANDSCAPE BUFFERS
 _____ OPEN SPACE/WASHES

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OPEN SPACE

**SOUTH KOLB RD
SPECIFIC PLAN**

landscaping, buffering and screening ordinance requirements (Chapter 18.73). The landscape concept for these two roadways is to develop a desert streetscape with a variety of native plant species. Random clusters of ornamental trees may be used to provide accent. A varying building setback and a varying bufferyard is encouraged to provide visual interest and motion. Where parking is located adjacent to Kolb Road on Valencia Road, it shall be screened with a wall or berm and appropriate landscaping.

b. Entries:

Major entries into the site are proposed for both Kolb Road and Valencia Road. These entries serve as the gateway into the development. The entry landscaping will introduce the individual into the development through the use of entry monumentation, trees, and plantings. All major entries shall be consistent.

c. Internal Streets:

The primary internal circulation system will have a thematic landscape element. It will identify the primary roadway as the major internal circulation corridor. Landscape treatment will include native plant species and may include random clusters of ornamental trees, landscape berms, and groundcover materials. The landscape areas will also include pedestrian walks.

Circulation Concept

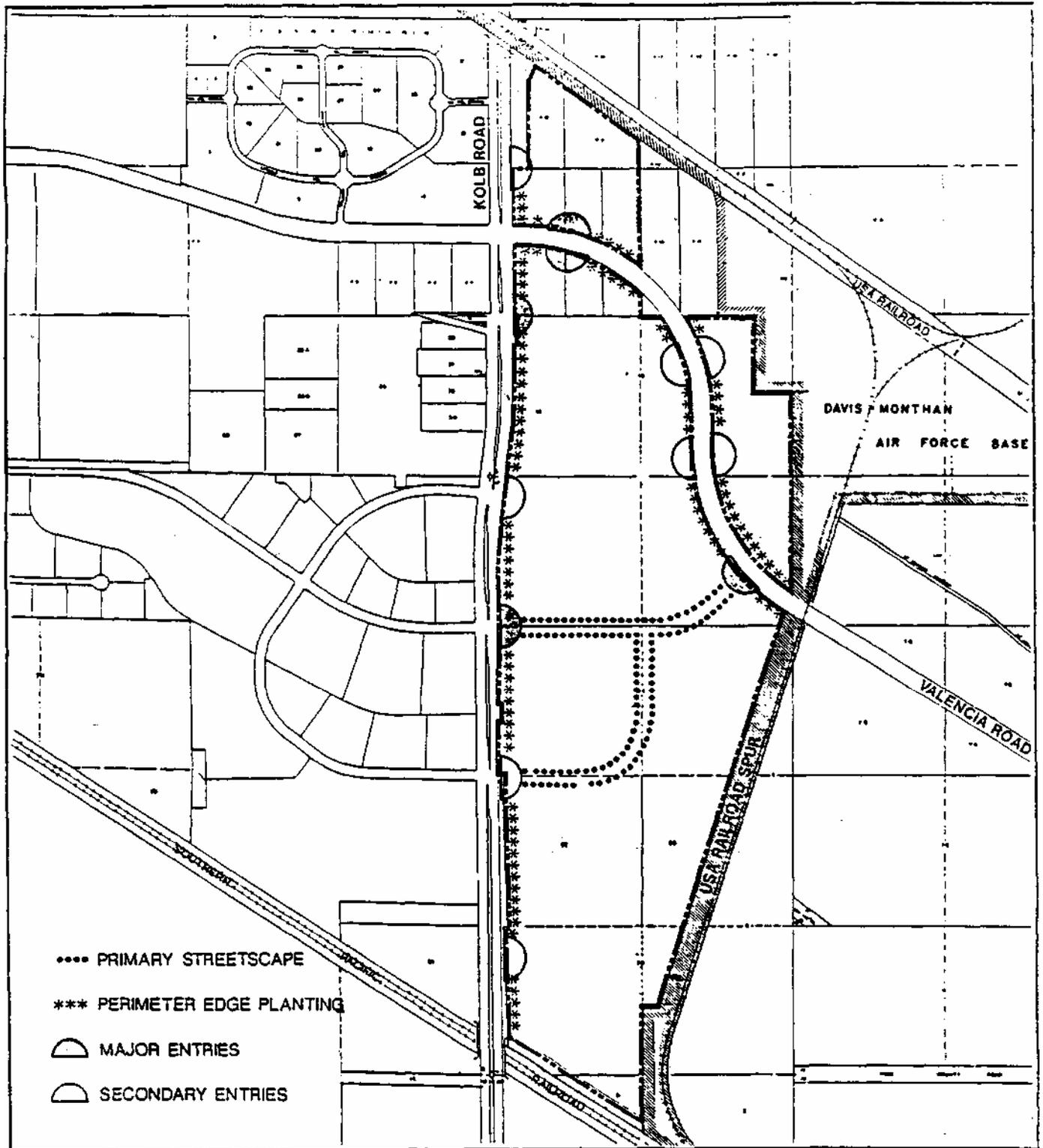
A. Overview:

The Circulation Concept is consistent with the Regional Transportation Plan, Major Streets and Routes Plan, and Southeast Area Plan which designates both Kolb Road and Valencia Road controlled as access roadways.

Kolb and Valencia Roads are designated transportation facilities of regional significance on the Regional Transportation Plan and arterial roadways on the Major Streets and Routes Plan. Valencia Road is the longest continuous east/west route in the southern portion of metropolitan Pima County, with a total of just under 25 linear miles from San Joaquin on the west to Old Spanish Trail on the east. Valencia Road is planned as a four-lane roadway in the vicinity of the South Kolb Road Plan with a right-of-way width of 200 feet. Kolb Road has a future right-of-way width of up to 200 feet.

B. Street System:

The internal circulation system is composed of an extension of Littletown Road from Kolb Road east to Valencia Road, and a - loop composed of an extension of and Century Park Drive meeting at the Littletown Road extension. In addition, a north-south collector roadway would connect the southern portion of the plan to the Loop Road. The southern extension will either end



- PRIMARY STREETSCAPE
- *** PERIMETER EDGE PLANTING
- ◐ MAJOR ENTRIES
- ◑ SECONDARY ENTRIES

SCALE IN FEET
 0 400 800 1200

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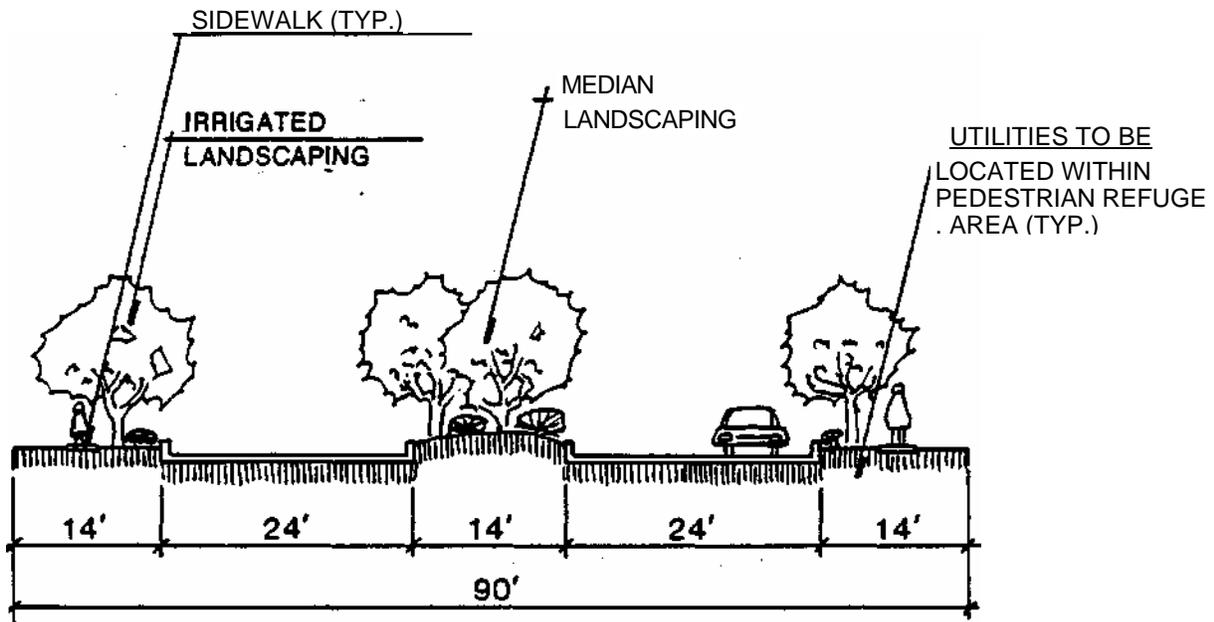
BUFFER

**SOUTH KOLB RD
 SPECIFIC PLAN**

as a cul-de-sac, or continue as part of the secondary road system. Access to the Convention Center site would be provided at the northernmost median break on Kolb Road and two locations on Valencia Road. The proposed access locations are tentative, they will be established by a detailed traffic analysis to be approved by the Pima County Department of Transportation and Flood Control District.

All internal industrial connector roadways are envisioned as divided two-way roads with 24 feet of pavement each side of the median. The pavement section would be striped for one 18 foot travel lane and a 6 foot bicycle lane. Both the median and perimeters would be landscaped and pedestrian ways provided in the perimeter area. A 90 foot right-of-way would be provided.

The public transportation element of the Regional Transportation Plan identifies key transit express routes, limited service routes, park and ride lots and transit centers. Valencia Road (west of Kolb) and Kolb Road (north of Valencia) are designated limited service routes. The Regional Transportation Plan also calls for a Park and Ride Lot in the vicinity of Kolb and Valencia. Neither Kolb nor Valencia Road is in the current County Capital Improvement Program.



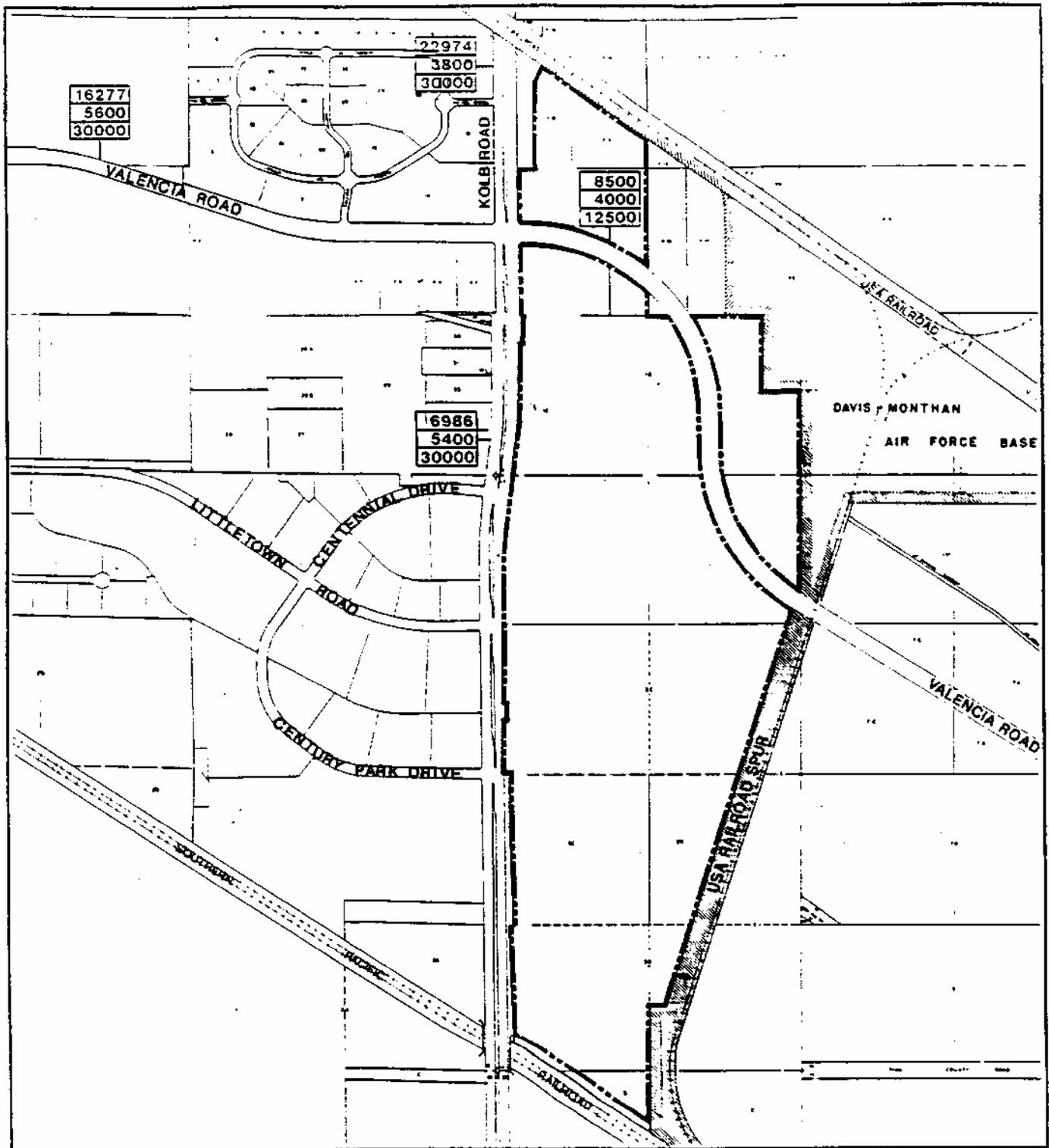
PROPOSED CROSS SECTION
FOR ENTRY DRIVES

Six access points are proposed along the approximately 6,000 foot frontage on Kolb Road, four of which correspond with existing median breaks, and one "right in/right out" access near the southern portion of the site. No additional median breaks are proposed along Kolb Road.

C. Traffic:

Traffic levels, according to the Piina Association of Governments, Transportation Planning Division, were approximately 7,000 ADT (average daily traffic) for Kolb Road south of Valencia and 23,000 ADT north of Valencia Road. The average daily traffic for Valencia Road was 16,300 west of Kolb Road and approximately 8,500 east of Kolb. The Pima County Department of Transportation has a permanent counter stations on Kolb Road both north and south of Valencia.

The Valencia Road access is focused at two locations. There is no existing median in Valencia Road. Valencia Road east of Kolb is designated as a controlled access roadway and it is likely that a median will be constructed when the roadway is widened to four lanes in the future. Development associated with this Specific Plan will probably contribute to improvements for Valencia Road through the contribution of funds into an escrow account for future improvements, or improvements would be made in conjunction with the development of this project (ex: construction of an additional travel lane).



SCALE IN FEET
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TEL: (305) 555-1111 FAX: (305) 555-1112

PROJECTED TRAFFIC

22974	EXISTING ADT
3800	SOUTH KOLB ROAD PLAN ADT
30000	CAPACITY

**SOUTH KOLB RD
SPECIFIC PLAN**

D. Transportation Conservation:

The concentration of employment opportunities which will be provided at the South Kolb Specific Plan site create favorable conditions for the implementation of transportation conservation measures. Ride sharing and alternative transportation modes are two key tools to be used to reduce vehicle trips, a stated regional goal for achieving air quality and transportation efficiency objectives. Development under the Specific Plan will be required to meet the County's Trip Reduction Ordinance.

As the Specific Plan site develops and the southeast area in general continues to provide more employment, a broader range of transportation conservation measures can be supported.

Initial efforts at the project site may include incentives for ride sharing, such as preferentially located or covered parking. When the convention center develops, hotel shuttle services may be implemented to transport visitors. As a greater percentage of regional employment is focused in the southeast area, bus service may be provided on a regular or even express basis. Three onsite transit boarding locations have been designated to provide convenient service to future employees should bus service be available in the future. Siting of these boarding locations will require the approval of Suntran and the Board of Supervisors.

When fully built out, the South Kolb Road plan, may generate approximately 18,700 trip ends on a typical weekday. Exhibit 22 shows that the plan will result in 3,800 trips added to Kolb north of Valencia, 5,400 trips south of Valencia, 5,600 trips to Valencia west of Kolb and 4,000 trips east of Kolb.

6. Environmental Mitigation Concept

A. Topography & Soils:

This section describes the overall grading concept to be used during the development of the South Kolb Road Specific Plan Property. The topography of the site is relatively flat with an approximate slope of 2 percent. The site slopes gently from the southeast to the northwest. The average cross slope is less than 15%, there are no individual slopes of 15% or greater, and there are no unique topographic features. No mitigation measures are required by the Hillside Development Overlay Zone.

It is anticipated that the whole site, or approximately 100% of the site will be graded. However, approximately 10% of the site will be revegetated along the project boundaries and along the wash areas. The grading plan shows the areas to be graded, revegetated, and areas included in the open space system.

Due to the lack of severe cross slopes on the property, extensive grading is not anticipated. No cut or fill areas greater than 5 feet are projected at this time. The range of cuts and fills is anticipated to be two to four feet in elevation.

The use of retaining walls as a grading measure is not anticipated for areas within this project. The Specific Plan area will be serviced by a public sewer system, hence soil testing for a septic sewer system is not required. Soil testing for building structures will be performed at the time of development.

B. Hydrology Mitigation: Developed Conditions

The subject property is proposed for industrial and commercial uses. Development increases runoff over existing (underdeveloped) conditions by increasing imperviousness and velocity of surface flows. Peak discharges under developed conditions are therefore higher. Therefore, detention of peak discharges is required.

TABLE 4: 100-Year Peak Discharges for Existing and Developed Conditions

Watershed	Drainage Area (cfs)	Q100 (cfs) Existing	Q100 (cfs) Developed	Q5 (cfs) Existing	Q5 (cfs) Developed
3	66	216	445	57	117
4	68	254	540	67	142
Onsite Part of 5	18	46	90	12	23
7	86	264	570	77	166
Onsite Part of 9	55	150	280	38	71
Onsite Part of 10	11	30	50	9	15

Retention/Detention

In order to mitigate impacts on downstream property due to an increase of peak runoffs and runoff volumes, Pima County requires the construction of retention/detention facilities.

a. Retention

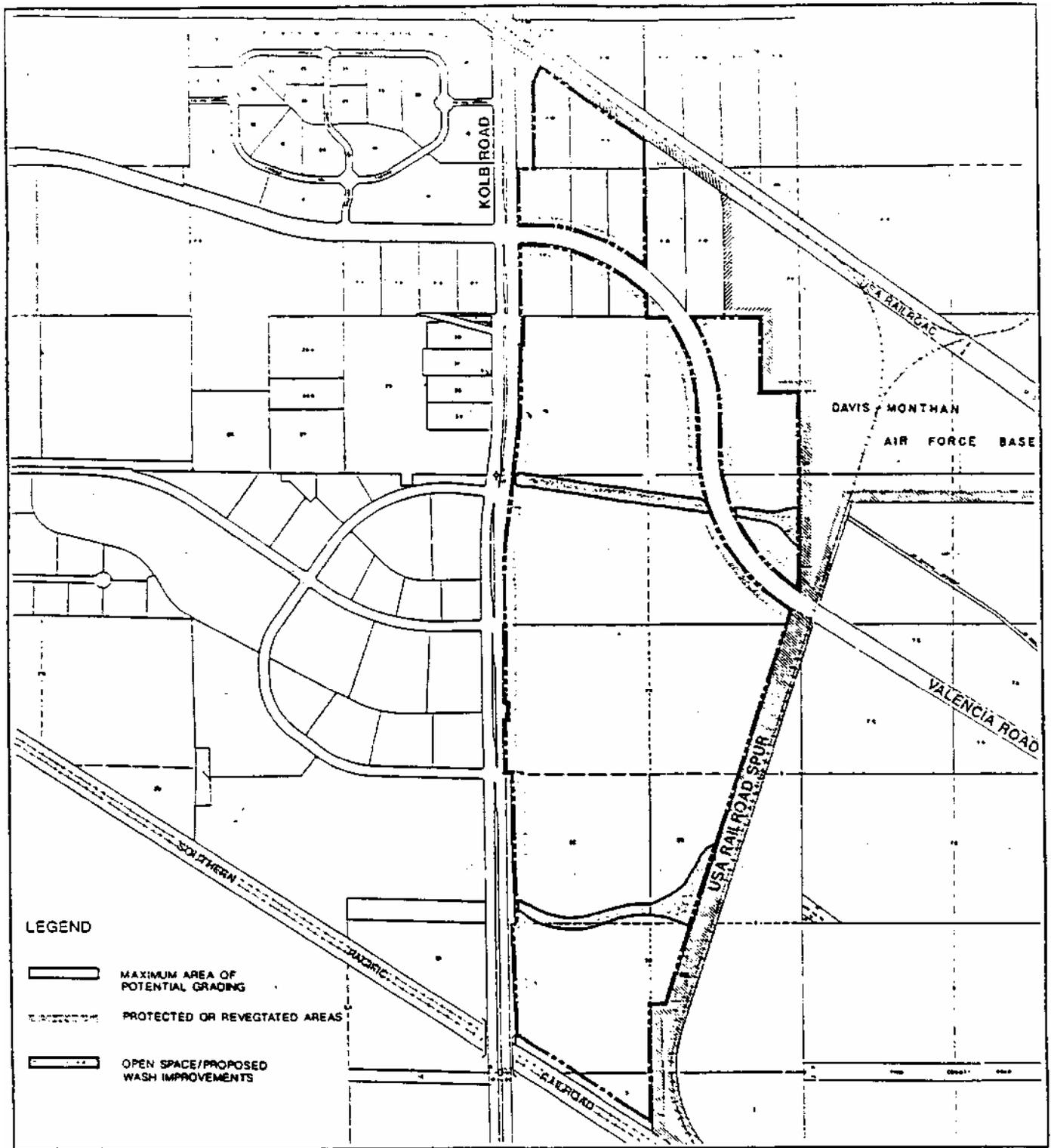
Under the Floodplain Management Ordinance for Pima County, all development of the proposed type is required to include threshold retention. Threshold retention is defined as keeping the volumetric difference between developed and existing conditions for the 5-year event on site; the water is left to percolate, evaporate, etc.

b. Detention

Part of the subject property is also located within the "balanced" basin of Julian Wash (Sub watersheds 3, 4, 5 and 7) , which means for these subwatersheds, that discharges for the 2- , 10- and 100-year events, cannot exceed the existing 2- , 10- and 100-year discharges. Therefore, detention of peak discharges is required.

TABLE 5: Volume of Required Detention/Retention

Watershed-	Drainage Area (ac)	Required Retention Storage (AC-Ft)	Required Detention Storage (AC-Ft)
3	66	4.125	4.073
4	68	4.250	4.434
5	18	1.125	1.000
7	86	5.375	5.761
9	55	3.438	n/a
10	11	0.688	n/a
Total	304	19.001	15.268



LEGEND

-  MAXIMUM AREA OF POTENTIAL GRADING
-  PROTECTED OR REVEGETATED AREAS
-  OPEN SPACE/PROPOSED WASH IMPROVEMENTS

SCALE IN FEET
 0 400 800 1200



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 DESIGNERS, PLANNERS AND SURVEYORS
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GRADING PLAN

**SOUTH KOLB RD
 SPECIFIC PLAN**

Table 5 compiles the required storage for retention and detention in each onsite watershed. Since the retention effect on the downstream runoff can also be used for a certain detention of peak runoff, Table 6 was developed to show the necessary storage if combinations of Retention and Detention basins are used.

TABLE 6: Necessary Storage and Acreage for Combined Retention/Detention Facilities:

Watershed	Drainage Area (ac)	Required Storage for Combined Dec. /Ret. (AC/FT.)	Required Acreage @ 3ft. depth*	Required Acreage @ 6 ft. depth*
3	66	6.10	3.050.	1.220
4	68	6.29	3.145	1.258
Onsite part of 5	18	1.67	0.835	0.334
7	86	7.96	3.980	1.592
Onsite part of 9	55	3.44	1.720	0.688
10	11	0.69	0.345	0.138
TOTAL	304	26.15	13.075	5.230

Allowing for one foot of freeboard, certain basins could be combined for adjacent watersheds, but the total acreage needed would remain the same. The basins should be located near the downstream end of the watersheds.

Preferably, the basins should be located near the Kolb Road culverts, the predetermined outflow points for all runoff for the subject parcel. Three alternative depths were considered, on at one foot, three feet and at six feet. The total acreage for basins at one foot in depth would be 26.2 acres. This retention/detention storage could utilize parking areas, scattered throughout the project. The total required acreage for the six foot basins (approximately 5.23 acres) is 40% of the acreage for the three foot basins (approximately 13.08 acres). Both alternatives include one foot

of freeboard. However, the deeper basins require more safety features such as guardrails and fences. Dry wells may or may not be an alternative for draining the basins, depending upon the extent of chemical use at the proposed business.

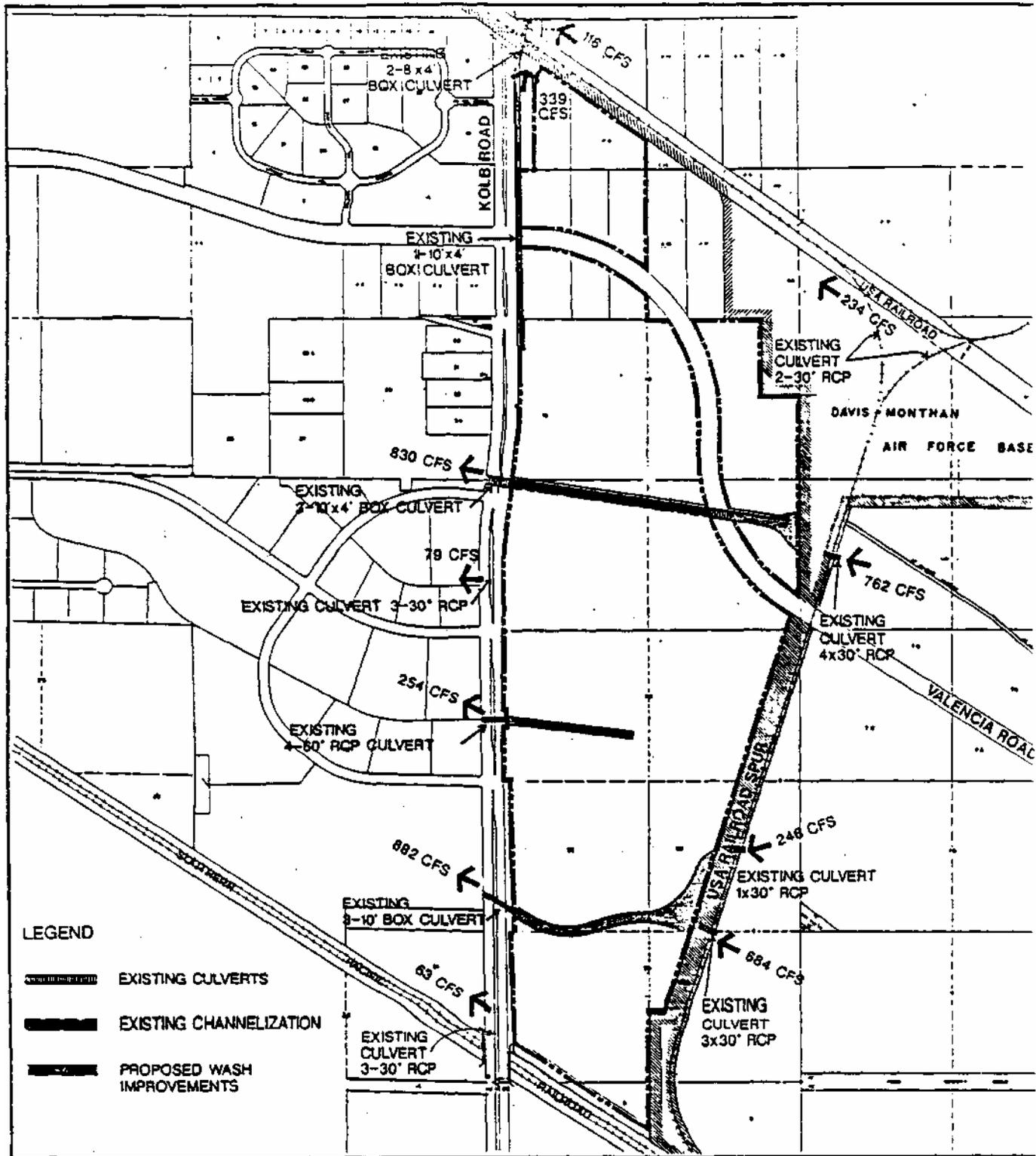
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Drainage Improvements: The drainage alignment is determined by the upstream (under railroad spur) and downstream (under Kolb Road) existing culverts. Two of the five washes draining through the subject property are channelized already (in Sub-basins #7 and #9). Because of this special situation and the relatively short distance between the culverts under the railroad and Kolb Road (between 1000 feet and 2,500 feet), it is not feasible to maintain these washes in their natural state and channel improvements should be considered.

The design discharge for the onsite channel improvement is the 100-year runoff. In order to avoid channel widening and uncontrolled, lateral migration of these channels, it is proposed to use a bank protected trapezoidal channel cross-section with earthen bottom and 1H:1V side slopes.

C. Vegetation:

There are few examples of significant vegetation within the South Kolb Road Specific Plan Area. The majority of vegetation is creosotebush, triangle, bursage, cholla and prickly pear, which



HYDROLOGY MITIGATION

SOUTH KOLB RD SPECIFIC PLAN

E. Viewsheds:

Areas of low and medium visibility have been identified and are shown on the viewshed map. The medium visibility areas are along the site edges adjacent to Kolb Road and Valencia Road. These medium visibility areas are limited to the edges of the site due to the flatness of the Specific Plan Area.

Visual impacts on the edge of the site will be minimized by the inclusion of landscape buffers along Kolb and Valencia Roads.

The buffers will adhere to the required landscape buffers ordinance (Chapter 18.73 of the County Zoning Code). Amenities in the area will include additional trees, cactus, ground cover, berms and walls.

The buildings along Kolb Road and Valencia will also be sited to provide visual relief. Instead of one large structure with a hard, continuous line, the buildings be broken up into smaller groupings and sited at a variety of distances from the right-of-way, providing an undulating edge for visual diversity and areas for additional landscaping. Distant regional views will also be retained by the grouping of the buildings. Open areas and vistas will occur throughout the site, providing distant regional views from Kolb Road and throughout the site.

F. Archaeology:

No archaeological site surveys have been performed for the area encompassed within the boundaries of the proposed South Kolb Road Specific Plan. The Arizona State Museum indicates that the area has a moderate potential having any archaeological sites, and suggests that an on the ground site survey be conducted prior to development. A site survey will be conducted for each planning area as development occurs.

7. Public Services

A. Water Service:

South Kolb Road Specific Plan is located in the City of Tucson Water Department service area and consequently has an assured 100-year water supply. The closest water lines for servicing this parcel are located along the west side of Kolb Road adjacent to the site and at the Kolb/Valencia Road intersection.

The South Kolb Road Specific Plan will utilize two of the existing 12 inch water lines, one at the Valencia Road/Kolb Road intersection, and the other at the Century Park Drive/Kolb Road intersection. All main water service lines will be located within the spine utilities system and proposed rights-of-way. The Public Facilities Concept identifies the spine utilities system along Valencia Road and along the proposed rights-of-way. Water main sizes are estimated at 8 inches. Principal gas and electric lines would also be provided along these roadways.

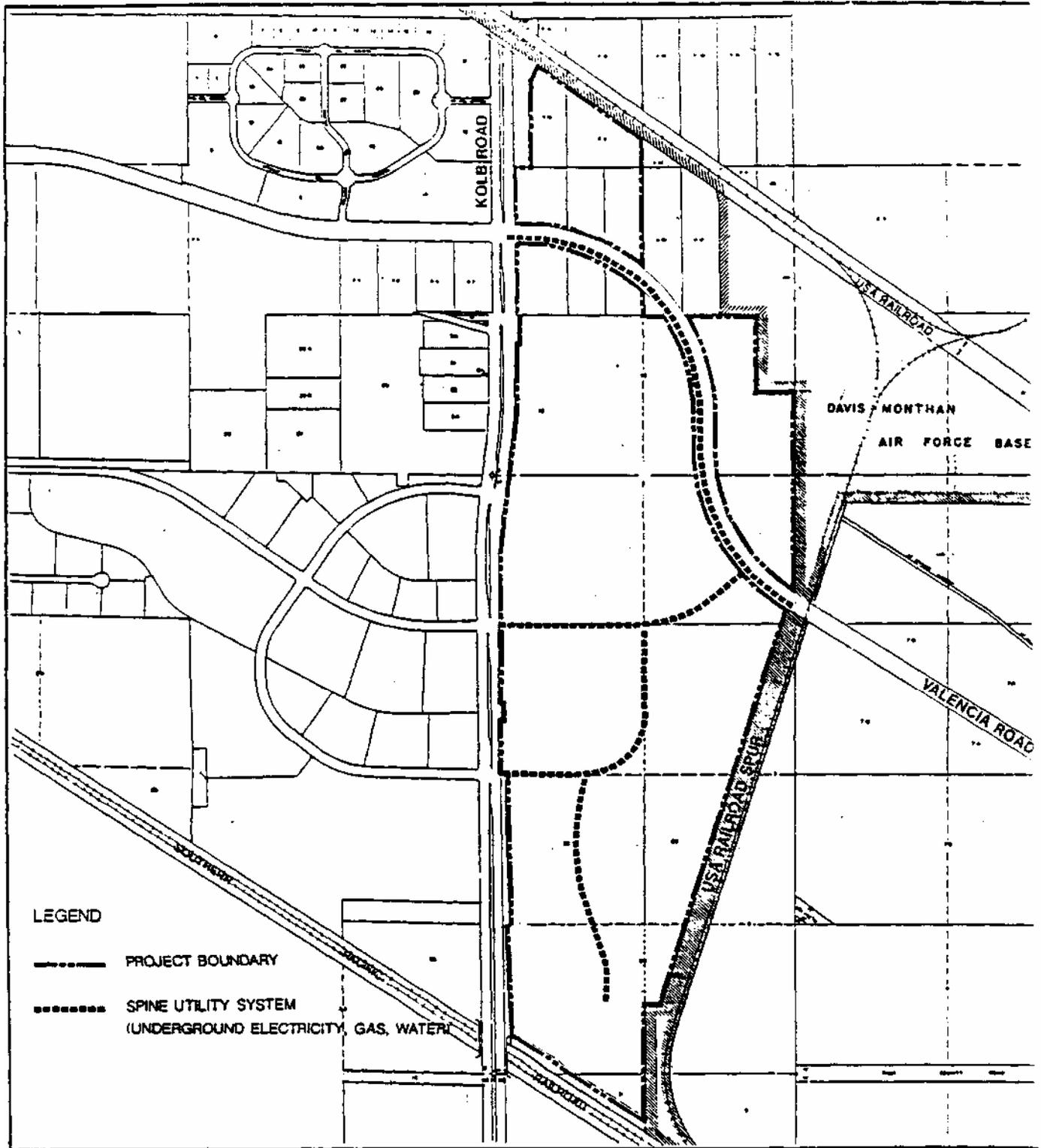
3. Sewer Service:

The South Kolb Road Specific Plan area will have public sewer service. There is presently capacity in the existing 12 inch lines (G-86-51 & G-85-18) located west of this site (see Pima County Wastewater Management response letter 594 in the Appendix). The southern portion of the site will utilize the existing 12 inch line (G-86-51) in the Century Park Development.

The northern portion of the site will utilize the existing 12 inch line (G-85-18) in Valencia Road. This will require extending the line approximately 2,640 feet to Kolb Road. The main sewer collector lines for the South Kolb Road Specific Plan area will be located along Kolb Road and along Valencia Road as shown on the Sewer Concept Plan.

C. Electric Service:

Tucson Electric Power Company provides service to this area. Currently service is provided along Kolb Road and just southeast of the Valencia Road and the D.M.A.F.B. railroad, east of the Specific Plan and boundary. Tucson Electric Power does not anticipate problems in servicing new development in the South Kolb Road Specific Plan. Principal onsite service lines would be provided underground along the proposed roadways as indicated on the Public Services Concept Map.



LEGEND

- PROJECT BOUNDARY
- SPINE UTILITY SYSTEM
(UNDERGROUND ELECTRICITY, GAS, WATER)

SCALE IN FEET
0 400 800 1200

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PUBLIC SERVICES

**SOUTH KOLB RD
SPECIFIC PLAN**

D. Gas Service:

Southwest Gas Company provides service to this area. Currently service is provided in Valencia Road approximately 1900 feet west of the project site. Southwest Gas does not anticipate any problems in servicing new development in the South Kolb Road Specific Plan. Principal service lines would be provided along the proposed roadways as indicated on the Public Service Concept Map.

E. Schools:

Because no residential uses are proposed for the South Kolb Road Specific Plan, no school information is provided.

V. DEVELOPMENT REGULATIONS

1. Introduction

Development regulations are the land use controls which guide the implementation of the Specific Plan. The regulations include standards for developed land uses, landscape coverage, and aircraft approach compatible use zones.. Pima County Ordinances regarding landscaping,, buffering and screening,, off-street parking and loading,, sign standards, grading,, flood control, and airport approach will be adhered to. Additional buffering guidelines are proposed in the Development Regulations and Design Guidelines and Policies. . Use of secondary land uses will be triggered by market conditions.

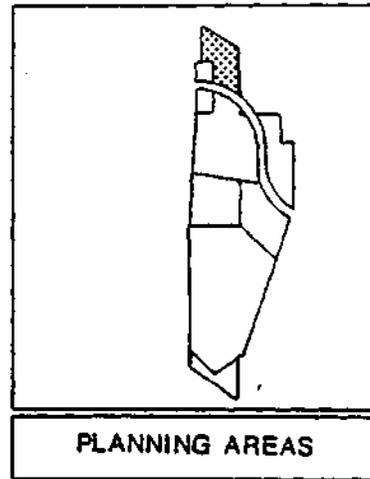
2. General Definitions

Pima County Zoning Code definitions and usage will be applied to the South Kolb Road Specific Plan.

3. Interpretation

The Chief Zoning Inspector of Pima County shall be responsible for rendering interpretations of the South Kolb Road Specific Plan. The determination shall be based on consistency with the intent of the Specific Plan zoning category, the context of the relevant planning area, and health and safety issues.

Planning Area Regulations



A. Planning Area A:

I. Location

Planning Area A is an approximately 24.5 acre area at the northern end of the site. It is bounded on the north by USA Railroad along the boundary of Davis-Monthan Air Force Base and on the south by Valencia Road.

II. Primary Uses

Light industrial and

Commercial uses such as retail, restaurant and recreational uses are included, as allowed in CB-1 and CB-2 zones.

IV. Airport Environs and Facilities Overlay Zone

The Airport Environs Zone does not impact Planning Area A.

V. Applicable Zoning Categories

a. Chapter 18.51, CI-1 Zone; Chapter 18.43, CB-1 Zone, Chapter 18.45, CB-2 Zone.

b. Hotel/motel and public assembly facilities are restricted from Planning Area A.

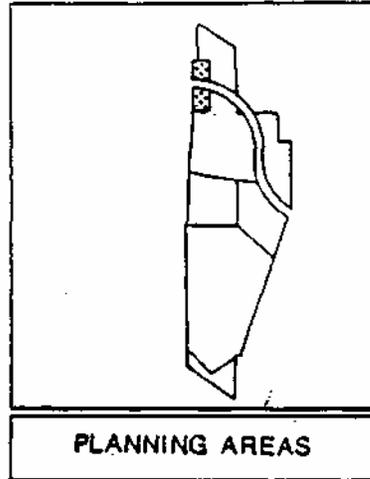
VI. Additional Requirements

a.

The landscape treatment along Valencia Road shall meet the Landscaping, Buffering and Screening Standards Ordinance, 18.73. CB-1 and CB-2 uses shall meet Bufferyard D requirements and CI-1 shall meet Bufferyard D requirements.

bMinimum Landscape Coverage

10% of gross parking area.



B. Planning Area B:

I. Location

Planning Area B is an approximately 6.0 acre area at the southeast corners of the Kolb Road/Valencia Road intersection.

II Primary Uses

Light Industrial/Warehouse uses (CI-1) and a

range of commercial services, as allowed in CB-1 and CB-2

Zones are approved uses for this site.

IV

Airport Environs and Facilities Overlay Zone

Compatible use zone 4 will guide the development of approximately 75% of Planning Area B. Noise attenuation measures are required for noise sensitive uses to reduce

interior noise levels Co 45 LDN. The proposed development must be in full conformance with Chapter 18.57 of the Pima County Zoning Code, Airport Environs and Facilities Ordinance.

V. Applicable Zoning Categories

a. Chapter 18.43, CB-1 Zone; Chapter 18.45, CB-2, Zone; and Chapter 18.51, CI-1 Zone in conjunction with Chapter 18.57

Airport Environs and Facilities Zone.

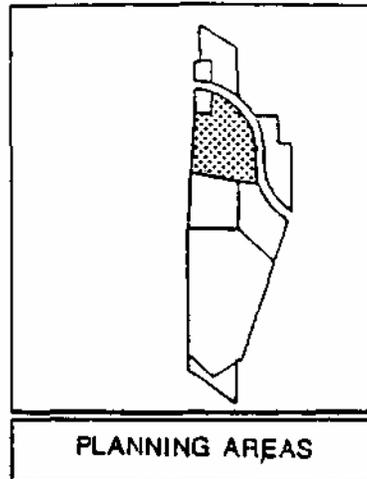
b. Hotel/Motel and Public Assembly Facilities are restricted

from Planning Area B.

VI. Additional Requirements

a. The landscape treatment along Valencia and Kolb Roads shall meet Landscaping, Buffering and Screening Standards Ordinance, 18.73 CB-1, and CB-2 uses shall meet Bufferyard D requirements, and CI-1 uses shall meet Bufferyard F requirements.

b. Minimum Landscape Coverage
10% of gross parking area.



C. Planning Area C

I. Location

Southeast of the Valencia and Kolb Road intersection, Planning Area C is a 59.57 acre site with frontage on both roadways.

II. Primary Uses

Light Industrial and Warehouse uses, as allowed in CI-1, are proposed for Planning Area C.

Commercial uses as allowed in CB-1 and CB-2 are approved uses.

IV. Airport Environs and Facilities Overlay Zone.

Compatible use Zone-4 of the Airport Environs and Facilities Zone guides development in Planning Area C.

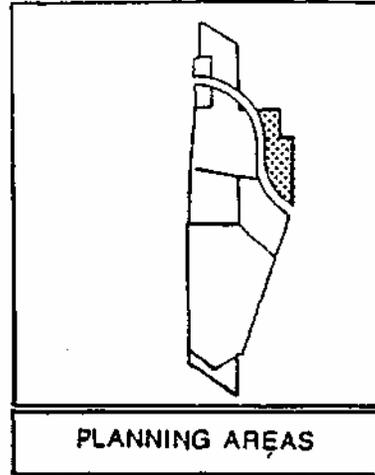
CUZ-4 is a high noise area, but not a high accident zone. Noise attenuation measures are required for noise sensitive uses to reduce interior noise levels to 45 LDN. The proposed development must be in full conformance with Chapter 18.57 of the Pima County Zoning Code, Airport Environs and Facilities.

V. Applicable Zoning Categories

- a. Chapter 18.51, CI-1 Zone; Chapter 18.43, CB-1 Zone; and Chapter 18.45, CB-2 Zone; in conjunction with Chapter 18.57, Airport Environs and Facilities Overlay Zone.
- b. Hotel/Motel and Public Facilities are restricted from Planning Area C.

VI. Additional Requirements

- a. The landscape treatment along Kolb and Valencia Roads shall meet the Landscaping, Buffering and Screening Standards Ordinance, 18.73. CB-1 and CB-2 uses shall meet Bufferyards D requirements and CI-1 uses shall meet Bufferyard F requirements.
- b. Minimum landscape coverage: 10% of gross parking area.



D. Planning Area D

I. Location

Planning Area D is located northeast of Valencia Road. The east boundary and a portion of the north boundary of the site is coincident with the Davis-Monthan Air Force Base boundary and the City of Tucson limits. Planning Area D is 31.0 acres.

II. Primary Uses

Light Industrial/Warehouse uses (CI-1) are proposed for Planning Area D.

Commercial uses as allowed in CB-1 and CB-2 are an approved use for this site.

IV. Airport: Environs and Facilities Overlay Zone

Compatible Use Zone-4 of the Airport Environs Zone guides development in Planning Area D.

CUZ-4 is a high noise area, but not a high accident zone.

Noise attenuation measures are required for noise sensitive uses to reduce interior noise levels to 45 LDN. The proposed development must be in full conformance with Chapter 18.57 of the Pima County Zoning Code, Airport Environs and Facilities.

V. Applicable Zoning Categories

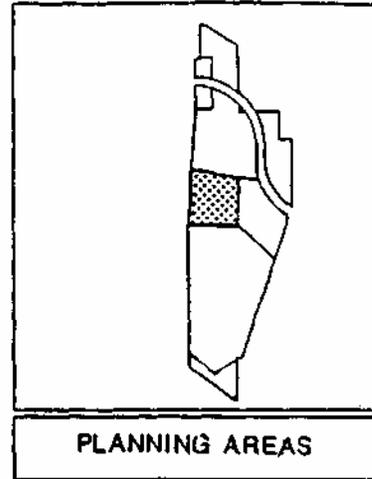
a. Chapter 18.43, CB-1 Zone; Chapter 18.45, CB-2 Zone; and Chapter 18.51, CI-1 Zone; in conjunction with Chapter 18.57, Airport Environs & Facilities Overlay Zone.

b. Hotel/Motel and Public Assembly Facilities are restricted from Planning Area D.

VI. Additional Requirements

a. The landscape treatment along Valencia Road shall meet the Landscaping, Buffering and Screening Ordinance, 18.73. CB-1 and CB-2 uses shall meet Bufferyard D requirements, and CI-1 uses shall meet Bufferyard F requirements.

b. Minimum Landscape Coverage: 10% of gross parking area.



E. Planning Area E

I. Location

East of and adjacent to Kolb Road, south of the existing drainageway, Planning Area E is a 34.4 acre site with frontage on Kolb Road.

II. Primary Uses

Industrial/Warehouse uses are proposed for Planning Area E, which is bisected by CUZ-2 and CUZ-4, Airport Environs and Facilities Overlay Zone. The southwest portion is designated for industrial & warehouse uses and subject to *CUZ-2* restrictions, Chapter 18.57, Airport Environs & Facilities Zone. The northeast portion is designated for industrial & warehouse uses and subject to CUZ-4 restrictions.

Industrial uses (CI-2) are an approved use for this site.

CI-2 uses located in the southwest portion would be subject to CUZ-2 restrictions, Chapter 18.57 Airport Environs & Facility Zone. CI-2 uses located in the northeast portion would be subject to CUZ-4 restrictions.

IV. Airport Environs and Facilities Overlay Zone

Development of the northeast portion of Planning Area E is limited by the Airport Environs and Facilities -Zone regulations for CUZ-4.

Land use and lot coverage restrictions for CUZ-2 will guide development of the southwest portion of Planning Area E.

Generally, industrial uses are promoted whereas commercial development is restricted. The purpose of the regulations for CUZ-2 is to minimize safety risks. The proposed development must be in full conformance with Chapter 18.57 (Airport Environs and Facilities) of the Pima County Zoning Code.

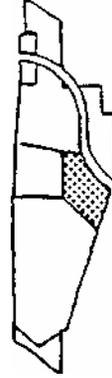
V. Applicable Zoning Categories

a. Chapter 18.51 CI-1; and Chapter 18.53, CI-2; in conjunction with Chapter 18.57, (Airport Environs and Facilities) of the Pima County Zoning Code.

b. Hotel/Motel and Public Assembly Facilities are restricted from Planning Area E.

VI. Additional Requirements

- a. The landscape treatment along Kolb Road shall meet the Landscaping, Buffering and Screening Standards Ordinance, 18.73. CI-1 and CI-2 shall meet Bufferyard F requirements.
- b. Minimum landscape coverage: 10% of gross parking area.



PLANNING AREAS

F. Planning Area F

I. Location

Planning Area F is located southwest of the USA Railroad Spur and Valencia Road intersection, totalling 36.2 acres.

II. Primary Uses

General Industrial uses (CI-2) are an approved uses for this site.

IV. Airport Environs and Facilities Overlay Zone

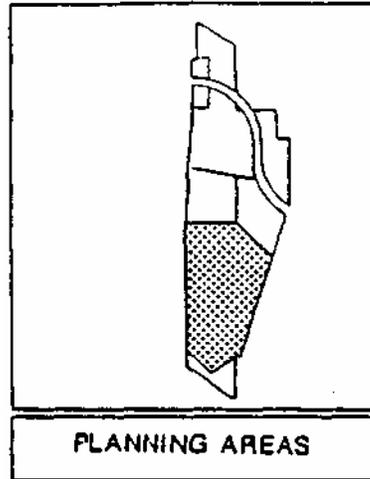
Development of Planning Area F is limited by the Airport Environs and Facilities Zone regulations for CUZ-4. The proposed development must be in full conformance with Chapter 18.57 of the Pima County Zoning Code, Airport Environs and Facilities.

V. Applicable Zoning Categories

- a. . Chapter 18.51, (CI-1 Zone); and Chapter 18.53, (CI-2 Zone); in conjunction with Chapter 18.57, Airport Environs and Facilities Zone,
- b. Hotel/Motel and Public Assembly Facilities are restricted from Planning Area F.

VI. Additional Requirements

- a. The landscape treatment along Valencia Road shall meet the Landscaping, Buffering and Screening Standards Ordinance 18.73. CI-1 and CI-2 shall meet Bufferyard F requirements.
- b. Minimum landscape coverage: 10% of gross parking area.



G. Planning Area G

I. Location

Planning Area G is located in CUZ-2 between Kolb Road and the USA Railroad Spur. The 137.7 acre area is the largest of the six planning areas.

II. Primary Uses

General Industrial uses (CI-2) is an approved use for Planning Area G.

IV. Airport; Environs and Facilities Overlay Zone

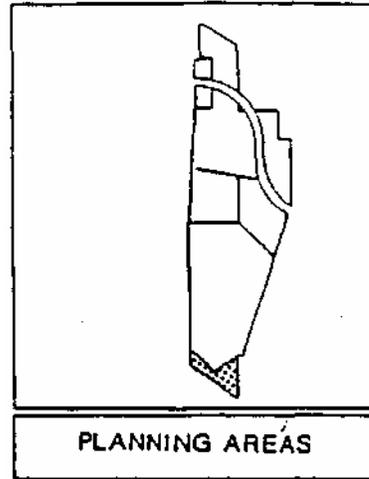
Development of Planning Area G is restricted by the Airport Environs and Facilities Zone regulations for CUZ-2. The purpose of the regulations for CUZ-2 is to minimize safety risks. The proposed development must be in full conformance with Chapter 18.57 (Airport Environs and Facilities) of the Pima County Zoning Code.

V. Applicable Zoning Categories

- a. Chapter 18.51, CI-1 Zone, and Chapter 18.53, CI-2 Zone; and in conjunction with Chapter 18.57, Airport Environs and Facilities Overlay Zone.
- b. Hotel/Motel and Public Assembly Facilities are restricted from Planning Area G.

VI. Additional Requirements

- a. The landscape treatment along Kolb Road shall meet the Landscaping, Buffering and Screening Standards Ordinance 18.73. CI-1 & CI-2 uses shall meet Bufferyard F requirements.
- b. Minimum landscape coverage: 10% of gross parking area.



H. Planning Area H

I. Location

Planning Area H is the southernmost portion of the Specific Plan area. The 12.7 acre area is bounded by the CUZ-2/CUZ-4 boundary line on the north, Southern Pacific Railroad on the south, Kolb Road on the west and the USA Railroad Spur on the east.

II. Primary Uses

Light Industrial uses (CI-1) are proposed land uses for Planning Area H and are restricted by Chapter 18.57 Airport Environs and Facilities Zone.

IV. Airport Environs and Facilities Overlay Zone

Development of Planning Area H is restricted by the Airport Environs and Facilities Zone regulations for CUZ-4. The proposed uses must be in full conformance with Chapter 18.57 of the Pima County Zoning Code.

V. Applicable Zoning Categories

- a. Chapter 18.43, CB-1 Zone; Chapter 18.45, CB-2 Zone; and Chapter 18.51, CI-1 Zone; in conjunction with Chapter 18.57, Airport Environs and Facilities Overlay Zone,
- b. Hotel/Motel and Public Assembly Facilities are restricted from Planning Area H.

VI. Additional Requirements

- a. The landscape treatment along Kolb Road shall be in conformance with the Landscaping, Buffering and Screening Standards Ordinance, 18.73. CI-1 uses shall meet Bufferyard F requirements
- b. Minimum Landscape Coverage: 10% of gross parking area.

SOUTH KOLB ROAD SPECIFIC PLAN DEVELOPMENT
REGULATIONS MATRIX AND SUMMARY

Planning Area	Use	Use	Acres (Gross)
A	Industrial CI-1	Commercial CB-1 and CB-2	24.5
B	Industrial CI-1	Commercial CB-1 and CB-2	12.2
C	Industrial CI-1	Commercial CB-1 and CB-2	59.5
D	Industrial CI-1	Commercial CB-1 and CB-2	31.0
E	Industrial, Research and Development/ Office, CI-1	Industrial CI-2	34.4
F	Industrial, Research and Development/ Office CI-1	Industrial CI-2	36.2
G	Industrial CI-1	Industrial CI-2	137.7
H	Industrial CI-1	Commercial CB-1 and CB-2	12.7

VI. DESIGN GUIDELINES

1. Introduction

The purpose of the Design Guidelines is to guide the character of future development. The intent of the guidelines is to encourage innovative planning while maintaining high standards of architectural and landscape design. The Design Guidelines are intended to enhance the visual quality of the two adjacent scenic routes, Kolb and Valencia Roads. The guidelines also promote project-wide architectural and landscape integrity, protecting property values within and adjacent to the specific plan boundary. The provisions of this chapter are not regulatory, but are designed to augment the existing zoning code.

The following design elements are encouraged:

- o Architectural themes with an aesthetically pleasing and cohesive development which create a sense of identity;
- o Building height and mass should be varied with integrated buffers and landscape themes.

The following elements are to be avoided or minimized in site and architectural design:

- o Long unarticulated building facades;
- o Continuous, unbroken screen walls;
- o Incompatible use of colors and materials among different uses.

2. Streetscapes

a. Perimeter Streets

Kolb and Valencia Roads are designated scenic routes. A Scenic Routes Ordinance is currently being prepared by County Staff in conjunction with a citizens committee. The draft ordinance classifies Kolb and Valencia Roads as Urban Arterial Routes. An Urban Arterial Route is "planned to function primarily as a major transportation and mass transit corridor and is planned to encourage adjacent higher intensity uses to justify regular transit service. It is characterized by a built environment, the aesthetics of which are of particular importance due to the number of people traversing these routes on their daily trips."

The objective of the Scenic Routes Ordinance is to create and maintain attractive streetscapes on well travelled roadways with native and drought-tolerant vegetation. Development on the South Kolb Road Specific Plan site is required to meet the Scenic Routes Ordinance when and as adopted. In addition, the following elements are to be incorporated into the project design:

- o A landscape buffer along the Valencia and Kolb Road frontages shall consist of a minimum of a 15 foot wide buffer.

- o A variety of building setbacks shall be provided from Kolb and Valencia Roads with minimum setbacks of 30 feet and 60 feet respectively.
- o Sidewalks will be provided along the arterial and internal spine roadway.
- o The perimeter landscape buffer shall vary in width to reflect varied building setbacks.
- o The buffer shall contain either existing, undisturbed vegetation or revegetation of drought tolerant species which are typically found on the project site, surrounding properties.
- o Buildings to avoid a monotonous appearance through the use of materials and architectural design. Buildings to have projections, varying rooflines, or a change in building materials. Landscaping to be integrated with the building height and mass.
- o All parking areas shall be screened from view from Kolb and Valencia Roads enhanced with perimeter screening and landscaping.
- o All new or relocated utility lines shall be placed underground if feasible.
- o Building elevations along Kolb Road and Valencia Road be varied to provide an appropriate streetscape review.

b. Internal Streets

The streetscape for the spine road within the Specific Plan area shall include landscape material from the recommended plant list in the Pima County Design Manual. The official plant list includes a wide variety of drought tolerant vegetation which is well suited to the desert environment.

- o Landscape berms will be utilized to visually enhance the development and to screen parking areas. The landscape berms may be provided with or without walls, and shall be in conformance with the Landscape Design Manual.
- o All new or relocated utility lines shall be placed underground if feasible.

3. Entries

Major entries to the South Kolb Road Specific Plan are at three locations along Kolb Road and two along Valencia. A combination of landscaping, entry monuments, and building setbacks shall be used to create a positive visual statement at the major entries.

- o The entries shall be defined by a 50 foot radius as measured from the property corners at these intersections.
- o The area within the radius shall be landscaped with accent trees and plantings which may vary from but shall be consistent with the scenic route landscape theme. The landscaping must also be in accordance with the landscaping and buffers (Chapter 18.75) and Scenic Route chapters of the Zoning Code.

- o The plantings and monuments shall be consistent at all entries. Monuments are to be constructed and designed in conformance with the standards for freestanding signs in Chapter 18.79 of the Pima County Zoning Code Sign Standards. Monument signs shall also conform to the Scenic Routes Ordinance, when and as adopted.
- o Monument signs at entry points and along the internal spine roadway shall reflect and be compatible with building materials, colors, texture and style.

4. Lighting

Lighting shall be provided in scale with its function and surrounding structures.

- o Parking lot lighting fixtures shall have a maximum height of 20 feet, and walkway lighting fixtures shall have a maximum height of 15 feet.
- o Parking lot, driveway and walkway lighting shall provide uniform illumination. High pressure sodium lighting (fully shielded, and as permitted in the light pollution code) is encouraged in consideration of light pollution concerns and the provision of a lighting pattern which minimizes contrast between lit and unlit areas.

Accent illumination shall be provided where necessary at entrances and exits. In all instances, outdoor lighting shall be in full compliance with the Pima County Light Ordinance.

5. Architectural Guidelines

The purpose of the Architectural Guidelines is to promote superior site and building design on the project which is compatible with surrounding development and enhances the natural desert environment.

- o The sides, front, and roof lines of buildings visible from Valencia and Kolb Roads shall be designed such that they jog, have slight projections or material changes or are interrupted by landscaping in order to avoid a monotonous appearance, in accordance with the Scenic Routes Ordinance.
- o A common theme for lighting, signage, street furniture, materials and colors shall be established in conformance with the Scenic Routes Ordinance, the Landscape Ordinance, and the Design Guidelines of this Specific Plan.
- o All rooftop mechanical/electrical equipment shall be screened. Buildings shall have varied setbacks from street frontages.
- o Loading dock areas shall not be visible from the major streets through a recessed building design, screening, or other means.

6. Transportation Conservation

Transportation conservation measures include both policy decisions whereby ride sharing and alternative modes of transportation are promoted, as well as physical improvements which facilitate the implementation of conservation measures. The following policy and design measures are proposed to supplement the county trip reduction ordinance.

- o Provide onsite transit boarding location as illustrated on the Circulation Concept.
- o Encourage employers to provide incentives for ride sharing (such as preferential parking) or to subsidize alternative transportation modes (such as bus passes or vanpooling programs).
- o Coordinate employer transportation programs on a site-wide basis to increase potential benefits.
- o The property owner(s) shall participate in a sub-regional of park and ride lot if warranted in the future.
- o Promote flexible working hours and staggered shifts to avoid traffic congestion at peak hours.
- o Encourage employees to provide physical improvements which will facilitate the use of alternative modes of transportation including bicycle racks and showers/locker rooms.

VII. IMPLEMENTATION

1. Introduction

Implementation of the South Kolb Road Specific Plan will occur over an estimated 20-year time period. The guidelines set forth in the Specific Plan will assist both County staff and builders in ensuring consistency in implementation throughout that time. The Specific Plan represents the second step in a four stage process, including:

1. Southeast Area Plan, 1983;
2. Specific Plan;
3. Block Plats for Appropriate Phase;
4. Development Plans.

The number of building permits issued annually will vary dependent upon economic and growth conditions. The phasing plan, however, provides for an orderly sequence of growth by phase.

2. Project Phasing Plan

The phasing plan is based on the extension and augmentation of existing infrastructure. Phase I is opposite the Century Park Research Center where sewer lines are closest to the site.

Development will progress

toward the major intersection at Kolb and Valencia Roads. The southern portion of the plan will be the final construction phase of the

project. Development of the plan area may vary from the phasing plan as outlined as a result in changes in market conditions. The following table identifies the phases of the project and land acreage per phase.

SOUTH KOLB ROAD SPECIFIC PLAN
PROJECT PHASING PLAN TABLE

<u>PHASES</u>	<u>PLANNING AREAS</u>	<u>ACREAGE</u>
1	G&F	142.4
2	E	34.4
3	C	59.5
4	B	12.2
5	A	24.5
6	D	31.0
7	G&H	44.2

3. Implementation Measures

The implementation of the Land Use, Circulation and Public Service elements of the South Kolb road Specific Plan will be accommodated through the application of the Specific Plan document and additional studies.. Land use development in the Specific Plan area shall be guided by the Specific Plan Map, Development Regulations, and Design Guidelines and Policies.

Transportation improvements will be subject to a Transportation Financing and Implementation Study, prepared by the developer at the time subdivision plats or development plans are prepared. The

- Financing and Implementation Study shall address the following items:
- Major Streets and Routes
- Internal Project Circulation Improvements
- Roadway Capacity

- Total Facility Demands and Proportionate Shares
- Areas of Responsibility for Pima County, the Primary/Master
- Developer, and secondary Developers
- Financing Mechanisms

All development related to internal transportation and improvements/ financing will be linked with project phase, building permits/impact fees, or other measures identified in the study.

The establishment of design criteria to include internal street widths, typical cross - sections, design speeds, utility locations, maximum design roadway slopes, access control, bike paths and pedestrian way or sidewalks shall be subject to approval by the Department of Transportation and Flood Control. All landscaping in rights-of-way shall conform to Department of Transportation and Flood Control District standards and must be approved by the Department.

Necessary drainage improvements will be installed by the developer in conjunction with development plans. A master or basin drainage study is not necessary given the site location at the upstream end of drainage areas..

Monitoring Reports described in Chapter VII Administration, will summarize the land use and infrastructure implementation on an annual basis. The Department of Planning and Development Services will maintain an ongoing implementation file on the project. All development plans and building permits will be required to conform with the Specific Plan.

VIII. ADMINISTRATION

1. Overview

The South Kolb Road Specific Plan will be implemented through development plans and building permits. There are three entities involved in the implementation of the Specific Plan; the primary developer, the secondary builders/developers, and the Pima County Department of Planning and Development Services.

The primary developer is responsible for planning and coordinating the construction of the basic infrastructure facilities to serve the planning areas within the South Kolb Road Specific Plan. The JM Group is the primary developer. The primary developer shall be responsible for the implementation of the spine infrastructure system. If ownership of the primary developer changes, the subsequent owner will be responsible for implementing and coordinating the construction of the basic infrastructure facilities.

The secondary builders/developers are those individuals and firms which purchase a planning area or portions of a planning area. The builders are responsible for building on individual lots within this area of ownership.

The Department of Planning and Development Services will serve a review and monitoring function for the implementation of the Specific Plan. The Department will review annual monitoring reports, coordinate subdivision and design review, and maintain a current and accurate file for public information. Obligations of the primary and secondary developer for transportation improvements will be clearly defined in the Transportation Implementation and Financing Plan.

2. Insubstantial Changes

The Department of Planning and Development Services will administer the South Kolb Road Specific Plan. Insubstantial changes to the plan may be administratively decided and coordinated by the Department Director; i.e. those changes which deal with density transfers and do not increase the number of dwelling units within a planning area. An application for insubstantial changes shall be submitted to the Pima County Planning and Development Services Department with a project status report and description of why the change is needed. The Planning Director may either grant or deny the insubstantial change. If the requested change is denied on the basis that the change is substantial, an amendment to the Specific Plan may be applied for.

A substantial change in land use intensity, land use regulations, or design guidelines requires a plan amendment in accordance with Section 18.90.080 of the Pima County Zoning Code. Plan amendments require staff, Planning and Zoning Commission and Board of Supervisors review.

3. Specific Plan Amendment

The Specific Plan may be amended as outlined in Section 18.09.080 of the Pima County Zoning Code. A substantial change in land use designations, land use regulations, or design guidelines requires a plan amendment in accordance with Section 18.90.080 of the Pima County Zoning Code. Plan amendments require staff, Planning and Zoning Commission and Board of Supervisors review. An substantial change, as determined by the planning director, shall require a noticed public hearing and action by the Board of Supervisors.

4. Monitoring Program

The South Kolb Road Specific Plan Phasing Plan will guide development in the plan area over time. The Monitoring Program is designed to facilitate development plan review and to ensure continuity in plan administration.

The Pima County Specific Plan Ordinance requires that the principal owner or developer of the Specific Plan prepare annual Progress Reports for County staff, the Planning and Zoning Commission and Board of Supervisors. The purpose of the report is to compare actual progress with the Phasing Plan. The progress reports shall contain the following information:

- Project Phasing and Project Development
- Plan Area Phasing
- Infrastructure Improvements
- Zoning Violations (if applicable)
- Review and Approval Progress
- Development Plan submittals
- Number of permits issued
- Number of structures built or under construction

SOUTH KOLB ROAD SPECIFIC PLAN
MONITORING MATRIX

Phase Number	Planning Area	Land Use Classification	Building Permit Application	<u>Square Footage</u>	
				Under Construction	Built ,

(REP-61 87-184-02t)

Appendix

BRUCE BABBITT, Governor

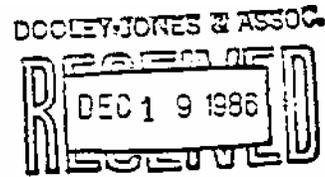
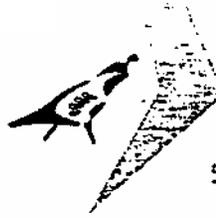
Commissioners

FRANCES W WERNER Tucson Chairman
CURTIS A JENNINGS- Scottsdale W
LINN MONTGOMERY Flagstaff
FREDS S BAKER Elgin
LARRY D ADAMS Bullhead City

Director BUD
BRISTOW

Assistant Director Services
ROGER J GRUENEWALD

Assistant Director
Operations DUANE L.



ARIZONA GAME & FISH DEPARTMENT

2222 West Greenway Road Phoenix Arizona 85023 942-3000
555 N. Greasewood, Tucson, Arizona 85745

December 17, 1986

Mr. Bob Jackson
Dooley-Jones
35 East Toole
Tucson, Arizona 85702-1830

Dear Mr. Jackson:

The Arizona Game and Fish Department has reviewed the area in the SW1/4 of Section 8, the W1/2 of section 17, and the NW1/4 of section 20, T15S, R15E, and we wish to provide the following information. '

The Department's Data Management System was accessed for the site, and there are no State listed special status (threatened or unique) species in the area. Also, the site does not support any unique habitat components for other species of wildlife.

Sincerely,

Duane Shroufe, Acting Director

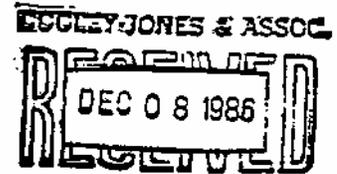
A handwritten signature in cursive script, appearing to read "Vashti C. Supplee".

Vashti C. Supplee
Habitat Evaluation Specialist
Tucson Regional Office

VCS : sr



ARIZONA STATE MUSEUM
THE UNIVERSITY OF ARIZONA
TUCSON, ARIZONA 85721



December 3, 1986

Mr. Ebenezer Ilome
Dooley- Jones & Assoc. , Inc.
Post Office Box 1830
Tucson, AZ 85701-1830

Dear Mr. Ilome:

This letter is being sent with regards to your request for information located at T15S RI5E Sec 8, 17, and 20, The South Kolb Road Feasibility Study.

Checking the Archaeological Site Survey Files at the Arizona State Museum, the following information has been obtained. There are no known archaeological sites in Sections 8 and 17, nor have there been any known archaeological survey projects. A map of these two projects is herein enclosed. Should your project fall within the boundaries of either of these two projects in Section 20, then additional archaeological work is not required. However, if you are outside of these areas, then the Museum does recommend that an on the ground archaeological survey be conducted on those lands. Archaeological investigations are recommended for work in both Sections 8 and 17.

Should you have any questions concerning this statement, please feel free to contact me at 621-4011.

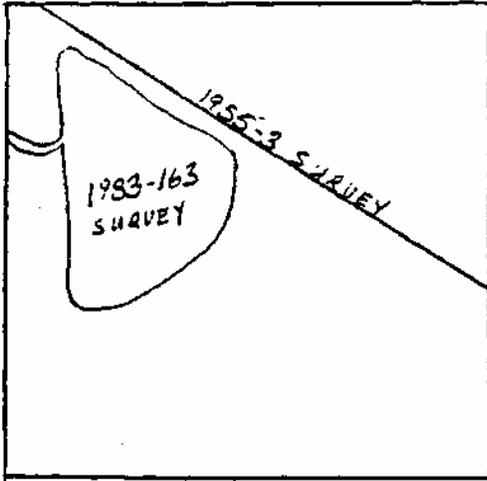
Sincerely,

A handwritten signature in cursive script, appearing to read "Sharon F. Urban".

Sharon F. Urban
Public Archaeologist

SFU:ajc
Encl.

T15S R15E Section 20



1955-3 Survey for Southern Pacific

1983-163 Survey for HNTB Architects & Engineers for
the Kolb-Palo Verde Detention Basins and Outlet
Channels.

PIMA COUNTY WASTEWATER MANAGEMENT
DEPARTMENT
130 WEST CONGRESS
TUCSON, ARIZONA 85701

GEORGE A BRINSKO
8676
Director

PH 795-

December 23, 1986

Ms. Anne Glebke, Designer Dooley-
Jones & Associates. Inc. P.O.
Box 1830 Tucson, AZ 85702-1830

RE: CAPACITY RESPONSE NO. 594

Dear Ms. Glebke:

We have reviewed your request of December 22, 1966 regarding the availability of sewer service for the following proposed use and property:

Industrial Development on 305 acres on the east side of Kolb Road between Davis-
Monthan Air Force Base and the Southern Pacific Railroad.

Under existing conditions (actual developments and commitments for service through approved Sewer Service Agreements), there is capacity for this proposed development in the downstream sewerage system and in the existing 30 inch line (G-84-S0) located south of the Southern Pacific Railroad at Kolb Road, the 12 inch line (G-8S-18) in Valencia Road on the west side of Southpointe, or the proposed 8 inch sewer line in Century Park Research Center.

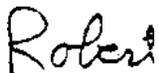
This response is not to be construed as a commitment for conveyance capacity allocation, but rather an analysis of the existing sewerage system as of this date.

Should you desire to enter into a Sewer Service Agreement, a Development Plan or Tentative Plat, showing the preliminary sewer layout for the proposed project, must be submitted and approved.

To qualify as a public conveyance system, flow must be by gravity to an existing public sewer system.

Should you desire additional information regarding this subject, please contact this office (792-8676).

Very truly yours,
Jon C. Schladweiler, P.E., R.L.S.,



Robert G. Decker, P.E.
Engineering Planning Manager, Planning Section

RGD:lb
Chief Engineer, Engineering Division

facilities: theaters: offices: research laboratories and government designated wilderness areas or monuments; or

b. Such unconstructed uses as listed above, having an approved subdivision plat, development plan or building permit. 7. Visibility nuisance: A use which creates a hazard to air navigation by reducing visibility. B. Airport Environs Zone: Certain terms used in Section 13.57.030 shall be defined, for purposes of the section, as follows:

1. Airport environs: Property within the boundary of a height or land use overlay zone for Tucson International Airport, Ryan Field, Davis-Monthan Air Force Base or Pinal Airpark, as mapped in Section 18.57.060.

2. CUZ: Compatible Use Zone.

3. Ldn (day-night average sound level): The estimated cumulative aircraft noise exposure affecting property within airport environs.

4. MCZ: Military Clear Zone.

5. Net lot area: The total lot area minus the area dedicated for rights-of-way.

6. RSZ: Runway Safety Zone. C. Private airports, general aviation airstrips and ultralight facilities: Certain terms used in Sections 18.57.040 and 18.57.050 shall be defined, for purposes of the sections, as follows:

1. Airport, private: An airport used by or available to commercial carriers, flight training or flying schools, and private pilots.

2. Airstrip: An airport, used solely by the owner of the property, accomodating general aviation aircraft and ultralight aircraft.

3. General aviation, aircraft: Aircraft with a maximum twelve thousand five hundred pounds gross weight, excluding ultralight aircraft,

4. Ultralight flightpark: An airport used by the general public or an ultralight flying club for ultralight aircraft operation. (Ord. 1986-138 § I (pan), 1936)

13~57.030 Requirements for the Airport Environs Zone.

A. Purpose: The purpose of this section is to

regulate height and land use in the environs of civilian and military airports in order to ensure safe aircraft approach and departure, avoid the concentration of population in potential accident areas, and reduce the harmful effect: of noise exposure on humans and animals. B. Map notation: An area overlaid by the Airport Environs Zone shall be shown on county zoning maps by its underlying zone designation plus the suffix "AE".

C. Establishment: AE zoning is established as follows:

1. Height overlay zones: The following zones are established as shown on the Airport Height Overlay Maps (Section 18.57.060):

a. Tucson International Airport: Airport Height Overlay Zone 1;

b. Ryan Field: Airport Height Overlay Zone 2;

c. Davis-Monthan Air Force Base: Airport Height Overlay Zone 3; and

d. Final Airpark: Airport Height Overlay Zone 4.

2. Land use overlay zones: The following zones are established as shown on the Airport Land Use Overlay Maps (Section 13.57.060):

a. Tucson International Airport: Airport Land Use Overlay Zone 1, composed of the RSZ, CUZ-1, CUZ-3 and CUZ-4;

b. Ryan Field: Airport Land Use Overlay Zone 2, composed of the RSZ and CUZ-2;

c. Davis-Monthan Air Force Base: Airport Land Use Overlay Zone 3, composed of the MCZ and CUZs 1 through 4; and

d. Pinal Airpark: Airport Land Use Overlay Zone 4, composed of the RSZ and CUZ-2. D. Use restrictions:

1. Nonconforming uses: In addition to the general provisions for nonconforming uses and buildings (Section 13.01.030D. General Provisions), a nonconforming use which began construction or alteration prior to September 3, 1985, may continue its construction or alteration, provided it is completed within one year

and is act in violation of subsections (D)(2) or (D)(3) of this section.

2. Prohibited uses within height and land use overlay zones: A use which, in the written opinion of the FAA, is determined to be a dangerous activity, hazard or obstruction or producer of a communications, illumination or visibility nuisance to aircraft using the airport.

3. Height Overlay Zone: Structural height shall not exceed the maximum established in Section 18.57.060 (Maps). 4. Land Use Overlay Zone: a. MCZ or RSZ: Only crop raising is permitted.

b. CUZ-1:

1) Permitted uses:

a) Uses permitted in Section 18.49.030 (CPI), subsections (B), (C), (D) and (E) of Section 18.5-1.030 (CI-1), subsections (B), (C), (D), (E) and (I) of Section 18.53.030 (CI-2), and subsections (B), (C) and (E) of Section 18.55.030 (CI-3), except: administrative or professional offices as primary uses and airport facilities, child care centers, and banks and financial institutions as secondary uses; and retail lumber yards, motion picture studios, restaurants, doctors offices or clinics, general stores, racetracks, sports stadiums and rifle ranges;

b) Enclosed sales and display areas incidental to light manufacturing or assembly, provided no more than twenty-five percent of the floor area is occupied for such use:

c) Accessory uses for employees only, including cafeterias, offices and indoor entertainment facilities;

d) Automotive, aircraft, marine, farm equipment, mobile home and recreational vehicle sales; auto, truck and equipment rental; and

e) Drive-through only retail uses subject to subsection (D)(4)(c)(2)(c).

2) Safety requirements:

a) For uses permitted within the CPI Zone, the total ground floor area is restricted to twenty-five percent of the net lot area and the total floor

area is restricted to 37.5 percent of the net lot area.

b) For all other uses, the total ground floor area is restricted to thirty-five percent of the net lot area.

c) Any structure or use, or contiguous structure or use, shall not accommodate, by intention or design, in whole or in part, more than fifty employees and fifty non-employees at any time. This restriction shall be a special condition of the issuance of the building permit and certificate of occupancy. The premises shall thereafter continuously be posted with a form of notice of the restriction, as required by the department of planning and development services. The occupant(s) of the premises shall not permit the limitation to be exceeded. c. CUZ-2: 1) Permitted uses:

a) Uses permitted in Section IS.49.030 (CPI), subsections (B), (C), (D) and (E) of Section 18.51.030 (CI-1), subsections (B), (C), (D), (E) and (I) of Section 18.53.030 (CI-2), subsections (B) (C) and (E) of Section 18.55.030 (CIO), subsections (B),(C). (D), (E), (F), (G) and (H) of Section IS.43.030 (CB-1), and subsections (B), (C), (D), (E), (F), (G), (H) and (I) of Section 18.45.030 (CB-2), except: amusement or recreational enterprises (indoor); auctions, auditoriums or assembly halls; clubs; department stores; drive-in theaters; fairs, carnivals or tent shows; grocery stores (except delicatessens and convenience stores); gymnasiums; industrial or trade schools; hotels; libraries; racetracks, sports arenas or stadiums; religious rescue missions or temporary revivals; rifle ranges: schools or colleges; swimming pools; theaters: trade shows or exhibitions; and within the first one thousand feet of the CUZ-2 Zone (closest to the end of the runway), retail uses and administrative and professional office uses are prohibited as primary uses;

b) Enclosed sales and display areas incidental to light manufactures or assembly, provided

13.:7.030

no more than twenty-five percent of the floor area is occupied for such use;

c) Accessory uses for employees only, including cafeteria, offices and indoor entertainment facilities: and

d) Ryan Field only: Until such time when the runway is realigned, residential uses not exceeding a density of one residence per acre. 2) Safety requirements:

a) For uses permitted within the CPI Zone, the total ground floor area is restricted to thirty-three percent of the net lot area and the total floor area is restricted to fifty percent of the net lot area.

b) For all other uses, the total ground floor area is restricted to forty-five percent of the net lot area.

c. Retail uses as Listed in the CB-1 and CB-2 Zones, in any building, shall not accommodate, by intention or design, in whole or in part, more than fifty non-employees at any time. This restriction shall be a special condition of the issuance of the building permit and certificate of occupancy. The premises shall thereafter continuously be posted with a form of notice of the restriction, as required by the department of planning and development services. The occupant(s) of the premises shall not permit the Limitation to be exceeded.

d) Within the first one thousand feet of the CUZ-2 Zone (closest to the end of the runway), the following uses, or any combination of these uses, shall occupy no more than a total of ten thousand square feet in any building: manufacturing and assembly of electrical and electronic components; manufacturing and service of data systems: laboratories including medical, dental, research experimental and testing; and printing, newspaper publishing and binding, d. CUZ-3:

1) The interior noise level of new noise-sensitive land uses, and accessory offices and indoor areas where the public is received, shall not exceed forty-five Ldn.

2) Residential uses are permitted only on existing residentially zoned lots.

3) Prohibited uses: Outdoor entertainment and sports events: swap meets and auctions; playgrounds, parks, and public swimming pools; and animal breeding. e. CUZ-4

1) The interior noise level of new noise-sensitive land uses, and accessory offices and indoor areas where the public is received, shall not exceed forty-five Ldn. E. Administrative procedures:

1. Zone amendments: To expand the boundaries, change the location, or create a new RSZ, MCZ or CUZ, the planning and zoning commission shall initiate a rezoning in accordance with Chapter 18.91 (Rezoning Procedures) and amend the applicable map(s).

2. Zone boundaries: If a lot is:

a. Divided by an airport environs zone boundary, the development shall conform to the land use and design criteria of the respective zones in which the lot is located;

b. Partially covered by an airport environs zone boundary, only the portion of the lot within the boundary is restricted by the zone.

3. Special-use waiver

a. Scope: A waiver from a provision of this section may be granted by the board of supervisors when the strict application of the provision would cause an unnecessary hardship which substantially limits the preservation and enjoyment of property rights.

b. Standards: A waiver shall not be granted unless:

1) The hardship is not generally caused to other properties subject to the provision;

2) The waiver is the minimum necessary to afford relief;

3) The waiver will not be materially detrimental to the rights of owners and residents of other affected properties; and

4) The waiver is consistent with the intent and purpose of this chapter and the provision of this section from which the waiver is requested.

c. Conditions: Conditions may be imposed on a waiver that will:

1) Secure the intent and purposes of this chapter and the provision of the section from which the waiver is granted: and

2) Adequately provide for the protection of surrounding property owners and residents.

4. Interpretation review:

a. The hearing administrator may review an interpretation of a provision of this chapter by a county official. A request for review may be made by an affected person who believes there has been a misinterpretation.

b. The request for review shall cite the:

1) Disputed interpretation made by the county official; and

2) Words alleged to have been misinterpreted.

5. Application: A request for waiver or review of interpretation shall be made on a form provided by the planning and development services department. Hearing fees are required.

6. Appeal to the board of supervisors:

a. An appeal from a decision or interpretation of the hearing administrator may be made to the board of supervisors by the owner or other affected person.

b. Application: An appeal shall be made within fifteen working days of the date of the appealed action, on a form provided by the department, with hearing fees. An application for review of a decision on a waiver shall include the name and address of all property owners within three hundred feet of the subject property.

c. Hearing: The supervisors shall hold a public hearing on the appeal, at which all interested persons may be heard.

d. Public notice: For review of a decision on a waiver, notice shall be mailed by the county to all owners of property within three hundred feet of the subject property no less than fifteen days prior to the public hearing. Failure to give notice shall not invalidate an action of the supervisors.

7. Appeal to superior court: Appeal from a decision of the board of supervisors may be made

to the superior court by the owner or affected persons.

8. Appeal to the board of adjustment: Requests for variances and interpretation reviews may also be made to the applicable board of adjustment in accordance with Chapter 18.93 (Board of Adjustment Variances, Temporary Use Permits and Interpretations). (Ord. 19S6-1SS § 1 (part), 1986)

13.57.040 Requirements for private airport facilities.

A. Purpose: This section provides establishment standards and procedures for the development of private airports to ensure their safe operation and compatibility with noise-sensitive land uses. B. Requirements:

1. Permitted zones: RH, IR or an industrial zone.

2. Minimum site area; Refer to FAA Advisory Circular for Utility Airports (AC 150/5300-4B).

3. Conditional use permit:

a. A Type III permit is required (refer to Chapter 18.97, Conditional Use Procedures), which shall be reviewed by the aviation review committee (refer to Section 18.99.050, Aviation review committee) prior to public hearing by the planning and zoning commission.

b. Notification: The notification area shall additionally include the approach-departure corridors.

c. In lieu of a preliminary development plan the following document shall be submitted:

1) A text including:

a) The type, weight and decibel levels of aircraft using the site;

b) The proposed hours of operation; and

c) An estimate of flight frequency.

2) A site plan, at one inch equals four hundred feet scale, showing the:

a) Parcel boundaries and dimensions;

b) Runway and approach-departure corridors (as defined by the FAA); and

c) Zoning on property adjacent to the site and within the approach-departure corridors.

2. Airport Land Use Overlay Zone. (See Figures 18.57.060(A)—(D))(Ord. 1986-188 § 1 (part), 1986)

Figure 18.57.060(A)(1)
TUCSON INTERNATIONAL AIRPORT
Airport Height Overlay Zone

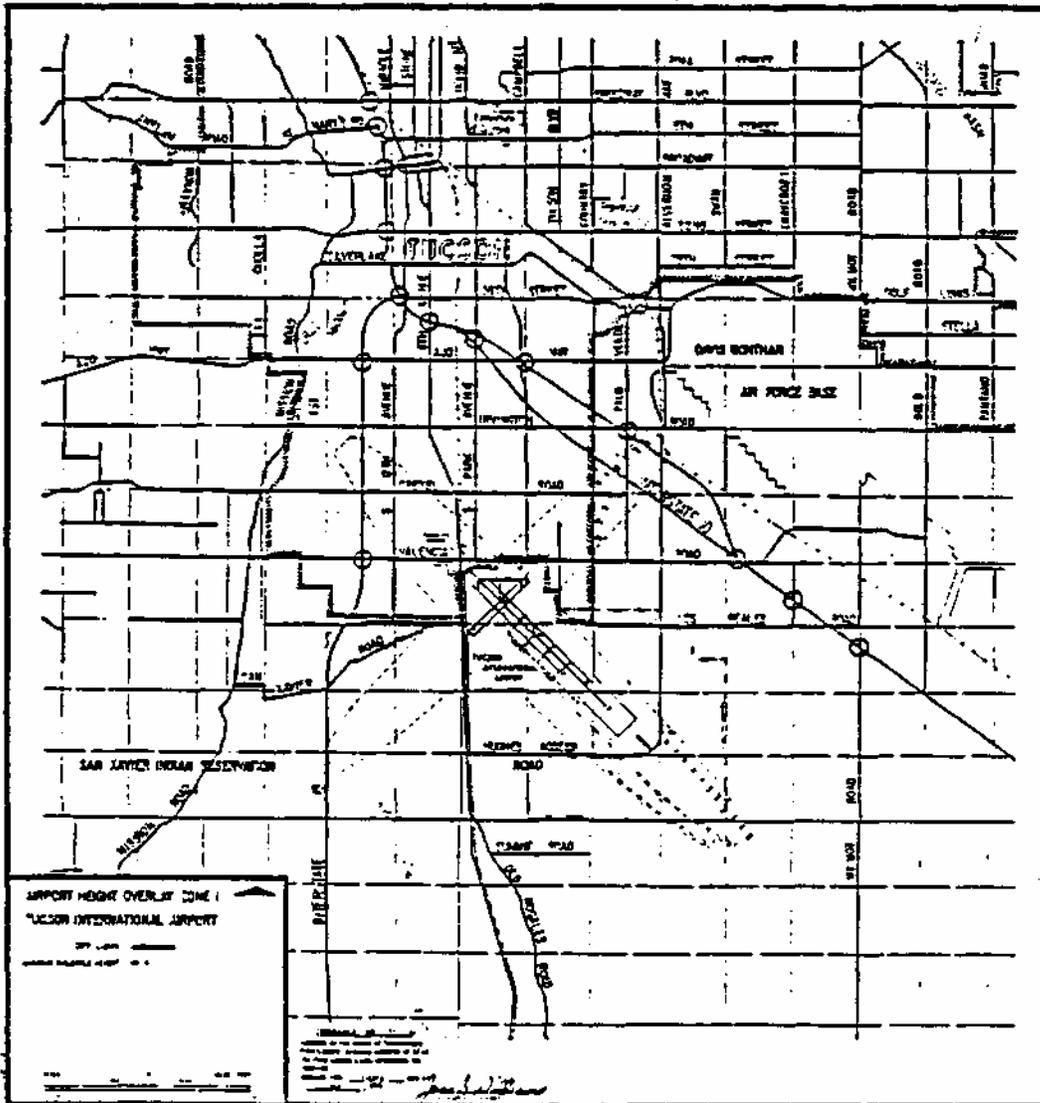


Figure 18.57.060(B)(2)
 RYAN FIELD
 Airport Land Use Overlay Zone

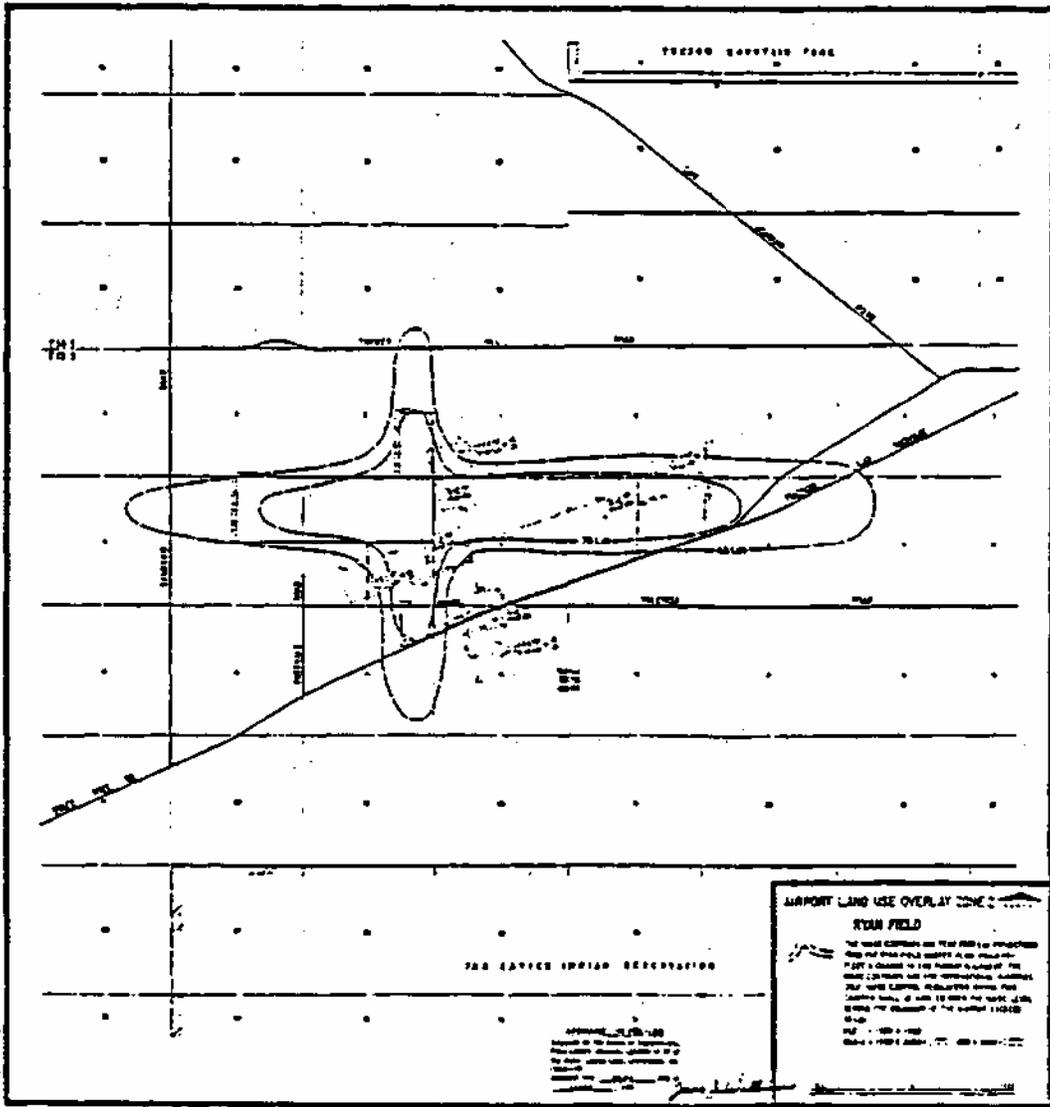
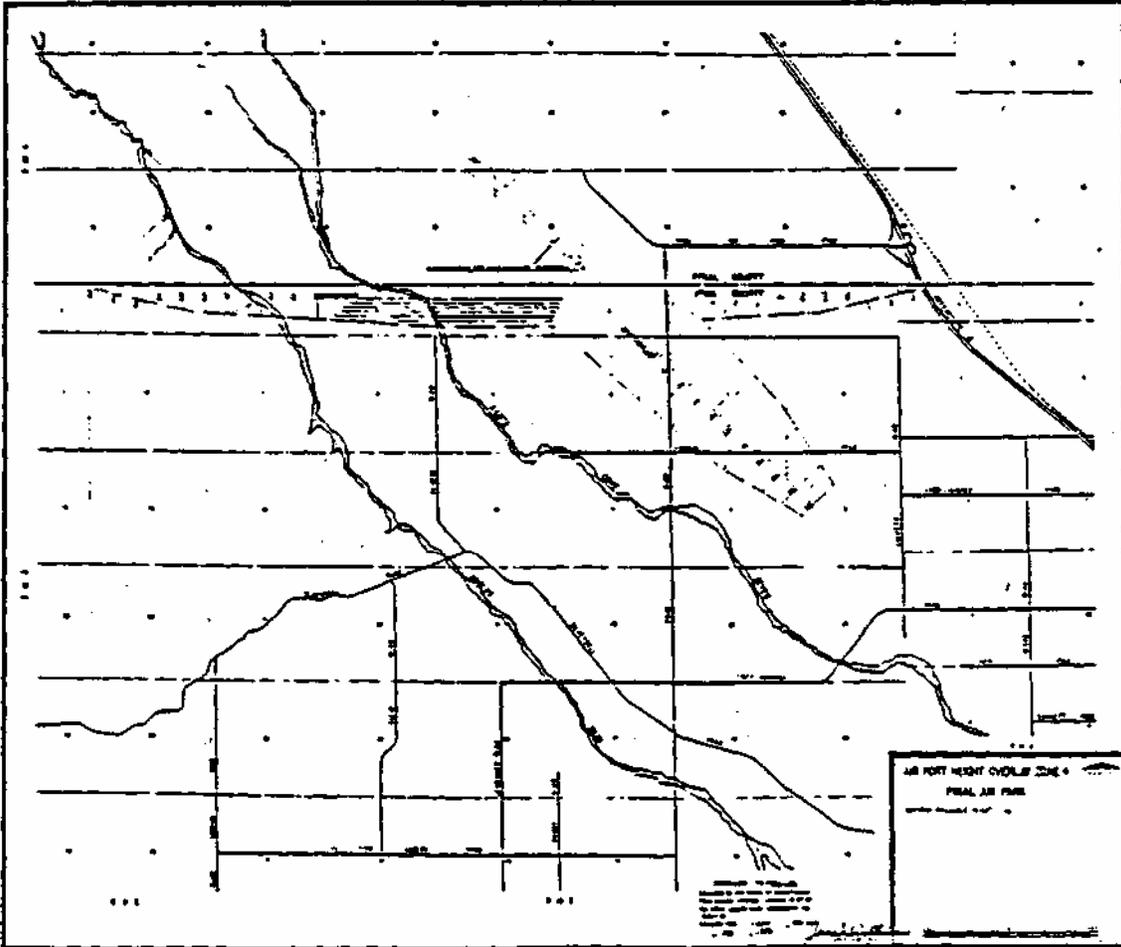


Figure 18.57.060(D)(1)
PINAL AIRPARK
Airport Height Overlay Zone



RESOLUTION NO. 2006-331

A RESOLUTION OF THE BOARD OF SUPERVISORS OF PIMA COUNTY; RELATING TO ZONING IN CASE **CO23-88-01 SOUTH KOLB ROAD SPECIFIC PLAN** LOCATED ON THE EAST SIDE OF S. KOLB ROAD, ON THE NORTH AND SOUTH SIDES OF VALENCIA ROAD, AND NORTH OF UNION PACIFIC RAILROAD; AMENDING THE SPECIFIC PLAN CONDITIONS AND DOCUMENT SET FORTH IN ORDINANCE NO. 1988-182, AS AMENDED BY ORDINANCE 1993-181.

The Pima County Board of Supervisors finds and declares that:

1. On February 1, 1988, the owner(s) of 348 acres applied for a rezoning from SR and RH to SP (Specific Plan);
2. On November 15, 1988, the Pima County Board of Supervisors approved the South Kolb Road Specific Plan subject to standard and special conditions and adopted Ordinance 1988-182 as recorded in Docket 8419 Page 1014, rezoning the 348 acres as shown on the attached Exhibit A map (Planning Area map from adopted specific plan document) and described in specific plan case Co23-88-01, and memorializing the standard and special conditions;
3. On October 11, 1993, the owners of approximately 348 acres of the South Kolb Road Specific Plan site applied for an amendment of Section 1.B. of Ordinance No. 1988-182 to waive the requirement to record an acceptable master plat within five years of the date of ordinance adoption which is November 18, 1988;
4. On December 21, 1993, the Board of Supervisors adopted Ordinance No. 1993-181, as recorded in Docket 9708 Page 2244, waiving the five-year time limit in which to record an acceptable master plat;
5. On August 4, 1998, the Board of Supervisors approved the rezoning (Co9-97-49) to CB-1 of the approximately 1.4 acre, northern portion of Planning Area B and subsequently adopted Ordinance No. 1998-72 on November 3, 1998;
6. On August 9, 2006, the owners of 336 acres, a portion of the South Kolb Road Specific Plan (Planning Areas A, C, D, E, F, G, and H) as shown on the attached Exhibit A (Planning Area map from adopted specific plan document), applied for a modification (non-substantial change) of the specific plan;

7. On October 3, 2006, the Board of Supervisors approved the modification (non-substantial change) of the specific plan subject to conditions for the 336 acres (Planning Areas A, C, D, E, F, G, and H). The approved modification eliminates the distinction between "Primary Uses" and "Secondary Uses" as set forth in the South Kolb Road Specific Plan; and,
8. The South Kolb Road Specific Plan Section VIII.3., Page 97 allows the Specific Plan to be amended as outlined in Section 18.90.080 of the Pima County Zoning Code.

Now, therefore, be it resolved by the Pima County Board of Supervisors that:

Section 1. The Pima County Board of Supervisors hereby amends the South Kolb Road Specific Plan as follows for 336 acres (Planning Areas A, C, D, E, F, G, and H):

Section IV. SPECIFIC PLAN

...

B. Planning Areas

Subsequent to this existing text on Pg. 47: "All eight planning areas propose industrial uses as primary land uses. Planning areas A, B, C, D and H are either unconstrained by aircraft approach regulations or guided by the standards in the least restrictive compatible use zone (CUZ-4). Commercial uses are allowed as secondary uses."

Add the following: "On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between "Primary Uses" and "Secondary Uses" for Planning Areas A, C, D, E, F, G, and H for a total area of approximately 336 acres"; and

Subsequent to the "South Kolb Road Specific Plan Land Use Summary" on Pg. 48, add the following: "On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between "Primary Uses" and "Secondary Uses" for Planning Areas A, C, D, E, F, G, and H for a total area of approximately 336 acres";

Section V. DEVELOPMENT REGULATIONS

1. Introduction

Subsequent to the existing text on Pg. 65: "Use of secondary land uses will be triggered by market conditions.", add the following: "On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between "Primary Uses" and "Secondary Uses" for Planning Areas A, C, D, E, F, G, and H for a total area of approximately 336 acres"; and

...

4. Planning Area Regulations

On Pages 66 (Planning Area A), 70 (Planning Area C), 72 (Planning Area D), 74 (Planning Area E), 77 (Planning Area F), 79 (Planning Area G), 81 (Planning Area H), and 83 ("South Kolb Road Specific Plan Land Use Summary"), add the following: On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between "Primary Uses" and "Secondary Uses".

Section 2. The Pima County Board of Supervisors hereby amends and restates the specific plan conditions of Ordinance No. 1988-182 for 336 acres of the South Kolb Road Specific Plan, for Planning Areas A, C, D, E, F, G, and H as shown on the attached Exhibit A (Planning Area map from adopted specific plan document) to this Resolution to change the Department of Transportation Requirements, the Flood Control District Requirements and the Wastewater Management Requirements and to add conditions 11 and 12 in the following manner:

C. Approval of a subdivision plat, development plan or issuance of a building permit shall be subject to the following:

1. Recording of an acceptable master plat which will provide for development-related studies, assurances and dedications, as required by the appropriate agencies, and any related conditions that may be approved by the Board of Supervisors.
2. Recording of a covenant holding Pima County harmless in the event of flooding.
3. Conformance with the South Kolb Road Specific Plan as adopted and all applicable adopted Pima County ordinances, existing or as may be adopted or amended, not included or specifically addressed within this specific plan.
4. Provision of development-related assurances as required by the applicable agencies.
5. Dedication of necessary rights-of-way for roads and drainage by plat, or by separate instrument if the property is not to be subdivided.

6. No further subdividing or lot splitting shall be allowed without the written approval of the Board of Supervisors.

7. Requirements of the Department of Transportation:

A. A Master Traffic Impact Study (TIS) shall be provided by the property owner(s) for this specific plan for review and approval by the Department of Transportation, prior to the first development plan or tentative plat submittal. The results of the approved TIS shall be used to establish required transportation improvements, and phasing of said improvements, to the area roadway system. The property owner(s) shall be responsible for construction of onsite and offsite improvements as required by the Department of Transportation.

B. Internal pedestrian and vehicular access shall be designed to promote internal shared access provided within the site.

C. The property owner shall dedicate appropriate right-of-way for Valencia Road (200 feet future right-of-way per Major Streets and Scenic Routes Plan) and Kolb Road (150 feet per Major Streets and Scenic Routes Plan).

D. Location of access on Valencia Road and Kolb Road shall require approval of the Department of Transportation.

~~—— A. Conformance with Pima County paving policies as determined applicable by the Department of Transportation and Flood Control District (DOT/PCD).~~

~~—— B. All arterials, collector and local streets required for development shall be designed to provide sufficient capacity for ultimate development of the plan. All roadway improvements shall be constructed to the ultimate design per the approved transportation system implementation plan. All development-related internal transportation improvements for the specific plan shall be provided by the developer.~~

~~—— C. Establishment of design criteria to include right-of-way widths, typical cross-sections, design speeds, utility locations, maximum design roadway slopes, access control, bike paths and pedestrian way or sidewalks shall be subject to approval by the DOT/PCD.~~

~~—— D. A transportation improvement financing plan and transportation system implementation plan for the specific plan area shall be required before any master plat is approved. The implementation plan shall address the provision of major routes within the area, the provision of capacity and route continuity adjacent to the plan and the areas of responsibility of the County, the primary developer and any subsequent developers.~~

~~— E. All landscaping in rights-of-way shall conform to DOT/FCD standards and require approval by the DOT/FCD. F. A transportation study for the specific plan shall be submitted for approval by the DOT/FCD prior to approval of a master plat. G. An access control policy shall be established for Kolb and Valencia Roads. At a minimum, the number of vehicular access points shall be limited and subject to approval by the Pima County Department of Transportation and Flood Control District.~~

8. Requirements of the Flood Control District:

A. Drainage shall not be altered, disturbed or obstructed without the written approval of the Flood Control District.

B. The property owner(s) shall obtain a Floodplain Use Permit for any development on the subject property.

C. A drainage study shall be submitted for review and approval, which addresses the impacts of development to the federally mapped floodplain and local area drainage.

D. The property owner(s) shall provide necessary on-site and off-site drainage improvements as required by the Flood Control District.

E. All-weather access shall be provided to all lots to meet concurrency requirements.

F. A riparian mitigation plan shall be required for development in designated riparian areas.

~~— A. All internal drainage improvements and any external drainage improvements required to mitigate impacts caused by development of the specific plan shall be constructed at no cost to Pima County.~~

~~— B. Detention/retention basins shall be designed in conformance with the Pima County Stormwater Detention/Retention Manual.~~

~~— C. A landscaping mitigation plan for drainage channels shall be developed by the primary developer and approved by the Department of Transportation and Flood Control District (DOT/FCD) prior to submission and acceptance of master plats for individual phases.~~

~~— D. The primary developer shall finalize a phasing plan of drainage improvements prior to acceptance of master plats for individual phases.~~

9. Requirements of the Wastewater Management Department:

A. The property owner shall connect to the public sewer system at the location and in the manner specified by the Wastewater Management Department (WW1) at the time of review of a master plat, tentative plat or development plan.

B. The property owner shall construct an off-site public sewer to serve this specific plan and shall construct the on-site sewers in a manner that will provide flow-through for upstream tributary areas at points and with capacities as specified by WWM prior to submittal of a master plat, tentative plat or development plan. The public sewer improvements shall be sized and located in accordance with a basin study prepared by the property owner and reviewed and approved by WWM.

C. The owner / developer shall time all new development within the area covered under the specific plan to coincide with the availability of treatment and conveyance capacity in the downstream public sewerage system. The owner / developer shall obtain written documentation from the Pima County Wastewater Management Department that treatment and conveyance capacity is available for any new development within the area covered under the specific plan, no more than 90 days before submitting any tentative plat, development plan, sewer improvement plan or request for building permit for review. Should treatment and / or conveyance capacity not be available at that time, the owner / developer shall have the option of funding, designing and constructing the necessary improvements to Pima County's public sewerage system at his or her sole expense or cooperatively with other affected parties. All such improvements shall be designed and constructed as directed by the Pima County Wastewater Management Department.

D. The owner / developer shall construe no action by Pima County as a commitment to provide sewer service to any new development within the area covered under the specific plan until Pima County executes an agreement with the owner / developer to that effect.

E. The owner / developer shall complete the construction of all necessary public and/or private sewerage facilities as required by all applicable agreements with Pima County, and all applicable regulations, including the Clean Water Act and those promulgated by ADEQ, before treatment and conveyance capacity in the downstream public sewerage system will be permanently committed for any new development within the area covered under the specific plan.

10. Requirements of the Planning and Development Services Department:

A. Chapter VI, Design Guidelines, is advisory and shall be used only when not in conflict with adopted County landscaping, parking or signage regulations.

B. All development within this specific plan shall be addressed in accordance with the Tucson Addressing System as established in Chapter 18.83 of the County Zoning Code.

C. 100% of all salvageable trees located within area A (as shown in the vegetation element of the specific plan) shall be preserved or relocated within the specific plan boundaries. Salvageable trees are those with a trunk diameter of at least 4" measured at least 3' above the ground.

11. Compliance with the Joint Land Use Study (JLUS) use restrictions and development standards as stated in the Pima County Comprehensive Plan Special Area Policies S-24, S-26, S-27 (Policies and Land Use Intensity Legend). For the purposes of this condition, "compatible uses" mean permitted uses. In the case of conflicting regulations, the most restrictive shall apply.

12. The site shall be inspected for the presence of Western burrowing owl by a qualified resource specialist. A report which contains survey results and dates shall be provided to Pima County immediately upon completion of the inspection. This report must be received prior to approval of a development plan or tentative plat. If any Western burrowing owls are found to be present on the project site, a copy of the report shall be sent to the Arizona Game & Fish Department's Heritage Data Management System.

Section 3.

1. No building permits shall be issued based on the rezoning approved by Ordinance 1988-182, as amended by Ordinance No. 1993-181, and this resolution until conditions 1 through 12 are satisfied and the Planning Official issues a Certificate of Compliance.

2. The South Kolb Road Specific Plan conditions may be amended or waived by resolution of the Board of Supervisors in accordance with Chapter 18.90 of the Pima County Zoning Code.

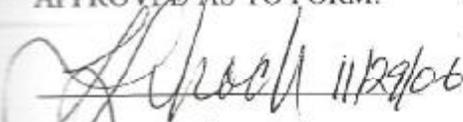
RESOLVED by the Board of Supervisors of Pima County, Arizona, this 12th day of
December, 2006.


Chairman of the Board of Supervisors
DEC 12 2006

ATTEST:

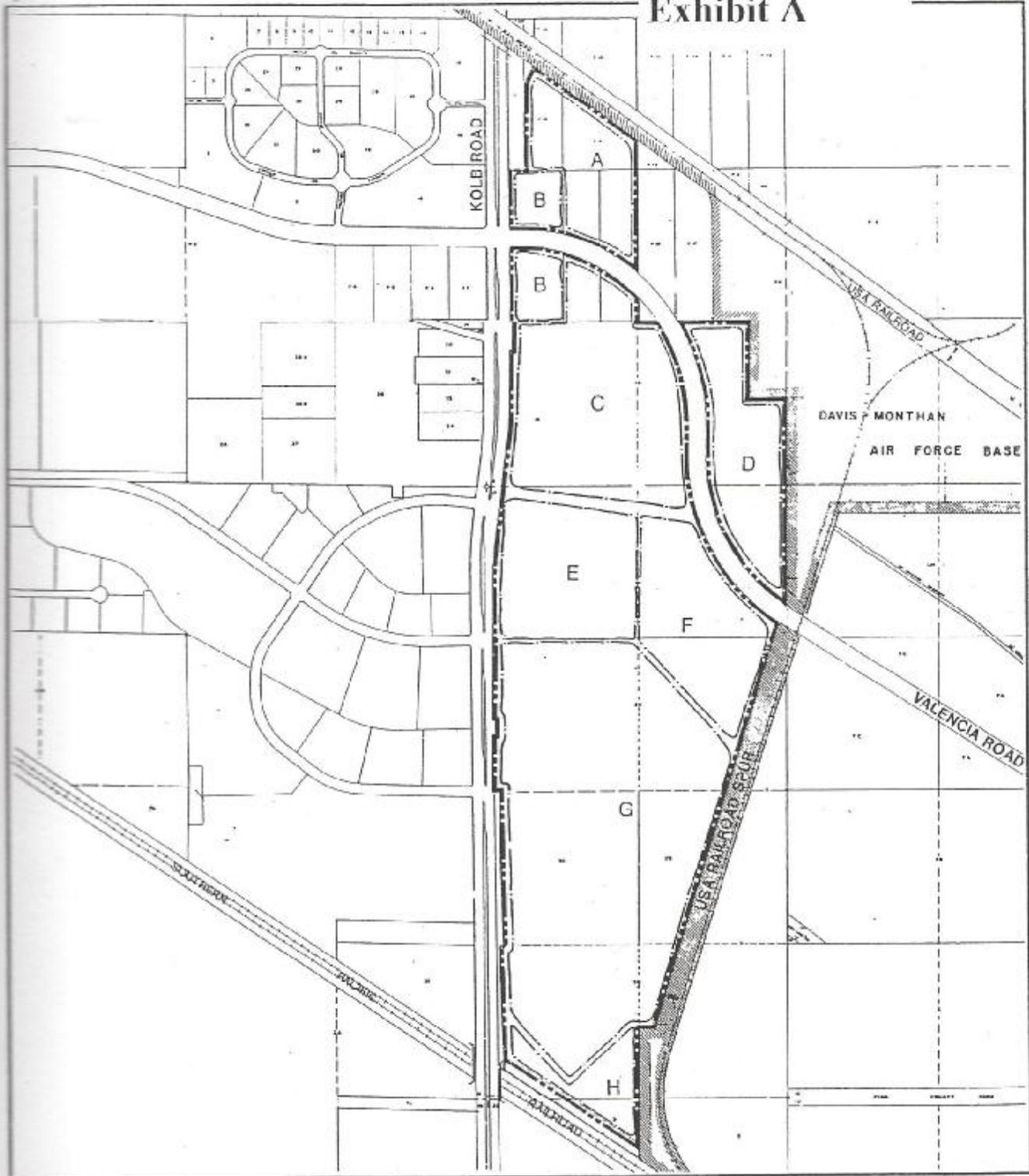

Clerk, Board of Supervisors

APPROVED AS TO FORM:


Civil Deputy County Attorney


Executive Secretary, Planning & Zoning Commission

Exhibit A



SCALE IN FEET
0 400 800 1200

J Jerry R. Jones & Associates, Inc.
ENGINEERS, PLANNERS AND SURVEYORS
2515 W. 10TH ST. TUCSON, AZ 85711

**PLANNING
AREAS**

**SOUTH KOLB RD
SPECIFIC PLAN**

SOUTH KOLB ROAD SPECIFIC PLAN AMENDMENT

CO23-08-01

South Kolb Road Specific Plan Amendment

East of Kolb Road, North and South of Valencia Road
Pima County, Arizona

Submitted to:

**Pima County
Development Services Department**
201 North Stone Avenue, Second Floor
Tucson, Arizona 85701

Prepared for:

Lucky Levin Railroad, LLC and Valencia Kolb Properties, LLC
6964 East Century Park Drive
Tucson, Arizona 85706
Telephone: (520) 623-1411

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The Planning Center
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And:

PSOMAS
800 East Wetmore Road, Suite 110
Tucson, Arizona 85719
Telephone: (520) 292-2300



June 2008

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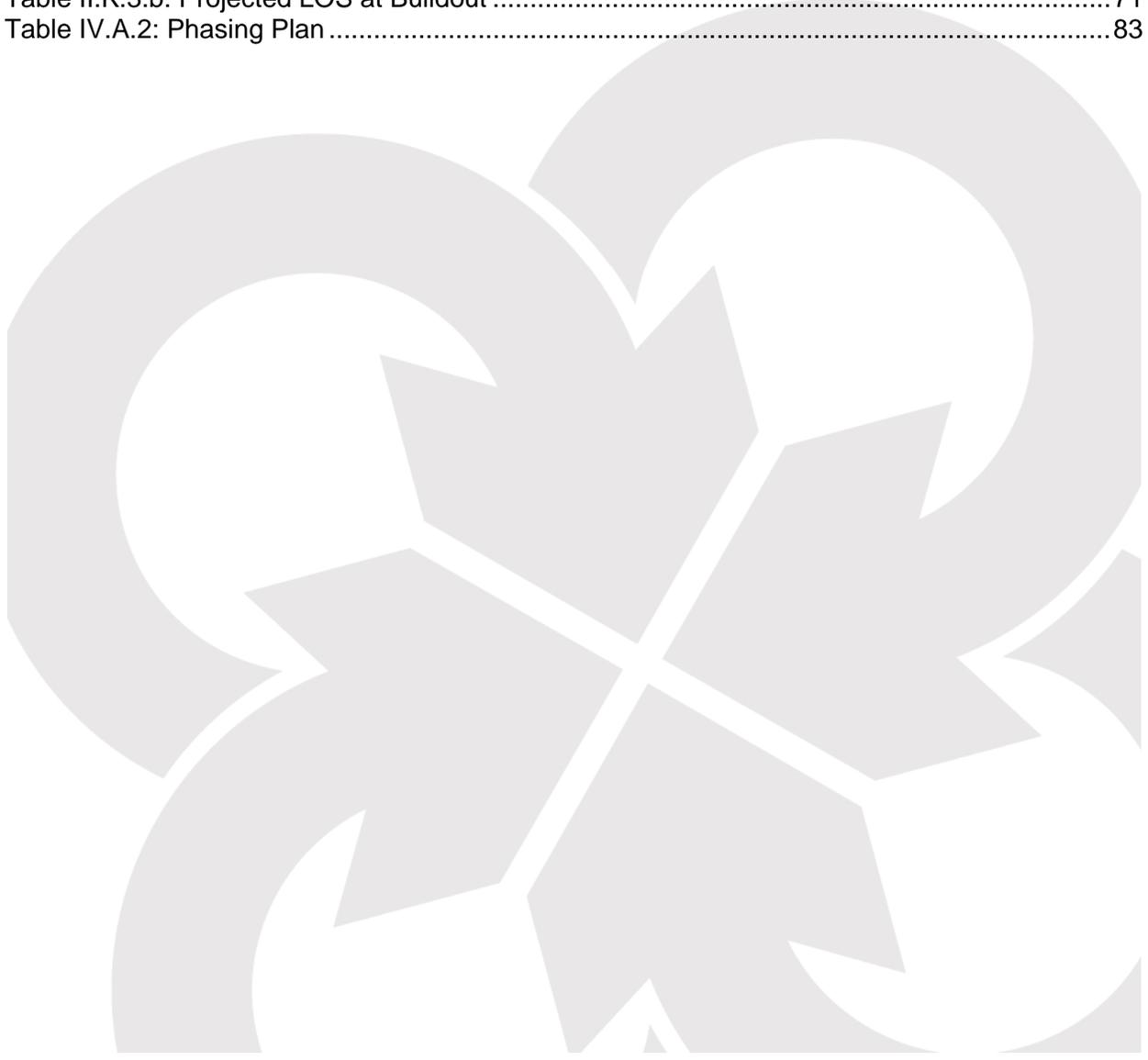
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Introduction

The South Kolb Road Specific Plan was originally approved by Pima County in 1988 as CO23-88-01. The plan included approximately 348 acres of land located east of Kolb Road, south of Davis-Monthan Air Force Base and north of the Union Pacific Railroad. The Specific Plan proposes industrial use for the site, with some limited areas for commercial uses. The Specific Plan was amended once in 2006, with the Board of Supervisors approving a non-substantial change of rezoning condition that eliminated the distinction between “Primary Uses and “Secondary Uses.”

The current owners of the Specific Plan have purchased additional parcels of land adjacent to the Specific Plan boundary. The purpose of this amendment is to incorporate those parcels into the Specific Plan, adopting the same land uses and development regulations to guide their development in a cohesive manner.

This document was created to act as an addendum to the original South Kolb Road Specific Plan. A supplementary Site Inventory is included to address the existing conditions of the parcels to be added to the Specific Plan. This is followed by a revised Land Use Proposal section that designates land uses for these parcels and discusses the planning considerations for those proposed uses. The Development Regulations, Design Guidelines, Implementation and Administration sections have been duplicated to create a “stand-alone” document, but no changes are proposed to these sections from the approved South Kolb Road Specific Plan.

In addition to the rezoning process, the entire property (existing Specific Plan area plus the amendment parcels) is currently in plat review as a pilot “Shovel Ready” project.



Part I
Site Inventory



A. Existing Land Uses

1. Location and Regional Context

The proposed Amendment is divided into two separate blocks north and south of Valencia Road. The north block, which is approximately 15.8 acres, is located northeast of the existing South Kolb Road Specific Plan and is adjacent to and south of Davis-Monthan Air Force Base (DMAFB). The block consists of five separate Assessor’s parcels (141-06-005B, 141-06-012B, 141-06-012C, 141-06-013B and 141-06-013C), four of which are north of Valencia Road and one south of Valencia. The south block, which is approximately 67.6 acres, is southwest of the existing South Kolb Road Specific Plan and is north of the Union Pacific rail line and east of the abandoned DMAFB rail spur. The block consists of two separate Assessor’s parcels (141-07-0090 and 141-10-0020) (*see Exhibit I.A.1: Location and Vicinity*).

The existing South Kolb Road Specific Plan and proposed Amendment are located within portions of Sections 8, 17 and 20, Township 15 South, Range 15 East, Pima County, Arizona. Both blocks are within the Rincon Southeast/Santa Rita Subregion of Pima County Comprehensive Plan and are represented by Supervisor Ray Carroll in District 4.

2. Existing On-site Land Uses

Both blocks are vacant; however, a portion of the south block has been graded under a railroad exception. The graded area is a 300-foot strip along the eastern and southern boundaries and is not visible on the most recent aerial for the site (*see Exhibit I.A.2.a: Existing On-site Land Uses – North Block and Exhibit I.A.2.b: Existing On-site Land Uses – South Block*).

3. Existing Land Uses within One-Quarter-Mile Radius

- a. Existing On-site and Off-site Zoning

Table 1.A.3.a: Existing Zoning

North Block	SR, CI-1
North	SR (COT)
South	SP
East	SR (COT)
West	SP, CB-1



South Block	RH, SR
North	SR (COT)
South	CI-2, RH
East	CI-2
West	SP

(See Exhibit I.A.3.a: Existing Zoning.)

b. Existing Off-site Land Uses

Table 1.A.3.b: Existing Off-site Land Uses

North Block

North	DMAFB
South	Valencia Road, Vacant
East	Vacant
West	Vacant, Diamond Shamrock

South Block

North	Vacant
South	UA Science & Tech Park
East	Goodwill Donation Center, Hansen Pipe and Products
West	Vacant

(See Exhibit I.A.3.b: Existing Off-site Land Uses.)

c. Number of Stories of Off-site Existing Structures

Table 1.A.3.c: Number of Stories of Off-site Existing Structures

North Block

North	No structures
South	No structures
East	No structures
West	1-story



South Block

North	No structures
South	No structures
East	Approximately 3-story, 1-story
West	No structures

(See Exhibit I.A.3.b: Existing Off-site Land Uses.)

- d. Pending or Conditionally-Approved Rezonings and Subdivisions and/or Development Plans Under Review

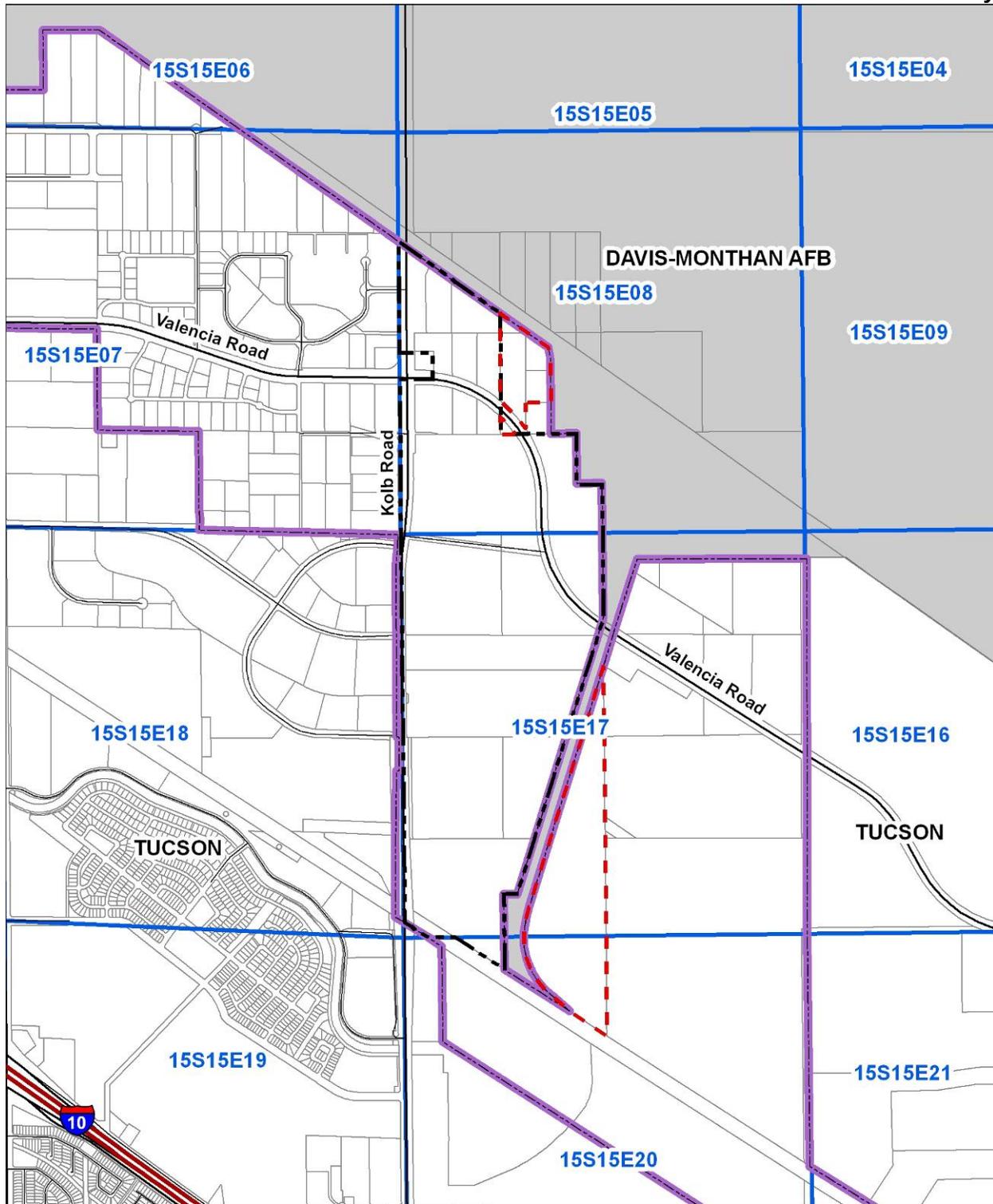
There is Tentative Plat submitted for approximately 150 acres under Three B S Properties, LLC directly east of the south block. There are no other pending rezonings, conditionally-approved zonings and subdivisions nor development plans under review near or for the project site.

4. Wells or Well Sites Within 100 Feet

There is only one well located within 100 feet of the Amendment. According to the Arizona Department of Water Resources (ADWR), Wells-55 Registry, there are two registered wells, but only one drilled well within Assessor's Parcel #141-06-013D southeast of the north block. Well # 535554 was applied for in 1992, but has never been drilled. Well #543693 has been drilled and is an exempt well used for domestic stock. Both wells are registered under Chuck McCain of Vail, Arizona. There are no other wells within 100 feet of the north block or the south block *(see Exhibit I.A.4: Well Locations)*.



Exhibit I.A.1: Location and Vicinity



LEGEND

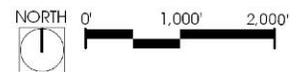
-  South Kolb Specific Plan
-  Amendment Boundary
-  Township, Range & Section
-  Jurisdiction Boundary

Notes:

Project Site is located at:
Township 13S, Range 13E, and Sections 8, 17 & 20

Acreage: Approx. 83.4 AC

Parcel ID #s:
141-06-005B, 141-06-012B, 141-06-012C, 141-06-013B,
141-06-013C, 141-07-0090, 141-10-0020



FILE NAME: LLR-01_location.mxd
SOURCE: Pima County DOT GIS, 2007



Exhibit I.A.2.a: Existing On-site Land Uses – North Block



Imagery: Aerials Express, May 2007

LEGEND

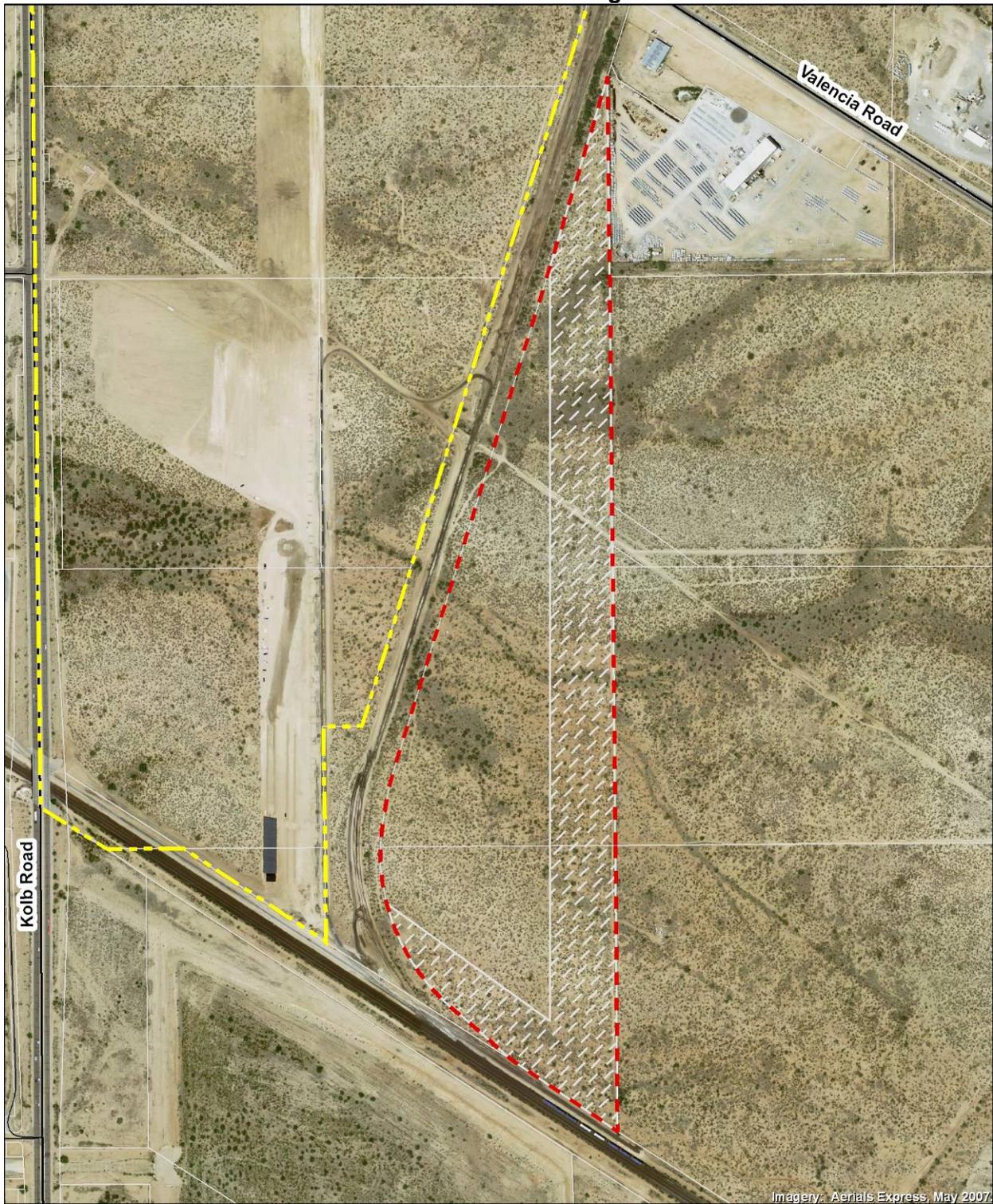
-  South Kolb Specific Plan
-  Amendment Boundary



FILE NAME: LLR-01_aerial_location_north.mxd
SOURCE: Pima County DOT GIS, 2007



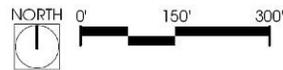
Exhibit I.A.2.b: Existing On-site Land Uses – South Block



Imagery: Aerials Express, May 2007

LEGEND

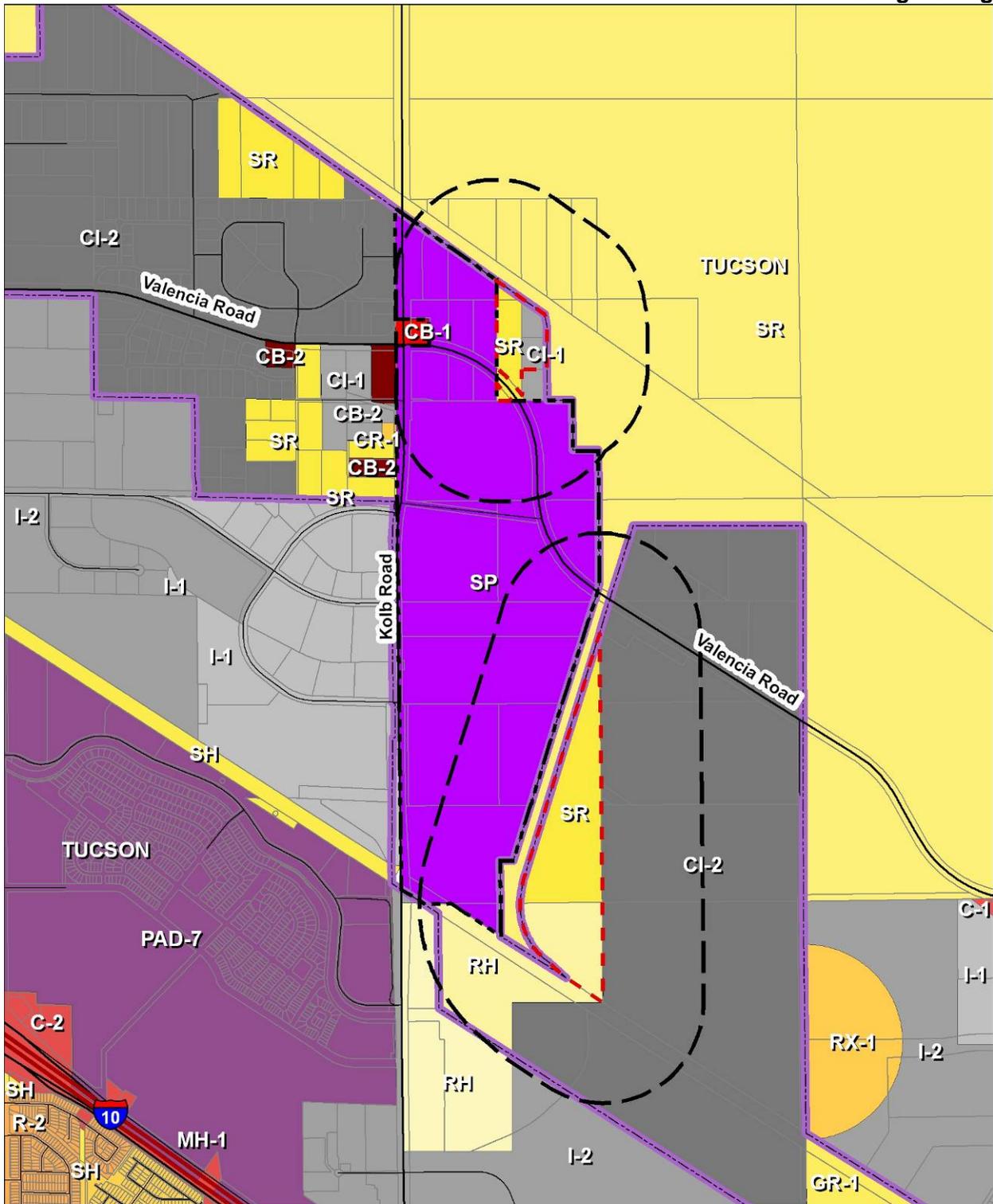
-  South Kolb Specific Plan
-  Amendment Boundary
-  Approximate Area Graded for Railroad Exception



FILE NAME: LLR-01_aerial_location_north.mxd
SOURCE: Pima County DOT GIS, 2007



Exhibit I.A.3.a: Existing Zoning



LEGEND

- South Kolb Specific Plan
- Amendment Boundary
- Jurisdiction Boundary
- Quarter Mile Radius

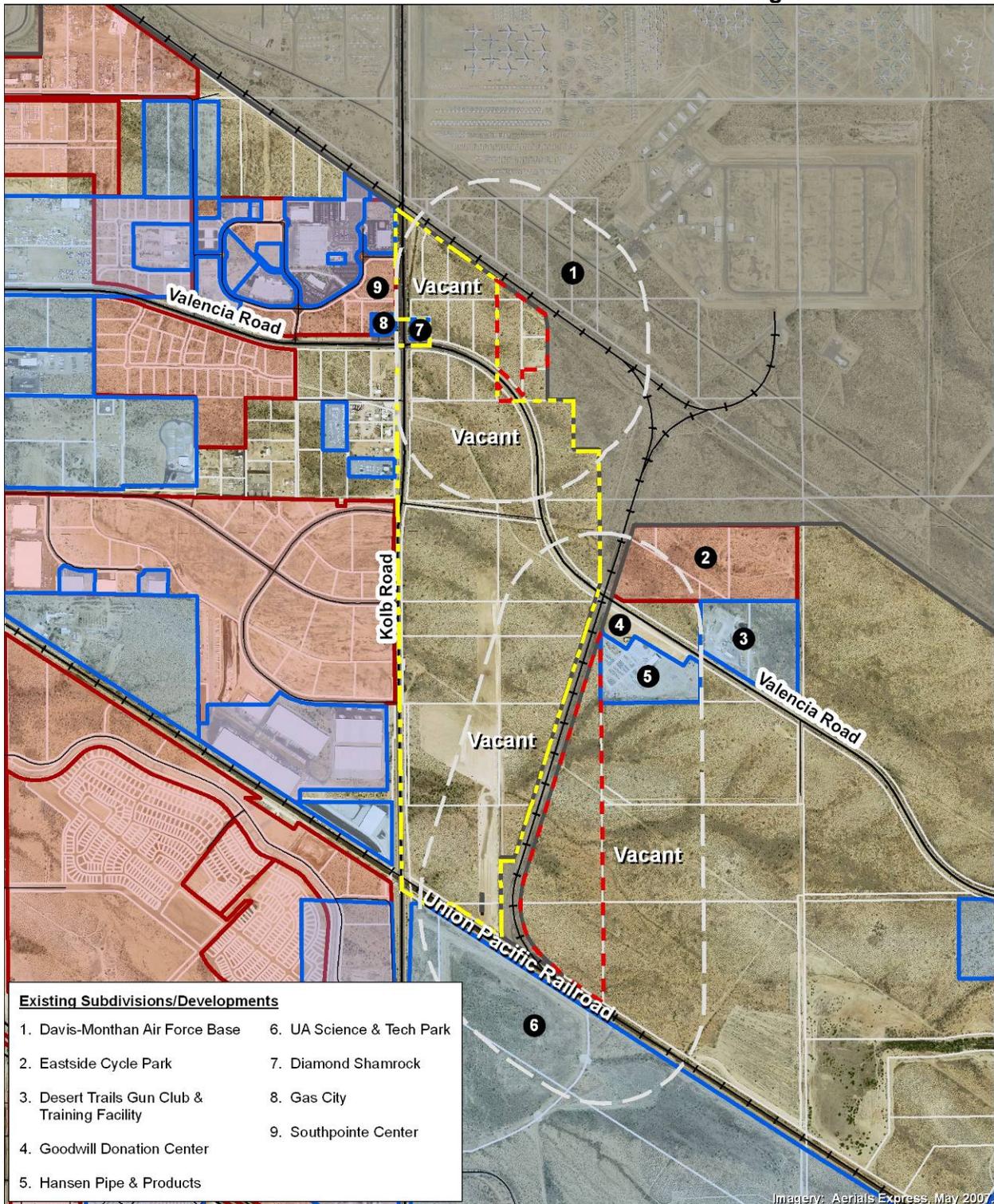
NORTH

0' 1,000' 2,000'

FILE NAME: LLR-01_zoning.mxd
SOURCE: Pima County DOT GIS, 2007



Exhibit I.A.3.b: Existing Off-site Land Uses



LEGEND

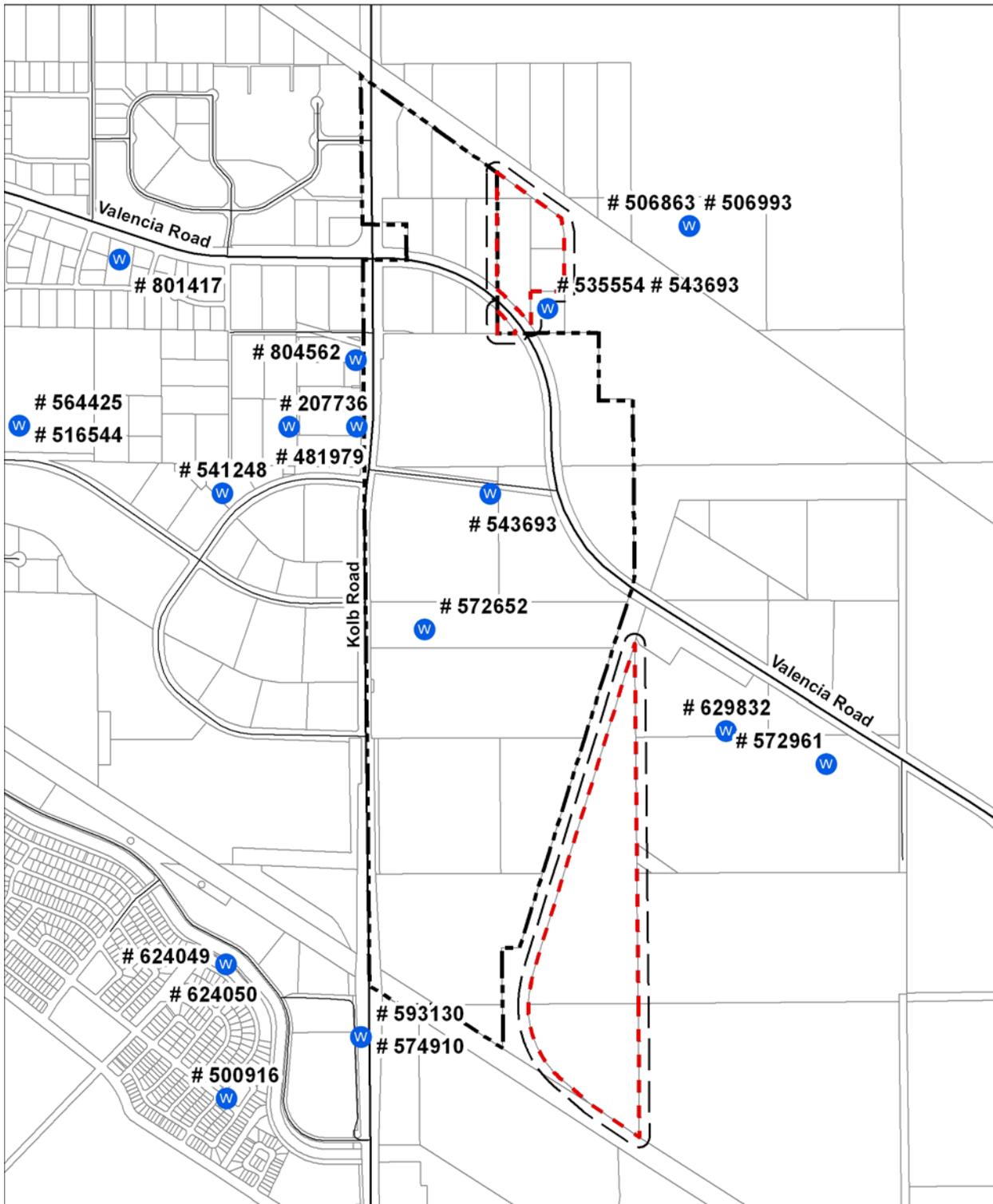
- South Kolb Specific Plan
- Amendment Boundary
- Approved Subdivision Plan
- Approved Development Plan
- Davis-Monthan Air Force Base
- Quarter Mile Radius

NORTH

FILE NAME: LLR-01_existinglanduses.mxd
SOURCE: Pima County DOT GIS, 2007



Exhibit I.A.4: Well Locations



LEGEND

-  South Kolb Specific Plan
-  Amendment Boundary
-  100-Foot Radius
-  Wells (Registered ID # Labeled)



FILE NAME: LLR-01_wells.mxd
SOURCE: Pima County DOT GIS, 2007



B. Topography

1. Topographic Characteristics of the Site

The north and south blocks are relatively flat with no significant topographic features. The north block slopes slightly from the southeast to the northwest with a high elevation of 2,804 feet and a low elevation of 2,792 feet. The south block slopes slightly from the east to west in the northern half of the block and southeast to northwest in the southern half of the block, with a high elevation of 2,822 feet and a low elevation of 2,806 feet (see *Exhibit I.B.1: Topography*).

- a. Restricted Peaks and Ridges
There are no restricted peaks or ridges on-site.
- b. Rock Outcrops
There are no rock outcrops on-site.
- c. Slopes of 15% or Greater
There are no slopes greater than 15%.
- d. Any Other Significant Topographic Features
There are no other significant topographic features on-site.

2. Pre-development Average Cross Slope Calculations

The pre-development cross slope is 2.26% per the formula taken from Chapter 18.61.051 of the Pima County Zoning Code.

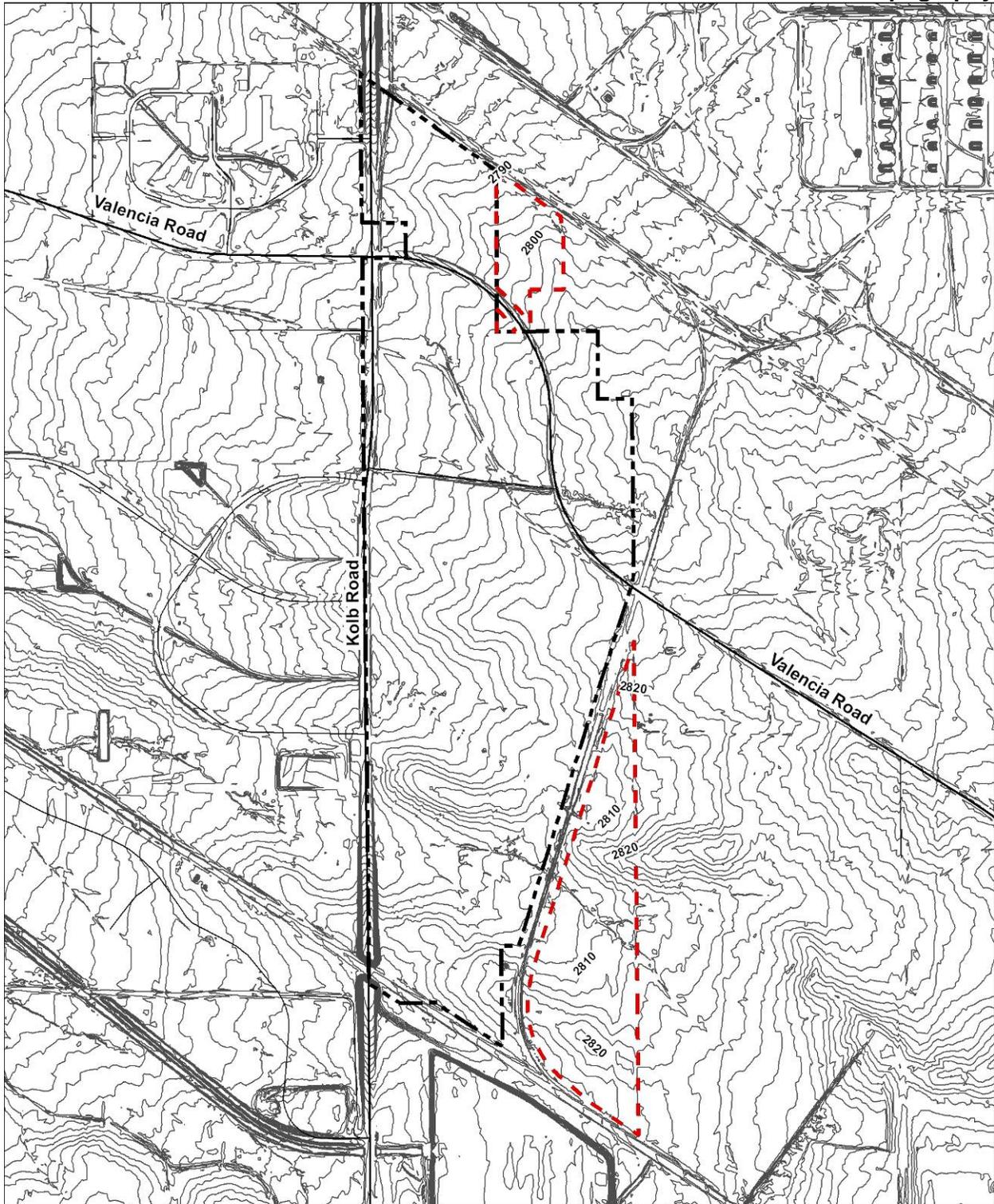
$$\text{Average cross slope} = \frac{(I \times L \times 0.0023)}{A} = \frac{(2 \times 40972 \times 0.0023)}{83.4} = 2.26\%$$

Where:

- I = contour interval (2')
- L = total length of contours (40,972)
- 0.0023 = conversion of "square feet" into "acres x 100"
- A = total site area in acres (83.4)



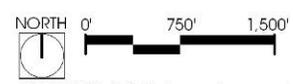
Exhibit I.B.1: Topography



LEGEND

-  South Kolb Specific Plan
-  Amendment Boundary
-  2' Contour

Note: There are no slopes greater than 15%



FILE NAME: LLR-01_topo_slope.mxd
SOURCE: Pima County DOT GIS, 2007



C. Hydrology

A drainage report was produced by Baker and Associates Engineering Inc. for the northern portion of the existing South Kolb Road Specific Plan, which includes the north block of the Amendment area. A drainage report was produced by PSOMAS for the southern portion of the existing South Kolb Road Specific Plan, which includes the south block of the Amendment area. Information from both reports has been condensed to address the Amendment area and is included in this section. Both reports have been submitted under a separate cover for review.

1. Off-site Watersheds

North Block

Existing-condition off-site watersheds affecting the north block are shown in Exhibit I.C.1.a: Off-Site Watersheds – North Block. The site is characterized by predominantly desert brush on gently sloping terrain with low to moderate drainage definition. There are two watersheds that drain into the north block of the Amendment. Drainage Area A is approximately 497 acres and has a regulatory flow of 1,053 cfs. Drainage Area C is approximately 157 acres and has a regulatory flow of 404 cfs. Under existing conditions, off-site drainage generally flows from east to west. Regulatory flows for off-site Drainage Areas A and C were modeled using HEC-RAS. The resulting flood prone lines are illustrated on Exhibit I.C.4.a: Existing On-Site Hydrology. The site lies within a balanced drainage basin as listed by Pima County, which requires detention under developed conditions.

South Block

Existing-condition off-site watersheds affecting the south block are shown in Exhibit I.C.1.a: Off-Site Watersheds – South Block. There are 3 major natural drainage ways that flows southeast to northwest across the south block of the Amendment and draining towards the Santa Cruz River west of the site. Table I.C.4: Summary of Hydrologic Analysis (Existing On-Site and Off-Site Conditions) – South Block provides information regarding existing conditions for off-site watersheds affecting the property.

2. Off-site Natural or Man-made Features

North Block

There are no off-site natural or man-made features that affect the north block.

South Block

There are 5-60" aluminum culverts onsite beneath the Railroad Spur crossing located in watershed Concentration Point E6 east of the concentration point. These culverts will be kept in the developed conditions site plan. Off-site at Kolb Road there is a 100-year access culvert cross-drainage. In addition to the



existing culverts there is one existing channel at the northern boundary of the site.

3. Upstream Off-site Watersheds with 100-Year Discharges Greater than 100 cfs

North Block

Both watersheds have a discharge greater than 100 cfs as noted above.

South Block

Two of the three watersheds have a discharge greater than 100 cfs as noted in Table I.C.4.

4. On-site Hydrology

North Block

Existing-condition on-site runoff was computed and labeled on Exhibit I.C.4.a: Existing On-Site Hydrology. A FEMA special flood hazard area (Map #04019C2265, February 8, 1999) Zone "A" exists in Planning Area C; however it does not encroach upon the areas proposed for amendment. There is existing 100-year floodplain along the northern boundary of the north block which has been identified on Exhibit I.C.4.a. The site is predominately characterized by sheetflow, which generally flows from east to west.

South Block

Per the Federal Emergency Management Agency (FEMA), the south block of the Amendment is located within Zone X (unshaded) (FIRM Panels 04019C2265K and 04019C2855K). Per the FIRM Panel legend, Zone X (unshaded) denotes areas outside of the 500-year floodplain.

A HEC-RAS model was developed to delineate the 100-year floodplain of all watersheds with discharges greater than 100 cfs. The calculations are provided in the PSOMAS drainage report. The HEC-RAS models were developed in the following manner:

- 1) Cross sections were cut at varied intervals along reaches through the site.
- 2) Manning's values were estimated, contraction/expansion coefficients entered, and reach and bank lengths were entered.
- 3) Boundary conditions were set using normal depth water surface elevations per hydraulic calculation using the cross-section geometry.
- 4) A supercritical flow regime analysis was run using the HEC-RAS program.



5) The 100-year floodplain was established by interpolating the water surface elevations between each cross section.

The floodplain for the northern wash has been referenced from the report developed by Baker Engineering for the northern portion of the existing South Kolb Road Specific Plan, which includes the north block of the Amendment. The erosion hazard setbacks (EHS) calculated per section 16.28.030 of the Pima County Drainage and Channel Design Standards for Local Drainage (Reference 5) are mapped on Exhibit I.C.4.b: On-Site Hydrology – South Block. The setback was determined using only the largest downstream flow value for each channel. The EHS is mapped from the 100-year WSEL.

I.C.4: Summary of Hydrologic Analysis – South Block

Concentration Point	Area (ac)	Length (ft)	Mean Slope (%)	Weighted Basin Factor (n_{bw100})	Tc (min)	Watershed Peak Discharge Q_{100} (cfs)	Contributing Watersheds	
							Concentration	$Q_{peak total}$
E1	47	3033	0.73	0.035	24.3	213	E1, E5, OS1*, OS2	1382
E2	85	2849	1.05	0.035	19.7	405	---	405
E3	34	2950	0.58	0.035	26.9	141	---	141
E4	17	1565	1.02	0.035	12.6	98	---	98
E5	5	1000	0.90	0.035	9.4	32	E5, OS1*	1085
E6	128	2881	0.76	0.035	22.9	592	E6, OS3, OS4	1768
OS1*	497	13000	0.88	0.035	49.6	1053	---	1053
OS2	18	1576	1.02	0.035	13.7	84	---	84
OS3	77	3706	0.94	0.035	26.6	280	---	280
OS4	321	7609	0.95	0.035	47.1	896	---	896

The north and south blocks of the Amendment have been determined to be non-jurisdictional pursuant to Section 404 of the Federal Water Pollution Control Act amendments of 1972, 33 USC 1334.

5. Existing Drainage Conditions along the Downstream Property Boundary

North Block

There is one on-site culvert crossing (Valencia Road) that cannot fully convey the existing condition $Q_{100} = 1,053$ cfs. The same is true downstream at Kolb Road. It is anticipated that the capacity of these structures will be addressed by others as a part of the proposed Valencia Road realignment project.

South Block

Downstream properties from the Amendment include the existing South Kolb Road Specific Plan, which are addressed by the drainage report.



Exhibit I.C.1.a: Off-site Watersheds – North Block

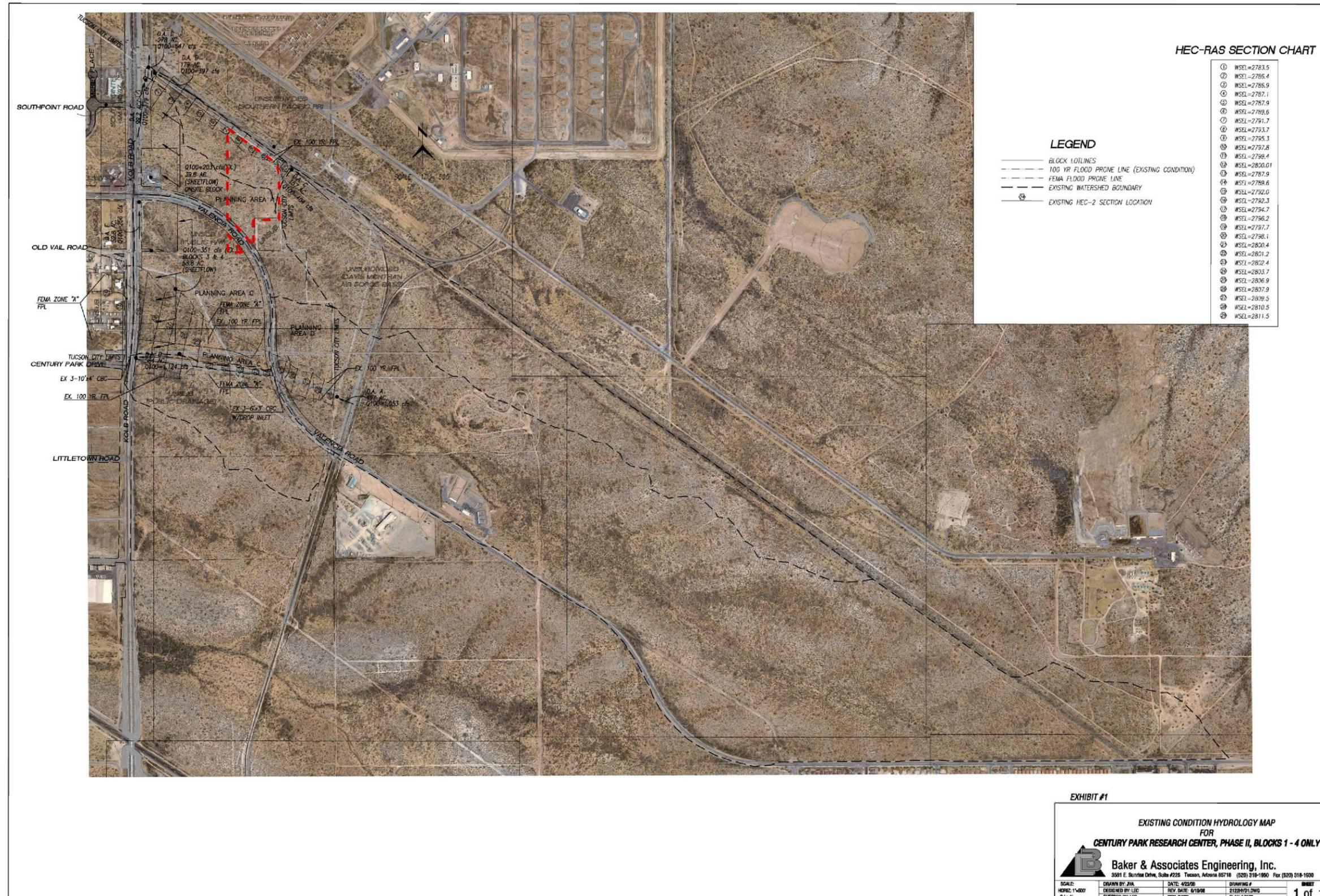


EXHIBIT #1

EXISTING CONDITION HYDROLOGY MAP FOR CENTURY PARK RESEARCH CENTER, PHASE II, BLOCKS 1 - 4 ONLY

Baker & Associates Engineering, Inc.
 3501 E. Sunrise Drive, Suite #225 Tucson, Arizona 85718 (520) 318-1890 Fax (520) 318-1890

SCALE: HORIZ: 1"=200'	DRAWN BY: JVA	DATE: 4/23/08	DRAWING #
VERT: 1"=1'	DESIGNED BY: LEO	REV. DATE: 8/18/08	21220001.DWG
	CHECKED BY: LEO	REV. DATE:	PLAN # 2122

1 of 1



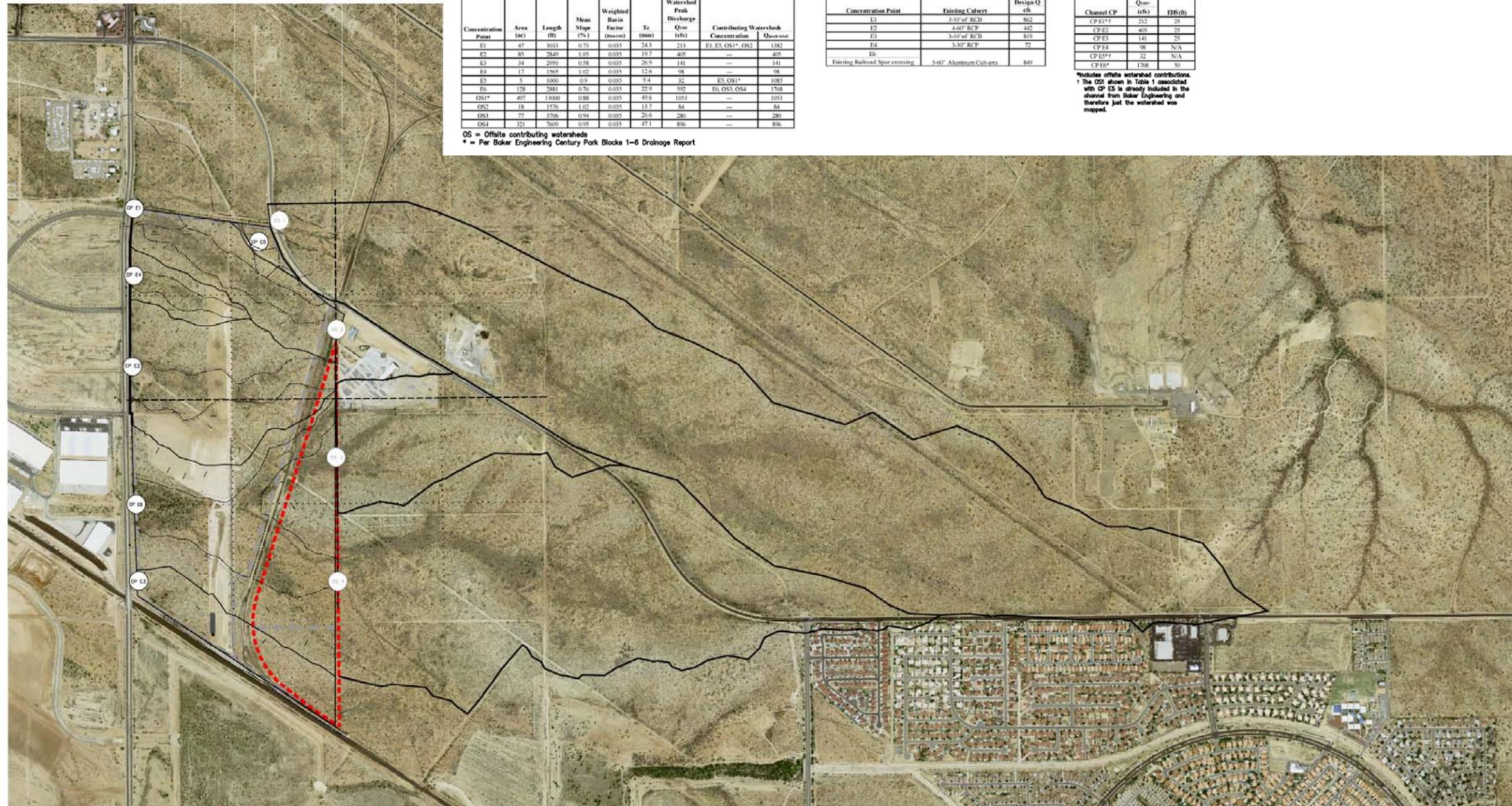


Table 1: Summary of Hydrologic Analysis (Existing Onsite and Offsite Conditions)

Concentration Point	Area (AC)	Length (ft)	Mean Slope (%)	Weighted Basin Factor (lb/acre)	Tc (min)	Watershed Peak Discharge Q ₁₀₀ (cfs)	Contributing Watershed Concentration	Q ₁₀₀ (cfs)
E1	47	3033	0.75	0.035	24.3	213	E1, E5, OS1*, OS2	1382
E2	85	2620	1.00	0.035	19.7	208	---	426
E3	34	2950	0.58	0.035	26.9	141	---	141
E4	17	1565	1.02	0.035	12.6	98	---	98
E5	3	1000	0.9	0.035	9.4	32	E5, OS1*	1085
E6	128	2681	0.76	0.035	23.9	592	E6, OS3, OS4	1768
OS1*	407	1300	0.88	0.035	40.6	1053	---	1053
OS2	18	1576	1.02	0.035	13.7	84	---	84
OS3	77	1706	0.84	0.035	20.6	280	---	280
OS4	321	7600	0.98	0.034	47.1	896	---	896

OS = Offsite contributing watersheds
 * = Per Baker Engineering Century Park Blocks 1-6 Drainage Report

Table 2: Summary of Existing Cross-Drainage

Concentration Point	Existing Culvert	Design Q ₁₀₀
E1	3.00' RCB	862
E2	4.60' RCB	442
E3	3.00' RCB	819
E4	3.00' RCB	72
E6	---	---
Existing Railroad Spur crossing	5.60' Aluminum Culverts	820

Table 3: Summary of Hydrologic Erosion Hazard Setback

Channel CP	Q ₁₀₀ (cfs)	HR (ft)
CP E1*	212	25
CP E2	405	25
CP E3	141	25
CP E4	98	N/A
CP E5**	32	N/A
CP E6*	138	30

*Includes offsite watershed contributions.
 **The OS1 shown in Table 1 associated with CP E5 is already included in the channel from Baker Engineering and therefore just the watershed was mapped.

- LEGEND
- ONSITE WATERSHED BOUNDARY
 - ONSITE CONCENTRATION POINT
 - OFFSITE WATERSHED BOUNDARY
 - OFFSITE CONCENTRATION POINT
 - 100-YR FLOODPLAIN (PSOMAS)
 - CROSS SECTION (PSOMAS)
 - 100-YR FLOODPLAIN (BAKER)
 - CROSS SECTION (BAKER)

PSOMAS

800 E. Wetmore Road, Suite 110
 Tucson, AZ 85719
 (520) 292-2300 (520) 292-1290 fax
 www.psomas.com

EXISTING CONDITIONS
 FOR
CENTURY PARK
 FIGURE 2B

PROJ NO: 07002
 DATE: JUNE 2008

SCALE: HORIZ 1" = 600'

1 OF 1



Exhibit I.C.4.a: On-site Hydrology – North Block

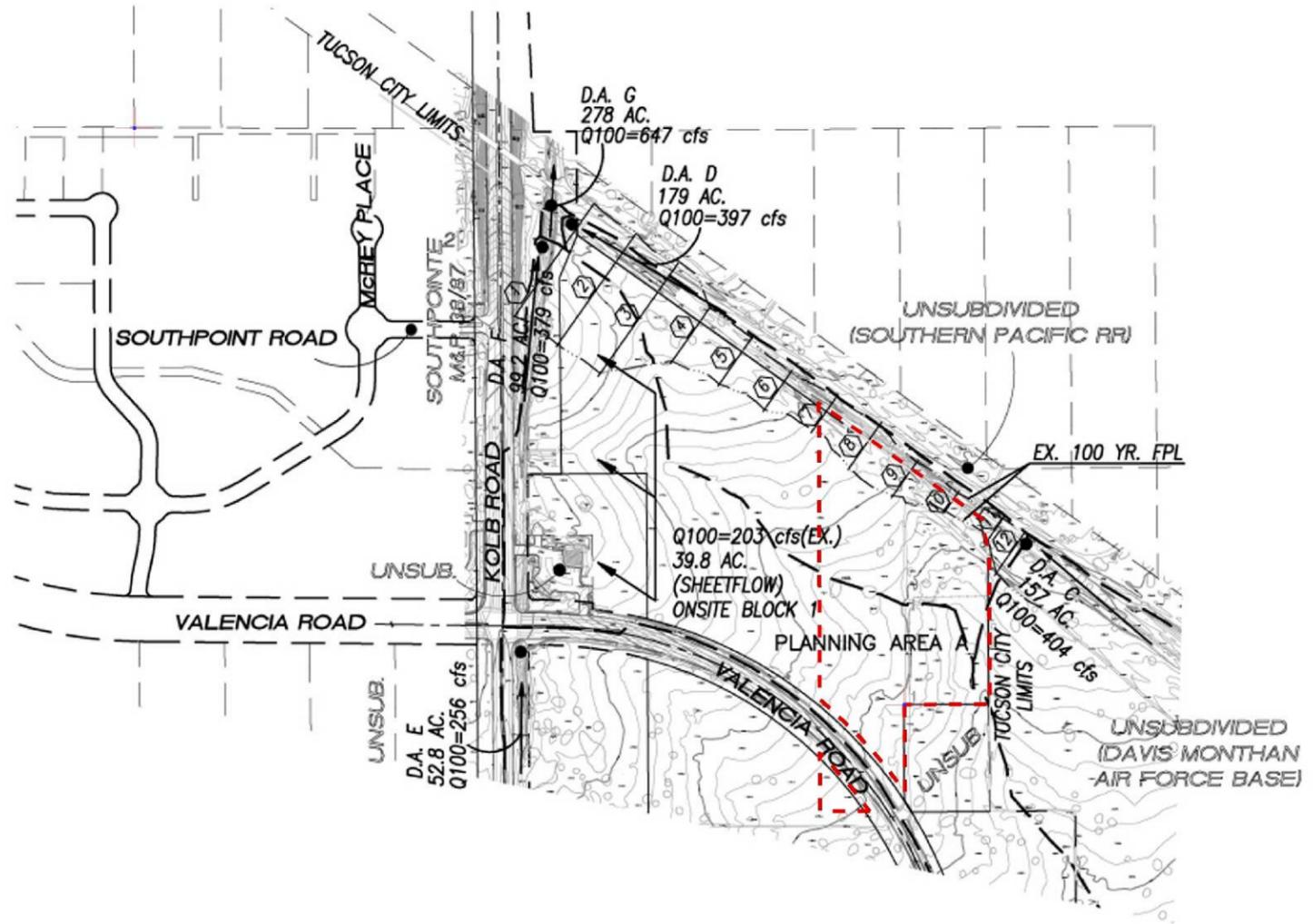
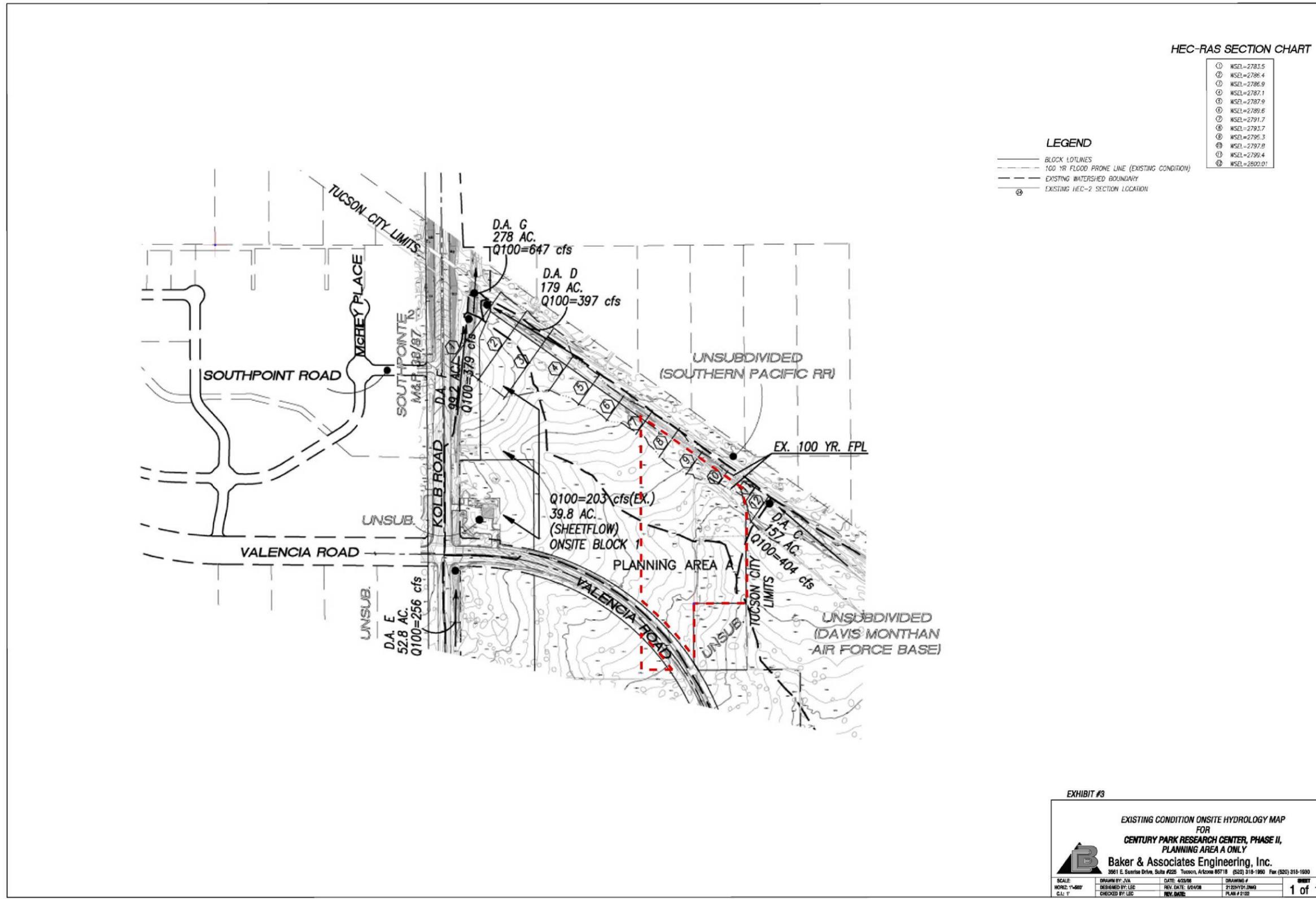


EXHIBIT #3

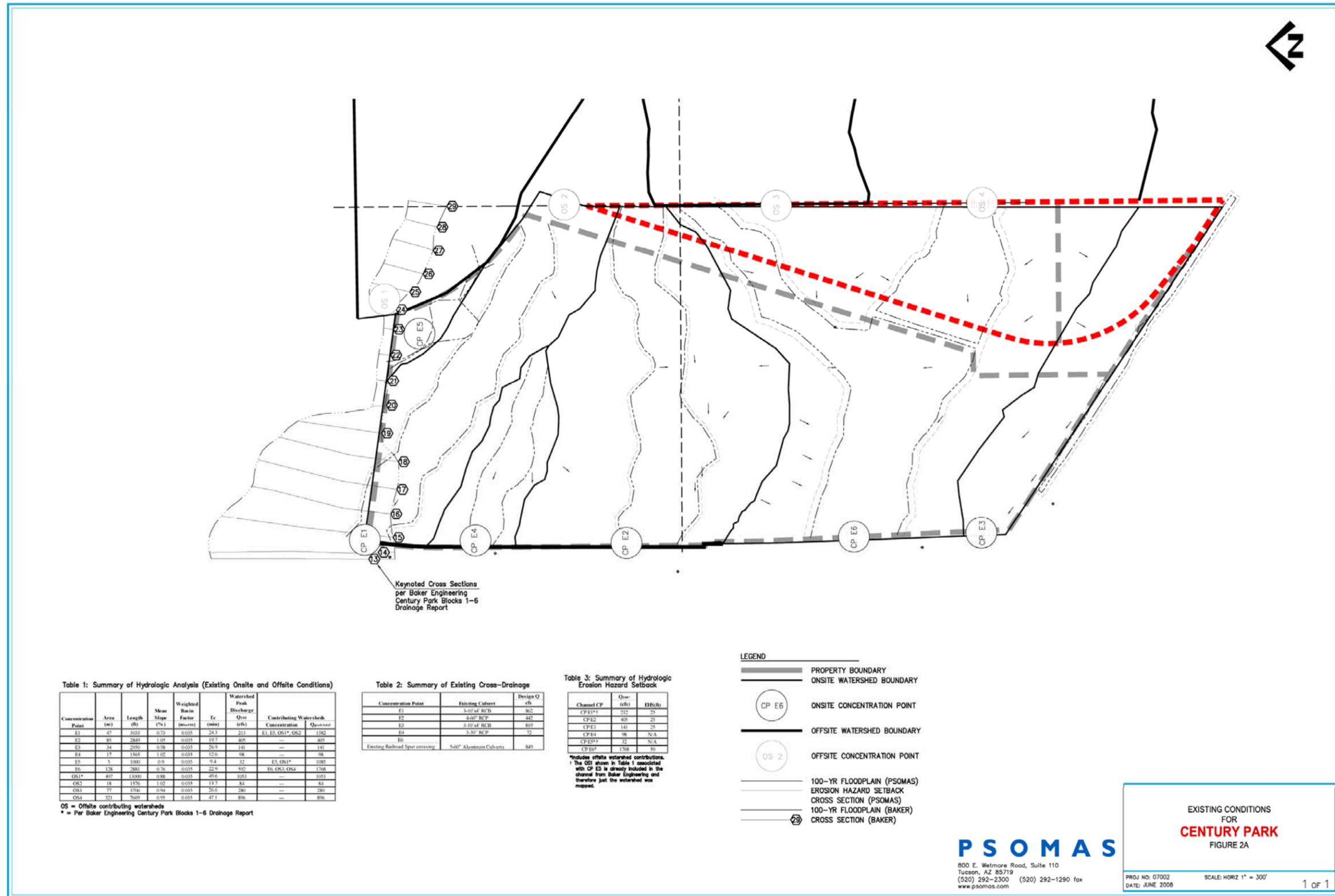
EXISTING CONDITION ONSITE HYDROLOGY MAP
FOR
CENTURY PARK RESEARCH CENTER, PHASE II,
PLANNING AREA A ONLY

Baker & Associates Engineering, Inc.
3961 E. Sunrise Drive, Suite #225, Tucson, Arizona 85718 (520) 318-1890 Fax (520) 318-1890

SCALE: HORZ: 1"=400' V: 1"=1'	DRAWN BY: JVA DESIGNED BY: LEC CHECKED BY: LEC	DATE: 4/23/08 REV. DATE: 5/24/08 REV. DATE:	DRAWING # 2122HYD1.DWG PLAN # 2122	SHEET 1 of 1
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Exhibit I.C.4: On-site Hydrology – South Block



D. Overlay Zones

1. Airport Environs Zone

The purpose of the Airport Environs Zone is to protect persons and property within the environs of DMAFB and other area airports, provide aircraft safety, and regulate land use to ensure compatibility with airports. The south block of the Amendment is impacted by DMAFB Height Overlay Zone 3 and Accident Potential Zone 2. The Airport Height Overlay Zone limits building height to 300 feet and 280 feet for portions of the northern half of the south block. The Accident Potential Zone (CUZ-3), which covers approximately 10.2 acres in the northern half of the south block, limits interior noise levels of new noise-sensitive land uses, restricts residential uses to existing residential zoned lots, and prohibits outdoor entertainment and sports events; swap meets and auctions; playgrounds, parks, and public swimming pools; and animal breeding. These zones do not impact the north block of the Amendment (*see Exhibit I.D.1: Airport Environs Zone Constraints*).

2. Joint Land Use Study

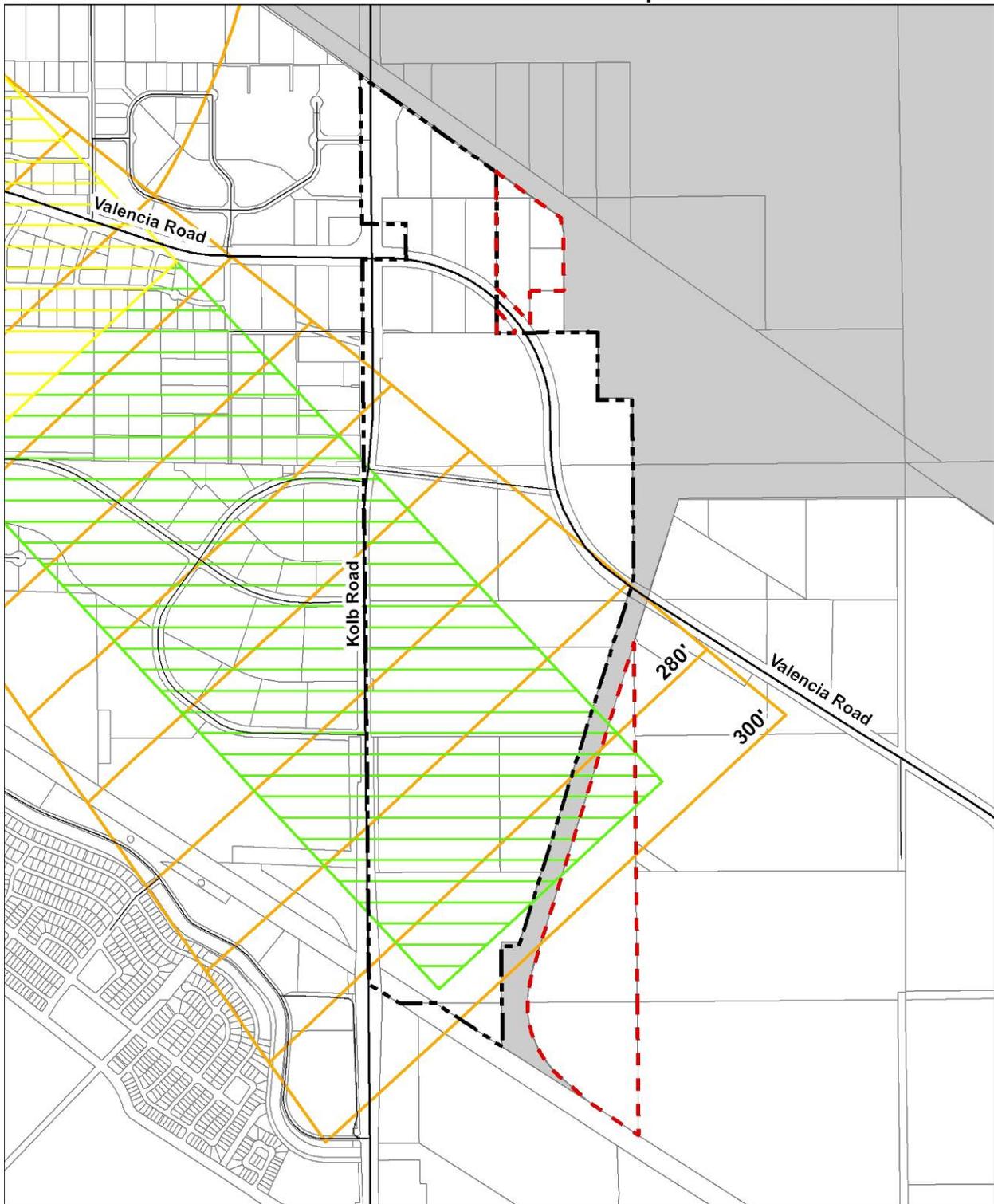
As an outcome of the DMAFB/Tucson/Pima County Joint Land Use Study (JLUS) Compatible Land Use Plan, the Comprehensive Plan proposes land use policies that will impact portions of the Amendment area due to its location near DMAFB. These land use policies regulate height and land use to ensure safe air approach and departure, avoid the concentration of population in potential accident areas, and reduce the harmful effect of noise exposure on humans and animals.

The north block is impacted by NCZ-B Noise Control Zone B (S-26) and NCZ-A Noise Control Zone A (S-27). The north half of the block is impacted by NCD-A, while the south half of the block is impacted by NCZ-B. Both noise districts require compliance with noise reduction standards. A list of compatible uses for both noise districts is included in the Pima County Comprehensive Plan Policies and Land Use Intensity Legend; however, both districts allow a variety of commercial and industrial uses that are proposed for the Amendment.

The entire south block is impacted by ADC-2 Approach-Departure Corridor 2/Accident Potential Zone (S-24) and Noise Control Zone B. ADC-2 recommends non residential uses, primarily industrial, that have a relatively low employment density. Planned development area and floor area ratio is also regulated in this corridor. A list of compatible uses and standards is included in the Pima County Comprehensive Plan Policies and Land Use Intensity Legend; however, proposed uses for this block is compatible with the recommended uses (*see Exhibit I.D.2: Joint Land Use Study Constraints*).



Exhibit I.D.1: Airport Environs Zone Constraints



LEGEND

-  South Kolb Specific Plan
-  Amendment Boundary
-  Davis-Monthan Air Force Base

AEZ Constraints

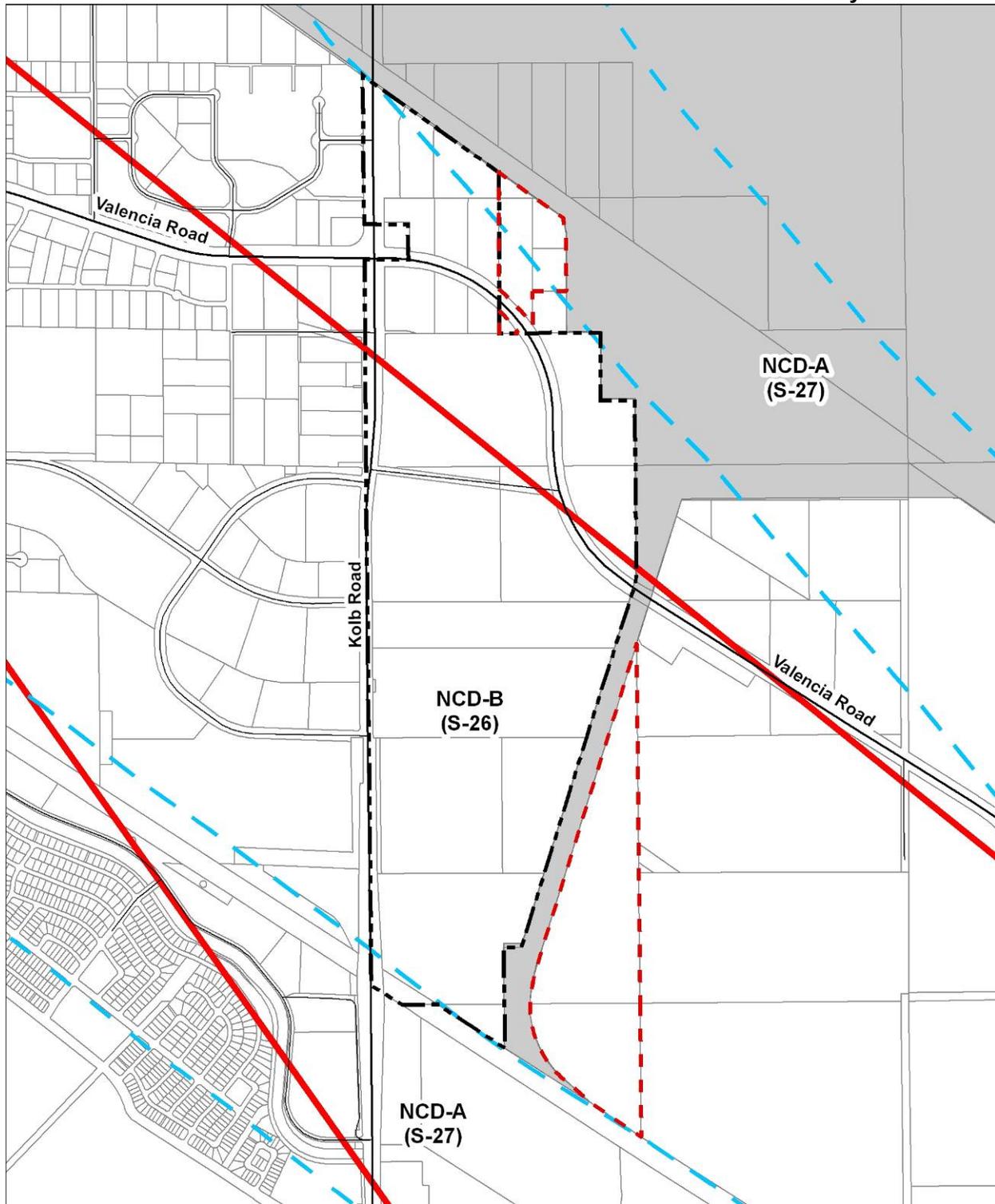
-  Accident Potential Zone 1
-  Accident Potential Zone 2
-  Airport Height Overlay Zone (labeled)



FILE NAME: LLR-01_AEZ_constraints.mxd
SOURCE: Pima County DOT GIS, 2007



Exhibit I.D.2: Joint Land Use Study Constraints

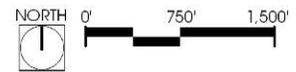


LEGEND

-  South Kolb Specific Plan
-  Amendment Boundary
-  Davis-Monthan Air Force Base

JLUS Constraints

-  DMAFB Approach Departure Corridor
-  Noise Control Districts (labeled)



FILE NAME: LLR-01_JLUS_constraints.mxd
SOURCE: Pima County DOT GIS, 2007



E. Vegetation

1. Inventory and Description

a. On-Site Vegetation Communities and Associates

Sonoran Desertscrub is the only vegetation community found on both blocks. This community is characterized by large stands of triangle leaf bursage, creosote bush, prickly pear, and cholla interspersed with assorted trees, cacti, shrubs, and annual and perennial forbes and grasses. Trees and shrubs consists of velvet mesquite, blue palo verde, foothills palo verde, and desert hackberry. Portions of the south block are identified as Xeroriparian Habitat Class C by Pima County (see *Exhibit I.E.1.a: Vegetation Communities*).

b. Federally-listed Threatened and Endangered Species, Saguaros, and other Prominent Cacti and Trees

There are no saguaros or other prominent cacti or trees on the site. According to the Arizona Game and Fish Department's Heritage Data Management System (HDMS), there are two Special Status Species, Western Burrowing Owl (*Athene cunicularia hypugaea*) and Cave Myotis (*Myotis velifer*), known to occur within a 3-mile radius of the project site (see *Exhibit I.F.1.a: Arizona Game and Fish Department Online References – North Block* and *Exhibit I.F.1.b: Arizona Game and Fish Department Online References – South Block*).

c. Especially Important Vegetation

Due to the flat and generally open nature of the site, existing on-site vegetation has moderate value in terms of providing scenic value, screening and buffering; however, there are substantial portions of both the north and south blocks that have been previously disturbed due to grading or wildcat dumping. Existing on-site vegetation has good value in terms of providing soil stabilization.

2. Vegetative Densities

The density figures are based upon the ratio of canopy cover to bare ground. The north block is primarily medium density vegetation, with some areas of low density vegetation. There has been some previous grading on the eastern portion of the site, which has left that area void of any vegetation. The south block has areas of high, moderate and low density vegetation. There is a 300-foot wide strip along the eastern border of the south block which has been graded for railroad activities; this area is considered low density. This is not evident on the aerial photograph used to examine the site, but rather from site visit verification. The area west of that strip is primarily moderate density; however, there is a small area of high density vegetation which is associated with existing on-site drainage. The vegetative densities on-site in terms of



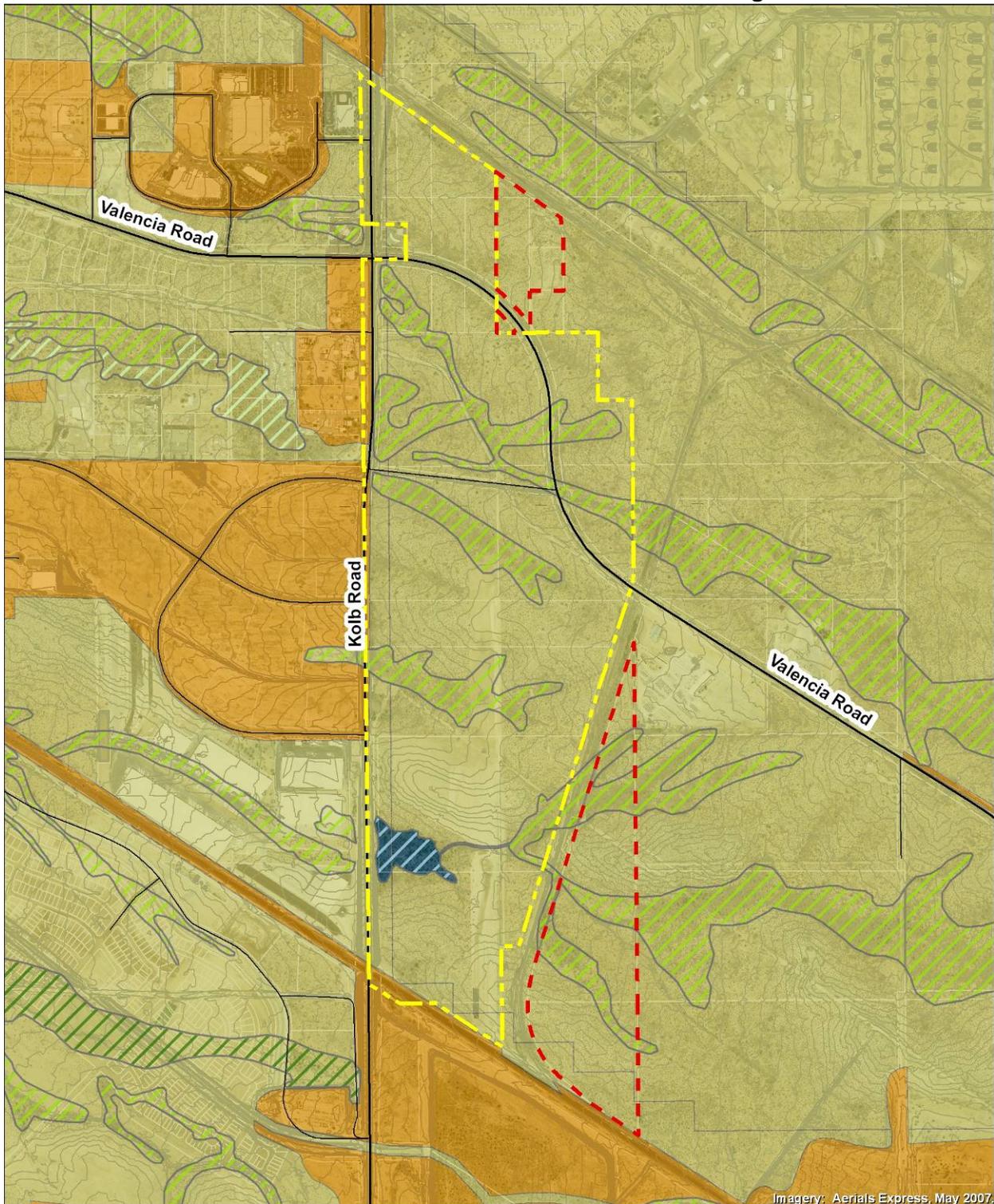
approximate percentages are categorized as follows (see *Exhibit I.E.2: Vegetation Densities*):

Table I.E.2: Density Table

High Density	Medium Density	Low Density
3%	52%	45%



Exhibit I.E.1.a: Vegetation Communities



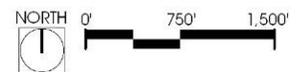
Imagery: Aerials Express, May 2007

LEGEND

- South Kolb Specific Plan
- Amendment Boundary
- 2' Contour
- Xeroriparian Habitat Class C

Vegetation - Composite

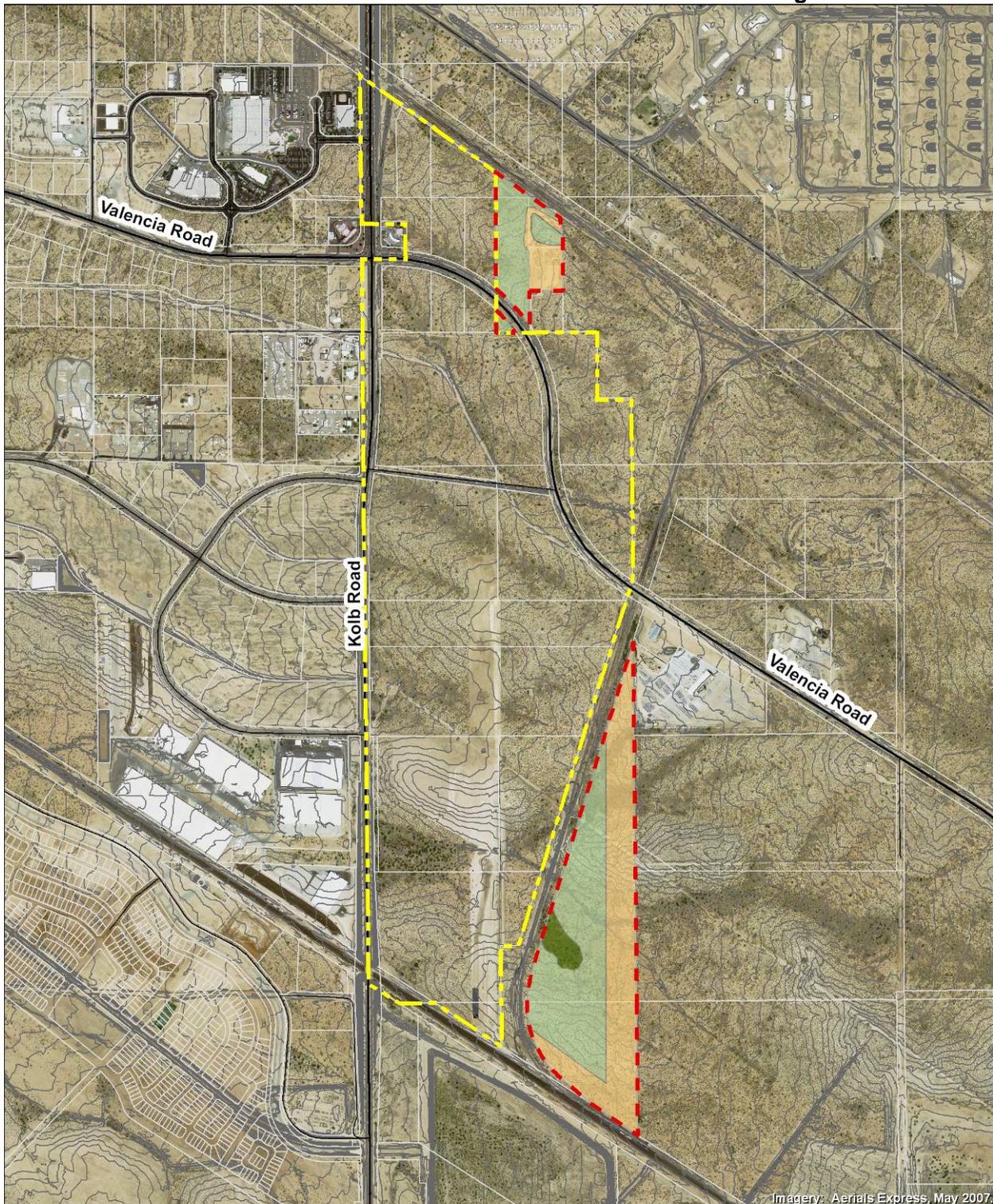
- Agriculture/Developed/Water/Bare Ground
- Sonoran Desertscrub
- Sonoran Riparian and Oases Forest



FILE NAME: LLR-01_vegetation.mxd
SOURCE: Pima County DOT GIS, 2007



Exhibit I.E.2: Vegetation Densities



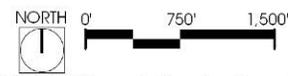
Imagery: Aerials Express, May 2007

LEGEND

-  South Kolb Specific Plan
-  Amendment Boundary
-  2' Contour

Vegetation Density

-  Low
-  Moderate
-  High



FILE NAME: LLR-01_vegetation_density.mxd
SOURCE: Pima County DOT GIS, 2007



F. Wildlife

1. Arizona Game and Fish Department Letter

A list of special status species within the project area is provided from the Arizona Game and Fish Department. The information was accessed using the Arizona Online Environmental Review Tool (see *Exhibit I.F.1.a: Arizona Game and Fish Department Online References – North Block* and *Exhibit I.F.1.b: Arizona Game and Fish Department Online References – South Block*).

a. State-listed Threatened or Endangered Species

The property does not fall into the Cactus Ferruginous Pygmy-Owl Critical Habitat or Habitat Zone 1. The property has not been surveyed for pygmy owls, and there are no surveys planned; however, there are special status species known to occur within a 3-mile radius of the project site as noted in the table below.

Table I.F.1.a: Special Status Species

Common Name	Scientific name	Status
Western Burrowing Owl	<i>Athene cucularia hypugaea</i>	SC, S
Cave Myotis	<i>Myotis velifer</i>	SC, S

Status Definitions: S - Sensitive
 SC - Species of Concern

b. High Densities of a Given Species' Population

There is no information regarding on-site species densities.

c. Aquatic or Riparian Ecosystems

The project does not occur within the vicinity of any Proposed or Designated Critical Habitats according to the Arizona Game and Fish Department; however, portions of the south block have been identified as Xeroriparian Habitat Class C by Pima County.

d. Significant Habitat or Areas of Concern

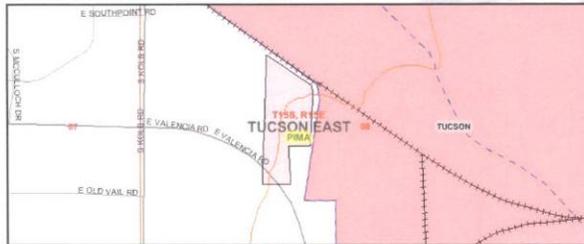
There are no significant habitats or areas of concern on the site.



Exhibit I.F.1.a: Arizona Game and Fish Department Online References – North Block

Arizona's On-line Environmental Review Tool
 Search ID: 20080605006170
 Project Name: South Kolb - North Block
 Date: 6/5/2008 3:39:12 PM

Project Location



The Department appreciates the opportunity to provide in-depth comments and project review when additional information or environmental documentation becomes available.

Special Status Species Occurrences/Critical Habitat/Tribal Lands within 3 miles of Project Vicinity:

Name	Common Name	ESA	USFS	BLM	State
<i>Athene cunicularia hypugaea</i>	Western Burrowing Owl	SC		S	
<i>Myotis velifer</i>	Cave Myotis	SC		S	

Project Name: South Kolb - North Block
Submitted By: Steven Eddy
On behalf of: PRIVATE
Project Search ID: 20080605006170
Date: 6/5/2008 3:39:06 PM
Project Category: Development Within Municipalities, Commercial/Industrial (mall) and associated infrastructure, New construction
Project Coordinates (UTM Zone 12-NAD 83): 515479.727, 3555913.761 meter
Project Area: 11.912 acres
Project Perimeter: 1081.739 meter
County: PIMA
USGS 7.5 Minute Quadrangle ID: 1766
Quadrangle Name: TUCSON EAST
Project locality is not anticipated to change

Location Accuracy Disclaimer

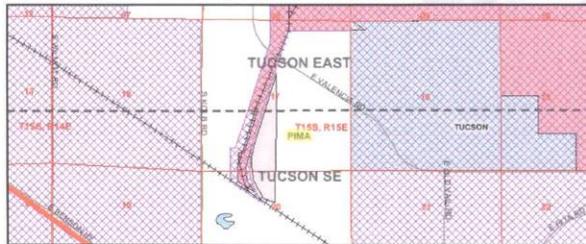
Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Receipt is solely responsible for the project location and thus the correctness of the Project Review Receipt content.



Exhibit I.F.1.b: Arizona Game and Fish Department Online References – South Block

Arizona's On-line Environmental Review Tool
 Search ID: 20080605006169
 Project Name: South Kolb - South Block
 Date: 6/5/2008 2:54:48 PM

Project Location



The Department appreciates the opportunity to provide in-depth comments and project review when additional information or environmental documentation becomes available.

Special Status Species Occurrences/Critical Habitat/Tribal Lands within 3 miles of Project Vicinity:

Name	Common Name	ESA	USFS	BLM	State
Athene cucularia hypugaea	Western Burrowing Owl	SC		S	
Myotis velifer	Cave Myotis	SC		S	

Project Name: South Kolb - South Block
Submitted By: Steven Eddy
On behalf of: PRIVATE
Project Search ID: 20080605006169
Date: 6/5/2008 2:54:41 PM
Project Category: Development Within Municipalities,Commercial/Industrial (mall) and associated infrastructure,New construction
Project Coordinates (UTM Zone 12-NAD 83): 515698.168, 3553879.866 meter
Project Area: 55.007 acres
Project Perimeter: 2949.020 meter
County: PIMA
USGS 7.5 Minute Quadrangle ID: 1766
Quadrangle Name: TUCSON EAST
Project locality is not anticipated to change

Location Accuracy Disclaimer

Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Receipt is solely responsible for the project location and thus the correctness of the Project Review Receipt content.



G. Soils

1. On-Site Soils Testing

No known soil testing has been done on the subject property; however, general information has been obtained from the Pima County DOT Geographic Information Services indicating the presence of three soil type on-site: Hantz Loam; Sahuarita Soils, Mohave Soils and Urban Land; and Tubac Gravelly Loam. Soil testing is expected to be done prior to development.

Table I.G.1: Soil Descriptions

Association	Characteristics	Soil Make Up	Runoff Potential	Hazard of Erosion
Hantz Loam, 0 to 1% Slopes	This soil is associated with level swales on alluvial fans and floodplains.	Typically, the surface layer is brown loam about 5 inches thick. The subsurface layer is grayish brown clay loam 7 inches thick. The substratum is grayish brown clay 33 inches thick. The next layer is brown clay 16 inches or more thick. These soils are calcareous throughout. In some areas, the surface layer is silty clay loam, clay loam, or clay.	Moderate	Slight
Sahuarita Soils, Mohave Soils and Urban Land, 1 to 5% Slopes	This soil is associated with floodplains, alluvial fans, and fan terraces.	<p>The Sahuarita soil is very deep and well drained. Typically, the surface is covered by 35 to 55% gravel. The surface layer is light yellowish brown very gravelly fine sandy loam about 3 inches thick. The subsoil is light yellowish brown fine sandy loam 25 inches thick. The next layer is a buried subsoil of brown loam 17 inches thick and brown very gravelly sandy clay loam 15 or more inches thick. Common fine lime filaments are in the buried subsoil. These soils are calcareous throughout. In some areas, the surface layer is fine sandy loam.</p> <p>The Mohave soil is very deep and well drained. It formed in mixed alluvium. The surface layer is yellowish brown loam about 3 inches thick. The upper 5 inches of the subsoil is brown sandy clay loam, the next 13 inches is brown and light brown clay loam, and the lower 16 inches is reddish brown, light reddish brown, and pink sandy clay loam and clay loam. The substratum to a depth of 60 inches or more is light reddish brown and white loam. In places, these soils are effervescent to the surface. Many soft masses of lime are in the lower part of the subsoil and in the substratum. In some areas, the surface layer is gravelly sandy loam.</p> <p>Urban land consists of areas of soil so altered by construction or obscured by structures and pavement that identification of the soil is difficult or impossible. Most of the Urban land is located in the City of Tucson. In general, the underlying and interspersed soil material has many of the characteristics of the associated soils in the complex.</p>	Rapid in shallow rills and deep gullies, otherwise slow to moderate	Slight to moderate.
Tubac Gravelly Loam, 1 to 8% Slopes	This soil is associated with broad, gently sloping fan terraces shallowly dissected by ephemeral drainageways.	Typically the surface is covered by 25% gravel and 5% cobble. The surface layer is brown to dark brown gravelly loam about 2 inches thick. The subsurface layer is reddish brown and pinkish gray loam 12 inches thick. The upper 17 inches of the subsoil is reddish brown clay. The lower subsoil to a depth of 60 inches or more is reddish brown and brown gravelly sandy clay loam. In places, these soils are effervescent to the surface. Many soft masses of lime are in the lower part of the subsoil and in the substratum. In some areas, the surface layer is coarse sandy loam.	Medium	Slight

Source: Soil Survey of Tucson

2. Soil Suitability for Septic Use

Not applicable. This project will connect to the public sewer system.



H. Viewsheds

The following descriptions of views and vistas are separated into two categories for clarity; the north block and the south block. The views beyond adjacent properties have similar views; therefore the description is combined into one category.

1. Views Onto and Across the Site

Various photos were taken of views from and across the project site. A photo key map indicates the locations from which the photos were taken (*see Exhibit I.H.1.a: Photo Key Map – North Block, Exhibit I.H.1.b: Photo Key Map – South Block and Exhibit I.H.2: Site Photos*).

North Block

The views onto and across the site consist mainly of moderate vegetation due to the flatness of the area. There is a graded roadway running north and south through the middle of the property. Valencia Road runs through the southwest corner and is highly visible from the southern portion of the site. The northern boundary has low visibility due to DMAFB restricted uses and setbacks adjacent to the site.

South Block

The views onto and across the site consist of moderate vegetation with the exception of the northern half, which has been graded. Valencia Road, the existing buildings (up to 40 feet in height) and storage yards to the east of the property are highly visible along the eastern property line. Grading has also occurred on the southern portion of the site due to abandoned railroad lines, which contains areas of high visibility.

a. Views and Vistas from Adjacent Properties

North Block

Northern views from adjacent properties: The views from Valencia Road to the north and south of the site are highly visible. Other views north from adjacent southern properties are minimal due to the moderate vegetation.

Eastern views from adjacent properties: Western properties adjacent to the site are vacant and within the existing South Kolb Road Specific Plan. The site is very similar to the western properties and the views are of moderate vegetation and highly visible from the property line. Interior visibility is moderate.

Western views from adjacent properties: The adjacent eastern property is vacant with the exception of abandoned railroad tracks. Views looking west from the eastern property line are highly visible but due to the moderate vegetation, the interior property has minimal visibility.



Southern views from adjacent properties: Northern properties adjacent to the site consist of an abandoned railroad track and an airplane storage yard within the restricted areas of DMAFB. Due to a rather large distance (approximately 1/2 mile) from the site, the views to the south from the DMAFB are minimal.

South Block

Northern views from adjacent properties: The Union Pacific Railroad is located south of the site and views to the north are visible due to grading on the site.

Eastern views from adjacent properties: Western properties adjacent to the site are vacant.

Western views from adjacent properties: The adjacent eastern property is vacant with the exception of the Goodwill Center and Hansen Pipe and Products. Their views are highly visible due to the grading of the site.

Southern views from adjacent properties: There are minimal views and vistas to the south of the site due to moderate vegetation.

b. Views and Vistas from Areas Beyond Adjacent Properties

The north block and the south block have similar views beyond adjacent properties; therefore the following description is combined into one category.

Northern Views: Southern properties south of the UPRR have distant views of the Santa Catalina Mountains to the north and the Rincon Mountains to the northeast. The site is minimally visible from Interstate 10 but moderately visible from south Kolb Road.

Eastern Views: Western commercial and industrial properties across Kolb Road have distant views of the Rincon Mountains to the east. Their vistas and views will be minimally impacted.

Southern Views: Northern properties have distant views of the Santa Rita Mountains. There are minimal views and vistas to the south of the site because of the restricted uses and setbacks to the site.

Western Views: The eastern commercial properties have distant views of the Tucson Mountains and the Sierrita Mountains to the west. Their views and vistas will be minimally impacted due restricted uses.



2. Areas of High, Medium, and Low Visibility

The project site is comprised primarily of areas with moderate visibility. Due to the flat topography of the site it is highly visible from Valencia and Kolb from off-site locations. Areas that have been previously graded on the south block are also highly viable. Moderate vegetation creates a few areas within the interior of the parcels with moderate visibility (*See Exhibit I.G.3: Visibility*).

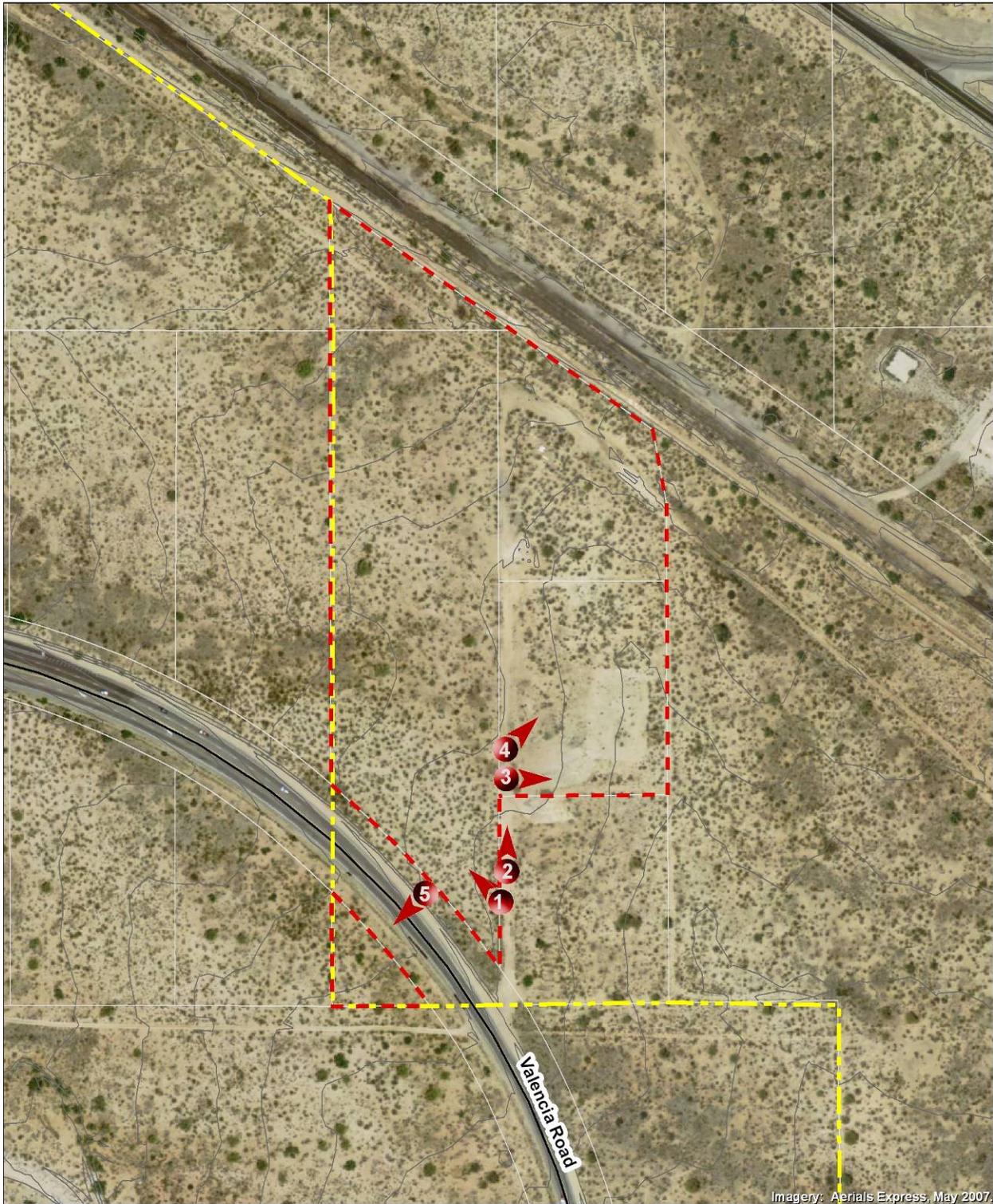
Areas of the subject property defined as having high, medium and low visibility as viewed from off-site were determined as follows:

Table I.H.2: Visibility

High Visibility	Medium Visibility	Low Visibility
Areas not obscured by vegetation or terrain and visible from the edge of the site.	Areas visible from off-site but obscured somewhat by vegetation.	Areas on-site that cannot be seen from off-site due to vegetation and/or topography.



Exhibit I.H.1.a: Photo Key Map – North Block



LEGEND

-  South Kolb Specific Plan
-  Amendment Boundary
-  2' Contour
-  Photo ID and location photo was taken



FILE NAME: LLR-01_photokeymap_north.mxd
SOURCE: Pima County DOT GIS, 2007

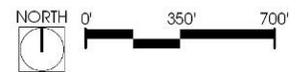


Exhibit I.H.1.b: Photo Key Map – South Block



LEGEND

-  South Kolb Specific Plan
-  Amendment Boundary
-  2' Contour
-  Photo ID and location photo was taken



FILE NAME: LLR-01_photokeymap_south.mxd
SOURCE: Pima County DOT GIS, 2007



Exhibit I.H.2: Site Photos



Photo 1: Looking northwest from southern portion of site (North Block).



Photo 2: Looking north from southern portion of site (North Block).



Photo 3: Looking east from central portion of site (North Block).



Photo 4: Looking northeast from central portion of site (North Block).



Photo 5: Looking southwest at parcel across Valencia Road (North Block).



Photo 6: Looking south from northern portion of site (South Block).



Exhibit II.H.2: Site Photos (continued)



Photo 7: Looking south from northern portion of site (South Block).

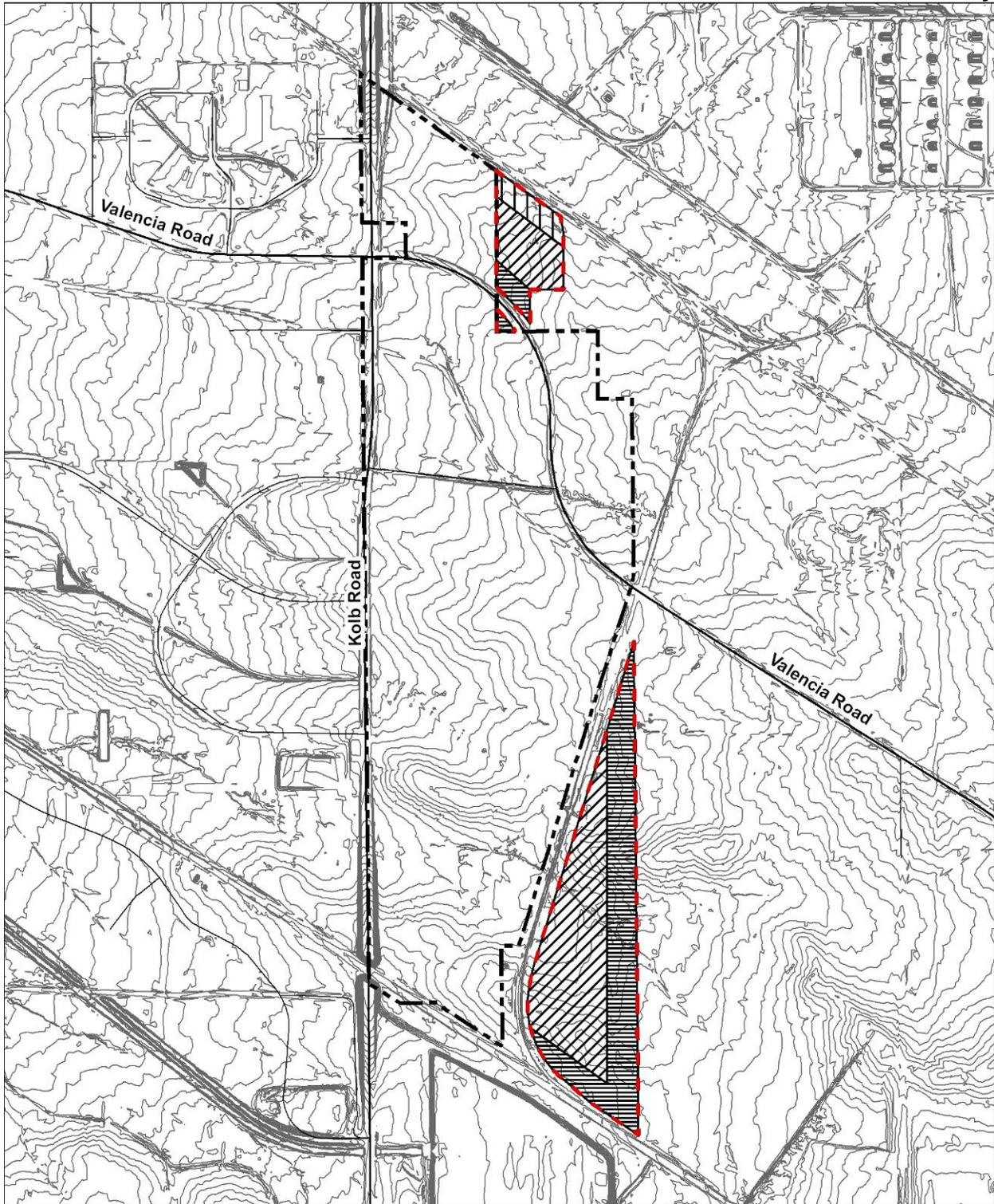


Photo 8: Looking northeast from northern portion of site (South Block).



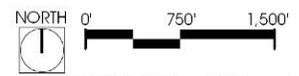
Photo 9: Looking north from northern portion of site (South Block).

Exhibit I.G.3: Visibility



LEGEND
- - - South Kolb Specific Plan
- - - Amendment Boundary
— 2' Contour

Visibility
□ Low
▨ Moderate
▬ High



FILE NAME: LLR-01_visibility.mxd
SOURCE: Pima County DOT GIS, 2007



I. Traffic

1. Existing and Proposed Off-site Streets

The project site consists of two separate sites: a north block and a south block. The north block is located directly east of Kolb Road bisected by Valencia Road and the south block is located south of Valencia Road and slightly further east of Kolb Road directly north of the Union Pacific Railroad. Valencia Road and Kolb Road are the only major roadways within one mile of the sites. Both Valencia and Kolb Roads are scenic routes within the vicinity of the blocks. Other major routes and collector roadways within a three-mile radius include Interstate 10, Wilmot Road, Los Reales Road, Irvington Road, Escalante Road, Pantano Road, and Camino Seco (see *Exhibit I.I.1: Traffic*).

Road improvements for Valencia Road from Alvernon Way to Houghton Road include widening from a 2-lane to a 6-lane desert parkway with bike lanes and sidewalks. These improvements are scheduled in the late period of the Regional Transportation Plan. The late period is expected to be constructed after 2020. Kolb Road is planned for improvements to the existing parkway facility. This improvement is also scheduled for the late period. This information was gathered from Pima County Department of Transportation (DOT), Pima County DOT Geographical Information Services, 2030 Regional Transportation Plan, and Pima Association of Governments (PAG).

The following tables identify the rights-of-way information, roadway characteristics, and average daily trips as outlined in the Pima County Site Analysis Requirements Traffic section (a – g).

Table I.I.1: Existing Rights-of-Way

	a	b	c	d
Street	Existing Right-of-Way (feet)	Future Right-of-Way (feet)	Meets Right-of-Way Standards	Continuous Right-of-Way
Valencia Road	150	200	Yes	Yes
Kolb Road	150-200	150	Yes	Yes
Interstate 10	380	380	Yes	Yes
Wilmot Road	105-150	150	Yes	Yes
Irvington Road	150	150	Yes	Yes
Pantano Road	150	150	Yes	Yes
Camino Seco	150	150	Yes	Yes
Escalante Road	150	150	Yes	Yes



Table I.I.2: Street Characteristics

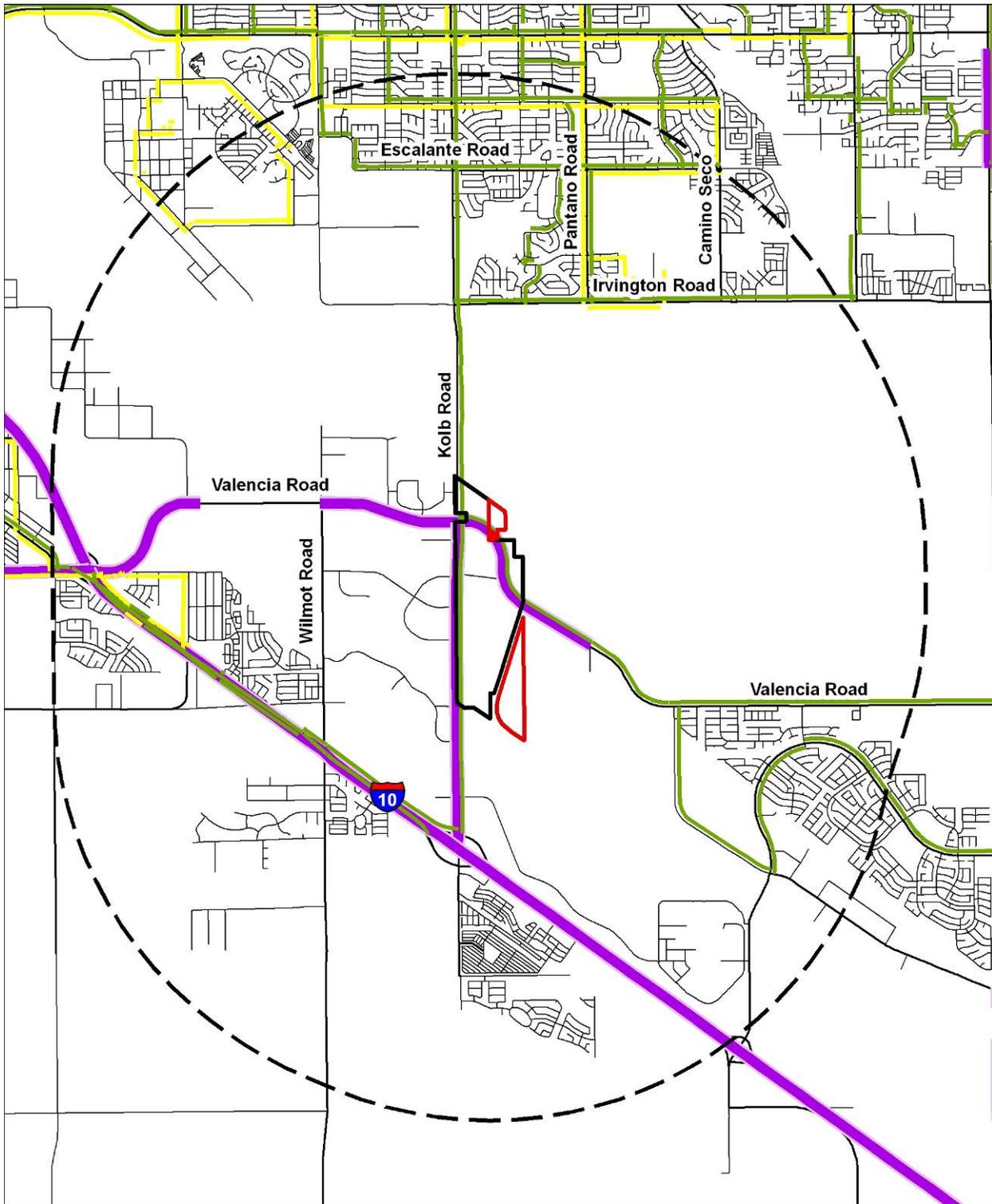
Street	Classification	Travel Lanes	Bus Route	Bike Route	Capacity at LOS E	Speed Limit	Paved
Valencia Road	Rural Principal Arterial	2	No	Yes	14,600	50	Yes
Kolb Road	Urban Principal Arterial	4	No	Yes	31,100	45/55	Yes
Interstate 10	Principal Arterial-Interstate	4	No	No	31,100	65/75	Yes
Wilmot Road	Major Collector-Rural	2	No	No	14,600	50	Yes
Irvington Road	Minor Arterial	2	Yes	Yes	14,600	45	Yes
Pantano Road	Minor Arterial	2	Yes	Yes	14,600	35	Yes
Camino Seco	Minor Arterial	2	Yes	No	14,600	35	Yes
Escalante Road	Minor Arterial	2	Yes	Yes	14,600	40	Yes

Table I.I.3: Average Daily Trips

Street	Segment	Average Daily Trips (Year Taken)
Valencia Road	I-10 to Wilmot	28,000 (2006)
	Wilmot to Kolb Road	28,000 (2006)
	Kolb Road to 1.4E of Kolb Road	19,1198 (2006)
Kolb Road	Valencia Road to Interstate 10	45,000 (2007)
	Valencia Road to Irvington	48,000 (2007)
	Irvington to Escalante Road	42,000 (2007)
Escalante Road	Kolb Road to Pantano Road	12,000 (2005)
Irvington Road	Kolb Road to Pantano Road	13,000 (2005)
Pantano Road	Irvington Road to Escalante Road	9,000 (2005)
Wilmot Road	Valencia Road to Interstate 10	4,000 (2006)

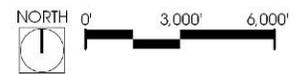


Exhibit I.I.1: Traffic



LEGEND

- South Kolb Specific Plan
- Amendment Boundary
- Three-Mile Radius
- Scenic Corridor Streets (PC)
- Bicycle Routes
- Sun Tran Routes



FILE NAME: LLR-01_traffic.mxd
SOURCE: Pima County DOT GIS, 2007



J. Sewers

1. Capacity Response Letter from Pima County Department of Wastewater Management

A Type II Capacity Response Letter has been provided (see *Exhibit I.J.1: Pima County Wastewater Letter*).

2. Locations of Existing Public Sewers in Relation of the Project Site

Locations of public sewers are provided (see *Exhibit I.J.2: Existing Public Sewers*).



Exhibit I.J.1: Pima County Wastewater Letter



**Pima County
Regional Wastewater Reclamation Department**

Michael Gritzuk, P.E.
Director

201 N. Stone Ave., 8th Floor
Tucson, Arizona 85701
(520) 740-6500

Visit our website:
<http://www.pima.gov/wwm>

June 19, 2008

Pam Lopez
Psomas
800 E. Wetmore Road, #110
Tucson, AZ 85719

Capacity Response No. 08-092A Type II

**RE: CENTURY PARK RESEARCH CENTER PHASE II, BLOCKS 1 THRU 19 AND
COMMON AREA 'A', 'B' AND 'C'
P1208-035
Estimated Flow: 422, 700 gpd (ADWF)**

Greetings:

The above referenced project is tributary to the Roger Road Wastewater Treatment Plant via the Southeast Interceptor and the Northwest Outfall. Treatment and conveyance capacity in the downstream public sewer system for new development within the area served by these facilities is currently limited.

Additional conveyance capacity for new development in this service area will become available upon the completion of the construction of the proposed Mission View Wash Interceptor, and the Phase III extension of the Santa Cruz Interceptor. These projects are also currently funded, underway, and expected to be complete in or around December 2009.

Additional treatment capacity for new development in this service area will become available upon the completion of the plant interconnect between Roger Road Wastewater Treatment Plant and the Ina Road Water Pollution Control Facility. This project is currently funded, underway, and expected to be complete in or around December 2010.

This letter is not a reservation or commitment of treatment for conveyance capacity for this project. To reserve capacity in the downstream public sewer system a Sewer Service Agreement must be executed between the owner / developer and the County. The design and construction for the spine sewers for this project may proceed with the understanding that the owner(s) / developer(s) of this project will need to agree to special measures that must be taken to ensure that the latter phases of this project will not cause Pima County's public sewer system to fail to meet the performance standards of Arizona Administrative Code R18-9-E301(B), or cause any flow or effluent quality limits to be exceeded at the treatment facility.

For the purpose of ensuring that these goals are met, the Sewer Service Agreement for this block plat shall contain the following provisions:

- a) By signing this agreement, Applicant acknowledges that treatment and conveyance capacity in the downstream public sewer system for new development is currently limited, and that County may not be able to provide such capacity as rapidly as may be desired by Applicant via its normal capital improvement program.
- b) To ensure that the flows from the latter phases of this development will not cause County's public sewer system to fail to meet the performance standards of Arizona Administrative Code R18-9-E301(B), or cause any flow or effluent quality limits to be exceeded at the treatment facility, Applicant agrees to obtain an updated capacity



Exhibit I.J.1: Pima County Wastewater Letter cont.

Capacity Response No. 08-092A Type II

June 19, 2008

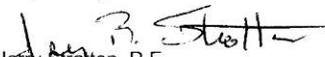
Page 2

- determination letter from County prior to the preparation of any building site plan, tentative plat, or development plan for each of the proposed blocks.
- c) County shall identify all anticipated shortages of capacity within its updated capacity determination letters for the development of the individual blocks, but shall not unreasonably withhold capacity for new development within this project.
 - d) Should capacity for the development of a block be desired before Pima County can provide the necessary capacity through its normal capital improvement program, Applicant and County agree to negotiate a mutually acceptable method for addressing the identified capacity issues, such as allowable build-out schedules, etc. the use of temporary on-site (septic) systems, or other means.
 - e) The resulting negotiated agreements shall be documented within a separate Sewer Agreement that covers just that block prior to approval of the building plan, tentative plat, or development plan for each of the proposed blocks.

Note: This letter does not address PDEQ's capacity assurance requirements. An update to this letter must be obtained before PDEQ will issue the Construction Authorization necessary to build the proposed sewers. This update should be obtained just prior to submitting the construction plans to PDEQ for review and approval.

If further information is needed, please feel free to contact us at (520) 740-6500.

Respectfully,


Jerry Stratton, P.E.
Manager, Capacity Management Section

JS:TR:tr

c: Subhash Raval, DSD; 15-15-17 & 20



Exhibit I.J.2: Existing Public Sewer



LEGEND

-  South Kolb Specific Plan
-  Amendment Boundary
-  Manhole Covers
-  Sewer Network with Pipe Diameter and As-Built Identification Number



FILE NAME: LLR-01_sewer.mxd
SOURCE: Pima County DOT GIS, 2007



K. Schools

1. Public Schools within One Mile of the Site

The Amendment area is located in the Vail Unified School District. There are no existing or proposed schools within one mile of the Amendment area.

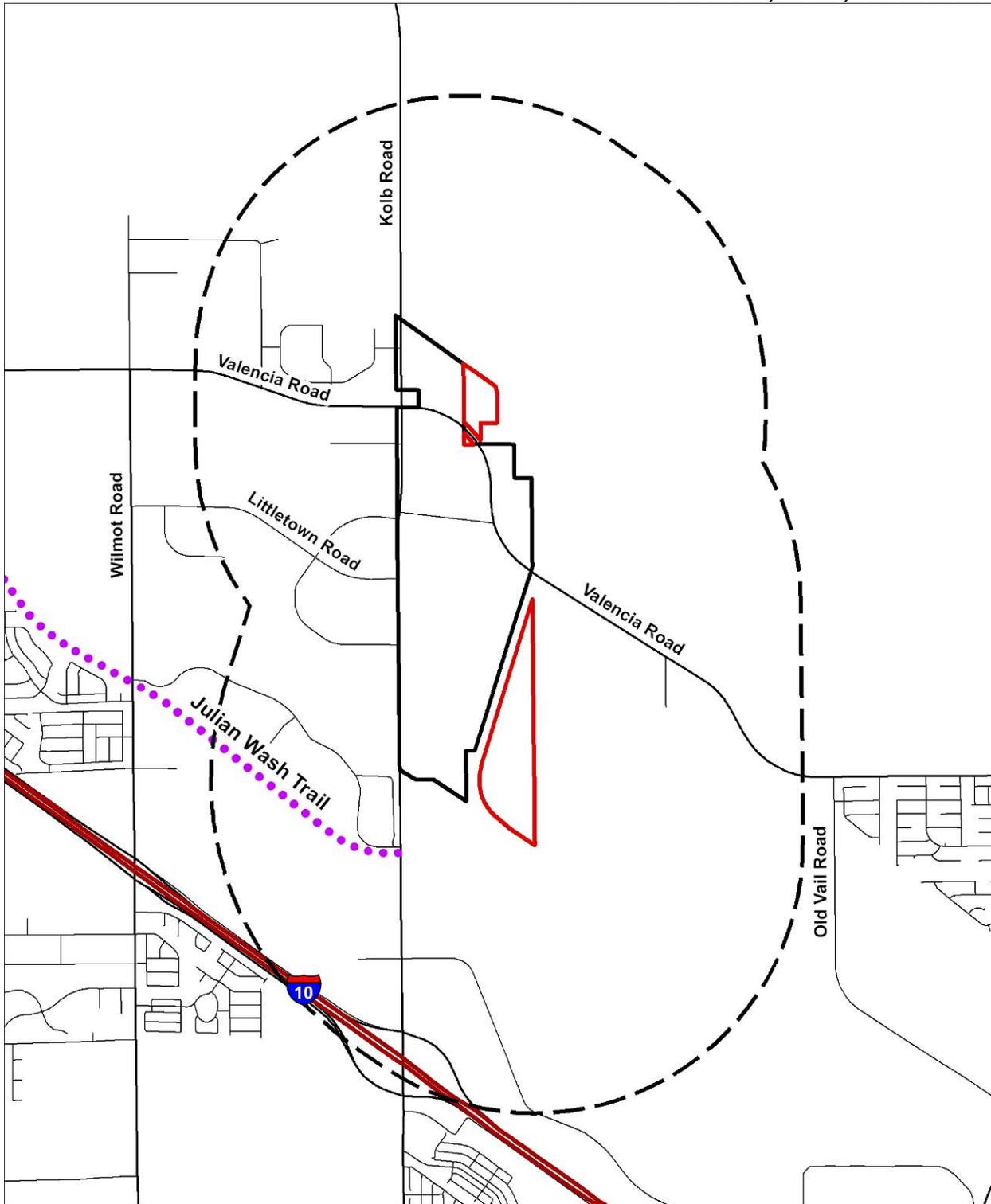
L. Recreation and Trails

1. Parks, Recreation Areas, Public Trails within One Mile

There are no parks, recreation areas or adopted trails within a one-mile radius of the project site. Thomas Jay Regional Park and Littleton Recreation Center is outside the one-mile radius, directly west of the project site at 6465 S. Craycroft Road. The center offers ADA accessible facilities, a lighted baseball field and basketball court, a concession building, volleyball courts, a t-ball field, a lighted softball field, picnic areas, ramadas, playground equipment, restrooms, drinking water and a community center. The Julian Wash Trail (Local Trail #319) is the only trail near the vicinity of the one-mile radius, which is considered a third-priority candidate trail according to the Eastern Pima County Trail System Master Plan. Fred Enke Golf Course is also outside the vicinity of the one-mile radius and is one of five municipal golf courses operated by Tucson City Golf. The course is located at 8251 E. Irvington Road, just northeast of the project site, and offers public golf, banquet facilities, a driving range, a full service clubhouse and practice areas (see *Exhibit I.L.1: Recreation, Trails and Schools*).



Exhibit I.L.1: Recreation, Trails, and Schools



LEGEND

-  South Kolb Specific Plan
-  Amendment Boundary
-  One-Mile Radius
-  Trails

Notes:

- There are no schools or parks within 1 mile of site.
- The project site is served by Vail Unified School District.



FILE NAME: LLR-01_schools_recreation.mxd
SOURCE: Pima County DOT GIS, 2007



M. Cultural Resources: Archaeological and Historic Sites

1. Arizona State Museum Letter

A letter from the Arizona State Museum Pima County Archaeological Records is provided (*see Exhibit I.M.1: Arizona State Museum Letter*).

2. Map and Description of Archaeological or Historic Sites

North Block

WestLand Resources, Inc., conducted an archaeological survey of 137 acres of land near the intersection of Kolb Road and Valencia Road in Pima County, Arizona, on December 14 and 15, 2006, for Kolb Road Development Limited Partnership. This land includes the north block for the Amendment.

South Block

WestLand Resources, Inc., also conducted an archaeological survey of 300 acres of land near the intersection of Kolb Road and Valencia Road in Pima County, Arizona, on September 12, 13, 14, 2006, for Levin and Sons. This land includes the south block for the Amendment.

The reports from both surveys have been submitted under a separate cover.

3. Field Survey Requirements and Results

North Block

The archaeological survey of 137 acres, which includes the north block of the Amendment, identified one previously unrecorded archaeological site, AZ BB:13:799(ASM), and five isolated occurrences of archaeological remains were located during the survey. In addition, an unrecorded segment of AZ BB:13:725(ASM)/Old Vail Road crossed the project area; however, all identified archaeological sites are not within the north block of the Amendment. The full survey results, which identify the location of all recorded sites, have been documented in the submitted report.

South Block

The archaeological survey of 300 acres, which includes the south block of the Amendment, identified two previously unrecorded archaeological sites, AZ BB:13:792(ASM) and AZ BB:13:793(ASM), and 15 isolated occurrences of archaeological remains were located during the survey. Archaeologists reassessed one previously recorded site, AZ AA:12:875(ASM)/EPNG 1007 Line, which was located in the APE. A previously unrecorded segment of AZ BB:13:725(ASM)/Old Vail Road was also located in the APE. Three isolated occurrences, AZ BB:13:793(ASM) and AZ AA:12:875(ASM) were the only sites within the south block of the Amendment. The full survey results, which identify the location of all recorded sites, have been documented in the submitted report.



N. Air Quality

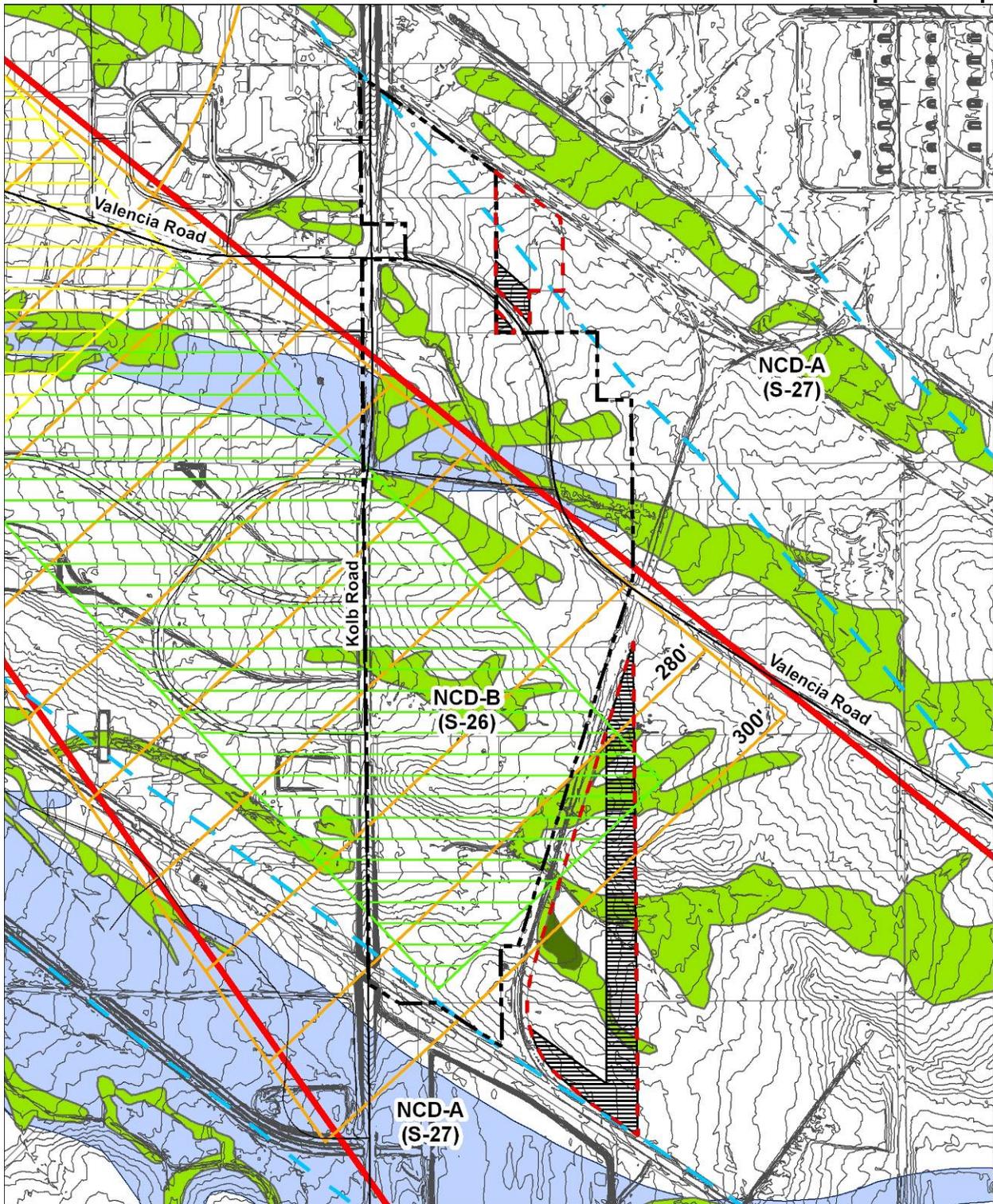
According to the existing South Kolb Road Specific Plan, Pima County Health Department has no air quality monitoring systems in or near the study area. Because Tucson has prevailing southeast winds it is assumed the air quality at Kolb and Valencia Roads would be excellent. Carbon monoxide levels at the intersection would be higher at rush hour, but should those levels be tested 100 feet from the intersection, they would most likely register at almost non-existent. Proposed site users will be clean industries, and will not emit pollutants into the atmosphere, hence, the proposed users do not require an air quality review.

O. Composite Map

The Composite Map graphically illustrates the summation of constraints and opportunities identified in the Site Inventory Section addressing the developed and natural features of the site. The identified constraints are existing on-site hydrology, xeroriparian habitat, vegetation density, on-site visibility and DMAFB Compatible Use Zones.



Exhibit I.O.1: Composite Map



LEGEND

South Kolb Specific Plan	Accident Potential Zone 2	High Density Vegetation
Amendment Boundary	Airport Height Overlay Zone	Xeroriparian Habitat C
2' Contour	Noise Control Districts	FEMA Zone A
DMAFB ADC-2	High Visibility	

NORTH
 0' 750' 1,500'
 FILE NAME: LLR-01_composite.mxd
 SOURCE: Pima County DOT GIS, 2007



Part II
Land Use Proposal



A. Land Use Proposal

The South Kolb Road Specific Plan Amendment is intended to follow the same land use guidelines in the existing South Kolb Road Specific Plan.

1. Overview

The South Kolb Road Specific Plan Amendment proposes industrial and commercial uses, which account for on-site and off-site constraints and opportunities including DMAFB Compatible Use Zones, proximity to Union Pacific rail lines and Interstate 10, xeroriparian habitat mitigation, and on-site and off-site hydrology.

On October 3, 2006, the Pima County Board of Supervisors approved a Modification (non-substantial change) of Rezoning Condition for the South Kolb Road Specific Plan to eliminate the distinction between “Primary Uses” and “Secondary Uses” as set forth in the South Kolb Road Specific Plan for Planning Areas A, C, D, E, F, G, and H for a total area of approximately 336 acres. The approval is subject to conditions that must be met by the owner/developer.

Industrial uses are appropriate for the area given the proximity to transportation facilities including the interstate, Union Pacific Railroad and Tucson International Airport. There have been a number of ongoing, recent and planned industrial parks in the area (including Southpointe, Century Park and the Port of Tucson, University of Arizona Science and Technology Park, Rita Tech Park and the Target Fulfillment Center, and Rita Commerce Park) that support the viability of industrial uses in the area.

2. Planning Areas

The existing South Kolb Road Specific Plan is divided into eight planning areas generally bounded by street rights-of-way or aircraft approach compatible use zones. The Amendment, which consists of two blocks (north block and south block), is to be integrated into the existing planning areas or separated into new planning areas based on those same boundary parameters.

The north block, which is primarily north of Valencia Road, is to be integrated into Planning Area A. A small portion of the north block is bisected by Valencia Road and is to be integrated into Planning Area C. The south block, which is south of Valencia Road and east of the existing Specific Plan, is to be a separate Planning Area (Planning Area I) because the abandoned DMAFB rail line separates it from the existing Specific Plan (see *Exhibit II.A.2: Planning Areas*).

A Land Use Summary Table (see *Table II.A.2*) has been provided which lists the existing Specific Plan planning areas with the Amendment areas and their new acreages and land uses.

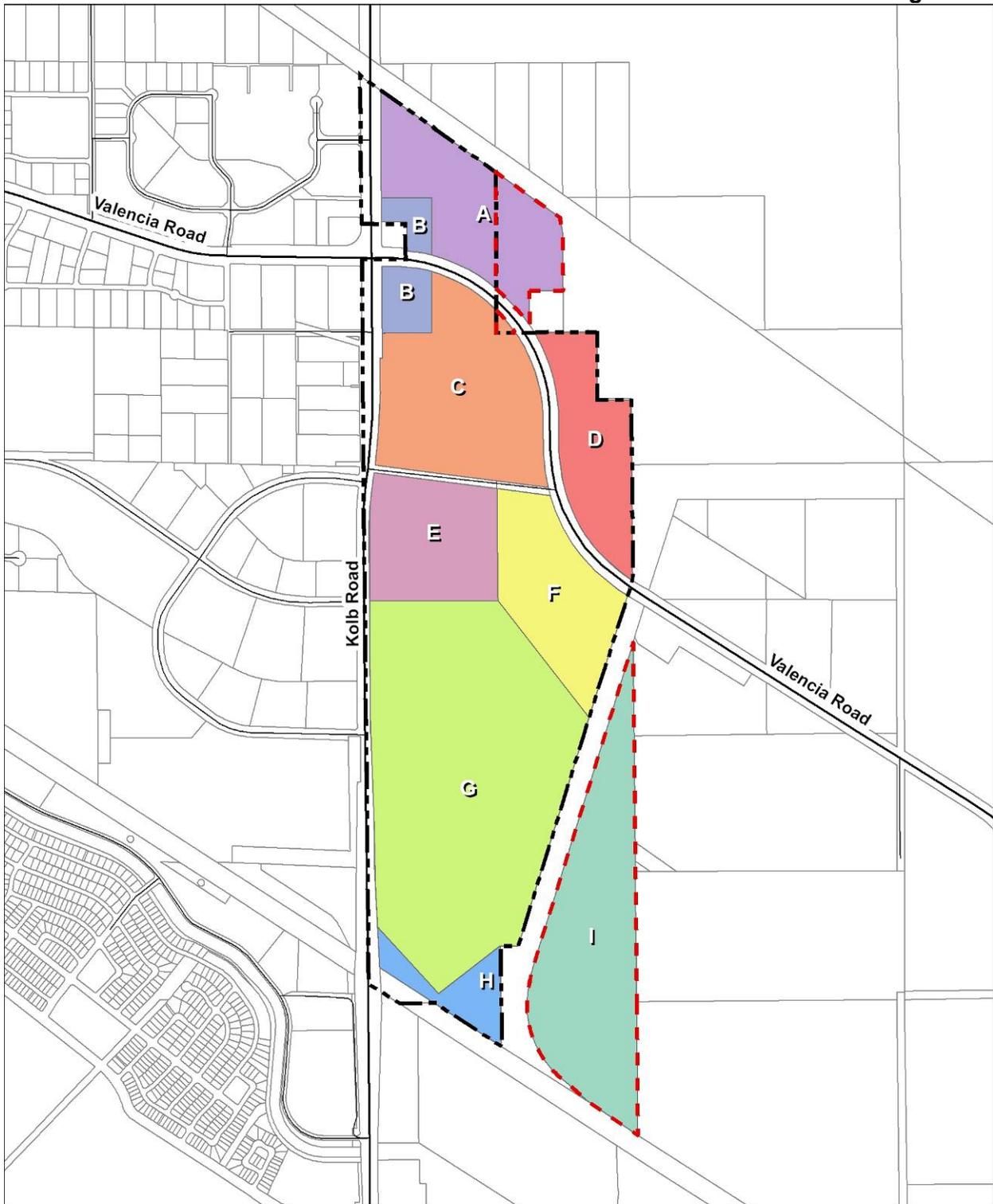


Table II.A.2: South Kolb Road Specific Plan Amendment Land Use Summary

Planning Area	Land Use	Original Acreage	Amendment Acreage	Revised Acreage
A	Industrial (CI-1), Commercial (CB-1 & CB-2)	24.5	15.3	40.3
B	Industrial (CI-1), Commercial (CB-1 & CB-2)	12.2	-	-
C	Industrial (CI-1), Commercial (CB-1 & CB-2)	59.5	0.5	60.0
D	Industrial (CI-1), Commercial (CB-1 & CB-2)	31.0	-	-
E	Industrial, Research and Development/Office (CI-1 & CI-2)	34.4	-	-
F	Industrial, Research and Development/Office (CI-1 & CI-2)	36.2	-	-
G	Industrial (CI-1, CI-2)	137.7	-	-
H	Industrial (CI-1), Commercial (CB-1 & CB-2)	12.7	-	-
I	Industrial (CI-1, CI-2)	-	67.6	67.6
	TOTAL	348.2	83.4	431.6



Exhibit II.A.2: Planning Areas



LEGEND
 South Kolb Specific Plan
 Amendment Boundary

Planning Areas

A	E	I
B	F	
C	G	
D	H	

NORTH 0' 750' 1,500'
 FILE NAME: LLR-01_planning_areas.mxd
 SOURCE: Pima County DOT GIS, 2007



B. Comprehensive Plan Compliance

The project site is designated Military Airport by the Pima County Comprehensive Plan. Military Airport is defined as a planned land use designation in which the purpose is to recognize DMAFB as “a unique and significant factor in shaping the history, character, and economy of Eastern Pima County; provide guidance for future compatible land uses to promote the health, safety and welfare of the community; and to promote the long-term viability of the base and its missions.” The Comprehensive Plan specifies that the CB-1 (Local Business), CB-2 (General Business), CPI (Campus Park Industrial), CI-1 (Light Industrial/Warehousing), and CI-2 (General Industrial) zones comply with the Military Airport planned land use designation. This designation would not allow new residential development. These compatible land uses for the Military Airport designation do not make a Comprehensive Plan amendment or any other modification to the Plan necessary for the proposed Amendment.

The proposed Amendment is intended to comply with and meet several Regional Plan Policies outlined within the Pima County Comprehensive Plan. A few of these policies include the following:

- The proposed Amendment is anticipated to incorporate a multimodal function by utilizing a rail spur off the Union Pacific rail line for potential rail commerce. This concept supports Land Use Element Regional Plan Policy C.1.c: Scale of Development.
- The proposed Amendment is intended to be a high-density, mixed use commercial and industrial development situated near three major transportation corridors: Interstate 10, Valencia Road and Kolb Road. The Amendment is also located within the Airport Growth Area designated by Pima County. These attributes support Circulation Element Regional Plan Policy F: Density and Use.
- As stated above, the proposed Amendment is intended to be a mixed use commercial and industrial development located within the Airport Growth Area. RTA transit improvements are anticipated to bring Sun Tran bus service to the Kolb/Valencia area. These attributes support Growth Area Element Regional Plan Policy C.
- The proposed Amendment is outside CLS designation, which supports Environmental Element Regional Plan Policy B.1.
- The proposed Amendment will be in compliance with Chapter 18.57 of the Pima County Zoning Code and all proposed land uses will be in compliance with the DMAFB JLUS as outlined in Military Airport Regional Plan Policies.

C. Existing Land Uses

1. Effect of Proposed Development on Existing Land Uses

The Amendment area is currently vacant; therefore, no impacts are anticipated from proposed development.



2. Effect of Proposed Development on Surrounding Land Uses

As stated in Section II.1.A, the proposed Amendment and its designated land uses are compatible with existing and planned industrial developments in the vicinity. The Amendment's proximity to the interstate, Union Pacific Railroad and Tucson International Airport make this a viable site for international and national commerce exchange and economic development opportunities.

D. Topography

1. Development on 15% or Greater Slopes

There are no slopes greater than 15% within the Amendment area.

2. Natural Areas under the Hillside Development Zone

There are no natural areas under the Hillside Development Zone within the Amendment area.

3. Percent of Site to be Graded

According to the Grading Requirements Table 18.61.054-1, the Amendment is within Development Category 1 – Multiple dwellings/business offices/existing commercial and industrial (mass graded), which allows grading up to 80% of the site. It is not anticipated grading will exceed 80%; however, a grading plan will be submitted as part of the development plan process.

4. Change in Natural Grade more than 5 Feet

It is not anticipated that there will be more than 5 feet of change in natural grade. The range of cuts and fills is anticipated to be two to four feet in elevation. A grading plan will be submitted as part of the development plan process.

5. Engineering and Design Features

The use of retaining walls as a grading measure is not anticipated for areas within the Amendment. No other engineering or design features are anticipated.

E. Hydrology

A drainage report was produced by Baker and Associates Engineering Inc. for the northern portion of the existing South Kolb Road Specific Plan, which includes the north block of the Amendment area. A drainage report was produced by PSOMAS for the southern portion of the existing South Kolb Road Specific Plan, which includes the south block of the Amendment area. Information from both reports has been condensed to address the Amendment area and is included in this section. Both reports have been submitted under a separate cover for review.



1. Post-Development Hydrology

North Block

Under developed conditions, the off-site runoff (Drainage Areas A & C) will be collected at the eastern project boundary in proposed future channels that will be designed to convey completely contained flow in a west/northwest direction across the site to the west boundary. Drainage Area C channel improvements would be sized to convey the entire 100 year off-site flow and remove the floodplain from Planning Area A. Future channel improvements to convey flows from off-site Drainage Area A would likely occur as a part of Planning Area “D” development coupled with improvements for the eventual realignment of Valencia Road (south of Planning Area C); however, this area remains outside of the Amendment area. The only regulatory flow effecting the site is the FEMA delineated “A” Zone Special Flood Hazard Area that encroaches upon the south portion of Planning Area C. It is anticipated that once the aforementioned channel improvements are designed, a CLOMR will be submitted to remove the block encroachment areas from the FEMA floodplain.

Conceptual detention/retention basins are included in Exhibit II.E.1.a: Post-Development Hydrology – North Block for the purpose of illustrating their feasibility. Currently, there are no basins within the north block of the Amendment.

Although the developed conditions analyses are conceptual in nature, they indicate that the site can be designed to safely convey all flows. No adverse effects to the project or adjacent properties are foreseen as a consequence of any future development associated with the Amendment.

South Block

Hydrologic and Hydraulic analyses have been performed for the south block of the Amendment and the existing South Kolb Road Specific Plan. Hydraulic structures were sized and located to convey flow safely and effectively through the project area. Flow/Discharge either will be collected and transported through various channels or allowed to flow naturally overland to the natural washes onsite. Erosion protection will be provided at culvert and channel outlets.

On-site detention/retention through the use of private culverts and weirs to public culverts as outlet flow restrictors are proposed to lessen the amount of stormwater leaving the site to/below existing conditions. Additional traditional basins with weir outlets will be provided as necessary to supplement the online detention/retention. All proposed drainage improvements are shown in Exhibit II.E.1.b: Post-Development Hydrology – South Block. All post development measures for the Amendment and existing South Kolb Road Specific Plan are discussed in the PSOMAS drainage report.



Exhibit II.E.1.a: Post-Development Hydrology – North Block

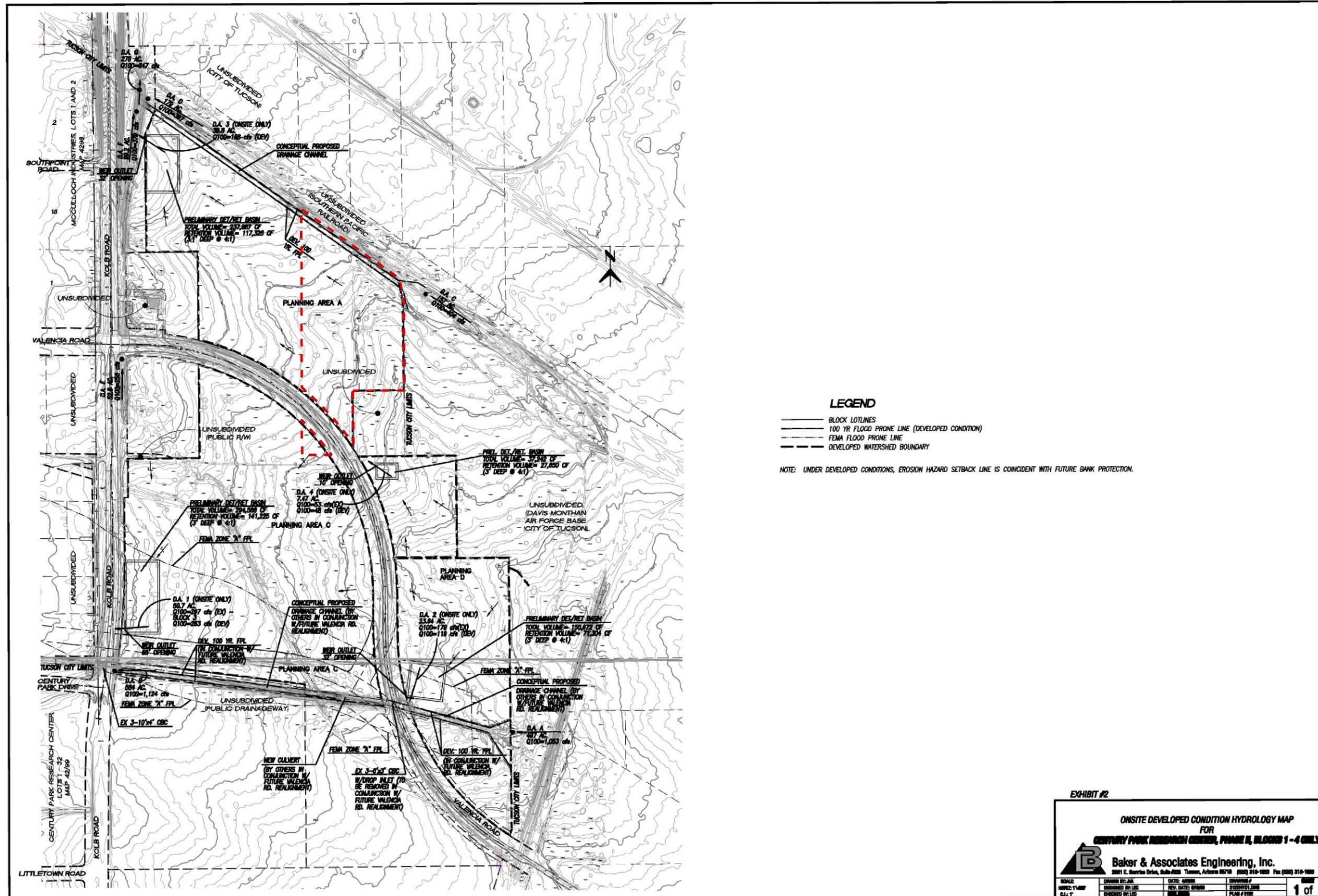


Exhibit II.E.1.a: Post-Development Hydrology – South Block

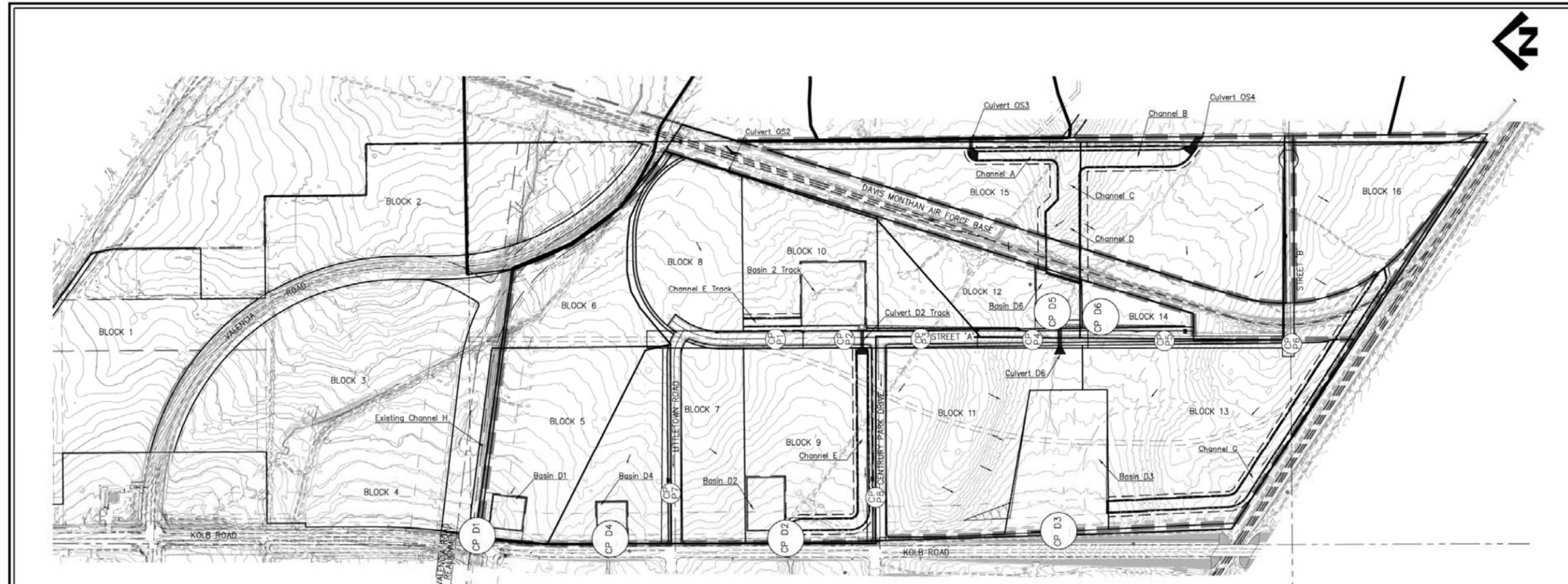


Table 3: Summary of Hydrologic Erosion Hazard Setback

Channel CP	Q ₅₀ (cfs)	FRS (ft)
CP E1*	212	25
CP E2	455	25
CP E3	141	25
CP E4	96	N/A
CP E5*	32	N/A
CP E6*	178	30

*Includes offsite watershed contributions.
† The OS1 shown in Table 1 associated with CP E2 is already included in the channel from Baker Engineering and therefore just the watershed was mapped.

Table 4a: Summary of Hydrologic Analysis (Developed Conditions Before Detention)

Concentration Point	Area (ac)	Length (ft)	Mean Slope (%)	Watershed Basin Factor (WBSF)	T _r (min)	Watershed Peak Discharge (cfs)	Contributing Watersheds Concentration	Quasi-outlet
D1	14	2004	0.92	0.63	282	292	D1, OS1*	1,145
D2	82	4062	0.86	0.33	8.4	593	---	593
D3	105	5706	0.38	0.02	15	589	D3, D5, D6, OS2, OS3, OS4	2,424
D4	14	1128	1.28	0.02	7	128	---	128
D5	41	3473	0.52	0.02	9.7	300	D5, OS2, OS3	660
D6	39	3149	0.64	0.02	8.3	292	D6, OS4	1,184
P1	2.5	1012	0.1	0.022	0.8	20	---	20
P2	1	387	0.1	0.022	3	10	---	10
P3	1.9	747	0.1	0.022	7.6	16	---	16
P4	1.8	713	0.1	0.022	7.4	16	---	16
P5	2.7	1261	0.1	0.022	11.1	20	---	20
P6	2.4	1196	0.1	0.022	8.8	20	---	20
P7	1.6	1246	0.5	0.022	5.2	36	---	36
P8	2.5	1265	0.5	0.022	5.2	36	---	36

D=Developed Conditions Watersheds P=Pavement Watersheds
*Per Baker Engineering Century Park Blocks 1-6 Drainage Report

Table 4b: Comparison of Existing to Developed Conditions

Existing Conditions Concentration Point	Developed Conditions Concentration Point
E1	D1
E2	D2
E3	Included in D3
E4	D4
E5	Included in D1
E6	D3, D5 and D6

Table 5: Summary of Proposed Inlet Design

Concentration Point	Inlet	Q ₅₀ (cfs)	Structure Type	Opening Height (ft)	Effective Opening Length (ft)
CP P1	P1-A	10	Scupper	0.8	20
CP P2	P2-A	10	Scupper	0.8	20
CP P3	P3-A	10	Scupper	0.5	20
CP P4	P4-A	10	Scupper	0.5	20
CP P5	P5-A	10	Scupper	0.5	20
CP P6	P6-A	10	Scupper	0.5	20
CP P7	P7-A	35	Scupper	0.8	20
CP P8	P8-A	1	Scupper	0.5	8

Table 6: Summary of Proposed Channel Design

Channel Number	Q ₅₀ (cfs)	Manning's n	Total Depth (ft)	Flow Velocity (ft/s)	Slope (ft/ft)	Side Slope (H:V)	Bottom Width (ft)	Channel Top Width (ft)
CHANNEL A	260	0.015	2.2	4.82	0.5	3 to 1	35	45.2
CHANNEL B	806	0.015	2.1	4.89	0.5	3 to 1	100	110.4
CHANNEL C	1260	0.015	2.2	5.09	0.5	3 to 1	130	141
CHANNEL D	1840	0.015	2.1	4.96	0.5	3 to 1	210	220.8
CHANNEL E (Track)	327	0.015	1.8	4.72	0.5	3 to 1	41	54.1
CHANNEL E	402	0.015	1.8	4.4	0.5	3 to 1	65	74.1
CHANNEL G	230	0.015	1.2	3.44	0.5	3 to 1	68	71.1
CHANNEL H*	1124	0.015	1.7	14.1	0.5	1.5 to 1	25	33.3

Note: Total Depth = Depth of flow + freeboard. Top width is at depth of flow.
* Proposed Channel per Baker Engineering Century Park Blocks 1-6 Drainage Report.

Table 7: Summary of Proposed Culvert Design

Culvert	Culvert Type	Q ₅₀ (cfs)	Slope (%)	Length (ft)	Req. HW (ft)	Velocity (ft/s)
D2 Track*	2-40" Aluminum Culverts	323	1	100	7.01	18.52
D6**	9-40" Aluminum Culverts	1526	1	100	7.5	18.79
OS2	2-30" Aluminum Culverts	84	1	55	2.83	7.9
OS3	2-40" Aluminum Culverts	200	1	100	6.04	9.80
OS4	2-40" Aluminum Culvert	896	1	100	6.32	18.16

*Used in online detention for site
**Modify existing conditions culvert

Table 8: Summary of Hydrologic Erosion Hazard Setback

Channel CP	Q ₅₀ (cfs)	FRS (ft)
Channel A	364	25
Channel B	806	30
Channel C	1260	30
Channel D	1840	30
Channel E (Track)	323	25
Channel E	422	25
Channel G	239	25

Table 8: Summary of Proposed Splash Pad Design

Concentration Point	Q ₅₀ (cfs)	Structure Location	D ₅₀ (ft)	Length (ft)	Width** (ft)	Thickness (ft)
D2 Track	323	Culvert Outlet	12	44	15	2
D6	1526	Culvert Outlet	12	46	15	2
OS2	84	Culvert Outlet	6	25	9	1
P1 (A and B)	10	Scupper Outlet	6	3	24	1
P2	10	Scupper Outlet	6	3	24	1
P3 (A and B)	10	Scupper Outlet	6	3	24	1
P4 (A and B)	10	Scupper Outlet	6	3	24	1
P5 (A and B)	10	Scupper Outlet	6	3	24	1
P6 (A and B)	10	Scupper Outlet	6	3	24	1
P7(A)	35	Scupper Outlet	6	8	24	1
P7(B)	1	Scupper Outlet	6	1	12	1
P8 (A)	35	Scupper Outlet	6	8	24	1
OS3	1	Scupper Outlet	6	1	12	1
OS4	200	Culvert Outlet	9	38	15	2
OS4	896	Culvert Outlet	12	48	15	2
Channel D	1840	Channel Outlet	6	19	224	1
Channel E	422	Channel Outlet	6	14	76	1
Channel G	239	Channel Outlet	6	11	75	1

**Note: All splash pads will be underlined with filter fabric and flared out at 2:1 within constraints. Design is given per culvert/channel. Width will be 3 times the culvert diameter per culvert. Width will be 2' wider on each side than channel.

Table 10: Summary of Proposed Detention Design

Basin Location	Type of Detention	Retention Volume (Ac Ft)	WSR ₁ (ft)	Quant. Down Stream (CFS)
D1	Basin	2	2791	244
D2	Basin	2.9	2794.3	308
D2 Track	Culvert Basin	4.8	2803.3	313
D3	Basin	17.2	2786.9	1470
D4	Basin	1.8	2795.3	62
D6	Basin	3.9	2806.9	1360

*Per HEC-HMS Model routed Qs

Table 11: Summary of Site Discharges

CP	Existing Site Discharge* (cfs)	Developed Site Discharge** (cfs)
D1/D2	1149	1068
D2/D3	405	307
D4/D5	98	62
D6/D7	1490	1470

*Per HEC-HMS Model routed Qs

Table 12: Summary of Proposed Retention Design

Block Number	Retention Volume (Ac Ft)
5	1.6
6	0.6
7	0.5
8	0.6
9	1
10	0.7
11	1.1
12	0.7
13	1.4
14	0.2
15	1.7
16	0.8

PSOMAS
800 E. Wetmore Road, Suite 110
Tucson, AZ 85719
(520) 292-2300
www.psomas.com

DEVELOPED CONDITIONS FOR CENTURY PARK FIGURE 4

PROJ NO: 07002 SCALE: HORIZ 1" = 300'
DATE: JUNE 2008 1 OF 1



F. Vegetation

Novak Environmental, Inc. has produced a Native Plant Preservation Plan, Landscape Mitigation Plan and Riparian Habitat Mitigation Plan for the entire South Kolb Road Specific Plan area, including the Amendment area. The plans have been submitted to Pima County Flood Control for approval.

1. Vegetation Encroachment Areas

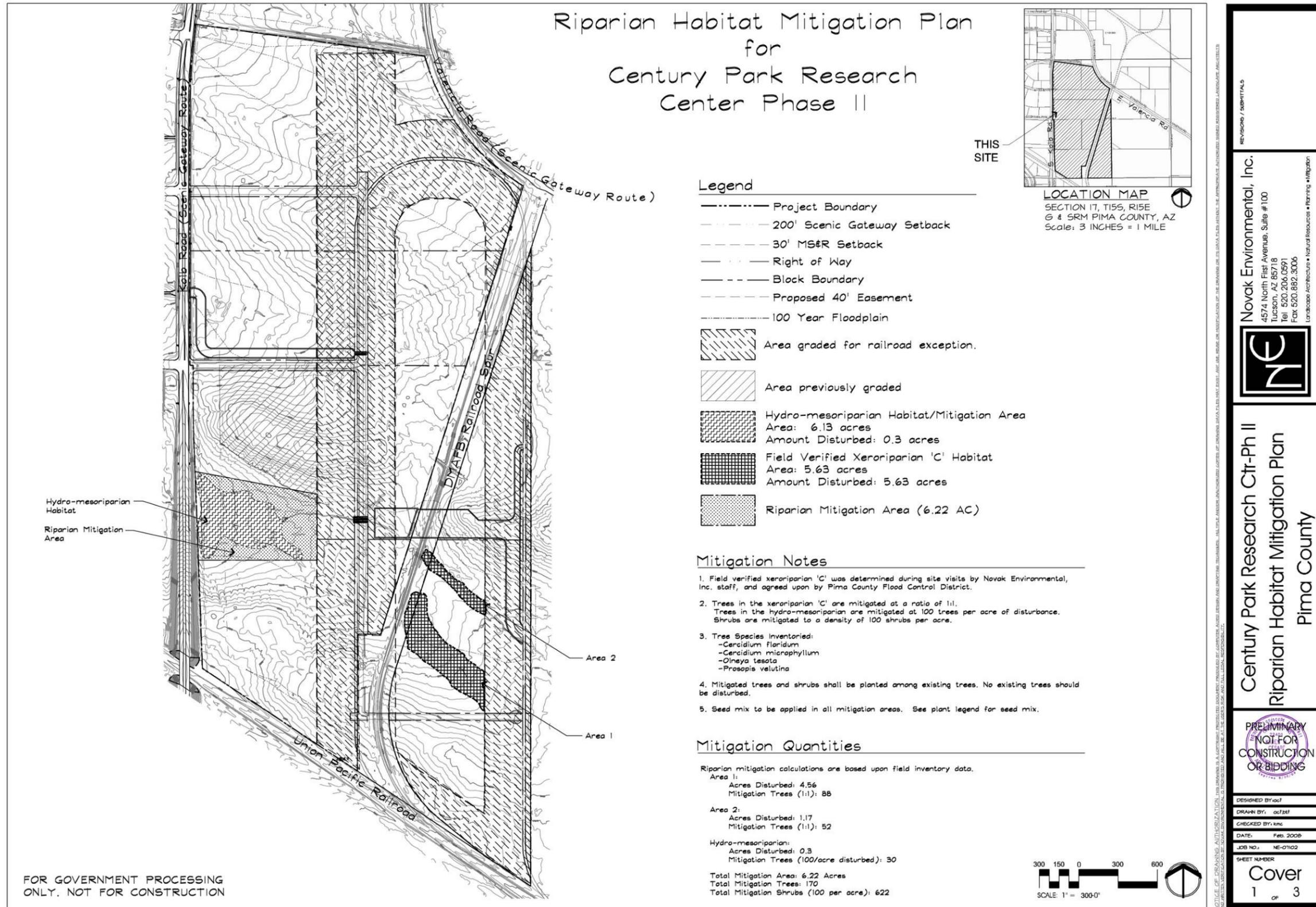
The south block will encroach into Pima County Xeroriparian Habitat C. Novak Environmental field verified the xeroriparian habitat during site visits and was agreed upon by Pima County Flood Control District. The total area of encroachment is 5.63 acres. The Cover Page from the Novak Environmental Riparian Habitat Mitigation Plan has been provided (*see Exhibit II.F.1: Riparian Habitat Mitigation Plan Cover Page*).

2. Vegetation Mitigation and Preservation

Trees in the xeroriparian area are to be mitigated at a ratio of 1:1 and planted in an area of Pima County Hydro-mesoriparian Habitat located within the existing South Kolb Road Specific Plan area. Mitigated trees and shrubs from the xeroriparian habitat will be planted among existing trees in the receiving area with a seed mix. No existing trees within the hydro-mesoriparian habitat should be disturbed. A total of 140 trees will be mitigated for the total area of encroachment.



Exhibit II.F.1: Riparian Habitat Mitigation Plan Cover Page



G. Wildlife

A western burrowing owl survey must be conducted for the existing South Kolb Road Specific Plan and Amendment area by a qualified resource specialist prior to the approval of a tentative plat. A report which contains survey results and dates will be provided to Pima County immediately upon completion of the inspection. If any western burrowing owls are found to be present on the project site, a copy of the report will be sent to the Arizona Game and Fish Department’s Heritage Data Management System.

H. Soils

Soil surveys will be conducted in conjunction with tentative plats/development plans.

I. Buffer Plan

The Buffer Plan for the Amendment area is to follow the same guidelines set forth in the existing South Kolb Road Specific Plan. A buffer plan is implemented for each individual planning area and is consistent with Pima County landscaping, buffering and screening ordinance requirements (Chapter 18.73). The Amendment area is divided into three Planning Areas (A, C, and I) as noted in Section II.A.2. A table has been provided that gives required and provided bufferyard information for the planning areas that apply to the Amendment area (see *Table II.I.1: Buffer Plan*). Landscape concepts for entries and internal streets within the Amendment area will follow the same guidelines set forth in the existing South Kolb Road Specific Plan.

Table II.I.1: Buffer Plan

Planning Area	Bufferyard Boundary	Required Bufferyard	Provided Bufferyard (feet)
A	1 (Valencia Road)	D	15'
	2	No Bufferyard Required	-
	3	No Bufferyard Required	-
	4	D	10'
	5	D	10'
	6	No Bufferyard Required	-
C	1 (Valencia Road)	D	15'
	2	D	15'
	3 (Kolb Road)	D	15'
	4	D	15'
	5	D	15'
	6	No Bufferyard Required	-
	7	No Bufferyard Required	-
I	-	No Bufferyard Required	-

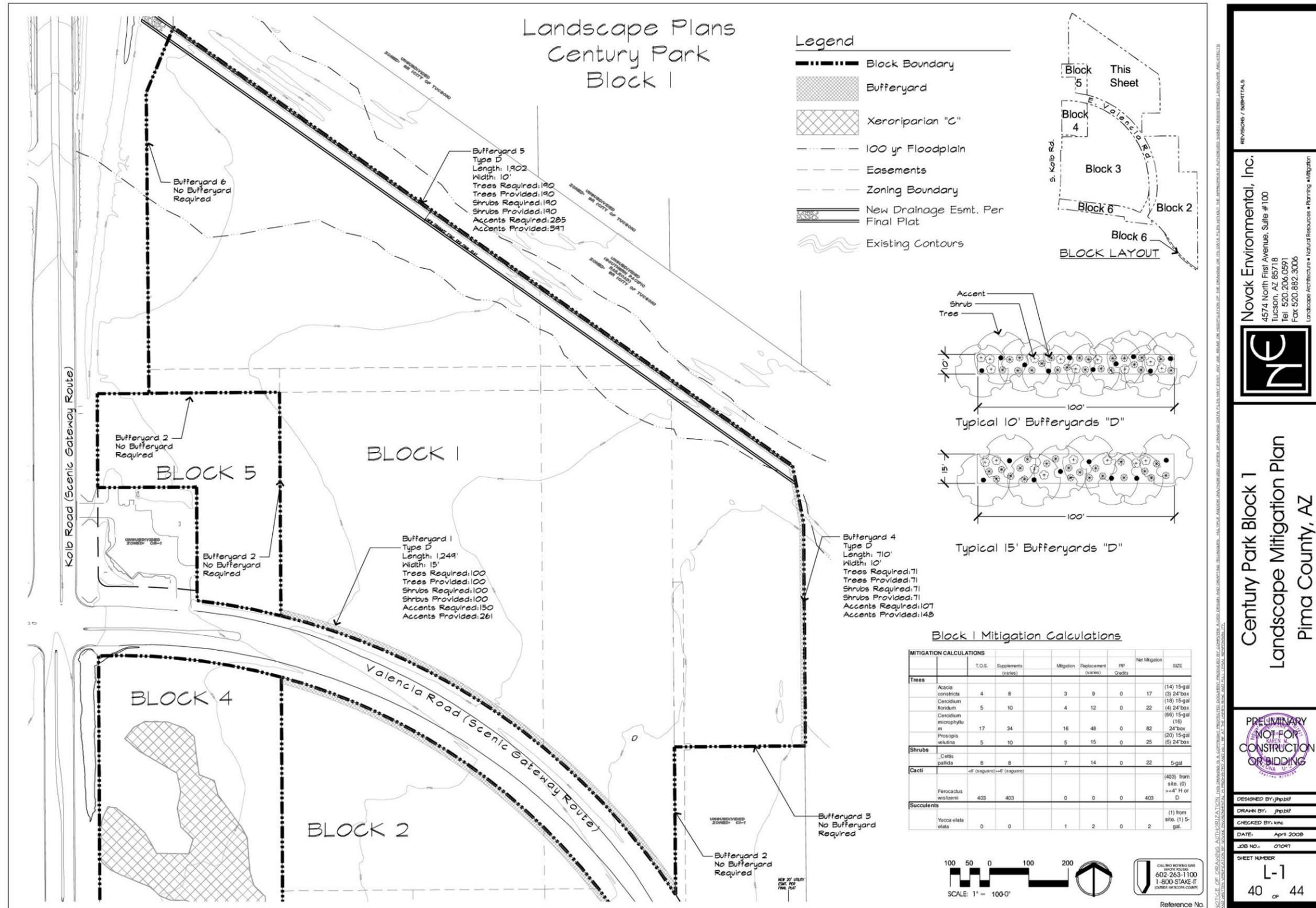


1. Bufferyard Map

Bufferyard maps from the Landscape Mitigation Plan produced by Novak Environmental Inc. have been provided for Planning Areas A and C (see *Exhibit II.I.1.a and Exhibit II.I.1.b*). A bufferyard map has not been provided for Planning Area I because no bufferyard is required.



Exhibit II.1.a: Buffer Plan – Planning Area A



J. Viewsheds

1. Measures to Minimize Visual Impacts from Development

a. Views and Vistas from Off-site Locations

Many views and vistas from off-site properties are already impacted by existing industrial development in the area. In order to minimize any additional visual impact, the buildings along Valencia Road will be sited to provide visual relief. Instead of one large structure with a hard, continuous line, the buildings will be broken up into smaller groupings and sited at a variety of distances from the right-of-way, providing an undulating edge for visual diversity and areas for additional landscaping. Distant regional views will also be retained by the grouping of the buildings. Open areas and vistas will occur throughout the site, providing distant regional views from Kolb Road and throughout the site.

b. Areas of High and Medium Visibility

As stated in Section I.H.2, the Amendment area is comprised primarily of areas with moderate visibility, with some areas of high visibility. Visual impacts on the edge of the site will be minimized by the inclusion of landscape buffers along Kolb and Valencia Roads. The buffers will adhere to the required landscape buffers ordinance (Chapter 18.73 of the County Zoning Code). Amenities in the area will include additional trees, cacti, ground cover, berms and walls.

K. Traffic

North Block

A Traffic Impact Study (TIS) will be conducted for the northern portion of the South Kolb Specific Plan, which includes the north block of the Amendment, prior to the submittal of a tentative plat as required by Pima County. A Concurrency Report was produced by Mathieu Engineering Corp. in 2006 for the northern portion of the South Kolb Specific Plan. Information and recommendations from that report have been incorporated into this section.

South Block

A TIS has been produced by PSOMAS for the southern portion of the South Kolb Specific Plan, which includes the south block of the Amendment. The findings from this report have been incorporated into this section.

1. Access Points

North Block

Access points for the northern portion of the South Kolb Road Specific Plan have not been determined; however, it is recommended that median openings be



placed one-quarter mile apart, but no closer than 660 feet to other median openings or major intersections, in accordance with the Pima County Roadway Design Manual. Driveways should also be a minimum of 150 feet apart of the nearest intersecting street. It is also recommended that traffic signals be placed one-half mile apart; however, where traffic conditions dictate and warrants are met, traffic signals can be placed one-quarter mile apart.

South Block

According to the TIS produced by PSOMAS, the two main access points for the southern portion of the South Kolb Road Specific Plan will be at Littletown Road and Century Park Drive. It is recommended that a traffic signal at the intersection of Century Park Drive and Kolb Road be installed at the buildout of the project (2018) and a right turn lane for northbound traffic at Century Park Drive be constructed with the traffic signal. Century Park Drive would be the main access into this portion of the Plan. It is also recommended that a two-way stop be implemented at the intersection of Littletown Road and Kolb Road, while the existing median opening be maintained on Kolb Road at Littletown Road.

2. Future Road Improvements

Valencia Road is identified as a key corridor by the Regional Transportation Authority. Major improvements include widening the roadway from four lanes to a six-lane desert parkway between Kolb Road and Houghton Road, and additional turn lanes, signalization and intersection improvements at the intersection of Kolb and Valencia Roads. There are preliminary designs to reroute the intersection of Kolb and Valencia Roads south of the existing intersection and preserve the existing intersection and roadway for local access into the project area.

Other road improvements include the two roadways that will provide access to the southern portion of the site, Littletown Road and Century Park Drive. It is recommended that both roadways be two-lane roadways with three lanes at the intersections of Kolb Road, one each for through, left turns and right turns. It is recommended that a northbound right-turn lane be constructed at Century Park Drive and Kolb Road at buildout of the project; no other right-turn lanes are recommended.

Kolb Road will remain a four-lane roadway.

Coordination between Pima County Department of Transportation and the owners of property within the South Kolb Road Specific Plan will be ongoing for future road improvements in the vicinity of the project.



3. Changes to ADT and LOS

South Block

According to the TIS produced by PSOMAS, the southern portion of the South Kolb Road Specific Plan is expected to generate 2,403 trips per day at buildout, including 177 trips in the morning peak hour and 256 in the evening peak hour. The trip generation was determined using data collected from the warehousing site just west of this project. The trip generation rates calculated from that data were found to be acceptable for use for this project because the land use and project owner are the same and the existing site is served by rail and trucks, all indications that the two sites are comparable and the trip generation rates are valid (see Table II.K.3.a: Trip Generation at Buildout).

Table II.K.3.a: Trip Generation at Buildout

Warehousing Field Data - Buildout (2018)						
Floor Area (1000 sq.ft.)			3,940			
Period	Trips/Unit	Trips	% In	% Out	Trips In	Trips Out
AM Peak	0.045	177	50%	50%	89	89
PM Peak	0.065	256	44%	56%	113	143
Daily	0.61	2,403	50%	50%	1,202	1,202

The LOS analysis indicated that left turns from Littletown Road onto Kolb Road will operate at LOS E in the evening peak hour at buildout. The eastbound and westbound left turns at that location will operate at LOS D and E in the morning peak hour, respectively. All other movements will operate at LOS D or better. Assuming a signal at Century Park Drive and Kolb Road at buildout of the project, all movements will operate at LOS C or better in both peak hours at that location. The project will have very little impact on the delays at the new Kolb Road/Valencia Road intersection, which will operate at LOS C in both peak hours at buildout (2018) with or without the project (see Table II.K.3.b: Projected LOS at Buildout).



Table II.K.3.b: Projected LOS at Buildout

		New Valencia Road						Kolb Road						Traffic Control	Intersection LOS
		EB			WB			NB			SB				
		L	T	R	L	T	R	L	T	R	L	T	R		
AM	LOS	D	C	A	C	C	B	D			D			Signal	C
	Delay	37.8	23.6	5.7	32.5	22.7	10.3	42.1			43.7				21.0
PM	LOS	D	D	B	D	D	A	C			C				C
	Delay	53.6	48.5	13.5	35.7	36.8	9.3	22.3			34.8				34.3

		Littletown Road						Kolb Road						Traffic Control	Intersection LOS
		EB			WB			NB			SB				
		L	T	R	L	T	R	L	T	R	L	T	R		
AM	LOS	C		B	D		B	A			B			Two-Way Stop	N/A
	Delay	20.0		11.0	27.9		12.5	9.4			11.2				N/A
PM	LOS	D		B	E		B	B			B				N/A
	Delay	29.2		12.4	42.7		13.7	10.2			12.4				N/A

		Century Park Drive						Kolb Road						Traffic Control	Intersection LOS
		EB			WB			NB			SB				
		L	T	R	L	T	R	L	T	R	L	T	R		
AM	LOS	C		A	C		A	A	A	A	A	A	A	Signal	A
	Delay	24.0		0.1	24.3		0.6	4.8	3.9	2.0	5.7	4.2	4.2		4.8
PM	LOS	C	C	B	C		A	A	A	A	A	A	A		A
	Delay	24.4	23.0	13.0	22.1		3.2	6.9	5.4	2.5	7.4	5.8	5.8		6.4

4. Bicycle and Pedestrian Pathways

It is anticipated that all interior roadways will include a six-foot bicycle lane and a landscaped pedestrian pathway as provided in the existing South Kolb Road Specific Plan.

5. Typical Roadway Sections

As stated in the existing South Kolb Road Specific Plan, all internal roadways are anticipated to be divided two-way roads with 24 feet of pavement each side of the median. The pavement section would be striped for one 18-foot travel lane and a 6-foot bicycle lane. Both the median and perimeters would be landscaped and pedestrian ways provided in the perimeter area. A 90-foot right-of-way would be provided.

It is recommended that any four-lane divided roadways or six-lane divided roadways be constructed per Pima County Roadway Design Manual.

L. Sewers

1. Method of Sewer Service

A Type II Capacity Response Letter was received (see Exhibit I.J.1: Pima County Wastewater Letter) on June 19, 2008. The provisions set forth in the letter will be agreed upon by the owner / developer of the Amendment prior to the approval of a tentative plat or development plan.

2. Sewers within Natural Areas

Sewer lines are not anticipated to be located within natural areas.



M. Water

1. Statement of Water Service

Tucson Water is designated as having a 100-year assured water supply and will be serving the site (see *Exhibit II.M.1: Statement of Water Service Provision and Availability*).



Exhibit II.M.1: Statement of Water Service Provision and Availability

October 26, 2007



Valencia Kolb Properties, LLC
6601 E. Grant Road, Suite 101
Tucson, AZ 85715

Attn: Michael Farley

CITY OF
TUCSON
TUCSON WATER
DEPARTMENT

**SUBJECT: Water Availability for project: Research Project F Zone Industrial Area, APN:
Multiple Parcels, T-15, R-15, SEC-08, Lots, Location Code:, Total Area: 739ac**

WATER SUPPLY

Tucson Water will provide water service to the subject project. Tucson Water has an assured water supply (AWS) designation from the State of Arizona Department of Water Resources (ADWR). An AWS designation means Tucson Water has met the criteria established by ADWR for demonstration of a 100-year water supply – it does not mean that water service is currently available to the subject project.

WATER SERVICE

The approval of water meter applications is subject to the current availability of water service at the time an application is received. The developer shall be required to submit a water master plan identifying, but not limited to: 1) Water Use; 2) Fire Flow Requirements; 3) Offsite/Onsite Water Facilities; 4) Loops and Proposed Connection Points to Existing Water System; and 5) Easements/Common Areas.

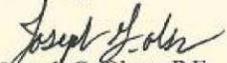
Any specific area plan fees, protected main/facility fees and/or other needed facilities' cost, are to be paid by the developer. *If the existing water system is not capable of meeting the requirements of the proposed development, the developer shall be financially responsible for modifying or enhancing the existing water system to meet those needs.*

This letter shall be null and void one year from the date of issuance.

Issuance of this letter is not to be construed as agency approval of a water plan or as containing construction review comments relative to conflicts with existing water lines and the proposed development.

If you have any questions, please call New Development at 791-4718.

Sincerely,


Joseph G. Olsen, P.E.
Engineering Manager
New Development Unit

JGO:rlm
CC:File



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N. Schools

There are no residential uses proposed for the Amendment; therefore, no school information is provided.

O. Recreation and Trails

1. Recreation Areas to be Provided

There are no proposed recreation areas within the existing South Kolb Specific Plan or the Amendment area.

2. Proposed Ownership of Open Space

Landscape bufferyards and common areas are to be owned and maintained by future owners, who are yet to be determined.

P. Cultural Resources: Archaeological and Historic Sites

The Class III cultural resources surveys conducted by WestLand Resources, Inc. have been submitted under a separate cover. A summary of their findings follow:

1. Cultural Resources Survey

North Block

The archaeological survey of 137 acres, which includes the north block of the Amendment, identified one previously unrecorded archaeological site, AZ BB:13:799(ASM), and five isolated occurrences of archaeological remains were located during the survey. In addition, an unrecorded segment of AZ BB:13:725(ASM)/Old Vail Road crossed the project area; however, all identified archaeological sites are not within the north block of the Amendment. The full survey results, which identify the location of all recorded sites, have been documented in the submitted report.

South Block

The Class III cultural resources survey conducted by WestLand Resources, Inc. of 300 acres near Kolb and Valencia Roads resulted in the recording of one new archaeological site—AZ BB:13:793(ASM)—and the reassessment of one previously recorded site—AZ AA:12:875(ASM)/EPNG 1007 Line within the south block of the Amendment area.

Previously recorded site AZ AA:12:875(ASM) has been recommended as eligible under Criteria C and D (Hesse 2003a, 2003b, 2003c; Jones et al. 2001). WestLand Resources, Inc., concurs with this previous recommendation.

Three isolated occurrences of archaeological remains that did not meet Arizona State Museum criteria for an archaeological site were located within the south block of the Amendment area.



WestLand Resources, Inc., recommends avoidance of National Register of Historic Places-eligible property AZ AA:12:875(ASM). If avoidance of the property is not possible, the implementation of a Historic Properties Treatment Plan for the eligible property will be conducted prior to the approval of a tentative plat or development plan. In addition, in the event that buried archaeological remains are encountered during construction activities, it is recommended that construction be halted in the vicinity of the find and a professional archaeologist consulted for further evaluation of the remains.

Q. Air Quality

Air quality activity permits will be secured by the developer or primary contractor before constructing, operating or engaging in an activity which may cause or contribute to air pollution.

R. Other

As this is a Shovel Ready project, users have not been identified and details regarding the design of buildings and grounds are not available at this time. Future buyers and tenants will be encouraged to incorporate water harvesting and solar features into their plans where practicable.

1. Agreements with Neighboring Properties

Both property owners (Lucky Levin Railroad, LLC. and Valencia Kolb Properties, LLC.) of the South Kolb Road Specific Plan Amendment have met with and discussed the proposed Amendment and future development opportunities with DMAFB. Both parties agree that any proposed development must adhere to land use policies in the JLUS. This includes restricting commercial development within the Approach-Departure Corridor that affects the south block of the Amendment.



Part III
Development Standards



A. Introduction

The development regulations for the South Kolb Road Specific Plan Amendment are similar to the standards approved for the existing South Kolb Road Specific Plan. The regulations include standards for developed land uses, landscape coverage, and aircraft approach compatible use zones. Pima County Ordinances regarding landscaping, buffering and screening, off-street parking and loading, sign standards, grading, flood control, and airport approach will be adhered to. Additional buffering guidelines are proposed in the Development Regulations and Design Guidelines and Policies.

B. Definitions

Pima County Zoning Code definitions and usage will be applied to the South Kolb Road Specific Plan Amendment.

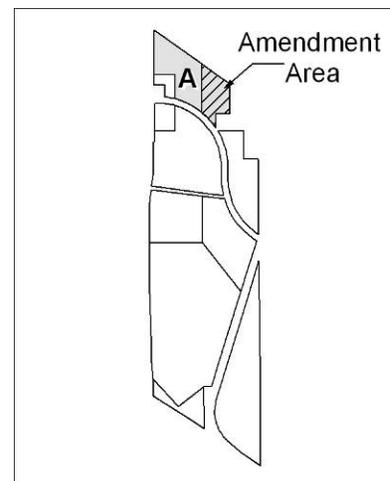
C. Land Use Designations and Development Standards

1. Planning Area A

Under the existing South Kolb Road Specific Plan, Planning Area A was approximately 24.5 acres.

a. Location

Planning Area A is approximately 40.3 acres with Amendment acreage and is located at the northern edge of the existing South Kolb Road Specific Plan. It is bounded on the north and east by DMAFB, on the south by Valencia Road and on the west by Kolb Road.



b. Land Use

Light industrial and warehouse uses as allowed in CI-1 zone and commercial uses as allowed in CB-1 and CB-2 zones are proposed for Planning Area A.

c. Airport Environs and Facilities Overlay Zone

Planning Area A is not impacted by any of the Approach-Departure Corridors. Planning Area A is impacted by Noise Control Zone A and Noise Control Zone B. Noise attenuation measures are required for noise sensitive uses to reduce interior noise levels for both zones. The proposed development must be in full conformance with Chapter 18.57, Airport Environs and Facilities Overlay Zone.

- d. **Applicable Zoning Categories**
Chapter 18.51, CI-1 Zone; Chapter 18.39, General Commercial Standards; Chapter 18.43, CB-1 Zone; and Chapter 18.45, CB-2 Zone; in conjunction with Chapter 18.57, Airport Environs and Facilities Overlay Zone.

- e. **Additional Requirements**
A buffer along the northern boundary with DMAFB will be provided to mitigate on-site visual and noise impacts. The buffer shall be consistent with Bufferyard D in the Pima County Design Manual.

The landscape treatment along Valencia Road shall meet the Landscaping, Buffering and Screening Standards Ordinance, 18.73. CB-1 and CB-2 uses shall meet Bufferyard D requirements.

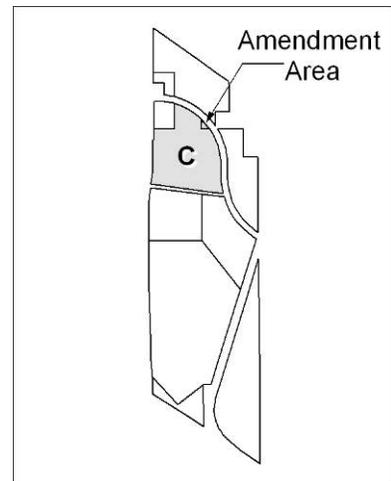
Impervious coverage shall be limited to 75%.

2. **Planning Area C**

Under the existing South Kolb Road Specific Plan, Planning Area C was approximately 59.5 acres.

- a. **Location**

Planning Area C is approximately 60.0 acres with Amendment acreage and is centrally located within the existing South Kolb Road Specific Plan. It is bounded by Valencia Road to the north and east, Kolb Road to the west and the proposed Valencia Road realignment to the south.



- b. **Land Use**

Light industrial and warehouse uses as allowed in CI-1 zone and commercial uses as allowed in CB-1 and CB-2 zones are proposed for Planning Area C, and restricted by Chapter 18.57, Airport Environs and Facilities Overlay Zone.

- c. **Airport Environs and Facilities Overlay Zone**

Planning Area C is partially impacted by Approach-Departure Corridor 2. Residential and commercial uses are restricted within the corridor and use intensity, planned development area and floor area ratio are controlled. Planning Area C is entirely within Noise Control Zone B. Noise attenuation measures are required for noise sensitive uses to reduce interior noise levels. The proposed development must be in full conformance with Chapter 18.57, Airport Environs and Facilities Overlay Zone.



- d. **Applicable Zoning Categories**
Chapter 18.51, CI-1 Zone; Chapter 18.39, General Commercial Standards; Chapter 18.43, CB-1 Zone; and Chapter 18.45, CB-2 Zone; in conjunction with Chapter 18.57, Airport Environs and Facilities Overlay Zone..
- e. **Additional Requirements**
The landscape treatment along Valencia Road, Kolb Road and the proposed Valencia Road realignment shall meet the Landscaping, Buffering and Screening Standards Ordinance, 18.73.

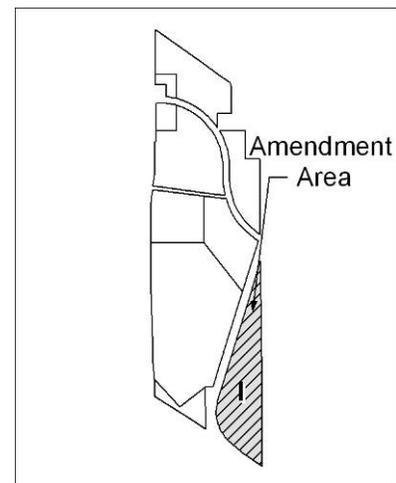
Impervious coverage shall be limited to 70%.

3. **Planning Area I**

There is no Planning Area I under the existing South Kolb Road Specific Plan.

- a. **Location**

Planning Area I is approximately 67.6 acres and located east of the existing South Kolb Road Specific Plan. It is bounded by private property to the east, Union Pacific Railroad to the south and the abandoned DMAFB rail spur to the west.



- b. **Land Use**

Light industrial and warehouse uses as allowed in CI-1 zone and general industrial uses as allowed in CI-2 are proposed for Planning Area I, restricted by Chapter 18.57, Airport Environs and Facilities Overlay Zone.

- c. **Airport Environs and Facilities Overlay Zone**

Planning Area I is entirely within Approach-Departure Corridor 2. Residential and commercial uses are restricted within the corridor and use intensity, planned development area and floor area ratio are controlled. Planning Area I is entirely within Noise Control Zone B. Noise attenuation measures are required for noise sensitive uses to reduce interior noise levels. The proposed development must be in full conformance with Chapter 18.57, Airport Environs and Facilities Overlay Zone.

- d. **Applicable Zoning Categories**

Chapter 18.51, CI-1 Zone and Chapter 18.53, CI-2 Zone; in conjunction with Chapter 18.57, Airport Environs and Facilities Overlay Zone.



e. Additional Requirements

There are no landscape requirements for Planning Area I.

Impervious coverage shall be limited to 60%.

D. Other Variations from Zoning Code

There are no variations from the current Pima County Zoning Code for the South Kolb Road Specific Plan Amendment.



Part IV
Implementation and Phasing Schedule,
Amendment Procedures, Design Guidelines
and Monitoring Report



A. Implementation and Phasing Schedule

1. Introduction

Implementation of the South Kolb Road Specific Plan Amendment is to be in coordination with the existing South Kolb Road Specific Plan. The guidelines set forth in the Amendment are identical to the existing Specific Plan. The existing guidelines will assist both County staff and builders in ensuring consistency in implementation throughout that time. The Specific Plan represents the second step in a four stage process, including:

1. Southeast Area Plan, 1983;
2. Specific Plan;
3. Master Block Plat
4. Block Plats for Appropriate Phase;
5. Development Plans.

The number of building permits issued annually will vary dependent upon economic and growth conditions. The phasing plan, however, provides for an orderly sequence of growth by phase.

2. Implementation Measures

The implementation of the Land Use, Circulation and Public Service elements of the existing Specific Plan and Amendment will be accommodated through the application of the Specific Plan document and additional studies. Land use development in the Specific Plan and Amendment area shall be guided by the Specific Plan Map, Development Regulations, and Design Guidelines and Policies. Transportation improvements will be subject to a Transportation Financing and Implementation Study, prepared by the developer at the time subdivision plats or development plans are prepared. The Financing and Implementation Study shall address the following items:

- Major Streets and Routes
- Internal Project Circulation Improvements
- Roadway Capacity
- Total Facility Demands and Proportionate Shares
- Areas of Responsibility for Pima County, the Primary/Master Developer, and secondary Developers
- Financing Mechanisms

All development related to internal transportation and improvements/financing will be linked with project phase, building permits/impact fees, or other measures identified in the study.

The establishment of design criteria to include internal street widths, typical cross-sections, design speeds, utility locations, maximum design roadway slopes, access control, bike paths and pedestrian way or sidewalks shall be



subject to approval by the Department of Transportation and Flood Control. All landscaping in rights-of-way shall conform to Department of Transportation and Flood Control District standards and must be approved by the Department.

Necessary drainage improvements will be installed by the developer in conjunction with development plans. A master or basin drainage study is not necessary given the site location at the upstream end of drainage areas.

Monitoring Reports described in Section IV.D will summarize the land use and infrastructure implementation on an annual basis. Pima County Development Services will maintain an ongoing implementation file on the project. All development plans and building permits will be required to conform to the existing Specific Plan and Amendment.

3. Phasing Plan

The phasing plan is to be in conjunction with the existing South Kolb Road Specific Plan. Phase 1 is the northern portion of the existing Specific Plan and is part of Valencia Kolb Properties, LLC. Phase 2 is the southern portion of the existing Specific Plan and is part of the Century Park Research Center. The following table identifies the phases of the project and land acreage per phase.

Table IV.A.2: Phasing Plan

Phases	Planning Area	Acreage
1	A & C	15.7
2	I	67.7



B. Administration/Amendment Procedures

1. Overview

The South Kolb Road Specific Plan Amendment will be implemented through development plans and building permits. There are three entities involved in the implementation of the Amendment; the primary developer, the secondary builders/developers, and Pima County Development Services.

The primary developer is responsible for planning and coordinating the construction of the basic infrastructure facilities to serve the planning areas within the existing Specific Plan and Amendment. The primary developer shall be responsible for the implementation of the spine infrastructure system. If ownership of the primary developer changes, the subsequent owner will be responsible for implementing and coordinating the construction of the basic infrastructure facilities.

The secondary builders/developers are those individuals and firms who purchase a planning area or portions of a planning area. The builders are responsible for building on individual lots within this area of ownership.

Pima County Development Services will serve a review and monitoring function for the implementation of the existing Specific Plan and Amendment. The Department will review annual monitoring reports, coordinate subdivision and design review, and maintain a current and accurate file for public information. Obligations of the primary and secondary developer for transportation improvements will be clearly defined in the Transportation Implementation and Financing Plan.

2. Insubstantial Changes

Pima County Development Services will administer the South Kolb Road Specific Plan Amendment. Insubstantial changes to the plan may be administratively decided and coordinated by the Department Director; i.e. those changes which deal with density transfers and do not increase the number of dwelling units within a planning area. An application for insubstantial changes shall be submitted to the Pima County Development Services with a project status report and description of why the change is needed. The Planning Director may either grant or deny the insubstantial change. If the requested change is denied on the basis that the change is substantial, an amendment to the Specific Plan may be applied for.

A substantial change in land use intensity, land use regulations, or design guidelines requires a plan amendment in accordance with Section 18.90.080 of the Pima County Zoning Code. Plan amendments require staff, Planning and Zoning Commission and Board of Supervisors review.

3. Specific Plan Amendment

The Specific Plan may be amended as outlined in Section 18.09.080 of the Pima County Zoning Code. A substantial change in land use designations, land use regulations, or design guidelines requires a plan amendment in accordance with



Section 18.90.080 of the Pima County Zoning Code. Plan amendments require staff, Planning and Zoning Commission and Board of Supervisors review. A substantial change, as determined by the planning director, shall require a noticed public hearing and action by the Board of Supervisors.

C. Design Guidelines

1. Introduction

The purpose of the Design Guidelines is to guide the character of future development. The intent of the guidelines is to encourage innovative planning while maintaining high standards of architectural and landscape design. The Design Guidelines are intended to enhance the visual quality of the two adjacent scenic routes, Kolb and Valencia Roads. The guidelines also promote project-wide architectural and landscape integrity, protecting property values within and adjacent to the specific plan boundary. The provisions of this chapter are not regulatory, but are designed to augment the existing zoning code.

The following design elements are encouraged:

- Architectural themes with an aesthetically pleasing and cohesive development which create a sense of identity;
- Building height and mass should be varied with integrated buffers and landscape themes.

The following elements are to be avoided or minimized in site and architectural design:

- Long unarticulated building facades;
- Continuous, unbroken screen walls;
- Incompatible use of colors and materials among different uses.

2. Streetscapes

a. Perimeter Streets

Kolb and Valencia Roads are designated scenic routes. A Scenic Routes Ordinance is currently being prepared by County Staff in conjunction with a citizens committee. The draft ordinance classifies Kolb and Valencia Roads as Urban Arterial Routes. An Urban Arterial Route is "planned to function primarily as a major transportation and mass transit corridor and is planned to encourage adjacent higher intensity uses to justify regular transit service. It is characterized by a built environment, the aesthetics of which are of particular importance due to the number of people traversing these routes on their daily trips."

The objective of the Scenic Routes Ordinance is to create and maintain attractive streetscapes on well traveled roadways with native and drought-tolerant vegetation. Development on the South Kolb Road Specific Plan Amendment site is required to meet the Scenic Routes



Ordinance when and as adopted. In addition, the following elements are to be incorporated into the project design:

- A landscape buffer along the Valencia and Kolb Road frontages shall consist of a minimum of a 15 foot wide buffer.
- A variety of building setbacks shall be provided from Kolb and Valencia Roads with minimum setbacks of 30 feet and 60 feet respectively.
- Sidewalks will be provided along the arterial and internal spine roadway.
- The perimeter landscape buffer shall vary in width to reflect varied building setbacks.
- The buffer shall contain either existing, undisturbed vegetation or revegetation of drought tolerant species which are typically found on the project site, surrounding properties.
- Buildings to avoid a monotonous appearance through the use of materials and architectural design. Buildings to have projections, varying rooflines, or a change in building materials. Landscaping to be integrated with the building height and mass.
- All parking areas shall be screened from view from Kolb and Valencia Roads enhanced with perimeter screening and landscaping.
- All new or relocated utility lines shall be placed underground if feasible.
- Building elevations along Kolb Road and Valencia Road be varied to provide an appropriate streetscape review.

b. Internal Streets

The streetscape for the spine road within the existing Specific Plan area shall include landscape material from the recommended plant list in the Pima County Design Manual. The spine road does not impact the Amendment. The official plant list includes a wide variety of drought tolerant vegetation which is well suited to the desert environment. Landscape berms will be utilized to visually enhance the development and to screen parking areas. The landscape berms may be provided with or without walls, and shall be in conformance with the Landscape Design Manual. All new or relocated utility lines shall be placed underground if feasible.

3. Entries

Major entries to the South Kolb Road Specific Plan are at three locations along Kolb Road and two along Valencia. There are currently no planned major entries for the Amendment. A combination of landscaping, entry monuments, and building setbacks shall be used to create a positive visual statement at the major entries.

- The entries shall be defined by a 50 foot radius as measured from the property corners at these intersections.



- The area within the radius shall be landscaped with accent trees and plantings which may vary from but shall be consistent with the scenic route landscape theme. The landscaping must also be in accordance with the landscaping and buffers (Chapter 18.75) and Scenic Route chapters of the Zoning Code.
- The plantings and monuments shall be consistent at all entries. Monuments are to be constructed and designed in conformance with the standards for freestanding signs in Chapter 18.79 of the Pima County Zoning Code Sign Standards. Monument signs shall also conform to the Scenic Routes Ordinance, when and as adopted.
- Monument signs at entry points and along the internal spine roadway shall reflect and be compatible with building materials, colors, texture and style.

4. Lighting

Lighting shall be provided in scale with its function and surrounding structures.

- Parking lot lighting fixtures shall have a maximum height of 20 feet, and walkway lighting fixtures shall have a maximum height of 15 feet.
- Accent illumination shall be provided where necessary at entrances and exits. In all instances, outdoor lighting shall be in full compliance with the Pima County Outdoor Lighting Ordinance.
- Parking lot, driveway and walkway lighting shall provide uniform illumination. High pressure sodium lighting (fully shielded, and as permitted in the light pollution code) is encouraged in consideration of light pollution concerns and the provision of a lighting pattern which minimizes contrast between lit and unlit.

5. Architectural Guidelines

The purpose of the Architectural Guidelines is to promote superior site and building design on the project which is compatible with surrounding development and enhances the natural desert environment.

- The sides, front, and roof lines of buildings visible from Valencia and Kolb Roads shall be designed such that they jog, have slight projections or material changes or are interrupted by landscaping in order to avoid a monotonous appearance, in accordance with the Scenic Routes Ordinance.
- A common theme for lighting, signage, street furniture, materials and colors shall be established in conformance with the Scenic Routes Ordinance, the Landscape Ordinance, and the Design Guidelines of this Specific Plan.
- All rooftop mechanical/electrical equipment shall be screened. Buildings shall have varied setbacks from street frontages.
- Loading dock areas shall not be visible from the major streets through a recessed building design, screening, or other means.

6. Transportation Conservation

Transportation conservation measures include both policy decisions whereby ride sharing and alternative modes of transportation are promoted, as well and physical improvements which facilitate the implementation of conservation



measures. The following policy and design measures are proposed to supplement the county trip reduction ordinance.

- Provide onsite transit boarding location as illustrated on the Circulation Concept.
- Encourage employers to provide incentives for ride sharing (such as preferential parking) or to subsidize alternative transportation modes (such as bus passes or vanpooling programs).
- Coordinate employer transportation programs on a site-wide basis to increase potential benefits.
- The property owner(s) shall participate in a sub-regional of park and ride lot if warranted in the future.
- Promote flexible working hours and staggered shifts to avoid traffic congestion at peak hours.
- Encourage employees to provide physical improvements which will facilitate the use of alternative modes of transportation including bicycle racks and showers/locker rooms.

D. Monitoring Report

The South Kolb Road Specific Plan Amendment Phasing Plan will guide development in the plan area over time. The Monitoring Program is designed to facilitate development plan review and to ensure continuity in plan administration.

The Pima County Specific Plan Ordinance requires that the principal owner or developer of the Specific Plan prepare annual Progress Reports for County staff, the Planning and Zoning Commission and Board of Supervisors. The purpose of the report is to compare actual progress with the Phasing Plan. The progress reports shall contain the following information:

- Project Phasing and Project Development
- Plan Area Phasing
- Infrastructure Improvements
- Zoning Violations (if applicable)
- Review and Approval Progress
- Development Plan submittals
- Number of permits issued
- Number of structures built or under construction



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