



# MEMORANDUM

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DATE: April 15, 2009  
For April 30, 2009 Hearing

TO: Peter M. Gavin  
Zoning Examiner

FROM: *Albert Elias*  
Albert Elias, AICP  
Urban Planning & Design  
Director

SUBJECT: REZONING – URBAN PLANNING AND DESIGN REPORT  
C9-09-03 Meridian Engineering – Santa Cruz Lane, R-1 to P-I and I-1 Zones  
(Ward 1)

**Issue** – This is a request by Mike Grassinger, of The Planning Center, on behalf of the property owner, Meridian Enterprises, LLC, to rezone approximately 27 acres from R-1 to P-I and I-1 zoning. The rezoning site is located on the southeast corner of Santa Cruz Lane and the 34th Street, west of the Interstate 10/Interstate 19 (I-10/I-19) interchange and approximately one-half mile south of Silverlake Road (see Case Location Map). The preliminary development plan proposes I-1 zoning in the center of the site, surrounded by P-I zoning, to allow the development of offices, research and development, contractor’s yards, maintenance shops, light manufacturing and other industrial land uses.

**Department of Urban Planning and Design Recommendation** – The Department of Urban Planning and Design recommends approval of I-1 and P-I zoning, subject to the attached preliminary conditions.

## **Background Information**

**Existing Land Use:** Undeveloped

**Surrounding Zones and Land Uses:**

North: Zoned R-1; Single family residential.

South: Zoned R-1; City of Tucson undeveloped and City of Tucson Water Department facility.

East: Zoned I-1; Undeveloped and Arizona Department of Transportation (ADOT) office.

West: Zoned R-1; Undeveloped and the Santa Cruz River.

**Previous Cases on the Property:**

**C9-80-28 Montalta – South 12<sup>th</sup> Avenue, R-1 & R-4 to I-1.** This was a request to rezone a parcel zoned R-1, 34 acres in size and a parcel zoned R-4, 2.4 acres in size to I-1 to allow the development of an industrial park subdivision. The property is located west of South 12<sup>th</sup>

Avenue, north of 36<sup>th</sup> Street, extended. On September 22, 1980, the Mayor and Council directed staff to prepare an ordinance rezoning the property to I-1. The case was closed on October 25, 1985 because the conditions of rezoning had not been met.

Related Cases:

C9-86-23 McCarville – Bilby Road, R-2 to I-1 This was a rezoning request to allow the development of a wholesale electrical and storage use. Mayor and Council authorized the rezoning September 8, 1986. On October 7, 1991, Mayor and Council approved a time extension to September 8, 1994 subject to a new public hearing. The time to comply with the rezoning conditions expired and the case was closed on September 30, 1994.

C9-94-18 Southwest Value Partners – Tucson Boulevard, R-1 to P-I and I-1 This was a rezoning request to rezone approximately 168 acres from R-1 to P-I and I-1 zoning. The applicant proposes to develop the property with a 69-lot industrial subdivision. On August 7, 1995, the Mayor and Council adopted Ordinance No. 8651 rezoning the site to I-1 and P-I. The applicant requested three time extensions to comply with the conditions of rezoning. However, the case expired on August 7, 2005.

C9-04-05 WRA Investments – Bilby Road, R-2 to I-1. This was a request to rezone approximately 2.19 acres from R-2 to I-1 zoning to allow a building expansion of 10,902 square feet to an existing manufacturing use, 21,098 square feet in size, located south of the rezoning site. The applicant also proposed combining the rezoning site with the property to the south for a total lot area of 4.45 acres. The site is located on the east side of Sears Boulevard between Bilby Road and Ganley Road. On June 28, 2004, the Mayor and Council authorized the requested zoning. The authorized zoning for this case will expire on June 28, 2009.

**Applicant's Request** – The applicant is requesting P-I and I-1 zoning to allow the development of offices, research and development, contractor's yards, maintenance shops, light manufacturing and other industrial land uses on 27 acres.

**Planning Considerations**

Land use policy direction for this area is provided by the *Santa Cruz Area Plan* and the *General Plan*. Both *Plans* have policies that protect established residential neighborhoods by supporting compatible development. The *Santa Cruz Area Plan*, Key Parcel 7 policies provide direction to protect and buffer existing residential areas. They also state that development of this area for industrial or commercial uses should be contingent upon resolution of vehicular access problems. Appropriate design and buffering techniques are recommended to ensure that new, non-residential development is designed in a manner sensitive to established neighborhoods.

*General Plan* Element 2, Land Use Policy 8 supports opportunities for industrial development in locations served by existing infrastructure when appropriate design elements and/or land use transitions are used to mitigate impacts on adjacent, less intensive land uses.

In addition, there is extensive City policy addressing development of a linear park along the Santa Cruz River. The Santa Cruz is identified as a river park in the Santa Cruz Area Plan, Parks and Recreation Ten Year Strategic Service Plan and as Trail #8 of the Eastern Pima County Trail System Master Plan. The Santa Cruz River Park represents the entire western leg of the urban perimeter pathway system.

The Santa Cruz Area Plan states, "Property owners along or in the river should dedicate park land to the City as part of the rezoning process." While adequate City-owned property already exists along the east bank, and dedication of property is not necessary, staff believes it would be appropriate for the developer/owner to make a contribution toward future development of the river park. The Houghton Greenway has a similar cross-section to the current adopted cross-section for river parks. The standard fee for the Houghton Greenway is \$82.00 per linear foot. Based on the subject property's 986 feet of frontage along the river, staff recommends that the owner/developer provide a contribution of \$80,852 to the City of Tucson Parks and Recreation Department, prior to the issuance of the first construction permit.

Land uses surrounding the rezoning site include the Santa Cruz River to the west, a City of Tucson Water Department facility to the south, an Arizona Department of Transportation (ADOT) facility and Interstate 19 (I-19) to the east, and single family residential and industrial uses to the north. ADOT plans a future north-south access lane which will connect the rezoning site directly to Silverlake Road at a point just west of the I-10/Silverlake Road intersection. This proposed ADOT roadway will separate the commercial and industrial traffic generated by the rezoning site from the local traffic on Santa Cruz Lane, 34<sup>th</sup> Street and 36<sup>th</sup> Street. Silverlake Road, located approximately 1,640 feet north of the rezoning site, is identified as a collector street on the *Major Streets and Routes Plan* map, with a future right-of-way width of 100 feet.

The Pima Association of Governments - Transportation Planning Division (PAG-TPD) did not provide estimates concerning the number of vehicle trips per day generated by the proposed development. Field inspection by staff indicates there are currently no billboards on the rezoning site.

### **Design Considerations**

**Land Use Compatibility** – The applicant is proposing to divide 27 acres into 18 lots, ranging from 0.67 acres to 2.5 acres, and to develop an industrial business park comprised of offices, maintenance shops, contractor's yards, light manufacturing and research and development facilities. According to the PDP, I-1 zoning is requested for the six, one-acre, lots, located in the center of the site. P-I zoning is requested for 12 lots around the perimeter of the property. As proposed, the P-I zoning will ensure that the more intense uses (i.e., contractor's and maintenance shops), located on the central six lots, are buffered from existing residences by less intense development (i.e., light manufacturing, research and development and offices).

The existing neighborhood, located immediately north of the rezoning site, consists of one-story residences and large two-story buildings. To buffer the existing residences to the north, a

maximum height of 40 feet is proposed for the industrial structures. A landscape buffer 15 feet in width, including a wall, five feet in height, are proposed on the north, east and south side of the rezoning site. The applicant is proposing a landscape buffer, 30 feet wide and a screen wall, five feet in height along the west property line. To create a softer edge to the rezoning site, and to improve screening, staff recommends that trees planted within the landscape buffers be placed 25 feet apart.

The applicant's PDP does not depict building footprints, parking and loading areas, and/or pedestrian access. According to the Design Compatibility Report, the applicant proposes that the exterior facades of the proposed structures will be designed with materials, color schemes and architectural detail typical of quality southwestern style buildings. All buildings will be designed with four sided architecture, featuring side and rear building facades with comparable character and detail as the front façade. Staff recommends that, in addition to providing the parking, loading, pedestrian access and building footprints, the applicant submit scaled building elevations with color palette and paint code numbers, as part of the development plans submittal for each lot. Also, staff recommends that the parking areas be planted with one tree for every four parking spaces and that the owner/developer provide an on-site seating area with benches, shade trees and trash container for employees. An all-weather path should be provided, connecting the seating area with the on-site pedestrian walkway system.

The applicant has identified three major site constraints and maintains that all three may be mitigated with appropriate site layout, buffering and other design elements. Those constraints are: the existence of a Santa Cruz River erosion hazard setback; evidence of cultural resources on the site; and high-density vegetation located in the northwest corner of the property. These constraints are discussed below. The site is outside the Santa Cruz River floodplain, however, it is constrained by an erosion hazard setback that extends from 160 to 360 feet into the west side of the property. According to the General Site Inventory, all proposed buildings and other permanent structures will be located outside the designated erosion hazard setback.

At the southeast of the corner of Santa Cruz Lane and 34th Street, an L-shaped levee retains runoff on the rezoning site. According to a study entitled, *Herpetofaunal Habitat Quality Status of the Santa Cruz River Floodplains between Ajo Way and Silverlake Road, Tucson, Arizona*, prepared in 2007 by Philip C. Rosen, Ph.D., University of Arizona, in conjunction with RECON Environmental, Inc., "the effect of the levee on this small area indicates that rich vegetation may be restored on this original floodplain terrace rather easily." The study characterizes this vegetated area of the rezoning site as a "wild floodplain garden" and ... "the largest stand of poinsettia seen by the author in Tucson."

The study further states that the environment hosts a significant mosquito population and that the historic floodplain terrace east of the Santa Cruz River from the Tucson Diversion Channel to Silverlake Road retains significant amphibian populations and conservation potential despite decades of neglect and heavy disturbance. The study recommends that the three most critical components of any successful conservation in this area are: (1) avoiding excessive road mortality, (2) capturing on-site runoff for vegetation enhancement and for a sufficient summer

rainpool hydroperiod, and, (3) maintaining open space. Based on the study findings, staff recommends that the applicant address the following items as part of the site grading/drainage design and include a written summary of each design solution at the time of development plan submittal:

- 1) How the current supply of water flowing to this area can be maintained in terms of quantity and quality post-development.
- 2) A determination if the supply of additional water to this corner would be beneficial or detrimental to the area, and if it would be beneficial, addressing this in design.
- 3) A determination whether it would be appropriate to increase the native plant diversity in the northwest corner of the property.
- 4) Address mosquito breeding issues, if breeding is occurring (e.g. consult with Dr. Rosen about his recommendations for the use of BTI, or other mosquito management strategies).

Cultural/Archaeological Resources – According to the included 2006 archaeological testing report, significant prehistoric archaeological features, including human burials, are preserved beneath the current ground surface.

Staff recommends that, if possible, the planned development avoid the northeastern and northwestern portions of Parcel No. 118-11-049J, where concentrations of archaeological remains (including human remains) were identified during archaeological testing. These areas could be landscaped or paved for parking if they are covered with imported fill, and planting holes or any structures do not penetrate the layer of fill.

In addition, any development and related site preparation on the remainder of the parcel must be preceded by archaeological clearance through a phased archaeological data recovery plan conducted by a professional archaeological consultant permitted by the Arizona State Museum (ASM). If the northeastern and northwestern portions of the parcel are to be developed, then they must also be included in the phased archaeological data recovery to clear those areas prior to construction or related site preparation.

Because the archaeological consultant will be conducting excavations within the boundaries of a recorded archaeological site (AZ BB:13:17, ASM), a research design and workplan must be submitted to the ASM (required by state law) and the Tucson Historic Preservation Office (a condition of this rezoning) for prior approval. The ASM will also consult with Native American tribes to develop an project burial agreement to comply with Arizona Revised Statute §41-865, which provides protection to human remains and associated funerary objects that exceed 50 years in age and are located on private lands.

The site is within 1,000 feet of the a closed City of Tucson landfill located north of 44<sup>th</sup> Street and west of I-19. However, because the landfill is closed, compliance with the requirements of Ordinance Number 8852 is not required.

Drainage/Grading/Vegetation – The site does not lie within a mapped regulatory floodplain or within a balanced or critical basin. Detention is not required to lower peak flow rates. This is a commercial/industrial site greater than one acre in size, therefore, threshold retention would typically be required to store the difference between existing and proposed five-year flow volumes. However, due to the site’s location near the Santa Cruz River and the likelihood of onsite pollution controls that will retain flow, the typical detention/retention conditions will not be requested. Soils are Hydrologic Type B, are erodible and have moderate infiltration.

Road Improvements/Vehicular Access/Circulation – Santa Cruz Lane has 60 feet of dedicated right-of-way. Thirty-fourth Street consists of an easement, 34 feet in width, with 24 feet on the subject property and 10 feet on the properties to the north of the rezoning site. There is no dedicated right-of-way for 36th Street along the southern boundary. The west to south ramp from I-19 lies east of the eastern boundary of the rezoning site. Access is proposed from a future ADOT access road connecting the rezoning site to Silverlake Road. On-site vehicular circulation will be in the form of a horseshoe design that will connect at two points along the east property line, ultimately linking with the future ADOT access. The on-site drive will separate the proposed I-1 zoned lots from the proposed P-I zoned lots around the property perimeter. Staff will require the on-site access to be designed in conformance with the Transportation Access Management Guidelines for the City of Tucson.

Staff recommends that a Traffic Impact Analysis at the time of Development Plan review and that the applicant coordinate their roadway improvements with ADOT’s access road improvements. In addition, the following will be required of the applicant/owner/developer:

- 1) Design and construct the off-site improvements along Silverlake Road and adjacent public roadways as identified in the Traffic Impact Analysis accepted by the City of Tucson.
- 2) Dedicate the appropriate/additional right-of-way, as required by Development Services Department, along the Santa Cruz Lane and 34th Street frontages of the site, to accommodate necessary roadway improvements.
- 3) Install the necessary/additional pavement (to achieve a minimum 24' wide pavement section), curbs and sidewalks along the Santa Cruz Lane and 34th Street frontages of the site.

Neighborhood Agreement - The applicant is proposing the use of deed restrictions subject to Covenants, Conditions and Restrictions (CC&Rs). The CC&Rs will include the following as agreed to by the property owner during several meetings with neighborhood representatives:

- 1) All vehicular access will be restricted to the future ADOT service road and the internal right-of-way of 55 feet.
- 2) The list of land uses identified in Appendix A of the Design Compatibility Report will be restricted within the proposed P-I and I-1 zones.
- 3) The property owner will extend the sewer line for connection to the residences located along 34<sup>th</sup> Street.

- 4) Approximately 1.2 acres located in the northwest corner of the property will be preserved as natural open space.
- 5) An enhanced landscape buffer will be installed along the perimeter of the site with a masonry wall, five feet in height, along the northern boundary.

Tucson International Airport - The rezoning site is within the Tucson International Airport public disclosure area and traffic pattern airspace, but not within the City of Tucson Airport Environs Zone. The Tucson Airport Authority requests that, prior to the City's approval of the development plan or final plat, whichever occurs first, the property owner shall record the Airport Disclosure Statement form that discloses the existence, and operational characteristics of the Tucson International Airport, to future owners or tenants of the property and further conveys the right to the public to lawfully use the airspace above the property. The content of such documents shall be according to the form and instructions attached.

**Conclusion** – The rezoning proposal is consistent with the policy direction in the *Santa Cruz Area Plan* and the *General Plan*. *General Plan* Element 2, Land Use Policy 8 supports opportunities for industrial development in locations served by existing infrastructure when appropriate design elements and/or land use transitions can be utilized to mitigate incompatible impacts on adjacent less intensive land uses. Both *Plans* support non-residential development, if it can be designed to be compatible with adjacent uses, especially established neighborhoods. Subject to compliance with the attached preliminary conditions, approval of the requested P-I and I-1 zoning is appropriate.

AIRPORT DISCLOSURE STATEMENT

The undersigned purchaser(s) of a lot in the subdivision known as \_\_\_\_\_, a Pima County subdivision recorded in Book \_\_\_\_\_ at Page \_\_\_\_\_ of Maps and Plats, acknowledges that the property lies in proximity to Tucson International Airport and that the property is subject to aircraft overflight and noise that may be annoying or objectionable to some persons.

Flight patterns within 5 nautical miles of Tucson International Airport (TIA) are controlled by the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) according to rules and guidelines for maintaining aircraft separation. The ATCT at TIA is in operation 24 hours per day. According to FAA rules, except when necessary for takeoff and landing, aircraft may not fly below 1000 ft. above ground level in populated areas.

While air traffic may be generalized into tracks, it is, by nature, dispersed. Aircraft may approach and depart the airports from any number of directions. Flight paths vary depending on a variety of factors including origin/destination, wind conditions and other aircraft in the traffic pattern. As a result, any property in the vicinity of an airport is likely to be subject to aircraft overflight and its impacts to some degree.

As traffic approaches or departs an airport it is lower to the ground, more concentrated and more frequent. The area where air traffic converges as it approaches and departs the airport is represented by the FAA Traffic Pattern Airspace. This area is shown on exhibit A, attached. Lower altitudes and more frequent activity increase the perceived impacts of aircraft on the ground within this area.

The most significant impacts occur within noise contours. Noise contours depict the area where average noise exposure over a 24 hour period is considered "significant" by FAA standards. Measures such as sound insulation of structures and land use planning to exclude noise sensitive uses are required to maintain compatibility within these areas. As explained, aircraft approach and depart the airports on dispersed paths. As a result, a property that is outside established noise contours may still be impacted by the effects of periodic aircraft overflights.

Flight patterns are apt to shift or change over time. Changes in operations may occur due to weather, changes in users, changes in aircraft type, military missions, weather conditions, etc. Similarly, TIA has a master plan that identifies plans for future expansion and development needs. These plans are updated every several years to respond to the needs of the aviation community.

The undersigned acknowledges that the Tucson Airport Authority, the City of Tucson and all persons lawfully using the Airport have the right to operate aircraft in the airspace above and near the property and does not consider that the existence of the airport or use of the airspace above and near the property adversely affects the undersigned.

Dated this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

Purchaser \_\_\_\_\_ Date \_\_\_\_\_

Purchaser \_\_\_\_\_ Date \_\_\_\_\_

Preliminary Conditions – April 10, 2009

PROCEDURAL

1. A subdivision plat in substantial compliance with the preliminary development plan dated February 2, 2009, and the Design Compatibility Report, is to be submitted and approved in accordance with Sections 4.1.1 of the *Land Use Code*. A development plan for each individual lot is to be submitted and approved in accordance with Section 5.3.8 of the *Land Use Code*.
2. The property owner shall execute a waiver of potential claims under A.R.S. Sec. 12-1134 for this zoning amendment as permitted by A.R.S. Sec. 12-1134 (I) in the form approved by the City Attorney and titled “Agreement to Waive Any Claims Against the City for Zoning Amendment”.
3. An archaeological assessment and survey shall be performed by a qualified archaeologist before any grading or other ground modification takes place. If cultural features or remains are found, testing and data recovery shall be completed as needed. Copies of testing plans, testing reports, data recovery plans and final reports shall be submitted to and approved by the City Historic Preservation Office prior to construction work commencing. If, during construction, human remains and/or associated burial items are discovered, ground disturbing activities in the vicinity of the discovery will cease, the discovery site will be secured, and the Arizona State Museum will be immediately notified as required under A. R. S. 41-865.

Because the archaeological consultant will be conducting excavations within the boundaries of a recorded archaeological site (AZ BB:13:17, ASM), a research design and workplan must be submitted to the ASM (required by state law) and the Tucson Historic Preservation Office (a condition of this rezoning) for prior approval. The ASM will also consult with Native American tribes to develop an project burial agreement to comply with Arizona Revised Statute §41-865, which provides protection to human remains and associated funerary objects that exceed 50 years in age and are located on private lands.

4. Any relocation, modification, etc., of existing utilities and/or public improvements necessitated by the proposed development shall be at no expense to the public.
5. “Safe by Design” concepts shall be incorporated in the development plan for review by the Tucson Police Department.
6. Owner/developer shall enter into a Sewer Service Agreement with Pima County that specifies the improvements to be made to Pima County's public sewerage system, and the timing of said improvements.
7. The owner/developer shall record the Airport Disclosure Statement form that discloses the existence, and operational characteristics of the Tucson International Airport, to future owners or tenants of the property, prior to the City's approval of the development plan or final plat. The Airport Disclosure Statement shall further convey the right to the public to lawfully use the airspace above the property.

Preliminary Conditions – April 10, 2009

8. Five years are allowed from the date of initial authorization to implement and effectuate all Code requirements and conditions of rezoning.

#### LAND USE COMPATABILITY

9. All buildings shall be designed to have five-sided architecture. Building facades at the rear and sides shall have architectural character and detail comparable to the front façade, including but not limited to a full mix of the color palette with paint codes and dimensioned elevation drawings shall be submitted as part of the development plan.
10. All roof design and materials shall match the Park Industrial zoned development portion of the rezoning site. All metal roof surfaces shall have a glare resistant finish and flat roof surfaces shall be limited to earth tone colors.
11. The buildings shall not exceed a height of forty feet.
12. All walls visible from a public right-of-way and/or adjacent to existing residential development, are to be graffiti-resistant and incorporate one (1) or more visually appealing design treatments, such as the use of two (2) or more decorative materials like stucco, tile, stone, or brick; a visually interesting design on the wall surface; varied wall alignments, (jog, curve, notch, setback, etc.); and/or trees and shrubs in voids created by the wall variations. The design of the wall shall be consistent with the overall architectural design theme of the complex. A wall detail shall be provided as part of the development plan submittal to demonstrate compliance with this condition.
13. Six (6) inch wide fence block or greater shall be used for perimeter walls.
14. The hours of operation on outdoor activities on the Park Industrial zoned lots shall be limited to 6:00 A.M. to 10:00 P.M. Entrance and exit points shall be only along the east boundary of the site.
15. All outdoor lighting, both wall and pole mounted, shall be full cutoff, directed down and shielded away from adjacent parcels and roadways. Pole lights shall not exceed the height of any adjacent building.
16. All exterior mechanical equipment shall be screened from view of the surrounding properties and public roadways, including the elevated Interstate lanes.
17. The owner/developer shall provide an on-site, outdoor seating area with a bench, trash container and an all-weather pedestrian path connecting the seating area to the on-site walkway system.

Preliminary Conditions – April 10, 2009

DRAINAGE/GRADING/VEGETATION

18. Should buffelgrass be present on the site, a buffelgrass mitigation management plan shall be created for the site as a component of the Native Plant Preservation Plan portion of the Landscape Plan.
19. One canopy tree shall be provided for every four parking spaces within each vehicular use area. Alternately, the applicant may demonstrate, through a shade pattern analysis that the shade created by mature canopy trees, buildings and other structures on the vehicular use area, during summer June or July between 9:30 A.M. and 3:30 P.M., shall cover fifty percent of the paved area.
20. All trees planted within the landscape buffer areas shall be placed twenty-five feet apart.
21. Applicant to work with ADOT to provide buffering along the ADOT access lane that abutts the adjacent residential structures. Such buffering may include wall, screening or vegetation. The applicant is to provide evidence at time of Development Plan submittal that they have contacted ADOT about this matter.
22. Rain water harvesting must be conducted at this site per the requirements in Land Use Code (LUC) section 3.7.1.1.A, requiring that landscaping should accomplish natural resources conservation; LUC Section 3.7.4.3.B requiring integration of grading, hydrology and landscaping to make the maximum use of stormwater for on-site irrigation; and LUC Section 3.7.4.5.B requiring that stormwater and runoff harvesting be used to supplement drip irrigation for both new and preserved vegetation. Techniques to design and implement water harvesting are described in the City of Tucson Water Harvesting Guidance Manual. This document can be downloaded as a pdf file from the following website: <http://dot.ci.tucson.az.us/stormwater/>.

To comply with the above-referenced LUC sections, rainwater harvested from building roofs, sidewalks, and parking lots shall be employed to assist in supporting landscaped areas including parking lot tree wells, landscape buffers, sidewalk plantings, and other vegetation locations at the site. Site plans shall include Water Harvesting Plan & Detail sheet(s) showing all water harvesting locations at the site including common areas, perimeter buffer areas and any retention/detention basins and should include the length, width and finished depth of the water harvesting areas, curb openings, raised walkways, use of mulch, and drainage arrows showing runoff routing to each water harvesting area and information on where overflow will be routed. Consult the Office of Conservation and Sustainable Development prior to the development of water harvesting plans.

23. Prior to grading, the owner/developer shall delineate the limits of grading from the proposed open space area by installing a temporary fence to enclose the 1.2-acre open space area.

Preliminary Conditions – April 10, 2009

24. The developer/owner shall address the maintenance of the 1.2 - acre open space area in the northwest corner of the site by including the following items as part of the site grading/drainage design and a written summary of each design solution at the time of development plan submittal:
- a. How the current supply of water flowing to the 1.2 - acre open space area can be maintained in terms of quantity and quality post-development.
  - b. If the supply of additional water to this corner would be beneficial or detrimental to the area, and if it would be beneficial, addressing this in design.
  - c. If it would be appropriate to increase the native plant diversity in the northwest corner of the site within the 1.2 - acre open space area.
  - d. If mosquito breeding is occurring on the site, the owner/developer shall consult with a professional biologist for their recommendations for the use of BTI, or other mosquito management strategies. Note that mosquitoes harboring under shady vegetation does not necessarily mean they are breeding at that location.

#### ROAD IMPROVEMENTS/VEHICULAR ACCESS/CIRCULATION

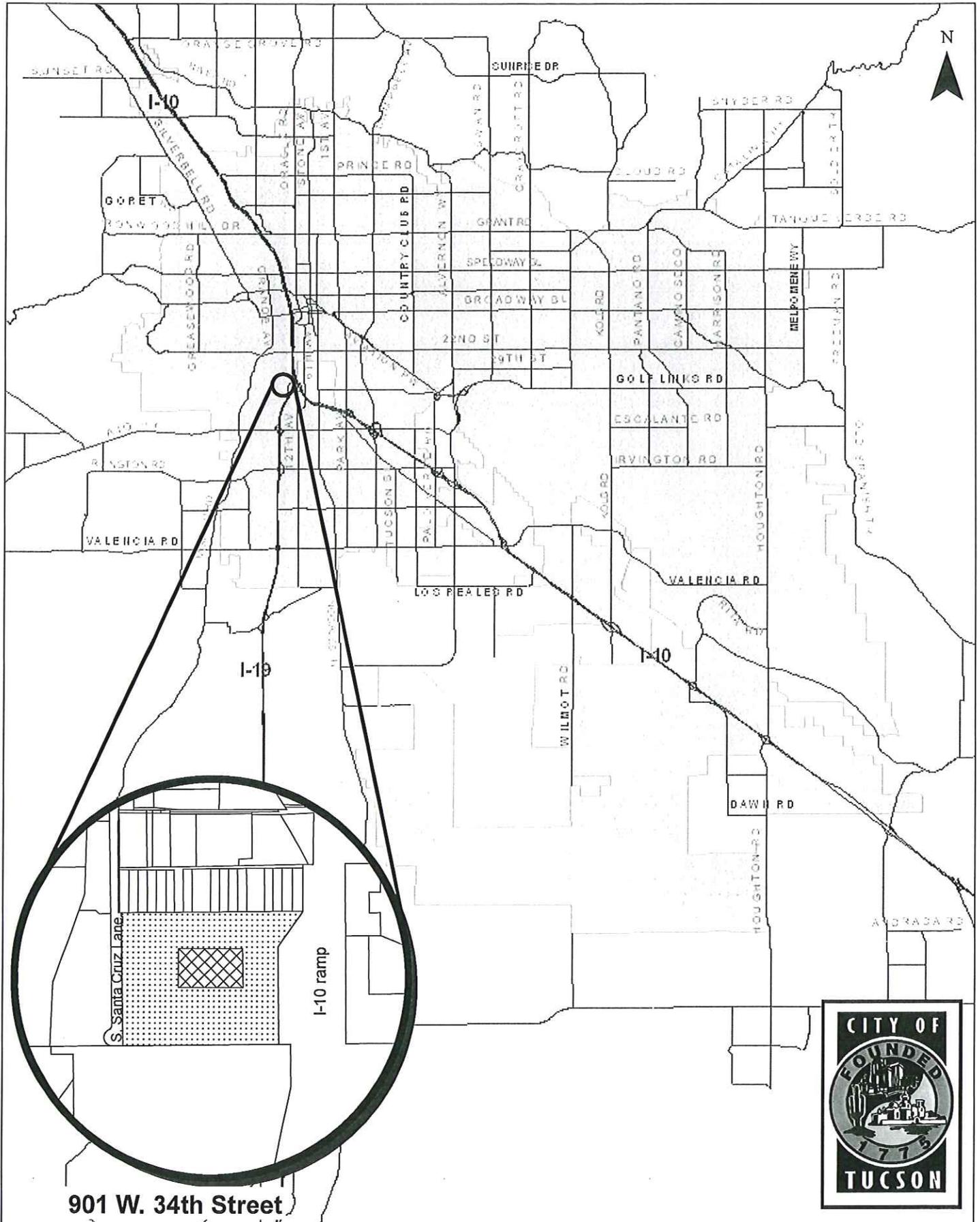
25. The owner/developer shall submit a Traffic Impact Analysis at the time of Development Plan review.
26. The owner/developer shall place signs within the complex, directing traffic to the ADOT access road, north to Silverlake Road.
26. The Traffic Impact Analysis (TIA), submitted with the Development Plan, shall address potential public roadway improvements required as a result of development on the rezoning site. If the TIA recommends improvements along Silverlake Road and/or adjacent public roadways, the owner/developer shall be responsible for the design and construction of said improvements.
27. All access drives shall be in conformance with the Transportation Access Management Guidelines for the City of Tucson.
28. The owner/developer shall dedicate of appropriate/additional right-of-way, as required by DSD, along the Santa Cruz Lane and 34th Street frontages of the site to accommodate necessary roadway improvements.
29. The owner/developer shall install the necessary/additional pavement (to achieve a minimum 24' wide pavement section), curbs and sidewalks along the Santa Cruz Lane and 34th Street frontages of the site.
30. The owner/developer shall coordinate/connect their roadway improvements with ADOT's access road improvements.

Preliminary Conditions – April 10, 2009

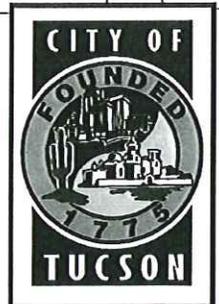
31. The owner/developer shall provide a contribution of \$80,852.00 (\$82.00 X 986 feet of frontage along the river) to the City of Tucson Parks and Recreation Department, prior to the issuance of the first construction permit, as part of a contribution toward future development of the river park.

s/rezoning/C9-2009/C9-09-03 preliminary conditions.doc

# C9-09-03 Meridian Engineering - Santa Cruz

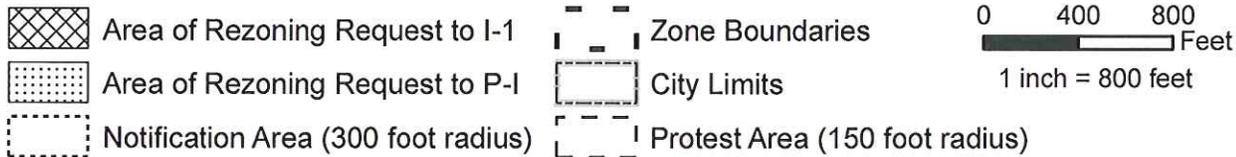
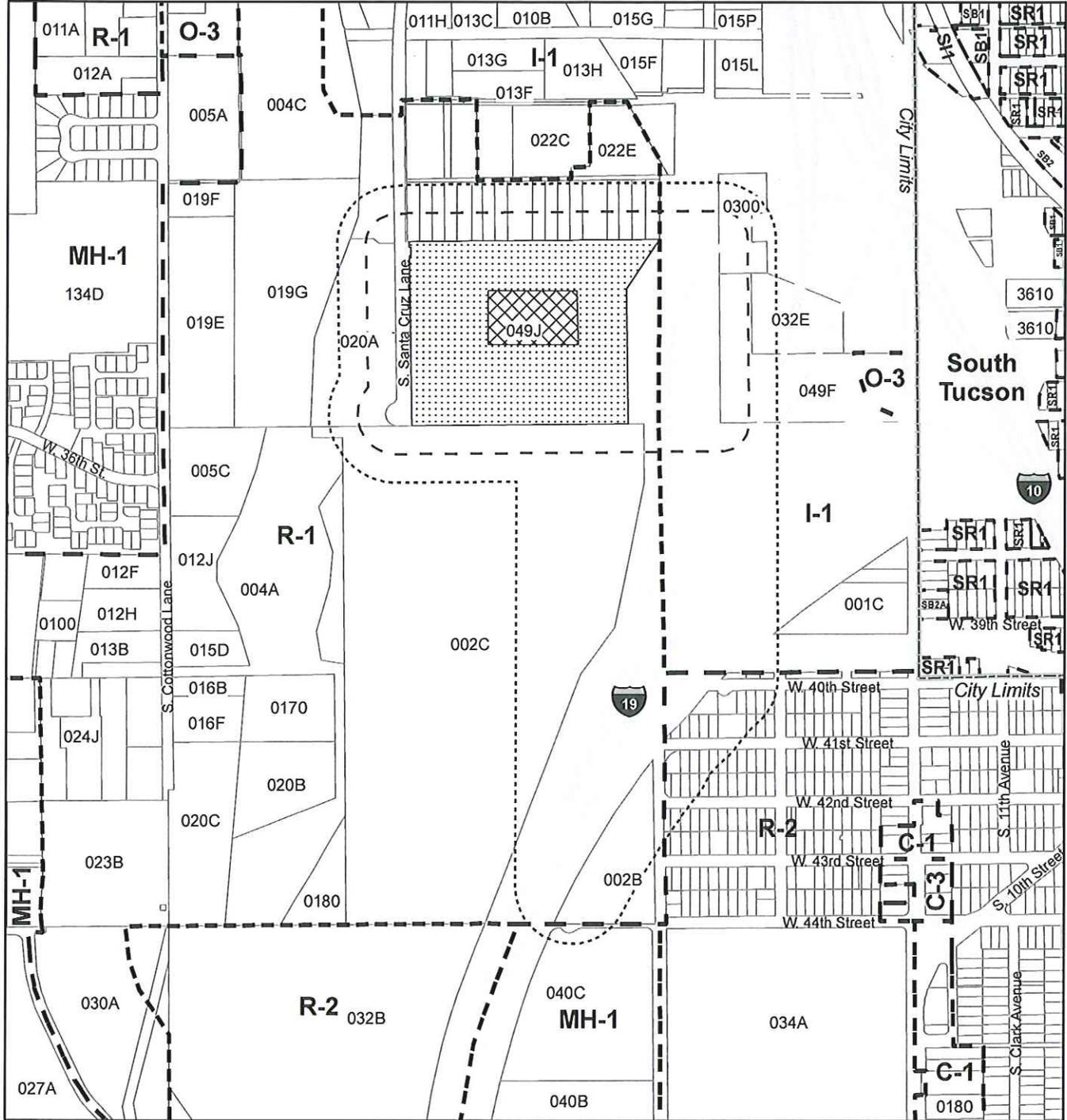


901 W. 34th Street



# C9-09-03 Meridian Engineering - Santa Cruz

Rezoning Request: from R-1 to I-1 & P-1



Neighborhood, Area Plan(s): Santa Cruz River Area Plan  
 Address: 901 W. 34th Street  
 Base Maps: Sec.23 T.14 R.13  
 Ward: 1





**C9-09-03 Meridian Engineering - Santa Cruz**  
February 2009 Aerial