

The Bridges

Planned Area Development

PAD Amendment for Sub-Areas B: April 2018

Prepared for:
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BP Bridges Partners #2, LLC

February 2007, Ordinance #10383
Reference Case# C9-06-32
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The Bridges PAD Amendment for Sub-Areas B

(April 2018)

Prepared for : **City of Tucson Planning & Development Services Department**
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PAD Amendment User's Guide:

For quick identification, the Bridges PAD Amendment is packaged with the 2018 PAD Amendment pages printed on white paper and the original 2007 PAD pages printed on buff paper. As such, the 2018 PAD Amendment focuses on Sub-Areas B (B-I, B-II, B-III and B-IV), including updates for conformance with the Unified Development Code (UDC). The original 2007 PAD content retains references to the Land Use Code (LUC) and the existing commitments for Sub-Areas A, D, E and F.

The Bridges PAD

Mayor and Council Approved (February 2007)

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Section A: Introduction and Policy

A.1 INTRODUCTION

Vision for the Bridges: Tucson's Employment Center

The vision for the Bridges is to become Tucson's premier employment center and business hub, with room for dozens of companies and as many as 20,000 employees. Tucson and southern Arizona is short of well-located, shovel-ready development sites for corporate offices and corporate headquarters. The Bridges has substantial room for companies to locate and to grow. It's a place that blue chip national companies already have committed to while others are actively evaluating. It is home to the University of Arizona's UA Tech Park at the Bridges, a next-generation research and office park that will secure the relationship between science, technology, and business applications. The Bridges also is home to the highly successful Tucson Marketplace, a modern, active retail/restaurant/entertainment district. Finally, the Bridges will be home to many of the people who work there along with others who work in downtown Tucson, at the UA, and at the airport employment district. A new urban residential village and Town Square is being planned to offer great places to live, to enjoy the outdoors in the new Sonoran Desert-themed park, and to walk and bike ride on paths connected to Tucson's Loop Trail. From the urban residential village, it is a short walk to work, to shop, to date night destinations, to coffee shops, to the gym, and to cultural landmarks in nearby neighborhoods.

The 350-acre Bridges site is located between downtown and Tucson International Airport. It is 10 minutes from downtown and TIA, the University of Arizona, Banner-University Medical Center Tucson, and, Davis-Monthan AFB. It is close to many amenities, including the Kino Sports Complex and the Southern Arizona VA Hospital and Health Care System. Over 750,000 people live within a 25-minute drive of the Bridges. And, it is easy for them to get to the Bridges due to its superior location on I-10, one mile east of the I-19 interchange.

The Bridges is positioned to significantly expand job growth and the economies of the region, the City of Tucson, and the neighborhoods that surround it. In order for it to evolve from a vision to a fully-realized district that is part of the fabric of the City, the existing zoning for a portion of the site needs to be amended.

Purpose of this Amendment to the 2007-Approved Planned Area Development

The purpose of this Planned Area Development (PAD) Amendment is to strategically re-position the Bridges as a shovel-ready economic development area for Tucson by making the underlying zoning consistent across the site. The Bridges is rising from a challenged real estate market over the past decade since the PAD for the area was first conceived, reviewed, and approved. The original vision – to accommodate a variety of residential, commercial and research uses – is evolving as interest in the area is once again emerging. The Bridges can be an even more significant asset for future economic development for the City as a strategically-located regional employment center and mixed-use district. Currently, the approved 2007 Bridges PAD limits necessary regulatory tools that could otherwise enhance economic development at the site. Specifically, the existing zoning within the B Sub-Areas prevents the introduction of commercial and office development. The Mayor and Council-approved 2007 Bridges PAD now requires an Amendment to competitively position the property for the diversity of office development opportunities and formats in the post-recession global marketplace. An Amendment for the B Sub-Areas will establish a consistent underlying zoning relative to the adjacent Sub-Areas A, D, E and F's existing base zoning, i.e., Office/Commercial/Residential (OCR-1). This PAD Amendment presents a broader framework to accommodate additional permitted uses within the Sub-Areas B (B-I, B-II, B-III and B-IV) and complement the overall vision for the Bridges.

Overview of the Bridges Development

The Bridges provides the City of Tucson with a destination development that includes a wide range of uses to grow the City's commercial, office, residential, and employment bases. Through the use of unifying design elements, including architectural style, landscape design and urban design with special attention paid to its public spaces, this project continues to be valuable in uses and authentic in style. Sub-Areas have been established to allow an individual treatment for each land use while maintaining cohesive design elements throughout the entire project. The Bridges focuses on a community-driven approach, accomplished by creating connections to the surrounding neighborhoods for easy access into the site, and providing numerous opportunities to work, shop, live, and play. The development program is already proving immediate, tangible, and lasting benefits for the local neighborhood, downtown Tucson, and the Tucson metropolitan area at large.

Development Guiding Principles

The next phase of development at the Bridges – the subject of this Planned Area Development (PAD) Amendment for Sub-Areas B – will create a unique mixed-use community that integrally links functionality, economics, and aesthetics. Sub-Areas B-I, B-II, B-III and B-IV may develop entirely as office, residential, commercial, or any combination of these uses. Market conditions will dictate how a combination of these uses will be developed within these Sub-Areas B.

The development will:

- Create Tucson’s premier employment center with significant permanent employment opportunities for local residents and the Tucson region as part of future office development and the nearby UA research park and commercial center,
- Position Tucson and Southern Arizona as a leading national center of research, discovery, and technology commercialization; planned as a mixed-use, next generation university research park by the University of Arizona,
- Integrate office and housing elements with the UA Tech Park at the Bridges,
- Establish mutually beneficial synergies with Tucson Marketplace in which the new development provides patrons for the stores, restaurants, and entertainment venues at Tucson Marketplace while the Marketplace provides services and amenities that the new employees and residents need and want; and
- Create parks, common open space, and regional multi-use trails to connect the site internally and to the surrounding community.

The benefits of this Bridges PAD Amendment to the local and regional stage are substantial: significant job growth, active and attractive office, commercial, residential and hospitality development, a flexible, interactive mix of uses, and the further advancement of Tucson’s reputation in the competitive employment arena. In addition, the PAD will bring a new life and prosperity to a currently under-developed area of the City and will significantly further the important revitalization which has begun there.

PAD Amendment Intent

While the Bridges is and will be comprised of distinct and diverse uses, it is the intent of this PAD Amendment to achieve a fully integrated project from economic, operational, and design standpoints that will improve economic development opportunities in the area.

New jobs will be close to existing neighborhood homes and future potential housing so that people can walk to work, to shop, to restaurants and entertainment, and to neighborhood and regional parks and recreation spaces. Existing Tucson companies will grow their businesses at the Bridges, and new companies from outside the area will locate or relocate there. The thousands of new jobs from diverse sectors of the regional and national economies will support existing retail and service businesses in the Bridges area, in downtown Tucson, and beyond.

To an extent not typically seen in new development, the Bridges will be supported by existing infrastructure because it is an urban infill site. Architecture will express the distinctive contributions of the office, residential, and commercial uses. All this new activity will provide tax revenues to support City of Tucson public safety and other services.

A.1.1. Overview of the PAD Amendment for Sub-Areas B

This PAD Amendment is necessary to permit the application of Office/Commercial/Residential (OCR-1) Zone (defined in Section 4.8.6 of the Unified Development Code (UDC)) as the underlying zoning classification for the Sub-Areas B (B-I, B-II, B-III and B-IV). The Amendment allows the Sub-Areas B to develop as office, residential, commercial, or any combination of these uses. The mix of uses may be integrated vertically and/or horizontally. The uses developed within these Sub-Areas shall follow the requirements as set forth within this Amendment of the PAD and associated requirements of the 2007 PAD.

This PAD Amendment amends the following sections of the approved 2007 Bridges PAD related to Sub-Areas B. At the request of the City, portions of the 2007 Bridges PAD are amended herein to address the current status of the property, the greater market and project-related infrastructure. These amended sections include Section A, Section C.1, Section C.2.3, Section C.2.4, Section C.3, Section C.4, and Section C.6.

Section A: Introduction and Policy

The revised Section A expands on the overall refined vision and project goals for the property as the project advances into 2018. Section A addresses the Amendment's conformance with Plan Tucson and previous governing documents.

Section C: PAD District Proposal

The revised Section C describes the Planned Area Development zoning that will make the desired development for Sub-Areas B (B-I, B-II, B-III and B-IV) of the property possible. This revision establishes an Office/Commercial/Residential (OCR-1) Zone (defined in Section 4.8.6 of the Unified Development Code (UDC)) as the underlying zoning classification for the Sub-Areas B and associated design standards for these Sub-Areas. This section also amends the previously approved residential uses in the 2007 Bridges PAD (Section C.2.3 in the 2007 Bridges PAD) and replaces the Residential (R-2) underlying zoning with OCR-1 as the underlying zoning - retaining residential uses within Sub-Areas B under the OCR-1 permitted uses while also allowing office and commercial uses. As part of this Amendment, Section C.2.4 Open Space integrates refinements for the central park and Mini Parks to align with the proposed uses. In addition, Section C.3 Transportation Infrastructure and Section C.4 Drainage and Utility Infrastructure are updated to reflect the existing conditions and future improvements as requested by the City. Finally, Section C.6 Design Review Committee (DRC) reflects the existing DRC process that is established and actively participating in the Bridges' design review process.

Sub Area B Zoning

This PAD Amendment provides the flexibility to the zoning code necessary to respond to future macroeconomic changes, real estate market trends, and local officing and purchasing preferences while still maintaining the overall interconnection of land uses and connectivity with surrounding neighborhoods. The Sub-Areas B zoning district provides and retains flexibility that is not available under traditional zoning, including:

- **Development Standards Customization** to address land use, building types, and setbacks that are unique to the project;
- **Project Phasing Flexibility** to broaden capacity for market changes that could reorder development project priorities;
- **Approval Simplification** to spur implementation with the Design Review Committee and self-certification.

The PAD Amendment defines land use regulations and describes the desired project character and community image of the overall development that will foster a diverse range of uses, build effective linkages among these uses, and also transition effectively to the surrounding neighborhoods.

South Park Neighborhood and Enterprise Zone

The majority of the PAD property is located at the south end of the South Park Neighborhood (South Park) as illustrated by the aerial map (Figure 1). South Park is within Tucson's federally designated Enterprise Zone/Enterprise Community and is rich in cultural and historical significance. It was the subject of the South Park - Hope VI Economic Development Study, conducted by the City of Tucson Community Services Department in 2003. As stated in the Study, the neighborhood was seen as severely lacking in personal merchandise and service options, requiring residents to travel long distances to fulfill their everyday shopping needs.

Other Neighborhoods

The Bridges fresh vision for the project area will present new opportunities for South Park and other established communities surrounding the Bridges including Pueblo Gardens, Western Hill II and Las Vistas neighborhoods (see Figure 6). The vision for a diversity of employment options present opportunities to the local residents. The recent investment in the Bridges, as well as the commercial areas along Ajo Way and the long-term vision for the Kino Sports Complex, are hugely influential in evolving the Bridges and overall area in the destination for economic development.

Existing and Planned Development at the Bridges

- Tucson Marketplace, Sub-Areas A and F: (Tucson Retail and Eastbourne Investments, Ltd.) has developed and is actively marketing and developing its 110-acre property as a major retail destination with regional, neighborhood, and specialty retail, restaurants, and entertainment venues.
- UA Tech Park, Sub-Areas D and E: The University of Arizona is planning to develop a mixed-use, next generation, multi-function university research park and innovation district at the Bridges with a hotel and conference center.
- The central park and the El Paso Greenway corridor will bring open space additions that will provide active and passive recreational opportunities, connections among the land use areas at the Bridges, and links to local and regional trails and bikeways, including the Pima County Loop, and connectivity to area neighborhoods.
- Additional plazas, pedestrian gathering areas, and trails are provided and planned for the commercial center, office, residential, and commercial areas, and UA Tech Park at the Bridges.

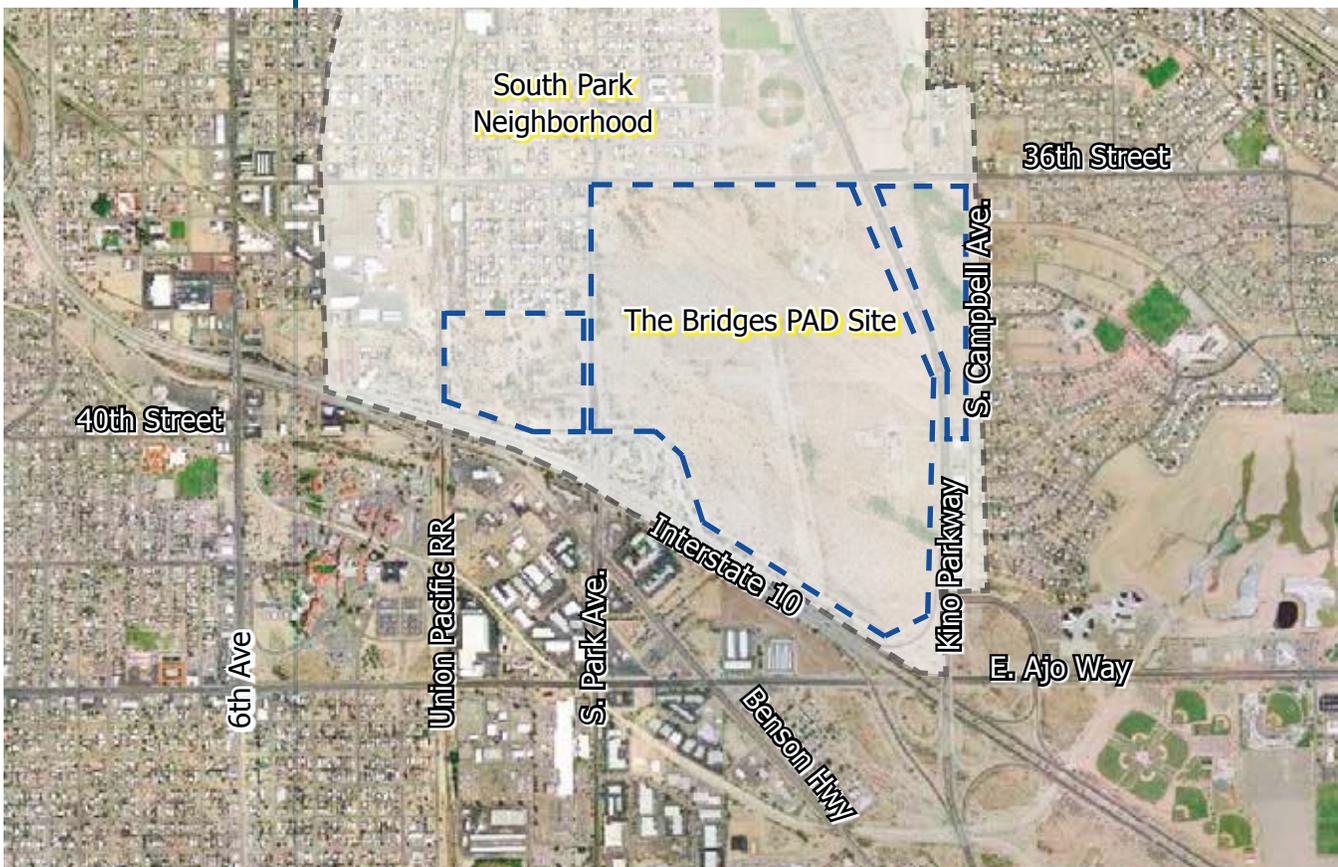
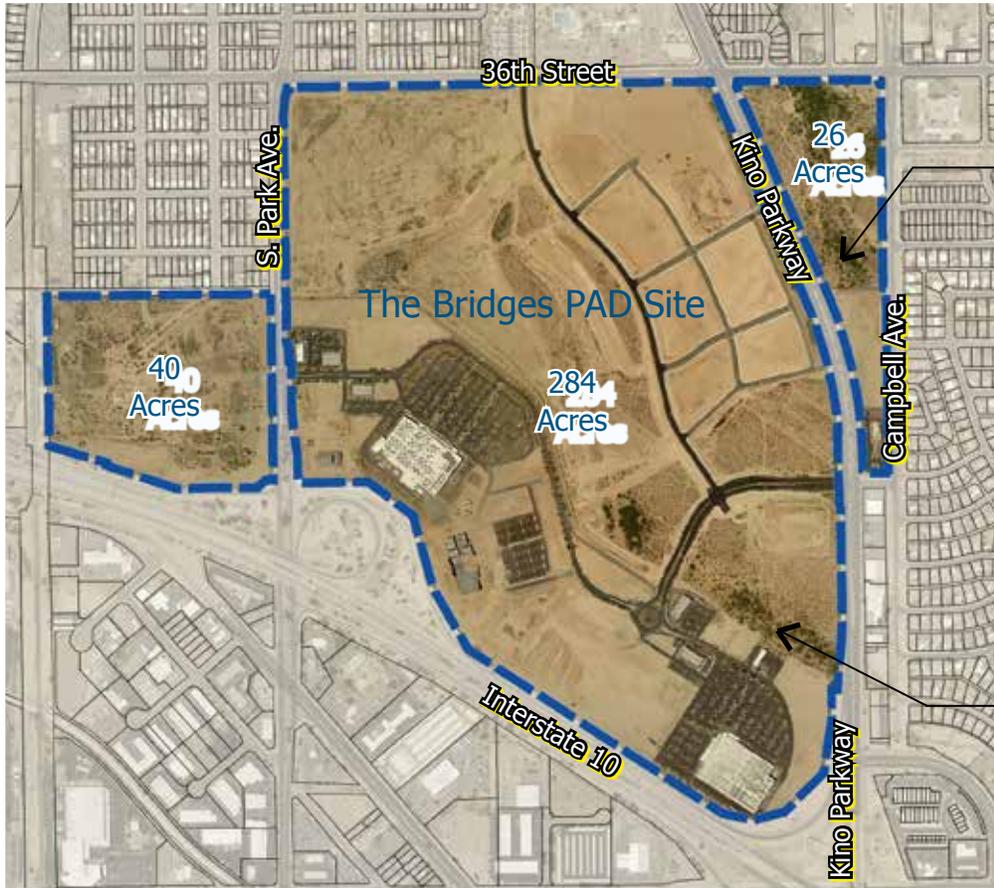


Figure 1:
Aerial with Context



Total Approximate Acres = 350

Existing Significant Vegetation

Existing Significant Vegetation

Figure 2:
Existing Features and Acreage

A.1.2 Project Location

The Bridges will be located approximately 2.5 miles south of the UA campus and downtown Tucson (Figure 3). Falling within Section 30 (Township\14 South, Range\14 East) of the Gila and Salt River Base and Meridian, it covers approximately 350 acres divided into three distinct areas by Kino Parkway and Park Avenue (Figure 2). West of Park Avenue, approximately 40 acres of the PAD property lies between Interstate 10 and the existing residential neighborhood (with retail and industrial uses) located west of Park Avenue and south of 36th Street. The largest portion of the Bridges (approximately 284 acres) lies between Park Avenue and Kino Parkway south of 36th Street and north of Interstate 10. East of Kino, the remaining 26 acres is bounded by 36th Street on the north, Campbell Avenue on the east, and Duval Vista Road on the south.

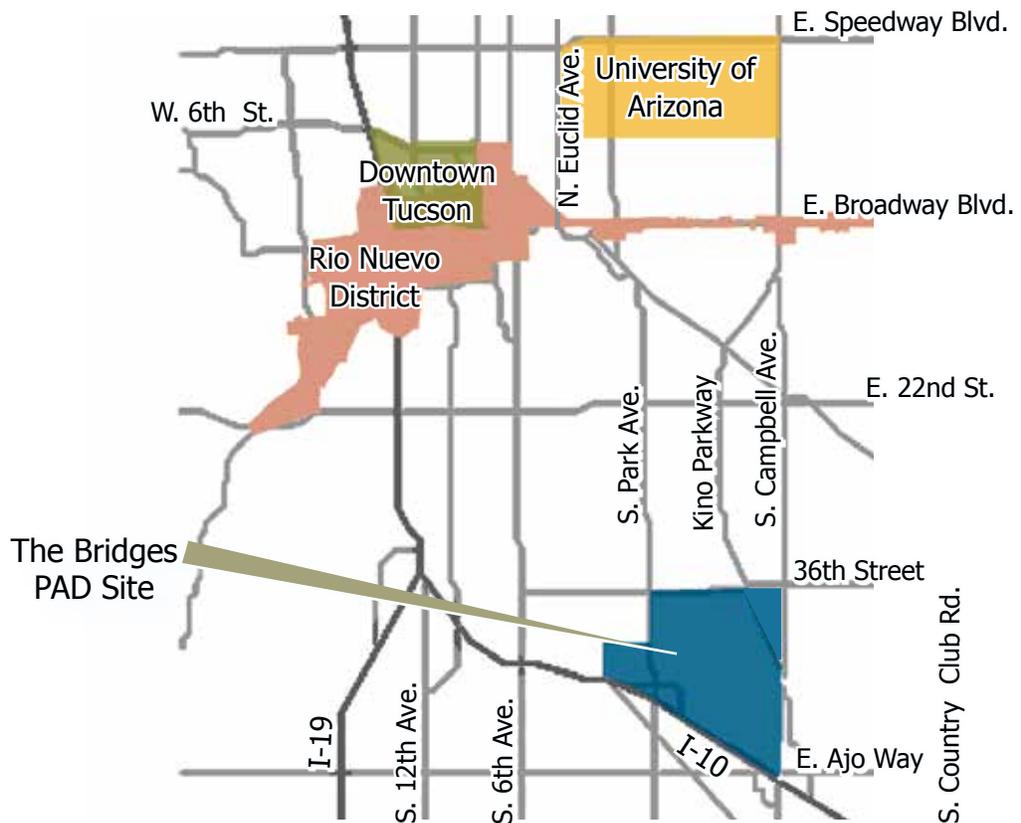


Figure 3:
Regional Context
Map

A.1.3 Project Goals and Objectives

The Bridges' development goals and objectives are summarized as follows:

- Create a vibrant, mixed-use, pedestrian-friendly community that includes functionally-linked office, residential, and commercial uses...a true work, live, shop, and play environment.
- Energize the economic engine for the area and for Tucson, creating thousands of new jobs in diverse sectors of the economy.
- Provide a well-balanced, vital, economically sound mixed-use development that will benefit both the local community and the Tucson metropolitan area.
- Utilize and, as needed, upgrade existing transportation and infrastructure facilities and services to serve the new development without significantly taxing existing systems.
- Acknowledge and interpret in modern vernacular the local architectural traditions while encouraging distinctive forward-looking design.
- Work with the City of Tucson, Pima County, and the other Bridges developers to create an integrated network of open spaces, public trails, and active/passive recreation opportunities that are available to both on-site residents and the public at large.

A.2 CONFORMANCE WITH PLAN TUCSON AND OTHER AREA PLANS

This PAD Amendment is consistent with and conforms to the City of Tucson's Plan Tucson (General and Sustainability Plan 2013), the Kino Area Plan, and Greater South Park Plan. All the standards, procedures, and criteria cited in these guiding documents will apply to the PAD Amendment, except as modified in this document to improve the design, flexibility, creativity, or economic/operational viability of the development.

A.2.1 Plan Tucson

The existing PAD extends the vision of Plan Tucson by guiding the growth of Tucson in a resourceful and coordinated manner and by providing a high-quality development in an area with great potential for local and regional revitalization. The Bridges PAD and PAD Amendment aligns with Plan Tucson's focus areas and policies for the Social, Economic, Natural, and Built Environments. The identification of potential growth areas, regionally interconnected open space, and the possible environmental impacts of anticipated development are all emphasized in Plan Tucson and is within the purview of the State of Arizona's "Growing Smarter Plus" legislation.

Plan Tucson identifies the Bridges as an economic activity retail center in the Economic Environment section and a future growth mixed-use center in the Built Environment section (Figure 4). In addition, the Bridges is a significant asset for the future growth of the community. The Future Growth Scenario Map reinforces the Bridges’ strategic location as a Mixed-Use Center. This PAD Amendment supports the following future growth building block guidelines developed for Plan Tucson (Plan Tucson 2013, Chapter 3- Built Environment, p.3.158)

LEGEND

- Mixed-Use Center
- Downtown
- Business Centers
- Industrial Areas
- Mixed-Use Corridors
- Neighborhood Centers
- Campus Areas
- Neighborhoods of Greater Infill Potential
- Existing Neighborhoods
- Potential Annexation Areas
- Existing Parks/ Open Space

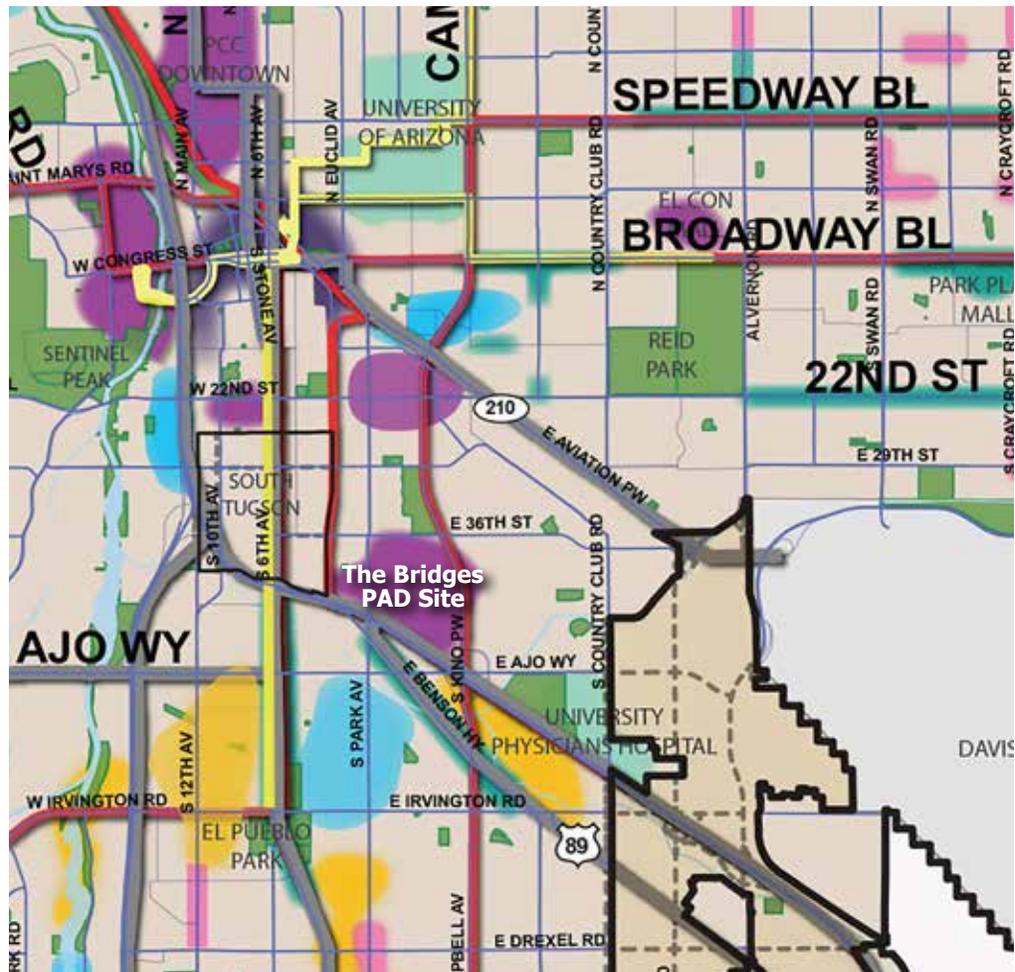


Figure 4:
Plan Tucson -
Future Growth
Scenario Map

Plan Tucson | Guidelines for Development Review | Mixed-Use Centers Building Blocks

LT28.5.1- Support development in or adjacent to existing regional and community-level activity centers that will:

- a. Integrate residential and nonresidential land uses and the mix of private and public land uses, including entertainment, recreation, retail, restaurants, offices, libraries, hotels, public meeting facilities, child care, transit facilities, and other services into mixed-use activity centers;

- b. Reestablish pedestrian connections in the street network, where they have been lost, adjacent to existing regional and community-level activity centers and neighborhood-scaled activity nodes;
- c. Support alternate modes of transportation;
- d. Encourage infilling vacant or underutilized parcels adjacent to existing regional and community-level activity centers;
- e. Provide convenient, comfortable, illuminated, and accessible bus shelters and an attractive pedestrian environment; and
- f. Support pedestrian and bicycle use by providing clearly marked pathways from adjacent bike routes and public sidewalks and walkways, and by separating them from auto traffic access.

LT28.5.3- Support neighborhood-scaled activity nodes that are designed to provide direct pedestrian and bicycle connections to the neighborhoods they serve.

LT28.5.4- Support a mix of commercial, office, residential, governmental, and other service activities at all major employment centers.

LT28.5.5- Support residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and lower-density infill can complement the scale and character of neighborhood activity nodes.

LT28.5.7- Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.

LT28.5.8- Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.

LT28.5.9- Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill and appropriate nonresidential uses.

The PAD Amendment will provide a mix of uses that will be sensitive to the surrounding community, as well as create public open spaces and trails designed for both active and passive recreation. As such, the PAD carries the potential to enhance significantly the nature of the surrounding community and existing neighborhoods. As an infill site, the Bridges development will contribute markedly as a mixed-use destination.

A.2.2 Kino Area Plan

The majority of the PAD (i.e., all that lies east of Park Avenue) is subject to the Kino Area Plan (adopted May 5, 1980, most recently amended in 2008). The Plan is bound by 36th Street on the north, Country Club on the east, Los Reales Road on the south, and the Southern Pacific Railroad tracks (Nogales Branch) on the west (Figure 5). Both the Kino Area Plan and the South Park - Hope VI Economic Development Study (completed June 20, 2003) identified the Area Plan's Commercial "Site 1" (as depicted on Figure 5) as a key infill property critical to the revitalization of the surrounding communities. The PAD encompasses the entirety of a portion of Commercial "Site 1" north of Interstate 10.

This Kino Area Plan goal proposed an ambitious plan for development in the Plan (Figure 5). The Bridges PAD and this Amendment propose a mix of commercial, office, residential, research park and hospitality uses that reflects the current needs of the area and which provides an appropriate balance of employment, shopping, housing, entertainment, and recreational opportunities for local and regional residents. In doing so, the PAD will benefit the entire metropolitan area and further the guiding goal of the Kino Area Plan which is to achieve an overall balance of uses, together with ample opportunities for shopping, working, housing, and recreation.

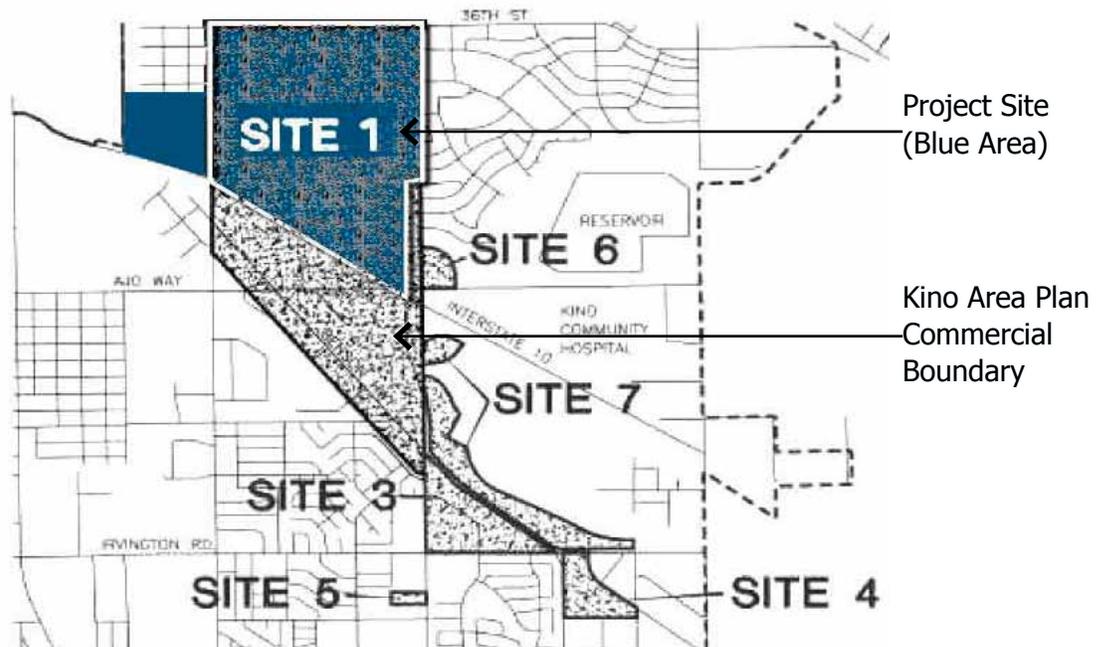


Figure 5:
Kino Area Plan—
Commercial

A.2.3 Greater South Park Plan

The portion of the PAD lying west of Park Avenue (an approximately 40-acre site) is governed by the Greater South Park Plan (GSPP) and not by the Kino Area Plan. This property falls within Sub-Area 6 of the GSPP and was originally designated for industrial or commercial uses. A separate Plan Amendment application was approved so as to allow residential uses on this 40-acre property in conjunction with this PAD. It is anticipated that this parcel may include office, commercial or possibly residential uses.

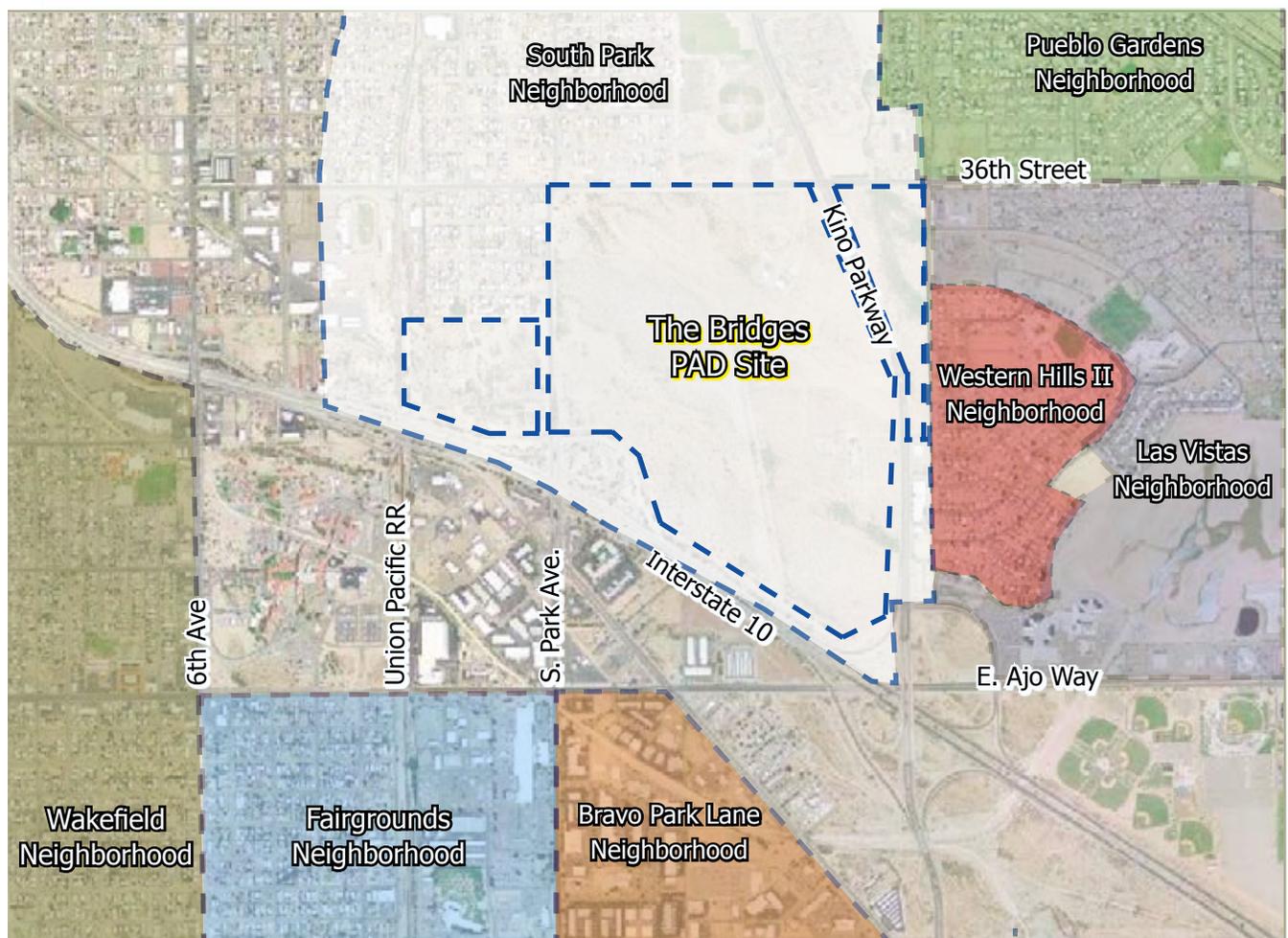
In order to address concerns pertaining to the proximity of Interstate 10 and the Union Pacific Railroad (UPRR) to the 40-acre Sub-Area west of Park Avenue, an empirical noise study was prepared for this site. The study recommended buffering and screening requirements for any future residential uses in that area.

A.3 BENEFITS TO THE COMMUNITY

This PAD Amendment continues to assure proper integration with the existing urban fabric of the surrounding neighborhoods (Figure 6) and will further promote their on-going revitalization and investment in the area. The proposed new development, in conjunction with the UA Tech Park at the Bridges and Tucson Marketplace will create a significant number of new jobs. The presently under-served residents in the immediate area will benefit from these jobs and from the major retail, restaurant, and entertainment opportunities that are and will be convenient to their homes. The mix of uses that will be enabled by this PAD Amendment will strengthen and diversify the employment and economic development opportunities and enhance the livability, convenience and recreational opportunities for the surrounding neighborhoods and the City of Tucson.

Figure 6:

Surrounding Neighborhoods



**PAGES 14-16 ARE OMITTED IN THE
2018 AMENDMENT**

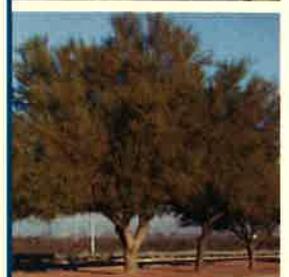
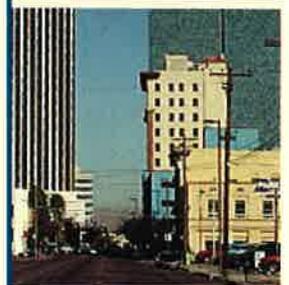
Section B: Site Analysis

B.1 LAND USE AND EXISTING ZONING

The primary vision stated in Element 2 in the Tucson General Plan focuses on the development of mixed-use activity centers in urbanized areas. It also envisions growth through compatible infill, higher density activity centers, and redevelopment of corridors, rather than through sprawl. A greater emphasis is placed on creating self-sustaining activity centers, which include employment, recreation, convenient access to goods and services, pedestrian friendly neighborhoods and better alternatives to automobile transportation. The current distribution of land use patterns identified in Tucson's Generalized Distribution of Land Use Patterns reflects existing and future land use character.

The vast majority of the Project site is currently zoned I-1 (Light Industrial). The northwest portion of the site has three zoning classifications: R-2 (Medium Density Residential), C-1 (Local Commercial) and C-2 (General Intensive Commercial). The north portion of the larger parcel is zoned R-2, with C-1 and C-2 portions on the northeast corner of the site. The small parcel to the east of Kino is zoned I-1, a portion on the northwest corner is zoned R-2, and the northeast corner is zoned C-1 (Figure 7, p. 18).

As previously discussed in Section A, the Project site is governed by the Kino Area Plan and the Greater South Park Plan (GSPP). City staff have confirmed that the Kino Area Plan will not need to be amended in conjunction with this PAD. Any change in use from the present light-industrial zoning will, for all intents and purposes, constitute a down zoning and therefore fulfill the requirements of the Kino Area Plan. The GSPP has been amended appropriately so as to allow for residential uses on the 40-acre portion of the PAD located west of Park Avenue.



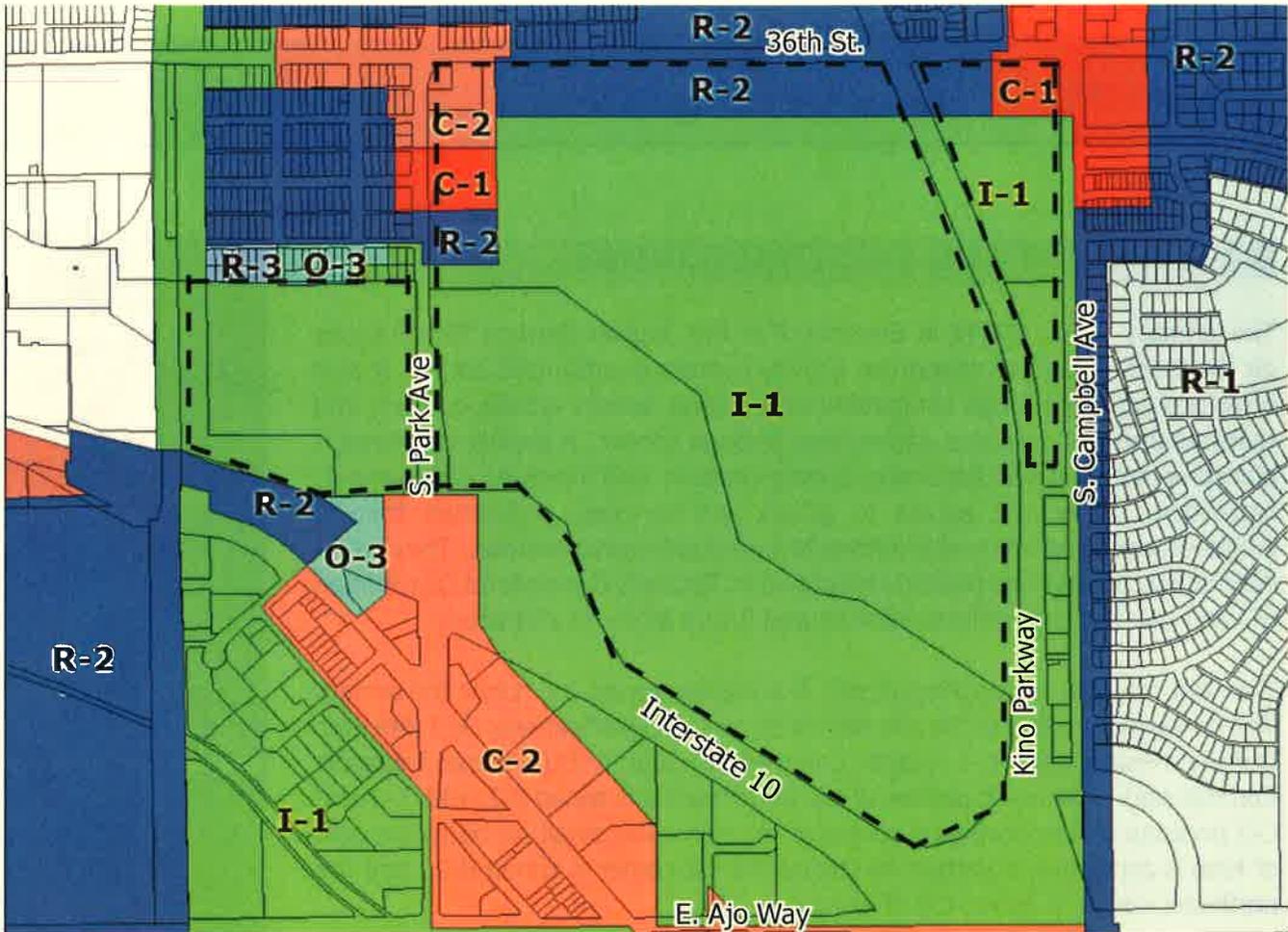


Figure 7:
Existing Zoning

B.2 EXISTING EDUCATIONAL, COMMUNITY AND CULTURAL FACILITIES

The following text discusses the existing services and amenities adjacent to the Project site (Figure 8, p. 20).

A. *Schools.* The site is located within the Tucson Unified School District (TUSD). The nearest elementary school to the site is Cavett Elementary, a public school in the TUSD, located approximately 0.3 miles east of the site. The next closest public elementary school is Pueblo Gardens Elementary School, also a public school in the TUSD, located approximately 0.6 miles northeast of the site.

There are two middle schools located within a mile of the Project site. The nearest is Holladay Intermediate School, located 0.3 miles northwest of the site. The other is Utterback Magnet Middle School, located approximately 0.4 miles east of the site. Both of the middle schools are public schools within TUSD.

There are two high schools within one mile of the Project site. Youth Work High School is a private school located directly northeast of the site at 1915 East 36th Street. The other high school is Pima Vocational High School, a charter school located approximately one mile southeast of the site.

B. *Libraries.* The Quincie Douglas Public Library is a new facility located adjacent to the site at the northwest corner of 36th Street and Kino Parkway. The Lena-South Tucson Library is located at 1607 South 6th Avenue, approximately 1.25 miles northwest of the site.

C. *Health Care Facilities.* There are two hospitals within one mile of the site. Veterans Administration Hospital is a federal hospital, located approximately one mile southwest of the site at 3601 South Sixth Avenue. The second hospital is University Physicians Healthcare Hospital at Kino Campus, a private hospital, located approximately one mile southeast of the site, at 2800 East Ajo Way.

D. *Fire/Emergency Vehicle Service.* Emergency response services will be provided by the city. Tucson Fire Department Station #10 is located approximately 0.6 miles southwest of the site at 801 East Ajo Way.

E. *Law Enforcement Services.* The city will provide law enforcement services. There is one police substation and two sheriff's stations within one mile of the site. The City of Tucson Santa Cruz substation is located approximately 0.9 miles southwest of the site at 4410 South Park Avenue. The Pima County Sheriff San Xavier Police Station is located approximately 0.9 miles southeast. The Pima County Sheriff Headquarters is located approximately one mile south of the site at 1750 East Benson Highway.

F. *Postal Services.* There is one post office located approximately 0.5 miles southwest of the site at 801 East 47th Street.

G. *Kino Regional Sports Complex.* The Sports Complex is South of E. Ajo Way and is located southeast of the site.

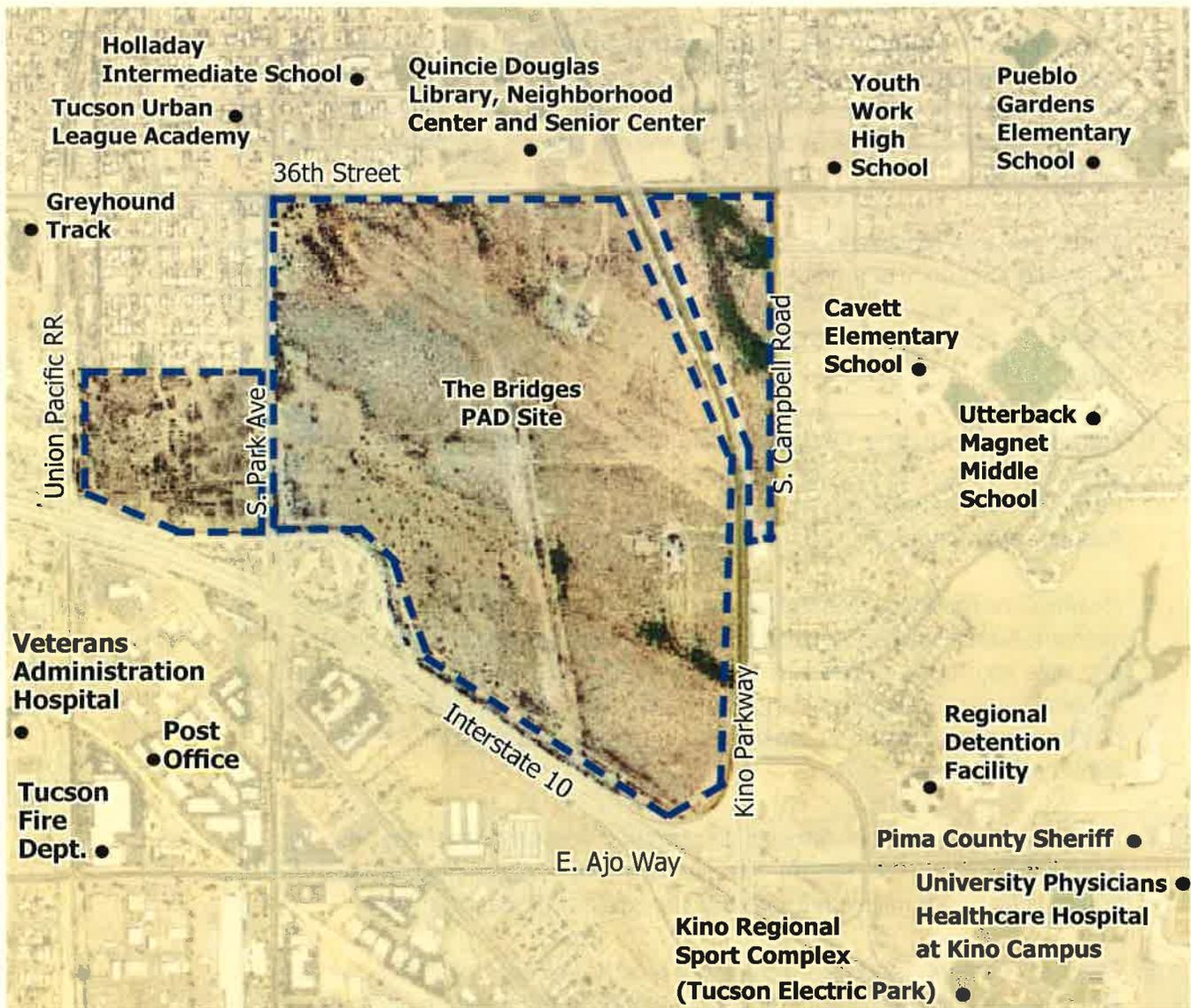
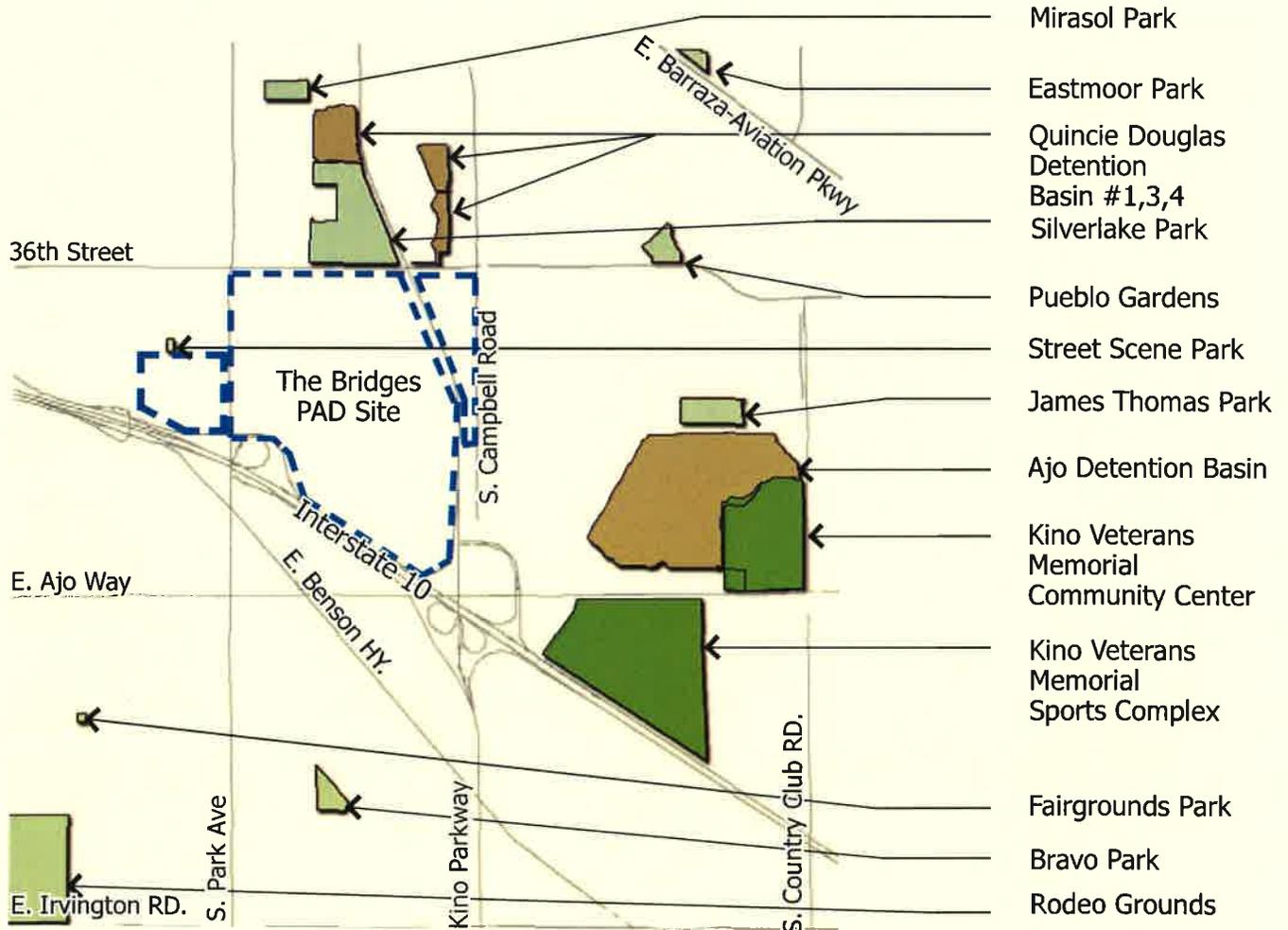


Figure 8:
*Community Facilities
and Services*

B.3 EXISTING OPEN SPACE, RECREATION, PARKS, AND TRAILS

There are five City of Tucson parks located within one mile of the Project site. Street Scene Park is located 0.03 miles to the west of the site. Quincie Douglas and Mirasol Parks are located less than one mile north of the site, Pueblo Gardens Park is located approximately 0.5 miles northeast of the site, and James Thomas Park is located approximately 0.8 miles east of the site (Figure 9, this page).



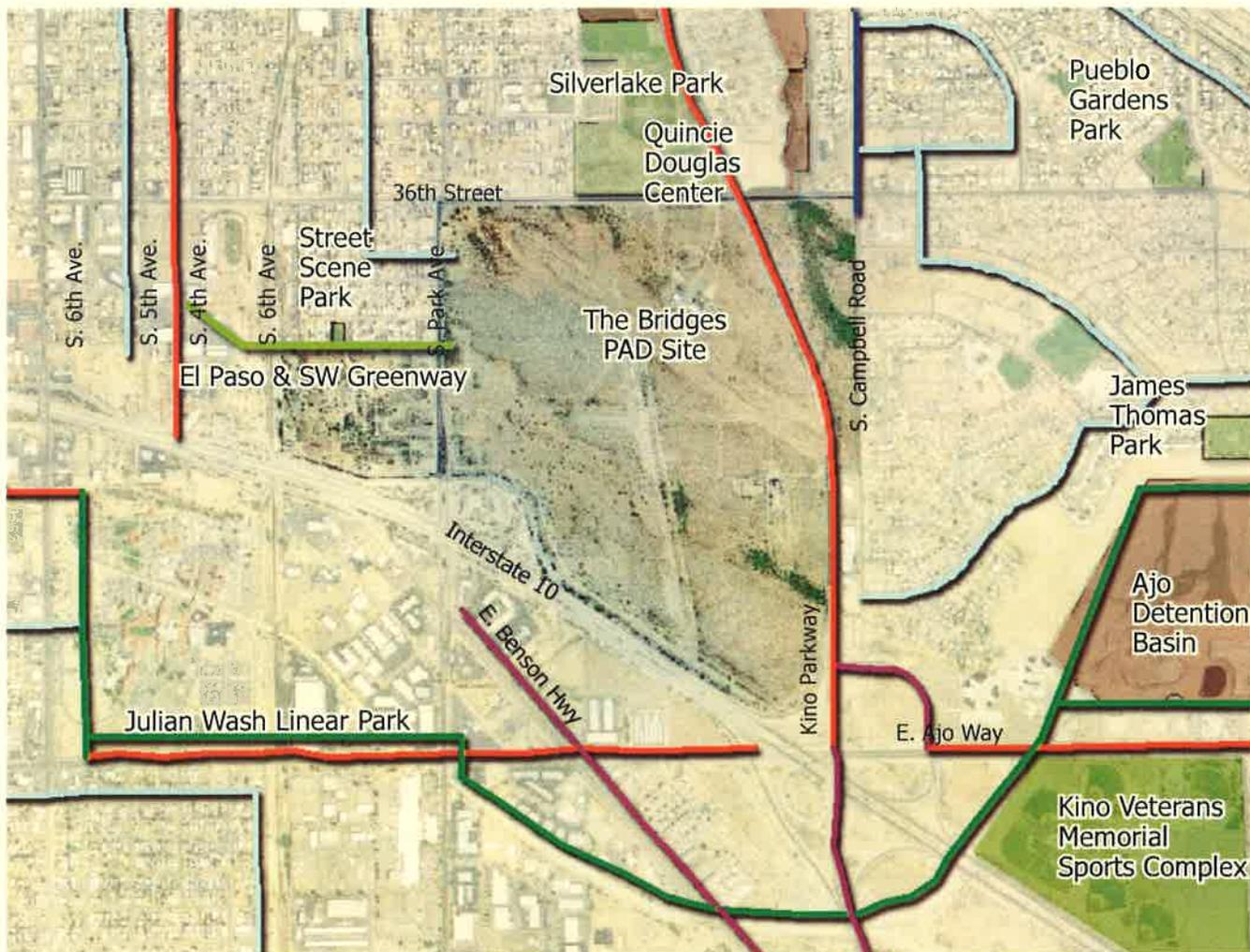
LEGEND

- Detention Basin / Multi- Use Recreational Facility
- Pima County Park
- City of Tucson Park

Figure 9:
Detention Basin and Parks

Kino Parkway and East Ajo Way have designated bike routes which, together, provide a continuous link from the Kino Veterans Memorial Sports Complex to Quincie Douglas Park and points further north. There are also designated bike lanes for experienced riders on East Benson Highway and on Kino Parkway south of East Ajo Way.

The El Paso and SW Greenway regional trail is planned to extend through the PAD site and, ultimately, to the Ajo Detention Basin (Figure 10, this page).



LEGEND

-  Multi-Use Path
-  Residential Street
-  Signed Bike Route
-  Signed Bike Route with On-Street Bike Lanes
-  Experienced Riders
-  Regional Path

Figure 10:
*Existing Open Space
and Recreation*

B.4 EXISTING TRANSPORTATION AND CIRCULATION

Given the inherent infill nature of this PAD, the surrounding transportation and circulation system is currently well established and its major elements are already in place. Development of the Project site will accelerate and expand the array of planned improvements necessary in the overall system.

B.4.1 Adjacent Public Streets and Highways

All of the streets adjacent to or through the site are significant public thoroughfares of varying size and are of importance to the local and regional transportation network.

A. 36th Street (defines north boundary of site)

36th Street is a four-lane, undivided public street (City of Tucson Plan Nos. PN I-90-49 and PN U-73-01) that is formally classified as a minor arterial, although it is designated as Major Street & Route by the City's MS&R Plan. The segment of 36th street between Park Avenue and Kino Parkway has a 2005 adjusted traffic volume of approximately 8,800 average daily trips (ADT) and a maximum capacity of 24,675 ADT (presently under capacity). It features curb-and-gutter only on its north side and only along that portion of its length that fronts the Quincie Douglas Neighborhood Center and Public Library. The remainder of this section of 36th Street is uncurbed with dirt shoulders with no existing sidewalks.

B. Park Avenue (defines west boundary of site)

Park Avenue is a three-lane, undivided public street (City of Tucson Plan No. PN I-66-18) that is formally classified as an Arterial Street on the city's Major Streets and Routes Plan. The segment of Park Avenue between 36th Street and I-10 has a 2005 adjusted traffic volume of 21,000 ADT and a maximum capacity of 16,380 ADT (presently over capacity). Park Avenue has a continuous left-turn lane and curb-and-gutter along its entire length adjacent to the site. Sidewalks exist only on the west side of the street and only for a distance of approximately 0.25 miles south of the 36th Street intersection.

C. Kino Parkway (bisects the eastern portion of the site)

Kino Parkway is a six-lane divided public street (City of Tucson Plan Nos. PN I-81-57 and PN I-81-58), which is formally classified as a principal arterial. It is also designated as a "Gateway Route" on the City's Major Streets and Routes Plan. The segment of Kino Parkway between 36th Street and I-10 has a 2005 adjusted traffic volume of 39,400 ADT and a maximum capacity of 49,300 ADT (presently under capacity). Kino Parkway provides a key transportation link between Tucson International Airport, UA's Main Campus and the city center. Kino Parkway is a controlled-access parkway with full curb-and-gutter and a raised, landscaped median along its entire length. Sidewalks are featured on both sides of the roadway. Three (3) median openings exist along the project frontage: 1) at the

non-signalized intersection with Duvall Vista Road, 2) at a non-intersection location further northward, where U-turns are permitted but no connection to any existing streets or driveways presently occurs, and 3) at the intersection of Kino and the west-bound I-10 ramp.

D. Interstate 10 (defines the south boundary of the site)

I-10 is a six-lane, federal interstate highway that is owned and maintained by the Arizona Department of Transportation (ADOT). The segment of I-10 between Park Avenue and Kino Parkway has a 2005 adjusted traffic volume of 84,400 ADT and a calculated maximum of 120,200 ADT (presently under capacity). This is a controlled-access freeway that provides a key transportation link to the City Center and all regional points east and west. I-10 freeway interchanges presently exist at both Park Avenue and Kino Parkway.

Additional information on the above major streets can be obtained in the Traffic Study located in Appendix E.

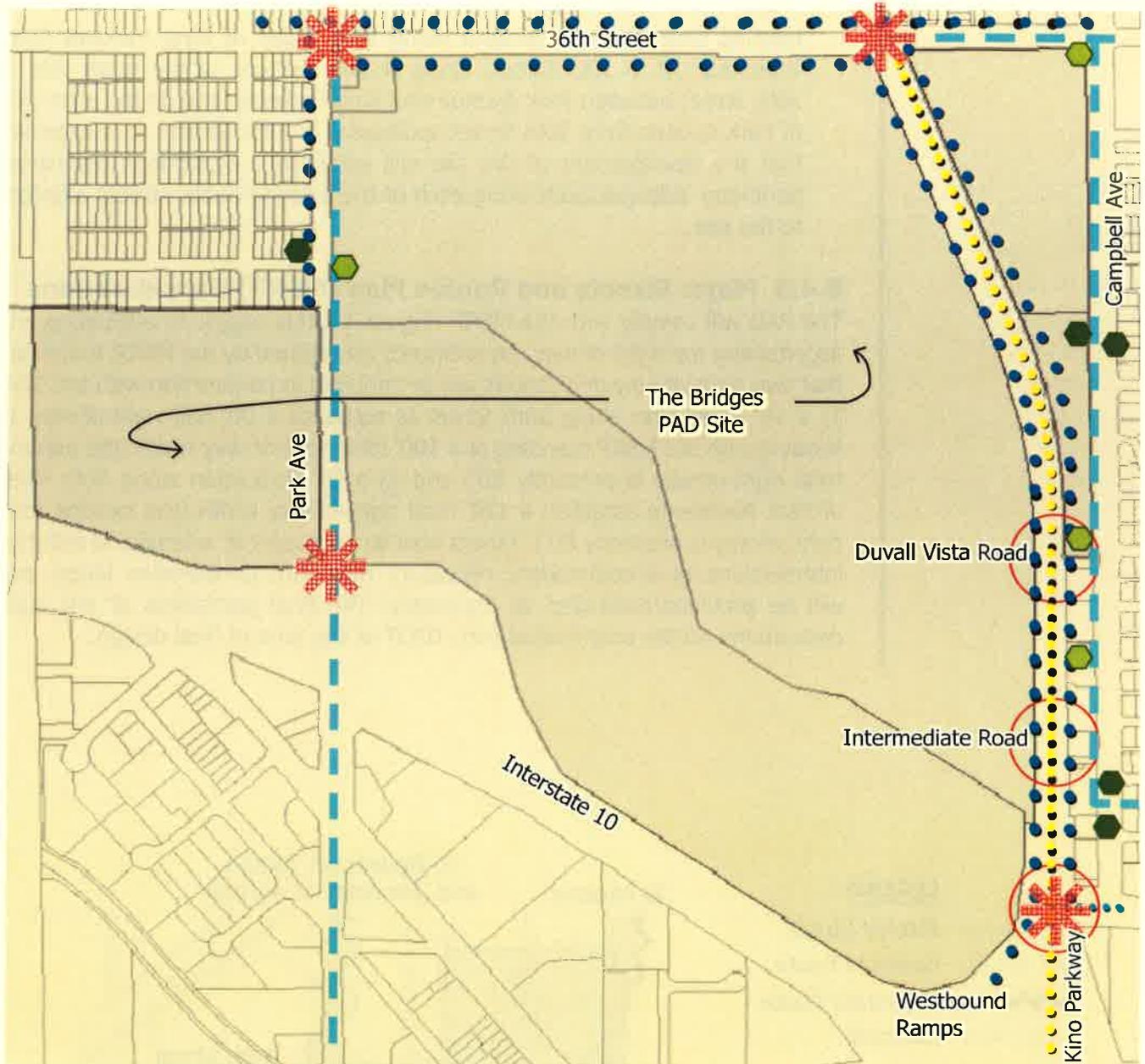
B.4.2 Public Transportation, Bicycle Routes, and Pedestrian Way

Sun Tran Public Bus Service has two bus routes that provide direct service to and from the site (Figure 11, p. 25). Sun Tran Route #6 extends southward on Park Avenue adjacent to the site. It connects to the Tucson International Airport and the Tohono Transit Center at Wetmore Road and Stone Avenue. In the vicinity of the site, Route Six services Park Avenue from approximately 5:00 am to 8:30 pm with 30-minute headways during weekdays from 6:30 am to 8:00 pm on Saturdays with 30-minute headways and from 7:30 am to 8:00 pm on Sundays also with 30-minute headways.

Sun Tran Route #2 runs southward on Kino Parkway, then eastward on 36th Street, then southward on Campbell Avenue. It provides connections to the Laos Transit Center at Irvington Road and South 6th Avenue and to the downtown Ronstadt Transit Center located at Congress Street and 6th Avenue. In the vicinity of the site, Route #2 services riders from 5:00 am to 8:30 pm with 30-minute headways during weekdays from 7:00 am to 7:00 pm on Saturdays with 60-minute headways, and from 8:00 am to 7:00 pm on Sundays also with 60-minute headways.

A. Designated Bicycle Routes

Kino Parkway features a major bike route that extends from Tucson International Airport to UA's main campus. Adjacent to the site, this bike route is comprised of a striped and designated bike lane on each side of the roadway. Posted bike routes also occur along Campbell Avenue and on 37th Street just west of the site. The latter route extends from Park Avenue westward to Euclid, where it proceeds northward along Euclid to UA's campus.



LEGEND

-  Traffic Signals
-  Median Openings
-  Sun Tran Bus Route
-  Sidewalks
-  Sheltered Bus Stops
-  Unsheltered Bus Stops
-  Signed Bike Route

Figure 11:
Existing Major
Transportation
Elements

B. Pedestrian Walkways

Existing sidewalks are located along both sides of Kino Parkway from Interstate 10 to 36th Street, along limited portions of the north side of 36th Street between Park Avenue and Kino Parkway, and on the west side of Park Avenue from 36th Street southward to 39th Street. It is expected that the development of the site will establish a continuous pedestrian perimeter sidewalk/path along each of the existing public streets adjacent to the site.

B.4.3 Major Streets and Routes Plan (MSRP) Considerations

The PAD will comply with the MSRP (Figure 12, this page). In evaluating and ascertaining the right-of-way requirements established by the MSRP, it appears that two right-of-way dedications will be required in conjunction with this site: 1) a 10' dedication along 36th Street to establish a 50' half right-of-way, in keeping with the MSRP mandate of a 100' total right-of-way width (the existing total right-of-way is presently 80') and 2) a 20' dedication along both sides of Park Avenue to establish a 120' total right-of-way width (the existing total right-of-way is presently 80'). Tapers may be necessary at arterial and collector intersections to accommodate necessary right-turn deceleration lanes, and will be provided/dedicated as necessary. The final particulars of any such dedications will be coordinated with TDOT at the time of final design.



Figure 12:
Major Streets and
Routes Map

B.4.4 Park Avenue Street Improvement Project and Public Art

In recent years, one of the more intriguing and successful beautification projects undertaken by the City of Tucson Department of Transportation was the South Park Avenue Improvement Project. A primary objective of this effort was the enhancement of the existing streetscape through the use of public art created largely by the community residents. Under the direction of a selected local artist, residents attended instructional classes on mosaic tile design and application.

Over the course of the South Park Avenue Improvements Project, mosaic treatments were applied to all types of street furniture and accessories, including public benches, totem poles, bus shelters and trash containers. The themes illustrated on these various mosaic "canvases", emphasize the rich history and cultural texture of the South Park Neighborhood. The mosaics illustrate the neighborhood's strong sense of community identity, which still thrives today, and its legacy of providing care and support to each other during times of hardship. Mosaic art pieces have been added along South Park Avenue as a result of this improvement project (Figure 13, this page). This project has created, to some extent, an important precedent that might be relevant and appropriate for the Park Avenue frontage along the site.



Figure 13:
*New Bus Shelters
and Totem Pole*

B.5 EXISTING UTILITY INFRASTRUCTURE

For all intents and purposes, this site is a 350-acre "infill" project. While its development has been anticipated for many years, the property's prior owner did not seriously entertain any of the many purchase offers from outside parties. Nonetheless, the surrounding properties continued to develop such that, collectively, the existing public streets adjacent to the site now contain all significant utility services and attendant infrastructure necessary to serve the PAD property.

No major off-site extensions or upgrades are anticipated to bring needed utility services to the site perimeter. The primary extensions and upgrades necessary will be those required, at developer expense, to extend the existing perimeter infrastructure onto and through the site. All such extensions will be designed and coordinated with each respective utility company and will be effectuated through the development plan, platting, and final engineering and permitting processes that will occur subsequent to the adoption of this PAD document.

B.5.1 Existing Utilities

The following sections explain the available infrastructure by each adjacent public street so that the reader can best appreciate the available utilities along each stretch of major site frontage (Figure 14, p. 29).

A. 36th Street Existing Utility Infrastructure

36th Street adjacent to the site presently contains an 8" Pima County Wastewater public sewer main, a 10" City of Tucson potable water main (increasing to 12" along the western portion of the site frontage), several parallel Tucson Electric Power overhead lines, and an 12" City of Tucson reclaimed water main. All of the above extend along the site's entire 36th Street frontage.

B. Park Avenue and I-10 Utility Infrastructure

Park Avenue contains two Tucson Water mains of 6" and 36" size, respectively. A 36" Pima County Wastewater public sewer main runs beneath Park Avenue and then extends southeastward along the entire south boundary of the site. A continuous overhead TEP line and an underground telephone/fiber optics line also exist within the Park Avenue right-of-way, the latter of which continues southeastward along the south boundary of the site.

C. Campbell Avenue Utility Infrastructure

Campbell Avenue contains an existing 8" Tucson Water main (a stub of which also extends westward directly into the site at Duvall Vista Road), a high-pressure 1" Southwest Gas main (which similarly extends into the site via Duvall Vista Road), and another continuous TEP overhead electric line.

D. Kino Parkway Utility Infrastructure

Kino Parkway contains the least existing utility infrastructure, which is comprised solely of a 36" storm drain that is used for road-drainage purposes. The PAD will not make use of this facility.

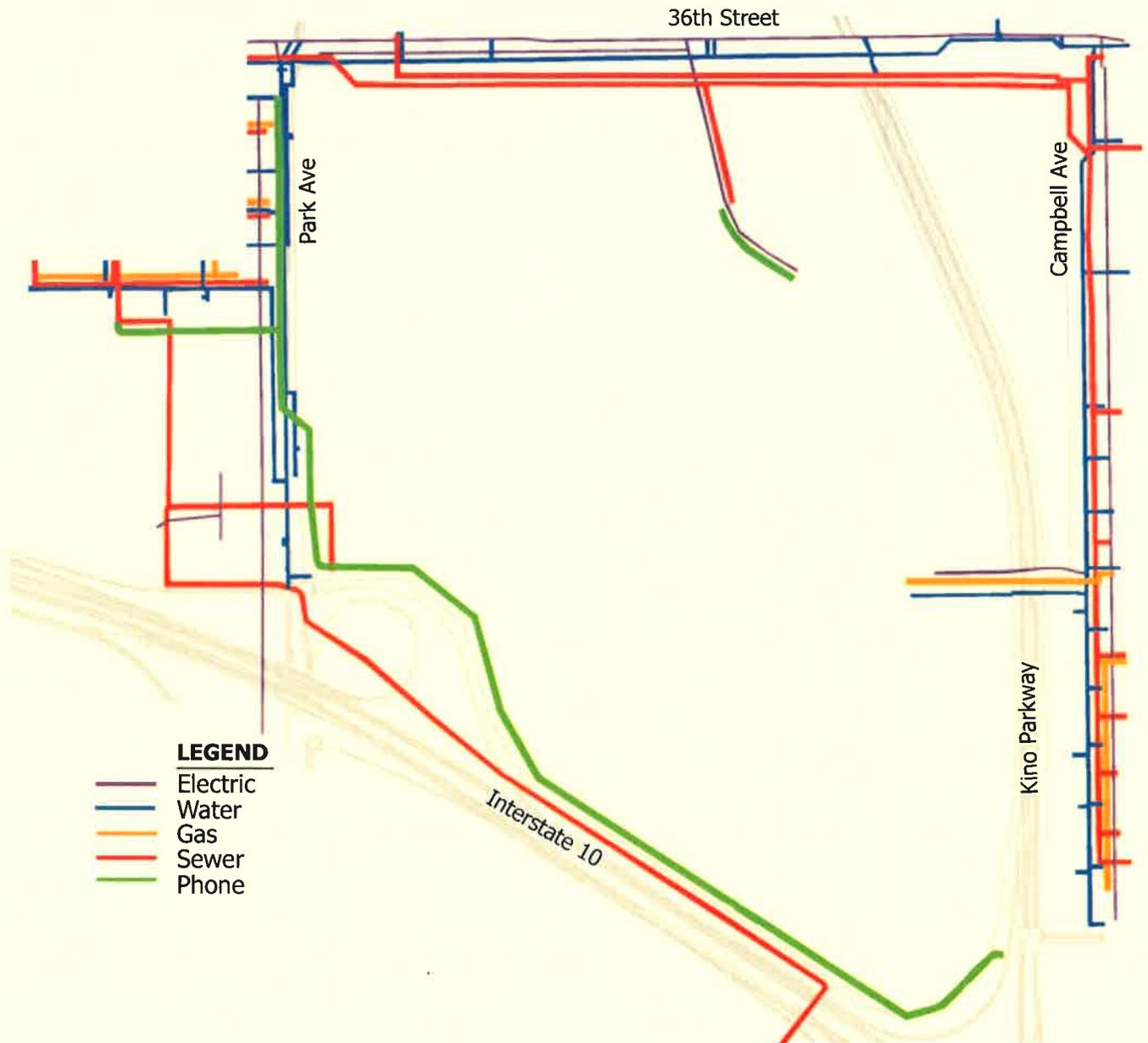


Figure 14:
Existing Utilities

B.5.2 Overall Project Serviceability

Preliminary discussions with the respective utility companies have, to date, yielded no anticipated difficulties in providing needed utility services to the site. The only likely upgrade of existing perimeter/off-site utilities pertains to the existing Southwest Gas high-pressure gas main in the vicinity. The nearest main, a 1" line on Campbell Avenue, will likely need to be upgraded to a larger capacity to serve the overall site, particularly the demands of the regional commercial/retail center that is planned along Interstate 10.

In the case of this or any other such upgrades that are ultimately determined to be necessary, the developer will coordinate directly with the appropriate utility company during the Development Plan and/or platting phases of the PAD. The needed upgrade(s) as warranted by the development will be effectuated at developer expense or under a financial arrangement that is mutually agreeable to both parties.

B.6 ENVIRONMENTAL FACTORS

B.6.1 Existing Drainage Pattern and Site Hydrology

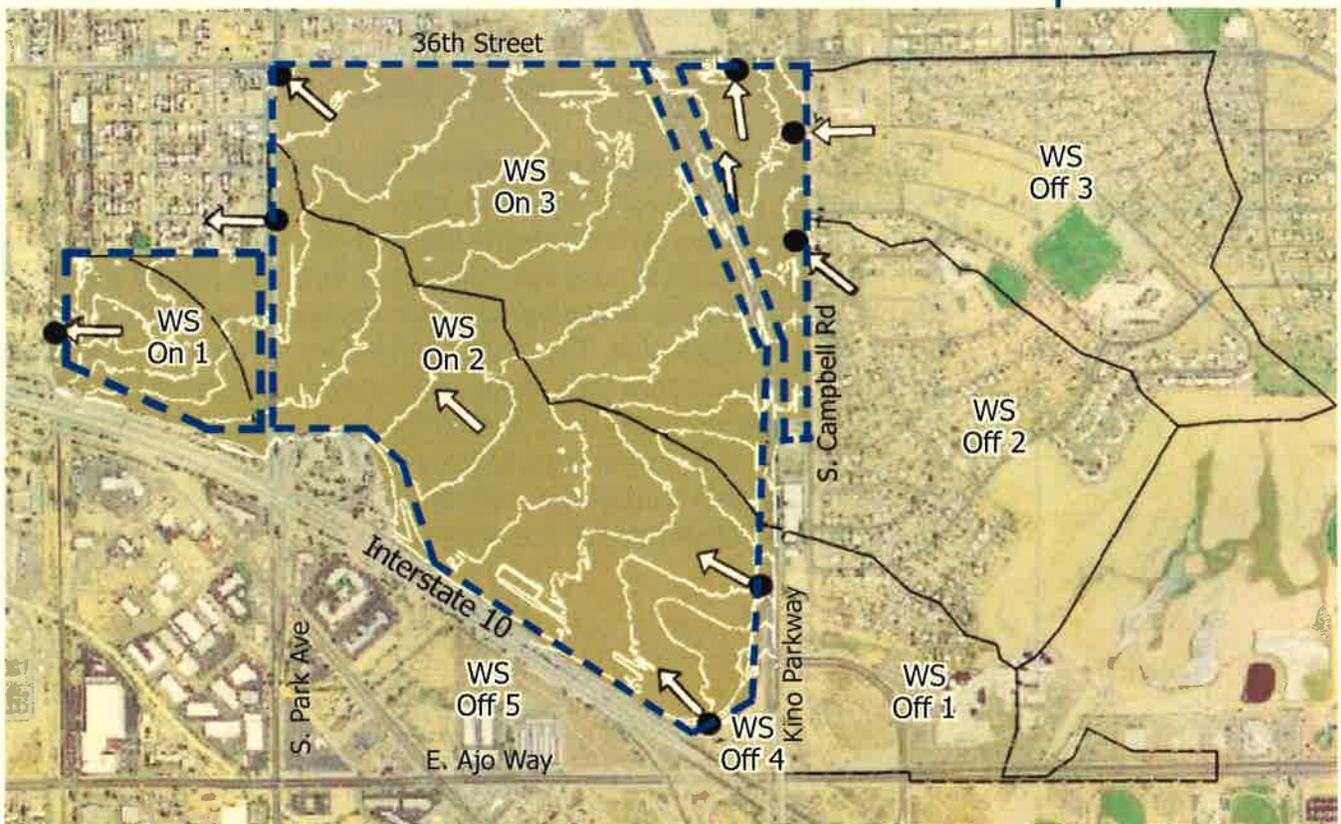
A. Off-Site Characteristics

Four (4) significantly-sized off-site watersheds contribute their respective stormflows to the site. Figure 15 (this page) illustrates these four off-site watersheds, their respective points of concentration, and the 100-year volume that each contributes to the site.

The largest of these existing 100-year volumes impacts the triangular portion of the site that is located between Kino Parkway and Campbell Avenue. Two of the off-site watershed outlets flow onto to this triangular property, the collective 100-year volume of which exceeds 1,100 cfs. This flow pattern has resulted in the establishment of a heavily vegetated xeroriparian area on this triangular acreage. This resource clearly requires special protection under this PAD proposal.

With respect to that portion of the Project site, west of Kino Parkway, the largest incoming flow impacting it is the 181 cfs 100-year volume that

Figure 15:
Existing Grading and Hydrology



LEGEND

- Project Boundary
- Watershed Boundary
- Existing Watershed Offsite
- Existing Watershed Onsite
- Direction of Flow
- Point of Concentration

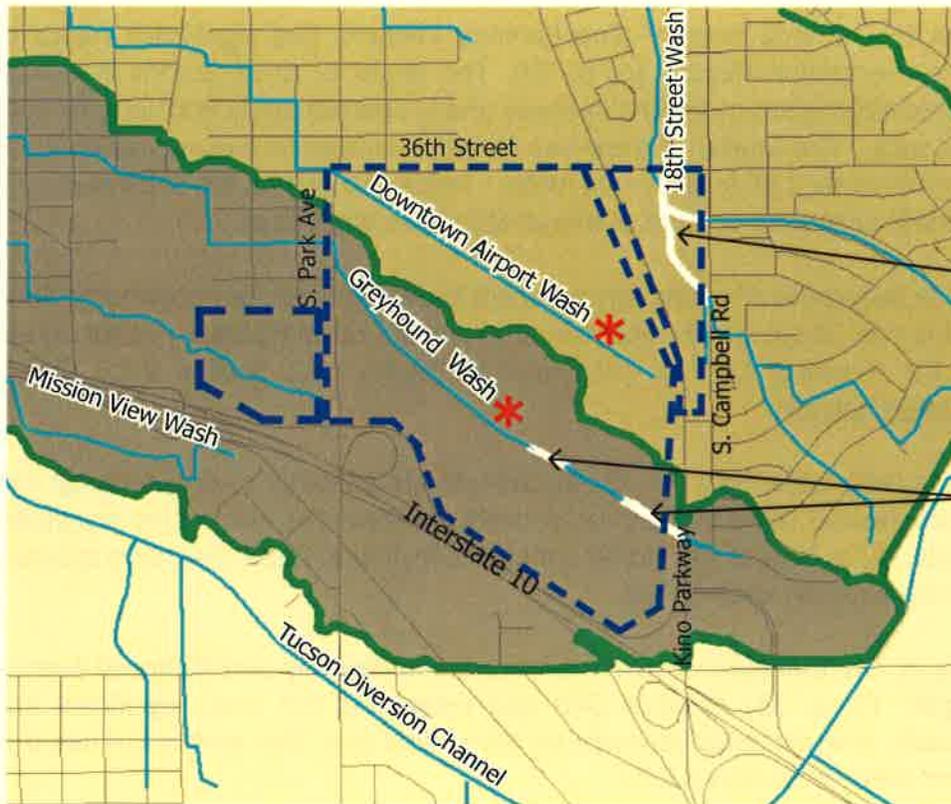
enters the site via an existing culvert beneath Kino Parkway. This incoming volume feeds the undefined channel of the Greyhound Wash located in the southeastern quadrant of the site (Figure 15, p. 31).

B. On-Site Characteristics

The site drains in a predominantly southeast-to-northwest fashion. It is largely uniform in slope, such that this northwesterly natural drainage pattern is essentially uninterrupted over its entire length. Two major exit points exist for the concentrated flows that leave the property: 1) at the extreme northwest corner of the site; and 2) at a point along Park Avenue approximately 1,200' south of 36th Street (Figure 16, p. 33). Collectively, these two points of concentration direct approximately 1,100 cfs into the adjacent residential neighborhoods during a 100-year storm event. This condition is significant in that it has caused historical flooding in the existing neighborhoods west of the property. It is the intent of this PAD to effectuate a solution to this historical flooding situation and to have this solution be an integrated element of the overall PAD proposal.

With respect to the Section 404 Clean Water Act, a portion of the Greyhound Wash on the property has been identified as potential 404 jurisdiction (Figure 16, p. 33). A proposed delineation has been submitted to the US Army Corps of Engineers by the project consultant team and is presently under Corps review. No other portion(s) of the property are delineated as being within potential 404 jurisdictional limits.

In practical terms, it should be noted that the alignment of the Greyhound Wash across the property has been effectively truncated by the north-south airport runway, which formerly bisected the property. For all intents and purposes, the Greyhound Wash flows in a broad, ill-defined manner to the runway. It backs up at the runway, then impounds, generally within the areas of dense vegetation. The runway essentially serves as a check dam. Once the water over-tops the runway, its flow spreads significantly, and has more sheet flow characteristics. A major element of this PAD proposal will be the creation of a central open space, recreational and drainage corridor that will establish a xeroriparian corridor along the historical alignment of the Greyhound Wash through the property.



Significant Vegetative Habitat
Xeroriparian - High Habitat

Significant Vegetative Habitat
Xeroriparian - Low Habitat

LEGEND

- Watershed: 18th Street
- Watershed: Mission Wash
- Watershed: Julian Wash
- Watershed Boundary
- Washes

* Alignments of Greyhound Wash (as shown west of Significant Vegetative Habitat) and Downtown Airport Wash are historical alignments prior to construction of the airport runway and other area improvements. Surface flows in these reaches are now sheet-flow rather than channelized.

Figure 16:
Environmental Factors

B.6.2 Significant Vegetative Habitat

There are two (2) areas within the PAD that contain Significant Vegetative Habitat (SVH).

Area 1: The area west of Kino Parkway contains two significant stands of dense vegetation (Figure 16, p. 33). The larger of these stands is located immediately adjacent to Kino Parkway and is approximately 800' long by 100-150' wide. The smaller of these two stands is located further westward and is approximately 130' long by 400' wide. These two stands are separated by a sparsely vegetated corridor of marginally-viable vegetation.

These two stands of vegetation represent the highest resource value vegetation on the site. These stands meet the definition of Critical Riparian Habitat except for the Resource Corridor requirement (Tucson LUC, Section 6.2.3 Critical Riparian Habitat).

The sparse area between these two stands possesses comparatively low environmental value and can be impacted without the loss of any significant resources, as long as the aforementioned Greyhound Wash channel is spanned or otherwise left undisturbed.

Area 2: The triangular property between Kino Parkway and Campbell Avenue (Figure 16, p. 33) contains SVH and represents the most significant and valuable environmental resource on the overall site. This area is discussed in more depth in Section B.6.3.



Figure 17:
*Existing Vegetation
Photo Viewing North*

B.6.3 Critical and Sensitive Biological Community, Vegetation, and Wildlife

Given that the Project site has historically been disturbed by past activities and uses, such as the former “downtown” airport, its value from an environmental standpoint is largely unremarkable. However, there are certain features, characteristics, and elements of the existing property that merit special attention and warrant protection.

Notwithstanding the SVH discussed in Section B.6.2, the most significant and valuable environmental resource on the overall site is the substantial xeroriparian area, its associated dense native vegetation, and the accompanying wildlife corridor which exists on the triangular property between Kino Parkway and Campbell Avenue (Figure 16, p. 33; Figure 17, p. 34). This area presently receives more than 1,100 cfs of incoming run-off during the 100-year storm event. It is a well-established and vital resource that requires protection.

The PAD area in this particular location is approximately 26 acres in size. The valuable environmental resources described above are wholly contained within the northern 20 acres of this triangular property. It is the intent of this PAD to protect this 20-acre subset of the property as open space.

In accordance with the City of Tucson NPPO procedures, this area, along with all other vegetative resources on the property, have been fully inventoried and documented. The in-place preservation of any such resources will be used to accumulate credits against disturbance of the marginal vegetative resources that occur over the vast majority of the property.

As a result of: 1) the open space protection of the 20-acre resource; 2) the in-place preservation of specimens that will occur within the previously discussed areas of SVH; and 3) the substantial plantings that will occur within the PAD’s proposed open space and recreational corridor, it is anticipated that sufficient credits and mitigation will be achieved so as to allow disturbance of the site’s remaining marginal vegetative resources in full accordance with all NPPO requirements.

B.6.4 Geology and Soils

The Project site is comprised of two basic soil types, Mohave and Q-Cave (Figure 18, this page). Neither of these soil types constitutes highly unusual nor remarkable conditions for site development, although the Mohave soils are typically associated with natural drainage corridors or alluvial conditions. The majority of these Mohave soils that exist on the site will either be left undisturbed (e.g., in areas of SVH along the Greyhound Wash) or will be otherwise located within the planned central open spaces, recreational areas and/or the drainage corridor contemplated within this PAD.

In general terms, the geotechnical analyses and preparations necessary to effectuate development on either of these soils types are considered routine.

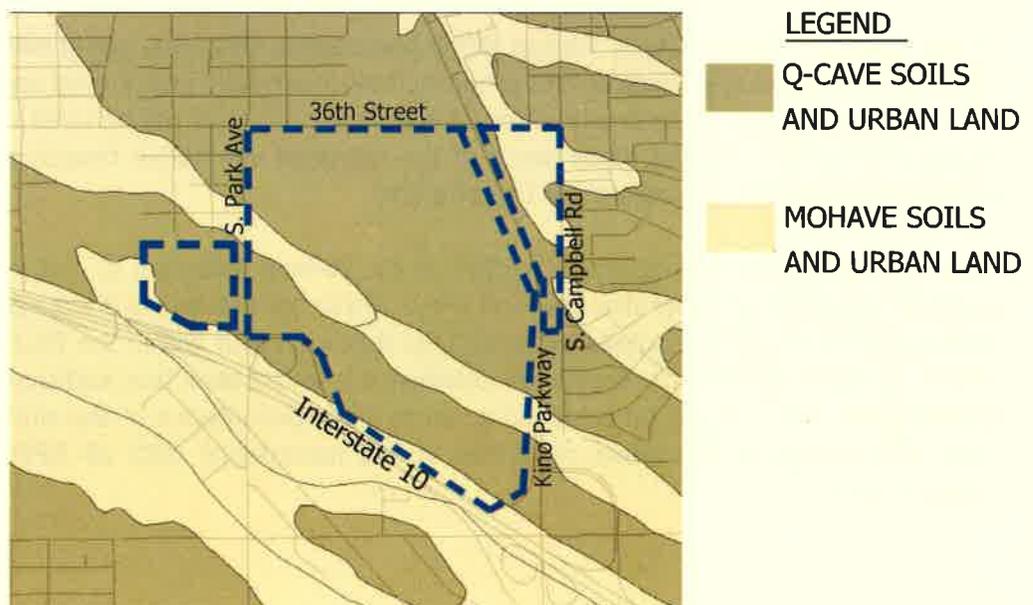


Figure 18:
Geology and Soils

B.6.5 Adjacent Land Uses of Particular Note

Within the surrounding land use context of the PAD, there are three particular land uses of special note vis-à-vis the PAD's intent to place residential uses on the 40-acre property west of Park Avenue. These particular land uses are: 1) an existing metal recycling yard located at the extreme northwest corner of the 40-acre property, 2) the Union Pacific Railroad (UPRR) spur line, located along the entire west boundary of the property, and 3) the adjacent Interstate 10 freeway, located along the entire south boundary of the property.

The recycling yard is a grandfathered industrial use located immediately adjacent to the existing residential neighborhood north of the 40-acre PAD property. The recycling operations are confined to daylight hours and include railcar loading and unloading, as well as routine on-site material sorting and preparation for transport. No designated buffering or screening of this industrial use presently exists between it and the aforementioned existing residential neighborhood.

The UPRR track is a spur of the main Union Pacific line and provides a linkage between Sonora, Mexico and Tucson. The line presently carries eight (8) trains per day, with the expectation that this volume will increase to approximately twelve (12) trains per day at some future date. Even at its increased level, this can be considered a low relative volume when compared to the 60+ trains per day experienced on the main rail lines serving the Tucson metropolitan area.

The Interstate 10 mainline is six (6) lanes and its roadbed is approximately 30' above the PAD's proposed 40-acre residential property. The westbound on-ramp (single lane) is located immediately adjacent to the PAD property and proceeds upward to meet the elevated freeway bed.

The above having been stated, this PAD recognizes these special uses as particularly challenging adjacent to a proposed residential subdivision. As such, special buffering and setback policies are included in this PAD for the 40-acre residential area west of Park Avenue; these are fully articulated in Section C.2.3.C.6 of this PAD. An empirical noise-study for the property is also provided as in Appendix E of this PAD; this study is the basis for the particular setback and buffering elements described in Section C.2.3.C.6.

B.7 VIEWSHEDS AND VISUAL ANALYSIS

Due to the flat topography of the site, no significant view sheds other than the distant views to the Santa Catalina Mountains exist from the site.

Views from various areas of the site are depicted below (Figure 19, this page).

View of the existing vegetation and the skyline of Downtown Tucson, located northwest of the site.



View of Santa Catalina Mountains located north of the site, and medium density vegetation in the foreground.



View of Rincon Mountains located east of the site, and low density vegetation in the foreground.



View looking onto I-10 and low density vegetation in the foreground.

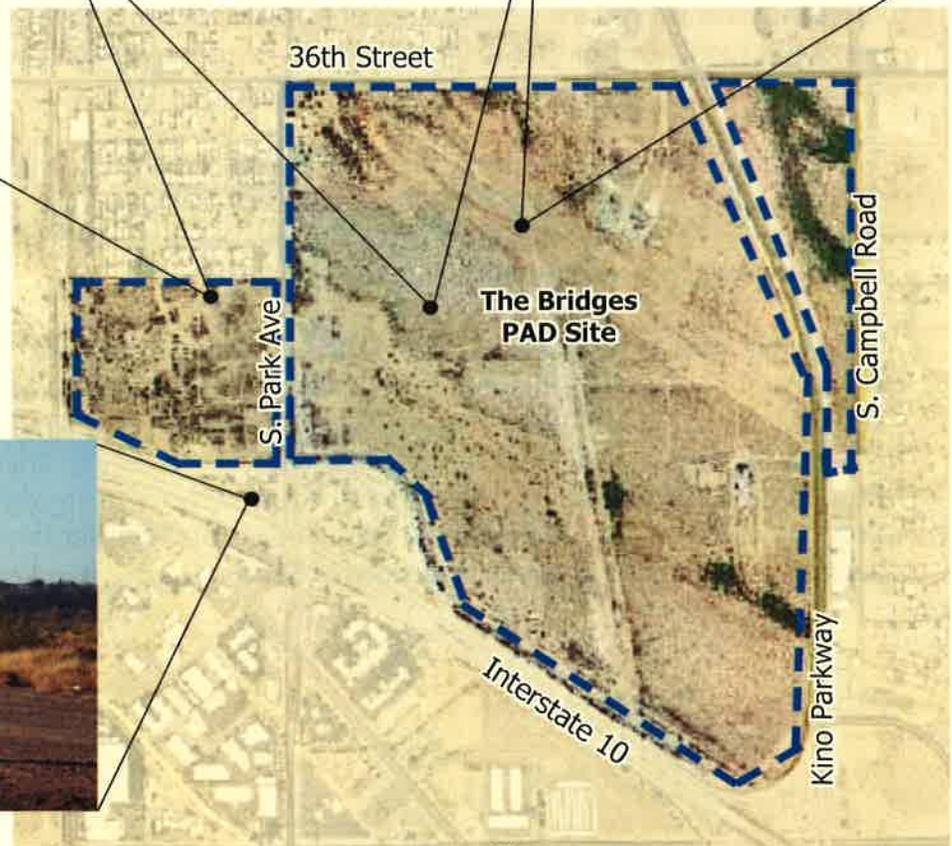


Figure 19:
Visual Analysis

B.8 SITE OPPORTUNITIES AND CONSTRAINTS

In consideration of the Site Analysis findings, the Project site is impacted by, and must respond to, the following major opportunities and constraints:

A. Opportunities

- The site affords a tremendous opportunity for furthering numerous City of Tucson policy goals as contained within its General Plan and adopted Area Plans.
- The site represents a major private investment in the local community and, as such, will be a tremendous contribution toward furthering the revitalization that has already begun in the immediate and surrounding area.
- The residents in the area will be afforded a full complement of new shopping, restaurant, and entertainment opportunities that previously have been non-existent in this historically under-served area.
- The site will provide a major City gateway and image statement to those entering the Tucson community via the Interstate 10 corridor and via the Tucson International Airport (TIA)/ Kino Parkway corridor.
- The site is strategically placed to provide direct linkages to other important community features in the area, such as the University Physicians Healthcare Hospital at Kino Campus (formerly Kino Hospital), Tucson Electric Park, and the Veterans Administration (VA) Hospital.
- The site will be the third axis of a major City commerce "triangle" comprised of the Rio Nuevo/Downtown area, the University of Arizona main campus, and the site. Collectively, this commerce triangle should provide a key foundation on which the City's future image and economic future can be built.

B. Constraints and PAD Responses

The Project site is largely unremarkable in terms of major site constraints. That being the case, a small set of issues are important and merit special attention and/or protection in conjunction with this PAD. These items are capsulized as follows:

- The areas of SVH west of Kino Parkway, together with the xeroriparian area east of Kino Parkway, represent a valuable natural resource that will be protected by the PAD and become part of a larger regional program of public open space.
- The Pima County and City of Tucson adopted trail plans identify the Project site as a key component in furthering important elements

of a regional public trail network; the proposed PAD recognizes and embraces this objective.

- Significant historical flooding has occurred in the residential neighborhoods adjacent to the PAD property. This PAD proposal will, in conjunction with the efforts of the Pima County Regional Flood Control District (RFCD), provide a comprehensive solution to ameliorate this historic flooding condition. NOTE: The extent of development on the PAD property shall be regulated to be in sync with the extent of flood control/drainage improvements, both for those improvements on the PAD property and the off-site improvements necessary for proper function of on-site improvements. Subdivision plat and site/development plan approvals will not be granted by the City of Tucson until such time as COT determines that the extent of the constructed flood control/drainage improvements is in synch with the residential platting and site development, or that acceptable financial assurances have been provided to guarantee all flood control/drainage improvements as determined necessary by the City of Tucson.
- The presence of the existing metal recycling yard, Union Pacific Railroad (UPRR), and Interstate 10 freeway adjacent to the 40-acre portion of the PAD west of Park Avenue. This PAD proposal includes specialized buffering and setbacks elements which recognize these constraints and which protect future residents from their impacts. An empirical noise study was completed in conjunction with this PAD and was the basis for these buffering and setback elements.

Section C: PAD District Proposal

C.1 PAD OVERVIEW AND PROPOSED PHASING

C.1.1 Major Land Uses

The west, northwest and central portions of the Site (Sub-Areas B-I, B-II, B-III, and B-IV) are planned to develop as office, residential, commercial, or any combination of these uses. The southern portion of the Site adjacent to I-10 will contain major commercial/retail shopping amenities (Sub-Area A). UA plans to build a cutting-edge research park along Kino Parkway (Sub-Area D). Additionally, a supporting hotel & conference center is planned at the south end of the UA research park (Sub-Area E).

On the east side of Kino Parkway, immediately south of 36th Street, Pima County acquired the Sub-Area C-II to be used as a natural area park and the future site of a new TEP substation, while a small area to the south of it is designated for commercial use (Sub-Area F). An open space area is proposed throughout the center of the Site that will provide flood control and serve as a greenbelt, as well as a key component to functionally and aesthetically “tie” the Project together and connect to adjacent amenities (Sub-Area C-I). Figure 20 shows land use areas and zoning designations.

C.1.2 Compatibility with Adjoining Land Uses

Compatibility of the PAD with the adjoining land uses presently abutting the Site will be achieved as follows:

- Provide conveniently located commercial, office and retail uses that are accessible to nearby residents.
- The siting of the civic/institutional uses (i.e. the UA research park, hotel/convention complex, and its associated commercial/retail) is proposed to be adjacent to the existing Quincie Douglas Community Center complex and along the Kino Parkway principal-arterial frontage.
- The major commercial development located along the I-10 frontage and between to the two (2) existing freeway interchanges at Kino Parkway and Park Avenue.

C.1.3 Anticipated Project Phasing

The project phasing will continue to be dictated by market conditions. Each phase is planned to provide flexibility for immediate development including agreements identifying responsibility for necessary infrastructure improvements. Beyond that, the following particulars provide further insight into the PAD’s development:

A. Commercial Center

The 110-acre commercial center (Sub-Area A) is partially complete and is continuing to be developed in multiple phases. Tucson Marketplace Boulevard is constructed providing ingress/egress from Kino Parkway and serving as the spine road through the commercial site (linking Kino Parkway with Park Avenue).

B. Office/Commercial/Residential

Sub-Areas B-I, B-II, B-III and B-IV may develop entirely as residential, office, commercial, or any combination of these uses. The mix of uses may be vertically and/or horizontally integrated. Buffering between commercial, office and residential uses will be provided, where needed and at an appropriate scale, per this PAD. Phasing shall occur in a logical manner dependent on existing market conditions at the time of development. Market conditions will dictate whether residential, office, commercial, or a combination of the these uses will be developed within these Sub-Areas.

At the time of this writing, the sequence of development phasing for the B Sub-Areas is as follows:

- A 200 KSF office building in the southern 2/3 of Sub-Area B-II, with attendant improvements to Martin Luther King Jr. Way and 36th Street, and the construction of the central park.
- A 150 KSF office building in the northern 1/3 of Sub-Area B-II.
- Development of the first phase of the planned Urban Village and Town Square in Sub-Area B-I. The full development of B-I could include a mix of housing prototypes such as apartments (with flats, studios, and loft units), town houses, small-lot single family homes, duplexes, and tiny homes, all as a mix of rentals and ownership. The Town Square could include neighborhood retail that would not compete with Tucson Marketplace, and outdoor public gathering places with pedestrian connections to the park and the surrounding community.
- Later phases of development at B-III could include office and other commercial uses. At B-IV, an office park with other commercial uses is being considered.

C. UA Tech Park and Hotel Complex

The UA Tech Park and Hotel Complex will be developed in multiple phases as market conditions dictate. The initial construction is anticipated to occur in 1-2 years; full build-out of the entire UA Tech Park may require 6-12 years.

D. Public Improvement Projects

Several significant public improvement projects (ranging from street improvements to drainage infrastructure to trails and landscaping) are necessitated by this Project to support the above-referenced development phasing. Section C.3.5 of this document provides a table (Table J) with descriptions of the individual public improvement projects and the specific development activities which will trigger the commencement and phasing of each. In this way, the PAD helps ensuring that needed public improvements are appropriately provided as the development of the Project proceeds.

C.1.4 Shared Maintenance Responsibilities

While the PAD is comprised of three distinct development entities, there are significant common infrastructure elements which all will share and, from which, all will benefit. This is particularly true of the new on-site spine streets (ultimately to be dedicated to the City of Tucson) and the central open space corridor, which will function as both a regional flood-control facility and a public recreation amenity (ultimately to be the property of Pima County).

With respect to the new public spine streets, basic maintenance will be provided by the City of Tucson. However, the specialized elements within the right-of-way (e.g. enhanced landscaping, specialty paving at cross-walks, specialty street furniture, etc.) will be maintained by the Developers.

With respect to the central open space corridor, the basic flood-control maintenance for the detention basin and drainage channels will be provided by the Pima County Regional Flood Control District (a Letter of Understanding from the Regional Flood Control District is included in Appendix E). However, all landscaping and recreational facilities (trails, ramadas, fields) will be maintained by the Developers.

In order to fulfill the above Developer maintenance responsibilities, a Land Owners Association will be formed prior to the approval of any development plan or final plats. This association will survive the build-out of the Project and will maintain the specialty elements described above in perpetuity.

C.1.5 Financial Assurances to be Recorded

In accordance with the LUC Section 2.6.3.7.B and Development Standard 1-04.0, the owners of the Site shall, prior to adoption of the ordinance approving the PAD, submit a form of financial assurance for review and approval by the City of Tucson. The owners of the Site currently anticipate the financial assurance will be in the form of a performance bond, but may utilize other approved means of providing financial assurances.

In the event that necessary on-site and off-site drainage and detention facilities are not physically in-place, to the satisfaction of the City of Tucson, to insure the proper functioning the Project prior to the approval of any residential subdivision plat and/or site/development plan within the PAD property, assurances will include those necessary to guarantee completion of on-site and off-site drainage/flood control improvements in sync with the development of the PAD property.

C.1.6 Waiver of Claims

The property owner shall execute and record a separate agreement to waive any claims against the City for zoning amendment in conformance with A.R.S. §12-1134(l).

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C.2 LAND USE REGULATIONS

The development regulations, as stated in Sections C.2.2 - C.2.4, will govern the land use densities, intensities and location criteria within the PAD. In addition, this section includes property use, designation, building and landscape setbacks, building heights, and other general development standards. The intent of these standards is to establish clear minimum development standards, allow for the orderly progression of development, and provide flexibility over time without compromising the goals and objectives for the PAD. Unless otherwise specified herein, all development within the PAD shall conform to all Ordinances, Codes, Policies and Regulations of the City of Tucson current at the time of approval and shall be implemented through the City of Tucson Planning & Development Services Department.

C.2.1 Sub-Areas of PAD District

To support the mixed-use strategy for the PAD, a series of designated sub-areas have been established that permit office, commercial/retail, residential, research park, and recreational uses (Figure 20). The PAD is divided into ten (10) distinct sub-areas. Each sub-area is designated with its primary uses. The following sections of this document will identify the intent for each sub-area, and their additional permitted, secondary, accessory and excluded uses.

The ten (10) proposed sub-areas and their respective primary uses include the following:

<i>Sub-Area</i>	<i>Primary Use</i>
A	Commercial/Retail
B-I	Office/Commercial/Residential
B-II	Office/Commercial/Residential
B-III	Office/Commercial/Residential
B-IV	Office/Commercial/Residential
C-I	Open Space/Active Recreation and Drainage
C-II	Open Space
D	Civic/Institutional (Research Park)
E	Commercial (Hospitality/Office)
F	Commercial/Retail



LEGEND

- OCR-1 (Office/Commercial/Residential)
- OS (Open Space)

Sub-Area	Primary Use	Acreage
A:	Commercial/Retail	111.2
B-I:	Office/Commercial/Residential	32.6
B-II:	Office/Commercial/Residential	29.8
B-III:	Office/Commercial/Residential	11.6
B-IV:	Office/Commercial/Residential	37.7
C-I:	Open Space/Active Recreation	30.4
C-II:	Open Space	20.0
D:	Civic/Institutional (Research Park)	53.5
E:	Commercial (Hospitality/Office)	11.6
F:	Commercial/Retail	5.9
Total		350
PAD Amendment Area: B-I, B-II, B-III & B-IV		111.7

Note: Acreage/parcel lines are conceptual

Figure 20:

*Sub-Area Districts
Base Zoning*

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C.2.2 Commercial and Institutional Uses

Sub-Areas A, D, E, and F.

A. Intent

1. *Sub-Area A and F (Commercial/Retail Uses)*

The commercial and retail uses in the PAD (Sub-Areas A and F) will include a major regional shopping center along I-10, between Park Avenue and Kino Parkway, providing national, regional, and local retail tenants, including large retail establishments (allowed in Sub-Area A only), as well as an array of smaller retail shops, restaurants and entertainment. The commercial/retail development will provide goods and services not currently available in the area and will serve local residents and draw customers from throughout Tucson and surrounding areas.

2. *Sub-Area D (UA Research Park)*

The UA research park area (Sub-Area D) will be primarily used for offices, science laboratories and educational facilities that will accommodate the sophisticated needs and demands of a variety of scientific and technology-based disciplines. Affiliated uses are also anticipated within the research park such as small retail shops, restaurants, traveler's accommodations and limited entertainment uses. Limited residential uses (e.g. dormitory or extended stay lodging) are also permitted. The research park will provide educational services to local residents as well as draw academics, researchers, and scientists from around the country and around the world.

3. *Sub-Area E (Hospitality/Office)*

The hospitality/office area in the PAD (Sub-Area E) will allow for the development of a destination or business-class hotel, with executive training conference center, as the primary use along Kino Parkway. This sub-area may also allow for a range of small support retail shops, restaurants, and entertainment as secondary uses. The hospitality/office sub-area will help create jobs, provide goods and services not currently available in the area, and serve local and regional residents.

B. Land Uses

1. *Permitted Uses*

The permitted land uses, special exception land uses and secondary land uses allowed in Sub-Areas A, D, E, and F shall be the uses permitted by the OCR-1 Zone as defined in Section 2.6.1 of the LUC and supplemented below.

2. *Additional Permitted*

Additional permitted uses not listed in Section 2.6.1.2 of the LUC shall include:

Commercial Services Use Group, Section 6.3.5

- Animal Services, subject to Section 3.5.4.1.G
- Automotive - Service and Repair, subject to Section 3.5.4.2.C and D
- Communications, subject to Sections 3.5.4.20 .B, and .C, and .D.1 or .D2, and .G.
- Funeral Service, subject to Section 3.5.4.22.B
- Research and Product Development
- Construction Services

Retail Trade Use Group, Section 6.3.10

- Construction Material Sales
- Large Retail Establishments (Sub-Area A only; subject to C.2.2.C.2)

Wholesaling Use Group, Section 6.3.13

- Business Supply and Equipment Wholesaling
- Food and Beverage Wholesaling

Industrial Use Group, Section 6.3.6

- Craftwork, subject to Section 3.5.5.1.D, .E, .F, and .H
- Processing and Cleaning, subject to Section 3.5.5.1.D, .E, .F, and .H

Note: References to performance criteria in LUC § 3.5 that include setbacks from residential zones shall also apply to adjacent residential uses within the PAD boundaries.

3. Excluded Uses

- Civic Use Group, Section 6.3.4.2 Correctional Use, Supervision Facility
- Industrial Use Group, Section 6.3.6.13, Salvaging and Recycling
- Commercial Use Group, Section 6.3.5, Billboards

C. Development Standards

1. Development Criteria

The PAD shall recognize the development criteria provided in Table D (this page), which have been developed to regulate all development within Sub-Areas A, D, E, and F of the PAD. The standards in Table D (this page) will supersede the standards in the LUC (including, but not limited to, Article 3, Division 2 Development Criteria and Article 3, Division 5 Performance Criteria) in accordance with Section 2.6.3 of the LUC.

Commercial Development Standards for Sub-Areas A, D, E, and F	
Minimum Lot Area	0
Minimum Lot Width	0
Separation Between Buildings	Governed by Building Code
Maximum Floor Area Ratio*	Sub-Area A: 1.5 Sub-Area D: 4.0 Sub-Area E: 6.0 Sub-Area F: 0.75
Functional Open Space	Refer to section C.2.4 of this PAD **
Maximum Building Height	Sub-Area A: 60 feet Sub-Area D: 90 feet Sub-Area E: 140 feet Sub-Area F: 48 feet
Minimum Building Setback From Any Public Street and/or MS&R	20 feet ***
Minimum Building Setback From I-10	44 feet ****
Perimeter Wall Requirements	None. Refer to Section C.2.2.C.3 for provisions concerning screening.
Landscape Buffers and Screening	Refer to Section C.2.2.C.3 for provisions concerning landscape buffers and screening

Table D:
*Commercial
Development
Standards*

* Floor Area Ratio (FAR) shall have the meaning defined in LUC § 6.2.6 and shall be calculated in accordance with LUC § 3.2.11. The FARs designated above shall apply to each separate site, as that term is defined in LUC § 6.7.19, within a Sub-Area. It is conceivable that a Sub-Area may also be a single site.

** Functional open space in these Sub-Areas will include pedestrian walkways, patio areas, outdoor plazas, sitting areas, public art areas, oasis areas, performance areas, bus shelters, transit nodes, trails, and any main street areas in the life style development area of Sub-Area A, which can be closed off for a public function.

*** The building setback shall be measured from the property line.

**** The building setback from I-10 shall be measured from the property line.

2. **Large Retail Establishment Criteria**

Given the particular site characteristics of Sub-Area A in relation to I-10, the open space area (Sub-Area C-I) between the residentially designated Sub-Areas of the PAD, the following modifications to the criteria for Large Retail Establishments set forth in LUC § 3.5.9.7 are warranted. Unless modified herein, all other requirements of LUC § 3.5.9.7 shall be satisfied.

- a. *Unique Circumstances.* There are several factors that, in combination, make the property uniquely suitable for development as a power center. The site is located in close proximity to the intersection of Interstates 1-19 and 1-10, next to a neighborhood that has been recognized as a lower income or blighted area. The site is located within the Tucson Empowerment Zone and within an existing Enterprise Zone. The South Park neighborhood was the focus of HOPE VI Economic Development Study in 2001 (included on CD in Appendix E), which concluded that "based on market evaluation criteria the . . . site possesses the necessary characteristics to support a true 'power center' development incorporating commercial, retail, light industrial and residential uses." The area is also distinguished by a lack of retail establishments. In the January 2006 issue of Urban Land, the article titled "The Forgotten Frontier of Retailing" (included in Appendix E) explains that "the lack of retail services is still a shameful reality in most lower-income neighborhoods around the county." According to the Highest and Best Use Analysis of the Commercial Development Opportunities in the South Park Neighborhood, completed by Canyon Research Southwest in 2001, this property is best suited for a power center development.
- b. *Buffers.* All Large Retail Establishments will be setback a minimum of two hundred (200) feet from residential uses and residentially zoned properties. The screen wall and landscape buffers requirements in LUC § 3.5.9.7.A.2. are inapplicable. This modification is justified to enhance the connectivity and integration of the Sub-Areas within the PAD Site and to avoid isolating Sub-Area A from the rest of the Development Areas. Screen walls and landscape buffers for the commercial sub-areas are set forth in Section C.2.2.C.3.
- c. *Trash Collection.* Trash collection behind the buildings adjacent to and contiguous with I-10 will be allowed at any time, subject to the City of Tucson's Noise Ordinance. This modification is justified because buildings situated along I-10 will provide a noise barrier. Trash collection will be allowed between 7:00 am and 7:00 pm in all other areas where a Large Retail Establishment may be located.
- d. *Delivery and Loading.* There shall be no limitations on the hours of loading and delivery activities behind any Large Retail Establishment buildings located adjacent to and contiguous with I-10. This modification is justified because buildings situated along I-10 will provide a noise barrier. Loading and delivery for Large Retail Establishments in other areas will be allowed between 7:00 am and 10:00 pm.

- e. *Traffic Impacts.* A comprehensive Traffic Impact Analysis (TIA) covering the entire Site has been provided in conjunction with the PAD (refer to Section C.3.4 below). As necessary, additional supplemental TIA's will be provided at the time of Development Plan submittal for review in accordance with LUC Section 3.5.9.7.A.8. This modification is justified to avoid having to prepare redundant TIA's where the traffic impact attributable to a Large Retail Establishment has been addressed in the TIA submitted with this PAD document. Parking requirements are set forth in Section C.2.2.C.4.
- f. *Outdoor Lighting.* Metal halide lighting shall be permitted in the parking lot areas, provided that the lighting levels are reduced between 10:00 pm and 7:00 am. This modification is justified because metal halide lighting provides high quality cleaner, true spectrum light and allows for the creative application of landscape and pedestrian area feature lighting. Notwithstanding this modification, the outdoor lighting shall comply with the City of Tucson Outdoor Lighting Code.
- g. *Architectural.* Building materials, colors and architectural designs shall be consistent with the scheme set forth in C.2.2.C.7, below, and shall be monitored and enforced by the Design Review Committee (refer to Section C.6).
- h. *Permitted Sales.* General Merchandise Sales and Food and Beverage Sales may be combined within a single establishment with no limitation on the Gross Floor Area allocated to either one of the Land Use Classes. Various studies and initiatives support the need to allow retail development to occur on the Site without the use restrictions set forth in LUC Section 3.5.9.7.A.13. Appendix E contains an explanation for removing the grocery use restriction (see "Power Center Development Comments" in Appendix E).
- i. *Review.* All proposed Large Retail Establishments shall be reviewed in accordance with the Development Plan review process established in Tucson Code Section 23A-34 and approved by the Development Services Director. Because a PAD district is established through a Zoning Examiner Legislative Procedure, no separate or additional approval through Special Exception Land Use or Zoning Examiner Legislative Procedure will be required for any Large Retail Establishment proposed in Sub-Area A.

3. Landscape and Screening Requirements

The Commercial Sub-Areas within the PAD will comply with the Landscaping and Screening requirements contained in Division 7 of Article 3 of the LUC, with the following exceptions:

- a. Given the extensive open space areas between the Commercial Sub-Areas and residential areas, except as provided in this Section, the screening requirements of Section 3.7.3 of the LUC shall not apply to the Commercial Sub-Areas. Additionally, to encourage connectivity between the Sub-Areas within the PAD and between other land use Sub-Areas, interior landscape borders between parcels within the Sub-Areas otherwise required by the Land Use

- Code are not required for the PAD. Specific screening and landscape buffer areas have been developed for the locations as designated in Figure 21 (p. 53).
- b. Along the south boundary of Sub-Area A and adjacent to I-10, screening is not required. Landscape in this area will be installed in a twenty (20) foot wide buffer area along the south boundary of Sub-Area A. This buffer area will include a meandering eight (8) foot wide decomposed granite path. The density of the vegetation will comply with LUC § 3.7.2.4. (Refer to Figure 21, p. 53, and Appendix B, Figure 9, p. B-4.)
 - c. Parking area screening between the open space area (C-I) and the north boundary of Sub-Area A shall be placed on the property line between the open space and the parking area. All screen walls adjacent to Sub-Area C-I shall be a maximum of 30 inches above grade or shall be designed as "view walls." View walls shall be a minimum of 80 percent open and shall be constructed of wrought iron or other similar attractive open fencing material above 30 inches above grade. Adding a landscape buffer area between the Sub-Area A and the natural open space would be redundant. (Refer to Figure 21, p. 53, and Appendix B, Figures 4 and 5, p. B-3.)
 - d. Any retail situated in Sub-Area A along the Sub-Area A property line south of Sub-Area B-II shall not require a landscape buffer or screening. The natural open space area (C-I) will provide a sufficient buffer between Sub-Area A and Sub-Area B-II. (Refer to Figure 21, p. 53, and Appendix B, Figure 6, p. B-3.)
 - e. Due to the proximity of the proposed retail area at the west end of Sub-Area A south of Sub-Area B-I, screening, not to exceed five (5) feet in height, shall be installed at the property line. A landscape buffer shall not be required because the natural open space area (C-I) provides a sufficient buffer. (Refer to Figure 21, p. 53, and Appendix B, Figure 1, p. B-2.)
 - f. Street landscape borders and screening of parking lots along Kino Parkway and Park Avenue shall be accomplished with low screen walls. The landscape borders shall be a minimum of ten (10) feet wide and the density of the vegetation in the vehicular use areas and landscape borders shall comply with LUC § 3.7.2.3 and 3.7.2.4. (Refer to Figure 21, p. 53, and Appendix B, Figures 2 & 3, p. B-2.)
 - g. Loading and delivery docks, outdoor storage areas, garbage and recycling areas and other similar exterior improvements facing such residential neighborhoods at the perimeter of and within the PAD will be screened (unless already substantially screened by buildings or other landscaping) with walls a minimum of six (6) feet high designed to prevent unreasonable light, noise and visual impact on such residential neighborhoods. Examples of trash enclosure screening are shown in Appendix B, Figures 10 and 11, p. B-5.
 - h. Canopy trees and planter islands in parking areas shall be in conformance with LUC Section 3.7.2.3. excluding the portions of the details pertaining to landscaping shown in Appendix B, Figures 7 & 8, p. B-4. In the large parking areas in Sub-Area A, additional canopy

trees will be added and clustered together, creating large pockets of shade. Groupings of shade trees will be used to create a more freeform planting mass. Creating sight visibility corridors to shops will be a strong consideration for tree placements. The planting space for parking lot islands and planters shall be in conformance with the LUC. Figures 7 & 8, p. B-4, Appendix B, illustrate tree clustering in areas of the pedestrian walkway. Location and number of trees to be determined at Development Plan stage.

- i. "Safe by design" principles shall be implemented in the design and construction of screen walls to prevent hiding and loitering near pedestrian and bicycle paths. Examples of the principles to be utilized include the articulation of the wall to include jogs and offsets. Openings for pedestrian and bicycle paths should be widened and cacti and other thorny plants should be utilized to keep people out of hiding areas near pathways.

Refer to General Landscape Program, Appendix F, for Landscape Concept. Prior to any development plan submittal, the Office of Conservation and Sustainable Design will also be consulted, and their input incorporated into the submittal.

4. Parking

Motor Vehicle and Bicycle Parking requirements of Division 3 of Article 3 of the LUC will apply with the following exceptions:

- a. In Sub-Areas D, E, and F, parking requirements shall be calculated according to use pursuant to LUC § 3.3.4.
- b. Sub-Area A parking requirements shall be as follows:
 - i. *Motor Vehicle Spaces:* A minimum of 4.5 spaces for each 1,000 square feet of Gross Floor Area (GFA). Parking stall counts shall be done across Sub-Area A as a whole, not necessarily on a parcel by parcel basis within the sub-area, subject to a recorded cross-parking agreement for the overall shopping center.
 - ii. *Bicycle Spaces:* The required number of bicycle parking spaces shall be calculated in accordance with LUC § 3.3.5.6.A.2. Then, bicycle parking spaces shall be increased by 10 percent above the LUC requirements in Sub-Area A.
- c. Class 2 bicycle parking spaces may be substituted for Class 1 bicycle spaces on a two for one basis up to a maximum of 50 percent of the required number of Class 1 spaces.

5. Off-Street Loading Requirements

The PAD will comply with the off-street loading requirements contained in Division 4 of Article 3 of the LUC, with the following exceptions:

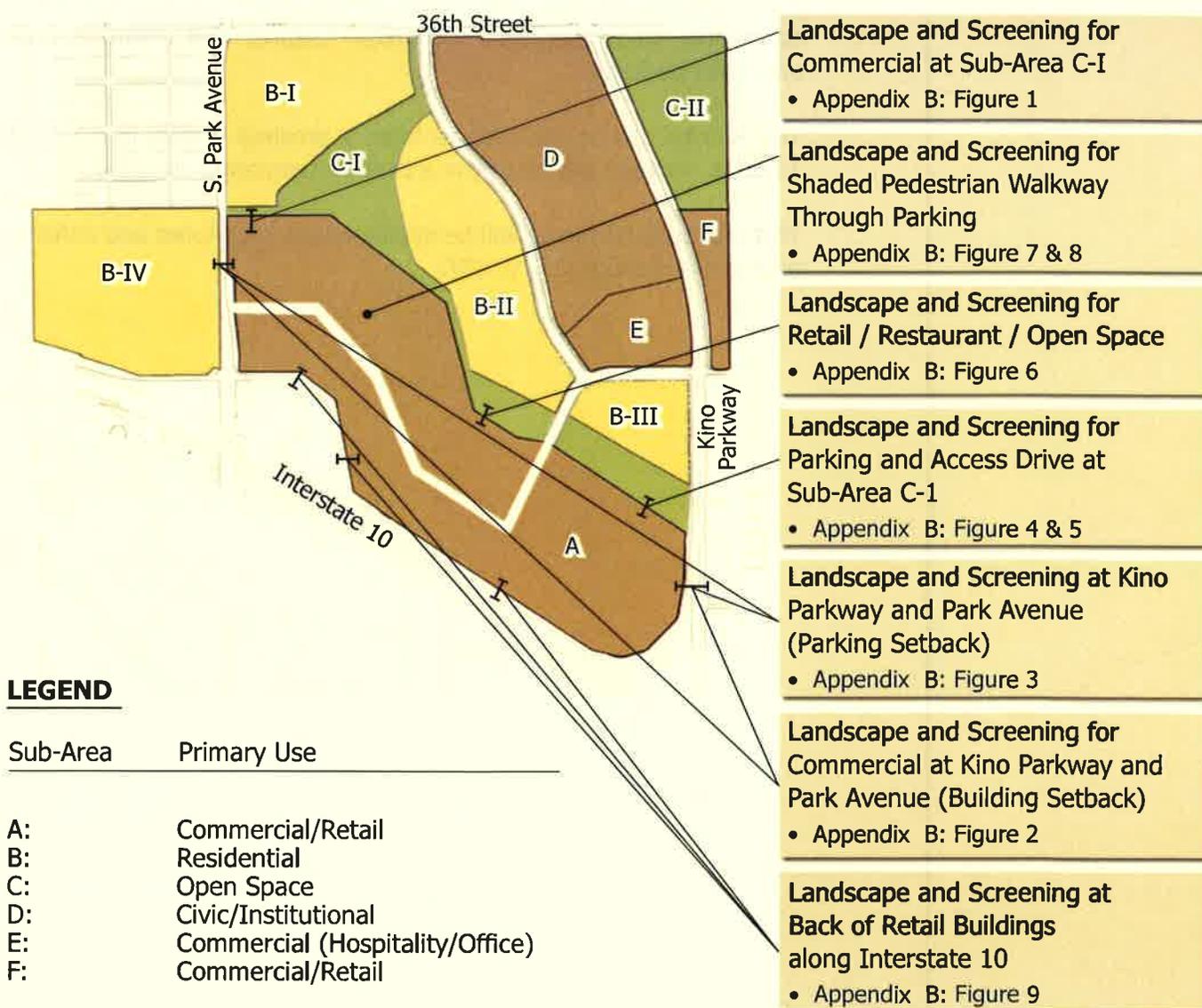
- a. No designated loading spaces are required for businesses with less than 2,500 square feet of GFA. Loading areas can be provided at off-street parking spaces and at designated on-street locations posted for such use, provided that the loading space is located within 250 feet of the use it serves and is not used by semi trucks. These spaces may be reduced in size to accommodate a van or small panel truck and shall be a minimum of 8 ½' x 23'.

- b. Two or more principal uses within the same site treated as a single project may share designated loading spaces. Users on different sites within a commercial area may share designated off-street loading spaces provided they are within 250 feet of each user. Allowing shared loading spaces could reduce the required total number of loading spaces for each principal use by up to 50 percent. Dimensions for loading zones shall meet the requirements of LUC § 3.4.5.
- c. Off-street loading areas shall be screened in accordance with Section C.2.2.C.3.

6. Specialized Commercial Design—Landscape and Screening

Design details for the commercial Sub-Areas have been prepared to help integrate the commercial development with the other land uses within the Site. The illustrations supporting the keymap (Figure 21, this page) are located in Appendix B, Figures 1 through 9. All setbacks shown in Appendix B shall be measured from the property line as determined after all necessary dedications.

Figure 21:
Specialized Commercial Design—Landscape and Screening Keymap



LEGEND

Sub-Area	Primary Use
A:	Commercial/Retail
B:	Residential
C:	Open Space
D:	Civic/Institutional
E:	Commercial (Hospitality/Office)
F:	Commercial/Retail

- Landscape and Screening for Commercial at Sub-Area C-I
 - Appendix B: Figure 1
- Landscape and Screening for Shaded Pedestrian Walkway Through Parking
 - Appendix B: Figure 7 & 8
- Landscape and Screening for Retail / Restaurant / Open Space
 - Appendix B: Figure 6
- Landscape and Screening for Parking and Access Drive at Sub-Area C-1
 - Appendix B: Figure 4 & 5
- Landscape and Screening at Kino Parkway and Park Avenue (Parking Setback)
 - Appendix B: Figure 3
- Landscape and Screening for Commercial at Kino Parkway and Park Avenue (Building Setback)
 - Appendix B: Figure 2
- Landscape and Screening at Back of Retail Buildings along Interstate 10
 - Appendix B: Figure 9

7. Architectural

The overall project theme will include five-sided architecture that provides an interpretation of contemporary Southwest design. This character responds to climatic conditions and promotes an architecture that focuses on qualities of surface, color, light and shadow, massing and building form, and space as it relates to the outdoor environment.

The building design will be characterized by effective use of building massing, intersecting wall planes, strong color, unique building forms, shade and shadow, and play of light so as to retain pedestrian-scaled elements.

The buildings will be designed to break up large masses. Emphasis will be placed at the pedestrian level with the use of traditional materials, textures and increased building articulation.

The materials and components used will be steel trellis with turnbuckle connections, trendstone CMU, light sandblasted integral color CMU, juicy joint constructed CMU, stucco, cast in place concrete, decorative hardscape, small fountains and water features and complementary amenities package.

The Architecture is intended to have a timeless quality that reflects Tucson's heritage and history in a true contemporary meaning.

This architectural theme will be implemented, monitored and enforced pursuant to Section C.6, p. 107.

C.2.3 OFFICE/COMMERCIAL/RESIDENTIAL ZONE

C.2.3 Office/Commercial/Residential Zone

Sub-Areas B (B-I, B-II, B-III and B-IV).

A. Intent

This PAD Amendment seeks to establish Office/Commercial/Residential (OCR-1) Zone as defined in Section 4.8.6 of the UDC as the underlying zoning classification for the Sub-Areas B (B-I, B-II, B-III and B-IV) so that these areas may develop as office, residential, commercial, or any combination of these uses. This will make the underlying zoning for the Sub-Areas B consistent with all the other development areas of the Bridges. The uses developed within these Sub-Areas shall follow the requirements as set forth within this section of the PAD Amendment. The uses may be horizontally and/or vertically integrated with screening and buffering standards as defined in Section C.2.3.C.2 of this Section.

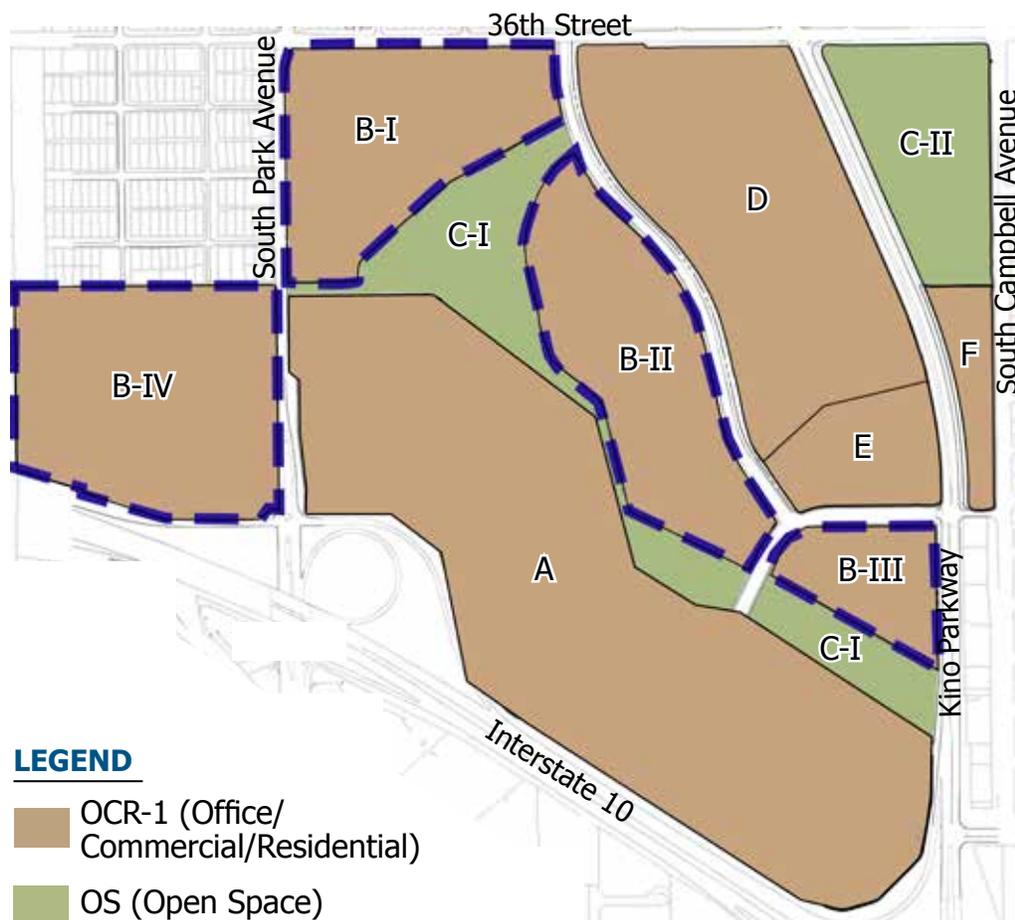


Figure 22:
Sub-Areas B Parcels

B. Land Uses

1. *Permitted Uses*

The permitted land uses, special exception land uses, secondary land uses and permitted accessory uses allowed in Sub-Areas B (Sub-Areas B-I, B-II, B-III and B-IV) shall all be the uses permitted by the OCR-1 Zone as defined in Section 4.8.6 of the UDC and supplemented below.

2. *Additional Permitted*

Additional permitted uses shall include the following with corresponding UDC Use-Specific Standards:

- Commercial Services Use Group, Section 11.3.4
 - Research and Product Development
- Residential Land Use Group, Section 11.3.7
 - Home Occupation:
 - Home occupations include resident employment with one (1) outside employee allowed and no more than one (1) customer on the premises at any one time.
 - Temporary residential start-up uses, including sales/marketing facilities, model home complexes and related accessory uses.
 - A maximum gross floor area of 50% of the structure occupied is allowed for home occupation. A detached accessory building of not more than 350 square feet in area may be used for such home occupation.
 - Retail, personal or medical services are allowed to be provided from the home.
 - Commercial site plan review and/or non-residential development standards shall not be required.
 - Travelers Accommodations:
 - Minimum Lot Size 2,500 square feet with a maximum of three (3) guest rooms for a total of six (6) guests
- Retail Trade Use Group, Section 11.3.9
 - Construction Material Sales
- Wholesaling Use Group, Section 11.3.12
 - Business Supply and Equipment Wholesaling
 - Food and Beverage Wholesaling
- **Other similar uses approved by the Planning and Development Service Department (PDSD) Director.**

3. *Excluded Uses*

- Civic Use Group, Section 11.3.3 Correctional Use
- Commercial Services Use Group, Section 11.3.4, Billboards
- Industrial Use Group, Section 11.3.5, Salvaging and Recycling
- Construction Services

C. Development Standards

1. Development Criteria

This PAD Amendment shall recognize the development criteria provided in Table A below, which have been developed to regulate development within Sub-Areas B. The standards in Table E shall supersede the standards in the City of Tucson Unified Development Code, as amended from time to time.

Development Standards for Sub-Areas B B-I, B-II, B-III and B-IV	
Minimum Lot Area	0
Minimum Lot Width	0
Separation Between Buildings	Governed by Building Code
Functional Open Space	Refer to section C.2.3.C.3 of this Section *
Maximum Building Height	Sub-Area B-I: Neighborhood Transition Zone (150' W): 40 feet Zone 2 (250' W): 60 feet Zone 3: 90 feet Sub-Area B-II: 80 feet Sub-Area B-III: 99 feet Sub-Area B-IV: Neighborhood Transition Zone (150' W): 40 feet Zone 2 (550' W): 90 feet Zone 3: 99 feet
Minimum Building Setback From Any Public Street and/or MS&R	20 feet **
Minimum Building Setback From I-10	50 feet ***
Landscape Buffers and Screening	Refer to Section C.2.3.C.2 for provisions concerning landscape buffers and screening
Perimeter Wall Requirements	None. Refer to Section C.2.3.C.2 for provisions concerning screening.

* Functional open space in these Sub-Areas will include pedestrian walkways, patio areas, outdoor plazas, sitting areas, public art areas, oasis areas, performance areas, bus shelters, transit nodes, trails, and any main street which can be closed off for a public function.

** The building setback shall be measured from the right of way.

*** The building setback from I-10 shall be measured from the property line.

Table E:
*Sub-Areas B
Development
Standards*

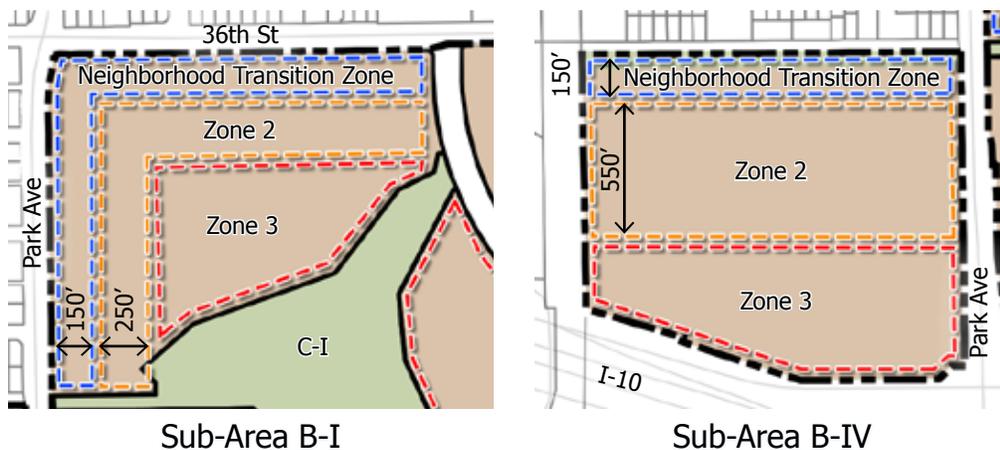


Figure 23:
*Neighborhood
Transition Zone*

2. Landscape and Screening Requirements

The Sub-Areas B within the PAD Amendment will comply with the Landscaping and Screening requirements contained in Section 7.6 of the UDC with the following exceptions:

- a. To encourage connectivity between the Sub-Areas within the PAD and between other land use Sub-Areas, interior landscape borders between parcels within the Sub-Areas otherwise required by the Unified Development Code are not required for the PAD. Sub-Areas or parcels that have the same land use, developed under the same or separate plats shall determine the appropriate land use transitions and screening between uses. A minimum buffer of 25' shall be applied to the transition between commercial/office and single-family residential.
- b. Street landscape borders and screening of parking lots along 36th Street, Kino Parkway, and Park Avenue shall be accomplished with a minimum of ten (10) feet wide landscape area. Vehicular use areas (parking lots) shall have a low screen wall with a minimum height of 30". The density of the vegetation in the vehicular use areas and landscape borders shall comply with UDC Sections 7.6.4.B and 7.6.4.C. (Appendix B, Figures 2 & 3, p. B-2.)
- c. Screening, when required by UDC Section 7.6.5.C, shall be a minimum of 10' from the right of way for 36th Street and Park Avenue. Screening may have offsets or similar design features that encroach a maximum of 3' into the landscape buffer. Screening within the Sub-Areas and the public streets within the PAD will not be required to conform to the UDC Section 7.6.5- Screening Standards.
- d. Loading and delivery docks, outdoor storage areas, garbage and recycling areas and other similar exterior improvements facing such residential neighborhoods at the perimeter of and within the PAD will be screened (unless already substantially screened by buildings or other landscaping) with walls a minimum of six (6) feet high designed to prevent unreasonable light, noise and visual impact on such residential neighborhoods. Examples of trash enclosure screening are shown in Appendix B, Figures 10 and 11, p. B-5.
- e. Canopy trees and planter islands in parking areas shall be in conformance with the following:
Canopy Trees in Vehicular Use Areas.
 1. Within a vehicular use area, one (1) canopy tree is required for each four (4) motor vehicle parking spaces or fraction thereof.
 - a. The canopy trees shall be located along the perimeter and in landscape islands to provide shade for the vehicular area.
 - b. In areas where a required landscape border falls within the vehicular use area, up to 50% of the canopy trees may be counted towards both the minimum parking lot canopy tree requirement and the landscape border canopy tree requirement.

- c. The planting space for parking lot islands and planters shall be in conformance with the UDC.
- d. Structurally covered or underground motor vehicle parking spaces are not included in calculating the required number and location of canopy trees.
- 2. Plant Protection. Areas where plants are susceptible to injury by vehicular or pedestrian traffic must be protected by appropriate means, such as raised or flush curbs, bollards, low walls, or changes in paving materials.
- f. "Safe by design" principles shall be implemented in the design and construction of screen walls to prevent hiding and loitering near pedestrian and bicycle paths. Examples of the principles to be utilized include the articulation of the wall to include jogs and offsets. Openings for pedestrian and bicycle paths should be widened and cacti and other thorny plants should be utilized to keep people out of hiding areas near pathways.

Refer to General Landscape Program, Appendix F, for Landscape Concept. Development applications within the Bridges PAD will not require a formal submittal of a rainwater harvesting plan per the City of Tucson's Commercial Rainwater Harvesting Ordinance. New development within the Sub-Areas B will integrate active and passive rainwater harvesting features when possible.

3. Functional Open Space

The Mini Parks identified in Figure 28, p.69 for Sub-Area B-III and B-IV will comply with the following criteria.

- a. Mini parks will be provided on-site for Sub-Areas where the walking distance from the central park is greater than 1,500 feet, approximately a 5 minute walk. This requirement is met by siting one (1) mini-park in Sub-Area B-III that may provide connectivity to the open space, and one (1) mini-park in Sub-Area B-IV that provides a connection to the El Paso and Southwestern Greenway (may be a linear park). Mini parks will be maintained by the Management Association of the individual Sub-Area or Master Association. Each of the mini parks will provide, in the aggregate, approximately 0.25-0.5 acres of area.
- b. A Mini Park in Sub-Area B-III and B-IV within a proposed office or commercial use area will include, at a minimum, the following amenities:
 - Gathering area integrated into the office or commercial use area which may be configured as patio areas, outdoor plazas, sitting areas, public art areas, oasis areas, performance areas or trails and trail connections.
 - Integrate seating opportunities with shade provided by trees, umbrella, canopy or the building.
- c. A Mini Park in Sub-Area B-III and B-IV within a residential use area will conform to the requirements listed in C.1.a.ii on p. 71.

4. **Parking**

Motor Vehicle and Bicycle Parking requirements of Section 7.4 of the UDC will apply with the following exceptions:

a. Parking Calculation Requirements

i. Motor Vehicle Spaces for office and retail: A minimum of 4 spaces for each 1,000 square feet of Gross Floor Area (GFA). Parking stall counts may be done across each Sub-Area as a whole, not necessarily on a parcel-by-parcel basis within the sub-area, subject to a recorded cross-parking agreement for the overall Sub-Area.

ii. Residential development in Sub-Areas B will comply with the Motor Vehicle and Bicycle Parking Requirements of Section 7.4 of the UDC with the following exceptions:

a. Parking Spaces per Dwelling Unit.

i. Single Family-Detached, Medium Density-Detached, Medium Density-Attached: A minimum of one (1) space on-site per unit for primary resident is required. The balance of guest parking spaces can be met on-site, off-site, on public streets, or within clustered parking.

ii. Multi-family (up to 10 D.U./Acre): If on-site parking will not meet the required number of spaces for the primary unit or guest parking, additional on- or off-street parking will be provided.

1. Units with 1 bedroom or studios. One (1) space per unit

2. Units with 2 or more bedrooms. One and one-quarter (1.25) spaces per unit.

3. Plus one (1) guest space per ten (10) spaces.

iii. Multi-family (11 to 30 D.U./Acre): Parking will meet the requirements of the UDC i.e., one and one-quarter (1.25) spaces per dwelling unit, except for studio or 1 bedroom units. There, a minimum of 0.8 spaces will be provided.

b. Guest Parking. Parking for guests is provided off-site on public streets or within clustered parking (Appendix D, Figure 12, p. D-7).

c. Vehicular Maneuvering. Private alleys and streets are also utility and ingress/egress easements and are permitted to be primary vehicular access to any residential lots and guest parking spaces.

iii. Bicycle Spaces: The required number of bicycle parking spaces shall be calculated in accordance with Section 7.4.8.B.2 of the UDC.

a. Multi-family Residential. Bicycle parking will be provided per the UDC. Bicycle parking may be allowed in the unit. In situations where a garage is not provided with a multi-family residential unit, bicycle racks will be installed as part of the development.

- b. Individual Parking Plan (IPP)
 - i. Provide a summary for the proposed parking spaces required with justification and methodology to establish the proposed number of spaces for review and approval by the PDSO Director.
 - ii. Shared parking may be incorporated into the Sub-Areas B with the approval of the PDSO Director.
 - iii. Where a use generates parking demand primarily during hours when an adjacent use or uses are not in operation or generate shared trips, a reduction of the required parking may be approved by the PDSO Director. Application for an individual parking plan shall include:
 - a. Submission of a parking study
 - b. Proposed documents for recordation of cross-easements for parking purposes
 - c. Proposed documents to ensure maintenance of the shared parking spaces
 - iv. Conditions for approval of an Individual Parking Plan should include meeting three (3) or more of the following:
 - a. 50% or more bicycle parking is provided than required by this PAD
 - b. Parking areas are located to the rear of the building
 - c. There is a transit stop within 1/4 mile of the property
 - d. The entire project is integrated to provide pedestrian linkages between the project components
 - e. Direct pedestrian access is available to the project
 - f. Parking is decentralized and dispersed evenly as parking pockets throughout the project
 - g. Increased landscape (specifically trees, one (1) additional tree for every four (4) trees) in addition to the minimum landscape requirements
 - v. Location: Parking is permitted in the required setback provided the landscape buffer planting requirements are met to shield parking from the street and/or adjacent use.
- c. Short-Term Bicycle Parking

Short-term bicycle spaces may be substituted for long term bicycle spaces on a two for one basis up to a maximum of 50 percent of the required number of long term spaces.

5. Off-Street Loading Requirements

The PAD Amendment will comply with the off-street loading requirements contained in Section 7.5 of the UDC with the following exceptions:

- a. No designated loading spaces are required for businesses with less than 2,500 square feet of GFA. Loading areas can be provided at off-street parking spaces and at designated on-street locations posted for such use, provided that the loading space is located within 250 feet of the use it serves and is not used by semi-trucks. These spaces may be reduced in size to accommodate a van or small panel truck and shall be a minimum of 8.5' x 23'.

- b. Two or more principal uses within the same site treated as a single project may share designated loading spaces. Users on different sites within a commercial area may share designated off-street loading spaces provided they are within 250 feet of each user. Allowing shared loading spaces could reduce the required total number of loading spaces for each principal use by up to 50 percent. Dimensions for loading zones shall meet the requirements of Section 7.5.5 of the UDC.
- c. Off-street loading areas shall be screened in accordance with Section C.2.3.C.2 of this PAD Amendment.

6. Architectural

Architecture for the Bridges shall create a cohesive and inviting environment. There should be flexibility in the design of individual buildings in order to create a distinctive development and encourage design diversity. The architecture is intended to be of a distinctly modern expression while possibly including hints of vernacular architectural styles of the Southwest region. The latter could manifest itself in building forms and massing, roof forms, fenestration patterns and openings, overhangs and canopies, materials and finishes, building transparency and the utilization of indoor/outdoor spaces. Innovations in energy efficiency and sustainability should be considered. Sustainable energy-conscious design such as cool roofs, solar panels, and alternative power generation appurtenances are permitted within the Bridges, subject to Design Review Committee (DRC) approval.

The architectural design review process will be administered by the Bridges Design Review Committee (DRC) pursuant to Section C.6, p. 107.

7. Residential Development Standards

Residential uses developed within Sub-Areas B shall follow the standards as outlined within this section. Residential development within the PAD will complement the architectural styles within the Bridges and focus on creating a residential fabric that shares the common amenities and linkages to the overall Bridges development.

- a. Development Criteria: The PAD Amendment includes the development standards provided within Table F Residential Development Standards on the following page. These standards are intended to promote design flexibility and creativity in the design approach to residential development, and supersede the standards provided within the UDC.
- b. Residential Architectural Design: Residential architecture is intended to be of a distinctly modern expression while possibly including hints of vernacular architectural styles of the Southwest region that integrates a combination of urban, suburban and contemporary site planning approaches allowing buildings to be placed according to the requirements of the respective use and in consideration of the characteristics of the site, while placing a priority on circulation and walkability.

Residential Product	Lot Size		Building Height ⁽²⁾	Minimum Perimeter Yard Setbacks ⁽³⁾				Maximum Lot Coverage ⁽⁴⁾	
	Minimum Area	Minimum Width ⁽¹⁾		Stories/Feet	Front ^(3,5)	Side ⁽³⁾			Rear/Alley ^(3,7)
						Street ⁽⁶⁾			
Single Family Detached ^(9,13)	3,000	40'	2/36'	10'	0	3'	10', 3' ⁽⁷⁾	75%	
Medium Density Detached ⁽¹⁰⁾	1,500	30'	3/45'	5'	0	3'	3'	80%	
Medium Density Attached ⁽¹¹⁾	850	20'	3/45'	5'	0	3'	3'	85%	
Multi-Family Attached ⁽¹²⁾	N/A	N/A	Per PAD ⁽¹⁴⁾	5'	5' ⁽⁸⁾	3'	3'	85%	

NOTES:

A minimum of 300 residential units shall be provided within Sub-Areas B.

(1) Minimum lot width permitted within this land use category.

(2) Building Height is calculated from ground floor slab to midpoint of roof slope, the highest point of a flat roof and/or the deckline of a mansard roof.

(3) Allowable setback requirements shall be measured from the exterior face of vertical structural walls to property line and will not be subject to ADT-based setback requirements in the UDC. Overhangs, bay windows, chimneys, exterior posts/columns, solar panels, mechanical equipment, light fixtures, pop-outs and other architectural features shall not be considered in calculating setbacks. Second story livable space can extend a maximum of 2' into the allowable front and rear setbacks provided the encroachment is not in the public right-of-way (as permitted within the applicable 2012 IBC standards). Minimum distance permitted between buildings on the same lot are per the 2012 IBC. All sight visibility triangles shall be observed per DS 3-01.5.0.

(4) Residential lot coverage shall be calculated on an individual per lot basis.

(5) a.) Front yard setbacks indicate distance to living component of the structure and/or for side-entry garages. b.) Within the Residential Single Family Detached land use category, driveway depth shall be 18' from back of sidewalk for front entry garages. c.) Driveway depth (distance to face of garage) may be reduced to 1 foot if a minimum 2-car garage is provided on-site for each unit.

(6) Private drives, alleys and auto court tracts that provide exclusive vehicular access to garages (not primary pedestrian access) are not considered streets for purposes of minimum perimeter yard setbacks.

(7) Allowable setback for private drives, alleys and auto court tracts that provide exclusive vehicular access to garages.

(8) Building setback for end units of an attached structure.

(9) Single Family Detached accommodates housing product types with front, side loaded or alley-loaded garages.

(10) Medium Density Detached promotes residential products such as alley-loaded, auto court, zero lot, and green court products.

(11) Medium Density Attached promotes residential development opportunities such as townhome and alley-loaded townhome products with common party walls.

(12) Multi-Family Attached accommodates residential product such as multi-story apartments and condominiums.

(13) One (1) primary residence with (1) guest house/private suite will be allowed on a single lot greater than 4,000 square feet, within the residential single family detached district. The structure may be allowed as an attached or detached structure from the primary residence. If detached, the guest house/private suite is allowed above a garage with a combined height not to exceed 28'. A guest house/private suite may provide full kitchen amenities, however, separate utility meters will not be permitted for the guest.

(14) Building Height for multi-family attached development is determined per Sub-Area height as shown in Tables D and E of this PAD.

Table F:

*Residential
Development
Standards*

The following architectural guidelines will be followed:

- Where appropriate integrate articulated building massing into residential design.
- Create facade elevations that relate to streets, parks, and open spaces, contributing to the visual appeal and livability of the public realm.
- Design residential structures specifically for corner conditions.
- Utilize materials and colors that extend beyond earth tones to reinforce the overall community appeal. Avoid the use of reflective glass.
- Incorporate Energy Star rated roofing materials.

The residential architectural design review process will be administered pursuant to Section C.6, p. 107.

8. *Specialized Buffering, Mitigation, and Protection of Residential Portions of Sub-Area B-IV*

Sub-Area B-IV of the PAD located west of Park Avenue requires additional consideration and buffering protections for any residential use due to the proximity of Interstate 10 (to the south), the Union Pacific Railroad (UPRR) to the west, and an existing metal salvage yard at the extreme northwest corner of the Sub-Area. This requirement only applies to residential uses. Non-residential uses are exempt from these standards.

An empirical noise study has been prepared for Sub-Area B-IV and has been submitted in conjunction with the Bridges PAD. Per the findings of this study, the following specific mitigation measures shall apply to residential development within Sub-Area B-IV (Refer to Figure 22, p. 61, and Appendix C, Figures 2-4, pgs. C-3 & C-4, for illustrations of mitigation measures):

- a. Residential lots along the west boundary shall be setback 50' from the UPRR right-of-way boundary. This intervening 50' setback will be a landscaped buffer and contain required detention facilities for the subdivision; it will also contain a 30' public trail easement to accommodate a future planned trail connection of the El Paso & Southwestern Greenway and the Julian Wash linear park. The 30' trail easement will be along the western edge of the 50' setback. Any noise barriers, if required, will be located east of the 30' easement area. Every attempt will be made to site needed detention facilities outside of the 30' trail easement, with the understanding that some encroachment may be necessary at the time of the final design.
- b. Residential lots along the south boundary shall be setback 50' from the Interstate 10 right-of-way. This intervening 50' setback will be a landscaped buffer and potentially contain detention and or drainage facilities needed for the subdivision.
- c. Residential lots at the extreme northwest corner of the Sub-Area shall be setback 75' from the existing salvage-yard property. The

- 75' setback will be a landscaped buffer and will contain (as per Item 8.d below) the El Paso and Southwestern Greenway regional public trail. A formal disclosure statement describing the salvage yard and its operational characteristics will be incorporated into the closing documents signed by home buyers at the time of purchase. A note referencing the disclosure statement will appear on the recorded final plat for the subdivision, and the following note will also appear on any final subdivision plat for Sub Area B-IV: "There is a scrap metal recycling yard adjacent to the northwest corner of the Sub-Area B-IV property, the normal and lawful operation of which may generate noise, dust, light, odors, and vehicular traffic."
- d. Residential lots along the north boundary shall be setback 50' from the adjacent/ existing residential subdivision boundary. The intervening 50' setback will be a public trail right-of-way that has been dedicated to Pima County so as to accommodate the aforementioned El Paso and Southwestern Greenway regional trail.
 - e. Per the noise impact study, the site is within an acceptable noise level based on the current off-site infrastructure, thus a sound wall or other attenuation devices are not warranted.

The setbacks/buffers described in Items 8.a through 8.e above shall be understood to be multi-use in nature. Trails and drainage/detention facilities are allowed within these setbacks/buffers, subject to any detention basins being curvilinear/naturalistic in shape and properly integrated, functionally, with the trail and/or landscaping elements.

**PAGES 66-68 ARE OMITTED IN THE
2018 AMENDMENT**

C.2.4 Open Space

Sub-Areas C-I and C-II.

A. Intent

The open space network (Sub-Area C-I) will be designed to function as a flood control and detention facility for the PAD Site and also provide a fully functional trail and recreation environment for the public. Sub-Area C-II has been acquired by Pima County to be used as a natural area park including parking, trails and interpretive elements to complement the natural and functional open space (Figure 28, this page).

B. Land Use

The permitted land uses allowed in Sub-Area C-I shall be Neighborhood Recreation. Neighborhood Recreation is a non-commercial recreational use and natural area established for the benefit and enjoyment of the adjacent users and neighborhoods.

Figure 28:
Open Space Plan



Sub-Area C-II uses may include a natural area park including parking, trails and interpretive elements to complement the natural and functional open space.

C. Natural Open Space and Functional Open Space

An extensive open space system has been established that contains areas for recreation and pedestrian circulation, as well as areas intended primarily for preservation. Two categories of open space have been identified in the PAD as Functional Open Space (FOS), and Natural Open Space (NOS) (Figure 28, p. 69).

The percent of open space for the PAD has been established at 22% inclusive of FOS and NOS. Table I, this page, establishes the target acreage and percentage of open space for each of the Sub-Areas as well as the overall PAD. The required acreage and percent of combined open space may be moved from one parcel to another as long as the overall PAD requirement is achieved. The open space requirement will be verified by the City of Tucson during the review of a development plan or tentative plat. The combined open space target for each of the Sub-Areas includes trail and walkway easements and rights-of-ways along the Kino Parkway,

Sub - Area	Primary Use	Total Acres	NOS Acres	FOS Acres	NOS+FOS %
Sub-Area A	Commercial/Retail	111.2	0.0	5.6	5.0%
Sub-Area B-I	Office/Commercial/Residential	30.0*	0.0	1.5	5.0%
Sub-Area B-II	Office/Commercial/Residential	36.0*	0.0	1.8	5.0%
Sub-Area B-III	Office/Commercial/Residential	11.4*	0.0	1.1	10.0%
Sub-Area B-IV	Office/Commercial/Residential	40.0*	0.0	5.4	13.0%
Sub-Area C-I	Open Space/Recreation	30.4	5.4	25	100%
Sub-Area C-II	Open Space	20.0	9.9	10.1	100%
Sub-Area D	Civic Institutional	53.5	0.0	9.6	18.0%
Sub-Area E	Commercial (Hospitality)	11.6	0.0	1.2	10.0%
Sub-Area F	Commercial/Retail	5.9	0.0	0.3	5.0%
Totals		350	15.3	61.5	22%

Table I:
Open Space Target for Project

*Acreages per 2007 PAD, refer to Figure 20 for the current acreages for Sub-Areas B.

36th Street, Park Avenue, Secondary Spine Road and the Commercial Spine Road (Public). All Development Plans/Plat Submittals will include running calculations/percentages of NOS and FOS set aside as they relate to the overall requirements (calculations will be presented in a table).

1. Functional Open Space (FOS)

FOS includes the central park, mini-parks and trail system. FOS will be managed for passive and active recreation and for public gatherings. (Refer to Section C.2.3.C.5 for required vegetation densities).

a. Parks.

- i. Central Park:* The central park features areas for active and passive use. Landscape will consist of desert wash-themed plantings accented with oasis zones of turf with trees and shrubs to provide shade and spatial definition. The central park will provide stormwater detention integrated with the oasis areas satisfying storage requirements while providing the opportunity to sculpt the land into a Sonoran Desert park setting. The central park will include a multi-use path connecting the neighborhoods internally and providing a regional trail linkage connecting to public pathways systems outside the property.

The central park will include, at a minimum, the following amenities:

- Ramada(s)
- Benches
- Picnic bench(es)
- Water fountain
- Trail connection to the El Paso Southwestern Greenway Multi-use path along the south edge of Sub-Area C-I

- ii. Mini Parks:* Mini parks will be provided on-site for neighborhoods where the walking distance from the central park is greater than 1,500 feet, approximately a 5 minute walk. This requirement is met by siting one (1) mini-park in Sub-Area B-III, and one (1) mini-park in Sub-Area B-IV (Figure 28, p. 69). The mini parks will provide, in the aggregate, approximately 0.25-0.5 acres of landscaped park area.

Each mini park in a residential Sub-Area will include, at a minimum, the following amenities:

- Turf area for open play
- Playground with play elements for age 3-5 and 5-12 (ADA accessible)
- Benches
- Ramada

Refer to Section C.2.3.C.3 p. 59 for mini parks within the Office/Commercial/Residential zone.

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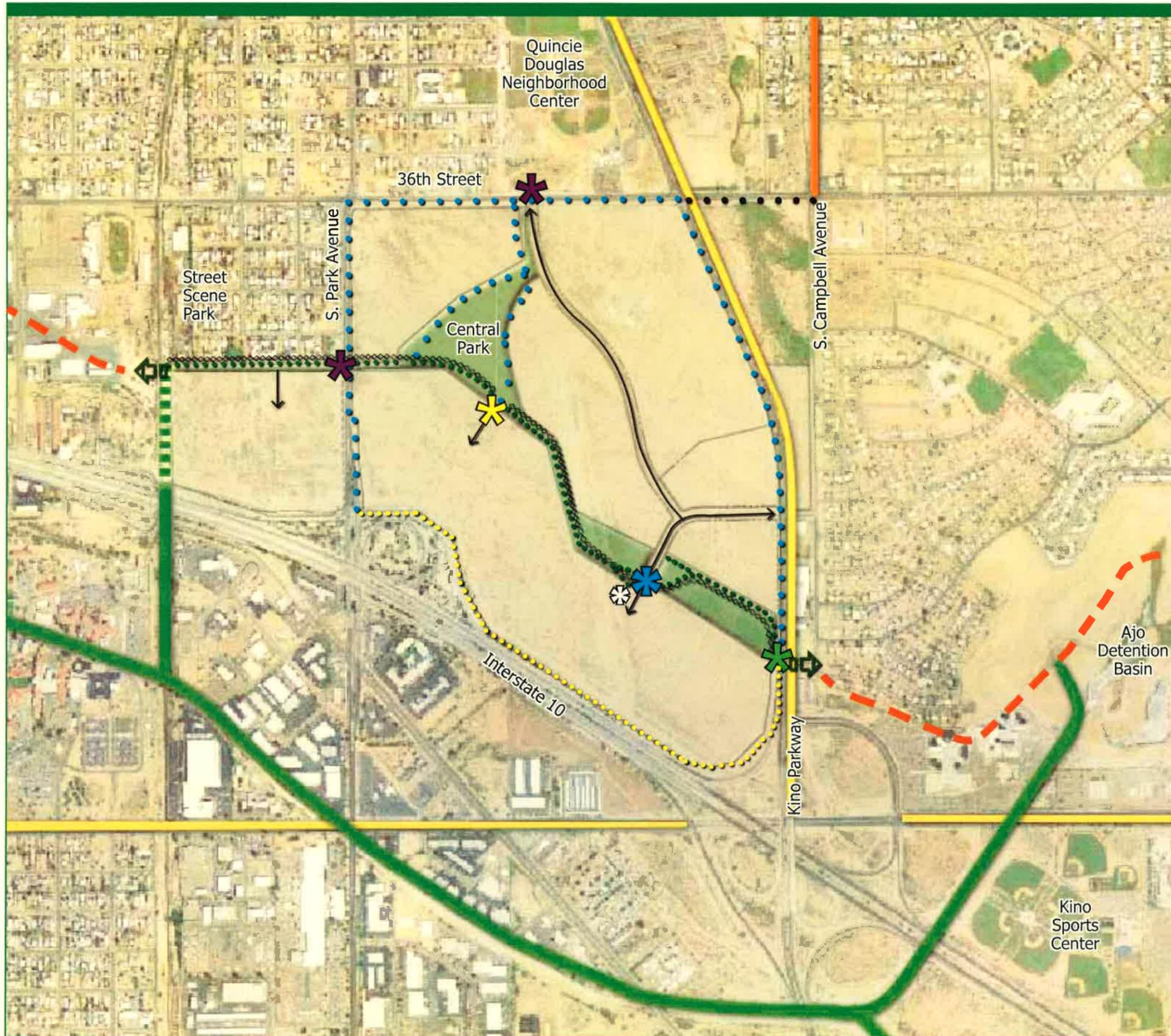
b. *Trails and Pathways.* The Bridges PAD will include the following trail systems: i) The El Paso and Southwestern Greenway, and ii) The Bridge's site trail system (Figure 29, p. 73).

i. *The El Paso and Southwestern Greenway:* A combination 12' wide asphalt paved and an 8' wide meandering decomposed granite pathway consistent with the Pima County Divided Urban Pathway model (Figure 30, p. 75) will extend the Greenway from the railroad tracks west of Park Avenue east to Kino Parkway. A minimum 50' wide corridor will be provided for the Greenway. The Greenway will cross Park Avenue at-grade by way of a "HAWK" crossing (Figure 31, p. 76). This "HAWK" crossing will follow TDOT standards and will be constructed as part of the improvements of Park Avenue. The greenway will cross under the Commercial Spine Road (Public) via an underpass to be constructed by the Developer in conjunction with the construction of the Commercial Spine Road (Public).

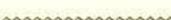
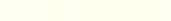
In areas where the Greenway approaches/enters areas of Significant Vegetative Habitat, the Greenway will be sited to minimize disturbance to the area (see CD in Appendix E for conceptual greenway placement).

The Greenway's extension beyond The Bridge's eastern boundary at Kino Parkway may be achieved by a future pedestrian underpass that will be installed and funded outside of this PAD. The El Paso and Southwestern Greenway will eventually provide a connection to the Ajo Detention Basin park east of the Site.

- **Trailhead:** A trailhead for the Greenway will be provided for general public access and will be located approximately at the midpoint of the Central Park, accessed from the commercial site. The trailhead will include signage indicating the trail and designated parking, and an asphalt path connecting the parking lot to the regional trail. The designated parking available at the trailhead will not be for exclusive use for the trail, but any nearby unused spaces in the parking lot may be occupied by trail users. Additional Greenway connections to the commercial area will be provided at the Commercial Spine Road (Public) bridge, where the greenway meets grade on either side (Figure 29, p. 73).
- **Easement:** A 30' easment along the west boundary of Sub-Area B-IV will be provided for the extension of the El Paso and Southwestern Greenway to the Julian Wash Greenway. Refer to Section C.2.3.C.6.a, p. 60, for additional information on the easement.



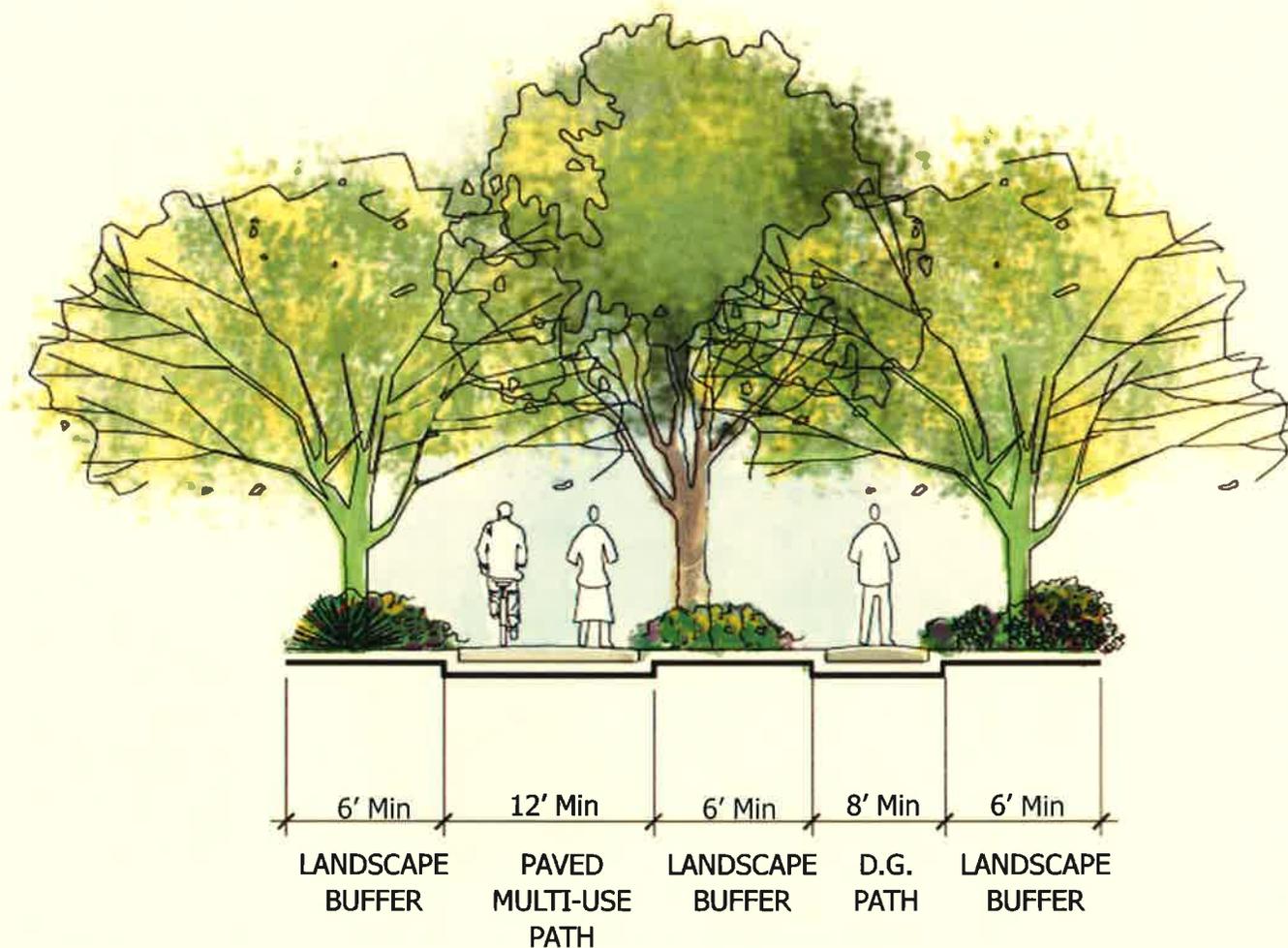
Proposed Connections within the Site

-  At-Grade Crossing
-  Trailhead
-  Future Trail Underpass (Funded and Installed outside of the PAD)
-  Trail Underpass (By Developer)
-  Connection to Commercial
-  Connection to El Paso SW Greenway
-  El Paso SW Greenway 12' Asphalt Path
-  El Paso SW Greenway 8' Decomposed Granite Path
-  Perimeter Path 10' Asphalt Path
-  Perimeter Path 10' Asphalt Path (Funded and Installed outside of the PAD)
-  Loop Trail 8' Decomposed Granite Path
-  Bicycle Lanes/Connections
-  Future El Paso SW Greenway
-  30' Trail Easement
-  Open Space / Active Recreation

Existing Connections Adjacent to the Site

-  Julian Wash Greenway
-  Signed Bike Route
-  Signed Bike Route with On-Street Bike Lanes

Figure 29:
Trail Connection Plan



Note: Multi-use path and D.G. paths may occur together (as above) or separately, depending upon each particular design situation. D.G. path and landscape buffer width may vary depending on site conditions. Minimum total corridor width is 50'. Cacti will be located a minimum of 6' from paths. Trees typically will be located a minimum of 6' from path. A 2' clear area along the side of each path will be maintained to enhance safety.

Figure 30:
El Paso & SW
Greenway Pathway
Section

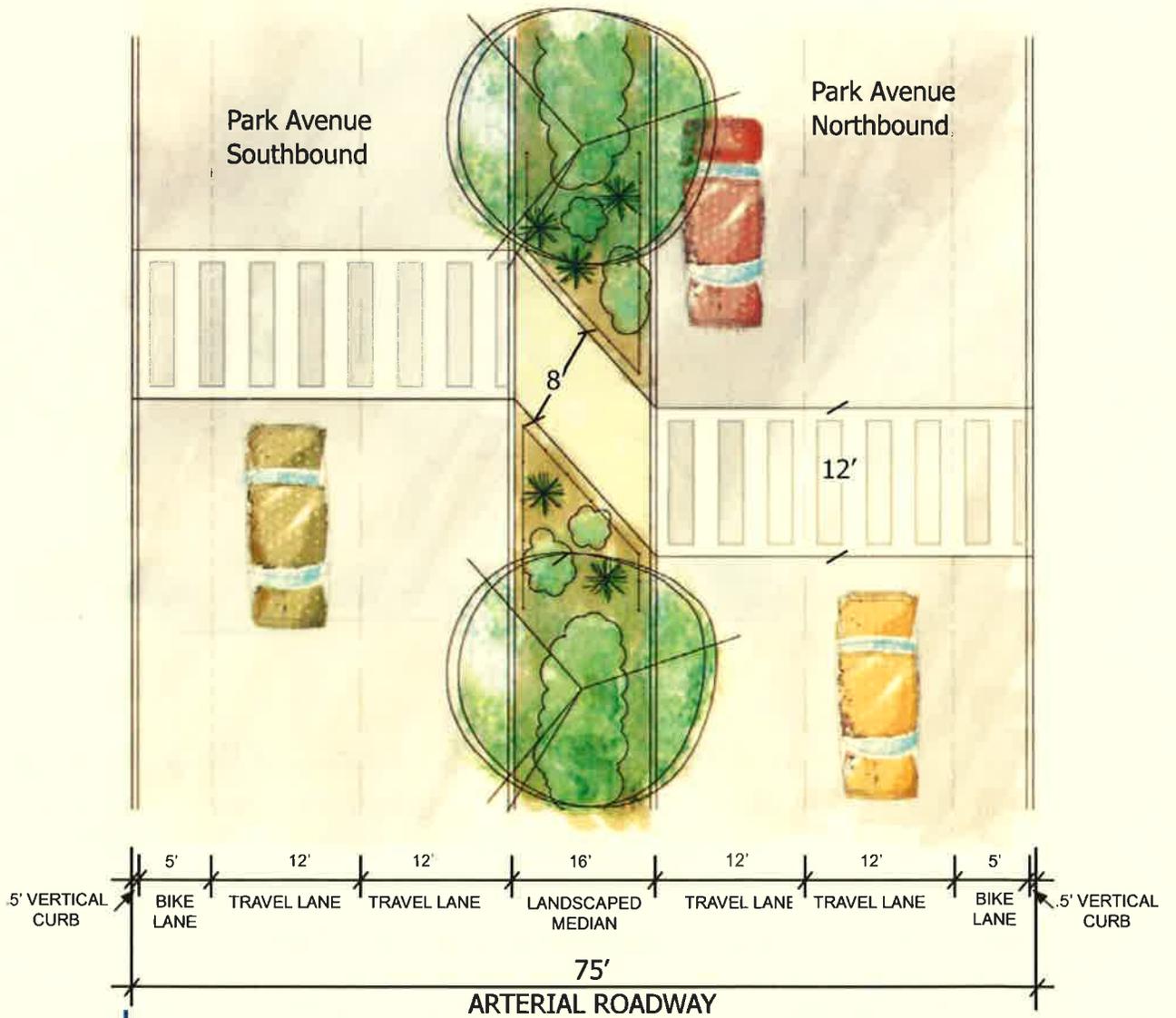


Figure 31:
Park Ave Crossing
"HAWK"

ii. The Bridge's Site Trail System:

- **Perimeter Path:** A 10' wide meandering multi-use asphalt path adjacent to Park Avenue, 36th Street and Kino Parkway will create a perimeter jogging/walking loop (Figure 32, p. 78). This will be installed in place of a standard sidewalk. The Perimeter Path will be set back from the roadway an absolute minimum of 6' from back-of-curb, with the understanding that the path will wander and that it can be integrated into on-site landscape borders in order to meet the 6' criteria. The Perimeter Path will extend through Central Park to connect to the El Paso and Southwestern Greenway (Figure 29, p. 73). A crossing integrated into the intersection of 36th Street at the proposed Secondary Spine Road will connect the Perimeter Path to Quincie Douglas Park; said crossing will meet TDOT standards.
- **Loop Trail:** An 8' wide meandering washed decomposed granite path (Figure 33, p. 78) will extend around the southern property boundary between Sub-Area A and I-10. The Loop Trail will connect to the Perimeter Path and the El Paso and Southwestern Greenway within the PAD boundary (Figure 29, p. 73). Any connections to trails external of the PAD will be installed and funded outside of the PAD.
- **Additional Connections:** Paved pathways will provide pedestrian connections between the residential, commercial and UA properties. Shaded detached sidewalks will accompany all streets and signed bike lanes along the Commercial Spine Road (Public) and the Secondary Spine Road.

Pathways and trails shall be sited above the normal high water line when located within detention basins, and will be protected from cross-flows with drainages directed below the pathways and trails. Where the El Paso and Southwestern Greenway passes under the Commercial Spine Road, the pathway and trail shall be sited above the normal high water line of detention basins and will be protected from cross-flows with drainages directed below the path and trail as much as possible.

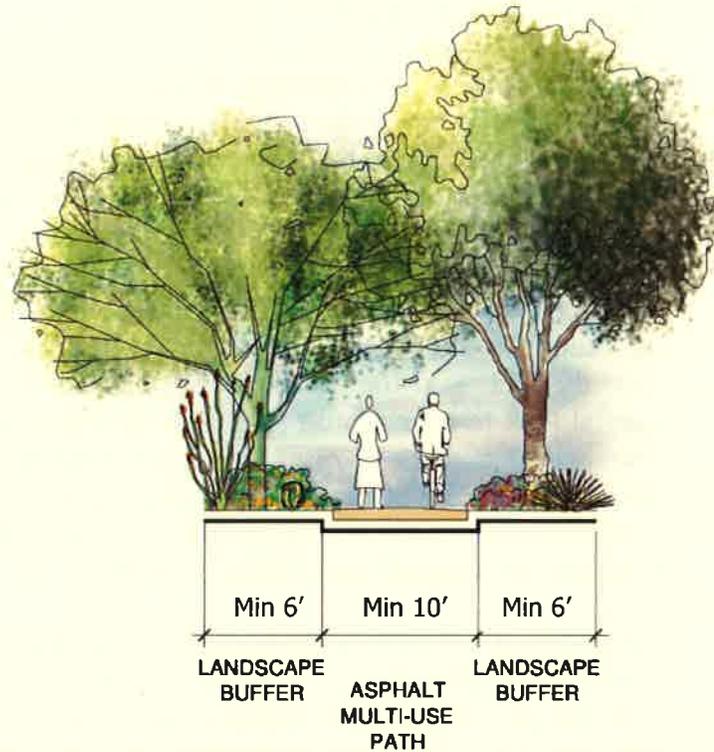


Figure 32:
Perimeter Pathway Section

Note: Minimum 6' landscape buffer may be integrated as part of the on-site street landscape borders. Encroachment into private street landscape border is allowed to accommodate meandering path. Cacti will be located a minimum of 6' from paths. Trees typically will be located a minimum of 6' from path. A 2' clear area along the side of each path will be maintained to enhance safety.

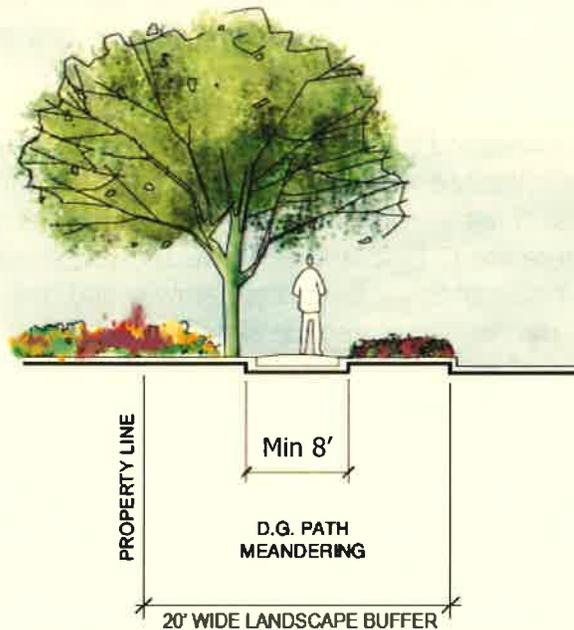


Figure 33:
Decomposed Granite Path (Loop Trail)

2. **NOS**

NOS is contained within the areas of Significant Vegetative Habitat (SVH) (Figures 28, p. 69, and 34, p. 80). These areas contain vegetation that will be managed as natural or natural appearing landscapes, but may provide passive recreation including trails, walkways and interpretive areas.

- a. *Significant Vegetative Habitat.* It is the intent of this PAD, in coordination with City of Tucson Parks and Recreation, Pima County Department of Natural Resources, Parks, and Recreation, and the City Office of Conservation and Sustainable Design, to work to maximize preservation of the SVH, while, at the same time, incorporating the SVH into an integrated regional public trail and recreation network (see CD in Appendix E for SVH treatment in regards to conceptual greenway placement).

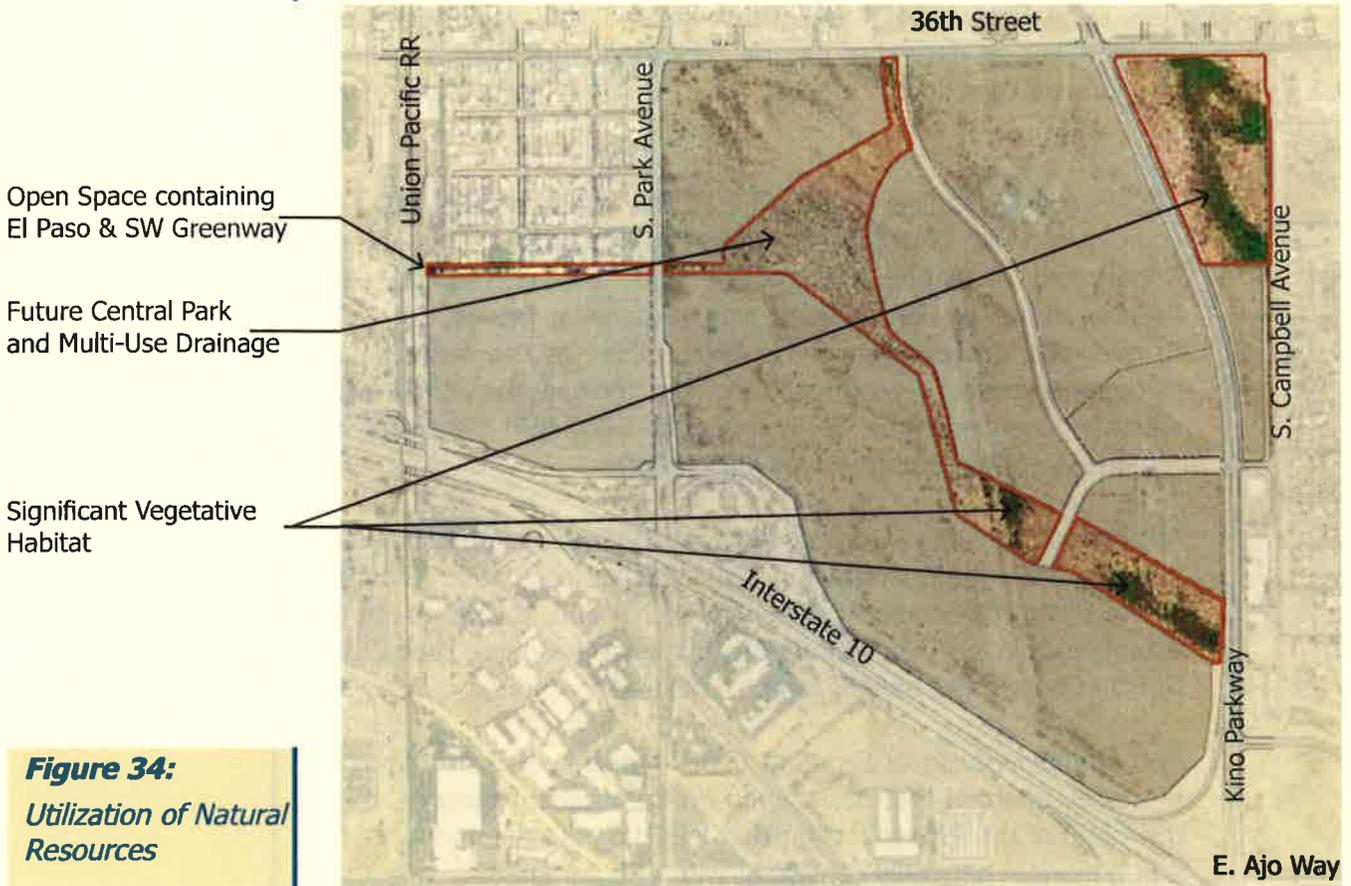
Any impact ultimately incurred within the SVH's associated 100-year floodplain shall be appropriately mitigated in accordance with the Native Plant Preservation Ordinance (NPPO) and, to the greatest extent feasible, LUC Sec. 2.8.6 (Environmental Resource Zone). An NPPO inventory has already been completed for the entire Site.

- b. *SVH and Elimination of Separate Public Process.* Despite the lack of actual, adopted ERZ designation on the riparian resource, it is the intent of this PAD to recognize the SVH on the site and to treat it in a manner generally consistent with ERZ parameters, with the particular exceptions as follows:

It is the intent of this PAD to satisfy the normally-required public notification and public-meeting requirements attendant to the ERZ ordinance by way of the same legislative and public-hearing requirements mandated for the processing and approval of this PAD. No separate or additional public notice, public meetings or public hearings will be required to effectuate the treatment of this Site's SVH as described in this PAD.

The only disturbance allowed to the SVH will be to effectuate the routing and construction of two public trail elements as jointly desired by the City of Tucson Parks and Recreation Department and the Pima County Department of Natural Resources, Parks, and Recreation (see C.2.4.C.1.b).

- c. *SVH and the Floodplain, Wash, and ERZ Standard.* The Bridges PAD supersedes recent development standards adopted by the City of Tucson in this regard, and, as such, is exempt from the City of Tucson Floodplain, Wash, and ERZ Development Standard (2-13.0.0).



C.3 TRANSPORTATION INFRASTRUCTURE

Existing land uses around the Site include fully-developed residential subdivisions, public facilities (recreation center, park, library), and small-scale commercial and industrial uses. As such, the PAD property is already bounded by a network of improved public streets (see Section B.4.1 for additional detail).

C.3.1 Proposed Streets

The following street improvements as shown in Figure 35 are proposed with the Project:

- A. Commercial Spine Road (Public) - Tucson Marketplace Boulevard - *Completed***
- B. Commercial Spine Road (Private) - Tucson Marketplace Boulevard - *Completed***
- C. Secondary Spine Road (Public) - Martin Luther King Jr. Way - *Partially Completed***

This secondary public street extends as a 2-lane section from Tucson Marketplace Boulevard, connecting to 36th Street on the north boundary of the Site. Ultimately, it will be a four-lane divided street with dual bike lanes, raised median, full curb-and-gutter, streetlights, sidewalks and/or trails on both sides, and landscaping (see Figure 35 for location, and Appendix D, Figure 6, p. D-4, for cross-section). This Secondary Spine Road provides the primary interior site access to the proposed B-I and B-II Sub-Areas, as well as secondary access to Sub-Area B-I and the UA Tech Park. At some point early in the development process, intersection improvements will be necessary at the 36th Street intersection; to be determined in conjunction with, and approved by TDOT.

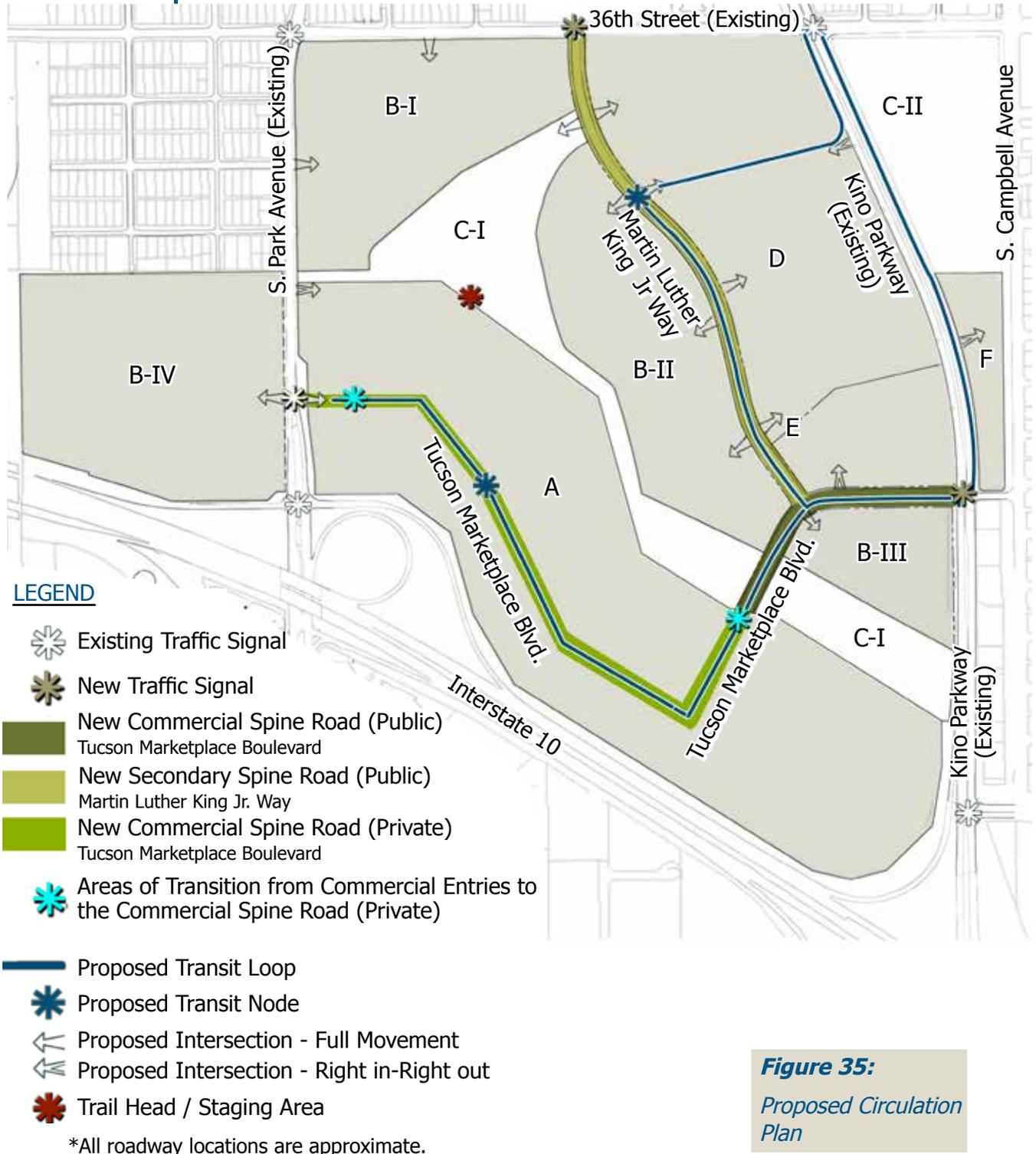
D. Neighborhood Residential Streets and Alleys

The new streets and alleys within any proposed residential development will be public and will be designed per the street sections shown in Appendix D, Figures 7-10 (p. D-5 and D-6). In developing these cross-sections, due consideration has been given to the access requirements for public service vehicles (i.e. fire, solid waste collection) while simultaneously trying to create streetscapes that are more intimate in scale and “neighborhood” in their character. The alley cross-section is intended for a specialized housing situation wherein the chosen product may feature rear entry, with the front façade of the homes opening onto a shared greenway or common court.

E. Park Avenue Widening (Public) - *Completed*

F. 36th Street Improvements

36th Street will be improved to complete the balance of a five-lane cross-section (two travel lanes in each direction with a continuous center left-turn lane), bike lanes, curbs, street lighting, and sidewalk or asphalt path on the south side. This street presently contains four travel lanes and is largely a curbsless cross-section with no sidewalks or bike lanes. (Refer to Appendix D, Figure 2, p. D-2).



C.3.2 Traffic and Impact Analysis

A comprehensive Master Transportation Study (MTS) was prepared for the Bridges PAD in 2006. An updated analysis has been prepared based on 2017 traffic volumes to analyze operational conditions at three of the major intersections providing access to the project. The 2018 Update, as well as the 2006 Report, is included with this PAD Amendment digital submittal.

A. 2006 MTS

The 2006 study documented the existing traffic conditions of the major streets surrounding the Site, the larger surrounding street network, and twenty (20) major intersections within the area of influence that were identified in conjunction with the City of Tucson Department of Transportation (TDOT). The study also suggested improvements that these streets and intersections will need over the next 20 years, based on 3% growth, to maintain and achieve acceptable Level of Service (LOS) without this PAD. Using a 3% baseline growth was conservative in this case, in that the historic growth rate in the surrounding traffic volume had averaged 8% over the previous 5 years per Pima Association of Government (PAG) data for Park Avenue, Kino Parkway, and Interstate 10. The study then included a projection of total new trips to be generated by the proposed PAD at full build-out, as well as the anticipated distribution of these new trips on the existing transportation system, the impact they may have on the various components of the system, and the required public street and intersections improvements that may be appropriate to accommodate the PAD.

The 2006 study indicated that approximately 38,000 new external trips will be generated by the PAD at full build-out (“external” trips are those that will actually impact upon the external/existing public streets and not be captured internally by the Project). The proposed changes from the 2006 MTS to the 2018 Update land use program resulted in a projected increase in the number of external daily trips from 38,420 new external daily trips at build out of the project to 50,520 new external daily trips.

B. 2018 Update

The 2018 Update evaluates the potential impacts of the PAD development on the three major access intersections to the project. The intersections analyzed in this update are Park Avenue/Tucson Marketplace Boulevard, Kino Parkway/Tucson Marketplace Boulevard and 36th Street/Martin Luther King Jr. Way. The analysis considered the existing traffic volumes at these intersections which includes site related traffic from the already constructed areas within The Bridges. The updated land use program replaced the original 2006 land use plan for this updated study. The conservative 3% growth rate was again applied to estimate background traffic in the year 2023. This analysis target year is an exceptionally conservative assumption in that full-build conditions might not be achieved for ten years or more.

Figure 37 below illustrates the manner in which the net/new external daily trips generated by the Project will be distributed within the Project and upon the surrounding public street network.

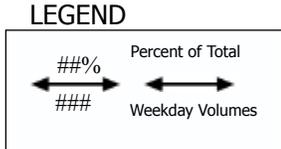
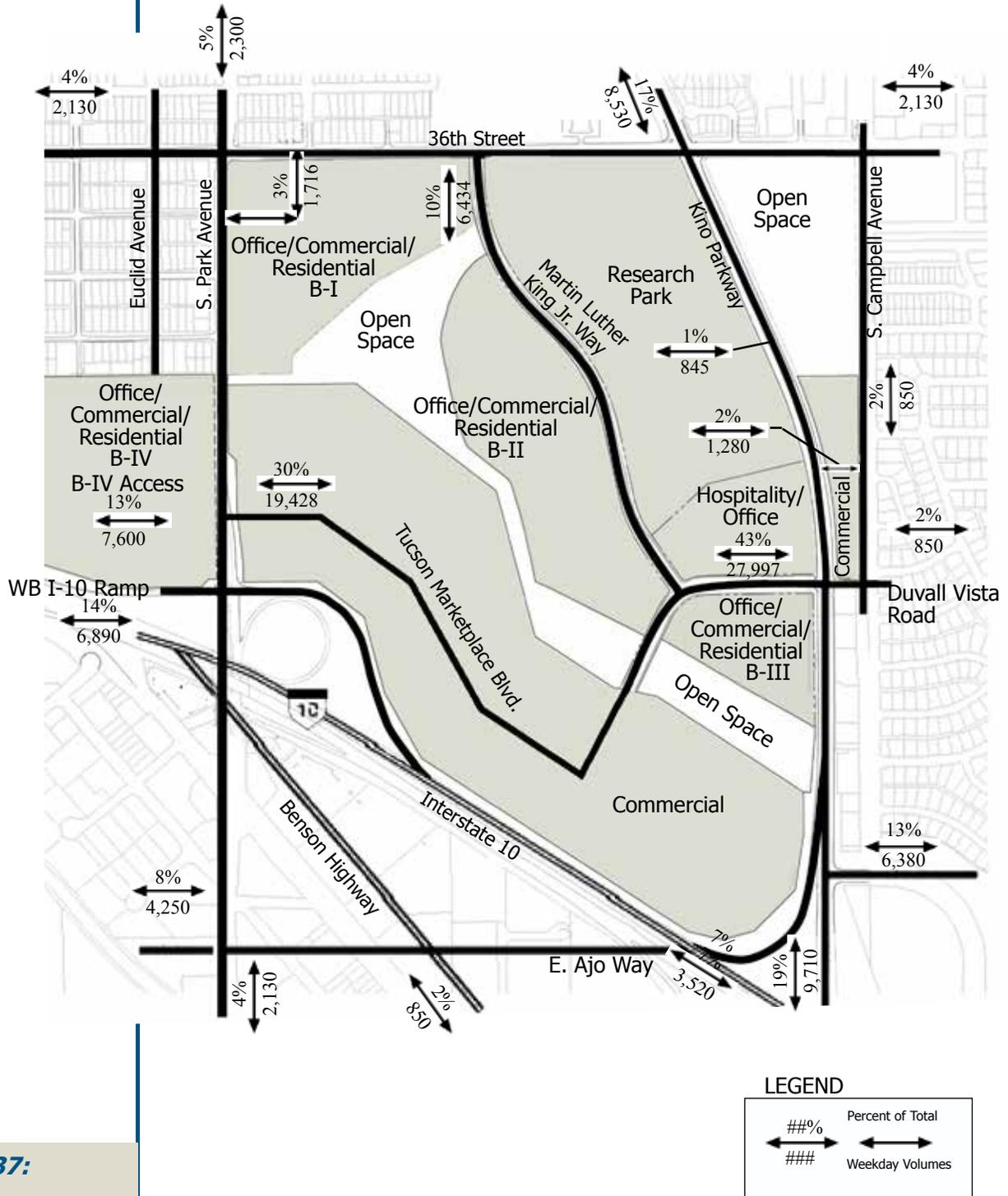


Figure 37:
Trip Distribution at Buildout

Assumptions

This future conditions traffic forecast is based on five working assumption that are very conservative and that provide a worst-case estimate of project area traffic operations in the target forecast year 2023. Those assumptions are:

1. The development is being designed to encourage, to facilitate internal connections by pedestrians and bicyclists. In this analysis, very few of the new trips generated at the Bridges are assumed to occur between those uses that are internal to the Bridges. As is documented elsewhere in this PAD Amendment, the Bridges is conceived as a master planned, mixed-use community of complementary office, research, commercial, residential and recreational uses. Even if employees of an office building drive their cars to a restaurant at Tucson Marketplace, those trips will be on roads internal to the site and will not affect the intersections around the Bridges' perimeter.
2. Background traffic is assumed to increase at a 3% annual growth rate (compounded). Historic data shows generally lower rates than this. Current data indicates that background traffic growth rates are highly variable, depending on the road and the location. On some roads (e.g., Park Avenue), background growth is greater, possibly reflecting the success of the Tucson Marketplace. On other roads (e.g., Kino Boulevard), there is no significant annual growth in background traffic.
3. The development of the Bridges is assumed to be complete in 2023. This includes the remainder of the retail and other commercial space at Tucson Marketplace, all of the office, residential, and possible commercial space at the Sub-Area B parcels (B-I, B-II, B-III, and B-IV), and 300,000 square feet of research space at the UA Tech Park at the Bridges. This is an exceptionally conservative assumption in that Full-Build conditions might not be achieved for ten years or more.
4. Very few trips to and from the Bridges site are assumed to occur by transit, pedestrians, or bicyclists, even though interconnectivity with the surrounding neighborhoods, downtown Tucson, and the University of Arizona is an organizing principle of the development.
5. No trips are assumed to occur on the existing (but currently barricaded) road through UA Tech Park that connects Kino Blvd. with Martin Luther King Jr. Way. These connecting roadways and their intersections will be analyzed in traffic reports that will be prepared at the development plan stage for specific projects within that area.

At such time as all projects within the Bridges development are ready to go forward, their proponents will be required to submit a Traffic Study/Statement and/or TIA to be reviewed by City of Tucson Department of Transportation to determine if the proposed project warrants intersection and signalization improvements. These analyses will be based upon then-current existing conditions and then-current forecasts of the nature, extent, and timing of future development.

C.3.3 Traffic Impacts on the Existing Transportation System

The basic findings, conclusions, and recommendations of the original and updated traffic studies are summarized below (the reader is encouraged to read the complete original Master Transportation Study, April 2006 [provided in Appendix E] and the 2018 Update, both which are included with this PAD Amendment digital submittal).

A. Traffic Study Summary - 2006 MTS

1. Under the 2006 traffic conditions (i.e. without the proposed Project) and assuming a 3 percent (3%) annual growth in background traffic volume, the study identified twelve (12) intersections that will require varying degrees of improvements or modifications over the next 10-15 years in order to maintain acceptable levels of service. The most notable of these intersections were Broadway Boulevard at Kino Parkway, 22nd Street at S. Park Avenue and 22nd Street at Kino Parkway. These intersections are from one (1) to three (3) miles away from the Site. Note that the 22nd Street at Kino Parkway intersection has already been improved with a grade-separated flyover. The Broadway Boulevard at Kino Parkway intersection is slated for improvements as part of the Broadway Corridor widening project that is scheduled to commence construction in late 2018 or in 2019.
2. The 2006 Study further identified the additional improvements (beyond those necessary to accommodate a mere growth in background traffic) that likely would be required to maintain acceptable levels of service with the build-out of the Site.
3. The 2006 Study documents the following intersections associated with the Site were found to warrant traffic signalization, which will be the financial responsibility of the Developer(s):
 - The main entry and associated traffic signal at the commercial shopping center (Sub-Area A) off of Park Avenue. This signal also serves as the primary access point for Sub-Area B-IV on the west side of Park Avenue, thereby forming a four-way intersection at this location. This work is completed until the development of Sub-Area B-IV prompts the intersection's further improvement.
 - The intersection of Kino Parkway with the Project's new Commercial Spine Road (Public) (at Duval Vista Road) and its associated traffic signal. This work is completed until the development of the UA Tech Park drives the need for further improvements.
4. The construction of both the on-site spine roads (i.e. the Commercial Spine Road (public) and the Secondary Spine Road (public)), while ultimately to be dedicated to the City of Tucson, will be the financial responsibility of the PAD Developers. The Commercial Spine Road (Marketplace Blvd.) is completed and the Secondary Spine Road (Martin Luther King Jr. Way) is partially completed.
5. As necessary, TIA reports will be provided with each Development Plan and subdivision plat that is filed to effectuate on-site development of this PAD. To the extent possible, additional TIA's will be prepared in "aggregate" for those uses that are effectively coming "on-line" in roughly the same time frame.

- a. The TIA reports for future development within Sub-Area B-II, B-III, and B-IV may require intersection improvements at the intersection of Tucson Marketplace Boulevard and Kino Parkway, Tucson Marketplace Boulevard and Park Avenue and Martin Luther King Jr. Way and 36th Street. The construction of intersection improvements and signalization may be required as warranted by the traffic study or as determined necessary in coordination with the City Department of Transportation.

The above items are only intended to give a broad overview of the main findings and conclusions of the studies. Further details with respect to proposed transportation improvements are included in the original Master Transportation Study, April 2006 and the 2018 Update, both which are included with this PAD Amendment digital submittal.

B. Traffic Study Summary - 2018 Update

The following is a summary of the potential impacts associated with the proposed land use changes to the Sub-Areas B for the 2018 Update. At such time as projects within the Bridges development are ready to go forward, their proponents will be required to submit a Traffic Study/Statement or TIA to be reviewed by City of Tucson Department of Transportation to determine if the proposed project warrants intersection and signalization improvements.

1. At the Kino/Tucson Marketplace intersection, the additional traffic volumes associated with the proposed land use changes will increase delays on each approach. The provision of channelized right turn lanes on the west and north legs may reduce delays at this intersection.
2. At the 36th Street/Martin Luther King Jr. intersection, a westbound left turn lane is warranted based on the projected 2023 volumes. An eastbound right turn lane is recommended to anticipate further development of the UA Tech Park. An exclusive left turn lane and an exclusive right turn lane should be provided on the northbound approach. Even with these improvements, the northbound left turn movement will operate at LOS E or LOS F during the peak hours. However, it is not uncommon for minor street approaches to experience delays during peak hour commute times.
3. Deceleration lanes could also be warranted at the access locations for the B-I subarea and for the UA Tech Park access on Kino Boulevard. Turn lane warrant analyses should be conducted for these locations at the development plan stage.
4. The additional site trips associated with the proposed changes in land use will require mitigation at Park Avenue/Tucson Marketplace Boulevard, primarily when subarea B-IV is developed. When B-IV is developed, the northbound approach will need dual left turn lanes to operate at LOS D. The eastbound approach will require one left turn lane, a shared through/right lane and an exclusive right turn lane. A southbound right turn lane will be numerically warranted.

Further details with respect to the proposed improvements in the updated study are included in the 2018 Updated Traffic Report (included with this PAD Amendment digital submittal).

C. Impact on Planned ADOT Facilities

The 2006 MTS analyzed future conditions at the I-10 ramp intersections at Kino Parkway and Park Avenue. Turn lane additions and signalization improvements were recommended in that study. The impacts at these ramp intersections are anticipated to be similar under the current program. At the time of the 2007 PAD, ADOT was preparing to improve the two traffic interchanges, but these improvements were not included in ADOT's then-current Five-Year Transportation Facilities Construction Program. However, ADOT is conducting a corridor study for I-10 from I-19 to the Cochise County Line in the current (2018-2022) Pima Association of Governments' (PAG) Transportation Improvement Program (TIP). There is also a project in the TIP for the design of the I-10/Kino and Park Avenue Traffic Interchanges with funding allotted for 2021.

C.3.4 Proposed Transit

Public and private transit is an important future element of the Project. Figure 35 depicts a conceptual transit loop that traverses the research park, utilizes the PAD's new spine road, and further traverses the major commercial center adjacent to Interstate 10. This loop would accomplish the following:

1. Connect the research park (Sub-Areas D & E) to the UA main campus, with a potential future link extending southward to Tucson International Airport (TIA). This route would be a logical extension of the University's CatTran service, with formal establishment of same subject to the University's discretion when a sufficient "critical mass" of development has occurred within the research park.
2. Provide the opportunity for SunTran service to and from the site, continuing through the UA's research park, and through the project's major commercial site, all of which would then be linked to the City center and the metropolitan area at large. Clearly, formal establishment of any new SunTran routes is subject to available funding and ridership demand. It would appear that the latter of these criteria, at least, would be clearly met by a project of the Bridges' magnitude.
3. Pick-up and drop-off nodes along the proposed transit loop will be established in coordination with CatTran and SunTran, respectively, at which time each is prepared to formally establish service to the Project site. At a minimum, one transit node is envisioned within the research park and another within commercial Sub-Area A. Given the inability to predict future timing and interest in transit service by either CatTran and SunTran, it is the goal of this PAD to make the project transit-ready, so that actual service can be initiated along already-designated on-site routes and without major reconstruction of any existing physical improvements.

C.3.5 Phasing, Construction and Maintenance of Streets

The Schedule of Improvements (Table J) has been developed to link particular public improvement projects to specific development blocks within the PAD. The public improvement projects defined in the Schedule of Improvements are not limited solely to public street improvements, but also include other attendant public infrastructure elements. Each project will be “triggered” by the respective development activity indicated in the Schedule of Improvements.

This Schedule of Improvements provides a straightforward method for the City of Tucson to identify and manage required public improvements and to ensure that all needed improvements are linked to each development unit as it proceeds to construction, irrespective of its particular construction start date. It must be noted that this Table represents a best-guess development scenario of the various PAD sub-areas and is intended to depict the major development units that will most likely proceed first. In the event that this anticipated timing is altered, the Developer will coordinate with the City (at the time of platting or development plan) to ensure the provision of needed public improvements.

Figure 38 illustrates the various public improvement projects anticipated in conjunction with this PAD Amendment and the 2007 Bridges PAD, as well as the various commercial, office, residential, etc. development sectors within the Project.

A. Public Improvement Projects: Scopes of Work and Completion

Construction of each of the public improvement projects identified in Figure 38, and Table J, is triggered by the development of each individual Sub-Area, phase, etc. as per the Schedule of Improvements shown in Table J. The Scope of Work and manner of funding for each improvement project is described in the ensuing text.

1. Public Improvement Project #1 - Completed (Pima County Flood Control Project)

Construction of central open space corridor, multi-use recreation area, and regional drainage & detention facilities. Construction of all detention facilities, pilot channels, and required culverts, both on-site and/or beneath adjacent S. Park Avenue; development of the drainage basins for the PAD property by placement of excess fill material (excavated from the detention basin) over the balance of the site so as to avoid the substantial public expense of physically exporting same from the Site. The normal 35-acre grading limit per the UDC did not and will not apply to the PAD project. This work was not a private project by the Developer, but instead it was undertaken and administered by the Pima County Regional Flood Control District (RFCD) as part of a major public flood-control project. The Developer worked jointly with RFCD to ameliorate the historic flooding of the nearby Greater South Park neighborhood. This project was funded via a joint development agreement between the Developers and

RFCD and will proceed under the authority and auspices of RFCD. Required permitting activities were completed by RFCD in coordination with City of Tucson Development Services Department.

1.a Public Improvement Project #1a

(Recreational and Trail Components within Central Park Corridor)

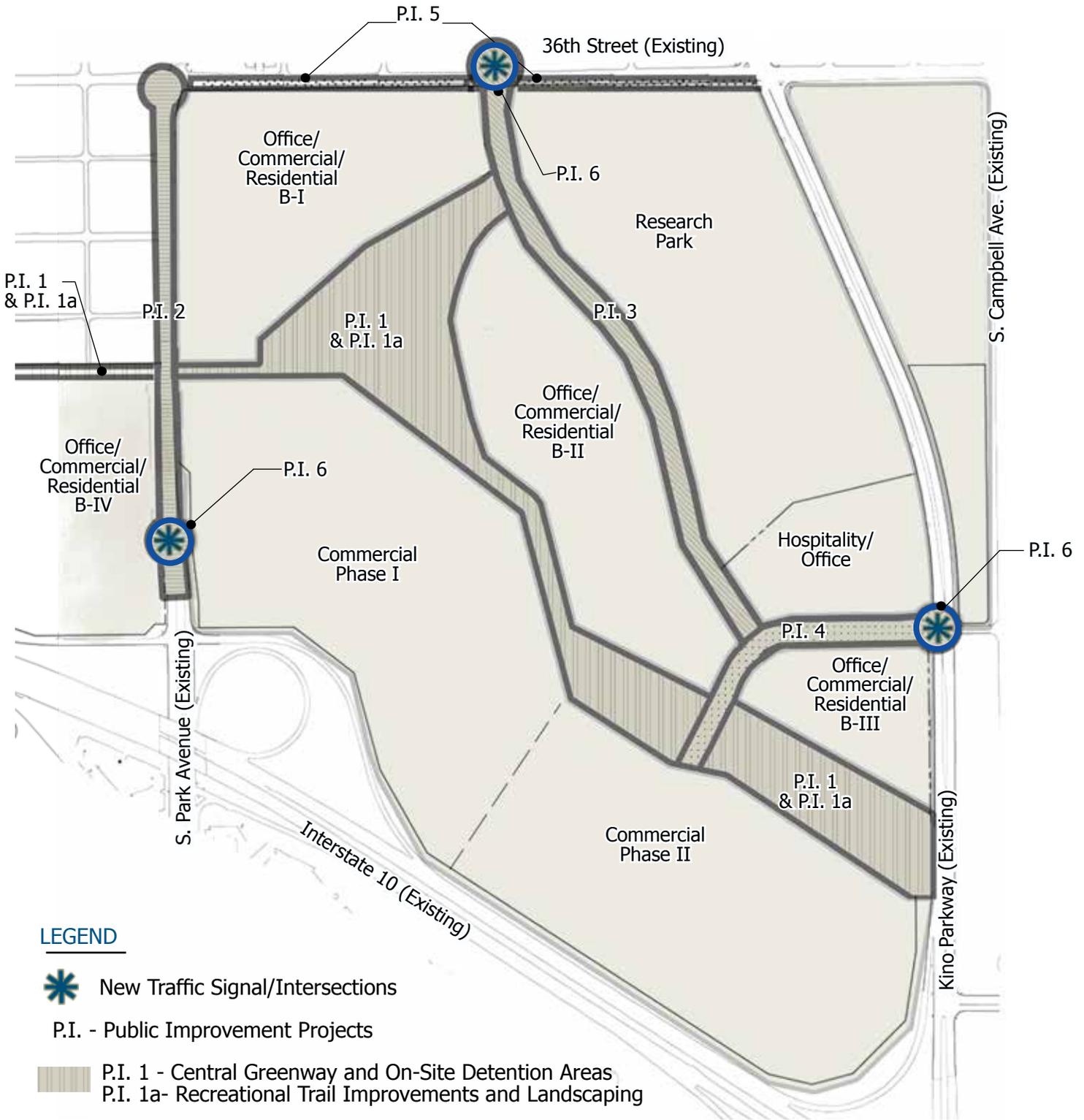
Public Improvement Project 1.a will be tied to development of Sub-Area B-I and Sub-Area B-II. The required trail and landscaping work for this planned multi-use area within the central park corridor shall commence no later than the time at which the certificate of occupancy is issued for development in either Sub-Area B-I or B-II. This development will be at the Developer's expense which may be coordinated with Pima County organized through in lieu fee structure issued by the Developer to construct the improvements. The segment of El Paso and Southwest Greenway within Public Improvement Project 1.a is completed as part of the Commercial Phase I improvements.

2. Public Improvement Project #2 (Widening of South Park Avenue from 36th Street to Interstate 10) - Completed

The four-lane street, raised median, curb & gutter, sidewalks, lighting, dual bike lanes, and traffic signal at the main entrance to commercial center is constructed. The extension of all existing adjacent sewer, water, and dry-utility infrastructure (presently within S. Park Avenue right-of-way) to serve the commercial development is complete.

Construction Activity or Development Unit:	Triggers	Attendant Public Improvement Project(s) To Be Constructed By Developer in Conjunction With Same:	Status
Start of development of The Bridges	→	Public Improvement Project #1 Pima County Flood Control Project	Completed
Development of Commercial Phase I; Issuance of C of O for Office in Sub-Area B-I or B-II or for C of O for first 40% of units platted in Sub-Area B-I	→	Public Improvement Project #1a Central Park and Multi-Use Trails	Partially Completed
Development of Commercial Phase I	→	Public Improvement Project #2 Widening of S. Park Ave.	Completed
Development of Sub-Area B-II or D	→	Public Improvement Project #3 Completion of MLK Jr. Way	Partially Completed
Development of Commercial Phase I	→	Public Improvement Project #4 Tucson Marketplace Blvd.	Completed
Development of Sub-Area B-I, B-II or D	→	Public Improvement Project #5 36th Street Improvements	Pending
As warranted by future Sub-Areas' traffic studies	→	Public Improvement Project #6 Traffic Signal Improvements	Pending

Table J:
Schedule of Improvements



LEGEND



New Traffic Signal/Intersections

P.I. - Public Improvement Projects



P.I. 1 - Central Greenway and On-Site Detention Areas
P.I. 1a- Recreational Trail Improvements and Landscaping



P.I. 2 - S. Park Ave. (36th Street to Interstate 10)



P.I. 3 - MLK Jr. Way Connection (Public) (36th Street to Tucson Marketplace Blvd.)



P.I. 4 - Tucson Marketplace Blvd. (Public) (Kino Parkway to Commercial Center)



P.I. 5 - 36th Street Improvements (Park Avenue to Kino Parkway)



P.I. 6 - Intersection Improvements

Figure 38:
Public Improvement Project Locations

3. *Public Improvement Project #3 (Martin Luther King Jr. Way from 36th Street to Tucson Marketplace Blvd.) - 1/2 Section Completed Without Median*

The first phase comprising two lanes with curb & gutter, sidewalks, lighting and a bike line is complete. Construction (Phase 2) of the remaining section of a four-lane street, raised median, curb & gutter, sidewalk, lighting, and bike lane to serve Sub-Area B-II and to provide secondary access to the research park and hotel site (see Appendix D, Figure 5, p. D-4) will be triggered by development of B-II or Sub-Area D. Construction of a new traffic signal or alternative intersection configuration may be required (e.g., Pelican, Florida-T) at the roadway's intersection with 36th Street. Extension of all existing adjacent sewer, water, and dry-utility infrastructure as necessary to serve the project. This street improvement project will be funded almost entirely by the Developers and, upon completion, be dedicated to the City of Tucson. If a traffic signal or alternative intersection configuration at 36th and Martin Luther King Jr. Way is warranted by proposed uses within the Bridges, the Developers of the proposed uses shall have a proportional responsibility.

4. *Public Improvement Project #4 (Construction of Tucson Marketplace Blvd. from Kino Parkway to the Major Commercial Center) - Completed*

The full street cross-section as depicted in Appendix D, Figure 3, p. D-3 is complete including the intersection improvements and signalization at Kino Parkway. The overall scope of work included the extension of all existing adjacent sewer, water, and dry-utility infrastructure (presently within 36th Street, Kino Parkway, and/or Campbell Avenue rights-of-way) to serve the Project. This street improvement project was funded by the Developer and dedicated to the City of Tucson.

5. *Public Improvement Project #5 (36th Street from Park Avenue to Kino Parkway)*

Completion of the balance of a five-lane street cross-section (two travel lanes in each direction, with a continuous center left-turn lane) on 36th Street from Park Avenue to Kino Parkway. Street improvements along the south side to include curb & gutter, sidewalks, lighting, and bike lane. Extension of all existing adjacent sewer, water, and dry-utility infrastructure (presently within the 36th Street right-of-way) as necessary to serve the PAD site. These improvements will be triggered by the development of Sub-Areas B-I, B-II or D. The Developers of these Sub-Areas shall have a proportional responsibility for the improvements to 36th Street.

6. Public Improvement Project #6 (Intersection Improvements)

1: Tucson Marketplace Blvd and Kino Parkway,

2: Tucson Marketplace Blvd and Park Avenue, and

3: Martin Luther King Jr. Way and 36th Street

Intersections 1 and 2 may require improvements as warranted by a traffic study or as determined necessary in coordination with the City of Tucson Department of Transportation.

Intersection 3 may require construction of eastbound right-in, right-out turn lanes for access to/from Martin Luther King Jr. Way as part of the intersection improvements when warranted by a traffic study or as determined necessary in coordination with the City of Tucson Department of Transportation.

B. Maintenance of New Street Improvements

1. Maintenance of all new public streets shall be the shared responsibility of the Developers and the City of Tucson. Based upon the street cross-sections proposed herein, together with the Developer's desire to utilize specialized landscaping, street lighting, street furniture, specialty paving, and other atypical streetscape elements within the PAD site, the Developers will assume the maintenance responsibilities for those items which are above and beyond the "normal" City cross-section and maintenance program.
2. It is, therefore, the Developers' desire to effectuate an arrangement and/or agreement wherein the supplemental maintenance that these items might require is provided at Developers' expense, while the maintenance of "standard" street elements (e.g. asphalt paving, curbs, etc. constructed to TDOT standards) is provided by the City. In order to fulfill the above Developers' maintenance responsibilities, a Master Owners Association has been formed amongst the Developers and Land Owners. This association will survive the build-out of the Project and will maintain the specialty elements described above in perpetuity.

C.4 DRAINAGE AND UTILITY INFRASTRUCTURE

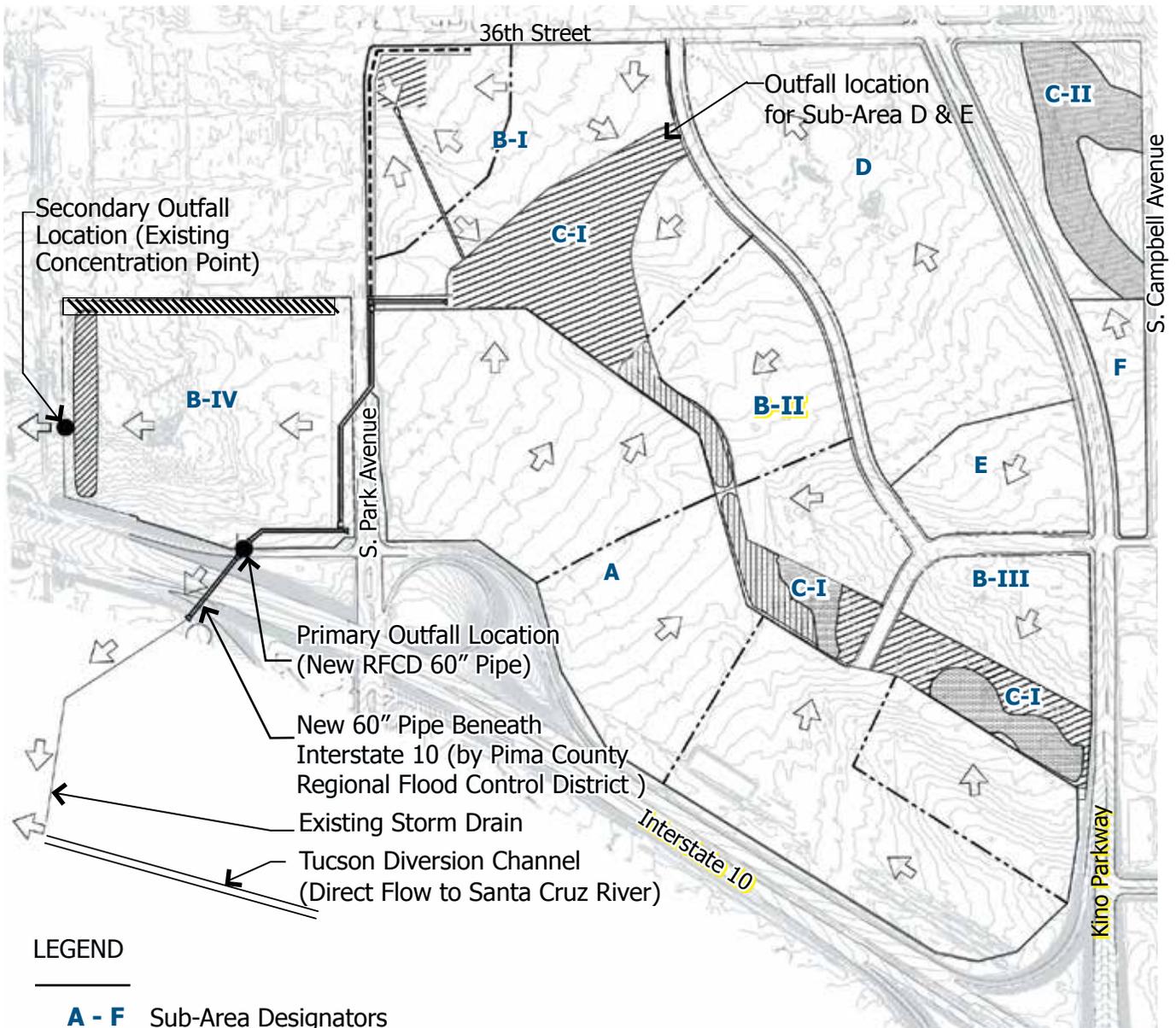
C.4.1 Drainage Solution Overview

The Mission View Wash Detention Basin (MVWDB) constructed by the Pima County Regional Flood Control District (PCRFCDD) on the Site serves as a regional flood-control and mitigation solution addressing many historical flooding issues for the area.

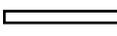
The primary outfall location for the PAD property between Park Avenue and Kino Parkway was constructed by PCRFCDD as an integral part of a Regional Flood Control improvement. Figure 39 illustrates the location of this outfall, which drains along the east side of Park Avenue, then crosses and continues along the west side of Park Avenue adjacent to Sub-Area B-IV. At this designated outfall location, PCRFCDD constructed a 60" diameter reinforced concrete pipe (RCP) storm drain beneath Interstate 10. This new outfall discharges into the Tucson Diversion Channel on the south side of the freeway and was designed to possess the capacity to convey the detained/metered outflow from the entire PAD Site between Park Avenue and Kino Parkway. The Tucson Diversion Channel then flows directly to the Santa Cruz River.

The PCRFCDD project was, with respect to funding, a separate and independent endeavor from the private PAD development and was accomplished by a separate development agreement executed between the Developer and Pima County. PCRFCDD's project budget not only included the cost of the 60" pipe facility, but also the full construction effort necessary to excavate the upstream detention basins and channels on the Site and to provide for the various new culverts necessary to pass the detained flow beneath S. Park Avenue and, ultimately, to the aforementioned outfall location. The MVWDB is the responsibility of Pima County.

Coordination with PCRFCDD is required for any new conveyance into the detention basin or conveyance channel. Runoff in response to rainfall over the development parcels within the Bridges PAD, whether to be developed as office, commercial or residential, will be addressed in a Drainage Analysis Report update as a condition of the Amendment. A Master Drainage Report (MDR) was completed by the Developer (or jointly by the Developer, PCRFCDD, and PCRFCDD's hired consultant) to establish existing hydrologic conditions affecting the site or caused as a result of site development. The Mission View Wash Regional Flood Control Detention Basin Master Drainage Report prepared for PCRFCDD should have updates via addendum to include significant drainage improvements in the watershed or if proposed drainage improvements significantly deviate from the original intent, if requested by the PCRFCDD. Drainage addendums related to planned projects in The Bridges could take the form of a letter-report or more formal drainage report depending upon the nature of the project.



LEGEND

- A - F** Sub-Area Designators
-  Man-Made Detention Basin: Sculpted/Contoured and Landscaped to Also Provide Recreational and Aesthetic Amenity
-  Areas Containing Pilot Channels (No Detention)
-  Natural Drainage Way (Significant Vegetative Habitat)
-  Open Channel / Swale
-  Drainage Area Boundary (Assumed Post Development)
-  Direction of Post-Development Flow
-  Underground Pipe
-  Open Space Corridor

(The exhibit is diagrammatic, detention may be integrated into the site design.)

Figure 39:
Proposed
Conceptual Drainage
Solution

A secondary outfall location, also depicted on Figure 39 is located beneath the Union Pacific railroad tracks along the western boundary of PAD Sub-Area B-IV. This outfall location is the drain for Sub-Area B-IV and is to receive a comparatively smaller exiting peak flow rate, or discharge.

In consideration of all of the above, the conceptual drainage solution for the Site is depicted in Figure 39. Under this concept, nearly all of the run-off from the PAD between Park Avenue and Kino Parkway will be directed to the central open space area Sub-Area C-I, wherein it will be captured and detained in MVWDB. Subsequently, this detained runoff will be metered out via a 60" pipe that drains beneath S. Park Avenue and then southward and parallel with the street right-of-way and, ultimately, to the 60" outfall beneath Interstate 10. During the 100-year event, approximately 100 cfs was computed to be conveyed via this outfall. The portions of Sub-Area C-I which are outside of the MVWDB will contain pilot channels only and will not serve any detention function. Sub-Area C-I was designed to furnish the required detention volume for runoff from Sub- Areas A and B-I through B-III. No significant drainage from the PAD site shall be discharged from the north boundary of the site. Sub-Area E (the hotel/commercial site) will provide its own on-site detention facilities in accordance with City of Tucson Floodplain regulations. The drainage concept provides an outfall location for Sub-Areas D and E, such that their detained flow can be directed into the central open space and detention area in Sub-Area C-I and, ultimately, conveyed downstream to the aforementioned primary outfall.

Because of the PCRFCO outfall connection to the Tucson Diversion Channel, which subsequently flows directly to the Santa Cruz River, a direct linkage exists from the Site to a major drainageway. This solution creates the possibility of a waiver of on-site retention requirements. Final determination of any such waiver will be subject to review and approval by the City of Tucson Planning and Development Services Department (PDSO).

Sub-Area B-IV (on the west side of Park Avenue) will not drain into the 60" pipe beneath Interstate 10. Upon development of Sub-Area B-IV, this 40-acre property will utilize the existing secondary outfall located beneath the Union Pacific Railroad (UPRR) tracks. A new detention basin will be constructed near the west boundary of the Sub-Area, which shall accept and detain the on-site storm runoff before metering out beneath the UPRR.

On the east side of Kino Parkway, Sub-Area F shall meet its detention requirement on-site and on a stand-alone basis, subject to City of Tucson approval at the time of Development Plan filing. Sub-Area C-II has been acquired by Pima County to be used as a natural area park and its existing drainage characteristics shall remain unchanged.

The MVWDB and open space network (Sub-Area C-I), as shown in Figure 39, will be designed as a multi-functional open space integrated with the needed channel and detention facilities described above. It is paramount that it be a

highly aesthetic and inviting setting for passive as well as active recreation activities and that it not be solely perceived as a flood-control facility.

C.4.2 Utility Infrastructure

The Site already has all needed utility infrastructure adjacent to it and “project convenient”. The PAD property is “ringed” with all basic utility services necessary to serve it. No off-site extensions are required to bring any utilities to the Project perimeter; the only extensions and upgrades necessary will be those required, at full Developer expense, to extend and/or upgrade the existing perimeter infrastructure as necessary to serve the Site. The properties surrounding the Site are built-out and have been so for many years. The transportation and utility infrastructure that surround the Site have been in place for decades. The existing utility and transportation infrastructure that has been constructed over time by the various utility companies has recognized and anticipated the ultimate development of this PAD property. Any upgrades or augmentations of the existing utilities as necessary to serve this development will be done so, in accordance with standard City of Tucson policy.

C.4.3 Standards for Phasing, Construction and Maintenance of Utility Infrastructure

A. Standards for Phasing and Construction of Utility Infrastructure

Section C.3.5 of this PAD Amendment outlines the remaining public improvement projects that would be triggered by each individual sector of this PAD Amendment. These public improvement projects included those utility extensions and augmentations as will be necessary to serve the Project as it proceeds through the development process.

All new utility infrastructure shall be placed underground so as to eliminate any visual impact associated with telephone poles, overhead electric lines, and the like. Above ground facilities shall be limited to customary, low-profile, necessary installations such as transformers, pedestals, cabinets, light poles, backflow assemblies, etc. Even in these cases, landscape screening will be employed to the extent allowed by each individual utility company.

B. Standards for Maintenance of Utility Infrastructure

It is the intent of this development to utilize public utility infrastructure wherever possible. As such, maintenance of said facilities shall be coordinated with each respective utility company and shall be the responsibility of same.

**PAGES 98-105 ARE OMITTED IN THE
2018 AMENDMENT**

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C.5 SIGNAGE

The Special District section of the Tucson Sign Code applies to the entire PAD, except for Sub-Area A. The Freeway Business District section of the Tucson Sign Code applies to Sub-Area A. "Street Frontage" as used in the Tucson Sign Code shall include the street and freeway frontage as designated in the Signage Plan (Figure 42, this page).

In the event the Tucson Sign Code is amended to permit specific sign regulations to be established within a Planned Area Development, comprehensive sign regulations and standards that encompass all signage in the Planned Area Development will be created and submitted for review and approval in accordance with the LUC. This will include building mounted signage and ground (monument and pylon) signage for informational, directional, and advertising purposes. The comprehensive sign regulations and standards will compliment the overall design theme of the PAD to the greatest extent possible and promote the identity of the PAD regionally as a premier Tucson destination.

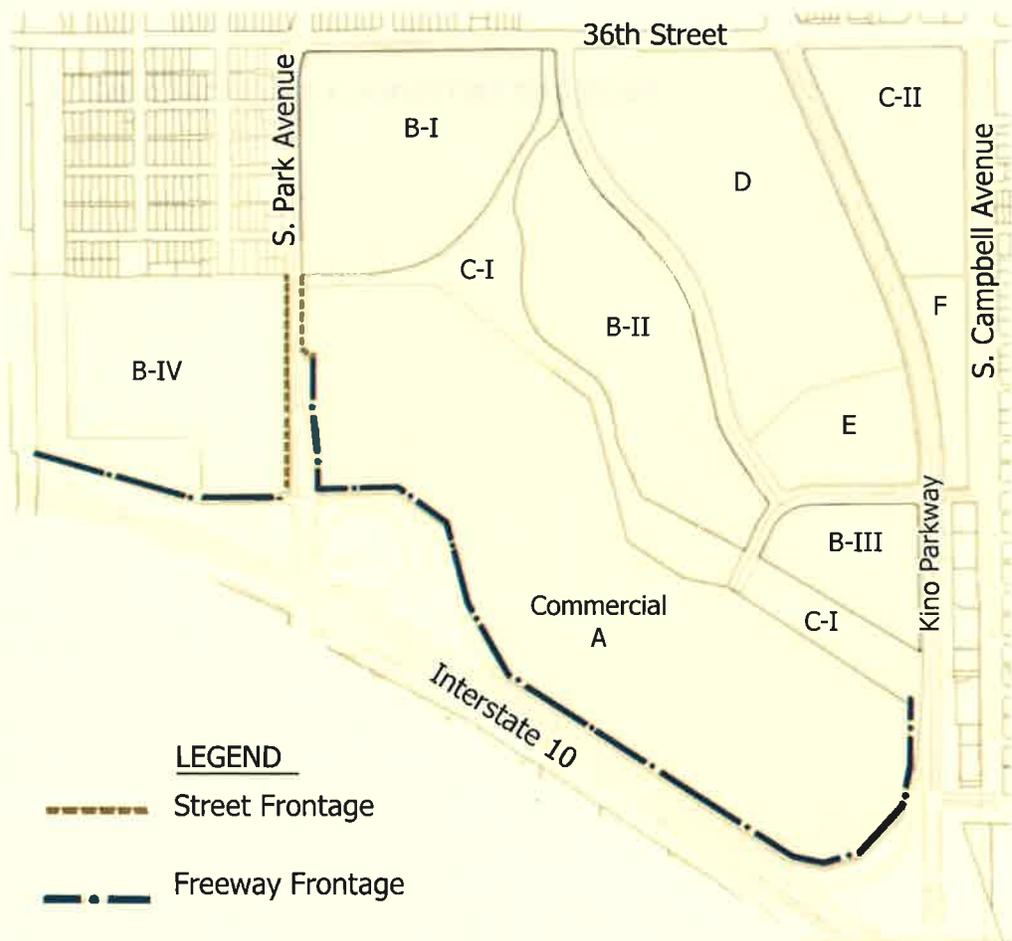


Figure 42:
Signage Plan

C.6 DESIGN REVIEW COMMITTEE AND DESIGN GUIDELINES

It shall be considered a requirement of this PAD that, subsequent to its approval and prior to the submittal of any tentative subdivision plat or development plan within the PAD, the Bridges Design Review Committee (DRC) be established to review proposed projects in the Bridges area to see if they are consistent with the design concepts described in Sections C.2.2.C.7 and C.2.3.C.6. (The Bridges DRC was established in 2007.) Thereafter, the DRC has used design guidelines to review individual development plan filings (for commercial development) and subdivision plat submittals (for residential development) for conformance.

A presentation of the design guidelines shall be provided to the Committee, by the Developers and their consultant team, to articulate and detail the proposed design character and form of the overall Project's shared/common elements (e.g. central open space corridor, landscaping program for recreational areas & streetscapes, street furniture, pedestrian uses, etc.).

Subsequently, each particular Developer and their consultant team shall prepare a document, in a format acceptable to the Committee, articulating the particular design elements, architectural concepts, and approach for their respective commercial or residential portions of the PAD.

The individual presentations made by the respective commercial or residential entities shall include, at a minimum, substantive information to address the following design framework:

- Building design theme, illustrative elevations, color & material palette
- Discussion of how the proposed architecture respects and furthers the character of Tucson
- Proposed building massing throughout the particular Sub-Area
- Pedestrian areas, sidewalks/trails, and connectivity to central open space and other project uses
- Transit facilities, if proposed, and timing attendant thereto per SunTran or CatTran programming
- Landscape theme and integration of same with overall Project landscaping program
- Project identity and main-entry features; their integration with overall project image & identity
- Demonstration of quality consistent with the remainder of the Project
- Signage, amenities, and Project monuments

Following any formal presentation to the Committee, it shall deliberate on the presented guidelines and either find them: 1) acceptable, 2) acceptable subject to modifications, or 3) unacceptable.

If found to be acceptable or acceptable subject to modifications, the DRC votes to adopt the Developer's design guidelines as then presented or as appropriately modified to the Committee's satisfaction. The adopted document shall then become the standards by which all development plan and/or subdivision plat filings on that portion of the PAD property are later evaluated.

Each subsequent development plan or subdivision plat filing shall be brought before the DRC for its formal consideration, together with proposed conceptual building elevations and architectural renderings, sufficient to allow the Committee to judge the proposed Project for conformance with the pertinent adopted design guidelines.

Prior to the submittal of any development plan or subdivision plat to the City of Tucson, the Developer must procure a letter of recommendation from the DRC for submittal to the City. This letter, and a record copy (for the City's archives) of the materials recommended by the DRC, must accompany any City submittal in order to allow review of same by the City of Tucson Planning & Development Services Department.

The composition of the Design Review Committee shall be as follows:

- Two (2) members from the adjacent four (4) neighborhood associations, preferably with at least one of these members possessing some design or development background
- One (1) representative from each Developer (commercial, residential)
- One (1) representative of the University of Arizona
- One (1) at-large architect or design professional (who has no conflict of interest with any of the developer representatives)

The two (2) neighborhood members shall be nominated and selected by the elected homeowner's association officials of the Las Vistas, Pueblo Gardens, South Park, and Western Hills II neighborhoods.

The Developer representatives shall be selected privately by each entity. The architect or design professional at-large shall be selected by the Developer representatives. All votes of the DRC shall be by simple majority and a quorum of at least five (5) members will be required for the Committee to conduct any formal business. The DRC shall have the right to amend its structure or procedures based on a majority vote.

The DRC shall remain in place through 100% of the initial build-out of the residential, commercial, and office components of the Project. Beyond this point, the Committee's function will survive through the Homeowners Associations (HOA's) of the individual residential subdivisions or through the property owners association (master association), at their respective discretion.

C.7 INTERPRETATION OF THE PAD DISTRICT REGULATIONS AND REQUIREMENTS

The Land Uses and development regulations in Sections C.2.2-C.2.4, have been established to closely follow existing City of Tucson land use and zoning regulations and requirements, such that no additional and/or special standards for interpretation are needed for The Bridges PAD District.

A. Implementation and Administration

1. *Proposed Changes to Zoning Ordinances*

The PAD will not result directly in the modification or change of any existing building codes or other ordinances, except portions of the City of Tucson Land Use Code, Development Standards, and applicable Zoning Map of the City of Tucson.

2. *Development Plan/Subdivision Plat and Architectural Review Procedures*

The PAD shall be implemented through the review of development plans and/or subdivision plats by the City of Tucson CDRC. The development plans and/or subdivision plats shall be required for all development within the PAD area requiring a City building permit or where landscaping is to be installed.

All proposed development plans and subdivision plats within the PAD shall be submitted to the Design Review Committee prior to the Development Plan or Subdivision review by the City of Tucson Development Services Department. At such time as the Design Review Committee approves a plan or plat, the DRC shall issue a formal letter of recommendation, which must accompany any plat or development plan submittal to the City of Tucson (see Section C.6, p. 107).

Development plans or subdivision plats seeking a particular minor modification from the standards of this PAD shall be submitted to the City of Tucson staff for review and approval only after written recommendation of the Design Review Committee has been obtained. Applicants are encouraged to hold a pre-submittal conference with the City Development Services Department prior to the final preparation of a development plan or plat. Comment from other City departments and service agencies shall be sought by the applicant prior to preparing final plans.

3. *General Administration and Amendment Procedures*

a. Adoption. The PAD shall be processed in accordance with the City of Tucson Land Use Code and may be amended from time to time in accordance with such provisions. Once the PAD ordinance is adopted, it shall become operative. Whenever a conflict exists

between The Bridges Planned Area Development and the Land Use Code, the PAD shall control.

- b. *Conflict in Terms.* Whenever a conflict exists between the PAD and the Land Use Code, the PAD shall control. When specific reference is not provided in the Planned Area Development document, the Land Use Code, Development Standards, and Sign Code shall apply.
- c. *Administration and Enforcement.* The PAD shall be administered and enforced by the Director of Development Services. The Director of Development Services may allow minor changes to the criteria set forth in the PAD, provided such changes are not in conflict with the overall intent as expressed in the Plan. Any changes must conform to the goals and objectives of the Plan.

The following shall be considered to be minor changes:

- i. Addition of new information to the PAD map or to the text that does not change the affect of any regulation or guideline.
 - ii. Changes to the community infrastructure, such as drainage, water and sewer systems, which do not have the effect of increasing or decreasing development capacity in the PAD area, nor change the concepts of the Plan.
 - iii. The determination that a use be allowed which is not specifically listed as permitted but which may be determined to be similar in nature to those explicitly listed as permitted.
 - iv. Adjustments to the development standards that are in the interest of the community and do not affect health or safety issues.
- d. *Amendment Procedures.* The approved Plan may be amended through the process outlined in the City of Tucson LUC § 2.6.3.11.

Appendix A: LUC/UDC Translation Summary

LUC/UDC Translation Matrix			
Page	Section	LUC Reference	UDC Reference
Section A: Introduction and Policy			
Currently all UDC references			
Section B: Site Analysis			
34	B.6.2	6.2.3 - Critical Riparian Habitat	11.4.4
Section C: PAD District Proposal			
43	C.1.5	2.6.3.7.B - PAD District Implementation and Assurances	2-04.4.3.M*
		Development Standard 1-04.0 - Subdivision Assurance Procedures	2-09.0.0*
46	C.2.2.B.1	2.6.1 - OCR-1 Zone	4.8.6
46	C.2.2.B.2	2.6.1.2 - Permitted Land Uses	4.8.6
47	C.2.2.B.2	Commercial Services Use Group	
		6.3.5 - Commercial Services Use Group	4.9.4
		3.5.4.1.G - Animal Services	4.9.4.D
		3.5.4.2.C & .D - Automotive - Service and Repair	4.9.4.F.3 & .4
		3.5.4.20.B, .C, & .D.1 or .D2, & .G - Communications	4.9.4.I.2, .3, .4a, .4b & .7
		3.5.4.22.B - Funeral Services	4.9.4.N.2
		6.3.5.20 - Research and Product Development	11.3.4.U
		6.3.5.9 - Construction Service	11.3.4.J
		Retail Trade Use Group	
		6.3.10 - Retail Trade Use Group	4.9.9
		6.3.10.2 - Construction Materials Sales	11.3.9.A
		3.5.9.7 - Large Retail Establishments	4.9.9.D
		Wholesaling Use Group	
		6.3.13 - Wholesaling Use Group	11.3.12
		6.3.13.2 - Business Supply and Equipment Wholesaling	11.3.12.A
		6.3.13.4 - Food and Beverage Wholesaling	11.3.12.C
		Industrial Use Group	
		6.3.6 - Industrial Use Group	4.9.5
		3.5.5.7 (3.5.5.1.D, .E, .F & .H) - Craftwork	11.3.5.A (4.9.5.C.4, .5, .6 & .8)
		6.3.6.11 (3.5.5.1.D, .E, .F & .H) - Processing and Cleaning	11.3.5.J (4.9.5.C.4, .5, .6 & .8)
		3.5 Performance Criteria	4.9

* Administrative Manual

LUC/UDC Translation Matrix

LUC/UDC Translation Matrix			
47	C.2.2.B.3	Excluded Uses	
		6.3.4.2 - Correctional Use, Supervision Facility	11.3.3.C.1
		6.3.6.13 - Salvaging and Recycling	11.3.5.L
		6.3.5 - Billboard	11.3.4.F
48	C.2.2.C.1	3.2 - Development Criteria	Article 6
		3.5 - Performance Criteria	4.9
		2.6.3 - PAD Zone	3.5.5
48	Table D	6.2.6 - Floor Area Ratio (FAR)	11.4.7
		3.2.11 - Floor Area Ratio (Calculation)	6.4.6
		6.7.19 - Floor Area Ratio definition	11.4.7
49	C.2.2.C.2	3.5.9.7 - Large Retail Establishments	4.9.9.D
49	C.2.2.C.2.b	3.5.9.7.A.2 - Buffers	4.9.9.D.1.b
50	C.2.2.C.2.e	3.5.9.7.A.8 - Traffic Impacts	4.9.9.D.1.h
50	C.2.2.C.2.h	3.5.9.7.A.13 - Combination of Retail with Food and Beverage Sales	4.9.9.D.1.m
50	C.2.2.C.3	3.7 - Landscape and Screening Regulations	7.6
50	C.2.2.C.3.a	3.7.3 - Screening Requirements	7.6.5
51	C.2.2.C.3.b	3.7.2.4 - Landscape Borders	7.6.4.C
51	C.2.2.C.3.f	3.7.2.3 - Vehicle Use Areas	7.6.4.B
		3.7.2.4 - Landscape Borders	7.6.4.C
51	C.2.2.C.3.h	3.7.2.3 - Vehicle Use Areas	7.6.4.B
52	C.2.2.C.4	3.3 - Motor Vehicle Parking Requirements	7.4
52	C.2.2.C.4.a	3.3.4 - Required Number of Motor Vehicle Parking Spaces	7.4.4
52	C.2.2.C.4.b.ii	3.3.5.6.A.2 - Required Number of Bicycle Parking Spaces	7.4.8
52	C.2.2.C.5	3.4 - Loading Areas	7.5
53	C.2.2.C.5.b	3.4.5 - Required Loading Areas	7.5.5
79	C.2.4.C.2.a	2.8.6 - Environmental Resource Zone	5.7
110	C.7.A.3.d	2.6.3.11 - Amendment Procedures	3.5.5.J

Appendix B: TAA FORMS

AIRPORT DISCLOSURE STATEMENT

The undersigned owner(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 from 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 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 airport 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 the Owner(s) is aware of these impacts and that the Tucson Airport Authority and all persons lawfully using the Airport have the right to operate aircraft in the airspace above and near the property.

Dated this _____ day of _____, 20_____.

Owner _____ Date

Owner _____ Date

EXHIBIT A

Tucson International Airport



- 2 -



DECLARATION OF AVIGATION EASEMENT

THIS DECLARATION OF AVIGATION EASEMENT ("Declaration"), is made this _____ day of _____, 20__ by _____, a(n) _____ ("Declarant").

A. Declarant is the sole record owner in fee simple of certain real property (the "Property") located in Pima County, Arizona which is more particularly described in Exhibit "A" attached hereto; and

B. The Property is located in the proximity of Tucson International Airport (as it now exists or may hereafter be enlarged and/or developed, the "Airport"); and

C. The Property is now and in the future will be subject to noise and other effects emanating from aircraft operating at or departing from or arriving at the Airport, and changes in airport layout or operating procedures could result in increased noise influences.

NOW THEREFORE, for good and sufficient consideration, the receipt and adequacy of which Declarant hereby acknowledges, Declarant hereby covenants and declares that all of the Property shall be held, sold, used and conveyed subject to the following avigation easement, which shall run with the Property and be binding on all occupants thereof and on all parties having any right, title or interest in the Property or any part thereof, their heirs, successors and assigns, grantees, invitees and tenants.

DECLARANT HEREBY DECLARES, ESTABLISHES, GRANTS AND CONVEYS to the Tucson Airport Authority, the City of Tucson and all persons lawfully using the Airport ("Benefited Parties") the right to operate aircraft in and the right to cause in the airspace above or near the Property such noise, vibrations, fumes, vapors, smoke, deposits of dust or other particulate matter, fuel particles and all other effects as may be inherent in the operation of aircraft, now known or hereafter used, while landing on, taking off from, or operating at the Airport, as long as such operations are in compliance with applicable federal, state and local regulations concerning operation of aircraft and use of the Airport.

As used herein, the term "aircraft" shall mean any and all types of aircraft, whether not in existence or hereafter manufactured and developed, to include without limitation, jet aircraft, propeller driven aircraft, civil aircraft, military aircraft, commercial aircraft, helicopters and all types of aircraft or vehicles now in existence or hereafter developed, regardless of existing or future noise levels, for the purpose of transporting persons or property through the air.

EXHIBIT A

(Legal Description)

306606.3

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March 9, 2018

John Beall
Section Manager
City of Tucson
Public Works Buildings – 201 North Stone Avenue
Tucson, AZ. 85701

RE: C9-06-32 The Bridges PAD, Major Change/ Received March 7, 2018

Dear Mr. Beall,

Thank you for the opportunity to comment on C9-06-32 The Bridges PAD, Major Change; a rezoning application for an approximately 111.7 acre site, which is a combination of four sub-areas (B-I, B-II, B-III, and B-IV) and is contained within PAD-15, The Bridges. PAD-15 is located southeast of the intersection of East 36th Street and South Park Avenue. This PAD amendment proposes to add commercial and office uses to sub-areas B-I, B-II, B-III, and B-IV which previously only allowed for residential uses to develop.

This site is within the Tucson International Airport avigation easement requirements and public disclosure area, FAA traffic pattern airspace, and FAA Part 77 airspace.

The Tucson Airport Authority conditionally approves the subject request contingent upon the following conditions of approval, as noted below. These conditions shall be identified in the PAD Amendment for Sub Areas B document, under Appendix G, and shall be included in the General Notes of any development plans which are submitted to the City of Tucson. The comments contained in this letter supersede all previous comments which the Tucson Airport Authority submitted under DP15-0224 for the Tentative Plat of Block 1 for The Bridges.

Conditions of approval:

"According to the FAA Notice Criteria Tool, this project is located in proximity to a navigation facility and could impact navigation signal reception. The applicant shall file Form 7460 with the FAA at least 45 days before construction activities begin for the project. It is highly recommended that the applicant file earlier than 45 days to provide the applicant with sufficient time to respond to any concerns which are identified by the FAA. The applicant shall file a separate Form 7460 with the FAA if the development of the individual sub-areas or any development contained within the sub-areas occurs in phases. Any cranes used which are used must also be identified with Form 7460. Please file Form 7460 at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>"

"That prior to the City's approval of any construction permit for a permanent building, the property owner shall record the Avigation Easement prior to the subdivision process, for the PAD-15 sub-areas identified as B-I, B-II, B-III, and B-IV, which 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 provided."

The current property owner or person authorized to sign on behalf of the current property owner shall complete, sign, and record the Avigation Easement. Please record the Avigation Easement with the Pima County Recorder's Office. Once the Avigation Easement is recorded please send a copy of the recorded easement to the Tucson Airport Authority by either email (send to srobidoux@flytucson.com) or to the mailing address provided below.

Scott Robidoux
Senior Airport Planner
Tucson Airport Authority
7250 South Tucson Boulevard
Suite 300
Tucson, AZ 85756

The following comments only pertain to the development of residential uses and shall not be applicable to any non-residential use:

"The developer shall provide the Airport Disclosure Statement form, at time of sale, to the new property owners with new unit purchases. In the event the development of any residential uses does not involve the sale of new units, but is instead offering rental residential units to the public, the new tenant of the rental unit shall be provided a copy of the Airport Disclosure Statement form. The intent of the Airport Disclosure Statement form is to educate and notify the new residents that they are living near an airport. The content of such documents shall be according to the form and instructions provided."

The new property owner or new tenant shall forward a signed copy of the Airport Disclosure Statement form to the Tucson Airport Authority, using the mailing address provided below.

Scott Robidoux
Senior Airport Planner
Tucson Airport Authority
7250 South Tucson Boulevard
Suite 300
Tucson, AZ 85756

Please do not hesitate to contact me if you have any questions or concerns regarding this comment letter. I can be reached by email at srobidoux@flytucson.com or by telephone at 520-573-4811.

Respectfully,

A handwritten signature in blue ink, appearing to read "Scott Robidoux", is written over a light blue horizontal line.

Scott Robidoux,
Senior Airport Planner

cc file

