# Larrea Planned Area Development

## City of Tucson, AZ

Prepared For:

Arizona State Land Department 1616 West Adams Street Phoenix, AZ 85007

> Contact Persons: Jon Froke, AICP Mark Edelman, AICP

> > Prepared By:

The WLB Group, Inc. 4444 East Broadway Boulevard Tucson, AZ 85711 520.881.7480

Contact Persons: Robert G. Longaker III, PLA, AICP Liz Madsen

Lazarus & Silvyn, P.C. Grant Road Professional Plaza 5983 E. Grant Road, Suite 290 Tucson, AZ 85712-2365

> Contact Person: Keri Lazarus Silvyn, Esq.

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Section I – Introduction and Policy

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## A. Introduction

#### 1. The Arizona State Land Department (ASLD)

The Arizona State Land Department (ASLD) manages over 9.2 million acres of state trust land in Arizona. Since 1915, the Arizona State Land Department's mission is to manage the assets of a multi-generational perpetual trust in alignment with the interests of the Trust's 13 beneficiaries and Arizona's future. The mission statement of the ASLD is as follows:

To manage State Trust lands and resources to enhance value and optimize economic return for the Trust beneficiaries, consistent with sound business management principles, prudent stewardship, and conservation needs supporting socio-economic goals for citizens here today and future generations. To act in the best interest of the Trust for the enrichment of the beneficiaries and preserve the long-term value of the State Trust lands.

State Trust land is often misunderstood in terms of both its character and management. Trust land is not public land. Trust land is different from public land such as parks or National Forests. Trust lands are managed by the Arizona State Land Department to generate revenue for K-12 schools and 12 additional institutional beneficiaries. The Trust accomplishes its mission through its sale or lease of Trust lands for grazing, agriculture, mining, development or recreational purposes.

ASLD, serving as the fiduciary for the Trust, is required by the Arizona Constitution to receive maximum value for the sale or lease of Trust lands for the benefit of the Trust. Given this Constitutional mandate, it is incumbent upon ASLD to carefully plan these properties to maximize their ultimate value. Accordingly, the ASLD is in the process of re-evaluating the existing development plans for the Trust lands in this area and working with the City of Tucson to develop plans that are appropriate for the area and will meet market demands.

#### 2. Rationale for Using the Planned Area Development (PAD)

The ASLD operates differently than private property owners when it comes to planning and entitlement of land. The Trust realizes greater value when land is sold with a level of entitlement that assures the buyer of allowable land uses. Since ASLD is not the ultimate developer or end user of the property, detailed site planning is best achieved after the land has been acquired by the developer. Once sold, the ultimate development plans still must proceed through the jurisdiction's site planning and permitting process.

It is not uncommon for a private property owner to not only plan and entitle property, but also to install spine infrastructure, thereby making the property more attractive to the end user, such as a residential builder or commercial operator. The State Enabling Act and State Statutes provide the framework within which the State Land Department can manage the land assets. However, there are no mechanisms in the State Statutes to allow for the expenditure of funds on physical site improvements.

This PAD presents a two-step process to the planning and entitlement of the property. This PAD tool establishes initial zoning for the property and is uniquely appropriate for State Trust

Land intended for future master plan development where a master developer or end user is not yet determined. It provides a flexible zoning entitlement that enables the land to best meet market demand and ASLD to meet its fiduciary mandate. The PAD in large part relies on the existing City of Tucson Unified Development Code and Subdivisions Regulations and provides supplemental regulations to provide a regulatory framework for future development.

The property within this PAD has been divided into nine development areas, or Development Units. Each Development Unit is given a land use budget that serves as a "zoning bank." When a Development Unit or portion of Development Unit is auctioned, it is sold with allocated uses from the bank and then will proceed to the Development Package and subdivision platting process as specified in this PAD and by the City of Tucson. Together, this PAD and its Development Units provide for the orderly development of the Trust Land after it is auctioned and provide ASLD and the City with final site approval and the City with permitting authority.

The second step identified in this PAD is Secondary Planning. This step acknowledges that further planning beyond that completed in this PAD must be undertaken to adhere to the approval processes of ASLD and the City of Tucson. This step requires more detailed planning of individual Development Units by future purchasers, and the preparation of Master Plans to be prepared prior to development of a Development Unit or portion of Development Unit. The following Master Plans will be prepared:

- Vehicular and Pedestrian Circulation.
- Drainage.
- Water.
- Wastewater.
- Open Space and Recreation.

#### 3. Physical, Economic & Environmental Suitability of the PAD

From a physical perspective, this property is located in an area that is easily accessible by the existing transportation network. The northern boundary of the site is formed by Valencia Road, a major roadway corridor that has an interchange with Interstate 10. Valencia Road consists of three travel lanes in each direction with a landscaped center median. Valencia Road will be the primary point of access to the property.

From an economic standpoint, the site is well positioned for immediate development and will contribute positively to the economic well-being of the City of Tucson. The project and its future land uses will generate construction sales tax, impact fee payments, plan processing fees and ultimately will contain residents and workers who will purchase goods and services that will contribute to the sales tax base of the city.

The site does not contain significant physical constraints and is readily capable of accepting development. There are no topographic constraints. There are surface flows impacting the site that result from flows entering the eastern boundary of the site and moving west toward the Rodeo Wash Regional Detention Basin. These flows will be maintained and conveyed through the site in its post developed condition. These existing conditions are described in more detail later in this PAD.

#### 4. General Compatibility of the PAD with Adjoining Land Uses

The proposed PAD site has been thoughtfully planned to be compatible with the existing and adjoining land uses. To the east of the site and across Swan Road from the PAD site are the Valstate and Rancho Valencia subdivisions. The Valencia Reserve subdivision is located adjacent to the western boundary of the PAD. These subdivisions provide an example of well-planned residential communities to which the proposed PAD for the subject property will be well matched. The property to the south and southwest of the proposed PAD site consists primarily of undeveloped land.

#### Los Reales Landfill and Other Existing and Planned Industrial Uses

The Los Reales Landfill and other industrial uses are located adjacent to the southeastern portion of the site, and a buffer is necessary between these land uses and future residential uses that are anticipated on this property. There is also property located south of Los Reales Road adjacent to the site that is zoned CI-2 General Industrial in unincorporated Pima County, and property located west of the site that is zoned I-1 Light Industrial in the City of Tucson, furthering the need for a buffer along the southern portion of this site. As such, the southern, southeastern and southwestern portions of the site have been designated for commercial, employment and light industrial uses. This transition serves to buffer the planned residential areas from the noise and traffic associated with the landfill as well as existing and future industrial uses, while also providing for continued economic development of the area. Please refer to *Exhibit N: Development Unit Plan*.

#### Tucson International Airport

The Tucson Airport Authority Avigation Easement and Disclosure Policy protects the longterm viability of the Tucson International Airport (TIA) by promoting compatible development. More specifically, the Policy supports changes in land use in certain areas to noise-compatible industrial, commercial and open space uses. The Tucson Airport Authority (TAA) opposes changes in land use in certain areas to residential. This Policy impacts the southwestern corner of the subject property. As such, the southwestern portion of the site had been designated for commercial, employment and light industrial land uses. Please refer to *Exhibit N: Development Unit Plan*.

#### 5. The Suitability of the PAD to Significant Environmental Factors

This PAD is considerate of the environmental aspects of the property. There are surface flows that travel across the site generally in an east to west fashion and drain into the Rodeo Wash Detention Basin located in the northwest corner of the site. The development of this property will take into consideration these surface flows and will provide for flow through the site.

The property also contains Protected Riparian Area (PRA). This PAD contains regulations and development standards for either the protection of this PRA or mitigation criteria and regulations to account for the disturbance of this PRA.

## **B. Background & Guiding Principles**

#### 1. Project Location

This PAD includes State Trust Land as identified in *Exhibit A.1: Regional Location Map, Exhibit A.2: Site Location Map* and *Exhibit A.3: Aerial Photo*.

This PAD consists of approximately 446.67 acres located at the southeast corner of Alvernon Way and Valencia Road. It is currently located in unincorporated Pima County. The incorporated limits of the City of Tucson are near the northern, western and eastern boundaries of the subject property. Pima County Assessor records list the subject property as tax parcel #140-41-1400 and it is a portion of Section 15, Township 15 South, Range 14 East, Gila Salt River Base and Meridian, Pima County, Arizona.

The subject property is located adjacent to City of Tucson Ward 5 which is represented by Council Member Richard Fimbres at the writing of this PAD.

#### 2. Historic and Existing Uses of the Site

The subject property is vacant and undeveloped except for the Rodeo Wash Regional Detention Basin located in the northwestern portion of the site.

#### 3. Proposed Project

This PAD is being proposed to provide a flexible land entitlement that will allow the ASLD to respond to prevailing market conditions. The PAD allows for the future development of a variety of residential densities and housing products, commercial services, employment/industrial and open space. The proposed permitted uses in this PAD are consistent and compatible with surrounding development. The proposed permitted uses in the area, including roadways, water, sewer and other utilities. The property has also been planned such that is consistent with many of the goals and policies of Plan Tucson.

#### 4. Project Goals

ASLD has been discussing this property with the City of Tucson over a long period of time. These discussions have led to a strong relationship and partnership, and to the production of this PAD. There are several overarching reasons for the creation of this PAD which benefit

both the City of Tucson as it grows and the ASLD in meeting its statutory commitments to its beneficiaries. These reasons are described below:

- Provide the foundation for a mix of residential, commercial, employment, light industrial and open space land uses that will meet market demand.
- Facilitate the opportunity for job creation in the areas of the property designated for employment, commercial and light industrial.
- Contribute to the tax base of the City of Tucson through the generation of future sales tax revenue.
- Make efficient use of land in an area that contains existing infrastructure to support development.
- Provide land use entitlements compatible with surrounding development, including neighboring subdivisions, the Los Reales Landfill and Tucson International Airport.
- Create the opportunity for ASLD to sell land and generate proceeds for the beneficiaries of State Trust Land.
- Provide the opportunity for housing in a market with current short supply.

## C. Conformance with General Plan

#### 1. Plan Tucson

Plan Tucson, the City of Tucson General Plan, identifies the majority of the property as "Potential Annexation Area," which is envisioned to have urban commercial and residential areas. The Plan also shows an amorphous industrial future land use designation in the northwest portion of the property.

Goals and Policies from Plan Tucson that are supported and furthered by the proposed PAD are presented below (these items are taken verbatim from the Plan Tucson document):

Social Environment Goals:

- A mix of well-maintained, energy-efficient housing options with multi-modal access to basic goods and services, recognizing the important role of home ownership to neighborhood stability.
- A community that is healthy physically, mentally, economically, and environmentally.

#### Social Environment Policies:

- Public Health Policies (PH):
  - o (PH8) Support streetscape and roadway design incorporating features that provide healthy, attractive environments to encourage more physical activity.

- Business Climate Policies:
  - o (BC8) Support a safe, distinctive, well-maintained, and attractive community with neighborhoods made up of residences and businesses that contribute to Tucson's quality of life and economic success.
  - o (BC9) Encourage a mix of residential development and promote homeownership throughout the city as both an economic driver and a quality of life issue to meet the diverse needs of a growing workforce.

#### Natural Environment Goals:

Natural Environment Policies:

- Water Resources policies (WR)
  - (WR8) Integrate the use of green infrastructure and low impact development for stormwater management in public and private development and redevelopment projects.

#### **Built Environment Goals**

- Public Infrastructure, Facilities, & Cost of Development (PI)
  - (PI7) Coordinate with utility companies and other public service providers for the planning of infrastructure, facilities, and services, making sure infrastructure and facility construction is sensitive in design and location to environmental and historic resources.
- Land Use, Transportation, & Urban Design (LT)
  - (LT1) Integrate land use, transportation, and urban design to achieve an urban form that supports more effective use of resources, mobility options, more aesthetically pleasing and active public spaces, and sensitivity to historic and natural resources and neighborhood character.
  - (LT3) Support development opportunities where: a. residential, commercial, employment, and recreational uses are located or could be located and integrated b. there is close proximity to transit c. multi-modal transportation choices exist or can be accommodated d. there is potential to develop moderate to higher density development e. existing or upgraded public facilities and infrastructure provide required levels of service f. parking management and pricing can encourage the use of transit, bicycling, and walking
  - (LT4) Ensure urban design that: a. is sensitive to the surrounding scale and intensities of existing development b. integrates alternative transportation choices, creates safe gathering places, and fosters social interaction c. provides multi-modal connections between and within building blocks d. includes ample, usable public space and green infrastructure e. takes into account prominent viewsheds.

Economic Environment Goals

- Goal 9: An economy that supports existing businesses and attracts new businesses to increase employment opportunities, raise income levels, expand the tax base, and generate public and private investment leading to a high quality of life for the community.
- Goal: 10: A local job market that provides opportunities for all Tucsonans to meet their basic needs and pursue career advancement, matched with a well-educated, well-qualified workforce that is able to meet the dynamic needs of businesses and employers
- (JW2) Recruit, retain, and expand businesses and industries within Tucson's key economic sectors, including but not limited to aerospace and defense, bio-sciences, renewable energy, astronomy, and optics to increase high-quality, high-paying job opportunities.
- (JW3) Increase and promote environmentally sensitive businesses, industries, and technologies, including desert adapted technologies and goods and services tailored to the special needs of Tucson as a desert community.

## D. Community Issues

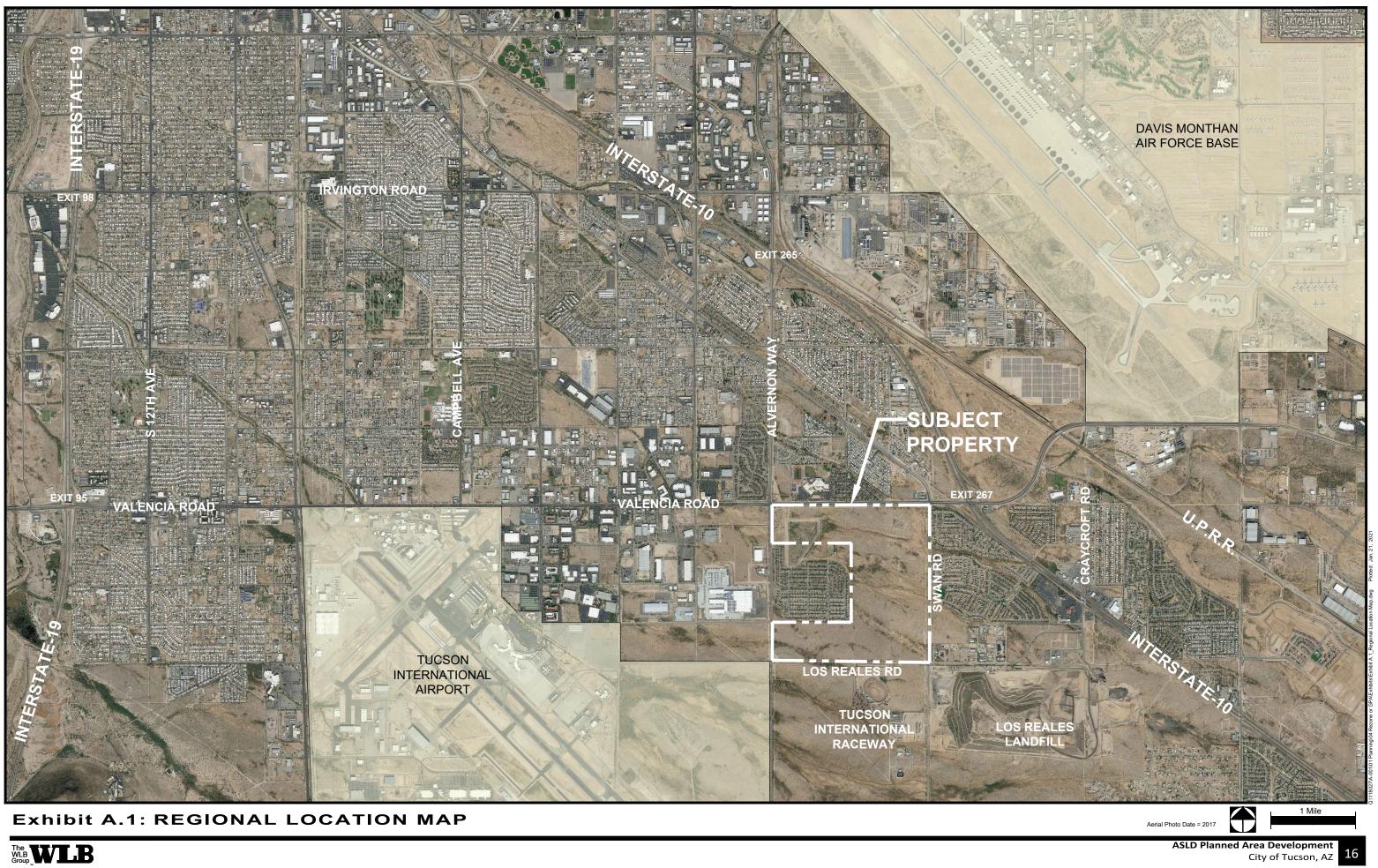
#### 1. Benefits to the Community

This PAD provides the following benefits to the Tucson community:

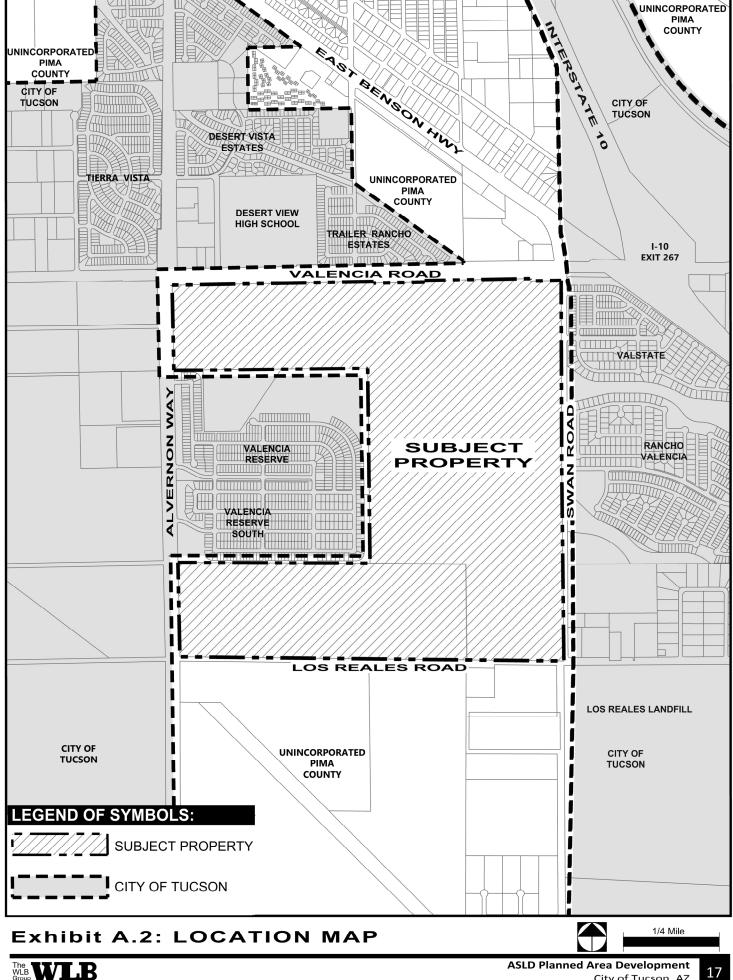
- It provides the foundation for future development in a manner that is clearly communicated within this document.
- It provides the opportunity for new housing in an area that is easily accessible and has excellent access to Interstate 10.
- Future residents and other users will benefit from excellent access to Tucson International Airport.
- It establishes future land uses and provides assurances to surrounding existing development of the types of future land uses that will be developed.
- It provides the opportunity for additional commercial services in the area that would benefit not only this PAD but also nearby exiting residential communities.
- It provides appropriate buffering between the PAD and the Los Reales Landfill.

#### 2. Public Participation and Outreach Program

To ensure substantive input and feedback as part of the rezoning process, this PAD will include discussions and interactions with nearby neighborhoods, leadership individuals and stakeholders. Throughout the interactions with the various groups, issues will be identified and addressed in good faith between the parties and where appropriate and applicable, will be reflected within this PAD document.







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**Exhibit A.3 : AERIAL PHOTOGRAPH** 



ASLD Planned Area Development City of Tucson, AZ



Section II – Site Analysis

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## A. Land Uses and Existing Zoning

#### 1. On Site Land Uses and Zoning

This PAD site is currently zoned in Pima County with two zoning districts: CR-3 Single Residence Zone and CI-1 Light Industrial/Warehousing Zone. There are approximately 351.1 acres of property zoned CR-3 in the northern portion of the site and approximately 116.8 acres zoned CI-1 in the southern portion of the site. Please refer to *Exhibit B: Existing Zoning*.

The subject property is primarily vacant. The Rodeo Wash Regional Detention Basin is located in the northwestern portion of the site and comprises approximately 33+/- acres, of which roughly 23+/- acres is located on the subject property. The balance of the basin is located on property owned by Pima County.

#### 2. Applicable Overlay Zones

The City of Tucson Major Streets & Routes Plan (MS&RP) designates Valencia Road as a Gateway Corridor and is subject to the Gateway Corridor Zone (GCZ) development standards set forth in the Unified Development Code (UDC). Gateway Corridors are defined by the MS&R as urbanized routes to major employment centers, shopping areas, recreational areas, and transportation centers regularly used by large amounts of residents and visitors. The Gateway Corridor designation is intended to improve the appearance of the built environment via design standards and street side landscaping.

The impacts of the GCZ and MS&RP requirements on this PAD will be on future landowners along Valencia Road who will be required to provide and maintain a landscaped area from the existing shoulder or curb to the property line. Wayfinding signage, pedestrian areas, street furniture and bus shelters should be coordinated and aesthetically pleasing. Additionally, utilities serving new development shall be placed underground wherever possible.

#### 3. Off-Site Land Uses, Existing Zoning & Structures

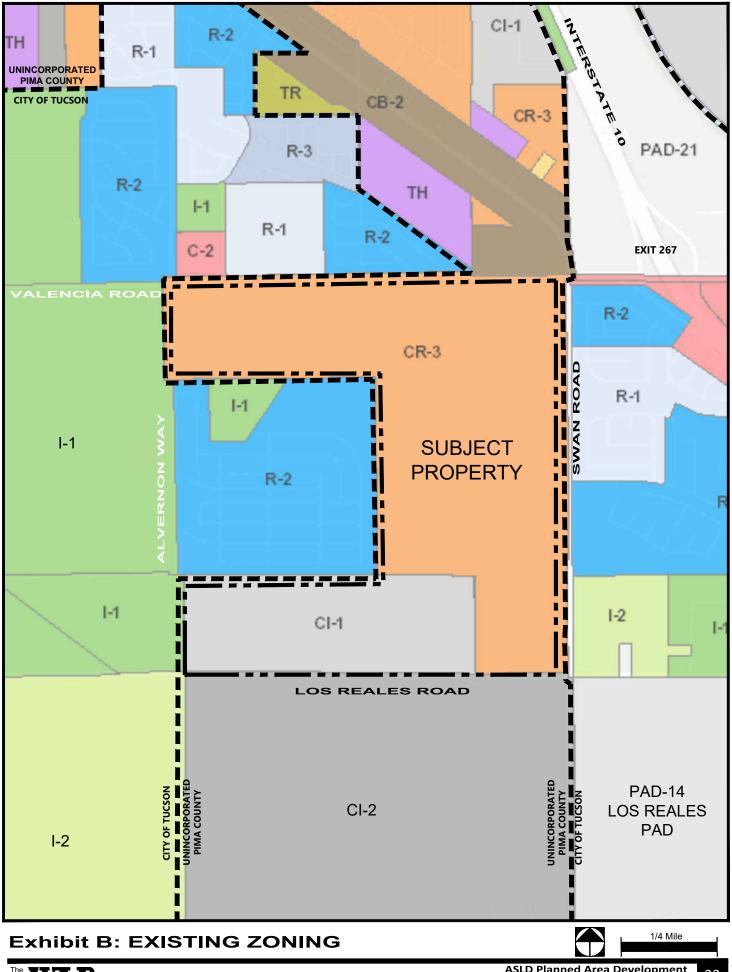
The existing land uses surrounding this PAD are as follows:

North:	Desert View High School, single family residential development and commercial services consisting of the Jet Wash Express Car Wash and the Corner Store.		
East:	Small lot, detached single-family residential communities.		
South:	Vacant land and the Arizona Motorplex.		
West:	Small lot, detached single family residential communities, vacant land, the Home Goods Distribution Center, Tucson Fire Station #22 and American Tire Distributors.		
Southeast:	The Los Reales Landfill lies to the southeast of the subject property. It opened in 1967 and is the only active landfill owned and managed by the City of Tucson. Los Reales is a regional landfill and serves the residents and businesses of Tucson and Pima County. Each day, approximately 1,500 tons of solid waste is brought to the landfill for disposal. Los Reales is open to private, commercial haulers and residential self-haulers.		



There are also several industrial businesses located at the northeast corner of Los Reales Road and Swan Road. They consist of Arizona Hometown Hauling and Disposal, B & F Machinery, Cratemaster, Rockridge Construction, Arizona Desert Specialties, Accu Trac Truck Repair and APC Equipment and Trailers.

Please refer to *Exhibit C: Existing Land Uses*. The existing zoning that surrounds this PAD is shown on *Exhibit B: Existing Zoning*.



ASLD Planned Area Development City of Tucson, AZ



Exhibit C : AERIAL PHOTOGRAPH

ASLD Planned Area Development City of Tucson, AZ

#### 4. Natural and Built Constraints

The following is a description of the natural and built constraints within this PAD.

Rodeo Wash Regional Detention Basin: As previously mentioned, this drainage facility is located in the northwestern portion of the property. This basin captures surface flows traveling across the site in an east to west fashion. Water collected in the basin is then metered out via a culvert which empties into an open channel that travels west of Alvernon Way and ultimately connects to the Santa Cruz River.

FEMA Floodplain: The northeastern corner of the site is located within FEMA (Federal Emergency Management Agency) FIRM (Flood Insurance Rate Map) Zone A, which is generally defined as areas subject to inundation by the 1-percent annual chance flood event.

City of Tucson Monitoring Wells: The City of Tucson, Environmental and General Services Department owns and maintains five monitoring wells and two upper remediation wells on and adjacent to the PAD site as required by the Arizona Department of Environmental Quality (ADEQ) Water Quality Assurance Revolving Fund (WQARF) program. These wells are designed to contain and remediate groundwater contamination of tetrachloroethene (PCE) and trichloroethene (TCE) from the Los Reales Landfill. The upper remediation wells are located on Swan Road within a utility easement approximately ¼ mile north of the intersection with Los Reales Road, and on Los Reales Road within the right-of-way approximately ¼ mile west of the intersection with Swan road. As of 2013, concentrations of PCE and TCE from both remediation wells were below Arizona Water Quality Standards. Of the five monitoring wells on or adjacent to the PAD site, there are two shallow monitoring wells, two long screened monitoring wells and one deep monitoring well. These five monitoring wells are on the outer reaches of the contamination plume and as of 2013, all have non-detect readings for both PCE and TCE.

Power Transmission Lines: There are electric transmission lines running parallel to the eastern property line of the PAD. The approximate width of this utility corridor is 200 to 250 feet.

## **B. Existing Educational and Community Resources**

#### 1. Sunnyside Unified School District Facilities and Capacity Consideration

This PAD is located within the Sunnyside Unified School District (SUSD). The SUSD operates one early learning center, twelve elementary schools, five middle schools, and three high schools. The Desert View High School located on Valencia Road east of Alvernon Way is the nearest SUSD school to this PAD. There are five other schools within a 1-mile radius of the subject property.

Based on the SUSD attendance boundary map, the schools listed in the below table are those that would likely serve future school aged students residing in this PAD.

Table 1. SUSD School Enrollment and Capacity			
SCHOOL	2018/2019 SCHOOL CAPACITY ENROLLMENT		
Craycroft Elementary School	558	714	
BL Lauffer Middle School	753	846	
Desert View High School	2018	2353	

Please refer to Exhibit D: Schools, Police and Fire Service.

#### 2. Libraries

There are no public libraries located within one mile of this PAD. The nearest library is the Valencia Library located at 202 W Valencia Road, Tucson, AZ.

#### 3. Health Care Facilities

There are no existing health care facilities located within one mile of this PAD. The nearest health care facilities are as follows:

- Concentra Urgent Care at 4600 S Park Ave, Suite 5, Tucson, AZ.
- NextCare Urgent Care at 1570 E Tucson Marketplace Blvd, Tucson, AZ.
- NextCare Urgent Care at 5369 S Calle Santa Cruz #145, Tucson, AZ.
- Southern Arizona Urgent Care at 1218 W Irvington Rd, Suite 150, Tucson, AZ.

#### 4. Fire/Emergency/Law Enforcement

Upon annexation this PAD will be served by City of Tucson Police and Fire Departments. This PAD is within the Tucson Police Department Operations Division South (ODS). The ODS substation is located at 4410 S. Park Avenue approximately 7 miles from the subject property. Tucson Fire Department Station 22 is located at 6810 S Alvernon Way, adjacent to the Valencia Reserve residential development directly west of the subject property.

Please refer to Exhibit D: Schools, Police and Fire Service.

## C. Existing Open Space, Recreation & Trails

#### 1. Existing On-Site Open Space and Trails

The Rodeo Wash Regional Detention Basin contains on its perimeter a multi-use path that connects to the Valencia Reserve subdivision. According to the Eastern Pima County Trail System Master Plan this trail is intended to connect to a third priority candidate trail number 315 that roughly follows an unnamed wash stemming from the Earp Wash. There is no officially designated open space on the PAD site.



This PAD contains portions of two planned trail corridors and a trail park designated by the Pima Regional Trail System Master Plan (PRTSMP), described as follows:

- The Rodeo Wash Greenway (G039). This greenway runs east-west across the northern portion of the PAD. This proposed greenway is planned overall to be approximately 10.5 miles long traveling generally southeast from Santa Cruz River Park to the Wilmot Road Greenway. A portion of this corridor has been constructed between Campbell Avenue and Country Club Road. Per the PRTSMP greenways require a minimum 50-foot corridor width.
- The Hughes/Alvernon Path (P014). This planned path will begin at the Rodeo Wash Greenway and extend south along Alvernon Way and turn west on to Hughes Road and ultimately connect to the UPRR Greenway. This path in its entirety will be approximately 4.2 miles long. A portion of this path has been constructed within the Alvernon Way right-of-way adjacent to the Valencia Reserve residential subdivision. This path will be located in a 20 to 25-foot wide corridor.
- The Rodeo Wash Trails Park is proposed to be located in The Rodeo Wash Retention Basin. The Pima Regional Trail System Master Plan defines a trail park as open space desert with multiple trail loops and other site amenities.

#### 2. Off-Site Recreation & Spaces

The following trail/open space corridors designated by the PRTSMP are in close proximity to the subject property, described as follows:

- Swan Road Greenway (G048). This greenway will extend 12 miles along Swan Road between the Rodeo Wash Greenway and the Sahuarita Greenway. The PRTSMP designates that this path will be in the eastern right-of-way of Swan Road and will not be located on the subject property. Please also note that the eastern boundary of this PAD is located 200 feet west of the western right-of-line of Swan Road, and as such this greenway is not located adjacent to this PAD.
- The Airport Wash Path (P003). This path is described in the PRTSMP as an approximately four-mile path along the Airport Wash located between Nogales Highway and the Hughes/Alvernon Path (P014). This path will be located in a 20 to 25-foot wide corridor.
- The Julian Wash Greenway (G027). This greenway is located approximately one mile to the east of the subject property and is shown in this PAD for regional context purposes.
- Airport Wash North Trail (T0001). This trail is located approximately three-quarters of a mile to the south of the subject property and is shown in this PAD for regional context purposes.

#### 3. Off-Site Public & Neighborhood Parks

The nearest off-site public park is the Thomas Jay Regional Park located approximately one mile east of the northeast corner of this PAD and at the northeast corner of the intersection of Craycroft Road and Littletown Road. This park offers a recreation center, three baseball fields, two basketball courts, a shade covered playground and natural open space. This park is adjacent to the Craycroft Elementary School and the Julian Wash Greenway.



The Augie Acuña Los Niños Neighborhood Park is located approximately 1 ¼ miles north of this PAD on Alvernon Way. This park offers a baseball field, a swimming pool and a basketball court and is directly adjacent to the Los Niños Elementary School.

Please refer to Exhibit E: Parks and Trails.

## D. Existing Transportation & Circulation

#### 1. Relevant Public Streets

Physical access to this PAD is available from the north via Valencia Road, from the west via Alvernon Way, from the east via Swan Road and from the south via Los Reales Road. The northeast corner of this PAD is located approximately ¼ mile from the Interstate 10 and Valencia Road traffic interchange.

The following is a description of the roads surrounding the subject property:

 Valencia Road is a 6-lane road described by the City of Tucson Major Streets & Routes Plan (MSRP) as a Gateway Arterial with a 150-foot right-of-way, a 20-foot median planted with desert vegetation and has a posted speed limit of 45 miles per hour (MPH). The road surface is asphalt. The two-day average total traffic count recorded in 2012 by Pima Association of Governments (PAG) for the portion of Valencia Road between Alvernon Way and Benson Highway was 25,116 trips.

Alvernon Way is a three-lane road with a continuous center turn lane on a 75-foot right-of-way and has a posted speed limit of 45 MPH. The road surface is a paved asphalt. Alvernon Way is described by the MSRP as an Arterial street with a 120-foot future right-of-way. PAG's 2014 two-day average total traffic count for Alvernon Way between Valencia Road to Hughes Access Road was 10,540 trips.

- Swan Road is three-lane road with a continuous center turn lane on a 75-foot right-of-way and has a
  posted speed limit of 45 MPH. The road surface is paved asphalt. Swan Road is not designated by the
  Tucson MSRP and is designated by the Pima County MSRP as a Low Volume Arterial with a maximum
  90-foot future right-of-way. PAG does not have traffic counts for this stretch of Swan Road between
  Valencia Road and Los Reales Road.
- Los Reales Road is a two-lane road within a 60-foot right-of-way and has a posted speed limit of 40 MPH. The road surface is paved asphalt. Los Reales Road is described by the Pima County MSRP as a County Major Route with a 150-foot future right-of-way. PAG's 2011 two-day average total traffic count for Los Reales Road between Country Club Road and Craycroft Road was 5,805 trips.

Please refer to Exhibit F: Existing Roads.

#### 2. Major Streets & Routes Considerations

The City of Tucson Major Streets & Routes Plan designates Valencia Road as a Gateway Corridor and is therefore subject to the Gateway Corridor Zone (GCZ) development standards set forth in Article 5.5 of the Unified Development Code (UDC). The standards of the GCZ are primarily intended to improve the visual quality of the area to provide favorable impression of Tucson to tourists and visitors at entry points into the city. The GCZ focuses on landscape design, signs and placing new utilities underground.

Please refer to Exhibit G: Major Streets and Routes Plan Designations.

#### 3. Public Transportation

This PAD will be served by two Sun Tran bus routes, Route No. 26 (Benson Highway East/West) and Route No. 11 (Alvernon Way North/South).

Route No. 26 runs along Valencia Road for the entire extent of this PAD boundary. Route frequency is every thirty minutes beginning at 7:00 am from the bus stops along Valencia until 8:00 pm, at which time the frequency changes to every hour until the route closes at 11:00 pm.

Route No. 11 runs along the western boundary of the PAD site at Alvernon Way to East Corona Road where there is a stop at the HomeGoods Distribution Center. The route continues northbound terminating at the Tucson Jewish Community Center. Route frequency is every thirty minutes beginning at 6:00 am until 7:00 pm, at which time the frequency changes to every hour until the route closes at 11:00 pm.

Please refer to Exhibit H: Bus Routes.

#### E. Existing Utility Infrastructure

#### 1. Existing Utilities

#### **Public & Private Sewer**

The sewer infrastructure in the area of the subject property is owned and maintained by the Pima County Regional Wastewater Reclamation Department (PCRWRD).

There is a 10-inch public sewer pipe consisting of vitrified clay pipe (VCP) located in Alvernon Way terminating at Antrim Loop approximately ¼ mile north of the northwest corner of this PAD. According to as-built plans (G-84-015) the invert elevation of a manhole to which a future sewer may be connected is approximately 12 feet deep, suggesting that connecting to this manhole (manhole #5 on the as-built plans) via gravity flow may be feasible.

There is a public 12-inch sewer pipe consisting of polyvinylchloride (PVC) located along the eastern boundary of this PAD in Swan Road. According to as-built plans (G-2001-076) the invert elevation of a manhole to which a future sewer may be connected is approximately 12 feet deep, suggesting that connecting to this manhole (manhole #8 on the as-built plans) via gravity flow may be feasible.

There is an 8-inch public sewer pipe consisting of VCP located along Valencia Road that terminates approximately ¼ mile west of the intersection at Alvernon Way and Valencia Road. According to as-built plans (G-86-099) the invert elevation of the manhole at the end of this pipe is approximately 7 ½ feet deep. The depth of this manhole (manhole #17 on the as-built plans) and the fall of the land indicates that connection to this manhole via gravity may be feasible.

There is a 10-inch public sewer pipe running perpendicular to Alvernon Way connecting to the Valencia Reserve subdivision approximately ½ mile south of the intersection at Alvernon Way and Valencia



Road. According to as-built plans (G-2003-092) the invert elevation of the pipe at manhole #4 is approximately 21 feet deep.

Please refer to Exhibit I: Existing Water & Sewer.

#### **Potable Water**

This PAD is located within the Proposed Service Expansion Area for Tucson Water. The proposed service area requires a pre-annexation development agreement to obtain water service from Tucson Water.

Tucson Water maintains water lines in the area of this PAD described as follows:

- There is a 16" concrete asbestos (CA) water main running along the north side of the Valencia Road rightof-way.
- There is a 24" deionized (DI) water main along the west side of the Alvernon Way right-of-way. This main is reduced to a 16" polyvinyl chloride (PVC) pipe at approximately 1,200' north of the intersection at Alvernon Way and Los Reales Road. This 16" PVC main continues north past the northern boundary of this PAD.
- There is a 16" PCV water main located in the approximate center of the Swan Road right-of-way. This pipe terminates approximately 1,700' north of the intersection of Swan Road and Los Reales Road.

Preliminary analysis suggests that connection to these water lines to provide potable water for future development is feasible.

Please refer to Exhibit I: Existing Water & Sewer.

#### **Reclaimed Water**

There are no reclaimed water distribution mains in the vicinity of the subject property

#### Solid Waste Disposal

The City of Tucson Department of Environmental Services (DES) is responsible for all solid waste collection within the City limits. DES provides single-family households with roll-off containers and refuse and recycling collection services once each week. The closest active public landfill to the PAD is the Los Reales Landfill, located to the southeast of the subject property.

#### **Gas and Electric**

Southwest gas will provide natural gas to the subject property.

Tucson Electric Power (TEP) will provide electric power to the subject property.

There is a primary overhead distribution line along the south side of the Valencia Road right-of-way along the entire northern boundary of this PAD.



Along Alvernon Way, there are both a primary overhead distribution line as well as overhead sub-transmission lines running the extent of the western boundary of this PAD.

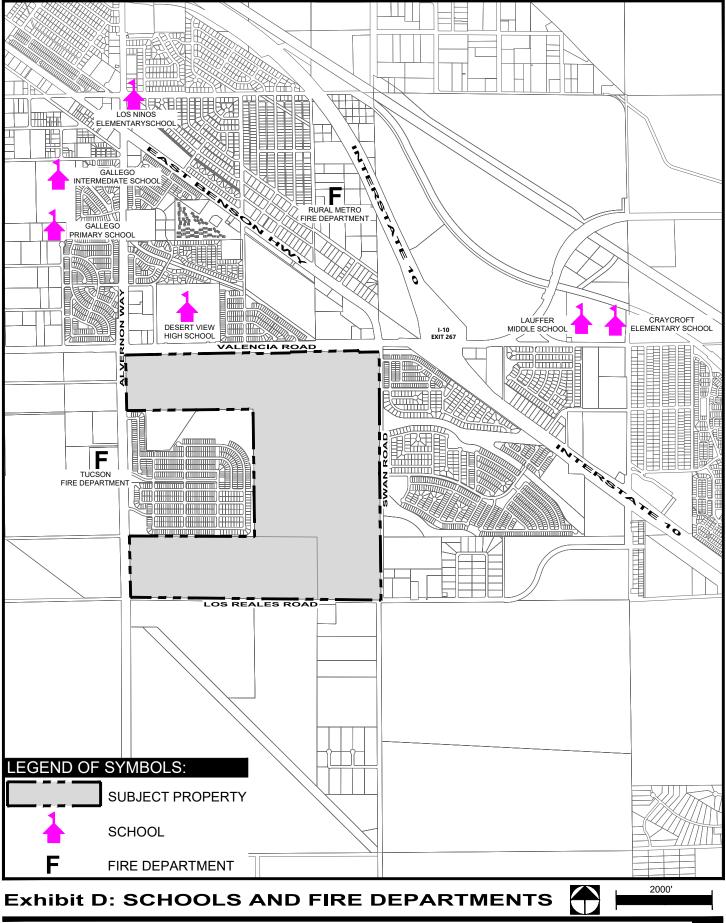
Swan Road has a primary underground distribution line in the center of the right-of-way terminating at Fairy Duster Drive. TEP as three overhead sub-transmission lines that run the extent of the eastern boundary of this PAD.

Los Reales Road has a primary underground distribution line that comes above ground and terminates at the Arizona Motorplex approximately ¼ of a mile from the intersection of Los Reales Road and Swan Road.

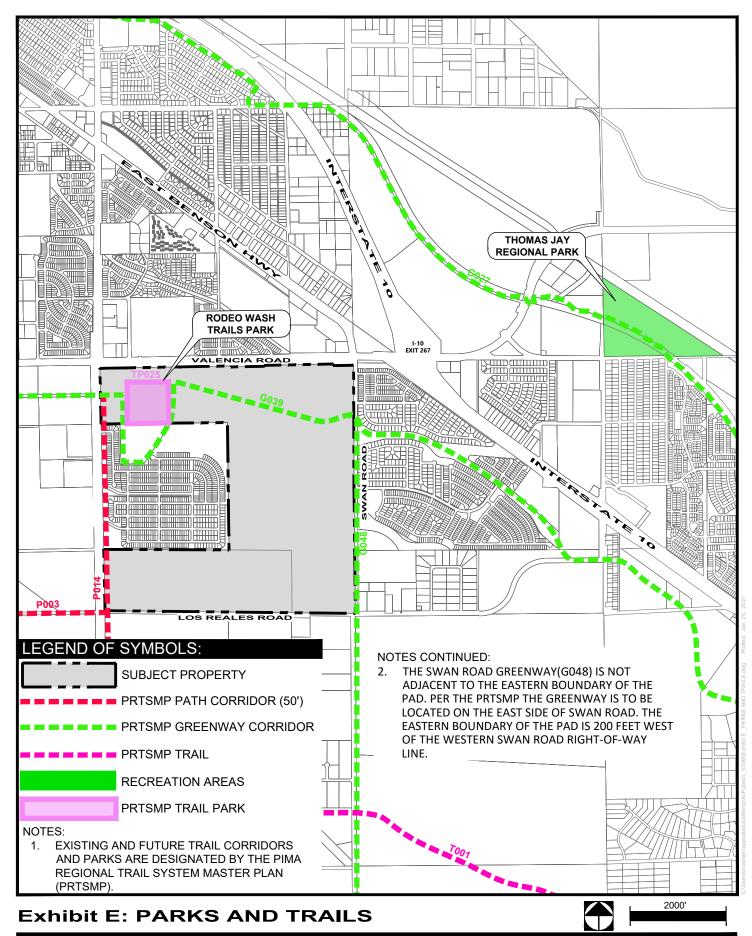
Please refer to Appendix B: TEP Facility Maps.

#### 2. Overall Project Serviceability

It is anticipated that utility providers, the school district, the Tucson Fire Department and the Tucson Police Department will be able to serve this PAD and its proposed densities and intensities of development.

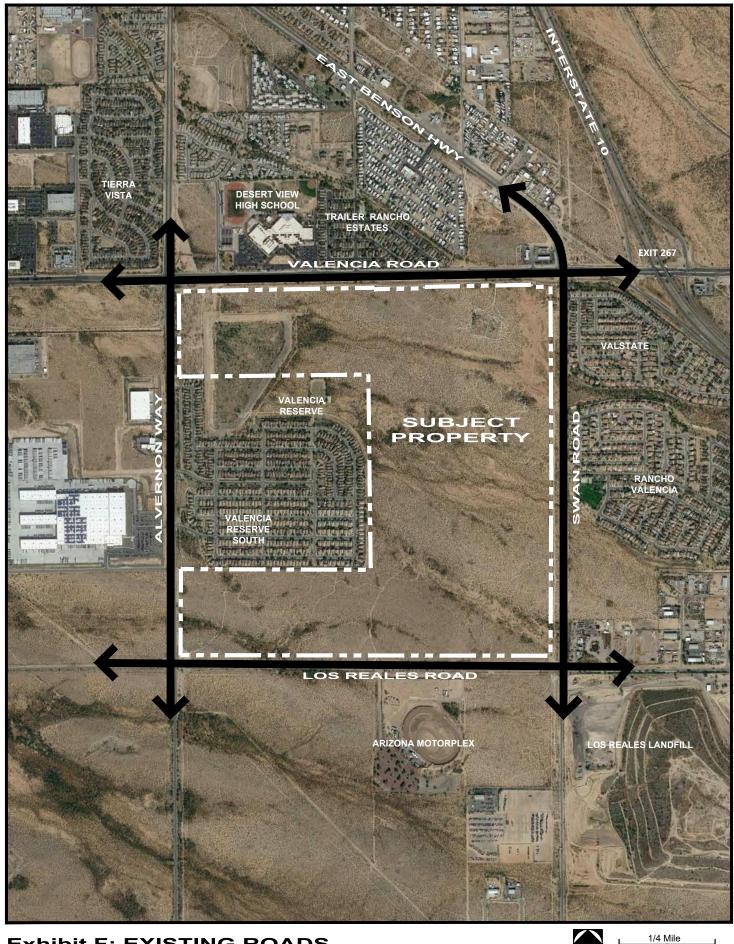






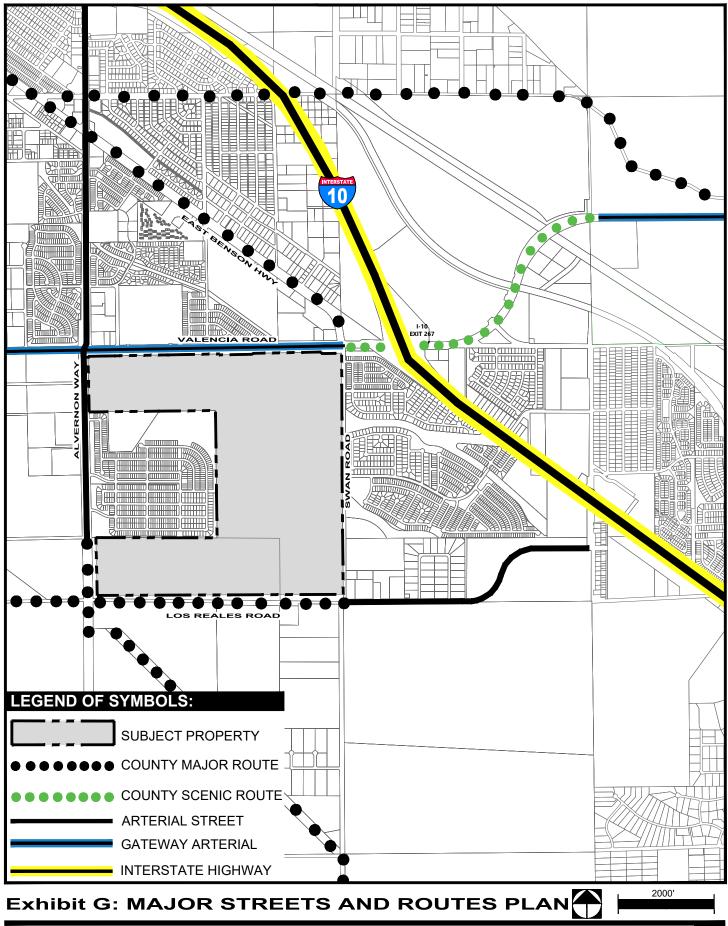


**ASLD Planned Area Development** City of Tucson, AZ

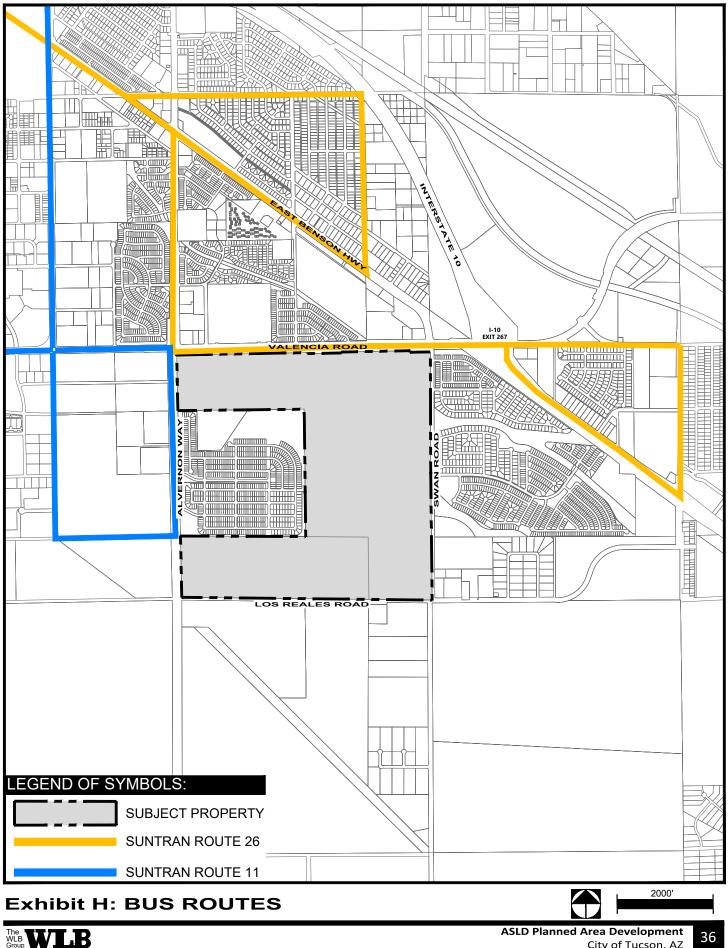


## **Exhibit F: EXISTING ROADS**

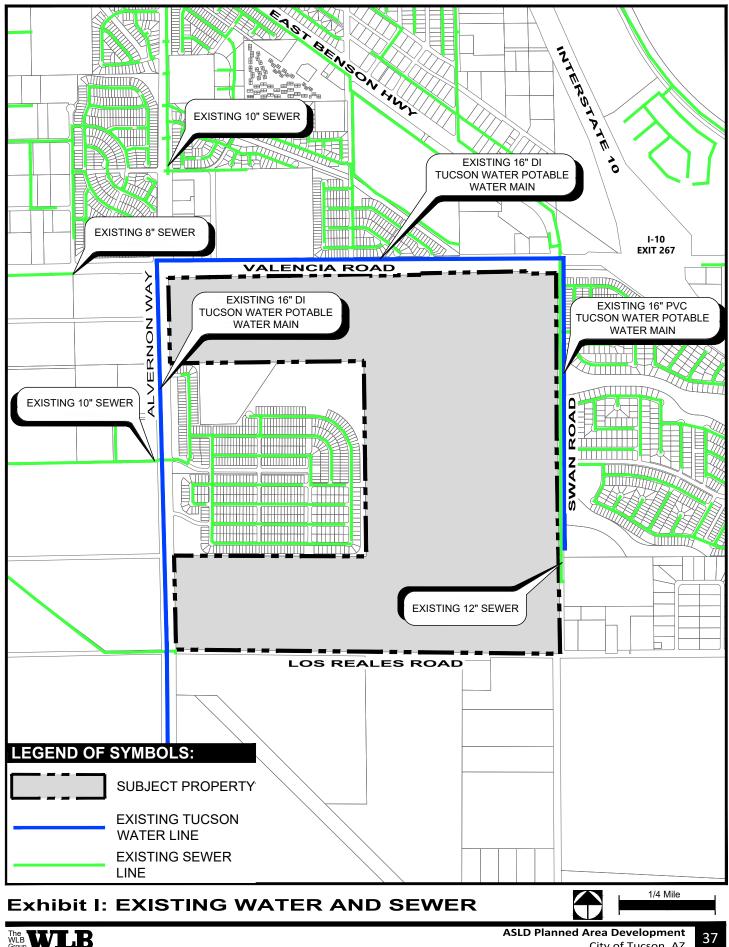








City of Tucson, AZ



# F. Environmental Factors

# 1. Topography

The subject property slopes approximately 56 feet and generally from southeast to northwest. The high point of the site is near the southeast corner of the property at an approximate elevation of 2,694 feet. The low point of the site is near the northwest corner of the site within the regional detention basin and is at an approximate elevation of 2,628 feet. Outside of the regional basin the lowest point onsite is near the northwest corner of 2,638 feet.

Please refer to Exhibit J: Topography.

## 2. Existing Drainage Patterns & Site Hydrology

## **On-Site Characteristics**

FEMA Floodplain

Please refer to Exhibit K: Surface Hydrology.

This PAD is located within FEMA (Federal Emergency Management Agency) FIRM (Flood Insurance Rate Map) panels #04019C2293L, 04019C2295L and 04019C2900L. Most of the subject property falls within Zone X which is outside the 500-year floodplain, but the northeastern corner of the site is designated as Zone A. Zone A is defined as "Areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply."

Modification of the FEMA floodplain would require analysis and potential map revisions would require a CLOMR and LOMR or perhaps a LOMA.

#### Local Floodplains and Washes

Please refer to Exhibit K: Surface Hydrology.

The City of Tucson regulates floodplains with 1-percent-annual-chance flood flow rates (Q100) of over 100 cubic feet per second (cfs). As a result, there appear to be eight wash strands onsite with locally regulated floodplains, including the FEMA-mapped floodplain previously mentioned.

According to records with the City of Tucson Flood Control Department, there are no mapped local flood hazards associated with the property.

The Rodeo Wash (according to Pima County data carries 1,000 – 2,000 cubic feet per second during a 100-year event) bisects the property and flows from southeast to northwest where it enters the Rodeo Wash Regional Detention Basin. The surrounding plats were examined to obtain more specific 100-year flow information at various points around the site. Please refer to Exhibit K: Surface Hydrology for this information.



The portion of the Rodeo Wash on the subject property is not subject to part II Tucson Code Chapter 29 Article VIII, Watercourse Amenities, Safety and Habitat. This chapter of the Code is included in this document as *Appendix B*.

The subject property is within Rodeo Wash Critical Basin with a portion of the southern property in the Airport Wash Balanced Basin.

## **Off-Site Characteristics and Downstream Issues**

#### Detention/Retention

As previously discussed, the Rodeo Wash Regional Detention Basin lies in the northwestern portion of this PAD. This basin is maintained by the Pima County Regional Flood Control District. The basin in its entirety occupies approximately 33 acres, with approximately 20 of those acres located on the subject property. The remaining approximate 13 acres, listed as tax parcel 140-41-1360, are owned by the Pima County Regional Flood Control District.

This basin collects surface water that enters the basin from the east, southeast and north and then releases water near the northwestern portion of the basin through an outlet culvert. This culvert is below grade and emerges as an open channel on the west side of Alvernon Way. From that point, water is channelized and directed to the Santa Cruz River at a location approximately 5.5 miles from the basin and near the southwest corner of Ajo Way and Interstate 19. The channel construction includes concrete sides and a natural bottom.

#### WASH Ordinance

Currently, the property is not subject to the WASH Ordinance since it is not located in the City of Tucson. However, it should be noted that the Rodeo Wash lies within this PAD and it is designated as a W.A.S.H. Ordinance wash between the Santa Cruz River and Alvernon Way which forms a portion of the western boundary of this PAD. This portion of the Rodeo Wash would not be designated as being subject to the WASH Ordinance after annexation.

Please note that an Environmental Resource Report (ERR) has been prepared for this PAD. Please refer to that separate document for further information.

#### 404 Regulatory

Prior to the development of this property, future purchasers of property will be required to coordinate with the United States Army Corps of Engineers to determine the presence, if any, of washes subject to the Federal Clean Water Act, Section 404.

#### 3. Plant Communities and Designated Xeroriparian Areas

The natural vegetation on the site has been relatively undisturbed except for where vehicles have cut unplanned roads throughout the property. Vegetative density and composition vary across the site, dependent upon proximity to natural drainages.

The project vegetation is typical of plants common to the Arizona upland subdivision of the Sonoran Desert scrub biotic community. Most of the project area contains upland plant species typical of a creosote bush

(Larrea tridentata) association within this community; however, there are two portions of the project area that mostly contain xeroriparian species. The dominant species in the upland portion of the project area are creosote bush and yellow (foothill) palo verde (Parkinsonia microphylla). Other plant species include blue palo verde (P. florida), catclaw acacia (Senegalia greggii), velvet mesquite (Prosopis velutina), saguaro, chain fruit cholla (Cylindropuntia fulgida), Engelmann prickly pear (Opuntia engelmannii), barrel cactus (Ferocactus wislizeni), ocotillo (Fouquieria splendens), soaptree yucca (Yucca baccata), joint fir (Ephedra spp.), triangle bur ragweed (Ambrosia deltoidea), desert zinnia (Zinnia acerosa), brittlebush (Encelia fainosa), burroweed (Isocoma tenuisecta), and sandmat (Chamaesyce spp.). The dominant xeroriparian species observed along the washes within the project area is foothills palo verde. Other species observed along the washes include velvet mesquite, catclaw acacia, wolfberry (Lycium sp.), creosote bush, and brickell bush (Brickellia spp.). The off-site vegetation just south of the PAD is classified by Brown as part of the Mixed Scrub Series of the Tropical-Subtropical Desertlands being further sub-classified as part of the Larrea divaricate-Mixed Scrub Association. The vegetation in this classification is dominated by foothills palo verde, ironwood, saguaro, and creosote. Other, less frequently occurring species include desert hackberry, barrel cactus, white thorn acacia and triangle-leaf bursage.

While the TSMS Riparian Habitat data layer in Map Tucson does not identify riparian areas within this PAD, there is mapped riparian habitat as per the Pima County Ordinance 2005-FC2, effective 10/20/2005.

#### Please refer to Exhibit L: Pima County Important Riparian Areas and Critical and Sensitive Wildlife Habitat.

The Arizona Game and Fish Department's (AGFD's) Heritage Data Management System (HDMS) identifies one plant species of Special Status within a three-mile radius of this PAD, this being the Pima Pineapple Cactus (Coryphantha scheeri var. robustispina).

Please note that this report does not indicate the presence of this plant on this PAD. It simply states that this plant may occur in the area of this PAD. Future Native Plant Preservation Plans will be prepared by purchasers of land within this PAD and in accordance with Section 7.7 of the UDC and other applicable sections.

Table 2. Special Status Species Vegetation								
SCIENTIFIC NAME	COMMON NAME	FWS*	USFS BLM		NPL*			
Coryphantha scheeri var. robustispina	Pima Pineapple Cactus	LE**	N/A	N/A	HS***			

\*Agency abbreviations: FWS-U.S. Fish and Wildlife Service, NPL-Arizona Native Plant Law (2008) \*\*Listed endangered.

\*\*\* Status: HS: Highly Safeguarded-no collection allowed.

## 4. Wildlife Characteristics & Corridors

The Arizona Game and Fish Department's (AGFD's) Heritage Data Management and Project Evaluation Program (see Appendix E for full HDMS Report) indicates that there is one occurrence of Special Status Species within a three (3) mile radius of the PAD site: The Western Burrowing owl (Athene cunicularia hypugaea).

Table 3. Special Status Species Wildlife								
SCIENTIFIC NAME	COMMON NAME	FWS*	USFS	BLM	NPL	SGCN		
Athene cunicularia hypugaea	Western Burrowing owl	SC**	S***	S***	N/A			
Peucaea carpalis	Rufous- winged Sparrow					1B****		

\*Agency abbreviations: FWS- U.S. Fish and Wildlife Service, USFS – U.S. Forest Service, BLM – Bureau of Land Management, SGCN- Species of Greatest Conservation Need.

\*\* Status: SC- Species of Concern- term has no official status

\*\*\* Status: S- Sensitive

\*\*\*\* 1B- Vulnerability in at least one of the eight categories used to determine conservation need.

## 5. Cultural Resources, Sites, etc.

Prior to construction on the site, a qualified archaeological contractor will be consulted before any grounddisturbance begins. Pursuant to Arizona Revised Statutes §41-841 et seq., if any archaeological remains are discovered during project work, all work will stop within the area of the remains and Arizona State Museum will be contacted. Future purchasers of land will also be required to meet any City of Tucson requirements regarding cultural resources.

# 6. Underlying Geology, Soils & Geotechnical Considerations

Prior to construction on the site, future purchasers of land within this PAD will have a geotechnical report prepared that assesses the soils conditions on the property. This report will assess the soils conditions and make recommendations pertaining to road pavement and base course thickness, pad preparation, foundation type and thickness and other recommendations as may be required to develop on the property.

In an effort to understand the general soil characteristics of the site, a Custom Soils Report was performed using the Natural Resources Conservation Service's National Cooperative Soil Survey. This report provided in *Appendix D* is not intended as a substitute for a geotechnical analysis needed to make recommendations regarding development of the site.

# G. Visual Analysis

## 1. Visibility from Surrounding Properties & Land Uses

The PAD site is visible from all streets along the perimeter of the property as well as from certain locations within the Valencia Reserve subdivision. *Exhibit M: Existing Viewsheds and Photograph Locations* provides a photographic depiction of the perimeter areas of this PAD.

#### 2. Viewsheds

The perimeter of the property is visible from the adjacent arterial roadways (Valencia Road, Alvernon Way, Swan Road and Los Reales Road). Due to the relatively flat topographic nature of the site, development in the interior portions of the site would be obscured by structures along the property's outer boundaries.

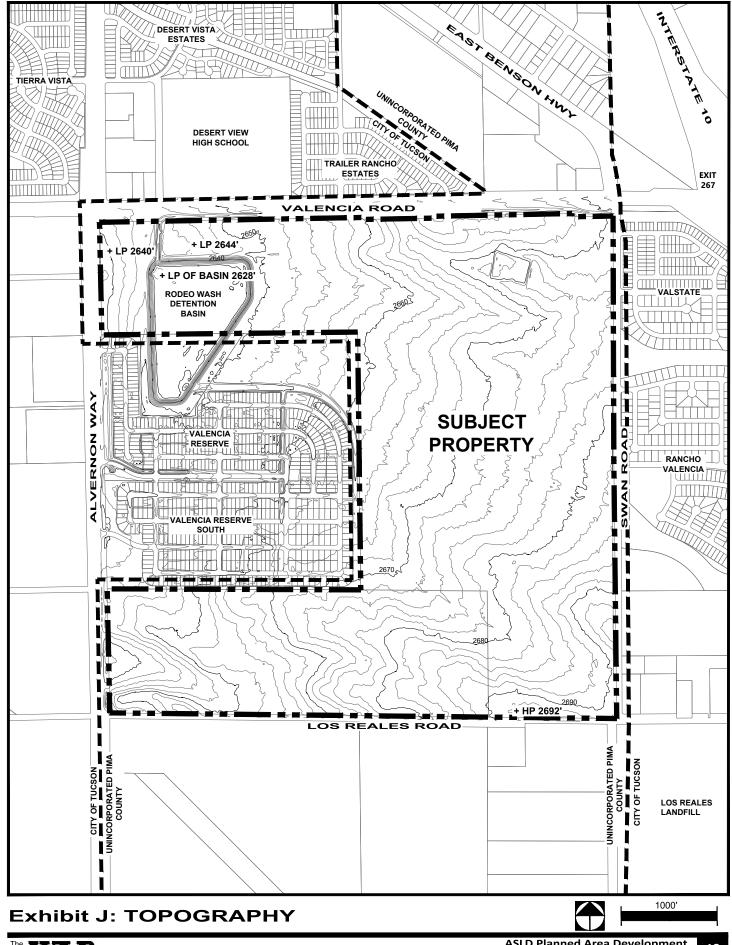
## **Onto/Across Site from Surroundings**

Due to the highly visible nature of the PAD site from the adjacent arterial roadways (Valencia, Alvernon, Swan, and Los Reales) and relatively flat topography, views onto and across the site may be obscured by structures along the property's outer boundaries.

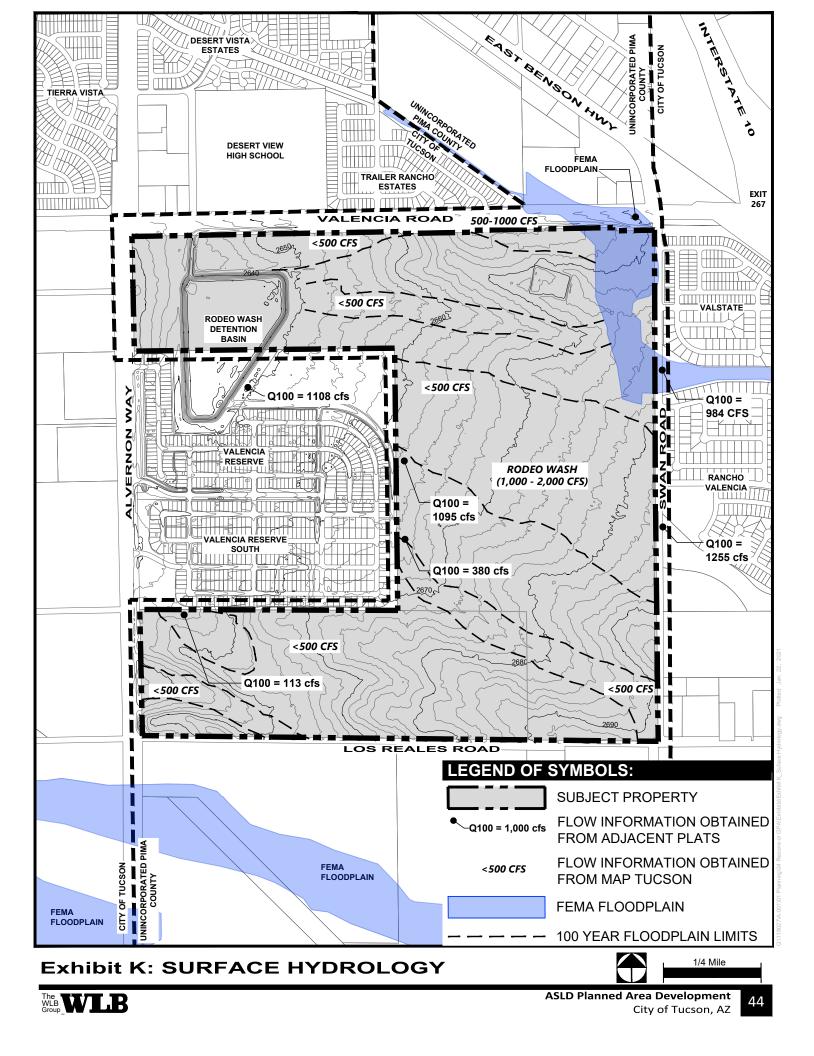
#### **Distant Viewsheds from Site**

There are distant views of the different mountain ranges that surround Tucson dependent upon your vantage point. The Santa Catalina Mountains to the northeast due to their size are largely visible from the entire site; however, under existing conditions the best views of the Catalina Mountains are from the southern boundary of this PAD site along Los Reales Road. These views may be obscured by future development from within the PAD site.

Please refer to Exhibit M: Photograph Location Key Map and Site Photos.











18027/A-001/01 Planning/04 Rezone or GPA/Exhibits/Exhibit M\_Existing viewsheds and photograph locations.dwg Plotted: Jan. 21,

# Exhibit M: EXISTING VIEWSHEDS PHOTOGRAPH LOCATIONS





The Valencia Road and Alvernon Way intersection looking to the northwest.



The Valencia Road and Alvernon Way intersection looking to the southeast.



Looking north at Valencia Road from the mid-way point between Alvernon Way and Swan Road.



Looking south on Valencia Road from the mid-way point between Alvernon Way and Swan Road.



The Valencia Road and Swan Road/Benson HWY intersection looking to the northeast.





The Valencia Road and Swan Road/Benson HWY intersection looking to the southwest.



Looking east on Swan Road from the mid-way point between Valencia Road and Los Reales Road.



Looking west on Swan Road from the mid-way point between Valencia Road and Los Reales Road.



The Swan Road and Los Reales Road intersection looking to the southeast.



The Swan Road and Los Reales Road intersection looking to the northeast.



Looking North on Los Reales Road at the mid-way point between Swan Road and Alvernon Way .



Looking south on Los Reales Road at the mid-way point between Swan Road and Alvernon Way .



The Los Reales Road and Alvernon Way intersection looking to the southwest.



The Los Reales Road and Alvernon Way intersection looking to the northeast.



Looking west on Alvernon Way at the mid-way point between Los Reales Road and Valencia Road.



Section III – PAD District Proposal

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# A. Proposed PAD Overview

## 1. Major Land Uses and Facilities

This PAD establishes Development Units and PAD zoning districts, densities and intensities of land use, and development standards for the project. A Development Unit is a sub-area within the PAD that has been designated based on several primary factors, including proximity to surrounding roadway infrastructure, surrounding land uses and physical features of the land itself. The Development Units shown in this PAD do not contain specific site plans or detailed layouts since it is not yet known exactly what type of development will occur in the Development Units. This detail will be provided by future purchasers of land within this PAD.

For planning purposes, the property has been divided into nine Development Units. Each Development Unit was analyzed to determine which land uses would be most appropriate for that Development Unit. This analysis included a study of the site and surrounding context. As a result, each of the Development Units has been assigned PAD zoning districts that will govern their individual development.

Please refer to *Exhibit N: Development Unit Plan* for location and arrangement of the Development Units.

Once property is purchased at auction, then the purchaser of land will be responsible for creating more detailed plans and reports for the entire Development Unit. That initial purchaser will be responsible for the preparation of the master plan reports for the subject Development Unit, as was described earlier in this PAD and referred to as Secondary Planning. These reports include but may not be limited to the following:

- Vehicular and Pedestrian Circulation.
- Drainage.
- Water.
- Wastewater.
- Open Space and Recreation.
- Establishment of Architectural and Landscape Architectural Design Guidelines and Standards and Design Review Process.

The purchaser of property will also be required to prepare plans and reports comprising the Development Package and conform with the subdivision platting process as required by the City of Tucson. These plans and reports generally include the following:

- Tentative plat/site plan.
- Traffic impact analysis.
- Hydrology report.
- Water plans.
- Plans for the collection and conveyance of wastewater.
- Open space and recreation plans.
- Landscape plans.
- Geotechnical reports.
- Cultural reports.
- Land surveys.



This PAD provides for a variety of land uses and open space. The flexibility in design enabled by this PAD offers a desirable improvement over conventional zoning standards, and directly promotes the appropriate and efficient use of land and infrastructure. This PAD implements several Plan Tucson policies providing diverse land uses that meet the city's growth goals and policies that provide guidance for detailed planning of development of the site.

This PAD establishes the foundation for a master planned community that will provide future residents with a community with amenities where one can live, recreate, have convenient access to school, church, commercial and personal services and potentially work. This PAD provides an opportunity for a variety of residential dwelling types, retail services, shops and employment areas.

Please also note that future purchasers will pay the rezoning/PAD fees required by the City of Tucson. Refer to Section III.H.6.g of this PAD for more information on required fees.

## 2. Development Unit Plan

The Development Unit Plan for this PAD is included as *Exhibit N: Conceptual Development Unit Plan*. A general description of the Development Units and their intended types of development appear below.

#### Development Units 1 - 3

These Development Units are located in the northern portion of the PAD and provide the opportunity for a mixture of land uses, including commercial, employment and residential. These Development Units have frontage on Valencia Road and are easily accessible via this arterial road.

#### Development Units 4, 5 and 6

These Development Units are located in the central and south portions of this PAD and are designated for residential land use.

#### Development Unit 7

This Development Unit is located in the southeastern portion of this PAD and has been designated for commercial, employment and light industrial uses. These uses are appropriate for this Development Unit due to its proximity to the Los Reales Landfill, existing industrial uses located to the southeast of this PAD and primarily undeveloped property located south of Los Reales Road zoned CI-2 General Industrial in unincorporated Pima County. This Development Unit has been configured as a 300-foot wide area of land with frontage on both Los Reales Road and Swan Road. This configuration allows Development Unit 7 to align with industrially zoned property located across Los Reales Road and Swan Road.

The land uses proposed for this Development Unit will provide an appropriate transition to the other uses in this PAD.

#### Development Unit 8

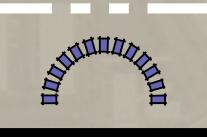
This Development Unit is located in the southwestern portion of the PAD and provides the opportunity for commercial and residential land uses.



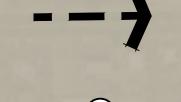
#### Development Unit 9

This Development Unit is located in the southwestern portion of the PAD and provides the opportunity for commercial, employment and light industrial uses that are compatible with the TAA Avigation Easement and Disclosure Policy. These uses are also compatible with primarily undeveloped property located south of Los Reales Road and zoned CI-2 General Industrial in unincorporated Pima County and property located west of the site that is zoned I-1 Light Industrial in the City of Tucson. This Development Unit has been configured to include the area at the southwest corner of the PAD located within the TAA Avigation Easement and a 300-foot wide area of land with frontage on Los Reales Road. This configuration allows Development Unit 9 to align with industrially zoned property located across both Los Reales Road and Alvernon Way.

# **LEGEND OF SYMBOLS:**

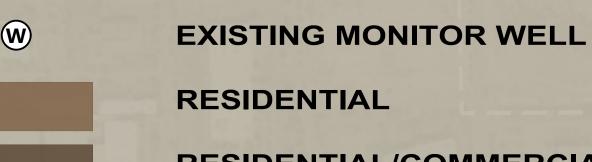


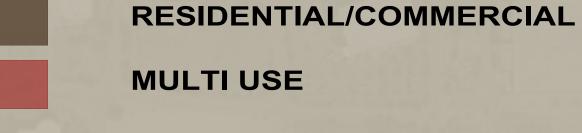






W





COMMERCIAL/EMPLOYMENT/ LIGHT INDUSTRIAL

**RODEO WASH REGIONAL DETENTION BASIN** 

FEMA FLOODPLAIN

**PROJECT BOUNDARY** 

**PRIMARY ENTRY** 

**EXISTING ROAD** 

ACCESS

**PROPOSED ROAD** 

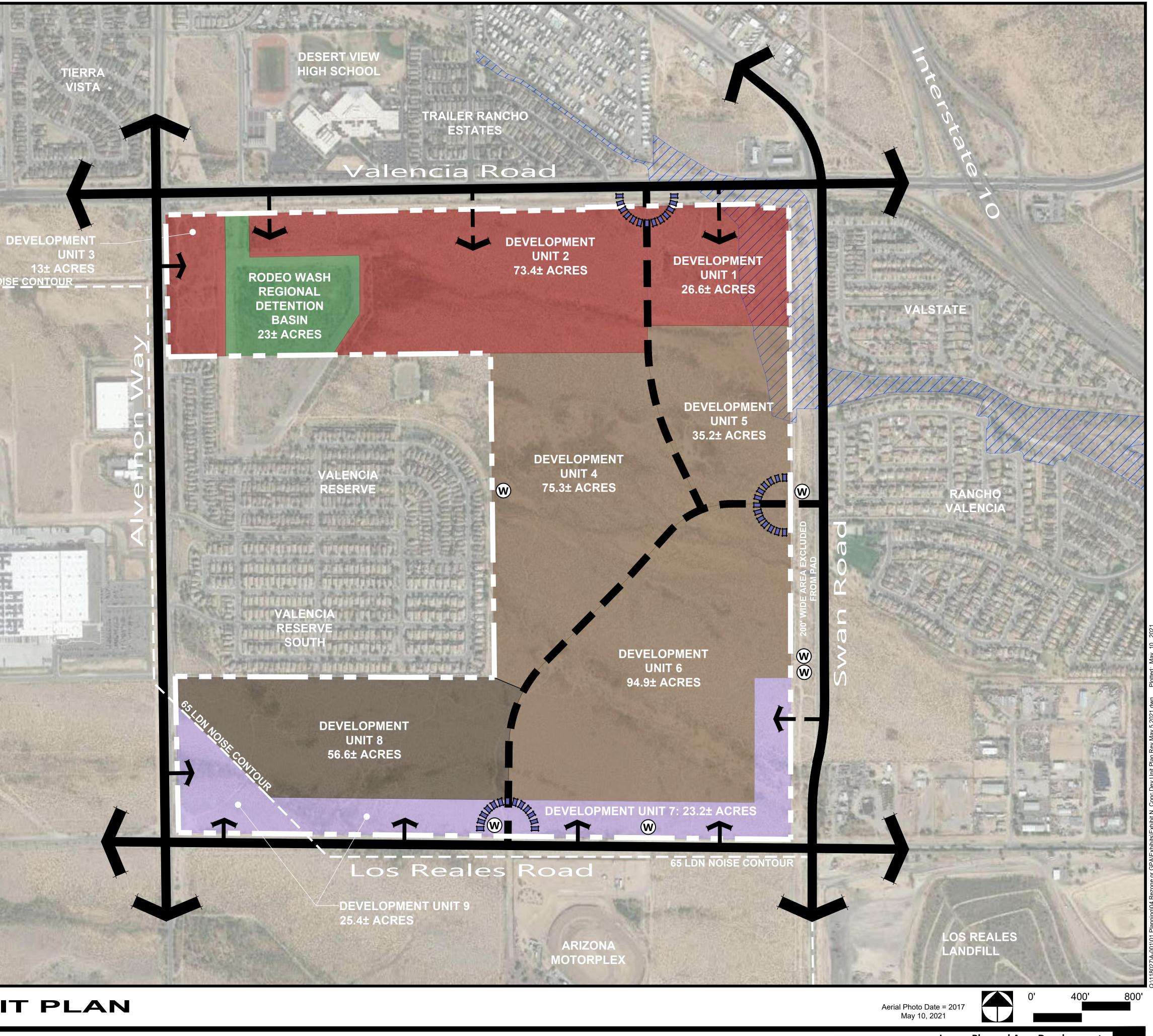
CONCEPTUAL PROPOSED

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200	4	75.3±	RESIDENTIAL	
	5	35.2±	RESIDENTIAL	
	6	94.9±	RESIDENTIAL	
	7	23.2±	COMMERCIAL/EMPLOYMENT/ LIGHT INDUSTRIAL	And a state of the
	8	56.6±	<b>RESIDENTIAL/COMMERCIAL</b>	
	9	25.4±	COMMERCIAL/EMPLOYMENT/ LIGHT INDUSTRIAL	

**Exhibit N: DEVELOPMENT UNIT PLAN** 

The WLB Group



## 3. Zoning Bank

This PAD utilizes a Zoning Bank concept. The Zoning Bank is shown on *Table 4: Zoning Bank*. The purpose of the Zoning Bank is to create a flexible land use entitlement that establishes a bank of uses that can be used in various configurations within this PAD. The Zoning Bank offers the following benefits:

- It contributes to the economic development goals of the City of Tucson by providing a broad range of land uses and an opportunity for additional housing units that are needed to support commercial development.
- It sets realistic expectations of the development potential of an area for future residents, the development community and decision-makers.
- The flexibility allows the property to respond to market conditions in the City of Tucson as the land is sold by ASLD.
- It provides both certainty and flexibility that allows ASLD to protect land values for the Trust while leaving site specific planning to future purchasers and end users who are better suited to perform such functions at a later stage.
- It defers detailed planning for infrastructure to the City of Tucson Development Package stage.
- It minimizes the entitlement risk of future purchasers of State Land.

## 4. Compatibility with Adjoining Land Uses

This proposed PAD and its intended uses have been designed such that it is compatible with existing surrounding land uses, described as follows:

- The proposed single-family residential uses are compatible with surrounding single-family residential development. Lot sizes will be consistent with lot sizes in the area.
- The proposed commercial uses in the northern portion of this PAD are compatible with the frontage on Valencia Road, a major arterial roadway.
- Land uses proposed in the southeastern portion of this PAD have been designed to create compatibility with the Los Reales Landfill and the industrial uses to the southeast of this PAD.
- Land uses proposed in the southwestern portion of this PAD have been designed to ensure compatibility with the adjacent land uses and Tucson International Airport.
- Land uses along the southern boundary of this PAD are limited to commercial, employment and light industrial to provide a buffer between future heavier industrial uses south of Los Reales Road and future uses in this PAD.

## 5. Anticipated Phasing

This PAD will likely be developed in phases. Once this PAD is approved by the City of Tucson, the zoning entitlements for the property will be established and ASLD will have the tools necessary to develop a preliminary disposition plan. Decisions for how and when to sell the land will be made by ASLD based on careful consideration of how to best achieve the Department's fiduciary responsibility to the beneficiaries

of the Trust Land. ASLD retains full authority to determine which Development Units (or portions thereof) are sold, and when the sale will occur. This is based on a careful assessment of market conditions and determining which State Land holdings may be most attractive to future purchasers. The post-PAD planning and development of this property would begin following the disposition of a parcel.

Regardless of the actual order of development of the Development Units within this PAD, future purchasers of each Development Unit or portion of Development Unit will design and construct infrastructure (i.e. roads, water, sewer, etc.) necessary to not only serve the Development Unit or portion thereof itself, but also to facilitate the development of adjacent Development Units where appropriate and required. Where needed, infrastructure will be sized to serve, other Development Units and will be designed so that it can easily be extended to reach and serve other Development Units.

## 6. Subdivision Block Platting & Public Right-of-Way Dedications

Subdivision platting and Development Packages will be completed by future purchasers of property within this PAD and will comply with Article 8: Land Division, Land Split and Subdivision Standards of the UDC.

#### 7. Owner Maintenance Responsibilities

- The construction of future roads within this PAD will comply with City of Tucson standards, as will right-of-way dedications for public roads. Public roads, once constructed and accepted by the City of Tucson, will be owned and maintained by the city.
- Common area ownership within future subdivisions will be per future homeowner associations.
- The maintenance of public utilities will be the responsibility of the servicing utility company.
- Parks and recreational areas intended to serve subdivisions will be the responsibility of future homeowner's associations. Parks and/or trails that are intended to serve the larger community will be designed to City of Tucson standards and dedicated to the City of Tucson for ongoing maintenance.

#### 8. Financial Assurances

Financial assurances will be provided in the future in forms acceptable to the City of Tucson as identified in Section 8.6.2 of the UDC.

## 9. City of Tucson Waiver of Claims

Future purchasers of land within this PAD shall execute and record a separate agreement in a form acceptable to the City of Tucson to waive claims against the city for zoning amendments in conformance with ARS Section 12-1134(I).

# **B. Land Use Regulations**

## 1. Planned Area Development Zoning Districts

This PAD utilizes existing City of Tucson Zoning Districts as the basis for the permitted land uses within the Development Units. The following City of Tucson Zoning Districts are permitted in this PAD:

Residential Zoning Districts:

- Residential Zone-1 (R-1).
- Residential Zone-2 (R-2).
- Residential Zone-3 (R-3).

#### Office Zoning Districts:

- Office Zone (O-2).
- Office Zone (O-2).
- Office Zone (O-3).

#### Commercial Zoning Districts:

- Neighborhood Commercial Zone (NC).
- Commercial Zone (C-1).
- Commercial Zone (C-2).

Industrial Zoning Districts:

- Park Industrial Zone (P-I).
- Light Industrial (I-1).

This PAD regulates which zoning districts are permitted in each of the Development Units. *Table 4: Zoning Bank* indicates which City of Tucson Zoning Districts are permitted in each of the Development Units. All of the permitted uses per the UDC for the zoning districts listed in the Zoning Bank are permitted in the applicable Development Unit. Special Exception Land Uses, as defined and identified by the City of Tucson UDC, shall be processed in accordance with the Special Exception Review Procedures as per the City of Tucson UDC. Prior to secondary planning, ASLD will assign the zoning categories in conformance with this PAD.

## 2. Development Standards

The development standards in the City of Tucson Unified Development Code for the zoning districts permitted in this PAD apply to this PAD.

Table 4: Zoning Bank											
Development Unit	City of Tucson Zoning Districts										
	R-1	R-2	R-3	0-1	0-2	0-3	NC	C-1	C-2	P-I	I-1
Development Unit 1	Р	Р	Р	Ρ	Р	Р	Ρ	Р	Р		
Development Unit 2	Р	Р	Р	Ρ	Ρ	Ρ	Ρ	Ρ	Ρ		
Development Unit 3	Р	Р	Р	Ρ	Р	Р	Ρ	Р	Р		
Development Unit 4	Р	Р	Р								
Development Unit 5	Р	Р	Р								
Development Unit 6	Р	Р	Р								
Development Unit 7				Ρ	Р	Р	Ρ	Р	Р	Ρ	Р
Development Unit 8	Р	Р	Р				Ρ	Р	Р		
Development Unit 9				Ρ	Р	Р	Ρ	Р	Р	Р	Р

# LEGEND:

Ρ

Permitted City of Tucson Zoning District.

# C. Transportation Infrastructure Analysis

This will be completed as part of the Vehicular Circulation Master Plan to be prepared during the Secondary Planning stage. The initial purchaser of land in this PAD will prepare this master plan to address not only the Development Unit containing the initial disposition property, but also other Development Units that are affected by or may make use of the transportation infrastructure constructed to serve the initial disposition property. The intent is to ensure that transportation infrastructure can easily be extended to serve Development Units that are yet to be developed.

Traffic impact analyses will be prepared in accordance with the Development Package and subdivision platting process as required by the City of Tucson.

# **D. Conceptual Drainage Solution and Associated Improvements**

This will be completed as part of the Drainage Master Plan to be prepared during the Secondary Planning stage. The Drainage Master Plan will not only address the Development Unit containing the initial disposition property, but also upstream and downstream Development Units, or portions of Development Units, as appropriate. This will ensure that drainage infrastructure is designed and constructed to easily connect with future upstream and downstream development.

Drainage reports will be prepared in accordance with City of Tucson requirements.

# E. Proposed Utility Infrastructure

The Water Master Plan and Wastewater Master Plan will be prepared during the Secondary Planning stage and address the provision of water and wastewater infrastructure. These master plans will ensure that water and wastewater infrastructure is sized and located in a manner to not only serve the Development Unit containing the initial disposition property, but also the undeveloped Development Units.

Pima County Regional Wastewater Reclamation Department will provide wastewater collection and treatment for this PAD. The following conditions apply:

- a. The owner(s) shall not construe any action by Pima County as a commitment to provide sewer service to any new development within the rezoning area until Pima County executes an agreement with the owner(s) to that effect.
- b. The owner(s) shall obtain written documentation from the PCRWRD that treatment and conveyance capacity is available for any new development within the rezoning area, no more than 90 days before submitting any rezoning, tentative plat, development plan, preliminary sewer layout, sewer improvement plan, or request for building permit for review. Should treatment and / or conveyance capacity not be available at that time, the owner(s) shall enter into a written agreement addressing the option of funding, designing and constructing the necessary improvements to Pima County's public sewerage system at his or her sole expense or cooperatively with other affected parties. All such improvements shall be designed and constructed as directed by the PCRWRD.
- c. The owner(s) shall time all new development within the rezoning area to coincide with the availability of treatment and conveyance capacity in the downstream public sewerage system.
- d. The owner(s) shall connect all development within the rezoning area to Pima County's public sewer system at the location and in the manner specified by the PCRWRD in its capacity response letter and

as specified by PCRWRD at the time of review of the tentative plat, development plan, preliminary sewer layout, sewer construction plan, or request for building permit.

- e. The owner(s) shall fund, design and construct all off-site and on-site sewers necessary to serve the rezoning area, in the manner specified at the time of review of the tentative plat, development plan, preliminary sewer layout, sewer construction plan or request for building permit.
- f. The owner(s) shall complete the construction of all necessary public and/or private sewerage facilities as required by all applicable agreements with Pima County, and all applicable regulations, including the Clean Water Act and those promulgated by ADEQ, before treatment and conveyance capacity in the downstream public sewerage system will be permanently committed for any new development within the rezoning area.

# F. Protected Riparian Area (PRA) Regulations and Mitigation

An Environmental Resource Report (ERR) has been prepared for this property. This ERR established the Protected Riparian Area (PRA) for the property. If the PRA is to remain undisturbed, then no mitigation is required. If the PRA is to be disturbed, then Technical Standard Manual Section 4-02.2.5 Development Restrictions and its mitigation standards would apply.

# G. Proximity to a Navigation Facility

According to the Tucson Airport Authority, this PAD is located within the Tucson International Airport avigation easement requirements and public disclosure area, FAA traffic pattern airspace and FAA Part 77 airspace. As such, the following requirements apply to this PAD:

- 1. According to the Federal Aviation Administration (FAA) Notice Criteria Tool, this project area is located in proximity to a navigation facility and could impact navigation signal reception. As the project site develops future purchasers shall file FAA Form 74 60 with the FAA at least 45 days before construction activities begin for every proposed project unless FAA staff, with the Obstruction Evaluation / Airport Airspace Analysis (OE/AAA), provides the project applicant with written communication that filing FAA Form 7460 is not required. It is highly recommended that future purchasers file earlier than 45 days to provide the future purchasers with sufficient time to respond to any concerns which are identified by the FAA. Any cranes which are used must also be identified with Form 7460. Please file Form 7460 at https://oeaaa.faa.gov/oeaaa/external/portal.jsp
- 2. Prior to the City's approval of any construction permit and before any proposed subdivision of the property, but no later than seven (7) business days after the City's approval of the individual Development Packages, future purchasers shall record the TAA approved Avigation Easement form 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 Avigation Easement shall be recorded in a manner with the Pima County Recorder which shall document it as having title liability. The content of such documents shall be according to the form and instructions provided.

Future purchasers or other person authorized to sign on behalf of future purchasers shall complete, sign, and record the Avigation Easement with the Pima County Recorder's Office. Once the Avigation Easement is recorded send a complete copy of the recorded easement document, which contains all pages which were recorded, to 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

3. Applicable to residential uses only:

Future purchasers shall provide the Airport Disclosure Statement form, at time of sale, to the new property owners with all 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.

Future purchasers (for itself or its tenants) shall forward a signed copy of the Airport Disclosure Statement form to the Tucson Airport Authority within ten (10) days of signature, using the mailing address provided below.

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

# H. Architectural Standards and Design Guidelines

Architectural standards and design will be established by future purchasers of land within this PAD as part of the Secondary Planning process identified in Section IV of this PAD. Due to the proximity of this PAD to Tucson International Airport, these standards will include sound attenuation techniques to be used in the construction of residential units. Such techniques may include the following:

- Installation of double pane windows.
- Installation of exterior solid core doors with weather tight seals.
- Installation of duct liners in exhaust vents.
- Sealing of gaps in electrical outlets.
- Installation of sound absorbing material beneath the roof and above the trusses.

If future purchasers of land within this PAD choose to utilize the Flexible Lot Development (FLD) option in the UDC, then those purchasers shall adhere to the architectural variation standards and other design considerations of the FLD, as well as the sound attenuation techniques and other requirements of this PAD.

# I. Interpretation and Modification of PAD District Regulations

## 1. Purpose

This section outlines the implementation of this PAD. It identifies the parties responsible for ensuring the PAD is built in coordination with infrastructure, landscaping, and signage improvements providing a continuity of design. This section also provides for guidance regarding the general administration of and amendment procedures for this PAD.

## 2. Proposed Changes to Zoning Ordinance

If an issue, condition, or situation arises that is not covered or provided for in this PAD, those regulations of the City of Tucson Unified Development Code that are current at the time of development/permitting shall apply.

## 3. Development Review Procedure

The development review for this PAD shall be implemented through the review and approval process of Development Packages (tentative plats and site plans) and final plats and all other plan reviews typically performed by the City of Tucson and through the City of Tucson building permit approval process. Please note that this will occur after the Secondary Planning that is described in Section IV of this PAD. Decisions on grading, drainage, road alignment, re-vegetation, and other matters must be presented on the Development Package, and the final decisions must be presented on the final plat. All subdivision plats shall be reviewed by the City of Tucson in accordance with City of Tucson procedures.

The development of property within this PAD will also comply with the General Development Regulations of the City of Tucson with regard to residential and commercial design.

## 4. General Implementation Responsibilities

This PAD shall be implemented through the subdivision review process. Please note that this will occur after the Secondary Planning that is described in Section IV of this PAD. This process will allow for the creation of lots via the preparation and processing of Development Packages (tentative plats and site plans) and final plats. This PAD will guide the platting process with other official City of Tucson ordinances, policies, maps and regulations.

The implementation of this PAD is the responsibility of future purchasers, and homeowners' associations in accordance with the regulations and guidance contained within this PAD, unless otherwise noted. The future purchasers, or their successors and assigns, shall be responsible for the engineering and implementation of the project infrastructure.

Approval of a subdivision plat or building permit is subject to the following requirements:

- a. Conformance with this PAD.
- b. Provisions of the Pre-Annexation Development Agreement.
- c. Dedication of appropriate rights-of-way for roads, utilities, and drainage by plat or by separate instrument if the property is not to be subdivided.
- d. None of the development requirements contained within this PAD shall have the effect of superseding the requirements of the City of Tucson adopted Building Codes.



Please refer to Section III.H.6.a of this PAD for a description of ASLD role in the implementation of this PAD.

#### 5. Phasing

This PAD represents a long-term vision for the property within its boundaries. As such, it will be developed in phases. The pace of development will likely be dictated by market conditions and demand. Infrastructure will be constructed in a phased manner as well, where necessary infrastructure is constructed to serve a Development Unit or portion of Development Unit. Infrastructure improvements will be located and sized in a manner such that they are easily extended to serve future development within the other Development Units.

#### 6. Administration

a. Role of ASLD

ASLD will identify land within the PAD for disposition within its sole and absolute discretion and in accordance with this PAD. As land is identified for sale, ASLD will work with the Developer and City to identify the appropriate zoning category(ies) from the permitted zones within this PAD. Prior to the secondary planning efforts, the ASLD will provide written confirmation of the assigned zoning categories for any disposition parcel.

ASLD will remain involved in land use decisions within the entire PAD until such time that all land has been sold and ASLD no longer has ownership of any Trust land within this PAD. As property within this PAD is sold and developed, ASLD has the authority to reviews plans for consistency with this PAD to not only ensure quality development of the Development Unit, or portion thereof, subject to such plans, but also to ensure that plans will have positive influence on the development of future Development Units. ASLD has the authority to perform the following actions:

- i. To review any Development Packages, site improvement plans, subdivision plats or other plans related to the development of the land within this PAD prior to plans being submitted to the City of Tucson or other agency for review and approval. Applications to the City of Tucson must include an ASLD Planning Authorization Letter.
- ii. To review and approve any proposed land use permitted by the Zoning Bank in this PAD prior to plans being submitted to the City of Tucson.
- iii. To review and approve any proposed amendments to this PAD or other applications affecting land use, development standards and regulations. Any such applications must first be approved by ASLD prior to formal submittal to the City of Tucson. Applications to the City of Tucson must include an ASLD Planning Authorization Letter.
- iv. To review and approve any and all Master Plans prepared as part of the Secondary Planning process described herein. ASLD approval of Master Plans must be obtained prior to formal submittal to the City of Tucson. Applications to the City of Tucson must include an ASLD Planning Authorization Letter.
- b. Development Agreement

The roles, responsibilities, secondary planning and the land use budget can be memorialized in a Development Agreement between the winning bidder (i.e. Developer), ASLD and the City.

#### c. Enforcement

This PAD shall be enforced by the City of Tucson Planning and Development Services Department in accordance with the provisions of the City of Tucson Unified Development Code.

d. Administrative Change

Certain changes to the provisions in this PAD may be made administratively by the City of Tucson Director of Planning and Development Services, providing said changes are not in conflict with the overall intent expressed in this PAD. Proposed administrative changes shall be submitted to City of Tucson Director of Planning and Development Services for review and approval.

Categories of administrative change include, but are not limited to:

- 1. The addition of new information (including maps or text) to this PAD that does not change the effect of any regulations or guidelines, as interpreted by the Director.
- 2. Changes to the community infrastructure planning and alignment such as roads, drainage, water, and sewer systems that do not increase the development capacity of this PAD.
- 3. Changes to the Development Unit boundaries due to platting. Minor adjustments because of final road alignments and drainage may occur during the platting process and shall not require amendment to this PAD.
- 4. Changes to development standards that are in the interest of the community and do not affect health or safety issues.
- 5. 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 uses explicitly listed as permitted.
- e. Substantial Change

Any substantial changes to this PAD, as defined in the City of Tucson Unified Development Code, may be processed through a PAD amendment pursuant to the City of Tucson Unified Development Code. The Director shall determine whether a proposed amendment is a substantial change. Any amendment request shall include all sections or portions of this PAD that are affected by the change.

f. Interpretation

Interpretations of this PAD shall be made by the City of Tucson Director of Planning and Development Services, and all interpretations shall be based on the purpose and language of the PAD. If the PAD is silent on an issue, then the City of Tucson Unified Development Code shall govern as long as such an interpretation is within the purpose of the PAD. Interpretations shall not be used to permit uses or procedures not specifically authorized by this PAD or the City of Tucson Unified Development Code; however, interpretations can be used to include new land uses that closely resemble permitted uses within this PAD.

The Director shall be responsible for interpreting the provisions of this PAD. Appeals to the Director's interpretation may be made pursuant to the UDC.



g. Fees

Fees will be assessed as indicated by the City's adopted fee schedule that is in place at the time of development.

The fees that otherwise would be due at the time of rezoning submittal will be paid to the City of Tucson by the private purchaser in accordance with the following:

The deferred fees will be pro-rated at \$269.33 per acre (PAD base fee of \$120,120 divided by 446 acres). The deferred fees will be based on the acreage being developed at the time of Development Package submittal, and at the rate of \$269.33 per acre. The fee will be collected and applied to the PAD Rezoning case at the time of Development Package submittal as a separate payment.

h. PAD Development Monitoring Program

The Arizona State Land Department shall annually submit a written report to the City of Tucson including:

- The past year's development activity.
- Applications for sale or lease of property within the PAD.
- Estimates for the upcoming year in the above categories.

This yearly report will be submitted within 30 days of the new calendar year of the adoption of this PAD. Annual reports will not be required after development build-out.



Section IV – Secondary Planning

This section of the Planned Area Development outlines the responsibilities of the purchasers of property within the PAD with regard to the next level of planning that is required for the property. This next level of planning involves the preparation of a series of Master Plans by purchasers of property within the PAD. Please note that Secondary Planning will occur prior to the development review process.

The Master Plans to be prepared consist of the following:

- Vehicular and Pedestrian Circulation.
- Drainage.
- Water.
- Wastewater.
- Open Space and Recreation.
- Architectural and Landscape Architectural Design Guidelines and Standards.

# A. Process

The purchase of property within the PAD carries with it a requirement to prepare the above-listed Master Plans. The Master Plans shall be prepared by registered professionals licensed to practice in the State of Arizona. The Master Plans shall be prepared and submitted to the City of Tucson for administrative review and approval prior to a formal application starting the development review process.

Applicants shall attend a pre-application meeting with City of Tucson and ASLD staff or with an ASLD authorization letter prior to the submittal of the Master Plans to discuss the intent and scope of these Master Plans. The overall intent of these Master Plans is the ensure that infrastructure constructed in the PAD is designed and sized to accommodate development of the PAD at entitled densities and intensities. The Master Plans are intended to be preliminary in nature.

# **B. Master Plan Requirements**

Below is a description of the information that is required to be included within the Master Plans. Please refer to the applicable portions of Part II of this PAD for additional guidance.

#### 1. Vehicular and Pedestrian Circulation Master Plan

- Identification of arterial and collector roads intended to serve the PAD, including ultimate rights-ofway.
- Roadway design cross-sections.
- Proposed traffic control for intersections of arterial and collector roads.
- Conceptual phasing of road infrastructure improvements.
- Identification of offsite roadway infrastructure improvements that may be necessary to provide an acceptable level of service to accommodate development within the PAD.
- Identification of pedestrian connectivity between new neighborhoods and surrounding schools, with the goal of promoting walking and bicycling to school via a Safe Routes to Schools approach.
- Use of Complete Streets design features as per the City of Tucson Street Design Guide.

## 2. Drainage Master Plan

- Identification of all offsite watersheds affecting the site with 100-year discharges greater than 100 cfs.
- Identification of all balanced and critical basins.
- Identification of existing upstream drainage structures.
- Identification of areas of sheet flooding with average depths.
- Identification of federally mapped floodways and floodplains.
- Describe any encroachment or modification proposed to major drainage patterns.
- Describe and identify the location of proposed primary drainage infrastructure.
- Describe how the proposed development condition will adhere to the applicable floodplain and erosion hazard management policies and ordinances of the City of Tucson.

## 3. Water Master Plan

- Location and size of existing trunk water lines and other major water system infrastructure.
- Capacity response letter from the water service provider.
- Identification of pressure zones in the area immediate to the PAD.
- Location and size of proposed trunk water lines and other major water system infrastructure such as booster stations or pressure reducing valves necessary to serve the anticipated development within the PAD.
- Identification of points of connection to existing water lines.
- Location and size of proposed water line stubs that would serve other Development Units within the PAD.

## 4. Wastewater Master Plan

- Location and size of existing sewer lines.
- Capacity response letter from the wastewater treatment provider.
- Location and size of proposed trunk sewer lines and identification if they are designed for gravity flow.
- Identification of points of connection to existing sewer lines.
- Location and size of proposed sewer line stubs that would serve other Development Units within the PAD.

## 5. Open Space and Recreation Master Plan

- Location and area of the primary open space.
- Location of primary trail corridors within the PAD, and identification of connection points to overall trail system for the City of Tucson.
- Location of the Rodeo Wash Greenway (G039) and its 50-foot corridor.
- Location of the Hughes/Alvernon Path (P014) and its 20 to 25-foot corridor.
   Location of trails onsite that may provide connectivity to the trails planned in the Pima Regional Trails System Master Plan. Trail corridor widths of 20 to 25 feet are recommended.

# 6. Establishment of Architectural, Landscape Architectural and Low Impact Development and Green Infrastructure Design Guidelines and Standards and Design Review Process

Future purchasers of property within the PAD will develop their own design guidelines that will be implemented by that purchaser and developed during the Secondary Planning process. Design guidelines are anticipated to include the following primary items:

- Design review procedures.
- Site planning.
- Building design and architectural character (including Green Building techniques).
- Landscape design (including techniques to reduce urban heat island effect).
- Community character.
- Low Impact Development and Green Infrastructure practices and strategies.

The guidelines and standards developed will include the sound attenuation techniques discussed in Section III.H of this PAD.

One of the purposes of design guidelines is to create a sense of harmony and a consistent theme for certain built elements through this PAD. Built elements in this PAD with a consistent theme will assist in providing visual connection and harmony between the various types of land uses that will be developed in this PAD. The built elements located on the perimeter of this PAD as well as adjacent to the proposed internal spine road that shall be carried throughout this PAD are as follows:

- Walls (color and materials).
- Plant materials.
- Decorative rock (size and color).

The design guidelines created by the initial purchaser of land in this PAD shall include designs for the items listed above. Future purchasers shall follow these designs in the construction of the above listed items in the areas located on the perimeter of this PAD and adjacent to the proposed internal spine road.

The design guidelines created by future purchasers shall include a section addressing Low Impact Development and Green Infrastructure practices and strategies proposed for use in this PAD. In order to establish practices and strategies for this PAD, future purchasers of property shall utilize the Pima County/City of Tucson Low Impact Development and Green Infrastructure Guidance Manual (current version dated March 2015 and future updates that may occur) in the preparation of the design guidelines. In addition, future purchasers shall also consider the Green Infrastructure policies in *Plan Tucson: City of Tucson General & Sustainability Plan 2013*, as well as future updates to this plan. Those Low Impact Development and Green Infrastructure practices and strategies most suited to the proposed development with this PAD shall be included in the design guidelines.