

PIMA COUNTY DEVELOPMENT SERVICES DEPARTMENT - PLANNING DIVISION  
STAFF REPORT TO THE PLANNING AND ZONING COMMISSION

**HEARING** August 31, 2016

**DISTRICT** 3

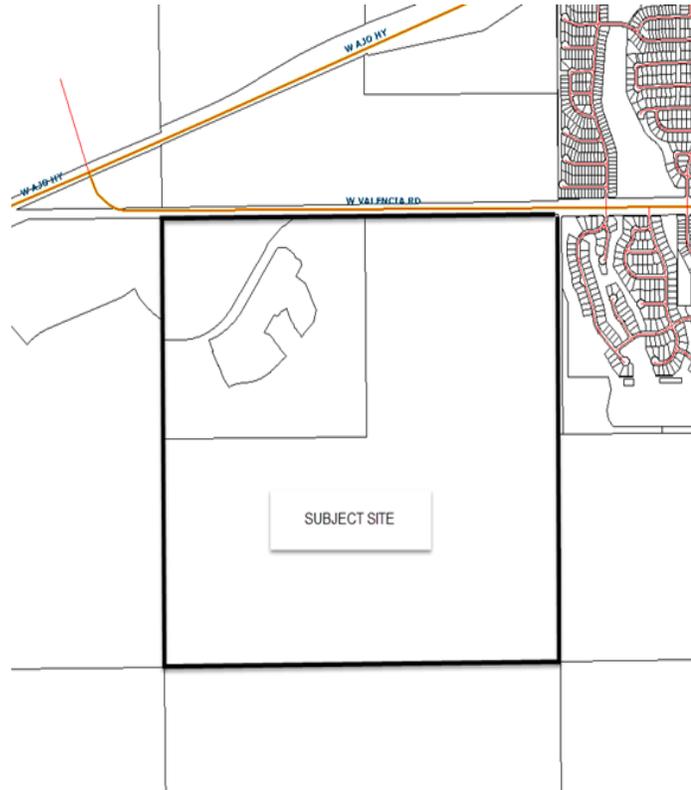
**CASES** Co23-08-02  
Pomegranate Farms  
Tucson LLC Specific  
Plan

**REQUEST** Modification of Specific  
Plan - (Substantial/Non-  
substantial Changes) on  
645 acres (parcels 210-  
40-022A; 023E; 023F;  
023G)

**OWNER** Pomegranate Farms  
Tucson LLC and  
Pomegranate Farms  
Commercial Tucson LLC  
3808 N. Sullivan Road  
Ste 202 Bldg N15  
Spokane Valley, WA  
99216-1608

**APPLICANTS** LVA Urban Design  
Studio LLC  
120 S. Ash Avenue  
Scottsdale, AZ 85281

Psomas  
333 E. Wetmore Road  
Tucson, AZ 85705



**LOCATION**

South of Ajo Highway, approximately 2,000 feet east of the intersection of W. Valencia Road and Ajo Highway in Section 18, T15S, R12E. (District 3)

**APPLICANT'S STATED REASON**

The Pomegranate Farms Specific Plan was envisioned during the peak of the real estate market based on extremely ambitious goals and development requirements. The real estate market in Tucson changed dramatically and "this change has resulted in the need to amend various elements of the specific plan to bring it in line with today's market conditions." The basic vision will be maintained, but various provisions would be aligned with market conditions. Reference the applicant's request letter for reasons for specific modifications.

## **COMPREHENSIVE PLAN DESIGNATION**

The comprehensive plan designation of the site is Planned Development Community (PDC). The objective of PDC is to designate existing, approved specific plans. Specific plans comprise a unique zoning regimen within a planned community. Specific plan documents include detailed information on the intent for the community as a whole, as well as the individual planning and zoning districts within the specific plan area.

## **SURROUNDING LAND USES / GENERAL CHARACTER**

North:	RH	Undeveloped, Valencia Road, Ryan Airfield further north across Ajo Highway
South:	RH	Undeveloped
East:	TR, CB-1, RH	Residential, Undeveloped
West:	SP	Sendero Pass Specific Plan (undeveloped)

## **STAFF RECOMMENDATION**

Staff recommends **APPROVAL** of the Modification of Pomegranate Farms Specific Plan request subject to the following revised conditions (in addition to the existing unchanged conditions – see attached Ordinance 2009-41):

1. Not more than 60 days after the Board of Supervisors approves the amended Specific Plan, the owner(s) / developer(s) shall submit to the Planning Director the amended specific plan document, including any necessary revisions of the specific plan document reflecting the final actions of the Board of Supervisors, and the specific plan text and exhibits in an electronic and written format acceptable to the Planning Division.
  
12. Transportation Department requirements:
  - A. ~~The property owner/developer(s) shall dedicate 200 25 feet full of right-of-way, or 100 feet half right-of-way as applicable, for Valencia Road as designated by the Major Streets and Scenic Routes Plan. The alignment of Valencia Road shall require approval by the Department of Transportation and shall be coordinated with adjacent development. The right-of-way shall be dedicated within 90 days of Board of Supervisors approval of the modification of the specific plan.~~
  
  - B. ~~The property owner/developer(s) shall dedicate 150 45 feet half right-of-way, or 75 feet half right-of-way as applicable, for Los Reales Road and 120 feet right-of-way, or 60 feet half right-of-way as applicable, for Desert Sunrise Trail per recommended findings of the Southwest Infrastructure Plan necessary right-of-way for the internal loop road, north/south connector road, and shared access road to Valencia Road as indicated in the Traffic Impact Study, when approved.~~
  
  - C. ~~A building setback of 130 feet shall be provided on Valencia Road, 105 feet shall be provided on Los Reales Road and 90 feet on Desert Sunrise Trail shall be provided (half right of way plus 30 feet that is measured from the centerline of the right of way/roadway). For development along the portion of Valencia Road, Los Reales Road and Desert Sunrise Trail, within high density and commercial developed areas, reduction of setbacks to 10 feet plus half of the required right-of-way may be allowed as previously discussed by the Design Review Committee. The property owner/developer(s) shall provide improvements~~

to Valencia Road and Los Reales Road as determined necessary by an approved traffic study. Construction of Los Reales Road is the responsibility of the property owner/developer(s).

~~D. The property owner/developer(s) shall provide on-site and off-site improvements to Valencia Road, Los Reales Road and Desert Sunrise Trail as determined necessary by the Department of Transportation. Construction of Los Reales Road and Desert Sunrise Trail are the responsibility of the property owner/developer(s) and the property owner/developer(s) may be eligible to receive impact fee credits after construction is completed. Los Reales Road construction includes the north half ultimate cross section of a four-lane divided or five-lane desert parkway/urban major collector. Desert Sunrise Trail construction includes the full cross section of a four-lane divided or five-lane desert parkway/urban major collector. Improvements to Valencia Road could include, but may not be limited to, additional pavement for travel, turn or multi-use lanes, outside curb and sidewalks. This condition may be clarified or amended pursuant to a Board of Supervisors approved Development Agreement between Pima County and the owner/developer(s). Adequate circulation shall be provided by including cross access between the project and all adjacent undeveloped areas.~~

~~E. The property owner/developer(s) shall dedicate right-of-way and construct a major collector road (within E.1 and D.4 districts), to be located opposite Collector 2 that is located within the Town Center. The road shall provide a connection between Valencia Road and the north property line. It is located within the commercial and multiple use areas designated E.1 and D.4 to provide future access to property located north of the specific plan. The width of said road shall be subject to approval during platting process, depending upon what type of commercial development is planned. In the event that Valencia Road is not aligned as indicated in the Specific Plan, then this condition is not applicable. A detailed and up-to-date Traffic Impact Study shall be submitted with the Master Block Plat and shall be updated as determined necessary by the Department of Transportation throughout the development of the specific plan.~~

~~F. Minimum separation between driveways and streets shall be 600 feet along Valencia Road, Los Reales Road and Desert Sunrise Trails. All access shall require Department of Transportation approval. One Park and Ride facility shall be designated in the commercial area along Valencia Road and its location shall be coordinated with Suntran. Commercial parking lots with greater than 50 parking spaces shall not prohibit commuter parking.~~

~~G. Provision of access from the internal loop road to the southeast boundary of the specific plan to provide future access to undeveloped property to the east. Access shall be designed to provide cross access between commercial developments. Shared driveways shall be used along Valencia Road to minimize the number of access points.~~

~~H. Provision of a detailed and up to date Traffic Impact Study shall be submitted with the Master Block Plat and shall be updated as determined necessary by Department of Transportation throughout the development of the specific plan. Each parcel shall be designed to establish coordinated bicycle and pedestrian connections within the specific plan and plan for future connections beyond the limits of the specific plan.~~

~~I. Two Park & Ride facilities shall be provided for within the specific plan, one within the town center or commercial uses along Valencia Road and one along Los Reales Road. The property owner/developer(s) shall provide a study/report that addresses transit issues for the specific plan and how it interrelates within the southwest area.~~

~~J. Each district shall be designed to establish coordinated pedestrian and transit oriented connections within the specific plan and plan for future connections beyond the limits of the specific plan.~~

13. Regional Flood Control District requirements:

A. Drainage improvements required to remove the developable portions of the site from the FEMA floodplain will be identified in a drainage report to be finalized with the Master Block Plat. Approval of the Drainage Report ~~and CLOMR~~ shall be required prior to recordation of the Block Plat and approval of the Certificate of Compliance. Approval of the LOMRs by the District and submittal to FEMA is required prior to ~~issuance of any building permits~~ release of assurances for each Block.

B. Drainage corridors identified in the Specific Plan are to be enhanced to provide riparian habitat connectivity across the site as well as recreational and aesthetic amenity to the residents. ~~If a riparian mitigation plan is required, it~~ A Conservation Plan shall be submitted for approval with the Block Plat and prior to the Certificate of Compliance in order to ensure sustainability principles identified by the County and Specific Plan are implemented.

C. Drainage improvements shall be designed in coordination with Ajo Highway and neighboring developments.

D. Due to the proposed land use intensities and severe flood and erosion hazards, flood control improvements within the flow corridors and regulatory floodplains within the Blocks shall be constructed with natural bottoms and with channel banks protected with concrete, gunite, soil cement, or other structural methods. Unless otherwise justified as non-erosive, Earthen channels banks shall not be allowed. Channels associated with non-regulatory flows may be fully lined.

E. Flow corridors shall be a minimum of 200 feet wide.

F. Water conservation measures identified in the Specific Plan shall be implemented with the development. Where necessary as determined at the time each subdivision plat or development plan is submitted, provisions for permanent maintenance of these measures may also be required to be included in the project's CC&Rs and final conservation measures shall be submitted to the District for review and approval.

G. Riparian habitat mitigation plans for each Block, if required, shall enhance the flow corridors by providing mitigation within the corridor and within the detention and first flush retention facilities located adjacent to the corridors.

15. Natural Resources, Parks and Recreation Department requirements:

A. Prior to the release of assurances for ~~the 1,038<sup>th</sup> lot (30%~~ 75% of the lots), the approximate seven-acre park and all associated and required recreation elements shall be constructed.

B. Prior to the release of assurances for ~~the lots greater than 75% of the total lots within each district parcel~~ as shown on the Phasing Plan (Exhibit IV-A-6I), recreation elements and trail locations shall be built as conceptually shown on Exhibit II-ML within that district parcel.

C. The 10-foot shared-use path and eight-foot stabilized trail within the residential collector road shall be constructed by the developer and maintained by a Homeowners Association.

D. A Homeowners Association shall maintain all shared-use paths and stabilized trails throughout the development.

E. Final determination of recreation areas and elements required shall be determined with a Recreation Area Plan (RAP), which shall be submitted and approved prior to the approval of the tentative plat. A RAP shall be submitted for each district parcel. Each district parcel shall meet the recreation requirements as stated in Section 18.69.090 and the Recreation Area Design Manual.

F. A Recreation Area Plan (RAP) shall be submitted with the Tentative Master Block Plat. The RAP shall show the alignment of the trails within the open space as shown on Exhibit II-ML. The RAP shall include the park and show the required recreation elements.

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

~~22. At a minimum, the majority of infrastructure and transportation costs shall be self-funded by the developer, including but not limited to impact fees. A development agreement to address, at minimum, infrastructure commitments, phasing, and funding shall be developed and approved by the Board of Supervisors prior to submittal of a Master Block Plat. No permits shall be issued until the revisions to the Pima County development impact fee program are adopted by the Board of Supervisors.~~

~~23. Any proposal or action which would result in a significant deviation from the objective of providing or reserving the necessary acreage for commercial services within ¼ – ½ mile of all residential development (as stated in the specific plan) or the general dispersal of commercial services to serve the residential development of the specific plan, would be considered a "Substantial Modification" of the specific plan requiring public hearings before the Planning and Zoning Commission and the Board of Supervisors per Section 18.90.080.~~

~~2422. Owner/Developer shall reach an agreement with Tucson Unified School District (TUSD) or another public school provider regarding the provision of a school location within the development as shown and described in the sSpecific plan. TUSD and Owner/Developer have begun negotiations. If the agreement is with TUSD, the agreement will be in substantial conformance with the Letter of Intent dated February 13, 2009 between~~

~~Owner/Developer and TUSD or otherwise mutually acceptable to TUSD and Owner/Developer.~~

## **STAFF REPORT**

Because the specific plan documents themselves are regulatory, in addition to the conditions, modifications of specific plans often include revisions not seen with standard rezonings. This is true of the Pomegranate Farms modification request which also includes revising or waiving some prominent themes of the existing specific plan and some of the development and design standards of the plan.

### **Modification Request**

The components of the proposed modification with a brief summary are listed below:

#### **I. Modify Ordinance (2009-41) Conditions:**

#19: *“Adherence to the specific plan document as approved at the Board of Supervisor’s public hearing.”* Regulatory components of the specific plan include the land use designations, development standards, land use and road layout, density table, and conceptual illustrations.

- Land use designations, including permitted uses - The modified plan replaces the existing designations with a different but equally reasonable set of designations more appropriate to the applicant’s purpose. Staff has no objection to replacing the designations.
- Land use designation development standards - The modified plan replaces the existing development standards (e.g. setbacks, maximum height, lot size) with a much clearer, simpler set of development standards more appropriate to the applicant’s purpose. The replaced development standards will be much easier to implement. Staff reviewed the replaced standards and has no objection to them.
- Land use configuration and acreages - Many of the proposed changes to the land use configuration or layout are due to administrative revisions to the wash configuration and to the Valencia Road alignment. The designated wash area is reduced but the Important Riparian Areas and other key washes remain. The more intense land uses are located along the Valencia Road alignment rather than throughout the site. The southern portion is more homogenous with almost entirely Low Density Residential (LDR) and washes designated. The “*parcels*” are larger in size than the previous “*districts*”. Overall, the development is less varied. The school and associated park have been moved south. The borrow pit (i.e. sand or gravel pit) has been separated from other designations. There is a reduction of approximately seven acres of trails from 19.6 acres to 12.9 acres. Open space is reduced from 194 acres to 138 acres (164.5 acres with the 22.7 acres of enhanced open space (i.e. borrow pit)) due to the same administrative revisions to the washes.
- Road configuration (other than Valencia Road) - There is less emphasis on Los Reales Road although potential connectors are retained if necessary. The loop road is reconfigured with Desert Sunrise Trail as the western boundary of the loop road. Since the existing specific plan was approved, the (former) Major Streets and Scenic Routes Plan (now two separate plans) has been updated and is reflected in the revised transportation

conditions. The Department of Transportation has no objection to the proposed modification.

- Minimum and maximum numbers of dwelling units and residential densities - The minimum and maximum dwelling unit numbers are reduced. The applicant argues that the existing densities are unlikely in this area. They have been reduced by 40 – 50% (from a density range of 4.8 - 7.0 RAC to 2.0 - 4.1 RAC). With the modified plan, the higher intensity development proposed along Valencia Road is not significantly different from the existing plan but the density of the southern half of the site has been notably reduced. Some of the earlier focus on Ryan Airfield as an employment center has shifted to the Aerospace Parkway area although Ryan could still attract development in the future. Staff has no objection to the reduced densities as proposed.
- Conceptual development illustrations and the color palette (delete entirely) - Staff has no objection to the removal of the illustrations and palette which are of limited value in implementing the specific plan.

#23: “... providing or reserving the necessary acreage for commercial services within  $\frac{1}{4}$  -  $\frac{1}{2}$  mile of all residential development (as stated in the specific plan) or the general dispersal of commercial services to serve the residential development of the specific plan...”. The modified plan replaces the requirement to provide commercial services within walking distance of all residences with providing residential and commercial uses within the overall 645-acre development site. Most residents will still have commercial services within walking distance except the south  $\frac{1}{4}$  of the development will be more than  $\frac{1}{2}$  mile from services. Staff supports provisions for pedestrian access to commercial services and holds more belief than the applicant does that commercial services in the southern half of the site are possible. However, commercial services will be provided for in the northern half and if the pedestrian circulation is inviting (shaded, safe) commercial services may still be accessible by walking.

#24: “Owner/Developer shall reach an agreement with Tucson Unified School District (TUSD) or another public school provider regarding the provision of a school location within the development as shown and described in the specific Plan. TUSD and Owner/Developer have begun negotiations. If the agreement is with TUSD, the agreement will be in substantial conformance with the Letter of Intent dated February 13, 2009 between Owner/Developer and TUSD or otherwise mutually acceptable to TUSD and Owner/Developer.” Staff finds this original letter of intent no longer valid. The applicant is working with TUSD on an acceptable agreement to replace the existing letter. Staff has requested a status report from TUSD on their discussions.

## **II. Modify Certain Primary Themes of the Specific Plan**

- Waive the requirement for 50 acres of “floating” Community Activity Center “located throughout the project...” This item which is intended to promote pedestrian access to commercial services is the same as discussed above with Condition #23. Commercial development is no longer proposed throughout the site but is focused on the northwest corner and along Valencia Road. Staff has no objection to this modification.
- Waive the requirement for compact development created through high-density, vertical residential development. The applicant states that compact development and a high level of density is not viable in this area. The existing plan’s high density was proposed by the original owner and supported by staff because that is what Growing Smarter, the

Southwest Infrastructure Plan (SWIP), and the comprehensive plan amendment promoted. Now staff agrees that not quite such a high level may be possible, however a minimum density with a system for distributing the density is still proposed by the modified plan to avoid inefficient use of infrastructure and land.

### III. Modify Certain Regulatory Design Standards of the Specific Plan

- Revising, replacing, or waiving certain measurable sustainability standards: Some standards are revised by the modified plan to be promotional rather than mandatory. For example, standards such as, “*Achieve a minimum LEED Silver Certification for commercial and municipal buildings...*”, “*Incorporate solar and alternative energy components into all buildings*”, “*Use municipal and commercial roof tops for solar panel installation*”, “*Provide solar water heaters for residential buildings*” are replaced in the modified plan by promotional language such as “*encourage*”.

The applicant states that these standards are too restrictive given the current housing market. While the staff acknowledges the market, that argument only goes so far. The need for a certain level of sustainable development should not fluctuate with the market. Developing sustainably is the subject of goals and policies within the recently-updated Comprehensive Plan. For example, “*Goal 2: Minimize the negative impacts of climate change on Pima County and increase the resiliency of the human, economic, and natural environment*” and “*Policy 3: Reduce greenhouse gas emissions and heat island effects by:... c) Continuing to increase energy efficiency including energy efficiency standards in both County-owned and privately owned buildings;*” and “*Goal 14: Encourage cost-effective green building and site design methods, techniques, and materials*” and “*Policy 4: Increase building energy efficiency by encouraging active and passive solar methods of construction.*” The SWIP Principle ENV-10 states, “*Promote energy conservation and efficiencies and encourage the use of renewable energy sources.*” and Principle Env-11 states, “*Support “green building” concepts and programs for residential, commercial and industrial buildings and developments.*” Sustainable development can be cost effective and pay off in the long term; it should not be considered a marginal luxury. Given this region’s solar resources, some integration of solar features into building residential and non-residential structures should be made. Staff has no objection to these modifications but with concern that by making the standards more flexible and not mandatory it does not render them meaningless; that the owner/developer(s) will maintain a commitment towards a quality, sustainable development.

Some design standards are replaced in the modified plan by new standards the applicant believes are more attainable. For example, the design standard that, “*No more than 50% of garage doors shall directly face the street*” is proposed to be replaced with, “*Homes on lots greater than 50’ in width shall include a variety of garage bay configurations when more than two front-loaded garage bays are provided, including combinations of front-loaded, side entry, recesses, staggered and/or rear-entry garages. For lots less than 50 feet, no more than two front-facing garage on the same plane shall be permitted.*” Staff has no objection to these replacements.

- Replacing a two-tiered system of design standards with one set of design standards: Some of the design standards of the existing plan were left vague with the strategy to fine-tune or make them implementable pushed to the Master Block Plat stage. The two-tiered system of delaying the fine tuning to the Block Plat stage was a way to deal with the

original specific plan's compressed timeline. The modified plan deletes or replaces most of the unfinished standards so a second tier is no longer necessary. Staff has no objection to this revision.

- Waiving the specific design standard which states “*Establish a mechanism to collect funds from solar use, HOA dues, and voluntary transfer fees each time a residential unit is sold or resold, to be used for community programs, maintenance, facilities and to subsidize housing for educators, fire and police employees that live in the community.*” This is a questionable standard, not entirely clear and not necessarily implementable. Staff has no objection to its removal.

### **Administrative Modifications**

The specific plan grants authority to the Planning Official to make administrative changes to the specific plan without a public hearing or legislative review. The authority is stated in the specific plan.

The following revisions were determined by the Planning Official to be “*Administrative Modifications*” and are provided to the Commission and Board for background information, they are not part of this legislative action:

1. The requirement for mixed-use development “*all in one place*” or vertical development with commercial/retail on the first floor and residential above has been waived.
2. Replacing the design standard to provide shade for at least 35% of all pedestrian circulation areas with “*Desert shade trees shall be planted at a minimum of one shade tree every 50 feet along trail corridors and primary pedestrian circulation areas to provide shade within primary pedestrian circulation areas. In addition, along the primary trail corridors, a pedestrian seating area and shade element shall be provided every ¼ mile to provide a comfortable refuge for pedestrians along the trail corridors.*” has been approved.
3. The requirement to provide affordable housing program has been waived since Pima County no longer enforces the affordable housing policy with rezoning cases.
4. Based on Administrative Modification “L”, “*Administrative modifications can be made when there is a net reduction in the Open Space, as recommended by the US Army Corps of Engineers to reduce the number of 404 washes...*” In other words, the designated wash area can be reduced if the Army Corps of Engineers determines the washes don't initiate Section 404 of the Clean Water Act. The Regional Flood Control District and the Planning Official have reviewed and accepted the revised wash configuration.
5. Administrative Modification “M” allows changes to specific plan based on the realignment of Valencia Road, which is planned. Administrative modifications can be made if the Town Center configuration changes because of a different alignment of Valencia Road. Pima County Department of Transportation and the Planning Official have reviewed and accepted this change.
6. The prohibition on gated communities was lifted subject to the requirement to provide pedestrian access into any gated community.

7. The requirement to “*incorporate transit stops into the layout of all developments, regardless of current service availability*” was replaced with providing a transit stop, at minimum, on Valencia Road and in coordination with the RTA plans.

### **Summary**

The modified specific plan is, as expected, more flexible for the developer, but the modified plan is also much clearer, less repetitious, better organized and therefore more effectively implemented than the existing specific plan. Some changes in the modified plan were anticipated by the existing plan (e.g. the washes and the Valencia Road realignment). Other changes were not predicted (and remain to be seen) such as some shift from Ryan Airfield as an employment center to the Aerospace Parkway area. Some of the changes in the modified specific plan simply work better for the current owner’s purpose.

Admittedly, the modified specific plan is less aspirational than the existing specific plan. The modified plan does not mandate as rigorous green building standards, or that there be ¼ - ½ mile access to commercial services by all residents (although commercial services will be accessible by most residents), or require vertical mixed use (residential uses over commercial/office uses in the same building), or as dense and compact of development as originally envisioned. Many of the exceptional standards in the existing specific plan were proposed by the original owner and staff supported them, particularly the sustainable standards, because they implemented Growing Smarter, SWIP and comprehensive plan principles. The current owner maintains that some of the standards are not viable, necessitating this modification request.

Over the past several months, the current owner and his consultants have worked extensively with staff to create a modified plan that staff can support. The basic features such as pedestrian/bike circulation, availability of commercial services in the area, protection of the washes, and some level of sustainable building are still proposed by the modified plan. With the current owner’s commitment, the modified Pomegranate Farms could be an equally well done, quality development with sustainable elements.

### **Concurrency**

The modified plan represents a reduction in the proposed intensity of the development; concurrency will be met.

### **Maeveen Marie Behan Conservation Lands System (MMBCLS)**

The site is within the MMBCLS and has Important Riparian Areas (IRA).

### **Specific Plan Case History**

Several comprehensive plan amendments in the southwest area along with the SWIP laid the groundwork for this specific plan as well as Sendero Pass Specific Plan to the immediate west. Both plans were tied to SWIP’s sustainable building principles and funding approach and the concept of Ryan Airfield developing as an employment center. Reasons for supporting the specific plans at the time were the southwest being a defacto growth area, promoting the MMBCLS by providing for growth in an area that is largely outside of the MMBCLS, promoting Ryan Airfield as an employment center, rational use of the existing roadway infrastructure, establishing infrastructure connections for the abutting state land, promoting State Growing Smarter Acts through mixed use and compact development with multi-modal transportation options, and that SWIP expected sustainability standards were proposed. On February 17, 2009 the specific plan was approved by the Board of Supervisors.

## **TRANSPORTATION REPORT**

The Department of Transportation has reviewed the proposed modifications to the Pomegranate Farms Specific Plan and has no objections to the request. The Department has met with the design and traffic engineers on this project to ensure adequate infrastructure, circulation, and coordination with neighboring development. The Department is currently designing the segment of Valencia Road adjacent to this site, extending west to the intersection with Ajo Highway. Construction of this segment should go out to bid in early 2018 with an anticipated construction completion date of 2020. The capacity of Valencia Road will be approximately 35,800 ADT upon completion of these improvements.

The current traffic volume on Valencia is approximately 4,000 ADT. The Specific Plan states that the 2045 traffic projection is 27,300 ADT including the site traffic from this development. For the purposes of the traffic study, the estimated trip projection for this project is approximately 22,800 ADT, a third of which will go west to Ajo Highway. Because the commercial and office uses are yet to be determined, the total traffic from this site is still an estimate. A full traffic study will be done with the block plat, with updates as development progresses. The requested changes to the specific plan show a reduction in densities and thus an overall reduction in traffic from the original projections at the time of the approval of the specific plan. Therefore, the impact to the local traffic network will not be as substantial as previously approved.

The site plan has been revised to reflect the current alignment of Valencia and the connector roads between this development and the Sendaro Specific Plan to the west. An internal loop road has been realigned to reflect changes to the drainage corridors and the revised site configuration. The north/south connector road between Los Reales and Valencia has been relocated to a conceptual alignment. The exact location will be determined at the time the southwestern blocks are developed.

The Department of Transportation has no objection to the proposed changes and recommends the conditions of the Specific Plan be modified as depicted in the staff recommendation above.

## **FLOOD CONTROL REPORT**

The District agrees that the drainage corridor alignment and approach described in the Specific Plan can be shown to meet floodplain management ordinance requirements at the time of development as indicated by the Deputy Director's Signature on the May 26, 2016 letter from Jerald L. Curless, PE of CMG Engineering. Additional corrections requested have been provided.

The District has agreed that the Conservation Plan that was to have been provided with the Specific Plan shall be provided with the Master Block Plat at the same time as the master drainage study.

Although water conservation measures are listed beginning on page 98, no Preliminary Integrated Water Management Plan has been submitted as it was not required when the original plan was created. It should be noted that the LEED Silver Certification requirement the applicant proposes to remove from the commercial areas is one option for meeting water conservation goals. However, alternatives are available and we do not oppose this deletion.

As required, staff has conducted the Water Resources Impact Analysis (WRIA) as follows:

- a. The water provider is not known. *(DSD staff note: It's Metropolitan Water District)*

- b. Per the ADWR Well Inventory, the closest wells, including those owned by Tucson Water along Valencia Road at Ryan Field, had depths to groundwater over 394 feet, and as deep as 600 feet east of South Vahalla Road.
- c. While there was 2 - 3 inches of subsidence between 1987 and 2005, this site is not located within a covered subsidence zone as defined by the Site Analysis Requirements.
- d. The site is not within a mile of a Groundwater Dependent Ecosystem. The location of wells to serve the site is not known.
- e. The site is within the Avra Hydrogeologic Basin, and the depth to bedrock is 1600-3200 feet.

The project is not expected to have adverse impacts on groundwater dependent ecosystems.

In conclusion, the District has no objection subject to the conditions as depicted in the staff recommendation above.

#### **ENVIRONMENTAL PLANNING REPORT**

Office of Sustainability and Conservation - Environmental Planning has no objection to this request.

#### **WASTEWATER RECLAMATION REPORT**

The Planning Section of the Pima County Regional Wastewater Reclamation Department (PCRWRD) has reviewed the request to modify the Pomegranate Farms Specific Plan. The modification request consists of the multiple revisions to rezoning conditions, however no revisions to wastewater rezoning conditions are proposed. The PCRWRD has no objection to the requested modification of rezoning conditions.

The specific plan area is within the PCRWRD service area and is tributary to the Avra Valley Water Reclamation Facility. The nearest public sewer is approximately 3,300 feet east of the plan area in Valencia Road. A proposed shared capacity concept of the offsite trunk sewer between Pomegranate Farms and Sendero Pass has been approved by PCRWRD. The proposed 21-inch offsite trunk sewer starts northwest of Pomegranate in Ajo Highway, then turns north and runs parallel to the east boundary of Ryan Airfield, where it connects to the existing 21-inch public sewer.

#### **NATURAL RESOURCES, PARKS AND RECREATION REPORT**

No objection to this request.

#### **CULTURAL RESOURCES REPORT**

Two archaeological sites, AZ AA:16:481(ASM) and AZ AA:16:482(ASM), both eligible for listing in the National Register of Historic Places, are located on the property. Cultural resources mitigation of the archaeological sites is required. The preferred mitigation strategy is avoidance and preservation of both sites. A mitigation plan shall include a preservation strategy that runs with the land, such as a Conservation Easement, a Restrictive Covenant, or recordation on the original Plat submitted to the County. In recording the sites, the Plat map must clearly delineate the spatial extents of the sites with buffer zones and must include a descriptive Plat Note. If avoidance and preservation are not possible, data recovery will be required. If data recovery should become necessary, all archaeological work shall be conducted by an archaeologist permitted by the

Arizona State Museum. Any development requiring a Type II grading permit will be reviewed for compliance with Pima County's cultural resources requirements under Chapter 18.81 of the Pima County Zoning Code.

OSC review of submitted application and supporting cultural resources documentation has determined that the proposed development project has a potential to negatively affect significant cultural and/or historic resources. Cultural resources actions are required to mitigate negative effects to significant archaeological and/or historic resources before clearance can be issued for the proposed development project. The applicant and/or project proponent should contact OSC at 520-724-6940, or email: Cultural.Resources.DSD@pima.gov, for assistance in complying with pertinent County, State, and/or Federal cultural resources requirements.

**DREXEL HEIGHTS FIRE DISTRICT**

See attached comments.

**TUCSON AIRPORT AUTHORITY (TAA) - RYAN AIRFIELD**

See attached comments including the notice to the developer below.

Staff cross-checked the enclosed Airport Disclosure Statement and Declaration of Avigation Easement with the same documents found in Appendix 3 of the existing specific plan and found only one difference (existing Declaration of Avigation Easement specifies the year "2004"). That existing page will be replaced with the enclosed correct page.

**TAA Notice to Developer:** The developer shall file Form 7460 with the FAA before beginning construction of each phase of the Pomegranate Farms Specific Plan. When filing Form 7460 please focus on the highest structure contained within the constructed phase. Any cranes used for the project must also be identified with Form 7460. Please file Form 7460 at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>

**METROPOLITAN WATER DISTRICT**

No comments have been received to date.

**TUCSON WATER**

No comments have been received to date.

**SUN TRAN**

No comments have been received to date.

**ARIZONA DEPARTMENT OF TRANSPORTATION (ADOT) REGIONAL TRAFFIC ENGINEER**

No comments have been received to date.

**TRICO**

No comments have been received to date.

**TUSD SCHOOL DISTRICT**

No comments have been received to date.

**KITT PEAK NATIONAL OBSERVATORY**

No comments have been received to date.

**UNITED STATES FISH AND WILDLIFE SERVICE**

No comments have been received to date.

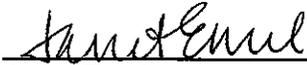
**TOHONO O'ODHAM NATION**

No comments have been received to date.

**PUBLIC COMMENT**

To date, staff has not received any written public comment pertaining to this request.

Respectfully Submitted,



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Janet Emel  
Senior Planner

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