

Tierra Valencia Specific Plan

January 2025

PIMA COUNTY PROJECT NO.: P24SP00005

RELATED CASE NUMBERS: Co9-61-088 & Co9-07-013



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I. Introduction & Policy

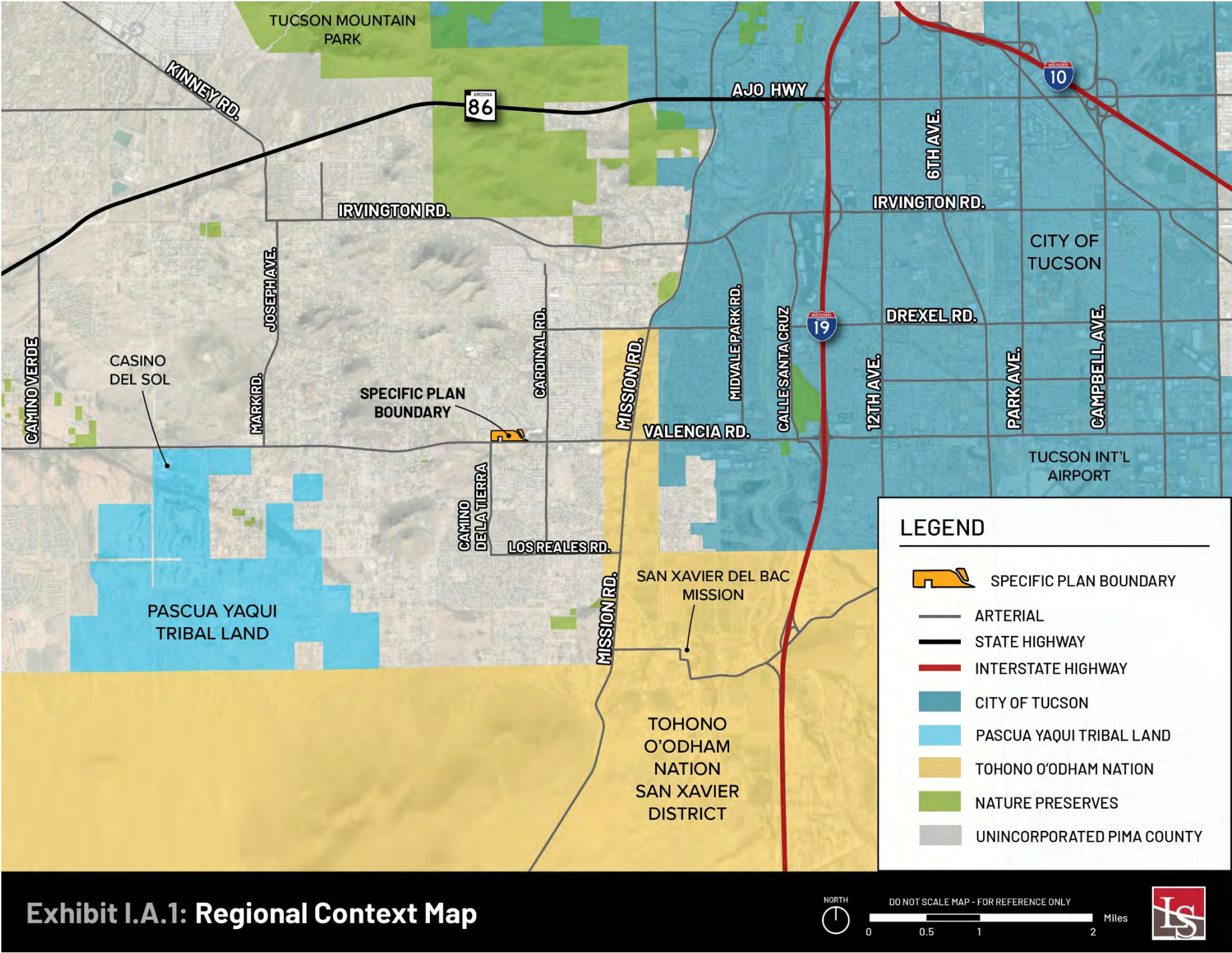


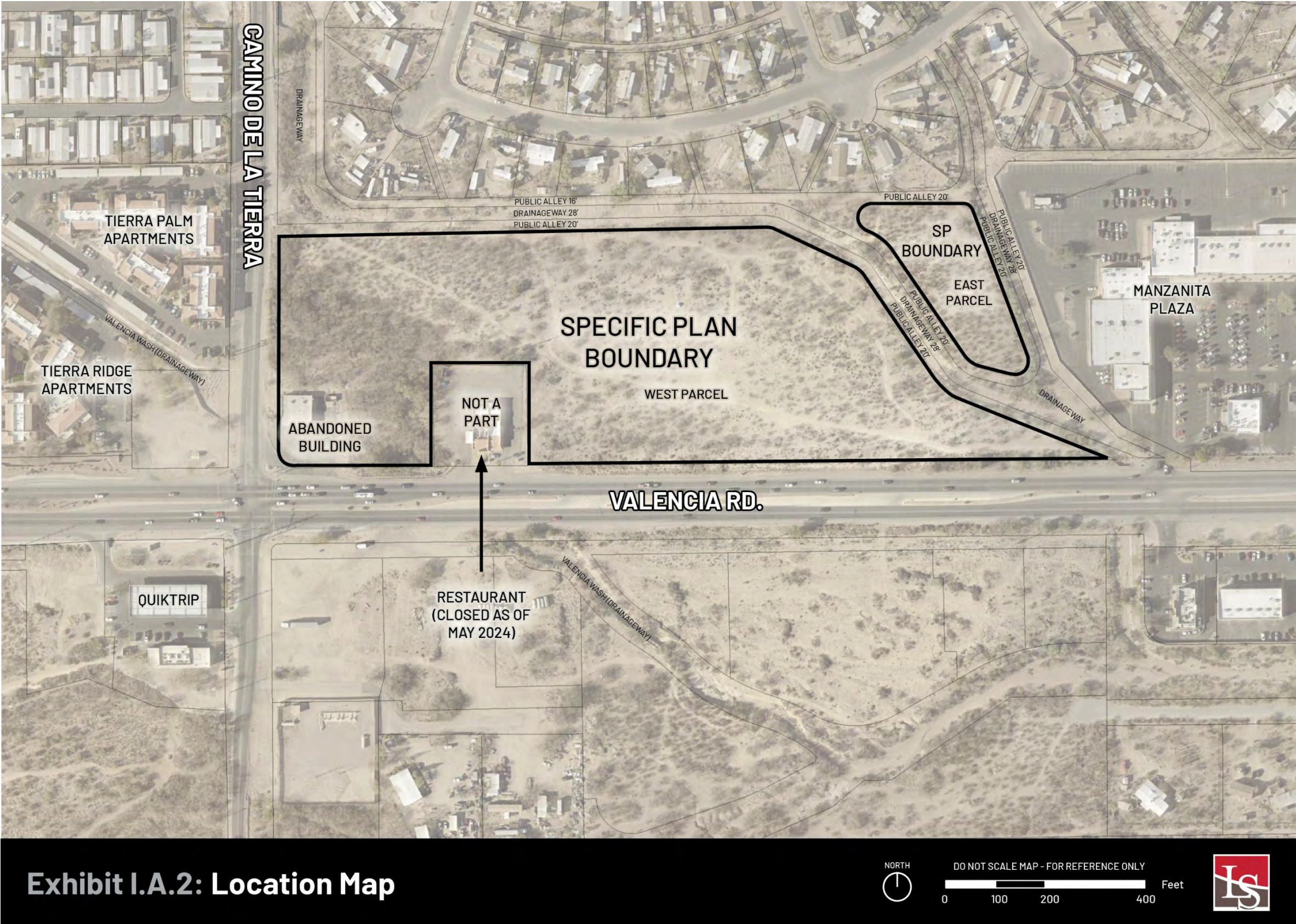
A. Introduction

DMCI Enterprises, LLC (“DMCI” or “Owner”) owns approximately 14 acres of vacant land at the northeast corner of Camino de la Tierra and Valencia Road, APNs 137-22-026E (the “West Parcel”) and 137-22-0270 (the “East Parcel”) (collectively, the “Property”) within unincorporated Pima County (the “County”). The Property is located approximately 2½ miles west of the Interstate 10 (“I-10”) along Valencia Road, a major commercial corridor, in an area currently experiencing considerable commercial and economic growth. (See *Exhibit I.A.1: Regional Context Map.*)

The Property is currently split-zoned: approximately four acres adjacent to Camino de la Tierra on the west is zoned General Business (“CB-2”), and the remainder of the Property is zoned Transitional (“TR”). The East Parcel is separated from the larger West Parcel by a County-owned drainageway. The Property is primarily vacant with an abandoned building on the southwest corner within a designated floodplain. The West Parcel excludes an existing restaurant that is not a part of this Specific Plan. (See *Exhibit I.A.2: Location Map.*)

DMCI proposes to develop the Property as a commercial center with the potential of a multi-family residential (“MFR”) use. Because no end-users have been identified, DMCI proposes to rezone the Property to Specific Plan to permit a variety of uses, including potential MFR and diverse options for commercial uses, such as restaurants, retail and personal storage (the “Project”).





B. Pima Prospers

The Property is located within the Southwest Planning Area of *Pima Prospers* and is designated Multifunctional Corridor (“MFC”). (See *Exhibit I.B: Comprehensive Plan Land Use*.) These areas contain commercial and other non-residential use services, research and development and similar uses, as well as medium- to high-density residential. Special design guidelines (included as *Appendix C*) will be applied to the Project, in addition to the development standards contained within Subsection II.C of this Specific Plan to mitigate any potentially adverse impacts of commercial development. This Specific Plan is consistent with the intent of the MFC designation, as well as the following goals and policies of *Pima Prospers*.

3.1 Land Use Element

Goal 1: Integrate land use strategies with physical infrastructure, human infrastructure, economic development, and resource conservation to ensure the long-range viability of the region.

Policy 1: Promote land use patterns that support healthy people, a healthy environment and a healthy economy.

Policy 4: Support land uses, densities, and intensities appropriate for the urban, suburban and rural areas of the unincorporated County.

Policy 5: Include regulatory floodplains and regulated riparian habitat areas as open space priorities to maintain hydrologic integrity, wildlife corridor connectivity and contiguous open space corridors.

This is an infill property primarily surrounded by residential uses with varying intensities of commercial uses along the Valencia corridor. This Specific Plan will contribute to the development of a variety of land uses that support the County’s land use and economic development goals for the Southwest Planning Area. The

Project has been designed around the regulatory floodplain and seeks to preserve portions of onsite riparian area as an open space amenity.

3.2 Focused Development Investment Areas Element

Goal 1: Balance growth management strategies, economic development, conservation, community integrity and efficient use of services and infrastructure.

Policy 1: Promote efficient growth in urban, suburban and rural areas compatible with each area’s specific scale, character and identity in areas where infrastructure is planned or in place.

Policy 2: Coordinate public and private investments in capital infrastructure and services within Focused Development Investment Areas through efficient use of land and public/private funding partnerships.

Goal 5: Strategically plan economic development corridors to build new opportunities for job growth, housing, commerce and services.

Policy 1: Promote a mix of compatible land uses along economic development corridors that:

- b) Promote and leverage the region’s economic strengths and emerging industry clusters.
- d) Incorporate opportunities for support services, job training and commerce.
- g) Where appropriate, incorporate a diversity of housing types including workforce housing and a conveniently located mix of residential neighborhoods.

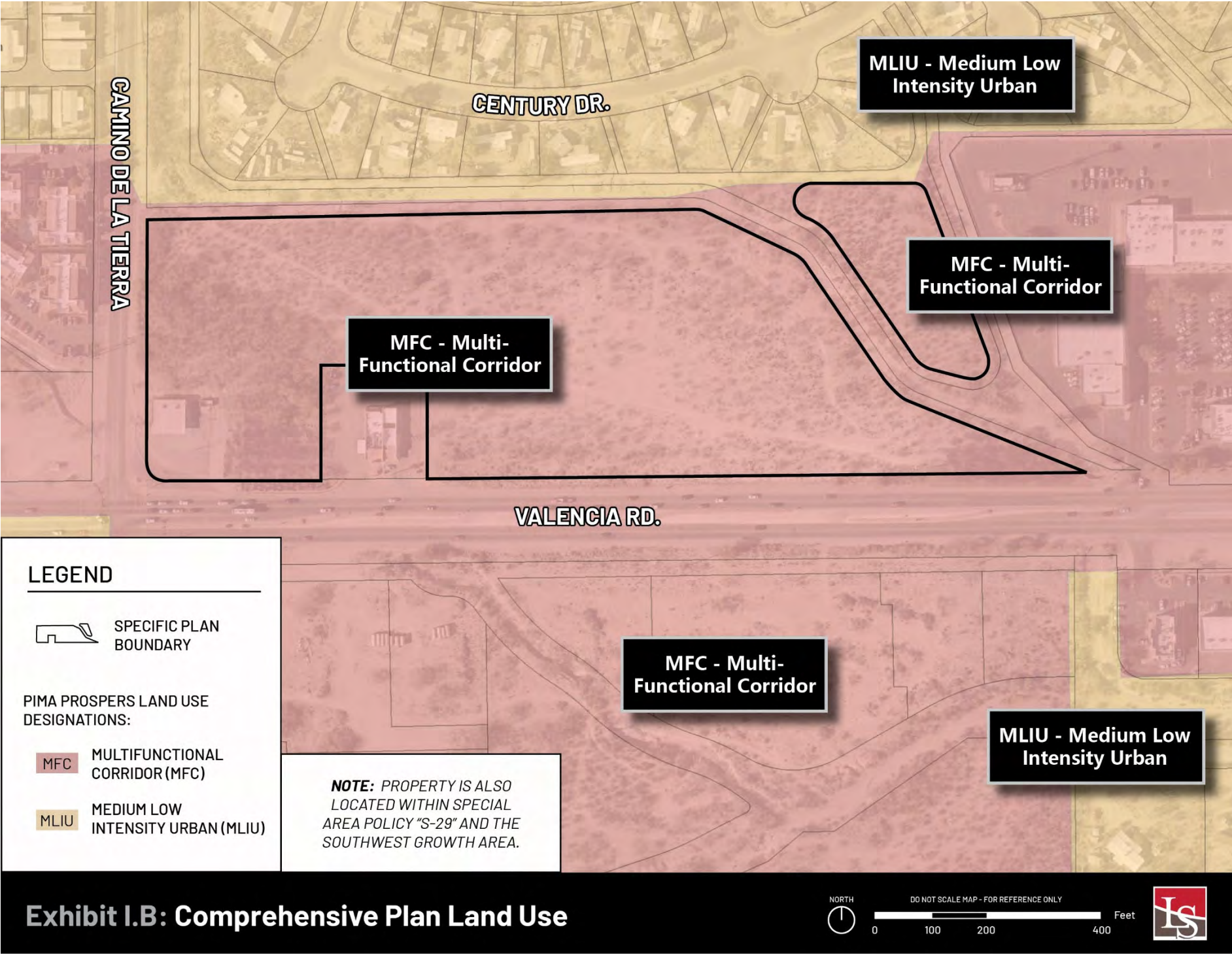


This Specific Plan is located on an infill property at the corner of two major roadways along a growing commercial corridor. This infill Project will promote efficient growth in this suburban area that is compatible with surrounding uses.

The Project proposes a variety of commercial and residential uses that will promote job growth, increase housing options, and support additional commerce and services in the area.

The Property fronts a segment of Valencia Road that is planned to be widened/realigned to support the area’s economic growth. DMCI intends to work closely with County Department of Transportation (“DOT”) staff and their engineering consultants on roadway and driveway design to ensure this Project has no design conflicts with the proposed Valencia Road improvements.

This infill Property is located in an area of the County known for its scenic views and Sonoran Desert setting. The Project intends to conserve and respect this unique setting by incorporating the Property’s existing washes and biologically significant areas into site designs and using native/drought-tolerant landscaping in and around the Project.



4.9 Flood Control and Drainage Element

Goal 1: Minimize flood and erosion damages for all County residents, property and infrastructure.

Policy 3: Preserve washes with a base flood peak discharge equal to or greater than 100 cfs as well as existing riparian habitat including Pima County Regulated Riparian Habitat in their natural condition.

Policy 5: Require that drainage improvements are consistent with the overall character of the area and do not create nor worsen existing drainage problems.

The Specific Plan acknowledges site constraints and natural resources on the Property. Washes and riparian areas found to be of the quality and density to qualify as regulated riparian habitat (“RRH”) will be preserved and/or mitigated as needed for the Project. The remaining land within the Specific Plan is appropriate for mixed-use development. DMCI will continue to work with Regional Flood Control District (“RFCD”) to ensure flood control planning is in conformance with all County plans and policies.

on this infill Property. This Specific Plan proposal indicates significant investment in the Southwest Region.

S-29 – Southwest Infrastructure Plan

The Specific Plan is subject to Pima Prospers Special Area Policy 29 (“S-29”), the Southwest Infrastructure Plan (“SWIP”), which is intended to guide needs, obligations, funding, and provision of infrastructure and services related to transportation, flood control, wastewater, parks and recreation, and other governmental facilities. The Specific Plan has been planned and designed to implement the sustainability principles described in the SWIP.

7.2 Cost of Development

Goal 1: Maximize the efficient use of land by planning land uses and infrastructure in Focused Development Investment Areas or Targeted Redevelopment areas.

Policy 1: Encourage the development of retail, commerce, employment and mixed-use residential projects in Focused Development Investment Areas and in other planning areas where infrastructure is in place or planned.

The Property is located within the Southwest Planning Area. The Project will complement existing and planned growth in the area by using existing infrastructure



II. Land Use Proposal



A. Project Overview

In response to growth in the area, DMCI is interested in rezoning the Property to Specific Plan “SP” to permit a range of flexible yet cohesive design options and a broad mix of uses, including but not limited to, commercial/retail, drive-through and/or walk-in restaurants, personal storage and MFR. The County’s CB-2 zone will serve as the basis for the Specific Plan’s permitted uses and development standards. The primary reason for preparing a Specific Plan over a traditional rezoning is to entitle the Property before an end-user is secured. Having the appropriate land use entitlements in place will attract users, reduce economic risks and accelerate the time frame needed for future users to open for business.

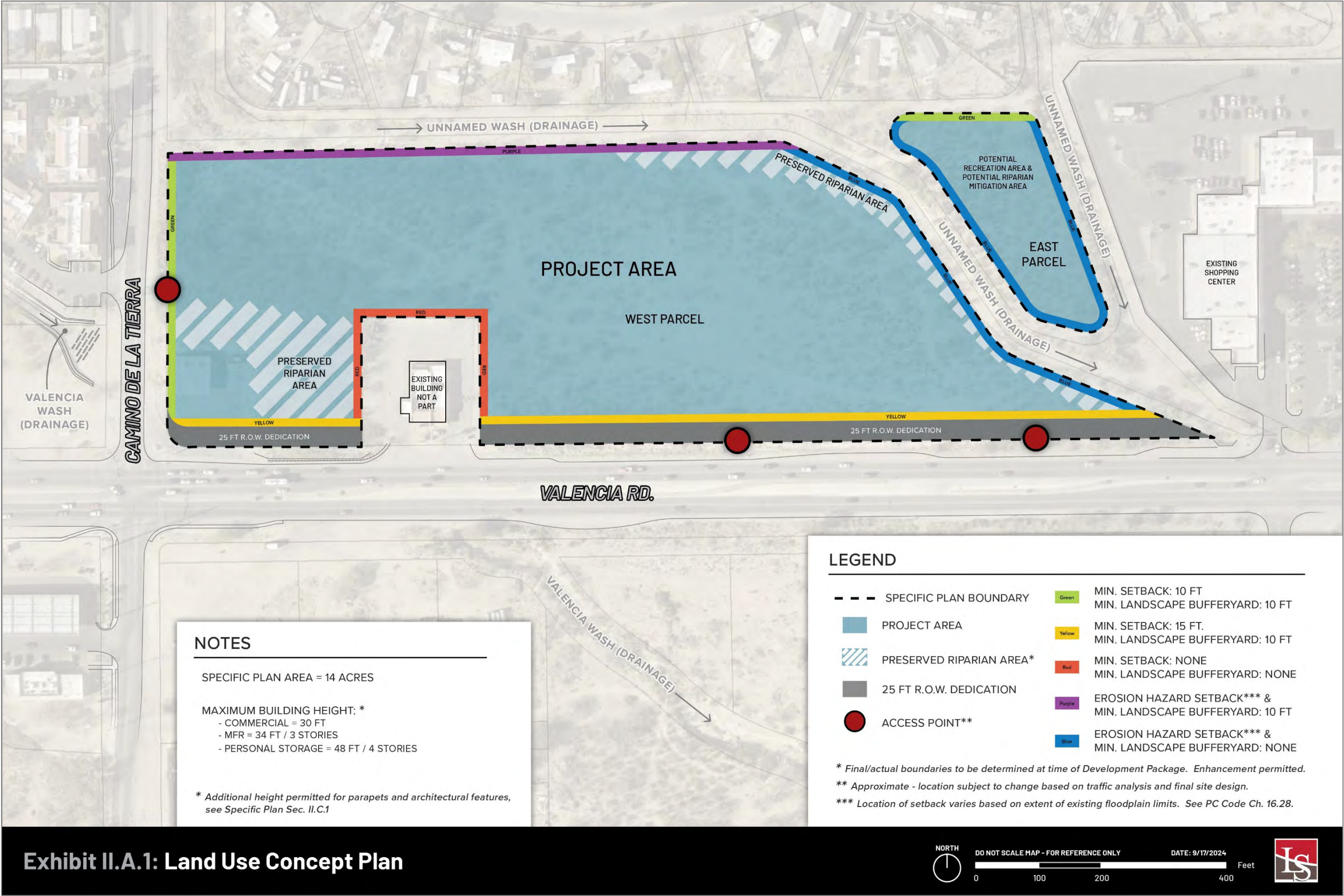
Exhibit II.A.1: Land Use Concept Plan is the regulatory plan that provides guidance for the Project’s development. Two Conceptual Layouts, *Exhibit II.A.2.a: Conceptual Site Plan 1* (“CSP 1”) and *Exhibit II.A.2.b: Conceptual Site Plan 2* (“CSP 2”), are provided as illustrative examples of how the Property could be developed and landscaped under different scenarios, depending on future business opportunities and market demand in the area. Both Conceptual Layouts include restaurant uses along Valencia Road, which is the most likely development scenario along the arterial roadway. DMCI may also develop alternate commercial uses of similar intensity where these restaurant pads are shown (e.g., automotive services, personal services, etc.) The major differences between Conceptual Layouts are found on the northern portion of the Property. CSP 1 suggests a personal storage use near the northwest corner of the Property and various other commercial/retail/service uses occupying the northeast side. CSP 2 shows a 36-unit MFR quadplex development near the northwest corner with direct access to Camino de la Tierra and a personal storage use on the northeast end of the Property.

Both Conceptual Layouts suggest providing at least three points of access: two onto Valencia Road and one onto Camino de la Tierra. The County is expected to widen and improve Valencia Road between Mission Road and Camino de la Tierra in response to growth and traffic concerns in the area. Some modifications to final access and street frontage designs are expected as Valencia Road improvements are constructed.

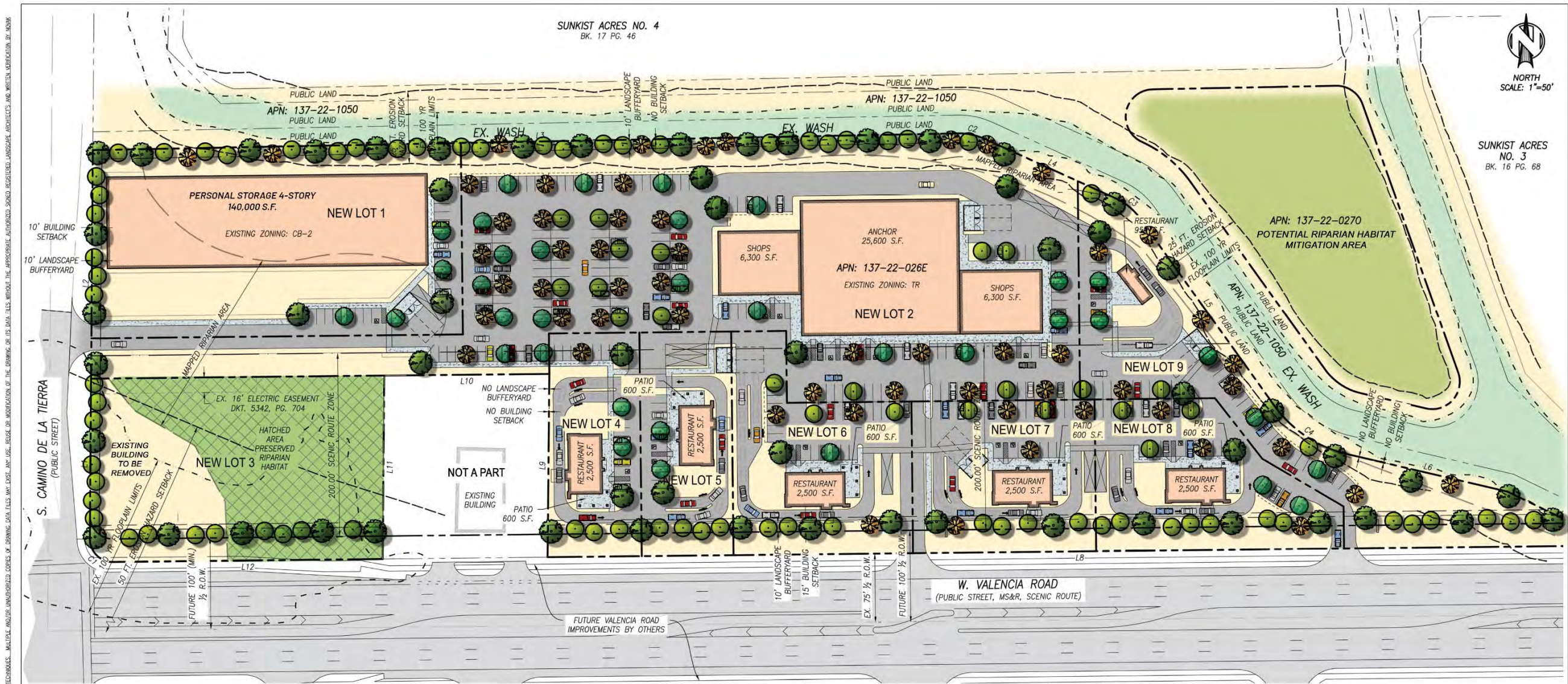
A portion of Valencia Wash runs through the southwest corner of the Property. Additionally, two channelized County drainageways traverse the northern and eastern sides of the Property, separating the main West Parcel from the East Parcel and creating a significant buffer between the Project and the single-family residences to the north. These drainageways cross under Valencia Road via culverts and eventually flow into the Santa Cruz River to the east. According to PimaMaps Sonoran Desert Conservation Plan (“SDCP”), the Property contains some GIS-mapped riparian habitat (Xeroriparian C) near some of these drainage areas. The Specific Plan intends to either preserve and/or mitigate the Project’s development impact on these areas via revegetation and/or reconstruction, as illustrated in *Exhibits II.A.2.a & b*. Both Conceptual Layouts provide sufficient onsite detention/retention areas and respect nearby floodplain limits and erosion hazard setbacks.

While the permitted uses and development standards contained within Subsections II.B and II.C apply to the entire Specific Plan area, the 1.5-acre East Parcel has been identified as an ideal location for riparian habitat mitigation and/or recreation area in relation to the Project’s potential MFR uses. The Conceptual Layouts label this area as “Potential Riparian Habitat Mitigation Area” and “Potential Recreation Area”.

This Specific Plan incorporates the flexibility needed to spur investment interest in this infill Property. This flexibility is balanced by providing mitigation measures for environmentally sensitive areas in and around the Property and tailored design standards that contribute to the overall quality and stability of the surrounding community.







Site and Landscape Plans are illustrative only, Landscape will be in compliance with the Specific Plan.

3200 W. VALENCIA ROAD
SITE PLAN (Alternative 1)

ADDRESS: 3200 W. VALENCIA ROAD
CASE NO: P24SP00005

PRELIMINARY
NOT FOR
CONSTRUCTION

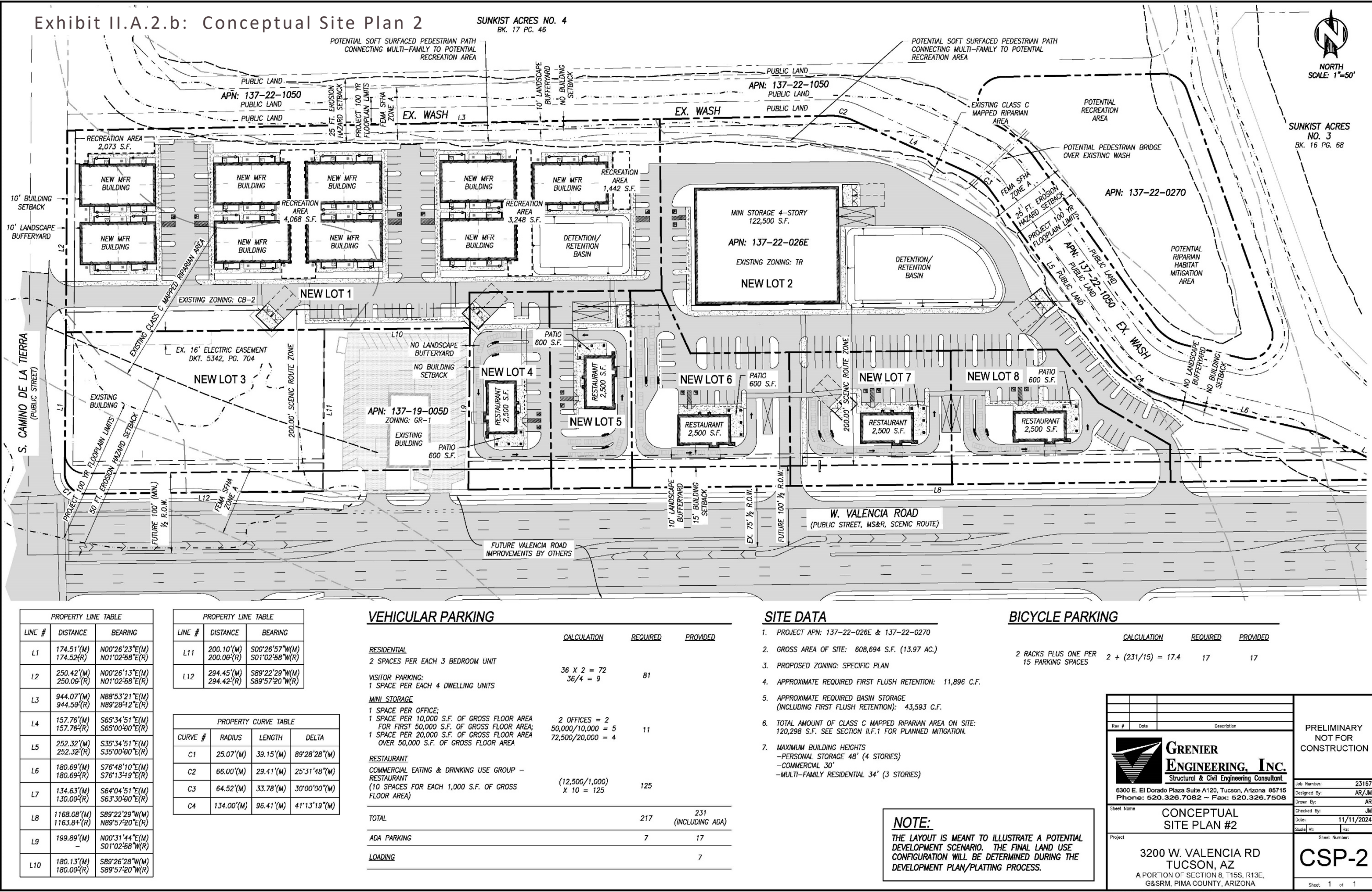
NOVAK ENVIRONMENTAL, INC.
4574 North First Avenue #100 • Tucson, AZ 85718
Phone 520.206.0591 Fax 520.882.3008

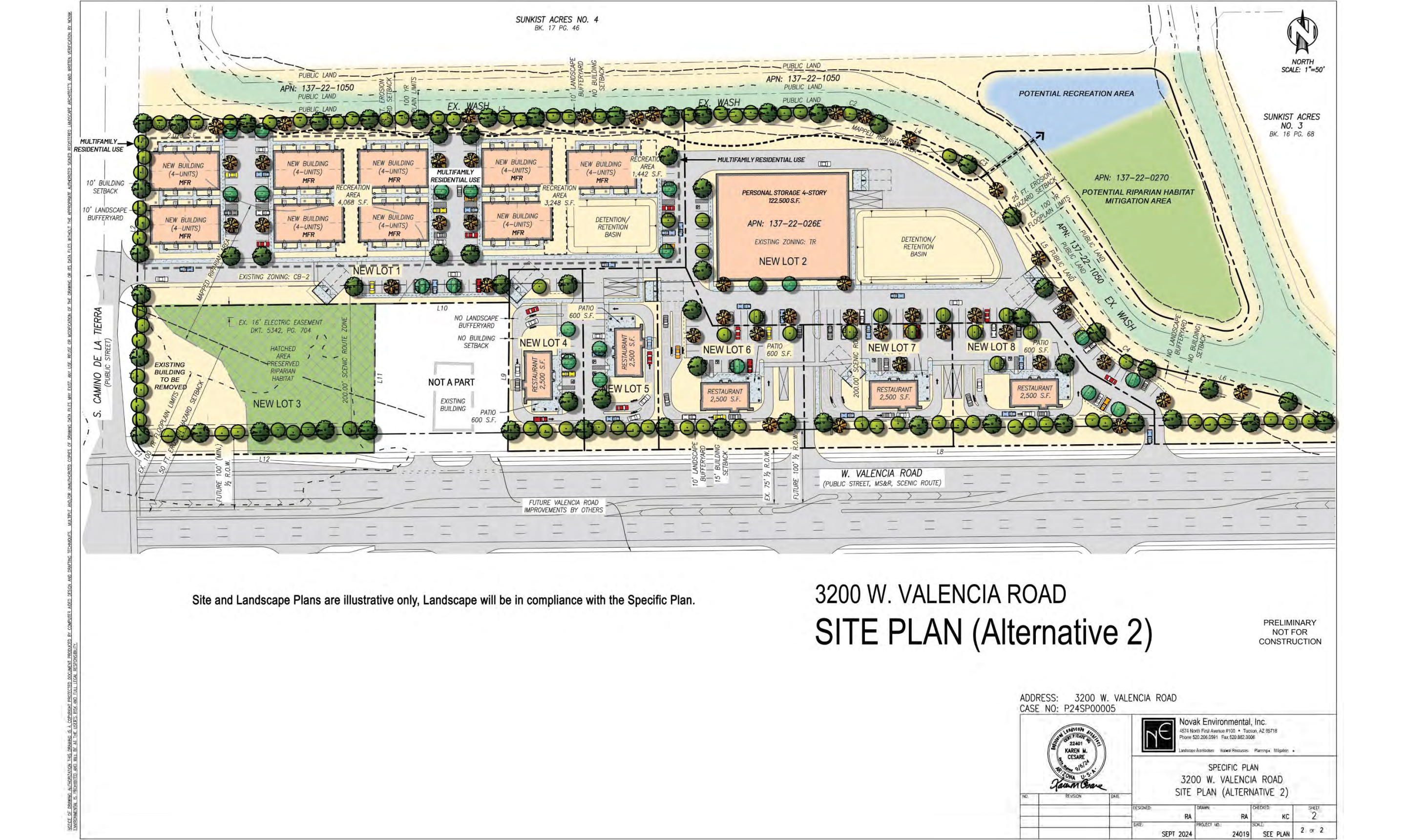
SPECIFIC PLAN
3200 W. VALENCIA ROAD
SITE PLAN (ALTERNATIVE 1)

NO.	REVISION	DATE

DESIGNED:	RA	CHECKED:	RA	KC	SHEET
DATE:	SEPT 2024	PROJECT NO.:	24019	SCALE:	SEE PLAN







B. Permitted Uses

The following development standards shall govern site development throughout the Specific Plan. The Specific Plan’s Project Area proposes a single land use category that encompasses the entire Property, including the East Parcel, which is labeled “Potential Riparian Habitat Mitigation Area” and “Potential Recreation Area” on *Exhibit II.A.1: Land Use Concept Plan*.

The following uses are permitted in the Specific Plan:

- All uses permitted within County CB-2 Zone are expressly permitted (PCZC § 18.45), except for those listed under PCZC § 18.45.030.G.
- Multi-story personal storage facility – subject to the following standards:
 - All access to the facility shall be from either Camino de la Tierra or Valencia Road;
 - All storage shall be in a single enclosed building;
 - The maximum height of the storage building shall be four (4) stories (see height restrictions for personal storage use in Subsection II.C.1);
 - All access lanes shall be of a paved or concrete surface; and
 - There shall be no razor or barbed wire.

C. Development Standards

1. Site Development

For the application of development standards, the West Parcel shall be considered a single parcel regardless of the ultimate parcel configuration within the Specific Plan boundary. The following development standards shall apply to all portions of the Property and govern site development throughout the Specific Plan:

- Minimum Site Area: None
- Minimum Site Width: None
- Minimum Site Coverage: N/A
- Maximum Building Height:
 - Commercial: 30 feet
 - MFR: 34 feet/3 stories
 - Personal Storage Facility: 48 feet/4 stories
 - Measurement:
 - From average finished grade to top of roof.
 - Parapet may extend 4 feet above maximum building height.
 - Architectural features may extend up to 8 feet above maximum building height. Architectural features shall be limited to 10 percent or less of total roof area.
- Minimum Building Separation: per building code
- Minimum Site Setbacks: as identified on *Exhibit II.A.1: Land Use Concept Plan*
- Maximum residential density: 20 residences per acre (“RAC”)
- Minimum landscape bufferyards: as identified on *Exhibit II.A.1: Land Use Concept Plan*
- Within Property’s Scenic Corridor¹ area: Project development will comply with PCZC § 18.77.040: Scenic Routes.

¹ See PCZC § 18.77.040.D: For Property frontage along Valencia Rd., a Scenic Major Route, Scenic Route requirements apply to all land within 200 feet of future right-of-way line.



2. Native Plant Preservation

Project development will comply with PCZC § 18.72, Native Plant Preservation.

3. Landscape Standards

Project development will comply with the PCZC § 18.73, Landscaping, Buffering and Screening Standards, except that PCZC § 18.73.050 (“Amenity Landscaping Requirements”) shall not apply. Landscape bufferyards, which may overlap the building and erosion hazard setback areas, will be provided as indicated on *Exhibit II.A.1: Land Use Concept Plan*.

4. Parking & Loading

Vehicular and bicycle parking will comply with PCZC § 18.75, Off-Street Parking & Loading Standards, with the following exceptions:

- Parking Spaces Required for personal storage facility use:
 - 1 space for any associated office/retail space
 - 1 space per ten thousand (10,000) square feet of gross floor area (“GFA”) for the first fifty thousand (50,000) square feet of GFA
 - 1 space per twenty thousand (20,000) square feet of GFA over fifty thousand (50,000) square feet of GFA.
- Commercial/retail uses: 1 space per 300 square feet of GFA

D. Drainage

1. Post-Development Hydrologic Analysis

a. Preserved Natural Washes

There are no natural washes located on the Property.

As discussed in Section IV.C.2.c, portions of the Property are located in a Federal Emergency Management Agency (“FEMA”) Zone A Special Flood Hazard Area (“SFHA”). Per FEMA Flood Insurance Rate Map (“FIRM”) 04019C2270L (dated June 16, 2011), Zone A SFHA is defined as an area subject to inundation by the 1% annual chance flood, with no base flood elevations determined.

Portions of Zone A SFHA on the Property lie along the two regulatory watercourses which exit the Property at Valencia Road. See *Exhibit IV.C.1: Watershed Map* for location of concentration points.

As discussed in Sections II.D.1.c and IV.C.2.g, Erosion Hazard Setbacks (“EHS”) along these regulatory watercourses are based on the corresponding 100-year discharge. See *Table II.D.1.c: Erosion Hazard Setbacks for Regulatory Watercourses* below for EHS distances.

b. Regulatory Floodplains

The pre-development regulatory floodplain boundaries will remain the same for post-development conditions.

The post-development 100-year flow rates along the regulatory watercourses (provided in Table II.D.1.b) will not exceed the flow rates for pre-development conditions due to the use of onsite detention basins to mitigate the increase in onsite flow rates. All concentration points and 100-year discharges were provided by RFCD. See *Exhibit IV.C.1: Watershed Map* for location of concentration points.

Table II.D.1.b: Regulatory Watercourses

CONCENTRATION POINT	AREA (ACRES)	Q ₁₀₀ (CFS)
CP-11	439	1418
CP-22	118	415
CP-21	182	696
CP-20	305	1121

c. Erosion Hazard Setbacks

In accordance with County regulations, erosion hazard setbacks along regulatory watercourses are based on the corresponding 100-year discharge. Setbacks for the Project are listed below:

Table II.D.1.c: Erosion Hazard Setbacks for Regulatory Watercourses

CONCENTRATION POINT	Q ₁₀₀ (CFS)	SETBACK (FT)
CP-11	1418	50
CP-22	415	25
CP-21	696	50
CP-20	1121	50

See *Exhibit IV.C.1: Watershed Map* for location of concentration points.

d. Regulated Riparian Habitat

The Conceptual Layouts acknowledge the mapped Regulated Riparian Habitat (“RRH”) and *Exhibit II.A.1: Land Use Concept Plan* reflects the minimum RRH to

be preserved in the Project. The Project will comply with Ord. No. 2005-FC2 for mapped RRH areas.

e. Proposed Drainage Structures

Site-specific drainage structures for the Project will be determined at the time of development. Potential structures include scuppers, curb openings and storm drains. Detention basins will be required to mitigate the increase in runoff as the result of development.

f. Drainage Crossings & Attendant Structures.

No new drainage crossings are proposed.

g. Floodplain Encroachments & Associated Erosion Protection

No encroachments are proposed.

h. Storm Drain Alignments & Inlets

Local storm drains and catch basin inlets may be proposed at the time of development.

i. Drainage Easements

No new drainage easements are proposed.

j. Streets, Lots, Building Pads

Drainage infrastructure and erosion mitigation measures will be designed at the time of development in order to protect streets, lots and building pads.



2. Preliminary Integrated Water Management Plan

The Owner will commit to implement water conservation measures at the development package review stage of the Project to obtain the necessary points on Table B – Water Conservation Measures – Indoor and Outdoor Options for Commercial and Multi-Family Development.

3. Proposed Hydrology

a. PDP Response to Constraints

No changes to offsite regulatory watercourses are proposed. Floodplain boundaries and erosion hazard setbacks for pre-development conditions will be applicable for post-development conditions.

The post-development 100-year flow rates along the regulatory watercourses will not exceed the flow rates for pre-development conditions due to the use of onsite detention basins to mitigate the increase in onsite flow rates.

Site-specific drainage structures for the Project will be determined at the time of development. Potential structures include scuppers, curb openings and storm drains.

Detention basins will be required to mitigate the increase in runoff as the result of development. Since the Property is located within a Critical Basin, onsite post-development flow rates will be reduced 10% from pre-development conditions. First-flush retention storage will also be provided.

b. Encroachment Justification

Some encroachment into Flood Control Resource Areas (“FCRA”) will occur as a result of development. The Project prioritizes most of the FCRA on/adjacent to the Property and minimizes impact to these areas by preserving, enhancing or mitigating RRH in open space areas to maintain floodplain function and

hydrologic integrity. The Project will also provide a continuous open space corridor along adjacent regulatory watercourses.

c. Pre- & Post-Development Concentration Points

All concentration points and 100-year discharges were provided by RFCD. For post-development conditions, onsite stormwater runoff will flow directly to the offsite watercourse located along the north Property line. As presented in Table II.D.3.c.1, the post-development 100-year flow rate at CP-22 will not exceed the pre-development value due to the use of onsite detention basins to mitigate the increase in onsite flow rates.

Table II.D.3.c.1: Pre-/Post-Development Hydrology

CONCENTRATION POINT	PRE-DEVELOPMENT Q ₁₀₀ (CFS)	POST-DEVELOPMENT Q ₁₀₀ (CFS)
CP-11	1418	1418
CP-22	415	415
CP-21	696	696
CP-20	1121	1121

d. Potential Engineering & Design Features

Site-specific drainage structures for the Project will be determined at the time of development. Potential structures include scuppers, curb openings and storm drains.

Detention basins will be required to mitigate the increase in runoff as the result of development. Since the Property is located within a Critical Basin, onsite post-development flow rates will be reduced 10% from pre-development conditions.



First-flush retention storage will be provided to address Low Impact Development (“LID”) Design Standards as defined in Table 2.1 and Section 5.1.1 of the *Stormwater Detention Retention Manual*. The manual also incentivizes the use of other LID practices when quantifiable flood control benefits can be measured, although “LID practices other than first-flush retention are not required” (Section 1.5, page 6). Optional LID practices, as listed on page 6, will be evaluated as part of the preparation for a development plan.

Detention and retention storage volumes have been estimated and are listed in *Table II.D.3.d: Detention & Retention Storage Volumes*:

Table II.D.3.d: Detention & Retention Storage Volumes

ESTIMATED STORAGE VOLUMES	
Total Site Area	12.4
Pre-Development 100-Year Discharge (cfs)	52
Post-Development 100-Year Discharge (cfs)	86
Post-Development 100-Year Basin Outflow (cfs)	47
Estimated Detention Basin Volume (cf)	43,593*
Estimated First Flush Retention Volume (cf)	11,896

* basin volume includes first-flush retention volume

If underground storage is implemented, the Project intends to meet or exceed minimum standards for underground detention basins as documented by the following criteria in the *Stormwater Detention Retention Manual* Section 4.13:

- Design considerations shall include underground storage location and emergency flow conveyance to assure foundation stability and safe conveyance of flow in the event of blockage or failure of an underground storage system.

- Underground storage systems shall provide 1.5 times the required 100-year detention volume. The additional 50% of the volume can be provided on the surface so that issues with improper drainage are observable.
- To provide for safe discharge of flow when the volume of an underground storage system is exceeded, an overflow outlet shall be provided which discharges to a drainage path which can convey flow away from structures, electrical equipment, pedestrian pathways, handicap-accessible ramps, hazardous materials, and other areas where stormwater is likely to create damage to health, welfare or property.
- Maintenance access is required for all basins including when storage is underground, and the access must be shown on the plans and described in the forthcoming project drainage report at the permitting stage of development.

e. Summary of Overall Development Impacts

All concentration points and 100-year discharges were provided by RFCD.

No changes to offsite regulatory watercourses are proposed. Floodplain boundaries and erosion hazard setbacks for pre-development conditions will be applicable for post-development conditions.

The post-development 100-year flow rates along the regulatory watercourses will not exceed the flow rates for pre-development conditions due to the use of onsite detention basins to mitigate the increase in onsite flow rates.

Since the Property is located within a Critical Basin, onsite post-development flow rates will be reduced 10% from pre-development conditions. First-flush retention storage will also be provided.

Site-specific drainage structures for the Project will be determined at the time of development. Potential structures include scuppers, curb openings and storm drains.



E. Transportation & Circulation

1. Project Ingress & Egress

The Project proposes two full-access driveways on Valencia Road and one full-access driveway on Camino de la Tierra. The driveways on Valencia Road are opposite median openings on Valencia Road. The Project also contemplates some future connection between the East and West Parcels. Project driveway access points are subject to change based on final site design and refinements to Valencia Road improvements and shall be coordinated with the County DOT.

2. Distances to Access Points

As provided in the Site Inventory section, *Exhibit II.E.2: Driveway Distances Map* shows the locations of the proposed access points and their distances to each other and other nearby driveways and intersections. The distances between Project driveways on Valencia are subject to change as improvements to Valencia Road are in design.

3. Offsite Road Improvements

The County plans to widen Valencia Road to a six-lane cross section from Camino de la Tierra to Mission Road. The roadway project is currently in the design phase, and the 100% design phase is scheduled to be completed by July 2025.

4. Average Daily Traffic (“ADT”) & Level of Service (“LOS”)

A traffic study will be submitted for review at time of development after specific end users have been identified. Preliminary traffic generation analyses for the two sets of uses presented in the Conceptual Layouts are summarized below.

Distributing these trips to the study area roadways based on existing traffic patterns and adding them to the future background volume for the year 2027 and 2032 results in the total daily volumes shown in the Site Inventory section, Table IV.E.1: Roadway Inventory. Traffic volumes on the Project roadways will be below the daily LOS D threshold volumes for all roadways, except for the segment of Valencia Road west of Camino de la Tierra.

a. Conceptual Site Plan 1

CSP 1 includes a mix of restaurant, commercial and personal storage uses. This scenario is expected to generate approximately 703 AM and 717 PM weekday peak hour trips, for an average weekday total of 8,571 vehicle trips per day. Land uses used to calculate ADT for *CSP 1* include “Strip Retail Plaza (<40k)”, “Mini-Warehouse” and “Fast Food Restaurant with Drive Thru Window”. See *Table II.E.4.a.1: Trip Generation – CSP 1*.

Pass-by rates for the Project’s restaurant and strip retail plaza land use are provided in the current *ITE Trip Generation Manual, 11th Edition*. These uses attract a portion of their trips from traffic passing the site on its way from an origin to an ultimate destination. Therefore, these pass-by trips are reduced from the total number of external trips generated by the Project, as these trips do not add new traffic to adjacent streets. For *CSP-1*, reduction of these pass-by trips (which would already be on Valencia Road even without the Project) results in 403 AM, 306 PM and 5,249 weekday daily trips. See *Table II.E.4.a.2: Trip Generation – Pass By & New Trips – CSP 1* for pass-by trip rates, pass-by trips and resultant total new trips.

b. Conceptual Site Plan 2

CSP 2 includes a mix of restaurant, personal storage and multifamily residential uses. This scenario is expected to generate approximately 586 AM and 452 PM weekday peak hour trips, for an average weekday total of 6,280 vehicle trips per day. Land uses used to calculate ADT for *CSP 2* include “Single-Family Attached Housing”, “Mini-Warehouse” and “Fast Food Restaurant with Drive-Thru Window”. See *Table II.E.4.b.1: Trip Generation – CSP 2*.

Pass-by rates for the Project’s restaurant land use are provided in the current *ITE Trip Generation Manual, 11th Edition*. See *Table II.E.4.b.2: Trip Generation – Pass By & New Trips – CSP 2* for pass-by trip rates, pass-by trips and resultant total new trips. For *CSP-2*, the reduction of pass-by trips results in 307 AM trips, 225 PM trips and 3,359 weekday daily trips. See *Table II.E.4.b.2*.



Table II.E.4.a.1: Trip Generation – CSP 1

				Trip Generation Rates					
Land Use	Unit	No. Units	ITE Categ.	Weekday AM		Weekday PM		Avg Weekday	
				In	Out	In	Out	In	Out
Fast Food Restaurant with Drive-Thru Window	1000 SF	13.5	934	44.61	33.03	467.48			
				51%	49%	52%	48%	50%	50%
Strip Retail Plaza (<40K)	1000 SF	38	822	2.36	6.59	54.45			
				60%	40%	50%	50%	50%	50%
Mini-Warehouse	1000 SF	140	151	0.09	0.15	1.45			
				59%	41%	47%	53%	50%	50%

				Trip Generation					
Land Use	Unit	No. Units	ITE Categ.	Weekday AM		Weekday PM		Avg Weekday	
				In	Out	In	Out	In	Out
Fast Food Restaurant with Drive-Thru Window	1000 SF	13.5	934	600	444	6,288			
				306	294	231	213	3,144	3,144
Strip Retail Plaza (<40K)	1000 SF	38.2	822	90	252	2,080			
				54	36	126	126	1,040	1,040
Mini-Warehouse	1000 SF	140.0	151	13	21	203			
				7	5	10	11	102	102
Total Trips				703	717	8,571			
				368	335	367	350	4,285	4,285

Table II.E.4.a.2: Trip Generation – Pass By & New Trips – CSP 1

Pass-By Trips				Trip Generation					
Land Use	Unit	No. Units	ITE Categ.	Weekday AM		Weekday PM		Avg Weekday	
				In	Out	In	Out	In	Out
Fast Food Restaurant with Drive-Thru Window	1000 SF	13.5	934	300	234	3,144			
				153	147	127	107	1,572	1,572
Strip Retail Plaza (<40K)	1000 SF	38.2	822*	0	178	178			
				0	0	92	85	92	85
Total Pass-By Trips				300	411	3,322			
				153	147	219	192	1,664	1,657
With Balanced Volumes				150	150	205	205	1,661	1,661

Non-Pass By Trips				Trip Generation					
Land Use	Unit	No. Units	ITE Categ.	Weekday AM		Weekday PM		Avg Weekday	
				In	Out	In	Out	In	Out
Fast Food Restaurant with Drive-Thru Window	1000 SF	13.5	934	300	211	3,144			
				153	147	104	107	1,572	1,572
Strip Retail Plaza (<40K)	1000 SF	38.2	934	90	74	1,902			
				54	36	33	41	948	955
Mini-Warehouse	1000 SF	140.0	151	13	21	203			
				7	5	10	11	102	102
Total Non-Pass-by Trips				403	306	5,249			
				215	188	147	158	2,621	2,628
With Balanced Volumes				218	185	162	145	2,624	2,624

*It is reasonable to expect a certain percentage of pass-by trips for this land use. Although the current ITE Trip Generation Manual does not contemplate pass-by trips for ITE Land Use Category (“LU”) 822, PM peak hour pass-by rates from LU 821 (Shopping Plaza 40k to 150k) were applied, being the closest comparable land use to LU 822. The Project proposes 38,200 SF of LU 822, which is just below the threshold for LU 821. Therefore, pass-by rate application is reasonable.



Table II.E.4.b.1: Trip Generation – CSP 2

				Trip Generation Rates					
Land Use	Unit	No. Units	ITE Categ.	Weekday AM		Weekday PM		Avg Weekday	
				In	Out	In	Out	In	Out
Fast Food Restaurant with Drive-Thru Window	1000 SF	12.5	934	44.61		33.03		467.48	
				51%	49%	52%	48%	50%	50%
Single Family Attached Housing	Dwelling Units	36	215	0.48		0.57		7.20	
				25%	75%	59%	41%	50%	50%
Mini-Warehouse	1000 SF	122.5	151	0.09		0.15		1.45	
				59%	41%	47%	53%	50%	50%

				Trip Generation					
Land Use	Unit	No. Units	ITE Categ.	Weekday AM		Weekday PM		Avg Weekday	
				In	Out	In	Out	In	Out
Fast Food Restaurant with Drive-Thru Window	1000 SF	12.5	934	558		413		5,844	
				284	273	215	198	2,922	2,922
Single Family Attached Housing	Dwelling Unit	36.0	215	17		21		259	
				4	13	12	8	130	130
Mini-Warehouse	1000 SF	122.5	151	11		18		178	
				7	5	9	10	89	89
Total Trips				586		452		6,280	
				295	291	235	216	3,140	3,140

Table II.E.4.b.2: Trip Generation – Pass By & New Trips – CSP 2

Pass-By Trips				Trip Generation					
Land Use	Unit	No. Units	ITE Categ.	Weekday AM		Weekday PM		Avg Weekday	
				In	Out	In	Out	In	Out
Fast Food Restaurant with Drive-Thru Window	1000 SF	12.5	934	279		227		2,922	
				142	137	118	109	1,461	1,461
With Balanced Volumes				140	140	114	114	1461	1461

Non-Pass By Trips				Trip Generation					
Land Use	Unit	No. Units	ITE Categ.	Weekday AM		Weekday PM		Avg Weekday	
				In	Out	In	Out	In	Out
Fast Food Restaurant with Drive-Thru Window	1000 SF	12.5	934	279		186		2,922	
				142	137	97	89	1,461	1,461
Single Family Attached Housing	Dwelling Unit	36.0	215	17		21		259	
				4	13	12	8	130	130
Mini-Warehouse	1000 SF	122.5	151	11		18		178	
				7	5	9	10	89	89
Total Non-Pass-by Trips				307		225		3,359	
				153	154	117	107	1,679	1,679
With Balanced Volumes				155	151	121	102	1679	1679



5. Concurrency

The projected ADTs in 2032 (No Project) and 2027 (With Project) may exceed their daily LOS D volume threshold for the four-lane section of Valencia Road west of Camino de la Tierra. However, based on the 2%/year growth assumption, the Project trips will account for only 5-6% of the total daily volumes on this segment. Current planned improvements for Valencia Road would create significantly more capacity than what exists at present. Based on the Generalized Annual Average Daily Volumes for Florida's Urbanized Areas, the LOS D capacity for a six-lane road such as Valencia post-improvement is approximately 54,000 vehicles per day ("vpd").

6. Bicycle and/or Pedestrian Circulation

There are signed bike lanes on Valencia Road along the frontage of the Project. There will be ADA-compliant pedestrian walkways between the parking spaces and the front of the Project buildings. Walkways will be continuous through and across driveways/parking areas to front entrances of buildings.

7. Onsite Vehicular Circulation

Conceptual onsite vehicular circulation is illustrated on the two Conceptual Layouts with full access at all entrances. There will be no restrictions onsite between the land uses.

F. Biological Resources

The Project is outside of the mapped Conservation Lands System (“CLS”).

1. Impacts to Biological Resources

The Conceptual Layouts acknowledge existing County-mapped Regulated Riparian Habitat (“RRH”) and *Exhibit II.F.1: Proposed Riparian Habitat Preservation and Mitigation* reflects the minimum RRH to be preserved in the Project. Mitigation may include enhancing existing, undisturbed RRH areas, and does not affect status as preservation area. The Project will comply with Ord. No. 2005-FC2 for mapped RRH areas. Any impacted RRH will be mitigated on-site, mostly along the existing wash or on the East Parcel.

The Project will preserve the RRH in the southwest corner to the greatest extent possible, using protective fencing and other means to delineate this area. The Project will also preserve and/or enhance, with additional vegetation, the RRH along the existing wash near the northwest portion of the West Parcel. Existing vegetation in this location is sparse, and there is room to add additional vegetation and enhance this area. Some vegetation within this RRH area along the northern wash will be preserved if viable but may be replaced if not.

Exhibit II.F.1: Proposed Riparian Habitat Preservation and Mitigation depicts additional information regarding approximate amounts of disturbance and the approximate location and size of mitigation areas that may be used within the Project. Final amounts of impacts and mitigation will be determined at time of grading plan and final site design.

The Project will comply with all County Native Plant Preservation (“NPP”) requirements in PCZC § 18.72, including those for Safeguarded Species.

2. Invasive Non-Native Species

The Owner shall remove invasive non-native species from the Property. While no buffelgrass was observed on the Property, the Owner shall have a continuing

responsibility to remove buffelgrass (*Pennisetum ciliare*) from the Property. Acceptable methods of removal include chemical treatment, physical removal, or other known effective means of removal. This obligation also transfers to any future owners of the Property within the Specific Plan area.

G. Utility Infrastructure

1. Sewer

The proposed buildings will have sewer service via HCS connections to a private onsite collection sewer main that runs through the middle of the Property draining from west to east. This private sewer will be constructed within the Project’s parking lot to ensure adequate access to manholes for maintenance. The natural fall of the Property is west to east and should allow a gravity sewer system to be constructed through the Property with adequate slope and cover. This proposed private sewer will discharge into the existing public sewer located on the south side of Valencia Road near the eastern end of the Property (at existing public sewer manhole 2547-02). It is anticipated that the stretch of new public sewer will be required to be extended north, from the manhole discussed above, to provide a public sewer manhole on the north side of Valencia for connection of the onsite private sewer. This stretch of public sewer should be constructed prior to any Valencia Road improvements to avoid issues with possible pavement moratorium.

See *Exhibit II.G.1: PCRWRD Capacity Letter*.

2. Water

As indicated in *Exhibit II.G.2*, Tucson Water (“TW”) will provide water service to the Project. TW has a 100-year assured water supply designated from the State of Arizona Department of Water Resources (“ADWR”).



Exhibit II.F.1: Proposed Riparian Mitigation

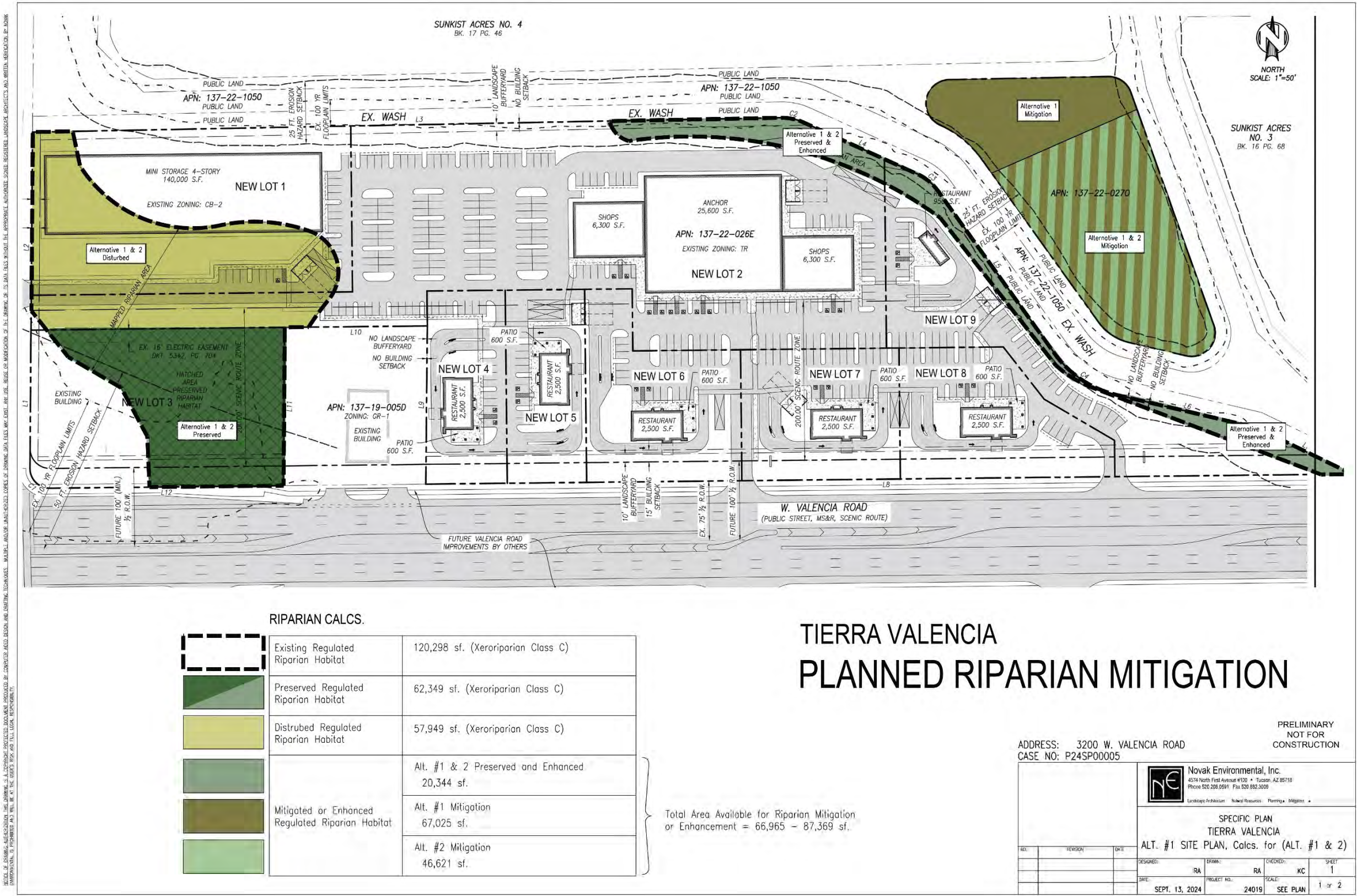



Exhibit II.G.1: PCRWRD Capacity Letter



JACKSON JENKINS
DIRECTOR

PH: (520) 724-6500
FAX: (520) 724-9635

June 17, 2024

Jason Morse
Grenier Engineering
6300 E. El Dorado Plaza, Ste. A120
Tucson, AZ 85715

Sewerage Capacity Investigation No. P24WC00172 Type I

RE: **3200 W. Valencia Road, Parcel 13722026E**
Estimated Flow 87,208 gpd (ADWF)

Greetings:

The above referenced project is tributary to the Agua Nueva Water Reclamation Facility via the Southwest Interceptor.



Capacity is currently available for a project this size in the public sewer G-2015-033, downstream from manhole 2547-02.

This letter is not a reservation or commitment of treatment or conveyance capacity for this project. It is not an approval of point and method of connection. It is an analysis of the system as of this date. Allocation of capacity is made by the Type III Capacity Response.

If further information is needed, please feel free to contact us at (520) 724-6488.

Reviewed by: Mirela Hromatka, Planner III

Exhibit II.G.2: Tucson Water Will-Serve Letter



November 29, 2023

Grenier Engineering
6300 E. El Dorado Plaza
Ste. A120
Tucson, AZ 85715
Attn: Jason Morse

SUBJECT: **Water Availability for Project: 3200 W. Valencia Rd., APN: 13722026E, Case#: TW-WAV-1123-00299, 15S13E08, Location Code: UNINCORPORATED PIMA COUNTY, Total Area: 12.69ac**

Water Supply

Tucson Water will provide water service to this project based on the subject zoning of the above parcel. Tucson Water has an assured water supply (AWS) designated from the State of Arizona Department of Water Resources (ADWR). An AWS designation means Tucson water has met the criteria established by ADWR for demonstration of a 100-year water supply - it does not mean that water service is currently available to the subject project.


Water Service

The approval of water meter applications is subject to the current availability of water service at the time an application is received. The developer shall be required to submit a water master plan identifying, but not limited to: 1) Water Use; 2) Fire Flow Requirements; 3) Offsite/Onsite Water Facilities; 4) Loops and Proposed Connection Points to Existing Water System; and 5) Easement/Common Areas.

Any specific area plan fees, protected main/facility fees and/or other needed facilities' cost, are to be paid by the developer. *If the existing water system is not capable of meeting the requirements of the proposed development, the developer shall be financially responsible for modifying or enhancing the existing water system to meet those needs. This letter shall be null and void two years from the date of issuance.*

Issuance of this letter is not to be construed as agency approval of a water plan or as containing construction review comments relative to conflicts with existing water lines and the proposed development.

If you have any questions, please call New Development at (520) 791-4718.

Sincerely,

Michael Mourreale, P.E.
Engineering Manager
Tucson Water Department

P.O.BOX 27210 • TUCSON, AZ 85726-7210
(520) 791-4718 • www.tucsonaz.gov/water



H. Schools

The Property is located within Tucson Unified School District (“TUSD”). TUSD representatives have confirmed that surrounding schools have adequate capacity to absorb new students resulting from potential residential development within the Project. See *Exhibit II.H: TUSD School Capacity Letter*.

I. Cultural Resources

According to the Arizona State Museum (“ASM”), the Property does not intersect with any recorded archaeological sites within a one-mile radius of the Property. See *Exhibit II.1: ASM Cultural Resources Summary Letter*.

J. Environmental Quality

During construction, dust pollution can be minimized by implementing common construction-related Best Management Practices, such as, but not limited to:

- Materials applied as temporary soil stabilizers and soil binders also generally provide wind erosion control benefits.
- Pave or chemically stabilize access points where unpaved surface areas adjoin paved roads.
- Provide covers for haul trucks transporting materials that contribute to dust.
- Provide wet suppression or chemical stabilization of exposed soils.
- Provide for rapid cleanup of sediments deposited on paved roads. Furnish stabilized construction road entrances and vehicle wash down areas.
- Stabilize inactive construction sites using vegetation or chemical stabilization methods.
- Limit the amount of areas disturbed by clearing and earth moving operations by scheduling these activities in phases.

Exhibit II.H: TUSD School Capacity Letter



Department of Operations

530 S Norris Av, Tucson, Arizona 85719

(520) 225-4948

To: Jackson Cassidy, Land Use Planner, Lazarus & Silvyn, PC

From: Bryant Nodine, TUSD Operations Program Manager

Date: **June 26, 2024**


Re: Case/Project #: unknown
Project Name: 3200 W VALENCIA RD
New Units: 36 units as 4-plexes

Impacted Schools	Capacity	Enrollment	Additional Students from Project	Projected Enrollment w/Project
Warren ES	340	220	6	226
Pistor MS	850	610	3	613
Pueblo HS	1800	1770	3	1773

Response:

Based on the current and projected enrollment at TUSD, there is adequate capacity to absorb the impact of the proposed development. During the development stage, please contact TUSD concerning the provision of adequate bus stops, bus turnarounds, and pedestrian access to the appropriate schools.

Exhibit II.I: ASM Cultural Resources Summary Letter



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ARIZONA STATE MUSEUM

Arizona State Museum

PO Box 210026

Tucson AZ 85721-0026

www.statemuseum.arizona.edu

Jackson Cassidy

Lazarus & Silvyn, P.C.

5983 E. Grant Rd., Suite 290

Tucson, AZ 85712

June 26, 2024

RE: Camino de la Tierra & Valencia Specific Plan (DMCI Valencia)

Parcels 137-22-026E and 137-22-0270

Dear Jackson,

The Arizona State Museum (ASM) has reviewed archaeological project and site records in support of the following project:

Lazarus & Silvyn, P.C.'s Camino de la Tierra & Valencia Specific Plan (DMCI Valencia) project (ASM Job No. 007005)

Correspondence indicates this project will involve a commercial/residential development on privately-owned land. The project area is located at 3200 and 3280 W. Valencia Rd. in the City of Tucson, Pima County, and encompasses parcels 137-22-026E and 137-22-0270 within Township 15 South, Range 13 East, Section 8.

I invite you to review the results of ASM's research, which are summarized below.


Search Results:

According to a search of the archaeological site records and reports held in ASM collections, 56 archaeological investigations were conducted within a one-mile radius of the project area between 1974 and 2018. Of these 56 archaeological investigations, two intersect a portion of the project area.

For the two archaeological investigations that intersect the project area, Table 1 summarizes their basic information and scope.

Additionally, 11 ASM archaeological sites have been identified within a one-mile radius of the project area. Of these 11 archaeological sites, none intersect the project area.

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ASM Reference Number (AZProj/Accession)	Report Citation	Year(s) Conducted	Scope of Project	Partial or Entire Coverage of Current Project Area
1980-0135	Creel 1980	1980	Survey for Pima County Department of Transportation and Flood Control District	Partial
1995-0148	Swartz 1995	1995	Survey for maintenance of existing water main	Partial

Table 1. ASM archaeological investigations that intersect the project area

Recommendations and Responsibilities:

1. Since a portion of the project area has not been subject to prior archaeological survey, ASM recommends—but does not require—that a qualified archaeological contractor be consulted before any ground-disturbing activity begins.

Additionally, in the portions of the project area that have been previously surveyed, the work was conducted 29 to 44 years ago. It is standard archaeological practice for a property to be re-surveyed if the previous survey was conducted 10 or more years ago, as there is a possibility for previously unidentified archaeological sites to have since been exposed. For this reason, ASM recommends—but does not require—that a qualified archaeological contractor be consulted before any ground-disturbing activity begins.


A list of archaeological contractors is available on the ASM website at: <https://statemuseum.arizona.edu/crm/document/aaa-qualified-consultants>

2. Pursuant to Arizona Revised Statute §41-865, if any human remains or funerary objects are encountered during project work, all work must stop within the area of the remains and the ASM Repatriation Office must be contacted at asm-repatriation@cmail.arizona.edu.

3. City, county, or municipal governments may have their own requirements. Therefore, ASM recommends that the relevant jurisdiction(s) be consulted.

If you have any questions about the results of this records search, please feel free to contact me at papalas@arizona.edu or 520-621-2096.

Kind regards,



Christopher A. Papalas, Ph.D., RPA

Assistant Manager, Archaeological Permits Office


On behalf of the Archaeological Records Office

Arizona State Museum

520-621-2096

papalas@arizona.edu

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Arizona State Museum

PO Box 210026

Tucson AZ 85721-0026

www.statemuseum.arizona.edu

References:

Creel, Darrell

1980 Untitled letter report dated Dec. 17, 1980 for the Pima County Department of Transportation and Flood Control District Valencia Road Survey. CRMS-Arizona State Museum, Tucson.

Swartz, Deborah L.

1995 *An Archaeological Survey along Valencia Road, Tucson, Arizona*. Desert Archaeology, Inc. Letter Report 95-137. Desert Archaeology Inc., Tucson.

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III. Implementation & Administration



A. Administration & Interpretation

The Specific Plan shall be administered by the County Planning Official, and all implementation decisions shall be based on the purpose of the Specific Plan. If a conflict arises between the Specific Plan and the PCZC, the Specific Plan shall control. If the Specific Plan is silent on any issue, and the PCZC is consulted, the purpose and intent of the Specific Plan shall control the Planning Official’s decision whether and how to apply the PCZC. Appeals of any Planning Official interpretation of this Specific Plan may be made to the Board of Adjustment within 30 days of the date of the official written interpretation, pursuant to the process defined in PCZC § 18.93.060. A fee in accordance with the adopted County Development Services Department Fee schedule for an “Appeal of an Interpretation” and an “Advertised Public Hearing” must accompany any such appeal. The Specific Plan will not result in the modification or change of any existing County-adopted building codes.

B. Phasing & Procedures for Development Review

The West Parcel is intended to be built in a single phase. Due to existing site constraints, development of the East Parcel will occur when a feasible design solution is employed, which may occur at the same time or subsequent to development of the West Parcel. A development package will be submitted after the Specific Plan is approved and will reflect all onsite and offsite improvements in conformance with the Specific Plan and conditions of approval. (See Section V.) Detailed traffic and hydrology reports will be submitted with the site construction permit, if required.

The Owner serves as the Master Association and Property Manager for the Specific Plan. Through a self-certification process, the Owner shall review and approve all development packages/Project design features, signage applications, and architectural/building plans proposed for the Property prior to County submittal.

C. Amendments

1. Minor

The County Planning Official may administratively approve minor (or insubstantial) changes to the Specific Plan, as defined below, provided such changes are in conformance with the overall intent, goals and objectives of the Specific Plan as presented herein.

The following shall be considered minor changes that fall within the administrative purview of the Planning Official:

- Addition of new information to the Specific Plan, maps or text otherwise in compliance with the below standards.
- Changes to the public or private infrastructure as presented herein as necessary to properly serve the Specific Plan.
- Adjustments to any aspect of Section II of this Specific Plan that is required to comply with changes in local, state or federal safety and/or health codes.

2. Major

Major (or substantial) amendments to the Specific Plan shall be those changes or modifications that materially alter the guiding goals and objectives as presented in the Specific Plan. Major amendments to the Specific Plan shall be processed in accordance with PCZC § 18.90.080.



IV. Site Inventory



A. Land Use

1. Location/Regional Context

The Property is located on the north side of Valencia Road and east of Camino de la Tierra. (See *Exhibits I.A.1* and *I.A.2*). The Property wraps around an existing restaurant property and is impacted by three separate washes, including the Valencia Wash, which flows through the Property’s southwest corner and under Valencia Road. Two other unnamed washes that converge near the Property’s southeast corner flow along the Property’s entire northern and eastern boundaries and in between the West and East Parcels. There is an abandoned convenience store building located near the southwest corner of the Property within a designated floodplain area.

An ALTA Survey of the Property is included as *Appendix A*.

2. Existing Land Uses & Zoning

The Property is split-zoned CB-2 on the west and TR on the east. The entire Property is vacant and undeveloped, except for the abandoned convenience store at the southwest corner of the Property.

The table below lists the existing land uses and zoning on surrounding properties. See also *Exhibit IV.A.2: Existing Land Uses & Zoning*.

Table IV.A.2: Existing Land Uses & Zoning

EXISTING LAND USE		ZONING
North	Public Alley, Wash/Drainageway, SFR	TH
South	Restaurant, Valencia Road, Vacant	GR-1, CB-1, CB-2
East	Public Alley, Wash/Drainageway, Manzanita Plaza Shopping Center	CB-1, CB-2
West	Camino de la Tierra, Vacant, Valencia Wash, MFR	CB-1, TR

3. Existing Easements

According to the Property’s current subdivision plat (Sunkist Acres No. 4 (26-97), Bk. 17, Pg. 46), the Property contains one 50-foot access easement connecting the East Parcel to the Valencia Road right-of-way (“ROW”) near the southeast corner of the Property.

The West Parcel abuts a 20-foot public alley along its north and east sides. The East Parcel is also surrounded on all sides by a 20-foot public alley, as well as unnamed wash drainageways on its west, south and east sides. (See *Exhibit I.A.2: Location Map* for location of alleys and wash/drainageways.)

4. Comprehensive Plan

The Property is within the Pima Prospers Southwest Planning Area and is designated Multifunctional Corridor (“MFC”). (See *Exhibit I.B: Comprehensive Plan Land Use*.) MFC supports the integrated development of complementary uses, including commercial, non-residential use services, research and development and medium- to high-density residential clusters along major transportation corridors. The minimum residential gross density is 6 residences per acre (“RAC”), and the maximum RAC is that which is allowed by the requested conforming zoning district.

The Property is within the Southwest Focused Development Investment Area (“Southwest Growth Area”) and is subject to the Comprehensive Plan Special Area Policy 29 (“S-29”), the Southwest Infrastructure Plan (“SWIP”).

5. Pending Rezoning, Plats, Development Plans

Rezoning case Co9-07-013, which conditionally rezoned the Property to CB-2 (Ordinance 2009-87), is currently open with a time extension. A request to close this rezoning case will be requested after approval of this Specific Plan.



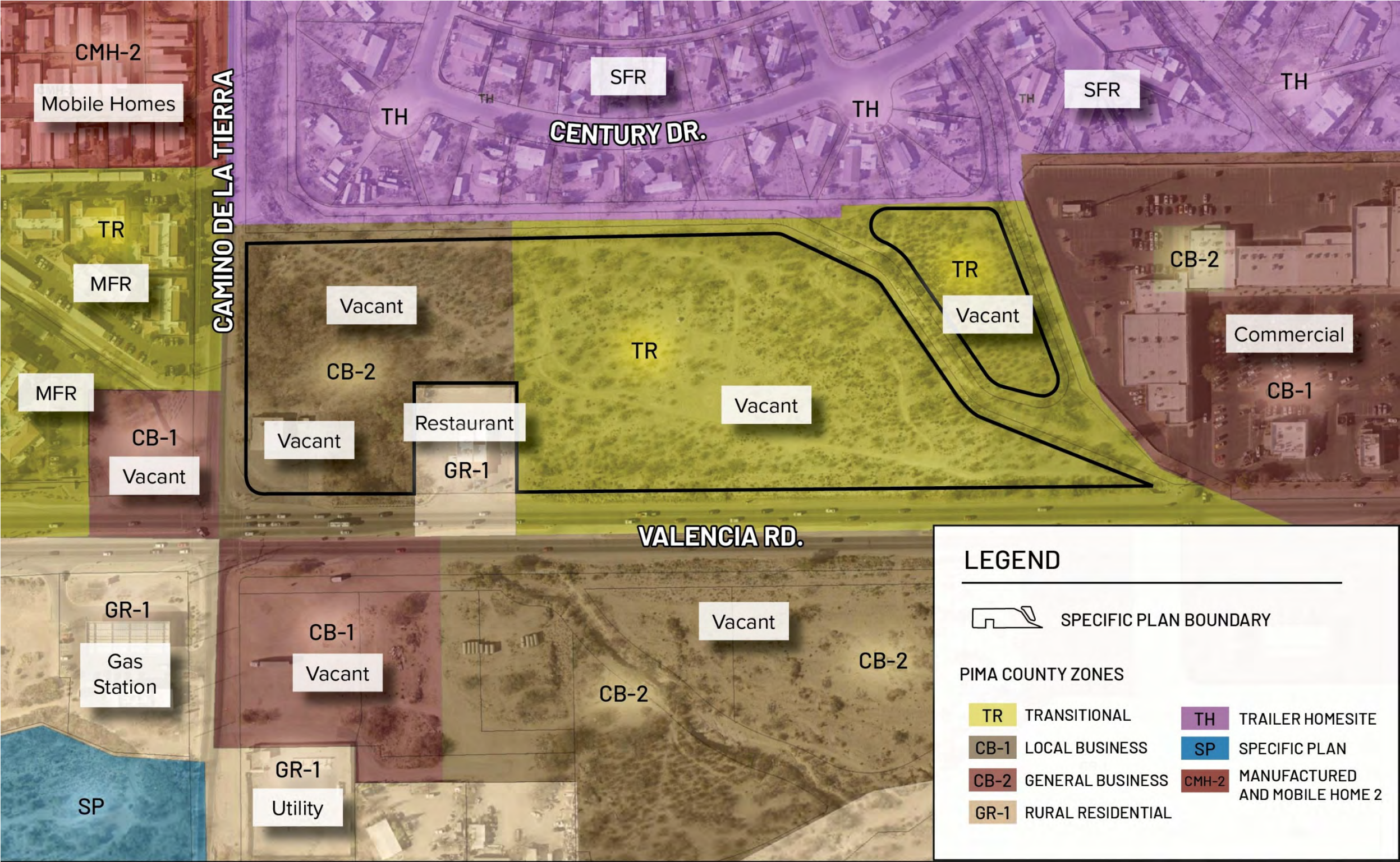
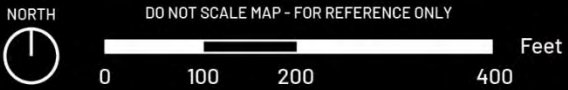


Exhibit IV.A.2: Existing Land Uses & Zoning



B. Topography & Grading

1. Topographic Characteristics

As shown on *Exhibit IV.B: Existing Topography*, the western portion of the West Parcel is relatively flat. The portion of the West Parcel east of the riparian area slopes in easterly and northeasterly directions towards the adjacent wash/drainageways on the north and east sides of the Property.

The Property does not contain any slopes of 15% to 25% or greater that would classify this site as being within the Hillside Development Zone (“HDZ”).

2. Average Cross Slope

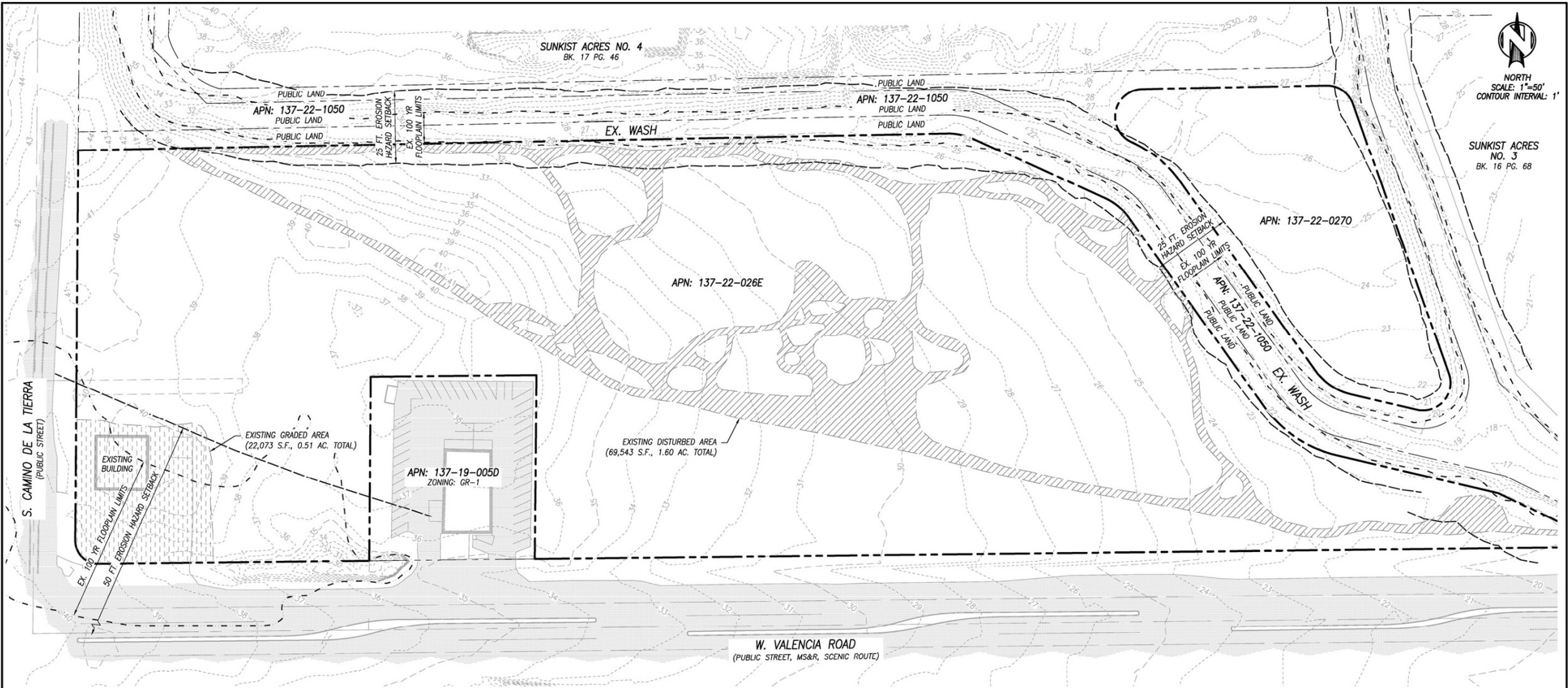
As is depicted in *Exhibit IV.B*, the Property has an Average Cross Slope (“ACS”) of 3.20%.

$$\frac{I \times L \times 0.0023}{A}$$
$$\frac{1 \text{ ft} \times 17,307 \text{ ft} \times 0.0023}{12.44 \text{ ac}} = 3.20\%$$

Where:

- I = contour interval (1 foot)
- L = combined length in feet of all contour lines measured on Property
- 0.0023 = Conversion of square feet into acres x 100
- A = Property area in acres





LEGEND

- EXISTING GRADED AREA
- EXISTING DISTURBED AREA
- EXISTING 100 YR FLOODPLAIN LIMITS
- EXISTING EROSION HAZARD SETBACK

NOTES

1. THERE ARE NO RESTRICTED PEAKS OR RIDGES WITHIN THIS PARCEL.
2. THERE ARE NO ROCK OUTCROPS OR TALUS SLOPES WITHIN THIS PARCEL.
3. THERE ARE NO SLOPES OF 15%-25% AND SLOPES GREATER THAN 25% THAT WOULD CLASSIFY THIS SITE AS HILLSIDE DEVELOPMENT ZONE.

AVERAGE CROSS SLOPE

$I = \text{CONTOUR INTERVAL} = 1'$
 $L = \text{LENGTH OF ALL CONTOURS} = 17,307'$
 $A = \text{AREA OF PARCEL} = 541,840 \text{ S.F.} = 12.44 \text{ AC.}$
 $\text{AVERAGE CROSS SLOPE} = (I \times L \times 0.0023) / A$
 $= (1' \times 17,307' \times 0.0023) / 12.44 = 3.20\%$

<p>GRENIER ENGINEERING, INC. Structural & Civil Engineering Consultant 6300 E. El Dorado Plaza Suite A120, Tucson, Arizona 85715 Phone: 520.326.7082 - Fax: 520.326.7508</p>		<p>PRELIMINARY NOT FOR CONSTRUCTION</p> <p>Job Number: 23167 Designed By: AR/JM Drawn By: AR Checked By: JM Date: 7/2/2024 Scale: 1" = 400'</p>
<p>TOPOGRAPHY & GRADING</p>		

Exhibit IV.B: Existing Topography



C. Hydrology

1. Offsite Watersheds & Hydrology

All concentration points and 100-year discharges were provided by RFCD. The watershed flows are shown in *Exhibit IV.C.1: Watershed Map*.

2. Onsite Hydrology

a. Flood Control Resources Areas

The RFCD has mapped Flood Control Resource Areas (FCRA) on the Property, the purpose of which is to supplement National Flood Insurance Program requirements and protect public safety. These FCRA's are comprised of FEMA and locally mapped floodplains and County Regulated Riparian Habitat (RRH).

See *Exhibit IV.C.2.a: Flood Control Resource Areas*.

b. Concentration Points & 100-year Discharges

Almost all onsite stormwater runoff flows directly to the regulatory watercourse located along the north property line. A small portion of the Property, located at the southwest corner, drains directly to the regulatory watercourse which crosses the southwest corner. See *Exhibit IV.C.1: Watershed Map* for locations of concentration points.

Table IV.C.2.b: Existing Onsite Hydrology

CONCENTRATION POINT	AREA (ACRES)	Q ₁₀₀ (CFS)
Property	12.4	52

c. FEMA-Designated Floodplains

The Property is shown on Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 04019C2270L (FEMA FIRM, June 16, 2011). Portions of the Property are located in Zone A, which are “special flood hazard areas subject to inundation by the 1% annual chance flood, no base flood elevations determined.”

The onsite portions of 100-year floodplains lie along the two regulatory watercourses, which exit the Property at Valencia Road.

d. Regulatory Floodplain Delineations

The 100-year floodplains have been mapped for 1) a regulatory watercourse located offsite along the north property line and upstream from CP-22, 2) a regulatory watercourse which crosses the southwest corner of the Property at CP-11, and 3) a regulatory watercourse located offsite east of Property and upstream from CP-21. The watercourse at CP-21 and the watercourse at CP-22 combine offsite before crossing Valencia Road.

See *Exhibit IV.C.2.d: Existing Conditions Floodplain Map*.

e. Determination of Regulatory Sheet Flood Areas

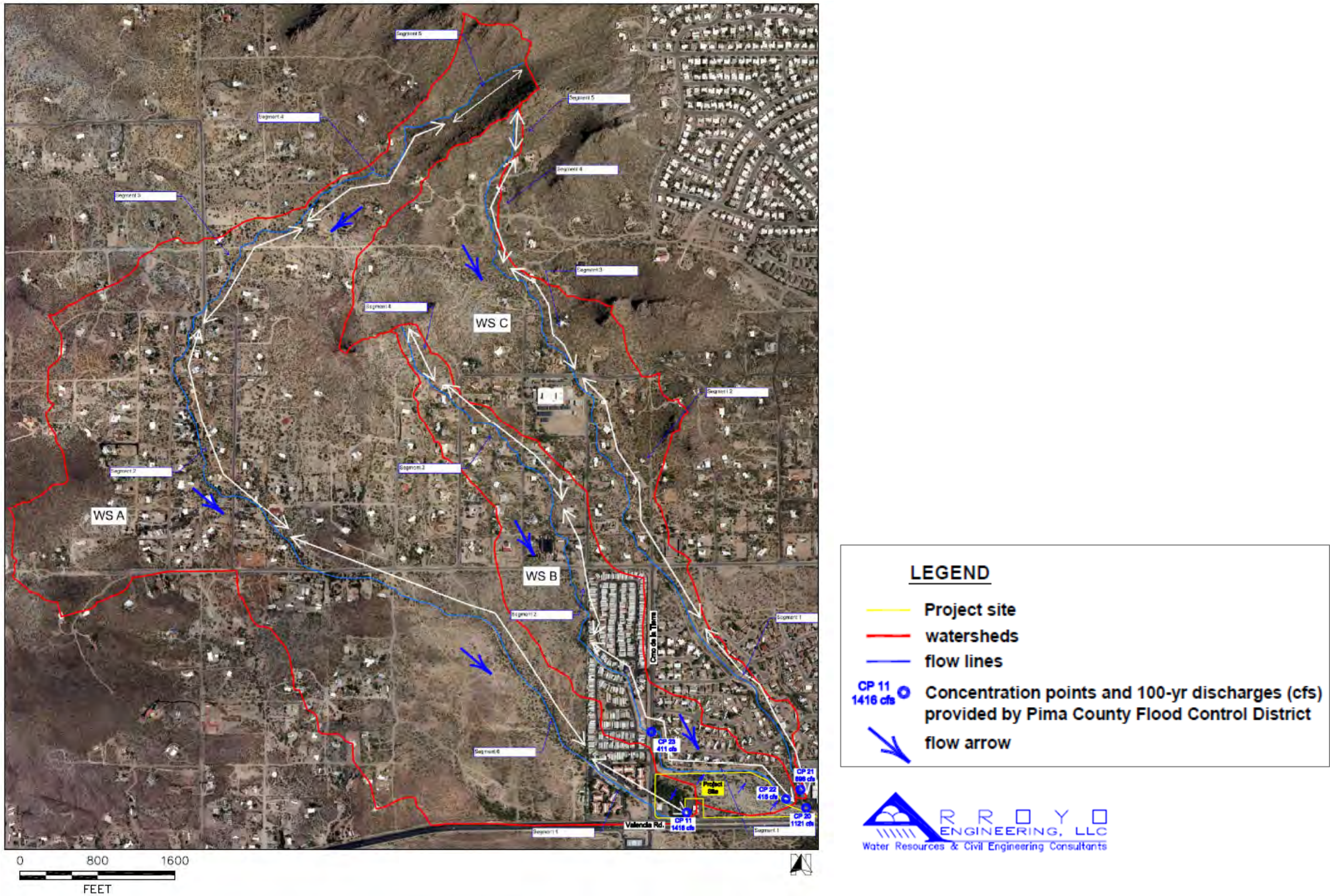
Not applicable.

f. Perennial Surface Water

Not applicable.



Exhibit IV.C.1: Watershed Map



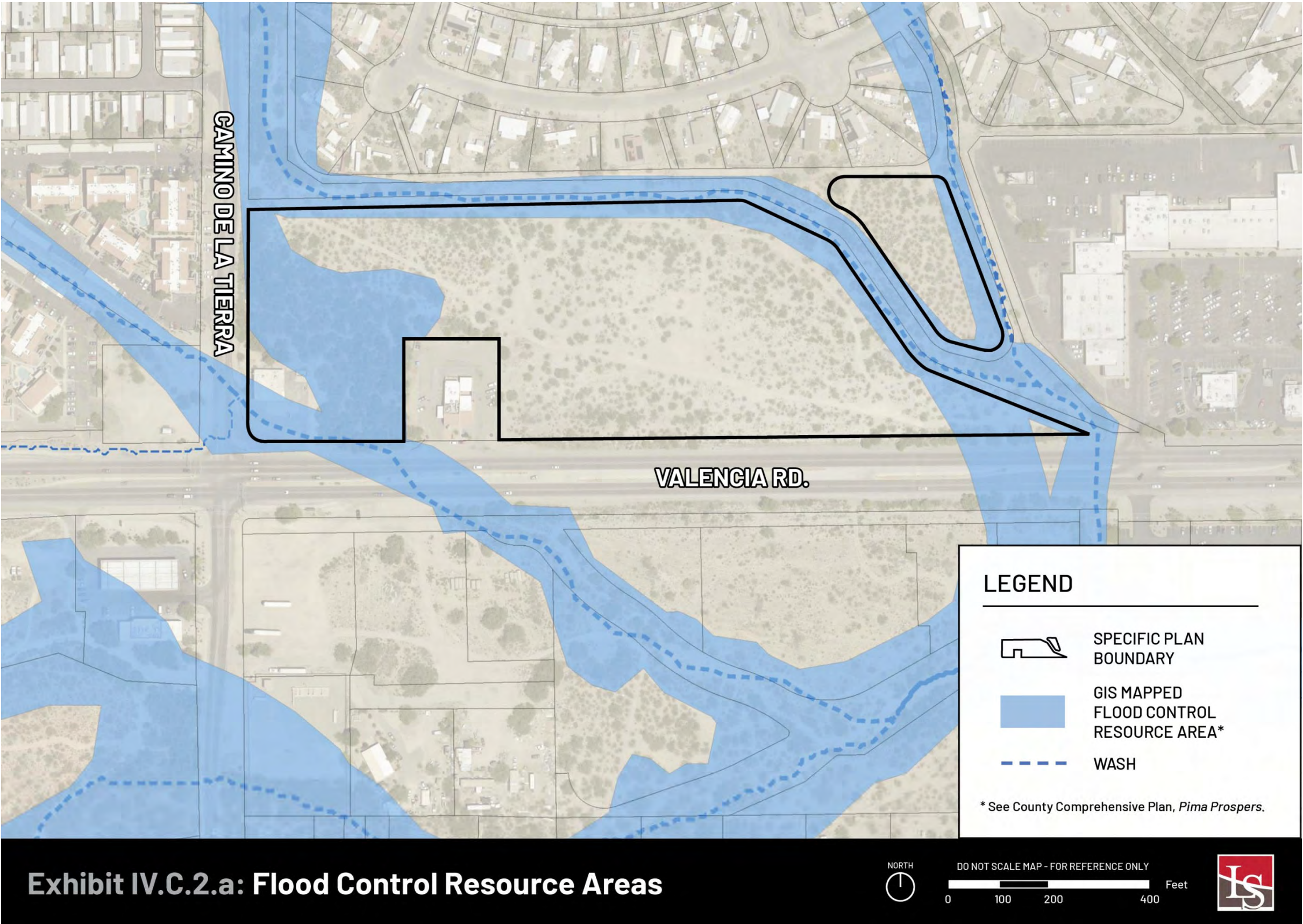
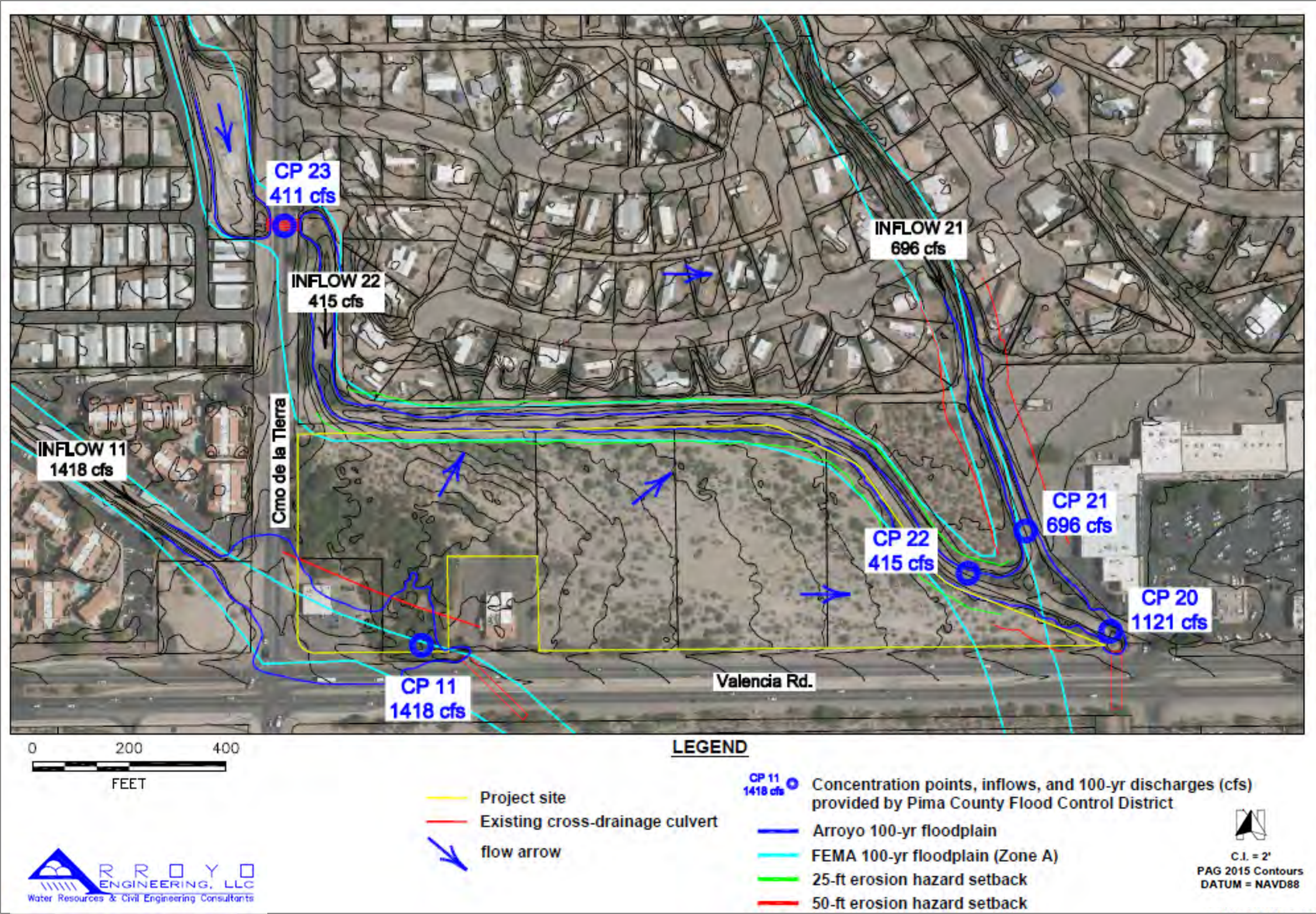


Exhibit IV.C.2: Existing Conditions Floodplain Map



g. Erosion Hazard Setbacks (EHS)

In accordance with County regulations, erosion hazard setbacks along regulatory watercourses are based on the corresponding 100-year discharge. Setbacks for the Property are listed as follows:

Table IV.C.2.g: Erosion Hazard Setbacks

CONCENTRATION POINT	Q ₁₀₀ (CFS)	SETBACK (FT)
CP-11	1418	50
CP-22	415	25
CP-21	696	50
CP-20	1121	50

Five 36-inch reinforced concrete pipes (“RCP”) are located offsite where the CP-B watercourse crosses Camino de la Tierra. The RCPs convey runoff easterly under the roadway to a channel that continues south to the Property.

h. Regulated Riparian Habitat

See Section IV.D.1 (Biological Resources, Biological Impact Report), below.

i. Non-Regulatory Flows

Flow arrows are shown on *Exhibit IV.C.1: Watershed Map* and *Exhibit IV.C.2.d: Existing Conditions Floodplain Map*.

j. Existing Drainage Easements

None.

k. Existing Drainage Infrastructure

An existing 2-cell 10-foot x 5-foot reinforced concrete box culvert (“RCBC”) is located offsite where the CP-A watercourse crosses Valencia Road.

A second existing 2-cell 10-foot x 5-foot RCBC is located offsite where the CP-B and CP-C watercourses combine at CP-B+C. The RCBC conveys channel flows southerly under Valencia Road.



3. Hydrology

a. Features of the Watersheds That May be Affected

The Property is located within a designated Critical Basin.

b. Acreages and 100-year Peak Discharges of Upstream Watersheds

Offsite stormwater runoff within regulatory watercourses originates from upstream watersheds located north and west of the Property. Concentration points and 100-year flow values have been identified on *Exhibit IV.C.1: Watershed Map* and are summarized in the following table. All concentration points and 100-year discharges were provided by RFCD.

Table IV.C.3: Hydrology for Regulatory Watercourses

CONCENTRATION POINT	AREA (ACRES)	Q ₁₀₀ (CFS)
CP-11	439	1418
CP-22	118	415
CP-21	182	696
CP-20	305	1121

c. Methodology Used to Determine EHSs

In accordance with County regulations, erosion hazard setbacks along regulatory watercourses are based on the corresponding 100-year discharge.

d. Methodology Used to Determine 100-year Floodplains

The 100-year floodplains for the three regulatory watercourses in the vicinity of the Property have been modeled using HEC-RAS (U.S. Army Corps of Engineers, River Analysis System (HEC-RAS), Version 6.2, June 2022). Year 2015 topographic mapping from the Pima Association of Governments (“PAG”) was used for the hydraulic analysis and floodplain mapping.

D. Biological Resources

1. Xeroriparian C Habitat

As shown on *Exhibit IV.D.1: Biological Resources Map*, the Property contains GIS-mapped riparian habitat (Xeroriparian C, per County Ord. 2005-FC2, effective October 20, 2005), an area regulated by the County’s RFCD.

2. Biological Impact Report

The Biological Impact Report for the Project is provided as *Appendix B*.

3. Saguaros & Ironwood Trees

The Property contains 14 saguaros, nine of which are greater than six feet in height. Most viable saguaros will be transplanted onsite or preserved in place. Disposition of saguaros onsite is subject to final site design. (See *Exhibit IV.D.3: Saguaro Inventory*.)

There are no ironwood trees on the Property.



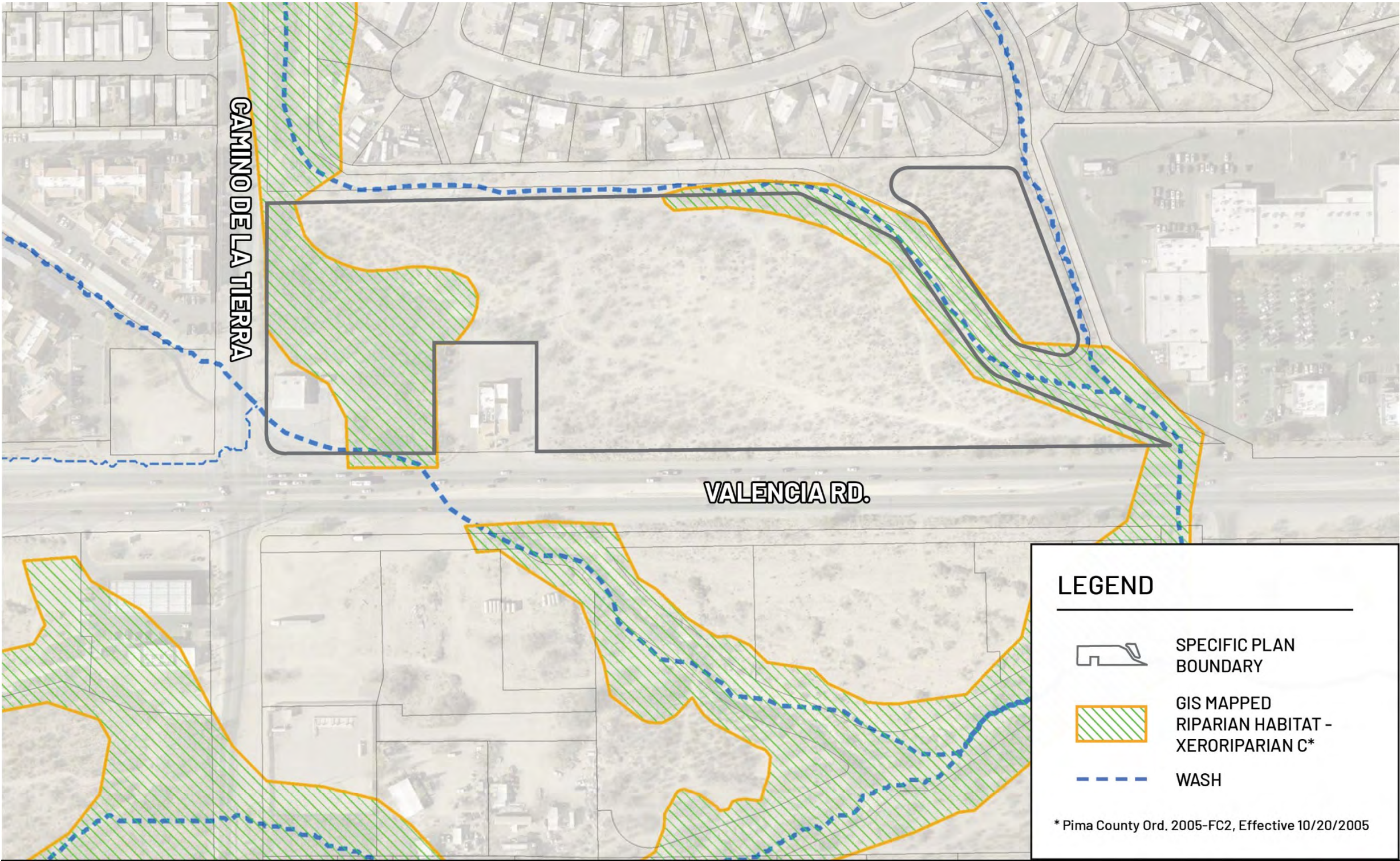
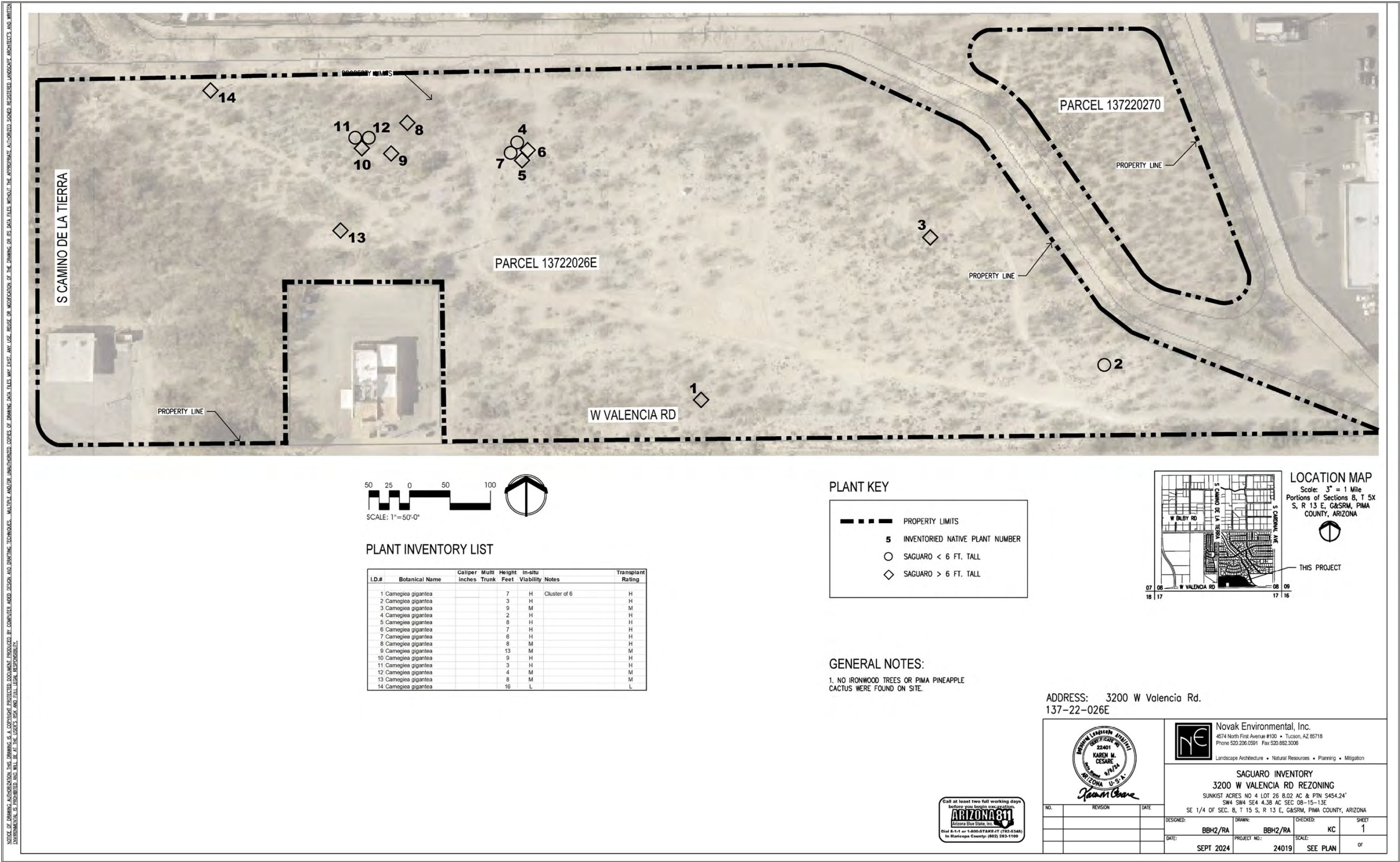


Exhibit IV.D.1: Biological Resources Map



Exhibit IV.D.3: Saguaro Inventory



E. Transportation

1. Existing/Planned Offsite Streets

This section provides a description of the major roadways within one mile of the Property. *Table IV.E.1: Roadway Inventory* provides a physical inventory of the study area roadways. *Exhibit IV.E.1: Circulation Map* depicts the roadway system within one mile of the Property.

a. Valencia Road

Valencia Road is an east-west five-lane regional roadway from Camino de Oeste to Camino de la Tierra, where it continues east as a four-lane roadway with curbed median south of the Project. The western terminus of Valencia Road is at its intersection with State Route 86 near Ryan Airfield west of the Property. The eastern terminus of Valencia Road is near Houghton Road on the east side of Tucson. Valencia Road is designated as an Urban Minor Arterial on the Federal Highway System, a High-Volume Arterial on County’s Major Streets Plan and a Scenic Major Route on the County’s Scenic Routes Plan.

West of Camino de Oeste, Valencia Road continues west with two travel lanes in each direction and a two-way left turn lane. From just west of Camino de Oeste, it continues east with two travel lanes in each direction and a raised median. It has a posted speed limit break of 45 mph/40 mph west of Camino de Oeste with the 40 mph speed limit east of the break. Valencia Road is 40 mph from Sorrel Lane to Mission Road. It provides direct access to residential and commercial uses along its route. There are bike lanes on each side of Valencia Road. There are sidewalks east of Cardinal Avenue, and west of Camino de Oeste along the south side. Nearby traffic signals are located at Camino de la Tierra, Camino de Oeste, Cardinal Avenue and Mission Road. Stop signs control access from all other cross streets intersecting Valencia Road.

Currently, there are County plans to widen Valencia Road to six lanes from Camino de la Tierra to Mission Road which would create significantly more capacity than what exists at present. Based on the Generalized Annual Average Daily Volumes for Florida’s Urbanized Areas, the LOS D capacity for a six-lane

road such as Valencia post-improvement is approximately 54,000 vehicles per day (vpd). LOS D daily capacities for Valencia Road from Camino de la Tierra to Cardinal will increase with the Valencia Road widening project.

b. Camino de la Tierra

Camino de la Tierra between Valencia Road and Bilby Road is designated an Urban Collector on the Federal Highway System. It has a posted speed limit of 35 mph along the frontage of the Property. It has one lane in each direction and a two-way left turn lane. There are no sidewalks or curbing on this segment.

South of Valencia Road, Camino de la Tierra transitions into a two-lane undivided roadway with a posted speed limit of 25 mph. There is a sidewalk along the west side of the road which continues south to nearby residential developments.

c. Cardinal Avenue

Cardinal Avenue in the vicinity of the Property is a two-lane undivided Major Urban Collector on the Federal Highway System. It is located east of the Property. The northern terminus of Cardinal Avenue is 1.75 miles north of Valencia Road at Irvington Road and the southern terminus is at Herman’s Road, two miles south of Valencia Road. It has a posted speed limit of 35 mph through in the vicinity of the Property.

d. Bilby Road

Bilby Road is designated as an Urban Minor Collector on the Federal Highway System. It is a residential two-lane local roadway north of the Property that provides access to nearby residential neighborhoods. It has a posted speed limit of 40 mph west and east of Camino de la Tierra.

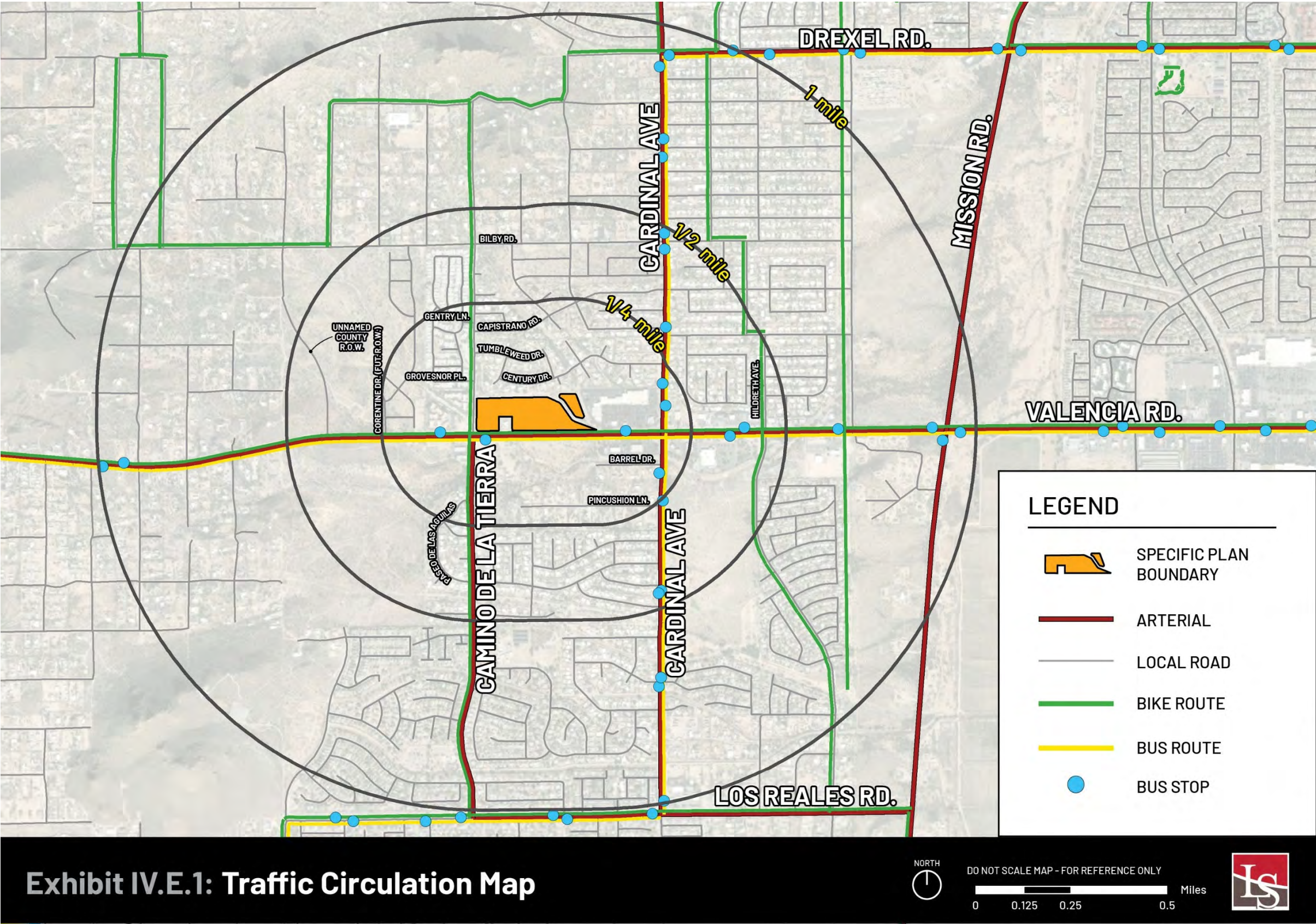


Table IV.E.1: Roadway Inventory

Roadway Segment	Lanes	ADT	ADT Year	Source	Speed Limit (mph)	Existing R/W (ft)	Bike Route	Sun Tran Bus Route	Sidewalks	LOS D Daily Capacity (vpd)*	2027 No Project ADT	2032 No Project ADT	CSP 1 Trips	CSP 2 Trips	2027 With Project ADT (CSP 1)	2027 With Project ADT (CSP 2)	2032 With Project ADT (CSP 1)	2032 With Project ADT (CSP 2)	2027 and 2032 LOS D Threshold (vpd)*
Valencia Road, West of Camino de la Tierra	4	32,022	2023	PAG	40	155-170	Bike Route with Striped Shoulder	Route 27	South Side, short distance North Side	35,820	34,662	38,269	2,100	1,344	36,761	36,005	40,369	39,613	35,820
Valencia Road, Camino de la Tierra to Cardinal	4	37,553	2023	PAG	40	140-180	Bike Route with Striped Shoulder	Route 27	No	35,820	40,649	44,879	2,100	1,344	42,748	41,992	46,979	46,223	53,910
Valencia Road, Cardinal to Mission	4	41,937	2023	PAG	40	150-180	Bike Route with Striped Shoulder	Route 29	Yes	35,820	45,394	50,119	1,050	672	46,444	46,066	51,168	50,790	53,910
Cardinal Road, Bilby to Valencia	4	10,133	2023	PAG	35	50-150	No	Route 27	No	29,160	10,968	12,110	525	336	11,493	11,304	12,635	12,446	29,160
Cardinal Road, Valencia to Los Reales	2	9,372	2023	PAG	35	150	No	Route 29	No	10,656	10,145	11,200	525	336	10,669	10,480	11,725	11,536	13,320
Camino de la Tierra, Bilby Road to Valencia Road	2	2,949	2023	PAG	35	90	Key Connecting Street	No	No	13,986	3,192	3,524	525	336	3,717	3,528	4,049	3,860	13,320
Camino de la Tierra, Valencia Road to Los Reales Road	2	8,194	2023	PAG	25/35	90	Residential Streets	No	No	10,656	8,869	9,793	525	336	9,394	9,205	10,317	10,128	13,320
Bilby Road, West of Camino de la Tierra	2	1,179	2023	PAG	40	100	No	No	No	12,744	1,276	1,409	262	168	1,539	1,444	1,671	1,577	15,930
Bilby Road, Camino de la Tierra to Cardinal	2	2,418	2023	PAG	35	110	No	No	No	13,986	2,617	2,890	262	168	2,880	2,785	3,152	3,058	13,320

*FDOT Generalized Annual Average Daily Volumes Table, 2020. Values account for improvements to roads. 2027 and 2032 LOS D daily capacities for Valencia Road from Camino de la Tierra to Cardinal will increase with Valencia Road widening project.





2. Distances to Existing Drives/Intersections

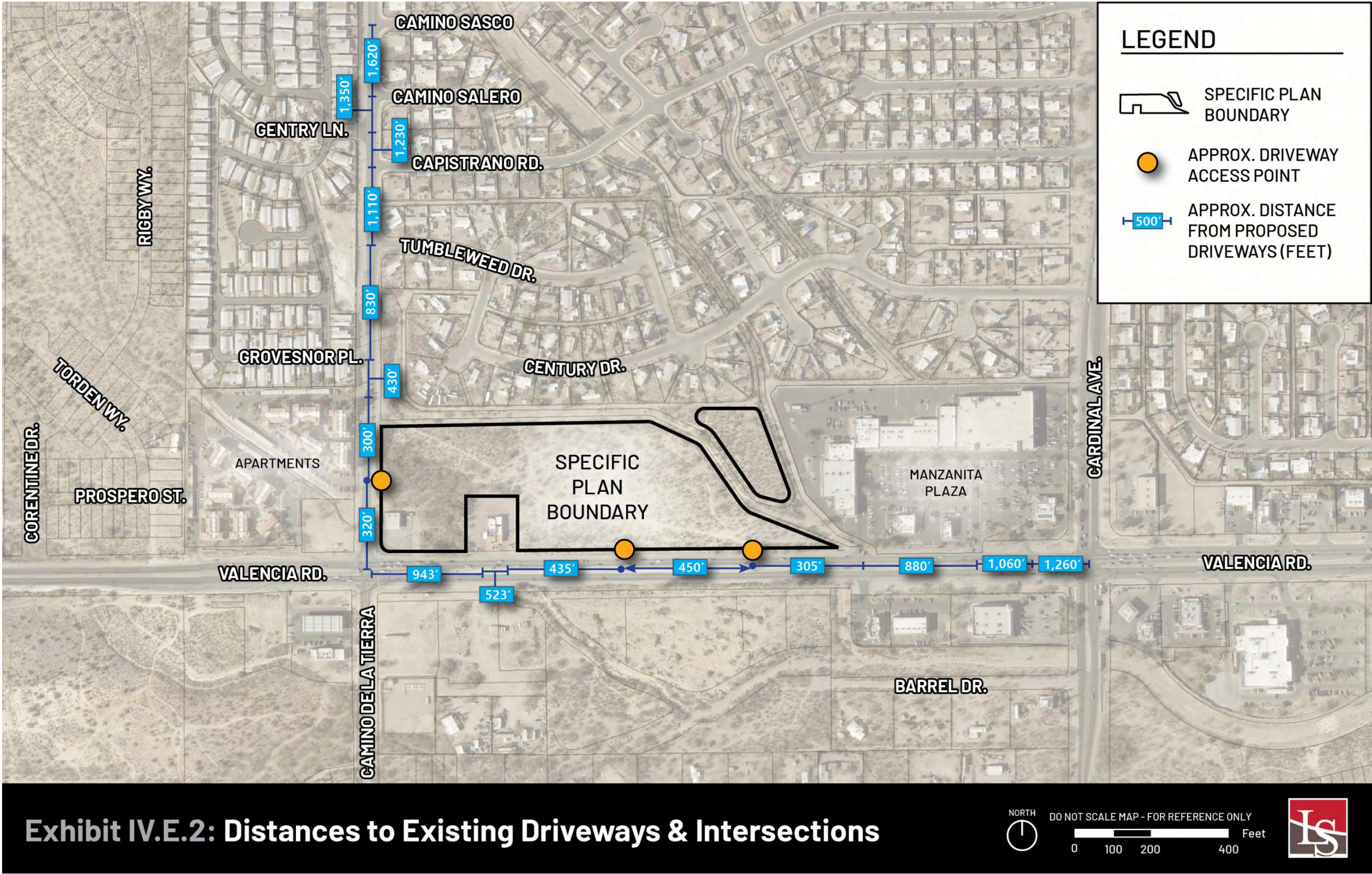
The Project is located at the northeast corner of Valencia Road and Camino de la Tierra. The Project proposes one driveway access point on Camino de la Tierra and two driveway access points on Valencia Road. The exact location of these driveways will be determined at time of development. Currently, there are no sidewalks adjacent to the Property and no existing curb cuts. The abandoned Circle K convenience store on the southwest corner of the Property does not have a defined standard curb between the interface of the roadway and the parking lot of the vacant building on either Valencia Road or Camino de la Tierra.

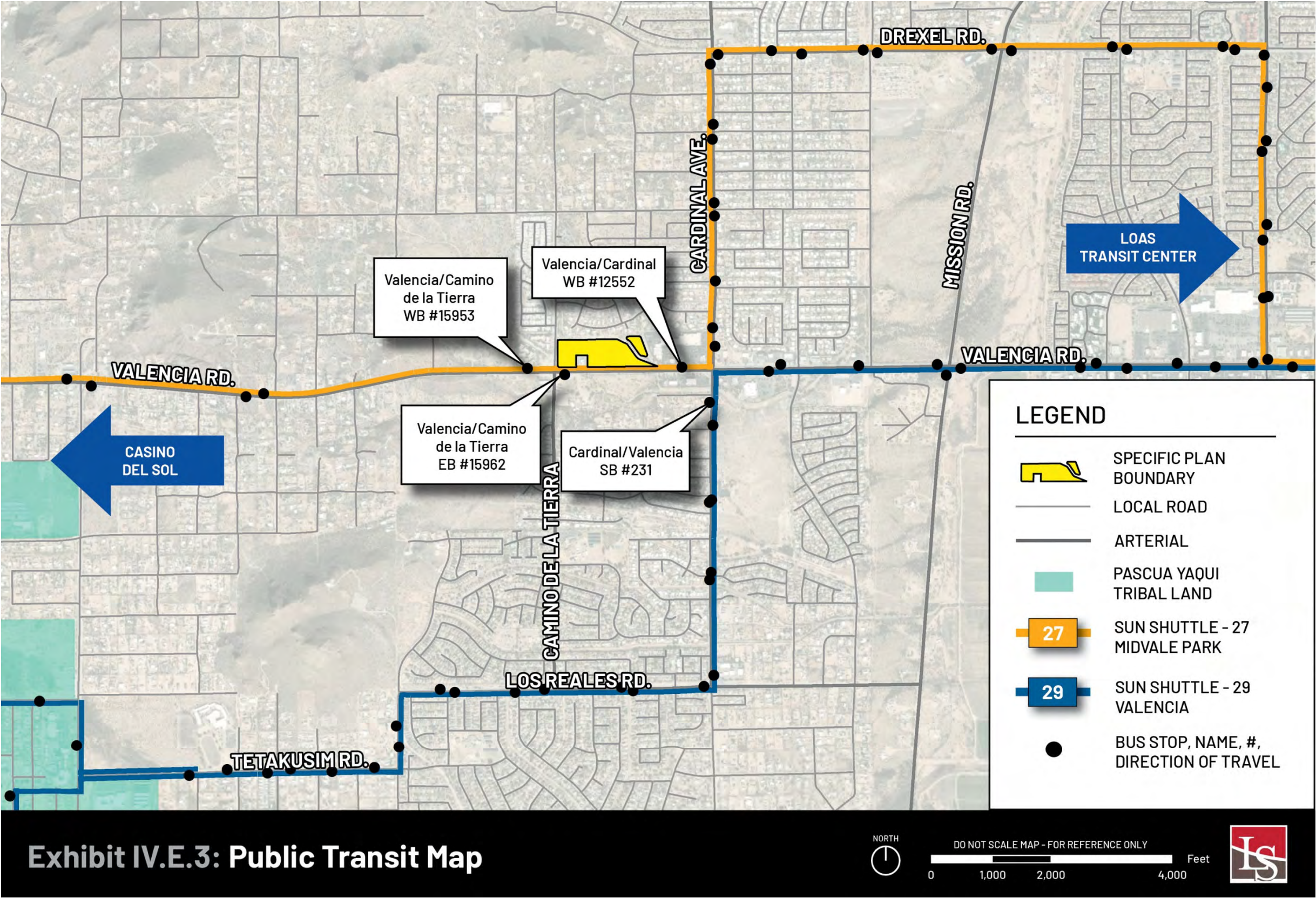
The distances between the Project's proposed driveway locations and existing driveways and intersections along both Valencia Road and Camino de la Tierra are depicted in *Exhibit IV.E.2: Distances to Existing Driveways & Intersections*. These driveway locations and distances are subject to change based on final Project designs at time of development.

3. Public Transit

There are two Sun Tran Bus Routes providing service to the Property: the Midvale Park Sun Shuttle (Route 27) and the Valencia Sun Shuttle (Route 29). Route 27 (Midvale) provides direct service to the Property along Valencia Road. There are three bus stops for Route 27 within close walking distance to the Property. Route 29 (Valencia) serves areas south and east of the Property along Tetakusim Road, Los Reales Road, Cardinal Avenue and Valencia Road. There are several bus stops for Route 29 near the intersection of Cardinal Avenue and Valencia Road. Both Routes 27 and 29 terminate at Casino del Sol approximately three miles west of the Property and at Loas Transit Center approximately four miles northeast of the Property. The bus routes run on 30-minute headways during the weekdays and one-hour headways during the weekends. (See *Exhibit IV.E.3: Public Transit Map*.)

The Property is within the Sun Van service area. Sun Van provides ADA-compliant paratransit service generally within the Sun Tran service area.





F. Utilities

1. Sewer

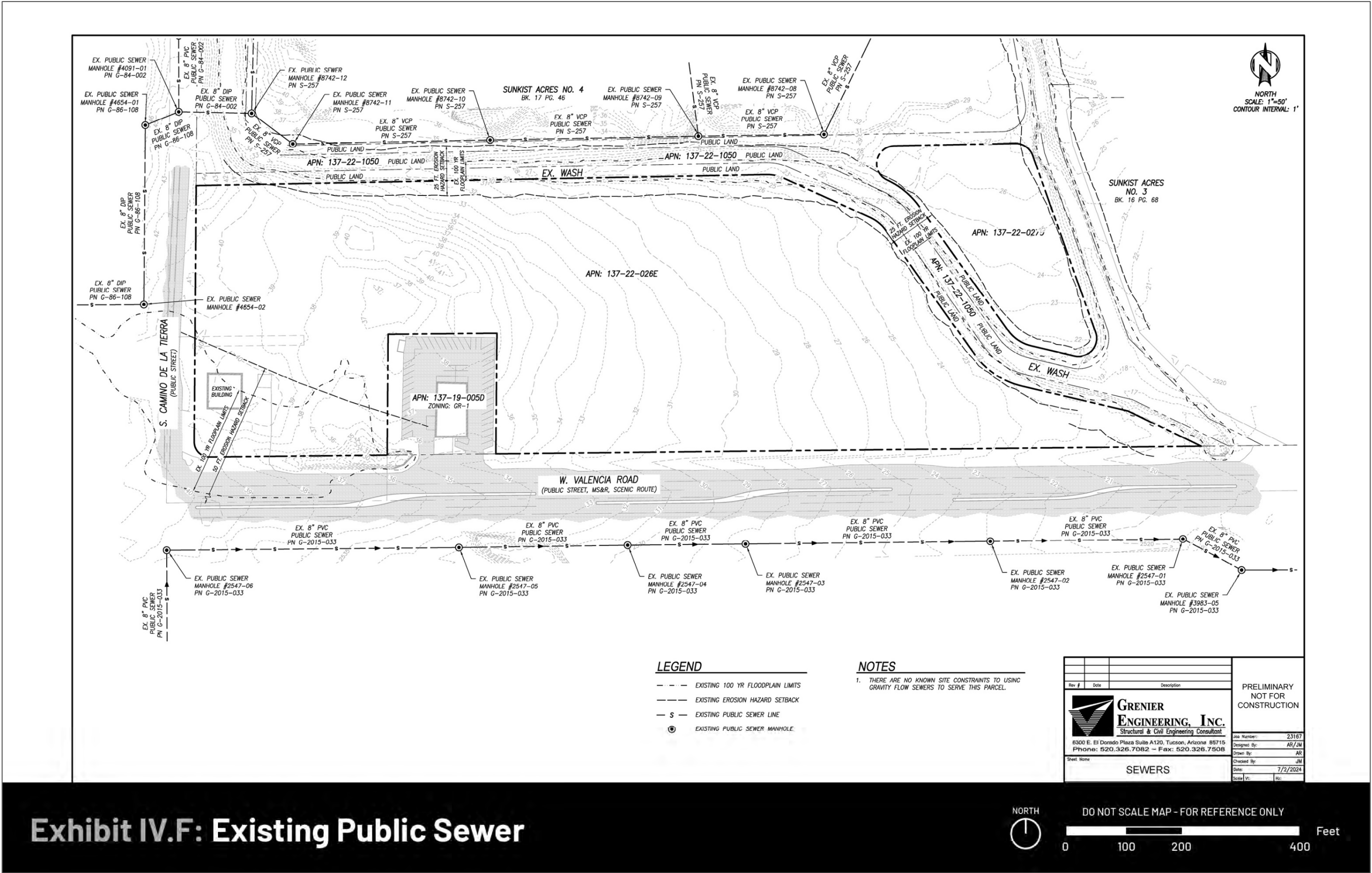
The Property is located outside of the County's Regional Wastewater Reclamation Department ("PCRWRD") sanitary sewer service area; however, it is surrounded on all sides by this service area. The Property is adjacent to several existing sewer lines and manholes. There are several manholes located within the Valencia Road ROW that may serve as potential connection points for the Property. See *Exhibit IV.F: Existing Public Sewer* for locations of existing sewer service areas, lines and manholes around the Property.

2. Water

The Property is located within the Tucson Water Obligated Service Area.

G. Recreation

The Property is located within one mile of two County-owned parks: Mission Ridge Park and Ebonee Marie Moody Park. The Property is also located approximately 1 ½ miles from Grijalva Park and two miles west of the Santa Cruz River Park. Valencia Road and Camino de la Tierra are both bicycle routes. See *Exhibit IV.G: Existing Recreational Facilities* for locations of parks and recreation opportunities within one mile of the Property.





H. Cultural Resources

The Property is not located within any historic district and is surrounded by existing development. According to the ASM, the Property does not intersect with any recorded archaeological sites within a one-mile radius of the Property. If any cultural remains are discovered during ground-disturbing activities, the ASM will be consulted. See *Exhibit II.I: ASM Cultural Resources Summary Letter*.

I. Composite

The Property's physical constraints are depicted in *Exhibit IV.I: Composite Map*.

J. Viewsheds

The Property's existing conditions and viewsheds as of June 2024 are captured in site photos in *Exhibit IV.J: Viewsheds*.

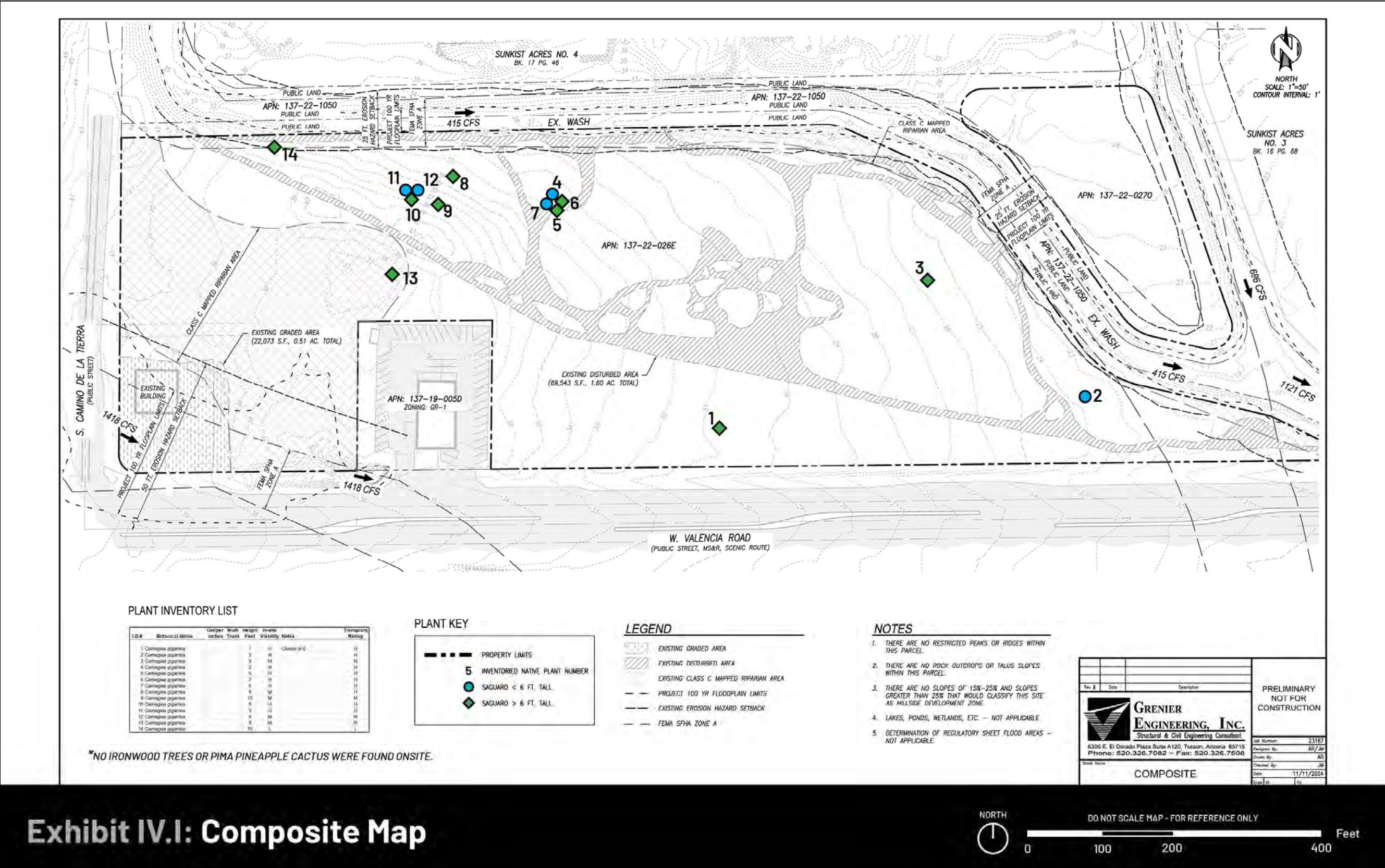


Exhibit IV.J: Viewsheds



Looking northeast south side of Property fronting Valencia Rd. from across the street.



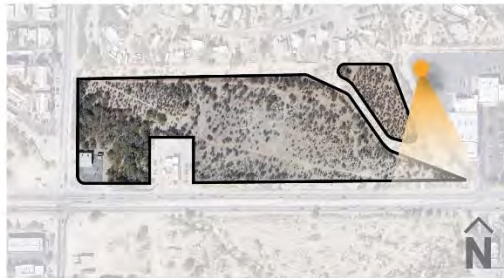
Looking northwest at south side of adjacent restaurant building.



Looking north at east end of Property fronting Valencia Rd. from across the street.

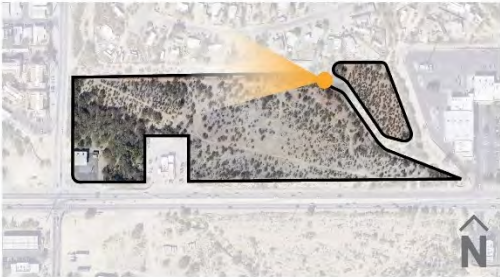


Looking southeast from Manzanita Plaza at east side of Property and adjacent wash.

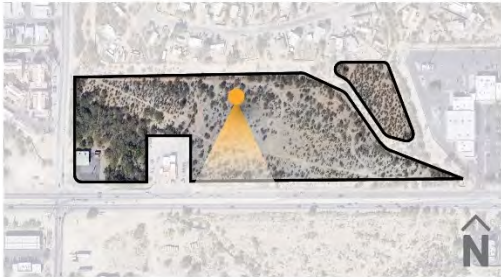




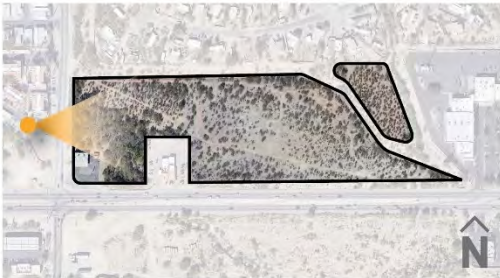
Looking northwest across adjacent wash north of Property at nearby residences uphill to wash.



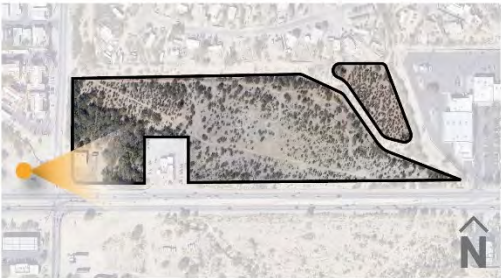
Looking south across Property from middle of Property.



Looking east from Tierra Palms Apartments southern access point at Camino de la Tierra and western Property boundary.

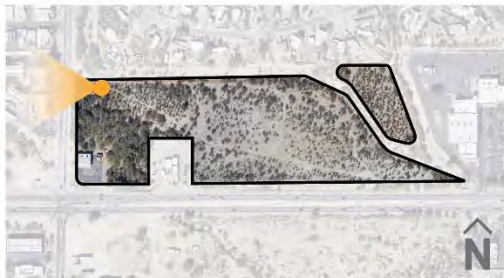


Looking east at abandoned Circle K building at southwest corner of Property from across Camino de la Tierra.

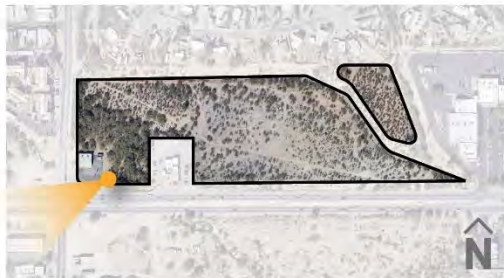




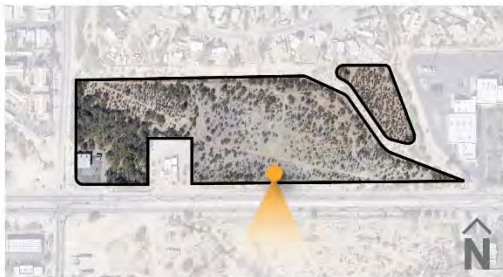
Looking west at Tierra Palms Apartments west of the Property across Camino de la Tierra.



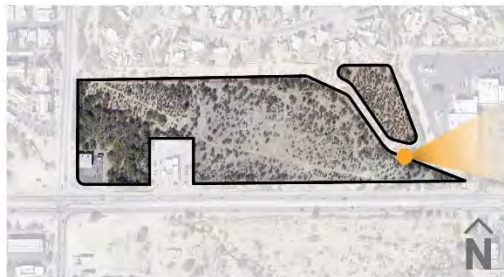
Looking intersection of Valencia Rd. and Camino de la Tierra from southwest corner of Property.



Looking south across Valencia Rd. at vacant land from southern Property boundary.



Looking east at back/west side of Manzanita Plaza from wash adjacent to east side of Property.



V. Conditions of Approval



A. Purpose

On January 21, 2025, the County Board of Supervisors approved the Tierra Valencia Specific Plan. The approval was subject to several conditions that have been incorporated into this final document and are provided in Section V.B, below. If the Specific Plan is amended again in the future, this section, “Conditions of Approval,” will be updated to document all changes and any additional conditions of approval that may be associated with each amendment. This will provide an ongoing record of the overall Specific Plan, including all associated amendments and revisions, throughout the life of the project in a single location.

B. Board of Supervisors Conditions of Approval, January 21, 2025

1. Not more than 60 days after the Board of Supervisors approves the specific plan, the owner(s) shall submit to the Planning Director the specific plan document, including the following conditions and 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.
2. In the event of a conflict between two or more requirements in this specific plan, or conflicts between the requirements of this specific plan and the Pima County Zoning Code, the specific plan shall apply. The specific plan does not regulate Building Codes.

Reference: (no other reference within this Specific Plan)

Reference: Section III.A: Administration & Interpretation

3. This specific plan shall adhere to all applicable Pima County regulations that are not explicitly addressed within this specific plan. The specific plan’s development regulations shall be interpreted to implement the specific plan or relevant Pima County regulations.

Reference: Section III.A: Administration & Interpretation

4. Transportation conditions:
 - A. The property owner shall dedicate 25 feet of right-of-way for Valencia Road along with any required corner spandrel right-of-way dedication at the southwest corner of the project boundary adjacent to Valencia Road and Camino De La Tierra.
 - B. A Traffic Impact Study (TIS) shall be submitted for review and approval by the Department of Transportation with the development plan submittal. Off-site improvements determined necessary as a result of the TIS shall be provided by the property owner(s).
 - C. Prior to TIS submittal, the applicant shall coordinate with the Department of Transportation to determine TIS assumptions and shall incorporate into the analysis any nearby and recently approved rezoning projects and developments as determined by the Department of Transportation.
 - D. Due to the planned Valencia Road improvements adjacent to the project site, the property owner(s) shall coordinate with the Department of Transportation for any traffic impact mitigation identified as a result of the TIS.
 - E. Due to the planned Valencia Road improvements, the location and design of access points along Valencia Road shall be coordinated with the Department of Transportation at time of development plan submittal.

Reference: II.E. Transportation & Circulation



5. Flood Control District conditions:

- A. The Regulated Riparian Habitat located within the Flood Control Resource Area shall be protected during construction and will remain undisturbed in perpetuity.
- B. Encroachment into mapped Regulated Riparian Habitat and the FEMA floodplain not shown on the approved PDP is prohibited.
- C. The required riparian habitat mitigation shall provide, at a minimum, the vegetative density equivalent to the classification of the disturbed riparian habitat.
- D. First flush retention shall be provided in Low Impact Development practices distributed throughout the site.
- E. At the time of development, the developer shall be required to select a combination of Water Conservation Measures from Table B such that the point total equals or exceeds 15 points and includes a combination of indoor and outdoor measures.

Reference: II.D: Drainage & II.F: Biological Resources

6. Regional Wastewater Reclamation conditions:

- A. The rezoning area may be sewerred using private sewers within private streets flowing to a private sewage pumping station that discharges to existing public sewer line G-2000-046, via a private force main, only if authorized by the Pima County Regional Wastewater Reclamation Department in their written documentation that treatment and conveyance capacity for the proposed development is available.
- B. 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.
- C. The owner(s) shall obtain written documentation from the Pima County Regional Wastewater Reclamation Department (PCRWRD) that treatment and conveyance capacity is available for any new development within the rezoning

area, no more than 90 days before submitting any tentative plat, development plan, 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 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.

- D. 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.
- E. 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.
- F. 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.
- G. 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.

Reference: (no other reference within this Specific Plan)

7. Environmental Planning condition: Upon the effective date of the Ordinance, the owner(s)/developer(s) shall have a continuing responsibility to remove buffelgrass (*Pennisetum ciliare*) from the property. Acceptable methods of removal include chemical treatment, physical removal, or other known effective means of removal. This obligation also transfers to any future owners of property within the rezoning site; and Pima County may enforce this rezoning condition against the property owner.

Reference: II.F.2: Invasive Non-Native Species

8. Cultural Resources condition: Prior to ground modifying activities, an on-the-ground archaeological and historic sites survey shall be conducted on the subject property. A cultural resources mitigation plan for any identified archaeological and historic sites on the subject property shall be submitted at the time of, or prior to, the submittal of any tentative plan or development plan. All work shall be conducted by an archaeologist permitted by the Arizona State Museum, or a registered architect, as appropriate. Following rezoning approval, any subsequent development requiring a grading permit will be reviewed for compliance with Pima County’s cultural resources requirements under Chapter 18.81 of the Pima County Zoning Code.

Reference: (no other reference within this Specific Plan)

9. Adherence to the specific plan document as approved at the Board of Supervisor’s public hearing including the maximum residences per acre and square footages demonstrated within the flexible preliminary development plans and applicable to Parcels A and B.

Reference: (no other reference within this Specific Plan)

10. The Design Guidelines within the Specific Plan, Appendix C, shall be implemented at the time of permitting.

Reference: I.B: Pima Prospers & Appendix C: Project Design Guidelines

11. Tucson Airport Authority conditions:

A. An Avigation Easement must be executed and recorded with the Pima County Recorder’s Office, by the property owner/developer/applicant or other person authorized to sign on behalf of the current property owner, to cover the entire project area and in accordance with the requirement of the Tucson Airport Authority. The Avigation Easement must run with the property and will serve to educate future purchasers and tenants of the property of potential aviation impacts.

- Once the Avigation Easement is recorded, please send a complete copy of the recorded easement document to Tucson Airport Authority either electronically (email: srobidou@flytucson.com) or to the mailing address provided below.

B. 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 every project applicant must file FAA Form 7460 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 the applicant file earlier than 45 days to provide the applicant with sufficient time to respond to any concerns which are identified by the FAA. 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>

C. Applicable to residential uses only: The property owner/developer/applicant must 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 must 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.

D. The property owner (for itself or its tenants) must 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, Manager of Planning
Tucson Airport Authority
7250 South Tucson Boulevard, Suite 300
Tucson, AZ 85756

Reference: (no other reference within this Specific Plan)

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

Reference: (no other reference within this Specific Plan)

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

Reference: (no other reference within this Specific Plan)

Appendix A: ALTA Survey

DMOI ENTERPRISES, LLC, CIRCLE K STORES, INC., A TEXAS CORPORATION AND FIDELITY NATIONAL TITLE AGENCY, INC..

TO DANA MANDEL AND CHRISTOPHER ITULE, HALF CENTURY PLUS, LLC, AN ARIZONA LIMITED LIABILITY COMPANY AND FIRST AMERICAN TITLE INSURANCE COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 7(A), 8, 9, 11A, 13, 14 OF TABLE A THEREOF.

THE FIELD WORK WAS COMPLETED ON APRIL 26, 2021.

DATE OF MAP OR PLAT: MAY 15, 2021

JOB NO. 2796

SHEET 1 OF 1

ALTA/ACSM LAND TITLE SURVEY
AND LYING IN A PORTION OF
SUNKIST ACRES NO. 4, BOOK 17, PAGE 46
SE 1/4 OF S 8 T 15 S R 13 E G. & S.R.M.
PIMA COUNTY, ARIZONA

RECORD OF SURVEY

RES LAND SURVEYS, INC.

1910 E. 14TH STREET
TUCSON, ARIZONA 85719

Appendix B: Biological Impact Report



Biological Impact Report
3200 W. Valencia Road
NE#24019

Prepared for:

Chris Itule
DMCI Enterprises
P.O. Box 91261
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(520) 548-4321
cItule@dswcommercial.com

Prepared by:

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karen@novakenvironmental.com

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BIOLOGICAL IMPACT REPORT
3200 W. Valencia Road Rezone
March 11th, 2024

I. INTRODUCTION

This Biological Impact Report is for an approximately 14-acre (605,029 square foot) site near the northeast corner of W. Valencia Road and S. Camino de la Tierra in Pima County, Arizona. This site was formerly identified as parcel numbers 13722026D and 13719005C but is now considered parcel 13722026E by the County. The owner, DMCI Enterprises, is seeking a comprehensive plan amendment in anticipation of rezoning the property, per Title 18 of the Pima County Code. The western portion of the property is currently listed as CB-2, General Business, and the eastern portion as TR, Transitional. The property is in Sections 8, T 15 S, R 13 E, G. & S.R.M., Pima County, Arizona (see Figure 1).

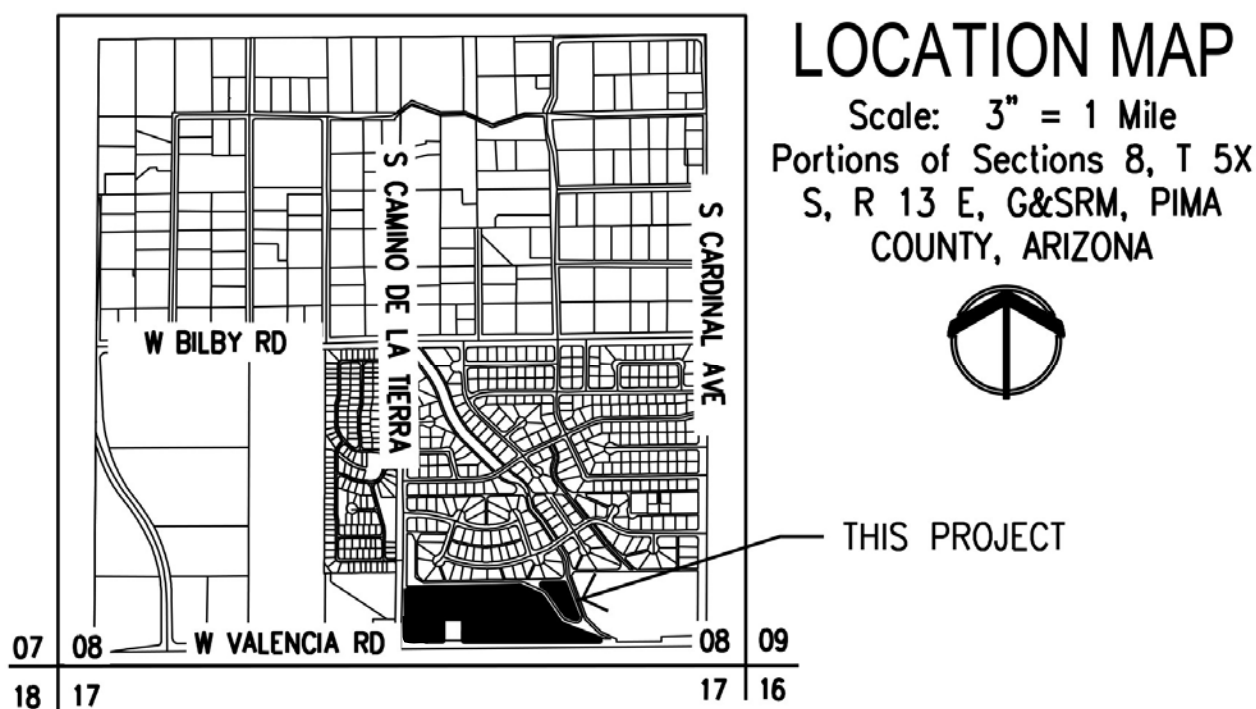


Figure 1 - Location Map for parcel 13722026E, Section 8, T 15 S, R 13 E, G. & S.R.M., Pima County, Arizona.

This Biological Impact Report, as required by County Ordinance 18.91.030, will present responses, as they pertain to the subject property, to all questions set forth in the Pima County Development Services Biological Impact Report Guidelines, originally published March 2010.

II. LANDSCAPE RESOURCES

This section of the report aims to answer questions regarding the status of parcel 13722026E with regards to the parcel's Priority Biological Resources as defined by the Sonoran Desert Conservation Plan, updated in May of 2015.

1. Identify whether the proposed site occurs wholly or partially within any Maeveen Marie Behan Conservation Lands System (CLS) Category including Important Riparian Areas and Special Species Management Areas.

This site does not occur, neither in whole nor in part, within any part of the Maeveen Marie Behan Conservation Lands Systems as adopted by the Pima County Comprehensive Plan. The site does not include any Important Riparian Areas, nor does it occur within a CLS Special Species Management Area.

2. Identify whether the proposed project occurs in the vicinity of any of the six general areas identified as Critical Landscape Linkages.

This site does not occur, neither in whole nor in part, within any area where biological connectivity has been significantly compromised within Pima County. The site also does not occur within the vicinity of any of the six general areas of Critical Landscape Linkage as identified in the CLS.

3. If the property is a Habitat Protection or Community Open Space priority acquisition property, as displayed on SDCP MapGuide, identify which designation applies to the site and comment on the status of communications, if any, between the owner and Pima County regarding the County's potential acquisition of the property.

This site is not included, neither in whole nor in part, as a priority acquisition as either Habitat Protection nor Community Open Space by Pima County as displayed on the Sonoran Desert Conservation Plan MapGuide via the PimaMaps.Pima.gov website.

III. SPECIES-SPECIFIC INFORMATION (including Pertinent Federally Threatened and Endangered Species)

This section of the report aims to answer questions regarding the status of parcel 13722026E with regards to the presence of specific species within the parcel's boundaries. These four species have been identified by the Federal Endangered Species Act (ESA, 1973), and require particular attention.

***Glaucidium brasilianum* (cactus ferruginous pygmy-owl):**

1. Does the proposed project site occur within Priority Conservation Area for *Glaucidium brasilianum*, the cactus ferruginous pygmy-owl?

No, this project site does not occur within the known ranges of *G. brasilianum*.

2. Have pygmy-owls ever been found on the project site?

No, no members of this species have ever been found within the boundaries of this project site.

- 3. Has the proposed project site been surveyed for pygmy-owls? a. If yes, disclose the dates when the surveys were done and provide a summary of the results. b. If no, are surveys planned in the future?**

No, because no members of the species *G. brasilianum* have ever been found on within the parcel limits, this project site has not been surveyed for pygmy-owls. There are no surveys planned in the future.

***Athene cunicularia* (western burrowing owl):**

- 1. Does the proposed project site occur within the Priority Conservation Area for *A. cunicularia*, the western burrowing owl?**

No, this project site does not occur within the known ranges of *A. cunicularia*.

- 2. Have burrowing owls ever been found on the project site?**

No, no members of this species have ever been found within the boundaries of this project site.

- 3. Has the proposed project site been surveyed for burrowing owls? a. If yes, disclose the dates when the surveys were done and provide a summary of the results. b. If no, are surveys planned in the future?**

No, because no members of the species *A. cunicularia* have ever been found within the parcel limits, this project site has not been surveyed for these burrowing owls. There are no surveys planned in the future.

***Corypantha scheeri* var. *robustispina* (Pima pineapple cactus):**

- 1. Does the proposed project site occur within the Priority Conservation Area for *C. scheeri*, the Pima pineapple cactus?**

No, this project site does not occur within the known ranges of *C. scheeri*.

- 2. Have Pima pineapple cacti been found on the project site?**

No, no members of this species have ever been found within the boundaries of this project site.

- 3. Has the proposed project site been surveyed for Pima pineapple cactus? a. If yes, disclose the date when the surveys were done and provide a summary of the results. b. If no, are surveys planned in the future?**

No, because no members of the species *C. scheeri* have ever been found on within the parcel limits, this project site has not been surveyed for these pineapple cacti. There are no surveys planned in the future.

***Echinomastus erectocentrus* var. *erectocentrus* (needle-spined pineapple cactus):**

- 1. Does the proposed project site occur within the Priority Conservation Area for the needle-spined pineapple cactus?**

No, this project site does not occur within the known ranges of *E. erectocentrus*.

- 2. Have needle-spined pineapple cactus been found on the proposed project site?**

No, no members of this species have ever been found within the boundaries of this project site.

- 3. Has the proposed project site been surveyed for needle-spined pineapple cacti? a. If yes, disclose the date when the surveys were done and provide a summary of the results. b. If no, are surveys planned in the future?**

No, because no members of the species *E. erectocentrus* have ever been found on within the parcel limits, this project site has not been surveyed for these pineapple cacti. There are no surveys planned in the future.

IV. SUMMARY

This report presents a Biological Impact Report for the 3200 W. Valencia Road Rezone, an approximately 14-acre parcel located in Pima County. This Biological Impact Report, required as part of the comprehensive plan change request, presents responses to all questions set forth in the Pima County Development Services Biological Impact Report Guidelines, March 2010. **The findings of this report indicate that this site does not lie within any of the areas of concern included in the report guidelines.**



Appendix C: Project Design Guidelines

1. Materials and Colors

Exterior building materials shall be aesthetically pleasing and compatible with materials used in adjoining neighborhoods. The following standards are intended to ensure that exterior building materials comprise a significant part of the visual impact of a building.

Guideline: Predominant exterior building materials shall be high quality materials, earthtone colored and not exceeding a light reflectivity value of sixty percent. These include, without limitation:

- Brick
 - Wood
 - Sandstone
 - Native stone
 - Stucco
 - Adobe
 - Exterior insulation and finish systems (EEFS)
 - Tinted, textured, concrete masonry units or block
- a. Building trim and accent areas may feature brighter colors, including primary colors, and neon tubing for building trim or accent areas.
- b. Transit stops, freestanding identification signs, buffer yard walls, raised planters and miscellaneous decorative site features shall use the same exterior materials or textures as the facade of the principal building. All sides of the buffer yard and property wall shall meet this requirement.

2. Parking Lots

Parking areas shall provide safe, convenient and efficient access. Landscaping is an important element in reducing the appearance of a large, paved surface area and reducing the heat island effect. Landscaping can be used to define parking areas, reduce the overall scale, and provide primary vehicular drives and pedestrian areas in an aesthetic and environmentally pleasing manner.

Guideline: For any shopping center development, the planning of the site shall screen the parking lot from view by outlot development or bufferyards with the use of opaque screening materials such as vegetation, berms or walls.

- a. See the landscaping requirements of Section 18.75.040B3 for landscaping within the parking lot area.
- b. See the landscaping requirements of Section 18.75.040B3e for landscaping around a building.

3. Lighting

The standards for outdoor lighting provide lighting in outdoor public places where public health, safety and welfare are potential concerns, protect neighbors and the night sky from nuisance glare and stray light from poorly aimed, placed, applied, maintained or shielded light sources.

Guideline: To prohibit the nuisance created by outdoor lighting installations that result in glare and light trespass onto neighboring properties. Outdoor lighting is required for safe y- and personal security in areas where public assembly and traverse take place during hours of darkness. The glare-control requirements contained herein apply to lighting on all structures, including but not limited to architectural features, signs, and landscaping.



Light trespass is the presence of undesirable illumination coming from an off-property source. It includes the following examples: the classic "light shining in a window," unwanted light on one's property or excessive brightness in the normal field of vision (nuisance glare).

The following elements should be considered when submitting a lighting plan as required in chapter 15.12:

- a. Outdoor lighting, on private residential, commercial, industrial, recreational or institutional property, is to be aimed, located, designed, fitted and maintained so as not to present a hazard to drivers or pedestrians by impairing their ability to safely traverse and so as not to create a nuisance by projecting or reflecting objectionable light onto a neighboring use or property.
- b. Outdoor lighting fixtures are to be installed in such a manner that no light will be emitted above a horizontal plane passing through the lowest point of the light emitting element, so that direct light emitted above the horizontal plane is eliminated. All individual outdoor lighting fixtures that illuminate the area under outdoor canopies will be subject to this requirement. (See section 15.12.5.1B)
- c. Lighting proposed for use after 10 P.M., or after the normal hours of operation for commercial, industrial, institutional or municipal applications, should be reduced by seventy-five percent from then until dawn.
- d. Lighting fixtures should not be mounted in excess of ten feet above grade when adjacent to residential uses.
- e. Directional fixtures such as flood lights, spotlights and sign lights should be installed or aimed so that they do not shine directly into the window of a neighboring residence, directly into a roadway, or skyward.
- f. Fixtures will be equipped with or be modified to incorporate light directing and/or shielding devices such as shields, visors, skirts or hoods to redirect offending light distribution and/or reduce direct or reflected glare. (See section 15.12.4.7)