

Foothills Mall Specific Plan

IV. Site Inventory

Site Inventory

A. Land Use

1. Location/Regional Context

The Specific Plan is located in the northwest portion of the Tucson Metro area in unincorporated Pima County. The 51-acre Property is situated at the northwest corner of a major intersection: Ina Road and La Cholla Boulevard. (See *Exhibit I.A: Regional Location Map* in the Implementation and Administration section of this Specific Plan.) The Property is surrounded by existing infrastructure and encompasses the majority of the property that is collectively known as the Foothills Mall ("FHM").

2. Existing Land Uses

The Property is developed with the FHM, which includes approximately 620,000 square feet under roof in its primary structure and is surrounded by multiple separate buildings around the Property's periphery. FHM features a combination of retail, personal service, entertainment, office and restaurant uses.

A variety of higher-density residential and commercial uses surround the Property. (See *Table IV.A: Surrounding Land Uses*.)

Table IV.A: Surrounding Land Uses

North	Retail, including Walmart Superstore; restaurants; bank; personal services
South	W. Ina Rd; restaurant; pharmacy; medical offices; bank
East	N. La Cholla Blvd; shopping center with grocery anchor, retail, personal services, bank, veterinary hospital; office complex
West	Multi-family residential

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Exhibit IV.A.2: Existing Land Uses



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3. Existing Easements

Multiple easements exist throughout the Property, most of which are associated with existing utilities. The existing utility easements include those associated with:

- All public water infrastructure throughout the Property;
- Electric facilities located on the Property;
- Public sewer main located along the west side of the Property; and
- Communications facilities along the west boundary of the Property.

The existing easements unrelated to utilities include:

- A "no-build zone" easement and parking easement at the northeast area of the Property, between the mall building and the stand-alone retail building to the northeast;
- A "no-build zone" easement in the southwest portion of the Property;
- A parking easement along the south boundary of the Property;
- A 1-foot no-access easement along the Property's east boundary (except where the access driveway occurs);
- An access easement in the southeast portion of the Property providing access from the main driveway to the adjacent parcel to the south; and
- A "platted 100-year flood prone area" at the southwest portion of the Property, although most of this area is located on the parcel to the southwest containing a stand-alone retail building.

Existing easements are shown in *Exhibit IV.A.3*. These easements could be affected by redevelopment of the Property, depending on where and what is proposed. Impacts to easements will be assessed with each development package submittal.

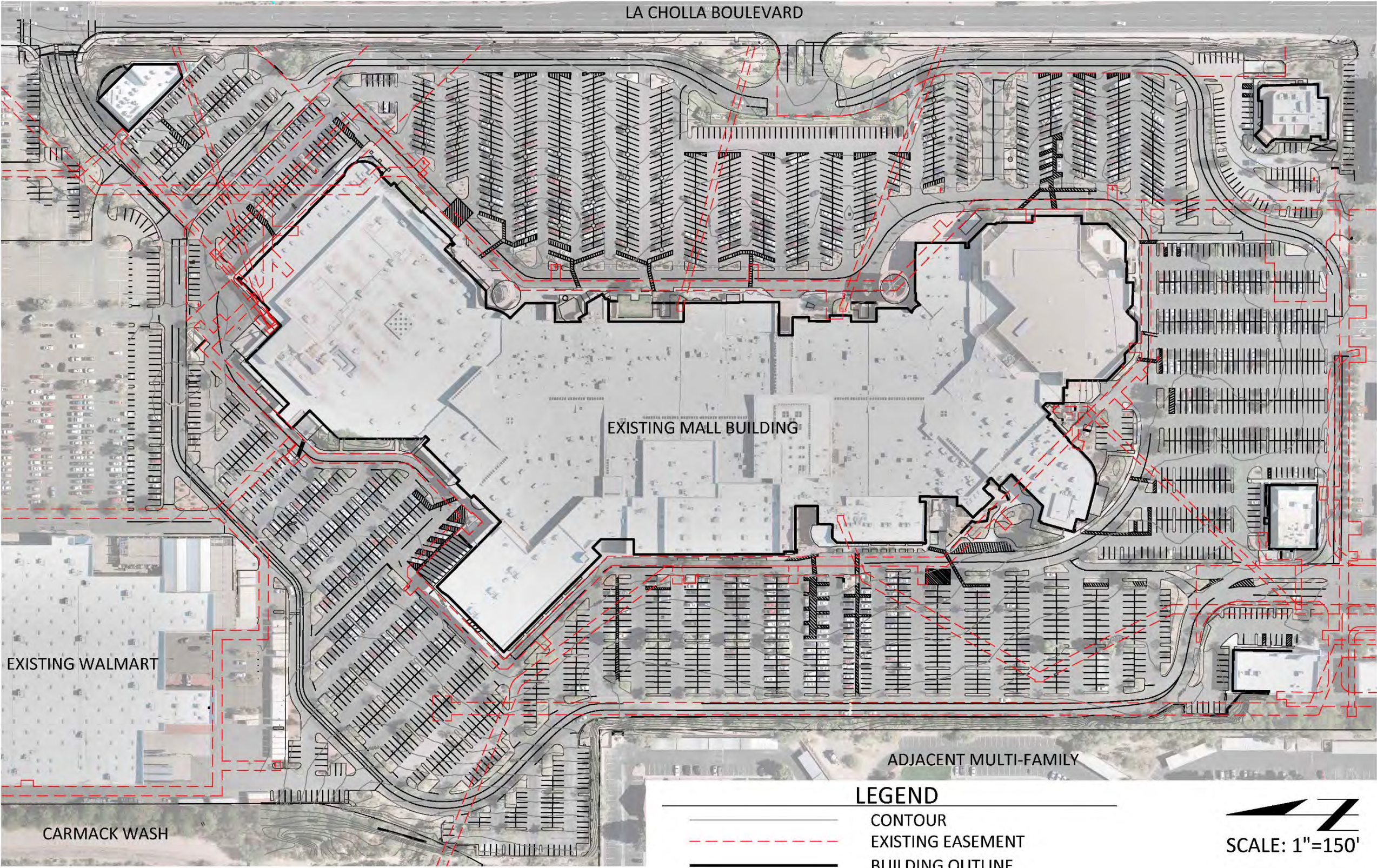
4. Comprehensive Plan

The Property is identified as a Community Activity Center ("CAC") within the Tortolita Planning Area of *Pima Prospers*. There are no Rezoning or Special Area Policies that pertain to the Property.

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Exhibit IV.A.3: Existing Easements



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B. Topography and Grading

1. Topographic Characteristics

The Property slopes from east to west with an elevation differential of approximately 10 feet from La Cholla Boulevard to the primary building and an elevation differential of approximately 6 feet from the primary building to most of the western pavement edge. There is an additional elevation drop of approximately 8 feet to the western pavement edge at the northwest corner of the Property where the Property boundary jogs further west. The topography allows surface flow to the west around the north and south portions of the existing building. There are several low spots associated with catch basins for drainage capture at the east parking field. Because the Property has been fully developed, there are no natural slopes. In general, the slopes range from approximately 1.5 percent up to approximately 4.0 percent, with the steeper slopes only existing in several isolated areas. At the east and west boundaries, there are slopes in the 30-35 percent range that provide tie-ins to the adjacent offsite topography. These slopes were necessary at the time of original development to level the Property for the large building and parking areas.

2. Average Cross Slope

$$\text{ACS} = \frac{I \times L \times 0.0023}{\text{Acres}}$$

Interval (I) = 1 feet

Total length of contours (L) = 32,344

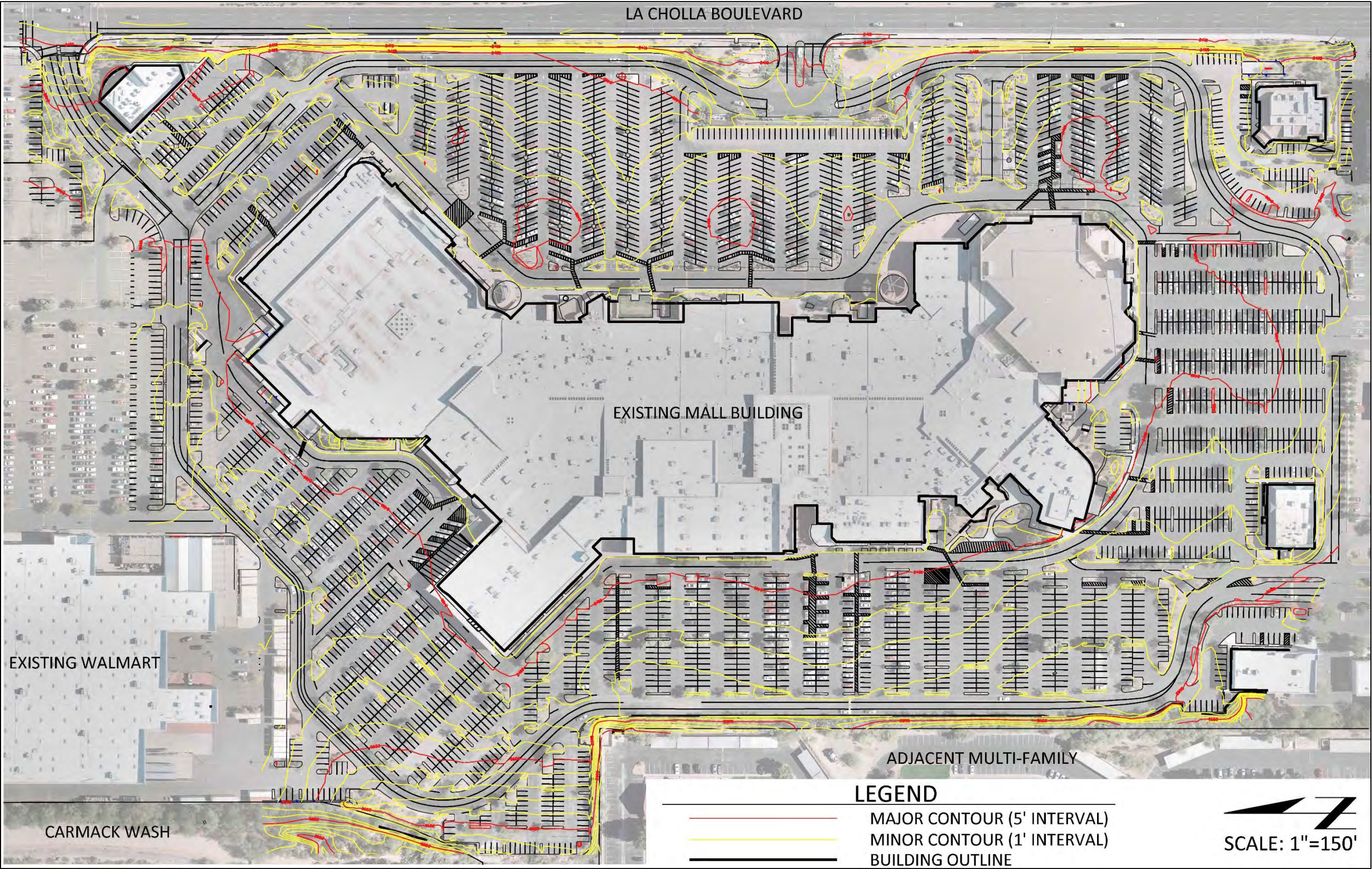
Area (A) = 45.3 acres (1,973,566 sf)

$$\text{ACS} = \frac{1 \times 32,344 \times 0.0023}{45.3 \text{ acres}} = 1.64\%$$

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Exhibit IV.B: Topography



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C. Hydrology

1. Offsite Watersheds

The Property slopes gradually from east to west with the east side being bordered by the La Cholla Boulevard roadway. Due to the physical characteristics of the roadway (i.e. curbed edges and storm drain catch basins), and only two driveways accessing the Property from La Cholla Boulevard, there are no offsite watersheds affecting the Property from the east. To the north and south, the developed grade generally slopes westerly, so no stormwater enters the Property at these boundaries either.

The La Cholla Boulevard roadway is a 6-lane, divided, curbed major arterial. Along the western edge of the roadway adjacent to the Property, there are two stormwater catch basins that drain stormwater from the roadway and into an existing underground storm drain conveyance system. This underground system conveys stormwater collected in the public roadway westerly through the Property and ultimately deposits it off the Property. Therefore, site hydrology is unaffected.

2. Onsite Hydrology

The Property is an existing, completely developed retail mall with a single large building in the center and surrounded by parking. There is a single small retail building to the northeast of the Property and eight smaller buildings to the south housing retail, restaurant and office users. The Property is over 90 percent impervious.

The Property slopes gradually from east to west with the highest elevations located along the eastern boundary. Along this east boundary, the Property abuts La Cholla Boulevard, which is currently between five and seven feet higher than the east edge of the Property's east parking areas. This elevation differential is managed by a graded slope protected with rock rip rap.

Along the western edge of the roadway, adjacent to the Property, there are two stormwater catch basins that drain stormwater from the roadway and into an existing underground storm drain conveyance system. This underground storm drainage system enters the Property and conveys the stormwater collected in the public road underneath the Property in the existing pipes. The underground storm drains that accept runoff from La Cholla Boulevard are two separate trunk-line systems: one routing stormwater around the south side of the Property and one routing flows

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around the north side of the Property, consisting of pipes ranging from 42-inch diameter up to 66-inch diameter.

The eastern portion of the Property drains to the east parking area where several low spots in elevation occur with associated catch basins at the low spots to catch stormwater and convey it in pipes to the two previously described trunk-lines. The north, south and west sides of the Property primarily drain as sheet-flow to the west. However, there are several small watershed areas that drain to catch basins and smaller diameter storm drains. Ultimately all stormwater flows are conveyed west and either deposited in the adjacent Carmack Wash, a wash identified to convey between 2,000 and 5,000 cfs, or to an existing underground storm drain system that further conveys runoff to the west. There are currently no designated detention/retention basins located within the Property.

3. Existing Drainage Conditions & Infrastructure

The existing drainage at the Property is managed by both sheetflow and an underground storm drain system, as described above. The underground storm drain system includes two main large diameter trunk lines conveying flows from east to west through the Property: one through the southern portion of the Property and one through the northern part of the Property. These trunk lines also accept flows from the La Cholla Boulevard roadway as previously explained. Multiple smaller diameter storm drain lines feed into the trunk lines, primarily on the east side of the Property. These smaller diameter lines collect stormwater at catch basins located throughout the Property. The building's roof drainage is directed to the adjacent paved areas via downspouts located along the building exterior on all sides. The existing storm drainage system appears to be in good condition and adequately sized for the Property's storm water flows. There are no signs of reoccurring ponding of stormwater at any of the catch basin locations and physical observation during rain events has confirmed that the Property is draining as originally designed and intended.

4. Floodplain

According to the Federal Emergency Management Agency Flood Insurance Rate Map Panel No. 04019C1660L dated June 16, 2011, the Property is in unshaded Zone X, which is an area determined to be outside the 500-year floodplain. In addition, there are no identified local flood hazard areas affecting the Property. The Carmack Wash, which conveys between 2,000 and 5,000 cfs, is located approximately 200 feet west of the Property but is not within a designated FEMA flood zone. This wash does not convey

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runoff through the Property, nor does it have any impact on the Property's hydrology, but it does accept runoff from the Property.

5. Pima County Regulated Riparian Habitat

The Property has been completely developed, and buildings, pavement or landscaping cover the entire Specific Plan area. There is no identified riparian habitat within the Property.

D. Biological Impacts

The Property has been completely developed, and buildings, pavement or landscaping cover the entire Specific Plan area.

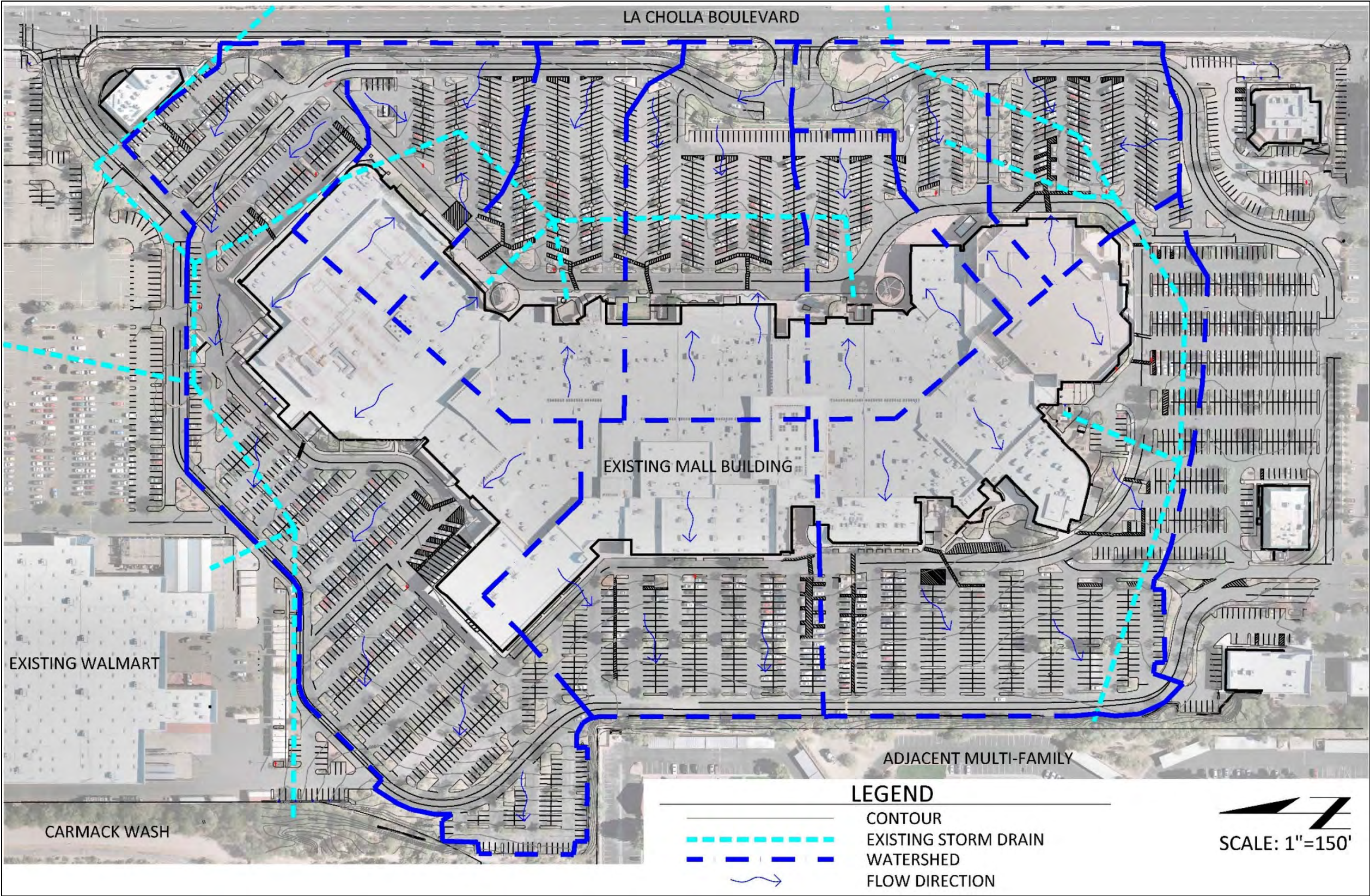
The Property is not located within the Conservation Lands System ("CLS"). It is not a Priority Conservation Area for Pima pineapple cactus, Needle-spined cactus, Cactus ferruginous pygmy owl or burrowing owl. There are no threatened or endangered species located on the Property.

All existing vegetation, including any saguaros or ironwood trees, is incorporated into the FHM development as amenity landscaping or bufferyards.

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Exhibit IV.C.2: Existing Drainage



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E. Transportation

1. Roadway Inventory

The existing rights-of-way for the segments of La Cholla Boulevard and Ina Road that front the Property generally vary from 140 to 150 feet in width.

Table IV.E: Roadway Inventory shows the County's Major Streets Plan right-of-way widths, number of lanes, capacity, posted speed limits, the present average daily volumes (ADTs), as well as bus routes, bike lanes and pedestrian ways for roadways within two miles of the Property.

Mona Lisa Road is designated a two-lane collector in the Pima County Major Streets Plan. It provides access to residential uses along both sides of the street. The County recently restricted northbound access from Mona Lisa to Magee Road to right turns only. The intersection of Ina Road/Mona Lisa Road is signalized.

La Cholla Boulevard is a four-lane north/south Medium Volume Arterial north of Magee Road and a six-lane High Volume Arterial south of Magee Road according to Pima County Major Streets Plan. It is an important route providing commuter access from the Town of Oro Valley to its terminus at Gardner Lane in the City of Tucson. La Cholla Boulevard will be improved from a two-lane roadway to a four-lane urban arterial from Overton Road to Tangerine Road as part of a Regional Transportation Authority project with construction beginning in 2018. There is a striped bike lane and sidewalk along the frontage of the Property. A Sun Tran bus stop is located near the Foothills Mall Drive, and there are bus stops at the intersection of Ina Road/La Cholla Boulevard.

Old Magee Trail is a two-lane east-west local roadway connecting La Cholla Boulevard and Magee Road. It was the former Magee Road (north) prior to the realignment of Magee Road. It has striped bike lanes on each side.

La Cholla Loop Road is a one-lane loop ramp providing access from northbound La Cholla Boulevard to westbound Magee Road. The ramp begins north of the La Cholla/Magee intersection.

Magee Road is a four-lane east/west Medium Volume Arterial east and west of La Cholla Boulevard according to Pima County's Major Streets Plan and is designated as a Major Scenic Route in Pima County's Scenic Routes Plan. There are sidewalks on both sides west of La Cholla Boulevard and on the south side east of La Cholla Boulevard.

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There are striped bike lanes near the Property. There is a Sun Tran bus stop on the northeast corner of Magee/Mona Lisa.

Ina Road is a four-lane east/west High Volume Arterial east and west of La Cholla Boulevard according to Pima County's Major Streets Plan and is designated a Major Scenic Route in Pima County's Scenic Routes Plan. There are sidewalks on the south side west of La Cholla Boulevard. There are striped bike lanes near the Property. There is a Sun Tran bus stop on the south side of Ina Road along the Property frontage, opposite the main FHM access road.

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Table IV.E: Roadway Inventory

Roadway Segment	Lanes	Year of Recorded ADT*	ADT (vpd)	Source	2018 ADT (vpd)**	Daily Capacity (vpd)***	Speed Limit	PC Major Streets Plan R/W (feet)	Bike Route	Bus Route	Sidewalks
Mona Lisa Road, North of Ina Road	2	2017	5,056	Pima County	5,157	15930	40	80	Residential Street	No	Yes, near Ina
Mona Lisa Road, South of Ina Road	2	2017	2,808		2,864	15930	40	80	Residential Street	No	No
La Cholla, Old Magee Trail to Magee Road	6	2013	22,857	PAG	25,236	53910	45	150	BRSS	None	Yes (West Side)
La Cholla, Magee Road to Foothills Mall Signal	6	2016	25,142	PAG	26,158	53910	45	150	BRSS	Sun Tran 61	Yes
La Cholla, Foothills Mall Road to Ina Road	6	2018	27,000	PAG	27,000	53910	45	150	BRSS	Sun Tran 61	Yes
La Cholla, Ina Road to Orange Grove Road	6	2016	22,916	PAG	23,842	53910	45	150	BRSS	Sun Tran 61	Yes
Old Magee Trail, East of La Cholla Boulevard	2	2016	1,700	Pima County	1,769	15930	45	N/A	No	No	No
La Cholla to Magee Loop Road	1	2015	1,673	Pima County	1,775	N/A	30 (Advisory)	N/A	No	No	No
Magee Road, West of La Cholla Boulevard	4	2016	16,723	PAG	17,399	35820	45	150	BRSS	Sun Tran 61	Yes
Magee Road, East of La Cholla Boulevard	4	2016	17,526	PAG	18,234	35820	45	150	BRSS	No	Yes
Ina Road, Shannon Road to Mona Lisa Road	4	2016	29,842	PAG	31,048	35820	45	150	BRSS	Sun Tran 16, 61, 102X, 103X, 203X	Partial
Ina Road, Mona Lisa Road to La Cholla Boulevard	4	2018	28,000	PAG	28,000	35820	45	150	BRSS	Sun Tran 16, 61, 102X, 103X, 203X	
Ina Road, La Cholla Boulevard to La Canada Drive	4	2015	26,660	PAG	28,292	35820	45	150	BRSS	Sun Tran 16, 102X, 103X, 203X	

*Daily Volumes for Old Magee Trail, Loop Road, Mona Lisa Road and Ina, west of La Cholla and La Cholla, north of Ina estimated by extrapolating peak hour volume counts to daily counts.

**Assumed 2%/year growth

***FDOT Generalized Annual Average Daily Volumes Table, 2012.

Note: Bike Route designations from Pima County Regional Bike Map. BRSS = Bike Route with Striped Shoulders

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2. Distances to Existing Drives/Intersections

Driveways are planned to remain at the same general locations as the current access points. Driveway spacing and distances to existing offsite intersections are shown in *Exhibit IV.E.2: Driveway Spacing*.

3. Public Transit

There are five existing Sun Tran bus routes that provide transit service near the Property. These include Sun Tran routes 16, 61, 102, 103X and 203X. (See *Table IV.E.3*.) There are bus stops located at the intersection of Ina Road and La Cholla Boulevard and on La Cholla Boulevard at Foothills Mall Drive.

Table IV.E.3: Sun Tran Bus Routes

Route #	Route Name	End Points	Headways	Hours of Operation
16	Oracle/Ina	Thornycastle/Ina Area to Ronstadt Transit Center	10 min (weekdays) 15 min (Saturdays) 20 min (Sundays)	5:04 am to 11:55 pm
61	La Cholla	Shannon/Magee to Tohono Tada Transit Center	30 min (weekdays) 60 min (weekends)	5:45 am to 7:45 pm
102X	Northwest/UA Express	La Canada/Lambert to Ronstadt Transit Center with stop at UA Mall	30 min (weekday service only)	5:53 am to 7:57 am and 4:35 pm to 6:36 pm
103X	Northwest/Downtown Express	Thornycastle/Ina area to Ronstadt Transit Center	60 min (weekday service only)	6:05 am to 8:01 am and 4:15 pm to 6:15 pm
203X	Oro Valley/Aero Park Express	Oracle/Rancho Vistoso Area to Raytheon	60 min (weekday service only)	4:52 am to 7:45 and 3:40 pm to 7:00 pm