

# AGENDA MATERIAL

DATE 7-2-19 ITEM NO. RA 34

**From:** Kimberly Kistner  
**To:** COB mail  
**Subject:** Save Saguaro National Park and DENY Bike Ranch  
**Date:** Friday, June 28, 2019 4:43:11 PM

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To whom it may concern:

## Referencing Case #P19CU0005

I am writing this letter to support the natural beauty and unencumbered surroundings of Saguaro National Park and to DENY the Bike Ranch that is proposed to be built. While I am not a resident of Tucson, I visit often and was greatly disappointed to learn that a Bike Ranch is potentially going to be built right next to Saguaro National Park. Because of the close proximity to the park, the proposed Bike Ranch, while not expecting to cause harm or damage to the natural beauty of the park, would disguise its view, diminish its peaceful setting and infringe on the environment that exists today. There are many places to build a Bike Ranch, but this park is fixed in its existence and is there to provide peace and beauty to the residents of Tucson. I kindly ask that you reconsider the placement of a Bike Ranch in another location. As a visitor to Tucson, I would be disheartened to see this development take place near Saguaro National Park.

Thank you for hearing my voice and for your further consideration!

Sincerely,  
Kimberly S. Kistner Headen  
320 W. 96th Street Apt. 6B  
New York, NY 10025

PS...Just sent this letter a minute ago, however, this provides a reference number in order to address the appropriate case. Thank you!

JUL 01 19AM 10:09 CD KCFB

**From:** James Lowell  
**To:** COB mail; Nicholas Coussoulis; District4  
**Subject:** Case P19CU00005 Bicycle Ranch  
**Date:** Friday, June 28, 2019 10:45:18 PM

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To whom it may concern,

I am in opposition to the proposed 'bike ranch/hotel' slated for construction within the buffer zone surrounding the Saguaro National Monument eastside location. The buffer zone around the park exists specifically to prevent this type of development. If this project is allowed to move forward it will set a bad precedent by effectively negating the existence of the buffer zone.

Note the use of 'weasel words' used by the developers to describe the proposed facility in an attempt to downplay its impact:

'minor resort' - This is clearly a hotel. What is 'minor' about it?

'bicycle ranch' - This isn't a ranch, it is a hotel. A ranch is defined as a large farm. What do they plan to farm?

'casitas' - A casita is defined as a small house, so this is really a hotel which rents units that are more like apartments than just simple rooms.

I grew up on Escalante road less than half a mile from this location. My mother still lives there in the house I grew up in and so both of us have a vested interest not wanting to have the park buffer zone negated by allowing the construction of the proposed hotel/apartment complex.

If the business fails as a 'resort' are they then going to then remove it, or will it become purely just another apartment complex?

Please consider these points of interest.

Thank you,  
James Lowell Jr.

ALL INFORMATION CONTAINED  
HEREIN IS UNCLASSIFIED  
DATE 07-19-2010 BY 60322 UCBAW

**From:** [peg franz](#)  
**To:** [COB\\_mail](#)  
**Subject:** bike ranch  
**Date:** Saturday, June 29, 2019 9:00:43 AM

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I have been @ 11750 Irvington since 1958. It is not appropriate to have a bike motel with 2 stories, lights. etc across from a National Park. Would it be appropriate to have such a development across from the entrance to the Grand Canyon National Park?

PLEASE DENY THIS BIKE MOTEL

Margaret Franz  
[REDACTED]

11750 IRVINGTON RD  
TUCSON, AZ 85710  
#

**From:** [Scott Welch](#)  
**To:** [COB\\_mail](#)  
**Subject:** BIKE RANCH RESORT Case Number: P19CU0005  
**Date:** Saturday, June 29, 2019 11:29:03 AM

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The Bike Ranch Resort project should NOT be approved. Please consider the following points:

- 1, Last year Escalante Road was re-paved and a left hand turn signal added to the light at Escalante Road and Houghton. This act in itself has drastically increased the traffic on Escalante Road which is a residential road.
2. This work was done since there has been so much growth toward Vail that the County is trying to divert the additional traffic to Escalante Road to delay having to build an expensive bridge over the Pantano Wash which would connect Houghton and Old Spanish Trail.
3. As I said in my previous email and letter there are 35 driveways coming from approximately 199 houses trying to access Escalante Road between Houghton and Old Spanish Trail. The additional pressure the County is putting on Escalante Road to handle increased Vail traffic is making access to Escalante Road hazardous.

Please, for the sake of safety, please vote NO on the Bike Ranch.

Scott & Claudette Welch  
10825 E. Escalante Road

JL 01-19M100PCCKDFR

**Bernadette Russell**

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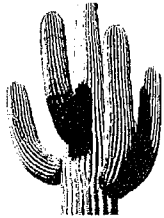
**From:** Save Saguaro National Park <SaveSaguaroNationalPark@gmail.com>  
**Sent:** Saturday, June 29, 2019 3:55 PM  
**To:** COB\_mail  
**Subject:** [BULK] TV Interviews to air today on the Bike Motel @ 5:00 PM & 10:00 PM

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# **WE NEED YOU!**

## **Save Saguaro National Park**

KGUN channel 9 interviewed a few of the residents today and they may air the interview both at 5:00 PM and 10:00 PM or not. A lot depends if the reporter, Veronica Vernachio is able to get a statement or interview from the bike motel folks.

Also, KVOA channel 4 will interviewing a couple of us on Monday at 9:00 AM. Not sure when they will air their report, but I would guess on Monday evening.

Just wanted to let you all know. And, just in case you didn't see the last email blast, here it is:

Greetings neighbor: **REMINDER**

**WHO:** Pima County Board of Supervisors (BOS)

JUL 01 19:10:10 PST 2019

**WHAT:** BOS will vote on the conditional use permit for the bike motel

**WHERE:** 130 W. Congress Street, BOS meeting room

**WHEN:** Tuesday July 2nd @ 9:00 AM

**WHY:** Pima County Zoning requires the BOS to vote on conditional use permits to ensure that the planning services hearing administrators are held in check.

**Show up, wear YELLOW!**

We attempted to get a continuance until sometime in August so that folks who might have been out of town the week of the July 4th may attend, but it appears the BOS wants to get the issue resolved and will not grant a continuance to our group as they did for the bike motel developers. Doesn't seem quite fair to me.

If you plan on speaking at the meeting in the "call to the public" where audience members are allowed to speak to the supervisors for up to 3 minutes please do so. You will need to fill out a speakers card and turn it in prior to the meeting. This will likely be the last time you will be able to voice your opinion directly to the BOS on what a tragedy it will be allowing a motel across from the Saguaro National Park is.

**If you haven't sent in a letter, now is the time to get it done.**

At the conditional use meeting we had a 3 to 1 ratio of letters against

the Bike Motel. We need to impress the supervisors that the neighbors do not want this type of commercial development across from Saguaro National Park.

## PIMA COUNTY BOARD OF SUPERVISORS

EMAIL - cob\_mail@pima.gov (this one email address will go to all supervisors, county administrator, planning services and others)

ADDRESS - 130 W. Congress Street, 11th Floor, Tucson, AZ 85701

Ally Miller, District 1 (520) 724-2738

Ramón Valadez, District 2 (520) 724-8126

Sharon Bronson, District 3 (520) 724-8051

Steve Christy, District 4 (520) 724-8094

Richard Elías, District 5 (520) 724-8126

## TIPS FOR LETTERS: Reference "Case P19CU00005"

- Send one letter and it will go all five Supervisors (email address referenced above will automatically send to all of them).
  - Include your full address.
  - If live in Buffer Zone or near development, **state so**.
  - Stick to issues (not people) and the future (not the past).
  - Keep is simple; stick to one or two points and get it onto one or two pages.
  - Send more than one letter if you have more than one or two points to make.
    - Pollution: dark skies, noise, viewscales, air, runoff from pavement, etc.
    - Increased bicycles, pedestrians, vehicles.
    - Increased crime.
    - Violation of buffer zone purpose.
    - Effect if project fails.
    - Precedent: all it takes for the next one is ten acres, that's it, ten acres.
    - Wildlife, biodiversity.
    - Urban encroachment.
    - Diminished solitude, quiet and naturalness.
  - Try to find corroboration/documented support for your point(s).
  - Use attachments, as many as needed, to bolster your point(s).
-

- If you need help with a letter (research, resources, etc.), please email us.
- If you need a ride to the hearing, email us and we will see if we can help.

Look for updates at our website: **[savesaguaronationalpark.com](http://savesaguaronationalpark.com)**

**Contact us:** [savesaguaronationalpark@gmail.com](mailto:savesaguaronationalpark@gmail.com)



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Save Saguaro National Park · 3505 S Hunters Run · Tucson, Az 85712 · USA





**From:** Nancy Shemroske  
**To:** COB mail  
**Subject:** No resort  
**Date:** Saturday, June 29, 2019 4:55:16 PM

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To the Board of supervisors:

Come take a ride on Escalante from old Spanish trail to Houghton and if you are familiar with this road you will notice the increase in auto traffic. There are two sets of blinking lights at the intersection on Escalante because of the increase in traffic. There is so much new home building going south on old Spanish trail, that Escalante serves as a main artery to the inner city. Drivers go west on Escalante to Houghton then north to get to Golf Links. Now add bikers two or three at a time some riding side by side and traffic coming both ways That is a accident waiting to happen . . Please no resort that will only make this a bigger problem

Sincerely,  
Nancy Shemroske  
3551 S.Saguaro Shadows PL

Sincerely,

JUL 01 10:10:00 AM '19  
bf

**From:** [REDACTED]  
**To:** COB mail  
**Subject:** Case P19CU00005 - Bike Resort at Saguaro National Park East Unit  
**Date:** Saturday, June 29, 2019 5:32:59 PM

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Dear Supervisors,

As a long-time Pima County resident living on Old Spanish Trail (OST), I'm writing to you today to register my concerns about granting a conditional use permit for a Bike Resort to be built adjacent to the Saguaro National Park East.

I walk my dog Ranger along OST pretty much every day and we always stop at the park's entrance ramada for a short water break. Most days we meet cyclists who also stop there for the same reasons. These are all great people who live mostly in the Tucson area. They respect the area they live in and they take care of it. However, now and then we run into cyclists who cause trouble with traffic and leave trash. It turns out these are mostly out-of-town types who are here for just a short while before they return home. Don't get me wrong here, there are plenty of out-of-town cyclists who are great people as well, but the bad apples get noticed. Take a walk along the El Tour de Tucson route the day after the event and see the trash left by event participants. It won't be any different if a bike resort is approved.

If the bike resort is approved, there will be a large increase in out-of-town cyclists. Most won't be familiar with road conditions or the local traffic patterns. The well traveled sections of OST already have vehicular traffic problems (slower cars causing 'packs' of closely spaced frustrated drivers with no place to pass) and more packs of cyclists will make the problem even worse as there will be less room to move around them.

Pima County residents in the buffer zone have their property values enhanced. Recent US Supreme Court rulings have made it easier for citizen groups to litigate local governments when actions are taken that reduce the value of their homes. You should consider the effect on the county's budget having to defend itself in Federal Court over a vote to violate the conditions of the buffer zone and allow the bike resort to be built there. There could also be multiple requests for property value devaluation to reduce taxes paid to the county.

Finally, you might also want to consider allowing a bike resort to be built along some of Tucson's wonderful cycling trails in an area that doesn't have the negative impact of one in the buffer zone.

Sincerely,  
William Scott Johnston  
11235 E Old Spanish Trail  
Tucson, Arizona

06-13-2019 10:00 AM  
JL 01-19-2019 04:00 PM

**From:** Di  
**To:** COB\_mail  
**Subject:** Fwd: Schmidt\_CapFinal\_12.2.2017.doc;jsessionid=6708D93777DB90C8DCEEEA45BBCAE272  
**Date:** Saturday, June 29, 2019 7:36:46 PM

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re: case # P19CU00005

The below referenced link will take you to a paper entitled: "DESIGNATING AND MAINTAINING BUFFER ZONES: A LOOK AT TUCSON'S PROTECTED LANDS " by U of A tells the story as to why so many oppose the BIKE RANCH MINOR RESORT option for the area of SAGUARO PARK EAST OLD SPANISH TRAIL. The damage caused by the staggering increased intensity of use to this natural resource will be irreparable. Five years ago the Superintendant of Saguaro National Park East opposed this project. During the recent snow event of 2019 the Park alerted the public to an overflow capacity of traffic to enlist cooperation to ease congestion. The new Superintendant lacks an understanding of the adjacent community's desire to maintain this unique environment and defend A quiet rural lifestyle from URBAN ENCROACHMENT. Approval of this project will set a precedent for other developments to PAVE PARADISE AND PUT UP A PARKING LOT. Many of us bought homes seeking peaceful lives in retirement. We can't now start all over pick up and go somewhere else. What will this do to our property values? For some, property aesthetics will be permanently ruined or altered. The BIKE RANCH does not now exist. WE DO! Please consider the permanent negative impact on the area's wildlife and citizens.

Sincerely,  
Debra J Harvey  
4540 S Paseo Melodioso  
Tucson, AZ 85730

dj harvey

Begin forwarded message:

**From:** Debbie Harvey <[debbie@mikeharveyag.com](mailto:debbie@mikeharveyag.com)>  
**Date:** April 27, 2019 at 3:03:22 PM MST  
**To:** dj <[REDACTED]>  
**Subject:**  
Schmidt\_CapFinal\_12.2.2017.doc;jsessionid=6708D93777DB90C8DCEEEA45BBCAE272

[https://repository.arizona.edu/bitstream/handle/10150/626236/Schmidt\\_CapFinal\\_12.2.2017.doc;jsessionid=6708D93777DB90C8DCEEEA45BBCAE272?sequence=1](https://repository.arizona.edu/bitstream/handle/10150/626236/Schmidt_CapFinal_12.2.2017.doc;jsessionid=6708D93777DB90C8DCEEEA45BBCAE272?sequence=1)

dj harvey

JUL 01 10:00 AM '19  
FBI-TUCSON

# Designating and Maintaining Buffer Zones: A Look at Tucson's Protected Lands

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by

Zachary Schmidt

Mentored by Randy Gimblett, Ph.D, MLA

Fall 2017

University of Arizona

Submitted to Joey Iuliano, Graduate Teaching Associate

Instructed by: Margaret Livingston

In partial fulfillment of the Sustainable Built Environments Degree Program  
College of Architecture, Planning, and Landscape Architecture

## **Abstract**

This paper examines the continued encroachment of Tucson, Arizona's built environment on the borders of the surrounding protected lands. This will be a concern as the city of Tucson continues to grow and develop its rural areas. Case studies were conducted on three separate cities: Tucson, AZ, Estes Park, CO, and Missoula, MT. In each of the case studies the cities growth rate is looked at, as well as the zoning laws located around the boundaries of the cities respective protected lands. Tucson's zoning laws and growth was compared to the other two case study cities. A sample buffer zone was created to show how these protected lands could help implement policies to maintain the ecosystems health, while also protecting Tucson's rural population from dangerous encounters with wildlife or natural disasters.

*Keywords: Buffer Zone, Zoning Laws, Development Patterns, Ecological Development, Tucson, Estes Park, Missoula*

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## Introduction

In 2000, Tucson had a land area of about 195 sq. miles and in just fifteen years the area increased to 236 sq. miles. This means that the built environment of Tucson is encroaching on the borders of the city's surrounding protected lands. The natural areas between the city borders and the boundaries of Saguaro National Parks East and West, Tucson Mountain Park, and the Santa Catalina Natural Area have all been decreasing in size and the borders of the parks are beginning to lose buffer zones between their natural environments and the urban environment. Additionally, corridors which once allowed wildlife to migrate between the parks have either disappeared or are threatened by development. The growth of Tucson is threatening the environments of the parks including the flora and fauna contained within them.

Urban encroachment on these protected lands decreases biodiversity held within the natural ecosystems. If the urban environment continues to engulf national parks, linkages between other natural environments will deteriorate resulting in isolation of these protected natural ecosystems. Therefore, it is important to allow buffer zones, small patches, or linkages to other natural, non-urban, ecosystems.

A closer look at the impacts of encroachment on national parks is needed to understand the impacts of urbanization. This study will investigate the state in which we find the built environment that lies on or close to the border of these parks. The outcomes of the study will be useful for city planners and policy makers to better protect national parks, and other protected land. Case studies on two other cities, Estes Park and Missoula, which border protected lands, will be conducted to compare the state of Tucson's encroachment on protected areas. Further, research will be conducted through a grounded theory analysis by site visits of the protected parks, and areal analysis of the boundaries of these national parks. Analysis of articles about park planning, city land use, buffer zones, and zoning will provide insight on the

topic as well. This research will show three outcomes for the specific case of Tucson: current development patterns either have positive, negative, or no impact on the buffer zones and linkages of the parks and natural areas.

## **Literature Review**

### **Urban Sprawl**

Urban sprawl, at its most basic level, is defined as the spread of urban environments into undeveloped land around a city (Merriam-Webster). This phenomenon occurs in many cities across the world, and possess a definite threat to the natural environment in the areas surrounding a city. There are usually three characteristics that go hand in hand with urban sprawl. The first being that sprawl usually increases the dependence a city or community has on the automobile to get around. The second characteristic is low-density living. In cities that are experiencing sprawl, like Tucson, there is less emphasis in trying to accommodate growth in the areas that have already been developed, which would put an emphasis on high-density living (Dupras et al, 2016). City growth, along with the economic growth of a city, can create an increased need for land to build upon. The third characteristic that is a impact of urban sprawl is natural land degradation.

Cities that are experiencing urban sprawl, usually experience ecological damage as well. When sprawl happens, the first thing that has to happen is for habitat to be removed in the first place. As sprawling continues different areas get developed, while others do not. This leapfrog development pattern creates fragmented ecosystems within the urban interface. Along with habitat fragmentation there are other effects that sprawl can have on the ecosystem, such as biodiversity loss.

### **Biodiversity Loss**



Biodiversity loss, which is a decrease in the number of different species within an ecosystem, has been on a worldwide rise (Hood, 2010). Around the world there are many causes of biodiversity loss. One major cause of biodiversity loss that is felt in countries around the world is that of population growth (Edwards, 2000). This affects biodiversity loss because more land is needed to accommodate more people, but not just for housing.

Agricultural land is needed to farm crops to support the human populations of the world. While Tucson may have a different farmer to buyer dynamic than other places, population growth is still a driver for biodiversity loss. In the case of Tucson, we experienced huge growth within a small amount of time. From 1900 to 1970 the population of Tucson grew from 7,531 people to 262,433 in just 70 years (U.S. Census Bureau, 1910 and 2016).

Another cause of biodiversity loss can be the exploitation of natural resources. For example in other places of the world, such as Madagascar where timber is one of the main sources of income, many acres of the country's forest cover has been removed due to unsustainable harvesting practices. While in Arizona, timber, oil, and coal may not be resources exploited, however, water is. The Santa Cruz River once flowed year round, now it only flows when there is enough rain during the summer monsoon season. With the water table dropping so much that Arizona has lost a river, it should not be a surprise to find out some species like the Apache trout were lost with it. Arizona Game and Fish Department has plans in action right now to try and stop more biodiversity loss in the state, than what has already happened (AZGF Conservation and Management, 2007).

### **Habitat Fragmentation**

Since the Earth's beginning fragmentation has been happening. All seven continents used to sit together as one large land mass named Pangea. As the tectonic plates shifted and the land mass started to break up and form the Earth we know today, the species and biodiversity

we know today was also being formed. Species began to diversify as they evolved to live in the areas that we now know them to be native to today (Hudson, 1991). This fragmentation of Pangea into the seven modern continents was a slow process and allowed for species to adapt and thrive in their respective ecosystems.

The fragmentation that cities find themselves dealing with today is the exact opposite of this slow, natural change of Pangea over millions of years. Today's cities are cutting through habitats to form roads and new development faster than species can adapt. (Hudson, 1991). With wilderness around the urban environment constantly being disrupted, the patches of wilderness, or semi-natural environments are usually too small to support the biodiversity that was initially residing in that area. When a natural area becomes isolated the habitat's biotic components are too spread out to allow for gene flow and recolonization (Hudson 1991). When a patch of land becomes isolated, or fragmented, the area for species to roam is limited. In turn, food will become scarcer for some animals, so they will either have to relocate, or they will die off in this patch. This will eventually lead to homogeneity of species within the patch, meaning it lost its initial degree of biodiversity, and results in decrease to just a few species that dominate that patch with little to no variance.

### **Landscape Linkages**

With sprawl creating isolated patches, along with fewer linkages between these patches and the larger natural environments, it is important to understand what landscape linkages are, along with some of the pros and cons associated with them. In Hudson's book she discusses how humans are very good at understanding cells and finding information about single organisms, but we have trouble looking at systems as a whole, and trying to grasp the full extent at which they operate at (Hudson 1991). This is why trying to understand how to properly manage land and its flora and fauna is so difficult. It is not just one species being

looked at; it is everything from the trees and grasses, to the rodents and birds. Linkages can impact many different aspects of the environment, which is why proper land management is key to protecting and properly implementing conservation strategies.

Landscape linkages are either patches or corridors of land that provide connectivity from one large patch or matrix, to another large patch or matrix. Depending on the scale at which a plot of land is looked at, linkages are mostly corridors, unless you are looking at a site with a small scale, then these corridors can become patches based off perspective. In landscape ecology, corridors are defined as linear strips of habitat that facilitate the movement of organisms through the landscape (Chetkiewicz, St. Clair, and Boyce 2006). When trying to select areas for corridors to be conserved there are two methods that are used. One being pattern and one being process. The pattern selection is based on the larger spatial configuration of patches. The process selection is based off the actual movement of animals within the landscape. While the process selection would be more ideal for organisms because it is based off of their patterns, it is not what most conserved linkages are based on. This is because humans are already developing the land that the organisms would naturally use to move throughout their environment, so planners have to use the pattern selection process. Human observers will look at the remaining patches in a landscape interface and protect the remaining linkages between them, even if it is not the natural movement process for the organisms. This happens because the pattern linkages are usually the only option planners have to use to keep any linkages at all (Chetkiewicz et al 2006).

The aim of these corridors is to lower habitat loss and fragmentation, two key influences on biodiversity loss. Corridors can mitigate the effects of the two influences by encouraging species to move throughout the landscape to otherwise isolated populations, maintain genetic diversity so that gene pools don't become stagnant, and to retain ecological

processes. These patches can also provide paths for organisms to take as a response to climate change (Chetkiewicz et al., 2006).

With these main objectives of landscape linkages a major theme arises: movement. There are two main types of movement that linkages aim to facilitate. This is the movement of organism through the landscape and movement of alleles within populations; otherwise known as gene flow. Linkages are important in this sense because they aid in the movement of organism for their daily and seasonal movements that are essential to their way of life. This movement, for example, would be the daily movement range of a coyote in search of food, or the seasonal migration of birds to warmer or cooler weather. The gene flow is needed so that populations of certain organism don't become isolated. Isolation of a population can lead to more inbreeding between species, along with higher rates of disease because the limited number of mates (Noss 1991).

Even with all the good intentions of creating or conserving landscape linkages there are some difficulties with them as well. One of these issues is the actual effectiveness of landscape linkages. This is because movement patterns are species-specific. What may be a linkage to one organism may be a barrier to another (Noss 1991). A simple example of this is a river. While the river facilitates movement of aquatic based species, it may be a barrier for some terrestrial species that cannot cross it. This problem leads to the complexity of designing or designating areas to be used as corridors. There is no easy solution, however, understanding the species focused on and their needs are key to successful linkages. There was an instance in Canmore, Alberta that speaks to the need for careful designing of linkages and the need for them in general. In this instance there was a population of grizzly bears having their movement monitored. One grizzly bear, "99," wandered into the urban interface, which led to the bear being tranquilized and relocated into a corridor which was designed in Canmore. A week later

“99” and a woman were both dead. The designated corridor had human trails weaving throughout it, and was pinched between a golf course and a mountain range. This event proves that landscape linkages are needed so that these animal-human interactions are limited, at least near the urban interface. It also proves that these linkages need to put the natural environment first before catering to the recreation needs of humans. The linkages are there for the organisms to use so they can survive into the future, and when humans use these linkages as well, it minimizes the effects of the linkages (Chetkiewicz et al 2006)

## **Zoning Laws**

When it comes to the interaction between protected land borders and urbanized city borders, zoning laws can determine what type of relationship the urban interface can have with the natural environments surrounding it. Zoning laws are defined as a section of land within a territory that is set-aside for a particular purpose (Merriam-Webster).

Some common zones include industrial zones, residential zones, and commercial zones. These particular zones are usually found within highly urbanized areas. These zoning laws also regulate how much of a certain plot of land can be used, along with other specifications like building height and the number of units allowed.

For this project zones will be looked at that border the natural areas surrounding Tucson. There won't be a whole lot of commercial and factory permissible zones in the area being looked at in this project, it will mainly be different types of residential zones being looked at which is what usually lies closest to borders of protected lands.

## **Buffer Zones**

In 1990, the U.S. saw a 13% growth when 13.6 million new houses were developed. With the popularity that natural amenities and wilderness lands have gained

throughout the past 50 years these new developments happen in rural areas that may lie within a place called the wildland-urban interface or WUI (Radeloff, Hammer, Stewart, Fried, Holcomb, and McKeefry 2017). This WUI area is what the majority of the research in this project will be about. These new developments, such as the houses in rural zones are often spread out and sprinkled across larger areas compared to houses built with higher densities closer to city centers. This is why buffer zones should be maintained while they are still feasible and before the land for buffer zones is completely developed.

The buffer zones that will be focused on in this project refer to the areas around protected land that can act as a transition zone, or even a gradient of protection to the core plot of protected land. It is typical of these buffer zones to have less strict regulations within their plot, compared to that of the actual protected land. The areas looked at in the case studies will not automatically be considered buffer zones. Just because an area borders the protected land, that doesn't make that land a buffer zone by default. Buffer zones are land that has a purpose of creating some type of edge between two or more pieces of land. These zones can help with fire mitigation, resisting the spread of unwanted exotic species into protected areas. The benefits from buffer zones are needed now more than ever because real estate surrounding natural areas has become a hot item, and the buffer zones could help mitigate some of the impacts that come with this development. (Martin 2015)

## **Methods**

This capstone will be based on a case study analysis of three cities that border national parks. These case studies will analyze how the city has encroached on the boundaries of protected land. Along with encroachment these case studies will look at zoning laws surrounding the parks, and finally whether or not these parks have linkages to other natural environments in the

vicinity. These case studies will allow for easy comparison between the sites to see what is being done in some cities and how that compares to Tucson when it comes to the cities WUI.

These case studies will be the framework for my capstone, but they will be furthered by grounded theory analysis of different sorts. City and park planning documents will be looked at as well to see if there is evidence of planners making efforts to decrease the stress the urban environment is putting on the national parks and natural areas. Site analysis will be conducted as well, and this will be done in person and by aerial views via Google maps and other documents providing aerial photos of the cities. The aerial views will allow the designation of any remaining land linkages between the parks, if there is any. This will also allow distance to be measured from the parks to the nearest developments. These grounded theory methods along with analysis of zoning laws were chosen to provide some insight on the any efforts working to protect the national parks borders. These are the methods that will make up this capstone project.

The case studies and grounded theory analysis will maybe shine light on the current issue maintaining buffer zones between the urban and natural environments.

## **Data and Results**

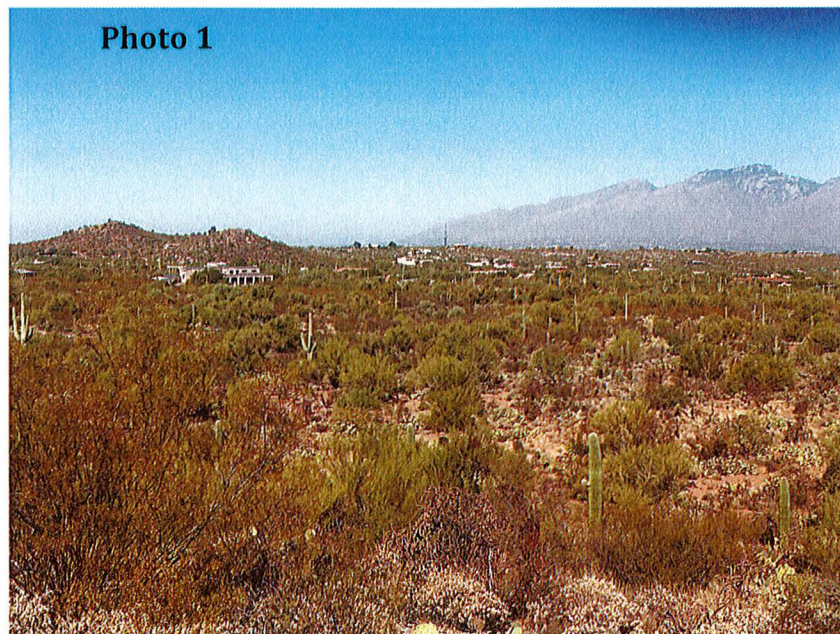
The data that this project reviews comes from case studies of three cities, Tucson, AZ, Estes Park, CO, and Missoula, MT, which are bordered by protected land in at least two directions. The case studies will include information about city growth, zoning laws that lie within the WUI, and aerial analysis of the land surrounding the protected land. Site visits were conducted in Estes Park and Tucson, however due to a lack of resource, one did not take place in Missoula.

### **Tucson, AZ**

The first piece of research conducted was to assess the growth of Tucson. This was

to analyze the possibility of the protected land's boundaries meeting the borders of Tucson's urban infrastructure. To determine this, the population growth along with the land area of Tucson was considered. Tucson has experienced a large amount of growth within the last century. In 1900, the city had a small population of 7,531 people. By 2016 this number had risen by 71.1%, to 535,401 residents. Within the past fifteen years, the land area of Tucson has also increased by a total of 41 square miles. This means that the city is sprawling and more infrastructure is being built to accommodate the growing population. (U.S. Census Bureau 2016)

After looking at the growth statistics of Tucson, aerial analysis of the surrounding protected lands was conducted to find out how close the first



major development is to the borders of these areas The first “cookie-cutter” housing development, or strip mall, was used as the major development points in this method. There were closer homes, however, most were on private lots and not part of “cookie-cutter” housing developments. The information from this analysis is listed in Table 1 below. (Maps2.tucsonaz.gov, 2017)



<b>Table 1</b>		
<b>Protected Land</b>	<b>Location of Nearest Major Development</b>	<b>Distance to Nearest Major Development (miles)</b>
National Park East	Secrist Middle School Area	2.0
National Park West	Picture Rock Estates	3.7
Catalina Natural Area	Catalina Estates	1.7
Tucson Mountain Park	Old Tucson Estates	0.9

With these major developments located close to the borders of protected lands, the zoning laws that border the protected lands were also looked at. The zones were researched to find out what all is allowed to be built around the prospective buffer zones. The most common and largest zones along the borders are listed below in Table 2, along with information on the regulations included in those zones. In Table 2 abundance refers to the number of times the specific type of zone touches the protected land boundaries. The last column in Table 2 refers to a cluster option, which was discovered while researching the different zones. This option allows builders and landowners to build homes in a cluster, with cooperation from other landowners, to limit the land use and increase living density. Table 2 is also listed in order of most land coverage by zone from top to bottom. (Webcms.pima.gov, 2017)

<b>Table 2</b>					
<b>Zone</b>	<b>Symbol</b>	<b>Abundance</b>	<b>mitted Uses</b>	<b>Minimum Lot Size (Acres)</b>	<b>Cluster Option</b>
Suburban Ranch	SR	7	Rural Residential, Low Density	3.31	Yes
Rural Homestead	RH	4	Residential, Low Density, Agricultural	4.13	Yes
Rural Residential	GR	4	Residential, Agricultural	0.83	Yes
Single Residence	CR	5	Single Family Residential	0.19-0.83	Yes

After researching more about zones that surround the natural areas, I went and conducted site visits on the protected pieces of land to see what impact these zones are having on the urban environment and the lands in between their borders. When visiting Saguaro National Park West and Tucson Mountain Park you have to drive through Gates Pass, which is a very naturalistic drive. When driving west towards the park you start to see less dense housing and then you hit Gates Pass and the residential housing comes to a halt. The houses are older and most seem to lack barbed wire fencing around their property lines, which creates fewer barriers for wildlife in the western parks. Towards the east of Tucson, where Saguaro East and the Santa Catalina Natural Area are located, houses are located right at the entrance of the parks. These houses are more modern and fenced off. These fences and gates create barriers for animals trying to migrate west from Saguaro East or the Santa Catalina's. While visiting these sites I also noticed that Tucson does not follow any sort of natural feature during development. The development seems to occur any way possible, regardless of the typology of the area. From the site visits, I noted that there is a less

defined boundary between Tucson and the western parks, versus Tucson and its' eastern protected lands.

### **Estes Park, CO**

Estes Park, Colorado is a smaller town than both Tucson and Missoula. It was included in the case studies to see if a more environmental ethic was adopted there, as it is surrounded by one of the most popular protected areas in the United States. Rocky Mountain National Park (RMNP) surrounds Estes Park and is the fourth most visited national park in the United States (Nationalgeographic.com 2017). Even with RMNP engulfing Estes Park, the city is only 6.9 square miles and has a population of 6,362 people. This is a large increase from 1940, when Estes Park only had around 1,000 residents and less than 5 square miles of total city land.

A similar analysis was conducted on Estes Park, to see how close major developments reside to the borders of RMNP. A unique trait belonging to Estes Park is that it's a small town and all major developments lie within the cities 6.9 square mile area. For this reason the average distance to the park, from the city center in three directions, was calculated for and used as the development point. The average distance, to the park from the city center, was about 3.1 miles in any direction besides due east (Estes Park municode.com 2017). The zoning laws were also analyzed in the same directions, north, west, and south, to see what is permitted between the city and the border of RMNP.

Compared to the Tucson case study, Estes Park does not offer a cluster option for some zones so instead, the last column will represent the maximum density that the zoning laws allow in the respective zones. Table 3 will include all of the information

on the zones connected to Estes Park and RMNP.

<b>Table 3</b>					
<b>Zone</b>	<b>Symbol</b>	<b>Abundance</b>	<b>Permitted Uses</b>	<b>Minimum Lot Size (Acres)</b>	<b>Max Density</b>
Rural Estate	RE-1	5	Rural Residential	10	1 unit/10 acres
Accommodation	A	8	Tour Services, Lodging	0.93	50% lot coverage
Rural Estate	RE	7	Rural Residential	2.5	1 unit/2.5 acres
Accommodations	A-1	6	Tour Services, Lodging	0.35	1 unit/10,000 sq. ft.
Estate	E-1	5	Residential	1	1 unit/ acre

With this information on the zoning laws in mind, a site visit was conducted to see how these zones were interacting with the boundaries of the park. I saw that in most of the accommodation (A) zones were made up of small town homes to fit the maximum density



requirements. Accommodation (A) zones also included most of Estes Park's horse stables that take visitors horseback riding into RMNP. This accommodation (A) zone also includes the YMCA to the southeast, which provides recreation services for residents and visitors. Rural Estate (RE) zones did take up most of the western borders of Estes Park with smaller lots of land closer to the town center but still in the vicinity of the RMNP border. Larger areas of Estes Park to the north and south are



made up of the rural estate (RE-1). These houses are tucked buck away from the road on huge lots just like the zoning laws call for. What I did notice was there was an abundance of wildlife that can weave their way through all of these zones and make it into the main town of Estes Park, as seen in photo 2 above. This could be due to restriction on how much you are allowed to build on each given lot, giving the elk, deer, bears, and turkey enough space to make their way to the golf course, which is located just east of downtown Estes Park (Colorado.gov Maps 2017).

Another observation was that Estes Park is developed to fit its natural environment. Much of the lodging, found in the A and A-1 zones, lies along the Fall River that stretches from one side of town to the other. All of downtown Estes sits along a river walk and was developed around a natural corridor. This is less invasive than typical city sprawling into open natural environments. Many roads even follow natural rivers into neighboring towns like Glenn Haven.

### Missoula, MT

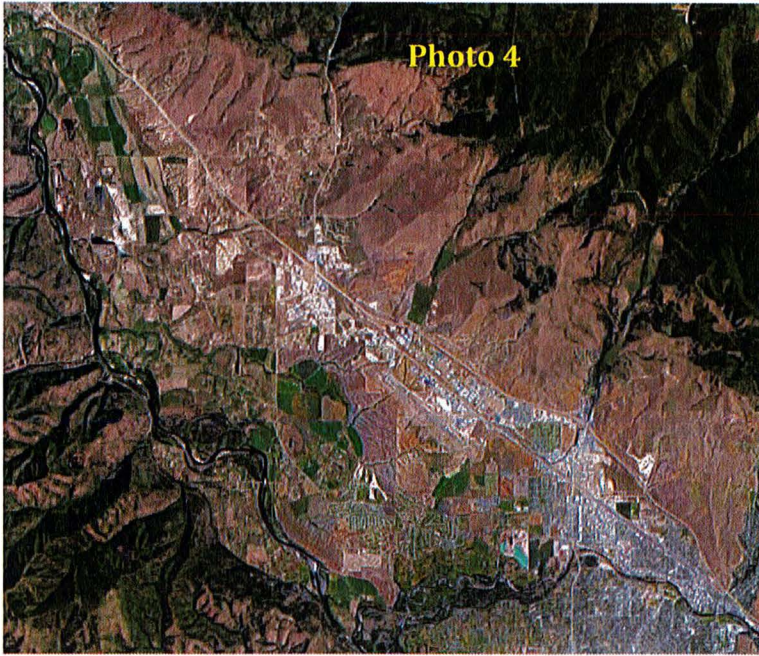
Missoula, MT was selected for the last case study because Lolo National Forest borders it to the west, Bitterroot National Forest to the south, and Flathead National Forest to the east. Missoula population has grown from 4,366 residents in 1900,



represented by Photo 3, all the way up to 69,821 residents in 2016, which can be seen on the next page (Population.us 2017). The city has experienced an average growth rate of 1.7 percent every ten years since 1950. The valley that Missoula resides in is in danger of becoming one large developed plot of land. With Florence's farmland reaching the southern border of Missoula, and Frenchtown's development reaching Missoula's northern borders, this area could soon be consumed by development. With a fear that their built environment may expand right up to the border of the surrounding national forests. (U.S. Census Bureau 2016).

Since major housing developments are located within three miles of the forests boundaries to the east and west, zoning laws were again analyzed to see what types of built environments are allowed near the forests' borders. There are only a few types of zones in Missoula that reoccurred on the boundaries of the surrounding national forests, presented in Table 4 (ci.missoula.mt.us n.d.).

<b>Table 4</b>		
<b>Zone</b>	<b>Abbreviation</b>	<b>Permitted Usage</b>
Commercial	C-	Neighborhood or Community Commercial
Open Space	OP	Limited Residential, Protect Natural Land
Initiated Zoning Districts	Z.D.	Specialized Zoning for Specific Areas



There was not a site visit conducted in Missoula, but the zones speak for themselves. It seems as if the zoning laws try to create some type of environmental ethic because there is a zone for open space. While researching what this open space (OP) allows within

its zone, it was found that they are created to preserve natural space, natural resources, and sensitive areas. Some open space zones are also set aside for public use, like hiking and other recreational outdoor activities. The Z.D. zones are also interesting because they allow for specialized zoning of certain areas. These zoning laws are made by citizens working together to achieve a zone that allows what they want. This could be a good or bad thing. Some policies of the Z.D. zones observed allow for one unit per 5 acres of land, as well as church buildings and schools. While other Z.D. zones call for schools', churches, and small businesses to be built in a modern architecture style, all while excluding things like trailer parks, saw mills, farms. Depending on the regulations for these Z.D. zones, they could help or hurt buffer zones for the surrounding forests (Missoulacounty.us 2017).

## Results

After researching zoning laws around each of the case study cities, as well as conducting aerial and site analysis of the cities, it is evident that there is a small



degree of environmental ethic placed in the zones surrounding protected lands. In Estes Park, the zones limit the amount of land that built structures can occupy, so not every inch of each lot is used. This creates land connection for wildlife to move through and travel from one place to another. Limiting the amount of space that can be developed is also a cause of sprawl. However if the smaller zones remain close together, such as the RE and A-1 on the west side of Estes Park, the 10 acre minimum RE-1 zones can continue to be a natural habitat for wildlife.

Missoula exhibited a clear environmental ethic in their zoning laws. They have a specific zone for open space, with the purpose of preserving natural habitat and resources. These OP zones can act as buffer zones when bordering the local national forests. Going into the future, planners should try and keep as many of these OP zones connected to each other as possible. This would allow for more abundant natural habitats within the larger matrix of the cities location. The Z.D. zones would also be good if they contained zone environmental ethic in them. However not all of them did, leading few of these areas to be classified as buffer zones. The zones in Tucson, that surround the three local protected areas, did not have a clear indication of being designated buffer zones. The top four zones found around the borders, all allow for a cluster option. This may yield a higher living density, which is conducive to combating sprawl, however this is only an option and not mandatory. In the site visits, along with aerial analysis, it did not seem as if many home owners opted into this cluster development on the east side, but it was much more prevalent toward the west of Tucson.

When compared to the OP zones of Missoula, both Tucson and Estes Park did not exhibit any specific zoning codes that work to create buffer zones for the natural



environment. Tucson and Estes Park, in different ways, have created solutions to decrease developmental impacts around protected areas Tucson with its cluster options, and Estes Park with their maximum unit density. Although some of these options were not mandatory, so unfortunately development has the possibility of continuing to sprawl to the borders of protected lands.

## **Discussion**

From the research gathered, along with literature that was reviewed, it is clear that Tucson lacks designated buffer zones to help create an appropriate environment between Tucson's built environment and the boarders of protected land. This research should be used to raise awareness about how buffer zones will benefit the city and reducing urban sprawl into the remaining natural habitats that lie on the outskirts of Tucson. If buffer zones were created and development was limited in the researched areas, Tucson's residents may start to be more environmentally conscious of how rural development may negatively impact the flora and fauna of our local natural habitats. When specifically looking at Tucson, development has already approached a couple of miles within protected lands borders. This information can be used to create zoning laws around the borders of natural habitats that would limit, or even halt, further development from encroaching on the protected lands. With development already so close to these boundaries, it might not be feasible to create buffer zones outside the borders of protected lands. Instead this buffer zone would need to weave its way around private property and other developments. It may also be very small in some places where development is already backed up to the natural habitats. However there is another option.

The protected lands could prepare for future development on their borders by creating their own buffer zones that would lie within the already established boundaries of parks and natural areas. This buffer zone could look something like the Diagram 1 below. The size of this buffer zone can be varied depending on the size that developers are looking for, but was originally designed to be 1.5 miles deep.

**Diagram 1**  
**Indicator Buffer Zone**  
**Specialized Buffer Zone**



This diagram is an example of what a buffer zone inside the park boundaries could look like. The indicator section, which is 0.25 miles, or 16% of the allotted land for the buffer zone, would be left alone but monitored and researched to see if any impacts from development are starting to become a threat to the central core of the protected lands. The second section, which would be 0.5 miles or 33% of the allotted land, could be designed in different ways to create a buffer zone layer with a specialized purpose. This purpose could be to plant fire tolerant plant, or slow burning plants to creating a buffer zone from fire spreading to the built environment of Tucson. Other options could include plants that resist competition from exotic plants species that may try and take over the rest of the protected lands. The third section, called the natural ecosystem and research zone, which would take up 0.75

miles or 50% of allotted buffer zone land, could facilitate research conducted in the area. It could also function as a place that is easily accessible for human recreation or provide other purposes that are allowed in the accommodation zones, like outfitters in Estes Park who offer horseback rides through RMNP and guided educational nature walks.

The research and literary analysis in this project support the idea that Tucson's urban environment is and will encounter the borders of the protected lands surrounding the city. This trend of encroaching development can continue without negative impacts on natural environments. However the right steps must be taken, with some degree of environmental ethic, to create designated and maintained buffer zones to protect humans from unwanted interaction with wildlife and to preserve natural areas far into the future.

## Conclusion

Based on the analysis of zoning laws in areas bordering both the city of Tucson and its local protected lands, buffer zones should be designated and maintained to help conserve the health of these lands into the future. The literary analysis brought up points about how development patterns can lead to habitat fragmentation. Habitat fragmentation can then lead to things such as biodiversity loss and unsafe interactions between humans and wildlife. Buffer zones were explained as well, stating that these zones would be designated to keep the protected lands ecological health maintained by providing a gradient of protection around the protected lands of Tucson. Then data was collected about growth rates and zoning laws of different cities to see if any one of the three case study cities had a specifically designated buffer zone. Which showed only Missoula has a type of buffer zone with the OP zones, and Tucson and Estes Park having their own ways of developing rural areas. This data supports the claim that a clash between the borders of Tucson and the protected lands is inevitable. The proposed diagram of a buffer zone would also allow for customization of this buffer zone to create a safer environment for humans and for the protected lands.

While this research project is meant to be focused on Tucson, the ideas could be applied anywhere that this meeting of urban and natural environments is happening. There were some limitations in the research, the first being a lack of a site visit in Missoula. The research was being done in Tucson so visiting those sites were easy, and Estes Park was visited on a personal trip, which allowed for a site visit there as well. This limitation limited the amount of first-hand knowledge of the area and decreases the comparative power. I did not have the time or resources to make it to

Missoula, however, online resources allowed for semi-thorough aerial analysis of the area. There were also a small number of singularities in zoning that bordered the natural areas of the cities, meaning that there were some small zones that did border natural areas once, but were not included because the zones listed in the data section made up such a large majority of the borders focused on in the research. In Missoula there was also a large number of the citizen initiated zoning districts. It would have taken a very long time to go through all of these zoning districts, so only a few were looked at. This also limits the amount of zoning knowledge that could potentially help or hurt the case for buffer zones. Even with these limitations a serious case for buffer zones was made in this project.

This project presents a clear problem that will likely have to be addressed now or in the near future. Further research and development of his capstone could lead to possible solutions to ever decreasing buffer zones. Botanists could take a look at plant species that could be used in potential buffer zones throughout the different regions. Someone who researches or writes policy to be placed in motion could take this project and use it to help write an actual policy document that would present potential regulations and policies toward buffer zones. This project could be taken many routes with future development since the creation of buffer zones would not have one single solution.

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**From:** Schwalbe, Carol B [REDACTED]  
**To:** COB\_mail  
**Subject:** Case P19CU00005 and Bicycle Safety  
**Date:** Sunday, June 30, 2019 4:58:58 AM

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This message and sender come from outside Pima County. If you did not expect this message, proceed with caution. Verify the sender's identity before performing any action, such as clicking on a link or opening an attachment.

\*\*\*\*\*

Dear Supervisor Christy,

Regarding Case P19CU00005, I live in the Buffer Zone around Saguaro National Park East, and I'm concerned about safety issues generated by the additional number of bicyclists who will be staying at the proposed bicycle resort. I don't want to see any bicyclists hurt or killed.

I would respectfully like to request an updated traffic report that includes a study of the expected increase in bike traffic, a more detailed description of the proposed connector from the Pantano Loop to Saguaro East, and material about bike traffic and safety, which is not currently contained in the existing materials provided by El Cortijo LLC. The applicants are relying on infrastructure that, according to a county document, is still being designed or developed.

Tucson has been labeled one of the least safe cities for bicycling. See <https://247wallst.com/special-report/2019/03/22/the-safest-and-most-dangerous-cities-for-bikers/3/> Moreover, the roads near the proposed bike resort are not designed for heavy bike traffic, yet the developers are hoping to draw international cyclists as well as local folks. For statistics on Tucson bike collisions, go to <http://bikecolli.info/>

El Cortijo LLC provided a preliminary report on traffic but not about how much additional bike traffic there would be. Page 2 of the traffic report states: "Existing Traffic Safety" Traffic safety data for roadways and intersections were not available for this preliminary report. Data will be included in a subsequent traffic impact study, if one is needed."

[http://webcms.pima.gov/UserFiles/Servers/Server\\_6/File/Government/Development%20Services/Land%20Planning%20and%20Regulation/Boards.%20Commission%20&%20Committees%20Tab/CUP/2019/P19CU00005%20Application%20Packet.pdf](http://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/Development%20Services/Land%20Planning%20and%20Regulation/Boards.%20Commission%20&%20Committees%20Tab/CUP/2019/P19CU00005%20Application%20Packet.pdf)

The bike loop "connector" between the Loop at Pantano River Park and the entrance to Saguaro National Park East (via Escalante Road and Old Spanish Trail) is designated as "under design or construction," according to the applicant's report. See traffic report at page 2 of [http://webcms.pima.gov/UserFiles/Servers/Server\\_6/File/Government/Development%20Services/Land%20Planning%20and%20Regulation/Boards.%20Commission%20&%20Committees%20Tab/CUP/2019/P19CU00005%20Application%20Packet.pdf](http://webcms.pima.gov/UserFiles/Servers/Server_6/File/Government/Development%20Services/Land%20Planning%20and%20Regulation/Boards.%20Commission%20&%20Committees%20Tab/CUP/2019/P19CU00005%20Application%20Packet.pdf)

The report should include issues related to bike traffic and safety, including how it would be regulated on the area roads and, what supervision, if any, the bike resort would provide. Events like the Tour de Tucson, for example, will draw crowds to the bike resort.

1. How many additional bicyclists do the developers anticipate?
2. Who will conduct the bicycle traffic study to see how best to reduce dangers on roads for both bicycles and vehicles?
3. If the bike resort guests are training on the roadways, what provisions will the bike resort make for safety instruction and supervision?
4. Would the bike resort training include how to ride safely in pelotons? If so, what supervision would the bike resort give to pelotons where people would be riding more than two abreast on the road?
5. Who, if anyone, will be required to maintain the bike lanes, clear debris after heavy rains and repaint the lines?
6. Would additional signage and other traffic controls, such as traffic lights, be required for safety reasons for vehicle traffic likely to encounter large groups of riders? Who will be responsible for installing and maintaining the signage?
7. Will El Cortijo LLC be required to invest in improving the existing cycling infrastructure (bike lanes, shoulders, etc.) and post a bond to provide for police assistance on the roadways if they hold cycling events?
8. What measures will be taken to prevent bicyclists from dashing across Old Spanish Trail from the bike resort to the entrance to Saguaro National Park? This is a much shorter but more dangerous way to get from the bike resort to the park.
9. Equestrians who share the road with bicyclists could be hurt or killed too, especially by bicyclists who don't know that horses have the right of way. I have seen bicyclists (and motorists too) who intentionally try to spook horses.

The developers have compared their bike resort to Miraval and Tanque Verde Ranch. Both of these resorts focus on off-road mountain biking, not road cycling.

In conclusion, the applicants and the county have focused on automobile traffic but failed to adequately account for the impact of increased bicycle traffic. An updated study is needed before the CUP is granted.

Sincerely yours,

Carol B. Schwalbe  
4330 South Escalante Ridge Place  
Tucson, AZ 85730-5125

RECEIVED  
JUL 1 2019  
PIMA COUNTY  
CLERK OF SUPERIOR COURT

**From:** John Higgins  
**To:** COB mail  
**Subject:** Case Number P19CU0005 block development of the bike motel  
**Date:** Sunday, June 30, 2019 9:37:36 AM

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My wife and I, Steffi Engel and John Higgins, live at 12851 East Speedway just east of Wentworth Rd. directly across the road from Saguaro National Park. We bought the house back in 1997 and have run small bed and breakfast ever since--its called Desert Trails Bed and Breakfast.

Before we bought the house we researched the zoning restrictions and our research told us we could have a maximum of four guest rooms, we could serve only breakfast, and these conditions would apply in perpetuity. We are technically a home office. We would never be able to add additional units because we were within the buffer zone and our property was zoned SR. That was fine with us: we like the area as is and had no desire to contribute to urban encroachment on the park.

While I was in grad school I worked the back-country fire crew at Saguaro for six seasons, 3 years as a firefighter and three years as the Manning Camp crew boss. My wife was a volunteer at Saguaro while she was in grad school and that is how we met. You could say we know the park pretty well.

Allowing commercial development in the buffer zone, by which I mean high-traffic commercial development like a bike motel, is a very bad idea. If you grant one developer a variance, a developer who admittedly bought this property knowing full well the restrictions that were already in place, then I don't see how you could ever deny anyone else a variance.

One of the things that makes Saguaro National Park East truly unique is it's proximity to a major metropolitan area and yet you still have the ability to get away from the crowd very quickly. Allowing development of the bike motel will signal the beginning of the end of the buffer zone and a new era of urban encroachment on the park.

We strongly urge you to block this development from going forward.

John Higgins and Steffi Engel

Desert Trails Bed and Breakfast 12851 E. Speedway Blvd. Tucson, AZ 85748-7136 520-885-7295 Toll free: 1-877-758-3284 [www.deserttrails.com](http://www.deserttrails.com) <mailto:innkeeper@deserttrails.com>

JUL 01 09AM 1012 POC/KFE/ED

**From:** [Bike Ranch](#)  
**To:** [COB\\_mail](#)  
**Subject:** New message - bikeranch.com  
**Date:** Sunday, June 30, 2019 9:52:11 AM

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[Click here to reply](#)

**Name:**  
Victoria Stephens

**Email:**  
[REDACTED]

**Message:**

Dear Pima County Supervisors: Why don't you support local positive ventures such as the Bike Ranch and OPPOSE a foreign country depleting our resources like HUDbay? The Vail residents and southern eastern residents do not want Hudbay in our backyard but we DO want development that is Mindful of the environment and also Eco-friendly and adaptive. Do the right thing.

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2682881534

JUL 01 19AM 10:12 PCD KCF BD

**From:** Walter Nash  
**To:** COB mail  
**Subject:** Fwd: Opposition to Bike Ranch development adjacent to Saguaro National Park: case no: P19CU0005  
**Date:** Sunday, June 30, 2019 10:36:52 AM

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Josie,

My email to the individual Board members. In the morning I shall also send it to the Clerk who in turn will send it again. I suspect they are in tally the numbers stance only rather than carefully weighing the input. If some of them read them, a double hit is OK with me.

Walter

**Walter Nash**

Law Office of Walter Nash  
455 W. Paseo Redondo  
Tucson, AZ 85701  
520-792-1613 Office  
520-444-1510 Cell  
520-882-8414 Fax

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Website: <http://www.walternashlaw.com>

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----- Forwarded message -----

**From:** **Walter Nash** <[walternashlaw@gmail.com](mailto:walternashlaw@gmail.com)>

**Date:** Sun, Jun 30, 2019 at 10:34 AM

**Subject:** Opposition to Bike Ranch development adjacent to Saguaro National Park: case no: P19CU0005

**To:** <[district1@pima.gov](mailto:district1@pima.gov)>, <[district2@pima.gov](mailto:district2@pima.gov)>, <[district3@pima.gov](mailto:district3@pima.gov)>, <[district4@pima.gov](mailto:district4@pima.gov)>, <[district5@pima.gov](mailto:district5@pima.gov)>

Ladies/Gentlemen,

I am writing to you in opposition to the Bike Ranch Development on Old Spanish Trail.

I am a longtime cyclist on the roads on the East side of Tucson. I have lived in Tucson since 1966 and have resided at the East end of Broadway for twenty years.

I know that a number of points have been made in opposition to the development regarding buffer zone issues, property value matters, lighting and other problems. I will not add to that discussion, rather want to address a more global issue and some clear safety issues.

JUL 01 09:10:22 POC/KCF/BB

The bottom line is that this development will dramatically change the configuration of a rural, quiet area directly across from a National Park forever. As history has taught us, these changes will only increase with the passage of time. This development is a higher-density commercial one that will significantly increase the volume of traffic in an already congested area and will result in safety issues for motorists, cyclists, hikers, runners and the large indigenous animal population in the area.

One need only look at what the small re-development of Saguaro Corners restaurant has done. Folks park along the road (in some areas in spite of signs saying not to) and the volume of cars coming to and going from the restaurant alongside the intersection of Escalante (just South of the proposed Bike Ranch) has created a number of near misses and hazards. The large-scale development that is the Bike Ranch next door will geometrically increase those safety issues.

I know there have been comments made that the Bike Ranch is "better than" a high-density housing development. That said, we do *not* have to choose between the lesser of two evils. We can elect to say no to both.

The developers (represented by some very able advocates) have said that traffic will be "minimized." That is unfortunately not correct. The low number of employees that they have *claimed* will be coming and going is still significant and ignores outside service providers and delivery people coming and going frequently. It also ignores non-cycling and cycling visitors not staying there but who are coming to the facility for the bike shop, repair facility, rental shop, restaurant/bar and other amenities.

Another claim is that most visitors will shuttle in and out from airports thus minimizing vehicular traffic. *Some* will shuttle in and out, but many folks staying will drive there: The facility will not see solely fly-in guests.

The only guest/visitor/employee/service provider entrance is immediately South of the Park entrance. The traffic issues at this point are substantial and will increase the hazards and the potential of accidents. What is now a relatively open, rural road with but one ingress/egress point to the Park will become a much higher volume area with multiple potential accident points. What will then come: a traffic light? This will further commercialize and change the configuration of the area even more.

As mentioned, I cycle frequently in the area. There are already a large number of cyclists using the Park Loop and the roads to the South. This development, by virtue of its proximity to these areas, will dramatically increase the cycling use numbers. I am not saying that one should "pull up the ladder now that I am on board" but rather that this will lead to potential restriction of the use of the Park Loop for cycling. One need only to look at what has happened in Sabino Canyon National Park. Cycling is now restricted to various times and days due to an increase in usage. This planned Bike Ranch development will most likely lead to the restriction of use by local residents as a result of a commercial benefit for the developers. Will the next step be for the Bike Ranch to lobby the Park for "permit usage" at any time for its paying guests to the further detriment of those of us who live here?

We already see a number of animals living in the Park and surrounding areas that are hit by cars on the road now. The significant increase in vehicular traffic that this development will create will only exacerbate that pre-existing problem.

No matter how the developers spin this, the reality is that there will be a significant increase in vehicular traffic in this immediate area, along with other ingress/egress issues, that will lead to safety issues for motorists, cyclists, pedestrians, equestrian users, runners and hikers. Further, as mentioned, this development will significantly alter the nature of the Park area in a negative way.

I would urge the Board members to vote against this development. Thank you for your consideration.

Walter Nash

**Walter Nash**

Law Office of Walter Nash  
455 W. Paseo Redondo  
Tucson, AZ 85701  
520-792-1613 Office  
520-444-1510 Cell  
520-882-8414 Fax

Direct: [walternashlaw@gmail.com](mailto:walternashlaw@gmail.com)

Website: <http://www.walternashlaw.com>

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**From:** Isabel Nash  
**To:** COB\_mail  
**Subject:** Opposition to Bike Ranch development adjacent to Saguaro National Park: case no: P19CU0005  
**Date:** Sunday, June 30, 2019 10:58:24 AM

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Ladies/Gentlemen,

I oppose the Bike Ranch Development on Old Spanish Trail.

I am an equestrian on the roads in the area. I have lived in Tucson since 1986 and have resided at the East end of Broadway for twenty years.

This ranch will dramatically change the configuration of a rural, quiet area directly across from a National Park forever. This development is a higher-density commercial one that will significantly increase the volume of traffic in an already congested area and will result in safety issues for motorists, cyclists, hikers, runners and the large indigenous animal population in the area.

No matter how the developers spin this, the reality is that there will be a significant increase in vehicular traffic in this immediate area, along with other ingress/egress issues, that will lead to safety issues for motorists, cyclists, pedestrians, equestrian users, runners and hikers.

The small re-development of Saguaro Corners restaurant has already impacted this intersection dramatically. Motorists park along the road (in some area in spite of signs saying not to) and the volume of cars coming to and going from the restaurant alongside the intersection of Escalante (just South of the proposed Bike Ranch) has created a number of near misses and hazards. The large-scale development that is the Bike Ranch will geometrically increase those safety issues.

The developers have said that traffic will be "minimized." That is simply not true. The low number of employees they have claimed will be coming and going is still significant and ignores outside service providers and delivery people coming and going frequently. It also ignores non-cycling and cycling visitors not staying there but who are coming to the facility for the bike shop, repair facility, rental shop, restaurant/bar and other amenities.

Another claim is that most visitors will shuttle in and out from airports thus minimizing vehicular traffic. *Some* will shuttle in and out, but many folks staying will drive there: The facility will not see solely fly-in guests.

The only guest/visitor/employee/service provider entrance is immediately South of the Park entrance. The traffic issues at this point are substantial and will increase the hazards and the potential of accidents. What is now a relatively open, rural road with but one ingress/egress point to the Park will become a much higher volume area with multiple potential accident points. What will then come: a traffic light? This will further commercialize and change the

JUL 01 19 10:30 PCO KCFD  
5/2

configuration of the area even more.

We already see a number of animals living in the Park and surrounding areas that are hit by cars on the road . The significant increase in vehicular traffic that this development will create will only exacerbate that pre-existing problem.

I would ask the Board members to vote against this development. Thank you for your time and consideration.



**From:** [kitty storie](#)  
**To:** [COB mail](#)  
**Subject:** Bike "resort "  
**Date:** Sunday, June 30, 2019 11:05:56 AM

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Greetings

Once again I am writing concerning the bike resort. I live on a route to the proposed resort. I must encourage you to vote against this proposal as I feel strongly that the "resort" is not in the best interest of safety for cyclists and vehicles.

Following the last hearing I visited the Saguaro monument with out of town guests. The parking lot was so congested with multiple vans of cyclists that we felt we couldn't enjoy a leisurely drive through the park and had a difficult time just maneuvering the parking lot to leave. Please save the area by voting down this proposal as it will deter many of us non cyclists from enjoying our natural pristine environment. It's an elitist idea at best.

Thank you.

Kitty Storie  
2200 n la rienda  
Tucson 85715

Sent from my

COB MAIL  
JUN 30 2019 11:05:56 AM

**From:** Carolyn Leigh/Ron Perry  
**To:** COB mail  
**Subject:** No to "Bike Ranch"  
**Date:** Sunday, June 30, 2019 1:40:23 PM

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Dear Pima County Board of Supervisors,

We continue to oppose development of the proposed "bike ranch" (Case Number P19CU0005).

My husband and I live on West Speedway in the Tucson Mountains. Our Gates Pass Area Neighborhood Association defeated a 1999/2000 proposal for a "minor resort". Although a "bike ranch" sounds lovely, the proposal is for a commercial resort which will generate additional traffic to service what is a motel and its clients in the residential area across from Saguaro National Park East.

In our own area we have continuing issues with the International Wildlife Museum, also a commercial venue, concerning signage, dumpster pickups in early morning hours, exterior lighting and accidents generated by vehicles leaving the museum - this for a facility which does not offer lodging. By whatever name, the "bike ranch" is a motel and the impact of guests, staff, and support services, will be significant.

Most guests would arrive by car, then take their bikes into what is already a congested area with posted warning signs. We have ongoing right-of-way issues on Gates Pass Road between groups of bicyclists and rush hour traffic over the Pass and also during the day inside the parks themselves.

A head-on collision on the east side of Gates Pass occurred in June as a car tried to pass some of the backup of cars behind a group of bicyclists and misjudged the oncoming traffic. There is denser population in the area of the proposed "bike ranch". The problem will be greater, including inside the Park.

The development of the "bike ranch" will defeat the purpose of the buffer zone and open the door to continuing issues and conflicts in the area. We urge you to defeat this proposal for a "minor resort."

Thank you for your consideration,  
Carolyn Leigh and Ron Perry

--

Carolyn Leigh and Ron Perry  
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**From:** [Bike Ranch](#)  
**To:** [COB\\_mail](#)  
**Subject:** New message - bikeranch.com  
**Date:** Sunday, June 30, 2019 2:32:45 PM

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[Click here to reply](#)

**Name:**  
John P Huntley

**Email:**  
[REDACTED]

**Message:**

Dear Pima County Supervisors, I am writing to express my support for the planned Bike Ranch located off Spanish Trail. I believe that the planned development is exactly the kind of project that will enhance the outdoor experience in the area, and is in keeping with a minimal impact on the environment and National Park. The proposal goes to great lengths to sustain an eco-friendly development and operation, and will continue to support the continued development of a safe bicycle environment in Tucson and Vail. This project is far superior to alternative forms of development, and I urge the board to consider it favorably. Cycling brings a significant economic benefit to the area, and the development of supporting infrastructure can only contribute to a safe and desirable destination for cyclists and families. Please vote for the Bike Ranch. My address is: 13958 E Fiery Dawn Drive Vail, AZ 85641

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2682997555

JUL 01 19M 10:13 PCD KCF RD  
BK

**From:** [Bike Ranch](#)  
**To:** [COB\\_mail](#)  
**Subject:** New message - bikeranch.com  
**Date:** Sunday, June 30, 2019 3:39:32 PM

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[Click here to reply](#)

**Name:**

Vicki Schwager - a native of Tucson

**Email:**

[Gallery@detailsart.com](mailto:Gallery@detailsart.com)

**Message:**

Pima county needs Jobs & Revenue Our future is now! Headline Arizona daily star Sunday, June 9, 2019 section D "...lack of quality jobs hinders Tucson's economic development " We residents expect Pima County to help create jobs through development funding...we are often disappointed. THE BIKE RANCH is not asking the county Supervisors for job development funds. It is asking only for the final approval to be able to create those jobs. It seems a simple request. As of this point in time the bike ranch has met all conditions for county approval including a public hearing. The project provides the Neighbors more dedicated open space, greater setbacks, and protected wildlife corridors. It provides Saguaro National Park East with a dedicated revenue stream that does not deteriorate roads or increase greenhouse gasses. It can do this and it can create more revenue and jobs than single family homes under Conditional SR zoning. REVENUE FOR PIMA COUNTY -Examples of taxable revenue generation: Building permits, construction materials, room tax, property tax, sales tax (food service and other items purchased on property). Revenue is also produced through wages aka JOBS. JOBS FOR PIMA COUNTY- This is perhaps the most overlooked value of the BIKE RANCH! Of course The Bike Ranch will have all the staffing required of any quality lodging - but ... Perhaps more than anything else this resort will support a unique class of skilled work, including specialty chefs, trainers, bike repair specialists , certified bike fitters, tour leaders, physical therapists, and associated Sports Medicine physicians. And there is more...so much more.... — JOBS that can result because the BIKE RANCH is dedicated to the sport in a unique way. It is a lodging, a conference center a specialty training location.... an innovation center - encouraging new technology. 'The Chuck Huckelberry Loop' helped put this community on the National map, and gave cyclists a safe way to enjoy the sport. That connected path was instrumental to the idea of the BIKE RANCH. What excites me is what we can begin to imagine... We are already a community of engineers (Raytheon, Caterpillar, and the U of A's Optical Engineering). This unique resort can create jobs by supporting the design and testing of innovations in all areas relating to cycling. What is a contemporary bicycle if not a highly engineered product designed for a healthy lifestyle. This is a vote for the future of Tucson and Pima County! Thank you!

---

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2683012672

03XND3C01W1017  
BL

**From:** Steve Wetmore  
**To:** District4  
**Cc:** COB mail; District1; DIST2; District5; District3  
**Subject:** Re: Proposed Bike Ranch  
**Date:** Sunday, June 30, 2019 5:01:58 PM

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Dear Mr. Christy,

On March 19th, I wrote the attached email explaining my position on the Proposed Bike Ranch and why I am strongly against it. As I wrote in that email below, I am favor of the concept, BUT THIS LOCATION IS NOT SAFE FOR CYCLISTS OR VEHICLES.

I recently met with Peter Lasher so I could better understand the plan, and so I will explain/correct a couple of my numbers in the first email. I had written there would be 100+ cars a day and up to 200 bicycles a day.

As there are to be 49 rooms and the capacity is 106 visitors, as each bike comes and goes, the visitor bicycle traffic count will be at least 200 per day. When I met with Mr. Lasher, he stated he will encourage his staff to commute by bike, and that the bike cafe will be open to the public, so the bike count can easily be seen to approach 300 per day.

As for the vehicle daily count, this project could generate a count of 100 customer vehicles (again, as they come and go once per day), the number of staff vehicles times two, delivery vehicles times two, customers driving to the bike cafe times two. It could quickly add up to a vehicle count approaching 200 per day.

**A potential for an increased bicycle count of 300 per day, and an increased vehicle count of 200 per day will significantly add to the congestion and confusion of this location.**

In my first email, I did not mention the fatality that occurred at the corner of Old Spanish Trail (OST) and Freeman. At the first hearing, Lisa Ribes Roberts stated that cyclists were not involved. She admitted that she did not witness the accident as she arrived after.

Well, I was there that day, and witnessed the accident, along with several other cyclists who are very willing to corroborate what I am saying. A large group of cyclists were riding south on Freeman, approaching the intersection. A vehicle started to pass us, but it was apparent he wasn't sure if he should pass us, or wait as all of us were getting close to the stop sign at the intersection. He decided to go for it, rolled the stop sign, and was struck by a car heading north on OST, and the fatality was the result. So cyclists were involved and this is just one example of the congestion and confusion that occurs in the location.

For the last 9 months I have been living in the Rocking K development on the south side of OST, and so now I drive that stretch of road - OST from south of Escalante to Freeman - two to four times everyday.

JUL 01 19 10 43 PCTC KCFD

- Even though the area is posted 40mph, drivers traveling north on OST do not slow down for the Escalante intersection, Saguaro Corners restaurant, or Saguaro National Park East, (SNPE).
- When Saguaro Corners is open they are doing a great business. The problem is, due to overcrowding the parking lot, cars are even backing out onto OST. Coming from the north on OST, this backing out and resulting confusion cannot be seen early enough. This is because of the rolling dips when heading south.
- As I said in my earlier email, this past Feb and March, cars were waiting on OST to enter SNPE, causing frustrated drivers to unsafely pass the lineup in both directions.
- And as I said in my earlier email, at the store we receive calls every week with complaints about the traffic confusion on OST, and most of the time the area of complaints are between Freeman and Escalante.

I am a small business owner and want to see more business in my store. I want to see this area's economy grow. But I don't see this project growing my business nor the economy enough to justify making this section of OST even more dangerous than it already is.

And what will the 100 or so cyclists do when they have ridden the SNPE Loop a couple times?


- They will want to ride up Mt Lemmon, MP Zero is only 11 miles from the proposed location. But neither Broadway, Speedway, Tanque Verde Loop, nor Houghton north of Tanque Verde have bike lanes or shoulders wide enough for cyclists. This project will make those roads more congested, unsafe, and dangerous.
- And if they load their bikes onto cars and head to Mt Lemmon, now the vehicle count goes up even more adding to the numbers above and more congestion in this location.
- Or they will want to ride to Colossal Cave as it is only 10 miles away. However, the entrance road to the cave is rideable only on a mountain bike because the road surface is soo bad! Same goes for the Colossal Cave Road behind Pistol Hill.

My point is that 100+ visiting riders, once they have ridden the SNPE Loop across the road, will then be riding roads that have no bike lanes, insufficient shoulders, or unsafe surfaces resulting in all these areas being more unsafe to cyclists and vehicles alike.

I apologize for the length of this letter, but it is hard to properly address all the cycling issues otherwise.

I ask that you not approve the proposed Bike Ranch project until the surrounding infrastructure is truly ready to handle the increased numbers of cyclists and vehicles. And not until these important safety issues have been appropriately addressed.

I thank you for your time and consideration.

Sincerely,  
Steve Wetmore  
Sabino Cycles, Owner  


On Tue, Mar 19, 2019 at 4:41 PM Steve Wetmore <[steve@sabinocycles.com](mailto:steve@sabinocycles.com)> wrote:

Dear Steve Christy,

My name is Steve Wetmore, and I am the owner of Sabino Cycles bicycles store, where you

had your bikes repaired. I have been a resident of Tucson/Pima County for 11 years, and the owner of Sabino Cycles for 6.5 years.

Right up front, let me say I am not against having a development such as the bicycle ranch, but I am strongly opposed to the location.

My concern is that there is just too much vehicle and bicycle traffic in that area now. Having the potential to add 100+ cars per day and potentially up to 200 bicycles a day in that area will make it way too dangerous.

As owner of Sabino Cycles, I field calls every week from either irate vehicle drivers or from cyclists. The majority of those calls are to complain about what either a cyclist did or a driver did, in the area from intersection of Freeman Road and Old Spanish Trail (OST), down to downhill at Jeremy Wash.

Between already having the National Park there with its traffic, and now with the traffic in and out of Sagauo Corners restaurant, the traffic gets congested. This has led to errors on both parts, the drivers' and the cyclists'. There have been too numerous close calls, and several accidents.

Today, I hiked in SNPE and as we were leaving, traffic coming into SNPE was backed up, clear out onto OST. Cars were parked on OST, which makes the traffic congestion even worse.

The last thing we need is to add even more traffic - vehicles and bikes - into that area. OST is one of the last routes on the east side of Tucson for cyclists to take a long ride. If that area gets more congested than it is now, it will not be safe for cyclists and drivers alike.

Now, I know it may seem odd that a bike shop owner would be against this. Yes, I want more cyclists to come to Tucson. Yes, I want more business in my store and all bike stores in town.

But if it is not safe, then word will get out, and there will be less cycling instead of more. The idea of a Bike Ranch is good. THE LOCATION PROPOSED IS NOT GOOD!!

I will be happy to discuss this further if you would like. My email address is above and my contact info is below.

Thank you sincerely for your time in reading this;  
Steve Wetmore  
Owner  
Sabino Cycles  
cell: [REDACTED]



**From:** Ellen P.  
**To:** COB mail  
**Subject:** The Bicycle Motel Meeting  
**Date:** Sunday, June 30, 2019 5:09:37 PM

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Pima County Board of Supervisors,

I cannot attend the upcoming meeting but wish to express concern over the proposed bike motel development. I live in Academy Village/ Altura, just off Old Spanish Trail.

The Old Spanish Trail is heavily traveled now, is narrow and twisting and there is a lot of construction traffic. As the proposed housing developments are being built into thousands of houses we cannot allow the large amount of bicycle traffic to continue growing. It is already dangerous.

Mark my words; there will be accidents as the growth continues. Bicycle teams, sometimes a group of ten or more, riding in twos and wobbling learning riders, plus construction traffic with cement trucks, gravel trucks and growing population on a narrow twisting road just do not work well together.

A better idea would be to have a bicycle motel built near the marvelous Loop Trail which would welcome such an establishment.

Sincerely,

Ms. Ellen M. Poulson  
7849 S. Galileo Lane  
Tucson, AZ 85750

[REDACTED]

81  
JUN 30 2019 5:09 PM  
COB MAIL

**From:** [Bike Ranch](#)  
**To:** [COB\\_mail](#)  
**Subject:** New message - bikeranch.com  
**Date:** Sunday, June 30, 2019 7:15:40 PM

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**Name:**  
Michael Schwager

**Email:**  
[Mike@detailsart.com](mailto:Mike@detailsart.com)

**Message:**

June 30, 2019 To: Pima County Board of Supervisors Re: Bike Ranch - July 2, 2019 Hearing I am a Pima County resident and a native Tucsonian. I support the Bike Ranch project and believe the Pima County supervisors should support the project as well. It is a natural extension of the millions of dollars the county has already expended in developing The Chuck Huckleberry Loop. This project will provide added economic and revenue benefit to Pima County through direct and indirect jobs creation, additional income, property, and sales and use taxes. The road (River Road) near my home has needed repair for years. These additional Bike Ranch-related revenue sources could support improvements to roads and infrastructure that are sorely wanted by me and other Pima County residents. The Bike Ranch project design has (1) either met and/or exceeded all Pima County Development requirements, (2) it is supported by the Saguaro National Park superintendent and is consistent with National Park directives to enhance park participation through minimally intrusive activities, and (3) the Pima County public hearing officer's report to the Supervisors recommended full approval of the project. The written report also noted that the Bike Ranch tried to work with the opposition but that they were rebuffed in all instances. There was no middle ground with the opposition. This project compared to the alternative of building SR-1 homes provides substantially more buffer zone support, minimizes destruction of the natural environment, and retains existing wildlife corridors. Based on the facts, staff approval recommendations, and the expected economic and revenue benefits to Pima County there is every reason that all Pima County Supervisors should fully support the Bike Ranch project. It benefits all of us and the environment too! Please support the Bike Ranch project! Michael Schwager 4466 E. River Oak Trl Tucson, AZ 85718

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2683061301

2683061301  
JUL 01 19AM 10:43 PC CLK OF RD

**From:** D. Corcoran  
**To:** COB mail  
**Subject:** Case P19CU00005  
**Date:** Sunday, June 30, 2019 9:37:41 PM

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Dear Supervisors,

I have spent hours reading and examining the documents on your web site, noting the pros and cons of approving this bike ranch. It is VERY obvious that the cons far outweigh the pros. Not only that, there are many inflammatory statements, exaggerations, and untruths in documents presented by El Cortijo. Here are just a few IMPORTANT examples:

The Superintendent of Saguaro National Park submitted a letter saying the Bike Ranch supports National Park Service initiatives and they look forward to working with Bike Ranch going forward.

- Nowhere in the letter did she say "supports." Working with the Bike Ranch going forward – in what respect? To limit the intrusiveness?

The proposal meets or exceeds the requirements and the intent of the Buffer Zone Ordinance according to [the former] Director of Pima County Planning and Development Services when it was created.

- His report actually had numerous conditions that needed to be met in order to comply with the Buffer Zone; many have NOT been met.

US Game and Fish commission has blessed the plan.

- They did not "bless the plan." They merely said they did not have any objections.

Department of Transportation has approved the plan to proceed.

- They did not approve the plan. They merely submitted a traffic report.

The Bike Ranch is the most eco-friendly proposal we are ever likely to see. Their commitment to strive for Platinum LEED certification is testament to that.

- As a construction auditor, I have to disagree. This is an inflammatory statement. Every commercial construction project these days pursues some level of LEED certification. Not all are awarded the certification.

Bike Ranch would be a great asset in Tucson's effort to grow as a bicycling

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✓

destination.

- The bicycling industry is declining.

I consider myself to be an intelligent, sensible, and honest person, and I find it inconceivable that this Conditional Use Permit would be approved. Please be sure you are voting based on truth and facts and NOT exaggerations, untruths, unaudited documents, and inflammatory statements.

Regards,

Deborah Corcoran  
4151 S. Melpomene Way 85730

**From:** Schwalbe, Carol B. [REDACTED]  
**To:** COB\_mail  
**Subject:** 11 Questions about Case P19CU00005  
**Date:** Monday, July 1, 2019 6:05:53 AM

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Dear Supervisors Bronson, Christy, Elías, Miller and Valadez,

Regarding Case P19CU00005, arguments have bounced back and forth about the proposed bike resort opposite the entrance to Saguaro National Park on Tucson's East Side. As a resident of the buffer zone, I respectfully request that you consider the 11 questions below about the bike resort.

1. The developers, El Cortijo LLC, say the proposed bike resort will benefit the community.  
**How will the bike resort benefit the neighbors, especially those whose houses will overlook a 79-space parking lot, a noisy swimming pool and a septic field?**
2. **Did the developers make a sincere effort to reach out to all nearby property owners and affected neighbors?** In 2014 the county staff recommended denial of the conditional use permit, partly because of the vocal public opposition. The developers were advised to work with all property owners and affected neighbors, then come back with solutions. This year Michael Marks met with only a few neighbors (not all of those affected) and held an informational meeting. Likewise, the park superintendent said she looked forward to working "with current land owners as a neighbor and partner moving forward." She never reached out to neighbors during the months she met with the developers. Neighbors had to contact her to ask for a meeting.
3. **Who will make sure the developers abide by their promises?** Everyone has heard stories of developers who promise, promise, promise but don't deliver. According to the application, for example, "The Ranch house will be limited to guest use, and it will include a restaurant." Will the county check to make sure the restaurant is serving only guests but not the public, especially during the summer, when bicyclists will be in short supply?
4. **Why do the pocketbooks of two developers outweigh the lifestyle of hundreds of people?** Of the 175 members of the public who attended the hearing on April 4 before Pima County officials, 33 spoke on the matter. Only 5 supported the request, with the remaining 28 expressing opposition. More than 155 letters of opposition had been received versus 53 letters of support. In addition, about 300 people signed petitions opposing the bike resort. Counting supplemental letters received after the hearing, nearly 400 pages of materials were submitted.
5. **What measures will Pima County take to prevent accidents when bicyclists dash across Old Spanish Trail from the bike resort to the entrance to Saguaro National Park instead of riding ¼ mile down to the corner with Escalante?** A CONGESTED AREA highway sign has already been placed on Old Spanish Trail just south of the park entrance, along with numerous highway warning signs north of the park entrance. Building the bike resort directly across from the park entrance will increase congestion and the likelihood of a vehicle collision with a bicyclist, possibly causing serious injury or death. If this happens, who should share in the responsibility for such losses?
6. The developers themselves have noted that they would be willing to expand on their traffic

JUL 01 19AM 10:43 PCD KCF BD

report. **Would you ask the developers for an updated traffic report that includes a study of the expected increase in bike traffic, a more detailed description of the proposed connector from the Pantano Loop to Saguaro East, and material about bike traffic and safety, which is not currently contained in the existing materials provided by El Cortijo LLC?** The applicants are relying on infrastructure that, according to a county document, is still being designed or developed.

7. The developers call the bike resort “environmentally friendly.” **How are 49 casitas, a 34-foot-high bike barn and a 79-space parking lot considered environmentally friendly in an area zoned for one house on 3.3 acres?** The Buffer Overlay Zone Ordinance, which preserves the rural nature of the area, wildlife habitat and dark skies, is much more environmentally friendly. Architect John Riggs wrote in the *Arizona Daily Star* (5/23/19): “The Buffer Zone Ordinance allows a maximum 30% lot coverage by structures. Our actual lot coverage is 10%, one-third of what is allowed.” Whaaaaaat? The only way the lot coverage is only 10% is if you do **not** count the swimming pool, parking lot, driveway and pathways.
8. Most of the 19 acres will be bladed. **How does denuding the land protect the wildlife that migrates from the park into the surrounding buffer zone, which was created to facilitate the movement of wildlife to and from the park?** The proposed wildlife corridor through the northern part of the development, as shown on the site plans, goes right through the casitas. Only Santa’s reindeer could navigate that corridor!
8. **Will elite bicyclists want to stay opposite the entrance to Saguaro National Park, or will they prefer to stay anywhere they like, including closer to The Loop? What fact-based evidence is there that cyclists will come to Tucson to train in the summer? Who will the bike resort’s clientele be during those sweltering months?**
10. **What is the impact of additional bikes in the park?** Neither the highway study nor the park examined this impact.
11. The hearing administrator said construction of the bike resort will not lead to further development in the area. **What will stop other developers from buying 10-acre parcels and applying for a conditional use permit for commercial development?**

Thank you for the opportunity to present my views.

Sincerely yours,

Carol B. Schwalbe  
4330 South Escalante Ridge Place  
Tucson, AZ 85730-5125

**From:** Bike Ranch  
**To:** COB\_mail  
**Subject:** New message - bikeranch.com  
**Date:** Monday, July 1, 2019 6:54:48 AM

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Click here to reply

**Name:**  
Casey Zarnes

**Email:**  
[REDACTED]

**Message:**

Dear Pima County Supervisors, Please accept this letter in support of the Bike Ranch. My entire family lives in the Tucson area and with out a doubt the highlight of my visits are always trips to Saguaro National Park. The increase of vehicle traffic in all national parks is not something we want to see continue, and The Bike Ranch mitigates that issue by offering patrons an environmentally friendly and sustainable way to enjoy nature. The rise of eco tourism is inevitable and it would behoove Pima County to support this ranch, the concept of which was born from INSIDE the Tucson community and seeks to bring economic growth the area while others promoting sustainability and respect for nature. With my Thanks, Casey Zarnes

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2685260353

JUL 01 19AM 10:44 PCD KDF RD

**From:** [Bike Ranch](#)  
**To:** [COB\\_mail](#)  
**Subject:** New message - bikeranch.com  
**Date:** Monday, July 1, 2019 7:45:45 AM

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[Click here to reply](#)

**Name:**  
Nancy Capsuto

**Email:**  
[REDACTED]

**Message:**

I'm all for the Bike Ranch!! I know Kelly Matthews and know how she can make things happen in a way that makes Tucson proud! Kelly take pride in all she does and she does it well. I don't live on the east side but my daughter and son-in-law lived within a few miles of Saguaro National Park East until a couple weeks ago. They used to ride their bikes in the park all the time (they moved to Gilbert). When I mentioned the proposed plans for the Bike Ranch they expressed regret that they were leaving Tucson...they felt it would be a tourist magnet for Tucson. It's a perfect fit for a city that has the E! Tour every year which brings in thousands of bicyclists!! I've lived in Tucson since 1965. I've watched it grow and have also grumbled when I have to drive from Oro Valley to the Far East side. I know Tucson is proud of "its small town feel" but we are going to miss out on a fabulous draw to Tucson (reputation and money) if we don't start bringing Tucson into the 21st century! Please vote in favor of the Bike Ranch...you'll be happy you did!! My address: 51 E. Golden Sun Place Oro Valley, Az. 85737

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2685449559

JUL 01 19N1044P00K0FBD

61



**From:** [EH Schwalbe](#)  
**To:** [COB mail](#)  
**Cc:** [Nicholas Coussoulis](#); [District4](#)  
**Subject:** RE: P19CU00005 El Cortijo, LLC, S. Old Spanish Trail #2 Minor Resort  
**Date:** Monday, July 1, 2019 8:09:53 AM

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Dear Senior County Planner Coussoulis, County Supervisor Christy and fellow Supervisors:

I am not prone to hyperbole, but the means by which the process to adjudicate whether the application for Conditional Use as a Minor Resort for the property at 3700 S. Old Spanish Trail should be approved has been extremely lacking in transparency and fairness.

1) Applicant Allowed to Drive Entire Process with No Transparency

I attended the meeting on May 21st to demonstrate my opposition to the approval of the application. Many concerned citizens like myself took time out of their schedules to attend to express our dissatisfaction with the process and the application itself. We were informed that because the applicants had requested a continuance, it would be granted. No input was taken from our side as to whether we were disadvantaged by or approved of the continuance. Many people on our side did make great effort to be there. It seems the Council cares more about the requests of the applicants than the citizens living in the area likely to be affected and opposing the Conditional Use application. We made ourselves ready for the hearing on that day and the applicants couldn't even send a representative to that meeting. Nonetheless their request for the continuance was granted and our objections were not even heard. This is a completely unfair and opaque process. Furthermore it was requested in the meeting by several attendees opposing the application (said requests were heard by everyone present and reflected in the record) to postpone the decision because the date proposed by the applicant (July 2nd) was not amenable to many of those opposing the application. It was intimated by members on the Council that postponing the meeting at which the approval of the application will be decided could likely be accommodated (also heard by all present and should be reflected in the record). We have learned that this is not the case and that the meeting for the decision will take place on the date favored by the applicants. One would naturally think that the Council would be in favor of more rather than less civic engagement regarding this important issue for many residents and voters, but it appears that is not the case. This process has come across as extremely lacking in transparency and clearly biased in favor of the applicant.

2) Implicit Fraud of Allowing Exceptions that Will Significantly Negatively Impact

JUL 01 19 10:44 PC CLKF-R

## Property Values

Many residents in and around the Buffer Zone invested their entire life savings and retirement hopes and dreams in a home that they were led to believe would be protected from developments that would have the potential to bring those values down. This bike ranch is precisely the type of development that will most certainly negatively impact the property values of those properties directly adjacent and nearby, but also, with future plans of expansion, almost assuredly negatively impact property values for many houses in the vicinity. It is unconscionable to those individuals that they were led to believe in good faith that their investment (based on the SR zoning) would be safe from this kind of property-value-decreasing developments.

### 3) The Impact of the Proposed Development is Devastating and Will Irrevocably Harm the Environment and Residential Property Values

It is near universally accepted that after 5 years in business, more than half of those businesses fail; and by ten years out, approximately 70% will have failed, regardless of industry (<https://www.forbes.com/sites/forbesfinancecouncil/2018/10/25/what-percentage-of-small-businesses-fail-and-how-can-you-avoid-being-one-of-them/#5b546b0b43b5>). That may not be of particular import in areas zoned for commercial enterprises - the impact on the environment and delicate ecosystems, neighboring businesses as well as to nearby residential property values - has been largely accounted for and risk assumed by other commercial endeavors in the vicinity. The fact that it is a very high likelihood that the Bike Ranch will not even be in operation in 10 years needs to be weighed with particular concern; the damage done to the property values of those who have invested their life savings and retirement hopes as well as to the fragile ecosystems right outside Saguaro National Park will be long-lasting and deeply felt immediately. If the venture fails (a highly likely prospect), irrevocable damage will have been done. There will be a lasting monument to this imprudent decision, the surrounding desert will be altered for the worse forever, and people who bought in good faith with the idea that they would be protected from these kinds of commercial developments will have been defrauded.

Please reconsider this unwise course of action - it will negatively impact many of your constituents, the environment in which they live, and the odds are very much against the Bike Ranch even being in existence in 5 or 10 years. Only an unsightly monument to this hastily pursued commercial venture in the wrong area of town will remain. There are more suitable places for this kind of new business.

Sincerely,  
Ethan Schwalbe

[REDACTED]

**From:** [Bike Ranch](#)  
**To:** [COB\\_mail](#)  
**Subject:** New message - bikeranch.com  
**Date:** Monday, July 1, 2019 8:56:32 AM

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**Name:**  
Eve Shapiro

**Email:**  
[REDACTED]

**Message:**

I am a Tucson cyclist and support the approval of the Bike Ranch. It is a progressive plan that can be a model for sustainable development and will add prestige to Tucson's reputation as a cycling destination. Please approve the application for a conditional use permit. Thank you, Eve Shapiro

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2685553140

JUL 01 9AM 10:44 PCD KCF PD

6/1

**From:** Walter Nash  
**To:** COB mail  
**Subject:** Case no: P19CU0005: Opposition to Bike Ranch development adjacent to Saguaro National Park  
**Date:** Monday, July 1, 2019 9:14:33 AM

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Members of the Board:

I am writing to you in opposition to the Bike Ranch Development on Old Spanish Trail.

I am a longtime cyclist on the roads on the East side of Tucson. I have lived in Tucson since 1966 and have resided at the East end of Broadway for twenty years.

I know that a number of points have been made in opposition to the development regarding buffer zone issues, property value matters, lighting and other problems. I will not add to that discussion, rather want to address a more global issue and some clear safety issues.

The bottom line is that this development will dramatically change the configuration of a rural, quiet area directly across from a National Park forever. As history has taught us, these changes will only increase with the passage of time. This development is a higher-density commercial one that will significantly increase the volume of traffic in an already congested area and will result in safety issues for motorists, cyclists, hikers, runners and the large indigenous animal population in the area.

One need only look at what the small re-development of Saguaro Corners restaurant has done. Folks park along the road (in some areas in spite of signs saying not to) and the volume of cars coming to and going from the restaurant alongside the intersection of Escalante (just South of the proposed Bike Ranch) has created a number of near misses and hazards. The large-scale development that is the Bike Ranch next door will geometrically increase those safety issues.

I know there have been comments made that the Bike Ranch is "better than" a high-density housing development. That said, we do *not* have to choose between the lesser of two evils. We can elect to say no to both.

The developers (represented by some very able advocates) have said that traffic will be "minimized." That is unfortunately not correct. The low number of employees that they have *claimed* will be coming and going is still significant and ignores outside service providers and delivery people coming and going frequently. It also ignores non-cycling and cycling visitors not staying there but who are coming to the facility for the bike shop, repair facility, rental shop, restaurant/bar and other amenities.

Another claim is that most visitors will shuttle in and out from airports thus minimizing vehicular traffic. *Some* will shuttle in and out, but many folks staying will drive there: The facility will not see solely fly-in guests.

The only guest/visitor/employee/service provider entrance is immediately South of the Park entrance. The traffic issues at this point are substantial and will increase the hazards and the potential of accidents. What is now a relatively open, rural road with but one ingress/egress point to the Park, and a relatively blind corner to the North, will become a much higher volume area with multiple potential accident points. What will then come: a traffic light? This will further commercialize and negatively impact the configuration of the area even more.

As mentioned, I cycle frequently in the area. There are already a large number of cyclists using the Park Loop and the roads to the South. This development, by virtue of its proximity to these areas, will dramatically increase the cycling use numbers. I am not saying that one should "pull up the ladder now that I am on board" but rather that this

JUL 01 19:10:44 PC CLKFRD

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will lead to potential restriction of the use of the Park Loop for cycling. One need only to look at what has happened in Sabino Canyon National Park. Cycling is now restricted to various times and days due to an increase in usage. This planned Bike Ranch development will most likely lead to the restriction of use by local residents as a result of a commercial benefit for the developers. Will the next step be for the Bike Ranch to lobby the Park for "permit usage" at any time for its paying guests to the further detriment of those of us who live here?

We already see a number of animals living in the Park and surrounding areas that are hit by cars on the road now. The significant increase in vehicular traffic that this development will create will only exacerbate that pre-existing problem.

No matter how the developers spin this, the reality is that there will be a significant increase in vehicular traffic in this immediate area, along with other ingress/egress issues, that will lead to safety issues for motorists, cyclists, pedestrians, equestrian users, runners and hikers. Further, as mentioned, this development will significantly alter the nature of the Park area in a negative way.

I would urge the Board members to vote against this development. Thank you for your consideration.

Walter Nash

**Walter Nash**

Law Office of Walter Nash  
455 W. Paseo Redondo  
Tucson, AZ 85701  
520-792-1613 Office  
520-444-1510 Cell  
520-882-8414 Fax

Direct: [walternashlaw@gmail.com](mailto:walternashlaw@gmail.com)

Website: <http://www.walternashlaw.com>

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**From:** [Bike Ranch](#)  
**To:** [COB\\_mail](#)  
**Subject:** New message - bikeranch.com  
**Date:** Monday, July 1, 2019 10:04:14 AM

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[Click here to reply](#)

**Name:**  
Brad Lloyd

**Email:**  
[brad@lloydconstruction.com](mailto:brad@lloydconstruction.com)

**Message:**

As a lifetime Pima County resident living east of Tucson, I fully support the Bike Ranch project. It shows sensitivity to the environment and to Saguaro National Monument, as well as showcasing Tucson's strength as a bike-friendly city. It is in full compliance with zoning requirements and is just the type of green and clean economic development our region needs to encourage. Thank you.

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2685677746

JUL 01 19 10:44 PCO KCFR

**From:** [Lydia Delay](#)  
**To:** [COB\\_mail](#)  
**Subject:** Two Parts of the Bike Ranch #P19CU0005  
**Date:** Monday, July 1, 2019 10:19:55 AM

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Ally Miller , Ramon Valdez , Sharron Bronson , Steve Christy ,and Richard Elias.....As someone who LIVED ON THE PROPERTY>>and was at one time for the Bike Ranch. NOT NOW!!! My husband did the maintenance....It is one thing about the mini bike ranch and the problems for the area it will cause. But the old Rental Part of the property will be converted into Extended Stay for Visitors.....It will Morph. The area will pay the cost of non-residence influx. Saguaro Park will have to contend with after hours visitors. Let alone try to share the roads with a uptick of cars vs bikes on the area....To Much Activity by Humans and the Nature of Life will Change.....Not for the Better.....Thank You, Lydia

201907011045PC0KDFBD

# AGENDA MATERIAL

DATE 7-2-19 ITEM NO. RA 34

**From:** Nancy Shemroske  
**To:** COB mail  
**Subject:** Zoning change  
**Date:** Monday, July 1, 2019 12:13:53 PM

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Please don't change the zoning on this land. It is special, so close to the park,so close to the city, where we still have and enjoy the wildlife,a special desert environment. If you let a commercial development build, it will destroy this area and change this community forever.

Sincerely,  
Nancy Shemroske  
3551 S Saguaro Shadows Pl

Sent from my iPad

JUL 01 19 AM 12:32 PM CCI KOF ED  
BR



**From:** Kim Albrecht  
**To:** COB mail  
**Subject:** Proposed Bike Resort  
**Date:** Monday, July 1, 2019 12:20:30 PM

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Hello Board of Supervisors,

We are new residents of Pima County with a residential property very near Saguaro National Park. We're looking forward to getting to explore all that the wild and natural Sonoran Desert region has to offer.

We are bikers ourselves, and access to the park was a major consideration in our purchase. That being said, allowing the current proposed bike resort on the current parcel - in our opinion -diminishes the natural wonder, habitat, and quiet space that makes the Saguaro National Park and surrounding buffer zone so very special. It's truly a league of its own that deserves protection from encroachment.

Once swept away it would seem unlikely the area would revert back to residential (which is the intent of the buffer zone.) it is hard to justify a development that would fit the intent of a residential buffer zone to the beloved park and its unique inhabitants.

It would seem that locating the resort further away to preserve the natural setting around the park would be preferable. Just to be clear, we're only opposed to the resort being set so very close to the park.

As a society, we are stewards of the animal and plant kingdoms that we share our earth with.

Hopefully you will give thoughtful and forward-thinking consideration to these concerns when voting tomorrow.

New Tucsonans,  
Mark and Kim Albrecht  
3522 S Saguaro Shadows Dr  
[REDACTED]

JUL 01 19W123FCQKCRD  
28

June 30, 2019

Supervisor Steve Christy, District 4  
Pima County Board of Supervisors  
130 W. Congress Street, 11th Floor  
Tucson, AZ 85701

Dear Supervisor Christy:

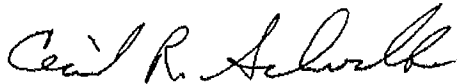
I am writing in opposition to the proposed Bike Ranch (P19CU00005). Herein I am addressing 1) potential and perceived violations of the buffer zone concept and 2) concern about interference of wildlife moving from Saguaro National Park East throughout the western buffer zone if this proposed project is approved and, especially, if and when the remaining 25-acre parcel might be developed. My wife Carol and I bought our home in that buffer zone in 2003, because we wanted to live in a natural area among native wildlife.

I am an ecologist emeritus with the U.S. Geological Survey and have been an affiliate or adjunct faculty member at the University of Arizona since 1990. Between 1984 and 2013 I served on more than ten recovery and conservation teams, both federal and state. I was a member of the Science Technical Advisory Team for the Pima County Sonoran Desert Conservation Plan.

1) In the approximately five years I have been aware of and involved in discussions about the proposed bike ranch, I have often worried that the original intent of the buffer zone to maintain the natural environment and facilitate movement of wildlife from Saguaro National Park was not being protected and that the strong feelings of many of us buffer residents about these concerns were not being addressed. You have already been sent by other buffer-zone residents hundreds of the homeowner association CC&Rs which detail the conditions that the homeowners agreed to meet to protect the natural vegetation on their property. There is not an HOA in our neighborhood, but Carol and I voluntarily provide similar protections to wildlife habitats on our property. I believe that the proposed Bike Ranch violates the buffer zone intent. As you know, Ray Carroll was the previous Supervisor for District 4 and he strongly opposed the Bike Ranch for its location adjacent to the park and he told neighbors to the park that the project would be the beginning of creeping commercialism (his term) in the area.

2) In his original biological assessment of the approximately 45-acre proposed project area in 2014, Dr. William Shaw correctly stated that the most important corridor for wildlife movement in the area was Escalante Wash and its tributaries. By excluding that drainage from the present proposal, the developers have cleverly sidestepped the issue of the effect of this proposed project on wildlife corridors from the park. Any interference of wildlife movement across the proposed development area would be considered not significant. That two very minor washes at the project northeast corner would not be bulldozed has been praised by proponents, but those two washes and almost the entire northern portion of the development will provide very little if any wildlife movement across the Bike Ranch, if it is built. When and if the southern 25-acre parcel is proposed for development, Pima County must protect that wildlife corridor and other parts of the buffer zone.

Sincerely,



Dr. Cecil R. Schwalbe  
4330 S. Escalante Ridge Place  
Tucson, AZ 85730  
Cell: [REDACTED]

EX-10703902146-10 11  
JUL 01 194126PCKCFD

**From:** kate  
**To:** COB\_mail  
**Subject:** CaseP19CU00005  
**Date:** Monday, July 1, 2019 1:02:53 PM

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Members of the Board of Supervisors

Re: Save Saguaro National Park

I am very concerned about the proposal to build a bike resort across from Saguaro National Park East. We live within the Buffer Zone and our property lies within the 1000 ft radius of the proposed site. One of the reasons we purchased property in the area was for the fact that there was ample acreage around the homes so that the wildlife could cross Old Spanish Trail and find areas to find food and have protection for their habitat and we have so enjoyed seeing them occasionally on our property.

We feel that the conditional zoning that the developers of the property have requested is not in the best interests of the Park, the residents, or the animals. The construction of the hotel, café, and bike trails would harm the eco system and the solitude of this very sensitive area. The increased traffic of bicycles and cars on these two lane roads affected by this proposal would be harmful to the trails that the wildlife use and create a danger to motorists as well!

We are sending this to the supervisors to voice our opposition to the building of the bike ranch within the Buffer Zone of Saguaro National Park Thank you

Sincerely,  
Alvin and Kate Ratliff  
3400 S.Spanish Terrace  
Tucson Az 85730

JUL 01 15 PM 02 POC KCF PD

June 28, 2019

Dear Supervisors:

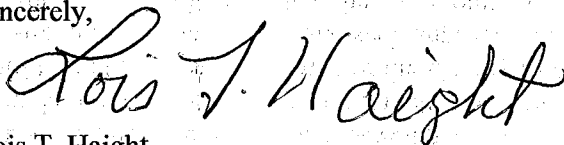
I oppose the proposed Bike Ranch across from Saguaro National Park as a resident of the Buffer Overlay Zone to Saguaro National Park. The issue is not whether the proposed Bike Ranch is a worthwhile endeavor but instead, what overreaching intrusion would this commercial enterprise have on Saguaro National Park and its environment? How would the Bike Ranch impact the surrounding natural environment? What impact would the Bike Ranch with a few thousand annual visitors have on the enjoyment of Saguaro National Park's more than half a million annual visitors? Is the planned development of the Bike Ranch in tune with the Park Buffer Zone, philosophically and legally?

In 2014, approval for the proposed Bike Ranch was blocked by then County Supervisor Ray Carrol, Park Superintendent Darla Sidles and Assistant, Scott Stonum. We have been told that since 2014 the Bike Ranch developers have made modifications to their original plan in order to make it more palatable. Alternatively, we would suggest that the developers instead waited until there had been a turn-over of the County Supervisor as well as both Park Administrators in an attempt to do an end run and seek approval for their plan and found a way to make their venture more profitable. There has been only one meeting between developers of the proposed Bike Ranch and Park neighbors, and then not until toward the end of the planning process. In addition, I have worked closely with leaders of Save Saguaro National Park, met with Park Administrators, and have been involved in several neighborhood meetings about the proposed Bike Ranch. I have yet to hear of a single person that has been contacted and asked for input by either Bike Ranch developers or Saguaro National Park administrators.

In the meantime, bike ranch developers have received a report, dated February 25, 2019, from the engineering firm, Psomas, this report is entitled "an evaluation of traffic conditions associated with the proposed bike ranch resort." what is perhaps more interesting about that report is what it does not say rather than what it does say. for example, in the "smoke and mirrors" of this report the term congestion is never used despite the "congested area" highway sign on ost where the bike ranch is proposed and located just a couple of hundred yards south of the park entrance. nor does the report mention the numerous highway signs immediately north of the park entrance that warn of things such as horses and riders, and curves ahead. that report also has an online reference to a regional bike map that shows Old Spanish Trail north of the park as a shared use bike path. that is because that section of Old Spanish Trail is shared by bikes, horses and riders, cars, trucks pulling trailers, and hikers, all approaching the park from the north, adding to the congestion of that section of ost.

As a resident of the area I request that you not approve the proposed Bike Ranch.

Sincerely,



Lois T. Haight  
3755 S. Hunters Run  
Tucson, AZ 853730

JUL 01 10 02 AM '19

ACB

**From:** [Bike Ranch](#)  
**To:** [COB\\_mail](#)  
**Subject:** New message - bikeranch.com  
**Date:** Monday, July 1, 2019 2:50:57 PM

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[Click here to reply](#)

**Name:**  
Meredith

**Email:**  
[REDACTED]

**Message:**

[REDACTED] Tucson is a wonderful city to live in and to visit. I support National Park Service initiatives that promote alternative transportation. I support the Bike Ranch. Please vote for its approval.

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2686130590

20190701145057  
b

**From:** [Bike Ranch](#)  
**To:** [COB\\_mail](#)  
**Subject:** New message - bikeranch.com  
**Date:** Monday, July 1, 2019 3:11:42 PM

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[Click here to reply](#)

**Name:**  
D'Ann A Hunt

**Email:**  
[REDACTED]

**Message:**

Bike Ranch Location is perfect In the April 2019 hearing a member of the Opposition made a comment that Bike Ranch should be located somewhere close in town. That couldn't be more wrong. My husband and I have cycled and participated in bicycle rallies in California, upstate New York, Oklahoma, Arkansas, Missouri, Tennessee, Virginia, North and South Carolina, Georgia, Mississippi, extensively throughout Texas, and even places in Canada like Banff, Calgary, Jasper, Creston, Icefields Parkway and Lake Louise. By far and away, the BEST cycling routes were those that started just outside the hustle and bustle of the city or town we were visiting – just like Bike Ranch is positioned relative to Tucson. That way we did not impede or otherwise interfere with work commute traffic, nor did traffic put us in danger as we cycled toward our destination. Bike Ranch is located just so. It's perfectly located to avoid down town and cross town traffic snarls, and perfect for accessing Tucson's existing cycling trails and paths that will take cyclists to their training routes. The Bike Ranch location is perfect. Please vote YES to approve the Bike Ranch Conditional Use Permit proposal. Regards, D'Ann Hunt 615 N. Circle D Way Tucson, AZ 85748

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2686419805

Jul 01 19:03:14 PC01KCF:RD  
B



USGBC  
2101 L ST. NW  
SUITE 500  
WASHINGTON, DC 20037  
202 828-7422  
USGBC.ORG

PRESIDENT & CEO  
Mahesh Ramanujam

FOUNDERS  
David Gottfried  
Michael Italiano  
S. Richard Fedrizzi

July 1, 2019

Pima County Board of Supervisors  
RE: Letter of Support – Bike Ranch Project

Pima County Supervisors,

I am the Market Manager for the U.S. Green Building Council (USGBC) in the State of Arizona and I am responsible for growing LEED-certification (Leadership in Energy and Environmental Design) all around the state. The USGBC is a non-profit 501(c)(3) organization committed to sustainable building design, construction, operations and maintenance. LEED-certification is our tool; a 3<sup>rd</sup> party independently verified green building standard. It is the most popular and widely used sustainable building standard in the world. We certify over 2.4 million square feet of building space daily. Currently, there are 625 projects (excluding homes) that have achieved LEED-certification in Arizona. About 21 projects have been certified in Pima County since 2015, mostly located in Tucson. We are encouraging sustainable building all over the state, not just in the larger cities. The Bike Ranch is a unique concept and it would be an important and high profile addition to the sustainable building projects certified in Arizona.

Pima County has prioritized LEED-certification in its own building projects, such as the Fleet Services Facility, certified to Gold-level in 2015, and the RWRD Laboratory Addition project that achieved Certified-level in 2016. LEED-certified buildings are proven to have 34% lower CO2 emissions, consume 25% less energy, consume 11% less water, and have diverted more than 80 million tons of waste from landfills.

We hope that Pima County will continue to prioritize sustainable building practices in its public buildings, and encourage more private development to pursue LEED-certification. I have met and talked with the Bike Ranch developer multiple times and they are dedicated to designing and building to LEED standards and pursuing Platinum-level certification which includes a commitment to using renewable solar energy, water conservation, low-impact development, as well as local materials and resources. The Bike Ranch would be a high profile representative for sustainable building practices in Pima County

The Bike Ranch location is currently undeveloped Suburban Ranch zoned property. If the conditional use is not approved, this land will most likely be developed as single family homes like the surrounding neighborhood. The Board should be aware that the average suburban home would be less energy efficient than the Bike Ranch.

JUL 01 15 PM 03:00 PC-D KEE-HD

67



I also personally believe the future for Saguaro National Park and the surrounding community would be stronger with the Bike Ranch encouraging cycling tourism, a sustainable, low-impact form of eco-tourism. The visitors to the Bike Ranch will experience the National Park from their human powered bicycles--with no emissions!

Please vote to approve the conditional use permit for The Bike Ranch.

Dane Aye-Englert  
Market Development Manager-Arizona  
U.S. Green Building Council



**From:** [Bike Ranch](#)  
**To:** [COB\\_mall](#)  
**Subject:** New message - bikeranch.com  
**Date:** Monday, July 1, 2019 3:19:49 PM

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[Click here to reply](#)

**Name:**  
Robert L Knox

**Email:**  
[REDACTED]

**Message:**

Please APPROVE the Bike Ranch. I feel the Ranch would benefit the entire county. It would show Pima County as a progressive and forward thinking destination for the cycling community throughout the United States. The Ranch would benefit many businesses from restaurants to other tourist destinations. This is a great project that the Supervisors should approve.

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2686445629

JUL 01 19 03 26 PC CLKF PD

**From:** Julie Rogers  
**To:** COB mail  
**Subject:** Opposition to Bike Ranch adjacent to Saguaro National Park - P19CU0005  
**Date:** Monday, July 1, 2019 3:21:20 PM

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Dear Supervisors Miller, Valadez, Bronson, Christy, and Elias,

I am writing to express my strong opposition to the "Bike Ranch" (P19CU0005) proposed to be built immediately adjacent to the entrance to Saguaro National Park on the east side of Tucson.

There are dozens of reasons why the Supervisors should not allow this development, and I trust that other concerned Pima County residents have pointed out many of them.

I would like to share two personal perspectives in opposition to the Bike Ranch:

1) First, I am a volunteer with Saguaro National Park. Over the past five years I have spent nearly 1,000 volunteer hours hiking the trails and roads within the Park, scouting for and removing invasive plants such as buffelgrass.

From my interactions with visitors on the trails, I know that the quiet, natural, "wild" experience the Park offers -- even close to its entrance -- is a treasure far beyond any monetary value. This must be preserved.

A commercial development immediately adjacent to the Park, with all the accompanying traffic, noise, outdoor lighting, and disruption of the natural environment, would be horribly detrimental to Park visitors' experience of nature.

I believe that such a development would eventually decrease tourism to the Park -- and would decrease the millions of tourism dollars that the Park's natural, spectacular beauty brings to Pima County.

2) Second, in my young years I was a high-level bicycle rider. When my bicycle racer friends and I were training, we cared little or nothing for the environment we were in, the pedestrians or drivers on the road, or the overall impact we were having. Frankly, we were pretty arrogant and obnoxious!

In hiking and driving the roads inside and near Saguaro National Park, I have experienced some of this arrogance from high-level bicyclists.

Often cyclists training in the Park ignore traffic rules and even common sense.

JUL 01 19 PM 03:27 PCD KCF RD

For instance, recently a cyclist, going twice the speed limit on the Park's Cactus Forest Loop Drive, passed me on my right as I was turning right, nearly causing an accident. It certainly scared me. This type of incident is all too common.

On the roads near the Park, groups of training cyclists often ignore the bike lane markings, riding in traffic lanes although there is ample room in the bike lanes, and causing traffic hazards. A Bike Ranch would result in more groups of cyclists and more of such occurrences.

Most cyclists are wonderful and polite. But I fear that a "Bike Ranch" would draw a disproportionate number of cyclists who disregard speed limits, traffic lane rules, and safety, in favor of their own training goals.

Overall, I am sure that development of a Bike Ranch near Saguaro National Park would mean an increase of negative impacts on the Park and its visitors.

People from all over the world come to Tucson to experience our Saguaros and the quiet beauty of the Park which was created to protect them. These visitors deserve a peaceful experience, free from a crush of training cyclists, commercial traffic, and noise.

I urge you, DO NOT APPROVE the proposed Bike Ranch near the entrance to Saguaro National Park.

Sincerely yours,

Julie Rogers  
10050 E. Rayann Place  
Tucson, AZ 85749

[REDACTED]

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July 1, 2019

JUN 03 09:03 PM '93  
 JUN 03 09:03 PM '93  
 JUN 03 09:03 PM '93

In 1995, 284 Estate Parcels were eligible to execute the Declaration.  
175 Owners, **over 60%, executed the Declaration** .  
This “ DECLARATION OF COVENANTS AND DENSITY RESTRICTIONS”  
PROHIBITING COMMERCIAL DEVELOPMENT in SECTIONS 18 AND 19, TOWNSHIP14S,RANGE 16E,  
located West of the Park, from BROADWAY BLVD. TO GOLF LINKS ROAD; AND MELPOMENE WAY TO

FREEMAN ROAD.

The Covenant states (#2)" Estate Parcels shall be used for private residential purposes only, no commercial uses are permitted..."

This Declaration runs until December 31, 2020 and will be automatically Extended for 20 years unless, prior to that time, 75% of the owners who previously agreed, in writing agree upon termination of any or all of the restrictions and covenants.

(2) COVENANTS ON PARCELS ADJACENT TO AND WEST OF PARCELS

[205-62-159G, P19CU00005/ EL CORTIJO LLC-S OLD SPANISH TRAIL #2]

- A. **All 24 lots in Saguaro Shadows Subdivision, all of which are in the notification zone for this conditional use permit**
- B. **In Township 14S, Range 16E is Section 30, Rincon Ranch Estates No.2 covenants placed on parcels north of Escalante Road toward Houghton Road.**

(3) Hundreds of letters to the Pima County Board of Adjustment; to Pima County Development Services; To members of Pima County Board of Supervisors in all districts.

Dear members of the Board, your action on this hearing for a conditional use permit in the BOZO area, directly adjacent to one of Pima County's environmental treasured parks, will be of historic significance for our children, county and city. The future of our county is now in your hands.

I urge you to follow the lead of the people who care about this jewel:

The families who have covenants on their properties, and the people who have urged you to support the citizens' request to protect the SR zoning, which in turn supports the wildlife who roam outside the boundaries of the Park. Save our buffer zone and all areas adjacent to National Park entrances!

Thank you for your consideration. Your pending votes appear to have raised political considerations among some Pima County residents.

Ellen D Barnes

Sent from Mail for Windows 10

**From:** [Bike Ranch](#)  
**To:** [COB\\_mail](#)  
**Subject:** New message - bikeranch.com  
**Date:** Monday, July 1, 2019 3:41:59 PM

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[Click here to reply](#)

**Name:**  
Judith C. Knox

**Email:**  
[REDACTED]

**Message:**

Dear Pima County Supervisors, This letter is in SUPPORT of the Bike Ranch. It is one of the most progressive and exciting projects that Pima County has had the fortune to develop in many, many years. It is a win-win for the county, it's residents and local businesses here in Tucson. Please vote to APPROVE the Bike Ranch. This type of opportunity may not come to Tucson and it's surrounding communities again.

***This message was submitted from your website contact form:***  
<http://bikeranch.com>

2686467261

JUL 01 19H0345 PCO KCF PD