

**SOUTH KOLB ROAD
SPECIFIC PLAN
C023-88-1**

**Adopted by Ordinance #1988-182 November 15, 1988
Amendment Resolution 2006-331 Approved 12/12/06
Original document not revised, refer to Resolution for revisions
Reference C023-08-01 (Ord. 2009-1) for
amendment area**

RESOLUTION NO. 2006-331

A RESOLUTION OF THE BOARD OF SUPERVISORS OF PIMA COUNTY; RELATING TO ZONING IN CASE **CO23-88-01 SOUTH KOLB ROAD SPECIFIC PLAN** LOCATED ON THE EAST SIDE OF S. KOLB ROAD, ON THE NORTH AND SOUTH SIDES OF VALENCIA ROAD, AND NORTH OF UNION PACIFIC RAILROAD; AMENDING THE SPECIFIC PLAN CONDITIONS AND DOCUMENT SET FORTH IN ORDINANCE NO. **1988-182**, AS AMENDED BY ORDINANCE **1993-181**.

The Pima County Board of Supervisors finds and declares that:

1. On February 1, 1988, the owner(s) of 348 acres applied for a rezoning from SR and RH to SP (Specific Plan);
2. On November 15, 1988, the Pima County Board of Supervisors approved the South Kolb Road Specific Plan subject to standard and special conditions and adopted Ordinance 1988-182 as recorded in Docket 8419 Page 1014, rezoning the 348 acres as shown on the attached Exhibit A map (Planning Area map from adopted specific plan document) and described in specific plan case Co23-88-01, and memorializing the standard and special conditions;
3. On October 11, 1993, the owners of approximately 348 acres of the South Kolb Road Specific Plan site applied for an amendment of Section 1.B. of Ordinance No. 1988-182 to waive the requirement to record an acceptable master plat within five years of the date of ordinance adoption which is November 18, 1988;
4. On December 21, 1993, the Board of Supervisors adopted Ordinance No. 1993-181, as recorded in Docket 9708 Page 2244, waiving the five-year time limit in which to record an acceptable master plat;
5. On August 4, 1998, the Board of Supervisors approved the rezoning (Co9-97-49) to CB-1 of the approximately 1.4 acre, northern portion of Planning Area B and subsequently adopted Ordinance No. 1998-72 on November 3, 1998;
6. On August 9, 2006, the owners of 336 acres, a portion of the South Kolb Road Specific Plan (Planning Areas A, C, D, E, F, G, and H) as shown on the attached Exhibit A (Planning Area map from adopted specific plan document), applied for a modification (non-substantial change) of the specific plan;

7. On October 3, 2006, the Board of Supervisors approved the modification (non-substantial change) of the specific plan subject to conditions for the 336 acres (Planning Areas A, C, D, E, F, G, and H). The approved modification eliminates the distinction between “Primary Uses” and “Secondary Uses” as set forth in the South Kolb Road Specific Plan; and,
8. The South Kolb Road Specific Plan Section VIII.3., Page 97 allows the Specific Plan to be amended as outlined in Section 18:90.080 of the Pima County Zoning Code.

Now, therefore, be it resolved by the Pima County Board of Supervisors that:

Section 1. The Pima County Board of Supervisors hereby amends the South Kolb Road Specific Plan as follows for 336 acres (Planning Areas A, C, D, E, F, G, and H):

Section IV. SPECIFIC PLAN

...

B. Planning Areas

Subsequent to this existing text on Pg. 47: “All eight planning areas propose industrial uses as primary land uses. Planning areas A, B, C, D and H are either unconstrained by aircraft approach regulations or guided by the standards in the least restrictive compatible use zone (CUZ-4). Commercial uses are allowed as secondary uses.”

Add the following: “On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between “Primary Uses” and “Secondary Uses” for Planning Areas A, C, D, E, F, G, and H for a total area of approximately 336 acres”; and

Subsequent to the “South Kolb Road Specific Plan Land Use Summary” on Pg. 48, add the following: “On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between “Primary Uses” and “Secondary Uses” for Planning Areas A, C, D, E, F, G, and H for a total area of approximately 336 acres”;

Section V. DEVELOPMENT REGULATIONS

1. Introduction

Subsequent to the existing text on Pg. 65: “Use of secondary land uses will be triggered by market conditions.”, add the following: “On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between “Primary Uses” and “Secondary Uses” for Planning Areas A, C, D, E, F, G, and H for a total area of approximately 336 acres”; and

...

4. Planning Area Regulations

On Pages 66 (Planning Area A), 70 (Planning Area C), 72 (Planning Area D), 74 (Planning Area E), 77 (Planning Area F), 79 (Planning Area G), 81 (Planning Area H), and 83 (“South Kolb Road Specific Plan Land Use Summary”), add the following: On October 3, 2006, the Board of Supervisors approved a modification (non-substantial change) of the specific plan to eliminate the distinction between “Primary Uses” and “Secondary Uses”.

Section 2. The Pima County Board of Supervisors hereby amends and restates the specific plan conditions of Ordinance No. 1988-182 for 336 acres of the South Kolb Road Specific Plan, for Planning Areas A, C, D, E, F, G, and H as shown on the attached Exhibit A (Planning Area map from adopted specific plan document) to this Resolution to change the Department of Transportation Requirements, the Flood Control District Requirements and the Wastewater Management Requirements and to add conditions 11 and 12 in the following manner:

C. Approval of a subdivision plat, development plan or issuance of a building permit shall be subject to the following:

1. Recording of an acceptable master plat which will provide for development-related studies, assurances and dedications, as required by the appropriate agencies, and any related conditions that may be approved by the Board of Supervisors.
2. Recording of a covenant holding Pima County harmless in the event of flooding.
3. Conformance with the South Kolb Road Specific Plan as adopted and all applicable adopted Pima County ordinances, existing or as may be adopted or amended, not included or specifically addressed within this specific plan.
4. Provision of development-related assurances as required by the applicable agencies.
5. Dedication of necessary rights-of-way for roads and drainage by plat, or by separate instrument if the property is not to be subdivided.

6. No further subdividing or lot splitting shall be allowed without the written approval of the Board of Supervisors.

7. Requirements of the Department of Transportation:

A. A Master Traffic Impact Study (TIS) shall be provided by the property owner(s) for this specific plan for review and approval by the Department of Transportation, prior to the first development plan or tentative plat submittal. The results of the approved TIS shall be used to establish required transportation improvements, and phasing of said improvements, to the area roadway system. The property owner(s) shall be responsible for construction of onsite and offsite improvements as required by the Department of Transportation.

B. Internal pedestrian and vehicular access shall be designed to promote internal shared access provided within the site.

C. The property owner shall dedicate appropriate right-of-way for Valencia Road (200 feet future right-of-way per Major Streets and Scenic Routes Plan) and Kolb Road (150 feet per Major Streets and Scenic Routes Plan).

D. Location of access on Valencia Road and Kolb Road shall require approval of the Department of Transportation.

~~—— A. Conformance with Pima County paving policies as determined applicable by the Department of Transportation and Flood Control District (DOT/FCD).~~

~~—— B. All arterials, collector and local streets required for development shall be designed to provide sufficient capacity for ultimate development of the plan. All roadway improvements shall be constructed to the ultimate design per the approved transportation system implementation plan. All development related internal transportation improvements for the specific plan shall be provided by the developer.~~

~~—— C. Establishment of design criteria to include right of way widths, typical cross sections, design speeds, utility locations, maximum design roadway slopes, access control, bike paths and pedestrian way or sidewalks shall be subject to approval by the DOT/FCD.~~

~~—— D. A transportation improvement financing plan and transportation system implementation plan for the specific plan area shall be required before any master plat is approved. The implementation plan shall address the provision of major routes within the area, the provision of capacity and route continuity adjacent to the plan and the areas of responsibility of the County, the primary developer and any subsequent developers.~~

~~— E. All landscaping in rights-of-way shall conform to DOT/FCD standards and require approval by the DOT/FCD. F. A transportation study for the specific plan shall be submitted for approval by the DOT/FCD prior to approval of a master plat. G. An access control policy shall be established for Kolb and Valencia Roads. At a minimum, the number of vehicular access points shall be limited and subject to approval by the Pima County Department of Transportation and Flood Control District.~~

8. Requirements of the Flood Control District:

A. Drainage shall not be altered, disturbed or obstructed without the written approval of the Flood Control District.

B. The property owner(s) shall obtain a Floodplain Use Permit for any development on the subject property.

C. A drainage study shall be submitted for review and approval, which addresses the impacts of development to the federally mapped floodplain and local area drainage.

D. The property owner(s) shall provide necessary on-site and off-site drainage improvements as required by the Flood Control District.

E. All-weather access shall be provided to all lots to meet concurrency requirements.

F. A riparian mitigation plan shall be required for development in designated riparian areas.

~~— A. All internal drainage improvements and any external drainage improvements required to mitigate impacts caused by development of the specific plan shall be constructed at no cost to Pima County.~~

~~— B. Detention/retention basins shall be designed in conformance with the Pima County Stormwater Detention/Retention Manual.~~

~~— C. A landscaping mitigation plan for drainage channels shall be developed by the primary developer and approved by the Department of Transportation and Flood Control District (DOT/FCD) prior to submission and acceptance of master plats for individual phases.~~

~~— D. The primary developer shall finalize a phasing plan of drainage improvements prior to acceptance of master plats for individual phases.~~

9. Requirements of the Wastewater Management Department:

A. The property owner shall connect to the public sewer system at the location and in the manner specified by the Wastewater Management Department (WW11) at the time of review of a master plat, tentative plat or development plan.

B. The property owner shall construct an off-site public sewer to serve this specific plan and shall construct the on-site sewers in a manner that will provide flow-through for upstream tributary areas at points and with capacities as specified by WWM prior to submittal of a master plat, tentative plat or development plan. The public sewer improvements shall be sized and located in accordance with a basin study prepared by the property owner and reviewed and approved by WWM.

C. The owner / developer shall time all new development within the area covered under the specific plan to coincide with the availability of treatment and conveyance capacity in the downstream public sewerage system. The owner / developer shall obtain written documentation from the Pima County Wastewater Management Department that treatment and conveyance capacity is available for any new development within the area covered under the specific plan, no more than 90 days before submitting any tentative plat, development plan, sewer improvement plan or request for building permit for review. Should treatment and / or conveyance capacity not be available at that time, the owner / developer shall have the option of funding, designing and constructing the necessary improvements to Pima County's public sewerage system at his or her sole expense or cooperatively with other affected parties. All such improvements shall be designed and constructed as directed by the Pima County Wastewater Management Department.

D. The owner / developer shall construe no action by Pima County as a commitment to provide sewer service to any new development within the area covered under the specific plan until Pima County executes an agreement with the owner / developer to that effect.

E. The owner / developer shall complete the construction of all necessary public and/or private sewerage facilities as required by all applicable agreements with Pima County, and all applicable regulations, including the Clean Water Act and those promulgated by ADEQ, before treatment and conveyance capacity in the downstream public sewerage system will be permanently committed for any new development within the area covered under the specific plan.

10. Requirements of the Planning and Development Services Department:

A. Chapter VI, Design Guidelines, is advisory and shall be used only when not in conflict with adopted County landscaping, parking or signage regulations.

B. All development within this specific plan shall be addressed in accordance with the Tucson Addressing System as established in Chapter 18.83 of the County Zoning Code.

C. 100% of all salvageable trees located within area A (as shown in the vegetation element of the specific plan) shall be preserved or relocated within the specific plan boundaries. Salvageable trees are those with a trunk diameter of at least 4" measured at least 3' above the ground.

11. Compliance with the Joint Land Use Study (JLUS) use restrictions and development standards as stated in the Pima County Comprehensive Plan Special Area Policies S-24, S-26, S-27 (Policies and Land Use Intensity Legend). For the purposes of this condition, "compatible uses" mean permitted uses. In the case of conflicting regulations, the most restrictive shall apply.

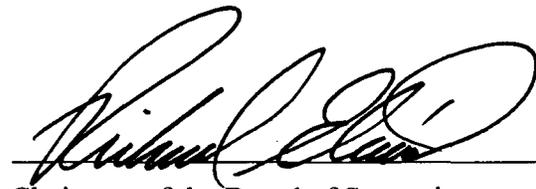
12. The site shall be inspected for the presence of Western burrowing owl by a qualified resource specialist. A report which contains survey results and dates shall be provided to Pima County immediately upon completion of the inspection. This report must be received prior to approval of a development plan or tentative plat. If any Western burrowing owls are found to be present on the project site, a copy of the report shall be sent to the Arizona Game & Fish Department's Heritage Data Management System.

Section 3.

1. No building permits shall be issued based on the rezoning approved by Ordinance 1988-182, as amended by Ordinance No. 1993-181, and this resolution until conditions 1 through 12 are satisfied and the Planning Official issues a Certificate of Compliance.

2. The South Kolb Road Specific Plan conditions may be amended or waived by resolution of the Board of Supervisors in accordance with Chapter 18.90 of the Pima County Zoning Code.

RESOLVED by the Board of Supervisors of Pima County, Arizona, this 12th day of December, 2006.



Chairman of the Board of Supervisors

DEC 12 2006

ATTEST:

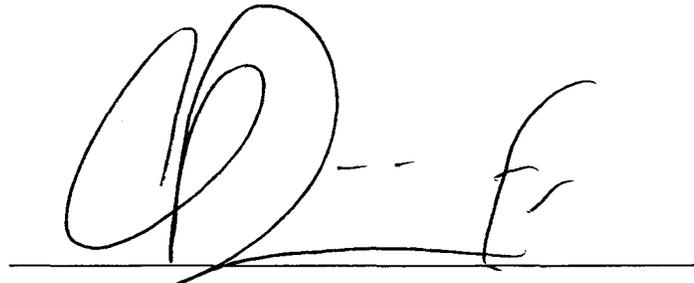


Clerk, Board of Supervisors

APPROVED AS TO FORM:

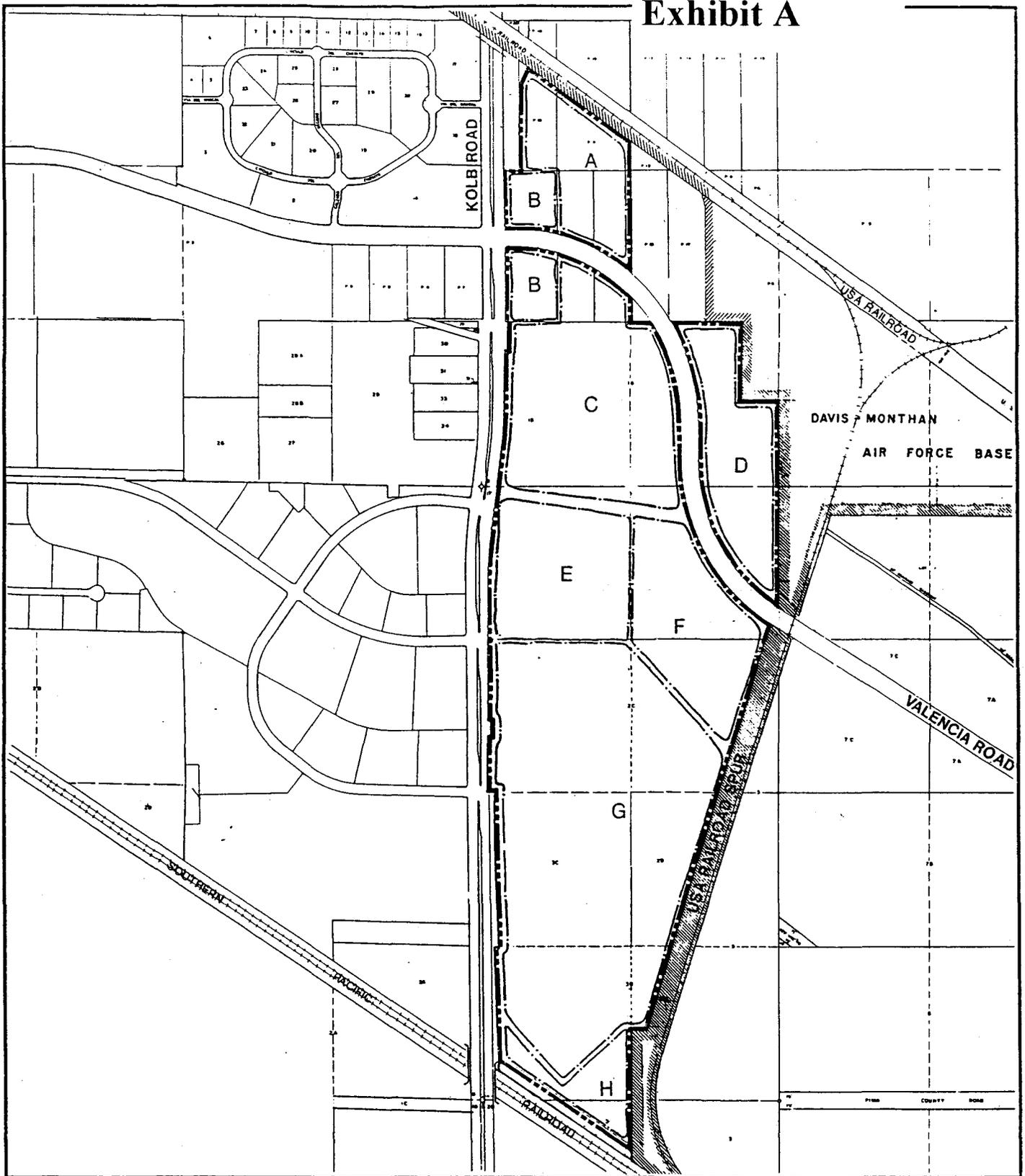


Civil Deputy County Attorney



Executive Secretary, Planning & Zoning Commission

Exhibit A



SCALE IN FEET
0 400 800 1200

J Jerry R. Jones & Associates, Inc.
ENGINEERS, PLANNERS AND SURVEYORS
78 E. TOOLE AVE., TUCSON AZ 85701
(520) 254-1281

**PLANNING
AREAS**

**SOUTH KOLB RD
SPECIFIC PLAN**

ORDINANCE # 1988-182

ADOPT THE SOUTH KOLB ROAD SPECIFIC PLAN (AS ENACTED BY ORDINANCE #1987-64) AND AMEND AND CHANGE PIMA COUNTY ZONING MAPS #31 AND 58, IN THE VICINITY OF KOLB AND VALENCIA ROADS, AS REFERRED TO IN PIMA COUNTY ORDINANCE #1985-82, AND REPEALING ALL ORDINANCES AND PARTS OF ORDINANCES IN CONFLICT HEREWITH.

BE IT ORDAINED BY THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA:

SECTION 1. That the South Kolb Road Specific Plan, as attached, is hereby adopted subject to the following conditions:

- A. This specific plan shall be subject to the following conditions prior to this ordinance becoming effective:
 - 1. Amendment of the specific plan document as may be necessitated by Board of Supervisors action.
 - 2. Approval by the Board of Supervisors of a Surveyed Boundaries Map for the specific plan within three months of specific plan ordinance adoption by the Board of Supervisors.
 - 3. Recording of a covenant holding Pima County harmless in the event of flooding.
- B. Within FIVE YEARS of ordinance adoption, the specific plan shall be subject to the recording of an acceptable master plat which will provide for development-related studies, assurances and dedications, as required by the appropriate agencies, and any related conditions that may be approved by the Board of Supervisors. Otherwise, any or all of this specific plan shall be referred to the Planning and Zoning Commission for consideration of amendment or appropriateness.
- C. Approval of a subdivision plat, development plan or issuance of a building permit shall be subject to the following:
 - 1. Conformance with the South Kolb Road Specific Plan as adopted and all applicable adopted Pima County ordinances, existing or as may be adopted or amended, not included or specifically addressed within this specific plan.
 - 2. Provision of development-related assurances as required by the applicable agencies.
 - 3. Dedication of necessary rights-of-way for roads and drainage by plat, or by separate instrument if the property is not to be subdivided.
 - 4. No further subdividing or lot splitting shall be allowed without the written approval of the Board of Supervisors.
 - 5. Requirements of the Department of Transportation:
 - A. Conformance with Pima County paving policies as determined applicable by the Department of Transportation and Flood Control District (DOT/FCD).

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- B. All arterials, collector and local streets required for development shall be designed to provide sufficient capacity for ultimate development of the plan. All roadway improvements shall be constructed to the ultimate design per the approved transportation system implementation plan. All development related internal transportation improvements for the specific plan shall be provided by the developer.
 - C. Establishment of design criteria to include right-of-way widths, typical cross-sections, design speeds, utility locations, maximum design roadway slopes, access control, bike paths and pedestrian way or sidewalks shall be subject to approval by the DOT/FCD.
 - D. A transportation improvement financing plan and transportation system implementation plan for the specific plan area shall be required before any master plat is approved. The implementation plan shall address the provision of major routes within the area, the provision of capacity and route continuity adjacent to the plan and the areas of responsibility of the County, the primary developer and any subsequent developers.
 - E. All landscaping in rights-of-way shall conform to DOT/FCD standards and require approval by the DOT/FCD.
 - F. A transportation study for the specific plan shall be submitted for approval by the DOT/FCD prior to approval of a master plat.
 - G. An access control policy shall be established for Kolb and Valencia Roads. At a minimum, the number of vehicular access points shall be limited and subject to approval by the Pima County Department of Transportation and Flood Control District.
6. Requirements of the Flood Control District:
- A. All internal drainage improvements and any external drainage improvements required to mitigate impacts caused by development of the specific plan shall be constructed at no cost to Pima County.
 - B. Detention/retention basins shall be designed in conformance with the Pima County Stormwater Detention/Retention Manual.
 - C. A landscaping mitigation plan for drainage channels shall be developed by the primary developer and approved by the Department of Transportation and Flood Control District (DOT/FCD) prior to submission and acceptance of master plats for individual phases.
 - D. The primary developer shall finalize a phasing plan of drainage improvements prior to acceptance of master plats for individual phases.
7. Requirements of the Wastewater Management Department:
- A. The property owner shall connect to the public sewer system at the location and in the manner specified by the Wastewater Management Department (WWM) at the time of review of a master plat, tentative plat or development plan.
 - B. The property owner shall construct an off-site public sewer to serve this specific plan and shall construct the on-site sewers in a manner that will provide flow-through for upstream tributary areas at points and with capacities as specified by WWM prior to submittal of a master plat, tentative plat or development plan. The public sewer improvements shall be sized and located in accordance with a basin study prepared by the property owner and reviewed and approved by WWM.

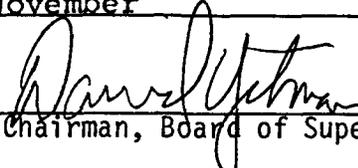
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8. Requirements of the Planning and Development Services Department:
 - A. Chapter VI, Design Guidelines, is advisory and shall be used only when not in conflict with adopted County landscaping, parking or signage regulations.
 - B. All development within this specific plan shall be addressed in accordance with the Tucson Addressing System as established in Chapter 18.83 of the County Zoning Code.
 - C. 100% of all salvageable trees located within area A (as shown in the vegetation element of the specific plan) shall be preserved or relocated within the specific plan boundaries. Salvageable trees are those with a trunk diameter of at least 4" measured at least 3' above the ground.

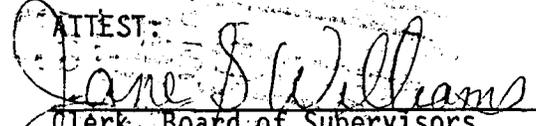
and that Pima County Zoning Map #31 and 58, in the vicinity of Kolb and Valencia roads, as referred to in Pima County Ordinance #1985-82 be, and the same is, hereby amended and changed to the SP (Specific Plan) zone as shown on the entitled "Amendments # _____ by Ordinance #1988-82 to Pima County Zoning Map #31 and 58" hereto attached and by reference made a part thereof.

SECTION 2. That this ordinance becomes effective upon satisfaction of the conditions of Subsection A and that all ordinances and parts of ordinances in conflict herewith be and the same are hereby repealed to the extend of such conflict.

PASSED AND ADOPTED by the Board of Supervisors of Pima County, Arizona, this 15th day of November, 1988.



 Chairman, Board of Supervisors

ATTEST:


 Clerk, Board of Supervisors

APPROVED AS TO FORM:



 Civil Deputy County Attorney



 Executive Secretary, Pima County
 Planning and Zoning Commission

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SITE ANALYSIS AND SPECIFIC PLAN
SOUTH KOLB ROAD

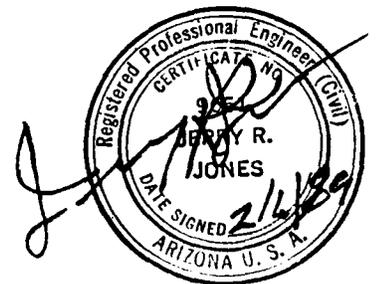
PREPARED FOR
J.M. GROUP

PREPARED BY
JERRY R. JONES & ASSOCIATES, INC.

JJA JOB NO. 86-184.02
C023-88-1

REVISED

(REP-6)



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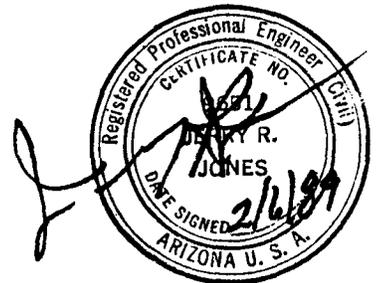


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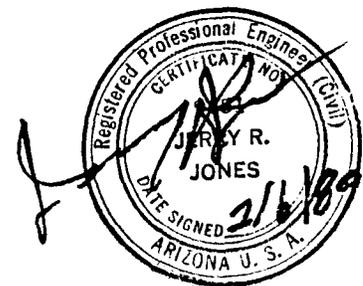


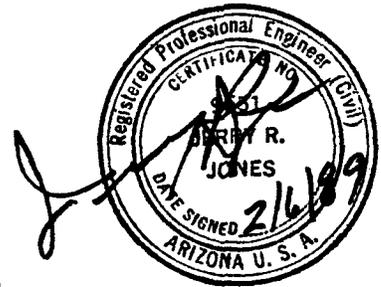
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MAPS AND EXHIBITS

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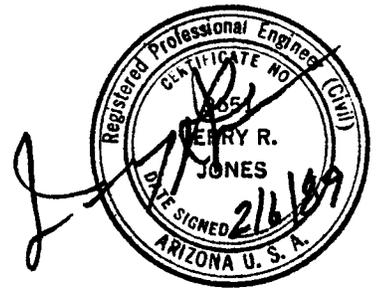


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I. EXECUTIVE SUMMARY

Overview:

The South Kolb Road Specific Plan is a land use proposal for approximately 348 acres located south of Davis-Monthan Air Force Base and north of the Southern Pacific Railroad, on the east side of Kolb Road. The Tucson City limits form the plan area's northern boundary. Adjacent transportation facilities include Kolb Road, Valencia Road, I-10, providing access to the central business district, IBM and Tucson International Airport. Adjacent industrial land uses provide the opportunity of industrial land uses and support uses for this site.

Planning History:

The Southeast Area Plan, adopted in 1983, currently guides the development in the area. The Area Plan proposes industrial uses for the area between Davis-Monthan Air Force Base and I-10, along the Kolb Road Corridor. Davis-Monthan Air Force Base is the major land user in the area, and has influenced development of the area since World War II.

Development Opportunities and Constraints:

The natural features and developed features of the site, represent both opportunities and constraints for future development. The Composite Map identifies key constraints in the plan area including drainageways, compatible use zones relating to the air operations of the base, and an El Paso Natural Gas easement. All of the constraints have been addressed in the Specific Plan through land use regulations or mitigation measures.

Proposed Land Uses:

The Specific Plan proposes industrial uses for the site. Alternative uses will include limited areas of commercial uses. Development Regulations and Design Guidelines and Policies provide standards for the future development which are sensitive to the development constraints and opportunity of the site. Compliance with the Davis-Monthan Air Force Base compatible use zones is the major guiding constraints.

The South Kolb Road Specific Plan is a comprehensive land use plan providing for employment opportunities and support services for the site and region. The Specific Plan Map, Development Regulations and Design Guidelines and Policies work together to guide future development in a manner which is compatible with the existing natural and built environment.

Specific Plan:

The Specific Plan combines land use, circulation, buffers, environmental and public services elements. The land use component includes eight distinct plan areas:

1. Plan Area A is located north of Valencia Road, adjacent to Kolb Road and proposes industrial with commercial uses as a secondary land use.

2. Plan area B located in the northeast corner and the southeast corner of the Valencia Road-Kolb Road intersection, is planned for industrial uses with commercial uses as secondary permitted uses.
3. Plan Area C, south of Valencia Road and adjacent to Kolb Road, is planned for industrial uses, with commercial land uses as a secondary option.
4. Plan Area D is northeast of Valencia Road adjacent to Davis-Monthan Air Force Base and proposes industrial land uses with commercial uses as secondary permitted uses.
5. Plan Area E, south of Valencia Road, proposes light industrial uses, including research and development facilities. General industrial land uses are permitted secondary uses.
6. Plan Area F is planned for industrial uses including research and development facilities. General industrial uses are proposed as secondary uses.
7. Plan Area G proposes industrial uses and is located between Kolb Road and Davis-Monthan Air for Bases, south of Valencia Road.
8. Plan Area H is at the southern tip of the site area and proposes industrial land uses. Commercial uses are allowed as secondary land uses.

The plan area will be accessed from both Kolb Road and Valencia Road. Internal circulation will include a collector roadway system tying into the median breaks along Kolb Road and tying into Valencia Road.

The public services element of the Specific Plan provides for extensions from existing services and for phased extensions onsite.

The elements of the South Kolb Road Specific Plan provide for the buffering of the land uses along Kolb Road and Valencia Road, both currently identified as Scenic Routes. Full compliance will be required with the proposed Scenic Routes Ordinance currently in process, when and as adopted. Varied building setbacks and landscape buffers will be provided to create an attractive streetscape along Kolb and Valencia Roads.

Key Aspects:

Important facts about the proposed South Kolb Road Specific Plan include:

The proposed plan is compatible with the adopted Southeast Area Plan;

The proposed plan land uses are consistent with the Davis-Monthan Air Force Base Compatible Use Overlay Zone, as defined in the Airport Zone adopted by Pima County.

The Specific Plan reduces uncertainty and protects property values by providing specific land use guidance, development regulations and design guidelines to be implemented throughout the development process.

II. STATEMENT OF FINDINGS

1. Statement Summary

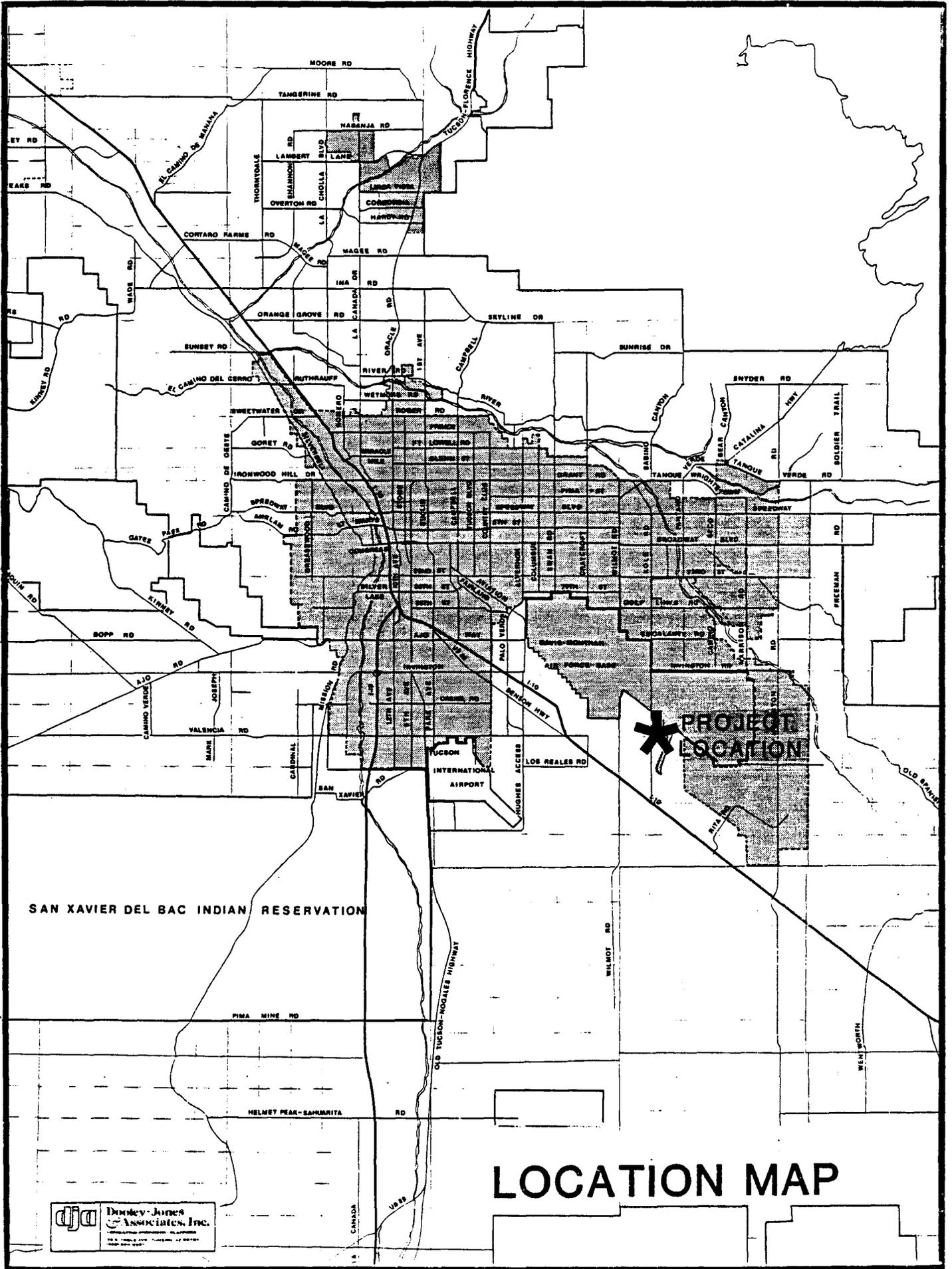
The South Kolb Road Specific Plan creates a land use development program for a 348-acre site in the southeastern portion of the community. The Specific Plan implements adopted county land use policies, while at the same time providing a detailed analysis of natural and built conditions and specific land use designations. The Specific Plan will ensure responsible development which is compatible with both existing development and adopted plans for the area. The analysis will include, but not be limited to, the following issues:

- The specific designations of open space and landscape buffers as they relate to commercial and industrial zoning.

- The implementation of development regulations and design standards in conformance with Airport Environs and Facilities Zone.

Facilitate innovative and comprehensively planned industrial and commercial development.

Provide a circulation and landscape scheme for the property which is consistent with the status of Kolb Road and Valencia Road as major transportation corridors in Pima County.



LOCATION MAP


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CONSULTING ENGINEERS AND ARCHITECTS
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2. Plan Objectives

The purpose of the South Kolb Road Specific Plan is to guide the development of multi-use land concept to be compatible with both existing development and adopted plans for the area. Specifically, the plan meets the objective of establishing uniform regulations for land use, signs, roads, landscaping and other site development features, as stated in Section 18.90.030E of the Specific Plan Ordinance. The plan incorporates appropriate design standards regarding buffers, landscaping, and open space to ensure that a campus like setting is created. Development under piecemeal rezonings would not necessarily accomplish a comprehensive land use plan with a corresponding set of design guidelines..

3. Alternative Planning Methods

The Southeast Area Plan is the adopted county policy plan which provides land use guidance for the South Kolb Road Specific Plan. The South Kolb Road Specific Plan is a method which implements the conformance with land uses designated in the Southeast Area Plan (industrial) while re-evaluating the specific land use designations for a portion of the Specific Plan area. An additional policy plan for the area is unnecessary given the relatively recent adoption of the Southeast Area Plan (1983). Given the expected long-term buildout of the project, piecemeal rezoning requests would not allow a comprehensive review of the project area, nor the comprehensive examination of the relationship between the proposed land uses, vehicular and pedestrian circulation or

flood control mitigation measures. The South Kolb Road Specific Plan provides the opportunity to master plan approximately 348 acres with phased development occurring in compliance with development regulations and design guidelines.

4. Plan Consistency

Land Use:

The Southeast Area Plan (1983) proposes industrial uses for property on either side of Kolb Road, from Davis- Monthan Air Force Base on the north to the Interstate Highway 10 on the south. Industrial is the most intense land use category used in the Area Plan. The County industrial zones (CI-1 & CI-2) are cumulative in that commercial and industrial uses are allowed.

The Specific Plan is consistent with the Area Plan and associated zoning designations in that industrial uses will be the predominant land use, with moderate amounts of commercial.

Transportation:

Kolb and Valencia Roads are designated arterial streets on the Major Streets and Routes Plan and facilities of regional significance on the Regional Transportation Plan (RTP). The Southeast Area Plan identifies Kolb Road and Valencia Road (Los Reales) as controlled access roadway. The on-site circulation system for the South Kolb Road Specific Plan is consistent with the function of these roadways as major thoroughfares.

Traffic circulation is internalized so that there is a controlled number of access points to the major streets. Right-of-way dedication will occur in conformance with the Major Streets and Routes Plan to provide continuous and consistent right-of-way for major streets. The Specific Plan is consistent with the Scenic Route designation of Kolb Road and Valencia Road through a combination of setbacks and landscape buffers.

The property is bounded on the south by a Southern Pacific Railroad line and on the east by a USA railroad spur. Land uses adjacent to the railroad will be regulated and designed to ensure their continued operation without interference.

Recreation:

There are no Pima County recreation or open space plans which apply to this area. The current open space mapping efforts are not expected to include this site given its low environmental resource value.

5. Zoning Code Consistency

Section 18.01.030 of the Pima County Zoning Code sets forth guiding principles for the use and application of the Code. The proposed South Kolb Road Specific Plan is consistent with these guiding principles. In summary, the Code principles which apply to the proposed Specific Plan are:

- A. "Recognize the right of affected property owners to be heard regarding proposed development, and to participate in the planning process. The equities of all interests concerned in an application shall be balanced."
- B. "Protect the economic and social values of surrounding properties."
- C. "Ensure a fair allocation of the costs of needed public services."
- D. "Provide for the orderly development of an area, avoiding the use of spot zoning."

The citizen participation element of the Specific Planning process will ensure that there will be opportunities for citizens to participate throughout the planning process. Citizen participation efforts will include a neighborhood public meeting organized by the applicant, a public hearing held by the Planning and Zoning Commission, and a Board of Supervisors public hearing. There are no registered neighborhood associations in close proximity to the site.

The economic and social values of surrounding properties will be balanced through the Specific Plan. The economic value of land will be stabilized or enhanced by the increased certainty and specific land use designations proposed in the plan. The social value of land will be recognized where adequate buffers are provided between areas of differing land use intensities.

The Implementation Program provides alternatives for the timely and cost-effective provision of public services. All necessary infrastructure extensions and/or augmentation (sewer, water, gas and electricity) will be provided and paid for by the developers where appropriate.

The Specific Plan is a mechanism for comprehensive planning and zoning of a designated area. The implementation and phasing programs of the plan shall provide for phased development in conjunction with the orderly extension of public infrastructure. The plan provides a method for reviewing and implementing the proposed land uses and relevant policies of the existing Southeast Area Plan. Since the Specific Plan combines planning and zoning functions, the need for "spot" rezonings shall be eliminated once the Specific Plan is adopted.

The South Kolb Road Specific Plan is also consistent with the provisions of specific sections of the zoning code, including the Airport Environs and Facilities Zone, the Floodplain Ordinance, and the Grading Ordinance. Although the Specific Plan modifies or tailors land use and design regulations, no health and safety ordinances are compromised. The land use pattern and development regulations will be in full conformance with the Airport Environs and Facilities Zone, which considers both safety and noise impacts.

6. Community Benefits

The South Kolb Road Specific Plan will provide updated planning and development strategies for a large tract of vacant land. The Specific Plan will also be developed with the input and review of adjacent property owners and residents, so that the resulting plan meets both the needs of the developer in designating future land uses and open space areas and, the needs of neighboring property owners and residents in ensuring development which is compatible with the existing land use pattern.

7. Land Use Context Compatibility

Davis-Monthan Air Force Base, a major military installation and employer with more than 7,800 full-time civilian personnel, is located north of the Specific Plan area. Six residences/businesses are located south of Valencia Road and west of Kolb Road. A concrete pipe manufacturing facility is located south of Valencia Road, just east of the project site.

Southpoint Industrial/Commerce Center is a 108 acre industrial development under construction at the northwest corner of Kolb Road and Valencia Road. Infrastructure is complete and one building has been constructed. Additional construction is underway for McCulloch Corporation. Century Park Industrial Center, a 293 acre development, is currently under construction west of Kolb Road and south of Valencia Road.

The proposed Specific Plan will be compatible with the surrounding land uses in both intensity and design. Surrounding uses range from residential (6 residences located west of Kolb Road) to light industrial. The South Kolb Road Specific Plan includes a range of commercial and industrial uses. Landscape buffers and setbacks are utilized where necessary to mitigate the impact of non-residential uses on existing residences. Landscape and design schemes take into consideration recent development in the area to ensure visual compatibility between the proposed and already approved/existing industrial parks.

8. Environmental Suitability

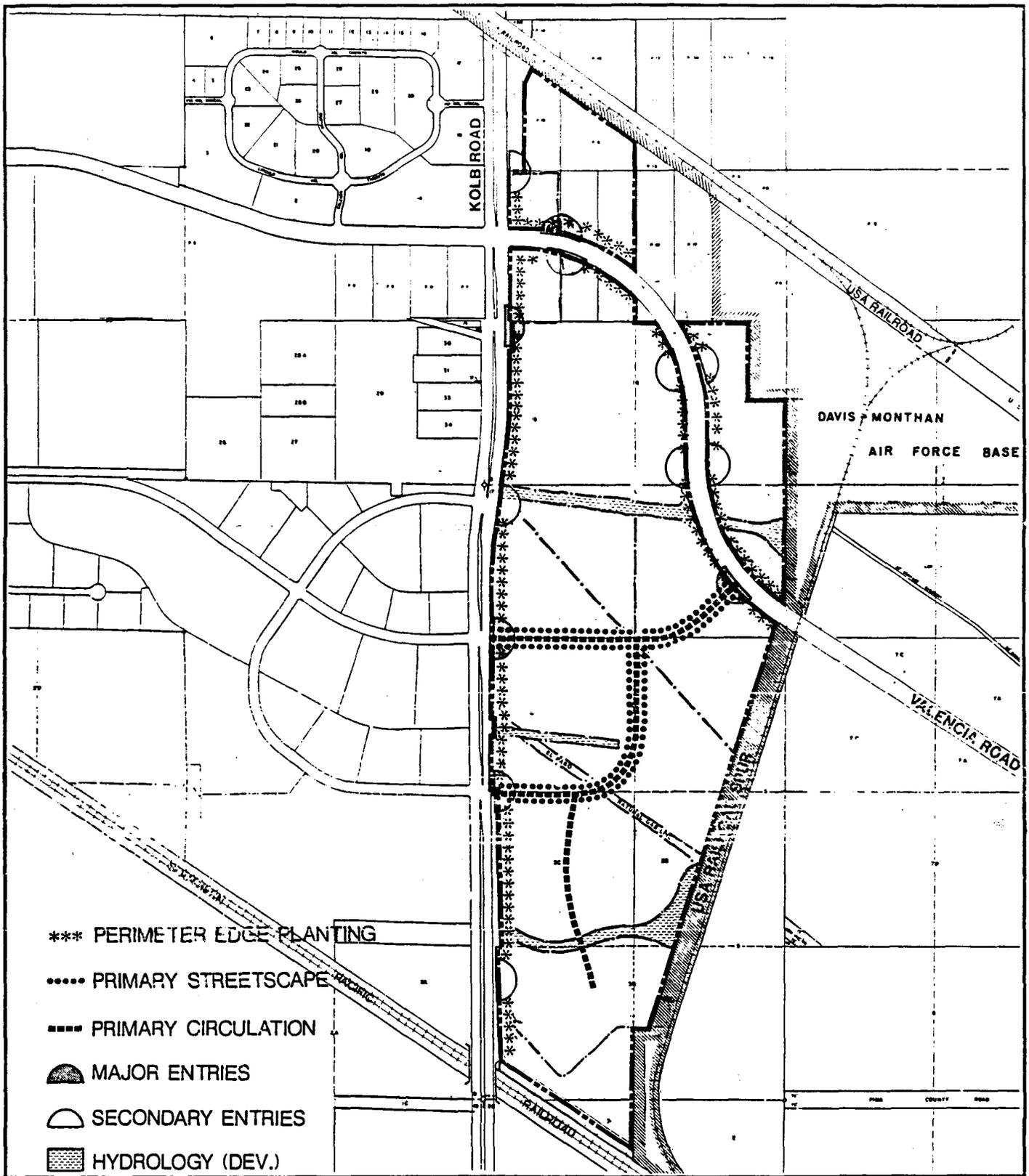
There are no significant land forms on the site. Slopes are generally flat, at an average of approximately 2%. On-site drainage is generally defined washes and the vegetation is typical of the Creosote-Bursage Association of the Sonoran Desertscrub Plant Community. The Arizona Fish and Game Department confirms that there are no special or significant species on the site. Only a small portion of the parcel (floodprone areas) is unsuitable for development due to natural features.

9. Public Services Suitability

The South Kolb Road Specific Plan is located in a developing area well served by infrastructure. There are three sewerlines in close proximity to the project site. Pima County Wastewater Management has indicated

that there is capacity in all three lines(a 27 inch interceptor and 12 inch sewer line) for the proposed development. The Specific Plan site is also served by Tucson Water, Tucson Electric, and Southwest Gas.

There are no bus lines currently serving the area. Transportation conservation mechanisms are explored in the Specific Plan (Sections IV-4-D & VI-7).



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**SOUTH KOLB RD
SPECIFIC PLAN**

**SOUTH KOLB RD
SPECIFIC PLAN**

SOUTH KOLB ROAD

III. INVENTORY AND ANALYSIS

1. Introduction

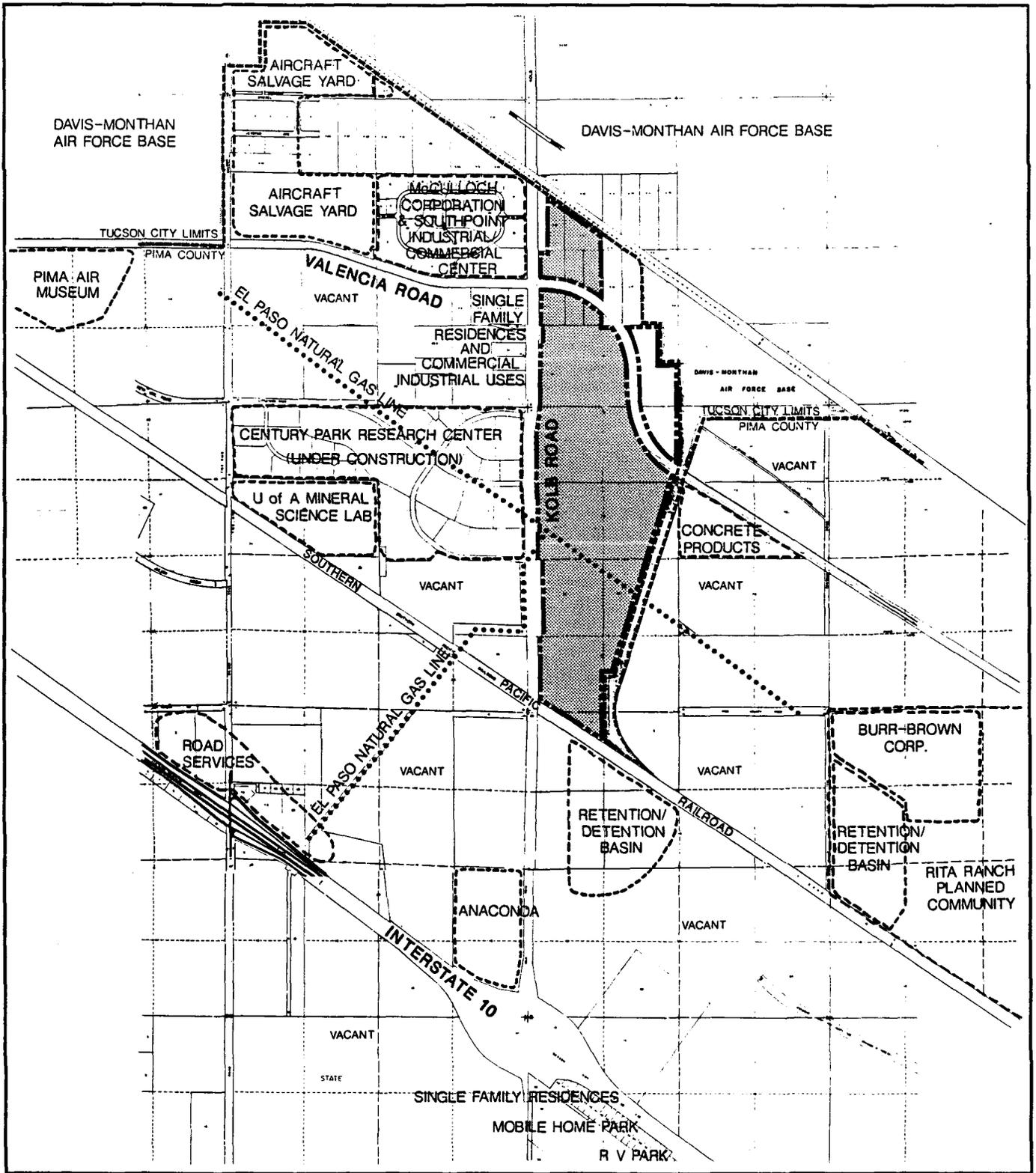
The South Kolb Specific Plan is a land use proposal for approximately 348 acres for privately owned land located generally in the southeast metropolitan area of Tucson at South Kolb Road and Valencia Road. The Plan Area is bisected into two parcels by Valencia Road. Approximately 61 acres are located north and east of Valencia Road, and the area south of Valencia Road encompasses approximately 287 acres.

The Specific Plan is a land use tool which combines long-term planning, development regulations and design guidelines which, when adopted, represent the land use plan and zoning for the property. The Site Inventory and Analysis identifies development constraints and opportunities upon which the land use plan is based. The analysis identifies pertinent information having a direct bearing upon the development of this parcel for commercial and industrial uses. The site analysis data collected as a part of the South Kolb Road Specific Plan has been thoroughly analyzed and it is upon the information within this section that the Specific Plan has been developed. The Specific Plan directly relates to the identified constraints and the mitigation measures employed to either eliminate or minimize adverse impacts. The development regulations and design will be used to administer and direct the implementation of the land use plan over the life of the project.

Regional Context

The Location Map identifies the 348 acre parcel in relation to the Tucson Metropolitan Area. The parcel is one mile north of Interstate 10 on Kolb Road, a major arterial and scenic route. The property is bisected into two parcels north and south of Valencia Road with the largest portion to the south. The site is adjacent to and south of Davis-Monthan Air Force Base with the majority of the site's north and east boundary abutting the Base's property. Located on Kolb Road one mile north of Interstate 10, the site is twelve (12) miles southeast of the Tucson Central Business District via Interstate 10, and seven (7) miles east of the Tucson International Airport. The site is located within portions of Sections 8, 17 and 20, Township 15 South, Range 15 East, Pima County, Arizona.

The southeast area of Pima County is one of the fastest growing areas for commercial and industrial uses as demonstrated by the release of the Hughes land holdings and subsequent development. The McCulloch Corporation, manufacturers of gas powered chain saws, has recently purchased property within the Southpoint subdivision just north of Valencia Road, west of Kolb Road for a manufacturing facility. It will initially employ approximately 500 people. Additionally, the close proximity of the Tucson International Airport and Interstate 10 provide convenient transportation services to the southeast area for goods and



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**EXISTING
LAND USES**

**SOUTH KOLB RD.
SPECIFIC PLAN**

EXHIBIT 3

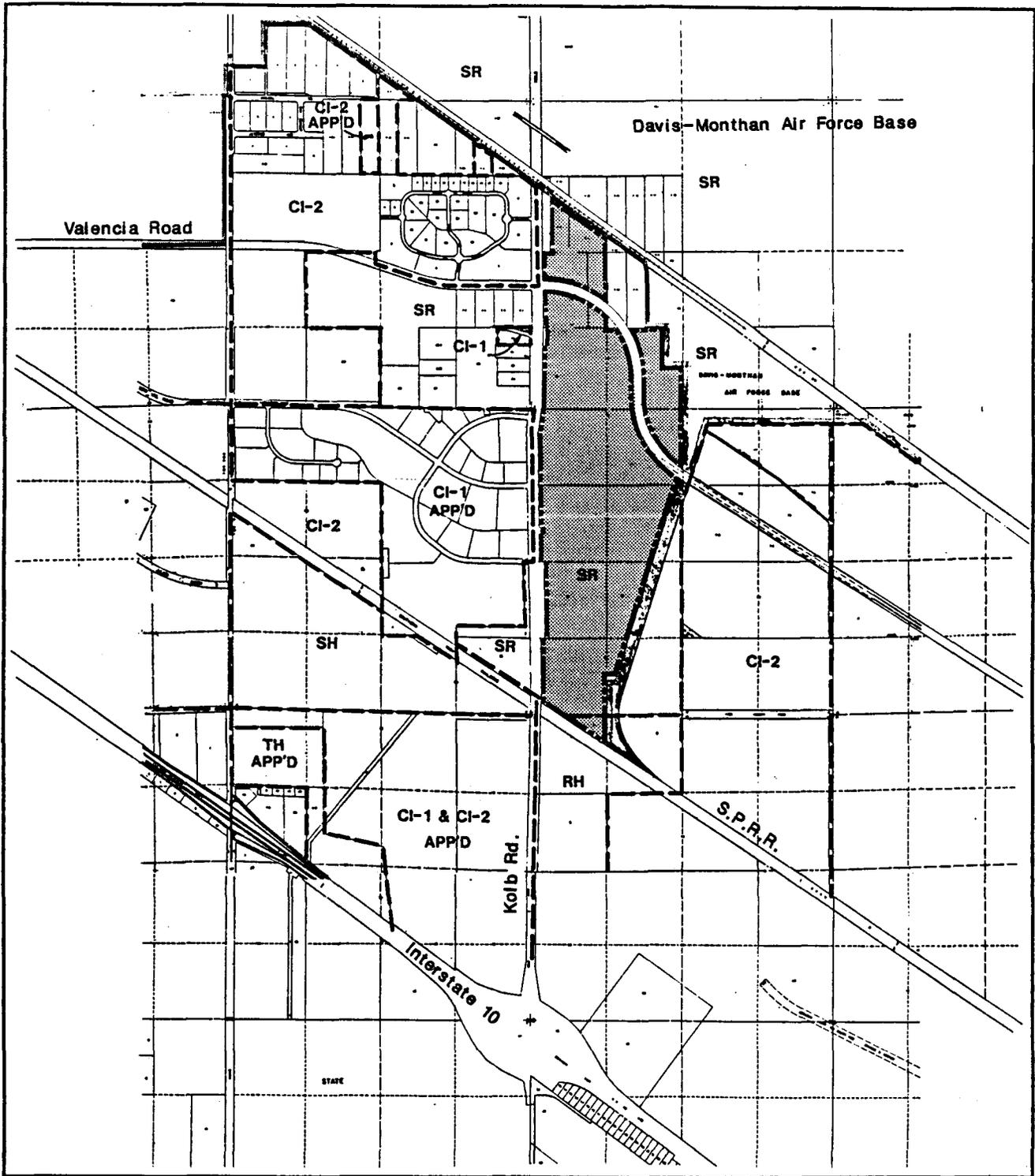
services produced as a result of commercial and industrial development. The recent upgrade and improvements to Kolb and Valencia Roads provide the Plan Area, as well as southeastern Pima County, with major transportation corridors from the southeast area to the Tucson city core.

A. Onsite Land Uses and Zoning:

The study area is vacant of any development except for the El Paso Natural Gas line crossing the southern portion of the site, located within a utility easement. The Plan Area is zoned, SR and RH, as identified on the Existing and Approved Zoning Map. SR (Suburban Ranch Zone) is a low density zone which has been used principally as a holding zone or for single family residences on large (3.3 acre) lots. RH (Rural Development Zone) is designated for areas lacking facilities for urban development. The zone also provides for commercial and industrial development where appropriate and necessary as support services for surrounding agricultural and low density uses. A very small portion of the subject parcel (approximately 4.5 acres) falls within this zone.

B. Surrounding and Approved Zoning:

Surrounding zoning includes RH, (Rural Homestead), CI-2 (General Industrial), CI-1 (Light Industrial/Warehousing), SR (Suburban Ranch) and SH (Suburban Homestead). RH is located to the south and CI-2 primarily to the east, with portions to the west and



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EXISTING & APPROVED ZONING

SOUTH KOLB RD SPECIFIC PLAN

southwest. Approved CI-1 zoning is located to the west while the remaining areas surrounding the subject parcel are zoned SR and SH. Davis-Monthan Air Force Base is zoned SR, but is not subject to local zoning regulations. These designations are illustrated on the Existing and Approved Zoning Map.

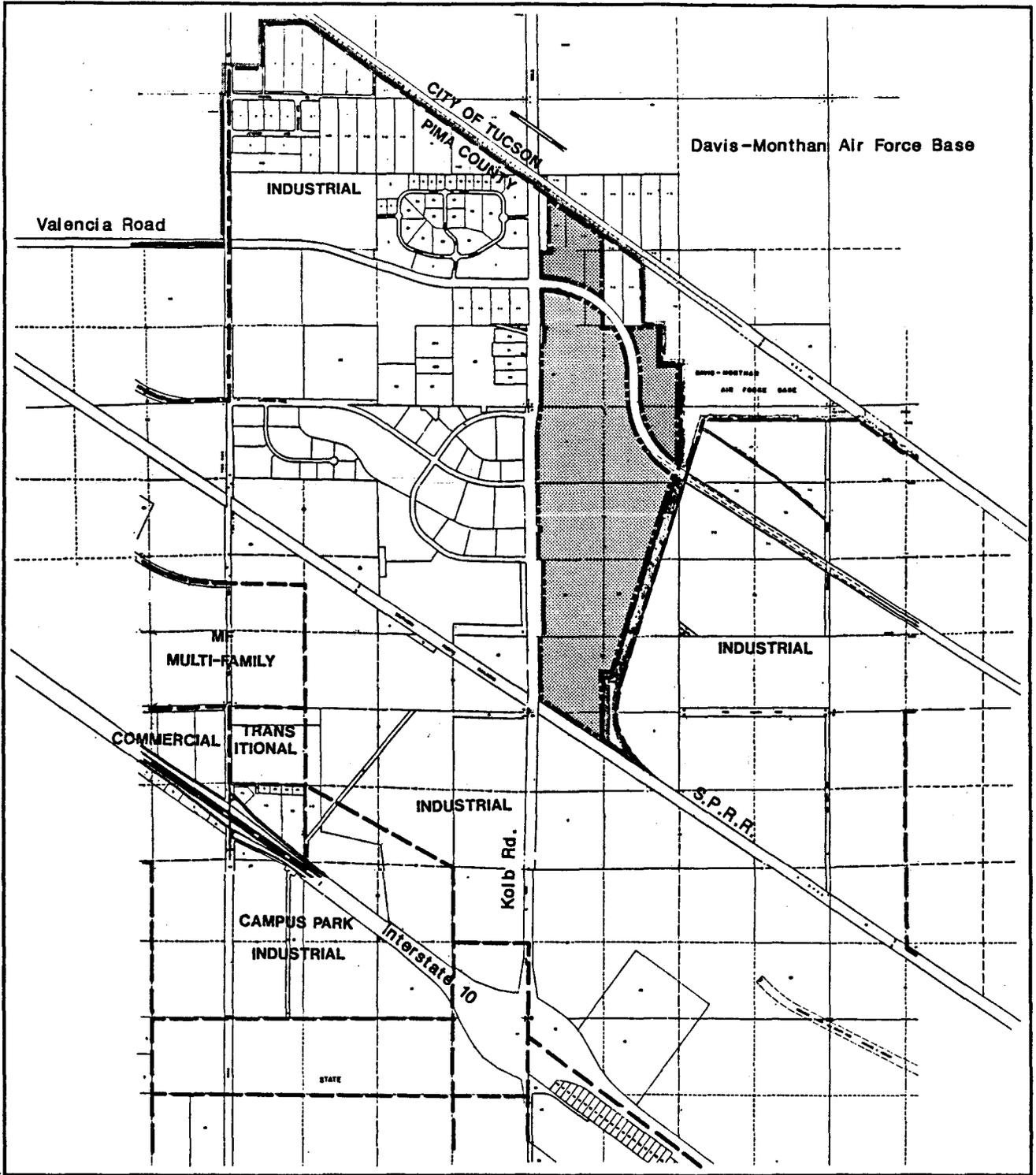
C. Planned Land Use:

The South Kolb Specific Plan area is located within Pima County's Southeast Area Plan adopted March 1, 1983, amended July 2, 1985.

Industrial uses are proposed for this parcel and the majority of the surrounding area, as demonstrated on the Planned Land Use Map. The Southeast Area Plan identifies the Plan Area as being subject to Airport Approach Zone limitations by its proximity to Davis-Monthan aviation facilities. The Davis-Monthan Air Force Base, which bounds the parcel to the north and east, has recently been annexed by the City of Tucson.

There are several Area Plan policies which are applicable to this site. Policy 2, Airport Approach Zones, states:

Land uses within the confines of the Adopted Environs Plan, Col3-79-2, will be compatible with the designated noise, contours and expanded approach zones for Tucson International Airport and Davis-Monthan Air Force Base.



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**PLANNED
 LAND USE**

**SOUTH KOLB RD
 SPECIFIC PLAN**

The Airport Environs Plan has since been superseded by the Airport Environs and Facilities Zone. The South Kolb Road Specific Plan adheres to the provisions of the Airport Environs & Facilities Zone.

Policies 8 and 9 identify controlled access routes:

8. Controlled Access Routes: The following highways are established as controlled access routes for the purpose of this plan:

(1) Kolb Road, from the Davis-Monthan Air Force Base Boundary to I-10;

(2) Valencia Road, from Houghton Road west to the City limits;

The remainder of Policy 8 and 9 promote limited access to Kolb Road to preserve a high operating speed, insure high vehicular capacity, and to maximize safety. The Circulation Concept is consistent with these restrictions. No new median cuts are proposed along Kolb Road.

Policy 10 is concerned with sheetflooding hazard control measures. Since there are no areas of sheetflooding identified as part of this site, separate evaluation of flood control measures are not required.

Policies 11, 13 and 14 concern infrastructure elements. Policy 11, Wastewater Control, promotes connection to the public sanitary sewerage system. All development greater than 1 RAC (residence per acre) densities are required to be connected to the public system in a manner acceptable to Pima County Wastewater Management Department (PCWWMMD).

Policy 13, Financing Transportation and Flood Control Improvements, require a financing plan for improvements which equitably apportion the cost of improvements to all parties benefiting from the improvements or causing the improvements to be installed.

Similarly, Policy 14, Water Service, requires connection fees to finance the water system facilities needed to serve the newly developed areas in accordance with adopted City Water policies. Infrastructure and financing issues are addressed in the Public Facilities section of the report, the Implementation chapter, and the agency response letters in the Appendix.

D. Davis-Monthan Environs and Facilities:

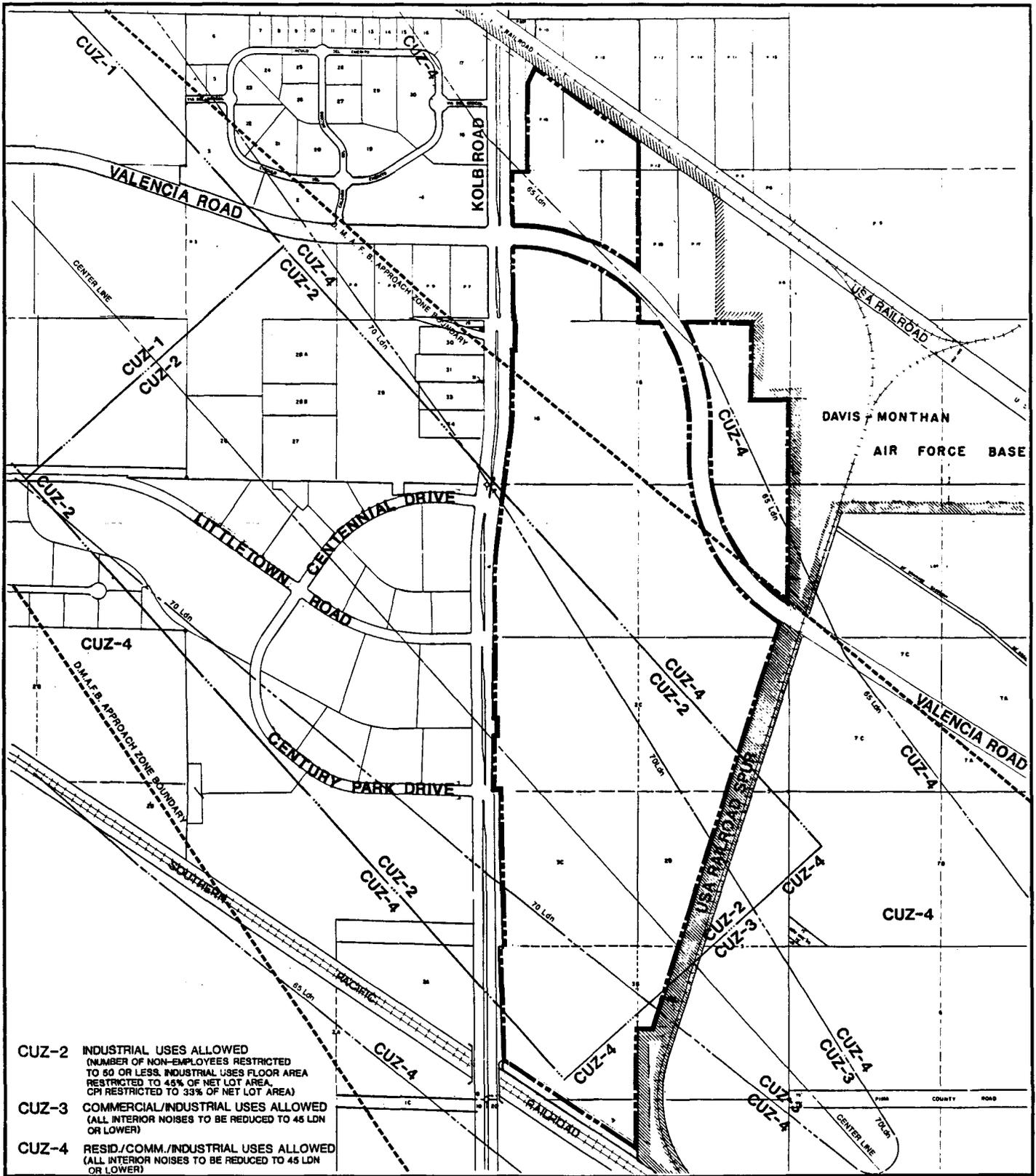
A major portion of the Specific Plan site is located within the Davis-Monthan Air Force Base Approach Zone area. Because of aircraft operations, the area between the Southern Pacific Railroad and Valencia Road is impacted by a distinct range of noise levels and specific accident potential. Compatible land uses within Davis Monthan Air Force Base Approach Zone have been identified and formulated to protect people and property and to increase air traffic safety.

Implementation of compatible land uses is administered through Pima County's Airport Environs and Facility Ordinance. The Ordinance is an overlay zone to the existing zoning and is divided into two sections, the height overlay zone and the land use overlay zone.

The height overlay zone limits building heights in the aircraft approach area. This limitation does not affect typical one to three story industrial development building heights. Compatible use zones consider both safety concerns and noise impacts on surrounding uses, and may preclude certain building uses, sizes and/or mandate interior noise level requirements.

Portions of the site are located in CUZ-2, CUZ-3 and CUZ-4 as identified on the Land Use Overlay Zone Map. Of these, CUZ-2 is the most restrictive zone and CUZ-4 is the least restrictive. The CUZ's are identified on the official Pima County Zoning Ordinance Map, and described in Section 18.57.030 of the Zoning Ordinance.

CUZ-2 is the area within a 3,000 by 7,000 foot rectangle having two of its sides parallel with, and 1,500 feet from either side of, an extension of the centerline of the runway. It is described in Section 18.57.030.D4C of the Zoning Ordinance.



- CUZ-2** INDUSTRIAL USES ALLOWED
(NUMBER OF NON-EMPLOYEES RESTRICTED TO 50 OR LESS, INDUSTRIAL USES FLOOR AREA RESTRICTED TO 45% OF NET LOT AREA, CPI RESTRICTED TO 33% OF NET LOT AREA)
- CUZ-3** COMMERCIAL/INDUSTRIAL USES ALLOWED
(ALL INTERIOR NOISES TO BE REDUCED TO 45 LDN OR LOWER)
- CUZ-4** RESID/COMM./INDUSTRIAL USES ALLOWED
(ALL INTERIOR NOISES TO BE REDUCED TO 45 LDN OR LOWER)

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AIRPORT ENVIRONS OVERLAY ZONE

SOUTH KOLB RD SPECIFIC PLAN

CUZ-3 is the area within the 70 LDN (day/night average sound level) noise contour line. It covers a small portion of the site and should not affect any development proposals. CUZ-3 is described in Section 18.57.030D4d of the Zoning Ordinance.

CUZ-4 is the area between the 65 LDN and 70 LDN noise contour line, which is designated a high noise area. CUZ-4 covers approximately 70 acres of the site and borders CUZ-2. It is described in Section 18.57.030D4e of the Zoning Ordinance.

CUZ-1 does not cover any portion of the site but does cover an area west of this site at the end of DMAFB runway.

E. Surrounding Land Use:

The southeast Tucson Metropolitan Area has been experiencing rapid urban growth. Private development near this parcel is commercial or industrial in nature. Davis-Monthan Air Force Base is a public use including military air operations. Approximately six residences and small assembly or industrial uses are located south of Valencia Road and west of Kolb Road. A concrete pipe manufacturing facility is located south of Valencia Road, just east of this site.

Southpoint Industrial/Commerce Center is a 108 acre industrial development under construction at the northwest corner of Kolb Road and Valencia Road. The infrastructure is complete and one building has been constructed. The business park will house McCulloch

Corporation employing approximately 500 people. Construction has begun on the facility. Century Park Industrial Center, a 293 acre development, is currently under construction west of Kolb Road and south of Valencia Road.

Other development along Interstate 10, one mile to the south, includes the Anaconda Research Center, a Mountain Bell Substation and various road services such as restaurants and gas stations.

I.B.M.'s main facility, located three miles to the southeast, has approximately 5,000 employees. Recently IBM announced that it plans to relocate the manufacturing section to California. This will reduce the number of employees by approximately 2,800 over the next 1-1/2 years. The vacated facilities will be remodeled and marketed as an industrial complex to perspective tenants.

Liquid-Air (manufacturer of industrial gases) has completed a new facility at Rita Ranch, two miles to the southeast. Rita Ranch is a 2,885 acre planned community which will include residential, commercial, industrial and service land uses.

Other significant commercial and industrial development has occurred along the Valencia/I-10 Corridor from this site east to the Tucson International Airport. Development includes I.B.M., Burr Brown, Hughes Aircraft, Gates Learjet and Britannia Business Center. Industrial centers, such as Bay Colony Technical Center which

encompasses 36 acres and is located at the southeast corner of the Tucson Boulevard and Valencia Road, have also been developed. The Tucson International Business Center encompasses 276 acres and is located north of Valencia Road between Country Club Road and Alvernon Way. Britannia Business Center is part of this development.

The buildings located within a quarter mile of this site include a two-story structure in Southpoint Industrial/Commercial Center. Other buildings include small houses and barns, and commercial businesses/home occupations located along Kolb South of Valencia. There are no well sites or wells onsite or within 100 feet of the property.

F. Well Sites:

There are seven well sites in the vicinity of the Plan Area which are registered with the Arizona Department of Water Resources and they are listed below:

<u>Registration Number</u>	<u>Location</u>
1. 501217	NW, SW, NW Sec. 7
2. 504536	SW, SW, NW Sec. 7
3. 516544	NW, SE, SW Sec. 7

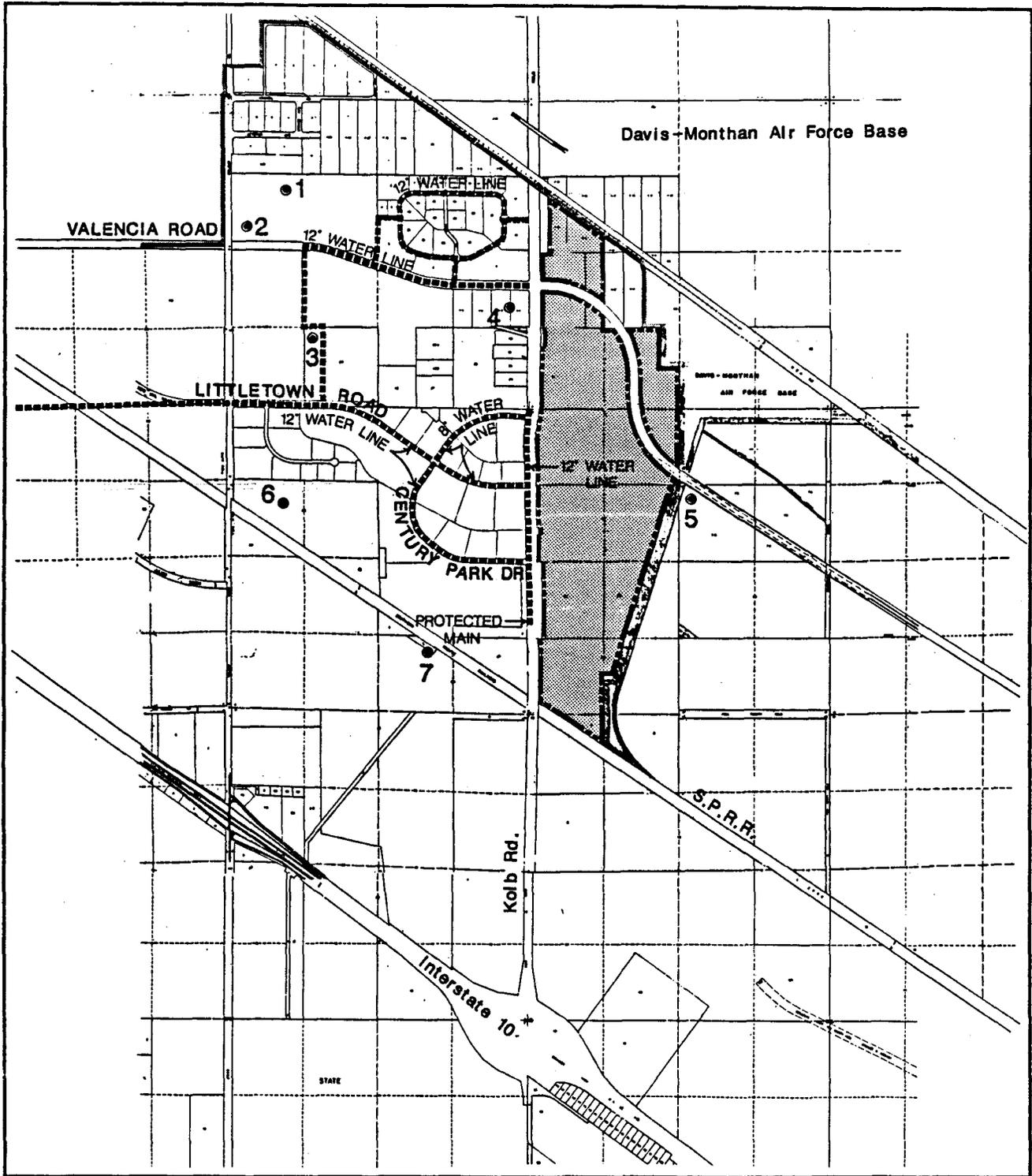
- | | | |
|----|-------------------|--------------------|
| 4. | 639963 and 804562 | NE, NE, SE Sec. 7 |
| 5. | 629832 | NW, SW, NE Sec. 17 |
| 6. | 800355 | NE, SW, NW Sec. 18 |
| 7. | 624050 | NE, SW, SE Sec. 18 |

No well sites are located within the Plan Area.

The South Kolb Road Specific Plan Area is located in the City of Tucson Water Service Area. Existing Tucson Water facilities include a well site and storage facility, #516544, (approximately three-quarters of a mile west of the Plan Area) and 12-inch water lines servicing Southpoint Industrial/Commerce Center and Century Park Research Center. One 12-inch line runs north from the well site to Valencia Road and then east in Valencia Road to Kolb Road. The second 12-inch water line runs south from the well site to Littletown Road, east in Littletown Road to Century Park Drive and then south and east in Century Park Drive to Kolb Road. The 12-inch line continues north and south in Kolb Road the length of Century Park Research Center.

3. Topography

This parcel slopes gently from the southeast to the northwest and has a slope of approximately 2%. The parcel is not affected by the Hillside Development Ordinance as the cross-slope analysis indicates. Serious erosion has not occurred on this parcel.



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EXISTING WATER

----- WATER LINES

● WELL SITES

**SOUTH KOLB RD
 SPECIFIC PLAN**

4. Hydrology

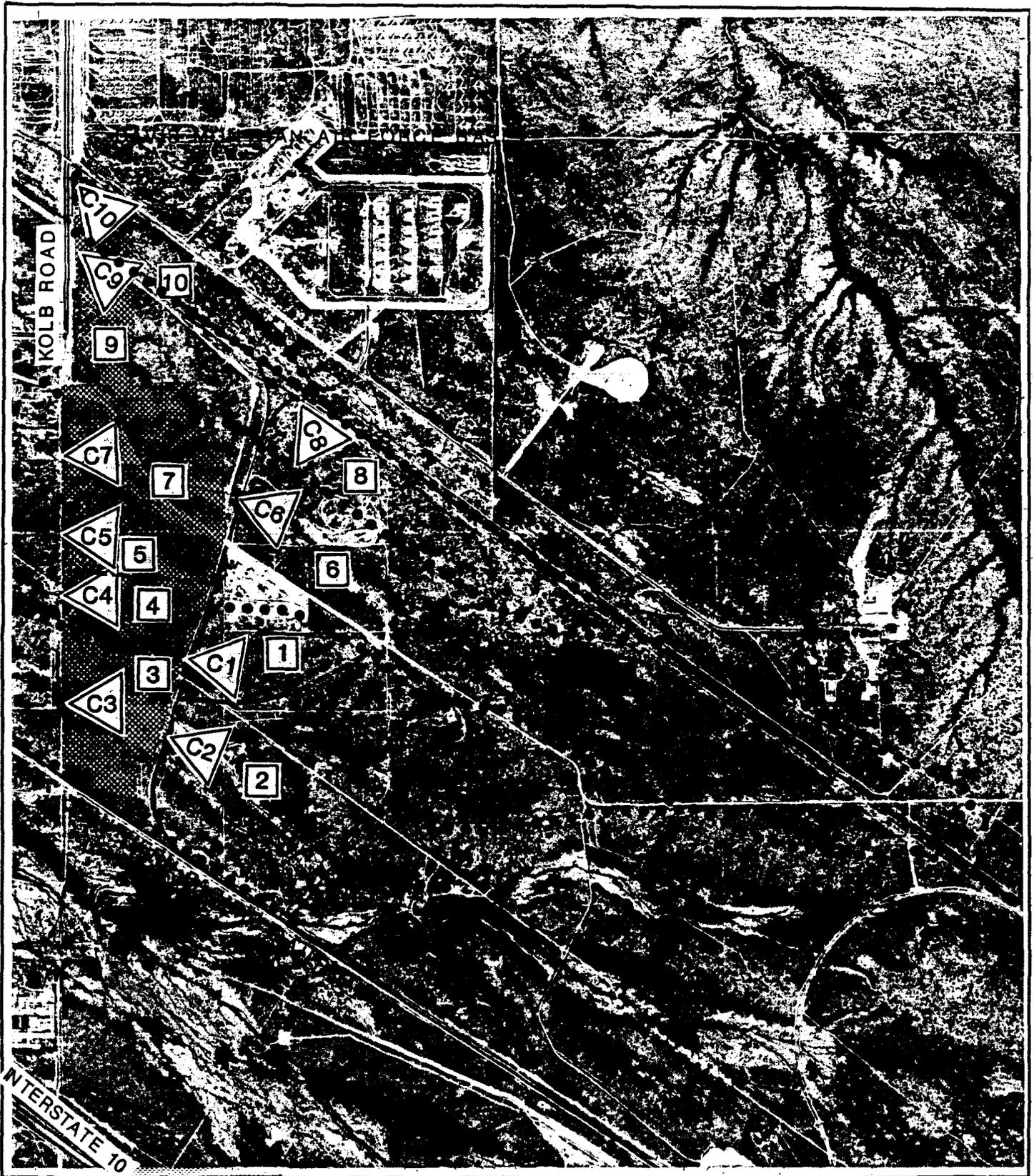
A. Offsite-Hydrology:

Four offsite watersheds affect the subject parcel. The general location direction of flow is from the southeast to the northwest; existing channels are braided and poorly defined. The offsite watersheds are largely undeveloped with typical desert brush vegetation.

The USA Railroad Spur to Davis-Monthan Air Force Base forms the western (downstream) boundary of offsite watersheds 1, 2 and 6. The railroad embankment is raised above existing ground from 2 to 8 feet along the reach, thus ponding water to the east (upstream) of the tracks. Concrete pipes carry flow under the tracks with one 30-inch, three 30-inch and four 30-inch pipes for Offsite Watersheds 1, 2 and 6, respectively (see Hydrology Map, Exhibit 9).

These three watersheds are contained in a "balanced basin" and eventually drain to the Julian Wash.

The most northerly located offsite drainage area 8 drains in a north westerly direction and flows turn at Kolb Road towards Davis-Monthan Air Force Basin via a roadside earthen channel within the Kolb Road right-of-way.



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OFF-SITE
 HYDROLOGY

SOUTH KOLB RD
 SPECIFIC PLAN

The railroad spur splits as its approaches Davis-Monthan within Offsite Watershed 8. The runoff from this watershed is conveyed under each spur by a set of two 30-inch concrete pipes. The runoff then flows in a northwesterly direction until it enters the subject parcel. Both the railroad spur and the southeast-northwest main line railroad (that forms the northern boundary of Offsite Watershed 8) are elevated above existing ground.

The drainage areas are shown on Exhibit 8 and their estimated existing 100-year peak runoff rates are indicated both on Exhibit 9 and Table 1.

At present the runoff from the four offsite watersheds has a limited impact on the subject parcel due to the retarding effect of the culverts and the elevated railroad embankment. The discharge through the concrete pipes under the tracks is far less than the approaching flow (approximately 45 cfs per single 30-inch pipe). The outflow from the pipes adds onto the descending line of the hydrograph for the runoff from the onsite watershed, and therefore causes little increase of the onsite peak discharges.

This detention effect is probably unintentional and it is assumed, that the drainage structures under the USA Railroad Spur will be replaced by structures with greater discharge capacities. Therefore the hydrological analysis in this report completely ignores the effect of the undersized structures.

All four offsite watersheds are delineated on the Offsite Watershed Map with their concentration points. Table 1 compiles their acreages and 100-year discharges. The smaller offsite sheetflow watersheds are shown on the Onsite Watershed Map, but their acreages and 100-year discharges are also included in Table 1.

TABLE 1: Q100 for Offsite Watersheds - Existing Conditions

<u>Watershed</u>	<u>Area (Acres)</u>	<u>Q100 (cfs)</u>
1	87	246
2	383	648
6	530	762
8	115	234
10	56	116

Offsite Watershed #1

Watershed #1 drains an off site area of about 87 acres, which include 9 acres of a concrete pipe plant. The reach length of the drainage channel extends about 2500 feet east of the spur.

Offsite Watershed #2

Flows from the 383 acres Watershed #2 drain through the railroad embankment via three 30-inch RCP's. The reach length of this wash is approximately 7000 feet beyond the spur and continues eastward to the point where Valencia Road changes direction from southeast to due east.

The basin boundary stretches nearly 800 feet beyond Valencia Road at this point. There is another tributary which branches from the main channel 700 feet east of the railway and extends 2000 feet southeasterly from that point. This portion of the drainage area is bounded on the southwest by the S.P.R.R. and by a manmade dike on the southeast.

Offsite Watershed #6

Flows from this 530 acres watershed drain through the railroad embankment via four 30-inch RCP's. The offsite drainage area is about 530 acres. The wash length is over 12,000 feet and the catchment is roughly 2,000 feet wide. This portion of the watershed is undeveloped except for parts of Valencia Road and the northern 23 acres of the concrete pipe plant.

Offsite Watershed #8

Sub-basin #8 with a size of approximately 115 acres drains through the spur via two 30-inch RCP's. The old U.S. Railroad grade forms the northeastern border of the sub-basin, and Watershed 6 forms the southern and southwestern borders. The railroad grade also acts as a diversion dike and diverts the runoff northwestward to the culvert under the spur. The flow continues parallel to the U.S. railway downstream of the spur.

The offsite runoff from the west side of the railroad spur sheetflows to the natural channel and then to the Kolb Road channel.

Offsite Part of Watershed #10

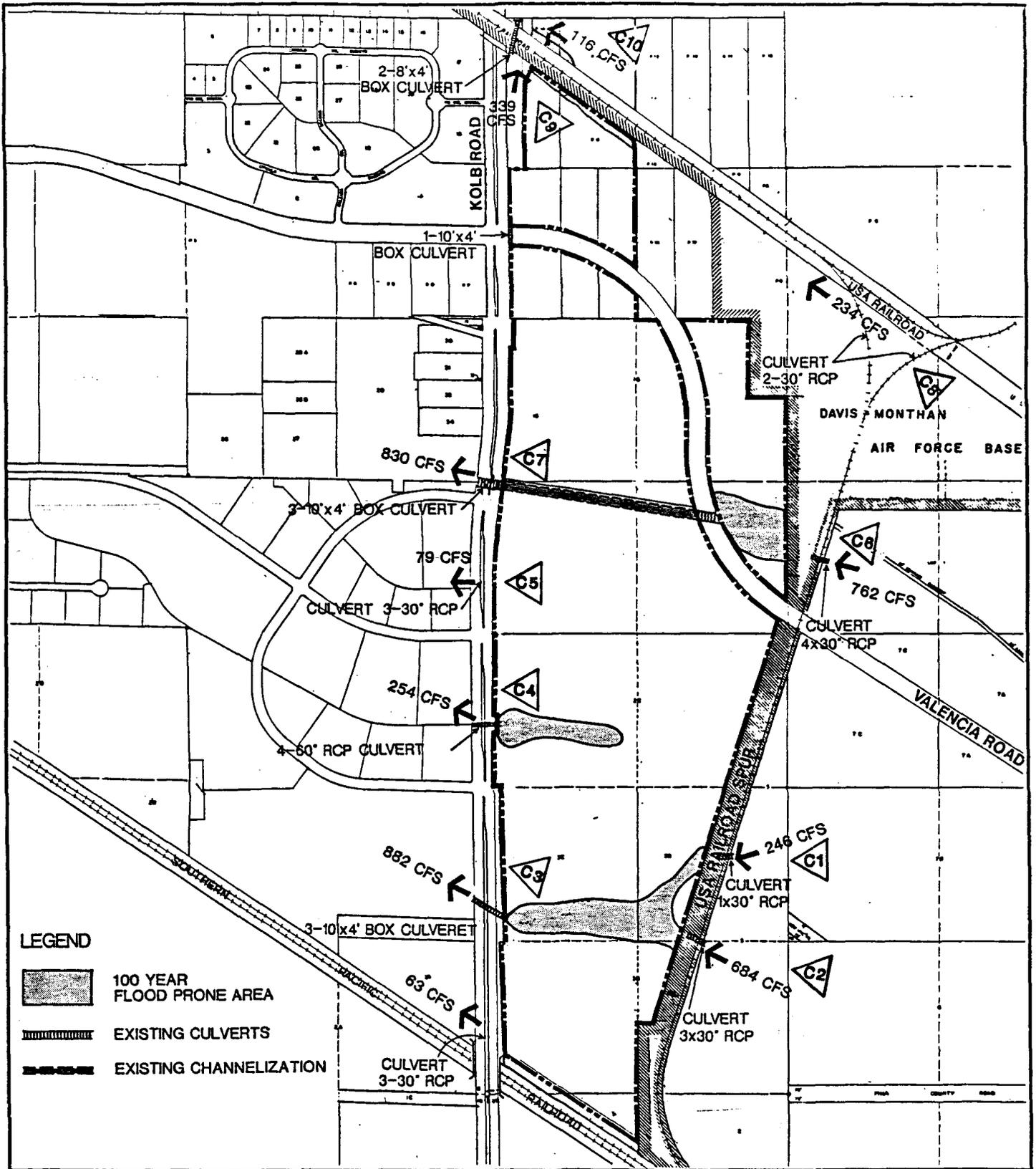
Basin 10 is bounded on the west by Kolb Road, the southwest by the railroad grade and a natural divide on the northeast. The total area is 56 acres, 10 of which are onsite. Except for the road and railway there is no development in the subarea.

B. Onsite Hydrology:

The subject property is comprised of 6 onsite watersheds, designated by the numbers 3, 4, 5, 7, 9 and 10 and shown on Exhibit 8 with their drainage concentration points (C) at the downstream end of the property.

The general direction of flow under existing conditions is from the southeast to the northwest. Vegetation consists of desert brush. Where natural channels exist, they are shallow and braided.

The recently constructed Kolb Road and the existing Railroad spur affects drainage on most of the subject parcel. Both are elevated and require culverts to pass flow under them. The railroad spur determines where the offsite flows enter the subject parcel (see



ON-SITE HYDROLOGY

SOUTH KOLB RD SPECIFIC PLAN

Figure 8) Kolb road forms the downstream boundary for most of the onsite watersheds, and culverts under this roadway determine the concentration points.

The existing culverts under Kolb Road and their respective watersheds are as follows:

3-10'x4' box culverts; watershed 3

4-60" concrete pipes; watershed 4

3-10'x4' box culverts; watershed 7

The culverts, both boxes and pipes, have drop inlets for increased capacity and are designed for the 100-year peak discharge. The culverts locations are shown in Figure 8, and the hydrological data are compiled in Table 2.

Sub-basin #3:

Flows from Offsite Watersheds 1 and 2 enter Sub-basin 3 from the south-east. Upstream of Kolb Road, drainage Sub-basin 3 contains 61 acres. A tributary, which joins the main wash about 1500 feet upstream of Kolb Road drains off-site Watershed 1 and passes under the railroad spur 500 feet upstream of said confluence through a single 30-inch RCP. This culvert is located on the northern edge of a 60 foot wide natural gas pipeline easement.

Three 30-inch RCP's drain 63 cfs in the 100-year storm from the south 17 acres of Sub-basin 3. These pipes are located in the embankment of the Kolb Road overpass in the railroad right-of-way; however, the majority (882 cfs) of the runoff of Watershed 3 is conveyed under Kolb Road via three 10' x 4' RCBC's. At present there are no channel improvements either upstream or downstream of these drainage structures.

Sub-basin #4:

This sub-basin drains downstream of Kolb Road into a fully lined 16 foot bottom-width channel.

This lined section is presently under construction and has a total length of about 5000 feet. At the upstream end of this channel at Kolb Road is the culvert which drains about 68 acres of Sub-basin 4. The culvert consists of four 60 inch RCPs designed to convey the 100 year storm event (254 cfs). Sub-basin 4 is bounded on the south by Subbasin #3, on the west by Kolb Road, on the east by the railroad spur and on the north by a Sub-basin 5.

Sub-basin #5:

This onsite watershed drains via three 30-inch RCP's under Kolb Road into an existing constructed channel, which reroutes flows towards north to join outflows from Sub-basin #7. The culvert under Kolb Road drains an area of 18 acres onsite and an additional 10 acres of an offsite area which is surrounded on three sides by the subject property.

Sub-basin #7:

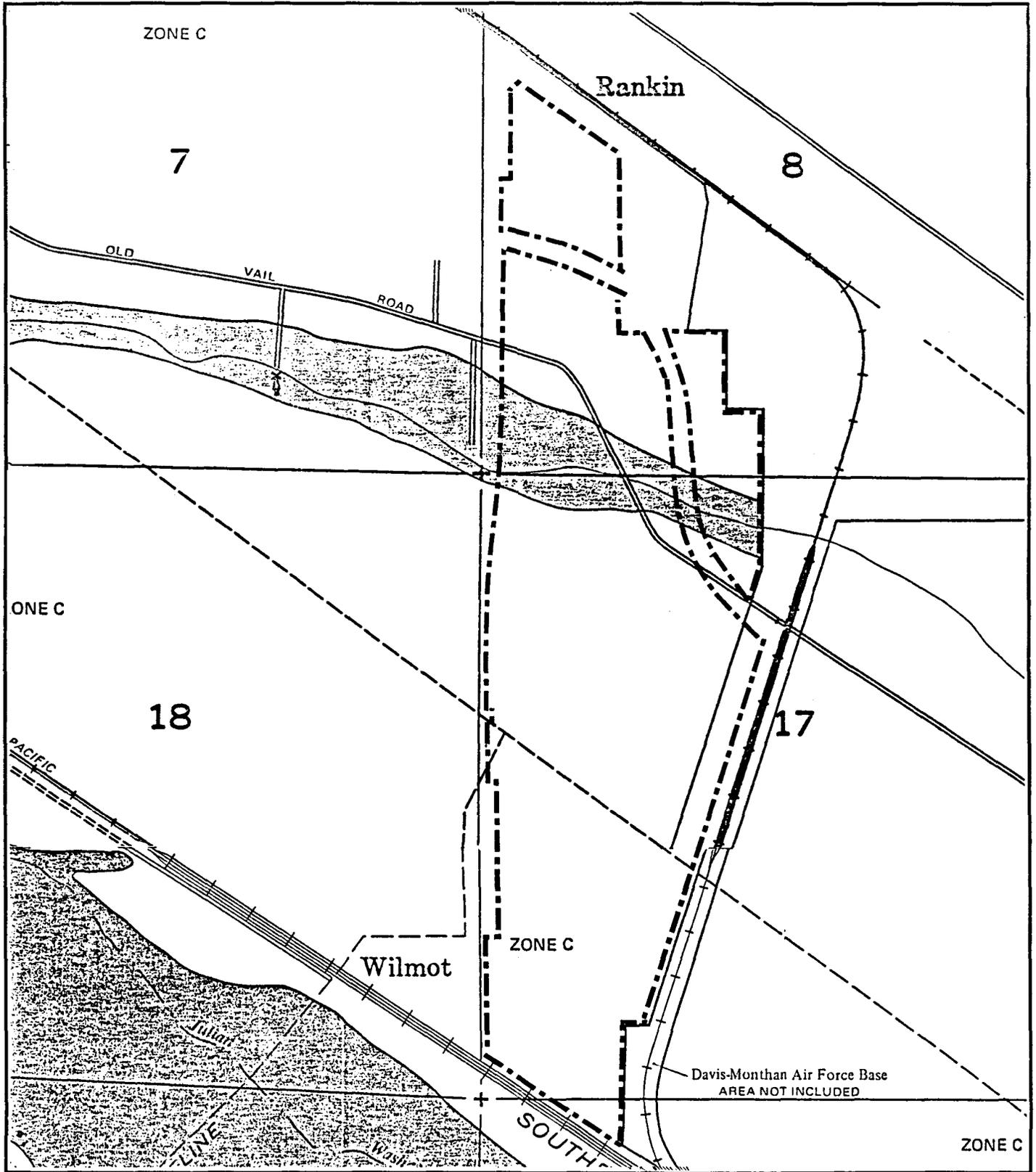
The onsite drainage area (Sub-basin 7) consists of 86 acres (264 cfs) of the subject site and approximately 29 acres of an offsite area.

An extension to Valencia Road has recently been constructed through the subject parcel. It runs southeasterly from Kolb Road to a point where it overlays Old Vail Road. A 2-cell 6' x 4' box culvert is provided under Valencia Road. An unlined channel (10 foot bottom width) has been constructed as part of the Valencia Road improvements from the outlet of this box for approximately 1800 feet west until it connects with the 3 cell 10' x 4' box culvert under Kolb Road. The new channel was designed to convey the 100-year runoff with freeboard. This tributary of Julian Wash has a floodplain which is indicated on the FEMA floodplain map (see Exhibit 10). The FEMA floodplain for that portion of the wash which is still in a natural state is also plotted on the Hydrology Map (see Exhibit 8).

Both the culvert under Valencia Road and the channel are shown on the Onsite Drainage Map - Existing Conditions.

Sub-basin #9:

Flows north of Sub-basin #7 do not drain westward across Kolb Road, but instead are collected in an earthen channel in the Kolb Road right-of-way and continue northward onto the Davis-Monthan



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FEMA
FLOODPLAIN MAP

SOUTH KOLB RD
SPECIFIC PLAN

Air Force Base and eventually to Pantano Wash. This drainage area is not in a critical or balanced basin.

This unlined channel parallels Kolb Road starting approximately 200 feet north of Old Vail Road and continuing northward. Its dimensions are a 12 foot bottom width with 3H:1V (horizontal to Vertical) side slopes. The channel passes under Valencia Road (at the Kolb Road intersection) via a single cell 10' x 4' box culvert then continues north and passes under the U.S. Railroad via two 8' x 4' RCBC's (reinforced concrete box culverts).

The channel continues north past the railroad and onto Davis-Monthan Air Force Base.

Sub-basin 9 contains a total of 251 acres (339 cfs); 11 acres in an offsite parcel on Kolb Road, 55 acres onsite (150 cfs) and 185 acres offsite (includes Sub-basin 8) and upstream of the site.

The discharge from this area is collected in the channel described above.

Table 2: Onsite Drainage Areas - Existing Conditions

<u>Watershed</u>	<u>Drainage Area (Ac)</u>	<u>Q5 (cfs)</u>	<u>Q100 (cfs)</u>
4	68	67	254
Onsite part of 5	18	12	46
7	86	77	264
Onsite part of 9	55	38	150
3	66	57	216
Onsite part of 10	11	9	30

Table 2 shows the 5-and 100-year peak discharges generated onsite at existing conditions.

Table 3 is a compilation of 100-year flow rates for existing conditions at the drainage concentration points as shown on Exhibit 9.

Table 3: Compilation of 100-Year Peak Discharges for Existing Conditions (See Exhibit 9)

Drainage Concentration Point	Watershed Drainage	Drainage Area (ac) Q100	Q100 (cfs)	Notes
C1	1	87	246	Balanced Basin
C2	2	383	684	Balanced Basin
C3	3+2+1	548	882	Balanced Basin
C4	4	68	254	Balanced Basin
C5	5	28	79	Balanced Basin
C6	6	530	762	Balanced Basin
C7	6 + 7	656	830	Balanced Basin
C8	8	115	234	Not within
C9	8 + 9	251	339	designated
C10	10 + 9 + 8	307	415	Basin

5. Vegetation

Methodologies utilized in the vegetation analysis included analysis of aerial photographs combined with onsite field inventorying and verification of existing plant communities. Field verification revealed two plant communities existing on the site. These two plant communities are shown on the Vegetation Map. There are no federally-listed threatened or endangered species occurring on the site.

The predominant plant community existing on the site is composed of mature native vegetation typical of the Sonoran Desertscrub Plant Community. This community is characterized by large stands of triangle bursage, creosotebush, prickly pear, and cholla interspersed with assorted trees, cacti, shrubs, and annual and perennial forbes and grasses. Overstory is composed of scattered velvet mesquite, blue palo verde, foothills palo verde, and desert hackberry.

Sonoran Desertscrub Plant Community:

<u>Common Name</u>	<u>Botanical Name</u>
Velvet Mesquite	<i>Prosopis velutina</i>
Blue Palo Verde	<i>Cercidium floridum</i>
Desert Hackberry	<i>Celtis reticulata</i>
Creosotebush	<i>Larrea tridentata</i>
Desert Broom	<i>Baccharis sarothroides</i>
Ocotillo	<i>Fouquieria splendens</i>
Cholla	<i>Opuntia species</i>
Prickly Pear	<i>Opuntia species</i>
Saguaro	<i>Carnegia gigantea</i>
Barrel Cactus	<i>Ferocactus wislenzii</i>
Spanish Bayonet	<i>Yucca aloifolia</i>
Brittlebush	<i>Encelia farinosa</i>
Triangle Bursage	<i>Ambrosia deltoidea</i>
Grass Grasses	<i>Bouteloua species</i>

The secondary plant community found on the site is the Riparian-Arroyo Plant Community, which occurs in several areas on the site. Overstory is composed of velvet mesquite, blue palo verde, and desert hackberry. Subcanopy is composed of desert broom, creosotebush, triangle bursage, canyon ragweed,

althorn, mormon tea and annual and perennial forbes and grasses. The Riparian-Arroyo associations on the site are primarily the result of blockage of minor local drainages by Kolb Road, the railroad tracks and various unpaved roads crossing the site. Because the Riparian-Arroyo associations are essentially man-made, vegetative density and quality is irregular and not typical of true native Riparian-Arroyo vegetation. The main area of Riparian-Arroyo vegetation lies at the southwest corner of the site.

Riparian/Arroyo Plant Community

<u>Common Name</u>	<u>Botanical Name</u>
Velvet Mesquite	Prosopis velutina
Desert Hackberry	Celtis pallida
Blue Palo Verde	Cercidium floridum
Foothills Palo Verde	Cercidium microphyllum
Ironwood	Olneya tesota
Catclaw Acacia	Acacia greggii
Whitethorn Acacia	Acacia constricta
Triangle Bursage	Ambrosia deltoidea
Althorn	Koberlinia spinosa
Mormon Tea	Ephedra trifurca
Grama Grasses	Bouteloua species

Vegetation Areas Important for Scenic Value, Screening, Buffering and/or Soil Stabilization:

Due to the flat and generally open nature of the site, existing onsite vegetation average value in terms of providing scenic value, screening, buffering. Existing onsite vegetation has good value in terms of providing soil stabilization.

Vegetation Densities

Vegetative densities are generally uniform across the site, with canopy cover densities of the Sonoran Desertscrub vegetation (which covers the majority of the site) ranging from approximately 20-40%. Vegetative densities within the Riparian/Arroyo type vegetation range from approximately 40-70% canopy cover.

Estimates of plant cover density, whether tree canopy or shrub canopy, are based upon percentage of canopy cover (in square feet) within randomly selected 100 foot square (100'x100') areas. Areas selected for measurement of canopy cover best typified the average canopy cover density of that particular plant community as it occurs on the site.

Vegetation Scenic Values

Existing vegetation on the site is mature and well established generally open nature of the site results in average scenic quality, whether viewed from on or off the site.

Vegetative Screening and/or Buffering.

Existing vegetation on the site has a moderate value for use in screening and buffering development and for protecting

offsite viewsheds. The medium height character of the chollas, creosote and prickly pear cactus create a semi-opaque screen along Valencia and Kolb Roads.

Vegetation Soils Stabilization:

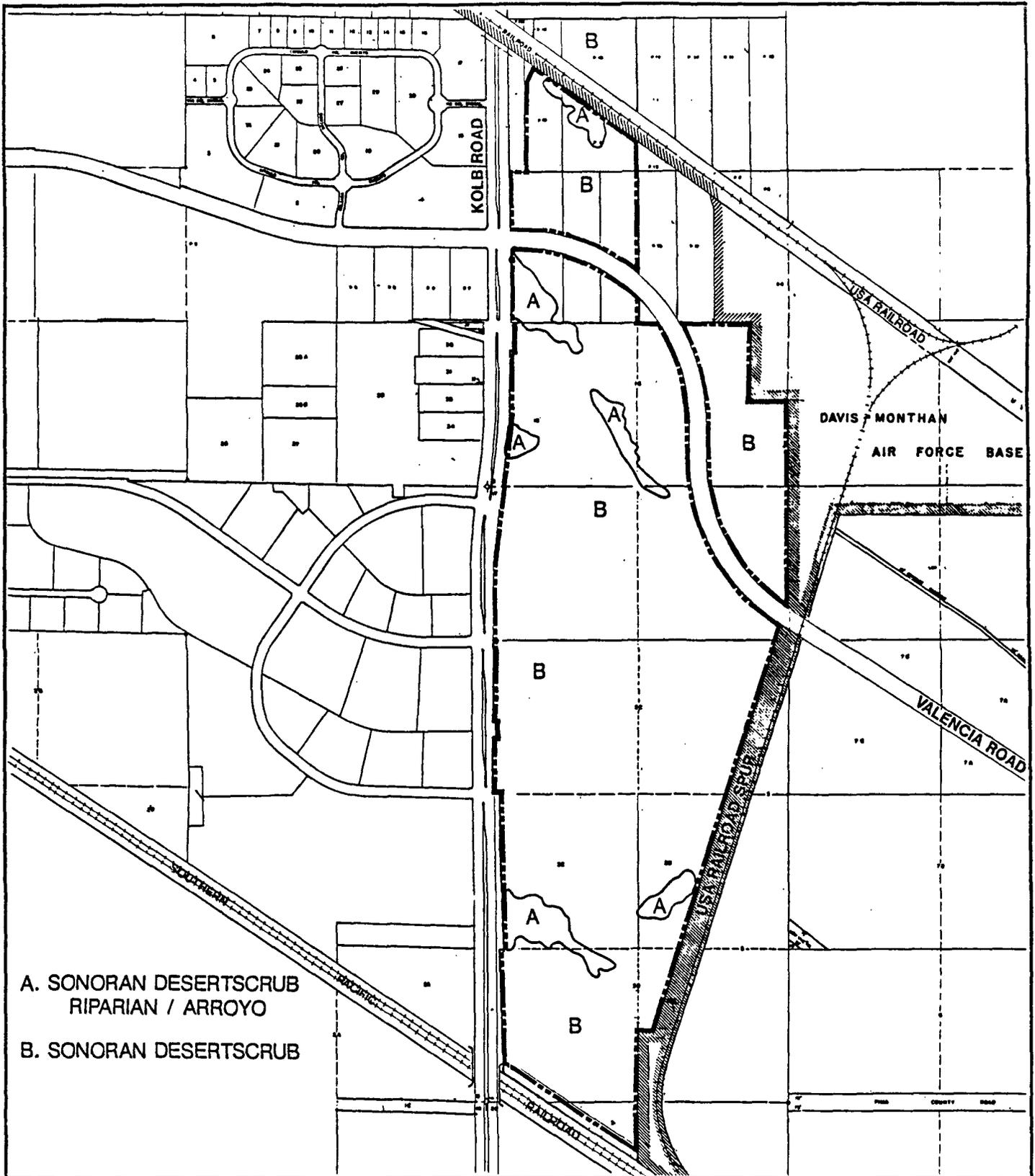
Existing vegetation on the site is a positive factor in preventing soil erosion.

6. Wildlife

Wildlife presence on the site is minimal due to the open nature of the site and the generally low habitat quality. Information supplied by the Arizona Fish and Game Department indicates there are no special or significant species on the site. Wildlife species which are known to exist in this area include common Sonoran Desert dwellers such as javelina, coyote, jackrabbit, various bird, ground squirrel and lizard species.

7. Soils

The study area is composed of undifferentiated alluvial deposits consisting of sand and gravel deposited by former rivers and of mud, gypsum salt and limestones deposited by ancient lakes over 15 million years ago. Alluvial deposits fill the Tucson Basin to a depth of over 5,000 feet and range in surface texture from gravel to sandy-silt. The South Kolb Road Specific Plan consists of alluvium soil deposits.



A. SONORAN DESERTSCRUB
RIPARIAN / ARROYO
B. SONORAN DESERTSCRUB

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0 400 800 1200

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VEGETATION

SOUTH KOLB RD SPECIFIC PLAN

The soils are suitable for the support of buildings and other structures. Soils testing will be done prior to construction activity throughout the plan area. Septic use is not planned for the site. The proposed developments will utilize gravity sewer.

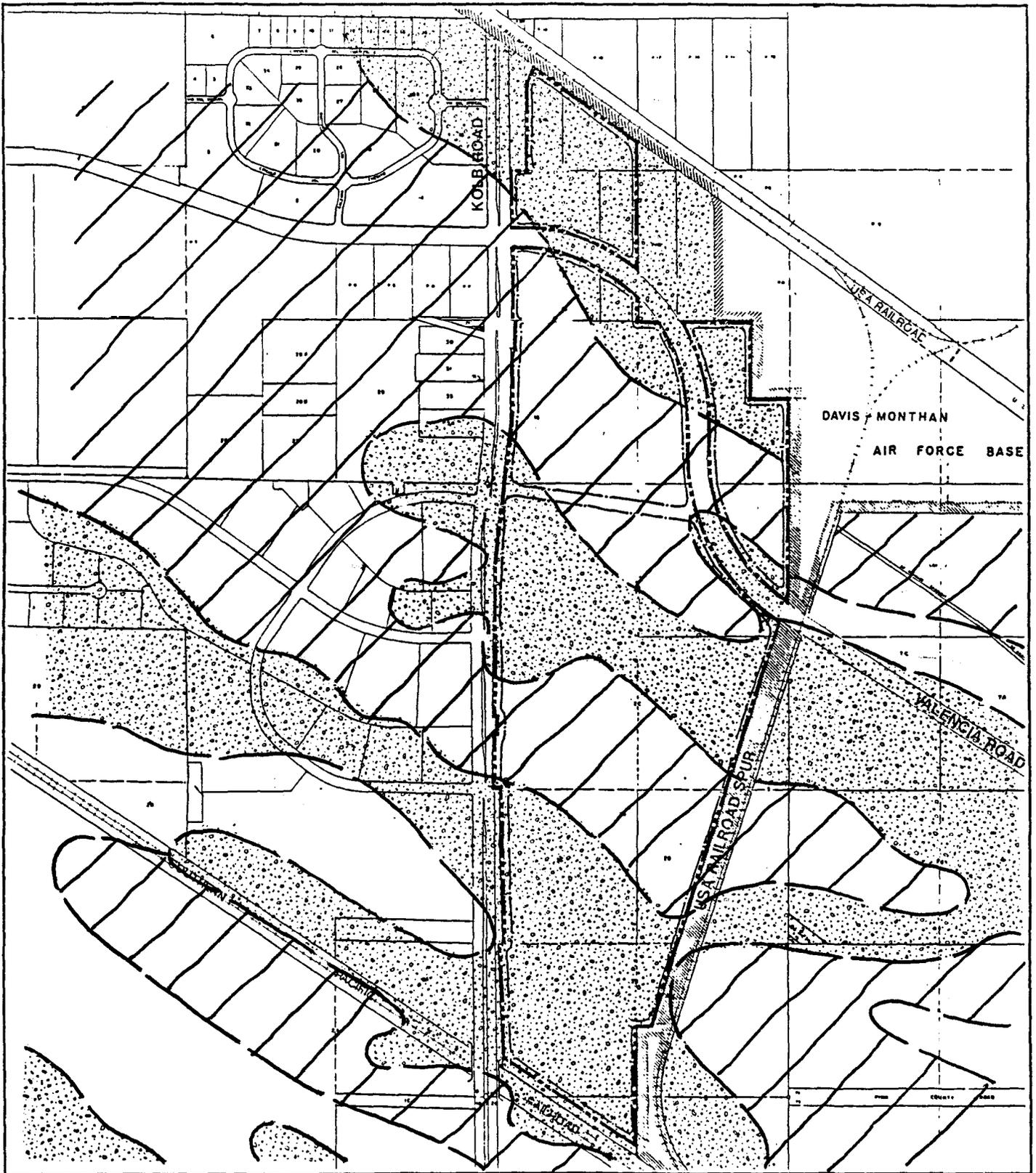
The Soils Table summarizes the characteristics of the soil types. Soil information is provided at a general level and is not intended to substitute for onsite soils testing.

SOIL SUMMARY

Soil	Type	Location	Slope	Depth	Shrink-	Perme-	Erosion	Overall Building Limitations
						ability		
Continental-White House-Bernadino	Gravelly sandy loam & clay loam	Smoother fan terraces	2-8%	Deep	3	2	1	Severe Shrink-Swell
Nickel-Tres Hermanos-Cave	Gravelly calcarenous sandy to sandy clay loam	Lower fan terraces	3-8%	Deep	1	2	2	Moderate
Guest-Stellar-Pima	Clay loams	Broad Drainage-ways	0-3%	Deep	3	2	2	Severe (Shrink-Swell; Flooding)

CHARACTERISTICS:

1. Low
2. Moderate
3. High



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	CONTINENTAL - WHITE HOUSE - BERNARDINO
	NICKEL - TRES HERMANOS - CAVE
	GUEST - STELLAR - PIMA

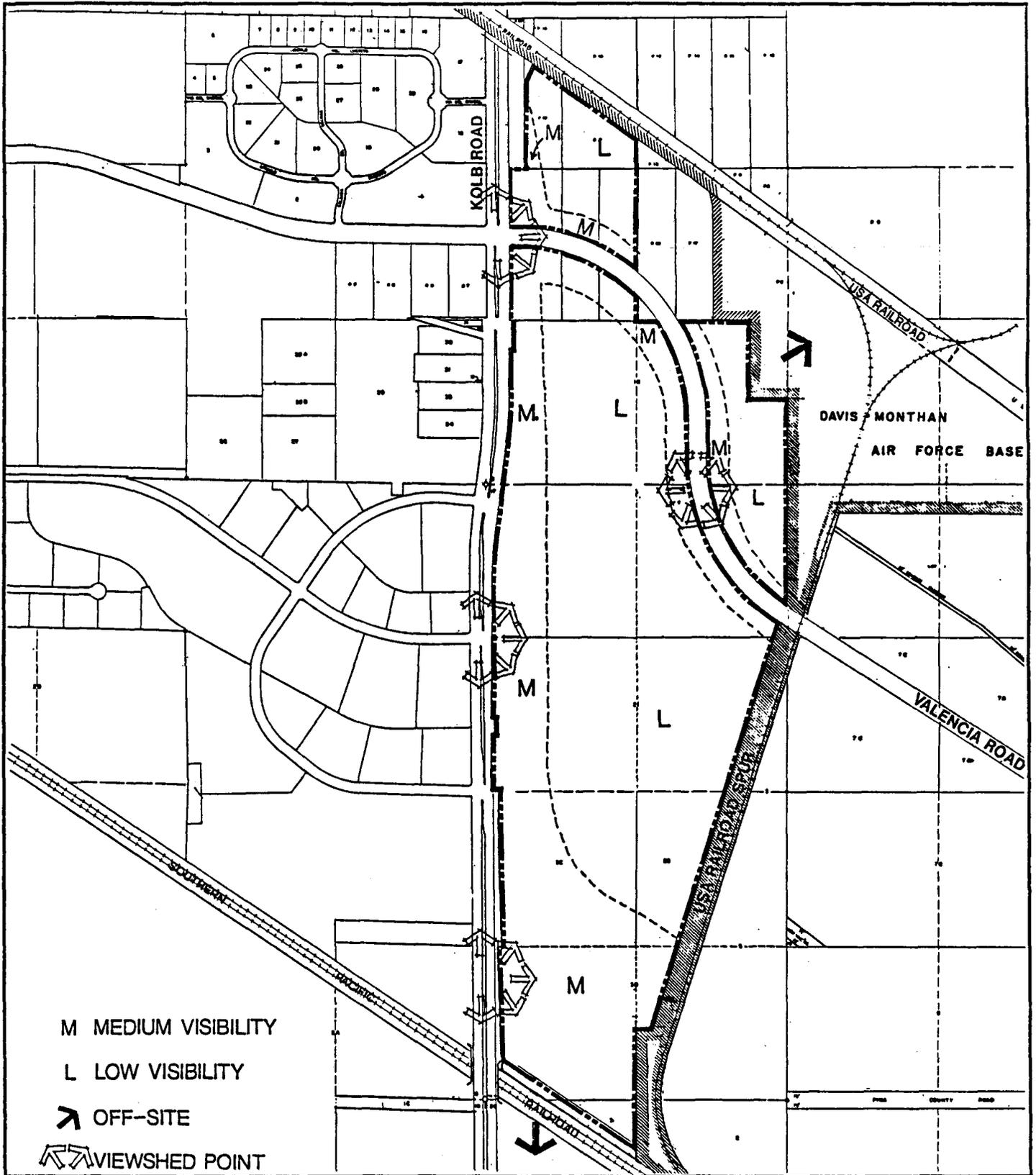
SOUTH KOLB RD SPECIFIC PLAN

8. Viewsheds

Views onto the subject site were evaluated from Kolb Road and Valencia Road. Views from adjoining properties on the north and east are restricted areas within D.M.A.F.B., and views from properties to the south are limited by the Southern Pacific Railroad. Interior views from Kolb and Valencia Roads are limited to the immediately adjacent vegetation due to the flatness of the site and surrounding areas. Therefore, the site edges along Kolb Road and Valencia Road have medium visibility and the interior areas have as low visibility. The perimeter areas on the north, south and east have low visibility because of the restricted uses. The Kolb Road overpass across the Southern Pacific Railroad provides both local, foreground views of the site and regional views of the Santa Catalina Mountains.

Views from the sites across surrounding properties are primarily east-northeast towards the southern edge of the Rincon Mountains. Less significant views are distant views north, past the Davis-Monthan aircraft storage facilities to the Santa Catalina's and south towards the Santa Rita Mountains.

All views are distant from the site environs which will not be significantly impacted by development of the site. There are no significant foreground views to be impacted by the proposed development.



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VIEWSHED

**SOUTH KOLB RD
 SPECIFIC PLAN**

9. Traffic

The subject parcel is located east of Kolb Road between the U.S. Railroad right-of-way on the north and the Southern Pacific Railroad right-of-way on the south. The northern boundary of the site is the Davis-Monthan Air Base and its railroad spur (see Transportation Map). The parcel is served by the newly constructed four-lane divided Kolb Road on its western frontage and the newly constructed two-lane Valencia Road extension which was recently completed east to Houghton Road. Both are currently listed as scenic routes on the major streets and routes map. Plans for Valencia Road include a widening to four lanes, and connecting into Old Spanish Trail east of the Pantano Wash. The widening of Valencia Road is not listed on Pima County's 5-year Capital Improvement Plan list and will not occur until the area develops, and warrants widening. Right-of-way widths, existing average daily trips (April 1988) and projected average daily trips (Year 2005) are shown on the Transportation Map are listed in the table below.

<u>Road</u>	<u>Existing R/W</u>	<u>Planned R/W</u>	<u># of Travel Lanes</u>	<u>Capacity</u>	<u>ADT</u>
Valencia Rd.	150'	200'	2	12,500	8,500
Kolb Rd.	150'-200'	150'	4	30,000	6,986

Valencia Road has a posted speed of 50 MPH and Kolb Road has a posted speed of 55 MPH. Neither roadway has pedestrian or bicycle facilities. The minimum building setback for Kolb Road is 30 feet and Valencia Road is 60 feet.

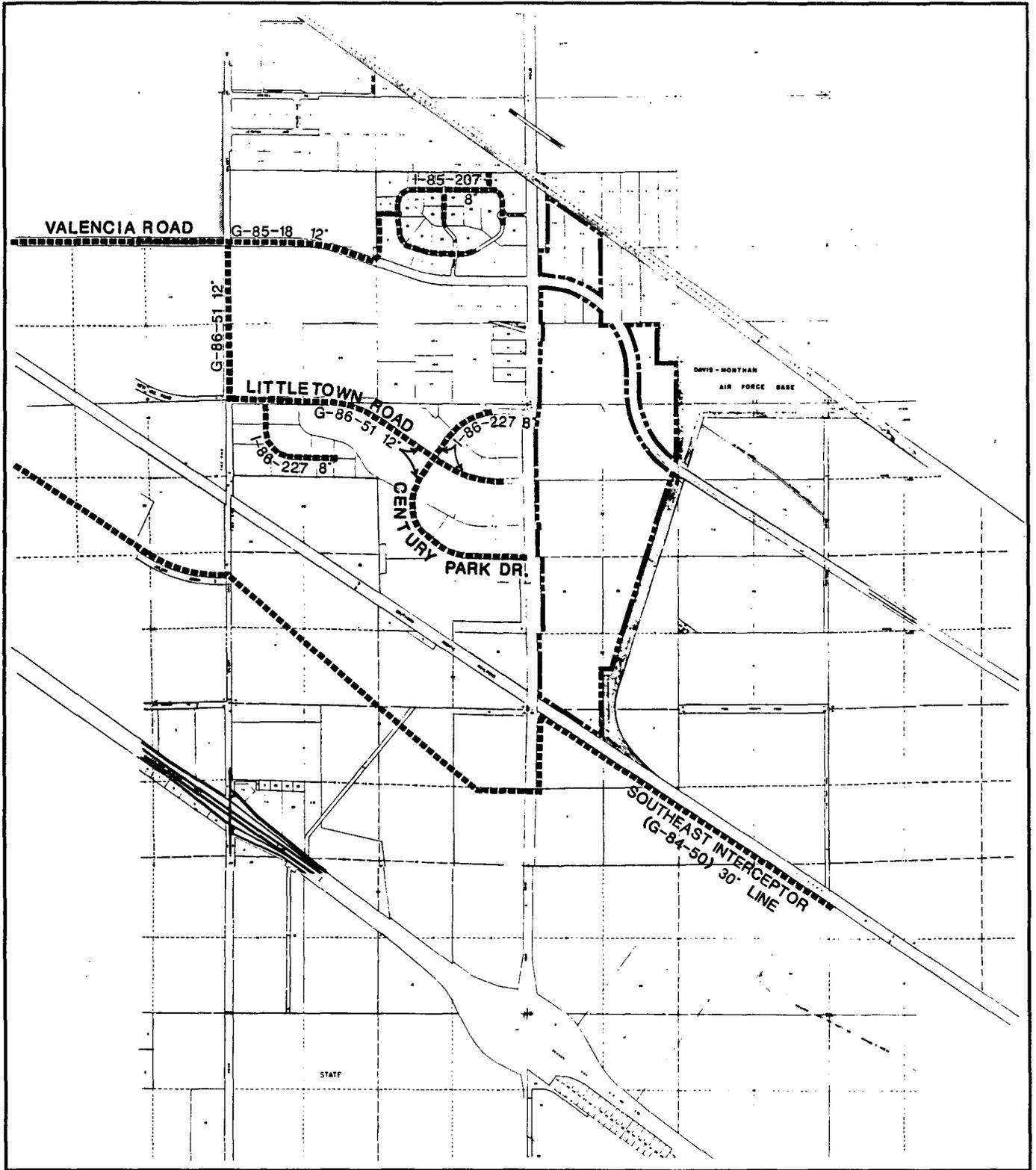
The parcel has excellent access to all sections of the Tucson Metropolitan Area via (a) Kolb Road north to eastern and northern sections of Tucson (b) Kolb Road south to Interstate 10 and (c) the new Valencia Road west towards the Tucson International Airport and downtown Tucson.

Right-of-way for Valencia-Old Vail Road as it existed over portions of the site has been abandoned. It was abandoned under Proceedings No. 2654 in Docket 8075 at page 2395, Pima County, Arizona.

10. Sewers

There are currently three existing sewers in the vicinity of this project. The twenty-seven inch Southeast Interceptor (G-84-50) is located near the southern end of this property at Kolb Road near the Southern Pacific Railroad. There is a twelve inch sewer (G-85-18) in Valencia Road, terminating approximately 2,640 feet west of Kolb Road. Also, there is a 12 inch sewer (G86-51) located in Centennial Place, terminating at Kolb Road (see Sewer Map). Pima County Wastewater Management has indicated that there is capacity in both the twenty-seven inch and twelve inch sewers for this development.

A capacity response from Pima County Department of Wastewater Management is in the Appendix.

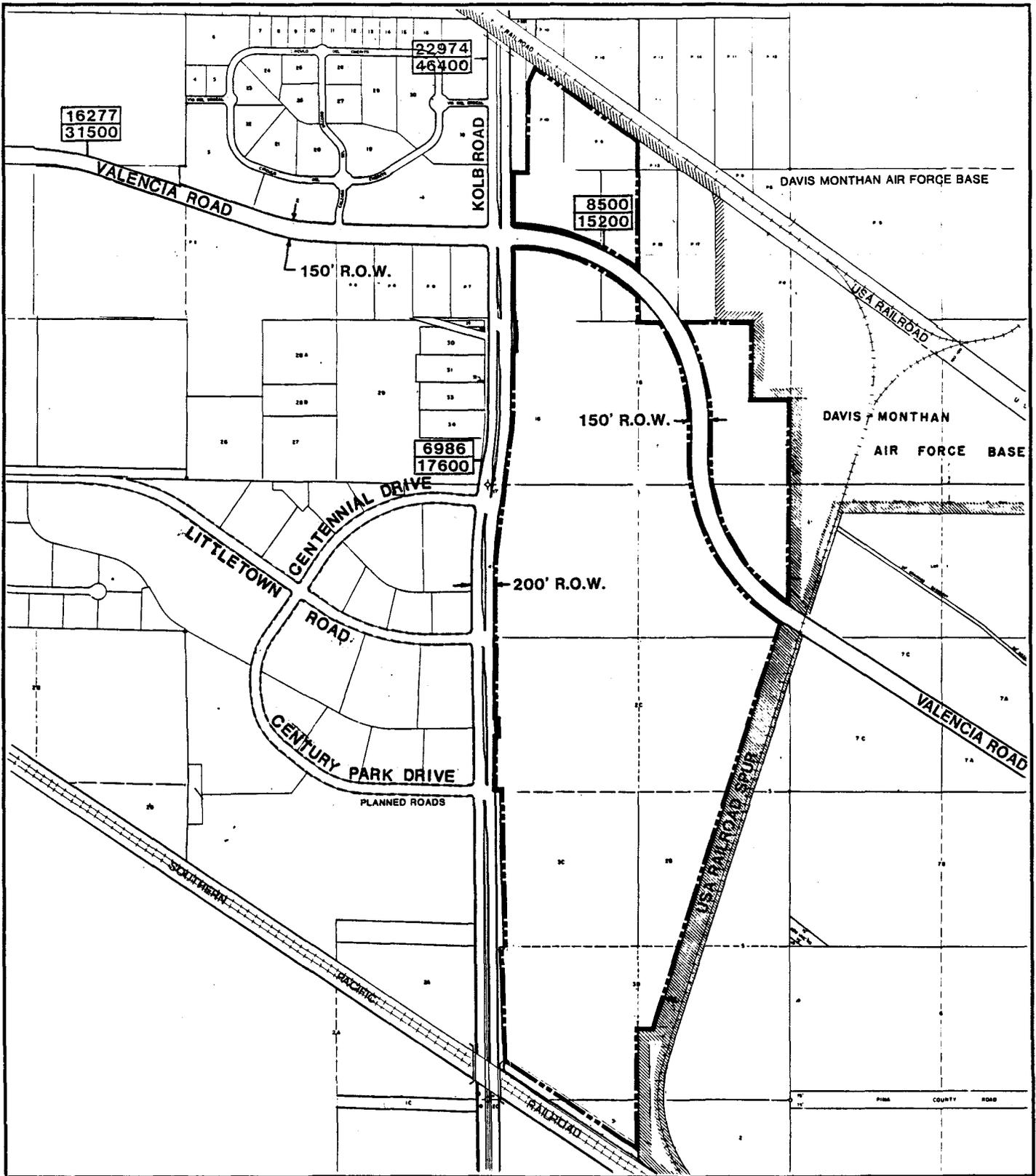


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SEWERS

**SOUTH KOLB RD.
 SPECIFIC PLAN**



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TRANSPORTATION

22974 EXISTING ADT
 41100 PAG PROJECTION 2005

**SOUTH KOLB RD
 SPECIFIC PLAN**

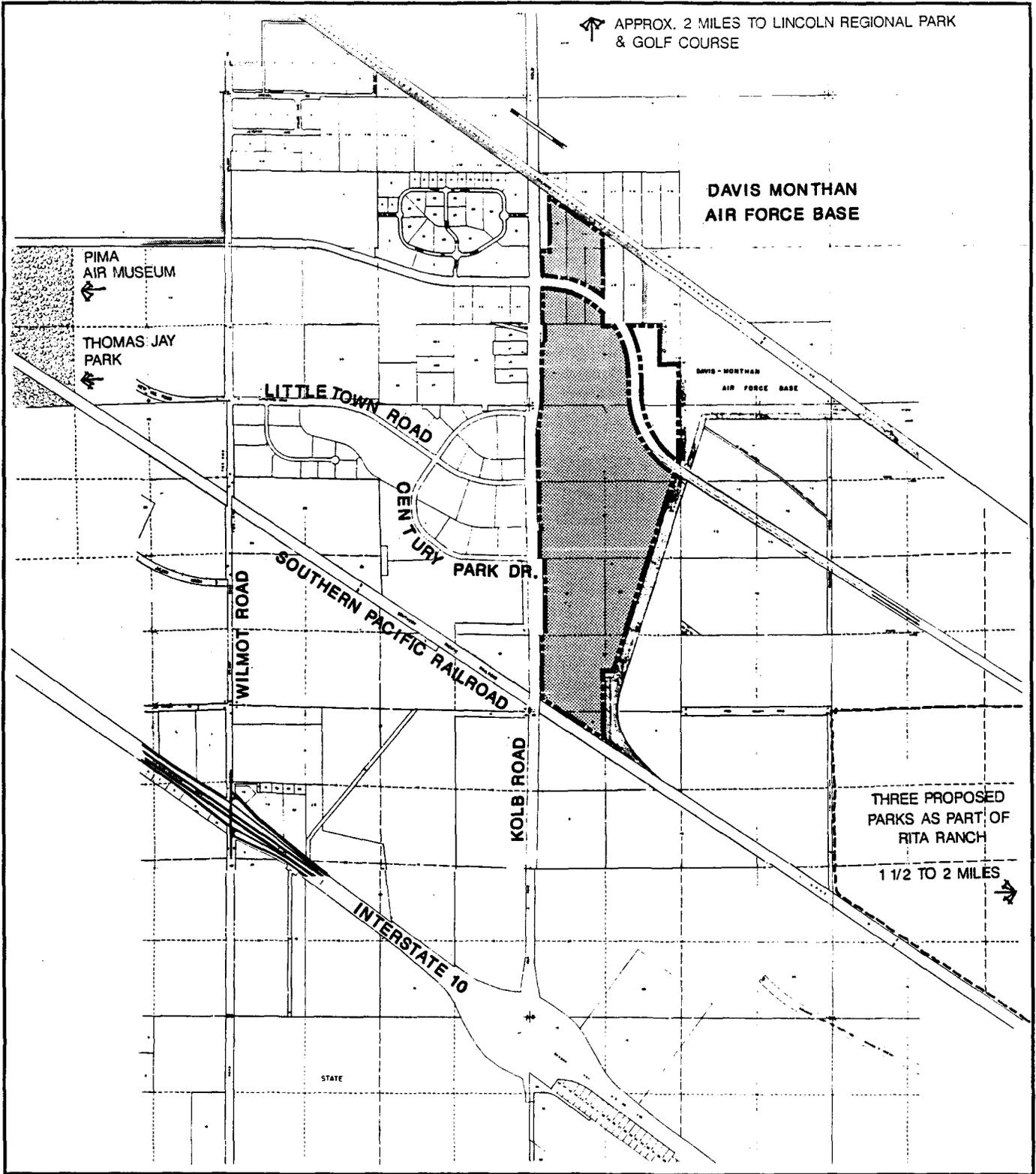
11. Schools

The South Kolb Road Specific Plan Area is located in the Vail School District. There are no schools within one mile of the Plan Area. Elementary and junior high school students within this district attend classes at the Vail Campus located at 13229 E. Colossal Cave Road. Because there is no high school within the confines of this district, the Vail School District provides transportation and tuition for students to attend Santa Rita High School or Benson High School.

Should the student not wish to attend Santa Rita or Benson High School, they may attend any Tucson District 1 school but with no subsidy from the Vail School District.

12. Recreation and Trails

Two regional parks are located within two miles of the parcel. Thomas Jay Regional Park is located approximately 1-1/2 miles west of the subject parcel. The regional park site currently contains 220 acres including the 10 acre Littleton Neighborhood Park and the 80 acre Pima County Air Museum, (the largest air museum in the United States) with the remainder undeveloped. Lincoln Regional Park and Golf Course is located approximately 2 miles to the north at Pantano Road between Escalante and Irvington Roads. Lincoln Regional Park



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PARKS & RECREATION

SOUTH KOLB RD. SPECIFIC PLAN

facilities include soccer, softball, baseball fields, volleyball and playgrounds. Additional improvements will also include a swimming pool, amphitheater and ramadas. The golf course is an 18 hole course. Pima College's east campus is located adjacent to Lincoln Park on Irvington Road.

City of Tucson Parks are in negotiation with Aries Enterprises for dedication of a 38 acre park site near Rita Road and Rees Loop Road. The Parks Department proposes the development of approximately 8 acres of the site to begin in early 1989. Three other park sites will be built within the Rita Ranch Community as joint use facilities in conjunction with the Vail school district.

13. Cultural/Archaeological Historic Resources

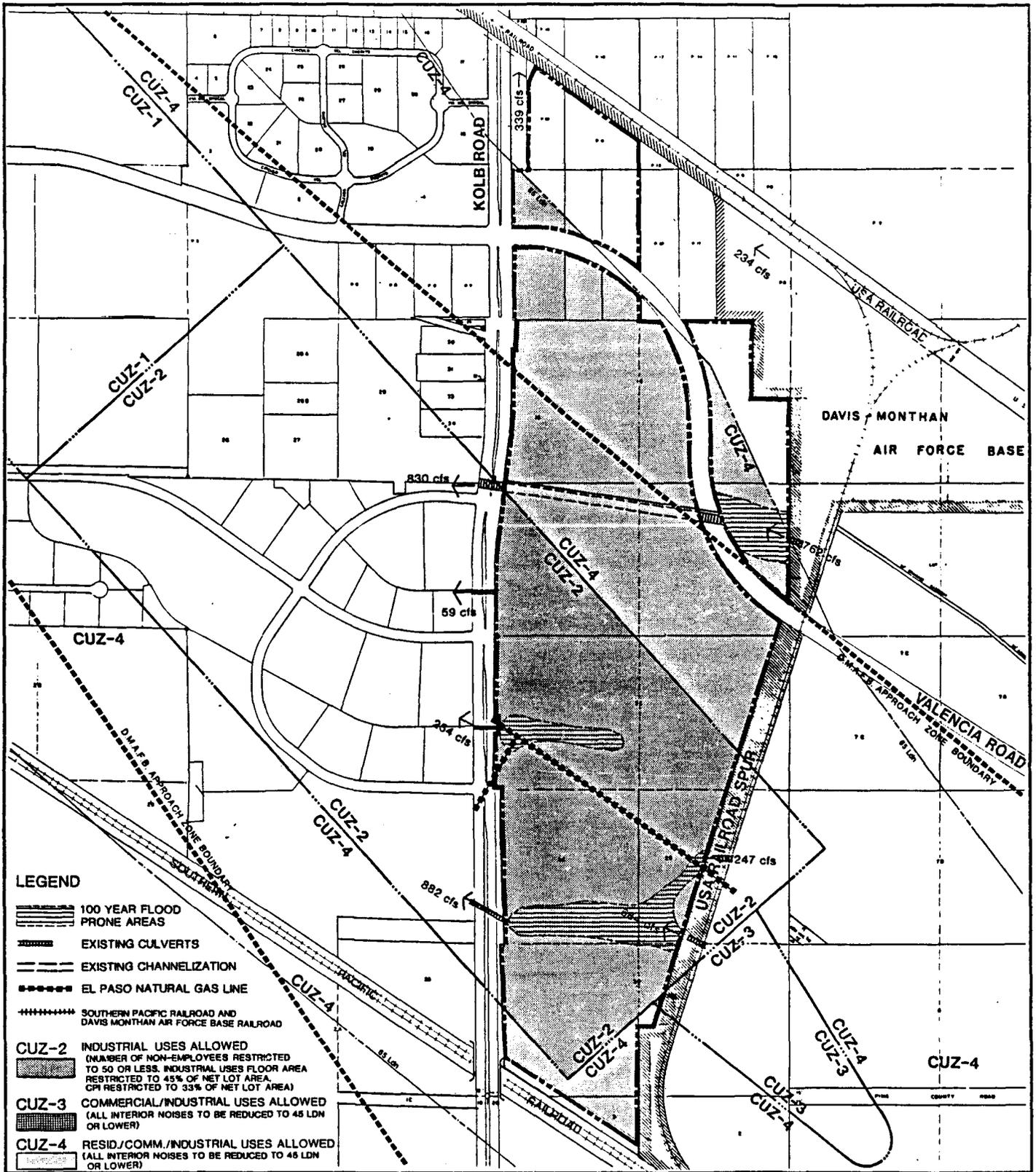
The Arizona State Museum has indicated that no surveys have been recorded on the site nor are there any known archaeological sites. Surveys have been performed in Section 20 south of the Southern Pacific Railroad. The Museum, however, recommends that an on-the-ground archaeological survey be conducted prior to development. A letter from the Arizona State Museum to this effect is included in the Appendix.

14. Air Quality (Vehicular Traffic)

Pima County Health Department has no air quality monitoring system in or near the study area. Because Tucson has prevailing southeast winds it is assumed the air quality at Kolb Road and Valencia Road would be excellent. Carbon monoxide levels at the intersections would be higher at rush hour, but should those levels be tested 100 feet from the intersection, they would most likely register as almost non-existent. Proposed site users will be clean industries, and will not emit pollutants into the atmosphere, hence, the proposed users do not require an air quality reievew.

15. Composite Map Development Opportunities and Constraints

The Composite Constraints Map graphically illustrates the summation of constraints and opportunities identified in the Inventory and Analysis Section addressing the developed and natural features of the site. The identified constraints are existing onsite hydrology, an El Paso Natural Gas line easement and Davis-Monthan Air Force Base Compatible Use Zones.



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COMPOSITE CONSTRAINTS MAP

SOUTH KOLB RD SPECIFIC PLAN

IV. SPECIFIC PLAN

1. Composite Specific Plan

The South Kolb Road Specific Plan includes land use, open space, circulation, environmental mitigation and public services elements. The Composite Specific Plan provides a comprehensive development approach to the 348 acre site.

The Land Use Concept reflects the Southeast Area Plan recommendations for the site. The industrial uses proposed in the Southeast Area Plan have been refined by the application of the Airport Environs Overlay Zone and compatible use zone guidelines for land uses in the aircraft approach area. The Circulation Concept responds to the controlled access status of Kolb Road by utilizing only existing median breaks and internalizing much of the circulation. The Environmental Mitigation program addresses natural constraints to development, which are minimal. The Public Services Concept provides for the logical extension and expansion of existing utilities, following the internal circulation system as much as possible.

2. Land Use

A. Overview:

The South Kolb Road Land Use Concept reflects the Southeast Area Plan recommendations for the site. The 1983 Plan calls for industrial uses along either side of Kolb Road between Davis-Monthan Air Force Base and the Interstate Highway. The project area is part of an interstate industrial corridor along Interstate 10 as designated in the Area Plan.

Industrial uses are appropriate for the area given the proximity to transportation facilities including the highway, the Southern Pacific Railroad and the Tucson International Airport. Recent development of industrial parks in the area (including Southpointe and Century Park) also support the viability of industrial uses in the area.

The South Kolb Road Specific Plan proposes industrial uses for the site with commercial development as secondary permitted uses in appropriate locations. All of the proposed uses are consistent with or less intensive than the industrial designation in the Area Plan.

The land use pattern reflects man-made constraints to development, including aircraft approach corridors, the proximity of rail lines, and limited access to Kolb Road. Natural constraints on the site are minimal, and consist largely of floodprone areas which require channelization.

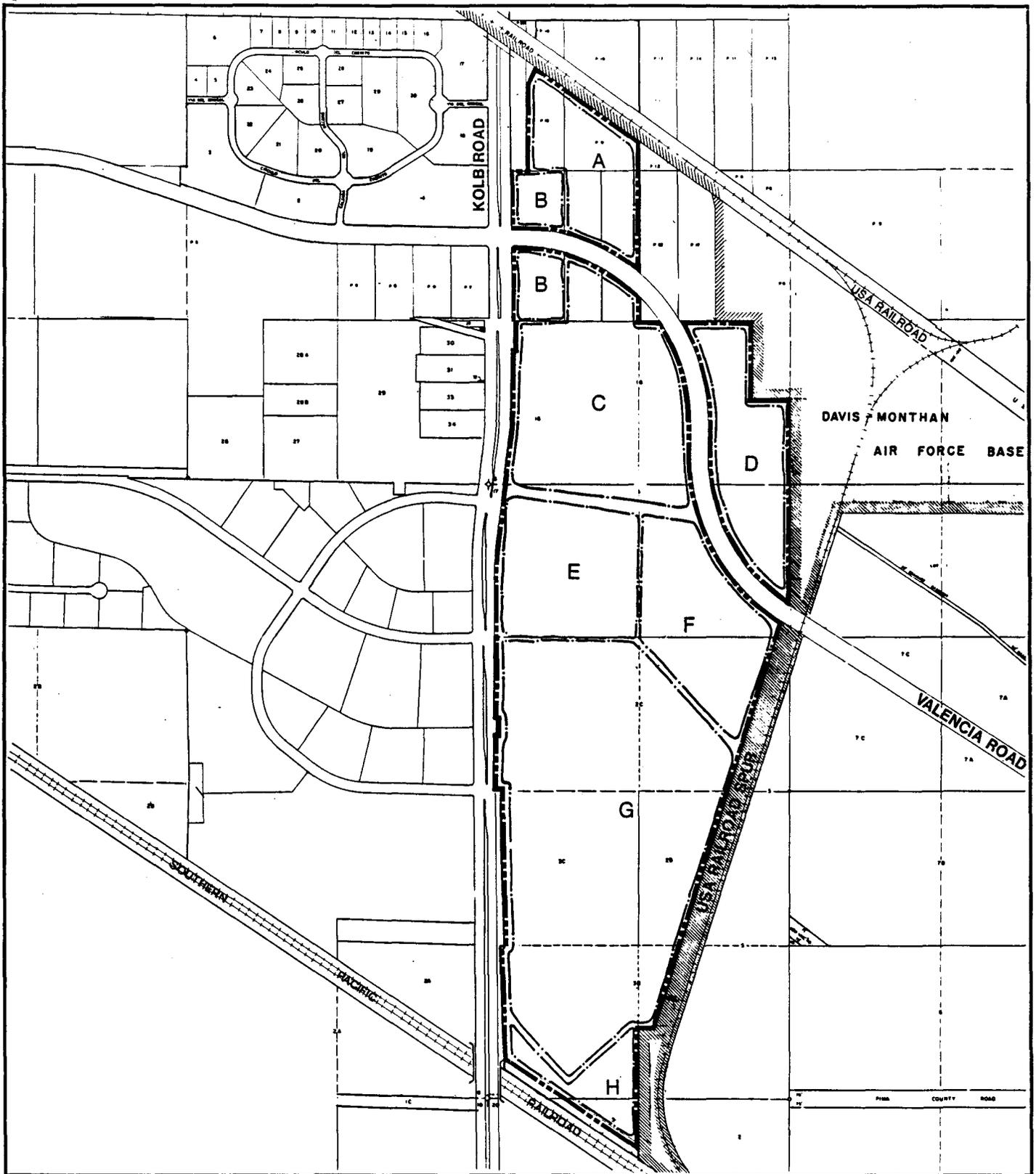
B. Planning Areas:

The Specific Plan area has been divided into eight planning areas generally bounded by street right-of-ways or aircraft approach compatible use zones and reflecting the land use pattern. All eight planning areas propose industrial uses as primary land uses. Planning areas A, B, C, D and H are either unconstrained by aircraft approach regulations or guided by the standards in the least restrictive compatible use zone (CUZ-4). Commercial uses are allowed as secondary uses.

Planning Area E and G are in CUZ-2, a high noise and accident potential zone. These areas are designated for general industrial uses as secondary uses. Full compliance with the Pima County Airport Environs and Facilities Zone is required where applicable.

The Land Use Summary Table lists the land uses and acreages for each of the planning areas.

SOUTH KOLB ROAD SPECIFIC PLAN LAND USE SUMMARY			
<u>Planning Area</u>	<u>Primary Use</u>	<u>Secondary Use</u>	<u>Acres (Gross)</u>
A	Industrial CI-1	Commercial CB-1 & CB-2	24.5
B	Industrial CI-1	Commercial CB-1 & CB-2	12.2
C	Industrial CI-1	Commercial CB-1, CB-2	59.5
D	Industrial CI-1	Commercial CB-1, CB-2	31.0
E	Industrial, Research and Development/ Office, CI-1	Industrial CI-2	34.4
F	Industrial, Research and Development/ Office, CI-1	Industrial CI-2	36.2
G	Industrial CI-1	Industrial CI-2	137.7
H	Industrial CI-1	Commercial CB-1 & CB-2	12.7

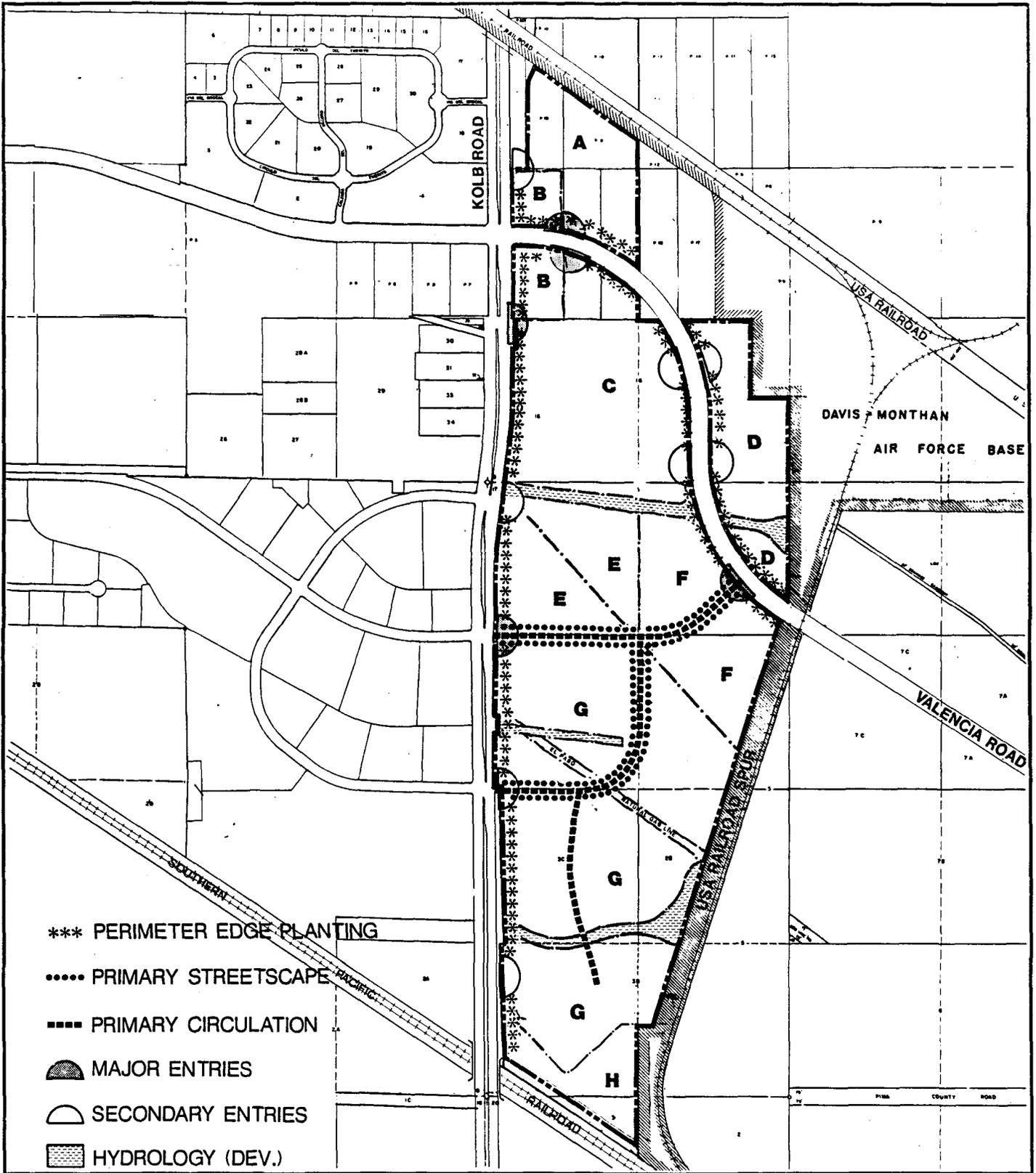


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1982 832-2291

**PLANNING
AREAS**

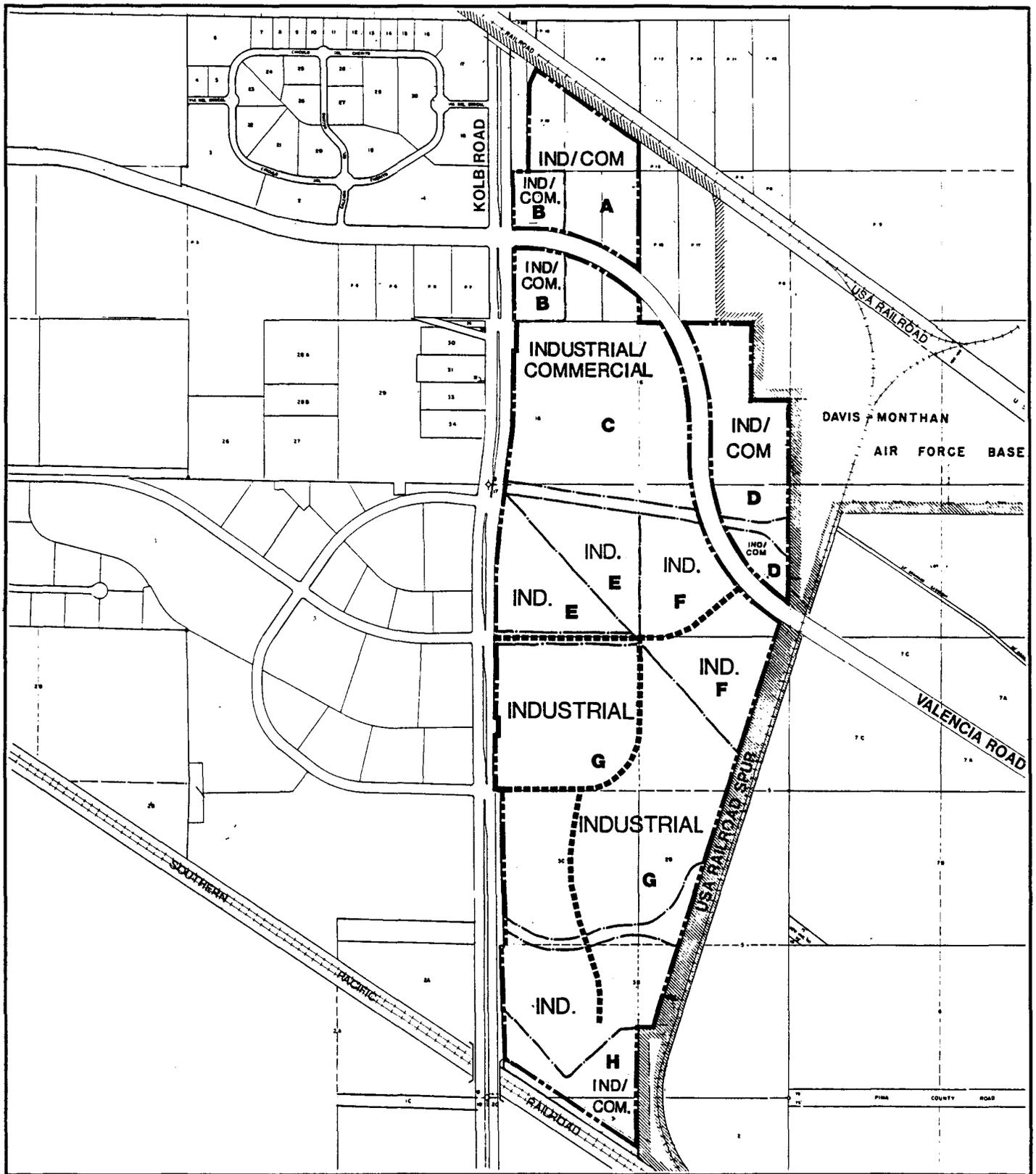
**SOUTH KOLB RD
SPECIFIC PLAN**



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SOUTH KOLB RD SPECIFIC PLAN

SOUTH KOLB RD SPECIFIC PLAN



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**LAND USE
CONCEPT**

**SOUTH KOLB RD
SPECIFIC PLAN**

3. Open Space Concept

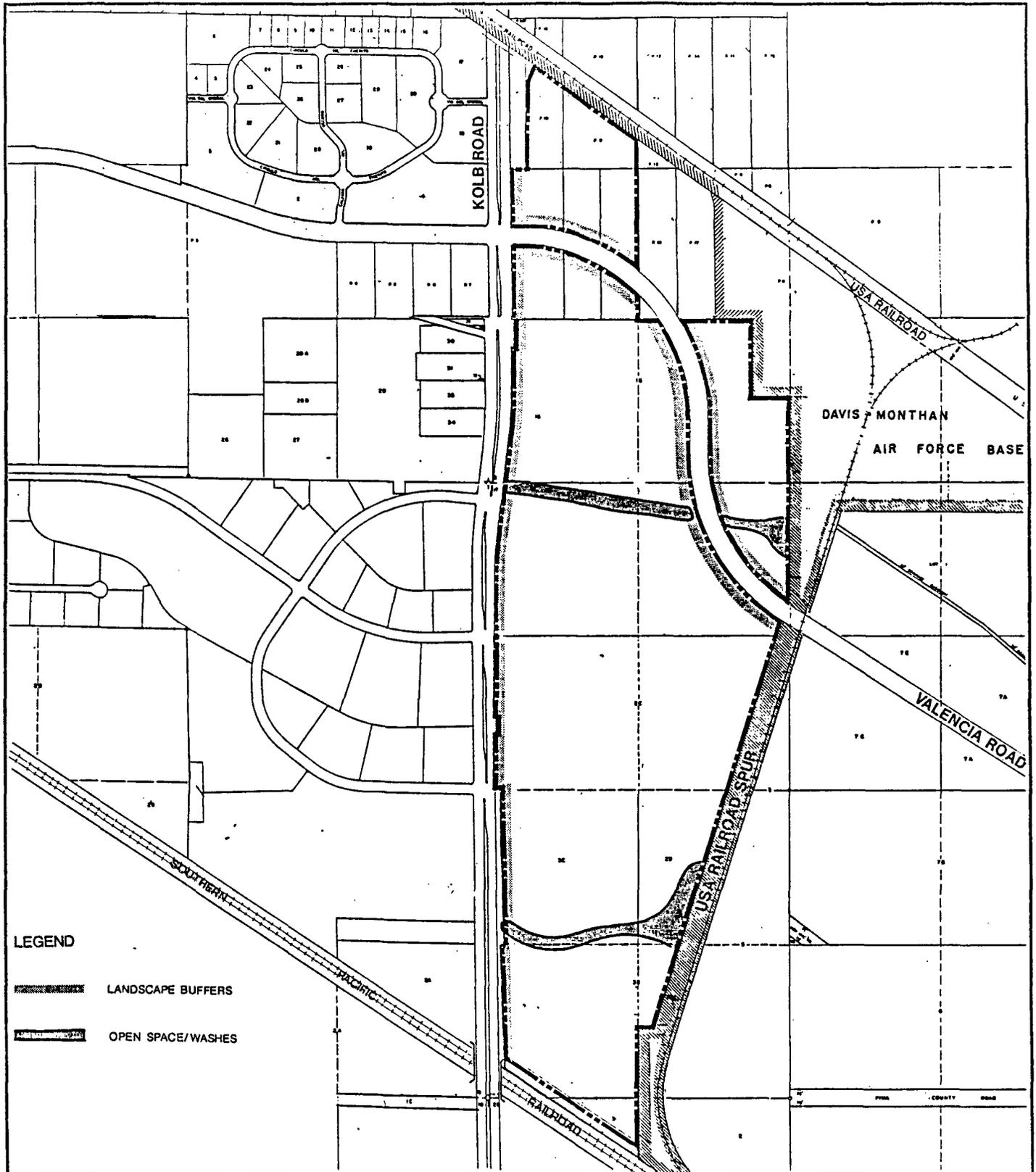
The open space concept is shown on the Open Space Map, Exhibit 21. It is intended, where feasible, to provide open space as a visual amenity. It will consist of the setback areas, landscape areas, onsite washes, and hydrology areas as indicated on the open space map. Landscape areas include the Kolb Road and Valencia Road frontage, landscaped berms along the primary internal circulation network, onsite landscaping, as required in the Development Regulations, and bufferyards, as required by the Landscape Ordinance. Two areas of hydrology mitigation are included as part of the open space system. Mitigation of the hydrology areas will consider channel improvements, and consistency with existing downstream and upstream improvements.

4. Landscape Concept

Landscape guidelines are essential in achieving a unified development character for the open space and project areas. To achieve the desired uniformity, guidelines are required for the following categories: street frontages, entries and internal roadways.

a. Street Frontage:

Kolb Road and Valencia Road are the "windows" into the site. The landscape areas adjacent to these roadways will complement the development within the site and will be consistent with the



LEGEND

-  LANDSCAPE BUFFERS
-  OPEN SPACE/WASHES

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OPEN SPACE

**SOUTH KOLB RD
SPECIFIC PLAN**

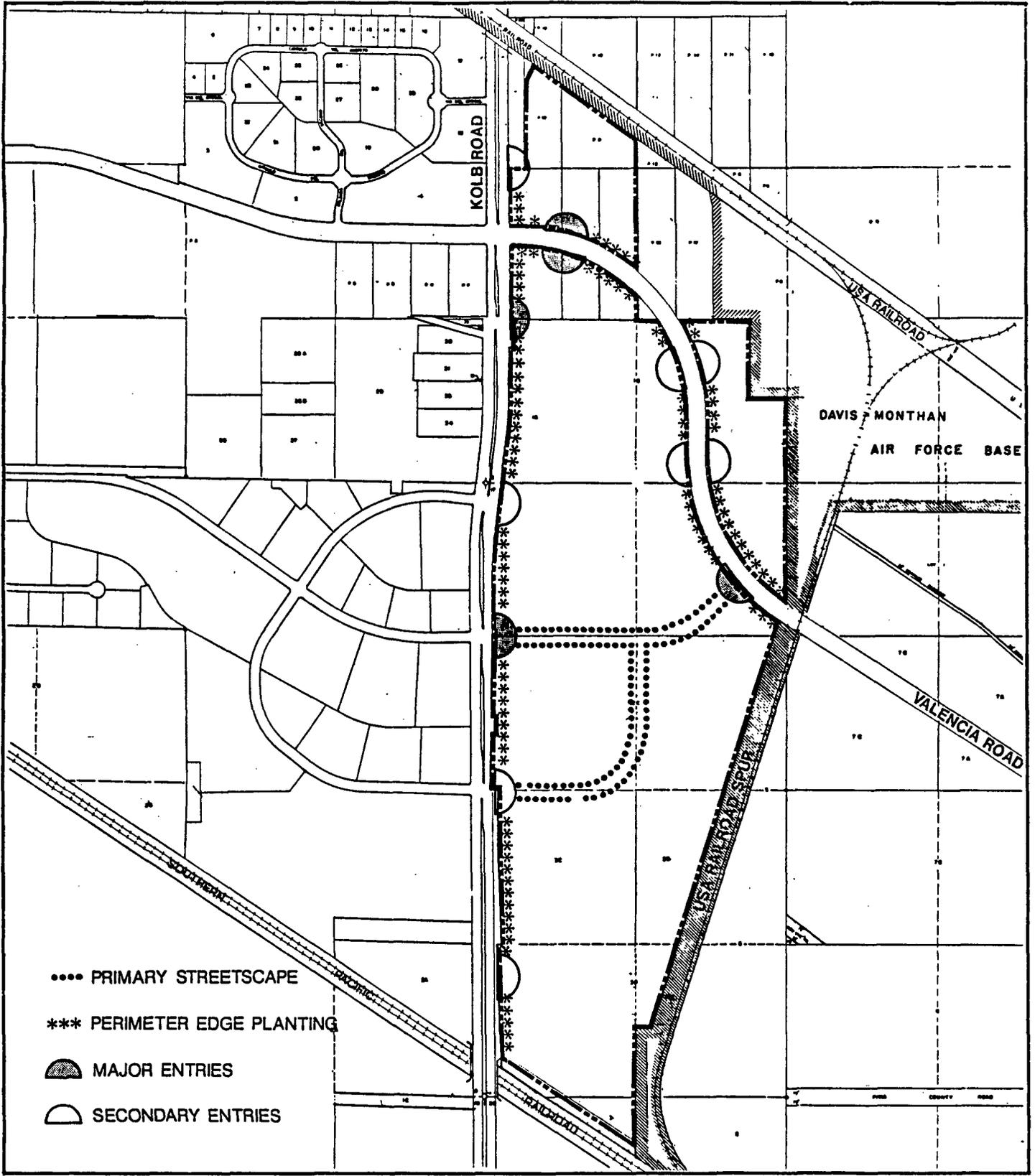
landscaping, buffering and screening ordinance requirements (Chapter 18.73). The landscape concept for these two roadways is to develop a desert streetscape with a variety of native plant species. Random clusters of ornamental trees may be used to provide accent. A varying building setback and a varying bufferyard is encouraged to provide visual interest and motion. Where parking is located adjacent to Kolb Road on Valencia Road, it shall be screened with a wall or berm and appropriate landscaping.

b. Entries:

Major entries into the site are proposed for both Kolb Road and Valencia Road. These entries serve as the gateway into the development. The entry landscaping will introduce the individual into the development through the use of entry monumentation, trees, and plantings. All major entries shall be consistent.

c. Internal Streets:

The primary internal circulation system will have a thematic landscape element. It will identify the primary roadway as the major internal circulation corridor. Landscape treatment will include native plant species and may include random clusters of ornamental trees, landscape berms, and groundcover materials. The landscape areas will also include pedestrian walks.



- PRIMARY STREETSCAPE
- *** PERIMETER EDGE PLANTING
- ◐ MAJOR ENTRIES
- ◑ SECONDARY ENTRIES

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BUFFER

**SOUTH KOLB RD
 SPECIFIC PLAN**

5. Circulation Concept

A. Overview:

The Circulation Concept is consistent with the Regional Transportation Plan, Major Streets and Routes Plan, and Southeast Area Plan which designates both Kolb Road and Valencia Road controlled as access roadways.

Kolb and Valencia Roads are designated transportation facilities of regional significance on the Regional Transportation Plan and arterial roadways on the Major Streets and Routes Plan. Valencia Road is the longest continuous east/west route in the southern portion of metropolitan Pima County, with a total of just under 25 linear miles from San Joaquin on the west to Old Spanish Trail on the east. Valencia Road is planned as a four-lane roadway in the vicinity of the South Kolb Road Plan with a right-of-way width of 200 feet. Kolb Road has a future right-of-way width of up to 200 feet.

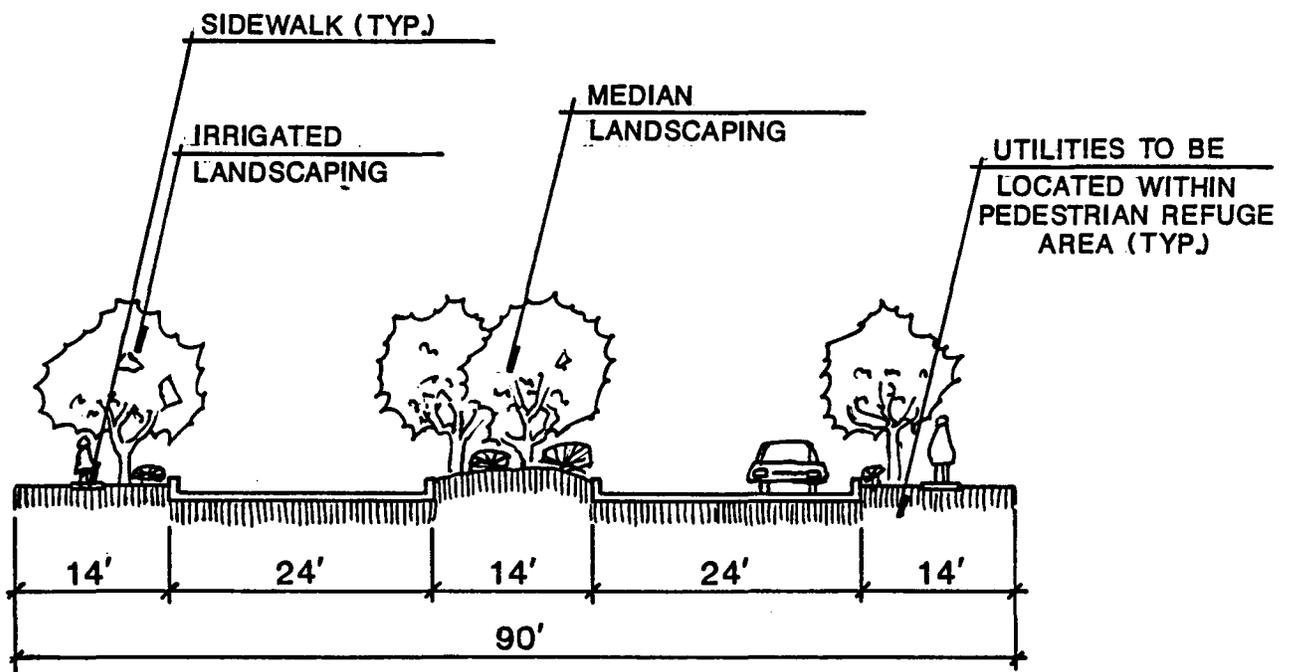
B. Street System:

The internal circulation system is composed of an extension of Littletown Road from Kolb Road east to Valencia Road, and a loop composed of an extension of and Century Park Drive meeting at the Littletown Road extension. In addition, a north-south collector roadway would connect the southern portion of the plan to the Loop Road. The southern extension will either end

as a cul-de-sac, or continue as part of the secondary road system. Access to the Convention Center site would be provided at the northernmost median break on Kolb Road and two locations on Valencia Road. The proposed access locations are tentative, they will be established by a detailed traffic analysis to be approved by the Pima County Department of Transportation and Flood Control District.

All internal industrial connector roadways are envisioned as divided two-way roads with 24 feet of pavement each side of the median. The pavement section would be striped for one 18 foot travel lane and a 6 foot bicycle lane. Both the median and perimeters would be landscaped and pedestrian ways provided in the perimeter area. A 90 foot right-of-way would be provided.

The public transportation element of the Regional Transportation Plan identifies key transit express routes, limited service routes, park and ride lots and transit centers. Valencia Road (west of Kolb) and Kolb Road (north of Valencia) are designated limited service routes. The Regional Transportation Plan also calls for a Park and Ride Lot in the vicinity of Kolb and Valencia. Neither Kolb nor Valencia Road is in the current County Capital Improvement Program.



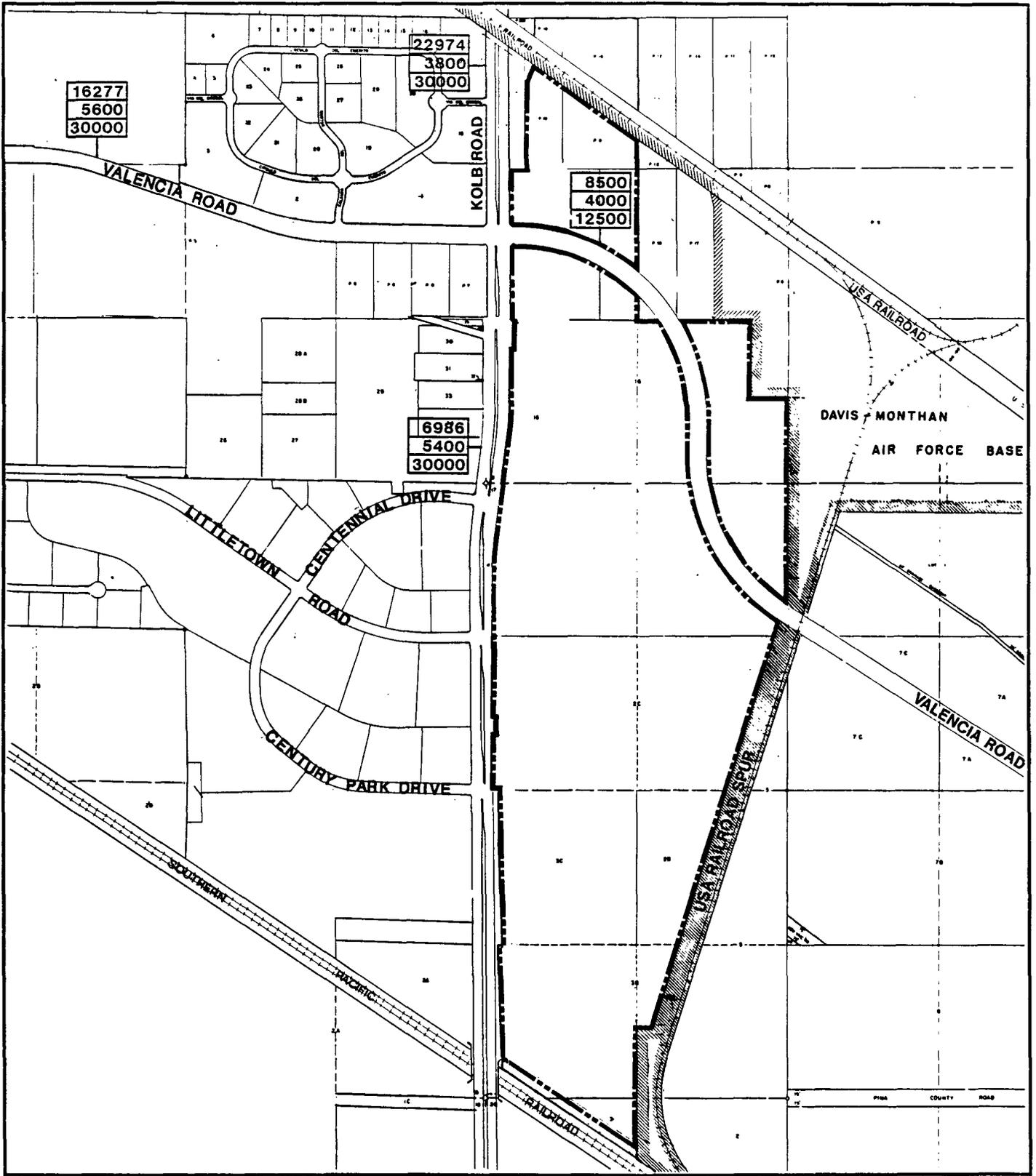
PROPOSED CROSS SECTION
FOR ENTRY DRIVES

Six access points are proposed along the approximately 6,000 foot frontage on Kolb Road, four of which correspond with existing median breaks, and one "right in/right out" access near the southern portion of the site. No additional median breaks are proposed along Kolb Road.

C. Traffic:

Traffic levels, according to the Pima Association of Governments, Transportation Planning Division, were approximately 7,000 ADT (average daily traffic) for Kolb Road south of Valencia and 23,000 ADT north of Valencia Road. The average daily traffic for Valencia Road was 16,300 west of Kolb Road and approximately 8,500 east of Kolb. The Pima County Department of Transportation has a permanent counter stations on Kolb Road both north and south of Valencia.

The Valencia Road access is focused at two locations. There is no existing median in Valencia Road. Valencia Road east of Kolb is designated as a controlled access roadway and it is likely that a median will be constructed when the roadway is widened to four lanes in the future. Development associated with this Specific Plan will probably contribute to improvements for Valencia Road through the contribution of funds into an escrow account for future improvements, or improvements would be made in conjunction with the development of this project (ex: construction of an additional travel lane).



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0 400 800 1200

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PROJECTED TRAFFIC

22974	EXISTING ADT
3800	SOUTH KOLB ROAD PLAN ADT
30000	CAPACITY

**SOUTH KOLB RD
SPECIFIC PLAN**

D. Transportation Conservation:

The concentration of employment opportunities which will be provided at the South Kolb Specific Plan site create favorable conditions for the implementation of transportation conservation measures. Ride sharing and alternative transportation modes are two key tools to be used to reduce vehicle trips, a stated regional goal for achieving air quality and transportation efficiency objectives. Development under the Specific Plan will be required to meet the County's Trip Reduction Ordinance.

As the Specific Plan site develops and the southeast area in general continues to provide more employment, a broader range of transportation conservation measures can be supported.

Initial efforts at the project site may include incentives for ride sharing, such as preferentially located or covered parking. When the convention center develops, hotel shuttle services may be implemented to transport visitors. As a greater percentage of regional employment is focused in the southeast area, bus service may be provided on a regular or even express basis. Three onsite transit boarding locations have been designated to provide convenient service to future employees should bus service be available in the future.

Siting of these boarding locations will require the approval of Suntran and the Board of Supervisors.

When fully built out, the South Kolb Road plan , may generate approximately 18,700 trip ends on a typical weekday. Exhibit 22 shows that the plan will results in 3,800 trips added to Kolb north of Valencia, 5,400 trips south of Valencia, 5,600 trips to Valencia west of Kolb and 4,000 trips east of Kolb.

6. Environmental Mitigation Concept

A. Topography & Soils:

This section describes the overall grading concept to be used during the development of the South Kolb Road Specific Plan Property. The topography of the site is relatively flat with an approximate slope of 2 percent. The site slopes gently from the southeast to the northwest. The average cross slope is less than 15%, there are no individual slopes of 15% or greater, and there are no unique topographic features. No mitigation measures are required by the Hillside Development Overlay Zone.

It is anticipated that the whole site, or approximately 100% of the site will be graded. However, approximately 10% of the site will be revegetated along the projects boundaries and along the wash areas. The grading plan shows the areas to be graded, revegetated, and areas included in the open space system.

Due to the lack of severe cross slopes on the property, extensive grading is not anticipated. No cut or fill areas greater than 5 feet are projected at this time. The range of cuts and fills is anticipated to be two to four feet in elevation.

The use of retaining walls as a grading measure is not anticipated for areas within this project.

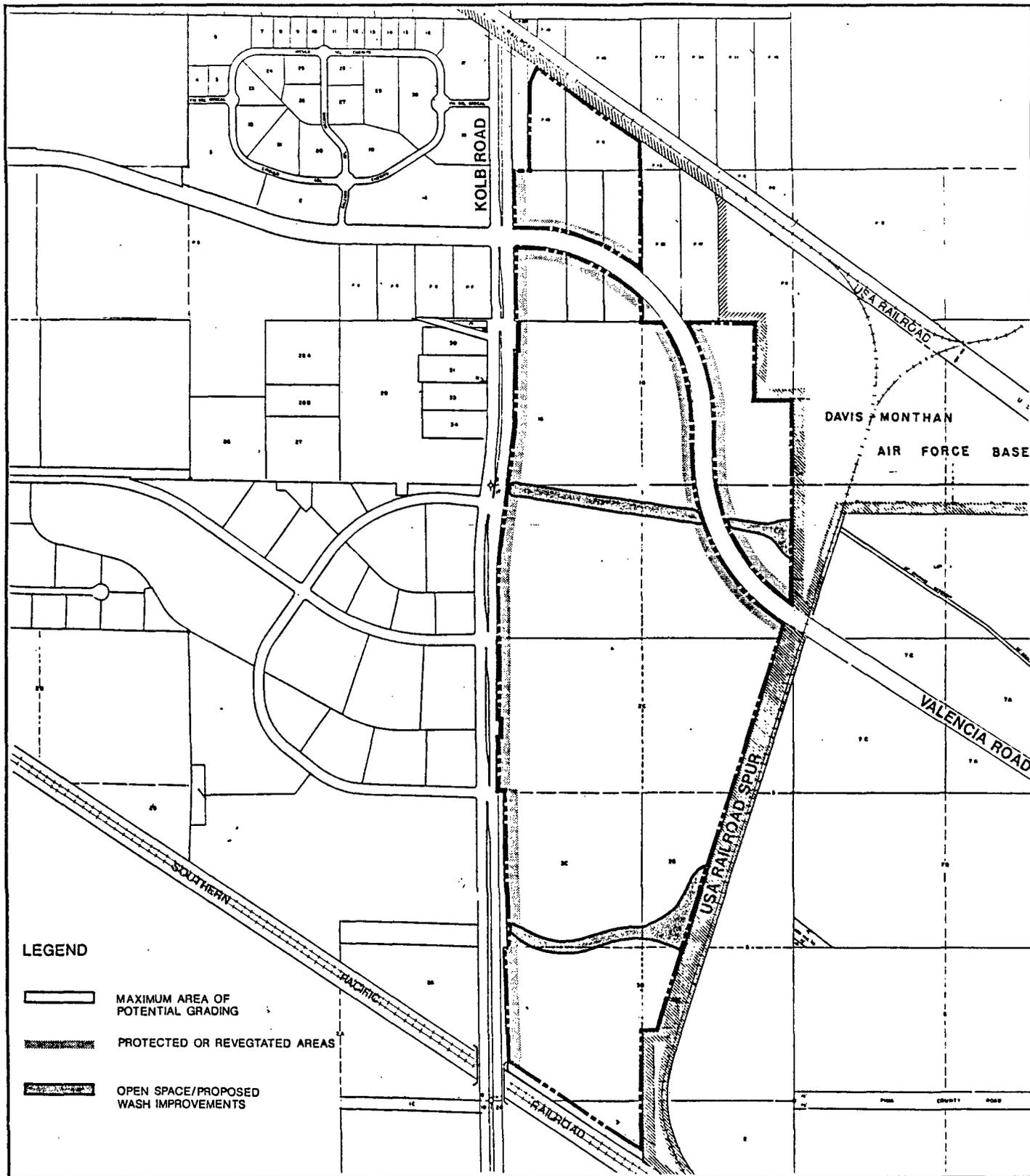
The Specific Plan area will be serviced by a public sewer system, hence soil testing for a septic sewer system is not required. Soil testing for building structures will be performed at the time of development.

B. Hydrology Mitigation: Developed Conditions

The subject property is proposed for industrial and commercial uses. Development increases runoff over existing (underdeveloped) conditions by increasing imperviousness and velocity of surface flows. Peak discharges under developed conditions are therefore higher. Therefore, detention of peak discharges is required.

TABLE 4: 100-Year Peak Discharges for Existing and Developed Conditions

<u>Watershed</u>	<u>Drainage Area (cfs)</u>	<u>Q100 (cfs) Existing</u>	<u>Q100 (cfs) Developed</u>	<u>Q5 (cfs) Existing</u>	<u>Q5 (cfs) Developed</u>
	3	66	216	57	117
	4	68	254	67	142
Onsite Part of	5	18	46	12	23
	7	86	264	77	166
Onsite Part of	9	55	150	38	71
Onsite Part of	10	11	30	9	15



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GRADING PLAN

SOUTH KOLB RD SPECIFIC PLAN

Retention/Detention

In order to mitigate impacts on downstream property due to an increase of peak runoffs and runoff volumes, Pima County requires the construction of retention/detention facilities.

a. Retention

Under the Floodplain Management Ordinance for Pima County, all development of the proposed type is required to include threshold retention. Threshold retention is defined as keeping the volumetric difference between developed and existing conditions for the 5-year event on site; the water is left to percolate, evaporate, etc.

b. Detention

Part of the subject property is also located within the "balanced" basin of Julian Wash (Sub watersheds 3, 4, 5 and 7), which means for these subwatersheds, that discharges for the 2-, 10- and 100-year events, cannot exceed the existing 2-, 10- and 100-year discharges. Therefore, detention of peak discharges is required.

TABLE 5: Volume of Required Detention/Retention

<u>Watershed</u>	<u>Drainage Area (ac)</u>	<u>Required Retention Storage (AC-Ft)</u>	<u>Required Detention Storage (AC-Ft)</u>
3	66	4.125	4.073
4	68	4.250	4.434
5	18	1.125	1.000
7	86	5.375	5.761
9	55	3.438	n/a
10	11	0.688	n/a
Total	304	19.001	15.268

Table 5 compiles the required storage for retention and detention in each onsite watershed. Since the retention effect on the downstream runoff can also be used for a certain detention of peak runoff, Table 6 was developed to show the necessary storage if combinations of Retention and Detention basins are used.

TABLE 6: Necessary Storage and Acreage for Combined Retention/Detention Facilities:

<u>Watershed</u>	<u>Drainage Area (ac)</u>	<u>Required Storage for Combined Det./Ret. (AC/FT.)</u>	<u>Required Acreage @ 3ft. depth*</u>	<u>Required Acreage @ 6 ft. depth*</u>	
	3	66	6.10	3.050	1.220
	4	68	6.29	3.145	1.258
Onsite part of	5	18	1.67	0.835	0.334
	7	86	7.96	3.980	1.592
Onsite part of	9	55	3.44	1.720	0.688
	10	11	0.69	0.345	0.138
TOTAL	304	26.15	13.075	5.230	

Allowing for one foot of freeboard, certain basins could be combined for adjacent watersheds, but the total acreage needed would remain the same. The basins should be located near the downstream end of the watersheds. Preferably, the basins should be located near the Kolb Road culverts, the predetermined outflow points for all runoff for the subject parcel. Three alternative depths were considered, on at one foot, three feet and at six feet. The total acreage for basins at one foot in depth would be 26.2 acres. This retention/detention storage could utilize parking areas, scattered throughout the project. The total required acreage for the six foot basins (approximately 5.23 acres) is 40% of the acreage for the three foot basins (approximately 13.08 acres). Both alternatives include one foot

of freeboard. However, the deeper basins require more safety features such as guardrails and fences. Dry wells may or may not be an alternative for draining the basins, depending upon the extent of chemical use at the proposed business.

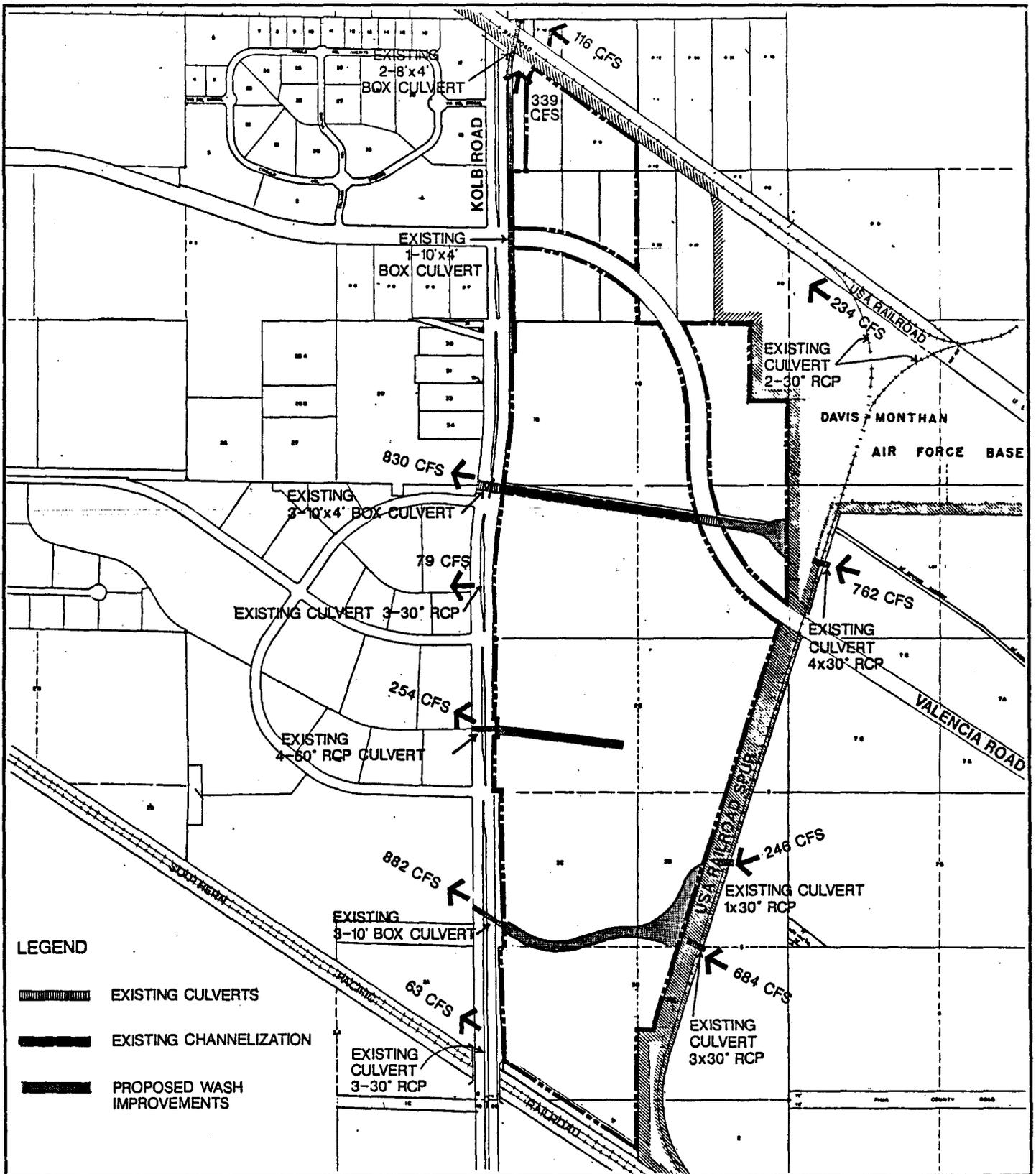
Drainage Improvements:

The drainage alignment is determined by the upstream (under railroad spur) and downstream (under Kolb Road) existing culverts. Two of the five washes draining through the subject property are channelized already (in Sub-basins #7 and #9). Because of this special situation and the relatively short distance between the culverts under the railroad and Kolb Road (between 1000 feet and 2,500 feet), it is not feasible to maintain these washes in their natural state and channel improvements should be considered.

The design discharge for the onsite channel improvement is the 100-year runoff. In order to avoid channel widening and uncontrolled, lateral migration of these channels, it is proposed to use a bank protected trapezoidal channel cross-section with earthen bottom and 1H:1V side slopes.

C. Vegetation:

There are few examples of significant vegetation within the South Kolb Road Specific Plan Area. The majority of vegetation is creosotebush, triangle, bursage, cholla and prickly pear, which



HYDROLOGY MITIGATION

SOUTH KOLB RD SPECIFIC PLAN

does not support a broad range of wildlife diversity. Onsite mesquite and palo verde trees with 4-inch trunks at 4 feet in height will be relocated on site to enhance the landscape buffer areas.

One Saguaro is located on site. It is damaged and does not warrant transplanting. Should other significant vegetation be identified during further onsite studies, they will be transplanted on site for use within the landscape buffer areas.

Additional landscaping shall be utilized throughout the site to revegetate areas disturbed by construction and to meet bufferyard requirements. In order to enhance scenic values in the area, plant materials used for revegetation shall be native or drought-tolerant species similar to existing vegetation on the site and in the immediate area. Revegetation will enhance the existing visual qualities of the site.

D. Wildlife:

Wildlife presence on the site is minimal due to the open nature of the site and lack of significant habitat. There are no special or significant species on the site, hence, no mitigation measures are proposed.

E. Viewsheds:

Areas of low and medium visibility have been identified and are shown on the viewshed map. The medium visibility areas are along the site edges adjacent to Kolb Road and Valencia Road. These medium visibility areas are limited to the edges of the site due to the flatness of the Specific Plan Area.

Visual impacts on the edge of the site will be minimized by the inclusion of landscape buffers along Kolb and Valencia Roads. The buffers will adhere to the required landscape buffers ordinance (Chapter 18.73 of the County Zoning Code). Amenities in the area will include additional trees, cactus, ground cover, berms and walls.

The buildings along Kolb Road and Valencia will also be sited to provide visual relief. Instead of one large structure with a hard, continuous line, the buildings be broken up into smaller groupings and sited at a variety of distances from the right-of-way, providing an undulating edge for visual diversity and areas for additional landscaping. Distant regional views will also be retained by the grouping of the buildings. Open areas and vistas will occur throughout the site, providing distant regional views from Kolb Road and throughout the site.

F. Archaeology:

No archaeological site surveys have been performed for the area encompassed within the boundaries of the proposed South Kolb Road Specific Plan. The Arizona State Museum indicates that the area has a moderate potential having any archaeological sites, and suggests that an on the ground site survey be conducted prior to development. A site survey will be conducted for each planning area as development occurs.

7. Public Services Concept:

A. Water Service:

South Kolb Road Specific Plan is located in the City of Tucson Water Department service area and consequently has an assured 100-year water supply. The closest water lines for servicing this parcel are located along the west side of Kolb Road adjacent to the site and at the Kolb/Valencia Road intersection.

The South Kolb Road Specific Plan will utilize two of the existing 12 inch water lines, one at the Valencia Road/Kolb Road intersection, and the other at the Century Park Drive/Kolb Road intersection. All main water service lines will be located within the spine utilities system and proposed rights-of-way. The Public Facilities Concept identifies the spine utilities system along Valencia Road and along the proposed rights-of-way. Water main sizes are estimated at 8 inches. Principal gas and electric lines would also be provided along these roadways.

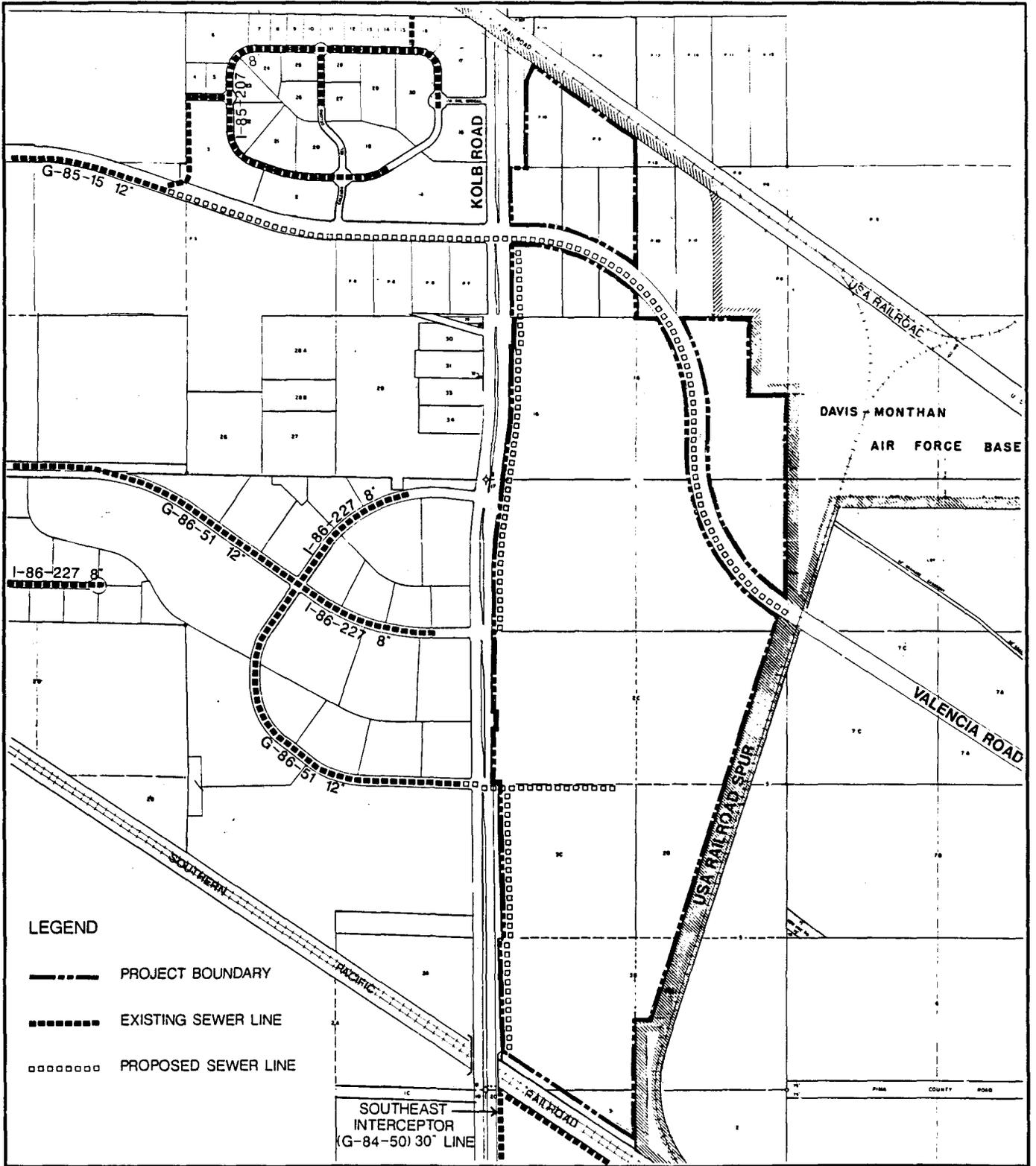
B. Sewer Service:

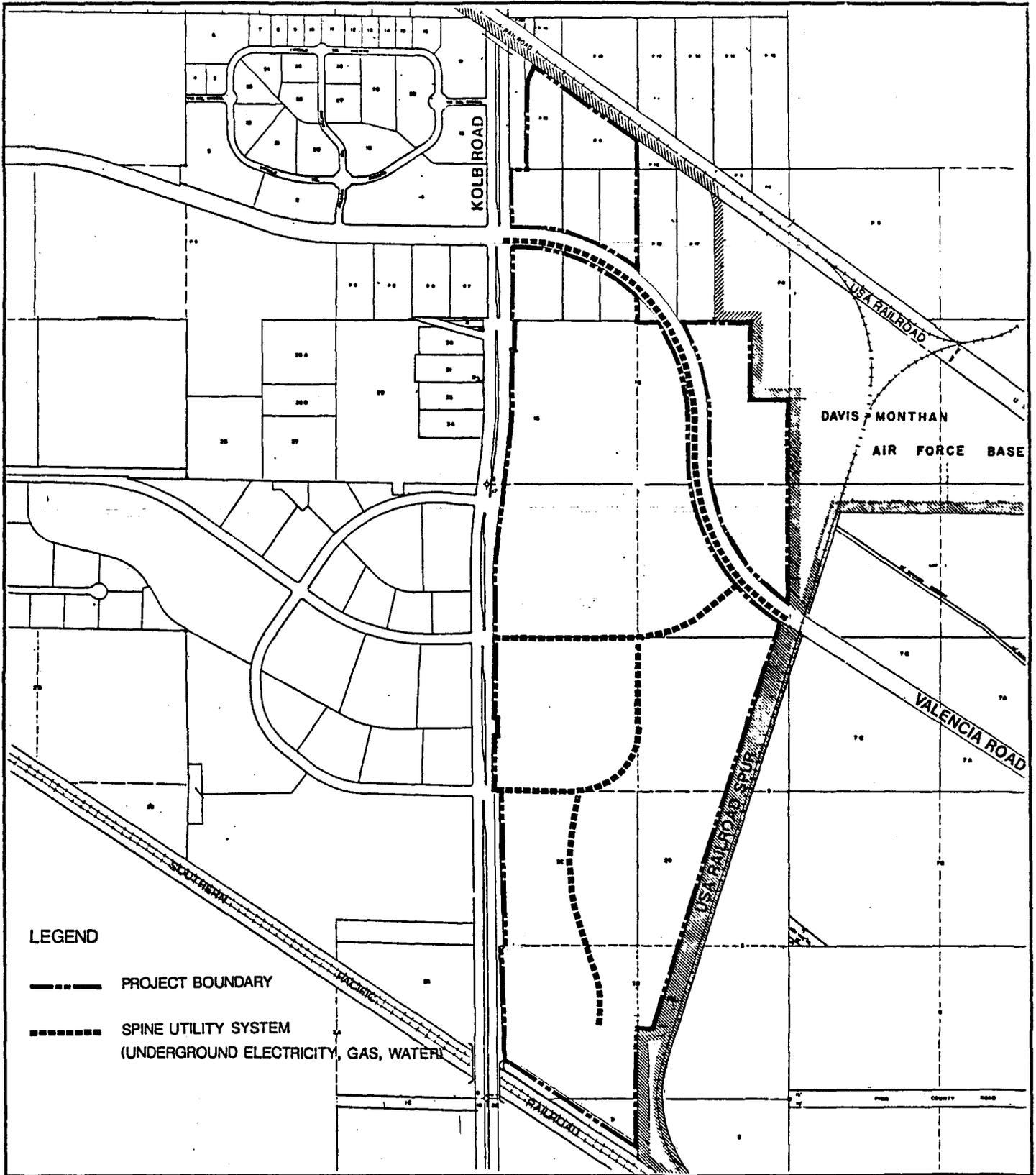
The South Kolb Road Specific Plan area will have public sewer service. There is presently capacity in the existing 12 inch lines (G-86-51 & G-85-18) located west of this site (see Pima County Wastewater Management response letter 594 in the Appendix). The southern portion of the site will utilize the existing 12 inch line (G-86-51) in the Century Park Development.

The northern portion of the site will utilize the existing 12 inch line (G-85-18) in Valencia Road. This will require extending the line approximately 2,640 feet to Kolb Road. The main sewer collector lines for the South Kolb Road Specific Plan area will be located along Kolb Road and along Valencia Road as shown on the Sewer Concept Plan.

C. Electric Service:

Tucson Electric Power Company provides service to this area. Currently service is provided along Kolb Road and just southeast of the Valencia Road and the D.M.A.F.B. railroad, east of the Specific Plan and boundary. Tucson Electric Power does not anticipate problems in servicing new development in the South Kolb Road Specific Plan. Principal onsite service lines would be provided underground along the proposed roadways as indicated on the Public Services Concept Map.





LEGEND

- PROJECT BOUNDARY
- SPINE UTILITY SYSTEM
(UNDERGROUND ELECTRICITY, GAS, WATER)

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PUBLIC SERVICES

**SOUTH KOLB RD
SPECIFIC PLAN**

D. Gas Service:

Southwest Gas Company provides service to this area. Currently service is provided in Valencia Road approximately 1900 feet west of the project site. Southwest Gas does not anticipate any problems in servicing new development in the South Kolb Road Specific Plan. Principal service lines would be provided along the proposed roadways as indicated on the Public Service Concept Map.

E. Schools:

Because no residential uses are proposed for the South Kolb Road Specific Plan, no school information is provided.

V. DEVELOPMENT REGULATIONS

1. Introduction

Development regulations are the land use controls which guide the implementation of the Specific Plan. The regulations include standards for developed land uses, landscape coverage, and aircraft approach compatible use zones. Pima County Ordinances regarding landscaping, buffering and screening, off-street parking and loading, sign standards, grading, flood control, and airport approach will be adhered to. Additional buffering guidelines are proposed in the Development Regulations and Design Guidelines and Policies. Use of secondary land uses will be triggered by market conditions.

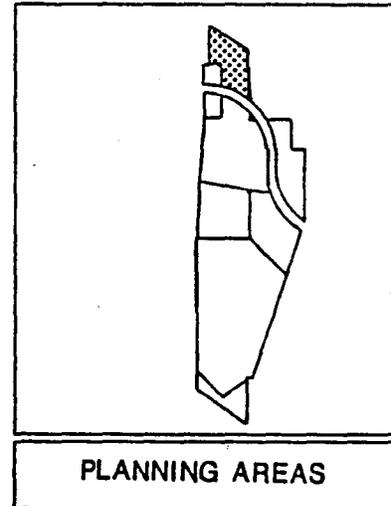
2. General Definitions

Pima County Zoning Code definitions and usage will be applied to the South Kolb Road Specific Plan.

3. Interpretation

The Chief Zoning Inspector of Pima County shall be responsible for rendering interpretations of the South Kolb Road Specific Plan. The determination shall be based on consistency with the intent of the Specific Plan zoning category, the context of the relevant planning area, and health and safety issues.

4. Planning Area Regulations



A. Planning Area A:

I. Location

Planning Area A is an approximately 24.5 acre area at the northern end of the site. It is bounded on the north by USA Railroad along the boundary of Davis-Monthan Air Force Base and on the south by Valencia Road.

II. Primary Uses

Light industrial and warehouse uses are proposed for Planning Area A.

III. Secondary Uses

Commercial uses such as retail, restaurant and recreational uses are included, as allowed in CB-1 and CB-2 zones.

IV. Airport Environs and Facilities Overlay Zone

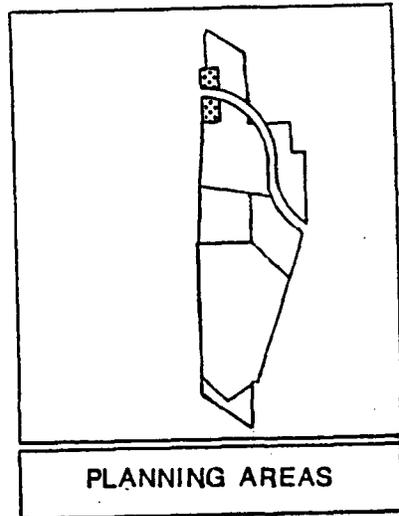
The Airport Environs Zone does not impact Planning Area A.

V. Applicable Zoning Categories

- a. Chapter 18.51, CI-1 Zone; Chapter 18.43, CB-1 Zone, Chapter 18.45, CB-2 Zone.
- b. Hotel/motel and public assembly facilities are restricted from Planning Area A.

VI. Additional Requirements

- a. Provide a buffer along the USA Railroad to mitigate onsite visual and noise impacts. The buffer shall be consistent with Bufferyard D in the Pima County Design Manual.
- b. The landscape treatment along Valencia Road shall meet the Landscaping, Buffering and Screening Standards Ordinance, 18.73. CB-1 and CB-2 uses shall meet Bufferyard D requirements and CI-1 shall meet Bufferyard D requirements.
- c. Minimum Landscape Coverage
10% of gross parking area.



B. Planning Area B:

I. Location

Planning Area B is an approximately 12.2 acre area at the northeast and southeast corners of the Kolb Road/Valencia Road intersection.

II. Primary Uses

Light Industrial/Warehouse uses (CI-1), are proposed uses for Planning Area B.

III. Secondary Uses

A range of commercial services, as allowed in CB-1 and CB-2 Zones are approved secondary uses for this site.

IV. Airport Environs and Facilities Overlay Zone

Compatible use zone 4 will guide the development of approximately 75% of Planning Area B. Noise attenuation measures are required for noise sensitive uses to reduce

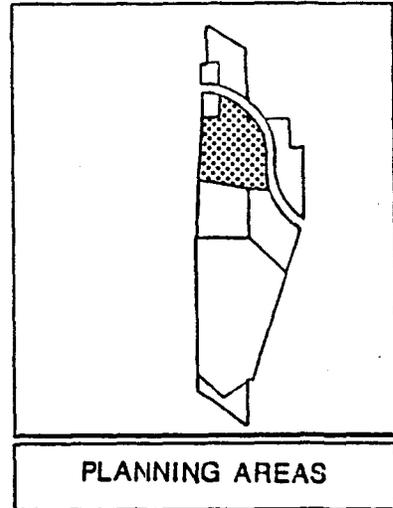
interior noise levels to 45 LDN. The proposed development must be in full conformance with Chapter 18.57 of the Pima County Zoning Code, Airport Environs and Facilities Ordinance. The northeastern portion of Planning Area B is unconstrained by the Airport Environs and Facilities Overlay Zone.

V. Applicable Zoning Categories

- a. Chapter 18.43, CB-1 Zone; Chapter 18.45, CB-2, Zone; and Chapter 18.51, CI-1 Zone in conjunction with Chapter 18.57 Airport Environs and Facilities Zone.
- b. Hotel/Motel and Public Assembly Facilities are restricted from Planning Area B.

VI. Additional Requirements

- a. The landscape treatment along Valencia and Kolb Roads shall meet Landscaping, Buffering and Screening Standards Ordinance, 18.73 CB-1, and CB-2 uses shall meet Bufferyard D requirements, and CI-1 uses shall meet Bufferyard F requirements.
- b. Minimum Landscape Coverage
10% of gross parking area.



C. Planning Area C.

I. Location

Southeast of the Valencia and Kolb Road intersection, Planning Area C is a 59.57 acre site with frontage on both roadways.

II. Primary Uses

Light Industrial and Warehouse uses, as allowed in CI-1, are proposed for Planning Area C.

III. Secondary Uses

Commercial uses as allowed in CB-1 and CB-2 are approved secondary uses.

IV. Airport Environs and Facilities Overlay Zone.

Compatible use Zone-4 of the Airport Environs and Facilities Zone guides development in Planning Area C.

CUZ-4 is a high noise area, but not a high accident zone.

Noise attenuation measures are required for noise sensitive uses to reduce interior noise levels to 45 LDN. The proposed development must be in full conformance with Chapter 18.57 of the Pima County Zoning Code, Airport Environs and Facilities.

V. Applicable Zoning Categories

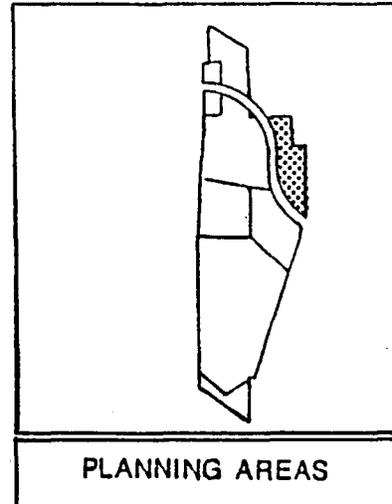
a. Chapter 18.51, CI-1 Zone; Chapter 18.43, CB-1 Zone; and Chapter 18.45, CB-2 Zone; in Conjunction with Chapter 18.57, Airport Environs and Facilities Overlay Zone.

b. Hotel/Motel and Public Facilities are restricted from Planning Area C.

VI. Additional Requirements

a. The landscape treatment along Kolb and Valencia Roads shall meet the Landscaping, Buffering and Screening Standards Ordinance, 18.73. CB-1 and CB-2 uses shall meet Bufferyards D requirements and CI-1 uses shall meet Bufferyard F requirements.

b. Minimum landscape coverage: 10% of gross parking area.



D. Planning Area D

I. Location

Planning Area D is located northeast of Valencia Road. The east boundary and a portion of the north boundary of the site is coincident with the Davis-Monthan Air Force Base boundary and the City of Tucson limits. Planning Area D is 31.0 acres.

II. Primary Uses

Light Industrial/Warehouse uses (CI-1) are proposed for Planning Area D.

III. Secondary Uses

Commercial uses as allowed in CB-1 and CB-2 are an approved secondary use for this site.

IV. Airport Environs and Facilities Overlay Zone

Compatible Use Zone-4 of the Airport Environs Zone guides development in Planning Area D.

CUZ-4 is a high noise area, but not a high accident zone.

Noise attenuation measures are required for noise sensitive uses to reduce interior noise levels to 45 LDN. The proposed development must be in full conformance with Chapter 18.57 of the Pima County Zoning Code, Airport Environs and Facilities.

V. Applicable Zoning Categories

a. Chapter 18.43, CB-1 Zone; Chapter 18.45, CB-2 Zone; and Chapter 18.51, CI-1 Zone; in conjunction with Chapter 18.57, Airport Environs & Facilities Overlay Zone.

b. Hotel/Motel and Public Assembly Facilities are restricted from Planning Area D.

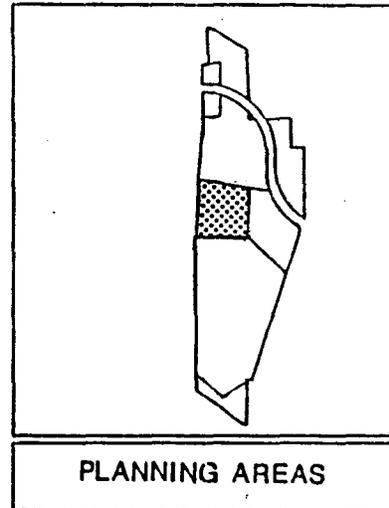
VI. Additional Requirements

a. The landscape treatment along Valencia Road shall meet the Landscaping, Buffering and Screening Ordinance, 18.73.

CB-1 and CB-2 uses shall meet Bufferyard D requirements, and CI-1 uses shall meet Bufferyard F requirements.

b. Minimum Landscape Coverage: 10% of gross parking area.

c. Provide a buffer along the USA Railroad spur to mitigate onsite visual and noise impacts. The buffer shall be consistent with Bufferyard D in the Pima County Landscape and Design Manual.



E. Planning Area E

I. Location

East of and adjacent to Kolb Road, south of the existing drainageway, Planning Area E is a 34.4 acre site with frontage on Kolb Road.

II. Primary Uses

Light Industrial/Warehouse uses (CI-1) are proposed for Planning Area E, which is bisected by CUZ-2 and CUZ-4, Airport Environs and Facilities Overlay Zone. The southwest portion is designated for industrial & warehouse uses and subject to CUZ-2 restrictions, Chapter 18.57, Airport Environs & Facilities Zone. The northeast portion is designated for research & development laboratories, headquarter offices & light industrial & warehouse uses and subject to CUZ-4 restrictions.

III. Secondary Uses

Industrial uses (CI-2) are an approved secondary use for this site. CI-2 uses located in the southwest portion would be subject to CUZ-2 restrictions, Chapter 18.57 Airport Environs & Facility Zone. CI-2 uses located in the northeast portion would be subject to CUZ-4 restrictions.

IV. Airport Environs and Facilities Overlay Zone

Development of the northeast portion of Planning Area E is limited by the Airport Environs and Facilities Zone regulations for CUZ-4.

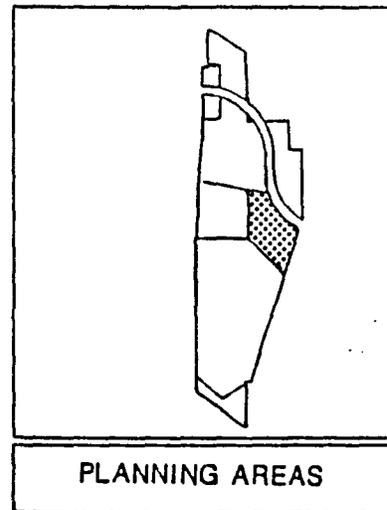
Land use and lot coverage restrictions for CUZ-2 will guide development of the southwest portion of Planning Area E. Generally, industrial uses are promoted whereas commercial development is restricted. The purpose of the regulations for CUZ-2 is to minimize safety risks. The proposed development must be in full conformance with Chapter 18.57 (Airport Environs and Facilities) of the Pima County Zoning Code.

V. Applicable Zoning Categories

- a. Chapter 18.51 CI-1; and Chapter 18.53, CI-2; in conjunction with Chapter 18.57, (Airport Environs and Facilities) of the Pima County Zoning Code.
- b. Hotel/Motel and Public Assembly Facilities are restricted from Planning Area E.

VI. Additional Requirements

- a. The landscape treatment along Kolb Road shall meet the Landscaping, Buffering and Screening Standards Ordinance, 18.73. CI-1 and CI-2 shall meet Bufferyard F requirements.
- b. Minimum landscape coverage: 10% of gross parking area.



F. Planning Area F

I. Location

Planning Area F is located southwest of the USA Railroad Spur and Valencia Road intersection, totalling 36.2 acres.

II. Primary Uses

Light Industrial/Warehouse uses (CI-1) are proposed for Planning Area F, including research and development laboratories, & headquarter offices.

III. Secondary Uses

General Industrial uses (CI-2) are a approved secondary uses for this site.

IV. Airport Environs and Facilities Overlay Zone

Development of Planning Area F is limited by the Airport Environs and Facilities Zone regulations for CUZ-4. The proposed development must be in full conformance with Chapter 18.57 of the Pima County Zoning Code, Airport Environs and Facilities.

V. Applicable Zoning Categories

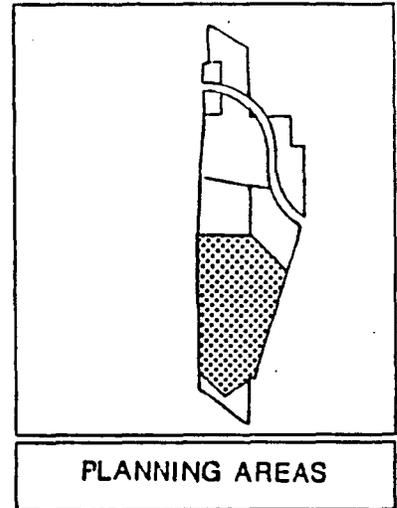
a. Chapter 18.51, (CI-1 Zone); and Chapter 18.53, (CI-2 Zone); in conjunction with Chapter 18.57, Airport Environs and Facilities Zone.

b. Hotel/Motel and Public Assembly Facilities are restricted from Planning Area F.

VI. Additional Requirements

a. The landscape treatment along Valencia Road shall meet the Landscaping, Buffering and Screening Standards Ordinance 18.73. CI-1 and CI-2 shall meet Bufferyard F requirements.

b. Minimum landscape coverage: 10% of gross parking area.



G. Planning Area G

I. Location

Planning Area G is located in CUZ-2 between Kolb Road and the USA Railroad Spur. The 137.7 acre area is the largest of the six planning areas.

II. Primary Uses

Light Industrial and warehousing uses (CI-1), are proposed for Planning Area G, and restricted by Chapter 18.57, Airport Environs and Facilities Zone.

III. Secondary Uses

General Industrial uses (CI-2) is an approved secondary use for Planning Area G.

IV. Airport Environs and Facilities Overlay Zone

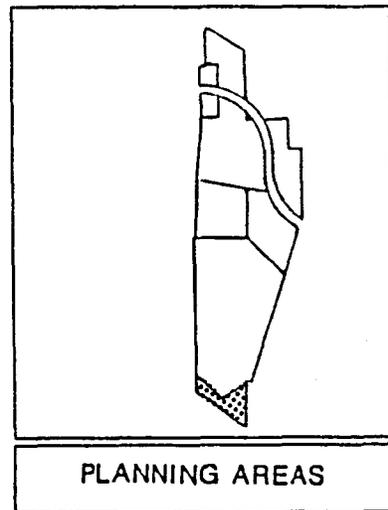
Development of Planning Area G is restricted by the Airport Environs and Facilities Zone regulations for CUZ-2. The purpose of the regulations for CUZ-2 is to minimize safety risks. The proposed development must be in full conformance with Chapter 18.57 (Airport Environs and Facilities) of the Pima County Zoning Code.

V. Applicable Zoning Categories

- a. Chapter 18.51, CI-1 Zone, and Chapter 18.53, CI-2 Zone; and in conjunction with Chapter 18.57, Airport Environs and Facilities Overlay Zone.
- b. Hotel/Motel and Public Assembly Facilities are restricted from Planning Area G.

VI. Additional Requirements

- a. The landscape treatment along Kolb Road shall meet the Landscaping, Buffering and Screening Standards Ordinance 18.73. CI-1 & CI-2 uses shall meet Bufferyard F requirements.
- b. Minimum landscape coverage: 10% of gross parking area.



H. Planning Area H

I. Location

Planning Area H is the southernmost portion of the Specific Plan area. The 12.7 acre area is bounded by the CUZ-2/CUZ-4 boundary line on the north, Southern Pacific Railroad on the south, Kolb Road on the west and the USA Railroad Spur on the east.

II. Primary Uses

Light Industrial uses (CI-1) are proposed land uses for Planning Area H and are restricted by Chapter 18.57 Airport Environs and Facilities Zone.

III. Secondary Uses

Business uses as allowed in CB-1 and CB-2 are approved secondary uses for Planning Area H.

IV. Airport Environs and Facilities Overlay Zone

Development of Planning Area H is restricted by the Airport Environs and Facilities Zone regulations for CUZ-4. The proposed uses must be in full conformance with Chapter 18.57 of the Pima County Zoning Code.

V. Applicable Zoning Categories

a. Chapter 18.43, CB-1 Zone; Chapter 18.45, CB-2 Zone; and Chapter 18.51, CI-1 Zone; in conjunction with Chapter 18.57, Airport Environs and Facilities Overlay Zone.

b. Hotel/Motel and Public Assembly Facilities are restricted from Planning Area H.

VI. Additional Requirements

a. The landscape treatment along Kolb Road shall be in conformance with the Landscaping, Buffering and Screening Standards Ordinance, 18.73. CB-1 and CB-2 uses shall meet Bufferyard D requirements, and CI-1 uses shall meet Bufferyard F requirements.

b. Minimum Landscape Coverage: 10% of gross parking area.

SOUTH KOLB ROAD SPECIFIC PLAN
DEVELOPMENT REGULATIONS MATRIX AND SUMMARY

<u>Planning Area</u>	<u>Primary Use</u>	<u>Secondary Use</u>	<u>Acres (Gross)</u>
A	Industrial CI-1	Commercial CB-1 and CB-2	24.5
B	Industrial CI-1	Commercial CB-1 and CB-2	12.2
C	Industrial CI-1	Commercial CB-1 and CB-2	59.5
D	Industrial CI-1	Commerical CB-1 and CB-2	31.0
E	Industrial, Research and Development/ Office, CI-1	Industrial CI-2	34.4
F	Industrial, Research and Development/ Office CI-1	Industrial CI-2	36.2
G	Industrial CI-1	Industrial CI-2	137.7
H	Industrial CI-1	Commercial CB-1 and CB-2	12.7

VI. DESIGN GUIDELINES

1. Introduction

The purpose of the Design Guidelines is to guide the character of future development. The intent of the guidelines is to encourage innovative planning while maintaining high standards of architectural and landscape design. The Design Guidelines are intended to enhance the visual quality of the two adjacent scenic routes, Kolb and Valencia Roads. The guidelines also promote project-wide architectural and landscape integrity, protecting property values within and adjacent to the specific plan boundary. The provisions of this chapter are not regulatory, but are designed to augment the existing zoning code.

The following design elements are encouraged:

- Architectural themes with an aesthetically pleasing and cohesive development which create a sense of identity;
- Building height and mass should be varied with integrated buffers and landscape themes.

The following elements are to be avoided or minimized in site and architectural design:

- Long unarticulated building facades;
- Continuous, unbroken screen walls;
- Incompatible use of colors and materials among different uses.

2. Streetscapes

a. Perimeter Streets

Kolb and Valencia Roads are designated scenic routes. A Scenic Routes Ordinance is currently being prepared by County Staff in conjunction with a citizens committee. The draft ordinance classifies Kolb and Valencia Roads as Urban Arterial Routes. An Urban Arterial Route is "planned to function primarily as a major transportation and mass transit corridor and is planned to encourage adjacent higher intensity uses to justify regular transit service. It is characterized by a built environment, the aesthetics of which are of particular importance due to the number of people traversing these routes on their daily trips."

The objective of the Scenic Routes Ordinance is to create and maintain attractive streetscapes on well travelled roadways with native and drought-tolerant vegetation. Development on the South Kolb Road Specific Plan site is required to meet the Scenic Routes Ordinance when and as adopted. In addition, the following elements are to be incorporated into the project design:

- A landscape buffer along the Valencia and Kolb Road frontages shall consist of a minimum of a 15 foot wide buffer.

- A variety of building setbacks shall be provided from Kolb and Valencia Roads with minimum setbacks of 30 feet and 60 feet respectively.
- Sidewalks will be provided along the arterial and internal spine roadway.
- The perimeter landscape buffer shall vary in width to reflect varied building setbacks.
- The buffer shall contain either existing, undisturbed vegetation or revegetation of drought tolerant species which are typically found on the project site, surrounding properties.
- Buildings to avoid a monotonous appearance through the use of materials and architectural design. Buildings to have projections, varying rooflines, or a change in building materials. Landscaping to be integrated with the building height and mass.
- All parking areas shall be screened from view from Kolb and Valencia Roads enhanced with perimeter screening and landscaping.
- All new or relocated utility lines shall be placed underground if feasible.
- Building elevations along Kolb Road and Valencia Road be varied to provide an appropriate streetscape review.

b. Internal Streets

The streetscape for the spine road within the Specific Plan area shall include landscape material from the recommended plant list in the Pima County Design Manual. The official plant list includes a wide variety of drought tolerant vegetation which is well suited to the desert environment.

- Landscape berms will be utilized to visually enhance the development and to screen parking areas. The landscape berms may be provided with or without walls, and shall be in conformance with the Landscape Design Manual.
- All new or relocated utility lines shall be placed underground if feasible.

3. Entries

Major entries to the South Kolb Road Specific Plan are at three locations along Kolb Road and two along Valencia. A combination of landscaping, entry monuments, and building setbacks shall be used to create a positive visual statement at the major entries.

- The entries shall be defined by a 50 foot radius as measured from the property corners at these intersections.
- The area within the radius shall be landscaped with accent trees and plantings which may vary from but shall be consistent with the scenic route landscape theme. The landscaping must also be in accordance with the landscaping and buffers (Chapter 18.75) and Scenic Route chapters of the Zoning Code.

- The plantings and monuments shall be consistent at all entries. Monuments are to be constructed and designed in conformance with the standards for freestanding signs in Chapter 18.79 of the Pima County Zoning Code Sign Standards. Monument signs shall also conform to the Scenic Routes Ordinance, when and as adopted.
- Monument signs at entry points and along the internal spine roadway shall reflect and be compatible with building materials, colors, texture and style.

4. Lighting

Lighting shall be provided in scale with its function and surrounding structures.

- Parking lot lighting fixtures shall have a maximum height of 20 feet, and walkway lighting fixtures shall have a maximum height of 15 feet.
- Parking lot, driveway and walkway lighting shall provide uniform illumination. High pressure sodium lighting (fully shielded, and as permitted in the light pollution code) is encouraged in consideration of light pollution concerns and the provision of a lighting pattern which minimizes contrast between lit and unlit areas.

Accent illumination shall be provided where necessary at entrances and exits. In all instances, outdoor lighting shall be in full compliance with the Pima County Light Ordinance.

5. Architectural Guidelines

The purpose of the Architectural Guidelines is to promote superior site and building design on the project which is compatible with surrounding development and enhances the natural desert environment.

- The sides, front, and roof lines of buildings visible from Valencia and Kolb Roads shall be designed such that they jog, have slight projections or material changes or are interrupted by landscaping in order to avoid a monotonous appearance, in accordance with the Scenic Routes Ordinance.
- A common theme for lighting, signage, street furniture, materials and colors shall be established in conformance with the Scenic Routes Ordinance, the Landscape Ordinance, and the Design Guidelines of this Specific Plan.
- All rooftop mechanical/electrical equipment shall be screened.
- Buildings shall have varied setbacks from street frontages.
- Loading dock areas shall not be visible from the major streets through a recessed building design, screening, or other means.

6. Transportation Conservation

Transportation conservation measures include both policy decisions whereby ride sharing and alternative modes of transportation are promoted, as well as physical improvements which facilitate the implementation of conservation measures. The following policy and design measures are proposed to supplement the county trip reduction ordinance.

- Provide onsite transit boarding location as illustrated on the Circulation Concept.
- Encourage employers to provide incentives for ride sharing (such as preferential parking) or to subsidize alternative transportation modes (such as buspasses or vanpooling programs).
- Coordinate employer transportation programs on a site-wide basis to increase potential benefits.
- The property owner(s) shall participate in a sub-regional of park and ride lot if warranted in the future.
- Promote flexible working hours and staggered shifts to avoid traffic congestion at peak hours.
- Encourage employees to provide physical improvements which will facilitate the use of alternative modes of transportation including bicycle racks and showers/locker rooms.

VII. IMPLEMENTATION

1. Introduction

Implementation of the South Kolb Road Specific Plan will occur over an estimated 20-year time period. The guidelines set forth in the Specific Plan will assist both County staff and builders in ensuring consistency in implementation throughout that time. The Specific Plan represents the second step in a four stage process, including:

1. Southeast Area Plan, 1983;
2. Specific Plan;
3. Block Plats for Appropriate Phase;
4. Development Plans.

The number of building permits issued annually will vary dependent upon economic and growth conditions. The phasing plan, however, provides for an orderly sequence of growth by phase.

2. Project Phasing Plan

The phasing plan is based on the extension and augmentation of existing infrastructure. Phase I is opposite the Century Park Research Center where sewer lines are closest to the site. Development will progress toward the major intersection at Kolb and Valencia Roads. The southern portion of the plan will be the final construction phase of the

project. Development of the plan area may vary from the phasing plan as outlined as a result in changes in market conditions. The following table identifies the phases of the project and land acreage per phase.

SOUTH KOLB ROAD SPECIFIC PLAN
PROJECT PHASING PLAN TABLE

<u>PHASES</u>	<u>PLANNING AREAS</u>	<u>ACREAGE</u>
1	G&F	142.4
2	E	34.4
3	C	59.5
4	B	12.2
5	A	24.5
6	D	31.0
7	G&H	44.2

3. Implementation Measures

The implementation of the Land Use, Circulation, and Public Services elements of the South Kolb Road Specific Plan will be accommodated through the application of the Specific Plan document and additional studies. Land use development in the Specific Plan area shall be guided by the Specific Plan Map, Development Regulations, and Design Guidelines and Policies.

Transportation improvements will be subject to a Transportation Financing and Implementation Study, prepared by the developer at the time subdivision plats or development plans are prepared. The Financing and Implementation Study shall address the following items:

- Major Streets and Routes
- Internal Project Circulation Improvements
- Roadway Capacity

- Total Facility Demands and Proportionate Shares
- Areas of Responsibility for Pima County, the Primary/Master Developer, and secondary Developers
- Financing Mechanisms

All development related to internal transportation and improvements/ financing will be linked with project phase, building permits/impact fees, or other measures identified in the study.

The establishment of design criteria to include internal street widths, typical cross-sections, design speeds, utility locations, maximum design roadway slopes, access control, bike paths and pedestrian way or sidewalks shall be subject to approval by the Department of Transportation and Flood Control. All landscaping in rights-of-way shall conform to Department of Transportation and Flood Control District standards and must be approved by the Department.

Necessary drainage improvements will be installed by the developer in conjunction with development plans. A master or basin drainage study is not necessary given the site location at the upstream end of drainage areas.

Monitoring Reports described in Chapter VII Administration, will summarize the land use and infrastructure implementation on an annual basis. The Department of Planning and Development Services will maintain an ongoing implementation file on the project. All development plans and building permits will be required to conform with the Specific Plan.

VIII. ADMINISTRATION

1. Overview

The South Kolb Road Specific Plan will be implemented through development plans and building permits. There are three entities involved in the implementation of the Specific Plan; the primary developer, the secondary builders/developers, and the Pima County Department of Planning and Development Services.

The primary developer is responsible for planning and coordinating the construction of the basic infrastructure facilities to serve the planning areas within the South Kolb Road Specific Plan. The JM Group is the primary developer. The primary developer shall be responsible for the implementation of the spine infrastructure system. If ownership of the primary developer changes, the subsequent owner will be responsible for implementing and coordinating the construction of the basic infrastructure facilities.

The secondary builders/developers are those individuals and firms which purchase a planning area or portions of a planning area. The builders are responsible for building on individual lots within this area of ownership.

The Department of Planning and Development Services will serve a review and monitoring function for the implementation of the Specific Plan. The Department will review annual monitoring reports, coordinate subdivision and design review, and maintain a current and accurate file for public information. Obligations of the primary and secondary developer for transportation improvements will be clearly defined in the Transportation Implementation and Financing Plan.

2. Insubstantial Changes

The Department of Planning and Development Services will administer the South Kolb Road Specific Plan. Insubstantial changes to the plan may be administratively decided and coordinated by the Department Director; i.e. those changes which deal with density transfers and do not increase the number of dwelling units within a planning area. An application for insubstantial changes shall be submitted to the Pima County Planning and Development Services Department with a project status report and description of why the change is needed. The Planning Director may either grant or deny the insubstantial change. If the requested change is denied on the basis that the change is substantial, an amendment to the Specific Plan may be applied for.

A substantial change in land use intensity, land use regulations, or design guidelines requires a plan amendment in accordance with Section 18.90.080 of the Pima County Zoning Code. Plan amendments require staff, Planning and Zoning Commission and Board of Supervisors review.

3. Specific Plan Amendment

The Specific Plan may be amended as outlined in Section 18.09.080 of the Pima County Zoning Code. A substantial change in land use designations, land use regulations, or design guidelines requires a plan amendment in accordance with Section 18.90.080 of the Pima County Zoning Code. Plan amendments require staff, Planning and Zoning Commission and Board of Supervisors review. An insubstantial change, as determined by the planning director, shall require a noted public hearing and action by the Board of Supervisors.

4. Monitoring Program

The South Kolb Road Specific Plan Phasing Plan will guide development in the plan area over time. The Monitoring Program is designed to facilitate development plan review and to ensure continuity in plan administration.

The Pima County Specific Plan Ordinance requires that the principal owner or developer of the Specific Plan prepare annual Progress Reports for County staff, the Planning and Zoning Commission and Board of Supervisors. The purpose of the report is to compare actual progress with the Phasing Plan. The progress reports shall contain the following information:

Project Phasing and Project Development

- Plan Area Phasing
- Infrastructure Improvements
- Zoning Violations (if applicable)
- Review and Approval Progress
- Development Plan submittals
- Number of permits issued
- Number of structures built or under construction

SOUTH KOLB ROAD SPECIFIC PLAN
MONITORING MATRIX

Phase Number	Planning Area	Land Use Classification	Building Permit Application	<u>Square Footage</u>	Built
				Under Construction	

EXHIBIT 31

(REP-61 87-184-02t)

APPENDIX

BRUCE BABBITT, Governor

Commissioners:

FRANCES W. WERNER, Tucson, Chairman
CURTIS A. JENNINGS, Scottsdale
W. LINN MONTGOMERY, Flagstaff
FRED S. BAKER, Elgin
LARRY D. ADAMS, Bullhead City

Director

BUD BRISTOW

Assistant Director, Services

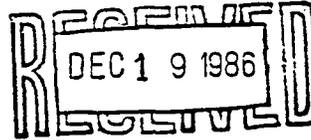
ROGER J. GRUENEWALD

Assistant Director, Operations

DUANE L. SHROUFE



DOOLEY-JONES & ASSOC.



ARIZONA GAME & FISH DEPARTMENT

2222 West Greenway Road Phoenix, Arizona 85023 942-3000
555 N. Greasewood, Tucson, Arizona 85745

December 17, 1986

Mr. Bob Jackson
Dooley-Jones
35 East Toole
Tucson, Arizona 85702-1830

Dear Mr. Jackson:

The Arizona Game and Fish Department has reviewed the area in the SW $\frac{1}{4}$ of Section 8, the W $\frac{1}{2}$ of section 17, and the NW $\frac{1}{2}$ of section 20, T15S, R15E, and we wish to provide the following information.

The Department's Data Management System was accessed for the site, and there are no State listed special status (threatened or unique) species in the area. Also, the site does not support any unique habitat components for other species of wildlife.

Sincerely,

Duane Shroufe, Acting Director

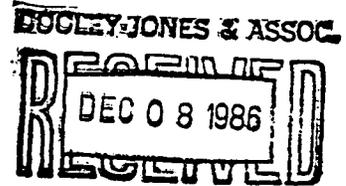
A handwritten signature in cursive script, appearing to read "Vashti C. Supplee".

Vashti C. Supplee
Habitat Evaluation Specialist
Tucson Regional Office

VCS:sr



ARIZONA STATE MUSEUM
THE UNIVERSITY OF ARIZONA
TUCSON, ARIZONA 85721



December 3, 1986

Mr. Ebenezer Ilome
Dooley-Jones & Assoc., Inc.
Post Office Box 1830
Tucson, AZ 85701-1830

Dear Mr. Ilome:

This letter is being sent with regards to your request for information located at T15S R15E Sec 8, 17, and 20, The South Kolb Road Feasibility Study.

Checking the Archaeological Site Survey Files at the Arizona State Museum, the following information has been obtained. There are no known archaeological sites in Sections 8 and 17, nor have there been any known archaeological survey projects. A map of these two projects is herein enclosed. Should your project fall within the boundaries of either of these two projects in Section 20, then additional archaeological work is not required. However, if you are outside of these areas, then the Museum does recommend that an on the ground archaeological survey be conducted on those lands. Archaeological investigations are recommended for work in both Sections 8 and 17.

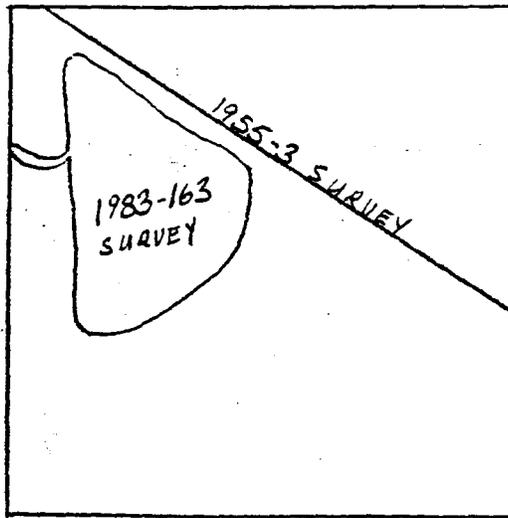
Should you have any questions concerning this statement, please feel free to contact me at 621-4011.

Sincerely,

Sharon F. Urban
Public Archaeologist

SFU:ajc
Encl. (1)

T15S R15E Section 20



1955-3 Survey for Southern Pacific

1983-163 Survey for HNTB Architects & Engineers for
the Kolb-Palo Verde Detention Basins and Outlet
Channels.



PIMA COUNTY
WASTEWATER MANAGEMENT DEPARTMENT
130 WEST CONGRESS
TUCSON, ARIZONA 85701

GEORGE A. BRINSKO
Director

PH: 792-8676

December 23, 1986

Ms. Anne Glebke, Designer
Dooley-Jones & Associates, Inc.
P.O. Box 1830
Tucson, AZ 85702-1830

RE: CAPACITY RESPONSE NO. 594

Dear Ms. Glebke:

We have reviewed your request of December 22, 1986 regarding the availability of sewer service for the following proposed use and property:

Industrial Development on 305 acres on the east side of Kolb Road between Davis-Monthan Air Force Base and the Southern Pacific Railroad.

Under existing conditions (actual developments and commitments for service through approved Sewer Service Agreements), there is capacity for this proposed development in the downstream sewerage system and in the existing 30 inch line (G-84-50) located south of the Southern Pacific Railroad at Kolb Road, the 12 inch line (G-85-18) in Valencia Road on the west side of Southpointe, or the proposed 8 inch sewer line in Century Park Research Center.

This response is not to be construed as a commitment for conveyance capacity allocation, but rather an analysis of the existing sewerage system as of this date.

Should you desire to enter into a Sewer Service Agreement, a Development Plan or Tentative Plat, showing the preliminary sewer layout for the proposed project, must be submitted and approved.

To qualify as a public conveyance system, flow must be by gravity to an existing public sewer system.

Should you desire additional information regarding this subject, please contact this office (792-8676).

Very truly yours,
Jon C. Schladweiler, P.E., R.L.S.,
Chief Engineer, Engineering Division

A handwritten signature in cursive script that reads "Robert G. Decker" followed by a stylized flourish.

Robert G. Decker, P.E.
Engineering Planning Manager, Planning Section

RGD:1b

docks extending to the rear property line provided such construction does not interfere with utility services.

D. Maximum building height: None.

E. Minimum off-street parking and loading: Refer to Chapter 18.75 (Off-street Parking and Loading Standards). (Ord. 1985-82 (part), 1985)

18.55.050 Development standards—

Detached accessory buildings.

A. Permitted coverage: Forty percent of the required rear yard and any additional space within the buildable area.

B. Maximum building height:

1. Within the required rear yard: Twenty-four feet;
2. Within the buildable area: Thirty-nine feet.

C. Minimum distance requirements:

1. To main building: Seven feet;
2. To front lot line: Fifteen feet except as provided in Section 18.51.040E (CI-1 Light Industrial/Warehousing Zone);
3. To side lot lines: None, except as provided in Section 18.51.040E; a
4. To rear lot line: Four feet, except as provided in Section 18.51.040E. (Ord. 1985-82 (part), 1985)

Chapter 18.57

AIRPORT ENVIRONS AND FACILITIES*

Sections:

- 18.57.010 Purpose and applicability.
- 18.57.020 Definitions.
- 18.57.030 Requirements for the Airport Environs Zone.
- 18.57.040 Requirements for private airport facilities.
- 18.57.050 Requirements for general aviation airstrips and ultralight facilities.
- 18.57.060 Maps.

* Prior ordinance history: Ords. 1985-82 and 1985-152.

18.57.010 Purpose and applicability.

A. Purpose. The purpose of this chapter is to:

1. Protect persons and property within the environs of airports;
2. Provide for aircraft safety in the use of airports; and
3. Regulate land use to ensure compatibility with airports.

B. Applicability:

1. This chapter establishes height and land use overlay zones for the environs of Tucson International Airport, Ryan Field, Davis-Monthan Air Force Base and Pinal Airpark.

2. Additionally, this chapter provides establishment standards and procedures for private airports, general aviation airstrips and ultralight facilities. (Ord. 1986-188 § 1 (part), 1986)

18.57.020 Definitions.

A. General: Certain terms used in this chapter shall be defined, for general purposes of this chapter, as follows:

1. Airport: A land area used for the landing and departure of aircraft.

2. Communications nuisance: A use which creates interference with radio communications and electronic navigational aids or devices, including instrument landing systems, for aircraft using the airport.

3. Dangerous activity, hazard or obstruction: An activity, structure, vegetation or other use which is dangerous to persons or aircraft using the airport or which is an obstruction or hazard to air navigation.

4. FAA: Federal Aviation Administration.

5. Illumination nuisance: A use which creates difficulty for pilots to distinguish between navigational lights or markers and other lights.

6. Noise-sensitive land use:

a. An activity or use of property which is acutely sensitive to aircraft noise generation. Examples include, but are not limited to: site built residential uses; educational, cultural and religious facilities; health services; tourist lodging services; outdoor recreational or entertainment

facilities; theaters; offices; research laboratories; and government designated wilderness areas or monuments; or

b. Such unconstructed uses as listed above, having an approved subdivision plat, development plan or building permit.

7. Visibility nuisance: A use which creates a hazard to air navigation by reducing visibility.

B. Airport Environs Zone: Certain terms used in Section 18.57.030 shall be defined, for purposes of the section, as follows:

1. Airport environs: Property within the boundary of a height or land use overlay zone for Tucson International Airport, Ryan Field, Davis-Monthan Air Force Base or Pinal Airpark, as mapped in Section 18.57.060.

2. CUZ: Compatible Use Zone.

3. Ldn (day-night average sound level): The estimated cumulative aircraft noise exposure affecting property within airport environs.

4. MCZ: Military Clear Zone.

5. Net lot area: The total lot area minus the area dedicated for rights-of-way.

6. RSZ: Runway Safety Zone.

C. Private airports, general aviation airstrips and ultralight facilities: Certain terms used in Sections 18.57.040 and 18.57.050 shall be defined, for purposes of the sections, as follows:

1. Airport, private: An airport used by or available to commercial carriers, flight training or flying schools, and private pilots.

2. Airstrip: An airport, used solely by the owner of the property, accomodating general aviation aircraft and ultralight aircraft.

3. General aviation aircraft: Aircraft with a maximum twelve thousand five hundred pounds gross weight, excluding ultralight aircraft.

4. Ultralight flightpark: An airport used by the general public or an ultralight flying club for ultralight aircraft operation. (Ord. 1986-188 § 1 (part), 1986)

18.57.030 Requirements for the Airport Environs Zone.

A. Purpose: The purpose of this section is to

regulate height and land use in the environs of civilian and military airports in order to ensure safe aircraft approach and departure, avoid the concentration of population in potential accident areas, and reduce the harmful effect of noise exposure on humans and animals.

B. Map notation: An area overlaid by the Airport Environs Zone shall be shown on county zoning maps by its underlying zone designation plus the suffix "AE".

C. Establishment: AE zoning is established as follows:

1. Height overlay zones: The following zones are established as shown on the Airport Height Overlay Maps (Section 18.57.060):

a. Tucson International Airport: Airport Height Overlay Zone 1;

b. Ryan Field: Airport Height Overlay Zone 2;

c. Davis-Monthan Air Force Base: Airport Height Overlay Zone 3; and

d. Pinal Airpark: Airport Height Overlay Zone 4.

2. Land use overlay zones: The following zones are established as shown on the Airport Land Use Overlay Maps (Section 18.57.060):

a. Tucson International Airport: Airport Land Use Overlay Zone 1, composed of the RSZ, CUZ-1, CUZ-3 and CUZ-4;

b. Ryan Field: Airport Land Use Overlay Zone 2, composed of the RSZ and CUZ-2;

c. Davis-Monthan Air Force Base: Airport Land Use Overlay Zone 3, composed of the MCZ and CUZs 1 through 4; and

d. Pinal Airpark: Airport Land Use Overlay Zone 4, composed of the RSZ and CUZ-2.

D. Use restrictions:

1. Nonconforming uses: In addition to the general provisions for nonconforming uses and buildings (Section 18.01.030D, General Provisions), a nonconforming use which began construction or alteration prior to September 3, 1985, may continue its construction or alteration, provided it is completed within one year

and is not in violation of subsections (D)(2) or (D)(3) of this section.

2. Prohibited uses within height and land use overlay zones: A use which, in the written opinion of the FAA, is determined to be a dangerous activity, hazard or obstruction or producer of a communications, illumination or visibility nuisance to aircraft using the airport.

3. Height Overlay Zone: Structural height shall not exceed the maximum established in Section 18.57.060 (Maps).

4. Land Use Overlay Zone:

a. MCZ or RSZ: Only crop raising is permitted.

b. CUZ-1:

1) Permitted uses:

a) Uses permitted in Section 18.49.030 (CPI), subsections (B), (C), (D) and (E) of Section 18.51.030 (CI-1), subsections (B), (C), (D), (E) and (I) of Section 18.53.030 (CI-2), and subsections (B), (C) and (E) of Section 18.55.030 (CI-3), except: administrative or professional offices as primary uses and airport facilities, child care centers, and banks and financial institutions as secondary uses; and retail lumber yards, motion picture studios, restaurants, doctors offices or clinics, general stores, racetracks, sports stadiums and rifle ranges;

b) Enclosed sales and display areas incidental to light manufacturing or assembly, provided no more than twenty-five percent of the floor area is occupied for such use;

c) Accessory uses for employees only, including cafeterias, offices and indoor entertainment facilities;

d) Automotive, aircraft, marine, farm equipment, mobile home and recreational vehicle sales; auto, truck and equipment rental; and

e) Drive-through only retail uses subject to subsection (D)(4)(c)(2)(c).

2) Safety requirements:

a) For uses permitted within the CPI Zone, the total ground floor area is restricted to twenty-five percent of the net lot area and the total floor

area is restricted to 37.5 percent of the net lot area.

b) For all other uses, the total ground floor area is restricted to thirty-five percent of the net lot area.

c) Any structure or use, or contiguous structure or use, shall not accommodate, by intention or design, in whole or in part, more than fifty employees and fifty non-employees at any time. This restriction shall be a special condition of the issuance of the building permit and certificate of occupancy. The premises shall thereafter continuously be posted with a form of notice of the restriction, as required by the department of planning and development services. The occupant(s) of the premises shall not permit the limitation to be exceeded.

c. CUZ-2:

1) Permitted uses:

a) Uses permitted in Section 18.49.030 (CPI), subsections (B), (C), (D) and (E) of Section 18.51.030 (CI-1), subsections (B), (C), (D), (E) and (I) of Section 18.53.030 (CI-2), subsections (B) (C) and (E) of Section 18.55.030 (CI-3), subsections (B), (C), (D), (E), (F), (G) and (H) of Section 18.43.030 (CB-1), and subsections (B), (C), (D), (E), (F), (G), (H) and (I) of Section 18.45.030 (CB-2), except: amusement or recreational enterprises (indoor); auctions, auditoriums or assembly halls; clubs; department stores; drive-in theaters; fairs, carnivals or tent shows; grocery stores (except delicatessens and convenience stores); gymnasiums; industrial or trade schools; hotels; libraries; racetracks, sports arenas or stadiums; religious rescue missions or temporary revivals; rifle ranges; schools or colleges; swimming pools; theaters; trade shows or exhibitions; and within the first one thousand feet of the CUZ-2 Zone (closest to the end of the runway), retail uses and administrative and professional office uses are prohibited as primary uses;

b) Enclosed sales and display areas incidental to light manufacturing or assembly, provided

no more than twenty-five percent of the floor area is occupied for such use;

c) Accessory uses for employees only, including cafeterias, offices and indoor entertainment facilities; and

d) Ryan Field only: Until such time when the runway is realigned, residential uses not exceeding a density of one residence per acre.

2) Safety requirements:

a) For uses permitted within the CPI Zone, the total ground floor area is restricted to thirty-three percent of the net lot area and the total floor area is restricted to fifty percent of the net lot area.

b) For all other uses, the total ground floor area is restricted to forty-five percent of the net lot area.

c. Retail uses as listed in the CB-1 and CB-2 Zones, in any building, shall not accommodate, by intention or design, in whole or in part, more than fifty non-employees at any time. This restriction shall be a special condition of the issuance of the building permit and certificate of occupancy. The premises shall thereafter continuously be posted with a form of notice of the restriction, as required by the department of planning and development services. The occupant(s) of the premises shall not permit the limitation to be exceeded.

d) Within the first one thousand feet of the CUZ-2 Zone (closest to the end of the runway), the following uses, or any combination of these uses, shall occupy no more than a total of ten thousand square feet in any building: manufacturing and assembly of electrical and electronic components; manufacturing and service of data systems; laboratories including medical, dental, research experimental and testing; and printing, newspaper publishing and binding.

d. CUZ-3:

1) The interior noise level of new noise-sensitive land uses, and accessory offices and indoor areas where the public is received, shall not exceed forty-five Ldn.

2) Residential uses are permitted only on existing residentially zoned lots.

3) Prohibited uses: Outdoor entertainment and sports events; swap meets and auctions; playgrounds, parks, and public swimming pools; and animal breeding.

e. CUZ-4:

1) The interior noise level of new noise-sensitive land uses, and accessory offices and indoor areas where the public is received, shall not exceed forty-five Ldn.

E. Administrative procedures:

1. Zone amendments: To expand the boundaries, change the location, or create a new RSZ, MCZ or CUZ, the planning and zoning commission shall initiate a rezoning in accordance with Chapter 18.91 (Rezoning Procedures) and amend the applicable map(s).

2. Zone boundaries: If a lot is:

a. Divided by an airport environs zone boundary, the development shall conform to the land use and design criteria of the respective zones in which the lot is located;

b. Partially covered by an airport environs zone boundary, only the portion of the lot within the boundary is restricted by the zone.

3. Special-use waiver:

a. Scope: A waiver from a provision of this section may be granted by the board of supervisors when the strict application of the provision would cause an unnecessary hardship which substantially limits the preservation and enjoyment of property rights.

b. Standards: A waiver shall not be granted unless:

1) The hardship is not generally caused to other properties subject to the provision;

2) The waiver is the minimum necessary to afford relief;

3) The waiver will not be materially detrimental to the rights of owners and residents of other affected properties; and

4) The waiver is consistent with the intent and purpose of this chapter and the provision of this section from which the waiver is requested.

c. Conditions: Conditions may be imposed on a waiver that will:

1) Secure the intent and purposes of this chapter and the provision of the section from which the waiver is granted; and

2) Adequately provide for the protection of surrounding property owners and residents.

4. Interpretation review:

a. The hearing administrator may review an interpretation of a provision of this chapter by a county official. A request for review may be made by an affected person who believes there has been a misinterpretation.

b. The request for review shall cite the:

1) Disputed interpretation made by the county official; and

2) Words alleged to have been misinterpreted.

5. Application: A request for waiver or review of interpretation shall be made on a form provided by the planning and development services department. Hearing fees are required.

6. Appeal to the board of supervisors:

a. An appeal from a decision or interpretation of the hearing administrator may be made to the board of supervisors by the owner or other affected person.

b. Application: An appeal shall be made within fifteen working days of the date of the appealed action, on a form provided by the department, with hearing fees. An application for review of a decision on a waiver shall include the name and address of all property owners within three hundred feet of the subject property.

c. Hearing: The supervisors shall hold a public hearing on the appeal, at which all interested persons may be heard.

d. Public notice: For review of a decision on a waiver, notice shall be mailed by the county to all owners of property within three hundred feet of the subject property no less than fifteen days prior to the public hearing. Failure to give notice shall not invalidate an action of the supervisors.

7. Appeal to superior court: Appeal from a decision of the board of supervisors may be made

to the superior court by the owner or affected persons.

8. Appeal to the board of adjustment: Requests for variances and interpretation reviews may also be made to the applicable board of adjustment in accordance with Chapter 18.93 (Board of Adjustment Variances, Temporary Use Permits and Interpretations). (Ord. 1986-188 § 1 (part), 1986)

18.57.040 Requirements for private airport facilities.

A. Purpose: This section provides establishment standards and procedures for the development of private airports to ensure their safe operation and compatibility with noise-sensitive land uses.

B. Requirements:

1. Permitted zones: RH, IR or an industrial zone.

2. Minimum site area: Refer to FAA Advisory Circular for Utility Airports (AC 150/5300-4B).

3. Conditional use permit:

a. A Type III permit is required (refer to Chapter 18.97, Conditional Use Procedures), which shall be reviewed by the aviation review committee (refer to Section 18.99.050, Aviation review committee) prior to public hearing by the planning and zoning commission.

b. Notification: The notification area shall additionally include the approach-departure corridors.

c. In lieu of a preliminary development plan the following document shall be submitted:

1) A text including:

a) The type, weight and decibel levels of aircraft using the site;

b) The proposed hours of operation; and

c) An estimate of flight frequency.

2) A site plan, at one inch equals four hundred feet scale, showing the:

a) Parcel boundaries and dimensions;

b) Runway and approach-departure corridors (as defined by the FAA); and

c) Zoning on property adjacent to the site and within the approach-departure corridors.

3) A site plan detail, at one inch equals forty feet scale, showing the:

a) Runway, including markings and identification;

b) Aircraft parking, maintenance and fueling areas, and other peripheral areas;

c) Fencing, screening and safety barriers; and

d) Accessory structures and equipment, including fire-fighting equipment.

d. The application shall also include:

1) An FAA airspace letter of determination stating no objection, with or without conditions, to the proposed facility; and

2) A statement describing the impact of the airport on the regional aviation system plan.

e. The board of supervisors may restrict the number of flights and hours of operation due to the proximity and intensity of noise-sensitive land uses.

4. Heliports and helistops on private airports shall meet the requirements of Chapter 18.58.*

D. Variance procedures: Refer to Chapter 18.93 (Board of Adjustment Variances, Temporary Use Permits and Interpretations). (Ord. 1986-188 § 1 (part), 1986)

* As of the time of codification of this chapter, the ordinance creating Ch. 18.58 was pending.

18.57.050 Requirements for general aviation airstrips and ultralight facilities.

A. General aviation airstrip:

1. Permitted zones: SR, RH, IR or an industrial zone.

2. Minimum site area:

a. Length: The length required for safe operation as shown in the flight manual of the largest aircraft to use the site (also refer to FAR Part 23.1587, Airworthiness Standards), and an additional two hundred forty feet at each end of the runway.

b. Width: Two hundred forty feet centered on the runway.

3. Conditional use permit: A Type II permit is required (refer to Chapter 18.97, Conditional

Use Procedures) including the requirements and restrictions of Section 18.57.040(B)(3)(b), (c) and (e).

B. Ultralight flightpark:

1. Permitted zones: RH, IR or an industrial zone.

2. Minimum site area: Ten acres.

3. Conditional use permit: A Type II permit is required (refer to Chapter 18.97, Conditional Use Procedures) including the requirements and restrictions of Section 18.57.040(B)(3)(c) and (e).

C. Ultralight airstrip:

1. Permitted zones: SR, RH, IR or an industrial zone.

2. Minimum site area:

a. SR: Ten acres.

b. Other zones: Five acres.

3. Conditional use permit:

a. SR: A Type II permit is required (refer to Chapter 18.97, Conditional Use Procedures) including the requirements and restrictions of Section 18.57.040(B)(3)(c).

b. Other zones: A Type I permit is required (refer to Chapter 18.97, Conditional Use Procedures) including the requirements and restrictions of Section 18.57.040(B)(3)(c).

4. Minimum runway setback:

a. SR: One hundred fifty feet from all property lines.

D. Variance procedures: Refer to Chapter 18.93 (Board of Adjustment Variances, Temporary Use Permits and Interpretations). (Ord. 1986-188 § 1 (part), 1986)

18.57.060 Maps.

A. Tucson International Airport:

1. Airport Height Overlay Zone; and
2. Airport Land Use Overlay Zone.

B. Ryan Field:

1. Airport Height Overlay Zone; and
2. Airport Land Use Overlay Zone.

C. Davis-Monthan Air Force Base:

1. Airport Height Overlay Zone; and
2. Airport Land Use Overlay Zone.

D. Pinal Airpark:

1. Airport Height Overlay Zone; and

2. Airport Land Use Overlay Zone. (See Figures 18.57.060(A)—(D))(Ord. 1986-188 § 1 (part), 1986)

Figure 18.57.060(A)(1)
TUCSON INTERNATIONAL AIRPORT
Airport Height Overlay Zone

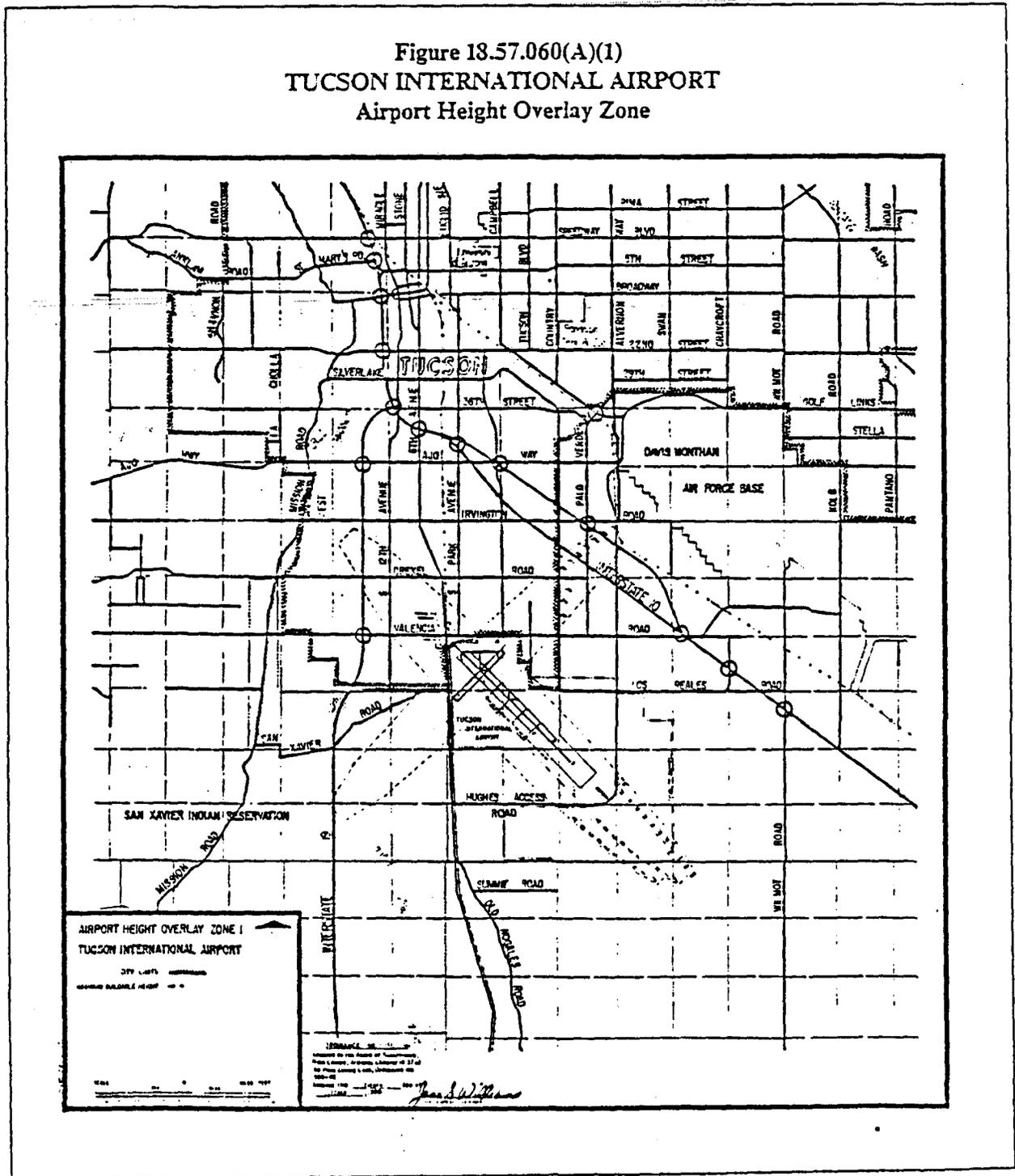


Figure 18.57.060(A)(2)
TUCSON INTERNATIONAL AIRPORT
 Airport Land Use Overlay Zone

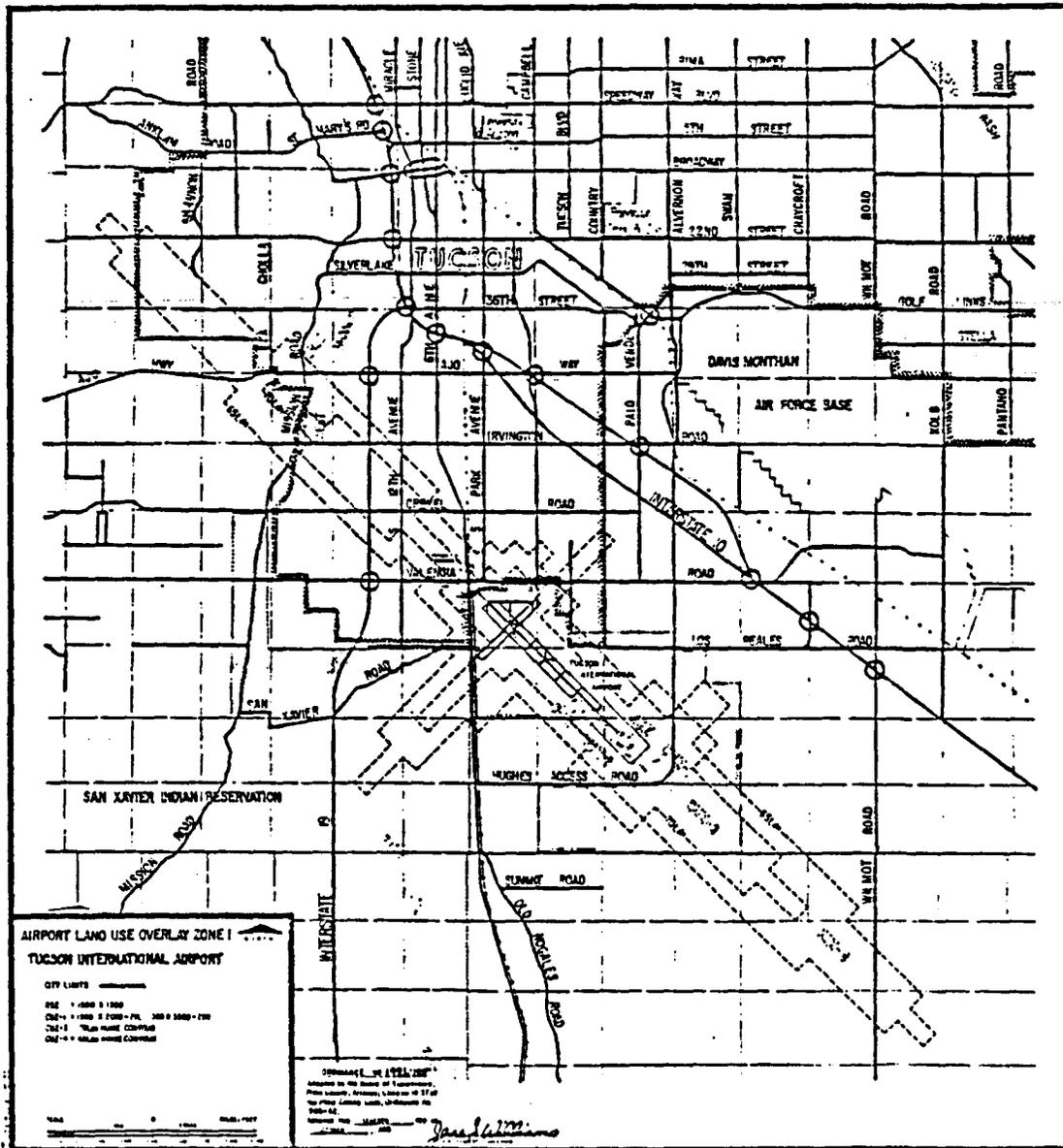


Figure 18.57.060(B)(2)
 RYAN FIELD
 Airport Land Use Overlay Zone

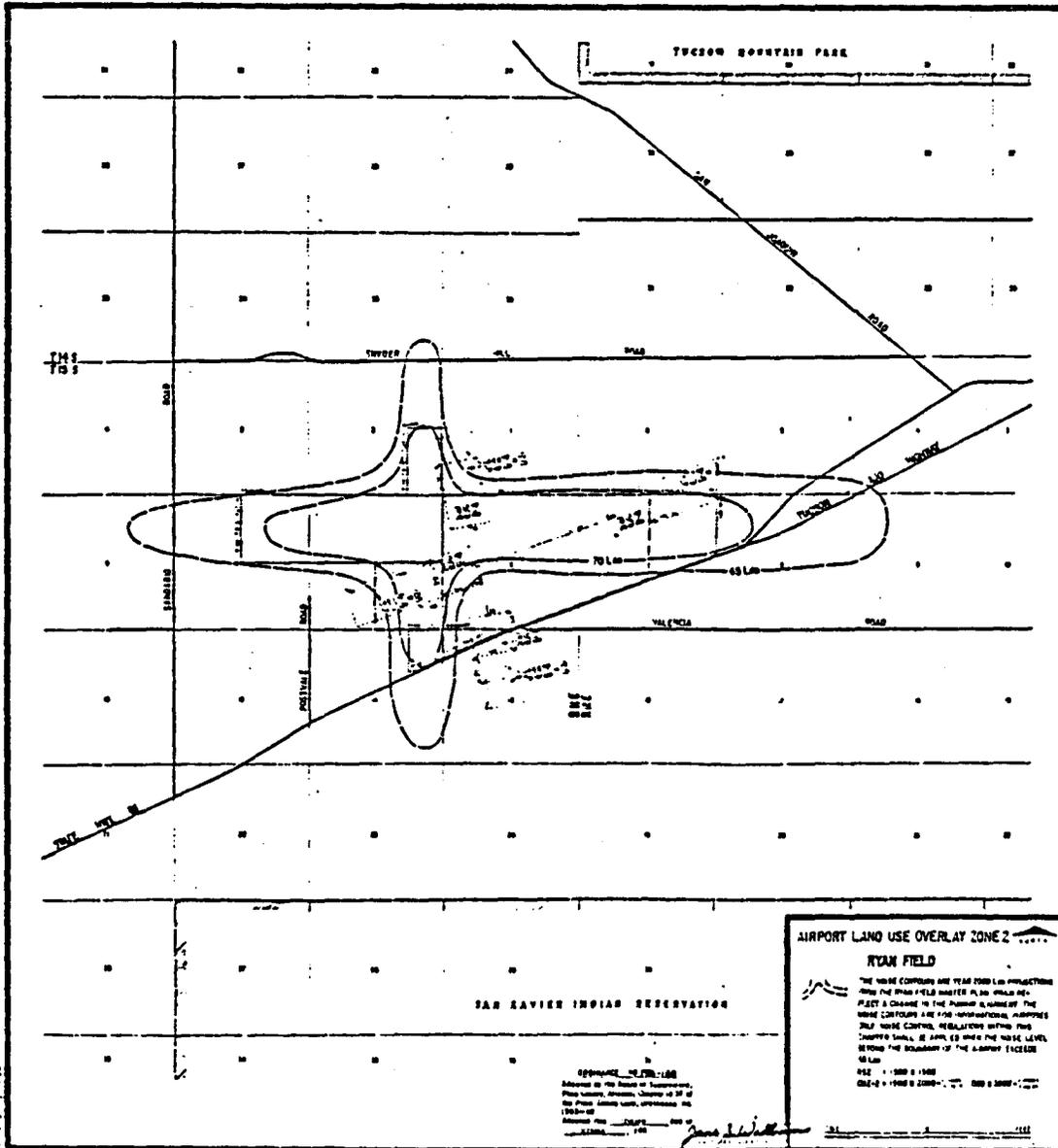


Figure 18.57.060(C)(1)
 DAVIS-MONTHAN AIR FORCE BASE
 Airport Height Overlay Zone

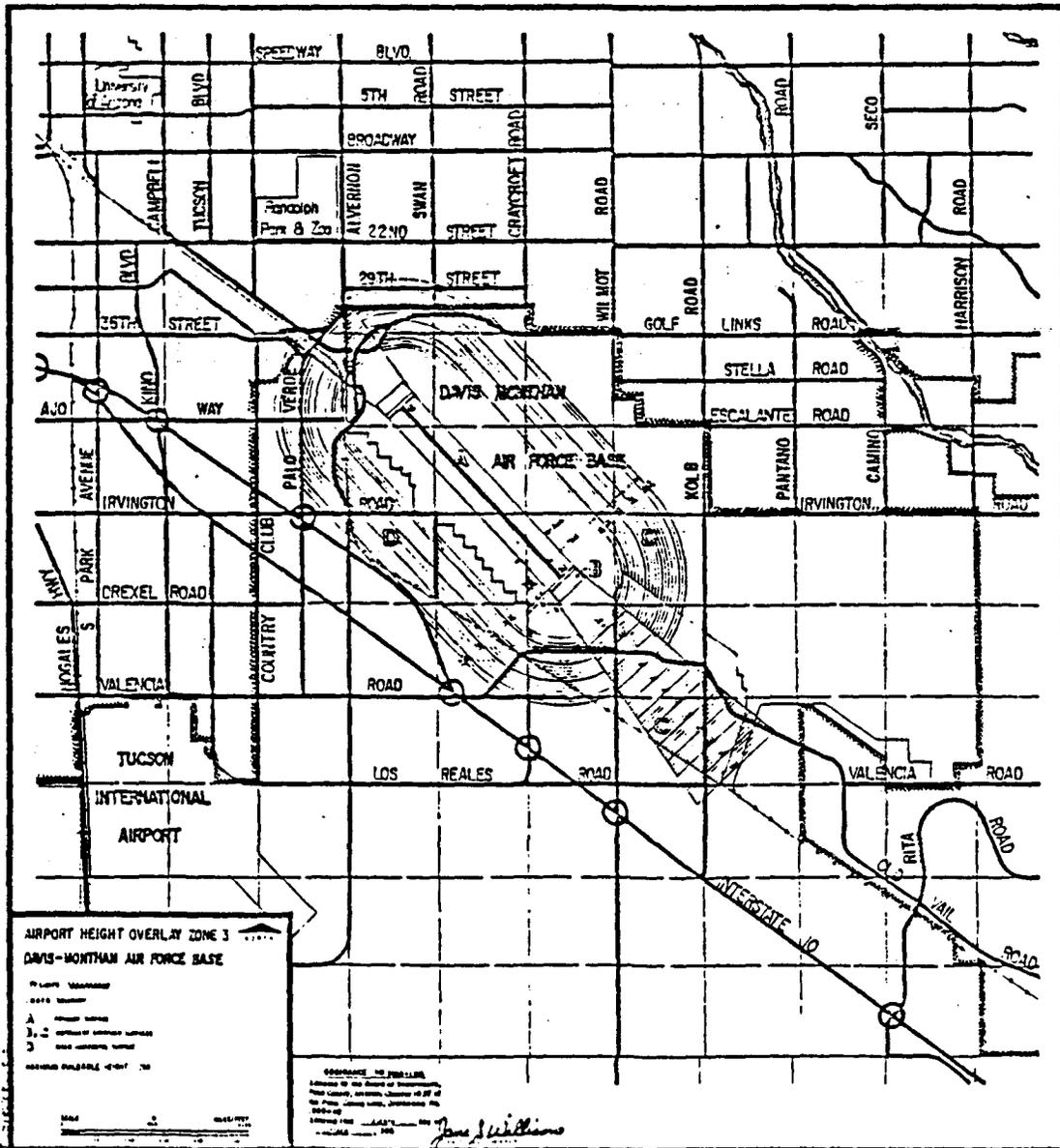


Figure 18.57.060(C)(2)
 DAVIS-MONTHAN AIR FORCE BASE
 Airport Land Use Overlay Zone

