



MEMORANDUM

Date: September 10, 2013

To: The Honorable Chairman and Members
Pima County Board of Supervisors

From: C.H. Huckelberry
County Administrator

A handwritten signature in black ink, appearing to be "CH Huckelberry", is written over the typed name and title.

Re: **Southeast Area Sub-regional Wastewater Reclamation Facility Location**

Pima County conducted a review of our longer term wastewater treatment needs in the southeastern area of our region. Various locations were explored to determine a suitable location for a future treatment facility to accommodate the need for an appropriately sized plant that can be economically planned, designed and constructed. The facility must be located such that we maximize delivery of sewage flows through gravity flow while providing for opportunities to efficiently reuse the treated effluent for beneficial public purposes.

The attached report (Attachment 1) summarizes the site analysis conducted for the location deemed most desirable for this intended future use. This County-owned property is located on Valencia Road immediately east of the Julian Wash and in close proximity to the Southeast Sewer Interceptor line.

During 2011 and 2012, a Planned Area Development (PAD) was processed through the City of Tucson for property adjoining our property. We voiced our concern for appropriate consideration of the County-owned property during the City's planning processes and requested that certain conditions be imposed on the PAD to assure compatible development with planned Pima County land uses.

During March and April 2012, Pima County also filed its objections to a proposed City of Tucson annexation that included this property within the area to be annexed. Attachment 2 is my May 3, 2012 letter that stressed the need to exclude our property from the annexation primarily due to our concern that the zoning classifications were not comparable to those approved for the adjacent PAD. Ultimately, the City of Tucson did not heed our requests and completed the annexation on June 22, 2012.

Pima County must optimize the use of its assets, and we believe the proposed wastewater reclamation facility for this County-owned property is the most advantageous for Pima County. I plan to advise the City of Tucson of our planned use for this property that is now within the city limits of Tucson.

Please let me know if you have any questions about our infrastructure planning in the southeast area.

Attachments

c: John Bernal, Deputy County Administrator for Public Works
Jackson Jenkins, Director, Regional Wastewater Reclamation

ATTACHMENT 1



**PIMA COUNTY
REGIONAL WASTEWATER RECLAMATION DEPARTMENT
201 NORTH STONE AVENUE
TUCSON, ARIZONA 85701-1207**

JACKSON JENKINS
DIRECTOR

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

August 26, 2013

TO: John M. Bernal, P.E., Deputy County Administrator – Public Works
FROM: Jackson Jenkins, Director – RWRD 
SUBJECT: **Southeast Area Sub-Regional Wastewater Reclamation Facility Study**

Please find attached to this memo the site analysis for the Southeast Water Reclamation Facility located at 5280 E. Valencia Road. This document is a follow-up from my related January 8, 2012 memo (*copy attached*) for same and is a supplement to the previously conducted 2011 Malcolm Pirnie Southeast Area Sub-Regional Wastewater Reclamation Facility Study.

This current site analysis for this property indicates that it would be our preferred location for a Sub-Regional Water Reclamation Facility in this southeast region compared with other locations evaluated in the Malcolm Pirnie Study.

I am available should you wish to discuss further.

JJ:mo

Attachments

Southeast Water Reclamation Facility

Site Analysis



Pima County

Regional Wastewater Reclamation Department

August, 2013

Introduction

The following report summarizes the site analysis for the subject properties, located at 5280 E. Valencia Road. The site was evaluated for the placement of a wastewater treatment plant and was chosen due to its proximity to the Southeast Interceptor (SEI).

Existing Land Uses

The project site is located along the west side of Valencia Road, adjacent to the southerly boundary of the Union Pacific Rail Road, and north of the Julian Wash. The properties are located within Section 11, Township 15 South, Range 14 East within the City of Tucson limits. The site is vacant and comprised of five parcels, identified as:

- 140-36-004E
- 140-36-004F
- 140-36-004G
- 140-36-004H
- 140-36-004J

Existing Zoning

Project Site	Light Industrial and Residential (I-1 & R-1)
North	Light Industrial (CI-1)
South	Planned Area Development and Residential (PAD21 & R-1)
East	Residential (R-1)
West	Light Industrial and Residential (CI-1 & CR-3)

Off-site Land Uses

North	Railroad Tracks, Vacant
South	Craycroft Elementary School
East	Pima Air & Space Museum/ Arizona National Guard
West	Vacant

Current or Recent Land Use Actions Nearby

4975 E. Benson Highway: located east of the subject site, this property was rezoned in May 2012 to a Planned Area Development to allow for a mix of office, commercial, light industrial and multi-family residential uses over 195 acres. (C9-12-03)

5900 S. Craycroft Road: located north of the subject site, this property received an approved development plan in September, 2012 for a solar generation facility over 160 acres. (P1212-010)



View to the north

Annexation

On May 22, 2012 the City of Tucson annexed the subject parcels as part of a larger annexation of 354 acres.

Well Sites

There are no registered wells onsite, or within 1000 feet of the subject site. The nearest registered well is located at the Pima Air and Space Museum site, approximately 2000 feet northeast of the subject site.

Topography

The topography of the site gently slopes from east to west with a high elevation of 2702 feet, and a low elevation of 2692 feet. There are no other significant topographical features within the subject site.

Hydrology

There are no on-site regulated watershed discharge points. Adjacent to the eastern boundary is an unnamed drainage way that drains portions of Valencia Road into the Julian wash. Adjacent to the southern boundary of the site is the Julian Wash. It is considered a major wash with flows in excess of 2000 cfs, but less than 10,000 cfs. The site generally directs sheet flow south into the Julian Wash; there are no man made drainage structures located within this site.

Biological Resources

The subject site contains a variety of plant species. The western portion of the site contains a higher density of trees, primarily native Mesquite and Whitethorn Acacia while creosote bush and brittlebush are common on the eastern portion. The site does not contain any federally listed Threatened and Endangered Species, Saguaros or other prominent cacti or trees. Out of 15.14 acres, approximately 3.3 acres is identified as Xeroriparian D habitat.

According to the Arizona State Game and Fish Department, the Mexican Long-tongued Bat is known to occur within three miles of the project site. A field survey was conducted in 2010 and no instances of bats or cliff swallows were observed. The site was also surveyed for the burrowing owls, and no instances of burrowing owl or burrowing owl sites were discovered. The site is subject to frequent human disturbances with Valencia Road, the new Loop bike path, and the Union Pacific Railroad tracks surrounding the site.

Transportation

North and east of the project site, Valencia Road is an existing four lane, divided roadway with a posted speed limit of 45 miles per hour. The average daily traffic count on Valencia Road, east of I-10 is 24,613 vehicles per day. By 2035, it's estimated that Valencia Road will handle approximately 39,400 vehicles per day near the project site.

Future plans call for the widening of Valencia Road, from Alvernon Way to Wilmot Road. The roadway will be improved to six lanes with sidewalks and six foot multiuse lanes for bicycles. Immediately adjacent to the project site, the existing Valencia Road overpass will be widened to accommodate the six lanes. The overpass will not require additional right-of-way within the project site, but slope easements for the overpass may be required. The project was tentatively scheduled to start construction in fiscal year 2012/2013, but is now anticipated to start in September 2013.

Transit

Sun Tran serves the area at 30 minute intervals with the Route 26 Craycroft service. The nearest stop is on Littletown Road, approximately 1400 feet south of the subject site.

Viewsheds

The views in this area are generally of the Catalina Mountains to the north, the Rincon Mountains to the east, the Tucson Mountains to the west and the valley floor to the south. The area in and around the project site is developed with a mixture of uses, from single family residential units, solar fields and other industrial uses. The project site is highly visible from Valencia Road as the roadway rises 34 feet above the site to allow the Union Pacific trains to cross Valencia below the roadway. The surrounding residential properties are zoned CR-3 which allows a maximum building height of 34 feet, while adjacent

CI-1 zoning allows up to 39 feet. Any future development heights within the project site will likely be in line with what is permitted within the surrounding zoning uses and the adjacent Valencia Roadway.



View to the east

Cultural Resources

A discussion with Pima County's Cultural Resources Department revealed that the entire site was surveyed for cultural resources (Class III inventory survey) in 2011 as part of the Valencia Road widening project. One archaeological site was discovered within the project site, a small historic trash dump that has been recommended as not having any cultural significance and will not impact the development of this site.

Utilities

The project site falls within the service area of Tucson Water but is not presently served. Tucson Water has an existing 16-inch main located within the Littletown Road right-of-way, approximately 1250 feet to the south of the site. This main is a public main and available to connect to with the approval of Tucson Water. There is an existing 12-inch main located within the Valencia Road right-of-way to the north. The main within Valencia comes from the east, and terminates in front of the Army National Guard facility at 5500 W. Valencia Road, approximately 1300 feet to the northeast of the site. This main is classified by Tucson Water as a "Protected Main", which may require an agreement with the developer of this main prior to connecting to it. The main was paid for and installed by the Army National Guard in

2003, and will maintain the "Protected Main" designation through December, 2018 at which time connections to this main can be made without an agreement of the developer.

A connection to the water main within Littleton Road would require easements through private property and placement of the main under the Julian Wash to serve the site. A connection to the main in Valencia Road would require an agreement with the Army National Guard to connect, and require an easement through private property and the Union Pacific Railroad to serve the site. Both potential connections will likely require a jack and bore to extend service to the site.

The project site lies within the service boundary for Tucson Electric Power (TEP). Several attempts were made to contact TEP regarding proximity to existing services, but TEP did not respond. It is assumed that existing services are within a reasonable distance to the project site; however this will need to be confirmed with TEP prior to the start of design and construction.

Additionally, the project site is served by Southwest Gas. Several attempts were made to contact Southwest Gas regarding proximity to existing services, but Southwest Gas did not respond. It is assumed that existing services are within a reasonable distance to the project site; however this will need to be confirmed with Southwest Gas prior to the start of design and construction.

Aviation Regulation

The project site is within the impact zones of two airports and wastewater treatment or groundwater recharge are generally not allowable uses for this site. However, as noted in this discussion there maybe flexibility to address airport considerations during further site development analysis.

Davis-Monthan AFB is located just north of the project site. The southern edge of the runway is located one mile from the site, and a taxiway is located approximately 3200 feet from the site. Per the FAA guidelines, Davis-Monthan AFB is regulated as an airport that serves turbine powered aircraft and is subject to more stringent recommendations due to this and its proximity to the site. The FAA recommends a 10,000-foot separation between the aircraft operations area and the hazardous wildlife attractant. In addition to this, the FAA recommends an airport maintain a five mile boundary free from hazardous wildlife attractants in order to protect the approach, departure and circling airspace. The project site is not located within an approach or departure corridor; however a portion of the site falls within the Davis-Monthan AFB noise control district. This designation will not have an impact on the plant siting or operations.

The Tucson International Airport (TIA) is located west of the project site. The eastern edge of the runway is located 3.5 miles from the site. The project site is within a five mile radius of Tucson International Airport's air operations area, and the proposed treatment plant could be affected by TIA's air operations area. The Draft Tucson International Airport Master Plan has identified a "Special Planning Area" for the placement of a third runway. This special planning area would expand the air operations area to the east, placing the proposed third runway approximately 2.30 miles from the project site.

The Federal Aviation Administration (FAA) has issued guidance on the regulation of hazardous wildlife attractants in and around airports. The FAA established criteria to help protect existing airports from land uses that might cause hazardous wildlife to encroach onto, into or across an airports air operations area.

In its own words, the FAA strongly recommends against the construction of new wastewater treatment facilities within a five mile radius of the air operations area. Should a wastewater treatment facility be placed within a five mile radius, the FAA recommends that airport operators voice their opposition to these facilities due to its potential to attract birds and other hazardous wildlife. The FAA Advisory does not state how a wastewater treatment plant near an airport can be mitigated to prevent the attraction of birds and other hazardous wildlife. It is likely open bodies of water would not be permitted, but It is not known if a covered facility would be sufficient mitigation. Any mitigation requirements would be up to the FAA, the local operators of Davis-Monthan AFB, and TIA and should be addressed during the facility planning stage.

Due to the project site's proximity to the airports design considerations should be given to the operation of the treatment plant should Tucson Water's ability to receive reclaimed water change. The current plan is to discharge reclaimed water into the Tucson Water system for recharge or reuse. If a shutdown of the reclaimed water line were to occur for any amount of time, provision should be made for a return to the SEI for disposal. This situation could be addressed by increasing the size of the sludge return line to accommodate a portion of the potential influent flow capacity, or a by installing a second emergency bypass line. Some discharge into the SEI should be expected during a short term reclaimed line shut down; as some amount of influent flow into the treatment plant will have to occur to keep the plant operational.

Open percolation or recharge basins associated with this facility would have to be located five miles from the air operations areas of TIA and Davis-Monthan AFB. This would eliminate a significant portion of vacant land south of Interstate 10, east of Interstate 19, and would extend beyond the prison complex to the south. For comparison's sake, the proposed Southeast Houghton Area Recharge Project is approximately 4.5 miles east of the Davis-Monthan air operations area and Ryan Airfield is located 3.5 miles from Tucson Water's recharge basins. While this is a risk that needs to be considered in the locating and operating of a wastewater treatment plant, it shows that the operators of the local airports have shown flexibility and a willingness to work with local water utilities.



View to the northeast

Wastewater Treatment Facility

In 2011, the Southeast Area Sub-Regional Wastewater Reclamation Facility Study, by Malcolm Pirnie Inc. looked into developing and siting a wastewater treatment plant in the southeast area. While this project site was not part of the Malcolm Pirnie analysis, they did examine possible treatment technologies and their potential building footprint. The study recommended the placement of a 6 MGD facility as being adequate to serve the future growth in this area while still leaving sufficient wastewater flows within the SEI. The study analyzed the use of sequencing batch reactors (SBR) and membrane bioreactors (MBR) due to their compact layout and ability to cover the process areas for odor control, helping to reduce the attraction of hazardous wildlife. The project site is able to handle either type of treatment process while still meeting the 350-foot setbacks required by ADEQ for odor and noise abatement.

Adjacent to the southern boundary of the project site, the SEI runs along the southern bank of the Julian Wash. It is in this area that a new pump station will be located to offload flows from the SEI and into the new plant. Additional easements will likely be required to accommodate the placement and access to the pump station. The final location of the pump station has not been chosen, however there is an existing manhole (MH 7000-27) within this reach of the SEI. This manhole presently contains a permanent flow meter and due to the hydraulic changes that are expected to be generated by the pump station, this metering station will need to be relocated to ensure accurate metering data. If RWRD

elects to not haul the biosolids then a return line will need to be constructed to convey the solids into to the SEI for ultimate treatment at the regional biosolids handling facility.

Reclaimed Water Line

Tucson Water owns and operates the reclaimed water distribution system within the metropolitan area. The current design concept for reclaimed water management is for all of the reclaimed water generated from this facility to be discharged directly into Tucson Water's reclaimed system. Tucson Water has future plans to extend an existing 24 inch reclaimed water main east down Drexel Road then down to the Valencia Road alignment; presently this line terminates in Drexel Road, just east of Campbell Avenue. At this time, Tucson Water's extension of this line is not funded, and it is not known when the line will be extended. The extension of Tucson Water's reclaimed line is critical to the success of this site. Without this extension, this site would become cost prohibitive because of the need to pump the reclaimed water to an offsite recharge facility.

References

City of Tucson. 2012. Annexation Ordinance No. 10988

Federal Aviation Administration (FAA). 2007. Advisory Circular, Hazardous Wildlife Attractants on or Near Airports. AC 150/5200-33B

Malcolm Pirnie Inc. 2011. Southeast Area Sub-Regional Wastewater Reclamation Facility Study.

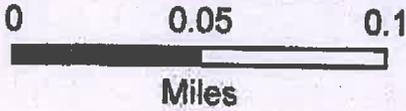
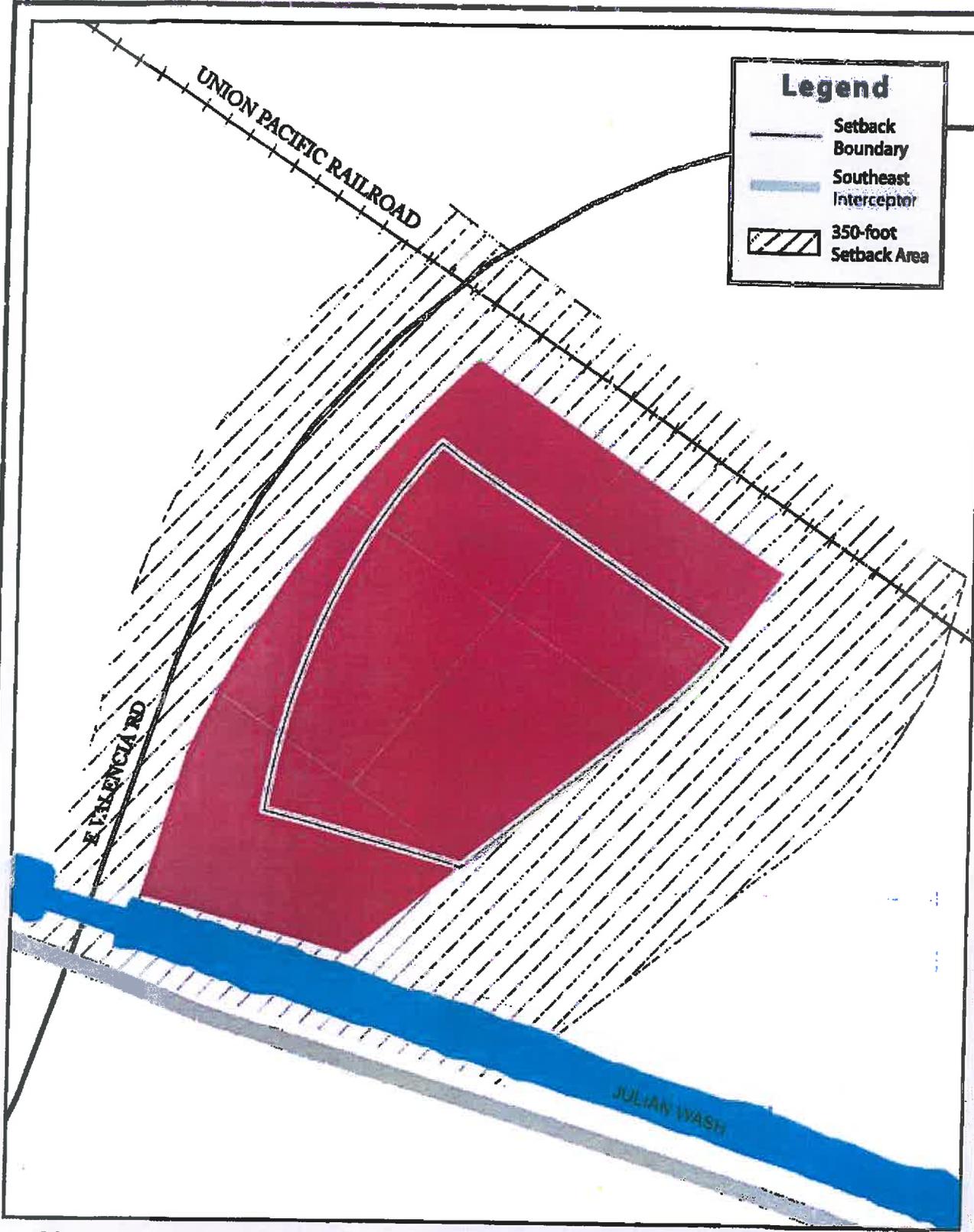
Pima County Department of Transportation (PCDOT). 2011. Valencia Road, Alvernon Way to Wilmot Road Visual and Aesthetic Resource Report.

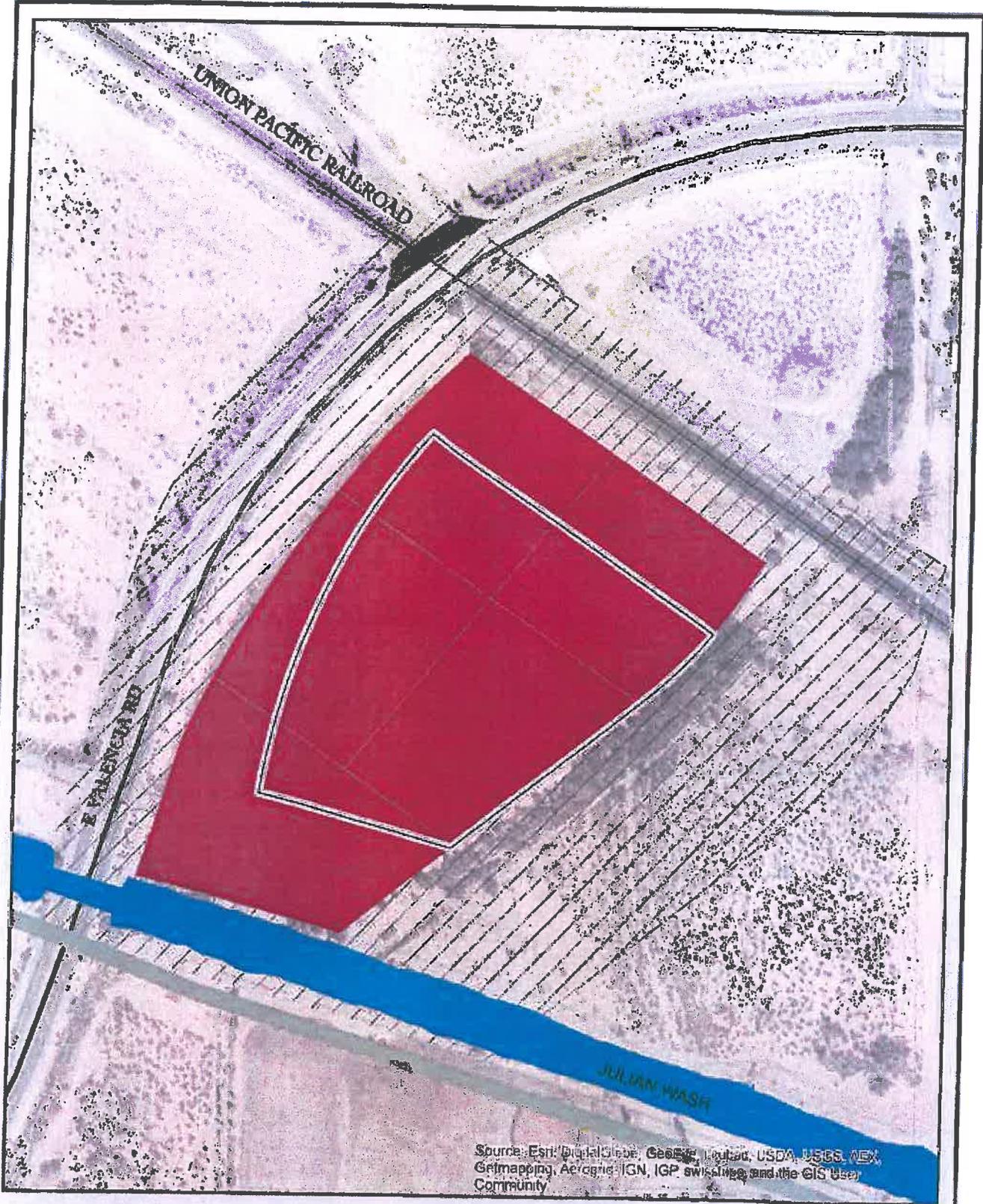
Pima County Department of Transportation (PCDOT). 2011. Valencia Road, Alvernon Way to Wilmot Road Biological Evaluation

Tucson Water. 2013. Water Valve Maps

Legend

- Setback Boundary
- Southeast Interceptor
- 350-foot Setback Area



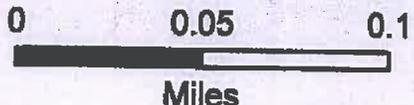


UNION PACIFIC RAILROAD

E VALENCIA RD

JULIAN WASH

Source: Esri, DigitalGlobe, GeoEye, IGN, USDA, USGS, WEX, Geomatics, Aerovie, IGN, IGP switzerland, and the GIS User Community



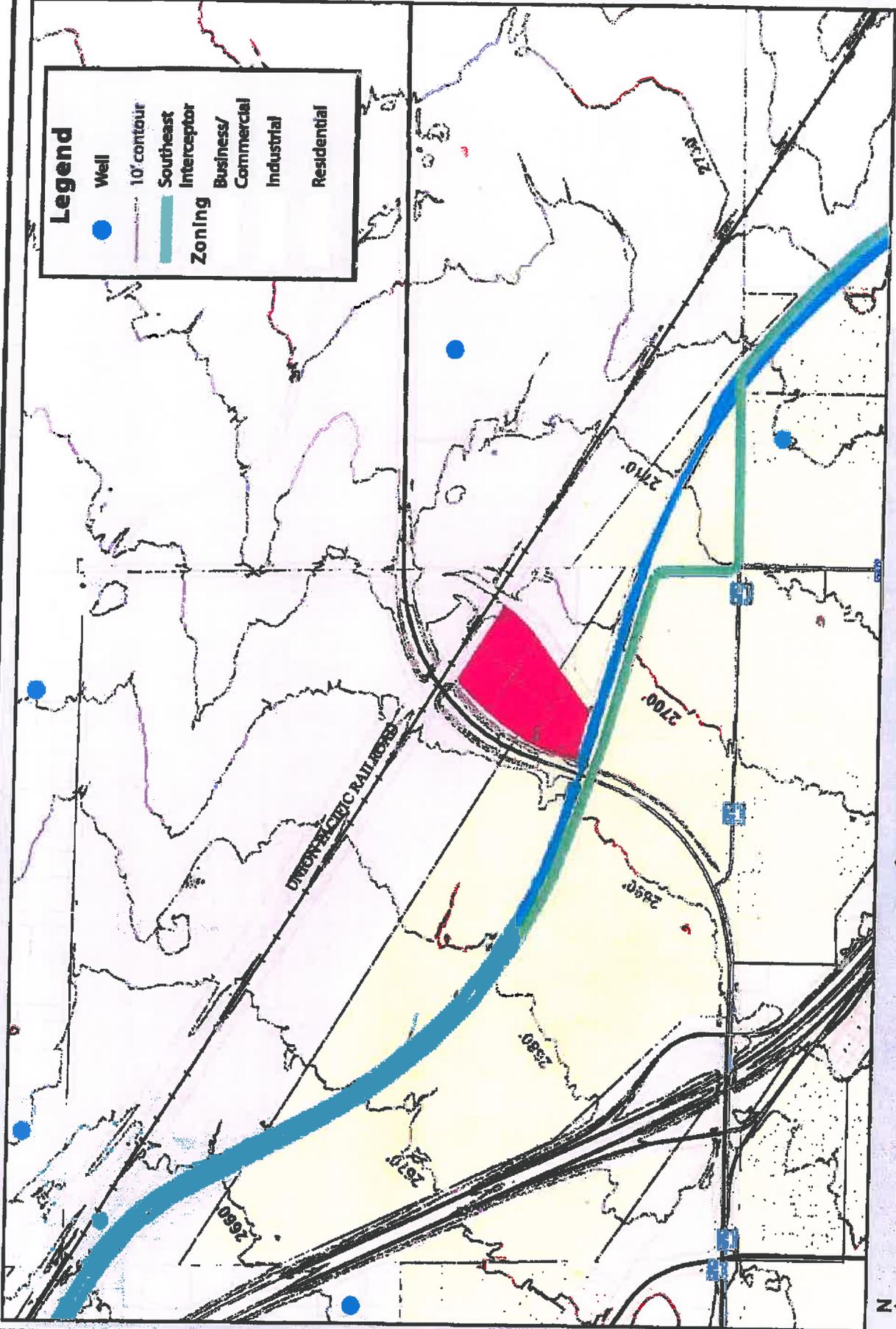
Miles

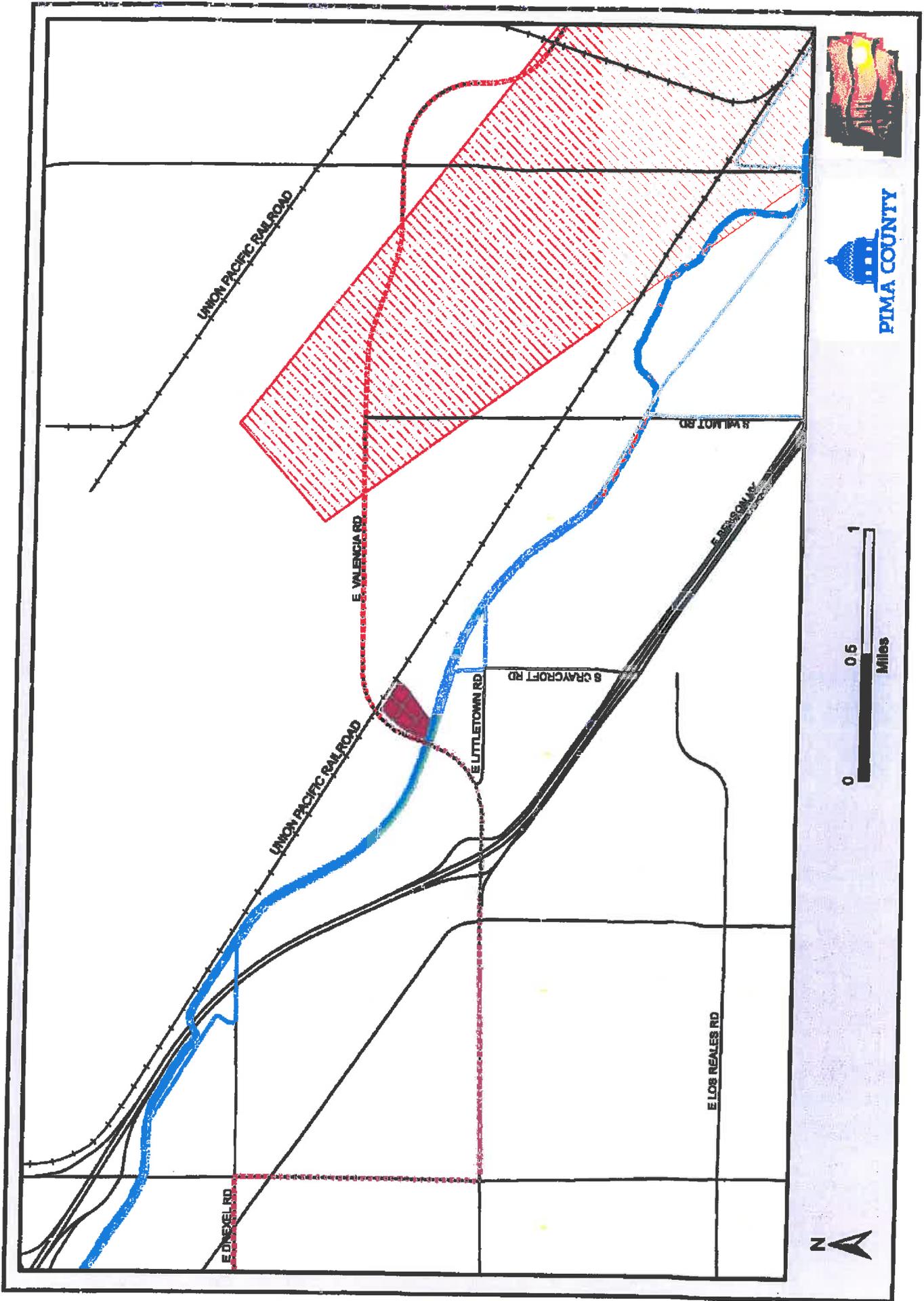




Legend

- Well (Blue dot)
- 10' contour (Red dashed line)
- Southeast Interceptor (Blue line)
- Zoning
 - Business/Commercial (Yellow)
 - Industrial (Light Green)
 - Residential (Light Purple)







**PIMA COUNTY
REGIONAL WASTEWATER RECLAMATION DEPARTMENT
201 NORTH STONE AVENUE
TUCSON, ARIZONA 85701-1207**

**JACKSON JENKINS
DIRECTOR**

PH: (520) 740-6500
FAX: (520) 620-0135

January 8, 2012

TO: John M. Bernal, P.E., Deputy County Administrator – Public Works
FROM: Jackson Jenkins, Deputy Director *Jackson Jenkins*
SUBJECT: Evaluation of 5280 E. Valencia – Addendum to the Southeast Area Sub-Regional Wastewater Reclamation Facility Study (Malcolm Pirnie, Aug. 2011)

Staff has completed an evaluation of the property identified as 5280 E. Valencia for its suitability as a sub-regional wastewater reclamation facility (*see attached*). The site has access off of Valencia Road, is close to the Southeast Interceptor sewer (SEI), and is large enough to cover the footprint of a hypothetical 6 MGD treatment facility.

Because the site is further downstream along the SEI than most of the other locations evaluated, it has the ability to treat more wastewater from the Interceptor. This location is also close to a possible future reclaimed water system alignment along Valencia Road, which would allow for a short connection to the future reclaimed water system heading to the east, towards the planned SHARP recharge facility.

The two major site constraints are that the site overlaps the 100-year and 500-year flood plain boundaries and the SEI is on the opposite side of the Julian Wash. Imported fill can mitigate the flood plain elevation issue, and a pump station and force main would be required on property next to the SEI to pump the wastewater under the Julian Wash to this location.

As with all locations evaluated, the ultimate use of the treated water generated by this type of facility should be developed before finalizing site selection. The two leading options are to develop a local recharge/recovery facility or directly pump the water into the reclaimed water system. Both options require evaluation of additional land and infrastructure needs above those for the reclamation facility.

Given all factors associated with selecting a potential site for a future reclamation facility, this location has some of the most favorable characteristics and should be considered for additional analysis of treated water management.

Attachment

c: Eric Wieduwilt – Deputy Director Planning and Engineering
Ed Curley – Consultant

Addendum 1

Siting Area 1, Property 7: 5280 East Valencia

Siting Area 1 – Wilmot Road / I-10 Area

The Siting Area 1 is described within section 3.2, page 3-2 of the Southeast Area Sub-Regional Wastewater Reclamation Facility Study, completed by Malcolm Pirnie, Inc. in August 2011.

Property No. 7: 5280 East Valencia Road

Property No. 7, shown in Figure 1 is bounded by Valencia Road to the west, the Union Pacific Railroad tracks to the north, a drainage way to the east, and Julian Wash to the south. The subject parcel is made up of five parcels that comprise 15.14 acres. The five parcels are vacant; approximately 50% of the land area is designated as FEMA Zone A (100-year), with the remaining land area being designated as Zone X (500-year). The property is located within the City of Tucson limits with a mixture of I-1 (Industrial) and R-1 (Urban Residential) zoning. The only vehicular access to the site is from Valencia Road, which is limited due to the Valencia Road overpass. Figure 2 shows the available footprint for a 6 MGD facility leaving the site in compliance with the 350-foot setback. The 350-foot setback is met with the inclusion of the Valencia Road R.O.W., Julian Wash, and the Union Pacific Railroad tracks. The area within the buildable portion of the site comprises 8.5 acres. The topography is flat and is located adjacent to the SEI.

Qualitative Evaluation

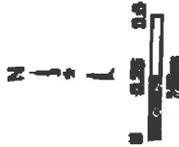
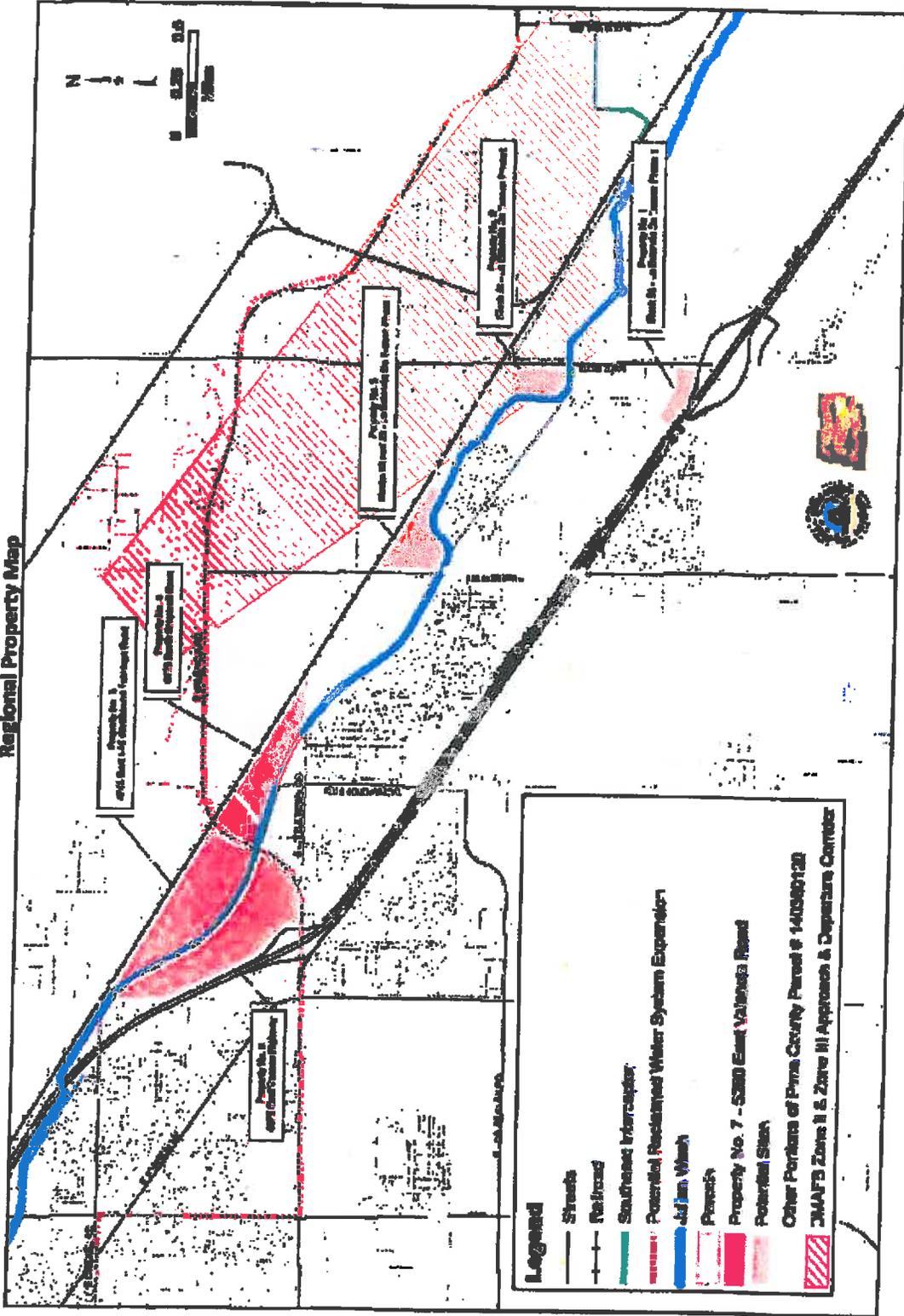
Institutional & Community Criteria Table

Siting Area	Property No.	Description	Adequate Space for 350-foot Buffer		Environmental / Cultural			Airspace	
			Floodplain	Endangered Species	Riparian Habitat	Cultural Resources	FAA Guidance	DMAFB Approach	
1	7	5280 E. Valencia Road	✓	✓	✓	✓			✓

Criteria for Accessibility to Infrastructure Table

Siting Area	Property No.	Description	Interceptor Is Accessible (SE or PTI)	Reclaimed System Is Accessible	SHARP Is Accessible	Potential Reuse Sites are Accessible	Convenient Vehicle Access	Electrical Power Service Is Accessible
1	7	5280 E. Valencia Road		✓			✓	✓

Regional Property Map



- Legend**
- Streets
 - Railroad
 - Sanitization Interceptor
 - Potential Reclaimed Water System Expansion
 - Adj. Jan. Wash
 - French
 - Property No. 7 - 5200 East Veterans Road
 - Potential Station
 - Other Portions of Pima County Parcel # 140300120
 - CMAA Zones II & Zone III Approach & Departure Corridor

Property No. 7 - 5200 East Veterans Road



Site Issues Criteria Table

Site Area	Property No.	Description	Accommodate 6 MGD Sequencing Batch Reactor	Accommodate 6 MGD Membrane Bioreactor	Integrated Lift Station Site	Access to Minimum Future Flow	Has Significant Existing Flow	On-site Setback/Buffer	Adjacent Residential Neighborhoods
1	7	SWDE Valcadio Road	✓	✓	✓	✓	✓		

Cost Evaluation

Property-specific Cost Opinions – Siting area 1, property 7

Property 7 is comprised of five parcels that are currently owned by Pima County. Sufficient land exists to construct and operate a WRF on this site and maintain the necessary 350-foot setbacks. The site can fit either the 6 MGD SBR or 6 MGD MBR facility. A raw water lift station and force main will be required to convey flows from the SEI, under the Julian Wash to the site.

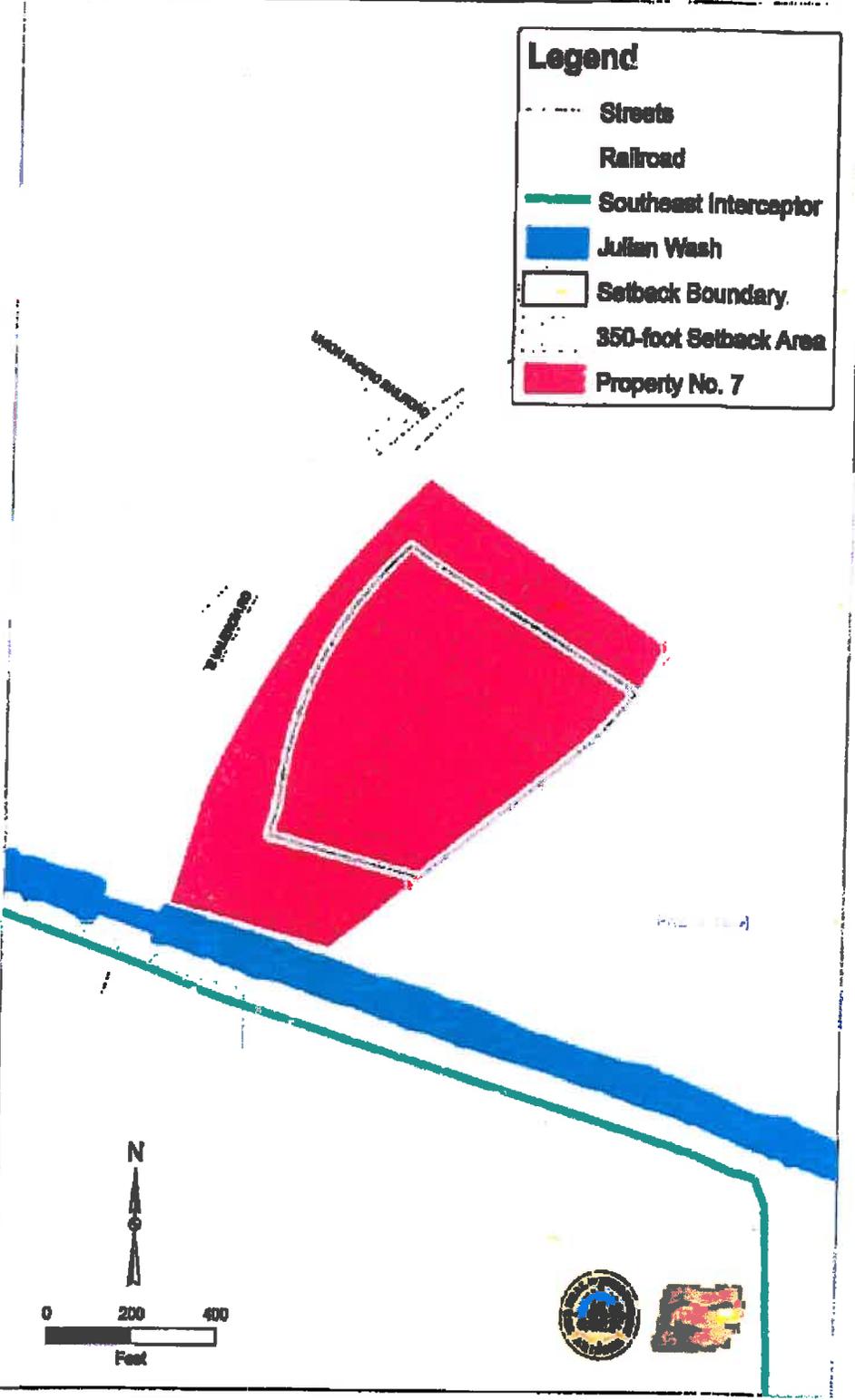
Conceptual Cost Table – Siting area 1, property 7

Capital Cost	
WRF Capital Cost (6 MGD SBR)	\$ 66,130,000
6 MGD Raw Wastewater Lift Station and Force Main	\$ 1,475,000
6 MGD Reclaimed Water Forebay, Pump Station and Pipeline	\$ 1,525,000
Total Capital Cost	\$ 69,130,000
Annual Operations and Maintenance Costs	
WRF O&M Cost (6 MGD SBR)	\$ 2,650,000
Raw Wastewater Lift Station O&M Cost (6 MGD)	\$ 12,000
Reclaimed Water Pump Station O&M Cost (6 MGD)	\$ 51,000
Total O&M Cost	\$ 2,713,000
Annualized Costs	
Annualized Capital Cost (15 Years @ 5 percent)	\$ 6,560,100
Total O&M Cost	\$ 2,713,000
Total Annualized Cost	\$ 9,273,100

Property No. 7 – 5280 East Valencia Road

Legend

- Streets
- Railroad
- Southeast Interceptor
- Julian Wash
- Setback Boundary
- ⋯ 350-foot Setback Area
- Property No. 7



Cost Evaluation Summary Table

	Capital Cost	Annual O&M Cost	15-year Present Worth
Siting Area 1, Property 2 (6 MGD MBR)	\$ 89,688,000	\$ 3,246,000	\$ 123,383,000
Siting Area 1, Property 3	\$ 77,180,000	\$ 2,710,000	\$ 105,313,000
Siting Area 1, Property 4	\$ 75,841,000	\$ 2,713,000	\$ 104,005,000
Siting Area 1, Property 5	\$ 75,343,000	\$ 2,717,000	\$ 103,548,000
Siting Area 1, Property 6	\$ 74,855,000	\$ 2,717,000	\$ 103,060,000
Siting Area 1, Property 7	\$ 69,130,000	\$ 2,713,000	\$ 97,291,000
Siting Area 2, Property 1	\$ 78,866,000	\$ 2,833,000	\$ 108,281,000
Siting Area 2, Property 2	\$ 78,866,000	\$ 2,833,000	\$ 108,281,000
Siting Area 2, Property 3 (6 MGD MBR)	\$ 91,634,000	\$ 3,257,000	\$ 125,449,000
Siting Area 3, Property 3	\$ 70,606,000	\$ 2,716,000	\$ 98,804,000

Site Data Sheet

Siting Area	1	
Property	4	Pima County Property
Description		Pima County Property
Current Owner		15.14 (approximately 8.5 acres is available for construction)
Area (acres)		
Maximum WRF Capacity Footprint Supported (MSD)	6	
Membrane Bioreactor	6	
Squenching Batch Reactor		
Interceptor Served		Southeast Interceptor
Distance to Interceptor (miles)	0	
Distance to Existing Reclaimed System (miles)	5.4	
Distance to SHARP (miles)	9.1	
Distance to Future Reclaimed System (miles)	0.8	
Vehicle Access		South - None North - None East - None West - Valencia Road
Summary of Pros and Cons of Site:		
Pros:		<p>Property is adjacent to the Southeast Interceptor</p> <p>Site is large enough to accommodate 6.0 MSD facility</p> <p>Adjacent to the Union Pacific Rail Road tracks, Julian Wash, and a County Park (Thomas Jay), providing a buffer from residential areas</p> <p>Pima County owns the property</p> <p>Down-gradient location serves more existing sewer flows than up-gradient sites</p> <p>Easy access from Valencia Road and Interstate 10</p> <p>There are no adjacent residential properties</p> <p>Further from Houghton reclaimed water reservoir and SHARP site</p> <p>Craycroft Elementary and Laffier Middle School are located south of the site</p>
Cons:		

ATTACHMENT 2



COUNTY ADMINISTRATORS OFFICE

PIMA COUNTY GOVERNMENTAL CENTER
130 W. CONGRESS, TUCSON, AZ 85701-1317
(520) 724-8661 FAX (520) 724-8171

C.H. HUCKELBERRY
County Administrator

May 3, 2012

The Honorable Mayor and Council
City of Tucson
P. O. Box 27210
Tucson, Arizona 85726-7210

Re: Proposed Valencia Crossing Annexation District

Dear Mayor and Councilmembers:

I previously corresponded regarding this matter and repeat Pima County's requests regarding the Valencia Crossing annexation and the Valencia Crossing Preannexation and Development Agreement.

Exclude County Property from Annexation

As stated in the past, the County does not wish to have County property included in this annexation district. To date, these requests have not been acknowledged. The primary reason for this request is that the County was not consulted regarding the annexation. Had we been consulted, we would have requested the same zoning classification for County property now being provided to the Valencia Crossing property. We again request County property be excluded from the annexation or that the same zoning classification granted to Valencia Crossing translate to the County property.

River Park and Loop Development

The County Regional Flood Control District will be constructing river park trail and bikeway improvements along the Julian Wash. These improvements are imminent; therefore, we request full cooperation in granting necessary rights of way or easements for the development of this river park component of The Loop.

The Honorable Mayor and Council
Re: **Proposed Valencia Crossing Annexation District**
May 3, 2012
Page 2

In addition, the County is involved in a land exchange that may proceed to conclusion. We request that any annexation of the property or the Preannexation and Development Agreement ensure that the right of way for the Julian Wash River Park Loop segment be granted when ready for construction by the County.

Impact Fees for Valencia Road Improvements

Finally, the City has agreed to defer impact fees for the development of Spine Road with the development of the Valencia Crossing property. While we have no objection to the developer receiving credit for this development improvement, we would caution the Mayor and Council that Regional Transportation Authority (RTA) Project 24, Valencia Road, Alvernon Road to Kolb Road, has City development impact fee contributions of \$3 million due. The County is administering this project, due to City and unincorporated area jurisdiction. Any deferral of impact fees lessens the impact fees available to the City to meet this obligation.

The Valencia project is now in design, and we anticipate the necessity of City matching funds, as committed in the RTA Plan, in the near future.

Thank you for your consideration of these requests.

Sincerely,



C.H. Huckelberry
County Administrator

CHH/dph

c: The Honorable Ramón Valadez, Chairman, Pima County Board of Supervisors
John Bernal, Deputy County Administrator for Public Works
Priscilla Cornelio, Director, Transportation Department
Diana Durazo, Special Staff Assistant to the County Administrator