

SENDERO PASS



SPECIFIC PLAN

Co23-08-03

DECEMBER 2009



THE PLANNING CENTER
a division of TPC Group, Inc.

F. ANN RODRIGUEZ, RECORDER
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ORDINANCE 2010- 10

AN ORDINANCE OF THE BOARD OF SUPERVISORS OF PIMA COUNTY, ARIZONA; RELATING TO ZONING; REZONING PROPERTY OF 837 ACRES FROM RH (AE) (RURAL HOMESTEAD) (AIRPORT ENVIRONS AND FACILITIES) TO SP (AE) (SPECIFIC PLANS, SENDERO PASS SPECIFIC PLAN) (AIRPORT ENVIRONS AND FACILITIES) IN **CASE CO23-08-03 SENDERO PASS SPECIFIC PLAN (REZONING)**; LOCATED SOUTH OF THE INTERSECTION OF AJO HIGHWAY AND W. VALENCIA ROAD IN SECTIONS 13 AND 14, T15S, R11E; AMENDING PIMA COUNTY ZONING MAP NO. 102.

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

Section 1. The 837 acres, located south of the intersection of Ajo Highway and W. Valencia Road in Sections 13 and 14, T15S, R11E, illustrated by the shaded area on the attached rezoning ordinance map (EXHIBIT A), which amends Pima County Zoning Map No. 102 is hereby rezoned from RH (Rural Homestead) (Airport Environs and Facilities) to SP (AE) (Specific Plan) (Airport Environs and Facilities).

Section 2. Rezoning Conditions.

1. Not more than 60 days after the Board of Supervisors approves the Specific Plan, the owner(s) / developer(s) shall submit to the Planning Director the specific plan document, including any necessary revisions of the specific plan document reflecting the final actions of the Board of Supervisors, and the specific plan text and exhibits in an electronic and written format acceptable to the Planning Division.
2. Submittal of a development plan, or acceptable site development plan, if determined necessary by the appropriate County agencies.
3. Recording of a covenant holding Pima County harmless in the event of flooding.

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4. Recording of the necessary development related covenants as determined appropriate by the various County agencies.
5. Provision of development related assurances as required by the appropriate agencies.
6. Prior to the preparation of the development related covenants and any required dedication, a title report (current to within 60 days) evidencing ownership of the property shall be submitted to the Development Services Department, Document Services.
7. There shall be no subdividing or lot splitting without the written approval of the Board of Supervisors.
8. In the event of a conflict between two or more requirements in this specific plan, or conflicts between the requirements of this specific plan and another Pima County regulation not listed in Section 18.90.050B3, the more restrictive requirement shall apply.
9. This specific plan shall adhere to all applicable Pima County regulations that are not explicitly addressed within this specific plan. The specific plan's design standards shall be interpreted to implement the specific plan or relevant Pima County regulations.
10. Prior to the issuance of any permits, this specific plan is subject to the approval of a Master Subdivision Block Plat for the entire site. The subdivision block plat shall make all dedications (including roads, sewer, drainage, trails and open space), unless otherwise specified in a development agreement, and the plat shall identify all necessary improvements and provide a design and construction phasing plan. Upon submittal of the block plat, the studies, reports, information required by these specific plan conditions and the specific plan document itself, shall be provided for review and approval of the applicable Pima County department or departments. Subsequent site development requires submittal of subdivision plats or development plans prepared in accordance with the subdivision block plat.
11. No building permits shall be issued until all applicable specific plan requirements for or affecting the site are satisfied and the Planning Director issues a Certificate of Rezoning Compliance.
12. Transportation Department requirements:
 - A. The property owner/developer(s) shall dedicate 200 feet full right-of-way, or 100 feet half right-of-way as applicable, for Valencia Road as designated by the Major Streets and Scenic Routes Plan. The alignment of Valencia Road shall require approval by the Department of Transportation and shall be coordinated with adjacent development.

B. The property owner/developer(s) shall dedicate 150 feet right-of-way, or 75 feet half right-of-way as applicable, for Los Reales Road and 120 feet right-of-way, or 60 feet half right-of-way as applicable, for Airline Road per recommended Major Streets and Scenic Routes Plan amendment per the Southwest Infrastructure Plan.

C. A building setback of 130 feet shall be provided on Valencia Road, 105 feet shall be provided on Los Reales Road and 90 feet on Airline Road shall be provided (half right-of-way plus 30 feet that is measured from the centerline of the right-of-way/roadway). For high intensity/mixed uses and commercial development along the portions of Valencia Road, Los Reales Road and Airline Road, a reduction of setbacks to 10 feet may be allowed as approved by the Department of Transportation. The applicant will need to demonstrate prior to tentative plat/development plan approval that the roadway network will function with the reduction. If adjacent development is not of a high intensity then the reduction shall not be allowed.

D. The property owner/developer(s) shall provide onsite and offsite improvements to Valencia Road, Los Reales Road and Airline Road as determined necessary by the Department of Transportation. Construction of Los Reales Road and Airline Road are the responsibility of the property owner/developer(s) and the property owner/developer(s) may be eligible to receive impact fee credits after construction is completed. Los Reales Road construction includes the north half ultimate cross section of a 4 lane divided or 5 lane desert parkway/urban major collector. Airline Road construction includes the full cross section of a 4 lane divided or 5 lane desert parkway/urban major collector. Improvements to Valencia Road could include, but may not be limited to, additional pavement for travel, turn or multi-use lanes, outside curb and sidewalks. This condition may be clarified or amended pursuant to a Board of Supervisors approved Development Agreement between Pima County and the owner/developer(s).

E. Access shall be minimized on Ajo Highway, Valencia Road, Los Reales Road and Airline Road (Off Site East Road). Ajo Highway access is subject to Arizona Department of Transportation approval. Access on Valencia Road shall be located approximately midway between East Road and the north property boundary, with only right in right out allowed; shall be located approximately midway between East Road and Airline Road, with only right in right out and opposite East Road on Valencia Road, unless otherwise allowed by Department of Transportation during the review of platting, development plan or Traffic Impact Study. Access on Airline Road shall be located a minimum of 600 feet south of Valencia Road. Access on Los Reales Road is limited to one access per Block or as otherwise allowed by Department of Transportation. If the RT area within Blocks 2, 4 and 5 is developed at the higher density per the Alternative Land Use Matrix, the owner/developer shall provide roadway connection between the western end of West Road to Los Reales Road or Ajo Highway, or both Los Reales Road and Ajo Highway (functional classification to be determined during platting phase).

F. Provision of a detailed and up to date Traffic Impact Study shall be submitted with the master block plat and shall be updated as determined necessary by Department of Transportation throughout the development of the specific plan.

G. The property owner/developer shall prepare a transit study to be reviewed and approved by the Tucson Department of Transportation Transit Services, or other appropriate agency, to determine the feasibility and/or necessity of a Park & Ride facility within the Specific Plan area near Ajo Highway and Valencia Road. Owner/developer shall provide the required facility as determined necessary by the study.

H. Each block shall be designed to establish coordinated pedestrian, bicycle and transit oriented connections within the specific plan and plan for future connections beyond the limits of the specific plan.

I. All weather wash crossings for the trails shall occur at the four main wash crossings as approved by Department of Transportation and Regional Flood Control District, or other means of trail circulation shall be established (such as trails along the both sides (parallel to) of said washes or sidewalks/trails within roadway cross section within 300 feet along length of said washes). All weather wash crossings are preferred.

J. Written certification from Arizona Department of Transportation, stating satisfactory compliance with all its requirements shall be submitted to Development Services Department prior to approval of a Master Block Plat.

K. The property owner(s) shall provide offsite improvements to Ajo Highway as determined necessary by Arizona Department of Transportation.

13. Regional Flood Control District requirements:

A. All weather wash crossings for the trails shall occur at the four main wash crossings as approved by Department of Transportation and Regional Flood Control District, or other means of trail circulation shall be established (such as trails along the both sides (parallel to) of said washes or sidewalks/trails within roadway cross section within 300 feet along length of said washes). All weather wash crossings are preferred.

B. Drainage improvements required to remove the developable portions of the site from the FEMA floodplain will be identified in a drainage report to be finalized with the Master Block Plat. Approval of the Drainage Report and CLOMR shall be required prior to recordation of the block plat and approval of the Certificate of Compliance. Approval by RFCD and submittal to FEMA of the LOMR is required prior to issuance of any residential and commercial building permits.

C. Drainage corridors identified in the Specific Plan are to be enhanced to provide riparian habitat connectivity across the site as well as recreational and aesthetic amenity to the residents. A riparian mitigation plan is required and shall be submitted for approval with the Master Block Plat and be approved prior to issuance of the Certificate of Compliance and commencement of development including any grading in order to ensure sustainability principles identified by the County and Specific Plan are implemented.

D. Drainage improvements shall be designed in coordination with Ajo Highway and neighboring developments.

E. Due to the proposed land use intensities and severe flood and erosion hazards, flood control improvements shall be constructed with concrete, gunite, soil cement, or other structural methods. Earthen channels shall not be allowed. Drainage corridors left in a natural state with bank protection will be allowed, subject to the review and approval by the Regional Flood Control Department.

F. Design and location of detention basins to be located within the flight paths to Ryan Airfield shall be subject to approval by Tucson Airport Authority.

14. Wastewater Reclamation Department requirements:

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

B. The owner / developer shall obtain written documentation from the PCRWRD that treatment and conveyance capacity is available for any new development within the rezoning area, no more than 90 days before submitting any tentative plat, development plan, 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 PCRWRD.

C. The owner / developer shall time all new development within the rezoning area to coincide with the availability of treatment and conveyance capacity in the downstream public sewerage system.

D. The owner / developer shall fund, design and construct all off-site and on-site sewers necessary to serve the rezoning area, in the manner specified at the time of review of the tentative plat, development plan, sewer construction plan or request for building permit.

F. A Recreation Area Plan (RAP) shall be submitted with the Tentative Master Block Plat. The RAP shall show the alignment of the trails within the open space as shown on Exhibit III-G. The RAP shall include the park and show the required recreation elements.

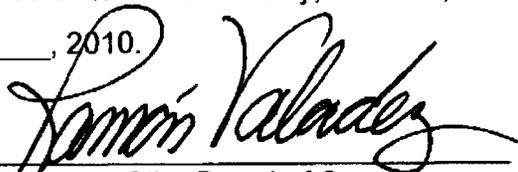
16. Cultural Resources requirement: In the event that human remains, including human skeletal remains, cremations, and/or ceremonial objects and funerary objects are found during excavation or construction, ground disturbing activities must cease in the immediate vicinity of the discovery. State Laws ARS 41-865 and/or ARS 41-844 require that the Arizona State Museum be notified of the discovery at (520) 621-4795 so that appropriate arrangements can be made for the repatriation and reburial of the remains by cultural groups who claim cultural or religious affinity to them. The human remains will be removed from the site by a professional archaeologist pending consultation and review by the Arizona State Museum and the concerned cultural groups.
17. In the event the subject property is annexed, the owner(s) / developer(s) shall adhere to all applicable rezoning conditions, including, but not limited to, development conditions which require financial contributions to, or construction of infrastructure, including without limitation, transportation, flood control, or sewer facilities.
18. The property owner shall execute and record the following disclaimer regarding Prop 207 rights. "Property Owner acknowledges that neither the rezoning of the Property nor the conditions of rezoning give Property Owner any rights, claims or causes of action under the Private Property Rights Protection Act (Arizona Revised Statutes Title 12, chapter 8, article 2.1). To the extent that the rezoning or conditions of rezoning may be construed to give Property Owner any rights or claims under the Private Property Rights Protection Act, Property Owner hereby waives any and all such rights and/or claims pursuant to A.R.S. § 12-1134(I)."
19. Adherence to the specific plan document as approved at the Board of Supervisor's public hearing.
20. Tucson Airport Authority requirements:
 - A. The master developer or current property owner shall execute and establish the avigation easement and disclosure dedication for the entire 837 acres prior to approval of the Master Block Plat in cooperation with the Tucson Airport Authority. The developers shall include disclosure statements regarding Ryan Airfield in all sales contracts, public reports, and the recorded covenants. The specific language for inclusion in the disclosure shall be coordinated with the Tucson Airport Authority.
 - B. The specific plan does not supercede the requirements of Ch.18.57 (Airport Environs and Facilities). Ch.18.57 takes precedence over all that is proposed by the specific plan. Any development of the Sendero Pass Specific Plan shall be

Section 5. No building permits shall be issued based on the rezoning approved by this Ordinance until all conditions 1 through 25 are satisfied and the Planning Official issues a Certificate of Compliance.

Section 6. The rezoning conditions of Section 2 may be amended or waived by resolution of the Board of Supervisors in accordance with Chapter 18.90 of the Pima County Zoning Code.

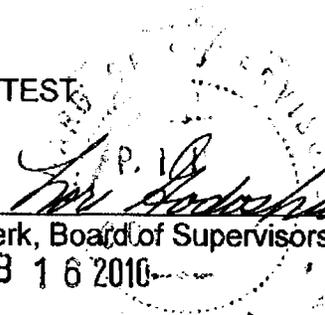
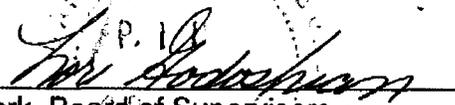
Section 7. The effective date of this Ordinance shall be February 19, 2010.

Passed and adopted by the Board of Supervisors of Pima County, Arizona, this
16th day of February, 2010.



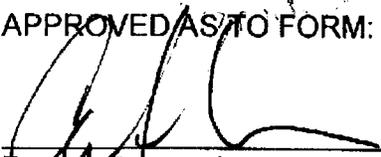
Chairman of the Board of Supervisors
FEB 16 2010

ATTEST

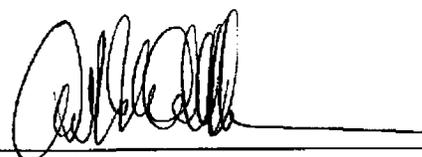



Clerk, Board of Supervisors
FEB 16 2010

APPROVED AS TO FORM:



Deputy County Attorney
ANDREW FLAGG



Executive Secretary,
Planning and Zoning Commission

Exhibit B is the Sendero Pass Specific Plan document approved by the Pima County Board of Supervisors on December 1, 2009.

The document is not recorded but may be viewed at the office of the Pima County Development Services Department, Planning Division, at the following address:

County-City Public Works Building
201 N. Stone Avenue, 2nd Floor
Tucson, Arizona

Exhibit C

Legal Description

13710871

LEGAL DESCRIPTION

EXHIBIT C

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF PIMA, STATE OF ARIZONA, AND IS DESCRIBED AS FOLLOWS:

Parcel 1:

Section 13, Township 15 South, Range 11 East, Gila and Salt River Base and Meridian, Pima County, Arizona.

EXCEPT any portion of said Section 13 conveyed to the City of Tucson by Quit Claim Deed recorded in Docket 10459, at Page 1048, and thereafter re-recorded in Docket 10504, at Page 2245.

AND EXCEPT any portion lying within the Ajo-Tucson Highway (Highway 86).

AND EXCEPT any portion lying within the West Valencia Road as shown in Book 8 of Road Maps, at Page 88.

AND EXCEPT that certain water spreading and all appurtenances thereto, constructed by the United States, and the right of the United States, its officers, agents, or employees to maintain, operate, repair, or improve the same as long as needed or used for or by the United States.

AND EXCEPT all minerals as reserved in the Patent from the United States of America.

Parcel 2:

All that portion of Section 14, Township 15 South, Range 11 East, Gila and Salt River Meridian, Pima County, Arizona, lying southeasterly of the southeasterly right-of-way line of the Ajo-Tucson Highway (Highway 86) as it now exists.

EXCEPT that portion of said Section 14 described as follows:

COMMENCING at a 1/2" rebar with tag marked "PC DOT REF 29" at the West quarter corner of said Section 14 from which a 1/2" rebar with no tag at the Northwest corner of said Section 14 bears North 00 degrees 54 minutes 05 seconds West, a distance of 2647.49 feet;

THENCE South 00 degrees 50 minutes 19 seconds East, a distance of 1106.80 feet upon the West line of the Southwest quarter of said Section 14 to a point on the South right-of-way line of said Ajo-Tucson highway being the POINT OF BEGINNING;

THENCE South 00 degrees 50 minutes 19 seconds East, a distance of 1535.73 feet continuing upon said West line to the Southwest corner of said Section 14 from which a 1 1/2" aluminum cap stamped "W.C. 20.0 S15 S14 S22 S23 1993" bears South 89 degrees 03 minutes 35 seconds West, a distance of 20.11 feet;

THENCE North 89 degrees 05 minutes 52 seconds East, a distance of 2362.15 feet upon the South line of said Southwest quarter;

THENCE North 30 degrees 02 minutes 09 seconds West, a distance of 204.83 feet;

THENCE North 42 degrees 09 minutes 38 seconds West, a distance of 455.00 feet;

THENCE North 60 degrees 33 minutes 39 seconds West, a distance of 335.00 feet;

THENCE North 32 degrees 01 minutes 45 seconds West, a distance of 300.00 feet;

THENCE North 44 degrees 49 minutes 42 seconds West, a distance of 360.00 feet;

THENCE North 29 degrees 46 minutes 18 seconds West, a distance of 472.80 feet;

THENCE North 14 degrees 17 minutes 11 seconds West, a distance of 382.67 feet to a point on said Southerly right-of-way line;

THENCE South 64 degrees 28 minutes 58 seconds West, a distance of 727.30 feet upon said right-of-way line to a non-tangent curve concave Southerly the radius point of said curve bears South 25 degrees 34 minutes 47 seconds West;

THENCE Southwesterly upon said right-of-way line and upon an arc of said curve, to the left, having a radius of 2764.79 feet and a central angle of 06 degrees 47 minutes 01 seconds, for an arc distance of 327.34 feet to the POINT OF BEGINNING;

EXCEPTING therefrom that certain water spreading and all appurtenances thereto, constructed by the United States, and the right of the United States, its officers, agents, or employee's to maintain, operate, repair, or improve the same, as long as needed or used for or by the United States.

AND EXCEPT all minerals as reserved in the Patent from the United States of America.

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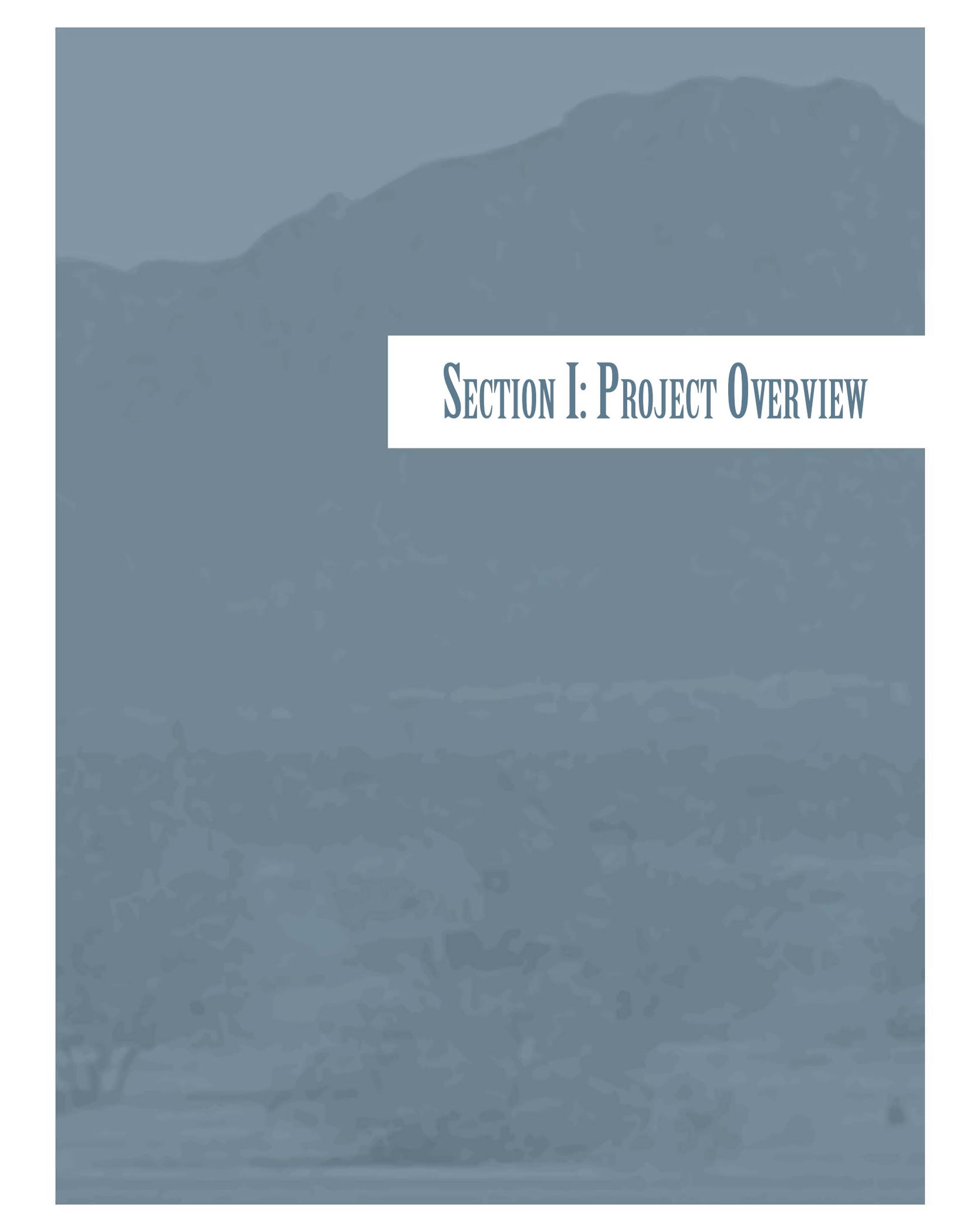
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SECTION I: PROJECT OVERVIEW



Project Vision

Sendero Pass will be home, it will be the neighborhood, the community of thousands who will be proud, passionate, and excited of this area they reside in. The residents here will be the happiest people you know. They will tell you of the excellent local and regional shopping the community provides, the restaurants offering a wide range of dining opportunities, the neighborhood parks within walking distance to their homes, the paths and trails throughout that bring you to the large community park or into the central core of Sendero Pass. They will boast of the employment node created in the central core offering jobs to people inside the community and they will gloat about the beautiful mixed use neighborhoods within this core area that include shopping, dining, entertainment, as well as residential living units. They will tell you that this central core is also the hub of social interaction, community events, and the place of their favorite memories.



The various parks and trails throughout the community will be an important part of the Sendero Pass experience, offering an ideal location



just steps from the front door of neighbors to gather, socialize, and chat as well as a place for their children, or grandchildren to play and interact. The residents will speak of their neighborhoods which are unique and different from the normal lot and block subdivision. They will be educated on the sustainable measures

used to minimize dependency on energy and water consumption as well as considerations of cost reductions associated with street and infrastructure design. The trade off of these principles will be affordable homes with reduced monthly utility costs, containing additional open space, creating a sense of community and a sense of belonging to something special and unique.

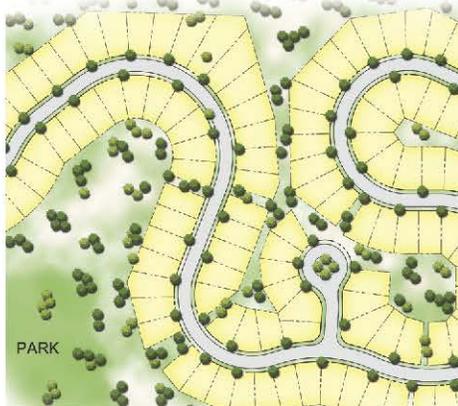
Great communities don't just happen. They require great forethought, commitment, dedication, and involvement from those involved in its

design to those residing within the community themselves. Sendero Pass will be such a place.

Project Overview

The main unifying vision for Sendero Pass is proposed to be threefold:

1. Amenities – Sendero Pass will provide the amenities, land uses, and facilities to encourage a “live, work, play” community,
2. Affordable Community – Sendero Pass will provide greater than normal amenities at an affordable level for future residents by designing an aesthetically pleasing community that is at the same time conscious of development costs,
3. Sustainability - Sendero Pass will incorporate sustainability by implementing specific measures that will create a responsible community/ residents and can be realistically accomplished.



The central core of Sendero Pass located at the northeastern portion of the site, was strategically located along the road connection between Ajo Highway and Valencia. This area was chosen through the Comprehensive Plan Amendment process, due to its nearness to the major intersection of Ajo Highway and Valencia Road, as well as the ability to create a large open space area as a result of the proximity to Ryan Airfield. This core area includes the main Commercial and Employment land use intensity, intended to serve not only the residents of Sendero Pass but more importantly a major commercial and employment node for the southwest region. Located within this core area is a 43 acre community park which will buffer the neighborhoods outside of the central core from the regional hub while unifying the community by creating an area for recreation and socialization. This central core area includes two mixed use areas which will promote and facilitate innovative and comprehensively planned developments that mix commercial, office, service uses, and residential in one area that is in close proximity to both the proposed community park and the main commercial and employment center.

This central core area is shifted off-center from the overall community as a result of the research and foresight at the Comprehensive Plan Amendment stage, Sendero Pass has incorporated trails and paths that extend towards this main featured area. The Specific Plan also includes various densities of residential development outside this core area to promote a wide range of housing product. These residential areas will allow certain personal, retail, and service uses, as well as include neighborhood and pocket parks to promote sustainability within areas outside of the central core.



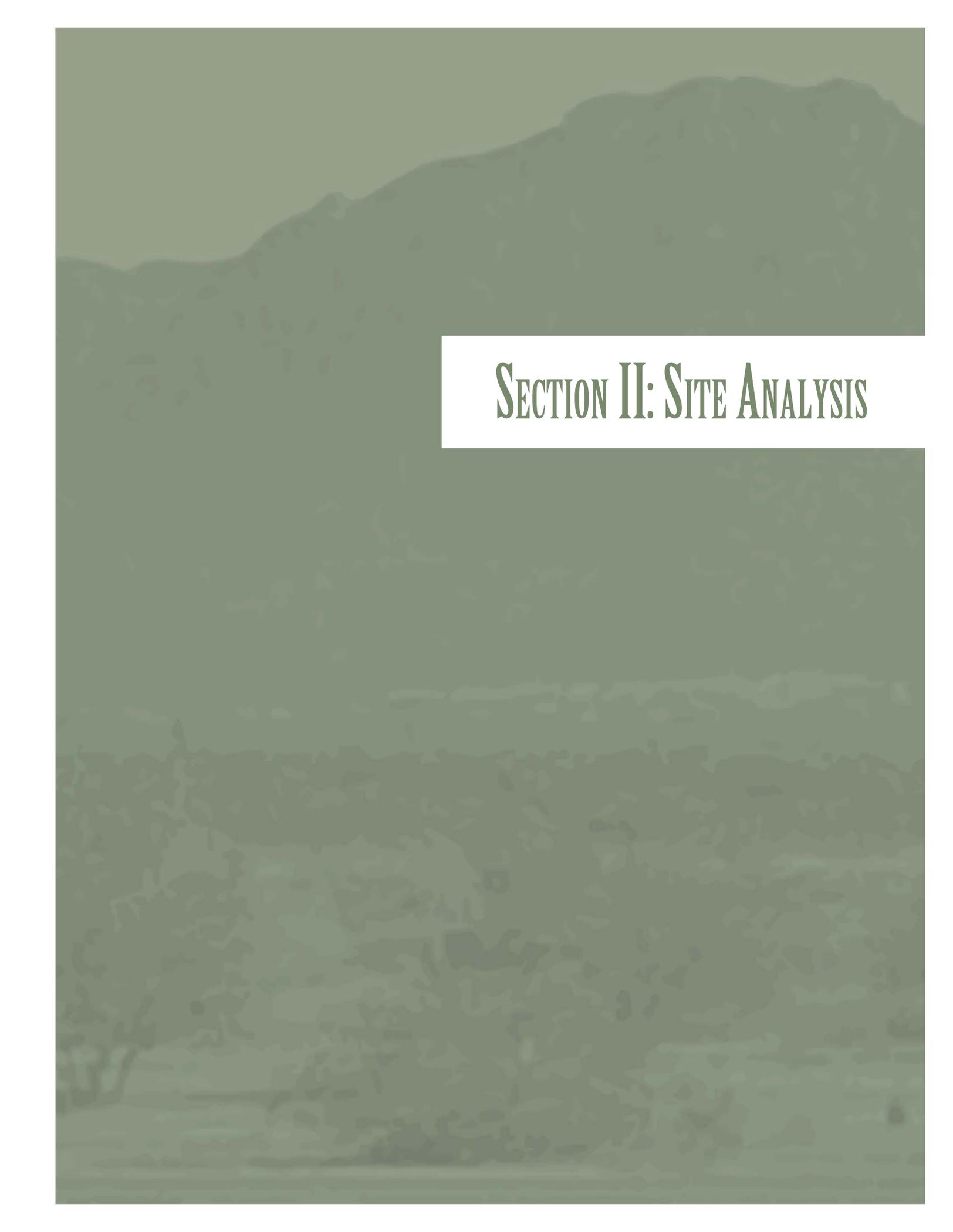
Regional Overview

The Sendero Pass Specific Plan is located in a portion of Pima County expected to experience a significant expansion in regional population in the coming years. This master planned community of 837 acres will act as a “gateway” community to the Tucson metropolitan area from the southwest and is designed to provide a variety of housing alternatives in an urban setting, and to take advantage of current and future employment opportunities provided by nearby Ryan Airfield and other industrial zoned properties. The land use concept of the Sendero Pass Specific Plan has been designed to accommodate anticipated growth in this area by providing for a mixture of uses, including higher residential densities and regional commercial and employment centers to fill the need for such uses in this Southwest Subregion of Pima County, which is identified as a growth area by the Pima County Comprehensive Plan.

Coinciding with the Comprehensive Plan amendment approved for Sendero Pass in 2007, Pima County also adopted the Southwest Infrastructure Plan (SWIP). The SWIP ties comprehensive land use planning to public infrastructure planning to ensure that future growth pays for itself. The Sendero Pass Master Developer will comply with the intent of the SWIP by funding its fair share of flood control, wastewater, transportation and recreational infrastructure through future impact fees and/or alternative funding mechanisms. In addition, the Sendero Pass Specific Plan commits to the sustainability principles outlined in the SWIP. Details regarding how this Specific Plan has been planned (and will be designed and constructed) to implement these principles are described within various sections of this document.

Specific Plan Summary

The Sendero Pass Specific Plan allows flexibility in development while preserving natural open space, and provides improved circulation and site specific design which leads to smarter, more sustainable growth. The Plan allows the Master Developer to portray the design by creating regulations unique to the project vision. The development regulations contained within this Plan are tailored to the unique qualities of the project, yet provide the appropriate flexibility in anticipation for future needs. The Specific Plan also allows the Master Developer to implement the design in a customized way given the distinctive opportunities and constraints of the site. For these reasons, the Specific Plan was chosen over a traditional rezoning as the preferred method for implementing the custom vision for this project.



SECTION II: SITE ANALYSIS



Introduction

The following section summarizes the site inventory and analysis for the subject property, located south of Ajo Highway (State Route 86) and south of Valencia Road in Pima County, Arizona. The purpose of the section is to identify factors directly or indirectly influencing the land use plan for the property. The 837-acre project site is composed of two parcels, Pima County Assessor parcel numbers 209-15-006E and 209-16-006G. The project site is currently zoned RH (Rural Homestead). The proposal is to formulate a strategy that creates a functional master-planned community consisting of low- to high-density residential areas as well as strategically-placed commercial and open space amenities. The report is prepared for review by the Pima County Department of Development Services Planning Division, in accordance with Pima County rezoning and specific plan requirements.

The Sendero Pass Specific Plan was prepared in accordance with Pima County Zoning, Chapter 18.90: Specific Plans. The Site Analysis section addresses the required written and graphic information as specified in the Pima County Site Analysis Requirements, dated March 3, 1998.

In addition to site reconnaissance, the report was compiled utilizing topographic and hydrologic analyses, aerial photography, responses from appropriate governmental agencies, and other background information. The site analysis also considers the projects relationship to the Pomegranate Farms development located immediately to the east of the project site.

A. Existing Land Uses

1. Description of Site Location in Regional Context

The project site consists of approximately 837 acres located south of Ajo Highway (State Route 86) and south of Valencia Road within Township 15 South, Range 11 East, Sections 13 and 14, in unincorporated Pima County. The site is comprised of two parcels: 209-15-006E and 209-16-006G.

*See Exhibit II.A.1:
Location and Vicinity
Map*

2. Description of On-Site Existing Land Uses

The project site is currently vacant.

3. Surrounding Property within a One-Quarter Mile Radius

a. Existing Zoning

As indicated in Exhibit II.A.3, the project site, as well as all properties located within one-quarter mile of the site, is zoned RH (Rural Homestead).

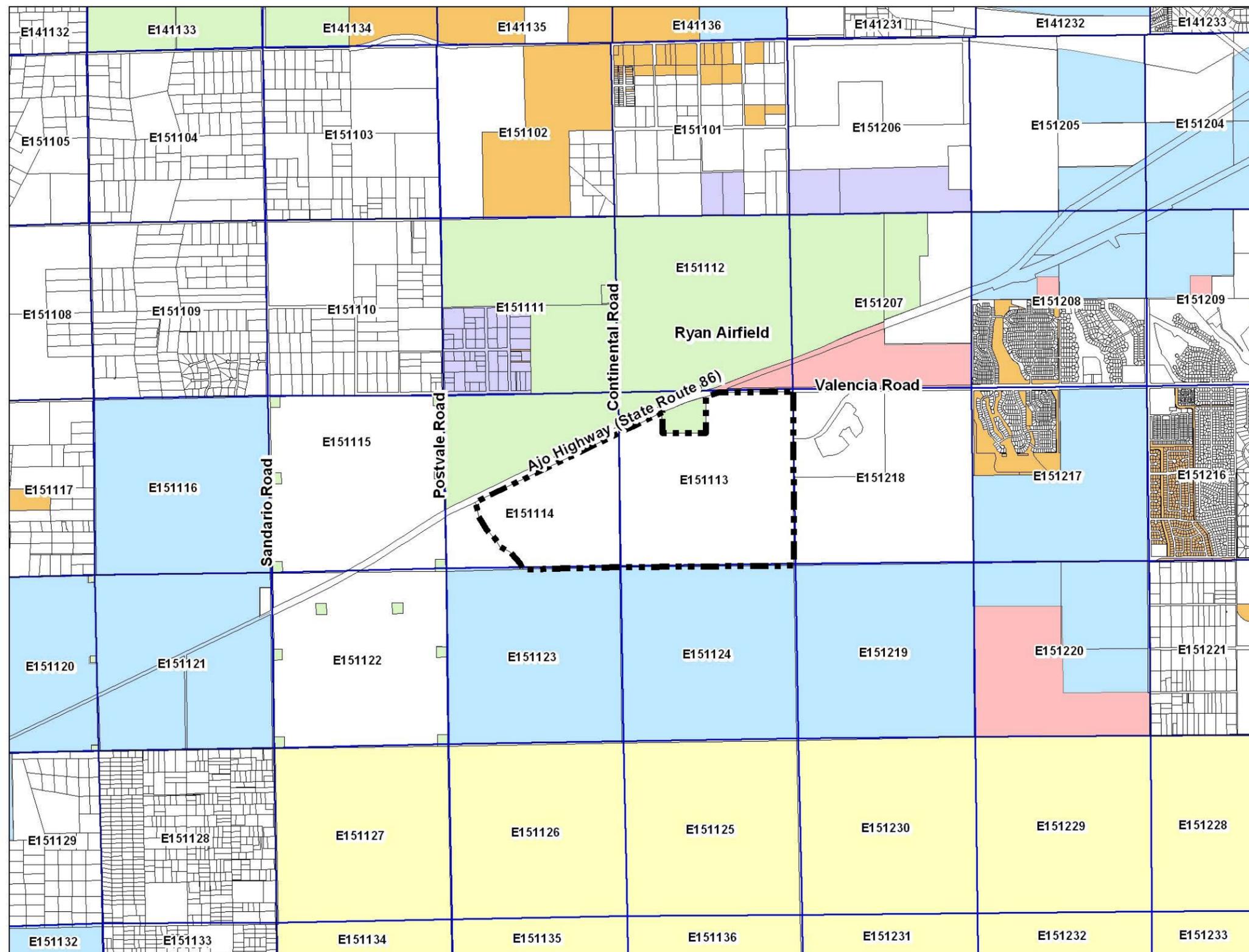
*See Exhibit II.A.3:
Existing Zoning, Land
Uses and Wells*

b. Existing Land Uses

Table II.A.3: Existing Land Uses Surrounding the Site

| | |
|---------------------|---|
| Project Site | Vacant |
| North | Valencia Road, Ajo Highway (SR 86), Ryan Airfield, Vacant |
| South | Vacant (State Land) |
| East | Vacant (Pomegranate Farms) |
| West | Vacant (Arizona Board of Regents) |

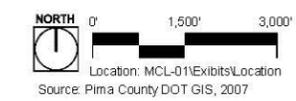
*Table II.A.3:
Existing Land Uses
Surrounding the Site*

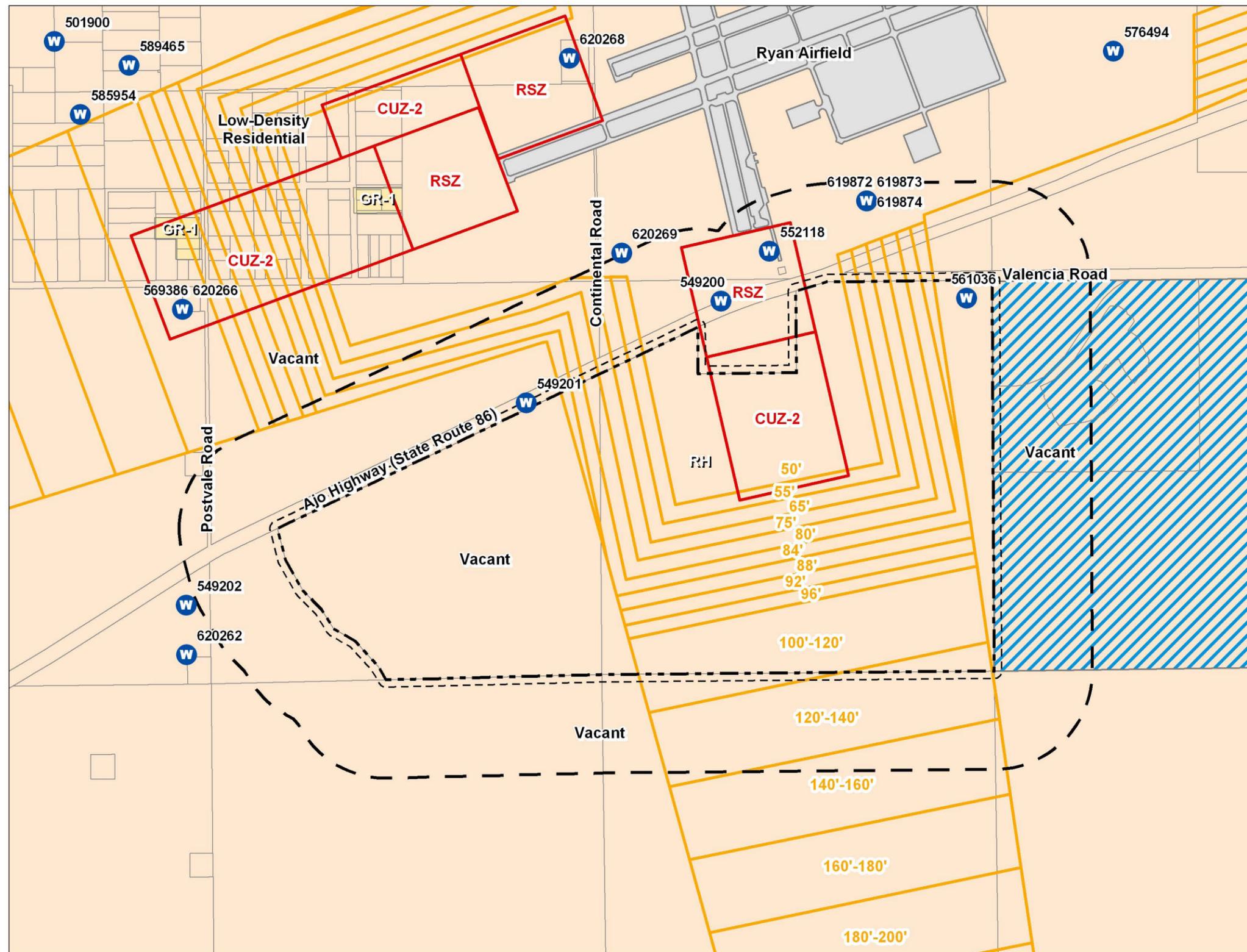


Legend

- Site Boundary
- Sections
- Bureau of Land Management
- Private Land
- Tohono O'odham, San Xavier District
- State Trust Land
- City of Tucson-Owned Parcels
- Tucson Airport Authority
- Pima County-Owned Parcels

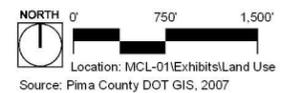
Note: Entire site lies within Pima County's Jurisdiction.





Legend

- Site Boundary
- Quarter-Mile Radius
- 100' Radius
- Pima County Zoning**
- RH Rural Homestead
- GR-1 Rural Residence
- Conditionally Approved Pomegranate Farms Specific Plan
- Ryan Airfield Runways
- Compatible Use Zone (CUZ-2) & Runway Safety Zone (RSZ)
- Height Overlay Zone (Maximum building heights labeled)
- Wells
- 62026** Well Registry Number





c. Number of Stories of Existing Structures

The buildings located within a one-quarter mile radius of the project site are primarily industrial scale single-story buildings at Ryan Airfield.

d. Pending Rezoning, Conditionally-Approved Zonings, Subdivision/Development Plan Review

There are no pending or conditional rezonings, subdivision plats or development plans within one-quarter mile of the project site currently under review. Pomegranate Farms located immediately east of the project site acquired approval of a Specific Plan (land use application Co23-08-02) in February 2009.

4. Location of Wells

According to Pima County DOT Geographic Information Services, 2006, there is one well located on site and one well located within 100 feet of the site boundary. Each of these well sites is owned by City of Tucson.

*See Exhibit II.A.3:
Existing Zoning, Land
Uses and Wells*

B. Topography

1. Topographical Characteristics

a. Restricted Peaks and Ridges

Based on the Pima County MapGuide website, this site does not contain any restricted peaks or ridges.

b. Rock Outcrops

There are no rock outcrops on-site.

c. Slopes of 15% or greater

As demonstrated in Exhibit II.B: Topography, the site is relatively flat with no slopes measuring 15 % or greater.

d. Other Significant Topographic Features

The most significant topographic features on the property are a series of man-made concrete box culverts beneath Ajo Highway (State Route 86). Stormwater flows are directed by berms to these culvert inlets where backwater ponding has fostered the growth of vegetation. Furthermore, located at the northeast portion of the property is the roadway connection of Valencia Road to Ajo Highway and a small graded lot. This lot had previously consisted of a mobile home site with related buildings. Currently, the mobile home has been removed and the existing abandoned buildings remain, which are proposed to be removed at the time of development.

See Exhibit II.B:
Topography

2. Pre-Development Cross-Slope

The pre-development average cross slope is 1.11 percent as calculated using the following formula from Chapter 18.61.051 of the Pima County Zoning Code.

$$\frac{I \times L \times 0.0023}{A} = \frac{1 \times 402,540 \times 0.0023}{837} = \frac{925.8}{837} = 1.11\%$$

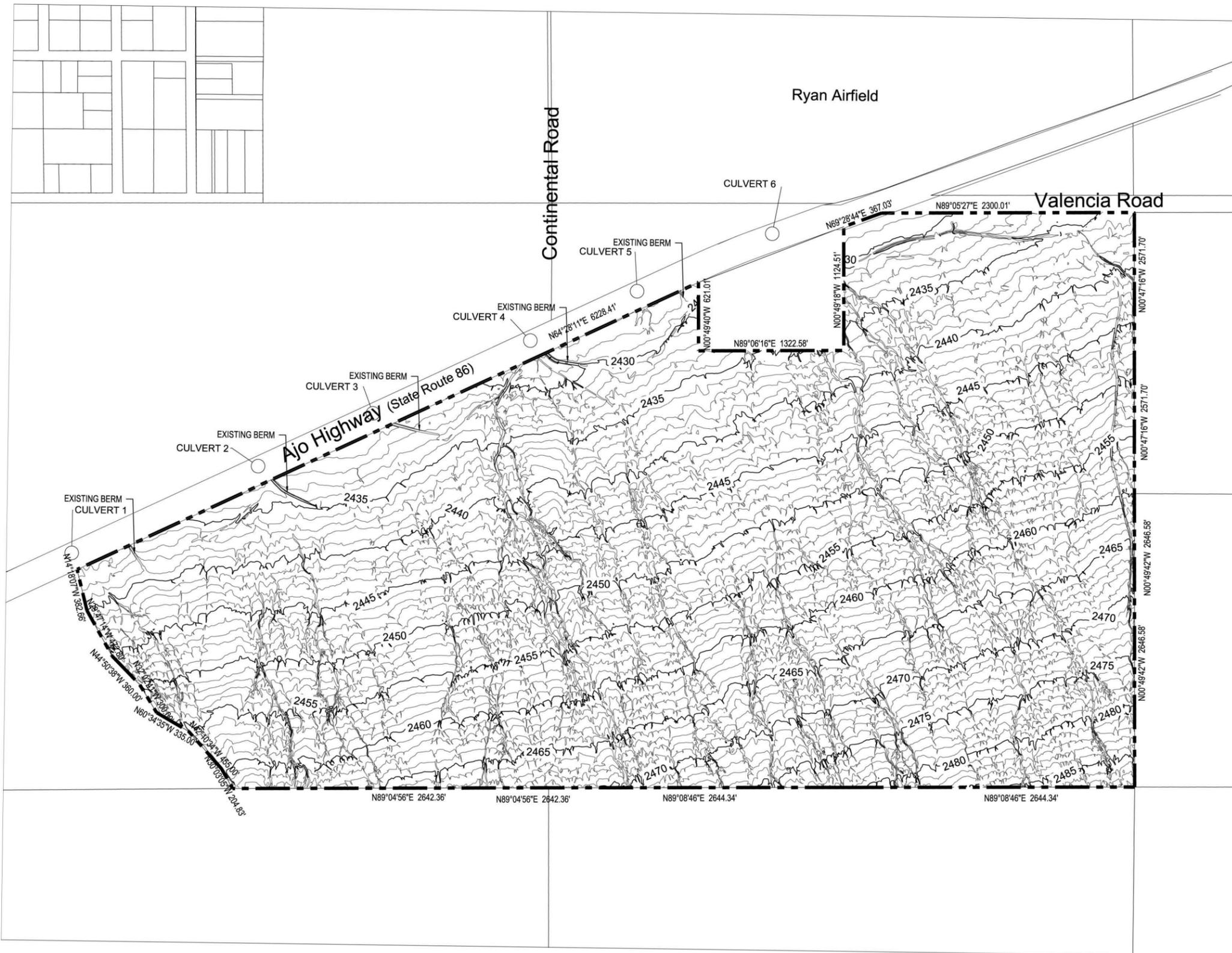
Where:

I = Contour interval (maximum 10') in feet;

L = Combined length in feet of all contour lines measured on the parcel or project site;

0.0023 = Conversion of square feet into acres x 100;

A = Project site or parcel area in acres.

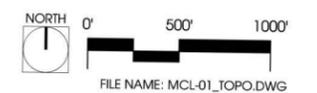


Legend

- Site Boundary
- 1' Elevation Contours
- Parcels

Note

- The site contains no:
- Slopes 15% or greater
 - Rock outcrops
 - Peaks or ridges





C. Hydrology

1. Off-Site Watersheds

Five off-site watersheds were identified as contributing runoff impact to the subject property from the south (Watershed 1.2 – Watershed 5.2). Of these five watersheds, Watershed 3.2 is the largest, encompassing 4.1 square miles and extending 12 miles south of the project up into San Xavier Indian Reservation. The remaining four off-site watersheds range in size from 12 acres to 419 acres and extend a maximum length of 12,000 feet south of the subject property through both State Land and San Xavier Indian Reservation land.

The watersheds were found to contain a variety of soil types. These soil types and their associated Hydrologic Classification are presented in the following table:

Table II.C.1: Summary of Soil Types

| Soil Name | Hydrologic Classification | Location |
|--|---------------------------|----------|
| Tubac Sandy Loam | 100% C | On-site |
| Bucklebar-Sahuarita Complex | 100% B | Off-site |
| Hayhook Sahuarita Complex | 100% B | Off-site |
| Hayhook Sandy Loam Complex | 100% B | Off-site |
| Palos Verdes-Sahuarita Complex | 50%B, 50%C | Off-site |
| Chimineá Very Gravelly Fine Sandy Loam | 100%D | Off-site |
| Romero-Oracle Complex | 100%C | Off-site |
| Oracle-Romero Rock Outcrop | 73%C, 27%D | Off-site |
| Combate Gravelly Loamy Coarse Sand | 100%B | Off-site |
| Cortaro-Rock Outcrop Faraway Complex | 100%D | Off-site |
| Sasabe Caralampi Complex | 40%B, 60%C | Off-site |

To summarize the other characteristics of the watersheds that influence the drainage; the off-site watersheds are elongated and somewhat narrow. Aside from the steep slopes at the headwaters of the watersheds at the Sierrita Mountains, the watersheds have gentle slopes, ranging in magnitude from 1%- 2%, and consist of what is defined by Pima County Regional Flood Control District (PCRFCDD) as valley terrain. The vegetation found within the watersheds is typical of a Desert Brush Classification, and was determined to have an approximate cover density of 30%. The drainage within the watersheds is conveyed as sheet flow, which is typical of the area.

The aerial photographs were provided for both the site and the section of land south of the project. These aerial photographs were produced as part of the Pima Association of Governments (PAG) Orthodata set. Due to the lack of consistent aerial photography and

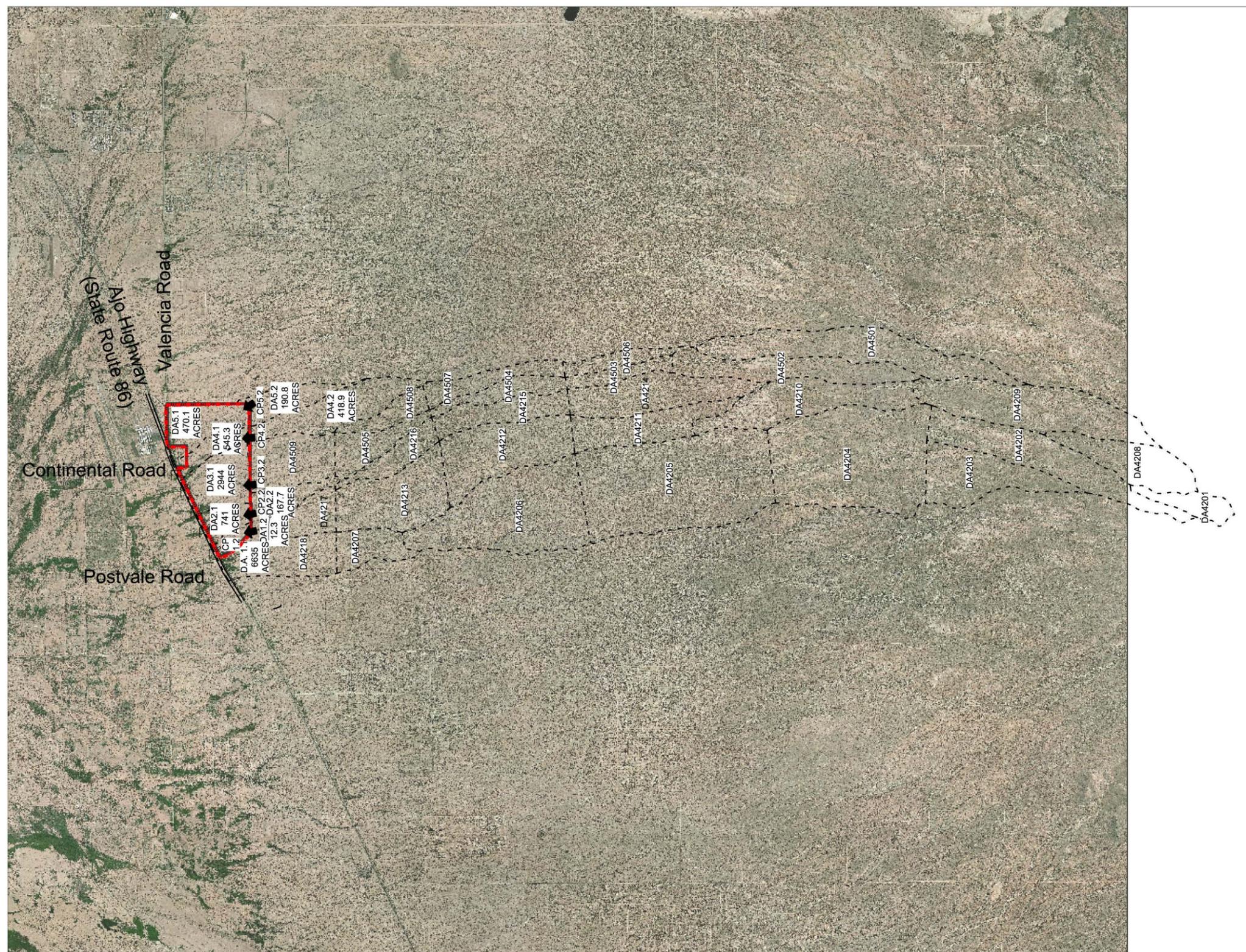
See Exhibit II.C.1:
Off-Site Watersheds

Table II.C.1: Summary
of Soil Types

given the expanse of the off-site watersheds, USGS Quadrangle Maps were used in place of the aerial photographs to illustrate the watershed characteristics and boundaries.

According to the Critical and Balance Basin Map, the project does lie within a “critical” basin. Per PCRFCFCD requirements, detention facilities will be constructed within the individual blocks and as part of the proposed park to ensure that the flows exiting the property are less than or equal to those generated under pre-construction conditions. Retention volume will be incorporated into the design of the detention basins. The volume requirements will be based on a 5-year storm event as the project lies within a “critical” basin.





Legend

- Site Boundary
- Watershed Boundary
- Concentration Point

Summary of PC-HYDRO Analysis (Off-site Watersheds)

| Concentration Point | Contributing Off-site Watersheds | Total Area (Acres) | Peak Discharge (cfs) |
|---------------------|----------------------------------|--------------------|----------------------|
| C.P. 1.2 | 1.2 | 12.3 | 67 |
| C.P. 2.2 | 2.2 | 167.7 | 519 |
| C.P. 3.2 | 3.2 | 2624 | 1080 |
| C.P. 4.2 | 4.2 | 418.9 | 853 |
| C.P. 5.2 | 5.2 | 190.8 | 557 |





2. Significant Off-Site Features

The off-site watersheds extend across State Land and into the San Xavier Indian Reservation. This area is undeveloped as is the site itself. As a result, the only notable man-made structure within proximity of the parcel is Ajo Highway which bounds the project to the north. Ajo Highway is elevated, on average 6-feet, above the surrounding land. Six culverts drain the runoff conveyed by the roadway from the upstream watersheds. During the larger storm events a combination of culvert flow and overtopping weir flow passes the flow downstream beyond the roadway. The culverts and the available flow capacities for each are summarized in Table II.C.2.1.

Table II.C.2.1: Summary of Existing Culverts

| Culvert Number | Culvert Type | Q _{cap.} (cfs) |
|----------------|------------------|-------------------------|
| 1 | 8-10' x 4' RCBC | 3,560 |
| 2 | 2-8' x 3' RCBC | 430 |
| 3 | 2-8' x 3' RCBC | 366 |
| 4 | 10-10' x 4' RCBC | 2,090 |
| 5 | 1-6' x 3' RCBC | 145 |
| 6 | 4-10' x 5' RCBC | 1,480 |

*Table II.C.2.1.
Summary of Existing
Culverts*

3. Acreage of Upstream Off-Site Watersheds

The off-site watersheds were delineated using topography generated as part of the PAG Orthophoto Data set and supplemented by information from aerial photography and USGS Quadrangles. The areas for the off-site watersheds are summarized in Table II.C.3.1.

Table II.C.3.1: Summary of Off-site Watershed Acreages

| Concentration Point | Total Area (acres) |
|---------------------|--------------------|
| CP 1.2 | 12.3 |
| CP 2.2 | 167.7 |
| CP 3.2 | 2649.6 |
| CP 4.2 | 418.9 |
| CP 5.2 | 190.8 |

*Table II.C.3.1.
Summary of Off-site
Watershed Acreages*

4. On-Site Hydrology

The on-site watersheds are extensions of the off-site watersheds; therefore, the parcel consists of five on-site watersheds as well (Watershed 1.1 – Watershed 5.1). As with the off-site watersheds, the on-site watersheds are characterized by braided low-flow

*See Exhibit II.C.4:
On-Site Hydrology*

channels with shallow slopes. The watersheds are considered to be valley terrain. They contain desert brush type vegetation at 30% cover density. The on-site soils consist of Tubac Sandy Loam (100% C). The watersheds are completely pervious as there is not any development currently located within the subject property.

a. 100-Year Floodplains

Under existing conditions, the peak discharge traversing the site from the southern boundary to the culverts within Ajo Road exceeds 100 cfs. This runoff is conveyed across the project as distributary flow and does not contain any discernible local floodplains. However, FEMA has designated the entire parcel as being located within a Zone A Floodplain.

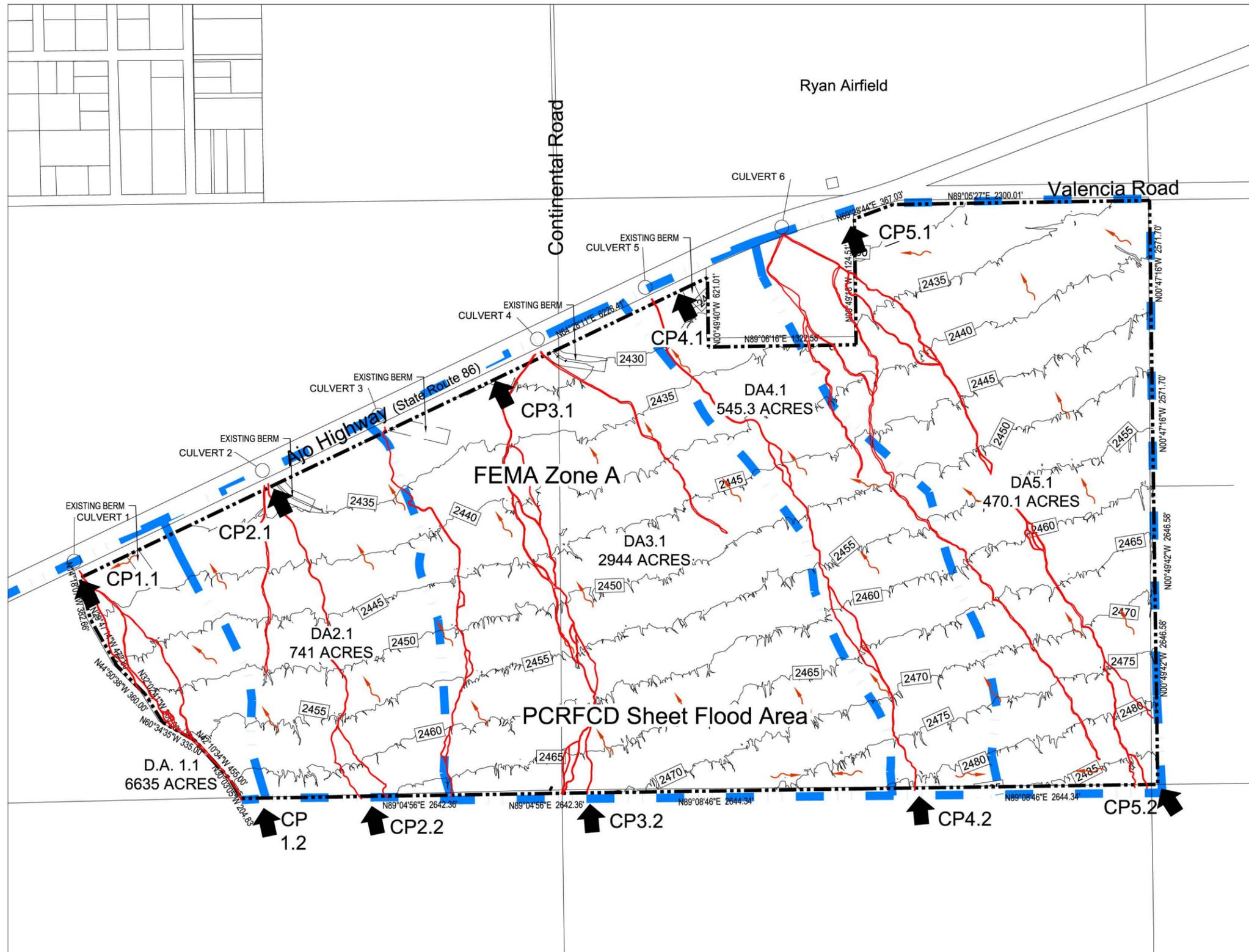
b. Areas of Sheet Flooding

Runoff is conveyed from south to north across the entire width of project site as sheet flow.

c. Federally Mapped Floodways and Floodplains

FEMA has designated the entire project and surrounding parcels as being located within a Zone A Floodplain (FIRM Panel 04019C2800K).





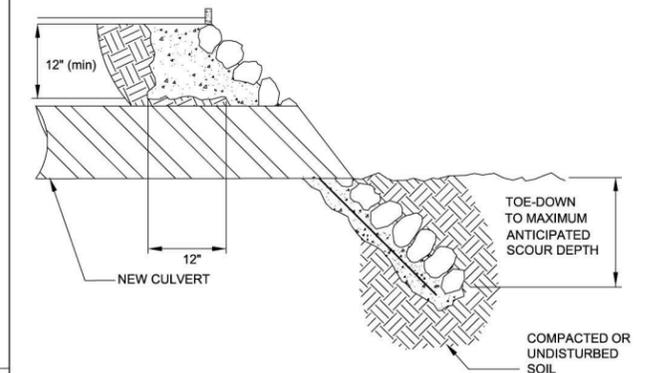
Legend

- Site Boundary
- 1' Elevation Contours
- Parcels
- Jurisdictional Waters of the U.S
- Watershed Boundary
- CP4.2 Concentration Point
- Direction of Flow

Note: Entire site lies within FEMA Zone A (Firm 04019C2800K)

Summary of Hydrologic Analysis (Pre-Construction)

| Concentration Point | Contributing Off-site Watersheds | Total Area (ac) | Peak Discharge (cfs) |
|---------------------|----------------------------------|-----------------|----------------------|
| C.P. 1.1 | 1.1, 1.2 | 10,496 | 7,322 |
| CP 1.2 | 1.2 | 12.3 | 67 |
| C.P. 2.1 | 2.1, 2.2 | 289.6 | 741 |
| CP 2.2 | 2.2 | 167.7 | 519 |
| C.P. 3.1 | 3.1, 3.2 | 2944 | 1,182 |
| C.P. 3.2 | 3.2 | 2624 | 1080 |
| C.P. 4.1 | 4.1, 4.2 | 580.8 | 996 |
| CP 4.2 | 4.2 | 418.9 | 853 |
| C.P. 5.1 | 5.1, 5.2 | 442.0 | 1,049 |
| CP 5.2 | 5.2 | 190.8 | 557 |



(A) RIP RAP SLOPE PROTECTION DETAIL SCALE: NTS

JE FULLER
HYDROLOGY & GEOMORPHOLOGY, LLC

NORTH

0' 500' 1000'

FILE NAME: MCL-01_ONSITE.DWG



d. 100-Year Peak Discharges

The peak discharges for Watershed 1.1 – Watershed 5.1 were determined using two separate methodologies. For Watersheds 2.1, 4.1 and 5.1 the peak discharges were calculated using the Pima County Rational Method which is embedded in the PC-Hydro Program. For Watershed 1.1 and Watershed 3.1, the peak discharges were calculated using HEC-1 model. The 100-year on-site peak discharges exiting Sendero Pass at the northern boundary are provided in Table II.C.4.1.

Table II.C.4.1: Summary of On-site Hydrologic Analysis (Pre-Construction)

| Concentration Point | Contributing Off-Site Watersheds | Total Area (Acres) | Peak Discharge (cfs) |
|---------------------|----------------------------------|--------------------|----------------------|
| CP 1.1 | 1.1, 1.2 | 10,496 | 7,322 |
| CP 2.1 | 2.1, 2.2 | 289.6 | 741 |
| CP 3.1 | 3.1, 3.2 | 2,944 | 1,182 |
| CP 4.1 | 4.1, 4.2 | 580.8 | 996 |
| CP 5.1 | 5.1, 5.2 | 442 | 1,049 |

*Table II.C.4.1:
Summary of On-site
Hydrologic Analysis
(Pre-Construction)*

5. Existing Downstream Conditions

The runoff exits the northern boundary of the project and ponds against Ajo Highway. A combination of roadway and culvert flow passes the flow beyond the road. Beyond Ajo Highway, the land contains some rural development and Ryan Airfield. Upon passing over Ajo Highway, the flow will combine with runoff from the downstream watersheds. The combined runoff will again spread out and again be conveyed northward as part of the Black Wash drainageway, ultimately discharging into the Brawley Wash Corridor.

6. Jurisdictional Waters

On behalf of the Applicant, WestLand Resources submitted a preliminary jurisdictional waters delineation to the Army Corps of Engineers (ACoE) on June 22, 2006. In response to Corps comments, a revised delineation with expanded technical discussions was submitted to the Corps in May of 2007. The Corps completed its review and issued its official jurisdictional delineation on September 12, 2007.

There are no perennial or intermittent streams or special aquatic sites in the project area. All of the waters of the United States within the project area are ephemeral drainages. The jurisdictional drainages on the property are tributary to the Black Wash, which discharges to the Brawley Wash, which ultimately discharges to the Santa Cruz River in Pinal County. This discharge point is downstream of the

two segments of the Santa Cruz River recently determined by the Corps to be traditional navigable waters. The nearest downstream traditional navigable water identified by the Corps [at the time this text is being drafted] is the Colorado River. There are 8.55 acres of ephemeral waters of the United States within the project area.





D. Vegetation

1. Inventory and Description

WestLand Resources has completed biological studies for the project, including surveys for the endangered Pima pineapple cactus. The following sections provide a synopsis of the findings:

a. Vegetative Communities and Associations

Uplands - Vegetation at the site is consistent with the Arizona Upland subdivision of the Sonoran desert scrub biome with some components of Semi-desert grassland biotic community present (Brown 1994). Tree and shrub species found on this site include velvet mesquite (*Prosopis velutina*), catclaw acacia (*Acacia greggii*), blue palo verde (*Parkinsonia floridum*), desert hackberry (*Celtis pallida*), turpentine bush (*Ericameria laricifolia*), gray thorn (*Ziziphus obtusifolia*), oreganillo (*Aloysia wrightii*), and burweed (*Isocoma tenuisecta*). Cacti and other succulents found on the Project Area include fish-hook barrel (*Ferocactus wislizeni*), chainfruit cholla (*Opuntia fulgida*), cane cholla (*Opuntia spinosior*), Engelmann's prickly pear (*Opuntia engelmannii*), hedgehog cactus (*Echinocereus fasciculatus*), beehive cactus (*Escobaria vivipara*), and fish-hook cactus (*Mammillaria grahami*).

Dominant grass species and sub-shrubs found on the site include the following: Lehmann's lovegrass (*Eragrostis lehmanniana*), three-awn grass (*Aristida* spp.), cane bluestem grass (*Bothriochloa barbinodis*), side-oats gramma (*Bouteloua curtipendula*), Rothrock gramma (*Bouteloua rothrockii*), cottontop (*Digitaria californica*), tanglehead grass (*Heteropogon contortus*), panic grass (*Panicum* spp.), fluffgrass (*Erioneuron pulchellum*), plains bristle grass (*Setaria macrostachya*), desert zinnia (*Zinnia acerosa*), paper flower (*Psilostrophe cooperi*), and silver nettle (*Solanum elaeagnifolium*). Shrubs on the site that have woody bases and herbaceous upper branches include fairy duster (*Calliandra eriophylla*), ratany (*Krameria* sp.), and propeller-plant (*Janusia gracilis*).

Riparian Areas - In the desert southwest, riparian habitats have historically been subdivided into classifications based upon their relative resource values influenced by available moisture, hydrological flow characteristics, vegetation composition, and depth to groundwater. These classifications include hydroriparian, mesoriparian, and xeroriparian.¹ Definitions for these three riparian habitats types are provided below:

¹ Johnson, R., Carothers, S. and Simpson, J. 1984. A Riparian Classification System, University California Press, Berkeley.

SWCA Environmental Consultants. 1993. Riparian Habitat Definition and Classification Technical Report, Pima County Department of Transportation and Flood Control District.

Hydroriparian. Riparian habitats usually associated with perennial watercourses. Plant communities are dominated by obligate or preferential wetland plant species such as willow and cottonwood. The Cottonwood/Willow Forest is a typical example of this habitat type.

Mesoriparian. Riparian habitats associated with perennial or intermittent watercourses or shallow ground water. Plant communities may be dominated by species that are also found in drier habitats (e.g. mesquite) but contain some preferential riparian plant species such as ash or netleaf hackberry. The mesquite bosque and sycamore-ash association are examples of this community type.

Hydroriparian and mesoriparian habitats are generally considered to have a higher resource value due to increased water availability and corresponding increase in vegetation volume and quality. Simply put, the wetter habitats are more productive and therefore are considered to be of highest value. The drainages on the property do not exhibit perennial or intermittent flow regimes. Surface flows are ephemeral, occurring only as a result of rainfall events and do not overlay a shallow aquifer. They also do not contain mesic riparian species typical of mesoriparian or hydro riparian habitats. According to water wells recorded with Arizona Department of Water Resources, the depth to groundwater in this area is between 435 and 483 feet.^{2,3} This is too deep to support mesoriparian habitat.⁴ The plant community present within these drainages consists of upland species that have attained larger sizes and higher densities than exhibited in the adjacent uplands in response to ephemeral storm events. The riparian habitat found within the property is xeroriparian.

Xeroriparian. Xeroriparian habitats have been further divided into four classifications (A through D) based upon the density and volume of vegetation present. These classifications have been used within Pima County to regulate and protect riparian habitats and are described below.⁵ The amount of vegetation within riparian habitats was estimated using the Normalized Difference Vegetation Index (NDVI), an algorithm derived from satellite imagery that is correlated with the amount of vegetation (SWCA, 1993).

See Exhibit II.D.2:
Vegetation

² Well data from Arizona Department of Water Resources. 2007 Site Inventory Database as provided by RBF Consulting (pers. com. Scott Larson).

³ Based upon review of historical aerial photographs, unlike other parts of the Tucson Basin, this property does not appear to have ever supported a shallow groundwater table capable of supporting mesoriparian or hydroriparian habitats.

⁴ Stromberg, J., Wilkins, S. and Tress, J. 1993. Vegetation-Hydrology Models: Implications for Management of *Prosopis Velutina* (Velvet Mesquite) Riparian Ecosystems, Ecological Society of America.

Stromberg, J., Tress, J., and Wilkins, S. 1992. Response of velvet mesquite to groundwater decline. *Journal of Arid Environments*.

⁵The Pima County Watercourse and Riparian Habitat Protection and Mitigation Requirements (1994-FC2) as defined in Chapter 16.54 of the Pima County Floodplain and Erosion Hazard Management Ordinance has been used within Pima County to regulate and protect riparian habitats.



- Xeroriparian A: Total Vegetation Volume (TVV) greater than 0.850 cubic meters per square meter (m³/m²)
- Xeroriparian B: TVV less than or equal to 0.850 m³/m² and greater than 0.675 m³/m²
- Xeroriparian C: TVV less than or equal to 0.675 m³/m² and greater than 0.500 m³/m²
- Xeroriparian D: TVV less than or equal to 0.500 m³/m²

Riparian habitat found within the property is hydromesoriparian, mesoriparian H and xeroriparian C. Although no detailed measurements of TVV have been conducted, a review of aerial photography and our experience on the site indicates that the majority of riparian habitat on the site has a relatively low TVV and may suggest it be classified as either xeroriparian D or C. Riparian habitats located immediately up-gradient from Ajo Highway are more heavily vegetated as a result of the impoundment of storm-water flows where natural drainage patterns have been impeded by the highway. These areas may suggest classification as either xeroriparian A or B.

Landscape Dynamics - Over the past 70 years the Sendero Pass landscape has undergone tremendous change that has affected the distribution and quality of vegetation and wildlife habitat within the project area. In the early part of the past century (circa 1936)⁶ this landscape consisted of a series of grassy swales with mesquite sparsely distributed throughout. Water was conveyed along the swales and sands, silts and clays were deposited in the aggrading portions. Channels occurred intermittently and were meandering. By the 1960s, the grassy swales are nearly gone, the mesquite are larger in size and more numerous, erosional channels have proliferated across Sendero Pass, the channels are more linear, and, by 1982, the channels have become lined with sub-shrubs like triangle-leaf bursage, snakeweed, and burroweed. Bare, eroded surfaces are conspicuous in 1982. By 2005, the bare areas are even larger in area and the network of lateral channels continues to increase. Today, 58% of the Sendero Pass property is bare ground and only about 7% is intact sub-shrub vegetation. The uppermost 10 to 15 cm Holocene soil on the original (pre-1900) surface was sandy and loose and easily eroded without the cover provided by grasslands or subshrubs. The loss of this Holocene soil veneer and the exposure of the underlying hard, relatively impenetrable, clay-rich soil is concordant with the loss of subshrubs, mature chain-fruit cholla, and eventually even the well-established mesquite.

It might be expected that in a system like Sendero Pass

⁶ Our understanding of Sendero Pass in the 1900s is based on 1936 (Fairchild), 1960, 1982, and 2005 aerial photographs of the area.

accumulation (channel aggradation) of sands and silts would match in acreage the loss of the Holocene soil veneer. However, this is not the case, and in the early 1900s a single event or series of events changed the dynamic balance of soil movement on the property and the rate of Holocene soil loss off of the property is far greater than the regeneration of these areas by aggradation. Given the current trends, if the property were left undeveloped, erosion over time will eventually transform all of Sendero Pass into a landscape of hard Pleistocene soil exposures and entrenched erosional channels.

b. Significant Cacti and Groups of Trees and Federally-listed Threatened or Endangered Plant Species

The Arizona Game and Fish Department's online information tool was used to identify special status species and habitat information for the project vicinity. See inquiry results in Exhibit II.D.1: Arizona Fish and Game Department Inquiry. Two plant species were identified, Pima pineapple cactus and Thornber's fishhook cactus. Thornber's fishhook cactus has no federal status and is not one of the priority vulnerable species identified in the County CLS system and is not considered further.

*See Exhibit II.D.1:
Arizona Fish and
Game Department
Inquiry*

A screening analysis conducted to determine the potential presence of federally listed plant species in the Project area. This analysis relied upon: 1) field observations and habitat assessment of the project area; 2) review of the best available information regarding the natural history of the special-status species; 3) comparisons of this information with habitats present in the project area; and 4) evaluation of the known range and distribution for the special-status species (AGFD 2007). All but one of the listed plant species was eliminated from further review because their known ranges are outside the project area or they are found in habitats dissimilar to those occurring within the project area. A more thorough analysis of Pima pineapple cactus has been conducted in the project area. This analysis of the density and distribution of this plant is summarized below.

Pima Pineapple Cactus, *Coryphantha robustispina* (PPC), is a small cactus that is hemispheric to sub-cylindric in shape, with mature plant stems being up to 18 inches tall, and up to 7 inches in diameter (Ecosphere Environmental Services, Inc. 1992). Tubercles cover the stem and are spirally arranged. There is a single spine cluster located at the apex of each tubercle. Characteristic of all species of the genus *Coryphantha*, each tubercle (on sexually mature stems) has a groove (or sulcus) on the upper side (Dicht and Lüthy 2003). Spine clusters of *C. robustispina* have 6 to 15 radial spines with a single central spine. The USFWS listed the PPC as endangered on October 25, 1993 (USFWS 1993). There is no designated critical habitat



or proposed critical habitat for this species.

The project is within the known range of Pima pineapple cactus and a complete pedestrian survey of the 837-acre property was conducted in accordance with USFWS survey protocol. During this survey 83 plants were located (0.09 plants/acre, 0.25 plants/ha). During subsequent field investigations four additional plants were found and a total of 87 PPC plants had been located by June, 2007, bringing the average density of known PPC plants on the Property to one plant per 9.6 acres. Similar low densities have been found in large surveyed parcels at several other sites immediately south of Ajo Highway and south of Interstate Highway 10 near south Wilmot and Craycroft Roads.

The observed and expected frequencies of PPC in each vegetation-landform category were compared using a chi-square analysis. PPC within the property are disproportionately distributed with respect to vegetation-landform category. PPC are over-represented under upland mesquite (a site relatively resistant to erosional headcutting), upland sub-shrub (surfaces of largely intact Holocene soil veneers), and channel sub-shrubs. Grassy swales and channels essentially support no PPC. Forty-seven percent of PPC plants occur on bare ground, but bare ground is a transitional phase, inexorably moving from soils capped with loose Holocene soil to bare hard Pleistocene soil; from soils suitable for recruitment of PPC to soils no longer suited for either recruitment or persistence of adult plants.

The distribution of plants within the property and the long term viability of PPC on this property is affected by the ongoing and dramatic shifts in this landscape that degrade the overall productivity of the property and directly affect the property's ability to support a sustainable population of PPC. With ongoing and further depletion of the original Holocene soils, the number of PPC on the property over the next several decades would be expected to continue to decline along with individual plant longevity and seed output. It is anticipated that the current population level of PPC is not sustainable over the next 10 to 30 years. The distribution of these plants within the property is highly correlated with the distribution specific habitat types. With on-going and further depletion of the original Holocene soils, the number of PPC on the property over the next several decades would be expected to continue to decline along with individual plant longevity and seed output. Even if this parcel was left undeveloped we anticipate that the population of plants found at Sendero Pass will not be able to sustain itself over the next 10 to 30 years.

c. Important Vegetation

As shown on the aerial photograph in Exhibit II.D.2: Vegetation, the majority of the project site is bare ground as a result of stormwater erosion patterns and provides little value in terms of scenic quality, screening and soil stabilization. However, there are portions of the site, especially along the northern and eastern property lines adjacent to Ajo Highway, where man-made drainage features have created densely vegetated areas, which coincide with designated riparian habitat. See Exhibit II.D.2: Vegetation.

*See Exhibit II.D.2:
Vegetation*

2. Densities of Vegetation

The majority of the project site is bare ground as a result of stormwater erosion patterns, as shown on Exhibit II.D.2: Vegetation. Vegetation density in these areas is zero. Vegetation cover in the remainder of the property is primarily low (1 to 30 %) to medium (31 to 75 %) with some areas of high vegetation cover (>75 %) in the grassy swales that have formed where stormwater impounds at the downstream edge of the property along the property's frontage with Ajo Highway. The riparian areas of the property mapped in Exhibit II.D.2 generally correspond with areas of medium to high vegetation cover though some of the more xeric portions of these areas would be more appropriately classified as low cover.

*See Exhibit II.D.2:
Vegetation*



Legend

-  Site Boundary
-  Xeroriparian C
-  Hydromesoriparian or Mesoriparian H as labeled by Pima County

Note: Pima County Xeroriparian Habitat (Ord. 2005 FC-2 § 2, 2005) areas exhibit high-density vegetation. The remainder of the vegetation on-site is low density.





E. Wildlife

1. Letter from Habitat Specialist

The Arizona Game and Fish Department's online information tool was used to identify special status species and habitat information for the project vicinity. See inquiry results in Exhibit II.D.1: Arizona Fish and Game Department Inquiry. No wildlife species were listed as threatened or endangered, per information obtained from Arizona Game and Fish Department.

*See Exhibit II.D.1:
Arizona Game and
Fish Department
Inquiry*

2. Listed Threatened or Endangered Species

A screening analysis was conducted to determine the potential presence of special status wildlife species in the project area. This screening analysis relied upon: 1) field observations and habitat assessment of the project area; 2) review of the best available information regarding the natural history of the special-status species; 3) comparisons of this information with habitats present in the project area; and 4) evaluation of the known range and distribution for the special-status species (AGFD 2007). All but one of the listed animal species was eliminated from further review because their known ranges are outside the project area or they are found in habitats dissimilar to those occurring within the project area.

Lesser Long Nosed Bat - The closest known roost site for lesser long nosed bat is Box Canyon Crevice located approximately 36 miles east of the subject property. Given the long distances that LLNBs are known to travel, and the presence of dense stands of saguaros to the northeast in the Tucson Mountains, to the southeast on San Xavier District, in the hills on the east and south slopes of the Sierrita Mountains, and along the lower slopes of the Coyote Mountains and Bell Peak, it is possible that LLNBs may occasionally fly over the site while traveling to these other foraging areas. While it is possible that this species may occasionally forage over the property, the following factors reduce the likelihood of this species' occurrence on the property: (1) the lack of appropriate roosting habitat within the property, (2) the distance of the property from known roost locations, (3) the presence of only one adult saguaro, no known juvenile saguaros, and the complete absence of agaves on the property, and (4) the availability of suitable forage in close proximity to known roost sites.

Cactus Ferruginous Pygmy Owl - The Arizona population of the cactus ferruginous pygmy-owl (CFPO) was once listed as endangered by the FWS with critical habitat. The subject property was not part of the areas formerly designated or considered for designation as critical habitat for this species. The FWS recently completed its 90-day finding on a petition filed by the Defenders of Wildlife to list all or a portion of the western population of CFPO. In publishing

the results of their 90-day finding the FWS reported that there was sufficient information in the petition to warrant a formal status review. The FWS status review is ongoing and the findings of that review are not expected until second or third quarter of 2009. The FWS status review might conclude that CFPO does not warrant listing or the finding might contain a proposal to list the western population or some distinct population segment of that western population as threatened or endangered with or without critical habitat.

Previous CFPO surveys of this property and nearby properties have not detected any CFPO. Habitats on the property are not similar to habitats known to regularly support nesting pairs of CFPO and they are not expected to use this property for nesting. The closest known population of CFPO to the subject property is in the Altar Valley and on the Tohono O'ohdam reservation to the west. It has been reported that one and possibly two telemetered female CFPO have dispersed along an east west corridor south of the property.

Western Burrowing Owl - Western burrowing owl prefers disturbed or open areas with burrows suitable for nesting. The openness of the site suggests that the property might contain habitat suitable for nesting and foraging. No western burrow owls have been observed during various field surveys and investigations of the site but potential for them to use the site or to establish nests in the future cannot be discounted.

3. High Densities of a Given Species

No wildlife species have been identified as existing in unusually high density on or adjacent to the Sendero Pass project.

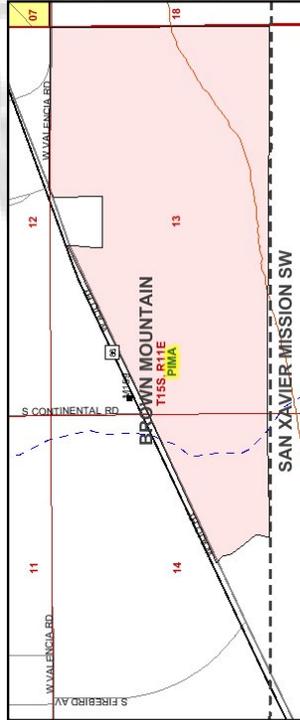
4. Significant Habitat or Areas of Concern

The Sendero Pass project is not within any area identified as a priority conservation area in the County's Conservation Land System, it is not designated nor is it under consideration for designation as critical habitat for any listed species or species proposed for listing for protection under the Endangered Species Act, nor does it contain any wetland, open water, springs or significant mesoriparian or hydriparian habitats of significant value to wildlife.





Project Location



The Department appreciates the opportunity to provide in-depth comments and project review when additional information or environmental documentation becomes available.

Special Status Species Occurrences/Critical Habitat/Tribal Lands within 3 miles of Project Vicinity:

| Name | Common Name | ESA | USFS | BLM | State |
|---------------------------------------|-------------------------------|-----|------|-----|-------|
| Coryphantha scheeri var. robustispina | Pima Pineapple Cactus | LE | | | HS |
| Mammillaria thomberti | Thornber Fishhook Cactus | | | | SR |
| San Xavier Indian Reservation | San Xavier Indian Reservation | | | | |

Project Name: MCL-01
Submitted By: Wade Wietgreffe
On behalf of: CONSULTING
Project Search ID: 20071009004106
Date: 10/9/2007 4:59:41 PM
Project Category: Development Within Municipalities, Residential subdivision and associated infrastructure, New construction
Project Coordinates (UTM Zone 12-NAD 83): 483419.760, 3554685.438 meter
Project Area: 357.711 acres
Project Perimeter: 6032.116 meter
County: PIMA
USGS 7.5 Minute Quadrangle ID: 1765
Quadrangle Name: BROWN MOUNTAIN
Project locality is currently being scoped

Location Accuracy Disclaimer

Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Receipt is solely responsible for the project location and thus the correctness of the Project Review Receipt content.

F. Soils

1. Soils

According to the City of Tucson's Hydrologic Data and Wash Information, one soil type is present on the site: Tubac Sandy Loam 0 to 2 Percent Slopes. Below, Table II.F: Soil Characteristics describes the features of this soil association.

Table II.F: Soil Characteristics

| Association | Tubac Sandy Loam 0 to 2 Percent Slope |
|--------------------|--|
| Characteristics | Well-drained |
| Soil Make Up | Overall, the soil has a clay subsoil |
| Runoff Potential | Slow |
| Hazard of Erosion | Slight to none |

Pima County Technical Services, 2006

*Table II.F:
Soil Characteristics*

2. Soil Suitability for Septic Use

Septic use is not proposed as part of this project.

G. Viewsheds

1. Viewsheds Onto and Across the Site

Various photographs were taken of views onto and across the project site. Exhibit II.G.1.a: Photo Key Map displays the locations from which the photos were taken. There are no significant viewsheds onto the site.

*See Exhibit II.G.1.a:
Photo Key Map and
Exhibit II.G.1.b:
Site Photos*

2. Visibility from Nearby Off-Site Locations

The areas of the project with the highest visibility from off-site locations are located on the perimeter of the site, adjacent to Ajo Highway and Valencia Road. The majority of the property has low visibility from off-site locations as the project site is relatively flat and cannot be viewed beyond the adjacent public right-of-way where the vegetation is most dense.

*See Exhibit II.G.2:
Visibility*



Legend

Site Boundary

Photo Location





Photo 1: From the northwest corner looking south at drainageway on property.



Photo 2: From the northwest corner looking south onto property riparian area.



Photo 3: From the northwest corner looking east along Ajo Highway.



Photo 4: From the property boundary at Ajo Highway looking northwest along Firebird Avenue.



Photo 5: From the property boundary at Ajo Highway and Firebird Avenue looking southeast across site.



Photo 6: From the property boundary at Ajo Highway looking north at Continental Road alignment.



Photo 7: From the property boundary at Ajo Highway and Continental Road looking southeast across site.



Photo 8: From the northern boundary looking south across site.



Photo 9: From the northern boundary looking northwest at Ajo Highway and Ryan Airfield.



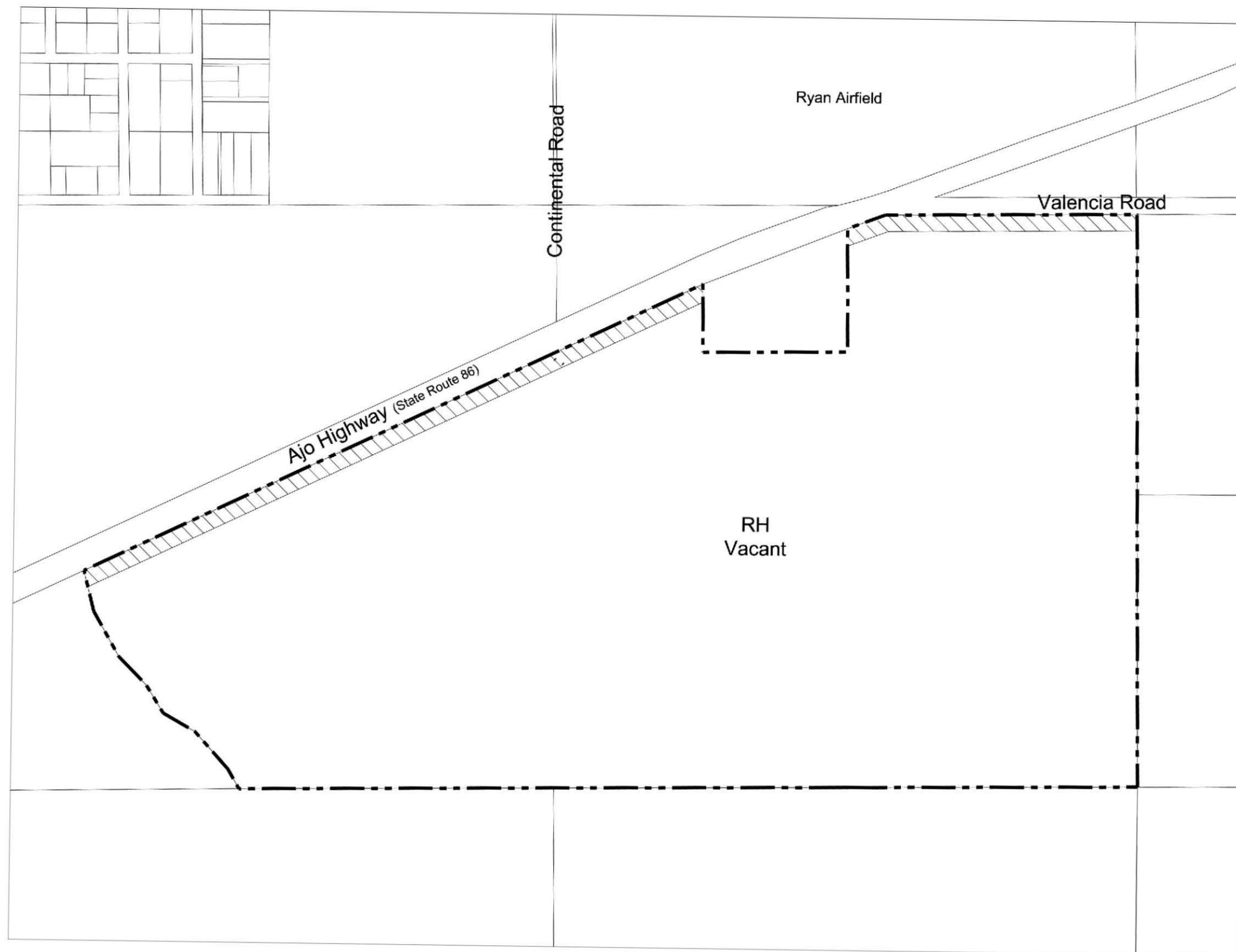
Photo 10: From the northern boundary looking north at the facilities at Ryan Airfield.



Photo 11: From the northeast corner looking east along Valencia Road.



Photo 12: From the northeast corner looking southwest across site.



Legend

- Site Boundary
- Areas of High Visibility
- Parcels

Notes

- The majority of the site has low visibility from off-site locations.





H. Traffic

1. Existing and Proposed Off-Site Streets

Ajo Highway (State Route 86) is an east to west alignment and provides access between the city of Tucson and the community of Ajo in Pima County, Arizona. Ajo Highway, which serves as the northern/eastern boundary for the majority of the project site, is a three-lane roadway within the study area, with one lane in each direction and a two-way left turn lane. As a State Route, Ajo Highway is designated a major scenic route with a posted speed limit of 65 mph.

Ajo Highway is planned to be constructed and widened to four lanes by the Arizona Department of Transportation between Kinney Road and Continental Road in the year 2010. Additional widening of 40 feet from Sandario Road to Valencia Road are projected in the 2030 Regional Transportation Plan of the Pima Association of Governments. The Southwest Infrastructure Plan (SWIP) has also determined that there may be a future need for a grade separated intersection at Ajo Highway and Valencia Road which would be funded by Traffic Impact fees collected for the benefit area.

Valencia Road is also designated a major scenic route in the Pima County Major Streets and Routes Plan. It is an east to west alignment and provides access between Interstate 10 in the southern Tucson area and the Ajo Highway. Valencia Road is a two-lane roadway with a posted speed limit of 50 mph.

The existing alignment of Valencia Road is expected to be abandoned and a new alignment created within the near future. The proposed new alignment would still intersect with Ajo Highway, but would then curve further south into Sendero Pass and through the adjacent property to the east before reconnecting with its current alignment. At that time, Valencia Road is projected to be widened to four lanes. Improvements to Valencia Road are scheduled to take place during the second period of improvements (2012-2016) in the Regional Transportation Authority's Transportation Plan.

Airfield Road is a north to south roadway/driveway intersecting with Ajo Highway at the north side of Valencia Road, providing access into Ryan Airfield. South of Ajo Highway, Airfield Road turns into Valencia Road. The intersection of Ajo Highway/Valencia Road/Airfield Drive is unsignalized and stop controlled on Valencia Road and Airfield Drive.

Aviator Lane is two adjacent north-to-south access driveways serving Ryan Airfield, located approximately 130 feet apart. The intersection of Ajo Highway/Aviator Lane is unsignalized and stop controlled on Aviator Lane.

*See Exhibit II.H.1:
Transportation*

a. Existing Rights-of-Way

Table II.H.1.a: Existing Rights-of-Way

| | Ajo Highway (State Route 86) | Valencia Road |
|------------------------|---------------------------------|---------------|
| Existing Rights-of-Way | 200' | 150' |

*Table II.H.1.a:
Existing Rights-of-
Way*

b. Pima County Width Standards

Table II.H.1.b: Pima County Width Standards

| | Ajo Highway (State Route 86) | Valencia Road |
|-------------------|---------------------------------|---------------|
| Width Conformance | Yes | No |

*Table II.H.1.b:
Pima County Width
Standards*

c. Continuous Rights-of-Way

Table II.H.1.c: Continuous Rights-of-Way

| | Ajo Highway (State Route 86) | Valencia Road |
|--------------------------|---------------------------------|---------------|
| Continuous Rights-of-Way | Yes | Yes |

*Table II.H.1.c:
Continuous Rights-of-
Way*

d. Rights-of-Way of Proposed Off-Site Roads

There are no additional off-site roads proposed within the vicinity of the project site other than those roads proposed by the Pomegranate Farms development to the east of the project site. The two projects share alignment of Valencia Road, Los Reales Road, and the common north-south road referred in the Pomegranate Farms Specific Plan as Desert Sunrise Trail. Valencia Road is proposed to contain a 200 foot right-of-way, Los Reales a 150 foot right-of-way, and Desert Sunrise Trail a 120 foot right-of-way

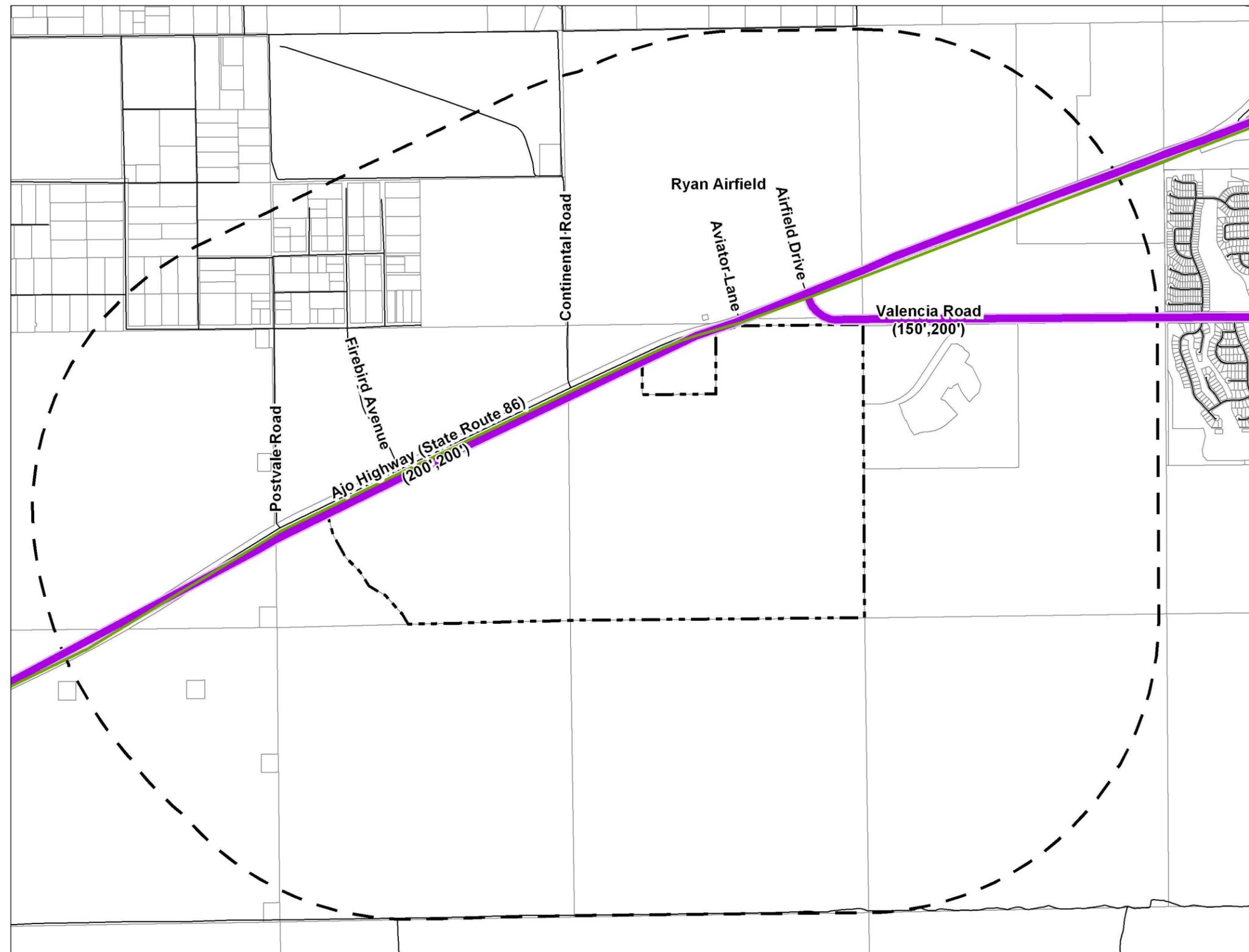
e. Travel Lanes, Posted Speed Limits, and Capacity

Table II.H.1.e: Travel Lanes, Posted Speed Limits and Capacity

| | Ajo Highway (State Route 86) | Valencia Road |
|--------------------|--|---------------|
| Travel Lanes | 2 lanes (1 in each direction) and 1 left-turn lane | 2 |
| Posted Speed Limit | 65 | 50 |
| *Capacity | 16,400 | 14,600 |

*Table II.H.1.e:
Travel Lanes, Posted
Speed Limits and
Capacity*

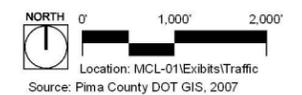
*Source: Florida Department of Transportation



Legend

- Site Boundary
- One-Mile Radius
- Bike Route
- Major and Scenic Route
- (150', 200') Existing ROW/Future ROW

Note:
There are no bus routes within one mile of the site.





f. Average Daily Trips

Average daily traffic counts were collected in October, 2007.

Table II.H.1.f: Average Daily Trips

| | Ajo Highway (State Route 86) | Valencia Road |
|---|---|------------------------------------|
| Average Daily Trips (24-hour volume) | (west of Valencia Road) 11,000 | (south of Ajo Highway) 3,200 |

Source: United Civil Group Corporation Traffic Report, 2007

*Table II.H.1.f:
Average Daily Trips*

g. Bicycle and Pedestrian Ways

Table II.H.1.g: Pima Bicycle and Pedestrian Ways

| | Ajo Highway (State Route 86) | Valencia Road |
|---------------------------|---|----------------------|
| Bicycle/Pedestrian | Yes | No |

*Table II.H.1.g:
Pima Bicycle and
Pedestrian Ways*

h. Roadway Improvements

Table II.H.1.h: Roadway Improvements

| Street/Project Name Termini Plan ID# | Project Description | Estimated Timeframe within 2030 Plan | Cost (in \$1,000's) | Sponsor |
|--|----------------------------------|---|--------------------------------|----------------|
| SR 86: #8 Sandario to Valencia MP 156.8 to 159.5 71.03 | Reconstruct and widen 40 feet | Medium Period | \$5,000 | ADOT |
| SR 86: #8A Sandario to Valencia MP 156.5 to 160.0 177.0 | Widen to 4 lanes | Medium Period | \$34,000 | ADOT |

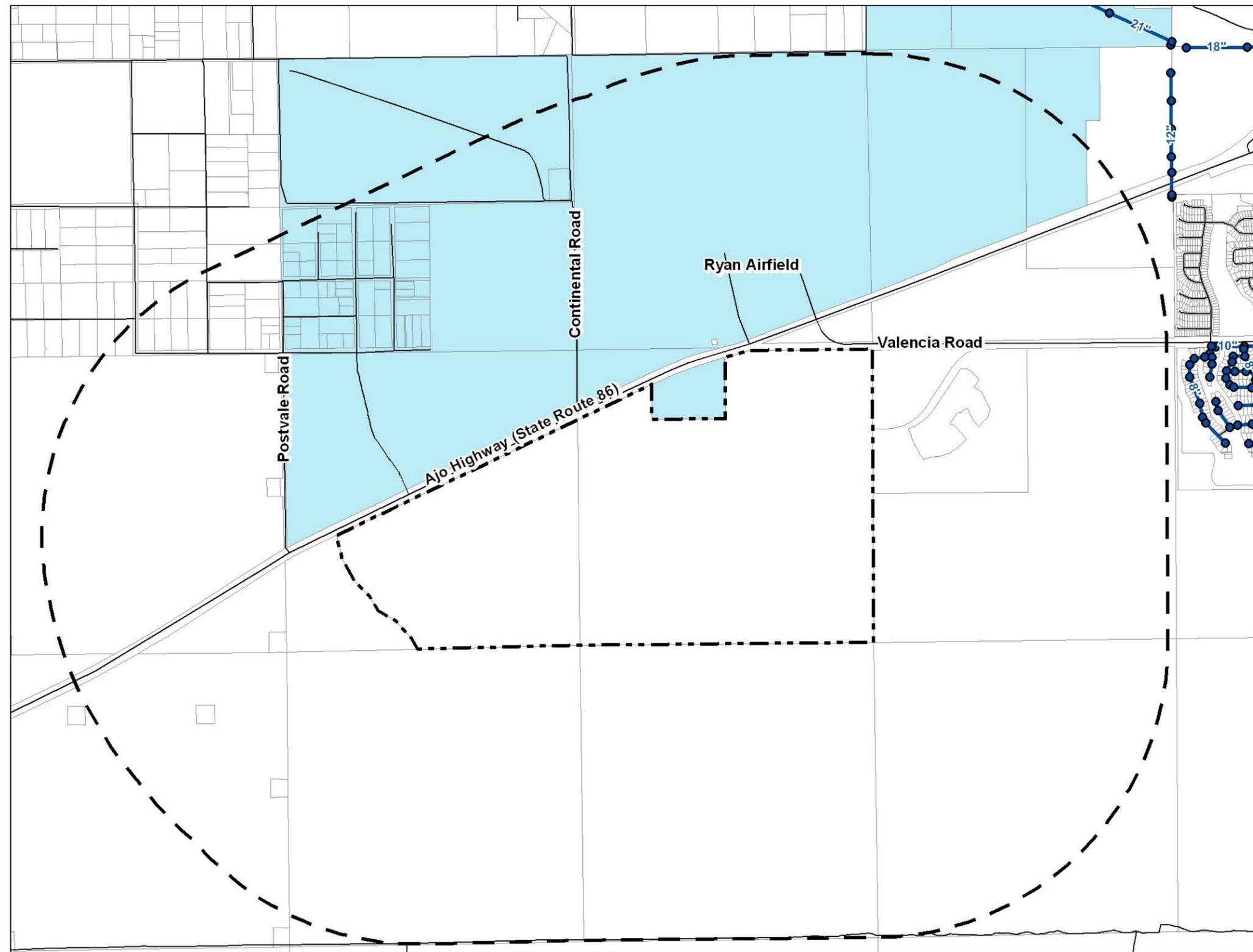
Source: The Pima Association of Governments' 2030 Regional Transportation Plan, Adopted June 29, 2005

*Table II.H.1.h:
Roadway
Improvements*

I. Sewer

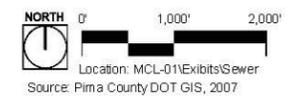
There are several 8-, 10- and 12-inch sewer lines located approximately one-mile east of the project site in the Sonoran Ranch Estates subdivision, as shown in Exhibit II.I.1: Sewers. Additionally, there is a 21-inch sewer line and a 18-inch sewer line running along Valencia Road north and east of the site.

The Specific Plan area is not currently served by Pima County's public sewer system. The area will be tributary to the Avra Valley Wastewater Reclamation Facility (AVWRF); adequate treatment capacity to



Legend

- Site Boundary
- One-Mile Radius
- Sewer Lines
-
- Man Holes
- Ryan Airfield



accommodate Sendero Pass is presently available. Construction of a new AVWRF has been completed and it increased the treatment capacity from 2.2 million gallons per day (MGD) to 4.0 MGD. Additional improvements may be necessary to accommodate development in this area. A Sewer Service Agreement will be necessary to tie into the plant. This will be completed prior to the recordation of the block plat. The Pomegranate Farms development to the east has also proposed to extend sewer collection facilities into this area that will benefit the region including Sendero Pass.

J. Schools

1. Existing and Proposed Public Schools within One Mile of the Site

The project site is located within the Altar Valley School District boundary. Directly east of the project site is the boundary for Tucson Unified School District, and the Sunnyside School District is located one-mile south. There are currently no schools within one mile of the project site.

2. Public Schools that Serve the Site

The Altar Valley School District consists of Robles Elementary School (located approximately ten miles southwest of the project site) and Altar Valley Middle School (approximately eight miles west of the site). Because there is no high school in the District, Altar Valley School District students attend either Marana High School (12000 West Emigh Road), Flowing Wells High School (3725 North Flowing Wells Road), or PPEP TEC High School (1840 East Benson Highway), although students have the option of attending any high school since they are in a K-8 district. Information regarding the location of the Altar Valley schools is provided in Table II.J.2 below.

Table II.J.2: Public Schools Serving the Site

| School Name | Location |
|----------------------------|------------------------|
| Robles Elementary School | 9875 South Sasabe Road |
| Altar Valley Middle School | 16350 West Ajo Highway |

3. Capacity and Enrollment

Table II.J.3, below, displays the schools' enrollment and capacity numbers.

*See Exhibit II.J.1:
Schools and
Recreation*

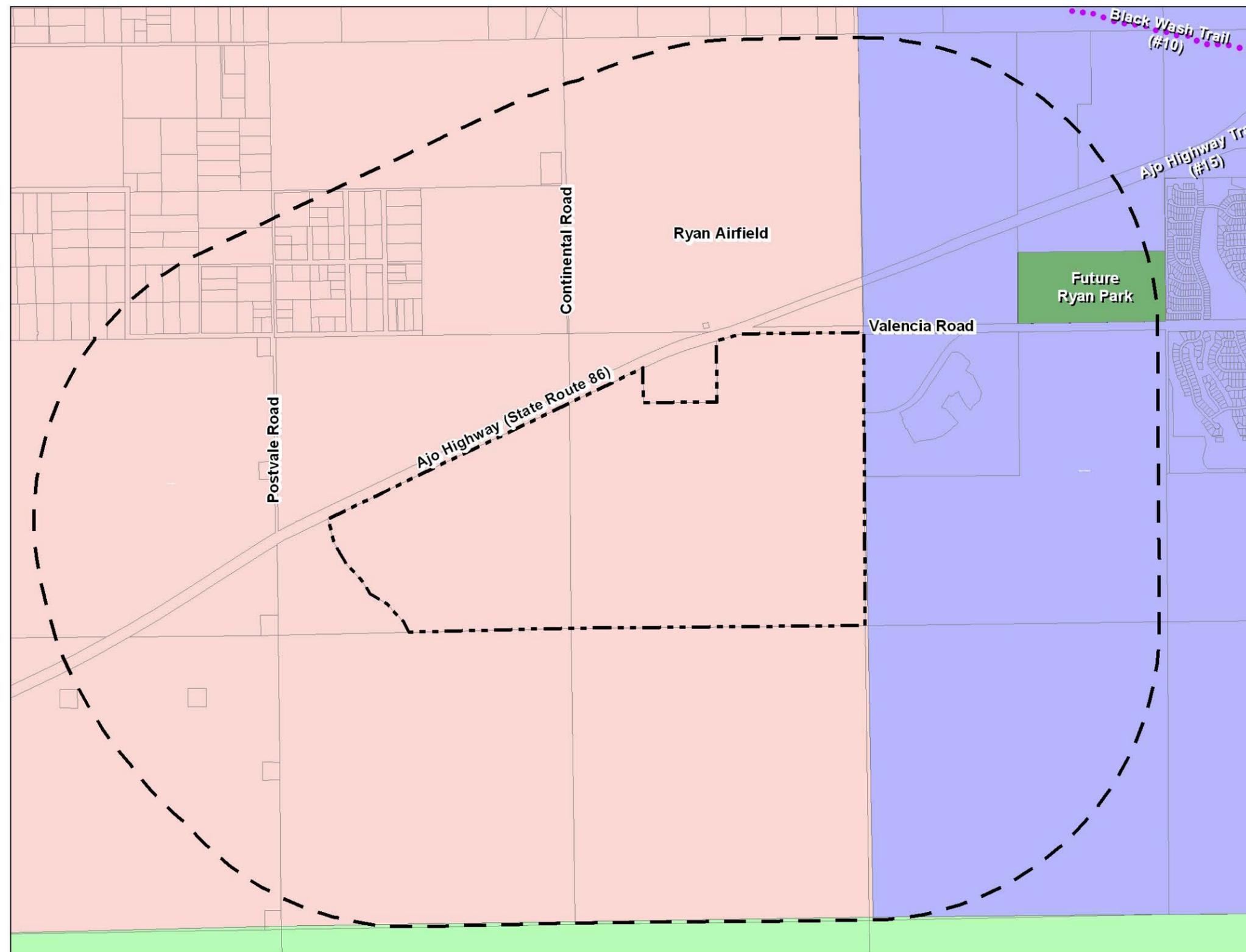
*Table: II.J.2:
Public Schools
Serving the Site*



Table II.J.3: Capacity and Enrollment

| Affected School | Capacity | Current Enrollment |
|----------------------------|-----------------|---------------------------|
| Robles Elementary School | 457 | 334 |
| Altar Valley Middle School | 328 | 317 |

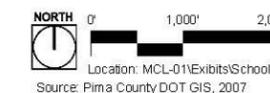
*Table: II.J.3:
Capacity and
Enrollment*



Legend

- Site Boundary
- One-Mile Buffer
- Trails
- Parks
- School Districts
 - Altar Valley
 - Sunnyside
 - Tucson Unified

Notes:
There are no schools or existing parks located within a one-mile radius of the site.



K. Recreation and Trails

1. Parks, Recreation Areas and Adopted Trails

There are currently no parks or recreation areas within the vicinity of the project site; however, the Ajo Highway Trail and Bike Route are located on the paved shoulder of the highway. The Black Wash Trail, classified by the Eastern Pima County Trail System Master Plan as a Primary Trail, is located approximately one and one-quarter of a mile north of the site. In addition, Ryan Park, to be located approximately one mile northeast of the project site, is planned as a Urban Park Land Acquisition through the approved 1997 Pima County Bond. The park will be comprised of 77-acres of land acquired from the Federal Government. Neither the exact facilities layout nor the timeline for construction have been finalized. The Pomegranate Farms development to the east is proposed to contain a seven acre park interior to its project.

2. Proposed Trail Rights-of-Way

The Eastern Pima County Trail System Master Plan does not indicate any requirements for additional rights-of-way at this location to accommodate planned trails. The Pomegranate Farms development to the east is proposed to have numerous trails including a 5 foot trail that connects to the project site along its common boundary.

L. Cultural Resources

1. On-Site Cultural and/or Historic Resources

The Sendero Pass Specific Plan area has been surveyed for cultural resources. The cultural resources survey results are documented in a report titled: Cultural Resources Survey of 904.08 Acres in Parcels 209-15-006E, 209-16-006C, 210-11-008B, and 210-11-0089D in the Avra Valley near State Route 86, Pima County, Arizona (Old Pueblo Archaeology Center Letter Report No. 20052006.006), prepared by Jennifer DeJongh and Allen Dart and dated February 23, 2006.

2. Archaeological and Historic Sites on the Property

Cultural resources survey within the Sendero Pass Specific Plan area (currently assigned parcel numbers 209-15-006E and 209-16-006G) resulted in finding four prehistoric sites, designated AZ AA:16:507(ASM), AZ AA:16:509(ASM), AZ AA:16:510(ASM), AZ AA:16:515(ASM) and four historic sites, designated AZ AA:16:508(ASM), AZ AA:16:511(ASM), AZ AA:16:512(ASM), AZ AA:16:513(ASM). Pima County CRHPO will consult with the SHPO on the survey's findings and determination of site(s) eligibility for listing in the NRHP.



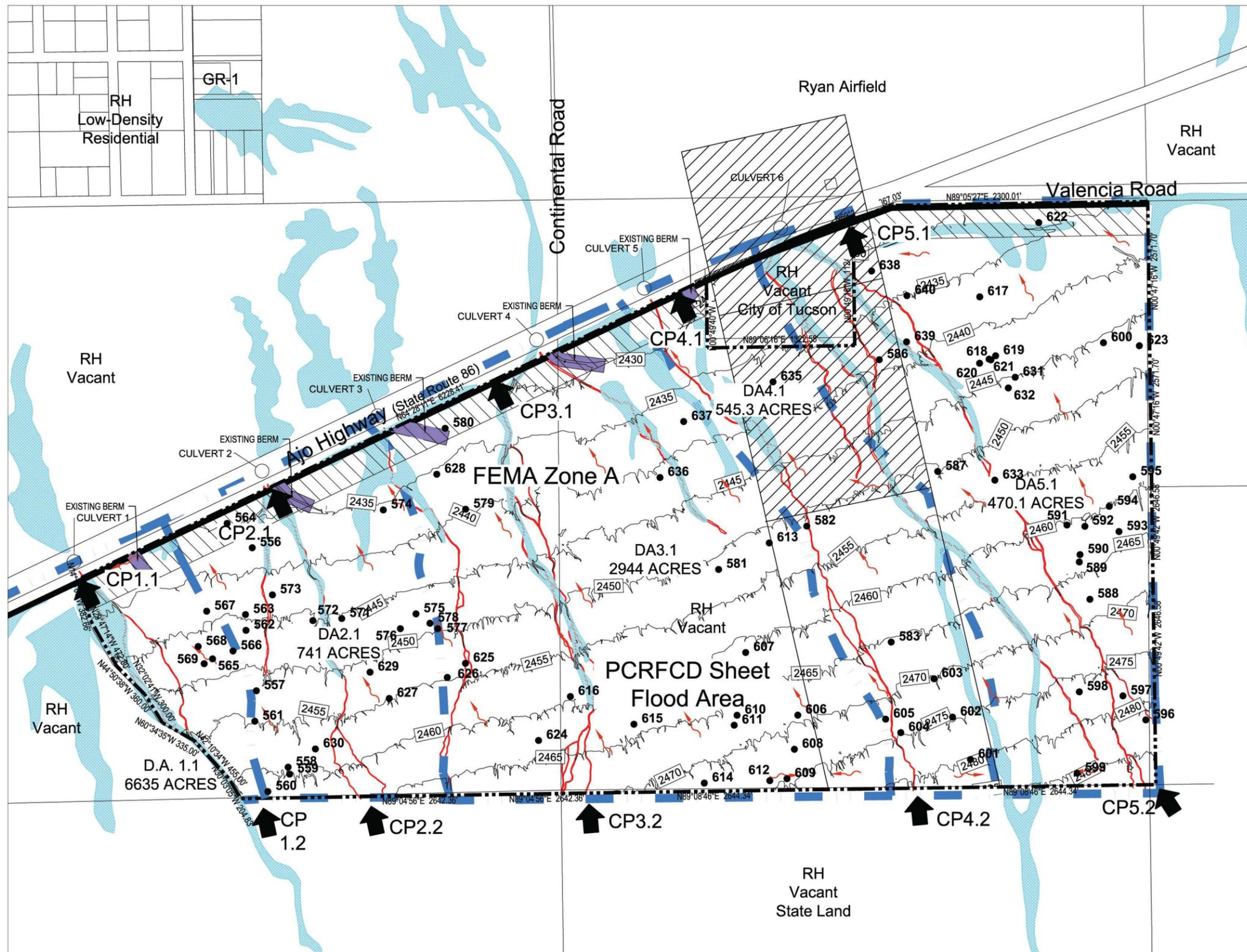
M. Air Quality

Not applicable as industrial activities are not proposed in this rezoning.

N. Composite Map

The thorough site analysis presented in this section has determined that the site is constrained by topography, the presence of washes delineated as jurisdictional waters of the U.S., the presence of xeroriparian communities, safety considerations of Ryan Airfield, among others. This information has been combined to form the composite map displayed as Exhibit II.N. Each constraint depicted on the Composite Map will be taken into account as the future development of this property is planned.

*See Exhibit II.N:
Composite Map*



Legend

- Site Boundary
- 1' Elevation Contours
- Parcels
- Highway Easement (Docket 8458 Pg 139)
- Drainage Easement (Docket 8458 Pg 130)
- 50' Water Mains and Utility Easement (Docket 2951 Pg 159)
- 20' Electrical Easement (Docket 2951 Pg 159)
- Riparian Area/High Density Vegetation
- Areas of High Visibility
- Airport Impact Area
- Watershed Boundary
- Jurisdictional Waters of the U.S.
- Concentration Point
- Direction of Flow
- 613 Pima Pineapple Cactus

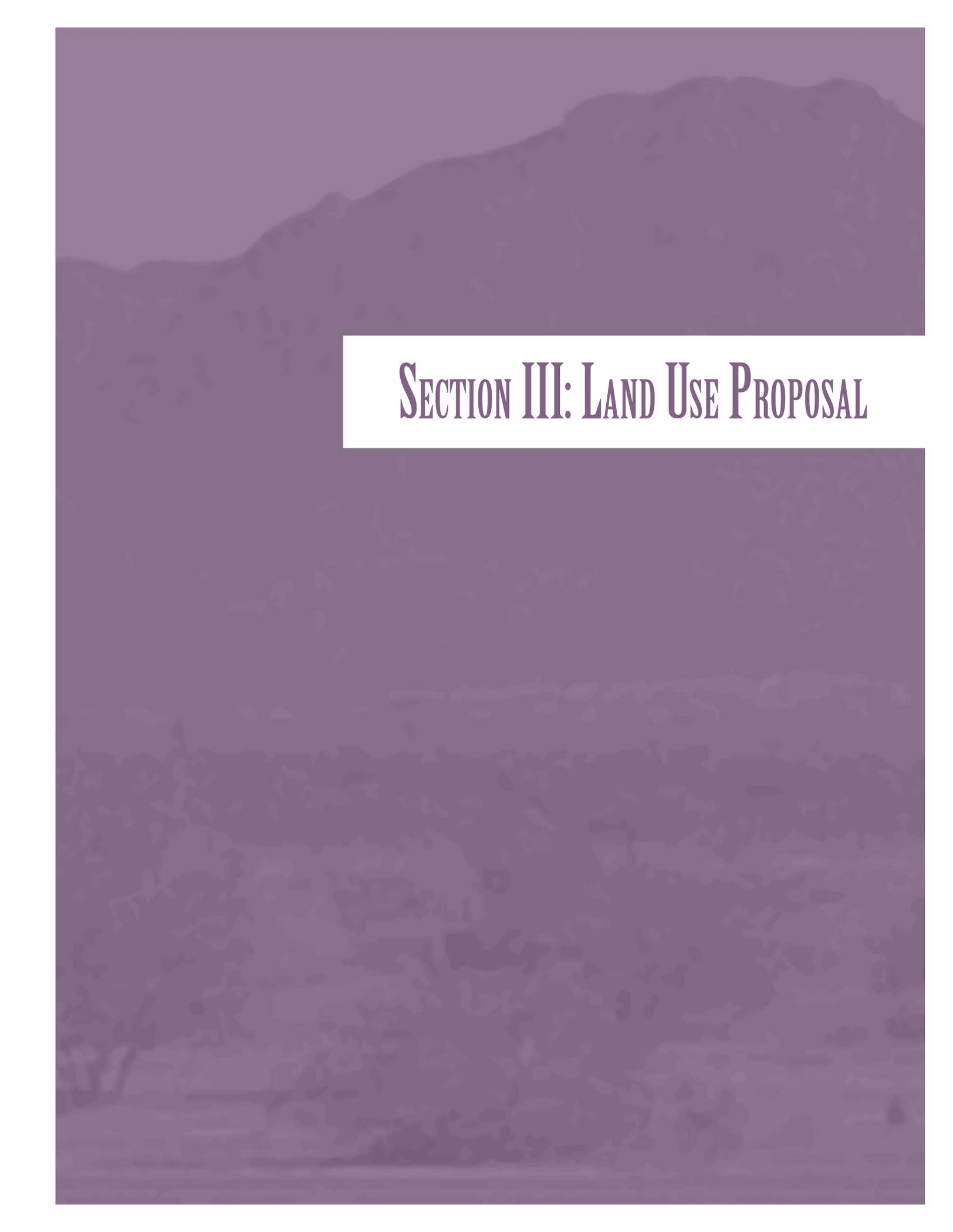
Notes

- Ajo Highway (State Route 86) and Valencia Road are both Major and Scenic Routes.
- The site contains no:
 - Slopes 15% or greater
 - Rock outcrops
 - Peaks or ridges
 - Entire site lies within FEMA Zone A (FIRM 04019C2800K)

Summary of Hydrologic Analysis (Pre-Construction)

| Concentration Point | Contributing Off-site Watersheds | Total Area (ac) | Peak Discharge (cfs) |
|---------------------|----------------------------------|-----------------|----------------------|
| C.P. 1.1 | 1.1, 1.2 | 10,496 | 7,322 |
| CP 1.2 | 1.2 | 12.3 | 67 |
| C.P. 2.1 | 2.1, 2.2 | 289.6 | 741 |
| CP 2.2 | 2.2 | 167.7 | 519 |
| C.P. 3.1 | 3.1, 3.2 | 2944 | 1,182 |
| C.P. 3.2 | 3.2 | 2624 | 1080 |
| C.P. 4.1 | 4.1, 4.2 | 580.8 | 996 |
| CP 4.2 | 4.2 | 418.9 | 853 |
| C.P. 5.1 | 5.1, 5.2 | 442.0 | 1,049 |
| CP 5.2 | 5.2 | 190.8 | 557 |





SECTION III: LAND USE PROPOSAL



A. Sendero Pass Overview

Sendero Pass is located at the intersection of two major transportation corridors serving the southwest region of Pima County. This master planned community of 837 acres will act as a “gateway” community to the Tucson metropolitan area from the southwest. It is designed to provide a variety of housing alternatives in an urban setting, and to take advantage of current and future employment opportunities provided by nearby Ryan Airfield. Certain industrial uses, such as those permitted under the Pima County Campus Park Industrial Zone, have been included in the proposed Commercial zoned property near Ryan Airfield to provide a wider range of employment opportunities for this area.

Sendero Pass embraces the principle of modern sustainability associated with these locational factors while incorporating opportunities for mixed use developments including:



Mixed-Use Area

- promoting safe and convenient recreational opportunities
- multi-modal transportation connectivity throughout the community
- a variety of community support services
- design and building standards reflecting up to date technologies
- mixture of housing types

Various physical opportunities and constraints have been identified in the Site Analysis section of this document. The design for Sendero Pass has taken these features into account and accommodated them by doing the following:

- The project has analyzed the stormwater crossings under Ajo Highway along with the wash corridors determined from the approved jurisdictional delineation approved by the Army Corps of Engineers to define the drainage corridors through the site.
- The project also considered the Compatible Use Zone and Runway Safety Zone locations of the Ryan Field airport and has placed the lower density residential and park/recreational amenities in these designated areas.
- The sanitary sewer system is designed to drain via gravity to the

north towards the existing Avra Valley Wastewater Treatment Facility without the use of pumping stations.

- Sendero Pass has located its proposed regional commercial and employment center uses at the intersection of Ajo Highway and Valencia Road, two primary transportation corridors containing the necessary infrastructure to service this area.
- The main entryway into the master plan community aligns with improvements proposed by the Arizona Department of Transportation.

1. Objectives of the Specific Plan

The objectives of the Sendero Pass Specific Plan are intended to guide development of the site and provide direction for community design principles. This Specific Plan implements policies of the Pima County Comprehensive Plan while providing a unique development that combines the sustainable principles of the southwest with affordable housing needs of the community. Development criteria established in this plan ensure quality design for the separate uses while maintaining a common theme throughout the project. A set of development plan goals have been established as follows:

1. Implement the policies and guidelines of the Pima County Comprehensive Plan;
2. Construct a community in a manner that supports the goals of the Southwest Infrastructure Plan;
3. Create a community that is compatible with surrounding development, including the existing and planned expansion of Ryan Airfield;
4. Build a sustainable mixed-use community that promotes higher density housing and commercial uses;
5. Establish development standards that are versatile, cost-effective and encourage quality design;
6. Build a community that is easily accessible and promotes multi-modal transportation and interconnectivity;
7. Design a community that provides a variety of land uses and housing types;
8. Create a development that respects and enhances the site's natural features, its cultural resources and the built environment;
9. Create a development that lends to a diverse, stable and healthy economy;





10. Provide uniform development regulations for land use, circulation, landscaping and open space;
11. Ensure coordinated, responsible planning through the use of cohesive procedures, regulations, and guidelines; and
12. Provide a framework for the management and administration of this Specific Plan.

Included within the Specific Plan are a set of Design Standards, which include sustainability requirements that address conformance with the Southwest Infrastructure Plan goals and policies. These Design Standards outline how the project will implement the above objectives for this Specific Plan.

2. Compliance with Pima County Comprehensive Plan

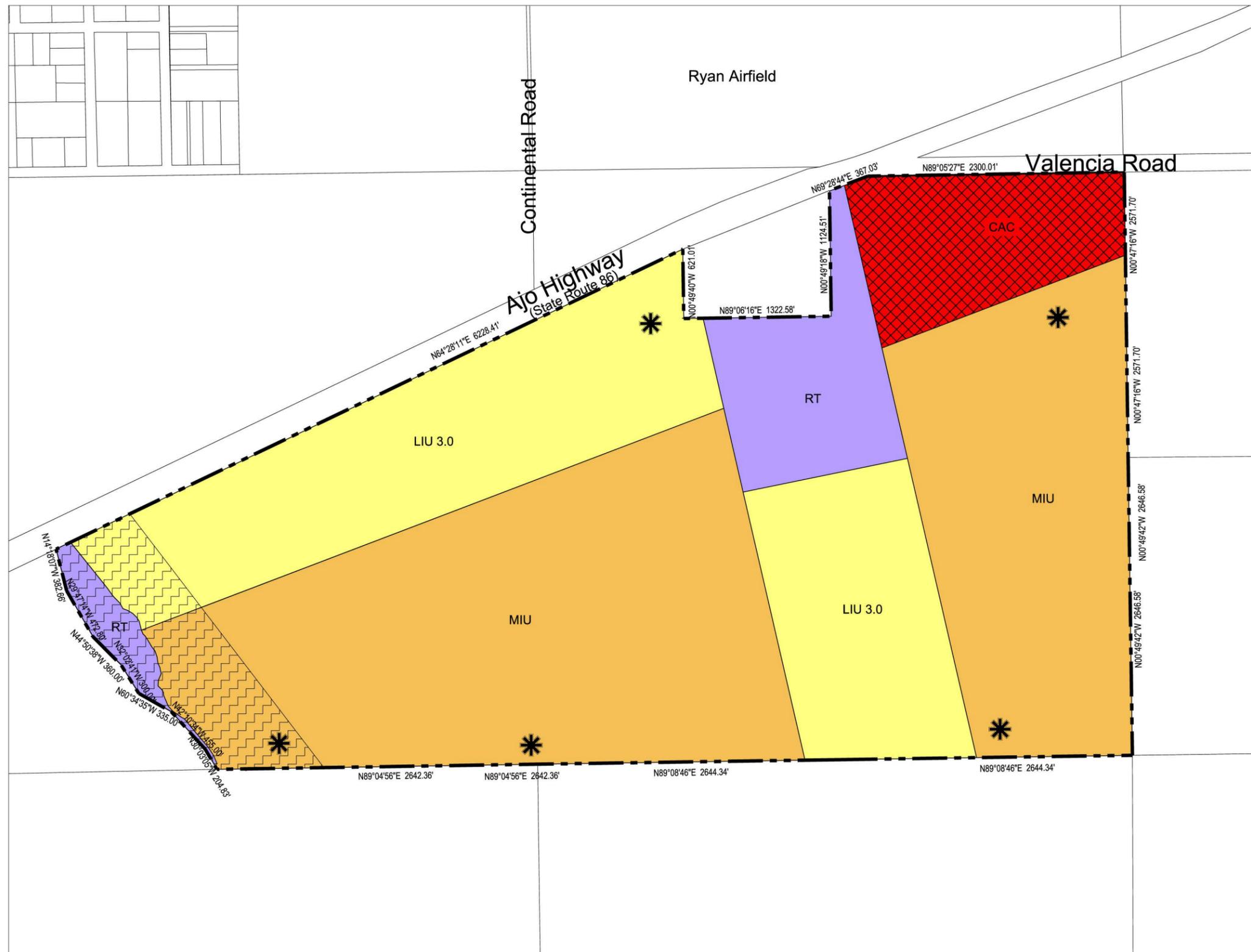
In response to increasing demands for development in the unincorporated southwest portion of metropolitan Pima County, the Pima County Comprehensive Plan was amended in 2007 by the Southwest Subregion Special Area Policy Major Plan Amendment Co7-07-31 and the West Ajo Highway Major Plan Amendment Co7-06-14. Associated projected population growth combined with its location primarily outside the Conservation Lands System, makes this land suitable for urban development. Included below is a description of how the Specific Plan, and the project, complies with the above referenced major plan amendments.

Coinciding with the Comprehensive Plan amendment, Pima County also adopted the Southwest Infrastructure Plan (SWIP). The SWIP ties comprehensive land use planning to public infrastructure planning to ensure that future growth pays for itself. The Sendero Pass Master Developer will comply with the intent of the SWIP by funding its fair share of flood control, wastewater, transportation and recreational infrastructure through future impact fees and/or alternative funding mechanisms. In addition, the Sendero Pass Specific Plan commits to the sustainability principles outlined in the SWIP. Details regarding how this Specific Plan has been planned (and will be designed and constructed) to implement these principles are described in Section IV (Development Regulations).

The 837 acres within Sendero Pass include four separate land use designations in the Pima County Comprehensive Plan: Resource Transition (RT), Low Intensity Urban (LIU 3.0), Medium Intensity Urban (MIU) and Community Activity Center (CAC).

One of two areas within Sendero Pass designated as RT is aligned with Ryan Airfield's cross-wind runway. No residential development or uses that would result in large congregations of people will be permitted. A portion of this area will be developed as a community park and may include a limited drainage facility for Sendero Pass.

*See Exhibit III.A.2:
Comprehensive Plan
Map*

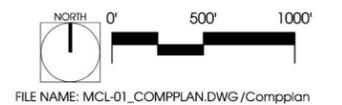


Legend

- Site Boundary
- Parcels

Comprehensive Plan Designation

- Low Intensity Urban 3.0 (LIU 3.0)
- Medium Intensity Urban (MIU)
- Resource Transition (RT)
- Community Activity Center (CAC)
- No Residential Development
- Floating Community Activity Center (CAC)
- RT area unless an administrative change or Comprehensive Plan update is approved.



FILE NAME: MCL-01_COMPLAN.DWG/Complan



*See Exhibit III.B.1:
Land Use Concept*

The second and smaller RT-designated area is located at the far west end of the project site. Although based on 100-year floodplain information, the RT boundary per the Sendero Pass Comprehensive Plan Amendment approved in 2007 is subject to change if and when more accurate floodplain data is compiled. As determined by the drainage study and environmental assessment prepared for this project, it is anticipated that the RT area on this portion of the property will be adjusted to reflect a more accurate RT boundary. This adjusted boundary will still support a wildlife corridor and address flood control measures and floodplain boundaries while maximizing density and land use efficiency in this growth corridor. This RT boundary may either be adjusted administratively following approval of a Conditional Letter of Map Revision (CLOMR) or through a Comprehensive Plan update. At the time of adjustment, the RT area will be designated as shown in Exhibit III.B.1: Land Use Concept, and all rights, restrictions and regulations of the indicated designations shall apply.

Areas within Sendero Pass designated LIU 3.0 are generally located to comply with density restrictions from Ryan Airfield. LIU 3.0 is located on the south side of Ajo Highway, west of the cross-wind alignment within the southern flight track of pilot training exercises and south of the cross-wind runway alignment (south of the RT designation). These areas are restricted to a gross residential density of 3 residences per acre.

Densities permitted within MIU and CAC will promote an efficient use of the land, supporting transit and an economic expansion of infrastructure. MIU allows higher-density residential uses to be located in close proximity to commercial development and employment centers. The northeast portion of the Specific Plan is designated as CAC. Due to its location near the main entrance of Ryan Airfield and because it falls within the southern flight track of pilot training exercises, this area will be limited to commercial/ industrial uses and no residential development is permitted within this area.

In addition to the CAC located at the northeast corner of the Specific Plan, “floating” CAC-designated areas are required. While there is no maximum acre restriction, a minimum of 50 acres is required within Sendero Pass. One of these floating CAC designations is intended to be a mixed-use center located between Sendero Pass and Pomegranate Farms, the master-planned community to be developed east of (and adjacent to) Sendero Pass. One other floating CAC is proposed at the primary entrance of Sendero Pass and three other floating CAC are proposed at the southern property boundary. These areas are expected to include a combination of uses, including residential, retail, offices and government facilities.

Commercial (C) as well as Mixed Use (MU) land use designations are included in the Sendero Pass Land Use Concept (Exhibit III).

B.1) that correspond to the CAC and floating CAC allowances. In addition, limited non-residential uses are permitted in the High Density Residential (HDR) areas within the plan in accordance with the floating CAC concept.

*See Exhibit III.B.1:
Land Use Concept*

A key consideration in determining appropriate densities for this area is connectivity between uses within Sendero Pass and beyond the Specific Plan boundaries. To promote and take advantage of alternate modes of transportation, including walking, biking and transit, higher residential densities will be located near arterial and collector roadways and around the CAC designations. Further, a shared use path for pedestrian and bikeway use, which will be physically separated from roadways as shown on the Open Space and Recreation Exhibit III.G, will be integrated into Sendero Pass, linking residential areas, commercial centers, recreation areas and other amenities. (Components of this multi-modal trail system are also described in greater detail in Section F: Circulation and included in Circulation Concept Exhibit III.F.)

3. Compatibility with Adjoining Development

Suburban residential development has advanced to within one mile to the east. There is scattered residential development approximately one-half mile to the northwest which is primarily rural in character. However, as a result of the amendments to the Pima County Comprehensive Plan for Sendero Pass and its vicinity, along with the adoption of the SWIP, the face of this region is expected to change. East of and adjacent to Sendero Pass is Pomegranate Farms—another master-planned community which acquired approval of a Specific Plan in February 2009. Similar to Sendero Pass, Pomegranate Farms successfully amended the Pima County Comprehensive Plan in 2007 to allow for a combination of uses on the project site, including residential and commercial uses. The main Community Activity Center in Sendero Pass has been located at the eastern boundary of the site in the spirit of providing the best opportunity for interaction between the two communities. The master developers for these two communities will continue to work together on a number of fronts, such as determining the future alignment of Valencia Road, the north/south collector road between the two projects and coordination of sewer infrastructure, to ensure compatibility between the projects. The projects will also coordinate the extension of utility infrastructure into the area, including water and sewer, as well as connections to trails proposed by the two developments.

Operated by the Tucson Airport Authority, Ryan Airfield is an auxiliary airport located on the north side of Ajo Highway adjacent to the project site. The airport is generally utilized by small aircraft, and its primary function is flight instruction and related training activities. Expansion is planned for Ryan Airfield in the future; thus, Pima County has placed restrictions on the type of development that may



take place within the airport vicinity, which are described in the Pima County Comprehensive Plan. All development within the Sendero Pass Specific Plan will comply with the Comprehensive Plan restrictions as well as the regulations outlined in the Airport Environs and Facilities Zone of the Pima County Zoning Code. In addition, disclosure statements regarding Ryan Airfield will be provided in all sales contracts, public reports and recorded covenants, and avigation easements relative to Ryan Airfield will be established in coordination with the Tucson Airport Authority.

The adjacent parcel owned by the City of Tucson on the south side of Ajo Highway and surrounded by Sendero Pass on three sides will remain vacant. This parcel is located within the Runway Safety Zone of the Airport Environs and Facilities Zone, which prohibits development. These restrictions, as well as the associated building height limitations, are indicated on Exhibit III.B.2: Land Use Overlay.

*See Exhibit III.B.2:
Land Use Overlay*

B. Land Use

The Sendero Pass Specific Plan is located in a portion of Pima County expected to experience a significant expansion in regional population in the coming years. The land use concept of the Sendero Pass Specific Plan has been designed to help accommodate this growth by providing for a mixture of uses, including higher residential densities and commercial centers to fill the need for such uses in this Southwest Subregion of Pima County. Each of the land use designations within the plan are depicted in Exhibit III.B.1: Land Use Concept and summarized in Table III.B.1: Land Use Matrix.

The land use concept takes into consideration the existing and proposed future operations of Ryan Airfield. Because it falls within the southern flight track of pilot training exercises, the northeast portion of the site is limited to commercial uses. Also as a result of this flight track, lower residential densities with a maximum of 3 RAC will be located along the south side of Ajo Highway. Directly south of the cross-wind runway alignment, uses that would attract large congregations of people are prohibited; thus, this portion of the development is proposed to include open space and park amenities including active recreation facilities to serve the citizens of Sendero Pass. These restrictions, as well as the associated building height limitations, are indicated on Exhibit III.B.2: Land Use Overlay.

The Commercial designation encompasses approximately 65 acres within the northeast portion of Sendero Pass near the intersection of Ajo Highway and the realigned Valencia Road. This concentration of commercial uses will take advantage of its proximity to the arterial roadways and access to transit services. Uses within this designation are intended to be regionally scaled and serve not only the needs of Sendero Pass but the region as a whole.

Commercial development will respond to the needs of the community with a blend of both retail and office space. Uses envisioned within the Commercial designation of this Specific Plan include large-scale retailers, an assortment of dining establishments, retail shops, office tenants and campus park industrial uses. No residential uses will be permitted within the Commercial designation.

One goal of the Sendero Pass Specific Plan is to provide high quality yet affordable homes—a community where people live, work, play and raise families. Sendero Pass will attract buyers from all stages of life, including first-time homebuyers, singles, young families and empty nesters. To accomplish this, the Sendero Pass Specific Plan has four land use designations within which residential uses are supported:

- Low Density Residential (LDR): LDR allows a maximum gross density of 3 RAC to accommodate single-family detached or attached housing.
- Medium Density Residential (MDR): MDR is featured throughout the community and allows single-family attached and detached products. The maximum gross density in MDR is 10 RAC. Limited commercial uses have also been added to this designation to allow for personal services, day care centers, and other related uses.
- High Density Residential (HDR): HDR is placed in close proximity to established road networks in order to provide opportunities to further develop and utilize public transportation infrastructure. This designation allows for single-family detached as well as attached housing options. The maximum gross density in HDR is 24 RAC. Limited non-residential uses are also permitted within these areas in order to reduce auto travel and foster sustainability. These non-residential uses are intended to be oriented to meet the needs of residents within the community as opposed to the regionally focused uses in the commercially designated areas. Uses within HDR are expected to include personal services, coffee shops, day care centers, convenience stores and cafes.
- Mixed-Use (MU): Mixed-use areas totaling approximately 75 acres will be located along the collector roadways within the community. This designation will allow for an appropriate combination of multiple uses, inside a single structure or placed within a more urban setting where a variety of different living activities (live, work, shop, play) are within walking distance of most residents and which link to transit. Up to 24 RAC are allowed within MU.

Open space will be a key feature in Sendero Pass. Approximately 70 acres have been designated as OS, which is a land use designation that corresponds directly to the RT designated areas from the approved Comprehensive Plan Amendment Co7-06-14 for this project. Included in the OS designated land use is the proposed 43-acre community park.





Within the various designated land uses, there are various drainage corridors that will be dedicated as drainage easements upon the Master Block Plat for this project. Natural open space areas will encompass the majority of these proposed drainage corridors on the site, which generally extend from the northern project boundary, adjacent to Ajo Highway all the way to the southern project boundary. These drainage areas will also provide important corridors for wildlife movement. Wash paths will be located along these drainage corridors providing connectivity between uses and encouraging alternate forms of transportation within Sendero Pass. Of the proposed drainage corridor areas, approximately 22 acres are included in and overlap the OS land use designation.

Sendero Pass is dedicated to providing its residents with sufficient public facilities, such as emergency services, water and wastewater treatment, and public schools to serve the property in a timely manner. The Master Developer is committed to education and is working closely with the Altar Valley School District to determine a location for an elementary school site within Sendero Pass. In addition to the provision of a school site, the Master Developer will work with the School District to build joint use recreational facilities adjacent to school facilities, thereby maximizing resources and providing benefits to both the School District and Sendero Pass residents. A formal agreement between the School District and the Developer will be prepared prior to the master block plat approval.

Table III.B.1: Land Use Matrix summarized the land uses proposed within Sendero Pass. The table identifies the gross acreage for each designation within the Plan, maximum residential densities permitted within each designation and the minimum non-residential square footage to be located within Sendero Pass. In addition, the table indicates both a minimum and a maximum number of homes, which may be located within the Specific Plan; the target number of homes is the number of homes anticipated in each development area, although the target may change based on economic forces and market demands.

Table III.B.1: Land Use Matrix

| Land Use Designation | Gross Acreage | Maximum Density (RAC)** | Minimum Non-Residential SF | Minimum # Homes | Maximum # Homes | Target # Homes |
|----------------------------------|---------------|-------------------------|----------------------------|-----------------|-----------------|----------------|
| Commercial (C) | 67 | N/A | 250,000 | N/A | N/A | N/A |
| Mixed-Use (MU)* | 75 | 24 | 125,000 | 500 | 750 | 550 |
| High-Density Residential (HDR) | 86 | 24 | 40,000 | 900 | 1,420 | 1,000 |
| Medium-Density Residential (MDR) | 340 | 10 | N/A | 1,300 | 1,640 | 1,450 |
| Low-Density Residential (LDR) | 199 | 3 | N/A | 450 | 590 | 500 |
| Open Space (OS) | 70 | N/A | N/A | N/A | N/A | N/A |
| Total | 837 | N/A | 415,000 | 3,150 | 4,400 | 3,500 |

*Assumes ½ the acreage will be developed with residential uses and the other ½ with non-residential uses.

**The gross density of the Mixed Use designated area of Blocks 16 and 17 (per Exhibit III.B.1) cannot exceed 3 residences per acre (RAC) and are further limited to a maximum residential yield of: $1.9x + 1.4y + z$ is equal to or less than 111 dwelling units (where x = condos or apartment units, y = attached single family residential units, and z = detached single family residential units).

In the event the RT area designated per the Sendero Pass Comprehensive Plan Amendment (approved in 2007) is not amended by a CLOMR or a Comprehensive Plan update, the following land use acreages and calculations shall apply:

*Table III.B.1:
Land Use Matrix*

Table III.B.2: Alternative Land Use Matrix

| Land Use Designation | Gross Acreage | Maximum Density (RAC)** | Minimum Non-Residential SF | Minimum # Homes | Maximum # Homes | Target # Homes |
|----------------------------------|---------------|-------------------------|----------------------------|-----------------|-----------------|----------------|
| Commercial (C) | 67 | N/A | 250,000 | N/A | N/A | N/A |
| Mixed-Use (MU)* | 75 | 24 | 125,000 | 500 | 750 | 550 |
| High-Density Residential (HDR) | 74 | 24 | 40,000 | 900 | 1,250 | 1,000 |
| Medium-Density Residential (MDR) | 325 | 10 | N/A | 1,250 | 1,550 | 1,400 |
| Low-Density Residential (LDR) | 187 | 3 | N/A | 500 | 550 | 550 |
| Open Space (OS) | 109 | N/A | N/A | N/A | N/A | N/A |
| Total | 837 | N/A | 415,000 | 3,150 | 4,100 | 3,500 |

*Table III.B.2:
Alternative Land Use
Matrix*



*Assumes ½ the acreage will be developed with residential uses and the other ½ with non-residential uses.

**The gross density of the Mixed Use designated area of Blocks 16 and 17 (per Exhibit III.B.1) cannot exceed 3 residences per acre (RAC) and are further limited to a maximum residential yield of: $1.9x + 1.4y + z$ is equal to or less than 111 dwelling units (where x = condos or apartment units, y = attached single family residential units, and z = detached single family residential units).

C. Topography and Grading

Upon review of the existing on-site topography, it was determined that there are no significant topographic features or slopes exceeding 15%. Therefore, none of the development features proposed within Sendero Pass impact such areas.

As depicted in Exhibit III.C.1: Grading Concept, five drainage corridors will be created as part of the drainage design for this project. These corridors along with the area designated as the Resource Transition Zone located at the western edge of the project will be left primarily natural and undisturbed. These undisturbed areas lie within the drainage corridors and are shown on Exhibit III.C.1 as natural open space.

The site will consist of a development blocks ranging in type from low density residential to commercial. At this time it is anticipated that the majority of the property will be graded over the development duration of the project, which is anticipated to take several years. This excludes the natural open space areas proposed for this project which will generally remain undisturbed in the drainage corridors.

Because the site is relatively flat, the majority of the project will be graded such that the cut and or fill slopes will be less than 5 feet. However, at the drainage corridor crossings and along the southern edge, the roadway profile will result in the placement of fill that will most likely exceed the 5 feet in height. It is anticipated that cut material will be generated between the wash corridors and used to generate a portion of the necessary fill to create the banks along the wash corridors and to remove the developable parcels from the floodplain. (See Exhibit III.C.2: Typical Grading Concept.) In addition, the park located within the eastern one-third of the project will be excavated to generate additional fill to remove the developable parcels out of the floodplain. This in turn will result in a cut that exceeds 5 feet in depth, currently anticipated to be a maximum of eight feet but will be more accurately determined at the time of park design. To direct flow into the wash corridors upstream of the project, it is proposed that agreements will be entered into with the upstream property owner to allow collection into the proposed drainage corridors. This will be accomplished with the intent that Los Reales Road will be built to its ultimate alignment. In the event these agreements can not be negotiated, collection will occur entirely on the subject property until flows are cut off upstream. The areas where the natural grade changes have the potential of being greater than 5 feet are presented on Exhibit III.C.1.

*See Exhibit III.C.1:
Grading Concept*

*See Exhibit III.C.2:
Typical Grading
Concept*



| | Acreage | | Acreage |
|--------------|------------|--------------|------------|
| C | 67 | C | 67 |
| HDR | 86 | HDR | 74 |
| MDR | 340 | MDR | 325 |
| LDR | 199 | LDR | 187 |
| OS | 70 | OS | 109 |
| MU | 75 | MU | 75 |
| Total | 837 | Total | 837 |

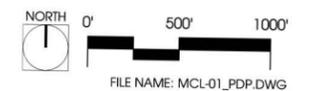
In the event the RT area is not amended by a CLOMR or a Comprehensive Plan update, the following land use acreages shall apply:

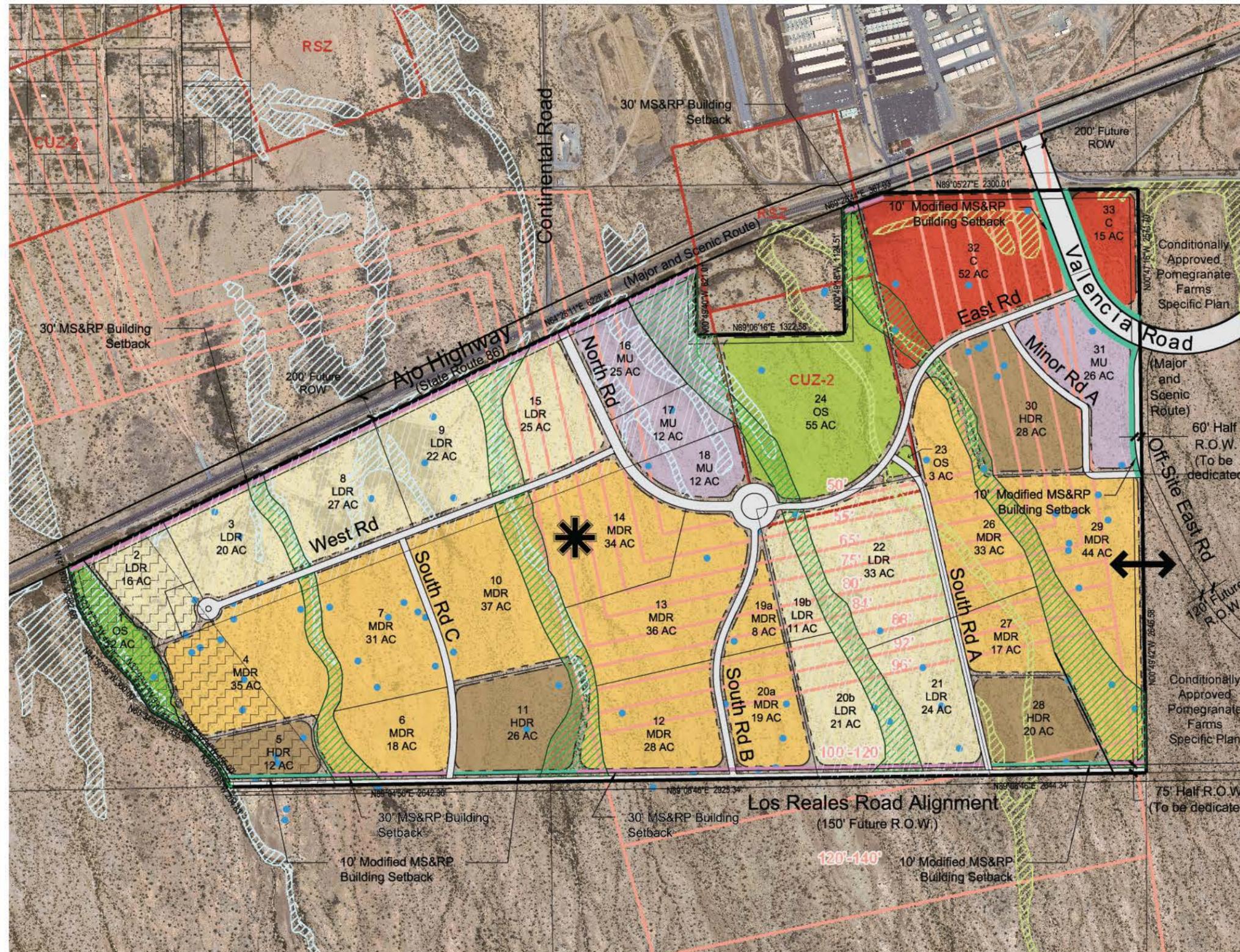
Legend

- Site Boundary
- Parcels
- C-Commercial
- HDR-High Density Residential
- MDR-Medium Density Residential
- LDR-Low Density Residential
- OS-Open Space
- MU-Mixed Use
- Gross Density Limited to 3 RAC
- Connectivity to Pomegranate Farms to be determined
- 10 Acre School Site
- RT area unless an administrative change or Comprehensive Plan update is approved.
- Wash Corridors (To remain undisturbed, except as noted below)
- 30' MS&RP Building Setback
- 10' Modified MS&RP Building Setback (see note below)

Notes

- Developer will be responsible for constructing the half rights-of-way of Los Reales Road and Off-Site East Road along the east site boundary.
- Blocks shown on exhibit are conceptual, and configuration is subject to change.
- An area approximately 8 feet in width along (and within) each side of the Wash Corridor limits may be disturbed to accommodate rip-rap slope protection.
- Modified setback distance permitted where it is demonstrated to meet criteria set forth under Section IV.
- Bus pullout and other transportation facilities to be determined at plat or site development stage.
- The gross density of blocks 16 and 17 may not exceed 3 RAC and are further limited to a maximum residential yield of: $1.9x + 1.4y + z$ is equal to or less than 111 dwelling units (where x=condos or apartments, y=attached single family residential units, and z=detached single family residential units).
- Residential dwelling units shall not exceed a gross density of 3 RAC for the overall LDR designated area lying south of Ryan Airfield Runway Safety Zone (Block 19b, 20b, 21 and 22) and shall transition from lower densities in the north to higher densities in the south.
- Residential dwelling units shall not exceed a gross density of 3 RAC for the overall LDR designated area along Ajo Highway (Represented as Blocks 2, 3, 8, 9 and 15).





Legend

- Site Boundary
- Parcels
- C-Commercial
- HDR-High Density Residential
- MDR-Medium Density Residential
- LDR-Low Density Residential
- OS-Open Space
- MU-Mixed Use
- Gross Density Limited to 3 RAC
- Connectivity to Pomegranate Farms to be determined
- 10 Acre School Site
- RT area unless an administrative change or Comprehensive Plan update is approved.
- Wash Corridors (To remain undisturbed, except as noted below)
- 30' MS&RP Building Setback
- 10' Modified MS&RP Building Setback (see note on Exhibit III.B.1)
- Xeroriparian C
- Hydromesoriparian or Mesoriparian H as labeled by Pima County
- Compatible Use Zone (CUZ-2) & Runway Safety Zone (RSZ)
- Height Overlay Zone (Maximum building heights labeled)
- Location of Pima Pineapple Cactus

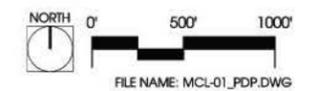
Notes

- Developer will be responsible for constructing the half rights-of-way of Los Reales Road and Off-Site East Road along the east site boundary.
- Blocks shown on exhibit are conceptual, and configuration is subject to change.
- An area approximately 8 feet in width along (and within) each side of the Wash Corridor limits may be disturbed to accommodate rip-rap slope protection.

| | Acreage |
|--------------|------------|
| C | 67 |
| HDR | 86 |
| MDR | 340 |
| LDR | 199 |
| OS | 70 |
| MU | 75 |
| Total | 837 |

In the event th RT area is not amended by a CLOMR or a Comprehensive Plan update, the following land use acreages shall apply:

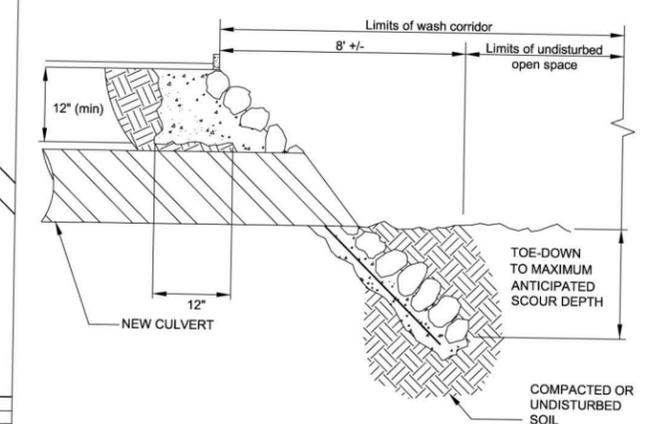
| | Acreage |
|--------------|------------|
| C | 67 |
| HDR | 74 |
| MDR | 325 |
| LDR | 187 |
| OS | 109 |
| MU | 75 |
| Total | 837 |





- Legend**
- Site Boundary
 - 5' Elevation Contours
 - Parcels
 - Wash Corridor (To remain undisturbed, except as noted below.)
 - Cut Slope > 5 feet (see note below)
 - Fill Slope > 5 feet (see note below)
 - Direction of Flow
 - RT area unless an administrative change or Comprehensive Plan update is approved.

- Note**
- The site contains no:
 - Slopes 15% or greater
 - Rock outcrops
 - Peaks or ridges
 - An area approximately 8 feet in width along (and within) each side of the Wash Corridor limits may be disturbed to accommodate rip-rap protection.
 - Cut and fill depths are approximate and subject to review and approval by Pima County.



A RIP RAP SLOPE PROTECTION DETAIL SCALE: NTS

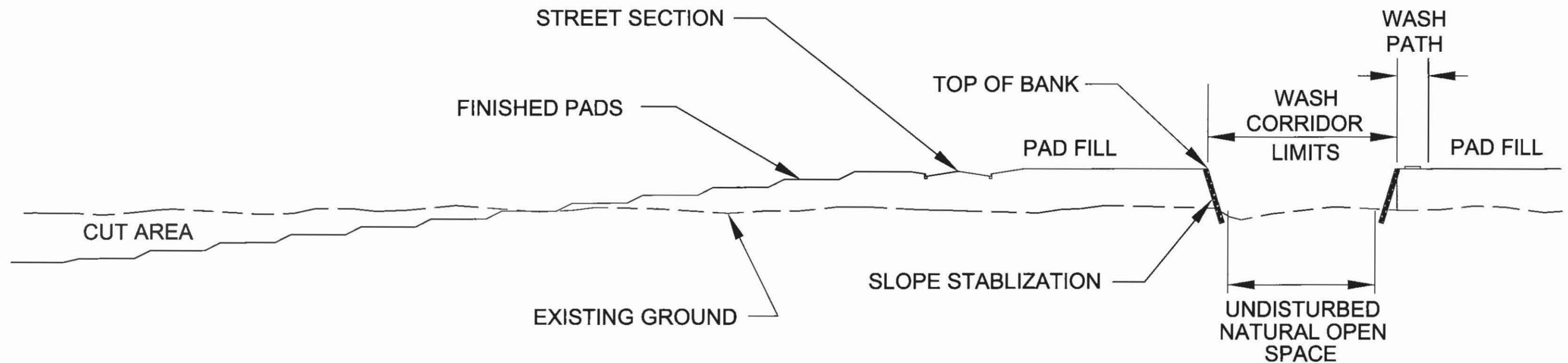
JE FULLER
HYDROLOGY & GEOMORPHOLOGY, INC.
40 E. Helen Street Tucson AZ 85705

NORTH
0' 500' 1000'

FILE NAME: MCL-01_GRADING.DWG

TYPICAL GRADING CONCEPT

- DIRECTS DRAINAGE INTO WASH CORRIDORS
- ACQUIRES CUT MATERIAL FROM BETWEEN WASH CORRIDORS
- USES CUT MATERIAL FROM STEPPED PADS TO GENERATE FILL
- FILL MATERIAL PLACED ALONG WASH CORRIDORS





Upon completion of the project there will be very little topographic impact to the site or the surrounding properties. Elevation differences at the boundary are not expected to be severe (less than 5 feet), and will be dealt with through the use of flat, revegetated slopes (3:1). Slopes located along the boundary that are steeper (1.5:1 or 2:1) will be protected with rip-rap or other approved methods of stabilization. At this time it is not anticipated that retaining walls will be employed to mitigate impacts from site disturbance.

The grading philosophy is to balance the site. As such there will not be any need to dispose of excess material.

Within the interior of the site, the only location where the slopes will exceed 5 feet in grade differential will be in the park and as part of road design. For the park area the slopes will be generally 3:1 or milder. These slopes will be revegetated with native plants and turf and/or landscape gravel. Because the slopes along the roadways will be subjected to runoff from the upstream drainage areas, rock rip-rap, or other approved methods of stabilization, will be placed along the slope. The rock protection will meet the requirements specified by PCRFC. Exhibit III.C.1 also depicts a typical cross-section of the rock protection.

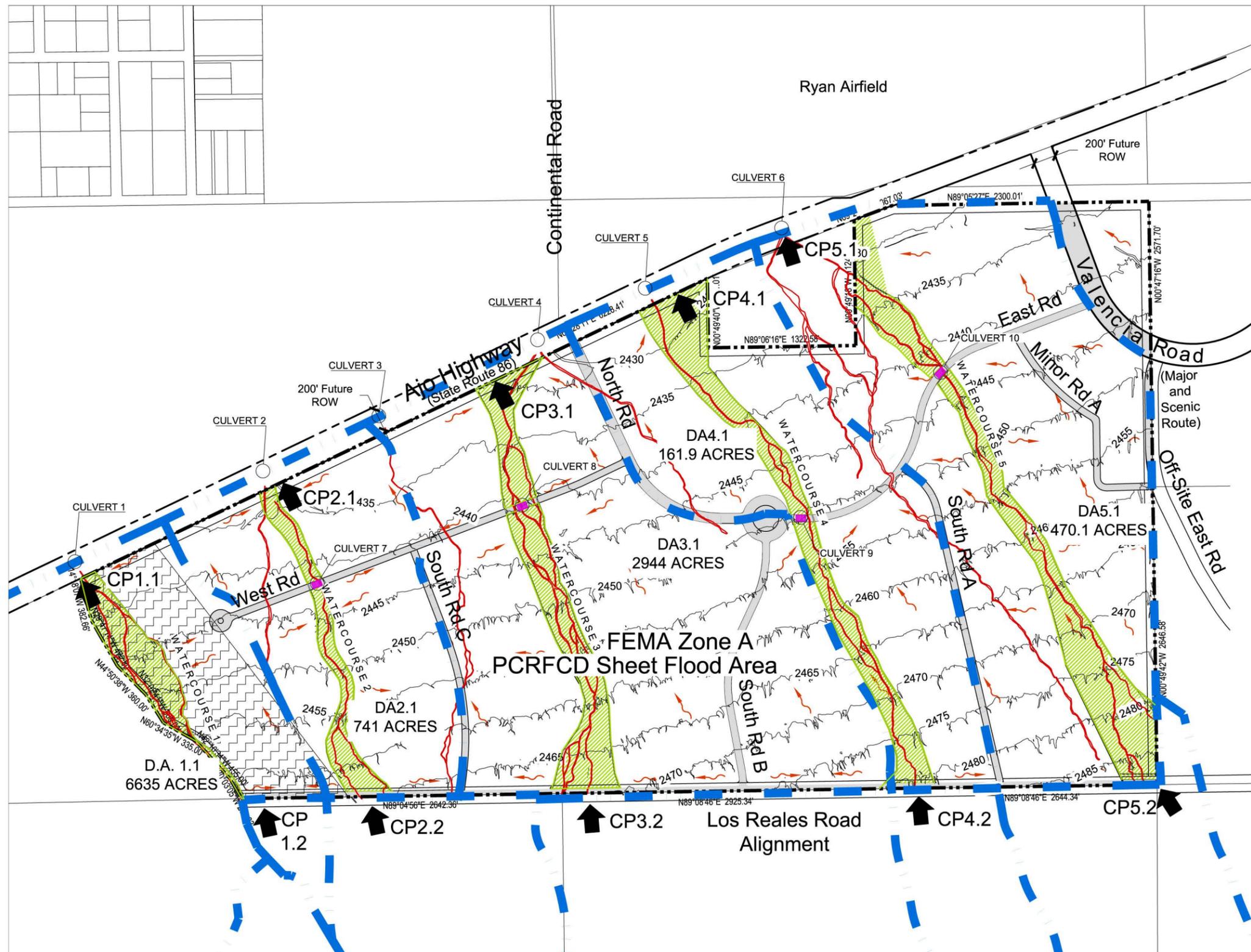
D. Post-Development Hydrology

1. Post-Construction Hydrologic Analysis

The runoff exiting the site at the concentration points identified in the analysis of the post-construction existing conditions is provided in Table III.D.1.1. Detention/retention facilities will attenuate the peak discharges from the post-construction watersheds such that they exit the block at or below the existing peak discharges. The volumes for the basins on a per block basis are provided in Section II-E.4. Because detention basins will be used to reduce the flow to the pre-construction rates, the post-construction discharges will be equal to the pre-construction discharges. The watershed delineations are shown on Exhibit III.D: Post-Development Concept.

It should be noted that per the request of Pima County Regional Flood Control District, a Drainage Report has been generated for this project. The Report, describes the detention/retention requirements and the post-construction hydrology as well as the post-construction floodplains and erosion setbacks. The report has been submitted to Pima County Regional Flood Control to be reviewed concurrently with the Specific Plan. As such the report should be considered as a source of additional information should it be needed.

*See Exhibit III.D:
Post-Development
Hydrology*



Legend

- Site Boundary
- 5' Elevation Contours
- Parcels
- Jurisdictional Waters of the U.S
- Watershed Boundary
- Wash Corridor (To remain undisturbed, except as noted below)
- CP3.2 Concentration Point
- Proposed Culvert Location
- Direction of Flow (Future)
- RT area unless an administrative change or Comprehensive Plan update is approved.

Notes:

- Entire site lies within FEMA Zone A (Firm 04019C2800K)
- An area approximately 8 feet in width along (and within) each side of the Wash Corridor limits may be disturbed to accommodate rip-rap slope protection.
- See master drainage report for more detailed information.

Summary of Hydrologic Analysis (Post-Construction)

| Concentration Point | Contributing Off-site Watersheds | Total Area (ac) | Peak Discharge (cfs) |
|---------------------|----------------------------------|-----------------|----------------------|
| C.P. 1.1 | 1.1, 1.2 | 10,496 | 7,322 |
| CP 1.2 | 1.2 | 12.3 | 67 |
| C.P. 2.1 | 2.1, 2.2 | 289.6 | 741 |
| CP 2.2 | 2.2 | 167.7 | 519 |
| C.P. 3.1 | 3.1, 3.2 | 2944 | 1,170 |
| C.P. 3.2 | 3.2 | 2624 | 1080 |
| C.P. 4.1 | 4.1, 4.2 | 580.8 | 996 |
| CP 4.2 | 4.2 | 418.9 | 853 |
| C.P. 5.1 | 5.1, 5.2 | 442.0 | 1,049 |
| CP 5.2 | 5.2 | 190.8 | 557 |

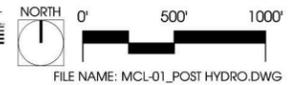




Table III.D.1.1: Summary of On-Site Hydrologic Analysis (Post-Construction)

| Concentration Point | Contributing Off-site Watersheds | Total Area (ac) | Peak Discharge (cfs) |
|---------------------|----------------------------------|-----------------|----------------------|
| C.P. 1.1 | 1.1, 1.2 | 10,496 | 7,322 |
| C.P. 2.1 | 2.1, 2.2 | 289.6 | 741 |
| C.P. 3.1 | 3.1, 3.2 | 2,944 | 1,170 |
| C.P. 4.1 | 4.1, 4.2 | 580.8 | 996 |
| C.P. 5.1 | 5.1, 5.2 | 442.0 | 1,049 |

*Table III.D.1.1:
Summary of On-Site
Hydrologic Analysis
(Post-Construction)*

Upon completion of the initial block platting phase, it is anticipated that the Master Block Plat will be divided into 35 blocks of varying development densities. The hydrologic analysis for the parcel under post-construction conditions was calculated using the peak discharge generated by each proposed block, with each block being considered as an independent contributing entity. Since blocks will encompass an area less than 10 square miles, the hydrologic analysis used the PC Hydro software package to calculate the peak discharges. The parameters used in the analysis were obtained from the recommendation provided in the PC Hydro Manual coupled within physical characteristics of the site and the proposed development density. The results of this analysis are summarized in Table III.D.1.2.

It should be recognized that the values presented in the Table III. D.1.2 represent the peak discharge generated by the entire block. They were determined in order to calculate the retention/detention volumes required for the individual blocks (Section II D.4). During the design of each block, local drainage areas will be established. The runoff from these smaller watersheds, which will be used to size the various drainage structures and develop the drainage design, will be significant less than those presented in the table.

Table III.D.1.2: Summary of On-Site Watershed Acreages

| Block Number | Proposed Density | Drainage Area (ac) | Q ₂ (cfs) | Q ₁₀ (cfs) | Q ₁₀₀ (cfs) |
|--------------|------------------|--------------------|----------------------|-----------------------|------------------------|
| 1 | OS | 12 | 8 | 28 | 79 |
| 2 | LDR | 13 | 14 | 38 | 95 |
| 3 | LDR | 17 | 19 | 49 | 124 |
| 4 | MDR | 33 | 55 | 123 | 273 |
| 5 | HDR | 11 | 25 | 49 | 98 |
| 6 | MDR | 15 | 34 | 67 | 134 |
| 7 | MDR | 27 | 45 | 101 | 224 |
| 8 | LDR | 23 | 25 | 66 | 165 |
| 9 | LDR | 21 | 23 | 61 | 153 |
| 10 | MDR | 29 | 48 | 108 | 240 |
| 11 | HDR | 20 | 63 | 125 | 184 |
| 12 | MDR | 23 | 38 | 86 | 190 |
| 13 | MDR | 32 | 42 | 95 | 212 |
| 14 | MDR | 28 | 46 | 104 | 232 |
| 15 | LDR | 15 | 16 | 44 | 109 |
| 16 | MU | 14 | 32 | 65 | 130 |
| 17 | MU | 10 | 23 | 46 | 93 |
| 18 | MU | 10 | 23 | 46 | 93 |
| 19a | MDR | 7 | 12 | 26 | 58 |
| 19b | LDR | 8 | 13 | 30 | 66 |
| 20a | MDR | 17 | 21 | 56 | 141 |
| 20b | LDR | 16 | 20 | 53 | 132 |
| 21 | LDR | 20 | 22 | 58 | 146 |
| 22 | LDR | 29 | 32 | 84 | 211 |
| 23 | OS | 2 | 1 | 5 | 13 |
| 24 | OS | 43 | 27 | 95 | 272 |
| 25 | C | 1 | 2 | 5 | 10 |
| 26 | MDR | 24 | 40 | 89 | 199 |
| 27 | MDR | 13 | 16 | 36 | 80 |
| 28 | HDR | 19 | 42 | 85 | 170 |
| 29 | MDR | 32 | 66 | 132 | 265 |
| 30 | HDR | 22 | 49 | 98 | 197 |
| 31 | MU | 32 | 74 | 148 | 297 |
| 32 | C | 43 | 103 | 207 | 413 |
| 33 | C | 12 | 29 | 58 | 115 |

*Table III.D.1.2:
Summary of On-Site
Watershed Acreages*

In support of the growing smarter and sustainability concept, where possible water harvesting techniques and measures will be implemented and encouraged as part of the development of Sendero Pass. To that end in addition to the areas designated for retention/detention



water harvesting will be implemented to the extent possible within the designated common areas and open space. It will also be encouraged within the individual parcels and commercial blocks.

2. Encroachment

The proposed development will encroach into the sheet flow area and subsequently the Zone A floodplain designated by FEMA. Along the southern boundary, the runoff will be directed into a series of natural drainage corridors. The drainage corridors will use the existing natural relief bound by fill to convey the 100-year peak discharge. The fill will define the edges of the conveyance corridor while elevating the adjacent development out of the Zone A Floodplain. The corridors will extend from the southern boundary to the northern boundary, where the flow will be released upstream of Ajo Highway per existing conditions.

A CLOMR and LOMR will be submitted as part to Pima County Flood Control District and FEMA for review and approval. The CLOMR and LOMR will establish new floodplains within the drainage corridors (Zone AE). The proposed development area will be removed from the FEMA Zone A and re-designated as FEMA Zone X. The alignment of the drainage corridors and consequently the limits of the 100-year post-construction floodplain are provided on Exhibit III.D: Post-Development Hydrology Concept. A more detailed discussion of the analysis is provided in the Drainage Report submitted to Pima County Regional Flood Control District at their request.

*See Exhibit III.D:
Post-Development
Hydrology Concept*

3. Off-Site Impacts

The proposed development will not have any adverse impacts on the upstream or downstream watersheds. Upon completion of the project, the runoff exiting the site will not increase. The on-site runoff will be conveyed within broad drainage corridors and directed to the culverts per existing conditions. Erosion mitigation, energy dissipation measures and stormwater pollution prevention measures will be incorporated into the design of development to prevent scour and capture sediment.

4. Proposed Drainage Structures

The drainage design will incorporate a series of culverts to convey runoff beneath the proposed main roadways. The design will convey the runoff from a 100-year event beneath the paved surface. The preliminary sizing of these proposed culverts is summarized in Table III.D.4.1. Regardless of the final configuration, upon completion the culvert crossings will provide all-weather access. It should also be noted that the culverts are anticipated to allow for habitat connectivity and to allow small wildlife to pass under the internal roads and reduce potential traffic conflicts with wildlife. Such considerations will be in accordance with the Arizona Game and Fish Department

*See Exhibit III.D:
Post-Development
Hydrology Concept*

(AGFD) Guidelines for Culvert Construction.

Table III.D.4.1: Summary of Proposed Culverts

| Culvert Number | Wash Number | Culvert Type | Q _{des} (cfs) | Slope (%) | Length (ft) | Cap. HW (ft) | Velocity (fps) |
|----------------|-------------|-------------------|------------------------|-----------|-------------|--------------|----------------|
| 7 | Wash 2 | 4 - 12' x 4' RCBC | 741 | 0.8 | 90 | 3.10 | 10.63 |
| 8 | Wash 3 | 5 - 12' x 4' RCBC | 1087 | 1.2 | 60 | 3.45 | 11.76 |
| 9 | Wash 4 | 4 - 12' x 4' RCBC | 996 | 1.0 | 60 | 3.80 | 11.73 |
| 10 | Wash 5 | 5 - 12' x 4' RCBC | 1049 | 1.16 | 50 | 4.70 | 11.20 |

In order to stabilize the channel banks, provide erosion and scour protection for the roadways and culverts, and ensure that lateral migration of the low-flow thalweg within the drainage corridors will not impact the homes, bank protection will be incorporated into the drainage design. The bank protection will be designed in accordance with PCRFC and may consist of soil cement and dumped or grouted rip-rap. A typical cross section for the bank protection is provided on Exhibit III.D.1.

It should be noted that the peak discharges listed above do not account for any attenuation that will result from runoff being diverted into a series by an on-site retention/detention prior to being released downstream. Upon completion of the drainage design for the individual blocks, basins will be employed that will capture and attenuate the post-construction peak discharges to the pre-construction levels prior to being discharged into one of the five drainage corridors. The total amount of volume for the entire site is 56.5 acre-feet. Table III.D.4.2 includes the detention volumes needed for each block. Water harvesting areas are not included in the volume calculation though water harvesting will be utilized where possible throughout the project.

Additional drainage structures needed to convey the minor flow generated within the individual parcels will be designed in accordance with Pima County Standards. These future structures may include, but are not limited to, scuppers, storm drains, drainage swales, detention/retention basins and erosion mitigation measures. The individual design of structures will be provided within separate drainage reports that will be submitted as part of the plats for the individual parcels.

*Table III.D.4.1:
Summary of Proposed
Culverts*

*See Exhibit III.D:
Post-Development
Hydrology Concept*

Table III.D.4.2: Summary of Detention/Retention Volumes

| Block Number | Proposed Density | Drainage Area (ac) | Retention Volume (ac-ft) | Total Basin Volume (ac-ft) |
|--------------|------------------|--------------------|--------------------------|----------------------------|
| 1 | OS | 12 | N/A | N/A |
| 2 | LDR | 13 | 0.000 | 0.530 |
| 3 | LDR | 17 | 0.000 | 0.814 |
| 4 | MDR | 33 | 0.604 | 2.420 |
| 5 | HDR | 11 | 0.229 | 0.977 |
| 6 | MDR | 15 | 0.312 | 1.453 |
| 7 | MDR | 27 | 0.521 | 2.148 |
| 8 | LDR | 23 | 0.000 | 1.335 |
| 9 | LDR | 21 | 0.000 | 1.744 |
| 10 | MDR | 29 | 0.562 | 2.453 |
| 11 | HDR | 20 | 0.956 | 2.458 |
| 12 | MDR | 23 | 0.479 | 2.130 |
| 13 | MDR | 32 | 0.666 | 1.818 |
| 14 | MDR | 28 | 0.541 | 2.084 |
| 15 | LDR | 15 | 0.000 | 0.778 |
| 16 | MU | 14 | 0.772 | 1.885 |
| 17 | MU | 10 | 0.551 | 1.356 |
| 18 | MU | 10 | 0.478 | 1.207 |
| 19a | MDR | 7 | 0.000 | 0.383 |
| 19b | LDR | 8 | 0.000 | 0.427 |
| 20a | MDR | 17 | 0.000 | 0.928 |
| 20b | LDR | 16 | 0.000 | 0.854 |
| 21 | LDR | 20 | 0.000 | 1.094 |
| 22 | LDR | 29 | 0.000 | 1.281 |
| 23 | OS | 2 | N/A | N/A |
| 24 | OS | 43 | N/A | N/A |
| 25 | C | 1 | 0.061 | 0.147 |
| 26 | MDR | 24 | 0.500 | 2.079 |
| 27 | MDR | 13 | 0.666 | 2.565 |
| 28 | HDR | 19 | 0.354 | 1.378 |
| 29 | MDR | 32 | 0.441 | 1.114 |
| 30 | HDR | 22 | 1.051 | 2.676 |
| 31 | MU | 32 | 1.764 | 5.227 |
| 32 | C | 43 | 2.634 | 7.502 |
| 33 | C | 12 | 0.735 | 1.887 |



Water detention facilities for the Open Space designated area shall be limited to storm water runoff from those areas south of the Ryan Airfield Runway Safety Zone (represented as Blocks 21, 22, 23, 24, 26, 27, and 28 per Exhibit III.B.1). Any such detention facility shall be designed to drain within 24 hours following a storm event as required by Pima County Flood Control standards. Lastly, TAA shall be provided the opportunity to review and comment on all plans submitted to Pima County for the Open Space area.

5. Conformance to Area Plans, Basin Management Plans and Policies

The final design of the proposed project will conform to all applicable area plan policies and other applicable federal, state and local standards and requirements for flood control and drainage design, specifically those required by Pima County and FEMA.

E. Environmental Resources

1. Waters of the United States

There are no perennial or intermittent streams or special aquatic sites within the project. Development of the project will require the discharge of fill material to 3.36 acres of ephemeral drainages identified by the COE as waters of the United States. In accordance with applicable COE regulation and policy, the applicant has evaluated a range of alternatives to identify the practicable alternative that has the fewest impacts to waters (i.e. least environmentally damaging practicable alternative). The proposed Specific Plan reflects the applicant’s systematic evaluation of alternatives to identify the least environmentally damaging practicable alternative in accordance with CoE and EPA 404(b)(1) guidelines. The applicant will be seeking an individual CWA Section 404 permit for the development.

2. Pima County Conservation Land System

The property does not contain any Conservation Land System lands and further mitigation or consideration is not warranted.

3. Riparian Habitat

Detailed mapping and site specific analyses of riparian habitats will be completed as a component of each block platting process. Any encroachment into riparian habitat mapped during this analysis will be mitigated in accordance with the riparian mitigation standards of Pima County’s riparian ordinance. On-site mitigation will be accomplished to preserve the sense of place community, provide wildlife habitat, and connectivity to off-site habitats where those habitats are expected to be preserved in place. The proposed

culverts are anticipated to allow for habitat connectivity by allowing small wildlife to pass under the internal roads and reduce potential traffic conflicts with wildlife. Such considerations will be in accordance with the Arizona Game and Fish Department (AGFD) Guidelines for Culvert Construction. When on-site mitigation is not appropriate or compatible with adjacent land uses, off-site mitigation or in-lieu fee compensation will be provided and developed on a case-by-case basis.

4. Federally Listed Plants and Animals and Other Special Status Species

In accordance with the requirements of the Endangered Species Act, a section 7 consultation will be required to secure a CWA Section 404 permit from the CoE. The project proponent has identified and will secure off-site mitigation as an applicant proposed conservation measure in the Biological Assessment currently being prepared. This conservation measure will offset and mitigate for any unavoidable adverse impacts to PPC. In addition, individual PPC that cannot be preserved in place will be salvaged and used in public area landscapes to preserve a sense of place for the individual PPC. In the event that a Section 7 Consultation is not required, conservation/mitigation of PPC will be implemented per the Native Plant Preservation Program adopted for Sendero Pass.

Prior to clearing any parcel of land, that parcel will be surveyed for western burrowing owls per Arizona Game and Fish Department protocols in effect at the time. In the event that surveys detect western burrowing owls on the property, the applicant will coordinate with the U.S. Fish and Wildlife Service and the Arizona Game and Fish Department to arrange for the translocation of these birds in accordance with accepted protocols and under the auspices of the Migratory Bird Treaty Act.

The absence of any high quality foraging or roosting habitat for lesser long-nosed bat on the property makes consideration of specific conservation measures unwarranted.

Should CFPO become listed in the future, protocol level surveys will be conducted in accordance with applicable FWS survey protocols prior to any land clearing activities. In addition, the conservation lands being considered for PPC are within a region currently known to be occupied by CFPO and are of substantially higher value than subject property for this species and will contribute to CFPO conservation.

5. Viewsheds

Due to the topography of the parcel and the vacant surrounding land, viewsheds onto the property are fairly limited. Therefore, the impact to existing viewsheds should be minimal. For those areas with some visibility onto the site along Ajo Highway, open space associated



with retention areas and natural wash corridors near the culverts will be featured along the northern boundary to provide relief.

F. Circulation

The Sendero Pass Specific Plan lies at the southwest corner of Ajo Highway and Valencia Road. The Sendero Pass circulation system has been designed to be safe and efficient, while making every part of the community accessible to its residents through the use of roads and multi-modal trails. Exhibit III.F: Circulation Concept illustrates the spine system that shall guide the circulation system within Sendero Pass. As each block or development area is designed, more precise connections to this spine system will be developed.

Sendero Pass will connect to Pomegranate Farms wherever feasible. These connections include Valencia Road and other roadway connections across the common property line south of Valencia including the north-south collector extending from Valencia along the common line then easterly across a portion of Pomegranate Farms to Los Reales Road.

Ajo Highway is a limited-access arterial, maintained by the Arizona Department of Transportation (ADOT) and designated as a Scenic Major Route on the Pima County Major Streets and Scenic Routes Plan. This highway has an existing and future right-of-way of 200 feet. Construction and widening of Ajo Highway to four lanes between Kinney Road and Continental Road is planned for the year 2010.

Valencia Road is an urban minor arterial designated as a Scenic Major Route per the Major Streets and Scenic Routes Plan. It has a 150-foot existing right-of-way and a 200-foot future right-of-way. The existing alignment of Valencia Road is expected to be abandoned and a new alignment created within the near future. The proposed new alignment would still intersect with Ajo Highway, but would then curve further south into Sendero Pass and through the adjacent property to the east before reconnecting with its current alignment. At that time, Valencia Road will be widened to four lanes. Improvements to Valencia Road are scheduled to take place during the second period of improvements (2012-2016) in the Regional Transportation Authority’s Transportation Plan.

All transportation planning for Sendero Pass is based on peak hour traffic. Based on the recommendations provided in the traffic study (submitted under separate cover), all intersections on Ajo Highway and Valencia Road will operate at acceptable levels of service (LOS C) or better during the morning and evening peak hours once Sendero Pass is constructed with all associated improvements.

Given that Ajo Highway is a limited-access State Route, only one access

*See Exhibit III.F:
Circulation Concept*

point into the community from this roadway, at the Continental Road alignment, is supported by ADOT at this time. Additional access points may be sought by the Master Developer in the future; however, ADOT approval will be required. Primary access to the commercial areas will be available from Valencia Road per recommendations outlined in the traffic study for this project.

Primary access to the commercial area will be available from Valencia Road. The location of this intersection will be approximately 1500 feet south of the intersection of Ajo Highway and Valencia Road so that sufficient tangent lengths and superelevation runoffs can be maintained. Secondary accesses located on Valencia Road will be limited to right-in/right-out only access. Accesses located on the collector road will be planned and designed per the Pima County Subdivision and Street Standards.

Los Reales Road, located along the southern project boundary, will provide access to State Land south of Sendero Pass, as well as serve as an additional east-west corridor providing access to the southernmost parcels. Los Reales Road will ultimately connect to Valencia Road to the east via Camino Verde Road and Ajo Highway to the west. According to the traffic study, Los Reales Road is not required to accommodate the traffic generated by Sendero Pass during the initial development of the project as connectivity to Ajo Highway and Valencia Road is not projected to be in place for several years. The traffic study conservatively assumed traffic to be routed to the north towards Ajo Highway and towards the east to Valencia Road as use of Los Reales will be limited until such time as connectivity to these transportation ways is achieved. Upon connectivity of Los Reales to these other streets, traffic will be decreased within the interior of the project as a result. The project envisions dedicating the appropriate half right-of-way of 75 feet for Los Reales and constructing the necessary half street improvements to Pima County standards.

The vehicle circulation system within Sendero Pass is designed as a hierarchy of roads transitioning from arterials to alleyways. The range of streets from largest to smallest is: arterial, collector, residential, and alleyway. This hierarchy of roads allows for the smooth dispersion of traffic from the main access points to the neighborhoods in an organized and safe manner. The multiple options for each street type guarantees the opportunity to provide unique street scenes appropriate for the location. The proposed street cross-sections, which are based on Pima County standards, are described in Section IV.E. Modifications to the Pima County Subdivision and Development Street Standards will be required.

Arterial streets are high-capacity roads intended to move traffic from the highway to collector streets. Arterial streets have higher average daily trip counts and are, therefore, more desirable for locating regional commercial and retail. Valencia Road is the only arterial street in Sendero Pass.





Internal circulation for the residents and visitors of Sendero Pass will be maintained through a network of collectors which is anticipated to be based primarily on a grid system with selected cul-de-sacs leading to wash trails and other recreational features. Collector roads will lead traffic from residential streets to activity areas within Sendero Pass and to Ajo Highway and Valencia Road. In addition, a roundabout is planned as the main intersection control device at the heart of Sendero Pass.

The collector streets, which move dispersed traffic from the arterials to the individual neighborhoods, are designed to carry the appropriate amount of traffic for each neighborhood. Collector streets may have medians to enhance the streetscape; two-way left turn lanes will be provided, replacing the medians, where circulation and capacity require.

Residential streets are the main access points into the individual residential neighborhoods within Sendero Pass. Given the diverse mix of housing options within Sendero Pass, the residential streets should emphasize each unique neighborhood and complement housing design and massing.

Alleyways provide garage access to some residences and remove the visual automotive impact from the aesthetics of the neighborhood. Alleyways also allow the fronting street to be narrower due to the reduced amount of local traffic passing through the local residential street.

Mixed land uses and clustered development create higher densities that support public transportation and utilize bicycle and pedestrian infrastructure thereby reducing the length of trips and the need for external roadway capacity. In fact, the traffic study indicates approximately 15% of the trips generated by Sendero Pass will remain internal to the site due to the provided mix of land uses, promoting green and sustainable practices.

In addition to the street network, Sendero Pass includes a multi-modal trail system consisting of more than 4 miles of paths and trails located along roadways and open space corridors, in addition to the sidewalks, which will be located throughout the community. The trail system will be an integral part of the community character and will accommodate both pedestrians and bicyclists. All commercial centers, public facilities, community recreation areas and residential areas will be accessible via the trail system. The conceptual trail system is illustrated in Exhibit III.F: Circulation Concept.

The Sendero Pass trail system is conceptually planned to connect each neighborhood to a wash path system with improved trails alongside drainageways within the community, which in turn connects to the shared-use path and/or sidewalks along the collector streets and Valencia Road. The intent is to provide, to the greatest extent practical, a separate pedestrian and multi-use circulation system by which residents and visitors can reach various destinations throughout the community. The separation of the pedestrian and vehicular traffic



follows “Safe Routes to School” principles, provides health benefits and recreational opportunities, as well as promotes alternative forms of travel to destinations within and outside of the Sendero Pass community.

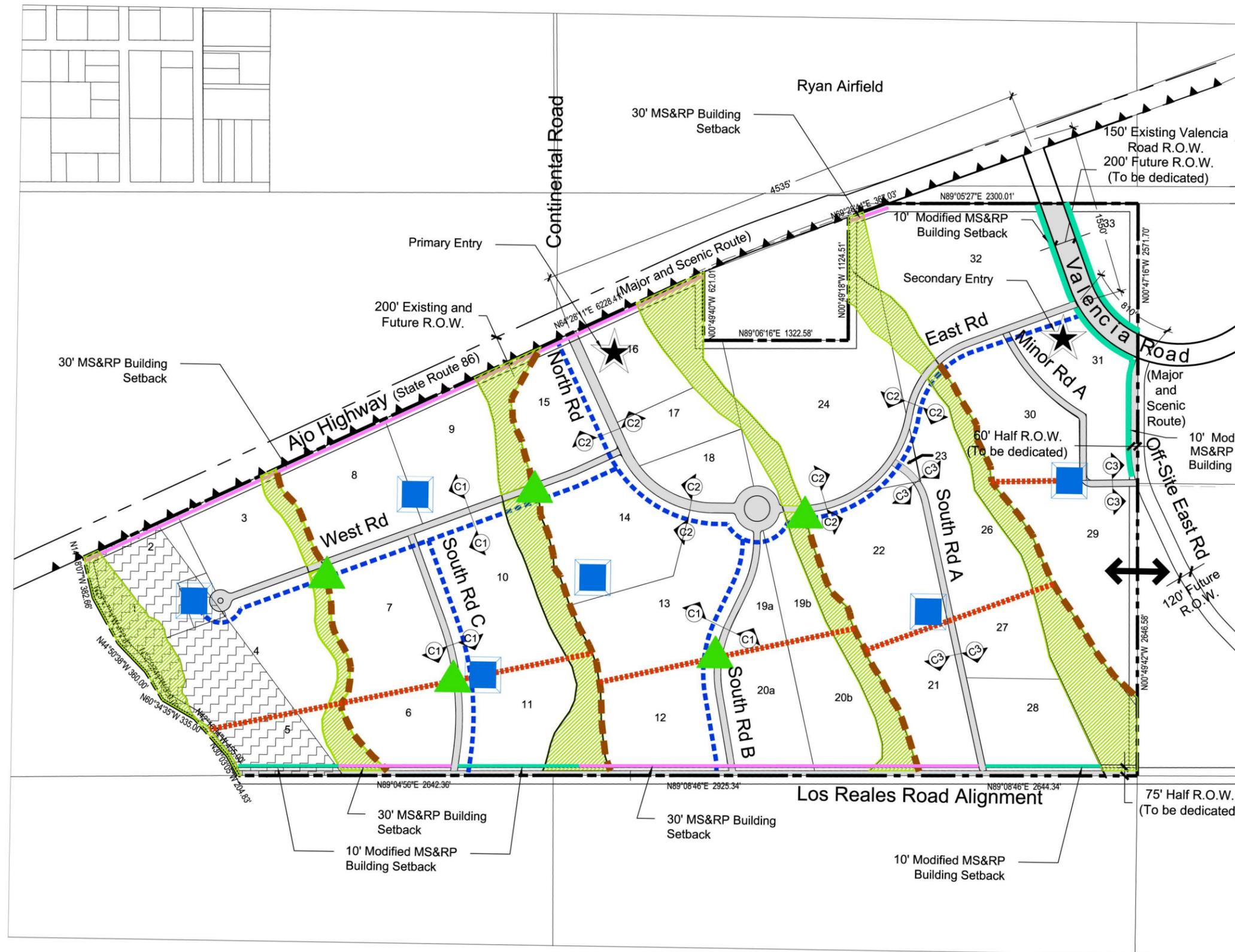
The pedestrian circulation system includes four main components: trail nodes, shared-use paths, a trail system along washes and inter-block paths. Trail nodes will be located where the pedestrian systems connect with other pedestrian or vehicular circulation systems. These nodes are planned to function as focal features within the community. Trail nodes will include shade, seating and drinking water; additional landscaping, specialty paving, directional signage or monumentation and traffic calming measures may also be featured in these areas. See Trail Node and Safe Crossing Detail on page 106.

The shared-use paths run adjacent to major automotive circulation routes and provide safe and convenient movement of pedestrians throughout the community. The shared-use paths meander through landscape and pedestrian corridors and connect neighborhoods to trail nodes, inter-block paths, commercial uses, open space and other activity centers. These 10-foot paths will allow comfortable travel of bicyclists and all types of pedestrian modes of transportation.

The wash paths are intended to provide for alternative access between residential areas, trail nodes, recreation areas, commercial uses and other activity centers. Additionally, these stabilized paths (i.e. constructed using decomposed granite, asphalt or concrete) will provide looped routes for recreation and exercise. The wash path alignment will vary horizontally to minimize long stretches of straight pathways and provide for view opportunities adjacent to the natural washes and open space. All-weather wash crossing for the trails will occur at the four main wash crossings, as approved by Development of Transportation and Regional Flood Control District, or trails will be provided along both sides (parallel) of the washes. Wash paths will also be able to accommodate maintenance vehicles.

Larger neighborhood blocks will be planned to accommodate a system of inter-block paths. The inter-block path system is designed to provide access from the neighborhoods to the larger community-wide circulation systems. These inter-block paths can be incorporated into the internal residential sidewalk system. See Inter-Block Connection Detail A, B and C on pages 106, 107 and 108.

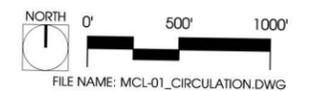
*See Exhibit III.G:
Open Space and
Recreation Concept*



Legend

- Site Boundary
- Parcels
- 10' Wash Path
- 8' Inter-Block Path
- 10' Shared-Use Path
- Pima County Regional Trail
- Entry
- Refer to corresponding Street Cross-Sections in Section IV. Development Regulations
- RT area unless an administrative change or Comprehensive Plan update is approved.
- 30' MS&RP Building Setback
- 10' Modified MS&RP Building Setback (see note on Exhibit III.B.1)
- Wash Corridor (To remain undisturbed, except as noted below)
- Neighborhood Park
- Safe Crossing Location (Refer to corresponding detail in Section IV. Development Regulations.)
- Connectivity to Pomegranate Farms to be determined

- Notes:**
- Developer will be responsible for constructing the half rights-of-way of Los Reales Road and Off-Site East Road.
 - Blocks shown on exhibit are conceptual, and configuration is subject to change.
 - An area approximately 8 feet in width along (and within) each side of the Wash Corridor limits may be disturbed to accommodate rip-rap slope protection.



G. Open Space and Recreation

The Master Developer recognizes that parks and open space are an integral part of any master planned community. The open space and parks in Sendero Pass will be a central feature of the community and its identity. At build-out, it is anticipated that as much as 78 acres of functional open space will be dedicated to developed park areas and trails and additional natural open space will be set aside for the private enjoyment as a preservation of conservation areas. The Open Space and Recreation Concept for Sendero Pass is illustrated in Exhibit III.G. This concept may be modified with subsequent recreation area plans prepared during the platting process.

Parks within Sendero Pass will be designed to offer a variety of amenities for the diverse needs of its residents. These parks will be designed to meet and/or exceed the requirements of Pima County as set forth in the Recreation Area Design Manual. A Recreation Area Plan (RAP) will be developed in close association with Pima County Natural Resources, Parks, and Recreation Department in accordance with Section 18.69.090 of the Pima County Code. This plan will describe the expected demographics, proposed recreation facilities, and proposed trails to be provided as part of the new development. The RAP will include calculations on projected lot totals, acres of recreation, and conformance with the Residential Recreation Area Matrix.

A preliminary calculation based upon the maximum number of units is provided below although acreages and number of sites can be modified during the development of the RAP and in-lieu fees and other acceptable methods can be used to meet the RAP requirements. The amount of land to be credited will depend on the amount of useable land and this determination will be accomplished at the time of platting. In the event the amount of recreational area is less than required, an in-lieu fee will be required. Paths within road rights-of-way will not be counted towards park requirements. Unusable areas of land that are designated for parks will not be credited either. The numbers stated below are approximations and will be finalized with submittal of the master block plat and subsequent plats.

Preliminary Recreation Area Calculations:

Estimated recreation area per Pima County ordinance:

4,400 Maximum number of units

Single Family Park Calculation = (3,400 units X 871 SF = 2,961,400 SF
or **68 Acres**

Apartment Calculation = 1,000 units X 436 SF = 218,000 SF or **10 Acres**



Total Recreation Area Required = 78 Acres

Community Park:

1 site = 43 Acres

Trails:

Wash Paths

2.65 miles X 5280 feet/mile X 15 feet = 209,880 SF = 4.8 Acres

Inter-Block Paths

1.56 miles X 5280 feet/mile X 15 feet = 123,552 SF = 2.8 Acres

Neighborhood Parks:

6 sites X 2.75 Acres = 16.5 Acres

Pocket Parks:

15 sites X .75 Acres = 11.25 Acres

Summary:

| | |
|---|--------------------|
| Community Park | 43 Acres |
| Wash Paths | 4.8 Acres |
| Inter-Block Paths | 2.8 Acres |
| Neighborhood Parks | 16.5 Acres |
| <u>Pocket Parks</u> | <u>11.25 Acres</u> |
| Projected Total | 78.35 Acres |
| Estimated Recreation Area Required | 78 Acres |
| Difference | +0.35 Acres |

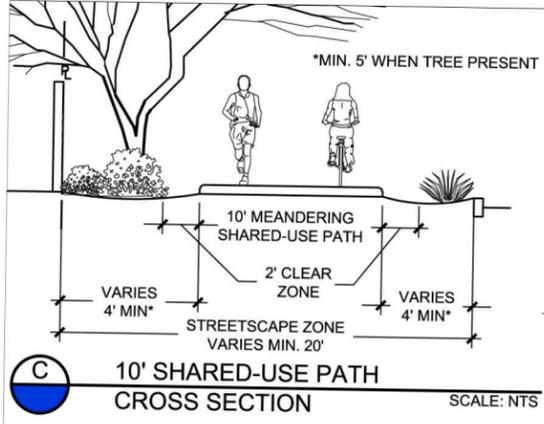
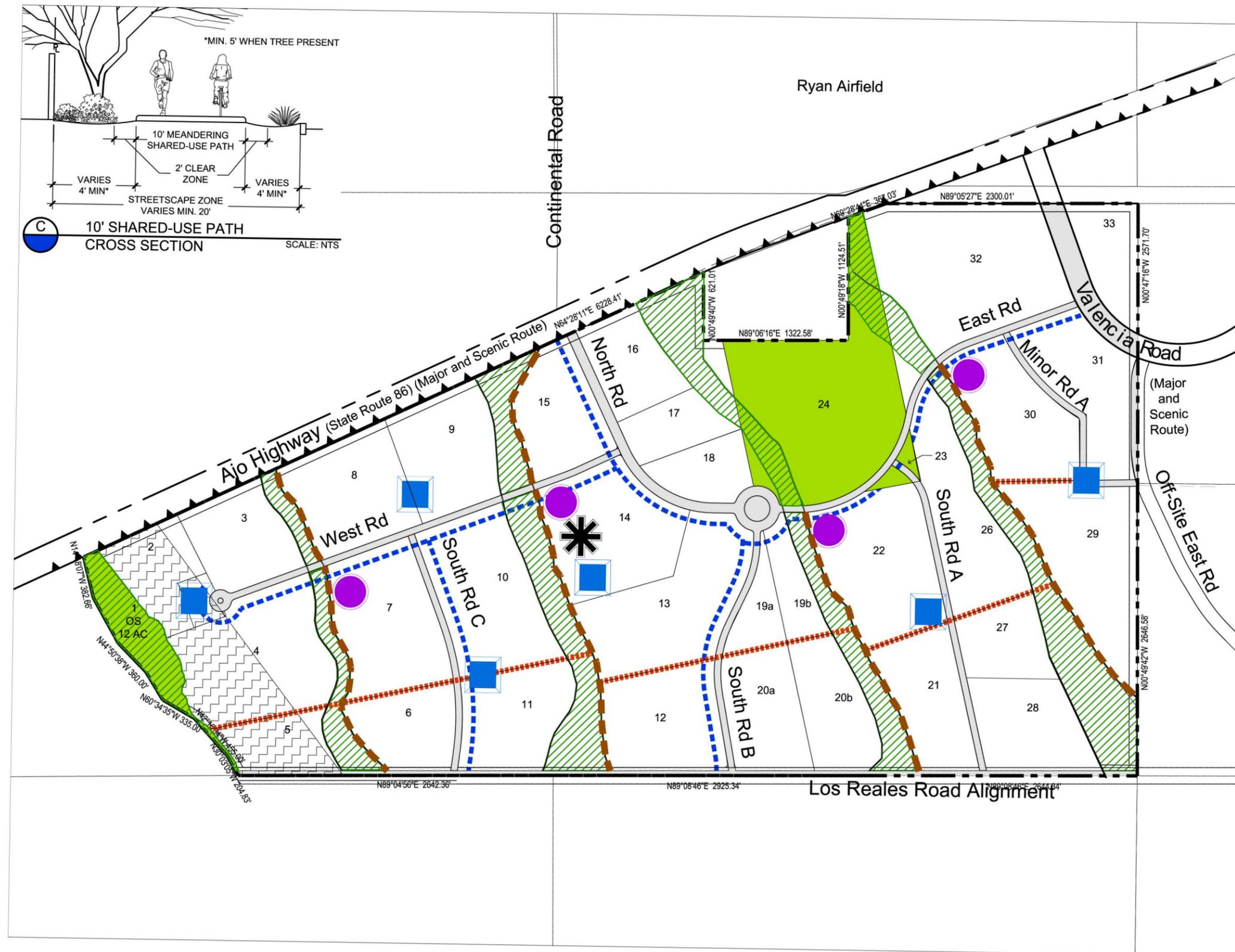
Sendero Pass will also feature more than 4 miles of pedestrian paths. The major streets within Sendero Pass, where heavier traffic volumes and faster travel speeds occur, are designed to separate pedestrian traffic from automotive traffic by allowing space for detached walkways and landscaped parkways. These paths along the collector roadways are the backbone of the trail system and will provide access to destination centers within Sendero Pass, including parks, commercial areas, recreation facilities and the school.

The Master Developer is ultimately responsible for and will oversee construction of all parks in Sendero Pass. Multiple financing mechanisms are anticipated depending on the size, location, function and timing of the facilities.

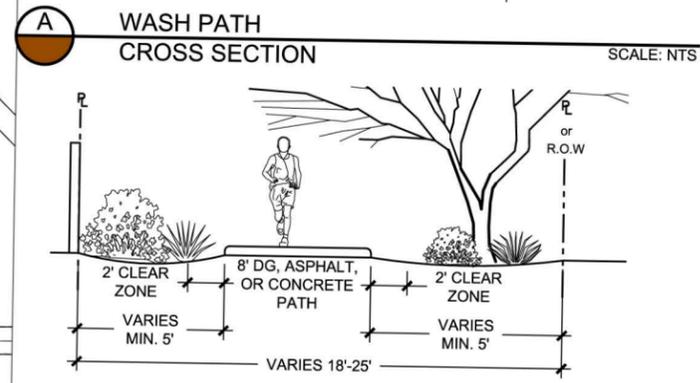
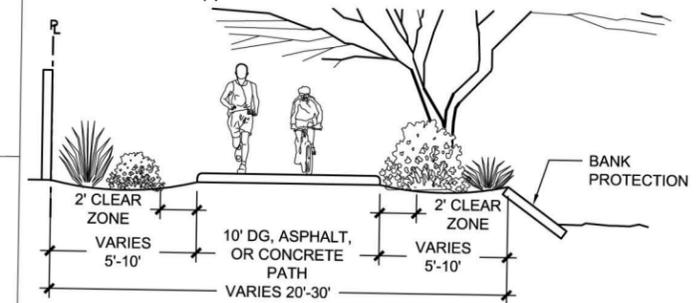
The washes and other significant drainage areas on-site will be preserved as open space, providing north/south corridors. Exhibit III.G: Open Space and Recreation Concept identifies the location of each of these corridors, along with other on-site open space areas.

*See Exhibit III.G:
Open Space and
Recreation Concept*

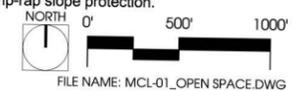
*See Exhibit III.H: Altar
Valley School District
Letter*



- Legend**
- Site Boundary
 - Parcels
 - Wash Corridor (To remain undisturbed, except as noted below)
 - Open Space
 - 10' Wash Path (Cross Section A)
 - 8' Inter-Block Path (Cross Section B)
 - 10' Shared-Use Path (Cross Section C)
 - Pima County Regional Trail
 - Trail Node (Refer to corresponding detail in Section IV. Development Regulations.)
 - Neighborhood Park
 - Elementary School
 - RT area unless an administrative change or Comprehensive Plan update is approved.



- Notes**
- Blocks shown on exhibit are conceptual, and configuration is subject to change.
 - An area approximately 8 feet in width along (and within) each side of the Wash Corridor limits may be disturbed to accommodate rip-rap slope protection.





H. Schools

As discussed in Section II.J: Schools, Sendero Pass is located in the Altar Valley School District and will be served by Robles Elementary School and Altar Valley Middle School. Altar Valley is an elementary school district. Because the district has no high school, students may choose to attend Marana High School, Flowing Wells High School or PEPP TEC High School.

To ensure adequate school facilities are provided within Sendero Pass the Master Developer has been working with Altar Valley School District to locate a 10-acre K-8 elementary school site within the Plan area, as well as discuss opportunities for shared use facilities. A letter from Altar Valley School District to Supervisor Sharon Bronson regarding Sendero Pass is included in this Specific Plan as Exhibit III.H.

I. Landscape Program

The overall landscape theme for the community will be one that honors the Sonoran Desert environment within which Sendero Pass is located. This will be accomplished through the use of native, low-water and desert-adapted plant material as well as regionally appropriate hardscape materials for the built elements within the streetscape, recreation areas and open space. Xeriscape principles of landscape planning, design and maintenance will be followed. Areas of moderate to higher water use will be limited to recreational features such as the community park, neighborhood parks, pocket parks and trail nodes.

The streetscape is a vital component in establishing the look and feel of the community. The collectors will be planned and designed to accommodate a variety of planting densities. Emphasis and increased planting will be located at areas of importance such as neighborhood entries, trail nodes, recreation features, wash crossings and other appropriate areas.

Within the residential neighborhoods, the streetscape will be defined by the front yard landscape. The majority of trees will be selected and located toward the street to create a more pedestrian friendly environment providing shade and a pedestrian-scale street scene at plant maturity.

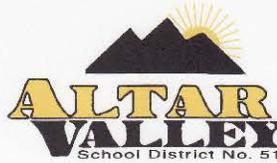
Where practical, water conservation principles and practices will be utilized. Such measures may include xeriscape principles, rain water harvesting, direction of surface storm flows into landscaped areas, use of “smart irrigation controllers” and other means.

J. Cultural Resources

1. Survey Recommendations

The Sendero Pass Specific Plan Amendment area of 837 acres has been surveyed for cultural resources by Old Pueblo Archaeology Center. The results include the finding of four prehistoric sites [AZ

Douglas Roe, Supt.
(520) 822-1484
Fax (520) 822-1798



HCR 01 Box 130
Tucson, AZ 85736

September 10, 2008

Sharon Bronson
District 3 Supervisor
130 W. Congress 11th floor
Tucson, AZ 85701

RE: Sendero Pass Specific Plan

Dear Ms. Bronson:

I would like to reiterate Altar Valley School District's support of the Sendero Pass development project proposed by Montecito Communities. Please be advised that the owners of the proposed Sendero Pass Project have met and continue to meet with representatives of the Altar Valley School District to discuss plans and concerns regarding this proposed development. The school district has a memorandum of understanding with the developers that indicates their desire to donate a school site to the district. The developers have also indicated that they are willing to assess roof top fees and joint use agreements to fund and support projects that will enhance both entities.

Ongoing discussions indicate that Montecito Communities is eager to collaborate with the school district with the goal of making this development a win-win situation for everyone affected by the project. Altar Valley and Montecito Communities share a vision of building joint use recreational facilities adjacent to school facilities that will benefit community residents and the school district while maximizing resources.

The Altar Valley School District anticipates explosive growth in the near future. The district is very excited at the possibility of working with Montecito Communities in advance to plan for the future by developing plans that will provide the best educational opportunities for our students.

Please contact me if I can provide additional information regarding the impact of this proposal on the Altar Valley School District.

Sincerely;

A handwritten signature in cursive script that reads "Douglas Roe".

Douglas Roe, Supt.

AA:16:507(ASM), AZ AA:16:509(ASM), AZ AA:16:510(ASM), AZ AA:16:515(ASM)] and four historic sites [AZ AA:16:508(ASM), AZ AA:16:511(ASM), AZ AA:16:512(ASM), AZ AA:16:513(ASM)] as ineligible for listing in the National Register of Historic Places (NRHP).

2. Mitigation Measures

The survey report included a recommendation of ineligibility for all identified prehistoric and historic cultural resources and that the Sendero Pass development would be unlikely to have any effect on significant cultural resources. However, if the SHPO determines that sites located within the Sendero Pass development area are eligible for listing in the NRHP, a mitigation plan will be required that includes strategies for the management of Register-eligible sites. A mitigation plan will include standards for further testing, data recovery, and/or preservation. Prior to ground-modifying activities, a cultural resources mitigation plan for any identified archaeological sites within the development area that are determined eligible for listing in the NRHP shall be prepared and submitted to the County for review which will subsequently be submitted to the SHPO for concurrence. If data recovery should become necessary, all archaeological work shall be conducted by an archaeologist permitted by the Arizona State Museum. Any development requiring a Type II grading permit will be reviewed for compliance with Pima County's cultural resources requirements under Chapter 18.81 of the Pima County Zoning Code.

In the event that human remains, including human skeletal remains, cremations, and/or ceremonial objects and funerary objects are found during excavation or construction, ground disturbing activities must cease in the immediate vicinity of the discovery. State Laws ARS 41-865 and/or ARS 41-844 require that the Arizona State Museum be notified of the discovery at (520) 621-4795 so that appropriate arrangements can be made for the repatriation and reburial of the remains by cultural groups who claim cultural or religious affinity to them. The human remains will be removed from the site by a professional archaeologist pending consultation and review by the Arizona State Museum and the concerned cultural groups.

K. Infrastructure and Public Facilities

1. Wastewater

The proposed sanitary sewer collection system for the Sendero Pass Master Planned Community has been conceptually designed to accommodate the maximum of 4,400 residential units, 67-acres

of Commercial Designated development, 38-acres of Mixed Use Commercial development, a 10-acre school, and a community park. The conceptual design is anticipated to flow by gravity to the Pima County Regional Wastewater Reclamation Department's Avra Valley Wastewater Treatment Facility. According to the capacity response letter (08-009A Type I (Amended)) issued for this development, the anticipated capacity should be available at the facility in 2009.

The design report shows three possible alignments that could be followed to reach the Avra Valley Wastewater Treatment Facility. The preferred route would require the construction of an estimated 2.5-miles of off-site sewer infrastructure. An alternative route was identified that follows the recommended alignment as shown in Pima County's Southwest Infrastructure Plan. The alternate route is longer, deeper, and would be more expensive to install. However, both alternatives provide for gravity flow to the Treatment Facility. Due to the future growth in this portion of the SWIP area, another alternative that could be considered is an on-site treatment facility to serve this portion of the SWIP area.

2. Water

This project is proposed to be served by the Metropolitan Domestic Water Improvement District, which has a Central Arizona Project allocation and intends to be a designated service provider in this area. Metro Water District will provide evidence of 100-year water supply to the Arizona Department of Water Resources. (See Exhibit III.K.2: Water Service Response Letter.) However, Sendero Pass reserves the right to select another water provider should that provider be able to obtain an Arizona Department of Water Resources approval of assured water supply.

In the past, the static water level in the aquifer has been dropping due mainly to the large quantities of water extracted by the City of Tucson. Tucson Water has indicated that they have taken a paradigm shift as a part of their sustainable water management plan by recharging more water into the aquifer than they are pumping out. Additionally, there is a natural recharge to the aquifer coming from the south as shown in Arizona Department of Water Resources' Regional Groundwater Flow Model Tucson Active Management Area, Tucson, Arizona: Simulation and Application. Using the historic trends before the City of Tucson artificial recharge, the proposed Pomegranate master plan to the east of Sendero Pass demonstrated an analysis of assured water supply.

a. Proposed Water System Demands

It is proposed that the following average day unit demands be used in determining the projected water use for Sendero Pass project: 103.88 gallons per day per capita (gpdpc) for residential development, 78.00 gpdpc for High Density Residential Development and Mixed Use Residential, 2,009 gallons per acre

*See Exhibit III.K.2:
Water Service Response
Letter*



P.O. Box 36870
Tucson, Arizona 85740
**METROPOLITAN
DOMESTIC
WATER
IMPROVEMENT
DISTRICT**
(520) 575-8100
(520) 575-8454 fax
www.metrowater.com

September 5, 2008

Dave Larson
Montecito Communities
177 N. Church, STE 901
Tucson, AZ 85701

**Re: Intent to Serve - Sendero Pass
(SW of Ajo Hwy and Valencia Road)**

Dear Mr. Larson:

This letter serves to formally state the intent of the Metropolitan Domestic Water Improvement District (MDWID) to serve the above referenced future development, a necessary component being the establishment of a service area and a designation of assured water supply per ADWR requirements.

Please let me know if you have any questions, or if I may be of any further assistance at 575-8100.

Sincerely,

Timothy Dinkel
Development Supervisor

c: Charlie Maish, District Engineer / Project File



per day (gpapd) for commercial and mixed use, 4,106 gpapd for open spaces and parks (turf areas), 1,339 gpapd for open spaces and parks and right-of-way (low water usage) and 25 gpdpc for schools. These water demands were taken from the Arizona Department of Water Resources Subdivision Demand Calculator for the Tucson Active Management Area. Maximum day demands are calculated by multiplying the average day demand by a factor of 2.00. Peak hour demands are calculated by multiplying the maximum day demand by a factor of 1.70. Tables II.J.2.a.1 and II.J.2.a.2 summarize the projected average daily and peak water system demands, respectively, for Sendero Pass.

Potable water for the Sendero Pass project will be supplied by the Metro Water District water system. As deemed necessary by Metro Water District, the system may be augmented by the installation of new wells. If possible, new wells will be located within the project boundary. The Master Water Plan prepared for the project has indicated that the project anticipates the construction of a primary and secondary well along with a connection to the existing Tucson Water line that lies adjacent to the project along Ajo Highway to serve as an emergency backup for the project. Metro Water has indicated that they may also be able to enter into a wheeling agreement with Tucson Water whereby Metro Water adds water into the Tucson water system elsewhere in exchange for pulling water from the adjacent transmission line to service the subject property. Under this scenario, it is anticipated that a secondary well will be needed to provide an alternate source of water in the unlikely event the Tucson water line becomes out of commission. Furthermore, Metro Water currently has an asset purchase agreement with the nearby Diablo Village Water Company and intends to purchase their facilities and operations which could also be expanded to service Sendero Pass. The development proposes to enter into an annexation agreement with Metro Water at which point water quality testing and final well location determination will be completed. It is expected that the Sendero Pass project will require 1,955 gpm of well capacity to meet maximum day requirements.

*Table III.J.2.a.1:
Average Daily
Demand Summary for
Sendero Pass*

Table III.J.2.a.1: Average Daily Demand Summary for Sendero Pass

| Category | Area (ac) | Density | PPDU | Population | Unit Demand | Demand (gpd) |
|-------------------------|-----------|---------|------|------------|-------------|--------------|
| Low Density Residential | 199 | 2.96 | 2.7 | 1,593 | 103.88 | 165,481 |

Table III.J.2.a.2: Peak Demand Summary for Sendero Pass

| Category | Area (ac) | Density | PPDU | Population | Unit Demand | Demand (gpd) |
|---|-----------|------------------------------|------|------------|-------------|--------------|
| Medium Density Residential ⁽¹⁾ | 330 | 4.97 | 2.4 | 3,936 | 103.88 | 408,872 |
| High Density Residential | 86 | 16.51 | 2 | 2,840 | 78 | 221,520 |
| Commercial | 67 | N/A | N/A | N/A | 2,009 | 134,603 |
| Mixed-Use (Commercial) | 38 | N/A | N/A | N/A | 2,009 | 76,342 |
| Mixed-Use (Residential) | 37 | 20.27 | 2 | 1,500 | 78 | 117,000 |
| Schools (Turf) ⁽²⁾ | 2 | N/A | N/A | N/A | 4,106 | 8,212 |
| Schools (Low Water) ⁽²⁾ | 6 | N/A | N/A | N/A | 1,340 | 8,040 |
| Schools (operations) | 10 | N/A | N/A | 800 | 25 | 20,000 |
| Open Space and Parks (Turf) | 8 | N/A | N/A | N/A | 4,106 | 32,848 |
| Open Space (Low Water) | 62 | N/A | N/A | N/A | 1,340 | 83,080 |
| | 837 | Total Average Day Demand | | | | 1,275,998 |
| | | Plus 10% Distribution Losses | | | | 1,403,597 |

Notes:

⁽¹⁾ School site excluded from the Medium Density acreage

⁽²⁾ Acreage in addition to school operation, excluded from total acres.

Table III.J.2.a.2: Peak Demand Summary for Sendero Pass

| | Demand (gpd) | Demand (gpm) |
|--|--------------|--------------|
| Total Average Day Demand = | 1,405,000 | 976 |
| Maximum Day Demand (2.00 x Average Day Demand) = | 2,810,000 | 1,951 |
| Peak Hour Demand (1.7 x Maximum Day Demand) = | 4,777,000 | 3,317 |

b. Water Conservation

Sendero Pass will be designed to promote water conservation. The use of turf for front yard landscaping will be restricted. Homeowners will be encouraged to utilize drought tolerant, low water use landscape designs. This will be done in part through a public education component incorporated into the Master Homeowners' Association to educate future residents on the use of appropriate low-water use plants and water harvesting

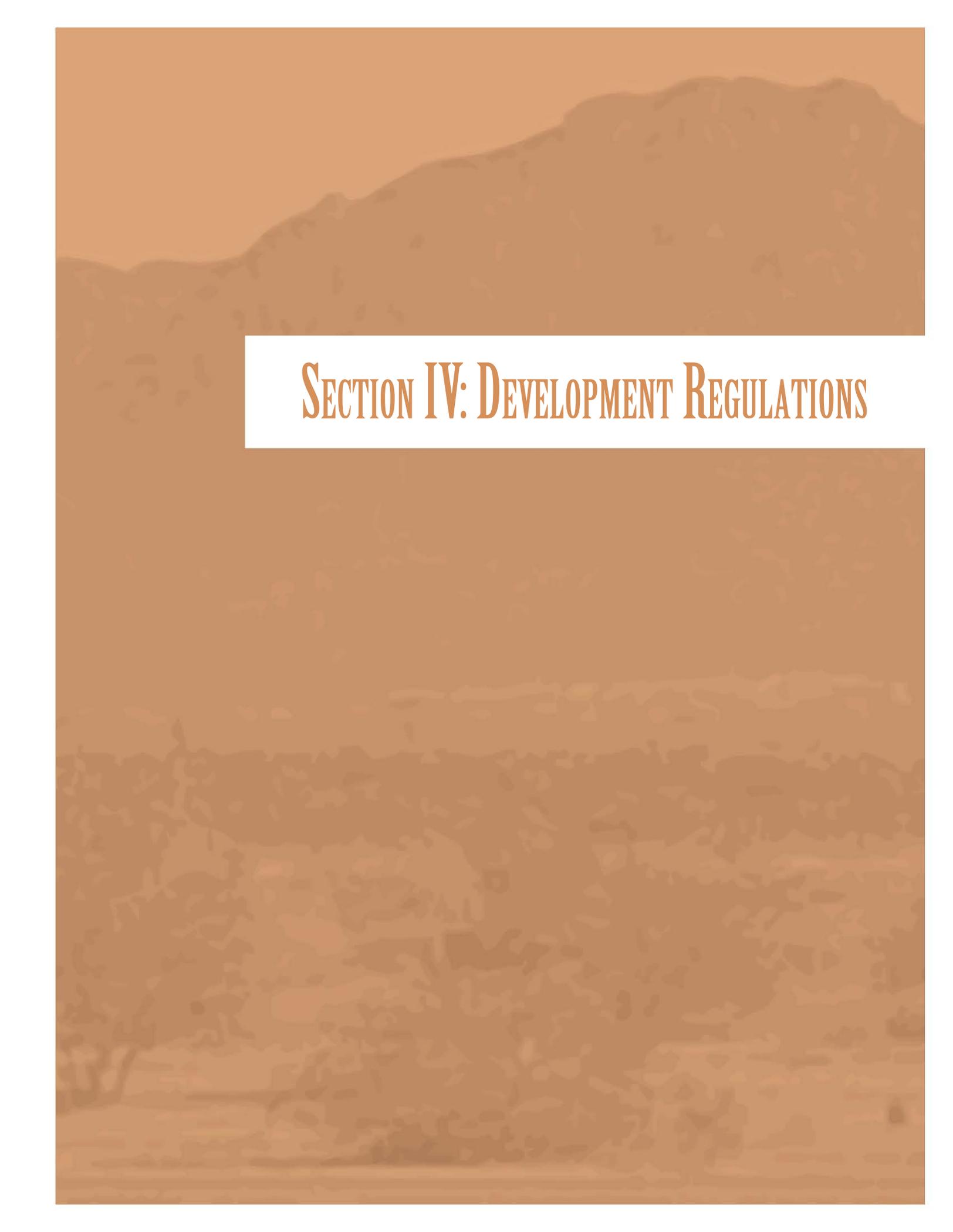
techniques and by providing homeowners lists of acceptable drought tolerant native vegetation to choose from for plantings. The Conditions, Covenants and Restrictions (CC&Rs) will limit turf and other high water use vegetation to public and private recreation areas and rear yards of residences. Turf will be prohibited in amenity landscape and streetscape areas, commercial development and front yards of homes, except where recreational elements are incorporated into the design. In the arid southwest it is common for homeowners to install private swimming pools. These private pools contribute to large evaporation losses. In an effort to discourage the installation of private pools, the Sendero Pass master plan will include community pool facilities. The smaller lots that will be in Sendero Pass do not lend themselves to private pools and expansive landscaping. As a result, the small lots will help to keep the per capita water usage low. Water harvesting will be encouraged and incorporated into parks and common areas where possible. Low-water usage fixtures will be used in the homes as required by the new codes and specifications. Open space irrigation will be limited as the wash areas will be preserved with natural vegetation and minimal soil disturbance. Native vegetation will be required in open spaces, common areas, recreational areas and landscape associated with streets, public areas and buffer areas.

Metro Water who will be the provider is also committed to water conservation. They are a member of the Water Conservation Alliance of Southern Arizona (CASA) which is dedicated to the conservation of water. Metro Water has a water conservation manager, Warren Tenney. Metro Water has a rate schedule that penalizes for excessive water uses. They have a leak detection program both for their lines and to help the customers. Their newsletter that goes out every other month helps educate the customers on water conservation.

Together with the water provider, the developer proposes to conserve water which will reduce the demand. Also the developer and Metro Water have talked about joining the Groundwater Replenishment District for this project to bring water in to recharge the groundwater pumped.

The land use regulations for the project have included provisions to promote water conservation options, including high efficiency drip irrigation, water conserving fixtures, rainwater harvesting, and grey water use.





SECTION IV: DEVELOPMENT REGULATIONS



A. Purpose and Intent

These development regulations will be the primary mechanism for implementation of the Sendero Pass Specific Plan. The Development Regulations are tailored to the unique qualities of the project yet provide the appropriate flexibility in anticipation for future needs and to achieve compatibility with surrounding land uses. The Sendero Pass Development Regulations specify permitted land uses, densities, setbacks, site coverage, building heights and other standards within the Specific Plan area. Also outlined in this section are the intended methods for native plant preservation, standards for landscaping, proposed street cross-sections, park and trail standards and standards for signage within the Specific Plan area.

B. Applicability

If an issue, condition or situation arises or occurs that is not addressed by this Specific Plan, the applicable sections of the Pima County Zoning Code that are in place at the time of development shall apply.

Whenever a use has not been specifically listed as being a permitted use in the particular zone classification within the Specific Plan, it shall be the duty of the Planning Official to determine if said use is consistent with the intent of the zone and compatible with other listed permitted uses. Any person aggrieved by the determination may appeal that decision to the Pima County Board of Supervisors.

C. Deviations from Pima County Code

Sendero Pass Specific Plan proposes deviations from the prescriptive guidelines contained within each of the following sections of the Pima County Zoning Code:

- Chapter 18.72 Native Plant Preservation
- Chapter 18.73 Landscaping, Buffering and Screening Standards
- Chapter 18.75 Off-Street Parking and Loading Standards
- Chapter 18.77 Roadway Frontage Standards

Per Pima County Zoning Code Chapter 18.90 Specific Plans, variances from these sections of the Code require a review by the Pima County Design Review Committee, which will provide comments on the proposed variations to the Planning Official. Planning Department staff will forward the comments to the Planning and Zoning Commission and the Board of Supervisors in their staff report.

Deviations from the chapters listed above are described in the following sections, and a full redlined (underline/strikethrough) version of each chapter is included in Appendix A of this Specific Plan.

1. Chapter 18.72 Native Plant Preservation

Chapter 18.72 Native Plant Preservation is replaced in its entirety by the Sendero Pass Native Plant Preservation Program as outlined below.

The goal of Pima County's Native Plant Preservation Ordinance is "to promote the preservation of individual plants and plant communities of protected and primarily upland plant species native to Pima County, Arizona, by adopting comprehensive requirements for the preservation-in-place, transplanting on-site, and mitigation of protected native plants and native plant communities." Additionally, the Comprehensive Plan Policies require that the Specific Plan promotes the County's sustainability goals.

The Sendero Pass project is located outside the boundaries of Pima County's Conservation Lands System and is designated as a "growth area" within Pima County's recently adopted Southwest Infrastructure Plan. Regionally, this project is in an area where the conservation of biological and natural resources is not a stated priority, with the exception of the Pima pineapple cactus and other highly safeguarded plants. The Sendero Pass proposed Native Plant Preservation Program conserves the native plant resources of value to the community and facilitates and achieves an appropriate balance to attaining sustainability in an area where growth is more desirable.

This Preservation Program accomplishes the County's goals by protecting a renewable natural resource by the set-aside of native plant communities and the preservation-in-place of individual protected native plants. The Sendero Pass Native Plant Preservation Program is provided with the intent to minimize the disturbance of existing native plants, their understory plantings, and animal habitats, recognizing that transplanting methods are progressively less effective.

a. Preservation in-Place and Set-Aside of Native Plant Communities

Onsite native plant preservation within the Sendero Pass project will be focused primarily within the portions of the project designated as natural open space along the primary drainage corridors that traverse the property from south to north. The majority of these primary drainage corridor areas will be set aside and designated as natural open space (NOS) areas.

The Sendero Pass Native Plant Preservation Plan will be implemented on a parcel by parcel basis as each is developed. As individual parcels are developed, an inventory of protected





and safeguarded plant species would be conducted. (Table IV.C.1.a.1: Protected Native Plants and Table IV.C.1.a.2: Safeguarded Species lists the plants to be inventoried, which are derived from the lists contained within Pima County Zoning Code Chapter 18.72.) The inventory of protected and safeguarded plants will include an identification of those species that are salvageable and will be transplanted; which will be preserved in place; the number of each of these species that will be transplanted; and those sites that will receive the transplanted specimens. Plant viability would be determined in the field by a qualified biologist, horticulturists or landscape architect. The Native Plant Program inventories will be submitted with each tentative plat or development plan submitted to Pima County for review. Pima County will base their review and approval upon the applicant meeting the intent of the Sendero Pass Native Plant Preservation Program.

Table IV.C.1.a.1:
Protected Native Plants

Table IV.C.1.a.1: Protected Native Plants

| GENUS | SPECIES | VARIATION | COMMON NAME |
|--------------|---------------|---------------|--------------------------------|
| Acacia | constricta | | whitehorn acacia |
| Acacia | greggii | | cat's claw acacia |
| Agave | chrysantha | | century plant |
| Agave | deserti | simplex | simple-rosetted desert agave |
| Agave | murpheyi | | hohokam agave |
| Agave | palmeri | | palmer agave |
| Agave | parryi | parryi | parry agave |
| Agave | parviflora | | santa cruz striped agave |
| Agave | schottii | treleasei | trelease agave |
| Carnegiea | gigantea | | saguaro/crested saguaro |
| Celtis | pallida | | desert hackberry |
| Celtis | reticulata | | canyon hackberry |
| Cercidium | floridum | | blue palo verde |
| Cercidium | microphyllum | | foothills palo verde |
| Chilopsis | linearis | arcuata | western desert-willow |
| Corypantha | scheeri | valida | needle-spined cory cactus |
| Corypantha | screeri | robustipina | pima pineapple cactus |
| Echinocactus | | Nicholii | blue barrel cactus |
| Echinomastus | erectocentrus | acunensis | |
| Echinomastus | erectocentrus | erectocentrus | needle-spined pineapple cactus |
| Ferocactus | cylindraceus | eastwoodiae | cliff barrel cactus |
| Ferocactus | cylindraceus | lecontei | leconte barrel cactus |
| Ferocactus | emoryi | | red-spined barrel cactus |

| GENUS | SPECIES | VARIATION | COMMON NAME |
|-------------|-------------|---------------|-------------------------------|
| Ferocactus | wislinzenii | | fishhook barrel cactus |
| Fouqueria | splendens | | coachwhip ocotillo |
| Mammillaria | thornberi | | thornber clustered pincushion |
| Olneya | tesota | | ironwood |
| Peniocereus | greggi | transmontanus | desert thread cereus |
| Peniocereus | striatus | | dahlia-rooted thread cereus |
| Prosopis | velutina | | velvet mesquite |
| Prosopis | pubescens | | screwbean mesquite |
| Stenocereus | thurberi | | thurber organ pine cactus |
| Yucca | arizonica | | Arizona yucca |
| Yucca | elata | elata | soaptree yucca |
| Yucca | schottii | | mountain yucca |
| Yucca | thornberi | | thornber yucca |

Table IV.C.1.a.2: Safeguarded Species*

| | GENUS | SPECIES | VARIATION | COMMON NAME |
|---|--------------|-----------------|--------------|-------------------------------|
| E | Agave | arizonica | | Arizona agave |
| E | Amsonia | kearneyana | | Kearney's blue-star |
| T | Asclepias | welshii | | Welsh's milkweed |
| E | Astragalus | cremnophylax | cremnophylax | Sentry milk-vetch |
| T | Carex | specuicola | | Navajo sedge |
| E | Coryphantha | scheeri | robustispina | Pima pineapple cactus |
| T | Coryphantha | robbinsorum | | Cochise pincushion cactus |
| T | Cycladenia | humilis | jonesii | Jones cycladenia |
| E | Echinocactus | horizontalonius | nicholii | Nichol's Turk's head cactus |
| E | Echinocereus | triglochidiatus | arizonicus | Arizona hedgehog cactus |
| E | Lilaeopsis | schaffneriana | recurva | Huachuca water-umbel |
| E | Pediocactus | bradyi | | Brady pincushion cactus |
| T | Pediocactus | sileri | | Siler pincushion cactus |
| E | Pediocactus | peeblesianus | peeblesianus | Peebles Navajo cactus |
| E | Purshia | subintegra | | Arizona cliffrose |
| T | Senecio | franciscanus | | San Francisco Peaks groundsel |
| E | Spiranthes | delitescens | | Canelo Hills ladies' tresses |

* As approved by the Department of the Interior in compliance with the Endangered Species Act of 1973

*Table IV.C.1.a.2:
Safeguarded Species*

Native plant inventories will include inventory of high quality specimen trees and cacti for use as required in common area landscapes. The development may also preserve in place or



salvage high quality specimen native plants, other than highly safeguarded species, that can reasonably be expected to result in a successful preservation or salvage operation. These transplanting activities shall occur within development areas for use in common open space areas, common landscape areas, park areas, streetscapes, trail corridors, and into disturbed areas of natural open space. The quantities and types of plants selected for salvage would be determined by the project landscape architect and would be transplanted to locations in accordance with the development's landscape considerations. Salvaging and transplanting activities shall occur at the time of grading activities for the individual parcels.

b. Mitigation for impacts/loss of Individual Pima Pineapple Cactus

The federally endangered Pima pineapple cactus (PPC) is present on the Sendero Pass property. Pursuant to pending formal consultation with the USFWS under Section 7 of the Endangered Species Act, the project proponents will be proposing the set-aside of off-site conservation lands to mitigate for unavoidable impacts to PPC.

As an alternative to this mitigation, in areas to be graded that have individual PPC, those cacti suitable for salvage and transplant will be planted on-site in suitable open space habitat including common open space areas, common landscape areas, park areas, streetscapes, and trail corridors. PPC not suitable for salvage and transplant will be replaced on a 1:1 basis. The replacement PPC will be propagated from plants on site, and planted in suitable landscape and open space areas within the project. It should be noted that the Section 7 consultation method shall be the first order of preference, followed by the avoidance, salvage, transplant, and replacement method outlined above.

c. Prohibited Species

To preserve the integrity of native plant communities, on-site and in the immediate vicinity of the project, invasive non-native species, including Buffelgrass (*Pennisetum ciliare*) and fountain grass (*Pennisetum setaceum*), will be prohibited within Sendero Pass. (See Table IV.C.1.c: Prohibited Plant Species.) This list of prohibited plant species will be included in the community's covenants, conditions and restrictions (CC&Rs) and will be applicable to private parties.

Buffelgrass and fountain grass will be subject to a control program that will be implemented for the project. Buffelgrass and fountain grass eradication will need to occur in natural open space areas, road right-of-ways and common areas. The control program for Buffelgrass and fountain grass will be the

perpetual responsibility of the Master HOA and will be initiated on each subdivision or development plan upon Pima County's approval of the individual tentative plat or development plan. It is the responsibility of the Master HOA to monitor and control Buffelgrass and fountain grass within developed areas as well as designated natural open space areas. The Master HOA through the implementation of CC&Rs will enforce private parties to perpetually control these species of plants. Commercial and retail property owners are responsible to perpetually control Buffelgrass and fountain grass on their respective sites.

Table IV.C.1.c: Prohibited Plant Species

| BOTANICAL NAME | COMMON NAME |
|------------------------|---|
| Ailanthus altissima | Tree of Heaven |
| Alhagi pseudalhagi | Camelthorn |
| Arundo donax | Giant reed |
| Brassica tournefortii | Sahara mustard |
| Bromus rubens | Red brome |
| Bromus tectorum | Cheatgrass |
| Centaurea melitensis | Malta starthistle |
| Centaurea solstitialis | Yellow starthistle |
| Cortaderia spp. | Pampas grass |
| Cynodon dactylon | Bermuda grass (excluding sod hybrid) |
| Digitaria spp. | Crabgrass |
| Elaeagnus angustifolia | Russian olive |
| Eragrostis spp. | Lovegrass (excluding E. intermedia, plains lovegrass) |
| Melinis repens | Natal grass |
| Mesembryanthemum spp. | Iceplant |
| Peganum harmala | African rue |
| Pennisetum ciliare | Buffelgrass |
| Pennisetum setaceum | Fountain grass |
| Rhus lancea | African sumac |
| Salsola spp. | Russian thistle |
| Schinus spp. | Pepper tree |
| Schismus arabicus | Arabian grass |
| Schismus barbatus | Mediterranean grass |
| Sorghum halepense | Johnson grass |
| Tamarix spp. | Tamarisk |

*Table IV.C.1.c:
Prohibited Plant
Species*



d. Mitigation for impacts/loss of individual ironwood trees or saguaro cactus

To date, no saguaro or ironwood species are known to occur on this site. Saguaros and ironwoods suitable for salvage will be transplanted to suitable areas on site. For any saguaro or ironwood found to occur within areas to be graded deemed not suitable for salvage and transplant, each non-salvageable/non-transplantable saguaro and ironwood will be replaced at a 1:1 ratio. Replacement specimens will be planted within appropriate areas on site.

e. Designated areas for native plant landscaping and restoration activities

To preserve the character of native plant communities, any landscaping or restoration within functional or natural open space areas is limited to the use of native species endemic to the Specific Plan area or the Sonoran Desert. The landscape or restoration plantings will mimic the plant spacing and species of natural vegetation communities.

Activities that will be allowed within functional or natural open space designated areas will include supplementing the existing native vegetation related to riparian mitigation and restoration, including transplanting, supplemental planting, seeding and irrigation, and PPC transplant and propagation.

f. Enforcement

Concurrent with preparing the yearly monitoring report for the County as described in Section V of the Sendero Pass Specific Plan, a registered landscape architect or other approved professional will visit the site and submit a report on the health and status of the transplanted and propagated PPC and progress of Buffelgrass and fountain grass control program by individual subdivision plat or development plan. The report shall include a list of salvageable and transplantable species, qualities of each species to be salvaged/transplanted, and identify those sites to receive transplanted plants. The transplanted and propagated PPC will be monitored for a five year period, commencing on the next calendar year following the date of the first transplant activity.

2. Chapter 18.73 Landscaping, Buffering and Screening Standards

a. Bufferyards

Sendero Pass will be planned and designed so complementary uses are adjacent to each other, and/or there will be a progression

of density among adjacent uses. As such, the streetscape will accomplish all the goals of the County's typical bufferyard requirements without creating obstructions and divisions between adjacent uses. The boundaries between adjacent uses will be planned and designed to accommodate landscape without creating barriers to visual access or pedestrian and vehicular circulation between uses. Therefore, none of the requirements within the Pima County Zoning Code Chapter 18.73.040 (Screening and Bufferyard Requirements) shall apply within Sendero Pass. A full redlined (underline/strikethrough) version of Chapter 18.73 Landscaping, Buffering and Screening Standards is included in Appendix A.

Screening will be resolved in detail in the Tier II design standards with respect to noise and view sheds relative to schools, sports parks, parks, and recreation.

b. Other Modifications

Other modifications proposed to Chapter 18.73 include:

- Added definition for “Streetscape”.
- Deleted “mini oasis” design provision.
- Replaced Pima County Landscape Design Manual with Arizona Department of Water Resources (ADWR) Tucson AMA list from which to select appropriate plant material.
- Included a prohibited plant list, which also specifies survey requirements for Buffelgrass and Fountain Grass.
- Added streetscape standards, including plant quantities per 1000 linear feet.

c. Plant Material

The Landscape Program for Sendero Pass will enhance and promote the image of the community's desert environment, conserve water resources, and ameliorate adverse impacts between potentially incompatible uses and zones. This will be accomplished by way of a cohesive and regionally appropriate landscape program. Native and low-water-use plants will be utilized to accentuate areas of importance along roadways, trails, recreation, or commercial areas.

Plant material will be selected from the ADWR Tucson AMA list and may be augmented to accommodate regionally appropriate plants not yet on that list. The intent of the landscape program is to utilize plants that are predominately native to Southern Arizona with some flexibility for the use of adapted and regionally appropriate species. Utilizing plants from the ADWR list provides the intended water conservation goals of Sendero Pass while





providing for this flexibility. Exotic, invasive species, such as Rhus lancea and Tamarisk sp., will not be used within the specific plan. All streetscapes shall be in designated common areas and common area implementation, responsibility, and maintenance standards shall be addressed in the Tier II design standards. Streetscape widths and or medians in interior collectors shall be designed to encourage water harvesting.

Two of the chief goals of the Sendero Pass sustainability concept is to provide pedestrian friendly outdoor spaces and to mitigate the urban heat island to the extent practical. The limited use of regionally appropriate and low water use plants (trees in particular) that may not be endemic to the Tucson Valley but help to attain these goals is part of the Sendero Pass landscape program. Some of these trees are better adapted to proper growth in high stress environments, such as a semi urban context with compacted soils and high heat reflectivity, as is found along streets, in parking lots and other areas of Sendero Pass.

All streetscapes shall be in designated common areas and common area implementation, responsibility, and maintenance standards shall be addressed in the Tier II design standards. Streetscape widths and/or medians in interior collectors shall be designed to encourage water harvesting.

The locations for primary streetscape treatments are depicted in Exhibit IV.C: Streetscape and Monumentation and primary streetscape shall be provided through transition areas of high foot traffic among high density residential, commercial and medium density residential. Plant materials to be provided within the streetscapes shall be as follows:

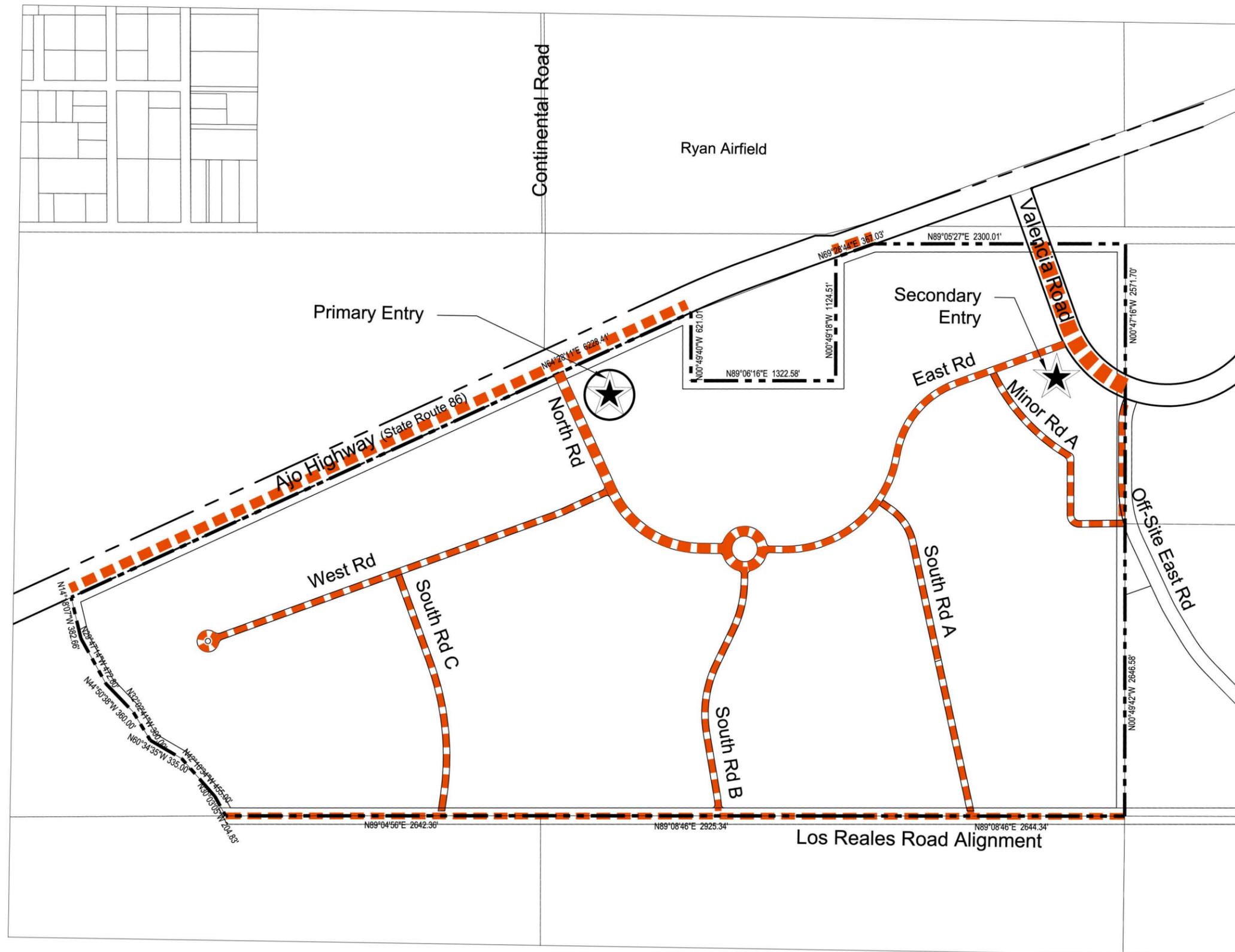
- Streetscape (per 1,000 linear feet):
 - Primary (each side):
 - 30 trees
 - 50 shrubs
 - 100 accent plants

Minimum Streetscape width along scenic route Ajo Way and Valencia Road along residential areas shall be a minimum of 20 feet. This may include bus stops and walking paths to encourage multimodal transportation and pedestrian access.

- Secondary (each side):
 - 20 trees
 - 50 shrubs
 - 50 accent plants

Developer shall provide a secondary landscape along recreational trails.

*See Exhibit IV.C:
Streetscape and
Monumentation*



Legend

Project Boundary

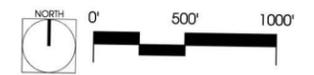
Primary Entry Feature

Secondary Entry Feature

Primary Streetscape

Notes

- Primary streetscape shall also be applied through transition areas of high foot traffic among medium and high density residential and commercial areas.
- Secondary streetscape treatment shall be applied to recreation trails.



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- Local

Landscaping on local streets is located outside the public right-of-way. Plantings will be provided for by builders in the yards of residences. Builders will be required to locate trees and other plant materials in the front yards so as to provide shade for both the residences and the pedestrian walkways, as well as create an attractive streetscape.

Landscaping streetscape shall require a ratio of one front yard tree per house in the vicinity of sidewalks.

Furthermore, as outlined in the Design Standards for community development, it will be a requirement that within five years of landscape installation, at least 35% of pedestrian circulation areas shall be shaded by landscaping and architectural design features and structures.

Landscaping and trails within the public right-of-way will be maintained by the Homeowners' Association, which will require a license agreement with Pima County.

3. Chapter 18.75 Off-Street Parking and Loading Standards

Parking standards within Sendero Pass have been designed with the intent of reducing the required number of parking spaces for each use in order to reflect the mixed-use nature of the development, encourage the use of alternate modes of transportation, and to decrease the urban heat-island effect. In most cases, these standards have been reduced from the existing requirements of the Pima County Zoning Code, including the most recent revisions approved by the Board of Supervisors.

Parking standards within Sendero Pass shall be in accordance with those set forth in Chapter 18.75 (Off-Street Parking and Loading Standards) of the Pima County Zoning Code, with the following exceptions/modifications:

- On-street parking is permitted on local residential streets within Sendero Pass. (See Section C.5 for a thorough discussion on local residential street cross-sections and requirements for modification of the Pima County Subdivision Street and Development Standards.)
- Standard parking stall measurement: 9 feet by 18 feet
- Drive aisles to be a minimum of 24 feet wide. One-way drive aisles of a width no less than 14 feet are permissible for angled parking. Width of one-way drive aisles dependent upon parking angle.
- For the most part, parking requirements based on number





of employees have been incorporated into Visitor or User Parking.

- References to screening and bufferyards have been removed.
- There shall be a minimum of one canopy tree per every four non-covered parking spaces based on the total number of spaces with no exceptions. Parking lot tree requirements shall as first priority shade the parking areas. However, in the case where it is impractical to locate a tree by a building, access area, drainage area, or similar site constraint, then tree locations may be placed in other areas of the parking lot or in pedestrian/plaza transition areas.
- Parking lot design shall encourage smaller connective parking areas separated by landscaping.

See Appendix A for a complete redlined version of this chapter.

4. Chapter 18.77 Roadway Frontage Standards

Heights of buildings adjacent to a Pima County Scenic Route may exceed 24 feet provided the maximum building height permitted within the applicable land use designation is not exceeded and a view corridor(s) with a combined width of at least twenty percent of the street frontage of the development site is provided. A viewshed analysis of the development site will be submitted with the development plan or subdivision plat.

All buildings or structures or any part of such buildings or structures within Commercial (C), Mixed Use (MU) and High-Density Residential (HDR) designations adjacent to Valencia Road, the Off-Site East Road and Los Reales Road shall have a minimum setback of ten feet in addition to half of the required future right-of-way width according to the Major Streets and Scenic Routes Plan. Reduced setbacks will be allowed only where it can be demonstrated that road networks will still be able to function adequately with the reduction.

All buildings (commercial, office, mixed-use, and residential) greater than 24-feet in height within the Valencia Road scenic route corridor shall require a view shed analysis.

See Appendix A for a complete redlined version of this chapter.

D. Ryan Airfield Standards

Due to its proximity to Ryan Airfield, all proposed land uses within Sendero Pass will be coordinated with Ryan Airfield to ensure compatibility with the current and future operation of the airport. Development will be subject to the following restrictions:

- Residential development shall not be located within the C designation

- at the northeast corner of the Specific Plan area.
- Residential dwelling units shall not exceed a gross density of 3 residences per acre (RAC) for the overall LDR designated area along Ajo Highway (represented as Blocks 2, 3, 8, 9, and 15 per Exhibit III.B.1).
 - Residential dwelling units shall not exceed a gross density of 3 residences per acre (RAC) for the overall LDR designated area lying south of the Ryan Airfield Runway Safety Zone (represented as Blocks 19b, 20b, 21 and 22 per Exhibit III.B.1) and shall transition from lower densities in the north to higher densities in the south.
 - The OS designation aligned with the Ryan Airfield cross-wind runway shall be open space, with no residential development or uses that would result in the congregation of large numbers of people. (See Section III.G of this Specific Plan for a description of the proposed recreational uses within this area. A list of Permitted Land Uses within OS may be found in Section IV.G.6 of this Plan.)
 - No recreational uses shall be permitted within the Runway Safety Zone of the Airport Environs and Facilities Zone.
 - A minimum lot area of 4,000 square foot and an average lot area of 5,000 square feet applies to all of the LDR designated areas, except for the 1,000 feet closest to the CUZ-2 Zone where the applicable portions of Blocks 19b and 22 (per Exhibit III.B.1) shall have a minimum lot area of 5,000 square feet and an average lot area of 6,000 square feet. The LDR areas shall be limited to single-family, detached residential units.
 - The gross density of the Mixed Use designated area of Blocks 16 and 17 (per Exhibit III.B.1) cannot exceed 3 residences per acre (RAC) and are further limited to a maximum residential yield of: $1.9x + 1.4y + z$ is equal to or less than 111 dwelling units (where x = condos or apartment units, y = attached single family residential units, and z = detached single family residential units).
 - In “Open Space” (Blocks 23 and 24), Public Facilities and Recreational Facilities, excluding facilities incidental to the ball fields and other recreational components (i.e. restrooms, concession stands, ramadas, etc) shall be limited to a combined total of 30,000 square feet of enclosed area. Location of these structures will be limited to an area 1,000 feet from the southern limits of the Runway Safety Zone and within 300 feet of the east and west limits of the cross wind runway area (otherwise described as the CUZ-2 Zone).
 - Applicant shall notify the Tucson Airport Authority (TAA) Director by certified mail of any proposed substantial change or amendment to the specific plan not less than 45 days prior to the first public hearing for said amendment.
 - Applicant shall provide notice to potential developers that in conformance with the requirements of Code of Federal Regulations CFR Title 14, Part 77, the sponsor of any development or construction activity within 20,000 feet of Ryan Airfield, that exceeds a 100:1 surface from any point on any of Ryan Airfield’s runways, shall send one executed form set of FAA Form 7460-1, Notice of Proposed Construction or Alteration, to the Manager, Air Traffic Division, FAA Regional Office having jurisdiction over the area within which the





construction or alteration will be located. Copies of the form and electronic submittal are available at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp>.

- Water detention facilities for the Open Space designated area shall be limited to storm water runoff from those areas south of the Ryan Airfield Runway Safety Zone (represented as Blocks 21, 22, 23, 24, 26, 27, and 28 per Exhibit III.B.1). Any such detention facility shall be designed to drain within 24 hours following a storm event as required by Pima County Flood Control standards. Lastly, indicate that TAA shall be provided the opportunity to review and comment on all plans submitted to Pima County for the Open Space area.

Ch.18.57 takes precedence over all that is proposed by the specific plan. Any development of the Sendero Pass Specific Plan shall be consistent with the Airport Environs and Facilities Zone, as the Zone is ratified at the time of submittal of each tentative plat or development plan; nothing in the Specific Plan Development Regulations shall be construed, further interpreted or assumed to modify or affect the Airport Environs and Facilities Zone.

Please see Exhibits III.B.1 and III.B.2 for illustrations of how these policies have been incorporated into the proposed land use concept. Disclosure statements regarding Ryan Airfield shall be included by the developer (or successor and assigns) in all sales contracts, public reports and recorded covenants. The developer shall also establish avigation easements relative to Ryan Airfield in cooperation with Tucson Airport Authority.

*See Exhibit III.B.1:
Land Use Concept
and Exhibit III.B.2:
Land Use Overlay*

E. Street Standards

The following describes the different street cross sections that will convey traffic within Sendero Pass. See cross-sections indicated on Exhibit III.F: Circulation Concept. Individual traffic studies will be performed at the platting stage to determine the appropriate size of the streets (e.g. the necessity of a two-lane collector versus a four-lane collector). Modifications to the Pima County Subdivision and Development Street Standards will be required. In the event proposed modifications are not approved, either a modified cross-section (agreed upon by the Modification Review Committee) or the standard details denoted below without revisions shall apply to the Sendero Pass Specific Plan.

*See Exhibit III.F:
Circulation Concept*

1. Cross-Section C-1

Description: Proposed to serve as a collector to residential development, generally designed to Pima County Subdivision and Development Street Standards Detail 4.3, except that Developer will seek modification prior to Master Block Plat to;

- increase the sidewalk from five feet to ten feet on one side of the street to serve as a shared use path,
- allow a meandering sidewalk by increasing the three foot curbway to a maximum of eight feet,

2. Cross-Section C-2

Description: Proposed to serve as a collector to areas of commercial, industrial, and mixed land uses, generally designed to Pima County Subdivision and Development Street Standards Detail 7.2, except that Developer will seek modification prior to Master Block Plat to;

- increase the sidewalk from five feet to ten feet on one side of the street to serve as a shared use path,
- allow a meandering sidewalk by increasing the three foot curbway to a maximum of eight feet,
- reduce the paved shoulder from six feet to two feet,
- allow the addition of two additional twelve foot travel lanes, where necessary,
- where applicable, replace the twelve foot two-way left turn lane to allow a fifteen foot landscaped median.

3. Cross-Section C-3

Description: Proposed to serve as a minor collector to residential development, generally designed to Pima County Subdivision and Development Street Standards Detail 4.3, except that Developer will seek modification prior to Master Block Plat to;

- reduce the right-of-way width from 48 feet to 43 feet

4. Local Residential Street Cross-Sections

Description: Proposed as an alternative local residential street section allowing on-street parking, generally designed to Pima County Subdivision and Development Street Standards Detail 4.1 and 4.2, except that Developer will seek modifications prior to Master Block Plat to;

- place sidewalk adjacent to wedge curb and remove three foot curbway,
- reduce sidewalk width from five feet to four feet adjacent to vertical curb,
- allow construction of an eight foot parking lane for on-street parking where permitted,
- reduce travel lanes from twelve and fourteen feet to ten feet where on-street parking is provided,
- reduce right-of-way to accommodate modifications.

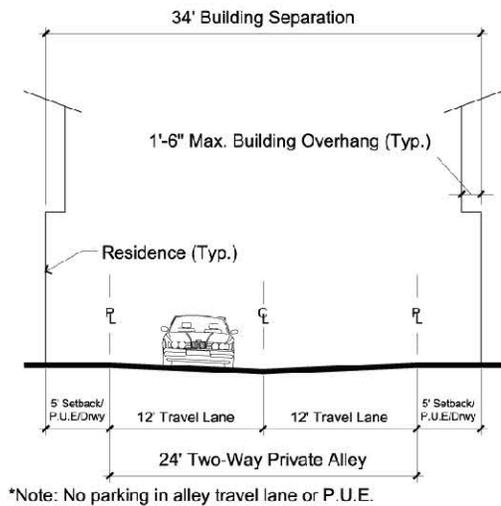




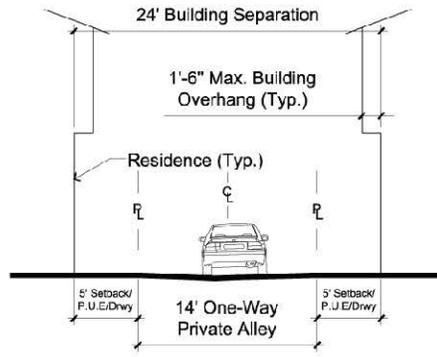
5. Alley Cross-Sections

The following cross-sections will be employed within Sendero Pass, where alley access is appropriate:

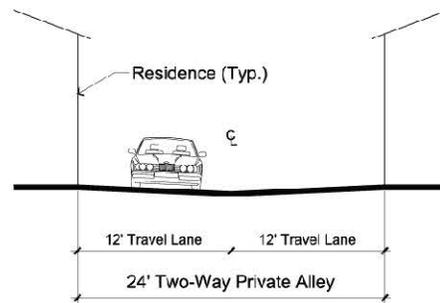
- A-1: This alley street section provides two 12-foot travel lanes and a 5-foot setback on each side. The 5-foot setback provides space for utility placement and access as well as driveway aprons. The 1.5-foot building overhang allows for flexibility in architectural design to create a more interesting alley street scene.
- A-2: This alley street section is a one-way alley. Despite the 14-foot travel lane, the 5-foot setbacks on either side provide enough room for automotive circulation and access to garages. The 5-foot setback provides space for utility placement and access as well as driveway aprons. The 1.5-foot building overhang allows for flexibility in architectural design to create a more interesting alley street scene.
- A-3: This alley street section provides two 12-foot travel lanes. Though lacking setbacks, the 24-foot access lane provides enough room for automotive circulation. This alley should not be used where garage access is required. This is the minimal two-way alley section.
- A-4: This alley street section is the smallest with one 14-foot travel lane. This alley section should not be used where garage access is required. The ability to use this alley section will allow flexibility in the location and design of garage loaded product.



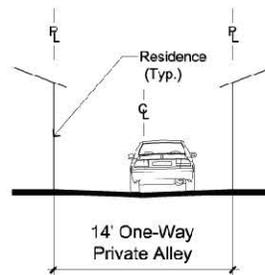
*A-1 Alley
Cross-Section*



*Note: No parking in alley travel lane or P.U.E.



*Note: No parking in alley travel lane or P.U.E.



*Note: No parking in alley travel lane or P.U.E.

A-2 Alley
Cross-Section

A-3 Alley
Cross-Section

A-4 Alley
Cross-Section

F. Park and Trail Standards

1. Community Park

The 43-acre community park identified on Exhibit III.G will include the following amenities:

| | |
|---|---|
| Water | Parking |
| Electricity | Vehicle Barriers |
| Telephone | Bicycle Racks (10) |
| Drinking Fountains (5) | Park Benches (15) |
| Sewer | Shade Structure with Concrete Pad 20' x 28' (4) |
| Trail Linkages | Picnic Tables with Benches (18) |
| Signage | BBQ Grills (14) |
| Fencing, as needed | Full Basketball Court (2) |
| Landscaping - Including Trees; Native Preferred | Athletic Field—Baseball/Softball (2) |
| Irrigation | Athletic Field—Soccer/Football (1) |
| Low-Voltage Security Lighting | Perimeter Walking/Jogging Path |
| Trash Receptacles (15) | Playground 5 Piece Multi-Use Structure (2) |
| Maintenance Structure | Playground Individual Components (6) |
| Separate Men's and Women's Restrooms (3) | Turf Area (or alternate) 20% |

The park may also include other recreational elements, such as a skate plaza, splash pad, dog park or other amenities. Park amenities may be phased in over time. It shall be noted that in the event that Pima County Natural Resources, Park, and Recreation (NRPR) takes over the maintenance of the park, facilities shall conform to the NRPR Development Standards, Specifications, and Details, shall require review of improvements plans by NRPR, and shall be fully developed prior to turnover.

In "Open Space" (Blocks 23 and 24), Public Facilities and Recreational Facilities, excluding facilities incidental to the ball fields and other recreational components (i.e. restrooms, concession stands, ramadas, etc) shall be limited to a combined total of 30,000 square feet of enclosed area. Location of these structures will be

*See Exhibit III.G:
Open Space and
Recreation Concept*

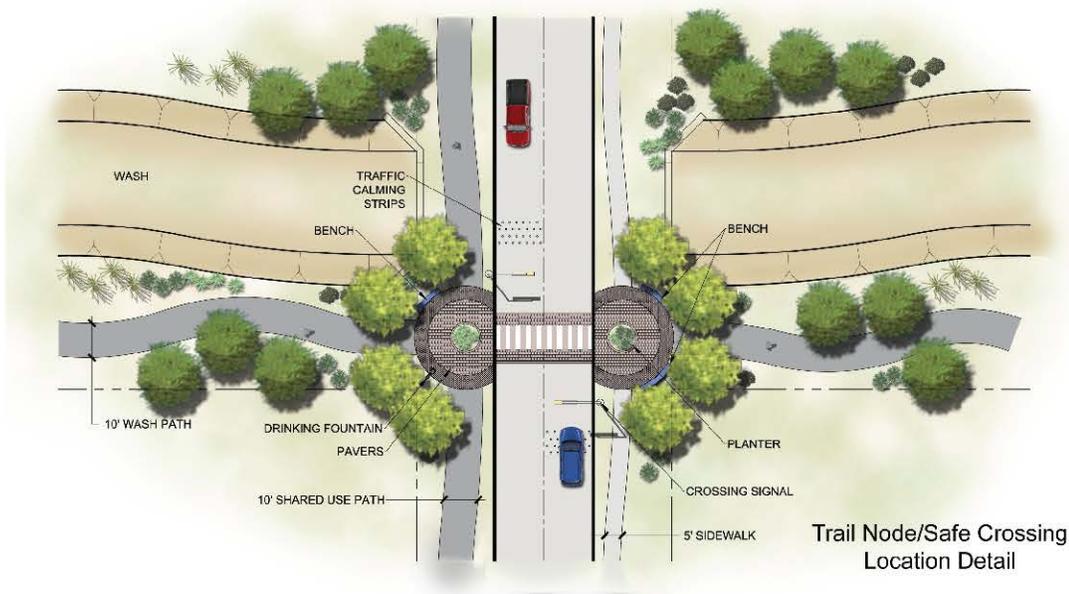


limited to an area 1,000 feet from the southern limits of the Runway Safety Zone and within 300 feet of the east and west limits of the cross wind runway area (otherwise described as the CUZ-2 Zone).

2. Trail Nodes

Trail nodes will be located where the pedestrian systems connect with other pedestrian or vehicular circulation systems. These nodes are planned to function as focal features within the community. Trail nodes will include shade, seating and drinking water; additional landscaping, specialty paving, directional signage or monumentation and traffic calming measures may also be featured in these areas. The Trail Node and Safe Crossing Detail illustrates a typical configuration for a trail node within Sendero Pass where a wash path and a shared-use path intersect along a collector roadway.

Trail Node and Safe Crossing Detail



3. Shared-Use Paths

Shared-use paths will be located adjacent to major vehicular circulation routes, providing safe and convenient movement of pedestrians throughout the community. The shared-use paths meander through landscape and pedestrian corridors and connect neighborhoods to trail nodes, inter-block paths, commercial uses, open space and other activity centers. These 10-foot paved paths will allow comfortable travel of bicyclists and all types of pedestrian modes of transportation.

4. Wash Path

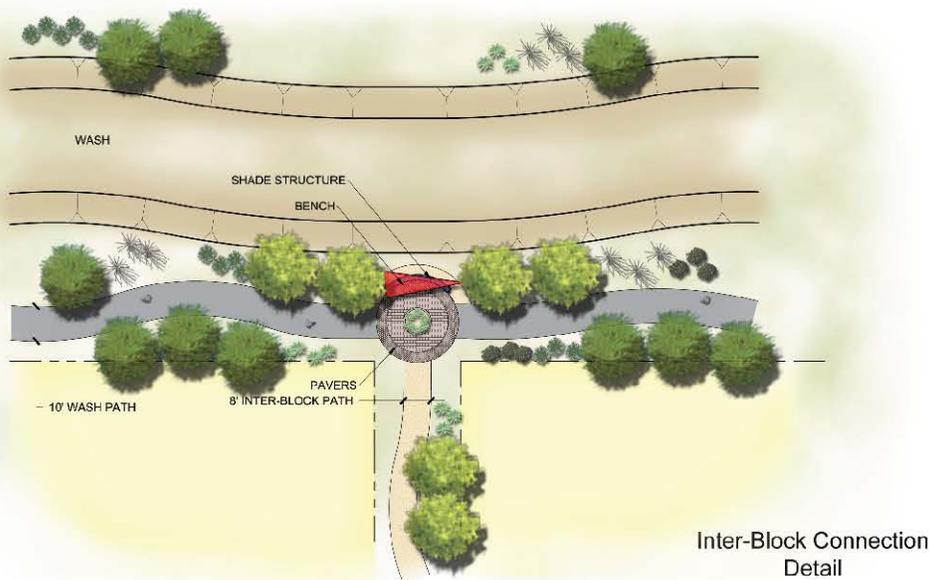
The wash path that runs adjacent to most open space washes provides vital pedestrian and bicycle connections throughout Sendero Pass. The 10-foot meandering multi-modal path will allow comfortable travel of bicyclists and all types of pedestrian modes of transportation. The path, which connects neighborhoods, trail nodes, recreation areas, commercial uses and other activity centers, will encourage outdoor activity and enjoyment by the residents of the community. All-weather wash crossing for the trails will occur at the four main wash crossings, as approved by Development of Transportation and Regional Flood Control District, or trails will be provided along both sides (parallel) of the washes. These stabilized paths must be able to accommodate maintenance vehicles.

Landscaping will be provided adjacent to the trail at a ratio of 3 trees per 100 linear feet with 4 accents or shrubs per tree. Wash paths and landscaping will be maintained by the Homeowners' Association.

5. Inter-Block Connections

East/west inter-block connectivity must be demonstrated through designated pedestrian pathways and may include sidewalks throughout the community. Potential inter-block connection points are shown in Exhibit III.G: Open Space and Recreation Concept. This diagram is intended to illustrate the idea that connection points will be provided between blocks. The actual number and configuration of these inter-block paths and connections will be determined at time of platting. Illustrative examples of the ways in

*See Exhibit III.G:
Open Space and
Recreation Concept*

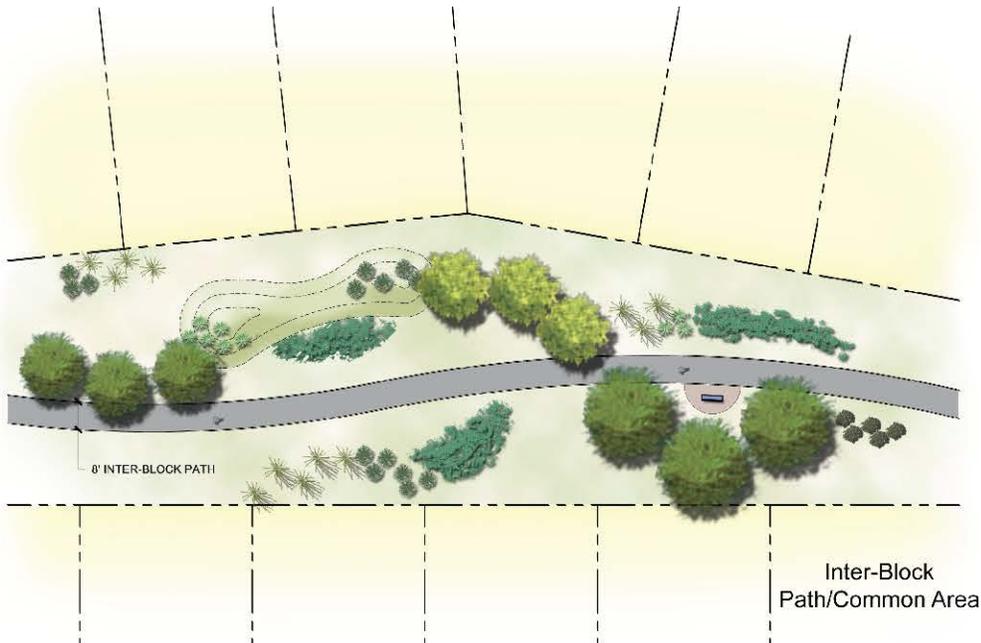


*Inter-Block
Connection Detail A*

SENDERO PASS SPECIFIC PLAN



*Inter-Block
Connection Detail B*



*Inter-Block
Connection Detail C*

G. Permitted Land Uses

1. Low-Density Residential (LDR)

The following uses shall be permitted within LDR:

- Single Family Dwellings*
- Accessory Structures
- Home Occupation
- Parks
- Public Facilities
- Recreational Facilities
- Temporary Real Estate Office/Model Home Complex

2. Medium-Density Residential (MDR)

The following uses shall be permitted within MDR:

- All Uses Permitted in LDR
- Commercial Retail
- Duplexes, Condominiums and Townhomes
- Personal Services
- Places of Worship and Related Facilities
- Professional Office
- Retail Services

3. High-Density Residential (HDR)

The following uses shall be permitted within HDR:

- All Uses Permitted in MDR
- Apartments
- Assisted Living Facilities
- Cafes
- Clubs
- Coffee Shops
- Convenience Stores
- Personal Services
- Retail Services

4. Mixed Use (MU)*

*Chapter 18.39 (General Commercial Standards) of the Pima County Zoning Code shall not apply to development within the Sendero Pass Specific Plan.

Uses permitted within the MU designation shall include all permitted and conditional uses within the CB-1 Zone (Chapter 18.43.030) of the Pima County Zoning Code with the following additions and exceptions:





Additional Permitted Uses:

Animal Hospital
Auditorium
Banquet Facilities
Bars and Taverns
Billiards/Pool Halls
Communication Towers/Antennas
Community Center
Computer-Based Business and Services
Convenience Stores
Drive-Through Facilities
Electronic Equipment Sales and Service
Government Facilities
Health and Fitness Clubs
Heliports (Accessory to Hospital)
Indoor and Outdoor Live Entertainment
Kennels (Accessory to Pet Stores and Veterinary Hospitals)
Personal Services
Miniature Golf Courses
Motorcycle/Scooter Repair and Sales
Recording Studios
Seasonal Outdoor Sales, including Farmers Markets

Exceptions:

Self-Storage Facilities (5-acre maximum, up to 2 stories, 30 feet maximum height) are permitted in MU.

5. Commercial (C)*

*Chapter 18.39 (General Commercial Standards) of the Pima County Zoning Code shall not apply to development within the Sendero Pass Specific Plan.

Uses permitted within the C designation shall include all permitted and conditional uses within the CB-2 Zone (Chapter 18.45.030) of the Pima County Zoning Code with the following additions and exceptions:

Additional Permitted Uses:

All Uses Permitted in MU
Subject to Performance Standards outlined in Section 18.49.020 of the Pima County Zoning Code, the manufacturing of:
Cameras and other photographic equipment and supplies
Dentures and drugs
Jewelry
Leather products: including shoes and machine belting (excluding tanning)
Luggage

Musical instruments
Orthopedic and medical supplies (such as artificial limbs, braces, supports and stretchers)
Small paper products (such as envelopes, stationery, bags, boxes and wallpaper printing)
Pharmaceuticals
Plastic products: but not including the processing of the raw material
Precision instruments (such as optical, medical and drafting)
Silverware, plate and sterling
Sporting and athletic equipment
Toys
Manufacture and assembly of electrical and electronic products
Manufacture and packaging of beverage products
Manufacture and service of data systems
Laboratories: medical, dental, research, experimental and testing
Warehousing
Wholesale business and storage
Any other manufacturing uses that are similar to those listed above

Exceptions:

Self-Storage Facilities (5-acre maximum, 30 feet maximum height, with outdoor storage) are permitted in C.

Prohibited Uses:

All Residential Uses
Adult Activities Facilities

6. Open Space (OS)

The following uses shall be permitted within the OS designation:

Open Space*

Parks

Public Facilities

Recreational Facilities

Trails

Parking for adjacent Commercial Uses on parcel #23

*In "Open Space" (Blocks 23 and 24), Public Facilities and Recreational Facilities, excluding facilities incidental to the ball fields and other recreational components (i.e. restrooms, concession stands, ramadas, etc) shall be limited to a combined total of 30,000 square feet of enclosed area. Location of these structures will be limited to an area 1,000 feet from the southern limits of the Runway Safety Zone and within 300 feet of the east and west limits of the cross wind runway area (otherwise described as the CUZ-2 Zone).

**Swimming pools are not allowable uses in the Open Space area.



***Water detention facilities for the Open Space designated area shall be limited to storm water runoff from those areas south of the Ryan Airfield Runway Safety Zone (represented as Blocks 21, 22, 23, 24, 26, 27, and 28 per Exhibit III.B.1). Any such detention facility shall be designed to drain within 24 hours following a storm event as required by Pima County Flood Control standards. Lastly, TAA shall be provided the opportunity to review and comment on all plans submitted to Pima County for the Open Space area.

H. Development Standards

Development within Sendero Pass shall be subject to the following standards:

Table IV.H: Development Standards

| | LDR | MDR | HDR | MU | C | OS |
|---|--|------|---------------------------------|-------|-----|-----|
| Maximum Gross Density (RAC) | 3 | 10 | 24 | 24*** | n/a | n/a |
| Minimum Lot Area per Dwelling (SF) | 4000**** | 2000 | 0 | 0 | n/a | n/a |
| Maximum Building Height (Feet) | 34 | 40 | 60 | 84 | 84 | 40 |
| Minimum Perimeter Setbacks (Feet)* | | | | | | |
| Adjacent to Ajo Highway | 30 (measured from future right-of-way line) | | | | | |
| Adjacent to Valencia Road, Los Reales Road and the Off-Site East Road | 10 (measured from future right-of-way line when adjacent to HDR, MU, and C designations) 30 (measured from future right-of-way line when adjacent to LDR, MDR, and OS designations) | | | | | |
| Adjacent to Same or More Intense Designation or Use | 0 | 0 | 0 | 0 | 0 | 20 |
| Adjacent to Less Intense Designation or Use | 0 | 0 | 10 or ½H (whichever is greater) | | | n/a |
| Minimum Lot Width | None Required | | | | | |

| | | | | | | |
|-------------------------------|-------------------|----|----|----|----|-----|
| Minimum Lot Setbacks** | None Required | | | | | |
| Maximum Lot/Site Coverage (%) | 65 | 85 | 85 | 85 | 85 | n/a |
| Minimum Building Separation | Per Building Code | | | | | |

(H) = Height of Building

*For purposes of perimeter setbacks, the Sendero Pass land use designations are listed below in order of most to least intense:

- C (Commercial)
- MU (Mixed-Use)
- HDR (High-Density Residential)
- MDR (Medium-Density Residential)
- LDR (Low-Density Residential)
- OS (Open Space)

**Where garages of single-family residences open directly onto an abutting street (excluding alleys), the garage must be set back a minimum of 20 feet or have the option to be set back 8 feet or less to discourage parking in the driveway and from obstructing the right-of-way and sidewalk. When the optional setback of 8 feet or less is used, visitor parking must be accommodated on the street or in group parking areas. (On-street parking will require a modification to the Pima County Subdivision and Development Street Standards.)

***The gross density of the Mixed Use designated area of Blocks 16 and 17 (per Exhibit III.B.1) cannot exceed 3 residences per acre (RAC) and are further limited to a maximum residential yield of: $1.9x + 1.4y + z$ is equal to or less than 111 dwelling units (where x = condos or apartment units, y = attached single family residential units, and z = detached single family residential units).

****A minimum lot area of 4,000 square foot and an average lot area of 5,000 square feet applies to all of the LDR designated areas, except for the 1,000 feet closest to the CUZ-2 Zone where the applicable portions of Blocks 19b and 22 (per Exhibit III.B.1) shall have a minimum lot area of 5,000 square feet and an average lot area of 6,000 square feet. The LDR areas shall be limited to single-family, detached residential units.

I. Sendero Pass Design Standards

The Sendero Pass Design Standards serve as the basic foundation for the implementation of design and development of the Sendero Pass Specific Plan.

More detailed design standards (referred to as Tier II Standards) will be subsequently developed based on these Design Standards to effectively guide the design and development of Sendero Pass in accordance with the Specific Plan. They will also provide a foundation for development

*Table IV.H:
Development
Standards*



of more formalized covenants, conditions and restrictions (CC&Rs). The more detailed Tier II Design Standards will be submitted and reviewed as part of the Master Block Plat review process. These standards shall be subject to review by the Pima County Planning Official (or designated staff) prior to approval of the Master Block Plat.

Design Standards (all or in part) not approved by the Planning Official may be appealed to the Pima County Design Review Committee (PCDRC) at a regular meeting. Individual subdivision plats and development plans submitted for County review and determined not to be in compliance with the Design Standards may also be appealed to the PCDRC.

As Sendero Pass is platted, more detailed site specific design standards may be created to give each block or development area within the Specific Plan a unique identity that blends in with the overall community. The implementation of these site specific standards will be the responsibility of the Sendero Pass Design Review Committee and HOA. The Sendero Pass CC&Rs will establish the review authority of the Sendero Pass Design Review Committee.

1. Design Standards

The following design standards will guide the design and development of Sendero Pass:

- Develop a land use plan that respects and enhances natural and cultural resources and the built environment.
- Create a diverse, stable and healthy economy.
- Create a community which redefines the ideology of quality affordability in the southwestern region.
- Design a community with integrated residential neighborhoods that encourages sensitive site design and provides recreation/ open space amenities in conjunction with new development.
- Promote the “neighborhood concept” where the plan is laid out to encourage neighbor interaction and connectivity to gathering places, retail and employment centers, school(s), recreation areas and open space.
- Integrate drainage corridors with the developed portions of the site.
- Develop land uses to achieve continuity of design and establish a sense of place through the use of understandable design standards.
- Encourage innovative design that helps build a unique community character, encourages interaction among neighbors and minimizes the impact of automobiles.
- Foster a more creative approach to development than that typically associated with traditional master planned communities.
- Ensure coordinated, responsible development through the use

of cohesive procedures, regulations, standards and guidelines, and through the establishment of the Sendero Pass Design Review Committee.

- Ensure compatibility of new development with the environment by implementing sustainable practices, as described in the Southwest Infrastructure Plan (SWIP).



Conceptual Mixed-Use Area Perspective

- Provide infrastructure and services related to transportation, flood control, wastewater, parks and recreation and governmental facilities in accordance with the SWIP.

2. Sustainability Standards

The following sustainability standards have been prepared for the Sendero Pass Specific Plan to guide the planning, design and construction of the community in accordance with the SWIP. In addition to outlining these standards, the Master Developer has committed to a number of specific items for achieving environmental, social and economic sustainability within the community.

a. Environmental Sustainability

1) Water Resources

- Use of turf shall be limited to public and private recreation areas and rear yards of residences. Turf will be prohibited in amenity landscape and streetscape areas, commercial development and front yards of homes, except where recreational elements are incorporated into the design.



- Reduce water consumption by using water conserving plumbing fixtures
- Minimize impervious surfaces to lessen the heat island effect and reduce stormwater runoff by decreasing the overall number of roadways throughout the community, reducing roadway widths, reducing parking quantity and size requirements and using paving alternatives, where feasible.
- Promote resident awareness of water conservation methods.
- Install high efficiency and ET based drip irrigation systems for commercial, municipal, and street landscape.
- Use water harvesting and provide opportunities for grey water reuse, such as providing stub outs for grey water irrigation for residential homes.
- Incorporate water harvesting techniques within street rights-of-way, along the edge of roadways and in landscape areas by directing rain water runoff to recessed planting areas.
- Require passive water harvesting techniques for all commercial or municipal developments, and incorporate active rainwater harvesting on buildings where practical.
- Use water harvesting techniques to collect water from residential rooftops, where feasible.
- Use grading techniques to direct water to existing or new vegetation.
- Using a combination of the techniques outlined above, including plant selection, water harvesting, ET-based irrigation scheduling, increased irrigation efficiency and water re-use, provide opportunity to establish landscaping that upon maturity and establishment of a root system will be able to survive in the absence of irrigation.
- Streetscape widths and or medians in interior collectors shall be designed to encourage water harvesting.
- Raised planter curbs will be provided with inlets to facilitate water harvesting

2) Recycling

- Promote individual and/or community recycling systems and programs for construction debris and resident waste.
- Develop an educational program for developers, builders, and residents on the benefits of recycling.

3) Compact Development

- Use compact building design. Grow vertically rather than horizontally to preserve green spaces and reduce the cost of providing public facilities and services.
- Reduce greenhouse gas and pollutant discharge by creating a community that includes a combination of areas planned for employment centers, parks and recreation facilities, various residential products and mixed use development to encourage the “work, live, play” concept and reduce vehicle trip generation.
- Reduce vehicle trip generation by installing a combination of multi-use paths, sidewalks and bike lanes to allow for walkable and bicycle friendly access



*Conceptual Compact
Building Design
Perspective*

to employment, shopping and amenities.

4) Green Infrastructure

- Increase options for transportation and provide public transit opportunities based on results of a study prepared to address transit issues within the Sendero Pass Specific Plan.
- Promote the network of local food production by providing land uses that allow farmers markets and community gardens in appropriately designated areas.
- Encourage the implementation of “green” architectural concepts that reduce “energy consumption” and/or provide “energy production” by adopting a series of considerations to be incorporated into the design of buildings within the community.
- Require builders to offer as an option roof photovoltaic energy systems and/or solar hot water as a feature on new homes.
- Promote Green Building with prospective builders, buyers and residents and provide educational materials in coordination with the Green Building Manager for Pima County.



- Establish Residential and Commercial Standards that require compliance with Pima County Regional Residential Green Building or LEED Standards for certain portions of the project.

5) Protection of the Sonoran Desert

- Protect existing vegetation by fencing off during construction activities.
- Direct run-off to existing washes.
- Minimize crossings through undisturbed, open space areas designated to provide habitat connectivity.
- Establish a network whereby builders and commercial developers are required to contact local non-profits for salvaging of non-protected native plants prior to grading and disturbance.
- Protect cultural resources and lands of cultural significance.

6) Protection of Dark Skies

Protect “Dark Skies” by establishing a lighting program to educate developers, builders and residents about the value of maintaining “Dark Skies” near Kitt Peak. The program will be developed with the assistance of Kitt Peak Observatory to ensure that light pollution is mitigated to the greatest extent possible. The Tier II Design Standards to reduce light pollution shall incorporate the following, or comparable tools as determined in coordination with the National Optical Astronomy Observatory (NOAO), Kitt Peak:

- Use of passive tools (instead of active lighting) to aid visibility (such as retro reflectance for signs and markers);
- Identify what will not be lit or identify the need for, or warranting of, what would be lit;
- Use timers, motion sensors, automatic shutoff devices, smart controls to dim or turn off lights during periods of less use and increase levels during periods of activity;
- Use of certain lamps (color or wavelength combined with bandwidth minimization) to minimize adverse environmental effects of artificial light at night;
- Use fully-shielded lights whenever lights are needed;
- Develop an active program to create an environment where eyesight at night is allowed to adjust to lower lighting levels that blend into the surrounding environment rather than letting eyesight be compromised by overly bright areas competing for attention;
- Low-Voltage Security Lighting” for “Perimeter Walking/ Jogging Path” (Section IV.F.1.) shall be fully shielded

and shall use motion sensors or low pressure sodium lighting;

- For the “other amenities” in the park, if there is other allowed lighting, lights should be installed that require users to manually turn them on when needed. They should automatically shut off after a certain duration (e.g. 20 min.) unless the user takes further action (presses an ‘on button’);
- When appropriate, safety should be addressed by methods that are not based on lighting (lighting is not a panacea for safety).
- Use smart controls so that parking lots are not lit all the time if they aren’t used. As the night wears on, lights for spaces further from the activity could be turned off or dimmed if they are not needed.

b. Economic Sustainability

1) Employment

- Encourage the development of residential opportunities near existing and planned employment centers.
- Provide a mix of land uses to encourage businesses to locate near housing.
- Provide live/work opportunities for residents.
- Provide high speed data options to residents and businesses to encourage home-based occupations and telecommuting.

2) Training and Education

- Provide information and inform residents about educational opportunities and choices available to them.
- Provide opportunities for satellite campuses or classrooms in conjunction with cooperative extension programs of colleges and universities and other educational groups.
- Provide high speed data options to residents and businesses to encourage online training and education.

c. Social Sustainability

1) Working Family Affordable Housing

Sendero Pass envisions a variety of housing types designed specifically for working families. The key to providing affordable housing is keeping the cost of housing manageable in order to allow working families to qualify





for purchase. The Sendero Pass Specific Plan has been designed to minimize unnecessary development costs while providing a community that supports working families.

An Affordable Housing Strategy will be provided at the time of Master Block Plat submittal. That strategy will include:

- Methods to achieve a target that 10% of the housing in Sendero Pass be affordable for families making between 80% and 120% of area median income.
- Techniques to assure that affordable housing remain affordable for at least fifteen years.
- Incentives that target working family buyers including educators, health care workers, first responders and law enforcement personnel.
- Collaborations with non-profit organizations and public agencies that specialize in affordable housing programs.
- Standards that assure that affordable housing is integrated throughout the community to appear similar in design to market rate housing.
- Education/outreach programs to assist first time homebuyers to qualify for affordable housing programs.

2) Mix of Housing Types

- Use mixed land uses--residential, retail, office, and community facilities--all in one place. Create mixed residential density. Place higher densities adjacent to



Conceptual Illustrative of Mixed Housing Development

lower densities, to afford the opportunity to all neighbors, of all income levels, to interact with each other.

- Offer a variety of housing opportunities and choices, which allows housing for people of all income levels, household sizes, and stages in the life cycle.
- Strive to meet the working family housing goals through the careful implementation of design standards, and

integration of market rate housing with homes made more affordable through public, private and non-profit collaborative partnerships.

- Integrate affordable housing throughout the community so that it appears similar to other market rate housing.
- Affordable housing must be designed and landscaped such that there are minimal discernable differences visible from the exterior of the units between affordable units and market rate units.

3) Safety

- Neighborhoods and commercial areas should be planned based on Safe by Design principles.
- Encourage neighborhood watch programs.
- Encourage community events at parks and other public/private areas. Encourage the posting of community gathering activities on a community website.
- When appropriate, safety should be addressed by methods that are not based on lighting (lighting is not a panacea for safety).

4) Land Use

- Provide for future school facilities in appropriate locations.
- Ensure the community includes provisions for government and healthcare facilities.
- Ensure the community provides a sufficient mix of land uses arranged in a manner to minimize vehicular travel.
- Promote the use of pocket parks, public plazas, community gardens and other areas for community gathering spaces by setting aside land for that purpose.
- Community should include both passive and active recreation amenities.
- Phase orderly provision of necessary infrastructure throughout the community to allow timely development of all necessary community components.

3. Community Standards

- Create a distinctive sense of place for the Sendero Pass planned community, while promoting diversity in design and development.
- Create a community identity through the use of consistent materials, a community logo and branding, custom design of informational signs for way finding along public streets and the community trails system.
- Develop standards for the site planning and architectural





treatment of the community commercial centers which emphasize mixed land uses, mixed development patterns and design continuity throughout the Master Plan. Use diversity in form, material and color in building design.

a. Context

Residents and visitors should have a sense that a neighborhood area fits in with its unique context and has a sense of place that is distinct.

- Development should take advantage of the distant vistas of mountains, desert bajadas and/or significant buildings.
- As much as possible, preserve the existing native plants in designated open space for their contextual value.
- Reflect significant architectural styles in the southwest region in the selection of architectural themes.
- Visitors should find the Commercial and Mixed Use areas interesting in appearance and buildings within these developments will be varied as much as possible, yet use unified design elements.
- Incorporate and highlight the natural environment in architectural and landscape themes.

b. Layout

Each block or development area will portray a unique character reflective of its associated land use and density. Throughout Sendero Pass, the pedestrian will be prioritized over vehicles, making pedestrians feel comfortable and safe. Emphasis is placed upon using forms and materials that create a unified design theme throughout the community, while also providing visual interest and diversity.

- Promote neighborhood design that maximizes public exposure to open space by interfacing local streets with open space and bringing fingers of open space into the subdivisions.
- Maximize opportunities for public exposure to common



*Conceptual Lotting
Illustrative*

community spaces and visual access to view corridors and physical features.

- Promote subdivision and housing design which recognizes development using streets and alleys as a potential method to enhance social interaction by providing opportunities for residents to meet (one example, provide large front porches facing the street).
- Promote the use of open fencing/walls or no fencing/walls along open spaces, neighborhood parks and pocket parks.
- Share parking, access and service functions with commercial, public and residential buildings and amenities where feasible.
- Create easily identified primary entrances into commercial establishments, offices and public buildings.
- Use building materials and colors that exhibit quality and help to establish a human scale while providing visual interest.
- Consider view sheds and appropriate massing in the location of taller buildings to create an interesting skyline and architectural element.
- Locate common spaces within neighborhoods in a central location to promote accessibility to residents.
- To facilitate the creation of a sense of place, encourage developers to integrate functional public art into their projects.
- Incorporate transit stops into the layout of all developments, regardless of current service availability.
- Locate buildings in areas that recognize local view points. Highlight and frame views of natural features through the placement of structures.
- Provide areas where people can gather.
- The design and layout of common area amenities, such as swimming pools and tot lots, shall contribute to social interaction and front onto public streets.
- Provide balanced ratios and allocation of land uses throughout the property so that most or all residents are within $\frac{1}{4}$ to $\frac{1}{2}$ mile of such commercial/community services.
- Promote opportunities for neighborhood and community social interaction by prohibiting gated communities.

c. Circulation

The design of Sendero Pass shall promote efficient vehicular circulation and easy access to parking. Parking shall be convenient to destinations and located in ways that





the parking doesn't visually overwhelm the land use. To that end, the Specific Plan reduces parking requirements. Buildings, particularly entrances, will be visible and identifiable from parking areas. In all cases, pedestrian circulation shall be prioritized and featured prominently in the individual site plans. Connectivity shall be provided from project to project.

- Design roadways and pedestrian access to provide maximum access to public transportation.
- Screen commercial parking areas from major circulation routes by depressing, berming or screening the parking areas where practical.
- Locate primary entrances on the street with secondary entrances facing parking, when feasible, in Commercial/ Mixed Use areas.
- Use paving alternatives, where feasible, to reduce the heat island effect and to reduce stormwater runoff.
- Minimize the street cross-section width, where possible, to reduce the heat island affect and to provide traffic calming.
- Design access and circulation to tie the development into the overall neighborhood, creating opportunities for nearby residents to access the project either on foot, bicycle, or other form of alternate transportation.
- Driveways and parking areas are required to be used jointly to reduce overall parking needs.
- Provide shade for at least 35% of pedestrian circulation areas within 5 years of installation of tree canopy and other landscaping and by the use of architectural design features and structures.
- Locate parking conveniently near residential and non-residential uses but minimize view from arterial streets and public spaces.
- All parts of the community shall be accessible on foot. The pedestrian shall be prioritized over vehicles.

d. Landscaping

Landscaped areas frame and soften structures, define site functions, enhance the quality of the environment and screen undesirable views. Landscaping will work with buildings and surroundings to make a positive contribution to the aesthetics and function of both the specific site and the area. To the greatest extent possible, landscaping will be used functionally to mitigate the Sonoran Desert climate. Through landscape design, project entries will be clearly defined, and access throughout the development will be facilitated. Landscaping will enhance the community at a pedestrian scale. All lots, parcels, improved open space and natural open space will be incorporated into a unified

landscape theme.

- Visually enhance access to public areas of interest such as parks, natural features, landmarks and monuments through the use of additional or colorful plantings, monumentation or artwork.
- Include outdoor public spaces with special amenities that encourage use, such as benches, overhead shade, sitting areas, outdoor fitness equipment, picnic tables, play equipment, mail boxes and bicycle facilities.
- If several buildings are proposed for a site, the spaces between the buildings will contribute to the outdoor use and the open space enjoyment of the area, by incorporating seating, landscape, and gathering areas.
- Extend native vegetation into development where adjacent open space corridors exist to indicate the location to the trail linkages.
- Screen service and trash areas from view on all sides.
- Use plant selection and placement to reduce heat island effects wherever possible.
- Where feasible, use bold accents and colorful plant species to liven up the street scene and intersections.
- Provide shade along pedestrian circulation and trail node areas where appropriate.
- Site design shall minimize the removal of mature trees, cacti, and other native vegetation. If in-place preservation is not feasible, viable mature vegetation should be salvaged and replanted on-site where possible.
- Water conservation should be an important criterion for plant selection. Low-water plants that reflect and enhance the image of Sonoran Desert landscape should predominantly be used.
- Use of turf shall be limited to public and private recreation areas and rear yards of residences. Turf will be prohibited in amenity landscape and streetscape areas, commercial development and front yards of homes, except where recreational elements are incorporated into the design.
- All landscape areas shall be irrigated using an underground drip irrigation system. Water should be from non-potable water source where possible.
- Landscape plans shall be coordinated with above- and below-ground utilities to avoid conflicts at the time of installation.
- Streetscape widths and or medians in interior collectors shall be designed to encourage water harvesting.
- Landscaping streetscape shall require a ratio of one front yard tree per house in the vicinity of sidewalks.
- Screening will be resolved in detail in the Tier II design





standards with respect to noise and view sheds relative to schools, sports parks, parks, and recreation.

- There shall be a minimum of one canopy tree per every four non-covered parking spaces based on the total number of spaces with no exceptions. Parking lot tree requirements shall as first priority shade the parking areas. However, in the case where it is impractical to locate a tree by a building, access area, drainage area, or similar site constraint, then tree locations may be placed in other areas of the parking lot or in pedestrian/plaza transition areas.

e. Signage

Visitors and residents should be able to locate and identify major land-uses, buildings, public amenities and residences through a unified signage concept. The following standards shall apply to signage installed within the Sendero Pass Specific Plan:

- Design buildings with careful consideration for the incorporation of signage and lighting where appropriate.
- Use signage to enhance the overall architectural and landscape theme while creating a unique contribution to the identity of each development.
- Construct signs with materials that can tolerate the extreme weather of the Sonoran Desert.
- Use signs to clearly identify public spaces versus private residential, retail, commercial, office or service land uses.

f. Safety

Residents and visitors to Sendero Pass should find that the development provides the best possible design and site planning resulting in a sense of personal safety and security as well as security of their property. Design of the project will consider visibility for policing and emergency vehicle access.

- Use architectural features and landscaping to provide weather protection and shade.
- Protect sidewalks, paths and bike lanes from vehicular traffic, where possible.
- Use landscaping and lighting to identify entrances, pathways, public spaces, and bus stops.
- Work with the appropriate transportation authority on location of bus stops, which may include lighting and shelter as necessary.
- Use outdoor lighting where appropriate to contribute

to the overall safety of the development; safety should be addressed by other methods than lighting when possible. (Lighting is not a panacea for safety).

- Landscaping will incorporate Crime Prevention Through Environmental Design (CPTED) standards where appropriate.
- Visibility from streets, parking areas and service access into all developed areas for policing should be considered.

4. Commercial Standards

The Commercial areas within Sendero Pass will promote a hub of activity, including the highest concentration and greatest number of retail land uses. Spaces between buildings and land uses will be designed as attractive, safe, pleasant linkages. The layout will exhibit an eclectic use of building forms, facades, materials and colors. Additional standards needed that deal with block lengths, pedestrian connections, build-to lines/minimum setbacks, openness of ground floor businesses (e.g. percentage of wall space for windows) will be addressed in the next phase of Sendero Pass Design Standards.

The following standards apply to areas within Sendero Pass designated as Commercial, as well as other non-residential development within the Mixed-Use and HDR designations:

- All non-residential structures > 40,000 square feet and a minimum of 50 percent of all non-residential structures with floor area between 7,500 – 40,000 square feet shall be constructed to meet the standards that would be required for a LEED certified building. In the event Pima County creates its own commercial green building standards, the developer may use the County system in lieu of the LEED system.
- Construct two multi-tenant buildings, less than or equal to 7,500 square feet, to meet the standards that would be required for a LEED certified building. The intent of these proposed buildings are to educate small tenant operators that the additional cost of construction of their space can be offset by the monthly cost savings from water and energy.
- Large retail/wholesale buildings shall be compatible with surrounding neighborhoods by using textures, colors, and materials similar to those of the neighboring residential developments.
- Diversity of architectural design shall be encouraged within the commercial center.
- Municipal, church and school buildings are required to share facilities, such as parking, community centers and recreation facilities.
- Special attention will be given to the design of project and





building corners as an opportunity to create visual interest and invite activity.

- Loading docks will be screened and located in areas that have the least amount of impact on residential uses.
- Outdoor eating places will be provided at restaurants, wherever feasible, and buffered from parking areas and streets where appropriate.
- Encourage locating many restaurants and eating opportunities throughout the commercial and mixed-use areas within Sendero Pass.
- Primary building entrances will front major pedestrian access-ways.
- Parking will be located in the rear of buildings and located away from collector or arterial streets whenever feasible, in order to enhance the urbanity and to create a pedestrian-oriented place. Provide on-street parking where appropriate.
- Buildings shall be oriented to maintain any view corridors. Connectivity to both pedestrian and bicycle pathways shall be integrated into the design of commercial development.
- Building heights shall be designed for a comfortable pedestrian experience. Although the front facade of a building is expected to be the focal point with architectural detail and features, all sides of the building shall incorporate architectural detailing which matches the character and style of the front facade.
- Detailing and accent materials are encouraged to add creativity.
- Parking lot design shall encourage smaller connective parking areas separated by landscaping.

5. Mixed-Use Standards

Mixed-use development should promote a vibrant area of residential, office, commercial and service-oriented land uses. Mixed-use neighborhoods will be unified with civic or other organizing places and will feature uses such as schools, parks, public institutions and commercial services. Placement of organizing features will reinforce the bike-ability and walk-ability of each neighborhood.

The following standards apply those areas within the Sendero Pass Specific Plan designated as Mixed-Use:

- Spaces between buildings and land uses will be designed as attractive, safe, pleasant linkages.
- The types of residences will be varied in size, amenities and price points in order to encourage broad-based residential opportunities so that as many residents as possible are able to live and also work in each mixed-use district creating opportunities to walk from residences to work places.
- The pedestrian street environment will be vibrant, interesting

and welcoming in order to create a place where residents wish to congregate and socialize.

- Encourage grouping buildings which exhibits differing heights and widths and architectural elements to create visual interest (massing).
- Residential areas will include outdoor space in the form of courtyards, patios, porches and balconies, where feasible, in order to encourage social interaction with neighbors. Walls, and the size of walled-in areas, will be minimized to the greatest extent practical.
- Communities should be designed to provide linkages to adjacent open space and recreational opportunities.
- Live work units will be included in mixed-use developments, where feasible.
- Loading docks will be screened and located in areas that have the least amount of impact on residential uses.
- Outdoor eating places will be provided at restaurants, where



*Conceptual Central
Core Area Perspective*

feasible, and will be buffered from parking areas where appropriate.

- The design and layout of common area amenities, such as swimming pools and tot lots, shall contribute to social interaction front onto streets.
- Primary building entrances will front major pedestrian accessways.
- Parking will be located in the rear of buildings and located away from collector or arterial streets where feasible, in order to enhance the urbanity and to create a pedestrian-oriented place.

6. Residential Standards

The following standards apply to all areas within the Sendero Pass Specific Plan designated for residential development (i.e. HDR, MDR, LDR, MU):



- A minimum of 50 percent of residences (including multi-family) shall comply with the Pima County Regional Residential Green Building Rating System at a minimum of the Bronze certification level. Implementation details of this standard shall be defined within the Tier II Design Standards to be prepared for Sendero Pass.
- Individual residence numbers shall be visible and easy to locate.
- Buildings that front on streets shall have varied set-backs and architectural treatments that add visual interest to the view from the street.
- Residences will include outdoor space in the form of courtyards, patios, porches and balconies, wherever possible, in order to encourage social interaction with neighbors. Walls, and the size of walled-in areas, will be minimized to the greatest extent practicable.
- The types of residences will be varied in size, amenities and price points in order to encourage broad-based residential opportunities.
- Vegetable gardens, fruit trees, nut trees and other forms of subsistence gardens may be permitted in back yards or fenced areas out of street view.
- Communities should be designed to provide linkages to adjacent open space and recreational opportunities.
- Open space shall be expansive and provide a comfort level for residents. The outdoor spaces should foster social interaction.
- Single family communities should be designed with an emphasis of northern and southern oriented residences to provide for energy conservation

a. HDR

In addition to the standards applicable to all residential development within Sendero Pass, the following standards shall also apply to those areas specifically designated as High-Density Residential (HDR):

- Live work units will be permitted/encouraged in HDR developments.
- Outdoor building corridors, elevator access points, mail box areas and ground-level open space shall be expansive to allow congregation and provide a safety comfort level for residents. These areas should foster social interaction.
- Primary building entrances will front major pedestrian access-ways, where feasible.
- Spaces between buildings and land uses will be designed as attractive, safe, pleasant linkages.

7. Design Review Committee

Standards that will be considered by the Sendero Pass Design Review Committee include:

- The proposed project is in keeping with the intent of the Design Standards.
- The proposal satisfactorily mixes uses as defined in the Sendero Pass Specific Plan
- Proposed open spaces, parking areas, pedestrian walks, signs, lighting, landscaping, and utilities are adequately related to the site and are arranged to achieve a safe, efficient and harmonious development to accomplish the standards set forth in the Specific Plan.
- The proposal is not detrimental to the orderly and harmonious development of its surroundings.
- The proposal satisfactorily mitigates any adverse impacts to the natural environment.
- The request is in harmony with the general intent and purpose of the Sendero Pass Specific Plan.
- Project is innovative in its approach and design.
- Project achieves excellence in its comprehensive approach to Specific Plan design Standards
- Project shows high interconnectivity between all proposed uses, between proposed uses and open space, between proposed uses and natural features, and between proposed uses and adjacent development.

J. Definitions

A

alley: a narrow way, typically located between or behind buildings, which affords a means of access to abutting property and may also accommodate for the placement of utilities, refuse collection or similar public services.

architectural feature: an ornamentation or decorative feature attached to or protruding from an exterior wall. Features include, but are not limited to windows (e.g. bay windows), chimneys, columns, awnings, marquee, façade or fascia.

attached housing: a building containing two or more dwelling units.





B

banking and financial institutions: a financial institution that engages in deposit banking and closely related functions such as making loans, investments, and fiduciary activities. Drive-up windows and drive-thru automated teller machines (ATM) are permitted as an accessory use. Non-chartered financial institutions are not permitted with the Specific Plan area.

C

commercial retail: retail sales of any article, substance, or commodity within a building or structure. Commercial retail uses include, but are not limited to: convenience stores, gasoline service stations, grocery stores, home improvement stores, laundry services and retail shops.

community center: a meeting place used by the community in which community members may gather for social, educational, recreational or cultural activities. Uses include recreation, fitness center, meeting areas, and small food and beverage areas such as cafés.

convenience store: any retail establishment offering for sale gasoline and a limited line of groceries and household items intended for the convenience of the neighborhood. Automotive washing is permitted as an accessory use. The sale of alcohol is permitted as an accessory use.

D

detached housing: a site-built building containing only one dwelling unit.

E

entry features: primary points of vehicular entry into the property that are enhanced with landscaping, architectural treatments and lighting.

F

Reserved for "F" Definitions

G

gross density: a measurement of density based on the calculation of the total gross acres within a subscribed area divided by the total number of dwelling units within the subscribed area.

gross site area: the area of a parcel, including all planned or dedicated streets, alleys, roadways, interior open spaces and/or alley easements. Site boundaries shall generally extend to the center of adjacent streets or right-of-way or other public space. However, in some instances site boundaries may encompass entire right-of-way and adjacent open space.

H

home improvement centers: the retail sale of a diverse range of hardware and related materials generally used in the maintenance, repair, or construction of building or other structures, including lawn and garden supplies.

homeowners association (HOA): a non-profit corporation, established by the Covenants, Conditions and Restrictions for a particular subdivision for the purpose of managing, establishing and maintaining community property and services within the subdivision. All residential property owners within the subdivision are members of the HOA for that subdivision.

I

inter-block connection: pedestrian pathways (primarily) providing east/west connectivity between blocks and other trails within the larger Sendero Pass circulation system. Inter-block paths shall have a stabilized surface (i.e. asphalt, decomposed granite or concrete). Sidewalks within residential areas may comprise part of the inter-block connection.

J

Reserved for "J" Definitions

K

Reserved for "K" Definitions

L

lot coverage: The area by percent (%) of the site to be occupied by buildings and accessory structures.

M

master association: an association that governs other associations.
master developer: Montecito Communities and its permitted successors and assigns.



multi-family: a dwelling that is attached to another dwelling at one or more sides by a wall, excluding accessory dwellings. Multi-family use includes townhomes, apartment complexes and residential condominiums.

N

Reserved for “N” Definitions

O

Reserved for “O” Definitions

P

personal services: establishments providing nonmedically related services generally related to personal needs, including beauty and barber shops, day spas, massage therapy establishments, sun-tanning centers, garment and shoe repair shops, laundry services (including dry cleaning), photographic studios, dance studios, and health clubs. These uses may include the accessory retail sales of products related to the services provided.

personal storage: an area used or intended for the storage of materials, vehicle and equipment not in service.

professional office: a room or group of rooms used for conducting the affairs of a business, medical, professional or service industry.

public facilities: any non-commercial land use (whether publicly or privately owned) to be used and/or allocated for the general good of the public. These uses include, but are not limited to: governmental offices, parks, utilities and community centers. Privately-owned facilities will be subject to applicable land use regulations.

Q

Reserved for “Q” Definitions

R

recreational facilities: any area intended for active recreational use, structure, or building associated with and located on a parks and open space use. Recreational facilities include, but are not limited to: clubhouses, tennis courts, basketball courts, baseball diamonds, pools, playground equipment, bleachers, etc.

residential dwelling: multi-family and single family



S

Reserved for “S” Definitions

T

Reserved for “T” Definitions

U

Reserved for “U” Definitions

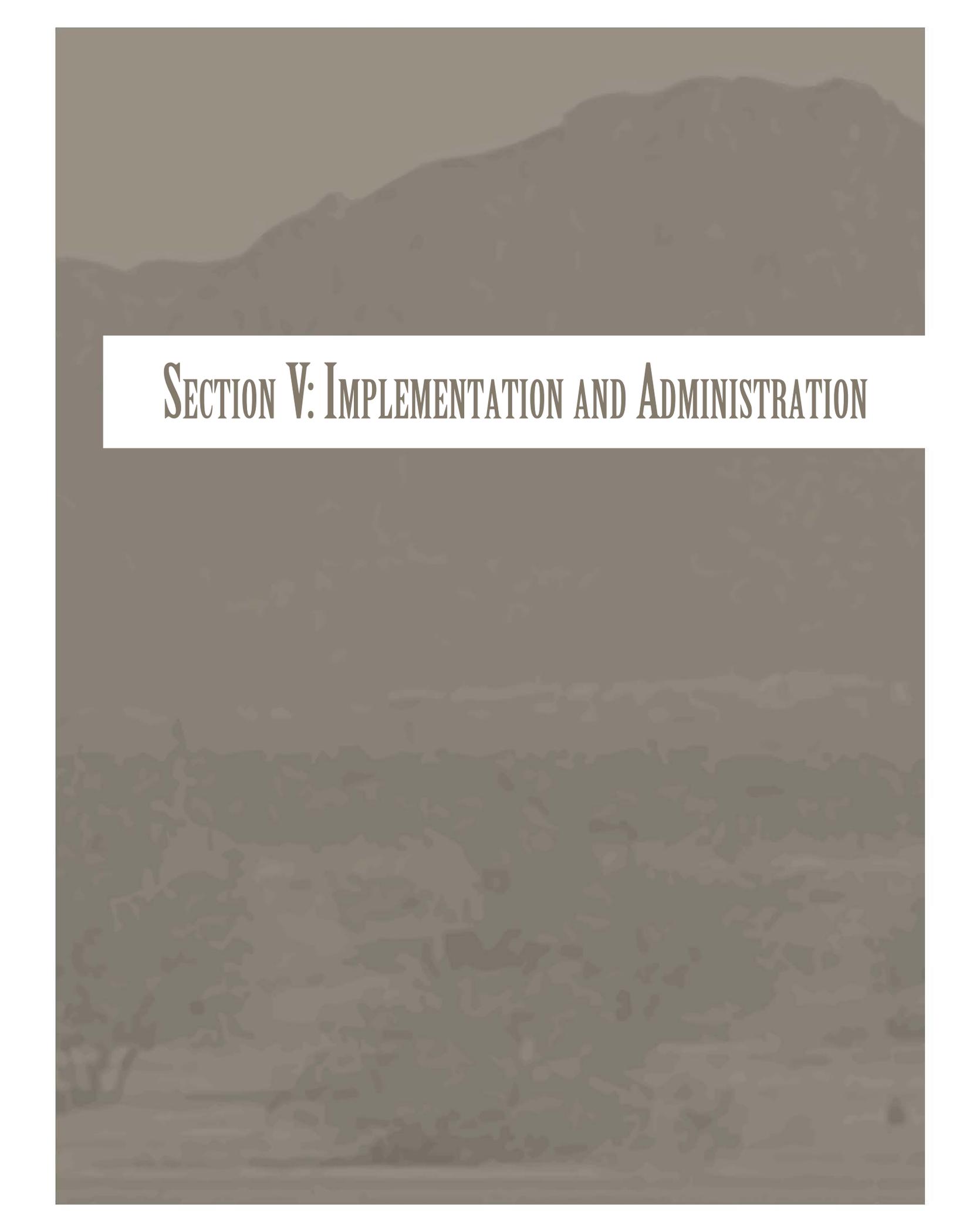
V

view fence: a fence that allows visual and audible penetration.

W – Z

Reserved for “W – Z” Definitions





SECTION V: IMPLEMENTATION AND ADMINISTRATION



A. Purpose

This section of the Specific Plan outlines the implementation of development on the project site. It identifies the parties responsible for ensuring the project is built in coordination with infrastructure improvements, providing a continuity of design. This section also provides guidance regarding general administration of and amendment procedures to the Specific Plan.

B. General Implementation Responsibilities

The implementation of the Sendero Pass Specific Plan is the responsibility of the Master Developer, the Builder, the Sendero Pass Community Association and Pima County.

The Master Developer, referenced herein as Montecito Companies, LLC, or their successors and assigns, will be the entity responsible for providing the basic infrastructure needs, including roads, drainage, sewer, water, trails, wash paths and amenities in a timely and efficient manner. The Master Developer forms the Sendero Pass Community Association and is responsible for recording the Master Conditions, Covenants and Restrictions (CC&Rs) and related Design Guidelines. Montecito Companies LLC, or their successors and assigns, will be the Master Developer of Sendero Pass and will be responsible for the preparation and completion of the master block plat for the Specific Plan. It is also the responsibility of the Master Developer to monitor development activity within the Specific Plan area and to prepare an annual report, from the date of Specific Plan adoption, for Pima County describing that activity.

The Builder is the purchaser of a development area, or portions of a development area, which may or may not require additional infrastructure improvements, such as utility extensions or local streets. The Builder is responsible for all construction and lot improvements not made by the Master Developer within their area(s) of ownership. Should the Builder purchase a development area without the infrastructure improvements generally provided by the Master Developer, the Master Developer may transfer the responsibility to provide such necessary infrastructure improvements to Builder through negotiated sales contracts.

At any time, the Master Developer may relinquish its rights and assign any or all rights to one or more Builders. Associated responsibilities of the Master Developer would also be transferred to the Builder at that time.

The Sendero Pass Community Association (“the Association”) is the entity responsible for the maintenance and management of all shared private common areas that are not dedicated to Pima County. In addition,

the Association will enforce the Master CC&Rs placed on the properties. The Association will also serve as the Design Review Board; which will review all residential and commercial development within the Sendero Pass Specific Plan area.

Pima County Development Services will be responsible for ensuring all policies and standards laid out in the Specific Plan are adhered to during the review of all development within the Sendero Pass Specific Plan. Pima County will be responsible for the maintenance and management of all public right-of-way and any lands or rights-of way dedicated to Pima County located within the project.

C. Development Review Procedure

The development review procedure for Sendero Pass Specific Plan shall be implemented through the review and approval process of development plans and tentative and final plats by Pima County and through the Pima County building permit approval process.

The review process shall include the Master Developer as follows: structures, including signs, shall not be erected, improved or altered, nor shall any grading, excavation, tree removal or any other work which in any way alters the exterior appearance of any structure or area of land commence unless it has been approved in writing by the Master Developer or designated Design Review Board. This review will be based on standards developed as part of the Sendero Design Standards included within the Specific Plan and the Master CC&R's, Design Standards and Recreation Area Plan established at the time of the Master Block Plat.

Subdivision plats and development plans shall be approved by Pima County in accordance with Pima County development review procedures. Final plats shall require the approval of the Board of Supervisors.

D. Transfer of Density/Dwelling Units

To ensure the orderly growth of the community, a transfer of residential land use may be permitted in the Specific Plan area in accordance with the following provisions. It is anticipated that there will be approximately 3500 units at Sendero Pass, but in no case shall transfers of dwelling units result in:

- Changing the existing residential land use classification any higher than the next highest classification;
- Exceeding the capacity of the circulation system or other public infrastructure systems as established for the Specific Plan area without a subsequent change in the infrastructure system to





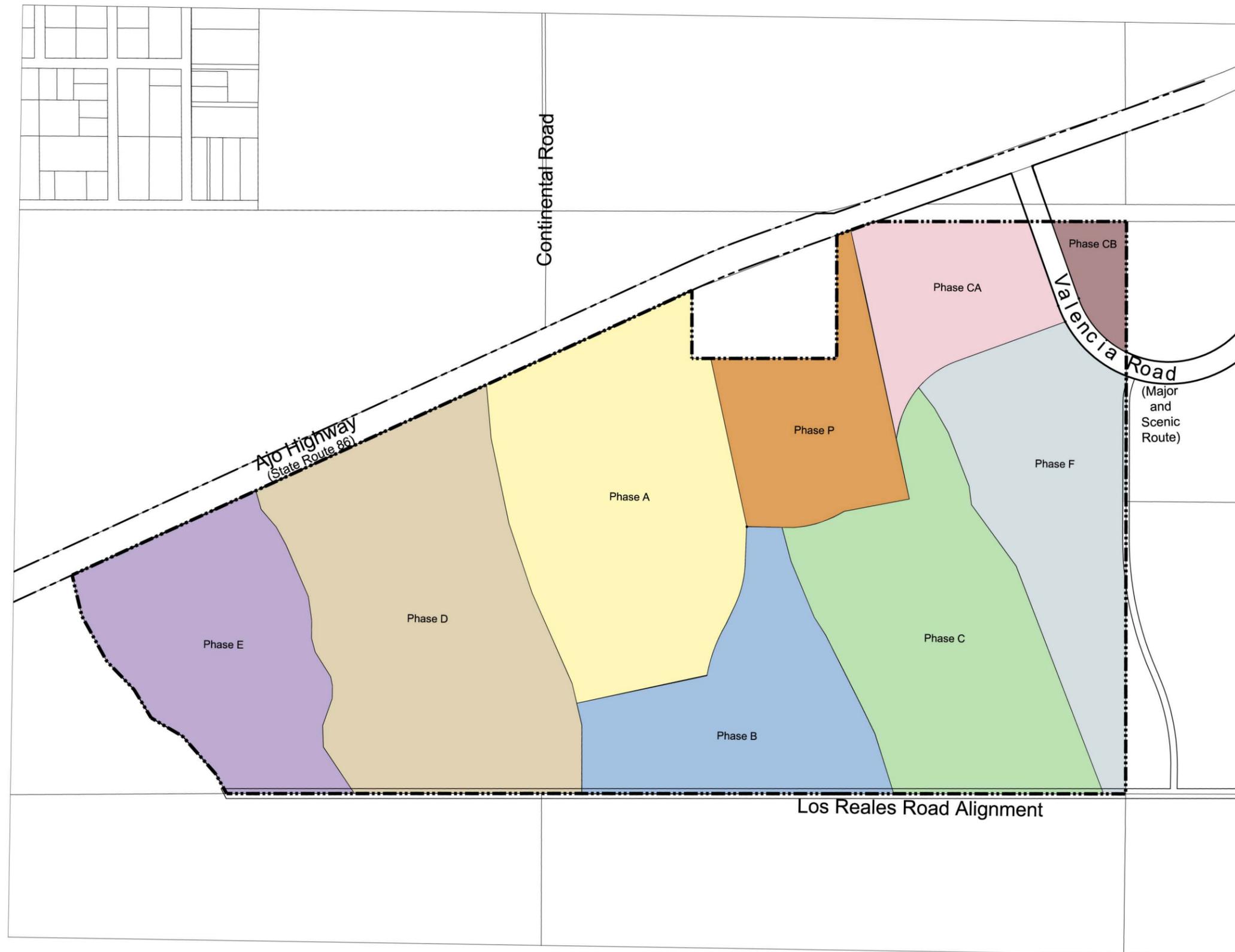
- accommodate the increase in dwelling units;
- Residential dwelling units can only be transferred to Blocks 2, 3, 8, 9, 15, 16, 17, 19b, 20b, 21, and 22 (per Exhibit III.B.1) up to the maximum densities, as defined in the specific plan, and transfer of density between blocks within or from outside the above-listed blocks is allowable so long as the transfer does not have the effect of modifying the minimum lot size, average lot size, gross density calculation, or gross density.

At the time of approval of respective tentative plats, a revised Land Use Concept Map and land use summary shall be submitted for all transfers of units. Transferring units that result in a change to the density of a higher or lower land use designation will require the application of development regulations for that revised designation. This will only apply to the portion of a land use area that is adjusted by the unit transfer. This transfer will be determined at the time of tentative plat.

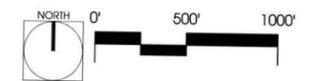
E. Phasing

In general terms, the phasing of Sendero Pass will be divided into nine sequential phases. (See Exhibit V.E: Phasing.) It is expected that development will begin with residential phases A and B, located at the intersection of Continental Road and Ajo Highway and progress outward. The project is expected to then move east between the subsequent wash corridors to develop Phase C. The development will continue to progress sequentially allowing time for the Valencia Road improvements to take place before development of the eastern portion of the project. Completion of the park shall be tied to the release of 75 percent of the lots or as otherwise determined by the approved Recreation Area Plan for the project. Development of the Commercial components located at the northeast corner of the property will be developed as demand occurs and as the Valencia Road improvements are completed. On- and off-site improvements, including master utilities and spine roads, will be constructed in a staged manner as necessary to address impacts of a particular phase. Improvements will be determined during the platting process based on proposed densities and site-specific traffic, hydrology and other infrastructure-related studies. Phasing, including sequencing of development and/or concurrent development of phases, may be adjusted by the developer based on market conditions; adjustments shall be considered an administrative change to the Specific Plan.

*See Exhibit V.E:
Phasing*



- Legend**
- Site Boundary
 - Parcels
 - Phase A
 - Phase B
 - Phase C
 - Phase D
 - Phase E
 - Phase F
 - Commercial A (CA)
 - Commercial B (CB)
 - Park (P)



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F. Specific Plan Administration

The following provisions are intended to provide criteria for the enforcement and determination of administrative, non-substantial, and substantial changes of the Sendero Pass Specific Plan.

1. Enforcement

The Sendero Pass Specific Plan shall be administered and enforced by the Pima County Development Services Department in accordance with the provisions of this Specific Plan and the applicable provisions of Pima County Zoning Code.

2. Administrative Change

Certain changes to the explicit provisions in the Specific Plan may be made administratively by the Pima County Planning Official and do not need approval by the Planning and Zoning Commission nor the Board of Supervisors, provided such changes are not in conflict with the overall intent as expressed in the Sendero Pass Specific Plan. Any changes must conform to the goals and objectives of the Plan.

The Planning Official's decision regarding administrative changes and determination of substantial change as outlined below shall be subject to appeal by the developer to the Board of Supervisors. Categories of administrative changes include, but are not limited to:

- The addition of new information to the Specific Plan maps or text that does not change the effect of any regulations or guidelines, as interpreted by the Planning Official;
- Changes to the community infrastructure planning and alignment such as roads, drainage, water and sewer systems that do not increase the development capacity in the Specific Plan area as confirmed by the applicable governmental department or agency;
- Changes to the development plan boundaries due to platting. Minor adjustments to development plan areas, drainage areas and other technical refinements to the Specific Plan due to adjustments in final road alignments will not require an amendment to the Specific Plan but will require staff approval;
- Adjustments or modifications in the phasing order, provided the infrastructure necessary to support the development is in place by the end of affected phase construction and, as determined by the Planning Official, better serves the public interest and the Sendero Pass community interest.
- Modifications in the design and construction of infrastructure based upon technological advances when proposed modification

is accepted by County Transportation, Wastewater or Flood Control District;

- The addition of uses that are comparable in intensity to those permitted under the Sendero Pass Specific Plan Land Uses;
- Placement and/or construction of identity or character features such as community art, entry monuments, mailboxes, neighborhood signage, etc. unless there is a safety concern;
- Relocation or modification of a school or park site, which either enhances the opportunity to create a sense of neighborhood and community, to better centralize the school and/or park sites based on actual development densities, or to implement the desires of the school district or County Parks Department as to the most appropriate location for the school and/or park site, as long as within the allowable density of the Specific Plan, and subject to approval by Altar Valley School District and/or Natural Resources, Parks and Recreation Department;
- Interpretation to Terminology, References, Glossary, Designation, or Nomenclature which do not impact the overall intent of the Specific Plan can be made independent of all other sections of the Specific Plan;
- Creation of private streets, or other modifications in common area assets to be voluntarily maintained by a group or resident homeowners, as long as the integrity of the interior circulation provided by public street system is maintained;
- Other changes not identified to be Substantial in nature, as defined by Section 18.90,080.C.3.d and e and as deemed appropriate by the Planning Official, as long as the changes do not impact the general health, safety, and welfare of the residents of Pima County, and do not modify the overall intent of the approved Specific Plan including the plan's compliance with the special area policies
- Changes to development regulations that are in the interest of the community and do not affect health or safety issues.

3. Substantial Change

The Planning Official shall determine if the change is substantial unless otherwise specifically noted in the Specific Plan. This Specific Plan may be substantially amended by the procedure outlined in the Pima County Zoning Code, ordinance adoption and amendment procedures.

Applicant shall notify the Tucson Airport Authority (TAA) Director by certified mail of any proposed substantial change or amendment to the specific plan not less than 45 days prior to the first public hearing for said amendment.



4. Interpretation

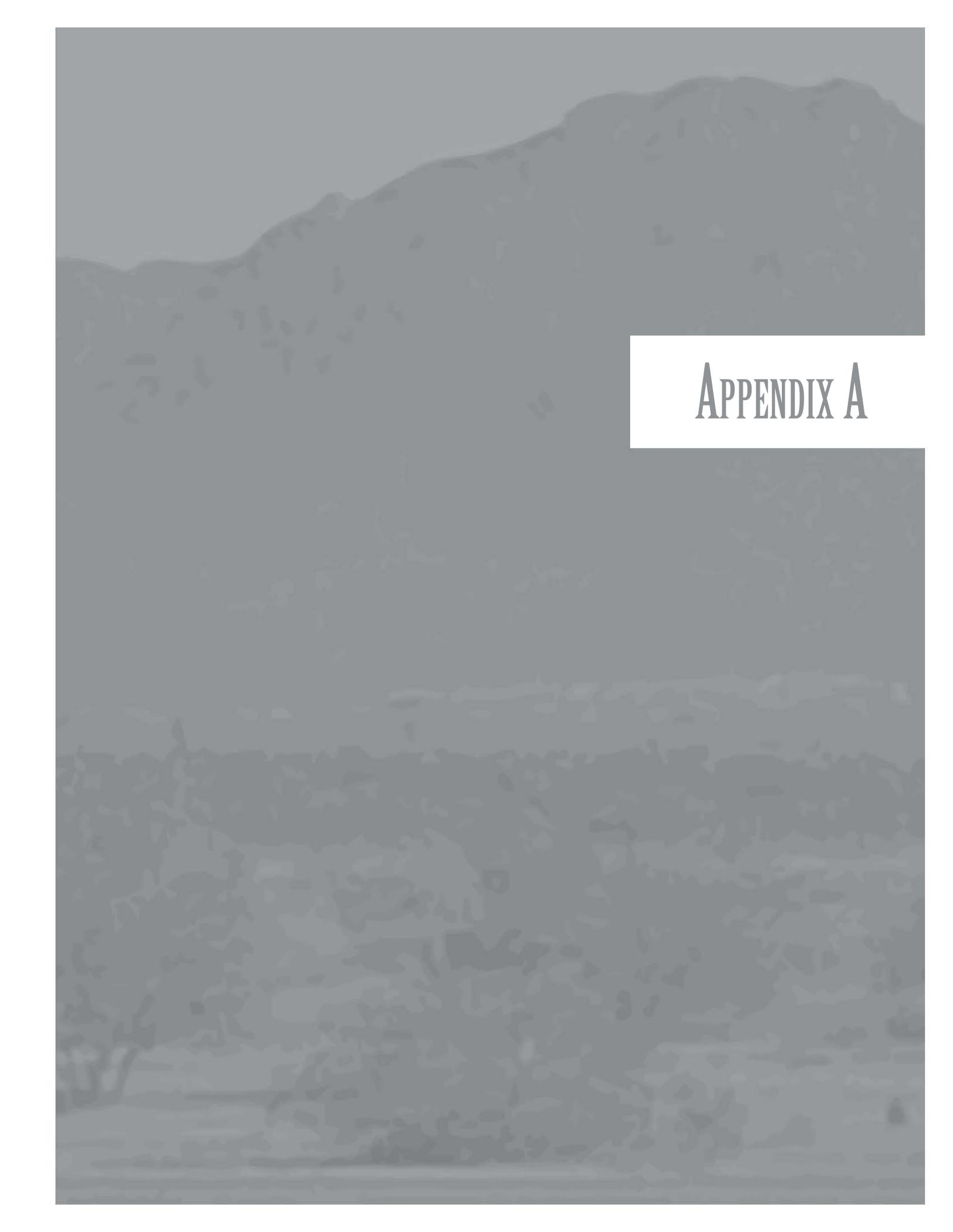
The Planning Official shall be responsible for interpreting the provisions of this Specific Plan. Appeals to the Planning Official's interpretation may be made to the Board of Supervisors per Pima County Zoning Code standard processes

If an issue, condition or situation arises that is not sufficiently covered in the Specific Plan, the Planning Official may use the applicable regulations within Pima County Zoning Code as a guideline for resolution. This provision shall not be used to permit uses or procedures not specifically authorized by this Specific Plan or the Pima County Zoning Code.

5. Annual Report

In accordance with Pima County Zoning Code, Section 18.90.090. D, the Master Developer for Sendero Pass shall submit an Annual Implementation Monitoring Report for review by applicable County departments and submittal at public hearings by the Planning and Zoning Commission and the Board of Supervisors. This report shall describe:

- Project adherence to schedules established by the Specific Plan;
- The number of dwelling units proposed, platted and permitted, and the allocation of the balance of approved units;
- A record of zoning violations charged to the project; and
- Administrative and substantial changes made to the Specific Plan.



APPENDIX A

Chapter 18.73 LANDSCAPING, BUFFERING AND SCREENING STANDARDS*

[18.73.010 Purpose and scope.](#)

[18.73.020 Definitions.](#)

[18.73.030 Performance standards.](#)

[18.73.040 Screening and bufferyard requirements.](#)

[18.73.050 Amenity landscaping requirements.](#)

[18.73.060 Landscape plan requirements.](#)

[18.73.070 Landscape plan review and appeal.](#)

[18.73.080 Maintenance provisions.](#)

* Prior ordinance history: Ord. 1985-82.

18.73.010 Purpose and scope.

A. The purpose of this chapter is to provide landscaping requirements and performance standards which:

1. Enhance and promote the image of the community's desert environment;
2. Conserve groundwater resources in conformance with the Arizona Groundwater Code, Title 45, Chapter 2, by:
 - a. Specifying the use of arid landscape design principles and standards,
 - b. Helping control and utilize stormwater runoff,
 - c. Specifying the use of plant materials from approved lists,
 - d. Encouraging the use of effluent;
3. Protect the public health, safety and general welfare by:
 - a. Minimizing noise, air, water, dust and visual pollution,
 - ~~b. Screening and buffering incompatible land uses,~~
 - c. Preserving property values and the character of neighborhoods,
 - d. Reducing the heat and glare absorbed and radiated by development,
 - e. Conserving energy resources,
 - f. Helping to control soil erosion,
 - g. Controlling the spread of invasive and noxious plants,
 - h. Increasing traffic safety, and
 - i. Protecting air quality by reducing dust emissions.

~~B. The intent of this chapter is to ameliorate adverse impacts between potentially incompatible uses and zones by requiring a minimum level of buffering and screening. This chapter does not determine the compatibility of two different uses or zones, which is determined by the board of supervisors.~~

C. Scope.

1. The provisions of this chapter shall apply to all development, unless excepted elsewhere in the Code, except development within the ML zone and RVC zone adjacent to the ML zone, and conversions of apartment complexes to condominiums with landscape plans that were approved with the apartment development plan.

2. New development. The provisions of this chapter apply to all new tentative plans and development plans submitted after October 1, 1985;
3. Expansion of existing uses. Approved plans and development existing prior to October 1, 1985 shall comply with the regulations under which approval was given, and shall be subject to the provisions of this chapter if proposed expansion will exceed twenty-five percent of the gross floor or lot area of the existing development.
4. Landscape plan submittal. A landscape plan shall be submitted to the planning division of the development services department for the following:
 - a. Any development plan or subdivision plat that requires ten or more parking spaces, except for development within the ML zone and RVC zone adjacent to the ML zone, development of single-family dwellings where all parking is contained within structures and carports on individual, subdivided lots, and development plans for apartment conversions to condominiums that have landscape plan that were approved by the planning division and development services department.
 - b. When ~~screening, buffering or~~ landscaping is required by the chapter,
 - c. When ~~screening, buffering or~~ landscaping is required by the board of supervisors as a condition of rezoning or other reason,
 - e. Any landscaping requiring review by the planning division required to fulfill requirements of the General Commercial Standards (Chapter 18.39), Golf Course Zone (Chapter 18.59), Hillside Development Overlay Zone (Chapter 18.61), Historic Overlay (Chapter 18.63), Major Resort Zone (Chapter 18.40), Sign Standards (Chapter 18.79) or Grading Standards (Chapter 18.81). (Ord. 2006-97 § 1 (part), 2006; Ord. 2003-72 § 4 (part), 2003; Ord. 1986-187 § 1 (part), 1986; Ord. 1985-171 § 1 (part), 1985)

18.73.020 Definitions.

A. Certain terms used in this chapter shall be defined as follows:

1. Amenity landscaping. Any landscaping that is required to mitigate for the negative environmental affects to a site caused by paving and impervious structures;
- ~~2. Bufferyard. Landscaping elements, screening devices, and landforms used for reduction of the potentially adverse impacts of adjoining, dissimilar land uses as depicted in the Landscape Design Manual;~~
3. Effluent. Reclaimed wastewater;
4. Environmental zone design principle. The landscape management and design principle of identifying planting areas throughout the site that have, or will be designed to have, similar maintenance, irrigation and exposure requirements. Zones may range from arid to wet. The plant palette for each zone should clearly reflect the function and design objective of the zone. Application of this principle promotes rational site planning and efficient, attractive, cost-effective landscaping;
5. Gross parking area. The total square footage of the development site minus the first floor square footage of all buildings and storage yards, bufferyards and drainage structures;
6. Landscaping. The combination of landscape elements in a designed, specific application that meets the purposes of this chapter. Landscape elements may include vegetation, such as trees, cacti, shrubs and groundcovers and other elements such as walls, earth berms, planters, and other architectural or structural elements;
- ~~7. Mini-oasis design concept. The landscape design technique of allocating a generous portion of a site's landscape water where it will return maximum benefit in terms of cooling, aesthetic pleasure and exposure to people;~~
8. Plant size.
 - a. Gallons, in regard to plant size is the container size generally accepted by trade professionals to denote or specify plant materials size;

b. Caliper shall refer to tree trunk size measured as follows:

- i. For 15 gallon and 24 inch box containers, measure the trunk at the widest point within the first four to six inches above ground.
- ii. For 36 inch box and larger containers, measure the trunk at the widest point six to twelve inches above ground.
- iii. For multiple stem trees, measure the second largest stem within the first six inches above the origination point, or six inches above ground if all stems originate from the soil. The caliper for multiple stem trees shall be determined by averaging no more than the diameter of three of the largest stems.
- iv. Trees with all branches above twelve inches from the ground are classified as single stem trees.

9. Screening element. Any landscaping or structure used to conceal or reduce the negative visual and audio impacts of certain land uses or activities from streets or adjacent development. The height of a screening device is measured from the highest finished grade abutting the element to be screened;

10. Walls or fences. Any structure intended for confinement, prevention of intrusion, boundary identification or screening of an activity or land use.

11. Decorative masonry wall. Masonry wall that is stuccoed and painted, has a textured, colored surface, or contains other elements that improve the aesthetic appearance of gray slump block walls, as approved by the planning director.

12. Natural Desert Bufferyard. A bufferyard that is composed of undisturbed areas in which disturbance is prohibited except to enhance small areas by planting the same plant material and density as undisturbed areas endemic to the site area.

13. Streetscape. Landscape and/or hardscape amenities, which provide functional (screening, shade, circulation) and aesthetic benefits to the vehicular and pedestrian users of a street, as well as to users of adjacent properties. Amenities may include, but are not limited to, plantings, pedestrian circulation (walks and paths), signage, screen walls and lighting.

(Ord. 2006-97 § 1 (part), 2006; Ord. 1985-171 § 1 (part), 1985)

18.73.030 Performance standards.

~~A. Scope. This section provides general standards for bufferyards, landscape designs and landscape plans. Specific design references, standards and plant lists in the form of a landscape design manual are hereby adopted to ensure compliance with this chapter. The landscape design manual may be amended by resolution of the board after a noticed public hearing. The planning director may approve minor changes to the landscape design manual. Landscape reference materials and plant lists are available at the planning and development services department.~~

B. General Standards.

1. Landscape designs shall be in harmony with the environmental context of the development site. Preservation of native, on-site vegetation shall be a primary objective of site planning for development. Specimen plants shall be given particular consideration for retention on site. Property owners shall comply with the provisions of Arizona Revised Statutes, Section 3-904;

2. Wherever the undisturbed natural desert landscape cannot be preserved, or has been disturbed through past land use and is no longer representative of the native habitat, landscape design and construction shall promote the use of transplanted, on-site desert plants, container plants, seeded desert plants and inorganic groundcovers. This standard shall be particularly emphasized on all landscaped areas abutting public rights-of-way, scenic routes and landscaping having high public visibility;

3. The environmental zone design principle of appropriate plant selection and placement, based on the function, water requirement and most suitable environmental exposure of the plant materials, shall be used in all proposals. ~~The mini-oasis design provision may be permitted when proposed water-intensive~~

~~planting designs are found by the planning director to substantially meet criteria found in the landscape design manual;~~

4. Turf applications over ten acres, except as required by the Pima County Department of Natural Resources, Parks and Recreation, including parks and recreational facilities, cemeteries and school grounds shall be irrigated with reclaimed water, effluent, or CAP water. Golf course design and its use of turf within Pima County is regulated by the Golf Course zone (Chapter 18.59);

5. Plants shall be selected from the ~~approved plant lists within the Landscape Design Manual~~[Arizona Department of Water Resources \(ADWR\) Tucson AMA list](#). ~~Requests for changes in the plant lists may be made to the planning director, who shall review the request and enter all approved changes to the plant list addendum which shall be available from the planning department and may be augmented to accommodate regionally appropriate plants not yet on the list;~~

Prohibited Plants

a. The following invasive, non-native plant species will be prohibited on the project site:

- Ailanthus altissima Tree of Heaven
- Alhagi pseudalhagi Camelthorn
- Arundo donax Giant reed
- Brassica tournefortii Sahara mustard
- Bromus rubens Red brome
- Bromus tectorum Cheatgrass
- Centaurea melitensis Malta starthistle
- Centaurea solstitialis Yellow starthistle
- Cortaderia spp. Pampas grass
- Cynodon dactylon Bermuda grass (excluding sod hybrid)
- Digitaria spp. Crabgrass
- Elaeagnus angustifolia Russian olive
- Eragrostis spp. Lovegrass (excluding E. intermedia, plains lovegrass)
- Melinis repens Natal grass
- Mesembryanthemum spp. Iceplant
- Peganum harmala African rue
- Pennisetum ciliare Buffelgrass
- Pennisetum setaceum Fountain Grass
- Rhus lancea African sumac
- Salsola spp. Russian thistle
- Schinus spp. Pepper tree
- Schismus arabicus Arabian grass
- Schismus barbatus Mediterranean grass
- Sorghum halepense Johnson Grass
- Tamarix spp. Tamarisk

b. Buffelgrass and Fountain Grass surveys will be done in the growing season between February and late October depending on rainfall patterns that stimulate annual growth. The location of any Buffelgrass or Fountain Grass will be recorded on an aerial photo of the project site.

c. Treated sites will be resurveyed in late August or September to evaluate the effectiveness of control efforts on expansion of the infestation following the primary growing season. New maps of surviving Buffelgrass and Fountain Grass and survey forms will be generated the following season.

6. Trees and shrubs.

- a. Trees shall be at least five gallons in size, or of comparable height if bare-rooted, at planting time,
- b. Shrubs shall be at least one gallon in size at planting time,
- c. Trees and shrubs shall be planted so that at maturity they do not interfere with service lines, traffic sight lines and the property rights of adjacent property owners, and
- d. Trees planted near public sidewalks or curbs shall be provided with suitable root diverters to minimize heaving of those improvements;

7. Groundcovers.

- a. When inorganic groundcovers are used, they shall be in combination with live plants. ~~and not exceed two-thirds of the total area of applied groundcovers,~~
- b. Turf use, except as required by Pima County Department of Natural Resources, Parks and Recreation, shall be for functional use only, not to exceed an area that is equal to fifteen percent of the required landscaped area, and shall be located, when used, on the development site:
 - 1) To mitigate glare and reduce heat near buildings and their openings, windows and patios,
 - ~~2) To enhance a mini-oasis,~~
 - 3) To enhance a pedestrian entryway,
 - 4) In an environmental zone compatible with the context of the landscape and architectural design,
 - 5) To conserve water and demonstrate this ethic to the public;
- c. Unpaved areas in any plant bed, median or tree understory within a planter shall be planted with shrubs, accents or vines, or covered with appropriate organic and inorganic groundcovers;

8. Irrigation and water accent features:

- a. All water use for landscape irrigation and enhancement shall conform to the Arizona Groundwater Code (Title 45, Chapter 2) and the adopted groundwater management plan for the Tucson active management area, except areas located outside of the Tucson active management area, which must adhere to the requirements of this chapter,
- b. Each introduced planting shall be served by a water-conserving, underground irrigation system that incorporates rain sensors and is capable of seasonal adjustments, unless otherwise approved by the planning director. Stormwater harvesting and drip irrigation are the preferred irrigation methods,
- c. Where effluent lines exist or are planned for, ~~R~~ required landscape areas shall use a separate reclaimed ready irrigation system to promote the use of effluent to irrigate landscaped and turf areas. A note describing effluent use feasibility shall be included on landscape plans indicating briefly: cost-effectiveness, potential sources and availability,
- d. Landscape designs shall be integrated with improvement plans for the site and shall make maximum use of site stormwater runoff for irrigation purposes, and
- e. Water design features that use groundwater or CAP water, such as ponds and fountains, shall not exceed more than fifty square feet in size unless approved by the Design Review Committee

with a suitable justification to demonstrate why the water design feature requirements cannot be met within fifty square feet.

9.. Natural features:

- a. Earth berms shall be designed to transition to existing grades, shall not exceed a slope of 2:1, and shall be adequately covered with plant material, groundcovers or rip-rap to control erosion,
- b. Natural drainageways and existing, natural vegetation may be used for screening and amenity landscape credit if approved by the planning director, provided such uses are consistent with the county floodplain management ordinance;

~~10. Streetscape sculpture and furniture: Streetscape bufferyards wider than ten (10) feet may be reduced by ten percent of their required width, for each one hundred linear foot section that includes an, approved public sculpture or furniture piece installed and maintained within the bufferyard. Public sculpture and furniture shall be approved by the design review committee (reference Chapter 18.99), subject to standards contained in the landscape design manual;~~

11. Safety design standards:

- a. Walls, fences, signs, landscaping and other potential obstructions to view in excess of two feet in height shall be placed in accordance with the requirements of Section 18.77.020;

12. ~~Public right-of-way~~Streetscape standards:

- a. Landscaping in publicly owned or controlled areas shall be consistent with the purpose and requirements of this chapter, ~~design requirements as specified in the county development standards code,~~ the Department of Transportation's Subdivision Street Standards, and the scenic routes ordinance ~~and the Pima County landscape design manual;~~

- b. A right-of-way use permit and maintenance agreement must be obtained from the Pima County Real Property Division prior to installation of any landscaping within the public right-of-way.

c. Primary streetscape (each side): Per 1,000 linear feet, the following must be provided along collectors and through transition areas of high foot traffic in medium- and high-density residential areas and commercial areas:

- 30 trees
- 50 shrubs
- 100 accent plants

Minimum streetscape width along scenic route Ajo Way and Valencia Road along residential areas shall be a minimum of 20 feet. This may include bus stops and walking paths to encourage multimodal transportation and pedestrian access.

d. Secondary landscape treatment along recreational trails and transition areas: Per 1,000 linear feet, the following must be provided:

- 20 trees
- 50 shrubs
- 50 accent plants

e. Local residential streetscape: Landscaping on local streets shall be located outside of the public right-of-way. Plantings shall be provided for by builders in the yards of residences. A ratio of one front yard tree per house in the vicinity of sidewalks shall be required.

13. Plant materials spacing: Plants may be grouped, clustered or unevenly spaced to prevent the creation of an unnatural appearance in the landscape, ~~provided that screening and mitigation of site development from streets and adjoining lots is provided and the design complies with the Landscape Manual.~~ (Ord. 2006-97 § 1 (part), 2006; Ord. 1985-171 § 1 (part), 1985)

~~18.73.040 Screening and bufferyard requirements.~~

~~A. Scope:~~

~~1. Land use zones permitted by this code are ranked according to their land use intensity and restrictiveness (reference Section 18.05.010B). Ranking is based on the type and degree of nuisance or negative impact the more intensive use is likely to impose on less intensive, adjacent land uses. Bufferyards shall be provided between uses to minimize the negative effects of their dissimilarity.~~

~~B. Bufferyards:~~

~~1. Purpose: Both the amount of land and the type and amount of planting specified for each bufferyard requirement are designed to ameliorate nuisances between adjacent land uses or between a land use and public street or road.~~

~~C. Location of bufferyards:~~

~~1. Bufferyards shall be located on the outer perimeter of a lot or parcel, extending to the lot or parcel boundary line.~~

~~2. Portions of required bufferyards shall not be located on an existing or dedicated public or private street right-of-way. However, portions of bufferyards in excess of the bufferyard requirement as determined by Table 18.73-1 and the bufferyard standards illustrated in the Landscape Design Manual may be located on an existing or dedicated public or private street or right-of-way in accordance with the Department of Transportation's adopted subdivision street standards, Board of Supervisors Policy F 54.1 Planting in Pima County Right-of-Way, as amended, which includes review and approval of a right-of-way use permit or licensing through the Pima County Department of Transportation Real Property Division.~~

~~D. Determination of bufferyard requirements:~~

~~1. To determine the type of bufferyard required between the project site and adjacent parcels, or between the project site and an adjacent street, the following procedure shall be followed:~~

~~a. Identify the land use zone category of the proposed use on Table 18.73-1, "Bufferyard Requirements," codified in this chapter, and located in the landscape design manual,~~

~~b. Identify the land use zone category of the existing land use zones adjacent to the proposed use on Table 18.73-1,~~

~~c. Identify any adjacent street as private, public, major route, and/or scenic route.~~

~~d. Determine the bufferyard required on each boundary (or segment thereof) of the subject parcel by referring the indicated letter designation from Table 18.73-1 to the bufferyard standards illustrated in the landscape design manual.~~

~~2. Bufferyard specifications detailed and illustrated in the manual constitute the bufferyard required between the two adjacent land uses. Any of the options contained in the letter designated bufferyard shall satisfy the requirement of buffering between the adjacent land uses. The width of the bufferyard can vary, or meander, provided that the average bufferyard width is not less than the required bufferyard width when measured along any single lineal bufferyard.~~

~~3. Responsibility for bufferyard:~~

~~a. When a use is the first to develop on two adjacent vacant parcels, this first use shall provide the required buffer,~~

~~b. The second use to develop shall, at the time it develops, provide any additional plant material and land necessary to provide any additional bufferyard required between these two uses.~~

~~4. Existing plant material, structures and land located on the preexisting (first developed) land use which meets the requirements of this chapter may be counted as contributing to the total bufferyard between it and the second (adjacent) land use to develop.~~

~~E. Use of bufferyards:~~

~~1. A bufferyard may be used for passive recreation; it may contain sculpture, furniture and pedestrian, bike or equestrian trails, provided that:~~

- ~~a. No plant material is eliminated,~~
- ~~b. The total width of the bufferyard is maintained, and~~
- ~~c. All other regulations of this chapter are met.~~

~~2. In no event shall the following uses be permitted in bufferyards:~~

- ~~a. Playfields,~~
- ~~b. Stables,~~
- ~~c. Swimming pools,~~
- ~~d. Racquetball and tennis courts.~~

~~F. Bufferyard options:~~

~~1. Where the bufferyard originally required between a land use and vacant land turns out to be greater than that bufferyard subsequently required between the first use and the subsequently developed use, the following applies:~~

- ~~a. The subsequent establishment of compatible adjacent land uses, as indicated in Table 18.73-1, may eliminate the requirement for a bufferyard. If the requirement is reduced, but not eliminated, the existing use may expand into the excess buffer area, provided that the resulting total bufferyard between the two uses meets the revised bufferyard requirements;~~

~~2. Property owners may enter into agreements, subject to the approval of the county, with abutting landowners to use adjoining land to provide some or all of a required bufferyard. The total buffer shall equal the requirements of this chapter. Nonconforming uses and plats shall not be created, expanded or allowed by this option, nor shall designated, platted open space be compromised. Agreements must run with the land, be approved by the Planning Department, and be recorded with the County Recorder.~~

~~3. Contractual reduction of a bufferyard abutting vacant land. When development requiring a development plan or subdivision plat is proposed adjacent to vacant land and the owner of that vacant land enters into a contractual relationship with the owner of the land that is to be developed first, a reduced buffer may be provided by the first use, provided that: the contract contains a recorded agreement whereby that vacant landowner shall assume all responsibility for any additional buffer, if needed by the subsequent development of a more or less intense use on the vacant property.~~

~~4. A bufferyard is not required in either of the following cases, provided, however, a six-foot-high decorative masonry wall is constructed in lieu of the bufferyard, and the wall requirement is noted on the approved subdivision plat and landscape plan:~~

- ~~a. Where a proposed residential development has the same or less density or where the individual lot size along the abutting lots is equal to, or less than the adjacent residential property;~~
- ~~b. Where a bufferyard is required along the side or rear yard of an individual residential lot abutting an internal street. (Ord. 2006-97 § 1 (part), 2006; Ord. 2005-35 § 4, 2005; Ord. 1996-59 § 4, 1996; Ord. 1994-147 § 8, 1994; Ord. 1994-133 § 1, 1994; Ord. 1990-1 § 1 (part), 1990; Ord. 1987-92 § 1 (part), 1987; Ord. 1985-171 § 1 (part), 1985)~~

18.73.050 Amenity landscaping requirements.

A. Scope. Amenity landscaping shall be provided for certain specific plans, development plans and land uses in addition to the screening requirements of Section 18.73.040 of this chapter. For example, amenity landscaping can be required as a condition of rezoning, as a requirement of cluster option approval or other action of the design review committee (Historic, Campus Park Industrial, Rural Village Center, Major Resort, Scenic Routes, etc.), or for Hillside Development zone revegetation compliance. Buffer areas provided to satisfy screening requirements may be used to reduce site gross area in calculating the amenity landscaping for these land uses. Where amenity landscaping is required or used, but is not determined by parking area calculations, the area, type, density and height of the amenity landscaping shall be approved by the specific review body assigned the review function (e.g. design review committee; subdivision and development review committee).

B. Parking Area Amenity Landscape Requirements.

1. Scope. Any development that requires ten or more parking spaces (except for development within the ML zone and RVC zone adjacent to the ML zone and development of single-family dwellings where all parking is contained within structures or carports on individual, subdivided lots);
2. Standard. An area equal to at least ten percent of the gross parking area shall be devoted to amenity landscaping. ~~Required buffer areas may be subtracted from the gross parcel area in order to determine the gross parking area for purposes of landscaping calculations only;~~
3. Amenity options. The ten percent requirement may be satisfied with the use of combinations of the following elements:
 - a. Pedestrian median walkways within parking lots,
 - b. Twenty-five percent of the area of standard nondecorative concrete sidewalks on site,
 - c. One hundred percent of the area of decorative sidewalks (embossed concrete, exposed aggregate, tile, brick, etc.) on site,
 - d. Landscaped traffic islands, planters or medians within parking areas not required by Chapter 18.75,
 - e. Interior project landscaping; such as building foundation planting, planters, mini-oases, landscaped entryways and assembly areas, sculpture gardens, fountains, demonstration gardens,
 - f. Courts, ramadas and covered walkways.
4. For additional requirements, refer to Chapter 18.75, Off-Street Parking and Loading Standards. (Ord. 2006-97 § 1 (part), 2006; Ord. 2003-72 § 4 (part), 2003; Ord. 1985-171 § 1 (part), 1985)

18.73.060 Landscape plan requirements.

A. Submittal and approval of a landscape plan shall be required prior to approval of a development plan and final plats except for development within the ML zone and RVC zone adjacent to the ML zone.

B. Landscape plans shall comply with all requirements listed in the Subdivision and Development Review Committee approved checklist. (Ord. 2006-97 § 1 (part), 2006; Ord. 2003-72 § 4 (part), 2003; Ord. 1985-171 § 1 (part), 1985)

18.73.070 Landscape plan review and appeal.

A. Submittal.

1. Prior to the submittal of a landscape plan, the petitioner should consult with the department of planning and development services concerning specific submittal requirements.

2. Landscape plans for subdivision plats and development plans shall be submitted to the office of the subdivision coordinator for further processing. All other landscape plans shall be submitted to the planning division. A minimum of two copies are required.
3. Within thirty working days of plan submittal, the planning division shall notify the petitioner in writing as to any further requirements or amendments necessary for final approval.
4. The petitioner shall resubmit any revised plans for final compliance review.
5. Review fees shall be as determined by the Board of Supervisors.

B. Landscape Plan Review.

1. The planning division of the development services department shall review the landscape plan for compliance with all code and special requirements.
2. The petitioner shall resubmit any revised plans for final compliance review. A written decision will be provided the petitioner within thirty working days of resubmittal.
3. Any change to the underlying development plan or subdivision plat may require resubmittal of a new or revised landscape plan as determined by the planning director.

C. All landscaping shall be completed before the certificate of occupancy can be released, if the landscaping is required for a development plan, or before subdivision assurances can be released, if the landscaping is for a subdivision plat. If a project is developed in phases, landscaping and screening requirements shall be completed in sequence with phased development. The planning director may authorize or require the use of assurances in accordance with Section 18.69.070 for phased development, delayed construction projects or to accommodate petitioners requesting to postpone installation of bufferyards along property lines that abut vacant, undeveloped property.

D. Appeals. Appeals to the decisions or requirements of the planning division of the development services department may be directed, in writing by the petitioner or other affected individuals, to the design review committee. The appeal must be made within fifteen working days of the date of the departmental decision. (Ord. 2006-97 § 1 (part), 2006; Ord. 1985-171 § 1 (part), 1985)

18.73.080 Maintenance provisions.

A. Maintenance of approved landscaping shall consist of regular watering, pruning, fertilizing, clearing of debris and weeds, the removal and replacement of dead plants and the repair and replacement of irrigation systems and architectural features.

B. Maintenance Assurances. The final approval of any subdivision plat or development plan that includes an approved final landscaping plan shall require covenants or assurances which:

1. Ensure the continued maintenance of required landscaping, buffering and associated irrigation systems; and
2. Assign the responsibility of maintenance to the property owner or agent, a homeowners' association or other liable entity as approved by the planning director.

C. Compliance. Planning division personnel, qualified in landscape architectural review will periodically spot-inspect landscape installations for compliance with this chapter and approved landscape plans. (Ord. 2006-97 § 1 (part), 2006; Ord. 1985-171 § 1 (part), 1985)

Table 18-73-1: BUFFERYARD REQUIREMENTS (Minimum Bufferyard Required)

| Proposed Use/Zone | Existing Adjacent Use/Zone | | | | | | | | | | | | | | | | | | | | | | | | Streetscape Bufferyards | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|----------------------------|----------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|----------------|----|-----|------------------|------------------|------------------|------------------|------|-------------------------|------|--------------------------|-----------------------------------|--------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---|---|---|---|---|---|---|---|---|---|
| | IR | GC | SRa | SR-2 | RH | CR-1 | ML | GR-1 | CR-2 | CR-3 | SH | CR-4 | CR-5 | CMH-1 | CMH-2 | THa | TH | MR | RVC | CB-1a | CB-2a | MUa | CPI | CI-1 | CI-2 | CI-3 | Public Street-Front Yard | Public Street - Side or Rear Yard | Scenic Route | Gateway Route | Major Highway | | | | | | | | | | | | | | | | | | | | |
| IR Institutional Residential ² | D ² a | D ² | D ² a | D ² | | | D ² a | D ² a | D ² a | | | | | | | | | A ² | C ² | D ² | D ² | D ² | | | | | | | | | | | | | | | | |
| GC Golf Course | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | B | B | B | B | B | | | | | | | | | | | | |
| SR Suburban Ranch ² | D ² a | D ² | D ² a | D ² | | | D ² | D ² a | D ² a | D ² a | | | | | | | | | | | B ² | C ² | D ² | D ² | D ² | | | | | | | | | | | | | |
| SR-2 Suburban Ranch Estate ² | D ² a | D ² | D ² a | D ² | | | D ² | D ² a | D ² a | D ² a | | | | | | | | | | | | B ² | C ² | D ² | D ² | D ² | | | | | | | | | | | | |
| RH Rural Homestead ² | D ² a | D ² | D ² a | D ² | | | D ² | D ² a | D ² a | D ² a | | | | | | | | | | | | A ² | C ² | D ² | D ² | D ² | | | | | | | | | | | | |
| CR-1 Single Residential | D ² a | D ² | D ² a | D ² | | | D ² | D ² a | D ² a | D ² a | | | | | | | | | | | | | A ² | C ² | D ² | D ² | D ² | | | | | | | | | | | |
| ML Mount Lemmon | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GR-1 Rural Residential ² | D ² a | D ² | D ² a | D ² | | | D ² | D ² a | D ² a | D ² a | | | | | | | | | | | | | A ² | C ² | D ² | D ² | D ² | | | | | | | | | | | |
| CR-2 Single Residential | D ² a | D ² | D ² a | D ² | | | D ² | D ² a | D ² a | D ² a | | | | | | | | | | | | | | A ² | C ² | D ² | D ² | D ² | | | | | | | | | | |
| CR-3 Single Residential | Ca | C | Ca | Ca | Ca | C | C | C | C | C | C | C | C | C | C | C | C | | | | | | | | | | | | | | | | | | | | | A ² | C | C | C | C | | | | | | | | | |
| SH Suburban Homestead | D ² a | D ² | D ² a | D ² | | | D ² | D ² a | D ² a | D ² a | | | | | | | | | | | | | | A ² | C ² | D ² | D ² | D ² | | | | | | | | | | |
| CR-4 Mixed Dwelling | Ca | C | Ca | Ca | Ca | C | C | C | C | C | C | C | C | C | C | C | C | | | | | | | | | | | | | | | | | | | | | | A | C | D | D | D | | | | | | | | |
| CR-5 Multiple Residence | Ca | C | Ca | Ca | Ca | C | C | C | C | C | C | C | C | C | C | C | C | | | | | | | | | | | | | | | | | | | | | | | A | C | D | D | D | | | | | | | |
| CMH-1 Manufactured and Mobile Home ¹ | C ¹ a | C ¹ | C ¹ a | C ¹ a | C ¹ a | C ¹ | C ¹ | C ¹ a | C ¹ | C ¹ | C ¹ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | A | D | D | D | D | | | | | | | |
| CMH-2 Manufactured and Mobile Home ¹ | D ¹ a | D ¹ | D ¹ a | D ¹ a | D ¹ a | D ¹ | D ¹ | D ¹ a | D ¹ | D ¹ | | | | | | | | | | | | | | | | | | | | | | | | B | D | D | D | D | | | | | | |
| TR Transitional | Da | D | Da | Da | Da | D | D | Da | D | D | D | D | D | D | D | D | D | | | | | | | | | | | | | | | | | | | | | | | | | B | C | D | D | D | | | | | |
| TH Trailer Homesite ² | D ¹ a | D ¹ | D ¹ a | D ¹ a | D ¹ a | D ¹ | D ¹ | D ¹ a | D ¹ | D ¹ | | | D ¹ | | | | | | | | | | | | | | | | | | | | | | B | D | D | D | D | | | | | |
| MR Major Resort | Da | D | Da | Da | | | | Da | Da | Da | | | | | | | | | | | | | | | | | | | | B | D | D | D | D | | | | |
| RVC Rural Village Center | Da | D | Da | Da | Da | D | | Da | Da | D | | | Ca | Ca | Da | | | | | | | | | | | | | | | | | | | | A | D | D | D | D | | | | |
| CB-1 Local Business | D | D | Da | Da | Da | D | D | Da | D | D | D | D | D | D | D | D | D | D | D | D | Ca | | Da | | | | | | | | | | | | | | | | | | | | | | B | D | D | D | D | | |
| CB-2 General Business | D | D | Da | Da | Da | D | D | Da | D | D | D | D | D | D | D | D | D | D | D | D | Da | Da | Da | | | | | | | | | | | | | | | | | | | | | | | B | D | D | D | D | |
| MU Multiple Use | D ² a | D | Da | Da | D ² a | Da | Da | D | D | D | Da | Da | Da | | | | | | | | | | | | | | | | | | | | | | | A | D | D | D | D | |
| CPI Campus Park Industrial | D | D | Da | Da | Da | D | D | Da | D | D | D | D | D | D | D | Da | D | D | D | D | Da | Da | Da | | | | | | | | | | | | | | | | | | | | | | | | B | D | F | F | F |
| CI-1 Light Industrial | F | F | Fa | Fa | F | F | F | Ea | F | F | F | F | F | F | F | F | F | F | E | E | E | E | Ea | F | | | | | | | | | | | | | | | | | | | | | | B | E | F | G | F | |

| Proposed Use/Zone | Existing Adjacent Use/Zone | | | | | | | | | | | | | | | | | | | | | | | | Streetscape Bufferyards | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|----------------------------|----|-----|------|----|------|----|------|------|------|----|------|------|-------|-------|-----|----|----|-----|-------|-------|-----|-----|------|-------------------------|------|--------------------------|-----------------------------------|--------------|---------------|---------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|---|---|---|---|---|---|---|---|
| | IR | GC | SRa | SR-2 | RH | CR-1 | ML | GR-1 | CR-2 | CR-3 | SH | CR-4 | CR-5 | CMH-1 | CMH-2 | THa | TH | MR | RVC | CB-1a | CB-2a | MUa | CPI | CI-1 | CI-2 | CI-3 | Public Street-Front Yard | Public Street - Side or Rear Yard | Scenic Route | Gateway Route | Major Highway | | | | | | | | | | | | | | | | | | | | | | |
| CI-2 General Industrial | F | G | Ga | Ga | F | G | G | F | G | G | G | G | G | G | G | G | G | F | F | F | F | F | F | F | F | F | | | | | | | | | | | | | | | | | | | | B | F | H | H | G | | | |
| CI-3 Heavy Industrial | G | H | Ha | Ha | G | H | H | G | H | H | H | H | H | H | H | H | H | H | G | G | G | G | G | F | F | F | F | | | | | | | | | | | | | | | | | | | | | | B | G | I | I | H |
| 115 K VA Substations | J | I | Ja | Ja | J | J | J | J | J | J | J | J | J | J | J | J | J | J | H | I | I | I | J | I | H | G | F | | | | | | | | | | | | | | | | | | | | | | J | J | J | | |

- 1 - Proposed Mobile Home Park or Subdivision
- 2 - Proposed Nonresidential Use
 - a - Adjacent Residential Use/Zone

* Notes:

~~—The letter designations in this table refer to the bufferyard requirements and standards found within the Landscape Design Manual.~~

~~— See Section 18.73.040F for bufferyard options.~~

(Ord. 1996-59 § 5, 1996)

Chapter 18.75 OFF-STREET PARKING AND LOADING STANDARDS

[18.75.010 Purpose.](#)

[18.75.020 Definitions.](#)

[18.75.030 Off-street parking requirements.](#)

[18.75.040 Development standards.](#)

[18.75.050 Modification or waiver of requirements.](#)

[18.75.060 Off-street loading requirements.](#)

[18.75.070 Exceptions.](#)

18.75.010 Purpose.

A. This chapter provides standards for the development of parking and loading facilities, in order to:

1. Enhance public safety;
2. Minimize traffic congestion;
3. Provide for the parking of vehicles at appropriate locations, other than on streets;
4. Permit safe passage of pedestrians to and from parked vehicles and their destinations; and
5. Expedite the safe passage of moving traffic.

B. In addition, the criteria of this chapter are intended to promote the enhancement of:

1. Medians, parking areas and property line edges for pedestrian safety and convenience;
2. Streetscape plantings in order to provide shade, screening, sound attenuation and other environmental benefits; and
3. The community identity and the appearance of county roadways and development areas. (Ord. 1985-112 § 1 (part), 1985; Ord. 1985-82 (part), 1985)

18.75.020 Definitions.

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

1. Bicycle rack: A device for the secured temporary storage of one or more bicycles, which permits convenient locking of the bicycle frame and both front and rear wheels.
2. Gross parking area: The total square footage of the development within property lines, minus the total square footage first floor area within any buildings and storage yards.

3. High-intensity parking area:
 - a. A parking area with average vehicular turnover of less than two hours;
 - b. Examples include fast food restaurant and grocery store parking lots.
4. Low-intensity parking area:
 - a. A parking area with average vehicle turnover of more than four hours;
 - b. Examples include employee parking lots and airport long-term parking lots.
5. Manual: Where used shall mean Subdivision and Development Street Standards Manual:
6. Medium-intensity parking area: A parking area with average usage for time periods of two to four hours.
7. Reserved.
8. Parking area: Any public or private land area designed and used for off-street parking.
9. Parking area, private:
 - a. A parking area for the private use of the owners or occupants of the lot on which the parking area is located; this does not include parking on sidewalks or streets;
 - b. This includes “reserved” designations.
10. Parking area, public: A parking area available to the public, with or without compensation, or used to accommodate clients, customers, employees, guests or visitors.
11. Parking bay: The parking module consisting of one or two rows of parking spaces and the aisle from which vehicles enter and leave the spaces.
12. Parking lot: An improved off-street ground level area, usually surfaced and improved, for the temporary storage of vehicles.
13. Parking space: A space for the parking of a vehicle within a public or private parking area.
14. Parking structure: A building designed for temporary storage of motor vehicles.
15. Turnover: The number of different vehicles that park in a given space during an average day. (Ord. 2005-35 § 5 (part), 2005; Ord. 1985-112 § 1 (part), 1985; Ord. 1985-82 (part), 1985)

18.75.030 Off-street parking requirements.

A. General Provisions.

1. For uses not specifically mentioned, the requirements are based on a listed use which is similar in type and intensity. Such determination shall be made by the subdivision and development review committee.
2. Where a fractional space is computed, the requirement will be based on the nearest whole number.
3. Where the number of employee parking spaces is unknown at the time of application, the applicant shall provide the number of required employee spaces based on typical employee floor area needs for similar uses.

B. Minimum Dimensions for Parking Space Types.

1. Standard car space: Nine feet by ~~twenty-eight~~ feet equals one hundred ~~eighty-sixty-two~~ square feet.
2. Handicapped space: Twelve feet by twenty feet equals two hundred forty square feet.
3. Motorcycle space: Six feet by nine feet equals fifty-four square feet.
4. Bicycle space: Three feet by eight feet equals twenty-four feet.

C. Parking Area Requirements.

The parking area requirements for any given land use shall be based on the type of land use and lot intensity factor, as provided for in Table 18.75-1.

D. Handicapped Parking.

1. Handicapped spaces shall be functionally located as near as possible to the main entrances of the establishments served, with a barrier-free path, and shall be posted with permanent signs in accordance with the Manual on Uniform Traffic Control Devices (Federal Highway Administration).
2. All parking lots shall require one handicapped space plus one per fifty spaces located as close as practical to the building entrance and with a barrier-free path.

E. Bicycle Parking.

1. Bicycle parking shall be located to promote security for parked bicycles and convenient use. Locations adjacent to pedestrian walks, in view of building occupants, and located away from motor vehicle driveways provide best security.
2. All parking lots shall require two bicycle rack spaces plus one per fifteen parking spaces.

F. Site Access. Proper siting of parking areas and access points in relationship to streets and nearby land uses shall be required.

G. Revision of Approved Plans. All approved development plans or subdivision plats, even for developed projects, may be revised to conform to changes in the number of parking spaces required (refer to Table 18.75-1, Parking Spaces Required).

H. Review. The subdivision and development review committee shall be responsible for the review of off-street parking proposals and may allow modification of specific requirements in certain site instances consistent with the purpose of this chapter. (Ord. 2008-93 § 1, 2008; Ord. 2005-35 § 5 (part), 2005; Ord. 1985-153 § 1 (part), 1985; Ord. 1985-112 § 1 (part), 1985; Ord. 1985-82 (part), 1985)

**Table 18.75-1
PARKING SPACES REQUIRED**

| | Type of Uses | Employee or Resident Parking | Visitor or User Parking | Parking Lot Intensity | Loading Bay Intensity |
|-----------|--|--|--|-----------------------|-----------------------|
| 1. | Residential: | | | | |
| a.1 | Dwelling units, including houses, mobile homes, mobile home parks, and manufactured housing <u>Single- and two-family dwellings</u> | One for each 1 bedroom or studio dwelling unit, 1.5 for each 2 bedroom unit, 2.0 for each 3 bedroom unit, 2.5 for each 4 or more bedroom unit <u>2 spaces per dwelling unit</u> | One for each four <u>five</u> dwelling units, <u>which may be off-site, on-street or in separately designated visitor parking area.</u> | Low | Low, if used |
| a.2 | <u>Multi-family dwellings</u> | <u>1.25 for 1-bedroom unit 1.75 for 2-bedroom unit 2 for units with 3+ bedrooms</u> | <u>One for each five dwelling units, which may be off-site, on-street or in separately designated visitor parking area.</u> | <u>Low</u> | <u>Low, if used</u> |
| b. | Group Quarters: Rooming houses, residence halls, dormitories, membership lodging, religious quarters | One per bedroom or bed <u>(whichever is greater)</u> | One for each 8 bedrooms or beds | Low | Low, if used |
| c. | Group care retirement quarters; convalescent homes, in-patient hospitals | One for each two persons employed | One for each 4 <u>6</u> beds | Low | Low |
| d. | Motels and hotels | One for each two persons employed | One per unit | High | Medium |
| e. | Resorts | One for each two persons employed | One per guest room | Low | medium |
| 2. | Manufacture: | | | | |
| | Including processing and assembly | Two for each three employees <u>Included in Visitor or User Parking</u> | One for each 4 <u>2</u> ,000 sq. ft. floor area | Low | Medium |
| 3. | Wholesale and business services: | | | | |
| | Storage warehouse, mail order house | <u>Included in Visitor or User Parking</u> One for each two employees plus one for each company vehicle | One for each 2,000 sq. ft. of gross area | Low | High |
| | Laundry and dry cleaning plants, auto and truck rentals, medical and dental labs, lumber yards (excluding hardwares), building supplies, machine shops, welding shops, plumbing shops, ice sales | <u>Included in Visitor or User Parking</u> One for each two employees plus one for each company vehicle | One for each 1,000 sq. ft. of gross floor area | Medium | Medium |

| | | | | | |
|-------------------------------|--|--|--|--------|--------|
| 4. Offices: | | | | | |
| | Medical and dental offices | <u>Included in Visitor or User Parking</u> one for each employee or physician | One for each 200 sq. ft. of gross floor area | High | Low |
| | Insurance, real estate, general offices, accountants, architects, utility companies, charitable organizations | <u>Included in Visitor or User Parking</u> One for each two persons employed | One for each 300 sq. ft. of gross floor area | Medium | Low |
| | General and home offices and charitable organizations not providing face-to-face customer services | <u>Included in Visitor or User Parking</u> One for each two persons employed | One for each 200 sq. ft. of gross floor area | Low | Low |
| 5. Commercial, retail: | | | | | |
| | Groceries, drugs, sundries, liquor | Included in visitor or user parking | Five <u>Four</u> for each 1,000 sq. ft. of gross floor area | High | Medium |
| | Department stores | Included in visitor or user parking | One <u>Five</u> for each 200 <u>1,000</u> sq. ft. of gross floor area | Medium | Medium |
| | General retail, such as book stores, dry goods, hardware, secondhand sales, stationery, varieties and notions, hobby stores, clothes, sporting goods, toys, jewelry, and pet shops, auto parts and other general merchandise | Included in visitor or user parking | 3.5 for each 1,000 sq. ft. of gross floor area | Medium | Low |
| | TV and radio repair; appliance repair, tailors and cleaners, art galleries and studios | Included in visitor or user parking | One <u>Three</u> for each 300 <u>1,000</u> sq. ft. of gross floor area | Medium | Low |
| | Furniture and appliances, photo studios | Included in visitor or user parking | One <u>2.5</u> for each 400 <u>1,000</u> sq. ft. of gross floor area | Medium | Medium |
| | Home improvement superstores | Included in visitor or user parking | 3.5 spaces for each 1,000 sq. ft. of gross floor area | High | Medium |
| | Discount superstores/clubs (freestanding) | Included in visitor or user parking | 5.0 <u>Four</u> spaces for each 1,000 sq. ft. of gross floor area | High | Medium |
| | Shopping centers (a) under 400,000 sq. ft.; (b) 400,000 to 600,000 sq. ft.; (c) over 600,000 sq. ft. | Included in visitor or user parking | (a) 4.0 for each 1,000 sq. ft. of gross floor area; (b) 4.25 for each 1,000 sq. ft. of gross floor area; (c) 4.5 for each 1,000 sq. ft. of gross floor area | High | Medium |

| | | | | | |
|-----------|---|--|---|--------|--------|
| | Banks | Included in visitor or user parking | Three for each teller's window plus one for each service desk; or if no teller windows, two for each service desk <u>Four spaces for each 1,000 sq. ft. of gross floor area</u> | High | Low |
| 6. | Commercial eating and drinking: | | | | |
| | Cafes, restaurants, cafeterias, bars | Included in visitor or user parking | 10 spaces for each 1,000 sq. ft. of gross floor area | High | Medium |
| | Drive-ins, food bars, juice stands and other outside establishments | Included in visitor or user parking | 15-10 spaces for each 1,000 sq. ft. of gross floor area | High | Low |
| 7. | Commercial, automotive: | | | | |
| | Service station (fuel dispensing) | <u>Included in Visitor or User Parking</u> One for each company vehicle | Two <u>1.25</u> for each service bay | Medium | Low |
| | Auto repair | <u>Included in Visitor or User Parking</u> One for each two persons employed | Two per service island | High | Low |
| | <u>Service station with convenience store</u> | <u>Included in Visitor or User Parking</u> One for each company vehicle, one for each two persons employed | One for each 100 sq. ft. auto service area <u>1.25 per pump and 3 for each 1,000 sq. ft. convenience store</u> | Low | Low |
| | Auto agencies--new/used | <u>Included in Visitor or User Parking</u> One for each two persons employed | One for each 500 sq. ft. of showroom area plus one for each 10-20 vehicles displayed (or stored) | Medium | Low |
| | Auto and truck rental | <u>Included in Visitor or User Parking</u> One for each two persons employed, one for each company vehicle | One for each 10-20 vehicles stored on premises | | |
| | RV, mobile home and motorcycle sales and repair | <u>Included in Visitor or User Parking</u> One for each two persons employed | One for each 10-20 vehicles displayed (or stored) plus 2 for each repair bay | | |

| | | | | | |
|---|--|--|--------|-----|--|
| 8. Commercial outdoor uses: | | | | | |
| Wrecking yards, junk yards | <u>Included in Visitor or User Parking</u> One for each two persons employed, one for each company vehicle | One for each 1,000 sq. ft. of gross use area for the first 10,000 sq. ft., one for each 3,000 sq. ft. of gross area exterior thereafter | Medium | Low | |
| Equipment rental | <u>Included in Visitor or User Parking</u> One for each two persons employed One for each company vehicle | One for each 400 sq. ft. of floor area and one for each 1,000 sq. ft. of exterior area for the first 10,000 sq. ft. and one for each 3,000 sq. ft. of exterior area thereafter | Medium | Low | |
| Public utility yards, substations, trucking yards | One for each two persons employed, one for each company vehicle | One for each 1,000 sq. ft. of gross use area for the first 10,000 sq. ft., one for each 3,000 sq. ft. of gross exterior area thereafter | Medium | Low | |
| Distribution stations, delivery yards | One for each person employed, One for each company vehicle | | | | |
| 9. Public assembly: Entertainment, sports, religious, recreation centers, and athletic fields: | | | | | |
| Seated activities (including churches) | <u>Included in Visitor or User Parking</u> One for each 4 employees | One for each 4 seats in the main auditorium; or one for each 50 sq. ft. of floor area usable for seating if seating is not fixed | High | Low | |
| Cultural and active indoor sport or dance activities (nonseated) | <u>Included in Visitor or User Parking</u> One for each 4 employees | One for each 150 sq. ft. of gross floor area | High | Low | |
| Drive-in theaters | <u>Included in Visitor or User Parking</u> One for each two employees | Parking or "waiting" space equal to 30% of the vehicular capacity of the theater | Low | Low | |

| | | | | |
|--|---|---|--------|-----|
| Fairgrounds/amusement parks/carnival or transient show | Included in Visitor or User Parking One for each 4 employees | One for each 75 sq. ft. of exhibit and amusement area, whether enclosed or not | Medium | Low |
| Miniature golf | Included in Visitor or User Parking One for each 2 employees | three Two per hole | Medium | Low |
| Golf driving ranges | Included in Visitor or User Parking One for each 2 employees | One per practice tee | Medium | Low |
| Golf courses | Included in Visitor or User Parking One for each 2 employees | Ten per hole plus additional for gallery designed courses | Medium | |
| Tennis and racquet ball | Included in Visitor or User Parking One for each 2 employees | One per court plus additional parking for associated uses | Medium | Low |
| Skating rinks | Included in Visitor or User Parking One for each 2 employees | One per 400 sq. ft. of gross floor area | Medium | Low |
| Bowling alleys | Included in Visitor or User Parking One for each 2 employees | Four per lane | Medium | Low |
| Swimming pools | Included in Visitor or User Parking One for each 2 employees | One for each 300 100 sq. ft. of deck area plus one for each 100 sq. ft. of pool area for pools over 1,000 sq. ft. (None required for pools under 1,000 sq. ft.) | Medium | Low |
| Swap meets | Included in Visitor or User Parking One for each 2 employees or retail space | One for each 100 sq. ft. of use area | High | Low |

| | | | | | |
|---------------------------|------------------------------------|---|--|--------|--------|
| 10. Educational: | | | | | |
| | Colleges, junior. colleges | One for each 2 employees | One for each 2 ³ students | High | Low |
| | Sr. high school | Two for each 3 employees | One for each 4 students | High | Low |
| | Elementary and junior. high school | Two for each 3 employees | One for each 4 auditorium seats | Medium | Low |
| | Nursery and preschool | Two for each 3 employees | One for each 8 students | Medium | Low |
| 11. Miscellaneous: | | | | | |
| | Funeral and crematory services | One for each company vehicle, one for each 2 employees | One for each 4 seats in all assembly rooms | Medium | Medium |
| | Air passenger terminals | One for each 2 persons employed | One for each 3 departing passengers based on each travel day | Medium | Low |
| | Bus and railroad terminals | One for each 2 persons employed | One for each 10 departing passenger cars based on average travel day | Medium | Low |
| | Beauty and barber shops | One for each 2 persons employed | 2 spaces per chair <u>Four spaces for each 1,000 sq. ft.</u> | Medium | Low |
| 12. Public: | | | | | |
| | Government agencies | One for each 2 persons employed, one for each company vehicle | One for each 400 sq. ft. of gross floor area | Medium | Low |
| | Post office | One for each 2 persons employed; one for each company vehicle | One for each 100 sq. ft. of customer service area | High | High |
| | Libraries | One for each 2 persons employed | One for each 4 seats including assembly and reading rooms | High | Low |

18.75.040 Development standards.

A. Scope. This section provides general criteria and requirements for the development of off-street parking areas. Specific design standards are provided to ensure sound engineering and aesthetic design for the development of off-street parking.

B. Site Improvement Standards.

1. Slope and Grading. The finished slope and grade of off-street parking and loading facilities shall conform with county standards inclusive of the requirements of Chapter 18.81 (Grading) and the Manual.
2. Drainage. In addition to county drainage requirements, drainage flow shall be considered a resource and be designed to benefit landscaped areas on the development site. Erosion control measures shall be designed and implemented to control drainage flow from hard-surfaced areas onto abutting soil surfaces.
3. Landscaping. In accordance with the requirements of Chapter 18.73 (Landscaping Standards):
 - a. A minimum of ten percent of the gross parking area shall be devoted to amenity landscaping (refer to Chapter 18.73, Landscaping Standards);
 - b. Raised landscaping planters no less than four feet wide shall be placed at the ends of parking rows to define driveways with at least one tree per parking aisle and appropriate ground cover. [Raised curbs should include the appropriate cuts on the upstream and downstream areas to allow water harvesting and release of overflow.](#)
 - c. Signage, landscaping and screening materials shall not obstruct sight distances or vehicle turning movements.
 - d. When single parking rows occur, canopy trees shall be placed every four parking stalls in planters having a minimum of four sides with no dimension less than four feet. When double aisles of parking occur, canopy trees shall be placed every eight parking stalls.
 - ~~e. When the placement of trees in the required location among single or double row parking stalls is made impracticable by the location of a building, access area, drainage area or similar site constraint, the required parking area trees in the problem area may be reduced to one tree for every ten spaces in a four-foot wide median planter the length of the parking spaces. The remainder of the required trees may be placed within the bufferyard, retention/detention area or other landscaped area of the site. There shall be a minimum of one canopy tree per every four non-covered parking spaces based on the total number of spaces with no exceptions. Parking lot tree requirements shall as first priority shade the parking areas. However, in the case where it is impractical to locate a tree by a building, access area, drainage area, or similar site constraint, then tree locations may be placed in other areas of the parking lot or in pedestrian/plaza transition areas.~~
 - f. Parking canopy structures may be used for all parking stalls. All parking canopy structures must be constructed with a heat reflective roofing material. Where used, photo voltaic cells or other solar technology may substitute for the heat reflective roofing material.

~~4. Screening. Screening (refer to Chapter 18.73, Landscaping Standards) shall buffer parking areas from the following general land uses:~~

~~a. Residential Areas. Parking facilities adjacent to property zoned, planned or used for residential purposes shall be separated from such property by a minimum five-foot wide landscaped buffer, which shall consist of either a minimum six-foot high decorative masonry wall or fence, permanently maintained vegetation, earth berms, or a combination of these elements. An opaque screen is required to provide noise, light, and access barriers between the dissimilar uses. If a wall or fence is used, at least fifty percent of the required vegetation shall be maintained on the external side of the wall or fence to provide visual relief when viewed from the residential side. Refer to Chapter 18.73 (Landscaping Standards) for specific requirements.~~

~~b. Streets. Parking facilities containing ten or more spaces, any of which abut a public right-of-way, shall be separated from the street right-of-way by a minimum five-foot wide landscaped buffer, as listed above, consisting of a minimum three and one-half foot high wall, earth berms, plant material or combination thereof. Refer to Chapter 18.73, Landscaping Standards, for specific requirements. The objective of this screening is visual relief; a fifty percent visual screen is acceptable. Landscaping within public rights-of-way requires a use permit and license agreement from the department of transportation and flood control district prior to installation.~~

5. Any lights used to illuminate parking spaces and drives shall be of a design and shall be arranged to shield and reflect the light away from adjoining residential lots and zones.

6. Emergency and Service Vehicle Access. All parking areas shall be designed to permit free access by emergency and service vehicles commonly in use by public and private emergency and service operators.

7. Large commercial parking lots will include semi-contiguous landscape and pedestrian circulation areas/corridors to help mitigate the visual impact of the large parking lots, provide for safe pedestrian circulation and create shade in the areas of the greatest pedestrian traffic.

C. Entrance Drives.

1. Drives are to be located and designed in conformance with the requirements of the Manual and the following provisions to permit adequate ingress and egress:

a. Curbs, walls, berms, landscaping, or other barriers shall be provided to prevent ingress or egress at any point other than at designated entrance or exit drives.

b. Signage shall be allowed at entrance or exit drives in accordance with Chapter 18.79 (Sign Standards).

c. Parking areas shall not be designed to require or encourage vehicles to back into a street, pedestrian access way, or alley in order to leave the lot or maneuver out of a parking space.

D. Parking Lot Design.

1. Dimensions of Parking and Access Areas. In accordance with Section 18.75.030, and the Manual.

2. Passenger Drop-off Points. Drop-off points, separated from street traffic and readily accessible without hazardous maneuvering, shall be provided in conjunction with the uses described in the Manual.
3. Car Pools. Off-street parking provided for commercial office and industrial facilities requiring eighty or more spaces shall provide at least ten percent of the total parking area as designated for use by car pools, and be clearly signed and managed to that end.
4. Emergency and Service Vehicle Access. All parking lots shall provide unrestricted access by emergency and service vehicles in conformance with the Manual.

E. Parking Lot Improvements Standards.

1. Pavement Marking. Parking spaces in paved parking areas shall be permanently marked with striping in accordance with the Manual on Uniform Traffic Control Devices.
2. Barriers.
 - a. Parking areas and spaces shall be provided with bumper barriers, wheel stops or wheel stop curbing, designed in conformance with the Manual to prevent parked vehicles from extending beyond the property lines, damaging adjacent landscaping, walls or buildings, or overhanging sidewalk areas. Wheel stops or wheel stop curbing shall be located three feet from the front of the parking space.
3. Paving. All open parking areas shall be paved with a durable asphalt, concrete, stone, tile or brick surface, in conformance with the Manual and consistent with pavement design principles and engineered according to soil conditions and wheel loads. (Ord. 2008-93 § 2, 2008; Ord. 2005-35 § 5 (part), 2005; Ord. 2003-32 § 1 (part), 2003; Ord. 2001-165 § 1 (part), 2001; Ord. 1986-187 § 1 (part), 1986; Ord. 1985-112 § 1 (part), 1985; Ord. 1985-82 (part), 1985)

18.75.050 Modification or waiver of requirements.

A. Administrative Modifications. Requirements for off-street parking may be modified provided that the modifications are noted on tentative and final subdivision plats or development plans in the following cases:

1. Motorcycle Parking. Motorcycle spaces may be provided in place of required car spaces in parking lots of thirty or more spaces, at a maximum of one motorcycle space for every thirty required car spaces.
2. Shared On-Site Parking. If more than one separate use or business is located on a site, the combined number of parking spaces required may be reduced by one percent for each separate use or business, up to a maximum of twenty percent for such combined uses or businesses.
3. Tandem Parking. Required parking spaces within a parking area or garage shall be individually accessible, except that vehicles may be parked in tandem in the following instances:
 - a. In a public parking area that provides attendants who park vehicles and who are present at all times the area is open for use;
 - b. In a garage or carport serving a duplex dwelling, multiple dwelling or mobile home park or subdivision, provided that both spaces are for the same dwelling unit, that required aisle widths are maintained and the tandem parking is not more than two cars in depth; or

c. For all-day restricted employee parking located on the same site as a commercial or office establishment, provided that required aisle widths are maintained and no more than twenty percent of the required spaces are so utilized for tandem parking.

B. Subdivision and Development Review Committee Modifications. The subdivision and development review committee may grant the following modifications of off-street parking requirements but in no case may the cumulative parking reduction options exceed thirty percent of the entire parking area:

1. Quantifiable standards of this chapter may be modified up to a maximum of ten percent, when it is demonstrated that an unusual site or use condition exists and when such adjustment will not result in danger to persons or property or in increased traffic.
2. Shared Peak-Hour Parking. The number of parking spaces required for two or more contiguous uses may be reduced up to a maximum of twenty percent of the total spaces required provided all of the following standards are met:
 - a. The contiguous uses have distinct and differing peak-hour usage, as determined by the subdivision and development review committee;
 - b. All parking spaces in the shared parking area are located within one thousand two hundred feet of an entrance to each contiguous use;
 - c. An agreement, to run with the land, is recorded between the separate owners for the shared parking; and
 - d. There is physical and legal access from the shared parking area to each of the contiguous uses.
3. Reserved.
4. Reserved.
5. Landscaping Increase. The number of parking spaces may be reduced for every two hundred square feet of landscaped ~~bufferyard~~-area or amenity landscaping increased above the amount required by Chapter 18.73 up to a maximum of thirty percent of the total spaces required.

C. Individual Parking Reduction Plan. An individual parking reduction plan may reduce the total spaces required. There is no limit to the number of required spaces that may be reduced provided the following standards are met:

1. The plan shall be prepared by a traffic engineer or similar transportation professional and approved by the county's subdivision and development review committee;
2. The plan includes a road impact study for the development;
3. The plan includes a traffic generation study and land use profile of the development;
4. The plan shows that the reduced parking will ensure sufficient parking for the proposed uses;
5. The plan does not impede safe passage of moving traffic and does not increase traffic congestion;
6. A covenant runs with the subdivision plat or development plan noting adherence to the range of uses covered by the reduction plan;
7. A future revision to the covenant restricting uses may require submittal of a revised plan or an increase in parking spaces; and

8. Covered parking shall not be applied toward the total building square footage allowed. (Ord. 2008-93 § 3, 2008; Ord. 2005-35 § 5 (part), 2005; Ord. 2003-32 § 1 (part), 2003; Ord. 2001-165 § 1 (part), 2001; Ord. 1985-112 § 1 (part), 1985; Ord. 1985-82 (part), 1985)

18.75.060 Off-street loading requirements.

A. Scope. This section provides general criteria and requirements for the development of off-street loading areas. Refer to Table 18.75-3.

B. Applicability. The following criteria shall be used in determining the need for and number of loading spaces:

1. Intensity of the use; and
2. Development floor area.

C. Siting. Loading spaces shall be located:

1. Not more than one hundred feet from the facility they are designed to serve;
2. No closer than thirty feet to any property used or zoned, or officially planned by Pima County, for residential purposes.

D. Minimum dimensions (exclusive of aisles and maneuvering area):

1. Length: Forty-five feet;
2. Width: Twelve feet;
3. Overhead clearance: Fourteen feet.

**TABLE 18.75-3
OFF-STREET LOADING SPACES REQUIRED**

| Combined square feet of floor area and outdoor storage and use areas | Loading space intensity number of spaces required | | |
|--|---|--------|-----|
| | High | Medium | Low |
| Less than 10,000 | 1 | 1 | 0 |
| 10,000--29,999 | 2 | 1 | 1 |
| 30,000--59,999 | 3 | 2 | 1 |
| 60,000--99,999 | 4 | 3 | 2 |
| 100,000--149,999 | 5 | 4 | 3 |
| Each additional 50,000 | 1 | 1/2 | 1/4 |

E. Access. Each loading space shall be accessible from a street or from an aisle or drive connecting with a street. Such access may be combined with access to a parking lot if designed in a manner that will not disrupt normal traffic flow within the parking lot.

F. Maneuvering. No vehicles shall be permitted to maneuver in a public right-of-way, including public walkway easements.

G. Marking. Each loading space shall be striped or permanently designated by other suitable methods and permanently posted with a sign restricting its use to loading. Signage is to be based on the Manual on Uniform Traffic Control Devices (Federal Highway Administration). Bumper rails are to be provided where needed for safety or protection of property.

H. Paving. All loading areas shall be surfaced with a durable asphalt, concrete, stone, tile or brick surface, in conformance with the Manual and consistent with pavement design principles and engineered according to soil conditions and wheel loads.

I. Screening. In addition to provisions of Chapter 18.73, Landscaping Standards, loading areas shall be screened from adjoining properties and public thoroughfares with a minimum five-foot wide landscaped area and a six-foot high opaque screen, consisting of either a decorative wall, earth berms, vegetation or a combination of such elements (refer to Chapter 18.73, Landscaping).

J. Multiple Service. Loading spaces may be designed to serve two or more establishments located on the same or adjacent site, except that the total combined number of spaces provided shall not be less than fifty percent of the combined total required for all such combined users. Each user shall have access to loading zones, at grade, without having to cross or maneuver on public streets, alleys, or walkways.

K. Restrictions. Loading spaces shall not be used for repair work, vehicle storage or to satisfy area requirements for off-street parking.

L. Modification of Requirements for Unusual Sites. The subdivision review committee may reduce the number or location of required loading spaces where they determine an unusual situation exists. (Ord. 2005-35 § 5 (part), 2005; Ord. 1985-112 § 1 (part), 1985; Ord. 1985-82 (part), 1985)

18.75.070 Exceptions.

The requirements of this chapter do not apply to the ML zone or the RVC zone adjacent to the ML zone. (Ord. 2003-72 § 5, 2003)

Chapter 18.77 ROADWAY FRONTAGE STANDARDS

18.77.010 Purpose.

18.77.020 General requirements and exceptions.

18.77.030 Setback lines for streets.

18.77.040 Scenic routes.

18.77.010 Purpose.

Reserved.

18.77.020 General requirements and exceptions.

A. Structures in Front Yards on Corner Lots. On any corner lot, no fence, structure, sign or planting shall be erected or maintained within twenty feet of the property corner so as to interfere with traffic visibility across the corner.

B. Reserved. (Ord. 1985-82 (part), 1985)

18.77.030 Setback lines for streets.

A. Purpose. To more properly establish adequate future street widths and setback lines on certain streets in the unincorporated areas of Pima County and in order to provide adequate light, air, and parking facilities and to expedite traffic within the districts.

B. Setback requirements in general:

1. All buildings or structures or any part of such buildings or structures, except signs (as defined in Section 18.79.020, Sign Standards), shall have setback requirements of thirty feet in addition to half of the required right-of-way width for all Major Streets and Routes as designated on the Major Streets and Scenic Routes Plan, as it may be amended and supplemented.

2. Permits for signs will be issued by the zoning inspector only when accompanied by an agreement signed by the property owner stating that the sign would be relocated at no expense to Pima County if additional right-of-way is required or when adjoining roadway improvements would necessitate such relocation.

3. Setback Exception for Signs, Walls, Fences and Private Swimming Pools.

a. Setback requirements for signs shall be as specified in Section 18.79.030, Sign Standards;

b. Walls and fences shall be permitted within required yards and setback areas as specified in Section 18.07.050B, Exception for Walls and Fences, and Chapter 18.73, Landscaping, Screening and Buffering Standards;

c. Private swimming pools are permitted within required setback areas as specified in Section 18.07.030D1 (Land Use Regulations -- Swimming Pools -- Private).

4. If a front, side or rear yard requirement or street setback line as provided in this code is more than the setback required by this subsection, the greater requirement shall prevail.
5. The setback shall not apply to any residential lot of record prior to the enactment of this subsection as adopted on August 6, 1952, if the setback line reduces the depth of the buildable area to less than forty feet or the width to less than sixty feet.
6. This subsection shall not be construed as a waiver of yard requirements within the zone if they are greater than the above limits.
7. In any business or industrial zone, a marquee, canopy, or awning or other such structure suspended from a building, for the purpose of giving the appearance of shelter or shade, may project ten feet into the required setback; provided, that such structure shall be no less than ten feet above the grade where the structure is located.

C. Setback requirements for specified streets:

1. No permit for any building or structure or any part thereof shall be issued by the zoning inspector, and no building or structure or any part thereof shall be hereafter erected or structurally altered so that any part thereof would be or extend streetward at a less distance to the centerline of the following streets than as follows: (see Table 18.77.030)
2. On La Canada Drive from River Road to Lambert Lane the one-hundred-five-foot building setback from the centerline of La Canada Drive shall not be varied without the unanimous approval of the board of supervisors and shall not be subject to any other variance provision of this code. (Ord. 1996-58 § 1, 1996; Ord. 1995-42 § 5 (part), 1995; Ord. 1994-112 § 1 (part), 1994; Ord. 1985-82 (part), 1985)

18.77.040 Scenic routes.

A. Purpose. The intent of this section is to preserve and enhance the visual resources of the natural and built environment from and along scenic routes in order to:

1. Protect property values and the character of neighborhoods;
2. Protect and enhance the unique character of a community, including vegetation, architecture and geology;
3. Protect and enhance the economic value of tourism; and
4. Protect natural resources.

B. Definitions. Certain terms used in this section shall be defined as follows:

1. "Highly reflective" means a light reflecting value (LRV) greater than eighty percent (reference: Munsell Book of Color).
2. "Monument type freestanding identification sign" means a sign in which the architectural structure supporting the background panel of the sign is at least fifty percent as wide as the background panel.
3. "View corridor" means the view from the scenic route at four feet above existing grade at the future right-of-way line along the parcel is not obstructed by buildings or structures. The view corridor will permit an unobstructed view from at least one point into and through a portion of a development site towards the scenic resource(s).

4. "Viewshed analysis" means describe, map, and provide photos of the predevelopment viewsheds from representative locations on the scenic route (at approximately four feet above existing grade) looking at and through the development site. From the same perspectives, illustrate the post-development viewsheds.

C. The roadways and roadway segments designated as Scenic Routes on the Major Streets and Scenic Routes Plan are subject to the requirements of this section.

D. Applicability. This section applies to all new development requiring a building permit, including expansions of existing development, on any land within two hundred feet of a designated Scenic Route as designated on the Major Streets and Scenic Routes Plan. The two-hundred-foot area of applicability is measured as follows:

1. Where a Scenic Route is designated as a "Major Route" on the Major Streets and Scenic Routes Plan, this section applies to all land within two hundred feet of the future right-of-way line of the designated Scenic Route.
2. Where a Scenic Route is not designated as a "Major Route" on the Major Streets and Scenic Routes Plan, this section applies to all land within two hundred feet of the existing right-of-way line of the designated Scenic Route.

E. Development Standards.

1. Building heights:

~~a. The height of residential buildings shall not exceed twenty-four feet.~~

b. ~~The Building heights within the Sendero Pass Specific Plan of commercial, office or industrial buildings~~ may exceed twenty-four feet if:

- 1) The maximum height permitted in the ~~zone-land use designation~~ is not exceeded, and
- 2) A view corridor(s) with a combined width of at least twenty percent of the street frontage of the development site is provided. A viewshed analysis of the development site shall be submitted with the development plan or subdivision plat.

c. All buildings (commercial, office, mixed-use, and residential) greater than 24-feet in height within the Valencia Road scenic route corridor shall require a view shed analysis.

2. Setback:

a. All buildings or structures or any part of such buildings or structures within Commercial (C), Mixed Use (MU) and High-Density Residential (HDR) designations adjacent to Valencia Road, Los Reales Road and/or the Off-Site East Road shall have a minimum setback ~~requirements~~ of ~~thirty~~ ten feet in addition to half of the required future right-of-way width according to the Major Streets and Scenic Routes Plan, as it may be amended and supplemented. (Reduced setbacks will not be permitted where adjacent to single-family residential development.) Reduction will be allowed only where it can be demonstrated that road networks will still be able to function adequately with the reduction, as approved by PCDOT.

- b. Setback exception for signs, walls, fences and private swimming pools:
 - 1) Setback requirements for signs shall be as specified in Section 18.79.030 (Sign Standards);
 - 2) Walls and fences shall be permitted within required setback areas as specified in Section 18.07.050B (Exception for Walls and Fences) and Chapter 18.73 (Landscaping, Screening and Buffering Standards);
 - 3) Private swimming pools shall be permitted within required setback areas as specified in Section 18.07.030D1 (Land Use Regulations -- Swimming Pools -- Private).
- 3. Landscaping standards. The scenic route setback area shall be landscaped in compliance with Chapter 18.73 (Landscaping, Buffering and Screening Standards). Existing natural vegetation in the scenic route setback area shall be preserved and maintained, where possible. Emphasis will be placed on satisfying the landscaping requirements by retaining and augmenting the existing, natural, vegetative communities.
- 4. Building and wall surfaces.
 - a. Highly reflective finishes, colors or materials are prohibited on building and wall surfaces which are visible from a designated scenic route.
 - b. Building and wall surfaces which are visible from a designated scenic route shall have colors which are compatible with surrounding natural landscape (desert/earth tones). Allowable colors include: brown -- including rusts, sepias, sands, tans and buffs, olive and grey.
- 5. Utilities.
 - a. All new utility lines along scenic routes shall be underground unless the line is a 46KV or greater transmission line.
 - b. Utility facilities constructed or installed pursuant to a certificate of environmental compatibility issued prior to the adoption of this section under the authority of A.R.S. Title 40, Chapter 2, Article 6.2, are exempt from the provisions of this section.
 - c. Where possible, existing poles shall be used to provide the required transition to underground service to new developments adjacent to scenic routes. However, a new pole set in line with the existing overhead system, when necessary to serve approved new developments, is not deemed to be a new utility. Upgrades and reinforcements of existing overhead transmission utilities are allowed to the extent that the total number of cables is not increased.
 - d. Location of underground utility lines shall be planned and joint-trenched where possible to minimize the disturbance of vegetation.
 - e. Exceptions:
 - 1) Section 18.77.040E5a does not apply to individual residential lots not part of a subdivision plat.
 - 2) The planning official may grant an exemption from Section 18.77.040E5a upon a finding that it would impose an unreasonable economic hardship or that the site lacks scenic quality. The petitioner may appeal the planning official's decision to the board of supervisors.
- 6. Signs. Refer to Chapter 18.79 (Sign Standards) for provisions for signs along scenic routes.

F. Designation.

1. Public Notice and Hearing Requirements.

- a. Public notice of the hearing before the planning and zoning commission and the board of supervisors shall be given as required in Section 18.01.070.
- b. No designated scenic routes shall be amended without written notice to the owner(s) of the lot(s) adjacent to the recommended route.

2. Criteria for Scenic Route Designation.

- a. The determination of scenic route status shall be based on exceptional scenic quality that helps define the community's character. The scenic resources may be unique and significant views of mountains, vegetation, architecture, site design, or geologic formations.
- b. Refer to the Major Streets and scenic routes Plan for reference to roads designated as scenic routes. (Ord. 1996-58 § 2, 1996; Ord. 1995-42 § 5 (part), 1995; Ord. 1985-82 (part), 1985)

Table 18.77.030

| a. | Street: | b. | Terminals: | c. | Distance from Approved Centerline: |
|----|---------------------------------------|----|---|----|------------------------------------|
| 1) | Oracle Rd/ Tucson-Florence Highway | | From Rudasil Road to Pinal-Pima County line | | 150 feet |
| 2) | Old Spanish Trail | | From the city limits to southeast corner of Sec. 30, T14S, R16E | | 100 feet |