Tucson, Arizona

... an existing framework of endless possibilities ...
The Bridges Planned Area Development is a **gateway project** for the City of Tucson. The development is conveniently located along the Interstate 10 just minutes from Downtown and Tucson International Airport. This development will be a **destination** for residents and visitors of Tucson.

---

**Project Synopsis—The Bridges PAD**

The Bridges is a 350-acre master-planned mixed-use development with four **five** principal land uses:

- Approximately 1,000,000 square feet—**128.7 acres** of commercial/retail/office land uses, **including** and an approximately 350 room hotel, on **128.7 acres**;
- **Approximately 117.4 acres** of mixed-use / residential development,
- A maximum of 1084 residential units consisting of single-family attached homes, single-family detached homes, and apartments, on **117.4 acres**,
- A **53.5 acre** research park associated with the University of Arizona, and
- **50.4 acres** of open space and recreation areas.

Refer to Appendix H for Assessor Parcels Summary.
... crafting an integrated community ...
The Bridges PAD Amendment (June 2014)
Planned Area Development

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This document describes a project which will be the largest and most significant private in-fill effort in the history of Tucson. The development program will have immediate, tangible, and lasting impacts upon the localized neighborhood, the Tucson metropolitan area at large, and the entire Southern Arizona region.

The Bridges Planned Area Development (PAD) will create a unique, sustainable mixed-use community that integrally links functionality, economics, and aesthetics. The PAD will:

- Provide approximately 700 multiple residential elevations distinctive homes, featuring a variety of products housing styles and a range of price-points, to provide new housing opportunities to the local residents and the Tucson market at large,
- Create residential neighborhoods where parks, common open space, and regional multi-use trails are no more than a 5-minute walk from any doorstep,
- Provide one of the largest shopping and entertainment venues (approximately one million square feet) in the Southern Arizona region, to include national retailers and anchor stores, a national full-service discount grocer, destination retail, complementary neighborhood stores and services, and a main-street style district comprised of specialty retailers, cafés and restaurants, and a multi-screen movie theatre.
- Integrate housing and commercial elements with the new Arizona Biosciences Park, a major University of Arizona (UA) research park intended to compete with the world’s finest research institutions and to solidify UA’s and Tucson’s place as a leader in the global life sciences arena.
- Create significant employment opportunities, for local residents and the Tucson region at large, via the permanent jobs needed to support the aforementioned commercial center and research park. These jobs range from basic labor and services to management positions and academic appointments.

The PAD is notable for the following reasons:

- The Project’s three individual land-use components all contribute markedly to each other’s long-term viability: 1) the residential and mixed-use...
neighborhoods benefit significantly from the close proximity of shopping and the potential jobs located there and in the research park; 2) the research park benefits from the adjacent housing supply (and the easy commute to/from same) and from the proximity of restaurants, specialty stores, and retail services for use by its support staff and researchers; and 3) the shopping center derives a substantial portion of its consumer market from the 700 new homes Bridges' residents and from the research park's various public & private constituents.

- Residential neighborhoods will feature a mix of housing styles with easy accessibility (both pedestrian and vehicular) to adjacent recreational amenities and to major shopping; resale opportunity and long-term neighborhood stability are thereby assured.
- The aforementioned housing mix is a perfect complement to the Arizona Biosciences Park, in that similar research parks around the world have established the keen importance of quality permanent housing immediately adjacent to such research institutions.
- The Project's central open space and trail corridor, together with a planned perimeter trail system and ancillary pedestrian connections through the respective residential, mixed-use, office, commercial, and research-park components, create a comprehensive framework for all pedestrian traffic throughout the project and provides a key foundational component for any live-work-play environment.
- The Arizona Biosciences Park represents the UA's long-term investment and commitment to growth in the global life sciences arena. This commitment is a key stabilizing economic element for not only the Project, but for the City of Tucson at large.

The benefits of The Bridges PAD to the local and regional stage are substantial: significant job growth, progressive and exciting commercial development, stable residential neighborhoods with a mix of housing styles and prices, and the further establishment of Tucson’s reputation in the competitive emerging-biosciences arena. The above notwithstanding, the PAD will also bring a new life and prosperity to a currently under-developed area of the City and will significantly further the important revitalization which has begun there.

**A.1.1 Rational For Use of Planned Area Development**

The Bridges is a highly visible and significant project. As such, it will be developed under a PAD, allowing the project to provide alternative design regulations, and thereby exceed current design expectations. The PAD creates a zone that is flexible and compatible with the unique nature of The Bridges.

The PAD zoning district provides flexibility that is not available under traditional zoning, including:

- Customization of Development Standards to address items such as densities, product types, and setbacks that are unique to the project
- Flexibility in project phasing
- Formation of a Design Review Committee and self certification
A.2  INTRODUCTION

The Bridges PAD represents the largest single parcel of undeveloped land within the City of Tucson (City) core and, as such, comprises the largest and most significant infill project in the City’s history. Until recently, this 350-acre parcel was held by the Sinclair Oil Corporation. Through the efforts of KB Home Tucson (KB Home), Eastbourne Investments Ltd. (Eastbourne) and UA, The Bridges PAD will serve as the catalyst to revitalize historical neighborhoods as well as create an exciting new venue that will benefit the City at large.

As a result of initial planning studies, it became clear that the property has the potential to deliver a mix of dynamic uses. KB Home will team with Lennar Homes to provide a diversity of housing products and styles. Eastbourne will develop 110 acres of major destination retail, bringing a wide variety of commercial services, entertainment, and dining venues to an area of the City that has been historically under-served in these important sectors.

The UA intends to construct a world-class research park facility. This park will enable UA to attract the best and brightest scientists, maintain its competitive edge in conducting leading-edge research in a variety of technology fields, while simultaneously attracting national and international companies to invest in, and benefit from, this work. A hotel, conference center, dormitory-style housing, and small-scale retail will also be integrated components of the UA research park and will fall under the same status that accrues to the UA by way of the rules which govern designated research parks.

The overall PAD land-use plan represents a mixed-use development with a live/work/play focus, in that the research park and destination retail will provide substantial employment centers, while the housing component provides a variety of residential products and styles to serve that employee population. It is envisioned that the existing neighborhoods and surrounding residents will also contribute significantly to the employment base of the new commercial and research-park components.

Beyond the functional and economic aspects of the Project, the planned recreational and open-space corridors that define the PAD will contain both active and passive recreational-use areas, as well as an extensive system of public multi-use trails that not only function internally, but which also link to the larger regional trail system and public recreational facility network that is already in-place in the area.

While comprised of distinct and diverse uses, it is the intent of this PAD to achieve a fully integrated project from both design and functional standpoints. Architecture will be encouraged to be distinctive and bold within the respective commercial, mixed-use, office, research park, and housing elements. A formal Design Review Committee (DRC) will be established in conjunction with this PAD and is described more fully in Section C.6 of this document. The DRC’s review will include an evaluation of building design themes, color & material
palettes, massing, and the manner in which the proposed architecture respects and furthers the character of Tucson.

A common design theme shall prevail amongst the infrastructure elements which link the PAD’s individual components. Specifically, these infrastructure elements include public streetscapes and cross-sections, paving materials, street furniture, landscaping, lighting, signage, and art/sculpture. The guiding theme of these elements will be generally described both graphically and textually, within this document, with the understanding the detailed design guidelines will be ultimately approved by the PAD’s DRC.

This PAD document is organized into three major sections:

- **Section A: Introduction and Policy**
  This section outlines the overall project goals for the property and its conformance with previous governing documents.

- **Section B: Site Analysis**
  This section addresses the specific existing site conditions as well as the surrounding neighborhood and community assets.

- **Section C: PAD District Proposal**
  This section outlines the specific development of the property.

As active members of the Tucson community, KB Home and its development partners are committed to realizing the development of this highly visible and extremely important property.
A.2.1  Project Location
The Project is located approximately 2.5 miles south of the UA campus and downtown Tucson (Figure 1, p. 4). It is also about 3 miles southeast of the Rio Nuevo Project, a comprehensive revitalization program for downtown Tucson, including new attractions, shopping, restaurants, office space and housing.

The Project falls within Section 30 (Township\14 South, Range\14 East) of the Gila and Salt River Base and Meridian and covers approximately 350 acres. This acreage is divided into three distinct parcels by Kino Parkway and Park Avenue (Figure 2, p. 5). West of Park Avenue, approximately 40 acres of the PAD property lies between Interstate 10 and the existing residential neighborhood located west of Park Avenue and south of 36th Street. Between Park Avenue and Kino Parkway lies the largest portion of the Project (approximately 284 acres), lying south of 36th Street and north of Interstate 10. East of Kino, the remaining 26 acres is bounded by 36th Street on the north, Campbell Avenue on the east, and Duval Vista Road on the south.

Figure 2: Existing Features and Acreage

Total Approximate Acres = 350
A.2.2 Historical Uses of the Site

Over the past 60 years, the Project site has had several different uses. Historically, a majority of the site had been the “Tucson Downtown Airport”. The airfield was utilized as a regional airport until the late 1970’s. After closure of the airport, the runways and the smaller support buildings were removed. The only airfield structures that remain on the site are the vacated hangars. The site has been used over the years for light industrial activities, most recently by a septic pumping company. Otherwise, the site is essentially vacant and has been minimally revegetated with scrub creosote and small mesquite trees.

The southernmost portion of the site has marginal evidence of past agricultural use. There is an existing hollow adjacent to I-10 which was used to collect rain water and then disperse it to the agricultural fields.

The northeast portion of the site, east of Kino Parkway, is primarily natural and consists of a natural drainage/riparian area and its associated dense concentration of vegetation. A portion of this land, at the immediate southwest corner of 36th Street and Campbell Avenue, was previously utilized as a gas station. This facility has since been removed and the lot is currently vacant.

The 40-acre portion of the site lying west of Park Avenue was once the site of a local drive-in theatre. This facility has since been abandoned and natural scrub revegetation has occurred. This portion of the site borders the Union Pacific Railroad line along its western boundary.

The majority of the site property is located at the south end of the South Park Neighborhood (South Park) as illustrated by the aerial map (Figure 3, p. 7). South Park is within Tucson’s federally designated Enterprise Zone/Enterprise Community and is rich in cultural and historical significance. It was the subject of the South Park - Hope VI Economic Development Study, conducted by the City of Tucson Community Services Department in 2003. As stated in the Study, the neighborhood was seen as severely lacking in personal merchandise and service options, requiring residents to travel long distances to fulfill their everyday shopping needs. Although the study identified this area to be geographically advantageous to major transportation routes and land pricing, the lack of predictability in rezoning requests has been perceived to be a serious impediment to growth.
To revitalize the South Park Neighborhood, the Study recommended the following:

- A proactive campaign to communicate the advantages of a South Park location should be undertaken with area agencies and groups in a position to influence corporate location decisions. These include Chamber of Commerce, Tucson Regional Economic Opportunity (TREO), Cluster Groups, the UA and stakeholders involved in the Río Nuevo project.
- A proposal to simplify the development services process before the City Manager should be implemented on a test basis in the South Park Zone.
- Programs and funding to further pursue entrepreneurship training and other initiatives to encourage business creation by South Park residents should be identified and put in place.
- Collaborative efforts to improve the overall appearance and impression of the South Park Neighborhood should be engaged using the combined resources of city/social service agencies, the South Park Neighborhood Association and the South Park Employers Association.
A.2.3 The Proposed Project
As mentioned earlier, the PAD will create a community where residents can live, work and play and where significant commercial and institutional (UA) components will be created whose impacts and influence extend far beyond the immediate site area.

This PAD document will define land use regulations and describe the desired project character and community image of the overall development as necessary to foster its diverse range of uses, achieve the effective functional and aesthetic integration of same, and also transition effectively to the existing adjacent neighborhoods. The PAD will also insure the requisite flexibility necessary to respond to future socioeconomic changes, trends, and market forces while still maintaining the overall integration of uses and neighborhood connectivity.

The aforementioned South Park - Hope VI Economic Development Study identified the Project site as having the single greatest potential for complementing and revitalizing the neighborhood. It further identified UA and the downtown core as key neighboring elements that could help “spur an increased demand for office, industrial and non-academic programs.” The Study considers the site well-placed for the recruitment of national and international businesses that support UA’s on-going research programs. The Study specifically identifies the site as possessing the requisite characteristics necessary to support a true local and regional “power center”, which would feature an extensive mix of commercial and retail uses.

The PAD incorporates these important components in the following manner:

- A land transfer has been successfully negotiated between KB Home and the University of Arizona to establish a 53.5-acre research park site immediately west of Kino Parkway, together with a related 11.6-acre adjacent parcel for the development of a hotel and conference center that will be an integrated element of the research park.
- A partnership was established between KB Home and Eastbourne Investments, Ltd. wherein Eastbourne acquired an approximately 110-acre property fronting I-10, between Kino Parkway and Park Avenue, to be developed as a major commercial destination with neighborhood and specialty/entertainment retail.
- Approximately 112 acres are planned for residential uses featuring a variety of housing products, styles, and target markets. Approximately 117.4 acres are planned for mixed-use/residential uses, providing residential offerings within the Bridges development.

Additionally, 50.4 acres of the overall site will be preserved as open space, of which 15.3 acres is Natural Open Space (NOS), and 35.1 acres is Functional Open Space (FOS). The FOS includes a central open space and recreational corridor. Furthermore, additional FOS in the form of plazas and pedestrian gathering areas will be incorporated into the planned commercial center, mixed-
use components and UA research park. Designated pedestrian corridors will link the commercial, mixed-use, office, research, and residential areas with the central recreational area.

A.2.4 Project Goals and Objectives

A. Guiding Objectives
The project objectives are summarized as follows:

- Create a pedestrian-oriented project that encourages a live, work and play environment.
- Recognize and respect local architectural tradition while encouraging distinctive project architecture which is bold and forward-looking and which is effectively “tied together” by common infrastructure and thematic elements throughout the PAD project.
- Establish well designed trails and transportation routes to function effectively within the development as well as link the PAD to the existing adjacent neighborhoods and the larger Tucson metropolitan region.

B. PAD Goals
The goals of the PAD are derived from the above objectives:

- Provide a well balanced, mixed-use development that will benefit both the local community and the metropolitan area.
- Create a dynamic, regional retail/entertainment hub that serves Tucson residents, the surrounding neighborhoods and the larger southern Arizona market.
- Create a vibrant, mixed-use, pedestrian-friendly community that includes integrated residential, mixed-use, office and commercial uses and provides employment and education opportunities.
- Create new residential neighborhoods that offer offerings that provide a variety of housing types, architectural styles, and market niches that recognize and respect the established surrounding neighborhoods.
- Provide a research park site that will provide the UA with the locational characteristics and infrastructure support necessary to create and sustain a world-class research institution.
- Create an integrated network of open space, public trails, and active/passive recreation opportunities that are available to both on-site residents and the public at large.
- Recognize and quantify the PAD’s impact on the existing transportation & utility infrastructure and develop a program wherein the development pays its requisite fair-share for the impacts it will create and the attendant public improvements which are necessary to mitigate those impacts.
- Recognize the historic flooding that has occurred on the property and the adjacent neighborhoods to the immediate west and develop/implement a comprehensive solution to eliminate it.
## A.2.5 Livable Tucson Vision Program

The Livable Tucson Vision Program was initiated by the Mayor and Council in 1997 to create a vision for the City that would balance economic, social and environmental concerns of the communities to improve quality of life and ensure a better future for Tucson citizens. The 17 goals that comprise the vision are intended to build more livable communities in which people can walk, shop, bike, work and experience quality open space. The PAD creates a vibrant community that is consistent with the Livable Tucson Vision Program’s goals and responds significantly to the City’s vision and strategy for establishing a livable community. The City’s goals are furthered by this PAD as follows (Table A, p.10).

<table>
<thead>
<tr>
<th><strong>PAD Response to Livable Tucson Vision Program Goals</strong></th>
<th><strong>The Bridges PAD Primary Characteristics</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Better Alternatives to Automobile Transportation</td>
<td>A. Pedestrian and Bicycle Oriented with Transit Connections; designation of on site transit routes and “transit” ready nodes.</td>
</tr>
<tr>
<td>B. Engaged Community Responsive Government</td>
<td>B. Public Presentations and Input Throughout PAD Process</td>
</tr>
<tr>
<td>C. Safe Neighborhoods</td>
<td>C. Progressive Neighborhood Design</td>
</tr>
<tr>
<td>D. Caring, Healthy Families, and Youth</td>
<td>D. Community Connection</td>
</tr>
<tr>
<td>E. Excellent Public Education</td>
<td>E. University of Arizona, research park, education and training facilities</td>
</tr>
<tr>
<td>F. Infill and Reinvestment, Not Urban Sprawl</td>
<td>F. Largest Infill Property in Tucson history</td>
</tr>
<tr>
<td>G. Abundant Urban Green Space and Recreation</td>
<td>G. Central Park with recreation, trails, and public spaces</td>
</tr>
<tr>
<td>H. Protected Natural Desert Environment</td>
<td>H. Preservation of all Significant Xeroriparian Environments</td>
</tr>
<tr>
<td>I. Better Paying Jobs</td>
<td>I. Diversity Of Employment from Retail, Hotel, and Research Park</td>
</tr>
<tr>
<td>J. Clean Air and Quality Water</td>
<td>J. Storm Water Planning; elimination of major flooding condition</td>
</tr>
<tr>
<td>K. People-Oriented Neighborhoods</td>
<td>K. Walkable Communities and Shade Trees</td>
</tr>
<tr>
<td>L. Respected Historic and Cultural Resources</td>
<td>L. Sensitive to existing Neighborhood Developments</td>
</tr>
<tr>
<td>M. Quality Job Training</td>
<td>M. University of Arizona Employment Opportunities</td>
</tr>
<tr>
<td>N. Reduced Poverty and Greater Equality of Opportunity</td>
<td>N. Diverse Employment Opportunities</td>
</tr>
<tr>
<td>O. Strong Local Businesses</td>
<td>O. Addition of Housing and new commercial opportunities</td>
</tr>
<tr>
<td>P. Efficient Use of Natural Resources</td>
<td>P. Preservation of Significant Vegetation Communities; use of reclaimed water</td>
</tr>
<tr>
<td>Q. Successful Downtown</td>
<td>Q. Revitalization of Commercial and Residential; link to Rio Nuevo</td>
</tr>
</tbody>
</table>
A.3 CONFORMANCE WITH THE GENERAL PLAN AND AREA PLANS

The PAD is consistent with the City of Tucson’s Plan Tucson (General and Sustainability Plan 2013) General Plan, the Greater South Park Plan, and the Kino Area Plan. All the standards, procedures, and criteria cited in these guiding documents will apply to the PAD, except as modified in this document to improve the design, flexibility and/or creativity of the project.

A.3.1 2013 Plan Tucson and the 2001 General Plan

The PAD extends the vision of the 2001 General Plan and the 2013 Plan Tucson by guiding the growth of Tucson in a resourceful and coordinated manner and by providing a high quality development in an area with great potential for local and regional revitalization. The Bridges PAD aligns with Plan Tucson’s focus areas and policies for the Social, Economic, Natural and Built Environment. The identification of potential growth areas, regionally interconnected open space, and the possible environmental impacts of anticipated development are all emphasized in the General Plan Plan Tucson and is within the purview of the State’s “Growing Smarter Plus” legislation. Per the 2001 General Plan, the Project lies within two major potential growth areas, the Central Core and the Mid-City Core (Figure 4, p. 12). The Central Core has shown a smaller percentage of population growth than the Mid-City area due to the limited availability of vacant land (Table B and C, p. 13). For areas within the Tucson Core, the City has identified the site as one being severely under-utilized, making it critical that it be developed to its maximum potential so as to best aid the revitalization of the area both locally and regionally.

Based on the 2001 General Plan, the Project site represents over half of the undeveloped vacant land in the Central Core, and is the single largest privately held parcel. This amplifies the significance of the Project in terms of the continued growth of the central core and Tucson at large.

The Economic Development Chapter of the General Plan includes the following Livable Tucson Goal, which is directly applicable and appropriate to the PAD project: “Infill and Reinvestment, Not Urban Sprawl—Includes well planned growth, the management of sprawl, and development in the city’s core, rather than on the periphery.”

The 2013 Plan Tucson identifies the Bridges as an economic activity retail center in the Economic Environment section and a future growth mixed use center in the Built Environment section. In addition, the Bridges is a significant asset for the future growth of the community. The Future Growth Map reinforces the Bridges’ strategic location as a Mixed-Use Center. The PAD supports the following future growth building block guidelines developed for Plan Tucson (Plan Tucson 2013, Chapter 3- Built Environment, p.3-158).
Plan Tucson- Guidelines for Development Review that Apply to the Mixed-Use Centers Building Blocks

LT28.5.1- Support development in or adjacent to existing regional and community-level activity centers that will:

a. Integrate residential and nonresidential land uses and the mix of private and public land uses, including entertainment, recreation, retail, restaurants, offices, libraries, hotels, public meeting facilities, child care, transit facilities, and other services into mixed-use activity centers;

b. Reestablish pedestrian connections in the street network, where they have been lost, adjacent to existing regional and community-level activity centers and neighborhood-scaled activity nodes;

c. Support alternate modes of transportation;

d. Encourage infilling vacant or underutilized parcels adjacent to existing regional and community-level activity centers;

e. Provide convenient, comfortable, illuminated, and accessible bus shelters and an attractive pedestrian environment; and

f. Support pedestrian and bicycle use by providing clearly marked pathways from adjacent bike routes and public sidewalks and walkways, and by separating them from auto traffic access.
LT28.5.3- Support neighborhood-scaled activity nodes that are designed to provide direct pedestrian and bicycle connections to the neighborhoods they serve.

LT28.5.4- Support a mix of commercial, residential, office, governmental, and other service activities at all major employment centers.

LT28.5.5- Support residential development with densities that complement the size and intensity of the center or node, while providing transitions to lower density residential uses. For example, high- and medium-density development can support and reinvigorate regional activity centers, while appropriate medium- and lower-density infill can complement the scale and character of neighborhood activity nodes.

### Source: The General Plan, Element 1-7, December 6, 2001

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### Table B: Vacant Land

<table>
<thead>
<tr>
<th>PARCEL SIZE (ac, %)</th>
<th>CENTRAL CORE</th>
<th>MID-CITY</th>
<th>EVOLVING EDGE</th>
<th>FUTURE CITY</th>
<th>TOTAL VACANT</th>
<th>CUMULATIVE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Private</td>
<td>Public</td>
<td>Private</td>
<td>Public</td>
<td>Private</td>
<td>Public</td>
</tr>
<tr>
<td>0 - 7,000*</td>
<td>1,760</td>
<td>1,016</td>
<td>1,995</td>
<td>472</td>
<td>7,016</td>
<td>2,056</td>
</tr>
<tr>
<td>7,001 - 14,000</td>
<td>1,135</td>
<td>868</td>
<td>1,289</td>
<td>593</td>
<td>1,159</td>
<td>1,009</td>
</tr>
<tr>
<td>16,001 - 43,560</td>
<td>385</td>
<td>480</td>
<td>709</td>
<td>355</td>
<td>1,339</td>
<td>1,082</td>
</tr>
<tr>
<td>43,561 - 216,890</td>
<td>121</td>
<td>354</td>
<td>856</td>
<td>314</td>
<td>1,567</td>
<td>871</td>
</tr>
<tr>
<td>216,891 - 425,669</td>
<td>12</td>
<td>45</td>
<td>75</td>
<td>96</td>
<td>1,032</td>
<td>217</td>
</tr>
<tr>
<td>425,669 or more</td>
<td>4</td>
<td>40</td>
<td>45</td>
<td>117</td>
<td>3,417</td>
<td>2,803</td>
</tr>
<tr>
<td>Total Parcels</td>
<td>3,417</td>
<td>2,803</td>
<td>6,190</td>
<td>1,951</td>
<td>15,790</td>
<td>2,803</td>
</tr>
</tbody>
</table>

| TOTAL ACRES | 998.6  | 2,967.6 | 5.70%  | 6.97%  | 19.87%  | 26.53%   | 70.81% | 19.19% | 15.67% | 22.85% | 81.67% |
| % of Vacant in Area | 25.2% | 74.8%  | 24.9%  | 66.6%  | 29.0%   | 17.9%    | 18.1%  | 91.9%  | 19.8%  | 7.9%   | 92.1% |
| % of Vacant in City | 1.2%  | 3.6%   | 4.4%   | 8.5%   | 12.3%   | 21.8%    | 9.8%   | 32.4%  | 8.6%   | 1.7%   |

* Many parcels are too small to be economically developed.
** Much public, tax exempt land is coded by the assessor as if it were vacant where in fact it is in use. Each parcel must be individually investigated. The estimate of public vacant land is inflated.

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### Table C: Growth Areas Population

<table>
<thead>
<tr>
<th>Growth Area</th>
<th>Population 2000</th>
<th>% of City Population</th>
<th>2000 Change</th>
<th>Growth Rate</th>
<th>% of Growth of all Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Core</td>
<td>133,241</td>
<td>31.6%</td>
<td>138,807</td>
<td>28.5%</td>
<td>5,566</td>
</tr>
<tr>
<td>Mid-City</td>
<td>221,611</td>
<td>52.5%</td>
<td>251,765</td>
<td>51.7%</td>
<td>30,154</td>
</tr>
<tr>
<td>Evolving Edge</td>
<td>62,490</td>
<td>14.8%</td>
<td>90,230</td>
<td>18.5%</td>
<td>27,740</td>
</tr>
<tr>
<td>Future City</td>
<td>4,776</td>
<td>1.1%</td>
<td>5,897</td>
<td>1.2%</td>
<td>1,119</td>
</tr>
<tr>
<td>Tucson</td>
<td>422,120</td>
<td>100.0%</td>
<td>486,699</td>
<td>100.0%</td>
<td>64,579</td>
</tr>
</tbody>
</table>

**Source:** The General Plan, Element 1-7, December 6, 2001
LT28.5.7- Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.

LT28.5.8- Support environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.

LT28.5.9- Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill and appropriate nonresidential uses.

The PAD will provide new residential and mixed-use districts neighborhoods that will be sensitive to the surrounding community, as well as create public open spaces and neighborhood trails designed for both active and passive recreation. As such, the PAD carries the potential to enhance significantly the nature of the surrounding community and existing neighborhoods. The Project will help shape the socioeconomic flavor of the area and, as an infill site, it will contribute markedly to a more livable and enduring community.

Per the 2001 General Plan, the available vacant land (Table B, p. 13) in the Central Core represents less than 5 percent of the total available area in the entire city, emphasizing the importance of the PAD as a major infill opportunity for the City of Tucson.

A.3.2 Kino Area Plan
The majority of the PAD (i.e. all that lies east of Park Avenue) is subject to the Kino Area Plan (adopted May 5, 1980, most recently amended in 2002-2008). The Plan is bound by 36th Street on the north, Country Club on the east, Los Reales Road on the south, and the Southern Pacific Railroad tracks.
(Nogales Branch) on the west (Figure 5, p. 14). Both the Kino Area Plan and the South Park - Hope VI Economic Development Study (completed June 20, 2003) identified the Area Plan’s “Site 1” (as depicted on Figure 5, p. 14) as a key infill property critical to the revitalization of the surrounding communities. The PAD encompasses a substantial portion of Site 1.

Increasingly, the Kino Area is being recognized as one of Tucson’s more desirable areas for the development of industrial, commercial and residential uses. Due to the availability of relatively inexpensive and vacant parcels, continued growth is expected throughout the Kino Plan Area due to ongoing infrastructure improvements such as: the reconstruction of the I-10 interchanges at Kino Parkway and Park Avenue and the augmentation of the southeast sewer line interceptor. The Plan seeks to achieve an overall balance of uses so as to provide ample opportunities for housing, shopping, working, and recreation. The proposed PAD is wholly consistent with this guiding objective.

According to the Area Plan, “Kino is in the unique position of providing for various commercial needs. On a regional level, it will continue to fulfill a tourist commercial function. In addition, commercial activity will increase to meet the supportive service needs of incoming industrial employers/employees. Demand for increased neighborhood-oriented shopping facilities will continue as a result of increased residential development.”

The Plan further states that the commercial functions should be arranged in a way to best serve the needs of the immediate neighborhoods, surrounding community, and the larger metropolitan region. These functions should be encouraged to occur within an activity-center framework where possible. Once again, the proposed PAD (as it pertains, specifically, to the proposed 110-acre commercial site), is wholly consistent with this goal.

The sub-goals presented under the Commercial section of the Kino Area Plan further state that commercial development is a vital part of any community and can contribute to an attractive and convenient living environment. Therefore, a key Plan goal is to provide a suitable amount of commercial development arranged appropriately throughout the Kino Area. Accordingly, the Plan currently designates the entire PAD property as commercial development.

This Kino Area Plan goal notwithstanding, the PAD recognizes that the market will simply not support the magnitude of designated commercial lands currently identified in the Plan (Figure 5, p. 14). The PAD instead proposes a mixed-use of commercial, residential, office, research park and hospitality uses that reflect the current needs of the area and which provides an appropriate balance of residential, shopping, employment and entertainment opportunities for local and regional residents. In doing so, the PAD will benefit the entire metropolitan area and further the guiding goal of the Kino Area Plan which is to achieve an overall balance of uses, together with ample opportunities for housing, shopping, working, and recreation.
A.3.3 Greater South Park Plan
The portion of the PAD lying west of Park Avenue (an approximately 40-acre site) is governed by the Greater South Park Plan (GSPP) and not by the Kino Area Plan. This property falls within Sub-Area 6 of the GSPP and was originally designated by it as being for industrial or commercial uses. A separate Plan Amendment application was approved so as to allow residential uses on this 40-acre property in conjunction with this PAD. It is anticipated that this parcel will be developed as a mixed-use Sub-Area.

In order to address concerns pertaining to the proximity of Interstate 10 and the Union Pacific Railroad (UPRR) to this planned 40-acre residential use Sub-Area, an empirical noise study was required and has been prepared for this site in conjunction with this PAD proposal. Section C.2.3.C.6 of this PAD describes site-specific buffering and screening requirements for residential uses, in accordance with the aforementioned noise study, for this 40-acre portion of the PAD.
B.1 LAND USE AND EXISTING ZONING

The primary vision stated in Element 2 in the 2001 Tucson General Plan focuses on the development of mixed-use activity centers in urbanized areas. It also envisions growth through compatible infill, higher density activity centers, and redevelopment of corridors, rather than through sprawl. A greater emphasis is placed on creating self-sustaining activity centers, which include employment, recreation, convenient access to goods and services, pedestrian friendly neighborhoods and better alternatives to automobile transportation. The current distribution of land use patterns identified in Tucson’s Generalized Distribution of Land Use Patterns reflects existing and future land use character.

The vast majority of the Project site is currently zoned I-1 (Light Industrial). The northwest portion of the site has three zoning classifications: R-2 (Medium Density Residential), C-1 (Local Commercial) and C-2 (General Intensive Commercial). The north portion of the larger parcel is zoned R-2, with C-1 and C-2 portions on the northeast corner of the site. The small parcel to the east of Kino is zoned I-1, a portion on the northwest corner is zoned R-2, and the northeast corner is zoned C-1 (Figure 7, p. 18).

As previously discussed in Section A, the Project site is governed by the Kino Area Plan and the Greater South Park Plan (GSPP). City staff have confirmed that the Kino Area Plan will not need to be amended in conjunction with this PAD. Any change in use from the present light-industrial zoning will, for all intents and purposes, constitute a down zoning and therefore fulfill the requirements of the Kino Area Plan. The GSPP has been amended appropriately so as to allow for residential uses on the 40-acre portion of the PAD located west of Park Avenue. It is anticipated that this Sub-Area will be developed as mixed-use.
Figure 7: Existing Zoning
B.2 EXISTING EDUCATIONAL, COMMUNITY AND CULTURAL FACILITIES

The following text discusses the existing services and amenities adjacent to the Project site (Figure 8, p. 20).

A. Schools. The site is located within the Tucson Unified School District (TUSD). The nearest elementary school to the site is Cavett Elementary, a public school in the TUSD, located approximately 0.3 miles east of the site. The next closest public elementary school is Pueblo Gardens Elementary School, also a public school in the TUSD, located approximately 0.6 miles northeast of the site.

There are two middle schools located within a mile of the Project site. The nearest is Holladay Intermediate School, located 0.3 miles northwest of the site. The other is Utterback Magnet Middle School, located approximately 0.4 miles east of the site. Both of the middle schools are public schools within TUSD.

There are two high schools within one mile of the Project site. Youth Work High School is a private school located directly northeast of the site at 1915 East 36th Street. The other high school is Pima Vocational High School, a charter school located approximately one mile southeast of the site.

B. Libraries. The Quincie Douglas Public Library is a new facility located adjacent to the site at the northwest corner of 36th Street and Kino Parkway. The Lena-South Tucson Library is located at 1607 South 6th Avenue, approximately 1.25 miles northwest of the site.

C. Health Care Facilities. There are two hospitals within one mile of the site. Veterans Administration Hospital is a federal hospital, located approximately one mile southwest of the site at 3601 South Sixth Avenue. The second hospital is University Physicians Healthcare Hospital at Kino Campus, a private hospital, located approximately one mile southeast of the site, at 2800 East Ajo Way.

D. Fire/Emergency Vehicle Service. Emergency response services will be provided by the City. Tucson Fire Department Station #10 is located approximately 0.6 miles southwest of the site at 801 East Ajo Way.

E. Law Enforcement Services. The City will provide law enforcement services. There is one police substation and two sheriff’s stations within one mile of the site. The City of Tucson Santa Cruz substation is located approximately 0.9 miles southwest of the site at 4410 South Park Avenue. The Pima County Sheriff San Xavier Police Station is located approximately 0.9 miles southeast. The Pima County Sheriff Headquarters is located approximately one mile south of the site at 1750 East Benson Highway.
F. *Postal Services.* There is one post office located approximately 0.5 miles southwest of the site at 801 East 47th Street.

G. *Kino Regional Sports Complex.* The Sports Complex is South of E. Ajo Way and is located southeast of the site.
B.3 EXISTING OPEN SPACE, RECREATION, PARKS, AND TRAILS

There are five City of Tucson parks located within one mile of the Project site. Street Scene Park is located 0.03 miles to the west of the site. Quincie Douglas and Mirasol Parks are located less than one mile north of the site, Pueblo Gardens Park is located approximately 0.5 miles northeast of the site, and James Thomas Park is located approximately 0.8 miles east of the site (Figure 9, this page).
Kino Parkway and East Ajo Way have designated bike routes which, together, provide a continuous link from the Kino Veterans Memorial Sports Complex to Quincie Douglas Park and points further north. There are also designated bike lanes for experienced riders on East Benson Highway and on Kino Parkway south of East Ajo Way.

The El Paso and SW Greenway regional trail is planned to extend through the PAD site and, ultimately, to the Ajo Detention Basin (Figure 10, this page).
**B.4 EXISTING TRANSPORTATION AND CIRCULATION**

Given the inherent infill nature of this PAD, the surrounding transportation and circulation system is currently well established and its major elements are already in place. Development of the Project site will accelerate and expand the array of planned improvements necessary in the overall system.

**B.4.1 Adjacent Public Streets and Highways**

All of the streets adjacent to or through the site are significant public thoroughfares of varying size and are of importance to the local and regional transportation network.

**A. 36th Street (defines north boundary of site)**

36th Street is a four-lane, undivided public street (City of Tucson Plan Nos. PN I-90-49 and PN U-73-01) that is formally classified as a minor arterial, although it is designated as Major Street & Route by the City’s MS&R Plan. The segment of 36th street between Park Avenue and Kino Parkway has a 2005 adjusted traffic volume of approximately 8,800 average daily trips (ADT) and a maximum capacity of 24,675 ADT (presently under capacity). It features curb-and-gutter only on its north side and curb on its south side together with a paved pedestrian pathway adjacent to the UA BioPark only along that portion of its length that fronts the Quincie Douglas Neighborhood Center and Public Library. The remainder of this section of 36th Street is uncurbed with dirt shoulders with no existing sidewalks.

**B. Park Avenue (defines west boundary of site)**

Park Avenue is a three-lane, undivided public street (City of Tucson Plan No. PN I-66-18) that is formally classified as an Arterial Street on the city’s Major Streets and Routes Plan. The segment of Park Avenue between 36th Street and I-10 has a 2005 adjusted traffic volume of 21,000 ADT and a maximum capacity of 16,380 ADT (presently over capacity). Park Avenue has a continuous left-turn lane is a 4-lane divided road with a raised median and sidewalks and curb-and-gutter along its entire length adjacent to the site. Sidewalks exist only on the west side of the street and only for a distance of approximately 0.25 miles south of the 36th Street intersection.

**C. Kino Parkway (bisects the eastern portion of the site)**

Kino Parkway is a six-lane divided public street (City of Tucson Plan Nos. PN I-81-57 and PN I-81-58), which is formally classified as a principal arterial. It is also designated as a “Gateway Route” on the City’s Major Streets and Routes Plan. The segment of Kino Parkway between 36th Street and I-10 has a 2005 adjusted traffic volume of 39,400 ADT and a maximum capacity of 49,300 ADT (presently under capacity). Kino Parkway provides a key transportation link between Tucson International Airport, UA’s Main Campus and the city center. Kino Parkway is a controlled-access parkway with full curb-and-gutter and a raised, landscaped median along its entire length. Sidewalks are featured on both sides of the roadway.
Three (3) median openings exist along the project frontage: 1) at the non-signalized intersection with Duvall Vista Road, 2) at a BioPark intersection location further northward, where U-turns are permitted but no connection to any existing streets or driveways presently occurs, and 3) at the intersection of Kino and the west-bound I-10 ramp.

D. Interstate 10 (defines the south boundary of the site)

I-10 is a six-lane, federal interstate highway that is owned and maintained by the Arizona Department of Transportation (ADOT). The segment of I-10 between Park Avenue and Kino Parkway has a 2005 adjusted traffic volume of 84,400 ADT and a calculated maximum of 120,200 ADT (presently under capacity). This is a controlled-access freeway that provides a key transportation link to the City Center and all regional points east and west. I-10 freeway interchanges presently exist at both Park Avenue and Kino Parkway.

Additional information on the above major streets can be obtained in the Traffic Study located in Appendix E.

B.4.2 Public Transportation, Bicycle Routes, and Pedestrian Way

Sun Tran Public Bus Service has two bus routes that provide direct service to and from the site (Figure 11, p. 25). Sun Tran Route #6 extends southward on Park Avenue adjacent to the site. It connects to the Tucson International Airport and the Tohono Transit Center at Wetmore Road and Stone Avenue. In the vicinity of the site, Route Six services Park Avenue from approximately 5:00 am to 8:30 pm with 30-minute headways during weekdays from 6:30 am to 8:00 pm on Saturdays with 30-minute headways and from 7:30 am to 8:00 pm on Sundays also with 30-minute headways.

Sun Tran Route #2 runs southward on Kino Parkway, then eastward on 36th Street, then southward on Campbell Avenue. It provides connections to the Laos Transit Center at Irvington Road and South 6th Avenue and to the downtown Ronstadt Transit Center located at Congress Street and 6th Avenue. In the vicinity of the site, Route #2 services riders from 5:00 am to 8:30 pm with 30-minute headways during weekdays from 7:00 am to 7:00 pm on Saturdays with 60-minute headways, and from 8:00 am to 7:00 pm on Sundays also with 60-minute headways.

A. Designated Bicycle Routes

Kino Parkway features a major bike route that extends from Tucson International Airport to UA’s main campus. Adjacent to the site, this bike route is comprised of a striped and designated bike lane on each side of the roadway. Posted bike routes also occur along Campbell Avenue and on 37th Street just west of the site. The latter route extends from Park Avenue westward to Euclid, where it proceeds northward along Euclid to UA’s campus.
Figure 11: Existing Major Transportation Elements
B. Pedestrian Walkways

Existing sidewalks are located along both sides of Kino Parkway from Interstate 10 to 36th Street, along limited portions of the north side of 36th Street between Park Avenue and Kino Parkway, and on both the west sides of Park Avenue from 36th Street southward to I-10. It is expected that the development of the site will establish a continuous pedestrian perimeter sidewalk/path along each of the existing public streets adjacent to the site.

B.4.3 Major Streets and Routes Plan (MSRP) Considerations

The PAD will comply with the MSRP (Figure 12, this page). In evaluating and ascertaining the right-of-way requirements established by the MSRP, it appears that one additional two right-of-way dedications will be required in conjunction with this site: 1) a 10’ dedication along 36th Street to establish a 50’ half right-of-way, in keeping with the MSRP mandate of a 100’ total right-of-way width; and 2) a 20’ dedication along both sides of Park Avenue to establish a 120’ total right-of-way width. Tapers may be necessary at arterial and collector intersections to accommodate necessary right-turn deceleration lanes, and will be provided/dedicated as necessary. The final particulars of any such dedications will be coordinated with TDOT at the time of final design.
B.4.4 Park Avenue Street Improvement Project and Public Art

In recent years, one of the more intriguing and successful beautification projects undertaken by the City of Tucson Department of Transportation was the South Park Avenue Improvement Project. A primary objective of this effort was the enhancement of the existing streetscape through the use of public art created largely by the community residents. Under the direction of a selected local artist, residents attended instructional classes on mosaic tile design and application.

Over the course of the South Park Avenue Improvements Project, mosaic treatments were applied to all types of street furniture and accessories, including public benches, totem poles, bus shelters and trash containers. The themes illustrated on these various mosaic “canvases”, emphasize the rich history and cultural texture of the South Park Neighborhood. The mosaics illustrate the neighborhood’s strong sense of community identity, which still thrives today, and its legacy of providing care and support to each other during times of hardship. Mosaic art pieces have been added along South Park Avenue as a result of this improvement project (Figure 13, this page). This project has created, to some extent, an important precedent that might be relevant and appropriate for the Park Avenue frontage along the site.

Figure 13: New Bus Shelters and Totem Pole
B.5 EXISTING UTILITY INFRASTRUCTURE

For all intents and purposes, this site is a 350-acre “infill” project. While its development has been anticipated for many years, the property’s prior owner did not seriously entertain any of the many purchase offers from outside parties. Nonetheless, the surrounding properties continued to develop such that, collectively, the existing public streets adjacent to the site now contain all significant utility services and attendant infrastructure necessary to serve the PAD property.

No major off-site extensions or upgrades are anticipated to bring needed utility services to the site perimeter. The primary extensions and upgrades necessary will be those required, at developer expense, to extend the existing perimeter infrastructure onto and through the site. All such extensions will be designed and coordinated with each respective utility company and will be effectuated through the development plan, platting, and final engineering and permitting processes that will occur subsequent to the adoption of this PAD document.

B.5.1 Existing Utilities

The following sections explain the available infrastructure by each adjacent public street so that the reader can best appreciate the available utilities along each stretch of major site frontage (Figure 14, p. 29).

A. 36th Street Existing Utility Infrastructure

36th Street adjacent to the site presently contains an 8” and a 15” Pima County Wastewater public sewer main, a 10” City of Tucson potable water main (increasing to 12” along the western portion of the site frontage), several parallel Tucson Electric Power overhead lines, overhead communication lines, and an 12” City of Tucson reclaimed water main. All of the above extend along the site’s entire 36th Street frontage.

B. Park Avenue and I-10 Utility Infrastructure

Park Avenue contains two Tucson Water mains of 6” and 36” size, respectively. A 36” 42”/48” Pima County Wastewater public sewer main runs beneath Park Avenue and then extends southeastward along the entire south boundary of the site. A continuous overhead TEP line and an underground telephone/fiber optics line also exist within the Park Avenue right-of-way, the latter of which continues southeastward along the south boundary of the site.

C. Campbell Avenue Utility Infrastructure

Campbell Avenue contains an existing 8” Tucson Water main (a stub of which also extends westward directly into the site at Duvall Vista Road), a high-pressure 1” Southwest Gas main (which similarly extends into the site via Duvall Vista Road), and another continuous TEP overhead electric line.
D. Kino Parkway Utility Infrastructure

Kino Parkway contains the least existing utility infrastructure, which is comprised solely of a 36” storm drain that is used for road-drainage purposes. The PAD will not make use of this facility.
B.5.2 Overall Project Serviceability

Preliminary discussions with the respective utility companies have, to date, yielded no anticipated difficulties in providing needed utility services to the site. The only likely upgrade of existing perimeter/off-site utilities pertains to the existing Southwest Gas high-pressure gas main in the vicinity. The nearest main, a 1” line on Campbell Avenue, will likely need to be upgraded to a larger capacity to serve the overall site, particularly the demands of the regional commercial/retail center that is planned along Interstate 10.

In the case of this or any other such upgrades that are ultimately determined to be necessary, the developer will coordinate directly with the appropriate utility company during the Development Plan and/or platting phases of the PAD. The needed upgrade(s) as warranted by the development will be effectuated at developer expense or under a financial arrangement that is mutually agreeable to both parties.
B.6 ENVIRONMENTAL FACTORS

B.6.1 Existing Drainage Pattern and Site Hydrology

A. Off-Site Characteristics

Four (4) significantly-sized off-site watersheds contribute their respective stormflows to the site. Figure 15 (this page) illustrates these four off-site watersheds, their respective points of concentration, and the 100-year volume that each contributes to the site.

The largest of these existing 100-year volumes impacts the triangular portion of the site that is located between Kino Parkway and Campbell Avenue. Two of the off-site watershed outlets flow onto this triangular property, the collective 100-year peak flow rate volume of which exceeds 1,100 cfs. This flow pattern has resulted in the establishment of a heavily vegetated xeroriparian area on this triangular acreage. This resource clearly requires special protection under this PAD proposal.

Figure 15: Existing Grading and Hydrology
Section B.6.1

With respect to that portion of the Project site, west of Kino Parkway, the largest incoming flow impacting it is the 181 cfs 100-year peak flow rate volume that enters the site via an existing culvert beneath Kino Parkway. This incoming flow feeds the undefined channel of the Greyhound Wash located in the southeastern quadrant of the site (Figure 15, p. 31).

B. On-Site Characteristics

The site drains in a predominantly southeast-to-northwesterly fashion. It is largely uniform in slope, such that this northwesterly natural drainage pattern is essentially uninterrupted over its entire length. Two major exit points exist for the concentrated flows that leave the property: 1) at the extreme northwest corner of the site; and 2) at a point along Park Avenue approximately 1,200’ south of 36th Street (Figure 16, p. 33). Collectively, these two points of concentration direct approximately 1,100 cfs into the adjacent residential neighborhoods during a 100-year storm event. This condition is significant in that it has caused historical flooding in the existing neighborhoods west of the property. It is the intent of this PAD to effectuate a solution to this historical flooding situation and to have this solution be an integrated element of the overall PAD proposal.

A Jurisdictional Delineation (JD) was approved by the US Army Corps of Engineers July 27, 2005 (Corps File No. 2005-01628-MB) covering approximately 1.4 acres of Waters of the US per section 404 of the Clean Water Act. Of that total project JD, 1.1 acres was in the Greyhound Wash west of Kino Boulevard. The remaining portions of the Greyhound Wash having significant vegetative habitat were avoided and were not to be disturbed during construction of the Bridges infrastructure improvements (Figure 16, p. 33). With respect to the Section 404 Clean Water Act, a portion of the Greyhound Wash on the property has been identified as potential 404 jurisdiction (Figure 16, p. 33). A proposed delineation has been submitted to the US Army Corps of Engineers by the project consultant team and is presently under Corps review. No other portion(s) of the property are delineated as being within potential 404 jurisdictional limits.

In practical terms, it should be noted that the alignment of the Greyhound Wash across the property has been effectively truncated by the north-south airport runway, which formerly bisected the property. For all intents and purposes, the Greyhound Wash flows in a broad, ill-defined manner to the runway. It backs up at the runway, then impounds, generally within the areas of dense vegetation. The runway essentially serves as a check dam. Once the water over-tops the runway, its flow spreads significantly, and has more sheet flow characteristics. A major element of this PAD proposal will be the creation of a central open space, recreational and drainage corridor that will establish a xeroriparian corridor along the historical alignment of the Greyhound Wash through the property.
The site drains in a predominantly northwesterly direction. Discharge from the culverts under Kino Boulevard will traverse the Greyhound Wash approaching the culverts under Tucson Marketplace Boulevard. Flow discharging from those crossroad culverts will continue northwesterly into the Mission View Wash Regional Flood Control Detention Basin. Runoff from the Tucson Marketplace, The Bridges blocks and the BioPark also will enter the regional detention basin. Runoff from the Bridges is temporarily stored in this detention basin as it discharges via a 60-inch pipe along and across Park Avenue and under I-10 where it discharges into the Tucson Diversion Channel. Runoff from the main site is to be redirected into the detention basin such that it no longer leaves the site across Park Avenue as it did before construction of the regional detention basin. Runoff from the area west of Park Avenue traverses that parcel discharging through the UPRR testle.
B.6.2 Significant Vegetative Habitat

There are two (2) areas within the PAD that contain Significant Vegetative Habitat (SVH).

Area 1: The area west of Kino Parkway contains two significant stands of dense vegetation (Figure 16, p. 33). The larger of these stands is located immediately adjacent to Kino Parkway and is approximately 800’ long by 100-150’ wide. The smaller of these two stands is located further westward and is approximately 130’ long by 400’ wide. These two stands are separated by Tucson Marketplace Blvd. and a sparsely vegetated corridor of marginally-viable vegetation.

These two stands of vegetation represent the highest resource value vegetation on the site. These stands meet the definition of Critical Riparian Habitat except for the Resource Corridor requirement (Tucson LUC, Section 6.2.3 Critical Riparian Habitat - Tucson UDC, Section 11.4.4 Critical Riparian Habitat).

The sparse area between these two stands possesses comparatively low environmental value and can be impacted without the loss of any significant resources, as long as the aforementioned Greyhound Wash channel is spanned for Tucson Marketplace Blvd. or otherwise left undisturbed.

Area 2: The triangular property between Kino Parkway and Campbell Avenue (Figure 16, p. 33) contains SVH and represents the most significant and valuable environmental resource on the overall site. This area is discussed in more depth in Section B.6.3.
**B.6.3 Critical and Sensitive Biological Community, Vegetation, and Wildlife**

Given that the Project site has historically been disturbed by past activities and uses, such as the former “downtown” airport, its value from an environmental standpoint is largely unremarkable. However, there are certain features, characteristics, and elements of the existing property that merit special attention and warrant protection.

Notwithstanding the SVH discussed in Section B.6.2, the most significant and valuable environmental resource on the overall site is the substantial xeroriparian area, its associated dense native vegetation, and the accompanying wildlife corridor which exists on the triangular property between Kino Parkway and Campbell Avenue (Figure 16, p. 33; Figure 17, p. 34). This area presently receives more than 1,100 cfs of incoming run-off during the 100-year storm event. It is a well-established and vital resource that requires protection.

The PAD area in this particular location is approximately 26 acres in size. The valuable environmental resources described above are wholly contained within the northern 20 acres of this triangular property. It is the intent of this PAD to protect this 20-acre subset of the property as open space.

In accordance with the City of Tucson NPPO procedures, this area, along with all other vegetative resources on the property, have been fully inventoried and documented. The in-place preservation of any such resources will be used to accumulate credits against disturbance of the marginal vegetative resources that occur over the vast majority of the property.

As a result of: 1) the open space protection of the 20-acre resource; 2) the in-place preservation of specimens that will occur within the previously discussed areas of SVH; and 3) the substantial plantings that will occur within the PAD’s proposed open space and recreational corridor, it is anticipated that sufficient credits and mitigation will be achieved so as to allow disturbance of the site’s remaining marginal vegetative resources in full accordance with all NPPO requirements.
B.6.4 Geology and Soils
The Project site is comprised of two basic soil types, Mohave and Q-Cave (Figure 18, this page). Neither of these soil types constitutes highly unusual nor remarkable conditions for site development, although the Mohave soils are typically associated with natural drainage corridors or alluvial conditions. The majority of these Mohave soils that exist on the site will either be left undisturbed (e.g., in areas of SVH along the Greyhound Wash) or will be otherwise located within the planned central open spaces, recreational areas and/or the drainage corridor contemplated within this PAD.

In general terms, the geotechnical analyses and preparations necessary to effectuate development on either of these soils types are considered routine.
B.6.5 Adjacent Land Uses of Particular Note

Within the surrounding land use context of the PAD, there are three particular land uses of special note that will need to be considered in the development of the PAD’s intent to place residential uses on the 40-acre property mixed-use Sub-Area of the PAD west of Park Avenue. These particular land uses are: 1) an existing metal recycling yard located at the extreme northwest corner of the 40-acre property, 2) the Union Pacific Railroad (UPRR) spur line, located along the entire west boundary of the property, and 3) the adjacent Interstate 10 freeway, located along the entire south boundary of the property.

The recycling yard is a grandfathered industrial use located immediately adjacent to the existing residential neighborhood north of the 40-acre PAD property. The recycling operations are confined to daylight hours and include railcar loading and unloading, as well as routine on-site material sorting and preparation for transport. No designated buffering or screening of this industrial use presently exists between it and the aforementioned existing residential neighborhood.

The UPRR track is a spur of the main Union Pacific line and provides a linkage between Sonora, Mexico and Tucson. The line presently carries eight (8) trains per day, with the expectation that this volume will increase to approximately twelve (12) trains per day at some future date. Even at its increased level, this can be considered a low relative volume when compared to the 60+ trains per day experienced on the main rail lines serving the Tucson metropolitan area.

The Interstate 10 mainline is six (6) lanes and its roadbed is approximately 30’ above the PAD’s proposed 40-acre residential-mixed-use property. The westbound on-ramp (single lane) is located immediately adjacent to the PAD property and proceeds upward to meet the elevated freeway bed.

The above having been stated, this PAD recognizes these special uses as particularly challenging adjacent to any proposed residential uses located on the 40-acre Sub-Area. As such, special buffering and setback policies are included in this PAD for the residential uses associated with the 40-acre residential mixed-use area west of Park Avenue; these are fully articulated in Section C.2.3.C.6 of this PAD. An empirical noise-study for the property is also provided as in Appendix E of this PAD; this study is the basis for the particular setback and buffering elements described in Section C.2.3.C.6.
B.7 VIEWSHEDS AND VISUAL ANALYSIS

Due to the flat topography of the site, no significant view sheds other than the distant views to the Santa Catalina Mountains exist from the site.

Views from various areas of the site are depicted below (Figure 19, this page).
B.8 SITE OPPORTUNITIES AND CONSTRAINTS

In consideration of the Site Analysis findings, the Project site is impacted by, and must respond to, the following major opportunities and constraints:

A. Opportunities

- The site affords a tremendous opportunity for furthering numerous City of Tucson policy goals as contained within its General Plan and adopted Area Plans.
- The site represents a major private investment in the local community and, as such, will be a tremendous contribution toward furthering the revitalization that has already begun in the immediate and surrounding area.
- The residents in the area will be afforded a full complement of new shopping, restaurant, and entertainment opportunities that previously have been non-existent in this historically under-served area.
- The site will provide a major City gateway and image statement to those entering the Tucson community via the Interstate 10 corridor and via the Tucson International Airport (TIA)/Kino Parkway corridor.
- The site is strategically placed to provide direct linkages to other important community features in the area, such as the University Physicians Healthcare Hospital at Kino Campus (formerly Kino Hospital), Tucson Electric Park, and the Veterans Administration (VA) Hospital.
- The site will be the third axis of a major City commerce “triangle” comprised of the Rio Nuevo/Downtown area, the University of Arizona main campus, and the site. Collectively, this commerce triangle should provide a key foundation on which the City’s future image and economic future can be built.

B. Constraints and PAD Responses

The Project site is largely unremarkable in terms of major site constraints. That being the case, a small set of issues are important and merit special attention and/or protection in conjunction with this PAD. These items are capsulized as follows:

- The areas of SVH west of Kino Parkway, together with the xeroriparian area east of Kino Parkway, represent a valuable natural resource that will be protected by the PAD and become part of a larger regional program of public open space.
- The Pima County and City of Tucson adopted trail plans identify the Project site as a key component in furthering important elements of a regional public trail network; the proposed PAD recognizes and embraces this objective.
• Significant historical flooding has occurred in the residential neighborhoods adjacent to the PAD property. This PAD proposal will did, in conjunction with the efforts of the Pima County Regional Flood Control District (RFCD), provide a comprehensive solution to ameliorate this historic flooding condition. NOTE: The extent of development on the PAD property shall be regulated to be in sync with the extent of flood control/drainage improvements, both for those improvements on the PAD property and the off-site improvements necessary for proper function of on-site improvements. Subdivision plat and site/development plan approvals will not be granted by the City of Tucson until such time as COT determines that the extent of the constructed flood control/drainage improvements is in sync with the residential platting and site development, or that acceptable financial assurances have been provided to guarantee all flood control/drainage improvements as determined necessary by the City of Tucson.

• The presence of the existing metal recycling yard, Union Pacific Railroad (UPRR), and Interstate 10 freeway adjacent to the 40-acre portion of the PAD west of Park Avenue. This PAD proposal includes specialized buffering and setbacks elements for residential uses which recognize these constraints and which protect future residents from their impacts. An empirical noise study was completed in conjunction with this PAD and was the basis for these buffering and setback elements.
Section C: PAD District Proposal

C.1 PAD OVERVIEW AND PROPOSED PHASING

C.1.1 Major Land Uses
The west, northwest and central portions of the Site will be designated as residential and mixed-use (Sub-Areas B-I, B-II, B-III, and B-IV). The southern portion of the Site adjacent to I-10 will contain major commercial/retail shopping amenities (Sub-Area A). UA plans to build a cutting-edge research park along Kino Parkway (Sub-Area D). Additionally, a supporting hotel & conference center is planned at the south end of the UA research park (Sub-Area E).

On the east side of Kino Parkway, immediately south of 36th Street, the existing dense vegetation will remain as open space (Sub-Area C-II), while a small area to the south of it is designated for commercial use (Sub-Area F). An open space area is proposed throughout the center of the Site that will provide flood control and serve as a greenbelt buffer between the residential and commercial areas, as well as a key component to functionally and aesthetically “tie” the Project together and connect to adjacent amenities (Sub-Area C-I). Figure 20 (p. 46) shows land use areas and zoning structure.

C.1.2 Compatibility with Adjoining Land Uses
Compatibility of the PAD with the adjoining land uses presently abutting the Site will be achieved as follows:
- Provide conveniently located commercial, office and retail uses in the vicinity of existing residents.
- The proposed residential uses of the PAD are to be located primarily adjacent to the existing residential neighborhoods in the surrounding area.
- Mitigating any residential uses sited adjacent to Interstate 10 and/or the Union Pacific Railroad through the use of setbacks, landscaping, and/or other elements as necessary to insure residential quality of life (refer to Section C.2.3.C.6, p. 64, for specialized buffering, mitigation, and protection of residential uses within Sub-Area B-IV). Need for such elements will be determined by the Noise Impact Study (included in Appendix E).
- The siting of the civic/institutional uses (i.e. the UA research park, hotel/convention complex, and its associated commercial/retail) is proposed to be adjacent to the existing Quincie Douglas Community Center complex and along the Kino Parkway principal-arterial frontage.
- The major commercial development is proposed along the I-10 frontage and between to the two (2) existing freeway interchanges at Kino Parkway and Park Avenue.

**C.1.3 Anticipated Project Phasing**

The project phasing will continue to be dictated by market conditions. Each phase is planned to provide flexibility for immediate development including agreements identifying responsibility for necessary infrastructure improvements. It is likely that the primary commercial site (Sub-Area A) and the first residential neighborhood will commence at approximately the same time, with the UA research park initiating construction not long after. Beyond that, the following particulars provide further insight into the PAD’s development:

A. **Commercial Center**

The 110-acre commercial center (Sub-Area A) will be developed in a minimum of two (2) separate phases, with the first phase being the western one-half of the property (along Park Avenue), followed shortly thereafter by the eastern half of the site. Tucson Marketplace Boulevard is constructed providing ingress/egress from Kino Parkway and serving as the spine road through the commercial site (which will link Kino Parkway with Park Avenue). The ingress/egress from Kino Parkway and the main connecting road through the commercial site (which will link Kino Parkway with Park Avenue) will be constructed when the western half of the property (commercial Phase I) is developed. The full build-out of the commercial center is estimated to take seven (7) years.

B. **Residential**

The residential properties (Sub-Area B-I and residential parcels located within Sub-Areas B-II, B-III and B-IV) will be developed in blocks of no more than 30-40 acres at a time. Phasing shall occur in a logical manner dependent on market conditions at the time of development. The full build-out of the residential blocks is estimated to take seven (7) years once the residential construction commences.

C. **Mixed-Use**

A portion of Sub-Areas B-II, B-III and B-IV may develop as residential uses, office, commercial uses, or any combination of these uses. The mix of uses may be integrated vertically and/or horizontally. Buffering between commercial, office and residential uses will be provided, where needed and at an appropriate scale, per this PAD. Phasing shall occur in a logical manner dependent on existing market conditions at the time of development. Market conditions will dictate whether residential, commercial, or a combination of the two will be developed within these Sub-Areas.
D. **Hotel Complex and Research Park**

The hotel complex at the south end of the research-park site (Sub-Area E) will be the first element of the University project that is constructed, with the attendant research park and laboratory facilities commencing thereafter and proceeding northward. The initial construction is anticipated to occur within in 2-3 years; full build-out of the entire research park will likely require 20-25 years.

E. **Public Improvement Projects**

Several significant public improvement projects (ranging from street improvements to drainage infrastructure to trails and landscaping) are necessitated by this Project to support the above-referenced development phasing. Section C.3.6 of this document provides a table (Table K, p. 107) with descriptions of the individual public improvement projects and provides the specific development activities which will trigger the phasing and commencement of each. Given the anticipated nature of this Project's construction, the matrix approach is the best manner of insuring that needed public improvements are appropriately provided as the development of the Project proceeds.

C.1.4 **Shared Maintenance Responsibilities**

While the PAD is comprised of three (3) distinct development entities, there are significant common infrastructure elements which all will share and, from which, all will benefit. This is particularly true of the new on-site spine streets (ultimately to be dedicated to the City of Tucson) and the central open space corridor, which will function as both a regional flood-control facility and a public recreation amenity (ultimately to be the property of Pima County).

With respect to the new public spine streets, basic maintenance will be provided by the City of Tucson. However, the specialized elements within the right-of-way (e.g. enhanced landscaping, specialty paving at cross-walks, specialty street furniture, etc.) will be maintained by the Developers.

With respect to the central open space corridor, the basic flood-control maintenance for the detention basin and drainage channels will be provided by the Pima County Regional Flood Control District (a Letter of Understanding from the Regional Flood Control District is included in Appendix E). However, all landscaping and recreational facilities (trails, ramadas, fields) constructed by the Developers will be maintained by the Developers’ Property Owner’s Association.

In order to fulfill the above Developer maintenance responsibilities, a Property Owner’s Association has been formed. This association will be formed prior to the approval of any development plan or final plats. This association will survive the build-out of the Project and will maintain the specialty elements described above in perpetuity.
C.1.5 Financial Assurances to be Recorded

In accordance with the LUC Section 2.6.3.7.B and Development Standard 1-04.0, the owners of the Site shall, prior to adoption of the ordinance approving the PAD, submit a form of financial assurance for review and approval by the City of Tucson. The owners of the Site currently anticipate the financial assurance will be in the form of a performance bond, but may utilize other approved means of providing financial assurances.

In the event that necessary on-site and off-site drainage and detention facilities are not physically in-place, to the satisfaction of the City of Tucson, to insure the proper functioning of the Project prior to the approval of any residential subdivision plat and/or site/development plan within the PAD property, assurances will include those necessary to guarantee completion of on-site and off-site drainage/flood control improvements in sync with the development of the PAD property.

C.1.6 Waiver of Claims

The property owner shall execute and record a separate agreement to waive any claims against the City for zoning amendment in conformance with A.R.S. §12-1134(l).
C.2 LAND USE REGULATIONS

The development regulations, as stated in Sections C.2.2 - C.2.4, will govern the land use densities, intensities and location criteria within the PAD. In addition, this section includes property use designators, building and landscape setbacks, building heights and other general development standards. The intent of these standards is to establish clear minimum development standards, allow for the orderly progression of development, and provide flexibility over time without compromising the goals and objectives for the PAD. Unless otherwise specified herein, all development within the PAD shall conform to all Ordinances, Codes, Policies and Regulations of the City of Tucson current at the time of approval and shall be implemented through the City of Tucson Community Design Review Committee (CDRC).

C.2.1 Sub-Areas of PAD District

To support the mixed-use strategy for the PAD, a series of designated sub-areas have been established that permit residential, mixed-use, office, commercial/retail, research park, and recreational uses (Figure 20, p. 46). The PAD is divided into ten (10) distinct sub-areas. Each sub-area is designated with its primary use. Furthermore, the following sections of this document will identify the intent for each sub-area, and their additional permitted, secondary, accessory and excluded uses.

The ten (10) proposed sub-areas and their respective primary uses include the following:

<table>
<thead>
<tr>
<th>Sub-Area</th>
<th>Primary Use</th>
</tr>
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<tbody>
<tr>
<td>A</td>
<td>Commercial/Retail</td>
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<tr>
<td>B-I</td>
<td>Residential</td>
</tr>
<tr>
<td>B-II</td>
<td>Residential-Mixed-Use</td>
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<td>B-III</td>
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<td>B-IV</td>
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<td>Open Space</td>
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<td>D</td>
<td>Civic/Institutional (Research Park)</td>
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<tr>
<td>E</td>
<td>Commercial (Hospitality/Office)</td>
</tr>
<tr>
<td>F</td>
<td>Commercial/Retail</td>
</tr>
</tbody>
</table>
**Section C.2.1**

**Figure 20: Designated Sub-Areas**

### LEGEND

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<thead>
<tr>
<th>Sub-Area</th>
<th>Primary Use</th>
<th>Acreage</th>
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*Note: Acreage/parcel lines are conceptual*
C.2.2 Commercial and Institutional Uses
Sub-Areas A, D, E, and F.

A. Intent

1. **Sub-Area A and F (Commercial/Retail Uses)**
   The commercial and retail uses in the PAD (Sub-Areas A and F) will include a major regional shopping center along I-10, between Park Avenue and Kino Parkway, providing national, regional, and local retail tenants, including large retail establishments (allowed in Sub-Area A only), as well as an array of smaller retail shops, restaurants and entertainment. The commercial/retail development will provide goods and services not currently available in the area and will serve local residents and draw customers from throughout Tucson and surrounding areas.

2. **Sub-Area D (UA Research Park)**
   The UA research park area (Sub-Area D) will be primarily used for offices, science laboratories and educational facilities that will accommodate the sophisticated needs and demands of a variety of scientific and technology-based disciplines. Affiliated uses are also anticipated within the research park such as small retail shops, restaurants, traveler’s accommodations and limited entertainment uses. Limited residential uses (e.g. dormitory or extended stay lodging) are also permitted. The research park will provide educational services to local residents as well as draw academics, researchers, and scientists from around the country and around the world.

3. **Sub-Area E (Hospitality/Office)**
   The hospitality/office area in the PAD (Sub-Area E) will allow for the development of a destination or business-class hotel, with executive training conference center, as the primary use along Kino Parkway. This sub-area may also allow for a range of small support retail shops, restaurants, and entertainment as secondary uses. The hospitality/office sub-area will help create jobs, provide goods and services not currently available in the area, and serve local and regional residents.

B. Land Uses

1. **Permitted Uses**
   The permitted land uses, special exception land uses and secondary land uses allowed in Sub-Areas A, D, E, and F shall be the uses permitted by the OCR-1 Zone as defined in Section 4.8.6 of the UDC and supplemented below.
2. **Additional Permitted**

Additional permitted uses not listed in Section 2.6.1.2 of the LUC shall include:

Commercial Services Use Group, Section 6.3.5 - Section 11.3.4
- Animal Services, subject to Section 3.5.4.1.G. The use shall be setback at least two hundred (200) feet from any residential zone.
- Automotive - Service and Repair, subject to Section 3.5.4.2.G and D - Section 4.9.4.F.3 and 4.
- Communications, subject to Sections 3.5.4.20.B, and .C, and .D.1 or .D.2, and .G - Sections 4.9.4.1.2, and .3 and .4.a or .4b, and .7.
- Funeral Service, subject to Section 3.5.4.22.B - Section 4.9.4.N.
- Research and Product Development

Retail Trade Use Group, Section 6.3.10 - Section 11.3.9
- Construction Material Sales
- Large Retail Establishments (Sub-Area A only; subject to C.2.2.C.2)

Wholesaling Use Group, Section 6.3.13 - Section 11.3.12
- Business Supply and Equipment Wholesaling
- Food and Beverage Wholesaling

Industrial Use Group, Section 6.3.6 - Section 11.3.5
- Craftwork, subject to Section 3.5.5.1.D, .E, .F, and .H - Section 4.9.5.C.4, .5, .6 and .8
- Processing and Cleaning, subject to Section 3.5.5.1.D, .E, .F, and .H - Section 4.9.5.C.4, .5, .6, and .8

*Note: References to performance criteria in LUC § 3.5 - UDC § 4.9 that include setbacks from residential zones shall also apply to adjacent residential uses within the PAD boundaries.*

3. **Excluded Uses**

- Civic Use Group, Section 6.3.4.2 - Section 11.3.3 Correctional Use Supervision Facility
- Industrial Use Group, Section 6.3.6.13 - Section 11.3.5, Salvaging and Recycling
- Commercial Services Use Group, Section 6.3.5 - Section 11.3.4, Billboards
- Construction Services
C. Development Standards

1. Development Criteria

The PAD shall recognize the development criteria provided in Table D (this page), which have been developed to regulate all development within Sub-Areas A, D, E, and F of the PAD. The standards in Table D will supersede the standards in the City of Tucson Land Use Code Unified Development Code, as amended from time to time. LUC (including, but not limited to, Article 3, Division 2 Development Criteria and Article 3, Division 5 Performance Criteria) in accordance with Section 2.6.3 of the LUC.

<table>
<thead>
<tr>
<th>Commercial Development Standards for Sub-Areas A, D, E, and F</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Area</td>
</tr>
<tr>
<td>Minimum Lot Width</td>
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<tr>
<td>Separation Between Buildings</td>
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<tr>
<td>Maximum Floor Area Ratio*</td>
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<td></td>
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<tr>
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</tr>
<tr>
<td>Functional Open Space</td>
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<td>Maximum Building Height</td>
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<tr>
<td>Minimum Building Setback From Any Public Street and/or MS&amp;R</td>
</tr>
<tr>
<td>Minimum Building Setback From I-10</td>
</tr>
<tr>
<td>Perimeter Wall Requirements</td>
</tr>
<tr>
<td>Landscape Buffers and Screening</td>
</tr>
</tbody>
</table>

* Floor Area Ratio (FAR) shall have the meaning be defined in LUC § 6.2.6 as a ratio expressing the amount of square feet of floor area permitted for every square foot of land area within the site and the permitted maximum Floor Area (FA) shall be calculated as follows: Site Area x FAR = FA. in accordance with LUC § 3.2.11. The FARs designated above shall apply to each separate site, as that term is defined as the land area consisting of a lot or contiguous lots, not including dedicated public property, designated for development as a single entity and exclusive of any abutting public right-of-way, in LUC § 6.7.19, within a Sub-Area. It is conceivable that a Sub-Area may also be a single site.

** Functional open space in these Sub-Areas will include pedestrian walkways, patio areas, outdoor plazas, sitting areas, public art areas, oasis areas, performance areas, bus shelters, transit nodes, trails, and any main street areas in the life style development area of Sub-Area A, which can be closed off for a public function.

*** The building setback shall be measured from the property line.

**** The building setback from I-10 shall be measured from the property line.
2. **Large Retail Establishment Criteria**

Given the particular site characteristics of Sub-Area A in relation to I-10, and the open space area (Sub-Area C-I) between the mixed-use and residentially designated Sub-Areas of the PAD, the following criteria shall be followed: modifications to the criteria for Large Retail Establishments set forth in LUC § 3.5.9.7 are warranted. Unless modified herein, all other requirements of LUC § 3.5.9.7 shall be satisfied.

a. **Vehicular Access.** The project shall provide safety and protection to adjacent residential uses by having motor vehicle access from a major street as designated by the adopted Major Streets and Routes (MS&R) Plan. Access can also be provided from a street that is not designated by the MS&R Plan, provided it can be shown that any negative impacts on residential uses or residentially zoned properties can be mitigated.

b. **Buffers.** All Large Retail Establishments will be setback a minimum of two hundred (200) feet from residential uses and residentially zoned properties. The screen wall and landscape buffers requirements in LUC § 3.5.9.7.A.2; Section 4.9.9.D.1.b of the UDC are inapplicable. This modification is justified to enhance the connectivity and integration of the Sub-Areas within the PAD Site and to avoid isolating Sub-Area A from the rest of the Development Areas. Screen walls and landscape buffers for the commercial sub-areas are set forth in Section C.2.2.C.3.

c. **Outdoor Storage Areas.** The project shall mitigate visual and noise impacts on residential uses, residentially zoned properties, and streets that may be adjacent to the site from outdoor storage areas (when permitted by the zone district requirements). The mitigation can be accomplished by locating these areas on-site and at least two hundred (200) feet from any residential use or residentially zoned property that is adjacent to the site. The areas should be screened or enclosed so that they are not visible from public streets, public sidewalks, internal pedestrian walkways, or adjacent residential properties. The screen shall be at least eight (8) feet high and of masonry construction to assure the highest level of noise abatement and to confine any loose papers, cartons, and other trash. Storage materials should not be visible above the screen wall. It would be preferred that these outdoor storage areas be placed between buildings in a manner which would allow the buildings to act as screens.

d. **Trash Collection.** Trash collection behind the buildings adjacent to and contiguous with I-10 will be allowed at any time, subject to the City of Tucson’s Noise Ordinance. This modification is justified because buildings situated along I-10 will provide a noise barrier. Trash collection will be allowed between 7:00 am and 7:00 pm in all other areas where a Large Retail Establishment may be located.

e. **Pedestrian Flows.** The project shall provide pedestrian accessibility, safety, and convenience to reduce traffic impacts and enable the development to project a friendly, inviting image. Sidewalks shall
be at least eight (8) feet wide and unobstructed and shall connect the public street sidewalks, the main entrances to the stores, transit stops on- or off-site, and other buildings on the site, in addition to providing convenient access to adjacent residential and mixed-use neighborhoods. Sidewalks shall be provided along the full length of any building where it adjoins a parking lot. Sidewalks shall have an associated three (3) foot wide landscape strip for their entire length, except at intersections with parking area access lanes (PAALs). The landscaping shall include canopy trees or other shading devices to shade at least sixty-five (65) to seventy-five (75) percent of the sidewalks during the major part of the day (shadow pattern needs to be taken into consideration).

f. **Central Features and Community Spaces.** The project is to provide attractive and inviting pedestrian scale features, spaces, and amenities. Entrances and parking lot locations shall be functional and inviting with walkways conveniently tied to logical destinations. Bus stops should be considered integral parts of the configuration whether they are located on-site or along the street. Customer drop-off/pick-up points that may be provided should also be integrated into the design (should not conflict with traffic lanes or pedestrian paths). Pedestrian ways shall be anchored by special design features, such as towers, arcades, porticos, light fixtures, planter walls, seating areas, and other architectural features that define circulation paths and outdoor spaces. Examples are outdoor plazas, patios, courtyards, and window shopping areas. Each development should have at least two (2) of these.

g. **Delivery and Loading.** There shall be no limitations on the hours of loading and delivery activities behind any Large Retail Establishment buildings located adjacent to and contiguous with I-10. This modification is justified because buildings situated along I-10 will provide a noise barrier. Loading and delivery for Large Retail Establishments in other areas will be allowed between 7:00 am and 10:00 pm.

h. **Traffic Impacts.** A comprehensive Traffic Impact Analysis (TIA) covering the entire Site has been provided in conjunction with the PAD (refer to Section C.3.4 below). As necessary, additional supplemental TIA’s will be provided at the time of Development Plan submittal for review in accordance with LUC Section 3.5.9.7.A.8-UDC Section 4.9.9.D.1.h. This modification is justified to avoid having to prepare redundant TIA’s where the traffic impact attributable to a Large Retail Establishment has been addressed in the TIA submitted with this PAD document. Parking requirements are set forth in Section C.2.2.C.4.

i. **Outdoor Lighting.** Metal halide lighting shall be permitted in the parking lot areas, provided that the lighting levels are reduced between 10:00 pm and 7:00 am. This modification is justified because metal halide lighting provides high quality cleaner, true spectrum light and allows for the creative application of landscape
and pedestrian area feature lighting. Notwithstanding this modification, the outdoor lighting shall comply with the City of Tucson Outdoor Lighting Code.

j. **Outdoor Sales Display/Ancillary Uses.** Provide measures to mitigate any negative impacts to a residential use or residentially zoned property that is adjacent to the site from the location of any outdoor activity associated with services to the public, such as, but not limited to, outdoor merchandise display and sales, outdoor storage, and outdoor snack bar and eating areas. The outside activity will be set back at least two hundred fifty (250) feet and oriented to face away from any residential use or residentially zoned property that is adjacent to the site, unless a building is located between the activity and the residential property.

k. **Hazardous Materials.** Provide a Hazardous Materials Management Plan and Hazardous Materials Inventory Statement as provided in the Fire Code to assure that the building site and design will protect public health and safety from accidental exposure to hazardous materials as provided in the Tucson Fire Code.

l. **Noise Abatement.** Provide a noise mitigation plan indicating how the noise initiated by the land use will be mitigated to comply with noise standards in Section 16-31, Excessive Noise, of the Tucson Code. Trucks shall not be left idling between the hours of 6:00 p.m. and 7:00 a.m.

m. **Architectural.** Building materials, colors and architectural designs shall be consistent with the scheme set forth in C.2.2.C.7, below, and shall be monitored and enforced by the Design Review Committee (refer to Section C.6).

n. **Permitted Sales.** General Merchandise Sales and Food and Beverage Sales may be combined within a single establishment with no limitation on the Gross Floor Area allocated to either one of the Land Use Classes. Various studies and initiatives support the need to allow retail development to occur on the Site without the use restrictions set forth in LUC Section 3.5.9.7.A.13. Appendix E contains an explanation for removing the grocery use restriction (see “Power Center Development Comments” in Appendix E).

o. **Review.** All proposed Large Retail Establishments shall be reviewed in accordance with the Development Plan review process established in Tucson Code Section 23A-34 and approved by the Planning and Development Services Department (PDS) Director. Because a PAD district is established through a Zoning Examiner Legislative Procedure, no separate or additional approval through Special Exception Land Use or Zoning Examiner Legislative Procedure will be required for any Large Retail Establishment proposed in Sub-Area A.
3. Landscape and Screening Requirements
The Commercial Sub-Areas within the PAD will comply with the Landscaping and Screening requirements contained in Division 7 of Article 3 of the LUC and Section 7.6 of the UDC with the following exceptions:

a. Given the extensive open space areas between the Commercial Sub-Areas and mixed-use / residential areas, except as provided in this Section, the screening requirements of Section 3.7.3 of the LUC and Section 7.6.5 of the UDC shall not apply to the Commercial Sub-Areas. Additionally, to encourage connectivity between the Sub-Areas within the PAD and between other land use Sub-Areas, interior landscape borders between parcels within the Sub-Areas otherwise required by the Land Use Code are not required for the PAD. Specific screening and landscape buffer areas have been developed for the locations as designated in Figure 21 (p. 57).

b. Along the south boundary of Sub-Area A and adjacent to I-10, screening is not required. Landscape in this area will be installed in a twenty (20) foot wide buffer area along the south boundary of Sub-Area A. This buffer area will include a meandering eight (8) foot wide decomposed granite path. The density of the vegetation will comply with LUC § 3.7.2.4. UDC Section 7.6.4.C. (Refer to Figure 21, p. 57, and Appendix B, Figure 9, p. B-4.)

c. Parking area screening between the open space area (C-I) and the north boundary of Sub-Area A shall be placed on the property line between the open space and the parking area. All screen walls adjacent to Sub-Area C-I shall be a maximum of 30 inches above grade or shall be designed as “view walls.” View walls shall be a minimum of 80 percent open and shall be constructed of wrought iron or other similar attractive open fencing material above 30 inches above grade. Adding a landscape buffer area between the Sub-Area A and the natural open space would be redundant. (Refer to Figure 21, p. 57, and Appendix B, Figures 4 and 5, p. B-3.)

d. Any retail situated in Sub-Area A along the Sub-Area A property line south of Sub-Area B-II shall not require a landscape buffer or screening. The natural open space area (C-I) will provide a sufficient buffer between Sub-Area A and Sub-Area B-II. (Refer to Figure 21, p. 57, and Appendix B, Figure 6, p. B-3.)

e. Due to the proximity of the proposed retail area at the west end of Sub-Area A, south of Sub-Area B-I, screening, if needed to screen service areas, shall be installed at the property line and not exceed five (5) feet in height. Screening, not to exceed five (5) feet in height, shall be installed at the property line. A landscape buffer shall not be required because the natural open space area (C-I) provides a sufficient buffer. (Refer to Figure 21, p. 57, and Appendix B, Figure 1, p. B-2.)

f. Street landscape borders and screening of parking lots along Kino Parkway and Park Avenue shall be accomplished with low screen walls. The landscape borders shall be a minimum of ten (10) feet wide and the density of the vegetation in the vehicular use areas
Section C.2.2

and landscape borders shall comply with LUC § 3.7.2.3 and 3.7.2.4. UDC Sections 7.6.4.B and 7.6.4.C. (Refer to Figure 21, p. 57, and Appendix B, Figures 2 & 3, p. B-2.)

g. Loading and delivery docks, outdoor storage areas, garbage and recycling areas and other similar exterior improvements facing such residential neighborhoods at the perimeter of and within the PAD will be screened (unless already substantially screened by buildings or other landscaping) with walls a minimum of six (6) feet high designed to prevent unreasonable light, noise and visual impact on such residential neighborhoods. Examples of trash enclosure screening are shown in Appendix B, Figures 10 and 11, p. B-5.

h. Canopy trees and planter islands in parking areas shall be in conformance with LUC Section 3.7.2.3. the following:

Canopy Trees in Vehicular Use Areas.
1. Within a vehicular use area, one (1) canopy tree is required for each four (4) motor vehicle parking spaces or fraction thereof.
   a. The canopy trees must be evenly distributed throughout the vehicular use area.
   b. In areas where a required landscape border falls within the vehicular use area, up to 50% of the canopy trees may be counted towards both the minimum parking lot canopy tree requirement and the landscape border canopy tree requirement.
   c. An unpaved planting area, which is a minimum of thirty-four (34) square feet in area and four (4) feet in width, must be provided for each canopy tree, except allowed per Development Standard 2-06.3.3.
   d. Structurally covered or underground motor vehicle parking spaces are not included in calculating the required number and location of canopy trees.
2. Plant Protection. Areas where plants are susceptible to injury by vehicular or pedestrian traffic must be protected by appropriate means, such as curbs, bollards, or low walls.

excluding Excluded are the portions of the details pertaining to landscaping shown in Appendix B, Figures 7 & 8, p. B-4. In the large parking areas in Sub-Area A, additional canopy trees will be added and clustered together, creating large pockets of shade. Groupings of shade trees will be used to create a more freeform planting mass. Creating sight visibility corridors to shops will be a strong consideration for tree placements. The planting space for parking lot islands and planters shall be in conformance with the LUC UDC. Figures 7 & 8, p. B-4, Appendix B, illustrate tree clustering in areas of the pedestrian walkway. Location and number of trees to be determined at Development Plan stage.

i. “Safe by design” principles shall be implemented in the design and construction of screen walls to prevent hiding and loitering near pedestrian and bicycle paths. Examples of the principles to be utilized include the articulation of the wall to include jogs
and offsets. Openings for pedestrian and bicycle paths should be widened and cacti and other thorny plants should be utilized to keep people out of hiding areas near pathways.

Refer to General Landscape Program, Appendix F, for Landscape Concept. Prior to any development plan submittal, the Office of Conservation and Sustainable Design will also be consulted, and their input incorporated into the submittal. Development applications within the Bridges PAD will not require a formal submittal of a rainwater harvesting plan per the City of Tucson’s Commercial Rainwater Harvesting Ordinance. New development within the PAD will integrate active and passive rainwater harvesting feature when possible.

4. **Parking**

Motor Vehicle and Bicycle Parking requirements of Division 3 of Article 3 of the LUC—Section 7.4 of the UDC will apply with the following exceptions:

a. In Sub-Areas D, E, and F, parking requirements shall be calculated according to use pursuant to LUC § 3.3.4. Section 7.4.4 of the UDC.

b. Sub-Area A parking requirements shall be as follows:

i. **Motor Vehicle Spaces:** A minimum of 4.5 spaces for each 1,000 square feet of Gross Floor Area (GFA). Parking stall counts shall be done across Sub-Area A as a whole, not necessarily on a parcel by parcel basis within the sub-area, subject to a recorded cross-parking agreement for the overall shopping center.

ii. **Bicycle Spaces:** The required number of bicycle parking spaces shall be calculated in accordance with LUC § 3.3.5.6.A.2 Section 7.4.8.B of the UDC. Then, bicycle parking spaces shall be increased by 10 percent above the LUC-UDC requirements in Sub-Area A.

c. Class 2 bicycle parking spaces may be substituted for Class 1 bicycle spaces on a two for one basis up to a maximum of 50 percent of the required number of Class 1 spaces.

5. **Off-Street Loading Requirements**

The PAD will comply with the off-street loading requirements contained in Division 4 of Article 3 of the LUC—Section 7.5 of the UDC, with the following exceptions:

a. No designated loading spaces are required for businesses with less than 2,500 square feet of GFA. Loading areas can be provided at off-street parking spaces and at designated on-street locations posted for such use, provided that the loading space is located within 250 feet of the use it serves and is not used by semi trucks. These spaces may be reduced in size to accommodate a van or small panel truck and shall be a minimum of 8.5’ x 23’.
b. Two or more principal uses within the same site treated as a single project may share designated loading spaces. Users on different sites within a commercial area may share designated off-street loading spaces provided they are within 250 feet of each user. Allowing shared loading spaces could reduce the required total number of loading spaces for each principal use by up to 50 percent. Dimensions for loading zones shall meet the requirements of LUC § 3.4.5 Section 7.5.5 of the UDC.

c. Off-street loading areas shall be screened in accordance with Section C.2.2.C.3.

6. **Specialized Commercial Design—Landscape and Screening**

   Design details for the commercial Sub-Areas have been prepared to help integrate the commercial development with the other land uses within the Site. The illustrations supporting the keymap (Figure 21, p. 57) are located in Appendix B, Figures 1 through 9. All setbacks shown in Appendix B shall be measured from the property line as determined after all necessary dedications.

7. **Architectural**

   The overall project theme will include five-sided architecture that provides an interpretation of contemporary Southwest design. This character responds to climatic conditions and promotes an architecture that focuses on qualities of surface, color, light and shadow, massing and building form, and space as it relates to the outdoor environment.

   The building design will be characterized by effective use of building massing, intersecting wall planes, strong color, unique building forms, shade and shadow, and play of light so as to retain pedestrian-scaled elements.

   The buildings will be designed to break up large masses. Emphasis will be placed at the pedestrian level with the use of traditional materials, textures and increased building articulation.

   The materials and components used will be steel trellis with turnbuckle connections, trendstone CMU, light sandblasted integral color CMU, juicy joint constructed CMU, stucco, cast in place concrete, decorative hardscape, small fountains and water features and complementary amenities package.

   The Architecture is intended to have a timeless quality that reflects Tucson’s heritage and history in a true contemporary meaning.

   This architectural theme will be implemented, monitored and enforced pursuant to Section C.6, p. 121.
Landscape and Screening for Commercial at Sub-Area C-I
- Appendix B: Figure 1

Landscape and Screening for Shaded Pedestrian Walkway Through Parking
- Appendix B: Figure 7 & 8

Landscape and Screening for Retail / Restaurant / Open Space
- Appendix B: Figure 6

Landscape and Screening at Kino Parkway and Park Avenue (Parking Setback)
- Appendix B: Figure 3

Landscape and Screening for Commercial at Kino Parkway and Park Avenue (Building Setback)
- Appendix B: Figure 2

Landscape and Screening at Back of Retail Buildings along Interstate 10
- Appendix B: Figure 9

**LEGEND**

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<thead>
<tr>
<th>Sub-Area</th>
<th>Primary Use</th>
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<tr>
<td>A:</td>
<td>Commercial/Retail</td>
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<tr>
<td>B-I</td>
<td>Residential</td>
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<td>B-II, B-III &amp; IV :</td>
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<td>E:</td>
<td>Commercial (Hospitality/Office)</td>
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<tr>
<td>F:</td>
<td>Commercial/Retail</td>
</tr>
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**Figure 21:** Specialized Commercial Design—Landscape and Screening Keymap
C.2.3 Residential Uses
Sub-Areas B (I-IV).

A. Intent

Within the PAD, four (4) Residential Neighborhoods have been identified. Residential uses will be located between the research park and commercial area (B-I, B-II, and B-III) and west of Park Avenue (B-IV) (Figure 20, p. 45). Neighborhoods will provide choices in residential living by offering a diversity of housing types, densities, and architectural styles. The residential development will focus on creating smaller, distinct neighborhoods that share common amenities and linkages. Within the PAD, approximated 117.4 acres have been identified as Residential/Mixed-Use. Sub-Area B-I will be developed only as a residential neighborhood. Sub-Areas B-II, B-III and B-IV are identified as mixed-use and may be developed as either residential, office, commercial or as a mix of the three uses. (Figure 20, p. 46) Residential uses developed within Sub-Areas B-II, B-III and B-IV shall follow the standards as outlined within this section. (C.2.3 Residential Uses.) If any portion of Sub-Areas B-II, B-III and B-IV develop as non-residential uses those uses shall conform with Section C.2.4 Mixed-Uses of this PAD.

Residential within the PAD will provide a variety of architectural styles and focus on creating a neighborhood that shares the common amenities and linkages to the overall Bridges development.

B. Land Use

1. Permitted Uses

The permitted land uses, special exception land uses and secondary land uses shall be the uses permitted by the "R-3" Residence Zone as defined in Section 2.3.6 of the LUC, Section 4.8.4 of the UDC and as supplemented below.

2. Additional Permitted

Uses not listed in Section 2.3.6 of the LUC shall include:

a. General Applications are permitted as Secondary Land Uses for Family Dwelling, Subject to: Sec. 3.5.7.2, 3.5.7.3 and 3.5.7.4. The following criteria supersedes the LUC requirements Sections 4.9.7.E, 4.9.7.F, and 4.9.7.H. The following criteria supersedes the UDC requirements.

i. Home Occupation:

- Home occupations include resident employment with one (1) outside employee allowed and no more than one (1) customer on the premises at any one time.
- Temporary residential start-up uses, including sales/marketing facilities, model home complexes and related accessory uses.
- A maximum gross floor area of 50% of the structure occupied is allowed for home occupation. A detached accessory building
of not more than 350 square feet in area may be used for such home occupation.

- Retail, personal or medical services are allowed to be provided from the home.
- Commercial site plan review and/or non-residential development standards shall not be required.

ii. Travelers Accommodations:
- Minimum Lot Size 2,500 square feet with a maximum of three (3) guest rooms for a total of six (6) guests.

b. Recreation: Parks; Public and Private

3. Excluded Uses
a. The following Secondary Land Uses are not permitted.
   - Industrial Use Group
   - Hazardous Materials Storage

C. Development Standards

1. Land Use Categories
   The PAD will allow accommodate four (4) residential land use categories that represent options for housing layout and density. Different residential development standards will apply depending on the land use category selected for the parcel development (Table E, p. 60). The four (4) land use categories are: Single Family Detached, Medium Density Detached, Medium Density Attached, and Multi-Family Attached. In order to achieve a variety of housing options within the residential sub-areas, any single land use category, or combination of categories, can be selected for each sub-area or portion of a sub-area.

2. Development Criteria
   The PAD shall recognize the development standards provided within Table E (p. 60), Residential Development Standards. These standards are intended to promote design flexibility and creativity in the design approach to residential development. The Residential Development Standards in Table E (p. 60) supersede the standards provided within the LUC UDC.

3. Density
   A residential density for the various development units within the PAD is provided in Table F (p. 61). This table will supplement and/or supersede adopted LUC UDC and Development Standards. The table is intended to provide for a density range for target and maximum number of residential units within the PAD for each Residential Neighborhood and will assist in guiding the overall residential density.
### Table E: Residential Development Standards

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Lot Size</th>
<th>Building Height(2)</th>
<th>Minimum Perimeter Yard Setbacks(3)</th>
<th>Maximum Lot Coverage(4)</th>
<th>Maximum Development Intensity</th>
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<tr>
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<td>Front (3,5)  Side (3) Side Street (6) Rear/Alley(3,7)</td>
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<td><strong>Single Family Detached(9)</strong></td>
<td>3,500</td>
<td>40’ 2/36’</td>
<td>10’ 0 3’ 10’, 3’</td>
<td>75%</td>
<td>7.6 8 DU/Acre</td>
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<td><strong>Medium Density Detached(10)</strong></td>
<td>2,500</td>
<td>30’ 3/36’ 45’</td>
<td>5’ 0 3’ 3’</td>
<td>80%</td>
<td>8 10 DU/Acre</td>
</tr>
<tr>
<td><strong>Medium Density Attached(11)</strong></td>
<td>1,500</td>
<td>20’ 3/45’</td>
<td>5’ 0 3’ 3’</td>
<td>85%</td>
<td>10 DU/Acre</td>
</tr>
<tr>
<td><strong>Multi-Family Attached(12)</strong></td>
<td>N/A</td>
<td>N/A 4/52’</td>
<td>5’ 5’ (8) 3’ 3’</td>
<td>85%</td>
<td>30 DU/Acre</td>
</tr>
</tbody>
</table>

NOTES:

(1) Minimum lot width permitted within this land use category.

(2) Building Height is calculated from ground floor slab to midpoint of roof slope, the highest point of a flat roof and/or the deckline of a mansard roof.

(3) Allowable setback requirements shall be measured from the exterior face of vertical structural walls to property line and will not be subject to ADT-based setback requirements in the L&HE UDC. Overhangs, bay windows, chimneys, exterior posts/columns, solar panels, mechanical equipment, light fixtures, pop-outs and other architectural features shall not be considered in calculating setbacks. Second story livable space can extend a maximum of 2’ into the allowable front and rear setbacks provided the encroachment is not in the public right-of-way (as permitted within the applicable IRC-06/IBC-06 standards). Minimum distance permitted between buildings on the same lot are per IRC-06/IBC-06. All sight visibility triangles shall be observed per DS 3-01.5.0.

(4) Residential lot coverage shall be calculated on an individual per lot basis.

(5) a.) Front yard setbacks indicate distance to living component of the structure and/or for side-entry garages. b.) Within the Residential Single Family Detached land use category, driveway depth shall be 18’ from back of sidewalk for front entry garages. c.) Driveway depth (distance to face of garage) may by reduced to 1 foot if a minimum 2-car garage is provided on-site for each unit.

(6) Private drives, alleys and auto court tracts that provide exclusive vehicular access to garages (not primary pedestrian access) are not considered streets for purposes of minimum perimeter yard setbacks.

(7) Allowable setback for private drives, alleys and auto court tracts that provide exclusive vehicular access to garages.

(8) Building setback for end units of an attached structure.

(9) Single Family Detached accommodates housing product types with front, side loaded or alley-loaded garages.

(10) Medium Density Detached promotes residential products such as alley-loaded, auto court, zero lot, and green court products.

(11) Medium Density Attached promotes residential development opportunities such as alley-loaded townhome products with common party walls.

(12) Multi-Family Attached accommodates residential product including multi story condominiums and a multi-family product constructed on a single lot, with individual condominium-type ownership of each unit.
<table>
<thead>
<tr>
<th>Planning Area</th>
<th>Land Use Categories</th>
<th>Approximate Gross Acres</th>
<th>Approximate Net Acres</th>
<th>Net Density Range (DU/Acre)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B-I</td>
<td>Single Family Detached, Medium Density Detached, Medium Density Attached</td>
<td>30.5</td>
<td>27.5</td>
<td>5.0—7.6 4.0 -10</td>
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<tr>
<td>B-II*</td>
<td>Single Family Detached, Medium Density Detached, Medium Density Attached, Multi-Family Attached, Mixed-Use</td>
<td>36.0</td>
<td>32.4</td>
<td>5.0 - 30</td>
</tr>
<tr>
<td>B-III *</td>
<td>Medium Density Attached, Multi-Family Attached, Mixed-Use</td>
<td>11.4</td>
<td>10.3</td>
<td>9.0 - 30.0</td>
</tr>
<tr>
<td>B-IV *</td>
<td>Medium Density Detached, Medium Density Attached, Mixed-Use</td>
<td>40.0</td>
<td>34.0</td>
<td>5.4 - 30</td>
</tr>
</tbody>
</table>

* B-II & B-III Allowable density range and allowable unit range includes an option for Multi-family up to 30 DU/Acre.

B-II, B-III and B-IV Net Density Range includes an option for Multi-family up to 30 DU/Acre for any residential portion of the Mixed-Use Sub-Area.

** Target density based upon net area.
4. **Guest House / Private Suite Requirements**

One (1) primary residence with (1) secondary living quarters (guest house/private suite) will be allowed on a single lot greater than 4,000 square feet, within the residential single family detached district. A Guest House will be a maximum of 1,000 square feet and may be allowed as an attached or detached structure from the primary residence. If detached, the guest house/private suite is allowed above a garage with a combined height not to exceed 28’. A guest house/private suite may provide full kitchen amenities, however, separate utility meters will not be permitted for the guest house and main residence. Rental of the guest house is allowed with no more than two (2) residents, and shall be enforced through the subdivisions individual CC&Rs.

5. **Landscape and Screening Requirements**

The Residential Sub-Areas and portions thereof within the PAD will comply with the Landscape and Screening Requirements contained in Division 7 of Article 3 of the LUC, Section 7.6 of the UDC, with the following exceptions.

a. Street landscape borders along Kino Parkway, 36th Street and Park Avenue shall be a minimum of ten (10) feet from the right of way. The street landscape border will conform to LUC Section 3.7.2.4.A and UDC Section 7.6.4.C.2, subject to modifications contained within b and c, below. A street landscape border fronting on local streets shall have no minimum requirement. The landscape will conform to the requirements contained in Division 7 of Article 3 of the LUC.

b. Where the Sub-Area abuts open space and/or local streets, a landscape border is not required.

c. Interior landscape borders and setbacks otherwise required by the Land Use Code are not required between parcels or neighborhoods within the PAD Sub-Areas developed under separate plats.

d. Screening, when required by the LUC Section 3.7.3.2 and UDC Section 7.6.5.C, shall be a minimum of 10’ from the right of way for Kino Parkway, 36th Street and Park Avenue. Screening may have offsets or similar design features that encroach a maximum of 3’ into the landscape buffer. Screening within the Sub-Areas and the public streets within the PAD will not be required to conform to the LUC Section 3.7.3—Screening Requirements and UDC Section 7.6.5—Screening Standards.

e. Commercial Spine Road (Public) and Secondary Spine Road (refer to Section C.3.1 for proposed streets):
   - A minimum of 1 tree and 10 shrubs and/or accents per 40 linear feet shall be required in the streetscape between the street and ROW.
   - A minimum of 1 tree and 10 shrubs and/or accents per 50 linear feet shall be required within the median.
   - A minimum of 1 tree and 10 shrubs and/or accents per 30
linear feet shall be required in the street landscape border, where applicable.

- A minimum of 1 tree and 10 shrubs and/or accents per 30 linear feet shall be required as enhanced planting at key entries or intersections.
- Plant material selection should establish a distinctive character to the streetscapes.
- Use of sleeving for irrigation in the public ROW will be allowed.

f. Neighborhood Residential Streets
   - A minimum of 1 tree shall be located in the front yard of each lot along the streetscape. For corner lots, a minimum of 1 tree shall also be located in the side yard of the lot.

g. Parks
   - A minimum of 1 tree and 10 shrubs and/or accents per 4000 square feet are required in the Central Park and Mini Parks.

h. El Paso and Southwestern Greenway
   - A minimum of 1 tree per approximately 30 linear feet of the Greenway will be planted along the trail to provide shade. Trees will be spaced to create areas with a bosque effect. City of Tucson Parks and Recreation, and Pima County Natural Resources Parks and Recreation, will review Construction Documents for issues relating to tree density and placement. In addition, a minimum of 10 shrubs and/or accents per 5000 square feet shall be required along the Greenway.

i. Canopy tree requirement for clustered parking areas in residential areas shall be in conformance with LUC Section 3.7.2.3 UDC Section 7.6.4.B.

j. “Safe by design” principles shall be implemented in the design and construction of screen walls to prevent hiding and loitering near pedestrian and bicycle paths. Examples of the principles to be utilized include the articulation of the wall to include jogs and offsets. Openings for pedestrian and bicycle paths should be widened and cacti and other thorny plants should be utilized to keep people out of hiding areas near pathways.

k. Tree and Shrub Substitution Ratio: 1 tree equals 10 shrubs and/or accents.

Refer to General Landscape Program, Appendix F, for Landscape Concept. Prior to any subdivision plat submittal, the Office of Conservation and Sustainable Design will also be consulted, and their input incorporated into the submittal.

6. Specialized Buffering, Mitigation, and Protection of Residential Portions of Sub-Area B-IV

Sub-Area B-IV, the 40-acre residential portion of the PAD located west of Park Avenue, requires special consideration and buffering protections for any residential use due to the proximity of Interstate 10 (to the south), the Union Pacific Railroad (UPRR) to the west, and an existing
metal salvage yard at the extreme northwest corner of the Sub-Area. This requirement only applies to residential uses. Non-residential uses are exempt from these standards.

An empirical noise study has been prepared for Sub-Area B-IV and has been submitted in conjunction with this PAD. Per the findings of this study, the following specific mitigation measures shall apply to residential development within Sub-Area B-IV (Refer to Figure 22, p. 65, and Appendix C, Figures 2-4, pgs. C-3 & C-4, for illustrations of mitigation measures):

a. Residential lots along the west boundary shall be setback 50’ from the UPRR right-of-way boundary. This intervening 50’ setback will be a landscaped buffer and contain required detention facilities for the subdivision; it will also contain a 30’ public trail easement to accommodate a future planned trail connection of the El Paso & Southwestern Greenway and the Julian Wash linear park. The 30’ trail easement will be along the western edge of the 50’ setback. Any soundwalls, if required, will be located east of the 30’ easement area. Every attempt will be made to site needed detention facilities outside of the 30’ trail easement, with the understanding that some encroachment may be necessary at the time of the final design.

b. Residential lots along the south boundary shall be setback 50’ from the Interstate 10 right-of-way. This intervening 50’ setback will be a landscaped buffer and potentially contain detention and or drainage facilities needed for the subdivision.

c. Residential lots at the extreme northwest corner of the Sub-Area shall be setback 75’ from the existing salvage-yard property. The 75’ setback will be a landscaped buffer and will contain (as per Item 6.d below) the El Paso and Southwestern Greenway regional public trail. A formal disclosure statement describing the salvage yard and its operational characteristics will be incorporated into the closing documents signed by home buyers at the time of purchase. A note referencing the disclosure statement will appear on the recorded final plat for the subdivision, and the following note will also appear on any final subdivision plat for Sub Area B-IV: “There is a scrap metal recycling yard adjacent to the northwest corner of the Sub-Area B-IV property, the normal and lawful operation of which may generate noise, dust, light, odors, and vehicular traffic.”

d. Residential lots along the north boundary shall be setback 50’ from the adjacent/ existing residential subdivision boundary. The intervening 50’ setback will be a public trail right-of-way that has been dedicated to Pima County so as to accommodate the aforementioned El Paso and Southwestern Greenway regional trail.

e. Homes in Sub-Area B-IV will include upgraded double pane windows and foam core metal exterior doors as necessary to further mitigate external noise impacts and insure interior compliance with applicable federal and local noise standards. In the event sound mitigation
walls are required. Per the noise impact study, the site is within an acceptable noise level based on the current off-site infrastructure, thus a sound wall or other attenuation devices are not warranted. The developers will be financially responsible for constructing the walls. If future off-site improvements warrant a sound wall, the agency constructing the improvements would be responsible for constructing the walls.

The setbacks/buffers described in Items 6.a through 6.d above shall be understood to be multi-use in nature. Trails and drainage/detention facilities are allowed within these setbacks/buffers, subject to any detention basins being curvilinear/naturalistic in shape and properly integrated, functionally, with the trail and/or landscaping elements.

7. Parking

The Residential Sub-Areas and portions thereof within the PAD will comply with the Motor Vehicle and Bicycle Parking Requirements of Division 3 of Article 3 of the LUC Section 7.4 of the UDC with the following exceptions (Table G and Table H, p. 66):

a. Parking Spaces per Dwelling Unit.
   i. Single Family-Detached, Medium Density-Detached, Medium Density-Attached: Three (3) parking spaces per unit (inclusive of primary resident, guest and guest house parking spaces). A minimum of one (1) space on-site per unit for primary resident is required. The balance of parking spaces can be met on-site, off-site, on public streets, or within clustered parking (see Table G, p. 66).
ii. **Multi-family (up to 10 D.U./Acre):** If on-site parking will not meet the required number of spaces for primary resident or guest parking, additional on or off-street parking will be provided.

1. **Units with 1 bedroom or studios.** One (1) space per unit for primary resident, and one (1) space per unit for guests (Table H, p. 66).

2. **Units with 2 or more bedrooms.** One (1) space per unit for the primary resident, and two (2) spaces per unit for guests (Table H, p. 66).

iii. **Multi-family (11 to 30 D.U./Acre):** Parking will meet the requirements of the **LUC-UDC** (see Table H, p. 66).

b. **Guest Parking.** Parking for guests is provided off-site on public streets or within clustered parking (Figure 23, p. 67, and Appendix D, Figure 12, p. D-7). The maximum distance from a home to a guest parking space is 150’, per City of Tucson Development Standards. A provision for a maximum of 5% of total guest parking spaces within the entire sub-district to exceed the 150’ maximum distance, based on design considerations, is subject to review by the **DSD-PDSD Director**.

c. **Bicycle Parking (Multi-family Residential).** Bicycle parking will be provided per the **LUC-UDC**. In situations where a garage is not provided with a multifamily residential unit, bicycle racks will be installed.

d. **Vehicular Maneuvering.** Private alleys and streets are also utility and ingress/egress easements and are permitted to be primary vehicular access to any residential lots and guest parking spaces.

<table>
<thead>
<tr>
<th>Table G: Vehicular and Bicycle Parking (Single Family-Detached, Medium Density-Detached, Medium Density-Attached)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Housing Type</strong></td>
</tr>
<tr>
<td>Single Family - Detached/Attached</td>
</tr>
<tr>
<td>Medium Density - Detached</td>
</tr>
<tr>
<td>Medium Density - Attached</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Table H: Vehicular and Bicycle Parking (Multi-Family)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Housing Type</strong></td>
</tr>
<tr>
<td>Multi-Family - Attached (up to 10 DU/AC)</td>
</tr>
<tr>
<td>Multi-Family - Attached (11 to 30 DU/AC)</td>
</tr>
</tbody>
</table>
Parallel Parking on Public Street
56’ R.O.W.

Note: Parallel Parking Locations Indicated on Figures in Appendix D.

Parallel Parking Spaces
3’ Min. Setback

90 Degree Parking on Private Street (see Figure 12, p. D-7, for cross-section).

90 Degree Parking Spaces
3’ Min. Setback

Refer to Appendix D for Street Cross Sections.

Figure 23:
Guest Parking Examples
8. Trash Collection

The PAD will provide a variety of residential housing types. The specific method of trash collection and recycling will depend on the type of residential development. Curb-side service will be provided for lot sizes 20’ in width and greater, unless lot layout prevents pull-through service. If curb side pick up is not possible, a common area for collection will be provided.

a. Residential Single Family Detached/Attached. Standard curb-side service for Automatic Plastic Containers (APC). APC storage will be within garage or behind side yard screen walls.

b. Residential Medium Density Detached. Standard curb-side service for APC. APC storage will be within garage or behind side yard screen walls.

c. Residential Medium Density Attached. Standard curb-side service for APC. APC storage will be within garage or behind side yard screen walls.

d. Residential Multi-Family. Standard curb-side service for APC. APC storage will be within garage or centralized trash containers will be in screened enclosures.

Alley loaded residential units will include trash and recycle storage in the garage or between the units behind a screen wall. For pick-up days, the APCs will be located along the alley adjacent to each unit.

Although it is not anticipated, if the spatial or pull-through or turnaround requirements for APC’s cannot be met for cluster and alley loaded residential units, then a centralized trash container within screened enclosures will be provided (Figure 26, p. 69). Where APC’s cannot be accommodated, centralized trash containers may be located up to 300’ from a residence. Centralized trash enclosures shall be screened on three sides by a solid wall and an opaque closing gate on the access side. Height of wall is per City of Tucson Development Standards, #6-01.10.

All trash collection methods shall include recycling containers in accordance with the City’s recycling program requirements.

9. School Mitigation

The Developer will make suitable arrangements with Tucson Unified School District (TUSD) to mitigate the residential development impacts upon area schools. Said arrangements will be finalized, and formal correspondence of same submitted by TUSD to the City, prior to the Developer requesting Mayor and Council approval of any final subdivision plat.
Trash and Recycling
Bin Pad
Common Area Boundary
(both sides of alley)

Figure 24: Individual APC Pad Service

Figure 25: Shared APC Pad Service

Figure 26: Typical Centralized Trash Container

* Drive Apron is measured from back of curb.

Note: Gate and wall design to be architecturally compatible with adjacent buildings.
10. **Residential Architectural Design**

Homes will provide a unique architectural style where no two house elevations and color scheme are repeated next to or across from each other. Specific elements may include, but are not limited to, variety of styles within a single street, varying front yard setbacks, recessed garages, **side loaded garages**, covered terraces and enhanced elevations through the use of pop-outs, cornices, window treatments, porches, roofing material and landscape. Additionally, accent materials for posts and columns may include stone, brick, tile or wood depending on the architectural style.

In order to create a diverse streetscape, a minimum of three (3) architectural features from the Menu of Architectural Features (Fig. 27, p. 71) will be included in each home. In addition, the following architectural guidelines will be followed:

- Emphasize articulated building massing.
- Emphasize front, side and rear elevations that relate strongly to the street and open space and contribute to the livability of that realm.
- Design certain homes specifically for corner conditions and provide fully developed architectural elevations for all sides of the residence that are directly adjacent to public streets, parks and open space (i.e. side elevations for siding along streets, rear elevations visible from streets and open spaces and parks).
- Include alternative garage configurations. At least 25% will include recessed, side loaded and alley loaded.
- Utilize authentic materials and colors that extend beyond earth tones to reinforce the overall community appeal. Colors will draw from “The Sonoran Desert Color Palette for Building Exteriors” as identified by the City of Tucson’s Urban Planning and Design Department.
- Incorporate energy star rated roofing materials

This architectural theme will be implemented, monitored and enforced pursuant to Section C.6, p. 121.
The Menu of Architectural Features establishes a framework to develop a community theme through the use of consistent architectural elements. All of these architectural features characterize roof form, façade, architectural elements, materials and colors found in the regional architecture of the Southwest. A minimum of three (3) architectural features from the Menu of Architectural Features will be included in each home.
C.2.4 MIXED-USES
Sub-Areas B (B-II, B-III and B-IV).

A. Intent
The Mixed-Use areas (Sub-Areas B-II, B-III and B-IV) may develop as residential uses, office, commercials uses, or any combination of these uses. Commercial uses developed within these Sub-Areas shall follow the requirements as set forth within this section of the PAD. Likewise, any residential uses shall follow the requirements as set forth within Section C.2.3 of this PAD. If commercial uses are developed within this area it anticipated those uses would include retail shops, restaurants, and limited entertainment uses. Should both residential and commercial uses be developed in this area, they will be horizontally integrated with screening and buffering standards as defined Sections C.2.2.C.3, C.2.3.5, and C.2.3.6 of this PAD.

B. Land Uses

Permitted Uses
The permitted land uses, special exception land uses and secondary land uses allowed in Sub-Areas B-II, B-III & B-IV shall be the uses permitted below.

1. Administrative and Professional Office.
   A. Administrative and Professional Office is a use which provides administrative, consulting, management, and professional services to businesses and individuals. Typical uses include legal services, real estate firms, travel agencies, security and commodity brokers, and employment services.

2. Alcoholic Beverage Service.
   A. Alcoholic Beverage Service is the retail sale of alcoholic beverages, such as beer, wine, and liquor, for consumption on the premises. Typical uses include cocktail lounges, taverns, and bars.

   A. Building and Grounds Maintenance is a use that provides maintenance and custodial services for buildings and properties. Typical uses include janitorial, landscaping, carpet cleaning, and window cleaning services.

4. Civic Uses
   A. Civic Assembly
   B. Cultural Use
   C. Educational Use: Elementary and Secondary Schools
   D. Educational Use: Postsecondary Institution and Instructional School
   E. Membership Organization
   F. Protective Service
   G. Civic Use Group - Religious Use

5. Commercial Services Uses
   A. Administrative and Professional Office
   B. Alcoholic Beverage Service
      i. Large bars and dance halls prohibited
C. Communications
   i. Subject to City of Tucson Conditional Use Permit Process.

D. Day Care

E. Financial Service
   i. No non-chartered financial institution facilities, such as payday loan facilities, except where permitted.

F. Food Service
   i. Soup kitchens are not allowed.

6. Communications
A. Communications is an activity that provides information and entertainment services by such means as cable, radio, or microwave. Typical uses include radio and television broadcasting stations and telecommunication service centers.

B. Wireless communication antennae, provided:
   All appropriate measures shall be taken to reduce the negative proliferation of visible towers and antennae by the collocation of new antennae on existing and proposed structures or with the facilities of other providers which are located or planned for development within the proposed service area.

   Wireless facilities requires approval as a special exception through a Zoning Examiner Legislative.

7. Craftwork Uses
A. Craftwork is the production of goods by hand manufacturing which involves only the use of hand tools or domestic mechanical equipment. Typical uses include handcrafted ceramics, metalwork, woodworking, and jewelry.

8. Day Care
A. Day Care is a use providing care, supervision, planned activities, and guidance on a regular basis for periods of less than twenty-four (24) hours for persons not related to the operator. This includes adult day care and child care.

9. Financial Service
A. Financial Service is the management and exchange of money and assets, as well as other fiduciary services. Typical uses include banks, credit unions, and savings and loan associations, and non-chartered financial institutions, such as check cashing and payday loan businesses.

10. Food Service
A. Food Service is the preparation and sale of food primarily for consumption as a meal on premises; however, the Food Service use may also offer the sale of food for consumption off premises. Typical uses include restaurants, coffee shops, cafeterias, and fast food establishments. To differentiate between a Food Service use (restaurant) which serves alcoholic beverages and an Alcoholic Beverage Service use (bar) which serves food, refer to the definition of restaurant.

11. Medical Service
A. Extended Health Care.
   i. Medical Service - Extended Health Care is a use providing lodging, meals, treatment, and personal care on a long-term basis to
individuals who, by reason of advanced age, chronic illness, or infirmity, are unable to care for themselves. Typical uses include nursing homes and hospices.

B. Medical Service - Major
   i. Medical Service - Major is a use providing inpatient medical care which may also include outpatient service as an ancillary activity. Typical uses include hospitals, psychiatric hospitals, and detoxification centers.

C. Medical Service - Outpatient.
   i. Medical Service - Outpatient is a use providing outpatient physical and mental health services. Services may be of a preventive, diagnostic, treatment, therapeutic, rehabilitative, or counseling nature. Typical uses include medical and dental offices, health clinics, counseling services, and emergency care centers.

• Blood donor centers are not allowed.

   A. Parking is off-street parking areas for motor vehicles. Typical uses include parking garages and parking lots for residential, commercial, and fleet storage purposes.

13. Personal Service.
   A. Personal Service is a use which provides personal care and appearance services to an individual or provides the cleaning and repair of personal effects. Typical uses include barber and beauty shops, tailors, shoe repair shops, dry cleaning collection agencies, laundromats, massage establishments, and reducing salons.

14. Processing and Cleaning
   A. Processing and Cleaning is a use which provides dry cleaning, dyeing, laundering, or rug cleaning services. Typical uses include dry cleaning plants, diaper services, and linen supply services.

15. Recreation Use Group
   A. Neighborhood Recreation
      i. Neighborhood Recreation is noncommercial recreational use established by the neighborhood for the benefit and enjoyment of that neighborhood. Attendance by spectators is incidental and occurs on an intermittent basis. Typical uses include park areas, recreation centers, or swimming pools commonly owned by a neighborhood.

   B. Recreation
      i. Recreation is a participatory activity. Attendance by spectators is incidental and occurs on an intermittent basis. Typical uses include athletic clubs, gymnasiums, and tennis courts.

   C. Open Space
      i. Any area of land, essentially unimproved and not occupied by structures or man made impervious surfaces, that is set aside, dedicated, or reserved in perpetuity for public or private enjoyment as a preservation of conservation area. In addition, open space includes those areas revegetated or restored with native vegetation in a natural manner consistent with the character of the Sonoran Desert.
16. Residential Use

A. Family Dwelling.
   i. Family Dwelling is the occupancy (habitation) of a permanent structure or structures on a lot or parcel by one (1) or more individuals holding the dwelling unit under common property rights, living together as a single household, and using common cooking facilities.
   ii. Typical uses include attached or detached dwellings and single-family or multiple-family dwellings.

B. Group Dwelling.
   i. Group Dwelling is the residential occupancy of a permanent structure by five (5) or more unrelated persons or by one (1) or more individuals where the individual or group of individuals has the exclusive right of occupancy of a bedroom. Typical uses include fraternities; sororities; convents; dormitories; college student rentals; rooming and boarding; boarding houses, not primarily for travelers; and apartments where individual bedrooms are separately leased.
   ii. Related persons include persons related by blood, marriage, domestic partnership or a legal custodial relationship.

C. Residential Care Services.
   i. Residential Care Services is a residential use which includes facilities providing lodging, meals, and treatment to persons who are unable to be cared for as part of a single household. This use includes group homes and institutional living arrangements with twenty-four (24) hour care.

D. Artisan Residence.
   i. A structure or portion of a structure used as both a residential dwelling for an artist and any artistic nonresidential use permitted in the zoning district in which the unit is located by that same artist. The dwelling unit shall not be separately leased.

17. Retail Trade Uses.

A. Food and Beverage Sales.
   i. Food and Beverage Sales is the retail sale of food and beverages for consumption off the premises, such as bakeries, butcher shops, grocery stores, and liquor stores.

B. General Merchandise Sales.
   i. General Merchandise Sales is the selling, leasing, or renting of commonly used goods and merchandise for personal or household use and the providing of services incidental to the selling, leasing, or renting of goods.
      • Outdoor display or storage of fertilizer, manure, or other odorous material shall be located at least thirty (30) feet from any interior lot line.

C. Retail (Lifestyle / Outlet Mall).
   i. General Merchandise Sales is the selling, leasing, or renting of commonly used goods and merchandise for personal or household use and the providing of services incidental to
the selling, leasing, or renting of goods. This may include manufacturers, retailers, and specialty stores with dining and entertainment located near a major highway.

18. **Technical Service.**
   A. Technical Service is service of a technical nature provided to businesses and individuals. Typical uses include printing establishments, blueprint companies, photocopy companies, commercial art studios, recording studios, and computer access centers.

19. **Trade Service and Repair, Minor.**
   A. Trade Service and Repair, Minor, is the service and repair of appliances and other similar utility items for business and personal use. Typical uses include appliance repair, jewelry repair, reupholstery, locksmith, burglar alarm repair, and stereo and television repair shops.

20. **Travelers’ Accommodation, Lodging / Hospitality.**
   A. Traveler’s Accommodation, Lodging, is a use providing rooms for the temporary lodging of travelers. Typical uses include bed and breakfast inns, hotels, motels, inns, resorts, and guest ranches.

21. **Utilities Use Group.**
   A. Distribution System
   
   i. Distribution System is the dispensing or transforming of basic services, such as gas, electricity, or water, from one part of an interconnected system to another. Typical uses include electric substations, gas distribution substations, and water wells.
   
   ii. The setback of the facility, including walls or equipment, is twenty (20) feet from any adjacent residential zone.
   
   iii. The use may not have any service or storage yards.
   
   iv. The use must be located wholly within an enclosed building or within an area enclosed on all sides with a masonry wall or compact evergreen hedge, not less than six (6) feet, nor more than ten (10) feet, in height.

   B. Renewable Energy Generation.
   
   i. Renewable Energy Generation is a principal use producing commercial power from natural resources such as sunlight, wind, rain, tides, and geothermal heat, which are renewable (naturally replenished). Typical uses are solar, geothermal, natural or methane gases, and wind power.
   
   ii. Requires approval through a Special Zoning Review – Limited Notice Procedure, Sec. 23A-40.
   
   iii. The setback of the facility, including walls or equipment, is twenty (20) feet from any adjacent residential zone.
   
   iv. All activities shall be conducted in conformance with the following performance standards:
      - Noise. The sound level of any individual operation shall not exceed the levels permitted in Section 16-31, Excessive Noise, of the Tucson Code.
      - Smoke. Smoke emission from any source is not permitted to exceed a density greater than that described as No. 1 on the Ringleman Chart. However, smoke may be emitted which is
equal to, but not darker than, No. 2 on the Ringleman Chart for not more than four (4) minutes in any thirty (30) minute period. For the purpose of grading the density of smoke, the Ringleman Chart, as published by the U.S. Bureau of Mines, is the standard.

- **Glare or Heat.** Any activity producing intense glare or heat shall not be performed in such a manner as to create a nuisance or hazard beyond the property lines of the project site.
- **Odors.** Emission of odorous gases or other odorous matter is not permitted in such quantities as to be offensive to owners or occupants of adjoining property or in such a manner as to create a nuisance or hazard beyond the property lines of the project site.
- **Vibration.** No vibration is permitted which is discernible beyond the property lines of the project site.
- **Fly Ash, Dust, Fumes, Vapors, Gases and Other Forms of Air Pollution.** No emission is permitted which can cause damage to health, animals, vegetation or other forms of property or which can cause any excessive soiling of the air per State or County guidelines.
- **Liquids and Solid Waste.** No waste shall be discharged into the streets, drainage ways, or on property possibly creating a danger to the public health and safety, and no waste shall be discharged in the public sewage system which might endanger the normal operation of the public sewage system.
- **Illumination.** Illumination of buildings and open areas shall be located and directed so as to eliminate glare toward streets and adjoining properties and shall comply with the requirements of the Outdoor Lighting Code in Chapter 6 of the Tucson Code.
- **Interference.** No TVI (television interference) or RIV (radio interference) is permitted to emanate from the project site.

22. **Other similar uses approved by the Planning Director.**

1. **Excluded Uses**
   - **A. Industrial Use Group,**
   - **B. Billboards are not permitted within the Bridges PAD.**

C. **Development Standards**
   1. **Development Criteria**
      The PAD shall recognize the development criteria provided in Table I, which have been developed to regulate non-residential development within Sub-Areas B-II, B-III & B-IV of the PAD. The standards in Table I will supersede the standards in the City of Tucson Unified Development Code, as amended from time to time.
2. Landscape and Screening Requirements

The Sub-Areas within the PAD will comply with the Landscaping and Screening requirements contained in Section 7.6 of the UDC with the following exceptions:

a. To encourage connectivity between the Sub-Areas within the PAD and between other land use Sub-Areas, interior landscape borders between parcels within the Sub-Areas otherwise required by the Unified Development Code are not required for the PAD. Sub-Areas or parcels that have the same land use, developed under the same or separate plats shall determine the appropriate land use

## Mixed-Use Development Standards for Sub-Areas B-II, B-III & B-IV

<table>
<thead>
<tr>
<th></th>
<th>Sub-Area B-II</th>
<th>Sub-Area B-III</th>
<th>Sub-Area B-IV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Area</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Lot Width</td>
<td>0</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Separation Between Buildings</td>
<td>Governed by Building Code</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Floor Area Ratio*</td>
<td>4.0</td>
<td>6.0</td>
<td>4.0</td>
</tr>
<tr>
<td>Functional Open Space</td>
<td>Refer to section C.2.4 of this PAD **</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td>90 feet</td>
<td>140 feet</td>
<td>60 feet</td>
</tr>
<tr>
<td>Minimum Building Setback From Any Public Street and/or MS&amp;R</td>
<td>20 feet ***</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minimum Building Setback From I-10</td>
<td>50 feet ****</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Perimeter Wall Requirements</td>
<td>None. Refer to Section C.2.4.C.2 for provisions concerning screening.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landscape Buffers and Screening</td>
<td>Refer to Section C.2.4.C.2 for provisions concerning landscape buffers and screening</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Floor Area Ratio (FAR) shall be defined as a ratio expressing the amount of square feet of floor area permitted for every square foot of land area within the site and the permitted maximum Floor Area (FA) shall be calculated as follows: Site Area x FAR = FA. The FARs designated above shall apply to each separate site, as that term is defined as the land area consisting of a lot or contiguous lots, not including dedicated public property, designated for development as a single entity and exclusive of any abutting public right-of-way within a Sub-Area. It is conceivable that a Sub-Area may also be a single site.

** Functional open space in these Sub-Areas will include pedestrian walkways, patio areas, outdoor plazas, sitting areas, public art areas, oasis areas, performance areas, bus shelters, transit nodes, trails, and any main street which can be closed off for a public function.

*** The building setback shall be measured from the property line.

**** The building setback from I-10 shall be measured from the property line.
transitions and screening between uses. A minimum buffer of 25’ shall be applied to the transition between commercial/office and residential uses.

b. Street landscape borders and screening of parking lots along Kino Parkway and Park Avenue shall be accomplished with low screen walls. The landscape borders shall be a minimum of ten (10) feet wide and the density of the vegetation in the vehicular use areas and landscape borders shall comply with UDC Sections 7.6.4.B and 7.6.4.C. (Refer to Figure 21, p. 57, and Appendix B, Figures 2 & 3, p. B-2.)

c. Loading and delivery docks, outdoor storage areas, garbage and recycling areas and other similar exterior improvements facing such residential neighborhoods at the perimeter of and within the PAD will be screened (unless already substantially screened by buildings or other landscaping) with walls a minimum of six (6) feet high designed to prevent unreasonable light, noise and visual impact on such residential neighborhoods. Examples of trash enclosure screening are shown in Appendix B, Figures 10 and 11, p. B-5.

d. Canopy trees and planter islands in parking areas shall be in conformance with the following:

   Canopy Trees in Vehicular Use Areas.
   1. Within a vehicular use area, one (1) canopy tree is required for each four (4) motor vehicle parking spaces or fraction thereof.
      a. In areas where a required landscape border falls within the vehicular use area, up to 50% of the canopy trees may be counted towards both the minimum parking lot canopy tree requirement and the landscape border canopy tree requirement.
      b. An unpaved planting area, which is a minimum of thirty-four (34) square feet in area and four (4) feet in width, must be provided for each canopy tree, except allowed per Development Standard 2-06.3.3.
      c. Structurally covered or underground motor vehicle parking spaces are not included in calculating the required number and location of canopy trees.
   2. Plant Protection. Areas where plants are susceptible to injury by vehicular or pedestrian traffic must be protected by appropriate means, such as curbs, bollards, or low walls.

e. “Safe by design” principles shall be implemented in the design and construction of screen walls to prevent hiding and loitering near pedestrian and bicycle paths. Examples of the principles to be utilized include the articulation of the wall to include jogs and offsets. Openings for pedestrian and bicycle paths should be widened and cacti and other thorny plants should be utilized to keep people out of hiding areas near pathways.

Refer to General Landscape Program, Appendix F, for Landscape Concept. Prior to any development plan submittal, the Office of Conservation and Sustainable Design will also be consulted, and their input incorporated
into the submittal. Development applications within the Bridges PAD will not require a formal submittal of a rainwater harvesting plan per the City of Tucson’s Commercial Rainwater Harvesting Ordinance. New development within the PAD will integrate active and passive rainwater harvesting feature when possible.

3. Parking
Motor Vehicle and Bicycle Parking requirements of Section 7.4 of the UDC will apply with the following exceptions:

a. Parking Calculation Requirements
   i. Motor Vehicle Spaces: A minimum of 4 spaces for each 1,000 square feet of Gross Floor Area (GFA). Parking stall counts may be done across each Sub-Area as a whole, not necessarily on a parcel by parcel basis within the sub-area, subject to a recorded cross-parking agreement for the overall Sub-Area.
   ii. Bicycle Spaces: The required number of bicycle parking spaces shall be calculated in accordance with Section 7.4.8.B.2 of the UDC.

b. Shared Parking
   i. Shared parking may be incorporated into all Mixed-Use Planning Areas with the approval of the PDSD
   ii. Where a use generates parking demand primarily during hours when an adjacent use or uses are not in operation or generate shared trips, a reduction of the required parking may be approved by the Planning Director. Application for shared parking shall include:
      • Submission of a parking study
      • Proposed documents for recordation of cross-easements for parking purposes
      • Proposed documents to ensure maintenance of the shared parking spaces
   iii. Conditions for approval of shared parking should include meeting three (3) or more of the following:
      • 50% or more bicycle parking is provided than required by this PAD
      • Parking areas are located to the rear of the building
      • There is a transit stop within 1/4 mile of the property
      • The entire project is integrated to provide pedestrian linkages between the project components
      • Direct pedestrian access is available to the project from adjoining residential parcels
      • Parking is decentralized and dispersed evenly as parking pockets throughout the project
   iii. Location: Parking is permitted in the required setback provided the landscape buffer planting requirements are met to shield parking from the street and/or adjacent use.

b. Class 2 bicycle parking spaces may be substituted for Class 1 bicycle spaces on a two for one basis up to a maximum of 50 percent of the required number of Class 1 spaces.
4. **Off-Street Loading Requirements**

The PAD will comply with the off-street loading requirements contained in Section 7.5 of the UDC with the following exceptions:

a. No designated loading spaces are required for businesses with less than 2,500 square feet of GFA. Loading areas can be provided at off-street parking spaces and at designated on-street locations posted for such use, provided that the loading space is located within 250 feet of the use it serves and is not used by semi trucks. These spaces may be reduced in size to accommodate a van or small panel truck and shall be a minimum of 8.5’ x 23’.

b. Two or more principal uses within the same site treated as a single project may share designated loading spaces. Users on different sites within a commercial area may share designated off-street loading spaces provided they are within 250 feet of each user. Allowing shared loading spaces could reduce the required total number of loading spaces for each principal use by up to 50 percent. Dimensions for loading zones shall meet the requirements of Section 7.5.5 of the UDC.

c. Off-street loading areas shall be screened in accordance with Section C.2.2.C.3.

5. **Architectural**

The overall project theme will include five-sided architecture that provides an interpretation of contemporary Southwest design. This character responds to climatic conditions and promotes an architecture that focuses on qualities of surface, color, light and shadow, massing and building form, and space as it relates to the outdoor environment.

Innovations in energy efficiency and sustainability should be explored and incorporated. Sustainable energy conscious design and alternative power generation appurtenances are permitted within the Bridges, subject to DRC approval. Cool roofs and solar panels, as well as roof decks and patios (exclusive of height), are encouraged.

The building design will be characterized by effective use of building massing, intersecting wall planes, strong color, unique building forms, shade and shadow, and play of light so as to retain pedestrian-scaled elements.

The buildings will be designed to break up large masses both vertically and horizontally. All multi-story buildings should incorporate a recognizable base, middle and cap through the use of changes in material, architectural accents or other features, as appropriate. Emphasis will be placed at the pedestrian level with the use of traditional materials, textures and increased building articulation.

The materials and components used will be steel trellis with turnbuckle connections, trendstone CMU, light sandblasted integral color CMU,
juicy joint constructed CMU, stucco, cast in place concrete, decorative hardscape, small fountains and water features and complementary amenities package. To allow for innovative use of materials and advancement in technology, materials other than those on the approved list may be used, with DRC approval.

The architecture is intended to have a timeless quality that reflects Tucson’s heritage and history in a true contemporary meaning.

This architectural theme will be implemented, monitored and enforced pursuant to Section C.6, p. 121.
C.2.5 Open Space
Sub-Areas C-I and C-II.

A. Intent
The open space network (Sub-Area C-I) will be designed to function as a flood control and detention facility for the PAD Site and also provide a fully functional trail and recreation environment for the public. Sub-Area C-II will be preserved as natural and functional open space (Figure 28, this page).

B. Land Use
The permitted land uses allowed in Sub-Areas C-I and C-II shall be: Neighborhood Recreation. Neighborhood Recreation is a non-commercial recreational use established by the neighborhood for the benefit and enjoyment of that neighborhood. Attendance by spectators is incidental and occurs on an intermittent basis. Typical uses include play areas, multi-purpose fields, and trails commonly owned by a neighborhood.

Figure 28: Open Space Plan
Recreation. Recreation is a participatory activity. Attendance by spectators is incidental and occurs on an intermittent basis. Typical uses include athletic clubs, gymnasiums, and tennis courts. the uses permitted by the OS Zone as defined in Section 2.9.1 of the LUC, with the addition of uses permitted by the Neighborhood Recreation and Recreation Use Groups as defined in Sections 6.3.7.3 and 6.3.7.4 of the LUC.

C. Natural Open Space and Functional Open Space

An extensive open space system has been established that contains areas for recreation and pedestrian circulation, as well as areas intended primarily for preservation. Two categories of open space have been identified in the PAD as Functional Open Space (FOS), and Natural Open Space (NOS) (Figure 28, p. 84).

The percent of open space for the PAD has been established at 22% inclusive of FOS and NOS. Table I, this page, establishes the target acreage and percentage of open space for each of the Sub-Areas as well as the overall PAD. The required acreage and percent of combined open space may be moved from one parcel to another as long as the overall PAD requirement is achieved. The open space requirement will be verified by the City of Tucson during the review of a development plan or tentative

<table>
<thead>
<tr>
<th>Sub - Area</th>
<th>Primary Use</th>
<th>Total Acres</th>
<th>NOS Acres</th>
<th>FOS Acres</th>
<th>NOS+FOS %</th>
</tr>
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<tbody>
<tr>
<td>Sub-Area A</td>
<td>Commercial/Retail</td>
<td>111.2</td>
<td>0.0</td>
<td>5.6</td>
<td>5.0%</td>
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<td>Sub-Area B-I</td>
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<td>Residential-Mixed Use</td>
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<td>0.0</td>
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<td>Residential-Mixed-Use</td>
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<td>10.0%</td>
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<tr>
<td>Sub-Area B-IV</td>
<td>Residential-Mixed-Use</td>
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<td>0.0</td>
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<td>Sub-Area C-I</td>
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<td>30.4</td>
<td>5.4</td>
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<td>100%</td>
</tr>
<tr>
<td>Sub-Area C-II</td>
<td>Open Space</td>
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<td>9.9</td>
<td>10.1</td>
<td>100%</td>
</tr>
<tr>
<td>Sub-Area D</td>
<td>Civic Institutional</td>
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<td>9.6</td>
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<tr>
<td>Sub-Area E</td>
<td>Commercial (Hospitality)</td>
<td>11.6</td>
<td>0.0</td>
<td>1.2</td>
<td>10.0%</td>
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<tr>
<td>Sub-Area F</td>
<td>Commercial/Retail</td>
<td>5.9</td>
<td>0.0</td>
<td>0.3</td>
<td>5.0%</td>
</tr>
<tr>
<td>Totals</td>
<td></td>
<td>350</td>
<td>15.3</td>
<td>61.5</td>
<td>22%</td>
</tr>
</tbody>
</table>
plat. The combined open space target for each of the Sub-Areas includes trail and walkway easements and rights-of-ways along the Kino Parkway, 36th Street, Park Avenue, Secondary Spine Road and the Commercial Spine Road (Public). All Development Plans/Plat Submittals will include running calculations/percentages of NOS and FOS set aside as they relate to the overall requirements (calculations will be presented in a table).

1. **FOS**

FOS includes the Central Park, mini-parks and trail system. FOS will be managed for passive and active recreation and for public gatherings. (Refer to Section C.2.3.C.5 for required vegetation densities).

a. **Parks.**

i. **Central Park:** The Central Park features areas for active and passive use. Landscape will consist of desert wash-themed plantings accented with oasis zones of turf with trees and shrubs to provide shade and spatial definition. The Central Park will provide stormwater detention integrated with the oasis areas satisfying storage requirements while providing the opportunity to sculpt the land into a unique park setting. The Central Park will include a multi-use path connecting the neighborhoods internally and providing a regional trail linkage connecting to public pathways systems outside the property. The park will include open play areas for field sports, a playground and area for picnics and group gatherings.

The Central Park will include, at a minimum, the following amenities:

- Turf multi-purpose field play area (minimum 1.5 acres) for field sports
- 2 Ramadas
- 1 Playground with play elements for age 3-5 and 5-12 (ADA accessible)
- 1 Swing system
- 6 Benches
- 4 Picnic benches
- 1 Water fountain
- 2 Grills
- 1 Trailhead for link to El Paso and Southwestern Greenway Multi use path including a 8’ asphalt trail

ii. **Mini Parks:** Mini parks will be provided on-site for Sub-Areas neighborhoods where the walking distance from the Central Park is greater than 1,500 feet, approximately a 5 minute walk. This requirement is met by siting one (1) mini-park in Sub-Area B-III that may provide connectivity to the open space, and one (1) mini-park in Sub-Area B-IV that provides a connection to the El Paso and Southwestern Greenway (may be a linear park) (Figure 28, p. 84). The mini parks will provide approximately ½ - ¾ acres of landscaped park area.
Each Mini Park within a mixed-use area will include, at a minimum, the following amenities:

- Turf area for open play
- Playground with play elements for age 3-5 and 5-12 (ADA accessible)
- Central gathering area integrated into the mixed-use area which may be configured as patio areas, outdoor plazas, sitting areas, public art areas, oasis areas, performance areas and trail connections
- 2 Benches
- 1 Ramada

Each Mini Park within a residential area will include, at a minimum, the following amenities:

- Turf area for open play
- Playground with play elements for age 3-5 and 5-12 (ADA accessible)
- 2 Benches
- 1 Ramada

b. Trails and Pathways. The Bridges PAD will include the following trail systems: i) The El Paso and Southwestern Greenway, and ii) The Bridge’s site trail system (Figure 29, p. 91).

i. The El Paso and Southwestern Greenway: A combination 12’ wide asphalt paved and an 8’ wide meandering decomposed granite pathway consistent with the Pima County Divided Urban Pathway model (Figure 30, p. 92) will extend the Greenway from the railroad tracks west of Park Avenue east to Kino Parkway. A minimum 50’ wide corridor will be provided for the Greenway. The Greenway will cross Park Avenue at-grade by way of a “HAWK” crossing (Figure 31, p. 93). This “HAWK” crossing will follow TDOT standards and will be constructed as part of the improvements of Park Avenue. The Greenway will cross under the Commercial Spine Road (Public) via an underpass to be constructed by the Developer in conjunction with the construction of the Commercial Spine Road (Public).

In areas where the Greenway approaches/enters areas of Significant Vegetative Habitat, the Greenway will be sited to minimize disturbance to the area (see CD in Appendix E for conceptual greenway placement).

The Greenway’s extension beyond The Bridge’s eastern boundary at Kino Parkway may be achieved by a future pedestrian underpass that will be installed and funded outside of this PAD. The El Paso and Southwestern Greenway will eventually provide a connection to the Ajo Detention Basin park east of the Site.
• Trailhead: A trailhead for the Greenway will be provided for general public access and will be located approximately at the midpoint of the Central Park, accessed from the commercial site. The trailhead will include signage indicating the trail and designated parking, and an asphalt path connecting the parking lot to the regional trail. The designated parking available at the trailhead will not be for exclusive use for the trail, but any nearby unused spaces in the parking lot may be occupied by trail users. Additional Greenway connections to the commercial area will be provided at the Commercial Spine Road (Public) bridge, where the greenway meets grade on either side (Figure 29, p. 91).

• Easement: A 30’ easement along the west boundary of Sub-Area B-IV will be provided for the extension of the El Paso and Southwestern Greenway to the Julian Wash Greenway. Refer to Section C.2.3.C.6.a, p. 63, for additional information on the easement.

ii. The Bridge’s Site Trail System:
  • Perimeter Path: A 10’ wide meandering multi-use asphalt path adjacent to Park Avenue, 36th Street and Kino Parkway will create a perimeter jogging/walking loop (Figure 32, p. 94). This will be installed in place of a standard sidewalk. The Perimeter Path will be set back from the roadway an absolute minimum of 6’ from back-of-curb, with the understanding that the path will wander and that it can be integrated into on-site landscape borders in order to meet the 6’ criteria. The Perimeter Path will extend through Central Park to connect to the El Paso and Southwestern Greenway (Figure 29, p. 91). A crossing integrated into the intersection of 36th Street at the proposed Secondary Spine Road will connect the Perimeter Path to Quincie Douglas Park; said crossing will meet TDOT standards.

  • Loop Trail: An 8’ wide meandering washed decomposed granite path (Figure 33, p. 94) will extend around the southern property boundary between Sub-Area A and I-10. The Loop Trail will connect to the Perimeter Path and the El Paso and Southwestern Greenway within the PAD boundary (Figure 29, p. 91). Any connections to trails external of the PAD will be installed and funded outside of the PAD.
• Additional Connections: Paved pathways will provide pedestrian connections between the residential, mixed-use, office, commercial and UA properties. Shaded detached sidewalks will accompany all streets and signed bike lanes along the Commercial Spine Road (Public) and the Secondary Spine Road.

Pathways and trails shall be sited above the normal high water line when located within detention basins, and will be protected from cross-flows with drainages directed below the pathways and trails. Where the El Paso and Southwestern Greenway passes under the Commercial Spine Road, the pathway and trail shall be sited above the normal high water line of detention basins and will be protected from cross-flows with drainages directed below the path and trail as much as possible.
Figure 29: Trail Connection Plan

Proposed Connections within the Site

- At-Grade Crossing
- Trailhead
- Future Trail Underpass (Funded and Installed outside of the PAD)
- Connection to Commercial
- Connection to El Paso SW Greenway
- El Paso SW Greenway 12' Asphalt Path
- El Paso SW Greenway 8' Decomposed Granite Path
- Perimeter Path 10' Asphalt Path
- Perimeter Path 10' Asphalt Path (Funded and Installed outside of the PAD)
- Loop Trail 8' Decomposed Granite Path
- Bicycle Lanes/Connections
- Future El Paso SW Greenway
- 30' Trail Easement
- Open Space / Active Recreation

Existing Connections Adjacent to the Site

- Julian Wash Greenway
- Signed Bike Route
- Signed Bike Route with On-Street Bike Lanes
Figure 30: El Paso & SW Greenway Pathway Section

Note: Multi-use path and D.G. paths may occur together (as above) or separately, depending upon each particular design situation. D.G. path and landscape buffer width may vary depending on site conditions. Minimum total corridor width is 50’. Cacti will be located a minimum of 6’ from paths. Trees typically will be located a minimum of 6’ from path. A 2’ clear area along the side of each path will be maintained to enhance safety.
Figure 31: Park Ave Crossing “HAWK”
Note: Minimum 6’ landscape buffer may be integrated as part of the on-site street landscape borders. Encroachment into private street landscape border is allowed to accommodate meandering path. Cacti will be located a minimum of 6’ from paths. Trees typically will be located a minimum of 6’ from path. A 2’ clear area along the side of each path will be maintained to enhance safety.
2. NOS

NOS is contained within the areas of Significant Vegetative Habitat (SVH) (Figures 28, p. 84, and 34, p. 96). These areas contain vegetation that will be managed as natural or natural appearing landscapes, but may provide passive recreation including trails, walkways and interpretive areas.

a. Significant Vegetative Habitat. It is the intent of this PAD, in coordination with City of Tucson Parks and Recreation, Pima County Department of Natural Resources, Parks, and Recreation, and the City Office of Conservation and Sustainable Design, to work to maximize preservation of the SVH, while, at the same time, incorporating the SVH into an integrated regional public trail and recreation network (see CD in Appendix E for SVH treatment in regards to conceptual greenway placement).

Any impact ultimately incurred within the SVH’s associated 100-year floodplain shall be appropriately mitigated in accordance with the Native Plant Preservation Ordinance (NPPO) and, to the greatest extent feasible, UDC Section 5.7 (Environmental Resource Zone). An NPPO inventory has already been completed for the entire Site.

b. SVH and Elimination of Separate Public Process. Despite the lack of actual, adopted ERZ designation on the riparian resource, it is the intent of this PAD to recognize the SVH on the site and to treat it in a manner generally consistent with ERZ parameters, with the particular exceptions as follows:

It is the intent of this PAD to satisfy the normally-required public notification and public-meeting requirements attendant to the ERZ ordinance by way of the same legislative and public-hearing requirements mandated for the processing and approval of this PAD. No separate or additional public notice, public meetings or public hearings will be required to effectuate the treatment of this Site’s SVH as described in this PAD.

The only disturbance allowed to the SVH will be to effectuate the routing and construction of two public trail elements as jointly desired by the City of Tucson Parks and Recreation Department and the Pima County Department of Natural Resources, Parks, and Recreation (see C.2.4.C.1.b).

c. SVH and the Floodplain, Wash, and ERZ Standard. The Bridges PAD supersedes recent development standards adopted by the City of Tucson in this regard, and, as such, is exempt from the City of Tucson Floodplain, Wash, and ERZ Development Standard (2-13.0.0).
Figure 34: Utilization of Natural Resources
C.3 TRANSPORTATION INFRASTRUCTURE

Existing land uses around the Site include fully-developed residential subdivisions, public facilities (recreation center, park, library), and small-scale commercial and industrial uses. As such, the PAD property is already bounded by a network of improved public streets (see Section B.4.1 for detail).

C.3.1 Proposed Streets

The following new street improvements are proposed with the Project:

A. Commercial Spine Road (Public)

Kino Parkway to Sub-Area A, Commercial/Retail Center. Figure 35, p.99, illustrates this major new public boulevard that was will be constructed in conjunction with the proposed PAD. This boulevard will serve the following key functions:

1. Provide the primary access for the PAD’s major commercial/retail center to and from Kino Parkway, including a crossing over the Greyhound Wash.
2. Provide the primary access from Kino Parkway to UA’s research park and hotel complex. This street will be a four-lane divided facility with bike lanes, a raised median, full curb-and-gutter, streetlights, landscape, and sidewalks on both sides (see Figure 36, p. 101, street sections keymap, for location and Appendix D, Figure 3, p. D-3, for cross-section).

This road will function as a primary gateway for the Project and, as such, must constitute a high-quality entry sequence for motorists and pedestrians. Upon entering the commercial/retail site (Sub-Area A), this roadway will transition into the Commercial Spine Road (Private). This entire roadway [the Commercial Spine Road (Public) off of Kino Parkway, and the Commercial Spine Road (Private)] will be was constructed, in its entirety, during the first phase of development in Sub-Area A.

B. Commercial Spine Road (Private)

The Commercial Spine Road (Private) is a privately maintained thoroughfare through the commercial site. It is the primary circulation route through Commercial Sub-Area A. In conjunction with the Commercial Spine Road (Public), it provides a continuous linkage between the new/proposed traffic signal on Kino Parkway and the new/proposed traffic signal on Park Avenue. The final design of the Commercial Spine Road (Private) will be determined in accordance with the traffic study recommendations and as agreed upon by TDOT at the time of development plan processing. The location of the Commercial Spine Road (Private) is shown in Figures 35, p. 99, and 36, p. 101. A minimum cross-section is shown in Appendix D, Figure 4, p. D-3.
The aforementioned new traffic signal on Kino Parkway will be constructed (at Developer expense) at the intersection of the new Commercial Spine Road (Public) with Kino Parkway, creating a new four-way intersection with Duvall Vista Road. Dual right-turn and left-turn lanes exiting the Project at Kino Parkway will be necessary, together with a thru-lane for traffic proceeding eastward to Duvall Vista Road.

The aforementioned new traffic signal on Park Avenue will be constructed at Developer expense and will constitute the primary Park Avenue access location for Sub-Area A. It will also serve as the primary entry point for the proposed residential mixed-use development in Sub-Area B-IV (located on the west side of Park Avenue). As such, this new traffic signal will create a new 4-way intersection on Park Avenue. The final location of this intersection and signal will be subject to coordination with, and approval by, both the City of Tucson Department of Transportation (TDOT) and the Arizona Department of Transportation (ADOT), the latter of which possesses access-control rights for the segment of Park Avenue immediately north of the Interstate 10 interchange.

C. Secondary Spine Road

[Commercial Spine Road (Public) to 36th Street]. This secondary new public street will extends as a 2-lane section from the above-referenced Commercial Spine Road (Public), connecting to 36th Street on the north boundary of the Site. It will be a four-lane divided street with dual bike lanes, raised median, full curb-and-gutter, streetlights, sidewalks on both sides, and landscaping (see Figure 36, p. 101, street sections keymap, for location, and Appendix D, Figure 6, p. D-4, for cross-section). This Secondary Spine Road will provide the primary interior site access to the proposed residential and mixed-use blocks, as well as secondary access to the UA research park and hotel complex. Some form of intersection improvement will be necessary at the 36th Street intersection, and shall be determined in conjunction with, and approved by, TDOT.

D. Neighborhood Residential Streets and Alleys

The new streets and alleys within all proposed residential subdivision blocks will be public and will be designed per the street locations shown in Appendix D, Figures 7-10 (p. D-5 and D-6). In developing these cross-sections, due consideration has been given to the access requirements for public service vehicles (i.e. fire, solid waste collection) while simultaneously trying to create streetscapes that are more intimate in scale and “neighborhood” in their character. The alley cross-section is intended for a specialized housing situation wherein the chosen product may feature rear entry, with the front façade of the homes opening onto a shared greenway or common court.
LEGEND

- Existing Traffic Signal
- New Traffic Signal
- New Commercial Spine Road (Public)
- New Secondary Spine Road
- New Commercial Spine Road (Private)
- Areas of Transition from Commercial Entries to the Commercial Spine Road (Private)
- Proposed Transit Loop
- Proposed Transit Node
- Proposed Intersection - Full Movement
- Proposed Intersection - Right in-Right out
- Trail Head / Staging Area

**Figure 35:**
Proposed Circulation Plan
E. Park Avenue Widening

Figure 1 in Appendix D (p. D-2) illustrates the proposed four-lane cross-section which was will be constructed for that portion of Park Avenue along the PAD frontage (i.e. that segment south of 36th Street and north of Interstate 10). This widening was necessary to accommodate the additional traffic volume generated by the Project and will provide two travel lanes in each direction, bike lanes, raised median, curb & gutter, and sidewalks. Final approval of the Park Avenue cross-section particulars rests with the City of Tucson Department of Transportation (TDOT).

F. 36th Street Improvements

36th Street will be improved to complete the balance of a five-lane cross-section (two travel lanes in each direction with a continuous center left-turn lane), bike lanes, curbs, street lighting, and 6’ sidewalks on both sides. This street presently contains four travel lanes and is largely a curbless cross-section with no sidewalks or bike lanes. (Appendix D, Figure 2, p. D-2).

C.3.2 Proposed Typical Street Cross-Sections - Reference

The key map provided in Figure 36, p. 101, illustrates the street locations and references to the cross sections in Appendix D depicting the typical street designs to be used on this Project.
36th Street
• Appendix D, Figure 2

S. Park Avenue
• Appendix D, Figure 1

Interstate 10

Kino Parkway

Secondary Spine Road
• Appendix D, Figure 6

Commercial Spine Road (Public)
• Appendix D, Figure 3

Main Commercial Entry @ Park Avenue (Private)
• Appendix D, Figure 5

Commercial Spine Road (Private)
• Appendix D, Figure 4

Neighborhood Residential Streets
• Appendix D, Figures 7, 8, 9 and 10

Parking Area Access Lanes (PAAL)
• Appendix D, Figure 11

Figure 36: Street Sections Keymap
C.3.3 Traffic and Impact Analysis

A comprehensive Master Transportation Study (MTS) was prepared for the Bridges PAD in 2006. An updated analysis has been prepared based on a 2013 data collection to analyze operational conditions. Both reports are Traffic Impact Analysis (study) has been prepared and is included, in its entirety, on CD in Appendix E. This 2006 study documents the existing traffic conditions of the major streets surrounding the Site, the larger surrounding street network, and twenty (20) major intersections within the area of influence that were identified in conjunction with the City of Tucson Department of Transportation (TDOT). The study also suggests improvements that these streets and intersections will need over the next 20 years, based on 3% growth, to maintain and achieve acceptable Level of Service (LOS) without this PAD. Using a 3% baseline growth is conservative in this case, in that the historic growth rate in the surrounding traffic volume has conservatively averaged 8% over the past 5 years per Pima Association of Government (PAG) data for Park Avenue, Kino Parkway, and Interstate 10. The study then includes a projection of total new trips to be generated by the proposed PAD at full build-out, as well as the anticipated distribution of these new trips on the existing transportation system, the impact they may have on the various components of the system, and the required public street and intersections improvements that may be appropriate to accommodate the PAD.

The 2006 study indicated that approximately 38,000 new external trips will be generated by the PAD at full build-out (“external” trips are those that will actually impact upon the external/existing public streets and not be captured internally by the Project). The proposed changes from the 2006 MTS resulted in a projected increase in the number of external daily trips from 38,420 new external daily trips at build out of the project to 52,607. Given the expressed development intentions of the various owners involved, it is anticipated that full build-out will occur within the next five to seven years, which is a relatively short time frame in traffic engineering terms. In a practical sense, and in light of the above, this Project is best considered as a single-phase development.

Figure 37, p. 103 illustrates the manner in which the net/new external trips generated by the Project will be distributed within the Project and upon the surrounding public street network.
Figure 37:
Trip Distribution
C.3.4 Traffic Impacts on the Existing Transportation System

A. Traffic Study Summary

The basic findings, conclusions, and recommendations of the traffic study are summarized below (the reader is encouraged to read the complete Master Transportation Study, April 2006, included on the CD in Appendix E).

1. Under present traffic conditions (i.e. without the proposed Project) and assuming a 3 percent (3%) annual growth in background traffic volume, the study identified twelve (12) intersections that will require varying degrees of improvements or modifications over the next 10-15 years in order to maintain acceptable levels of service. The most notable of these intersections are Broadway Boulevard at Kino Parkway, 22nd Street at S. Park Avenue and 22nd Street at Kino Parkway. These intersections are from one (1) to three (3) miles away from the Site.

2. The Study further identified the additional improvements (beyond those necessary to accommodate a mere growth in background traffic) that will supplementally be required to maintain acceptable levels of service with the build-out of the Site.

3. The following new intersections associated with the Site were found to warrant traffic signalization, which will be the financial responsibility of the Developer(s):
   - The main entry and associated traffic signal at the new commercial shopping center (Sub-Area A) off of Park Avenue. This signal will also serve as the primary access point for residential Sub-Area B-IV on the west side of Park Avenue, thereby forming a four-way intersection at this location.
   - The intersection of Kino Parkway with the Project’s new Commercial Spine Road (Public) (at Duval Vista Road) and its associated traffic signal
   - The intersection of 36th Street with the proposed secondary spine road and whatever signalization or configuration may be required at this location.

4. The construction of both the on-site spine roads (i.e. the Commercial Spine Road (public) and the Secondary Spine Road), while ultimately to be dedicated to the City of Tucson, will be the financial responsibility of the PAD Developers.

5. Based upon the anticipated trip distribution of the Site on the surrounding transportation system, it is also anticipated that the Developer(s) will contribute to the improvements of at least four (4) additional intersections within the Project’s area of influence. The final number of intersections and the particular improvement costs for which
the Developer(s) will be responsible shall be determined in conjunction with the City of Tucson Department of Transportation.

6. As necessary, Category III TIA reports will be provided with each Development Plan and subdivision plat that is filed to effectuate on-site development of this PAD. To the extent possible, additional TIA’s will be prepared in “aggregate” for those uses that are effectively coming “on-line” in roughly the same time frame.

a. The TIA reports for future development within Sub-Area B-II, B-III, and B-IV may require intersection improvements at Tucson Marketplace Blvd and Kino Parkway, Tucson Marketplace Blvd and Park Avenue and Nobel Way and 36th Street. The construction of intersection improvements and signalization may be required as warranted by the traffic study or as determined necessary in coordination with the City Department of Transportation.

The above items are only intended to give a broad overview of the main findings and conclusions of the study. Further details with respect to proposed transportation improvements are included in Appendix E.

B. Impact on Planned ADOT Facilities

Long-range plans by the Arizona Department of Transportation (ADOT) include the design and construction of new Interstate 10 traffic interchanges (TI’s) at Kino Parkway and at Park Avenue.

Construction of the planned Kino Parkway interchange will likely occur in approximately ten years and, due to the design of same, will not impact the PAD property. In fact, the planned design may result in surplus developable property at the extreme southeast corner of Sub-Area A (the major commercial site).

Construction of the planned Park Avenue interchange will occur at some unspecified time beyond the 10-year window. This TI will realign Park Avenue such that it swings easterly into the southwest corner of Sub-Area A (the major commercial site). Anticipated impacts to the commercial site, as best as can be estimated at this time, would appear to be limited to small building pads at the southwest corner of the Sub-Area. This TI will also, however, yield surplus right-of-way for potential use by the commercial site. This surplus right-of-way area appears sufficient to accommodate the relocation of the impacted building pads. The transfer of this surplus right-of-way to the commercial developer would be subject to future negotiations, appraisals, etc. undertaken by the parties (ADOT and the developer) at the time of TI construction.
C.3.5 Proposed Transit
Public and private transit is an important future element of the Project. Figure 35, p. 99, depicts a conceptual transit loop that traverses the research park, utilizes the PAD’s new spine road, and further traverses the major commercial center adjacent to Interstate 10. This loop would accomplish the following:

1. Connect the research park (Sub-Areas D & E) to the UA main campus, with a potential future link extending southward to Tucson International Airport (TIA). This route would be a logical extension of the University’s CatTran service, with formal establishment of same subject to the University’s discretion when a sufficient “critical mass” of development has occurred within the research park.

2. Provide the opportunity for SunTran service to and from the site, continuing through the UA’s research park, and through the project’s major commercial site, all of which would then be linked to the City center and the metropolitan area at large. We recognize that formal establishment of any new SunTran routes is subject to available funding and ridership demand. It would appear that the latter of these criteria, at least, would be clearly met by a project of this magnitude.

Pick-up and drop-off nodes along the proposed transit loop will be established in coordination with CatTran and SunTran, respectively, at which time each is prepared to formally establish service to the Project site. At a minimum, one transit node is envisioned within the research park and another within commercial Sub-Area A. Given the inability to predict future timing and interest in transit service by either CatTran and SunTran, it is the goal of this PAD to make the project transit-ready, such that actual service can be initiated along already-designated on-site routes and without major reconstruction of any existing physical improvements.

C.3.6 Phasing, Construction and Maintenance of Streets
The “phasing” of public street improvements (and all other public & utility infrastructure) will not occur under a conventional chronological program. In light of the fact that three distinct ownership interests will all be proceeding under their own individual construction programs, Table K (p. 107) has been developed to link particular public improvement projects to specific development blocks within the PAD. The public improvement projects defined in the matrix are not limited solely to public street improvements, but also include all necessary and attendant public infrastructure elements. Each project will be “triggered” by the respective development unit indicated in the matrix.

This matrix provides a straightforward method for the City of Tucson to identify and manage required public improvements and to insure that all needed improvements are linked to each development unit as it proceeds to construction, irrespective of its particular construction timing. It must be noted that this Table represents a best-guess development scenario of the various PAD sub-areas and is intended to depict the major development units that will most likely proceed first. In the event that this anticipated timing is altered,
Table K:
Public Improvement Phasing

<table>
<thead>
<tr>
<th>Construction Activity or Development Unit</th>
<th>Triggers.....</th>
<th>Attendant Public Improvement Project(s) To Be Constructed By Developer in Conjunction With Same:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pima County Flood Control Project</td>
<td></td>
<td>Public Improvement Project #1</td>
</tr>
<tr>
<td>Issuance of C of O for first 25% of residential units of first adjacent Sub-Plat</td>
<td></td>
<td>Public Improvement Project #1a</td>
</tr>
<tr>
<td>Development Of Commercial Phase I, and/or Sub-Area E</td>
<td></td>
<td>Public Improvement Project #2, #4</td>
</tr>
<tr>
<td>Development of Residential B-I</td>
<td></td>
<td>Public Improvement Project #5</td>
</tr>
<tr>
<td>Development of Residential B-II and/or Sub-Area D</td>
<td></td>
<td>Public Improvement Project #3</td>
</tr>
<tr>
<td>Development of Residential B-III</td>
<td></td>
<td>Public Improvement Project #4</td>
</tr>
<tr>
<td>Development of Mixed-Use B-II, B-III &amp; B-IV</td>
<td></td>
<td>Public Improvement Project #6</td>
</tr>
</tbody>
</table>

the Developer will coordinate appropriately with the City (at the time of platting or development plan) to insure the provision of needed public improvements.

Figure 38 (p. 109) illustrates the various public improvement projects anticipated in conjunction with this PAD, as well as the various commercial, mixed-use, residential, etc. development sectors within the Project.

Table K (p. 107) then provides the aforementioned matrix and links the respective public improvement projects to each particular development block/sector.

A. Public Improvement Projects: Scopes of Work and Completion

Construction of each of the public improvement projects identified in Figure 38 (p. 109), and Table K (p. 107), are triggered by the development of each individual commercial phase, residential sector, etc. as per the matrix shown below in Table K. The Scope of Work and manner of funding for each improvement project is described in the ensuing text.

1. Public Improvement Project #1 - Completed
(Pima County Flood Control Project)
Construction of central open space corridor, multi-use recreation area, and regional drainage & detention facilities. Construction of all detention facilities, pilot channels, and required culverts, both on-site and/or beneath adjacent S. Park Avenue; development of the drainage basins for the PAD property by placement of excess fill material (excavated from the detention basin) over the balance of the site so as to avoid the substantial public expense
of physically exporting same from the Site. The normal 35-acre grading limit per LUC will not apply to the PAD project. This work was not a private project by the Developer, but instead it was be undertaken and administered by the Pima County Regional Flood Control District (RFCD) as part of a major public flood-control project. The Developer worked is working jointly with RFCD to ameliorate the historic flooding of the nearby Greater South Park neighborhood. This project was will be funded via a joint development agreement between the Developers and RFCD and will proceed under the authority and auspices of RFCD. Required permitting activities were will completed by RFCD in coordination with City of Tucson Development Services Department.

1. **Public Improvement Project #1a**  
   **(Recreational Trail Components within Central Park Corridor)**  
   Following construction of the flood-control facilities (Public Improvement Project #1 above), the Developers will proceed, at their expense, with the construction of the associated recreational trail components and the landscaping/irrigation system for this planned multi-use area. In order to juxtapose trail and landscaping construction with normal residential construction practices (and recognizing that residential construction on this PAD site will occur well before commercial construction), the completion of Public Improvement Project 1.a will be tied to residential construction activity. The required trail and landscaping work within the central park corridor (including the El Paso and Southwest Greenway) will be finished no later than the time at which the certificate of occupancy is issued for the first 40% of units platted in the residential subdivisions within Sub-Area B-I and B-II adjacent to the park site (Sub-Area C-I).

2. **Public Improvement Project #2  -Completed**  
   **(Widening of South Park Avenue from 36th Street to Interstate 10)**  
   Construction of a new four-lane street, raised median, curb & gutter, sidewalks, lighting, and dual bike lanes as warranted by project traffic or as determined necessary in coordination with City Department of Transportation. Construction of new traffic signal at the main entrance to commercial center. Extension of all existing adjacent sewer, water, and dry-utility infrastructure (presently within S. Park Avenue right-of-way) as necessary to serve the commercial development.

3. **Public Improvement Project #3 [Secondary Spine Road (Nobel Way) from 36th Street to Commercial Spine Road (Public)] - 1/2 Section Completed**  
   Construction (Phased) of a new four-lane street, raised median, curb & gutter, sidewalks, lighting, and dual bike lanes to serve Residential Mixed-Use Sector B-II and to provide secondary access to the research park and hotel site (see Appendix D, Figure 5, p. D-4). Construction of a new traffic signal or alternative intersection configuration may be required (e.g. pelican, Florida-T) at the roadway’s intersection with
Figure 38: Public Improvement Project Locations

LEGEND

- New Traffic Signal/Intersections
- P.I. - Public Improvement Projects
- P.I. 1 - Central Greenway and On-Site Detention Areas
- P.I. 1a - Recreational Trail Improvements and Landscaping
- P.I. 2 - S. Park Ave. (36th Street to Interstate 10)
- P.I. 3 - Spine Road Connection [36th Street to Commercial Spine Road (Public)]
- P.I. 4 - Commercial Spine Road (Public) (Kino Parkway to Commercial Center)
- P.I. 5 - 36th Street Improvements (Park Avenue to Kino Parkway)
- P.I. 6 - Intersection Improvements
36th street. Extension of all existing adjacent sewer, water, and dry-utility infrastructure as necessary to serve the project. This street improvement project will be funded entirely by the Developer and, upon completion, be dedicated to the City of Tucson.

4. **Public Improvement Project #4 [Construction of Commercial Spine Road (Tucson Marketplace Blvd. - Public) from Kino Parkway to the Major Commercial Center] - Completed**

Construction of full street cross-section as depicted in Appendix D, Figure 3, p. D-3. Construction of intersection improvements and signalization at Kino Parkway as warranted by the traffic study or as determined necessary in coordination with the City Department of Transportation. This improvement may require/feature a roundabout at the point of intersection with the secondary spine road; this aspect of the project will be determined in conjunction with the City at the time of final design. The overall scope of work will include the extension of all existing adjacent sewer, water, and dry-utility infrastructure (presently within 36th Street, Kino Parkway, and/or Campbell Avenue rights-of-way) as necessary to serve the Project. This street improvement project was will be funded by the Developer and, upon completion, be dedicated to the City of Tucson.

5. **Public Improvement Project #5 (36th Street from Park Avenue to Kino Parkway)**

Completion of the balance of a five-lane street cross-section (two travel lanes in each direction, with a continuous center left-turn lane) on 36th Street from Park Avenue to Kino Parkway. Street improvements to include curb & gutter, sidewalks on both sides, lighting, and bike lane. Extension of all existing adjacent sewer, water, and dry-utility infrastructure (presently within the 36th Street right-of-way) as necessary to serve the PAD site.

6. **Public Improvement Project #6 (Intersection Improvements at 1: Tucson Marketplace Blvd and Kino Parkway, 2: Tucson Marketplace Blvd and Park Avenue and 3: Nobel Way and 36th Street)**

Intersection 1 and 2 may require construction of intersection improvements and signalization as warranted by the traffic study or as determined necessary in coordination with the City Department of Transportation.

Intersection 3 may require construction of left turn bay for access to Nobel Way as part of the intersection improvements when warranted by the traffic study or as determined necessary in coordination with the City Department of Transportation.
B. Maintenance of New Street Improvements

1. Maintenance of all new public streets shall be the shared responsibility of the Developer and the City of Tucson. Based upon the street cross-sections proposed herein, together with the Developer’s desire to utilize specialized landscaping, street lighting, street furniture, specialty paving, and other uncommon streetscape elements within the PAD site, it is appropriate that the Developer assume the maintenance responsibilities for those items which are above and beyond the “normal” City cross-section and maintenance program.

2. It is, therefore, the Developer’s desire to effectuate an arrangement wherein the supplemental maintenance that these items might require is provided at Developer expense, while the maintenance of “standard” street elements (e.g. asphalt paving, curbs, etc. constructed to TDOT standards) is left to City forces. In order to fulfill the above Developer maintenance responsibilities, a Master Owners Association will be formed amongst the Developers and Land Owners. This association will survive the build-out of the Project and will maintain the specialty elements described above in perpetuity.
C.4 DRAINAGE AND UTILITY INFRASTRUCTURE

C.4.1 Proposed Drainage Solution
Historically, the Site has been the focus of numerous flood-control and mitigation studies by the RFCD. These studies have stemmed from the fact that:

- Substantial flooding has occurred in the South Park Neighborhood south of 36th Street and west of S. Park Avenue, largely as a result of stormflow that either originates on, or sheet flows across, the Site.
- The subject property has therefore been viewed as a key component in any comprehensive flood-control project that would alleviate this long-standing flooding situation.

In the course of examining potential alternatives, and in light of the fact that numerous attempts to acquire the subject property for private development had previously failed, RFCD’s work essentially assumed that any flood-control project involving the property would be effectuated through the condemnation of some portion of the site acreage. The alternatives examined all featured, in some way or another, a conventional regional/public detention basin of substantial size somewhere on the Site. This facility was viewed as solely serving a pure detention and flood-control function, and was not envisioned as a multi-use facility of any kind.

However, the recent private acquisition of the property, together with the ability to master plan its use, has created the opportunity to address the flood-control project as an integrated component of the larger development program for the PAD. The proposed open-space network (Sub-Area C-I), as shown in Figure 39 (p. 113), will simultaneously serve the detention function to effectuate a workable flood-control solution, as well as provide an important recreational and aesthetic amenity for the on-site users, off-site neighbors, and the public at large.

The Developer’s formal arrangements for the above drainage and recreational amenities with Pima County shall be ratified/approved by the Board of Supervisors prior to the Developer’s requesting Mayor and Council approval of any adjacent residential final plat, or commercial development plan.

C.4.2 Proposed Outfall Locations to Serve the PAD Property
As mentioned above, the Pima County RFCD has thoroughly studied the subject vicinity and has already determined a primary outfall location for the PAD property. Figure 39 (p. 113) illustrates the location of this outfall, which is on both sides of the 40-acre portion of the Site located west of Park Avenue (proposed Residential Sub-Area B-IV).

At this designated outfall location, RFCD intends to construct a new, 60” diameter storm drain beneath Interstate 10. This new extension will ultimately
Figure 39: Proposed Conceptual Drainage Solution

The exhibit is diagrammatic, detention may be integrated into the site design.
connects to the Tucson Diversion Channel on the south side of the freeway and will possess the capacity to accept the entire detained/metered outflow from the Site. The stormflow in the Tucson Diversion Channel will then flow directly to the Santa Cruz River.

This major RFCD project is, with respect to funding, a separate and independent endeavor from the private PAD development and will be effectuated via a separate development agreement to be executed between the Developer and Pima County. For reasons that are beneficial to both parties and to the public at large, there has been on-going coordination between the Developer and RFCD to insure that their design and construction effort is properly and efficiently dovetailed with the private development objectives of the Site. RFCD’s project budget does not only include the cost of the 60” pipe facility, but also the full construction effort necessary to create the upstream detention basins and channels on the Site and to provide for the various new culverts necessary to pass the detained flow beneath S. Park Avenue and, ultimately, to the aforementioned outfall location. The PAD Developers recognize that the pace and City approval of development on the PAD parcels shall be governed by the pace of construction of the flood control/drainage improvements to be constructed by themselves and Pima County.

It should also be noted that a secondary outfall location, also depicted on Figure 39 (p. 113), is located beneath the Union Pacific railroad tracks along the western boundary PAD Sub-Area IV. This outfall location will be used to drain Sub-Area B-IV and will receive a comparatively smaller exiting peak flow rate. A detention basin will be located near this secondary outfall, which will receive the run-off from the sub-area prior to metering it to the outfall.

C.4.3 Proposed Conceptual Drainage Plan for the Site

The final drainage solution for this PAD shall be subject to approval by the RFCD and the City of Tucson. A Master Drainage Report (MDR) shall be submitted by the Developer (or jointly by the Developer, RFCD, and RFCD’s hired consultant) to establish existing hydrologic conditions affecting the site or caused as a result of site development. The Master Drainage Report shall details the timetable for on-site and off-site drainage/flood control improvements in order for those drainage/flood control improvements to be in sync with residential lot platting and commercial site development. The MDR will be submitted to COT prior to the commencement of any work on the PAD site by RFCD.

In consideration of all of the above, the proposed conceptual drainage plan for the Project site is depicted in Figure 39 (p. 113). Under this proposed concept, nearly all of the run-off from the PAD will be directed to the central open space area Sub-Area C-I, wherein it will be captured and detained in a major detention basin. Subsequently, this detained volume will be metered into a 60” pipe that runs beneath S. Park Avenue and then southward and parallel to the street right-of-way and, ultimately, to the new 60” outfall.
to be constructed by RFCD beneath Interstate 10. During the 100-year event, slightly less than 200 cfs will be directed to this outfall. The portions of Sub-Area C-I which are outside of the major basin will contain pilot channels only and will not serve any detention function.

Because of the proposed RFCD connection to the Tucson Diversion Channel, which subsequently flows directly to the Santa Cruz River, a direct linkage will exist from the project to a major drainageway. This solution creates the possibility of a waiver of on-site retention requirements. Final determination of any such waiver will be subject to review and approval by the City of Tucson Development Services Department (DSD) at which time it evaluated the project’s detailed master drainage report.

Beyond the inherent drainage purpose of Sub-Area C-I it will also be designed to integrate a multi-use recreational function with the needed channel and detention facilities described above. It is the intent of this project that the open space network (Sub-Area C-I) not only achieves the flood-control and detention objectives described above, but that it also provides a fully functional trail and recreation environment for the public. It is paramount that it be a highly aesthetic and inviting setting for passive as well as active recreation activities and that it not be immediately perceived as a flood-control facility.

Sub-Area C-I will furnish the required detention volume for Sub-Areas A and B-I through B-III as shown on the Conceptual Drainage Solution (Figure 39, p. 113) and Landscape Concept Plan (Appendix F, Figure 1, p. F-5). No significant drainage from the PAD site shall be discharged from the north boundary of the site. Sub-Areas D and E (the UA research park and the hotel/commercial site) will provide their own on-site detention facilities in accordance with City of Tucson Floodplain regulations. The drainage concept proposed herein provides only an outfall location for Sub-Areas D and E, such that their detained flow can be directed into the central open space and detention area in Sub-Area C-I and, ultimately, conveyed downstream to the aforementioned primary outfall.

Sub-Area B-IV (on the west side of Park Avenue) will not outlet into the 60” pipe beneath Interstate 10. This 40-acre property will utilize the existing secondary outfall located beneath the Union Pacific Railroad (UPRR) tracks. A new detention basin will be constructed along the west boundary of the Sub-Area, which shall accept and detain the on-site storm flow before metering beneath the UPRR.

On the east side of Kino Parkway, Sub-Area F shall meet its detention requirement on-site and on a stand-alone basis, subject to City of Tucson approval at the time of Development Plan filing. Sub-Area C-II will be preserved as natural open space and its existing drainage characteristics shall remain unchanged.
**C.4.4 Proposed Utility Infrastructure**

This Site is somewhat unusual in that, despite its comparatively large size (approximately 350 acres), it is the classic “infill” project. The properties surrounding it are built-out and have been so for many years. The transportation and utility infrastructure that frames it have been in place for decades.

While it is rare to be able to state that a 300-350-acre property already has all needed utility infrastructure adjacent to it and “project convenient”, that is mostly true in this particular case. The PAD property is virtually “ringed” with all basic utility services necessary to serve it. No off-site extensions will be required to bring any utilities to the Project perimeter; the only extensions and upgrades necessary will be those required, at full Developer expense, to extend and/or upgrade the existing perimeter infrastructure as necessary to serve the Site.

Section B.5.1 of this document describes the existing utility infrastructure surrounding the PAD. Due to the infill nature of this Project and the built-out condition of the surrounding properties, the existing utility infrastructure that has been constructed over time by the various utility companies has recognized and anticipated the ultimate development of this PAD property.

That having been said, any upgrades or augmentations of the existing utilities as necessary to serve this new development will be done so, in accordance with standard City of Tucson policy.

Figures 40 (p. 117) and 41 (p. 118) depict the conceptual water and conceptual sewer plans, respectively, as envisioned for the PAD property. All such extensions and associated augmentations as shown thereon (or as may be determined necessary in the future), and the specific funding arrangements between the Developer and the servicing utility companies, shall be determined at the time of actual site development, formal Development Plan and/or subdivision plat filings, and final permitting.
Figure 41: Conceptual Sewer Plan

NOTE: SEWER LINE SIZES AND LOCATIONS ARE CONCEPTUAL ONLY AND SUBJECT TO CHANGE.
C.4.5 Standards for Phasing, Construction and Maintenance of Utility Infrastructure

A. Standards for Phasing and Construction of Utility Infrastructure

Section C.3.7 of this PAD document outlined a series of comprehensive public improvement projects that would be triggered by each individual sector of this PAD at the time it proceeded to actual development. These public improvement projects included those utility extensions and augmentations as will be necessary to serve the Project as it proceeds through the development process.

It shall be a general rule of this PAD that all new utility infrastructure shall be placed underground so as to eliminate any visual impact associated with telephone poles, overhead electric lines, and the like. Above ground facilities shall be limited to customary, low-profile, necessary installations such as transformers, pedestals, cabinets, light poles, backflow assemblies, etc. Even in these cases, landscape screening will be employed to the extent allowed by each individual utility company.

B. Standards for Maintenance of Utility Infrastructure

It is the intent of this development to utilize public utility infrastructure wherever possible. As such, maintenance of said facilities shall be coordinated with each respective utility company and shall be the responsibility of same.
C.5 SIGNAGE

The Special District section of the Tucson Sign Code applies to the entire PAD, except for Sub-Area A. The Freeway Business District section of the Tucson Sign Code applies to Sub-Areas A and B-IV. “Street Frontage” as used in the Tucson Sign Code shall include the street and freeway frontage as designated in the Signage Plan (Figure 42, 120).

In the event the Tucson Sign Code is amended to permit specific sign regulations to be established within a Planned Area Development, comprehensive sign regulations and standards that encompass all signage in the Planned Area Development will be created and submitted for review and approval in accordance with the LUC UDC. This will include building mounted signage and ground (monument and pylon) signage for informational, directional, and advertising purposes. The comprehensive sign regulations and standards will compliment the overall design theme of the PAD to the greatest extent possible and promote the identity of the PAD regionally as a premier Tucson destination.
C.6 DESIGN REVIEW COMMITTEE AND DESIGN GUIDELINES

It shall be considered a requirement of this PAD that, subsequent to its approval and prior to the submittal of any tentative subdivision plat or development plan within the PAD, a standing Design Review Committee (DRC) shall be established to review and adopt a set of master design guidelines for the Site consistent with the design concept described in Sections C.2.2.C.7 and C.2.3.C.9. Thereafter, the DRC shall use these master guidelines to review individual development plan filings (for commercial development) and subdivision plat submittals (for residential development) for conformance.

An overall presentation and illustrative document of the Master Guidelines shall be provided to the Committee, by the Developers and their consultant team, to articulate and detail the proposed design character and form of the overall Project’s shared/common elements (e.g. central open space corridor, landscaping program for recreational areas & streetscapes, street furniture, pedestrian uses, etc.).

Subsequently, each particular Developer and their consultant team shall prepare a formal illustrative document, in a format acceptable to the Committee, articulating the particular design elements, architectural concepts, and approach for their respective commercial or residential portions of the PAD. For residential projects, the entity will present the site planning concept prior to submittal of the subdivision plat. Residential architecture shall be presented to the Committee following the plat and prior to permitting the residential architecture.

The individual presentations made by the respective commercial or residential entities shall include, at a minimum, substantive information to address the following design framework:

- Building design theme, illustrative elevations, color & material palette
- Discussion of how the proposed architecture respects and furthers the character of Tucson
- Proposed building massing throughout the particular Sub-Area
- Pedestrian areas, sidewalks/trails, and connectivity to central open space and other project uses
- Transit facilities, if proposed, and timing attendant thereto per SunTran or CatTran programming
- Landscape theme and integration of same with overall Project landscaping program
- Project identity and main-entry features; their integration with overall project image & identity
- Demonstration of quality consistent with the remainder of the Project
- Signage, amenities, and Project monuments
Following any formal presentation to the Committee, it shall deliberate on the presented guidelines and either find them: 1) acceptable, 2) acceptable subject to modifications, or 3) unacceptable.

If found to be acceptable or acceptable subject to modifications, the DRC shall, by formal vote, adopt the Developer’s Design Guidelines as then presented or as appropriately modified to the Committee’s satisfaction. The adopted document shall then become the standards by which all Development Plan and/or subdivision plat filings on that portion of the PAD property are later evaluated.

Each subsequent Development Plan or subdivision plat filing shall be brought before the DRC for its formal consideration, together with proposed conceptual building elevations and architectural renderings, sufficient to allow the Committee to judge the proposed Project for conformance with the pertinent adopted Design Guidelines.

Prior to the submittal of any Development Plan or subdivision plat to the City of Tucson, the Developer must procure a letter of recommendation from the DRC for submittal to the City. This letter, and a record copy (for the City’s archives) of the materials recommended by the DRC, must accompany any City submittal in order to allow review of same by the Development Services Department.

The composition of the Design Review Committee shall be as follows:

- Two (2) members from the adjacent four (4) neighborhood associations, preferably with at least one of these members possessing some design or development background
- One (1) representative from each Developer (commercial, residential)
- One (1) representative of the University of Arizona
- One (1) at-large architect or design professional (who has no conflict of interest with any of the developer representatives)

The two (2) neighborhood members shall be nominated and selected by the elected homeowner’s association officials of the Las Vistas, Pueblo Gardens, South Park, and Western Hills II neighborhoods.

The Developer representatives shall be selected privately by each entity. The architect or design professional at-large shall be selected by the Developer representatives. All votes of the DRC shall be by simple majority and a quorum of at least five (5) members will be required for the Committee to conduct any formal business. The DRC shall have the right to amend its structure or procedures based on a majority vote.

The DRC shall remain in place through 100% of the initial build-out of the residential and commercial components of the Project. Beyond this point, the Committee’s function will survive through the Homeowners Associations (HOA’s) of the individual residential subdivisions or through the property owners association of the commercial center, at their respective discretion.
C.7 INTERPRETATION OF THE PAD DISTRICT REGULATIONS AND REQUIREMENTS

The Land Uses and development regulations in Sections C.2.2-C.2.4, have been established to closely follow existing City of Tucson land use and zoning regulations and requirements, such that no additional and/or special standards for interpretation are needed for The Bridges PAD District.

A. Implementation and Administration

1. Proposed Changes to Zoning Ordinances
   The PAD will not result directly in the modification or change of any existing building codes or other ordinances, except portions of the City of Tucson Land Use Code, Development Standards, and applicable Zoning Map of the City of Tucson.

2. Development Plan/Subdivision Plat and Architectural Review Procedures
   The PAD shall be implemented through the review of development plans and/or subdivision plats by the City of Tucson CDRC. The development plans and/or subdivision plats shall be required for all development within the PAD area requiring a City building permit or where landscaping is to be installed.

   All proposed development plans and subdivision plats within the PAD shall be submitted to the Design Review Committee prior to the Development Plan or Subdivision review by the City of Tucson Planning and Development Services Department. At such time as the Design Review Committee approves a plan or plat, the DRC shall issue a formal letter of recommendation, which must accompany any plat or development plan submittal to the City of Tucson (see Section C.6, p. 121).

   Development plans or subdivision plats seeking a particular minor modification from the standards of this PAD shall be submitted to the City of Tucson staff for review and approval only after written recommendation of the Design Review Committee has been obtained. Applicants are encouraged to hold a pre-submittal conference with the City Planning and Development Services Department prior to the final preparation of a development plan or plat. Comment from other City departments and service agencies shall be sought by the applicant prior to preparing final plans.

3. General Administration and Amendment Procedures
   a. Adoption. The PAD shall be processed in accordance with the City of Tucson Land Use Code Unified Development Code and may be amended from time to time in accordance with such provisions. Once the PAD ordinance is adopted, it shall become operative.
Whenever a conflict exists between The Bridges Planned Area Development and the Land Use Code, Unified Development Code, the PAD shall control.

b. Conflict in Terms. Whenever a conflict exists between the PAD and the Land Use Code, Unified Development Code, the PAD shall control. When specific reference is not provided in the Planned Area Development document, the Land Use Code, Unified Development Code, Development Standards, and Sign Code shall apply.

c. Administration and Enforcement. The PAD shall be administered and enforced by the Director of Planning and Development Services. The Director of Planning and Development Services may allow minor changes to the criteria set forth in the PAD, provided such changes are not in conflict with the overall intent as expressed in the Plan. Any changes must conform to the goals and objectives of the Plan.

The following shall be considered to be minor changes:

   i. Addition of new information to the PAD map or to the text that does not change the affect of any regulation or guideline.

   ii. Changes to the community infrastructure, such as drainage, water and sewer systems, which do not have the effect of increasing or decreasing development capacity in the PAD area, nor change the concepts of the Plan.

   iii. The determination that a use be allowed which is not specifically listed as permitted but which may be determined to be similar in nature to those explicitly listed as permitted.

   iv. Adjustments to the development standards that are in the interest of the community and do not affect health or safety issues.

d. Amendment Procedures. The approved Plan may be amended through the process outlined in the City of Tucson LUC § 2.6.3.11 UDC 3.5.5.
The terms and definitions used in The Bridges PAD District shall mean those defined in the City of Tucson Land Use Code as amended, with the following exceptions, additions or clarifications:

**Alley Loaded:**
A residential product type that provides the primary vehicular access from public streets through a private alleyway at the rear of the residence (rear yard), while the primary pedestrian entrance is located at the front of the residence (front yard).

**Commercial:**
Development Areas designated primarily for development of Commercial, Retail, Civic, Educational, and Industrial uses. Limited residential uses are permitted in accordance with LUC § 2.6.1.

**Design Review Committee (DRC):**
A committee whose function is to review and approve Design Guidelines submitted by each Developer for each Development Area as well as to review and approve all proposals for construction to assure that the Project is developed in accordance with the approved Design Guidelines.

**Design Guidelines:**
The formal guidelines developed and adopted by the Design Review Committee that will govern the development character of the individual Development Areas within the Project. The adopted guidelines for each Development Area shall become the standards by which Development Plans, Subdivision Plats, and construction plans are evaluated for compliance by the Design Review Committee.

**Developer:**
An individual, entity or owner who acquires or leases Development Areas in The Bridges Planned Area Development Area for the purpose of developing said Development Areas in accordance with the Plan and Design Guidelines.

**Development Areas:**
Sub-Areas “A through F” as shown in Figure 20, P. 45.
**Development Parcel:**
The area of land comprised of a subdivision plat, site plan, or development plan within the designated Sub Area in Figure 20.

**Development Standards:**
The City of Tucson Development Standards as amended from time to time.

**Dwelling Unit (DU):**
Same as defined within the LUC § 6.2.4.

**Front Yard:**
For an interior lot, the front yard is the lot line bounding the street frontage. For a corner lot, the front yard shall be the shorter of the two lot lines adjacent to the street. For auto court cluster and/or alley loaded types where there is no direct street frontage for each lot, the front yard is the portion of a single-family residential lot where primary pedestrian access is provided.

**Functional Open Space**
Any public area on private or common landscape tract that is open for public use for recreation, pedestrian circulation, gathering or retention/detention areas including, but not limited to parks, trails, rights-of-way and easements with trails and walkways, drainageways with trails, plazas and courtyards. Uses may include active recreational activities, developed parks, walking, group gatherings, day picnicking.

**Guest House:**
A secondary residence or living quarters that may be a maximum of 1,000 square feet. May be an attached or detached structure from the primary residence. If detached, a guest house is allowed above a garage with an combined height not to exceed 28’. A guest house may provide full kitchen amenities, however, separate utility meters will not be permitted for the guest house and main residence. Rental of the guest house is allowed with no more than 2 residents, and shall be enforced through CC&Rs.

**Home Occupation:**
Same as defined within the LUC, except home occupation (i.e. Live/Work) allows for retail services, personal services or medical services to be provided from home. Gross floor area dedicated for the home occupation may take up to 50% of the structure that it occupies. One outside employee for the home occupation is allowed. Commercial site plan review and/or non-residential development standards shall not be required.

**Land Owners Association:**
Shall be composed of all the developers of Development Areas in The Bridges Planned Area Development, excluding the owners of public facilities, and homeowners associations for subdivisions in Development Areas.
Land Use Code:  
The City of Tucson Land Use Code as amended from time to time.

Local Streets:  
All public streets excluding private drives, PAALs and alleys within the Planned Area Development.

Lot Coverage:  
Residential lot coverage shall be calculated on an individual per lot basis. Total coverage of buildings, storage areas and vehicular use area within a residential lot is calculated as follows: total square feet of coverage area divided by the total square feet of the lot equals the percentage of lot coverage. The lot coverage calculation shall exclude covered areas open to at least one (1) side, patios (above-grade or at-grade) and interior space used for recreational purposes.

Mixed-Use:  
A single building or single development of more than one building that includes residential and non-residential uses. In a mixed-use development the different types of lands uses are in close proximity, planned as a unified complementary whole, and functionally integrated to the use of shared vehicular and pedestrian access and parking areas.

Mini Parks:  
Improved open space areas, generally less than one acre in size, which would include improvements such as tot lot, benches, turf area for passive play, as well as other passive recreation amenities.

Natural Open Space:  
Any public or private area that contain primarily undisturbed natural vegetation and managed as a natural appearing landscape. Uses are passive and may include trails, walkways and interpretive functions.

Net Area:  
The area of a development parcel, excluding all planned or dedicated streets, alleys, private access ways, roadways and/or alley easements and natural and functional open space areas.

Plan:  
The Planned Area Development for The Bridges Project.

Product Type:  
Refers to the various residential development housing options that may be provided within a residential land use. Product type may include traditional single-family homes on a single lot, auto court cluster development, alley-loaded, attached units, multi-family housing, etc.
Project:
The Bridges Planned Area Development Project.

Public Facilities:
Any facility (whether publicly or privately owned) which is to be used and/or allocated for the general good of the public. These uses would include but are not limited to, parks, government services, utilities, streets, treatment facilities and drainage features. All facilities will be subject to applicable land use regulations.

Residential:
Development Areas designated for the establishment of dwellings.

Residential Medium Density Attached:
Attached single-family residential units on individual lots for sale with common party walls, such as duplexes, attached auto court cluster or attached alley-loaded product types.

Residential Medium Density Detached:
Detached single family residential units on individual lots for sale with a more unique product design such as auto court cluster, alley-loaded, or other creatively-designed single-family product type.

Residential Multi-Family Attached:
Attached multi-family product type such as condominium or apartments where multiple dwelling units are built on a single lot.

Residential Single Family Detached:
A building containing only one dwelling unit entirely separated from buildings on adjoining lots or building sites.

Residential Single Family Attached:
A dwelling unit attached on a horizontal plane to one or more dwelling units by structural elements common to the attached units. Each dwelling unit is located on its own individual lot or separated by a line denoting a separate ownership of each unit. The structural elements include common wall construction, roof, or other similar improvement. Elements such as trellises, beams, and patio walls are not included. Single-family dwelling, attached is not shown as a permitted use in any zone (UDC Sections 4.8.3 through 4.8.8, Permitted Uses); however, the use may be developed upon approval a perimeter yard modification in accordance with UDC Section 3.11.1, Design Development Option, for up to two units, and Section 8.7.3, Flexible Lot Development, for projects of more than two units.
**Significant Vegetative Habitat (SVH)**
An area which meets criteria B and/or D under LUC Art. 6, Div 2, Sec. 6.2.3 Critical Riparian Habitat but which is not found within a Resource Corridor. Allowed encroachments would be limited to utilities, roadway improvements, walkways and bike paths. Minor flood control improvements could be allowed if approved by staff in coordination with Pima County Flood Control.

**Trails:**
A trail system that will connect with the Urban Street Trails system to provide internal circulation connecting the recreational amenities, the community center and all individual neighborhoods within the development unit. Trails may include hard surface and natural surface trails. Trails are being implemented in coordination with other trail development efforts by the City of Tucson and Pima County Parks and Recreation. These efforts will connect internal trail circulation to the regional trail network.

**Unified Development Code (UDC):**
Chapter 23 of the Tucson Code as adopted by the Mayor and Council establishing zoning regulations governing the use, placement, spacing, and size of land and structures within the corporate limits of the City. Such regulations are applied on individual properties through the use of zoning districts. The boundaries of these districts are depicted on the adopted City Zoning Maps. For the purposes of convenience and ease of use, the UDC is also published as a separate book from the Tucson Code.
Appendix B: Commercial Design: Landscape and Screening

Appendix B contains sections and details pertaining to the commercial areas of The Bridges PAD. See Figure 21 (p. 53-57) in Section C.2.2.C.6 for a key map which identifies the on-site location of the figures in Appendix B.
Figure 1:
Landscape and Screening for Commercial at Sub-Area C-1

Figure 2:
Landscape and Screening for Commercial at Kino Parkway and Park Avenue (Building Setback)

Figure 3:
Landscape and Screening at Kino Parkway and Park Avenue (Parking Setback)
**Figure 4:** Landscape and Screening for Parking at Sub-Area C-1

**Figure 5:** Landscape and Screening for Access Drive at Sub-Area C-1

**Figure 6:** Landscape and Screening for Retail / Restaurant / Open Space
Figure 7: Landscape and Screening for Shaded Pedestrian Walkway through Parking

Figure 8: Landscape and Screening for Shaded Pedestrian Walkway through Parking

Figure 9: Landscape and Screening at Back of Retail Buildings along Interstate 10
Figure 10: Landscape and Screening at Single Trash Enclosure

Figure 11: Landscape and Screening at Double Trash Enclosure
Appendix C: Specialized Residential Design
Figure 1: Cross Section of Green Courts

NOTE: RESIDENTIAL SETBACK FROM ALL ALLEYS WILL NOT BE SUBJECT TO ADT BASED REQUIREMENTS.
NOTE: All residential structure will be fitted with sound attenuating windows and doors as necessary to ensure proper noise mitigation in accordance with all local and federal interior noise standards.

NOTE: Shrubs shown are representative of existing desert vegetation on ADOT property.

Figure 2: Residential Buffer Adjacent to I-10

Figure 3: Residential Buffer Adjacent to Railroad
NOTE: All residential structure will be fitted with sound attenuating windows and doors as necessary to insure proper noise mitigation in accordance with all local and federal interior noise standards.
Appendix D: Typical Street Sections
**MEDIAN WIDTH SUBJECT TO TDOE APPROVAL AT TIME OF IMPROVEMENTS**

**On the Bridges PAD Development side of the roadway, a 10' meandering asphalt perimeter path with a min. 6' landscape buffer along the roadway will be constructed. Encroachment into street landscape border is allowed to accommodate meandering path (refer to Section C.2.5.C.1.b.ii, Perimeter Path, p. 88).**
**Figure 3:** Commercial Spine Road (Public)

**Figure 4:** Commercial Spine Road (Private)

*An alternate bike route to the commercial center via the El Paso and Southwestern Greenway is provided.*
Figure 6: Secondary Spine Road

* An alternate bike route to the commercial center via the El Paso and Southwestern Greenway is provided.
Figure 9: Neighborhood Residential Street 50' R.O.W. (Single Parking Lane)

Figure 10: Neighborhood Residential Street 45’ R.O.W.
Figure 11: PAAL Alley

Figure 12: Guest Parking for Cluster Housing (Private)
Appendix E: Supporting Information

Printed material in this section:
- Power Center Development Comments
- Letter of Understanding from Regional Flood Control District

CD Contents:
  Master Transportation Study, April 2006*
  The Bridges Traffic Study Update, June 23, 2014
  Noise Impact Study, September 2006*
  South Park - Hope VI Economic Development Study, June 2003
  Proposed Trail Alignment Near Areas of Significant Vegetative Habitat, October, 2006

*These studies reference the Sinclair PAD. The Bridges PAD was formerly referred to as the Sinclair PAD.
Power Center Development

According to the Highest and Best Use Analysis of the Commercial Redevelopment Opportunities in the South Park Neighborhood completed by Canyon Research Southwest in October of 2001, this property is best suited for a power center development. The South Park HOPE VI Economic Development Study (included on CD in Appendix E), completed in 2001, similarly states that, “based on market evaluation criteria the ... site possesses the necessary characteristics to support a true “power center” development incorporating commercial, retail, light industrial and residential uses.” A “power center” is a shopping center that contains two or more “big box” retailers mixed with other smaller retail stores that share a common parking lot. According to The Urban Land Institute’s 2006 Emerging Trends in Real Estate, “New power centers may combine big-box, lifestyle, and Main Street elements, including restaurants, supermarkets, and even department stores. Malls and neighborhood centers will also add lifestyle components to blunt competitors.”

In the January 2006 issue of Urban Land, an article, entitled The Forgotten Frontier of Retailing, explains that “the lack of retail services is still a shameful reality in most lower-income neighborhoods around the country.” A copy of this article is in Appendix E. To bring retail services to this inner-city neighborhood, forward-thinking is necessary and barriers must be lifted to open the door to all available merchandisers that are willing to bring to this area the needed general merchandise, groceries, pharmaceuticals, book stores and other retail goods. Leaving the grocery restriction in place may result in virtually no retail at all coming to this Site and little hope of getting any in the near future, meaning this area of Tucson simply may not have the goods and services, groceries, entertainment offerings, and outlet stores available in other community areas.

Power Centers are the driving force for large-scale commercial development. In fact, according to an article that appeared in the Research Review in 2006 earlier this year, "Power centers accounted for almost 30% of total new center square footage in 2005... Power centers appear to be back, growing strong and being driven by the location needs of expanding big-box retail.” The commercial development industry, and retailers specifically, are seeking opportunities in power centers and supercenters, those defined as large food-drug combination store and mass merchandise under one roof, are growing at a faster rate than other grocery stores and outlets. The success of this project is significantly related to the ability to attract a supercenter, following the trend in the commercial development sector.

On December 20, 2004, the Mayor and Council unanimously adopted the Proactive Retail/Redevelopment Policy, stemming from the fact that, “Sales tax is responsible for approximately 45% of the City of Tucson’s General Fund revenue, the single largest revenue source for the City.” Now officially policy, the City, through the work of individual staff members, is tasked to increase
the retail sales base and “...redevelop vacant or underutilized retail centers.” The policy also lists strategies, through the use of incentives, to attract new retail opportunities. This project is expected to raise $47 million in sales tax revenue to the City over the next ten years, based on a conservative analysis and projection.

In order to maximize the job opportunities to the residents, provide the Greater South Park area with a full line of shopping and grocery opportunities, and to assist the City in its goals to increase the retail sales base and “...redevelop vacant or underutilized retail centers,” the Project must have the ability to attract businesses without restrictions, other than those self-imposed by the developer.
Appendix F: Design Integration

While this PAD is comprised of three distinct a variety of development components (major commercial, mixed-use, office, residential, research park and hospitality), it is the intent of the Project that these components integrate effectively, both functionally and aesthetically, such that the overall Project has a distinct sense of place and a shared identity. Variability in architecture will be encouraged amongst the three individual uses, but the common elements which they all share will be designed and detailed in a cohesive and consistent manner so as to “tie” these land uses together into a unified project.

Appendix F contains a variety of thematic materials to illustrate the key following common elements that will help integrate the separate uses:

A. General Landscape Program

B. Landscape Theme
   1. Streetscapes
   2. Parks and Open Space
   3. Pedestrian Pathways & Crossings

C. Monument and Signage
   1. Neighborhood Wayfinding
   2. Community Monument and Signage

D. Site Furnishings
   1. Site Furniture
      a. Streets
      b. Parks and Open Space
      c. Public Art
   2. Lighting
      a. Street Lighting
      b. Parks and Open Space Lighting
   3. Site Amenities in Parks and Open Space

E. Variability in Project Architecture

F. Project Image
The illustrations contained in Appendix F are not intended to be final, nor completely binding, but to communicate the general level of quality and design detail which will be inherent in the Project. Furthermore, these materials will serve as a general guide to the Project’s independent Design Review Committee (see Section C.6 C.9) in evaluating the overall quality and cohesiveness of the formal design guidelines, which will ultimately be adopted.

**General Landscape Program**

The landscape program intent is to establish a landscape character encompassing the best regional characteristics of the Sonoran Desert and Southern Arizona. A combination of native and non-native plant materials of accents, trees, shrubs and ornamental grasses shall be applied to the landscape design to provide year-round interest throughout the community while maintaining an indigenous appearance. Plant materials will be used to create connectivity and continuity between spaces, across roadways, walks through parking lots, open spaces, common areas and transitions across property lines. No design will be completed without assessing adjacent landscape areas already designed and/or installed.

The landscape program shall recognize the xeriscape principles for the southwest desert environment. The goal is to create a landscape with low water and low maintenance requirements, once the plant materials have been established. The landscape program shall be designed to reduce potable water consumption and use non-potable water, such as reclaimed water and water harvesting techniques such as microbasins, swales, and French drains (in accordance with Ordinance Number 10210 - Water Harvesting Manual) for landscape irrigation. All irrigation equipment will be specified to meet non-potable irrigation standards, and the system will be charged with potable water until a non-potable water supply is available. A critical component to a successful landscape is providing irrigation to medians by the means of sleeves to connect laterals from the streetscape irrigation source. The Commercial Spine Road (Public) and the Secondary Spine Road have medians where the use of sleeving for irrigation will occur. For revegetated areas, a mix of desert shrubs and wildflowers will be used for disturbed areas to minimize erosion. These areas can be maintained to appear as a more naturalistic environment.

**Landscaping Intent**

These design concepts are intended as a framework to guide the landscape development for the PAD. Rather than serve as a set of rules, the primary purpose of these concepts is to promote visual harmony and design continuity throughout the development. These concepts are intended to provide minimum standards in creating neighborhood character as well as to address the implementation process.
Landscape Concept

Unified landscape themes contribute to a “sense of place” for The Bridges residents. The spine roads are distinguished by street plantings that lend identity and character, making a drive through the community an enjoyable and memorable experience. The open space and parks form a fitting destination/focal point where the combination of the landscape and recreational amenities create places for rest and recreation. Two (2) distinct landscape areas serve to define this community and form the basis for the landscape development. These landscape areas are the Street Landscape and the Park and Open Space Landscape (Figure 1, p. F-5). Planting areas within the rights-of-way will draw from the plants contained in the City’s Drought Tolerant Plant List, but will also expand this palette to include an additional drought tolerant shade tree: Fan-Tex Ash (Fraxinus Velutina ‘Rio Grande’).

A. Street Landscape. The Site’s Street Landscape is composed of a distinctive landscape hierarchy which distinguishes between streetscapes that range from arterials to neighborhood streets.

1. Major/Minor Adjacent Arterial Streets. Adjacent public arterial streets (Kino Parkway, S. Park Avenue, and 36th Street) that bound the Site are themed the “Desert Garden” and will reflect a landscape character that recognizes the desert environment. Planting is typically made up of native species and planted informally so as to emphasize the textures and colors of the indigenous Sonoran desert landscape. The landscape along Kino Parkway will follow the established design character. All landscape palettes and planting schemes used on these public arterials will be in accordance with TDOT Landscape Design Guidelines.

2. Commercial (Public) and Secondary Spine Road. The spine roads are themed the “Parkway” and perpetuate the theme of the rich town heritage of Tucson’s older neighborhoods; these parkway streets are characterized by formal rows of shade trees. Shrub plantings that are lush and green further contribute to the inviting character of the Parkway, providing relief from the desert heat. As the Parkway leads through the property, tall trees provide the visual connection between the neighborhoods and the Central Park. All landscape palettes and planting schemes used on these public arterials will be in accordance with TDOT Landscape Design Guidelines.

3. Neighborhood Streets. These streets embody the unique qualities that set each neighborhood apart from the others. The streetscapes are represented by plant combinations that unify each neighborhood. Neighborhood street tree planting will utilize large shade trees planted in formal arrangements along the streets and requires a minimum of one tree per lot in residential areas. Apart from the trees, plantings between the curb and sidewalk typically consists of a deep green base shrub or ground cover plant common to each neighborhood. Accent shrubs specific to each neighborhood define key areas as entry ways.
Appendix F

Residential
B-I

Residential
Mixed-Use
B-II

Commercial
S. Park Avenue

Interstate 10

S. Campbell Avenue

Residential
Mixed-Use
B-III

Residential
Mixed-Use
B-IV

Research Park

Hospitality/
Office

Commercial

Kino Parkway / 36th St. / S. Park
Formal Desert Planting (to blend with existing portions of Kino Parkway)
Major Trees:
- Cercidium floridum - Blue Palo Verde
- Cercidium praecox - Palo Brea
- Prosopis velutina - Velvet Mesquite

Commercial Spine Road (Public) / Secondary Spine Road
Formal Enhanced Planting
Major Trees:
- Celtis reticulata - Western Hackberry
- Eucalyptus papuana - Ghost Gum
- Quercus virginiana - Southern Live Oak

Commercial Spine Road (Private)
Formal Enhanced Planting
Major Trees:
- Cercidium floridum - Blue Palo Verde
- Eucalyptus Species
- Olneya tesota - Ironwood
- Quercus virginiana - Southern Live Oak

Residential Streets
Informal Enhanced Planting
Major Trees:
- Celtis reticulata - Western Hackberry
- Cercidium floridum - Blue Palo Verde
- Chilopsis linearis - Desert Willow
- Dalbergia sissoo - Rosewood
- Olneya tesota - Ironwood
- Pistacia chinensis - Chinese Pistache

Parks and Open Space
Informal Enhanced Planting (Outside of R.O.W.)
Major Trees:
- Acacia constricta - Whitethorn Acacia
- Acacia greggii - Catclaw Acacia
- Celtis reticulata - Western Hackberry
- Cercidium floridum - Blue Palo Verde
- Cercidium microphylla - Little Leaf Palo Verde
- Chilopsis linearis - Desert Willow
- Fraxinus velutina - Fantex Ash
- Olneya tesota - Ironwood
- Prosopis velutina - Velvet Mesquite

Figure 1: Landscape Concept Plan

NOTE:
1. This plan is a graphical representation. The landscape theme and planting is conceptual.
2. Road alignment within the Sub-Areas are conceptual. Final road alignments will be per future subdivision plats and development plans.
Landscape Theme

- **Streetscapes**

  **Arterials**
  Arterials bound the site and are themed the “Desert Garden”. The theme visually links the landscape in its response to the desert environment. Planting is typically native in character and planted informally to emphasize the textures and colors of the indigenous Sonoran desert landscape.

  ![Desert Garden]

- **Spine Road /Collector**
  The spine roads are themed the “Parkway” and perpetuate the theme of the rich town heritage of Tucson’s older neighborhoods; these parkway streets are characterized by formal rows of shade trees. Shrub plantings are lush and green, further contribute to the inviting character of the Parkway, providing relief from the desert heat.

  ![Parkway]

- **Neighborhood Streets**
  These streets embody the unique qualities that set each neighborhood apart. Neighborhood street tree planting will utilize large shade trees planted in formal arrangements along the streets. Accent shrubs specific to each neighborhood define key areas as entry ways.

  ![Colorful]
The park areas will include the Central Park, mini parks and the overall path and trailway system. Apart from functioning as open space for general recreation and well being, the park will take on the added role of “place making”.

The Central Park will include a multi-use path that connects internal uses the neighborhoods internally and which provides a regional trail linkage that connects to public pathway systems outside of the property. The park will include open play areas for soccer, playgrounds and areas for picnics and group gatherings. The mini parks will include a small turf area, tot lot, and benches for immediate residents neighborhood enjoyment.
Landscape Theme

**Pedestrian Pathways & Crossings**

Meandering trails and sidewalks move in and around the community, safely connecting the multitude of uses within the PAD, each neighborhood with the rest of the site. Children, adults, and seniors can easily move to and from each land use development and neighborhood on and around the site. This connective trail network is the prized jewel of the community.
Monument and Signage

- **Neighborhood Wayfinding**

  These signs are oriented toward pedestrian and traffic throughout the residential and mixed-use neighborhoods. They will be of similar materials and formats as the community monuments and signage.
Monument and Signage

- **Community Monument and Signage**

Each component of the Project site will announce its entry with a monument and signage. This site brings three (3) **multiple land uses** to life and that in turn is echoed in the monuments and signage. Additional low-profile monuments will help identify amenities in the community.

**Materials**

**Bold Color**
Site Furnishings

- **Street Furnishings**

  **Streets**

  The Project’s street furniture will be used throughout the site to visually connect all the streets within the development.

- **Parks and Open Space**

  Pathways in the park will have seating nodes that create a shaded escape. The seating will vary from stone ledges to wooden benches.

- **Public Art**

  Public art will take advantage of Tucson’s rich culture and local artists. These special pieces will bring vibrant color and a unique collection to the site.
Site Furnishings

- Lighting

**Street Lighting**

Street lighting within the Project site will be designed to be safe, environmentally sensitive and aesthetically pleasing. Appropriate lighting is a key ingredient to an urban, livable community. While serving functional, aesthetic or safety purposes, a well-orchestrated lighting program will further the “town-building principles” in the community by providing an inviting evening atmosphere which includes safe streets, lighted walkways, architectural and landscape accents, as well as other appropriate uses.

**Parks and Open Space Lighting**

Paths and trails will be lighted to encourage pedestrian movement around the development. Both pole-mounted and bollard-type lighting will be used for this purpose.
Site Furnishings

- **Site Amenities in Parks and Open Space**

Parks will be sited to serve as a visual element within the neighborhood and connecting to internal path systems. Shade, picnic facilities, shaded seating areas and playgrounds may be provided in conjunction with informal turf areas for unstructured play. In some locations, lighting will provide connectivity between the residential neighborhoods, the parks, and the path and trail system. Neighborhood parks play an important role in creating individual neighborhood identity and “place making”.

![Image of a playground and park setting with children playing.](image-url)
Variability in Project Architecture

Tucson has a rich legacy of architecture that is a unique blend of traditional and Spanish styles with indigenous materials. The architectural styles were often imported from the Midwest and East Coast in the form of pattern books from which the builders chose the style and massing. Steeped in the setting of Arizona desert, styles were then modified to meet specific climatic influences. Colors were light earth tones and material included a blend of plaster, stucco and siding.
Project Image

The Project contains many vibrant gathering spaces. It will be conducive for public gathering and will connect to the surrounding communities. The continuous shaded walks and streets will reach out to the City. The commercial will be developed to serve the region as well as the local neighborhoods. The neighborhood commercial is planned to provide the Bridges residents and nearby neighborhoods with day-to-day services. The retail center will be designed to be accessible to the community to encourage residents to walk and bicycle to access the facilities.
Appendix G: Airport Disclosure Statement
AIRPORT DISCLOSURE STATEMENT

The undersigned owner(s) of the property known as the Bridges PAD (see Exhibit "A"), a Pima County subdivision recorded in Book NA at Page NA of Maps and Plats, acknowledges that the property lies in proximity to Tucson International Airport and that the property is subject to aircraft overflight and noise that may be annoying or objectionable to some persons.

Flight patterns within 5 nautical miles of Tucson International Airport (TIA) are controlled by the Federal Aviation Administration (FAA) Air Traffic Control Tower (ATCT) according to rules and guidelines for maintaining aircraft separation. The ATCT at TIA is in operation 24 hours per day. According to FAA rules, except when necessary for takeoff and landing, aircraft may not fly below 1000 ft. above ground level in populated areas.

While air traffic may be generalized into tracks, it is, by nature, dispersed. Aircraft may approach and depart the airports from any number of directions. Flight paths vary depending on a variety of factors including origin/destination, wind conditions and other aircraft in the traffic pattern. As a result, any property in the vicinity of an airport is likely to be subject to aircraft overflight and its impacts to some degree.

As traffic approaches or departs from an airport, it is lower to the ground, more concentrated and more frequent. The area where air traffic converges as it approaches and departs the airport is represented by the FAA Traffic Pattern Airspace. This area is shown on exhibit A, attached. Lower altitudes and more frequent activity increase the impacts of aircraft on the ground within this area.

The most significant impacts occur within noise contours. Noise contours depict the area where average noise exposure over a 24 hour period is considered “significant” by FAA standards. Measures such as sound insulation of structures and land use planning to exclude noise sensitive uses are required to maintain compatibility within these areas. As explained, aircraft approach and depart the airport on dispersed paths. As a result, a property that is outside established noise contours may still be impacted by the effects of periodic aircraft overflights.

Flight patterns are apt to shift or change over time. Changes in operations may occur due to weather, changes in users, changes in aircraft type, military missions, weather conditions, etc. Similarly, TIA has a master plan that identifies plans for future expansion and development needs. These plans are updated every several years to respond to the needs of the aviation community.

The undersigned acknowledges the Owner(s) is aware of these impacts and that the Tucson Airport Authority and all persons lawfully using the Airport have the right to operate aircraft in the airspace above and near the property.

Dated this 16th day of January, 2007

* as Managing Partner of 5151 East, LLC

Owner

[Signature]

Arthur Flagg, KB Home Tucson * Date

Owner

[Signature]

Date

Eric Davis, Eastbourne Investments, LLC

(A0011266.DOC) C:\Documents and Settings\owenj\Local Settings\Temporary Internet Files\OLK95\TUX-3793\0-v1-TAA - City Aviation Disclosure Statement.DOC
Exhibit “A”
C9-06-32  The Bridges PAD --- Kino Parkway

The subject PAD property is comprised of the following eight (8) existing tax parcels:

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Owners

5151 East, LLC
c/o KB Home Tucson, Inc.
Managing Partner of the LLC
Attn:  Mr. John Bremond, President
Attn:  Mr. Art Flagg, VP of Land
KB Home Tucson, LLC
250 S. Craycroft Road  #300
Tucson, AZ  85711

Phone  520.918.6400  
Fax    520.577.8972  
Email  ibremond@kbhome.com
       aflagg@kbhome.com

Eastbourne Tucson, LLC
c/o Eastbourne Investments, Ltd.
Attn:  Mr. Frank Egan
Attn:  Mr. Eric Davis
Royal Bank Plaza
North Tower --- Suite 2000
200 Bay Street
Toronto, ON  M5J 2J2 Canada

Phone  416.597.1200  
Fax    416.597.1202  
Email  fee@eastprop.com
       davis@retailwest.com
Appendix H: Assessor Parcels Summary
Parcel Numbers for All Parcels Within the Bridges PAD Boundary

132 13 034D
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132 13 087C
132 13 087D
132 13 087E
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132 13 0670
132 13 0680
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### Bridges PAD Major Amendment Summary

**June 2014**

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| 60   | TABLE E | EXHIBIT UPDATE |  |         |       |                       |
| 60   | NOTES   | TEXT ADD.  |          |         |       |                       |
| 61   | TABLE F | EXHIBIT UPDATE |  |         |       |                       |
| 62   | C.2.3   | UDC / TEXT |          |         |       |                       |
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| 66   | C.2.3   | UDC UPDATE |          |         |       |                       |
| 66   | TABLE G | TEXT ADD.  |          |         |       |                       |

Note: A/R/M used for responses to comments
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## Bridges PAD Major Amendment Summary

### June 2014

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SECTION C.4 DRAINAGE AND UTILITY INFRASTRUCTURE

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### SECTION C.6 DESIGN REVIEW COMMITTEE AND DESIGN GUIDELINES

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### INTERPRETATION OF THE PAD DISTRICT REGULATIONS AND REQUIREMENTS

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