



CITY OF
TUCSON

PLANNING AND
DEVELOPMENT
SERVICES
DEPARTMENT

August 14, 2013

Mr. Dan Castro
Rick Engineering
3945 E. Fort Lowell Road, Suite 111
Tucson, AZ 85712

Dear Mr. Castro:

Subject: Minor Amendment to Valencia Crossing PAD Regarding Spine Road Relocation

I have reviewed your letter (see attached) requesting a minor amendment regarding the relocation of the Spine Road as identified on the Land Use Concept Plan in the Valencia Crossing PAD.

The proposed Spine Road relocation does not alter the allowable uses, building heights, floor area ratios, landscaping requirements, or roadway cross-sections. PAD Districts. Nor does the Spine Road relocation result in a significant change in pedestrian or traffic circulation within the PAD District or in the surrounding area.

However the proposed text revision to Section I.2. Julian Wash Greenway is not justifiable given that the Spine Road may still run between Development Area B and C, along the Julian Wash Greenway trail. Text in this Section to remain as adopted. The delineated designs are consistent with pedestrian safety methods when walkways cross spine roads. Any connection from the Valencia Crossing development areas to the Julian Wash Greenway should employ the methods outlined in the PAD document, if such crossing do occur.

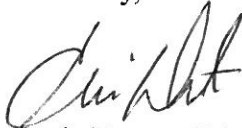
It should be noted that prior to development of any area within the Valencia Crossing PAD, detailed development and design standards will be submitted as an extension of the PAD document. The submitted revised exhibits are consistent with the goals and objects of the Valencia Crossing PAD, including the added language that the Spine Road alignment is conceptual and will be determined during platting/development plane process:

- Exhibit III.A: Land Use Concept Plan
- Exhibit III.D: Landscape Border Plan
- Exhibit III.E: Post-Development Hydrology
- Exhibit III.G.3: Proposed Vehicular, Bicycle & Pedestrian Circulation

Therefore, the minor amendment is approved as a non-substantial change, consistent with the Valencia Crossing PAD.

Please note that a copy of this letter must be attached to any development plan / plat submitted for the Valencia Crossing PAD, and that all the revised Exhibits (see attached) will be made part of the Valencia Crossing PAD.

Sincerely,

A handwritten signature in black ink, appearing to read "Ernie Duarte".

Ernie Duarte, Director
Planning and Development Services Department

Attachments: Applicant's Request



July 30, 2013

Mr. John Beall, Planner
CITY OF TUCSON PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
201 North Stone Avenue, 1st Floor
Tucson, Arizona 85701

SUBJECT: VALENCIA CROSSING PAD 21
SPINE ROAD LOCATION
JN 3795-A

Dear John:

I am writing to request a formal review by your office of the revised text and maps that will allow for the relocation of the spine road within the Valencia Crossing PAD. As outlined in your email to me dated June 26, 2013 (Attachment A), this letter outlines the rationale for the proposed spine road relocation and how it meets and/or enhances the goals and objectives of the PAD. The purpose of the revised text and maps is to allow for flexibility in the development of the future parcels while providing safe and convenient access within the PAD boundary.

The Valencia Crossing PAD under Section III-P.2, (Attachment B) allows the Planning and Development Services Department Director to approve non-substantial changes using the process outlined in Land Use Code Section 2.6.3.11.B.5 (Attachment C). We believe that the modification proposed above can be considered a non-substantial change for the following reasons:

1. This change does not alter the allowable uses, building heights, floor area ratios, or landscaping.
2. This change responds to the needs of the new users of the property and the market demands.
3. This change does not affect the roadway cross-sections.

Attachments D-G are the revised exhibits and documents that have been included for your reference. Also provided with this letter are the following items requested in your email, a check in the amount of \$825.00, six (6) sets of the revised PAD document pages, and one (1) CD showing the changes.

Mr. John Beall
July 30, 2013
Page 2 of 2

If you have any questions or require additional information, please contact me at 795-1000 or dcastro@rickengineering.com

Sincerely,

RICK ENGINEERING COMPANY, INC.

A handwritten signature in black ink, appearing to read 'Dan Castro', written over the company name.

Dan Castro,
Assistant Project Planner

DRC:sj

H:\3795 - 510 Parcel\3795A COT Beall PAD determ ltr request.doc

Enclosures

Exhibit III.A: Land Use Concept Plan

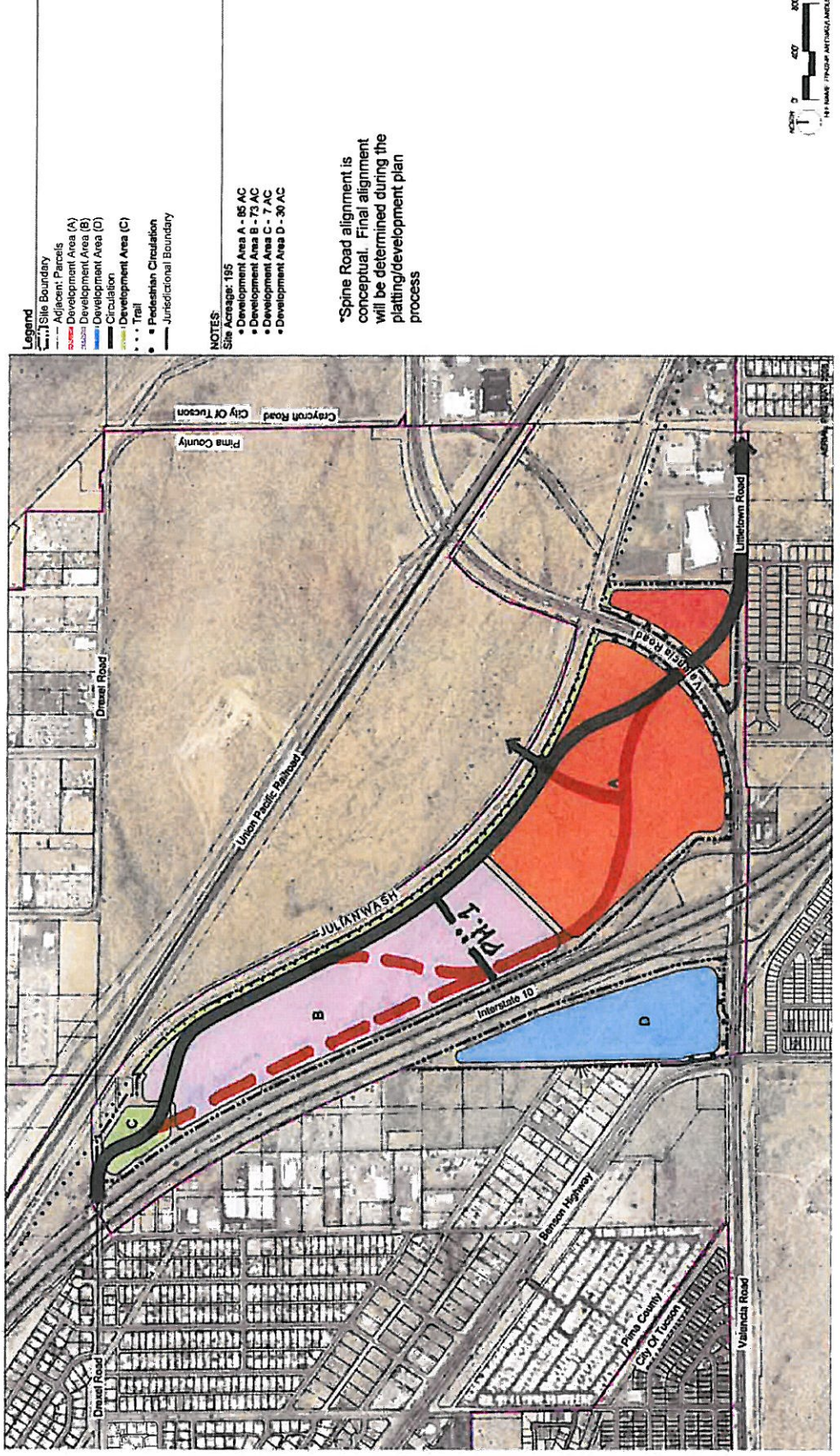
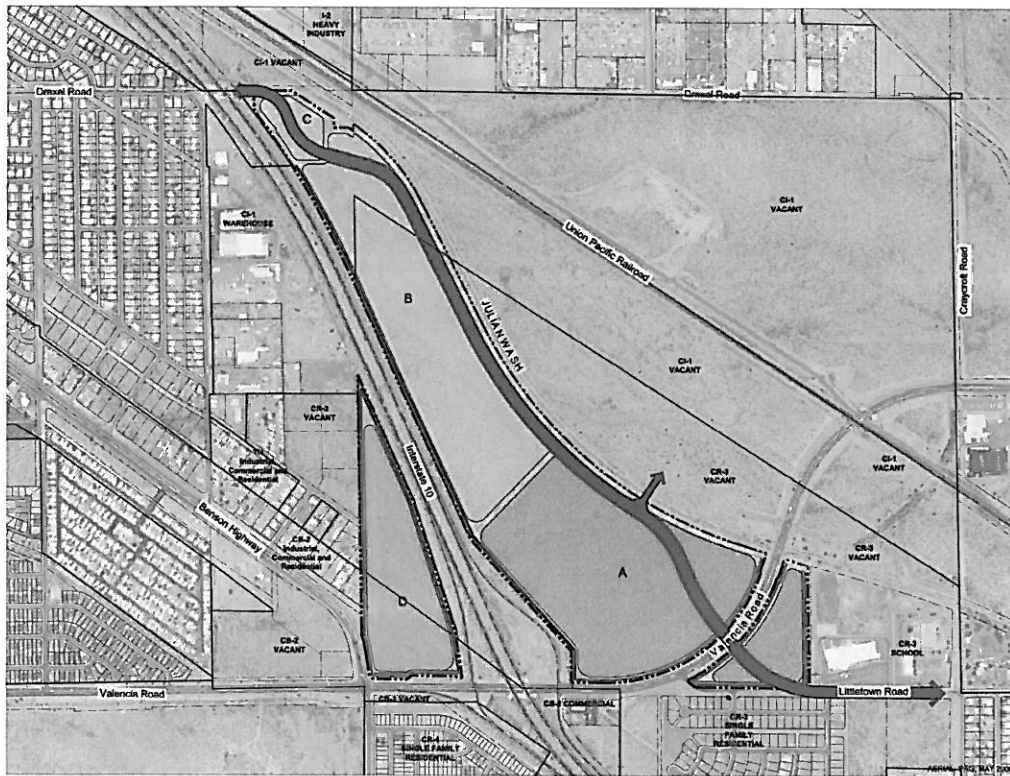


Exhibit III.D: Landscape Border Plan

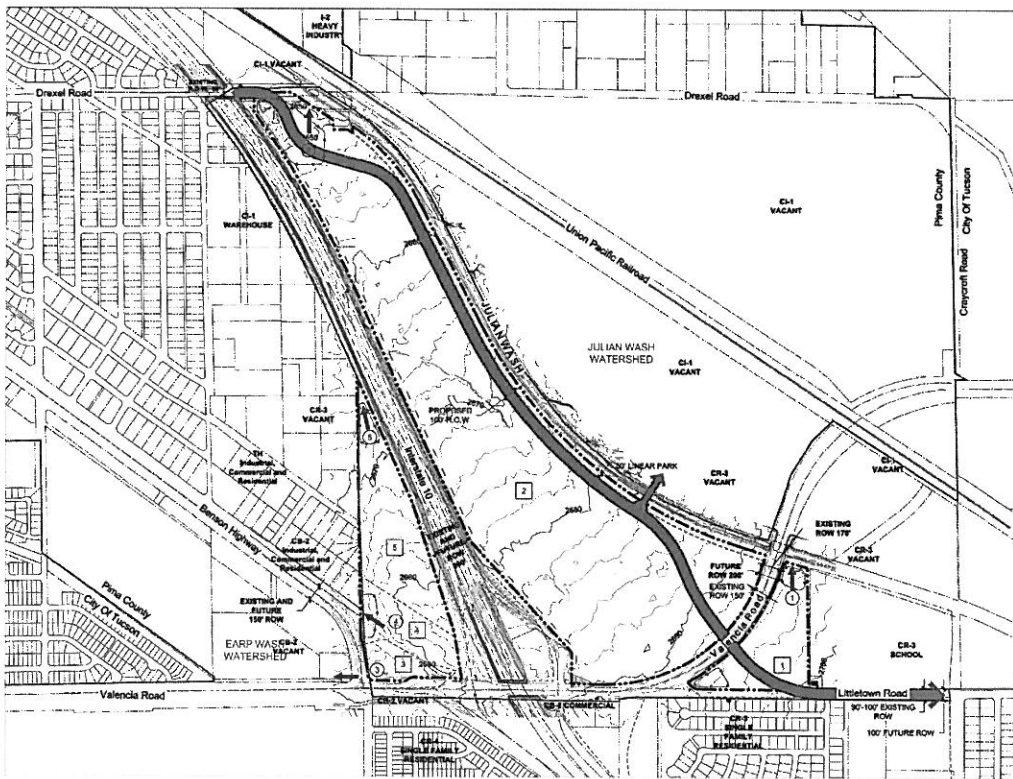


- Legend**
- Site Boundary
 - Adjacent Parcels
 - Development Area (A)
 - Development Area (B)
 - Development Area (D)
 - Circulation
 - Development Area (C)
 - 10' wide Landscape Border
 - Minimum 6' wide Landscape Border
 - Proposed Screen Walls (Minimum 5' height)
 - 50' Greenway (25'-30' landscape bufferyard, 12'-15' path and 8'-10' trail)

*Spine Road alignment is conceptual. Final alignment will be determined during the platting/development plan process



Exhibit III.E: Post-Development Hydrology Concept



- Legend**
- Site Boundary
 - - - Elevation Contours
 - - - Adjacent Parcels
 - Flow Arrow
 - Watershed Boundary
 - Onsite Concentration Point
 - Watershed
 - Detention/Retention Basin Locations
 - Collector Channel
 - Jurisdictional Boundary
 - Circulation
 - 75' Erosion Hazard Setback

*Spine Road alignment is conceptual. Final alignment will be determined during the platting/development plan process

DEVELOPED ONSITE WATERSHED

WATERSHED	Q100	*REDUCED TO
(1)	118 cfs	83 cfs
(2)	1108 cfs	830 cfs
(3)	25 cfs	18" cfs
(4)	83 cfs	86 cfs
(5)	185 cfs	106 cfs

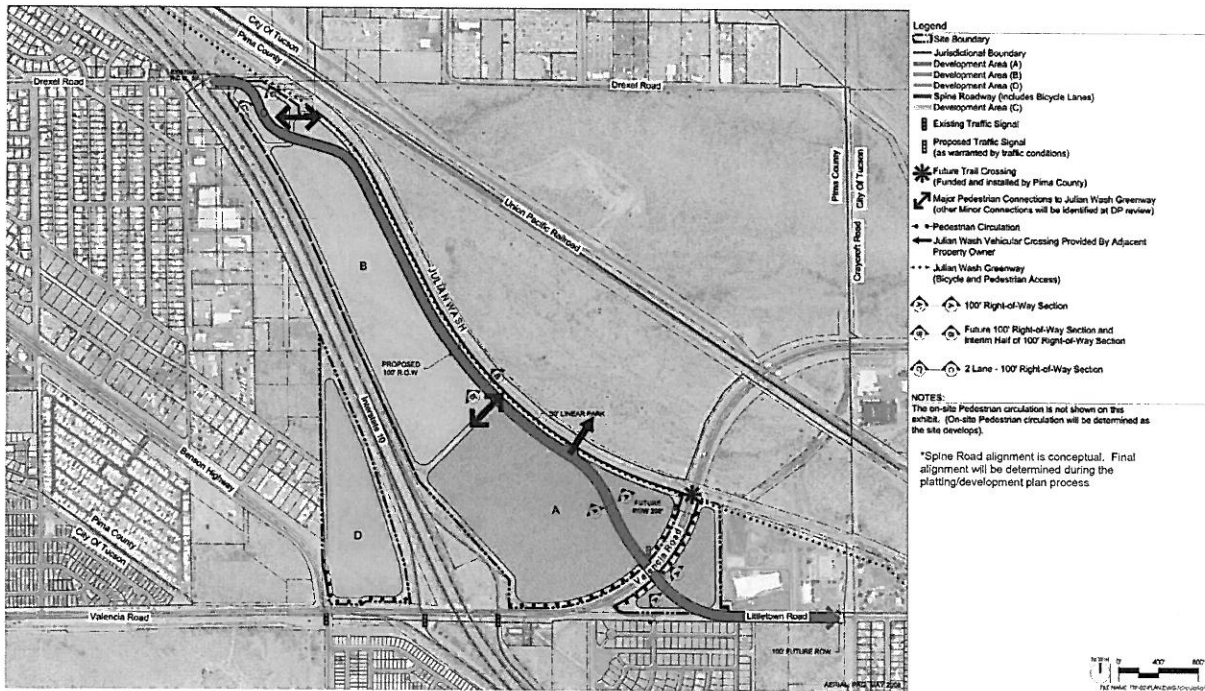
THROUGH DETENTION/RETENTION
** CRITICAL BASIN (10 REDUCTION)

DEVELOPED ONSITE CONCENTRATION POINTS

CONCENTRATION POINT	Q100
(1)	268 cfs
(2)	680 cfs
(3)	46 cfs
(4)	65 cfs
(5)	148 cfs



Exhibit III.G.3: Proposed Vehicular, Bicycle & Pedestrian Circulation



I. Recreation, Bicycle & Pedestrian Circulation

As part of the platting and development review process, a proposed recreation, bicycle and pedestrian plan will be submitted that describes the proposed trail connections and any other recreational features to be provided as part of the PAD development in conformance with the City's guidelines. The Valencia Crossing Master Association shall determine the ultimate location of all recreational, bicycle and pedestrian features.

1. Pedestrian Connections

Pedestrian access will be required throughout the development. All public rights-of-way will be constructed to City of Tucson Street Standards, and where bicycle lanes are required, all on-street bicycle lanes will be built to City of Tucson standards. In addition, the following will be incorporated into the PAD:

- A continuous network of on-site pedestrian walkways will be provided to allow for direct access and connections to and between the following:
 - The primary entrance or entrances to each commercial building on the site;
 - Any sidewalks or walkways on adjacent properties that extend to the boundaries shared with the commercial development;
 - Public sidewalks along the perimeter streets adjacent to the commercial development;
 - Adjacent land uses and development including, but not limited to, adjacent residential developments and retail shopping centers; and
 - Shading along pedestrian paths will be provided.
- At each point that a designated on-site pedestrian walkway crosses a parking lot, street or driveway, the walkway will be clearly visible to pedestrians and motorists through the use of one or more of the following delineation methods:
 - A change in paving material, paving height or paving color;
 - Decorative bollards;
 - A painted crosswalk;
 - Signage; or
 - A safely delineated median walkway buffered by landscaping.

2. Julian Wash Greenway

Property for a 50-foot wide linear trail and associated landscaping along the eastern edge of the site adjacent to the Julian Wash will be dedicated and transferred to Pima County. See Exhibit III G. 3 on page 59. The trail is to be constructed in accordance with Pima Regional Trail System Master Plan standards as part of the Pima County Bond program. The trail will contain landscape buffers, a 12- to 15-foot multi-use trail and an 8- to 10-foot decomposed granite path. Construction of the trail is presently planned to commence in late 2012.

. See Section III.I: Phasing for more information on Julian Wash Greenway Phasing Plan. The following Julian Wash Multi-Use Trail standards apply:

- The Julian Wash Multi-Use Trail will have pedestrian/bicycle connections to Development Area A, B and C within the Valencia Crossing PAD and will be addressed at time of Development Plan review. See *Exhibit III.G.3: Proposed Circulation, Bicycle & Pedestrian Circulation* (page 59). At each connection point that a designated on-site



~~pedestrian walkway crosses the spine roadway, the pedestrian walkway will be clearly visible to pedestrians and motorists through the use of one or more of the following delineation methods:~~

- ~~• A change in paving material, paving height or paving color;~~
 - ~~• Decorative bollards;~~
 - ~~• A painted crosswalk;~~
 - ~~• Signage; or~~
 - ~~• A safely delineated median walkway buffered by landscaping;~~
- Vehicular and pedestrian access across the Julian Wash to the property to the east will be addressed by the adjacent property owners;
 - A pedestrian path crossing at Valencia Road will be designed and installed by Pima County Department of Transportation in association with the Regional Transportation Authority Improvements along Valencia Road; and

3. Development Area C Drainage Area

It has not been determined as to what type of features will be incorporated into Development Area C at this time; however, the following uses are permitted, including, but not limited to, communications facilities, drainage facilities, neighborhood recreation, open space, public utilities and trails. At the time of drainage basin installation, the drainage basin will be designed to accommodate any potential passive or active recreation uses in accordance with Chapter 4 of the Stormwater Retention/Detention Manual.

