

CITY OF  
TUCSON

PLANNING AND  
DEVELOPMENT  
SERVICES  
DEPARTMENT

August 21, 2017

Mr. Chuck Martin  
Rick Engineering  
3945 E. Fort Lowell Road, Suite 111  
Tucson, AZ 85712

Subject: Minor Amendment to Valencia Crossing PAD - Revised  
Spine Road Interim Section

Dear Mr. Martin:

I have reviewed your letter dated July 9, 2017 (see attached) requesting a minor amendment to the Valencia Crossing PAD.

The proposed minor amendment request:

- 1) Revise the spine road section within the PAD as per Attachment 'E': Exhibit III.G.5 Phase I – Interim Spine Road Improvements

The Valencia Crossing PAD allows for minor amendments and adjustments over time to respond to the changing market demands, or financial conditions, or to respond to all the unanticipated needs for new users.

Tucson Department of Transportation and Tucson Fire have reviewed the minor amendment request and supporting attachments and approve the secondary access.

Therefore, it is determined that this minor amendment request is not in conflict with the overall intent of the Valencia Crossing PAD, and the proposed amendment conforms to the goals and objectives of the PAD.

This minor amendment is supported and approved by the following as a non-substantial change:

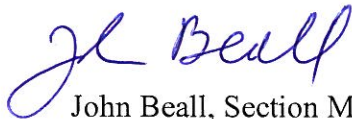
1. This change does not alter the allowable uses, building heights, floor area ratios, or landscaping;
2. This change does not alter or vary a PAD policy;

Planning and Development Services Department (PDSD)  
201 North Stone Avenue  
P.O. Box 27210 – Tucson, AZ 85726-7210  
Website: [www.tucsonaz.gov/pdsd](http://www.tucsonaz.gov/pdsd)

3. This change does not result in a significant change in the traffic circulation; and
4. This change has received approval from Tucson Department of Transportation and Tucson Fire.
  - a. Tucson Department of Transportation comments are as follows: A permit will be required at time of construction to ensure curb cuts and pedestrian access meet standards.
  - b. Tucson Fire comments are as follows: Per section 503.2.3 of the 2012 International Fire Code, the secondary access needs to be paved.

Please note that a copy of this letter and Attachment 'E' 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 – Minor Amendment.

Sincerely,



John Beall, Section Manager - Entitlements  
Planning and Development Services Department

Attachments: Applicant's Request



July 9, 2017

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

SUBJECT: VALENCIA CROSSING PAD 21 - NON-SUBSTANTIAL CHANGE  
REVISED SPINE ROAD INTERIM SECTION  
JN 3795-C

Dear John:

I am writing to request a formal review by your office of the revised text and maps that will allow for the revised spine road section within the Valencia Crossing PAD. As outlined in our discussion on June 15, 2017, this letter outlines the PAD's process for minor revisions, the rationale for the proposed revised interim spine road section 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 A) allows the Planning and Development Services Department Director to approve non-substantial changes using the process outlined in Land Use Code (LUC) Section 2.6.3.11.B.3, now in the Unified Development Code (UDC) Section 3.5.5.J (Attachment B). 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 does not alter or vary a PAD policy.
3. This change does not result in a significant change in the traffic circulation.
4. This change responds to the needs of the new users of the property and the market demands.

Attachments C-E are the revised text section and exhibits to be included in the PAD amendment.

Mr. John Beall  
July 9, 2017  
Page 2 of 2

Attachment F and G are emails of the discussions with the Transportation Department and Fire Department and their tentative approval of the revision, which 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 \$265.00, six (6) sets of the revised PAD document pages, and one (1) CD showing the changes.

If you have any questions or require additional information, please contact me at 795-1000 or [cmartin@rickengineering.com](mailto:cmartin@rickengineering.com)

Sincerely,

RICK ENGINEERING COMPANY, INC.



Chuck Martin  
Principal Project Planner

TCM:sj  
Ltr.doc

F:\Valencia\_Crossing\3795\_Corp\Admin\Valencia Crossing PAD\3795A 2nd PAD Minor Amend Request

Enclosures

details of project design through a self-certification process. The Design Review committee shall consist of an architect, a landscape architect and a member of the master association. The DRC shall review and approve/disapprove the architectural design of all development within the PAD District to ensure it is consistent with the Valencia Crossing Design Guidelines.. A copy of the self certification will be provided to the City of Tucson at the time of development plan/subdivision plat submittal advising whether the design conforms to the standards established by the DRC.

## O. Valencia Crossing Master Association

The implementation of the Valencia Crossing PAD is the responsibility of the Builder, the Valencia Crossing Master Association and the City of Tucson. The Valencia Crossing Master Association, or their successors and assigns, is responsible for providing the basic infrastructure needs including roads, sewer and water in a timely and efficient manner. The Valencia Crossing Master Association is responsible for recording the Master Conditions Covenants and Restrictions (CC&R).

The Builder, residential or commercial, is the purchaser of a development area, or portions of a development area, which may or may not require additional infrastructure improvements, such as utility extensions or local streets. The Builder is responsible for all construction and lot improvements not made by the Master Association within their area(s) of ownership. Should the Builder purchase a development area without the infrastructure improvements generally provided by the Master Association, the Builder becomes the responsible party for the construction or installation of those improvements.

## P. Interpretations and Amendments

### 1. Interpretation

The regulations and guidelines provided within this PAD supersede existing regulations within the City of Tucson Land Use Code and Development Standards. If an issue arises regarding definitions, conditions, standards and/or situations not addressed in this PAD, those in the LUC, Development Standards or other COT regulations shall prevail, as interpreted by the COT Zoning Administrator.

### 2. Amendments

Amendments to the Valencia Crossing PAD may be necessary over time in order to respond to the changing market demands, or financial conditions, or to respond to the unanticipated needs of new users. Non-substantial changes to the PAD shall be approved pursuant to LUC Section 2.6.3.11.B.5 including the following:

- Minor changes to the PAD boundary as a result of Littletown Road realignment.

Substantial changes (as defined in LUC Section 2.6.3.11.B.3), are subject to the amendment process outlined in LUC Section 2.6.3.11.B.4.



1. The site is under single ownership or control except when initiated by the Mayor and Council;
2. The site's land area is a minimum of 40 acres, or if located in the Downtown Area Infill Incentive District as defined in Section 5.12.10, the Downtown Parking District as defined in Section 11.4.5, or in the Rio Nuevo District as defined in Figure 5.11-A, there is no minimum site area. The Mayor and Council may authorize the initiation of a PAD District of less than the size required by this Section if the proposed PAD District is consistent with the intent of the PAD zone; and,
3. The PAD District shall be configured to accommodate a well-integrated project. A PAD District may include existing rights-of-way provided the district is planned and developed on a unified basis.

**F. PAD Implementation**

PADs are implemented in accordance with the procedures in this Section 3.5.5. PADs may establish additional implementation procedures, provided such methods are not in conflict with required procedures and are fully described by the PAD document.

**G. Site Plan Review**

No development may occur within a PAD until a site plan for the development is approved by the City in accordance with Section 3.3.3, *PDSO Director Approval Procedure*.

**H. Enforcement**

Standards adopted for each PAD are enforced in the same manner as the enforcement of any zoning violation as provided in Section 10.2.

**I. Interpretation**

The Zoning Administrator shall interpret a PAD in accordance with Section 1.5.1, *Zoning Determinations and Zoning Certifications by the Zoning Administrator*. Interpretations of UDC zoning provisions may be applied to similar PAD provisions.

**J. Amendment to an Adopted PAD**

1. PAD amendments must be in substantial conformance with the objectives of the PAD. Changes to conditions and terms of a PAD that affect the overall density, intensity, and classifications of land uses must be processed as a new change of zoning. Changes to other conditions of a PAD must comply with the procedures for changes of conditions in this section.
2. **Amendment Application**
  - a. An amendment to a PAD may be initiated by the property owner, the owner's agent, or the Mayor and Council upon submittal of a written application to amend one or more of the PAD standards.
  - b. The application must be accompanied by a statement documenting the need for the amendment.

- c. The PDSO Director shall determine if the amendment would result in a major change in the PAD. A major change is one which:
- (1) Allows uses not otherwise permitted in the PAD or a section of the PAD;
  - (2) Varies or changes a PAD policy;
  - (3) Increases the number of proposed residences per acre by more than 10% or exceeds the maximum number of dwelling units permitted within the adopted PAD;
  - (4) Changes designated buffers or perimeter landscaping, as delineated in the PAD, which was established to adapt the PAD to specific site characteristics or mitigate development impacts on the site and surrounding area;
  - (5) Varies the building height, lot coverage, or building setbacks by more than 10% of that delineated in the adopted PAD;
  - (6) As a consequence of more than one non-substantial change submitted concurrently, cumulatively results in a significant change in the objectives or goals of the PAD; or,
  - (7) Results in a significant change in pedestrian or traffic circulation within the PAD or in the surrounding area.
- d. Major changes to a PAD are processed in accordance with Sections 3.5.3, *Zoning Examiner Legislative Procedure*. A major change may require, as determined by the PDSO Director, submittal of amended items, such as a site analysis.
- e. The PDSO Director may approve changes determined to be minor or administrative.
- f. When requested in writing by the applicant, the PDSO Director may authorize a delay in the PAD amendment process.

(Am. Ord. 11070, 5/14/2013; Am. Ord. 11127, 11/6/2013)

## Valencia Crossing PAD Minor Amendment

## Section III.H.6 Transportation

**Minor Text Amendment**

7/7/17

**4. Spine Roadway**

Three separate cross-sections are proposed for the spine roadway as shown on page 60 and referenced on *Exhibit III.G.4*. Cross Section A-A is designed based on the example MS&R “100-foot right-of-way” and provides for two lanes in each direction with a raised median. This will be constructed as part of the initial phases and will provide access control through the southern-most portion of the development where traffic volumes will be the highest. Cross-Section B-B is based upon the example MS&R “90-foot right-of-way” and provides for two lanes in each direction with a center left-turn lane. This will provide flexibility in access and circulation through the middle of the project. An interim phasing of this cross-section is proposed for the initial connection of Drexel Road to Valencia Road and is based upon utilizing approximately half of ultimate cross-section. The specifics of the interim cross-section, such as cross-slope and drainage, will be determined by future engineering studies. Cross-section C-C on the north end of the project will provide one lane in each direction to match the existing Drexel Road configuration and the available bridge width under I-10.

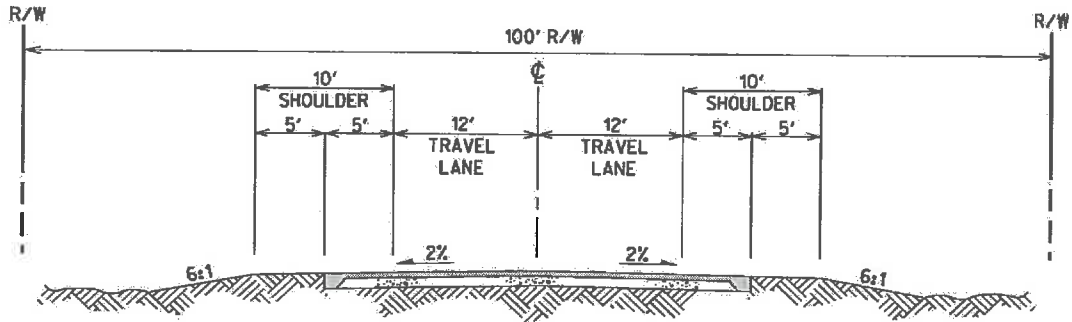
Alternate interim improvements for Valencia Crossing Drive are shown on Exhibit III.G.5 Phase I Improvements for Valencia Crossing Drive and Exhibit III.G.6 Alternate Street Cross Sections. The proposed street sections are based on engineering studies and discussions with the Department of Transportation, the Tucson Fire Department and the Planning and Development Services Department.

As previously noted, the full 100-foot ROW will be dedicated throughout the project regardless of the pavement width.

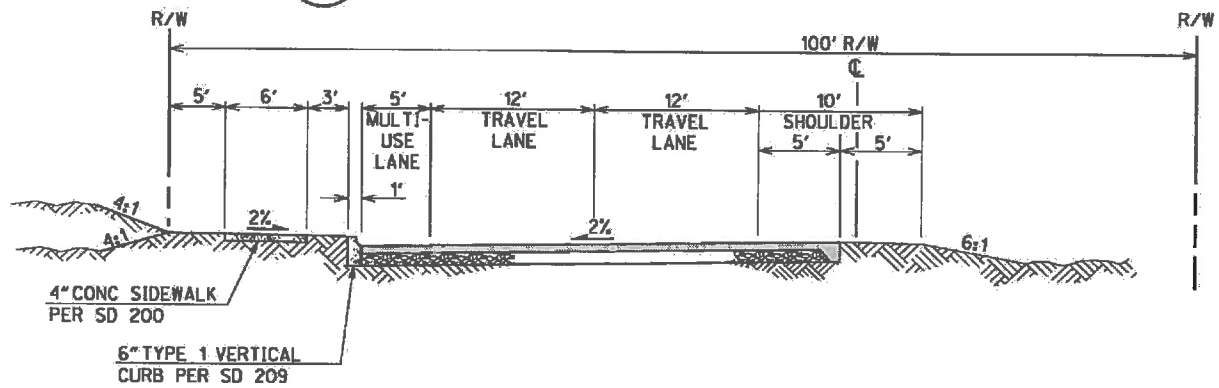


# Valencia Crossing PAD Minor Amendment

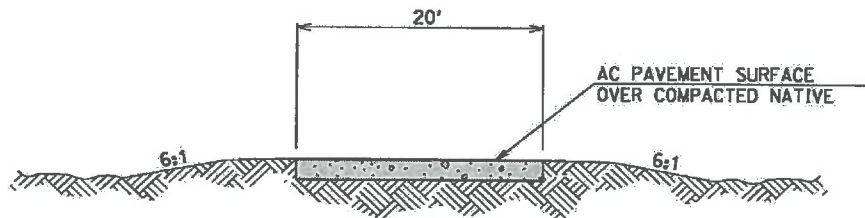
## Exhibit III.G.6 Alternate Spine Road Cross Sections



**A** INTERIM ROAD SECTION  
NO SCALE



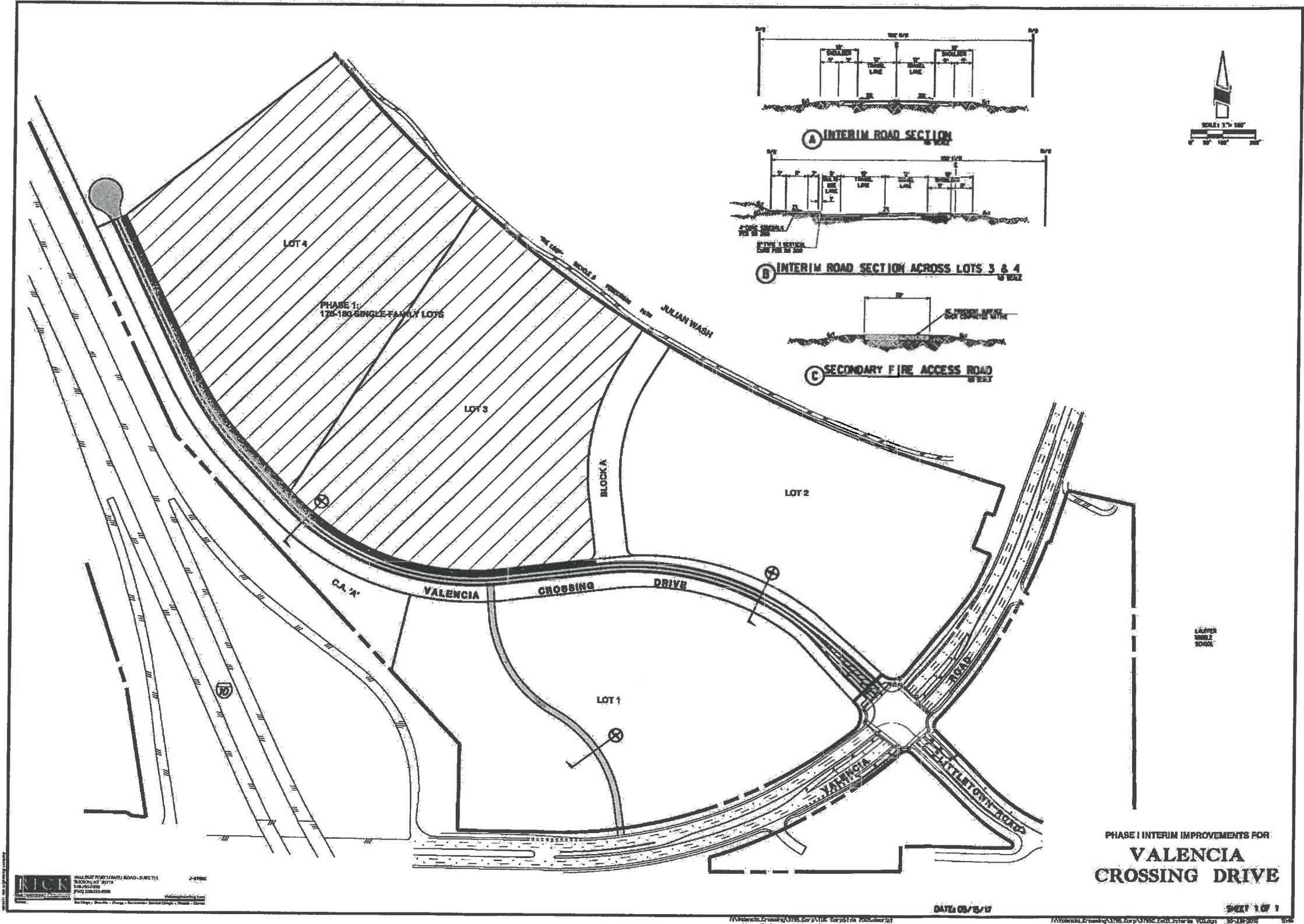
**B** INTERIM ROAD SECTION ACROSS LOTS 3 & 4  
NO SCALE



**C** SECONDARY FIRE ACCESS ROAD  
NO SCALE

Valencia Crossing PAD Minor Amendment

Exhibit III.G.5 Phase I – Interim Spine Road Improvements



**NICK**  
 3440 EAST FORTY-FOURTH ROAD, SUITE 101  
 ALBUQUERQUE, NM 87112  
 TEL: 505.263.1100  
 FAX: 505.263.1101  
 WWW.NICKINC.COM

DATE: 08/15/17

PHASE I INTERIM IMPROVEMENTS FOR  
**VALENCIA  
 CROSSING DRIVE**

SHEET 1 OF 1

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F:\Valencia\_Crossing\GIS\Corp\1182\_081517\08\_15\_17\_006.dwg

## Chuck Martin

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**From:** Paul Iezzi  
**Sent:** Friday, June 30, 2017 12:24 PM  
**To:** Chuck Martin  
**Subject:** FW: FW: Valencia Crossing Drive

### Paul J. Iezzi PE

PRESIDENT

#### RICK ENGINEERING COMPANY

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**From:** Zelin Canchola [mailto:Zelin.Canchola@tucsonaz.gov]  
**Sent:** Monday, June 12, 2017 9:36 AM  
**To:** Paul Iezzi; Fred Felix; Martin Brown; Richard Leigh  
**Cc:** Bob Morken III(BobMorken@mac.com); Chuck Martin; John Beall  
**Subject:** Re: FW: Valencia Crossing Drive

Paul, TDOT supports the secondary access road. A permit will be required at time of construction to ensure curb cuts and pedestrian access meet standards.

Zelin Canchola  
TDOT Engineering Review

>>> Paul Iezzi <piezzi@rickengineering.com> 06/12/2017 7:42 AM >>>  
Fred, Richard, Zelin and Harvey

I am still awaiting feedback on the attached revised exhibit showing the Phase I improvements for Valencia Crossing Drive. If TDOT and Fire are okay with this, we will work with John to address any conflicts with the PAD.

Thanks

**Paul J. Iezzi PE**

PRESIDENT

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**From:** Paul Iezzi

**Sent:** Monday, May 15, 2017 1:03 PM

**To:** John Beall ([john.beall@tucsonaz.gov](mailto:john.beall@tucsonaz.gov)); Fred Felix ([fred.felix@tucsonaz.gov](mailto:fred.felix@tucsonaz.gov)); Richard Leigh ([richard.leigh@tucsonaz.gov](mailto:richard.leigh@tucsonaz.gov)); Zelin Canchola ([zelin.canchola@tucsonaz.gov](mailto:zelin.canchola@tucsonaz.gov)); Harvey Brown ([martin.brown@tucsonaz.gov](mailto:martin.brown@tucsonaz.gov))

**Cc:** Bob Morken III ([BobMorken@mac.com](mailto:BobMorken@mac.com)); Kevin Tarbox ([Kevin.Tarbox@lennar.com](mailto:Kevin.Tarbox@lennar.com)); Nicole Cantalicio ([Nicole.Cantalicio@Lennar.com](mailto:Nicole.Cantalicio@Lennar.com)); Chuck Martin; Brian Chimera; Jeff Gereke ([jgereke@terramarproperties.net](mailto:jgereke@terramarproperties.net))

**Subject:** Valencia Crossing Drive

All

In response to the comments we received in our meeting on May 10<sup>th</sup>, attached is a revised exhibit showing the Phase I improvements for Valencia Crossing Drive to be constructed in conjunction with the proposed resubdivision of Lots 3 and 4.

Specifically, the changes include the following:

1. Provision of curb and sidewalk improvements adjacent to the proposed subdivision (Section B)
2. Inclusion of a second access to Valencia Road for use by emergency vehicles only (Section C)

Please review the exhibit and let me know if you have any questions. Once we get acceptance from TDOT and the Fire Department we can work with John to determine if a minor amendment to the PAD will be required.

Thanks for your help.

**Paul J. Iezzi PE**

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**Chuck Martin**

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**From:** Paul Iezzi  
**Sent:** Friday, June 30, 2017 12:25 PM  
**To:** Chuck Martin  
**Subject:** FW: FW: Valencia Crossing Drive

**Paul J. Iezzi PE**

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**From:** Martin Brown [mailto:Martin.Brown@tucsonaz.gov]  
**Sent:** Monday, June 12, 2017 8:07 AM  
**To:** Paul Iezzi; Fred Felix; Richard Leigh; Zelin Canchola  
**Cc:** BobMorken@mac.com; Chuck Martin; John Beall  
**Subject:** Re: FW: Valencia Crossing Drive

Per our previous meeting and section 503.2.3 of the 2012 International Fire Code, the secondary access needs to be paved.

Martin Brown  
Fire Protection Plans Examiner  
Tucson Fire Department  
>>> Paul Iezzi <piezzi@rickengineering.com> 06/12/2017 7:42 AM >>>  
Fred, Richard, Zelin and Harvey

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**Cc:** Bob Morken III ([BobMorken@mac.com](mailto:BobMorken@mac.com)); Kevin Tarbox ([Kevin.Tarbox@lennar.com](mailto:Kevin.Tarbox@lennar.com)); Nicole Cantalicio ([Nicole.Cantalicio@Lennar.com](mailto:Nicole.Cantalicio@Lennar.com)); Chuck Martin; Brian Chimera; Jeff Gereke ([jgereke@terramarproperties.net](mailto:jgereke@terramarproperties.net))

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**Paul J. Iezzi PE**

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