



MEMORANDUM

DATE: April 17, 2023
For May 2, 2024 Hearing

TO: John Iurino
Zoning Examiner

FROM: Kristina Swallow, Director
Planning & Development Services

SUBJECT: REZONING – PLANNING & DEVELOPMENT SERVICES REPORT
TP-ENT-1123-00045 29th & Swan PAD, R-3 to PAD (Ward 4)

Issue – This is a request by Lazarus & Silvyn, P.C. on behalf of the property owner, BP Swan Investors, LLC to rezone an approximately 27-acre parcel from R-1 residential to Planned Area Development (PAD) zoning. The rezoning site is located at 2021 S Swan Road, at the southeast corner of the intersection of Swan Road and 29th Street. The PAD proposes to allow for the redevelopment of the site to a commercial center with multiple uses including a large-scale retail establishment and multiple pads with a variety of commercial, light industrial, retail, restaurant, and personal service uses. Rezoning to PAD provides the greatest amount of flexibility for the Project while offering certainty to future businesses.

Planning & Development Services Recommendation – The Planning & Development Services Department recommends approval of PAD zoning, as proposed in the attached PAD document.

Public Outreach – The applicant held a neighborhood meeting on February 20, 2024 at the nearby Myers-Ganoung Elementary School, in the cafeteria. Notices were mailed out with labels provided by PDS and were sent to all property owners within 400 feet of the site, and neighborhood associations within one mile.

In addition to the project team, 11 members of the public attended the meeting. The project team introduced themselves and then presented background information on the subject property and details of the PAD proposal. Lastly, the applicant team described the City's PAD review and approval process and opened the discussion for questions and answers.

Attendees provided positive feedback about the plan to develop the property, which recently had a long-abandoned residential treatment facility on the site. A neighbor relayed that she has owned a business in the area for 50 years, and she believes this will be an overall improvement to the area. It was requested that the team attend one of the monthly neighborhood association meetings to talk

about the project, to which the applicant team requested the neighbors send information on the upcoming meeting time and date.

The applicant team fielded a number of questions concerning potential residential use, which would not be allowed due to proximity to Davis Monthan Air Force Base and overlay restrictions. Attendees asked about the roadway to the apartments to the east, which will remain as it's the Apartment Complex driveway, and there will be no shared access with the project area.

The team addressed concerns about traffic and street maintenance, indicating that the 29th Street and Swan Road both have excess capacity to handle traffic. It was explained that development generates tax revenue and development fees that can go towards road improvements in the area. It was also explained that as the development would only have access to the arterial roads, that no truck or commercial traffic from the development would pass through residential streets.

Attendees expressed concerns about homelessness in the area, and the applicant team explained that vacant properties can be an attractor for unsafe activity, and once the property is developed and well-managed, there will be more eyes on the area, and the expectation is that those concerns would diminish. Attendees also asked about lighting regarding safety, the applicant team explained the parking areas will be lit, and all lighting is required to comply with City Code.

Asked about the heat island effect, the applicant team explained changes in City Code requiring shade trees through the parking area to mitigate that effect. They also explained the developer's commitment to a variety of climate and sustainability standards such as EV charging and rainwater harvesting.

Finally, an attendee asked when the PAD would be available for public review, and the applicant team explained the review process and when materials would be available through the City of Tucson web site.

Background Information

PAD Document Review: The PAD document went through an iterative review process with numerous City departments and outside agencies, with a final submittal based on addressing the concerns of reviewing parties. The PAD was placed in review on November 29th with a due date of December 29th. An updated PAD submittal was provided by the applicant on February 29th. After staff determined review comments were sufficiently addressed, it was scheduled for the Zoning Examiner on May 2, 2024.

Existing Land Use: Vacant.

Zoning Descriptions:

Residential Zone (R-1): This zone provides for urban, low density, single-family, residential development, together with schools, parks, and other public services necessary for a satisfactory

urban residential environment. Certain other uses, such as day care and urban agriculture, are permitted that provide reasonable compatibility with adjoining residential uses.

Planned Area Development (PAD): enables and encourages comprehensively planned development in accordance with adopted plans and policies. The PAD is a zoning classification which provides for the establishment of zoning districts with distinct standards. A PAD may have land use regulations different from the zoning regulations in the UDC, any other PAD District, or other zoning districts. When a provision in a PAD varies from the UDC, the provisions in the PAD shall govern.

Surrounding Zones and Land Uses:

North: Zoned C-2; 29th Street, an arterial route, with a gas station, personal storage, and automotive service and light industrial land uses opposite.

South: Zoned R-1; A large wash and multi-use path run along the back edge of the property.

East: Zoned R-3; Multifamily residential.

West: Zoned R-1, C-2; Swan Road, an arterial route, with apartments at the opposite corner of 29th and Swan, and single-family residential homes south of those apartments.

Previous Cases on the Property:

C9-17-08 NEC Golf Links and Swan Rezoning – In 2017, at BP Swan’s request, the Mayor and Council authorized a rezoning from R-1 to OCR-1 to support the development of a large, 6-story/100-foot-tall office complex totaling 800,000 square feet plus 18,000 square feet of retail pad space. With the intervening global pandemic and disruption of the office market, BP Swan did not move forward with the proposed development. The rezoning was never effectuated.

Related Cases: None.

Applicant’s Request – “BP Swan proposes to develop the Property as a commercial center (the “Project”). A portion of the Property could be developed with a large-scale retail establishment and multiple pads with a variety of commercial, light industrial, retail, restaurant and personal service uses. Several retailers have shown interest in the Property, but no commitments have been made since appropriate entitlements are not yet in place. Because specific end-users have not committed to the Project, the ultimate site layout has yet to be determined. This PAD includes multiple preliminary development concepts that illustrate varying Project configurations. (See Appendix A.) Rezoning to PAD provides the greatest amount of flexibility for the Project while offering certainty to future businesses, both of which are critical for developing a successful commercial project at this location.”

Planning Considerations – Land use policy direction for this area is provided by *Plan Tucson* (PT).

Plan Tucson (PT) - The Property is located within an Existing Neighborhood Building Block on Plan Tucson's Future Growth Scenario Map. Plan Tucson's Existing Neighborhood Building Block primarily includes developed property and largely built-out residential neighborhoods. This Building Block's stated goal is to maintain and enhance the character of the existing neighborhood and accommodate some new development/redevelopment while still encouraging reinvestment in the community that contributes to neighborhood stability.

This proposal accomplishes the creation of a more aesthetically pleasant space. It also serves to locate commercial and employment centers in an area close to existing residential neighborhoods of varying densities placed services in proximity to each other and to residents.

The use of a special zoning district such as a PAD for this project fosters a mixed-use activity node with access to pedestrians, bikes, and transit. It supports community commercial activity at the intersection of arterial streets and is an improvement to the existing vacant and dilapidated lot, improving neighborhood conditions. Commercial vehicle access is restricted to major streets, protecting established residential neighborhoods.

The PAD is also aligned with the City's 29th Street Thrive Zone approach, a comprehensive, community-oriented vision for the neighborhoods between Alvernon and Craycroft, and 22nd Street and Golf Links. This project supports Thrive Zone goals by fostering economic development through job opportunities, commercial and retail services, and neighborhood resources. It also enhances the safety and security of the area by creating an active presence with a variety of uses on the property, mitigating the effect of a large vacant parcel, and creates a sense of neighborhood stability through investment.

Project Description – The PAD proposes a large commercial center, with a large-scale retail establishment acting as an anchor with smaller pads for a variety of commercial or light-industrial uses.

Primary access points will be on Swan Road and 29th Street, with no traffic moving to or from residential streets in the area. Several secondary access points are also possible, with a configuration subject to change based on final site design.

The applicant provided three conceptual site layouts with various sizes and locations for building pads. In general, the large-scale retail establishment is set in the south or southeast portion of the project site. Smaller buildings are arranged closer to the arterial roadways, and one or more medium-scale buildings occupy roughly the center of the pad. This flexibility is desired to make adjustments to the layout as market and development conditions evolve. In all conceptual layouts, the large-scale retail building area is over 100,000 square-feet.

The preliminary plans show shade trees throughout the parking areas, with larger islands of landscaping denoting boundaries between different parking areas and access lanes. A minimum 10-foot landscape border also runs along the east and southern edge of the property, and the preliminary plans also show landscaping improvements along Swan Road and 29th Street. Rainwater harvesting

will be accomplished across the project area with the use of permeable paving, curb cuts, flush curbs, and basins within landscaping borders.

PAD Rationale – BP Swan proposes to develop the Property as a commercial center (the “Project”). A portion of the Property could be developed with a large-scale retail establishment and multiple pads with a variety of commercial, light industrial, retail, restaurant and personal service uses. Several retailers have shown interest in the Property, but no commitments have been made since appropriate entitlements are not yet in place. Because specific end-users have not committed to the Project, the ultimate site layout has yet to be determined. This PAD includes multiple preliminary development concepts that illustrate varying Project configurations. Rezoning to PAD provides the greatest amount of flexibility for the Project while offering certainty to future businesses, both of which are critical for developing a successful commercial project at this location.

The PAD represents a significant planned investment which will directly benefit nearby residents, businesses, military personnel, and the greater Tucson community. It brings a large number of employment opportunities to the neighborhood, offers a local hub of retail and commercial activity, and improves the safety and appeal of the area. As an infill project, it makes efficient use of existing infrastructure on a underutilized site. This is inherently more sustainable than development in outskirts areas as the construction of roads, utilities, and public services is already completed.

The PAD zone is appropriate for the subject parcel as it allows commercial development in a flexible way, allowing the property owner to respond to specific tenant needs as they become apparent. The PAD also creates a major employment center in the neighborhood. It provides needed commercial service to the surrounding area, as well as to neighborhoods along the three arterial roads adjacent or close by, and for personnel leaving Davis Monthan Air Force Base at the end of the duty day.

PAD Document Overview – The PAD document will use the established standards of the C-3 zone as the base zone. Certain light industrial uses compatible and complementary to both proposed and existing surrounding uses are also permitted.

Permitted Uses

- All Permitted Uses in C-3 Zone.
- Large-Scale Retailer, subject to standards in this PAD
- Civic Use Group
 - Postal Service
- Industrial Use Group
 - General manufacturing
 - Perishable Goods Manufacturing
 - Precision Manufacturing

The PAD proposes a single land use category that encompasses the entire PAD area. As indicated in Table III.B all uses within the City’s C-3 zone are expressly permitted in addition to select light industrial uses that are considered appropriate within this PAD. This PAD supersedes all Unified Development Code (“UDC”) use-specific standards. Other than Large-Scale Retailer, any C-3 Special Exception Land Use (“SELU”) will be required to go through the SELU process and comply with corresponding use-specific standards.

The City Zoning Administrator may permit any use not specifically listed in this PAD if determined to be similar in nature to other permitted uses.

Uses from the Residential Use Group may be permitted within the PAD through the Minor PAD Amendment process with written consent from DMAFB.

Prohibited Uses

- None

Development & Performance Standards

Exhibit III.C: Concept Plan illustrates the setbacks from property lines, building heights, landscape borders, and the proposed locations for monumentation. (See PAD document *Appendix A* for Conceptual Layouts illustrating potential approaches for developing the PAD.)

1. Site Development Standards – Development of the property will comply with the UDC’s Dimensional Standards for C-3 zone with the exception of minimum perimeter Yard/Street Setbacks, which shall be as follows
 - North – 29th Street: 10 feet
 - South (Adjacent to Diversion Channel): 10 feet
 - East (Adjacent to multi-family residential, “MFR”): distance equal to height of building
 - West – Swan Road: 10 feet
2. Parking – Vehicular and bicycle parking shall be provided in accordance with UDC parking standards, including reductions and exceptions.
3. Trash Collection & Delivery/Loading Zones – All dumpsters, loading zones, and any other outdoor activities shall be located a minimum of 50 feet from the adjacent existing MFR building.
4. Landscape Program
 - a. Native Plan Preservation – The Property has been previously completely graded, and there are no plant specimens remaining onsite. A Native Plant Preservation Plan exception will be requested at me of development package submittal in accordance with UDC § 7.7.3.D.3.
 - b. Landscaping & Screening

- Landscaping and screening shall be provided per UDC standards except as noted in Subsection III.C.2.b(2), above, and as follow:
 - The existing masonry wall along the eastern Property line shall remain and will serve as appropriate screening between the Project and the adjacent MFR use. Six-inch-wide (or greater) masonry block shall be used for all other walls.
 - A 10-foot-wide landscape border will be provided on PAD Property along the eastern Property line. This will supplement the existing landscape border on the adjacent MFR property.
 - All walls visible from a public right of way will be graffiti-resistant and incorporate one (1) or more visually appealing design treatments, such as the use of two (2) or more decorative materials such as stucco, le, stone, or brick; a visually interesting design on the wall surface; varied wall alignments (jog, curve, notch, setback, etc.) or trees and shrubs.
 - Shade trees will be provided within the parking area at a ratio of 1 tree per 4 parking spaces and evenly distributed throughout the parking area.
 - Parking diamonds with a planting area of 34 SF may be used.
 - A Commercial Rainwater Harvesting Plan will be prepared for the Project and submitted to the City for review at me of development package submittal.
 - Commercial Rainwater Harvesting will meet a minimum of 60% of the Project's irrigation needs.
 - Use of permeable paving, curb cuts, flush curbs and basins in the landscape borders is encouraged to maximize rainwater harvesting.
 - The Project will utilize Low Impact Development (“LID”) standards in its design for balanced basin detention and first flush retention.
5. Standards for Large-Scale Retailer – The following standards are applicable to any portion of the PAD developed with a building covering an area 100,000 square feet (“SF”) or greater and supersede UDC Large-Retail Established Design Standards in their entirety. The portions of the Property developed with other uses and buildings less than 100,000 SF shall be subject to the development standards noted in PAD Subsections III.C.1-4, above.
- a. Vehicular Access –

The Project shall provide motor vehicle access from a major street as designated by the adopted Major Streets and Routes (“MS&R”) Plan.
 - b. Buffers
 - 1.Perimeter Yard/Street Setback
 - East (adjacent to MFR): 150 feet, measured from new building to existing MFR building
 - North, South & West: 10 feet
 - 2.Landscape Borders
 - East (adjacent to MFR):
 - 10 feet provided on PAD Property in addition to existing landscape border on MFR property;

- Canopy trees to be provided at 20- to 30-foot intervals within the 10-foot PAD landscape border, in addition to shrubs and groundcover;
 - Existing wall on Property line shall remain;
 - No other uses (e.g., parking, storage) are permitted within the landscape buffer area.
- North & West: 10 feet
- South (adjacent to Diversion Channel): none
- c. Outdoor Storage Areas
 - Outdoor storage areas must be located a minimum of 100 feet from adjacent residential use, measured from edge of outdoor storage area to existing MFR building.
 - Outdoor storage areas will be screened with a mix of landscape and masonry screen walls.
- d. Trash Collection Areas
 - Trash collection areas must be located a minimum of 125 feet from adjacent residential use, measured from edge of trash collection area to existing MFR building.
 - Trash collection areas will be screened with a mix of landscape and masonry screen walls.
- e. Pedestrian Flow
 - Five-foot sidewalks shall be provided to connect the public street sidewalks, main entrances to stores, transit stops and adjacent MFR neighborhood.
 - Six-foot sidewalks shall be provided along the full length of any building where it adjoins a parking lot.
 - 3-foot-wide landscape strip will be provided along the full length of sidewalks, except at their intersections with parking area access lanes (“PAALs”) or adjacent to buildings, and shall include canopy trees or other shading device to shade at least 65% of the sidewalks during the major part of the day.
- f. Customer Drop-Off and Curbside Pick-Up

Customer drop-off and curbside pick-up points should be integrated into the design of the Project and shall not conflict with traffic lanes or pedestrian paths.
- g. Delivery & Loading Zones
 - Delivery and loading zones must be located a minimum of 100 feet from adjacent residential use, measured from edge of delivery/loading zones to existing MFR building;
 - No delivery of products may occur between the hours of 10:00 p.m. and 6:00 a.m. if delivery/loading zone is located within 150 feet of existing MFR building;
 - Delivery trucks shall not be parked immediately adjacent to the eastern Property line during non-delivery hours with motors and/or refrigeration/generators running.
- h. Traffic Impacts

A traffic impact analysis (“TIA”) will be prepared for the Project in accordance with City requirements and submitted for review by the Department of Transportation & Mobility (“DTM”) at the time of development package application.

i. Outdoor Lighting

The Project will comply with the Outdoor Lighting Code

j. Outdoor Sales Display/Ancillary Uses

Screening and landscape buffers will be provided as discussed in the sections above.

k. Hazardous Materials

The Project shall 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. Aesthetic Character of Buildings

1. Building Façade – The building shall be designed in a way that will reduce the massive scale and uniform and impersonal appearance and will provide visual interest consistent with the community’s identity, character, and scale. Long building walls shall be broken up with projections or recessions with depths of at least 3% of the facade length along all sides of the building, and the building design should include arcades or awnings along at least 60% of the building length from any visible public street frontage. Architectural treatment, similar to that provided to the front facade, shall be provided to the sides of the building and to the rear of the building if facing the adjacent MFR use. The portions of a building adjacent to and facing the Tucson Diversion Channel are excluded from these requirements.
2. Detail Features – The Project shall provide architectural features that contribute to visual interest at the pedestrian scale and reduce the massive aesthetic effect by breaking up the building wall, front, side, or rear, with color, texture change, wall offsets, reveals, or projecting ribs, except for the portions of a building adjacent to and facing the Tucson Diversion Channel.
3. Roofs – The roof design shall provide variations in roof lines to add interest to, and reduce the massive scale of, large buildings. Roof features shall complement the architectural and visual character of adjoining neighborhoods.
4. Materials & Color – The buildings shall have exterior building materials and colors that are aesthetically pleasing and compatible with materials and colors that are used in adjoining neighborhoods. This includes the use of high-quality materials and colors that are low reflective, subtle, neutral, or earth tone.
5. Entryways – The building design shall provide design elements that give customers orientation on accessibility and that add aesthetically pleasing character to buildings by providing clearly-defined, highly-visible customer entrances.
6. Screening of Mechanical Equipment

- Roof- or ground-mounted mechanical equipment shall be screened to mitigate noise and views from the pedestrian level. If roof mounted, the screen shall be designed to conform architecturally with the design of the building, whether it is with varying roof planes or with parapet walls.
- Ground-mounted mechanical equipment shall be screened. The screen shall be of masonry construction and be of sufficient height to block the view and noise of the equipment.

6. Airport Overlays

DMAFB's northwest end of runway is located approximately 1.2 miles south of the Property, with the northernmost portion of the Base (the Swan Road DMAFB Entrance) located approximately 375 feet south of the Property's southern boundary. As depicted on Exhibits II.B.1.b and c, the Project will be located within and affected by the following Airport Overlay Zones:

a. Airport Hazard District for DMAFB ("AHD")

The vast majority of the PAD is located in the AHD for DMAFB, an area that restricts the height of all structures on the Property to between 100 to 140 feet, depending on the elevation of and distance from established ends of runways. The PAD caps the maximum height of the entire Project at 75 feet; thus, this PAD conforms to the AHD overlay zone with respect to height. The AHD also prohibits "airport hazards" as defined in UDC § 11.4.2. The intended uses of the PAD do not appear to constitute "airport hazards" as defined by this UDC provision.

b. DMAFB Noise Control District A ("NCD-A")

The PAD is entirely located within NCD-A, which requires the implementation of sound attenuation measures as specified in Section 9-03.0.0, Sound Attenuation with the Airport Environs Zone of the City's Technical Standards Manual ("TSM") to reduce interior building noise levels. Certain potential uses within the PAD identified in the UDC, including residential uses, places of public accommodation and administrative and professional offices, must implement these sound attenuation measures. The overlay also prohibits certain uses within the PAD.

c. DMAFB Vicinity Overlay

The PAD is located in the DMAFB Vicinity overlay. State law requires property owners to inform potential purchasers, lessees and renters that the Property is in an airport zoning district. (See UDC § 5.6.7.F and also Arizona Revised Statutes ("A.R.S.") Title 28, and A.R.S., Title 32.)

d. Development & Construction Activities

According to the Federal Aviation Administration (FAA) Notice Criteria Tool, no Notice Criteria are exceeded. Applicants are therefore not required to file FAA Form 7460. However, if the use of cranes is anticipated during development and construction activities, the applicant must file FAA Form 7460 at least 45 days in advance of such use, to provide the applicant with sufficient time to respond to any concerns identified by the FAA. Please file Form 7460 at <https://oaaaa.faa.gov/oaaaa/external/portal.jsp>.

7. Climate Sustainability Measures

Development within the PAD will feature various sustainability measures which may include, but are not limited to:

- High-efficiency LED lighting throughout.
- Low-water-use plumbing fixtures.
- Rainwater to be directed to landscape areas for plantings and recharge back into the ground.
- Landscaping featuring low-water-use vegetation and an abundance of shade trees.
- White-coated roofs will be used to reflect heat and sunlight and canopy trees will be planted within the Project’s parking and landscape border areas to mitigate heat island effects.
- Any walls and doors visible from the adjacent streets and residential properties will be surfaced with non-reflective material.
- Use of pervious hardscape and/or porous paving systems in select areas, where possible.
- One or more covered parking areas may be located throughout the Project.
- The Project will not include non-functional natural turf grass. Artificial turf may be substituted for natural turf.
- The Project will not include any fountains or water features.
- Electric vehicle (“EV”) charging stations provided, with conduit provided for additional future charging stations as demand grows.
- Roofs of buildings and covered parking structures will be constructed with a subtle pitch to direct rainwater towards basins to promote rainwater harvesting. This water will be directed toward vegetation in the Project’s landscaped areas, where feasible.

Interpretation

The PAD is governed by the standards within the PAD document. If there is a dispute between a PAD standard and a UDC standard regarding the same provision, feature, or issue, the PAD standard prevails. All UDC provisions, Development Standards, or other COT regulations not exempted or replaced by this PAD document continue to apply, as long as the purposes and goals of this PAD can be furthered in applying the UDC.

Urban Design Best Practices

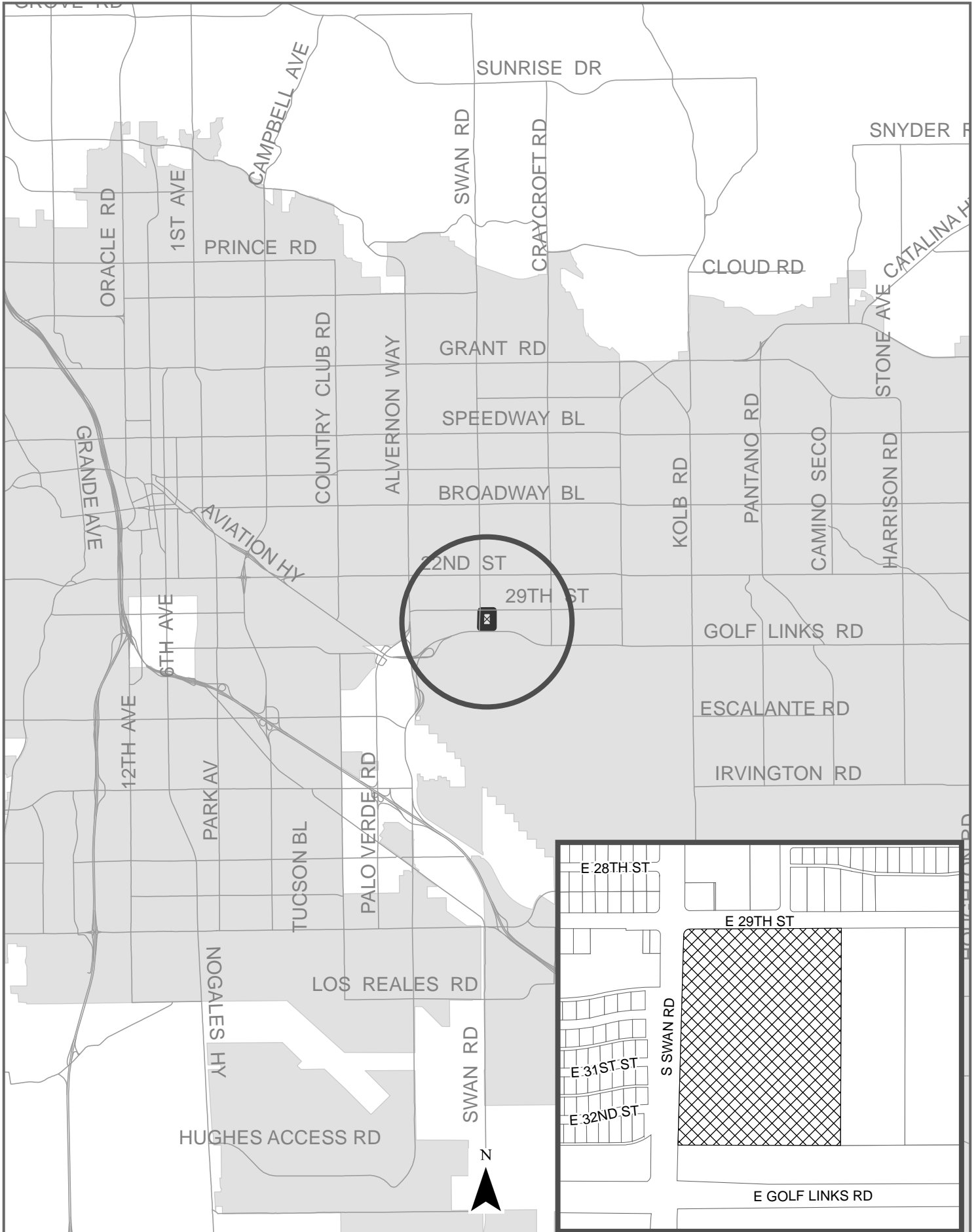
In order to accommodate creative solutions to design and development issues, the PDS Director may approve alternatives to the development regulations determined by the Director to be consistent with “urban design best practices.” For the purposes of the PAD, “urban design best practices” include design studies approved for the City; adopted urban design standards for an urbanized area or a similar corridor redevelopment in an American city of comparable size; standards or books written by urban design experts, or endorsed by a professional organization, such as the American Institute of Architects or the American Planning Association; or any comparable report, study or standards approved by the PDS Director. Any such Urban Design Best Practices shall be submitted for review and recommendation to the PDS Director at the time of development package submittal.

Amendments

1. Administration
The PAD shall be administered and enforced by the PDSO Director. The PDSO Director may approve a submittal that complies with all the standards in this PAD document.
2. Minor Amendments – The PDSO Director shall allow minor changes to the provisions set forth in the PAD, provided such changes are not in conflict with the goals as expressed in the PAD document. The following shall be considered minor changes:
 - a. Addition of new information to the PAD, Conceptual Plan, maps, or text that does not change the intent of a regulation, development standard, or guideline.
 - b. Addition of permitted uses that may not be specifically listed in this document, but which are determined to be sufficiently similar in type or nature to those listed as permitted.
 - c. Changes to the community infrastructure, such as drainage, water, sewer system, which do not have the effect of increasing or decreasing development capacity in the PAD nor change the concepts of the document.
 - d. Modifications to the development standards that are in the interest of the community and do not affect health or safety issues.
3. Major Amendments – Major amendments to the PAD shall be those changes or modifications that materially alter the guiding goals and objectives as presented in the PAD.
 - a. The PDSO Director will determine if a proposed amendment would result in a major change per the criteria established in UDC 3.5.5.J.2.c.f
 - b. Major Amendments shall be processed in accordance with UDC 3.5.3, Zoning Examiner Legislative Procedure.
4. Compliance with City Codes & Standards – All standards related to grading, water harvesting, civil engineering, outdoor lighting, and building construction on the Property shall be in compliance with existing City codes and standards.

Conclusion – The 29th & Swan PAD request to rezone the site to a PAD is consistent with *Plan Tucson* and the City of Tucson’s Thrive on 29th initiative. A plan amendment is not required. Approval of the requested PAD zoning is appropriate. No other conditions are required.

TP-ENT-1123-00045 R-1 to PAD

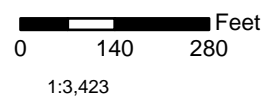


TP-ENT-1123-00045 R-1 to PAD

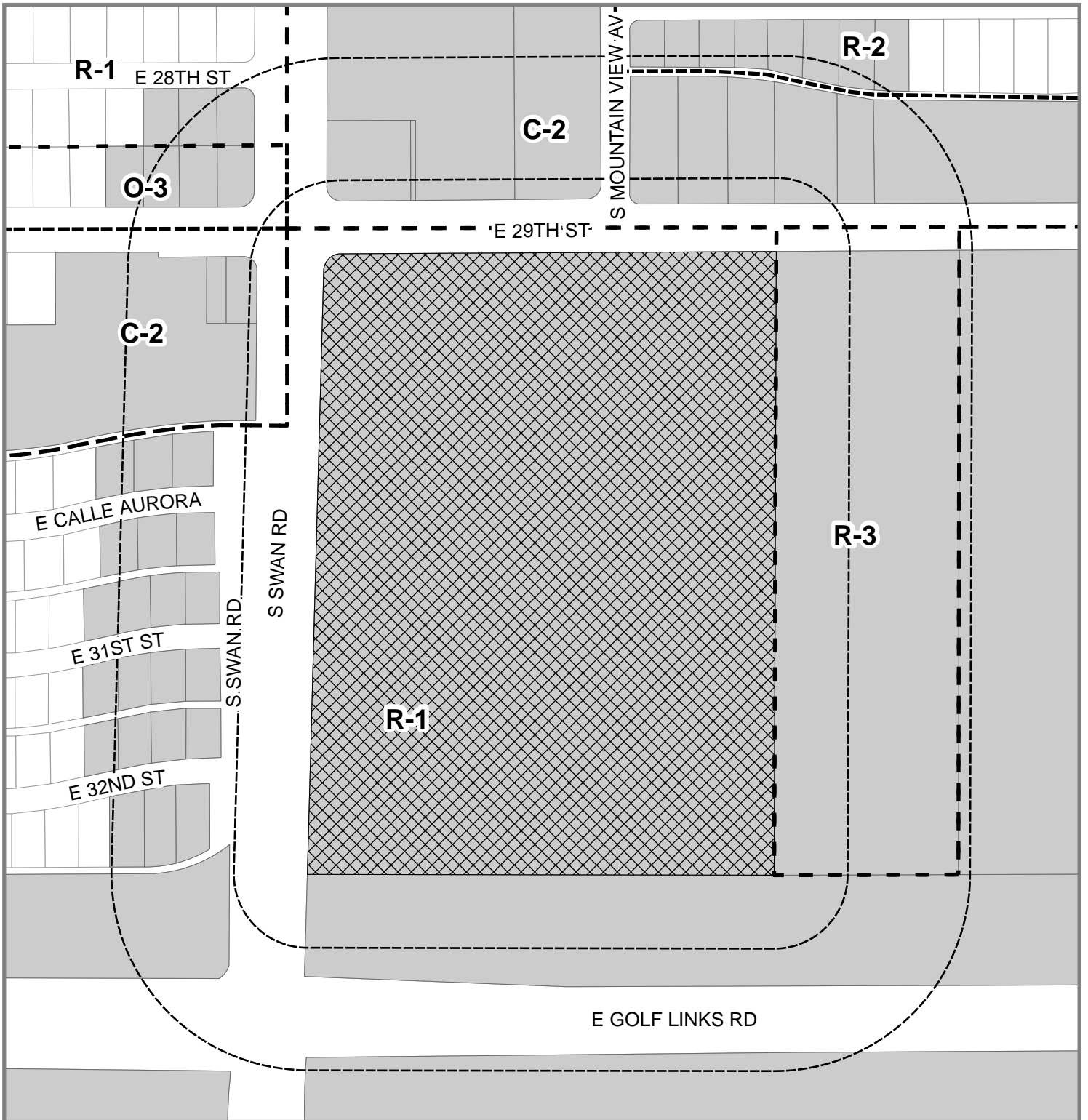





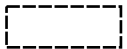
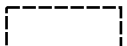
 Area of Rezoning

Address: 4710 E 29th ST
Base Maps: Twp. 1403 Range 1402 Sec. 23
Ward(s): 4

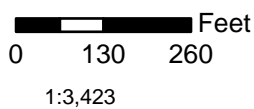


TP-ENT-1123-00045 R-1 to PAD



-  Area of Rezoning
-  Zone Boundaries
-  Properties Notified
-  400' Notification Area
-  Protest Area (150 ft. Radius)

Address: 4710 E 29th ST
 Base Maps: Twp. 1403 Range 1402 Sec. 23
 Ward(s): 4



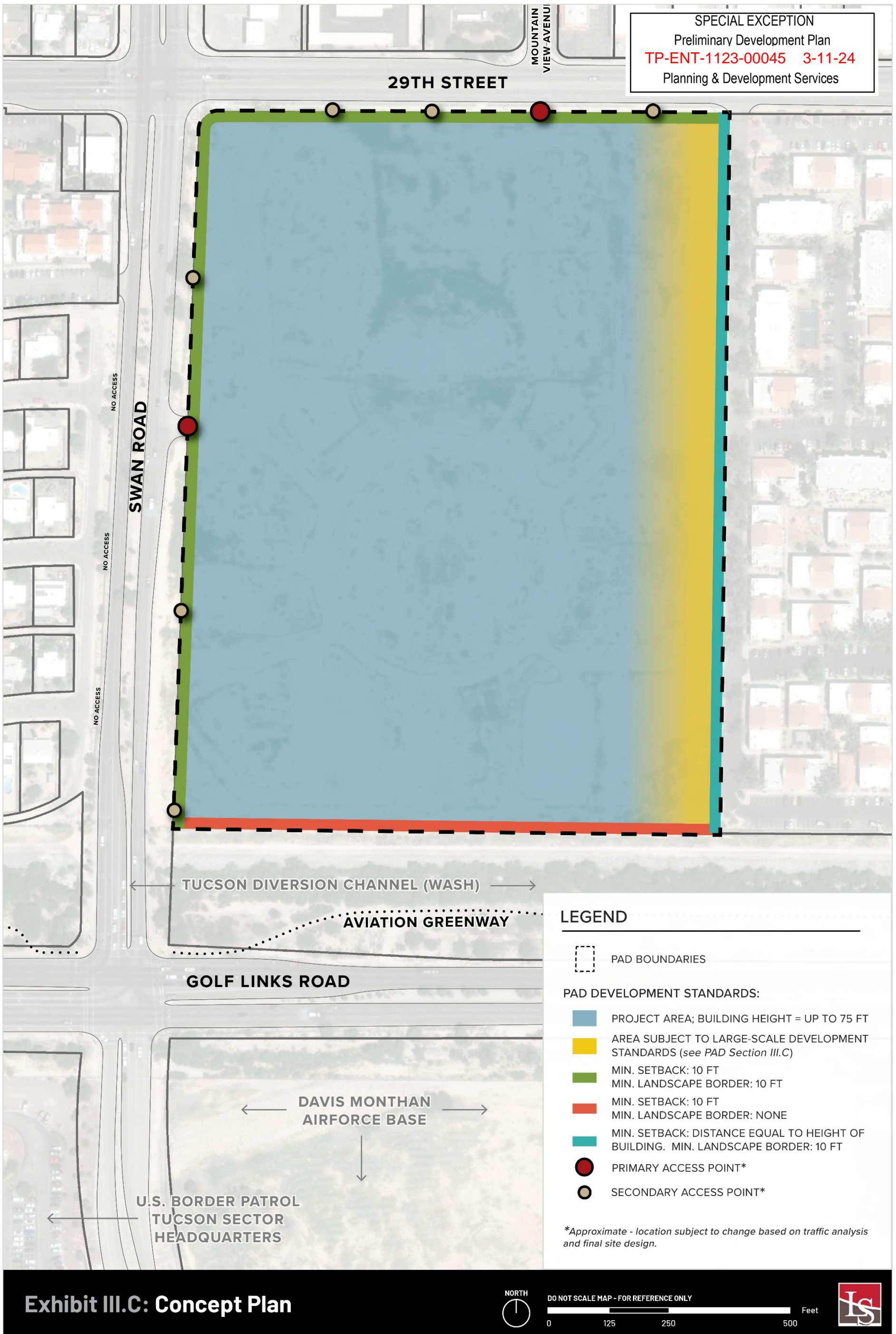


Exhibit III.C: Concept Plan



DO NOT SCALE MAP - FOR REFERENCE ONLY



Place
Stamp
Here

City of Tucson
Planning and Development Services Department
Entitlements Section
201 N. Stone
P.O. Box 27210
Tucson, Arizona 85726-7210

TP-ENT-1123-00045 GS

Expose this flap - Affix stamp and return



City of Tucson
Planning and Development Services
Department - Entitlements Section
201 N. Stone Avenue
P.O. BOX 27210
Tucson, Arizona 85726-7210

TP-ENT-1123-00045 GS

IMPORTANT REZONING NOTICE ENCLOSED