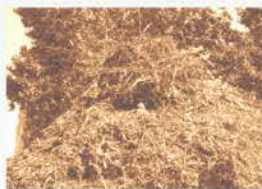


Speedway Recycling Facility

Planned Area Development



Final Version
June 18, 2013

Speedway Recycling Facility Planned Area Development

Speedway Boulevard and Prudence Road
Tucson, Arizona

Submitted to:

City of Tucson
Planning and Development
Services Department
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Tucson, Arizona 85701

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FINAL VERSION
June 18, 2013

I.	Introduction	1
A.	Background	1
B.	Project Overview	1
C.	Rationale and Benefits for Use of a PAD	6
D.	Conformance with the General Plan and City Land Use Plans	6
E.	Compatibility with Adjoining Land Uses.....	7
F.	Planning Considerations.....	7
II.	Site Analysis.....	11
A.	Existing On-Site Development.....	11
B.	Existing Off-Site Development.....	11
C.	Existing Zoning	15
D.	Existing Easements	17
E.	Public, Educational, Community and Cultural Facilities	17
1.	Schools Abutting the Project Site	17
2.	Parks, Trails and Public Land Abutting Project Site	17
3.	Fire Stations	17
4.	Police Stations.....	17
5.	Hospitals.....	18
F.	Existing Infrastructure	21
1.	Sewer	21
2.	Water	21
3.	Solid Waste Disposal and Recycling	21
4.	Private Utilities.....	21
G.	Major Transportation and Circulation	26
1.	Adjacent Roadways.....	26
2.	Current and Future Right-of-Way	26
3.	Access Points	26
4.	Alternate Modes of Transportation	26
5.	Major Streets and Routes.....	27
H.	Hydrology, Water Resources and Drainage	29
I.	Topography and Slope	32
J.	Vegetation	32
K.	Soils.....	34
L.	Viewsheds and Visual Analysis	37
1.	Views Onto the Site	37
2.	Views Across the Site.....	39
M.	Paleontological and Cultural Sites, Structures and Districts.....	41
III.	PAD Proposal	44
A.	Speedway Recycling Facility PAD Designations.....	44
B.	Permitted Land Uses	47
1.	Primary Uses	47
Existing Uses	47	
Future Uses	48	
2.	Secondary Uses	48



a.	Civic Use Group	48
b.	Commercial Services Use Group	49
c.	Storage Use Group.....	49
d.	Renewable Energy	49
3.	Accessory Land Uses	49
4.	Excluded Land Uses	49
C.	PAD Development Standards.....	50
1.	PAD Development Standards.....	50
2.	Parking Requirements	50
3.	Off-Street Loading Requirements.....	51
4.	Pedestrian Circulation	51
5.	Accessibility	51
6.	Mitigation Techniques.....	52
a.	Separation from Adjacent Land Uses.....	52
b.	Noise	54
c.	Dust	54
d.	Odors.....	54
e.	Debris Containment.....	55
f.	Fire	55
g.	Access Control	56
7.	Solid Waste Disposal and Recycling	56
8.	Arizona Department of Environmental Quality Aquifer Protection Permit.....	57
9.	Material Storage	57
10.	Monitoring & Inspections	57
D.	Landscape Program	59
1.	Use of Drought-Tolerant Vegetation.....	59
2.	Landscape Borders and Screening Requirements.....	59
3.	Water Harvesting.....	66
4.	Native Plant Preservation	66
E.	Post-Development Hydrology	68
1.	Post-Development Hydraulics	68
2.	Environmental Washes.....	68
3.	Drainageways.....	68
4.	Design Features	68
5.	Encroachment	68
F.	Circulation Plan	70
1.	Off-Site Circulation	70
2.	On-Site Circulation	70
3.	Right-of-Way Dedication.....	71
G.	Interpretations and Amendments	74
1.	Interpretation	74
2.	Amendments	74
H.	Definitions.....	75
I.	Bibliography.....	77

Appendices.....78
Appendix A. Settlement Agreements



Appendix B. Letter from PDEQ
Appendix C. Letter from ADEQ

List of Exhibits

Exhibit I.B.1: Regional Context2
 Exhibit I.B.2: Local Context.....3
 Exhibit II.A.1: Existing On-Site Development..... 12
 Exhibit II.A.2: Existing On-Site Development-Detail 13
 Exhibit II.B: Existing Off-Site Development 14
 Exhibit II.C: Zoning..... 16
 Exhibit II.D: Existing Easements 19
 Exhibit II.E: Public Facilities and Services20
 Exhibit II.F.1.a: Existing Sewer 22
 Exhibit II.F.1.b: Wastewater Service Letter 23
 Exhibit II.F.2.a: Existing Wells..... 24
 Exhibit II.F.2.b: Water Service Letter 25
 Exhibit II.G: Existing Circulation 28
 Exhibit II.H.1: Existing Hydrology..... 30
 Exhibit II.H.2: FEMA FIRM 31
 Exhibit II.I: Existing Topography 33
 Exhibit II.K: Soils 36
 Exhibit II.L: Photo Key Map..... 40
 Exhibit II.M: Arizona State Museum Letter..... 42
 Exhibit III.A.1: Land Use Concept 45
 Exhibit III.A.2: Conceptual Bailing, Single Stream Recycle Area Concept 46
 Exhibit III.C: Setback Requirements 53
 Exhibit III.D.1: Landscape Borders 62
 Exhibit III.D.2: Landscape Cross Sections..... 63
 Exhibit III.D.3: Native Plant Preservation Inventory 67
 Exhibit III.E: Post-Development Hydrology 69
 Exhibit III.F.1: Circulation Plan..... 72
 Exhibit III.F.2: Proposed COT Amended Easement 73

List of Tables

Table II.B: Existing Uses..... 11
 Table II.C: Adjacent Zoning 15
 Table II.G: Roadway Characteristics 27
 Table III.C: PAD Development Standards 50



I. Introduction

A. Background

Construction and demolition waste in the United States is the single largest source of refuse in America's waste stream, comprising approximately 135.5 million tons of waste annually. The average new construction project yields 3.9 pounds of waste per square foot of building area, equating to 97.5 tons of construction waste for every 50,000 square foot building. An average building demolition yields 155 pounds of waste per square foot. That same 50,000 square foot building will generate an additional 3,875 tons of demolition waste.



Construction Debris

While the problem of solid waste represents a global issue, jurisdictions are often faced with solving the issue on a local scale. Historically, the solution has been to create landfills to dispose of the materials. Recently, landfills have increased the amount that is recycled, giving second life to scrap metal and various construction materials. However, as jurisdictions continue to grow, landfills become maxed out with solid waste, and new landfills need to be created.

The City of Tucson has one of the fastest growing populations in the United States. People relocate to southern Arizona because of its climate, cost of living and

quality of life. Tucson has become such a highly desired destination that Businessweek recently named Tucson as one of America's Best Affordable Places to Retire. With a growing population, the City is faced with many challenges: scarce water resources in a desert climate setting, providing infrastructure in line with the growth rate, and dealing with increasing solid waste disposal.

As Tucson's population increases, it is essential for the City to find new, innovative ways to tackle its growth-related problems. This Speedway Recycling Facility Planned Area Development (PAD) is the first of its kind in Tucson, in that it offers a new alternative approach that is available to the City and its residents, utilizing the latest in green technology to reduce construction debris at the facility by as much as 80 percent.

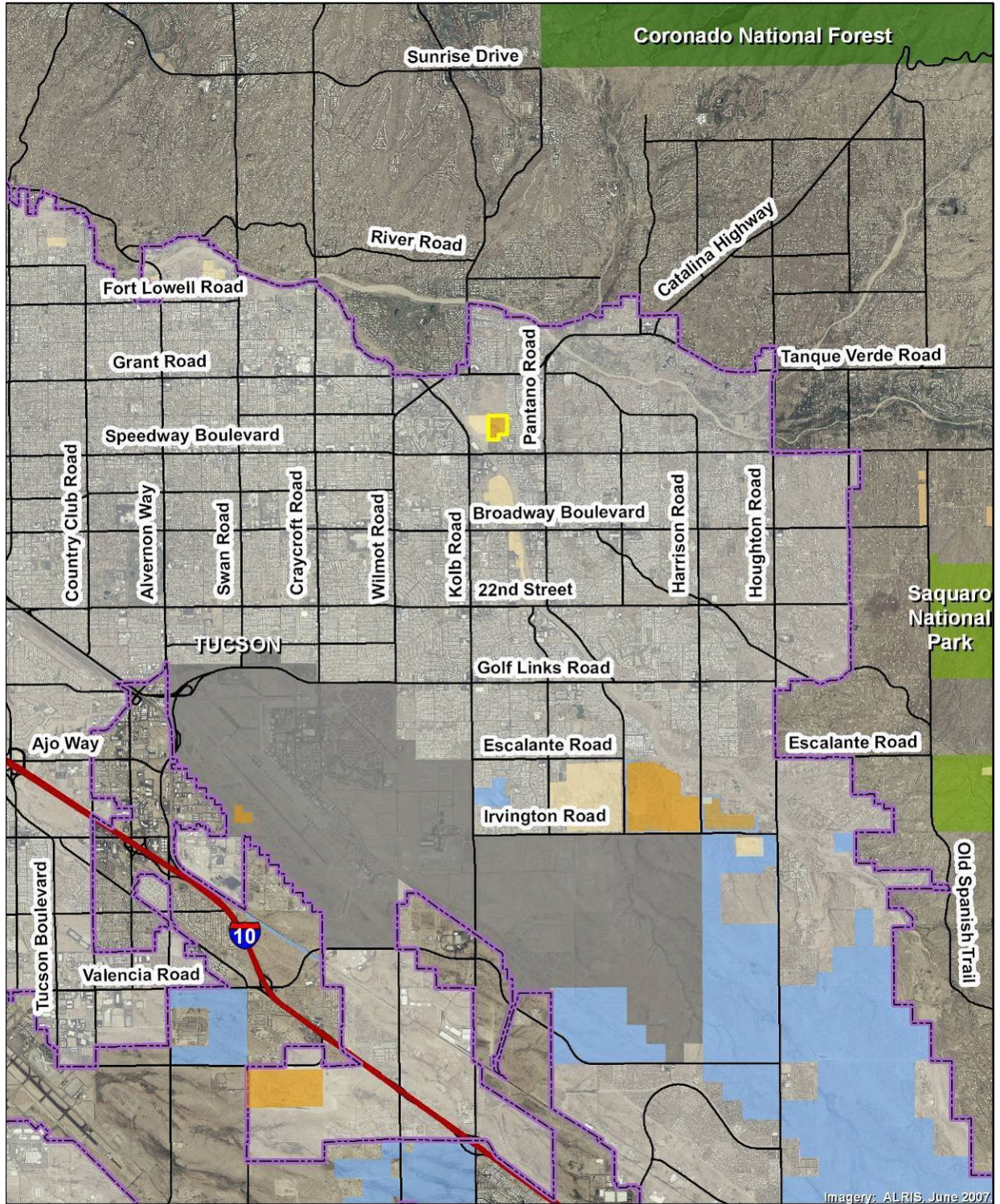
B. Project Overview

The Speedway Recycling Facility, currently known as the Speedway Recycling and Landfill Facility, is located between Kolb and Pantano Roads on the north end of Prudence Road. The facility has been conducting landfill operations at the project site since the 1980s. (See Exhibits I.B.1: Regional Context, page 2, and I.B.2: Local Context, page 3.)

The construction and landscaping industry in the City of Tucson has become dependent upon the Speedway Landfill as a solution to their construction, demolition and landscape waste. In 2008, over 900 local businesses brought more than 80,000 tons of waste to the Speedway Landfill, with approximately 250 tons of construction and demolition waste brought to the facility each business day.



Exhibit I.B.1: Regional Context

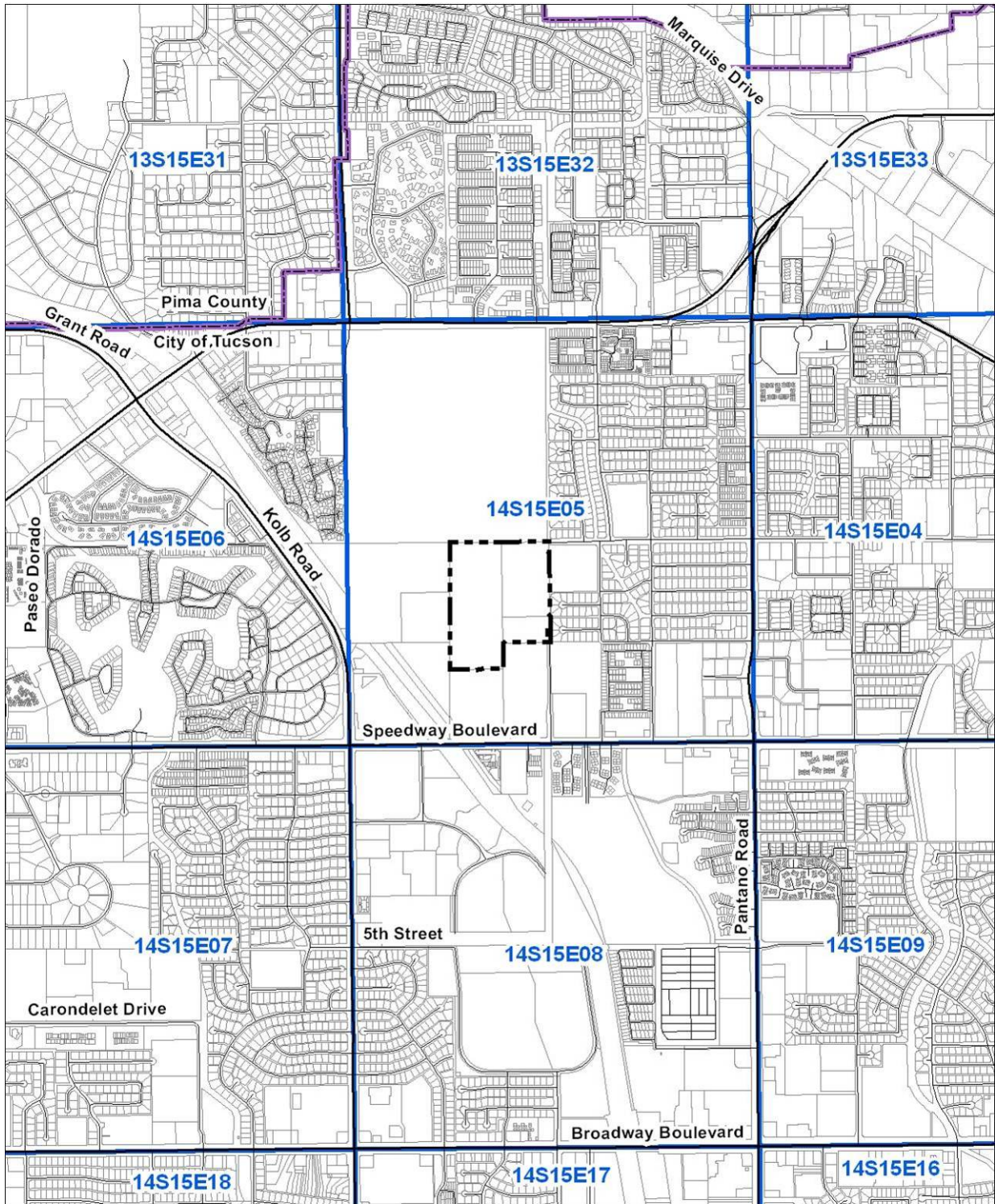


LEGEND

- Interstate
- Site Boundary
- Jurisdiction Boundary
- Closed Landfill
- Active Landfill
- State Trust Land
- National Park
- National Forest
- Davis-Monthan A.F.B.

NORTH 0 1 2 Miles
 FILE NAME: RRT-12_regional_location.mxd
 SOURCE: Pima County DOT GIS, 2007

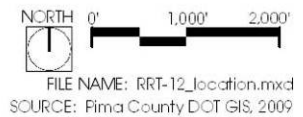
Exhibit I.B.2: Local Context



LEGEND

	Site Boundary
	Township, Range & Section
	Jurisdiction Boundary
	Parcels

Notes:
 Project Site is located at:
 Township 14S, Range 15E, and Section 5
 Acreage: Approx. 45.45 AC
 Parcel ID #s:
 133-11-002T, 133-11-002R, 133-11-002Q



The Speedway Landfill currently screens and sorts every piece of construction waste that is brought to the landfill. By sorting through these materials, the company is ensuring that nothing is landfilled that would cause any violations with their Aquifer Protection Permit, that would be harmful to the environment, or that could instead be recycled and reused. In an effort to salvage as much of the discarded construction material as possible, steel, copper and aluminum are currently sorted and sold for reuse, with the current recycling rate at 30 to 50 percent.



*Sorting and Recycling at
Speedway Landfill*

The Fairfax Companies' mission is to be a leader in sustainability in the construction waste industry. In the markets of recycled materials, and landfill reclamation, they strive to set the precedence for the rest of the world, demonstrating that it is possible to find and/or create markets for all materials that are currently disposed of in construction and demolition debris landfills.

The Speedway Recycling Facility PAD proposes a sustainable business model for the reuse of construction, demolition and landscape waste materials. The

permitting of green business practices will allow the facility to increase its recycling rate to 80 percent through the utilization of cutting edge technologies to reuse construction materials such as concrete, rock, block, dirt, asphalt and green waste.

The Speedway Recycling Facility will respond to market demands by allowing its customers to embrace the global green movement through the creation of a facility in which area businesses can dispose of their construction materials and simultaneously purchase recycled and/or salvaged materials for reuse. The Speedway Recycling Facility will use the technology currently available to recycle and reprocess waste materials so they can reenter the retail stream. Because technology is ever-improving, inert materials that were previously buried at The Speedway Recycling Facility will be re-earthed so that they may be recycled, providing valuable space for the landfilling of materials that cannot currently be recycled.

Landscaping and construction companies currently have few choices when disposing of their green waste, or biodegradable waste, such as grass, flower cuttings and hedge trimmings. Although this waste could be converted into mulch, top soil and decorative landscape cover, approximately 98 percent of this waste is disposed of in landfills, diminishing landfill space and missing a prime opportunity to reuse the materials and enhance local sustainable practices.

The Speedway Recycling Facility employs green waste mulching and recycling, allowing landscapers and



contractors to eco-consciously dispose of their client's green waste and to purchase mulch, top soil and decorative landscape materials after it has been processed. At the Speedway Recycling Facility, leaves and grass clippings will be processed into value-added landscape materials. and biomass for power production.

Landfills emit a powerful gas, made up of 50 to 60 percent methane and 35 to 40 percent carbon dioxide. Methane is more than 20 times more powerful than carbon dioxide in heating the atmosphere, and landfills are the single biggest methane producer in the world. According to the US Environmental Protection Agency (EPA), in 2000, global landfills accounted for more than 730 million metric tons of carbon dioxide equivalent, representing more than 12 percent of global methane emissions. The figures are projected to grow by 9 percent between 2005 and 2020.

If a biodegradable green waste is disposed of in a landfill, it breaks down into a biogas containing methane. When green waste is disposed of in this manner, it increases the amount of greenhouse gases emitted from the landfill and further contributes to global warming.



Green Waste

Rather than allowing green waste biogases to escape into the air, it can be captured, converted and used as an energy source. Capturing green waste biogas helps to prevent methane from migrating into the atmosphere and contributing to local smog and global climate change.

The Speedway Recycling Facility proposes to reduce greenhouse gases contributing to global warming and local smog through renewable energy production—the production of biofuels, biomass and solar and wind energy—to be used for the equipment on-site with any surplus sold wholesale to its customers. The production of renewable energy furthers the sustainability goals of the Speedway Recycling Facility and its customers.

Previously, curbside recycling was a tedious task, requiring materials to be sorted into different bins at each residence or business. A new development in recycling, *single-stream recycling*, allows consumers to commingle materials in one bin for curbside pick-up. Materials are now sorted at various sorting facilities and shipped to manufacturers for reuse. This change in recycling protocol has encouraged consumers to increase the amount of materials they recycle in their homes and workplaces. When the City of Denver, Colorado switched from dual stream to single stream in their curbside service in 2004, the City saw an increase of 10,000 tons of recycling three years into their switch to single stream collection. Benefits derived from switching to single-stream recycling include multiplying the volume of recovered materials, boosting the diversion rate from the local landfill, increasing recycling



participation by residents and businesses, and reducing collection costs.

Following its goals of sustainability, the Speedway Recycling Facility proposes to process single-stream collection at the Speedway facility.

C. Rationale and Benefits for Use of a PAD

The purpose of City of Tucson's Planned Area Development Zone is to allow owners of large tracts of land to comprehensively develop it for specialized uses. The City's current Unified Development Code is structured for more traditional residential, commercial and industrial development and land uses. Due to the unique nature of the proposed land use, a PAD will allow for comprehensive planning of the project site so that it can contribute to the creation of a sustainable construction waste industry in Tucson that applies market-based solutions towards the area's construction waste disposal dilemma.

The PAD Zone is beneficial in that it will allow for the Speedway Recycling Facility to utilize a unique and innovative business model that includes the newest technologies, allowing for the company to become leaders in sustainability and green technology.

In addition, the PAD allows the Speedway Recycling Facility to devise policies regarding use, landscape and buffering, and sustainability to respond to the project's site-specific location.

The zone that most closely matches the operations of the facility is I-2 Heavy Industrial. The areas in which this PAD would differ from the I-2 zoning

designation are use, landscaping and screening.

D. Conformance with the General Plan and City Land Use Plans

The primary objective of the Speedway Recycling Facility PAD is to implement the City's General Plan and the Pantano East Area Plan (PEAP) in conformance with their broader development policies through the creation of design concepts and development controls. These concepts and controls are tailored to meet the surrounding area's needs while ensuring the project can create a sustainable industry for the recycling of construction and landscape waste materials.

The Tucson General Plan recognizes the ways in which industrial development and redevelopment contributes to Tucson's economic vitality, and encourages the establishment of clean industries that improve sustainability in residential and nonresidential uses. The Tucson General Plan states:

"Promote industrial development and redevelopment that will contribute to Tucson's overall economic vitality, environmental quality and community character." (*Land Use Element and Conservation, Rehabilitation and Redevelopment Element*)

"Encourage the establishment of expansion, redevelopment and relocation incentives for clean industries that have little or no negative impact on the area's air quality, groundwater quality and



supply, and waste disposal.” (*Land Use Element and Conservation, Rehabilitation and Redevelopment Element*)

“Promote the reclamation of former landfill sites for the following... solid waste facilities and diversified development, including enclosed structures and accessory uses, when appropriate engineering techniques are used.” (*Land Use Element and Conservation, Rehabilitation and Redevelopment Element*)

“Support opportunities for industrial development in locations served by existing infrastructure when appropriate design element and/or land use transitions can be utilized to mitigate incompatible impacts on adjacent less intensive land uses.” (*Land Use Element*)

“Continue to support programs that reduce energy consumption and improve sustainability in housing.” (*Environmental Planning and Conservation Element*)

“Continue to support partnerships with public and private agencies to increase energy efficiency and sustainability in nonresidential uses.” (*Environmental Planning and Conservation Element*)

“Provide assistance and support for the retention and expansion of existing business.” (*Economic Development Element*)

E. Compatibility with Adjoining Land Uses

Land uses within a quarter-mile radius of the project site widely vary. The proximity to a major arterial, Speedway Boulevard, makes this area desirable for industrial, commercial, residential and recreation uses.

Special care will be taken to ensure that operations within the Speedway Recycling Facility are compatible with its surroundings through appropriate buffering and screening.

F. Planning Considerations

The Speedway Recycling Facility PAD provides guidance for the expansion of existing uses and development of new uses on the project site. The PAD also eliminates the nonconforming status of uses that have occurred on the site since the 1980s. The following factors were taken into consideration throughout the PAD planning process:

- Create an operation that will be considered a leader in sustainability in the construction waste industry, the biofuels production, and landfill reclamation,
- Incorporate a public education component into the business model, and
- Conform to the applicable goals and policies of the Pantano East Area Plan (PEAP).

The PEAP recognizes Tucson’s continuing growth and the desire of a growing segment of industry to move to the Southwest. In addition, the PEAP recognizes the absorption of many of Tucson’s existing prime industrial sites have increased the demand for additional industrial sites within the Tucson region. With most firms in the Tucson area requiring six (6) or more acres of land, this type of site is now in short supply, with very few parcels of sufficient size located within the PEAP.



The Foundations section of the PEAP states that rezoning and development proposals must be evaluated on the basis of all Plan policies and recommendations.

While the PEAP identifies the project site as an existing industrial land use, the plan focuses on future uses within the Pantano East area. There are several statements in the PEAP that encourage park industrial type development; however, there are no statements where it specifically prohibits other types of industrial development. Nonetheless, the PEAP is clear that all development (regardless of type) must show overall compatibility with surrounding uses, more specifically, residential uses. Further, a rezoning proposal must be sited where there are adequate services that include utilities, public infrastructure and other applicable supporting services.

With the rationale stated in the Foundations section of the PEAP regarding the evaluation of rezonings on the basis of all Plan policies, all proposed development, including industrial use, must show compliance with the implementation techniques in the PEAP. The PAD addresses this policy through its treatment of performance and design standards (as outlined in Sections III.D and III.E of this PAD).

1. The techniques listed below are those recommended by the PEAP to implement the plan's policy to "ensure the availability of adequate services and the proper siting for industrial developments".

- i. Implementation Technique: arterial street access to industrial properties

PAD Compliance: Access to the Speedway Recycling Facility is via a traffic light at Prudence Road and Speedway Boulevard, an arterial street. Vehicles utilize North Prudence Road, which essentially serves as a driveway for two industrial uses (City of Tucson Operations Center and Speedway Recycling Facility), the Desert Christian Elementary School and a multi-family apartment complex.

- ii. Implementation Technique: proximity to the transportation corridors

PAD Compliance: Speedway Recycling Facility utilizes Speedway Boulevard, a major transportation corridor. Kolb Road is located just west of Speedway Recycling Facility, providing easy access to Interstate 10.

- iii. Implementation Technique: adequate buffer areas to protect adjacent uses

PAD Compliance: To the west and north of Speedway Recycling Facility are the City of Tucson's closed Mullins Landfill and Udall Park, respectively. East of the site is an elementary school (closed in 2010 by Tucson Unified School District (TUSD)). and single-family residential uses. South of the site are multi-family residential uses. It should be noted that the uses to the east and south were developed after the Speedway Landfill began its operations.



Nonetheless, through the use of development and design standards, the PAD will ensure protection of adjacent uses by siting uses appropriately within the PAD area, adequately buffering adjacent properties from various activities taking place within the Facility and employing mitigation techniques for dust and noise.

- iv. Implementation Technique: prohibition of industrial traffic through residential areas

PAD Compliance: There will be no industrial traffic through residential areas. As mentioned above, the existing access to the Speedway Recycling Facility is from a traffic light at Speedway Boulevard, and vehicles utilize North Prudence Road to access the facility.

- v. Implementation Technique: access to existing or planned public transit routes

PAD Compliance: SunTran offers easy access from Speedway Recycling Facility to an existing public transit route, Speedway Route #4. The route incorporated a planned stop at Speedway Boulevard and Prudence Road, which is just south of the facility.

- vi. Implementation Technique: performance and design standards

PAD Compliance: Performance and design standards, such as those addressing noise, dust and odor mitigation and provisions for landscaped berms, have been incorporated into the PAD (see sections III.C and III.D) to ensure compatibility with adjacent uses.

NOTE: After discussions with City of Tucson staff, changes have been made to certain PAD provisions including permitted uses and odor mitigation. These changes have occurred after the Zoning Examiner closed the hearing on January 24th, 2013.



Site Analysis



II. Site Analysis

A. Existing On-Site Development

Landfill operations have occurred on the site since the 1980s, with the area used for landfilling covering the northern, central and eastern portions of the site. A non-paved perimeter road circles the site, and a landscape border is located on the eastern and southern boundaries and along a portion of the northern boundary of the project.

Sorting and baling operations are located on the southwest portion of the site. The Speedway Landfill includes a 1,700 square foot administrative building located in the center of the southern boundary of the site. This building houses employee restrooms, showers and lockers and also provides storage and office uses. There are approximately 7 unpaved parking spaces to the east of the building. There is a weigh station located north of the building consisting of a trailer with a scale on each side. A 5,000 square foot coverall building is currently used to store single stream recycling and cardboard at the facility.

The existing conditions of the Speedway Landfill are depicted in Exhibit II.A.1: Existing On-Site Development on page 12, and Exhibit II.A.2: Existing On-Site Development-Detail on page 13.

B. Existing Off-Site Development

To the west of the Speedway Recycling Facility is the City of Tucson's Vincent Mullins Landfill, a closed landfill. To the north of the site is the City of Tucson's Udall Park. The Van Horne Elementary School, a single family residential development and the City of Tucson's Operations Center are located to the east of the site. Two apartment complexes, Somerpointe and Retreat at Speedway Apartment Complexes, are located to the south of the site. See Exhibit II.B: Existing Off-Site Development, page 14.

Table II.B: Existing Uses

Project Site	Recycling & Landfill
North	Park
South	Multi-Family Residential
East	Education, Single-Family Residential, COT Operations Center
West	Inactive Landfill



Exhibit II.A.1: Existing On-Site Development

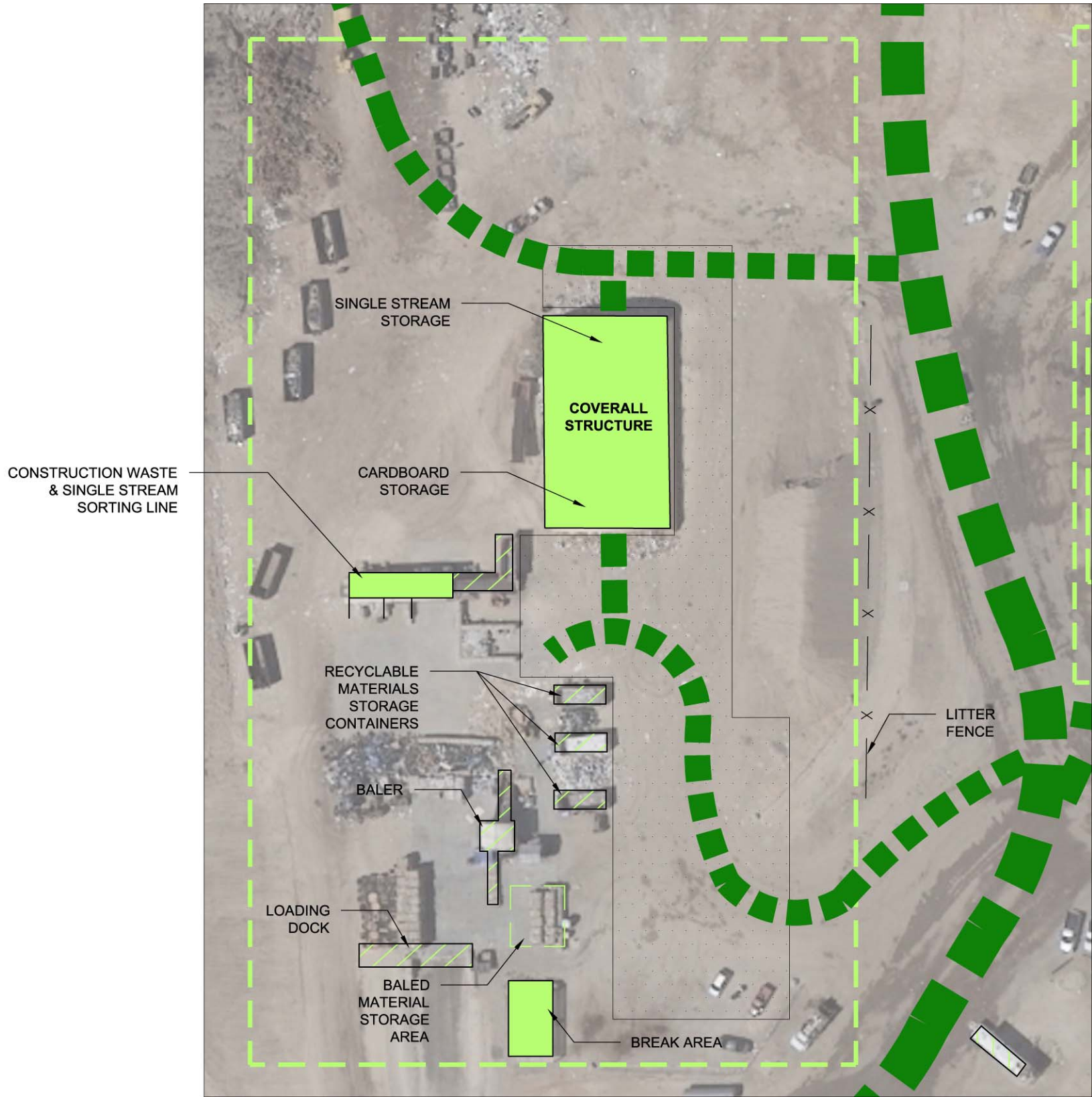


LEGEND

- Site Boundary
- Major Circulation
- Minor Circulation
- Site Use
- Building
- Other Structure/Feature



Exhibit II.A.2: Existing On-Site Development-Detail



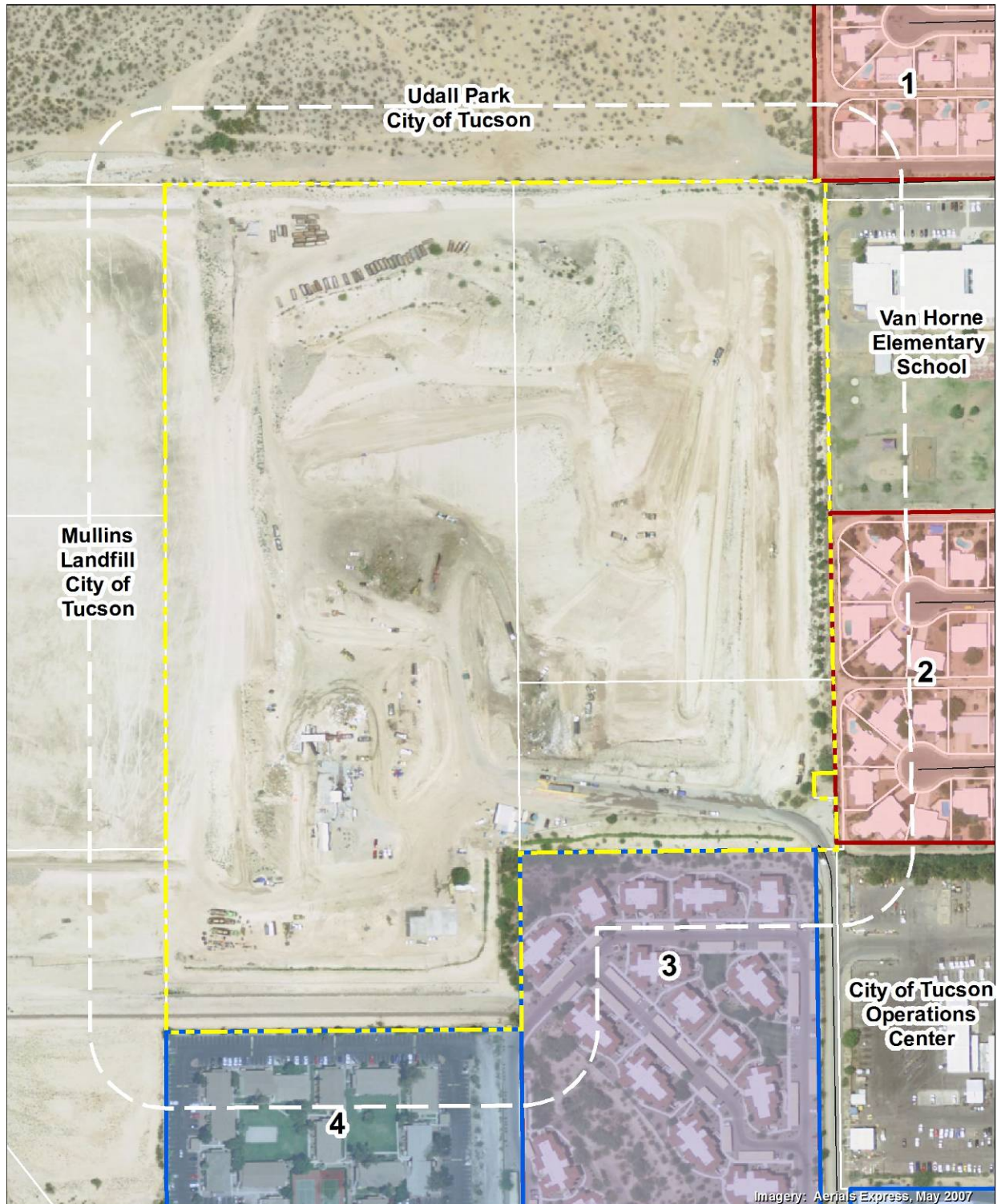
LEGEND

- Major Circulation
- Minor Circulation
- Site Use
- Building
- Other Structure/Feature
- Surface covered with Recycled ABC Road Base







FILE NAME: RRT-12-CONCEPT(E).DWG/8.5x15 Site-DETAIL

Exhibit II.B: Existing Off-Site Development

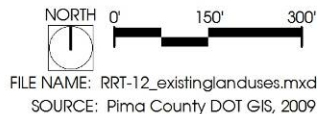


LEGEND

-  Site Boundary
-  Quarter Mile Radius
-  Approved Subdivision Plat
-  Approved Development Plan

Existing Subdivisions/Developments

1. Heatherbrae (1-72), 1-2 Story Homes (3.3 RAC)
2. Silver Shadows Estates No. 3 (1-32), 1-2 Story Homes (3.4 RAC)
3. Retreat at Speedway, 1-2 Story Apartments (18.2 RAC)
4. Someropte, 1-2 Story Apartments (18.9 RAC)



C. Existing Zoning

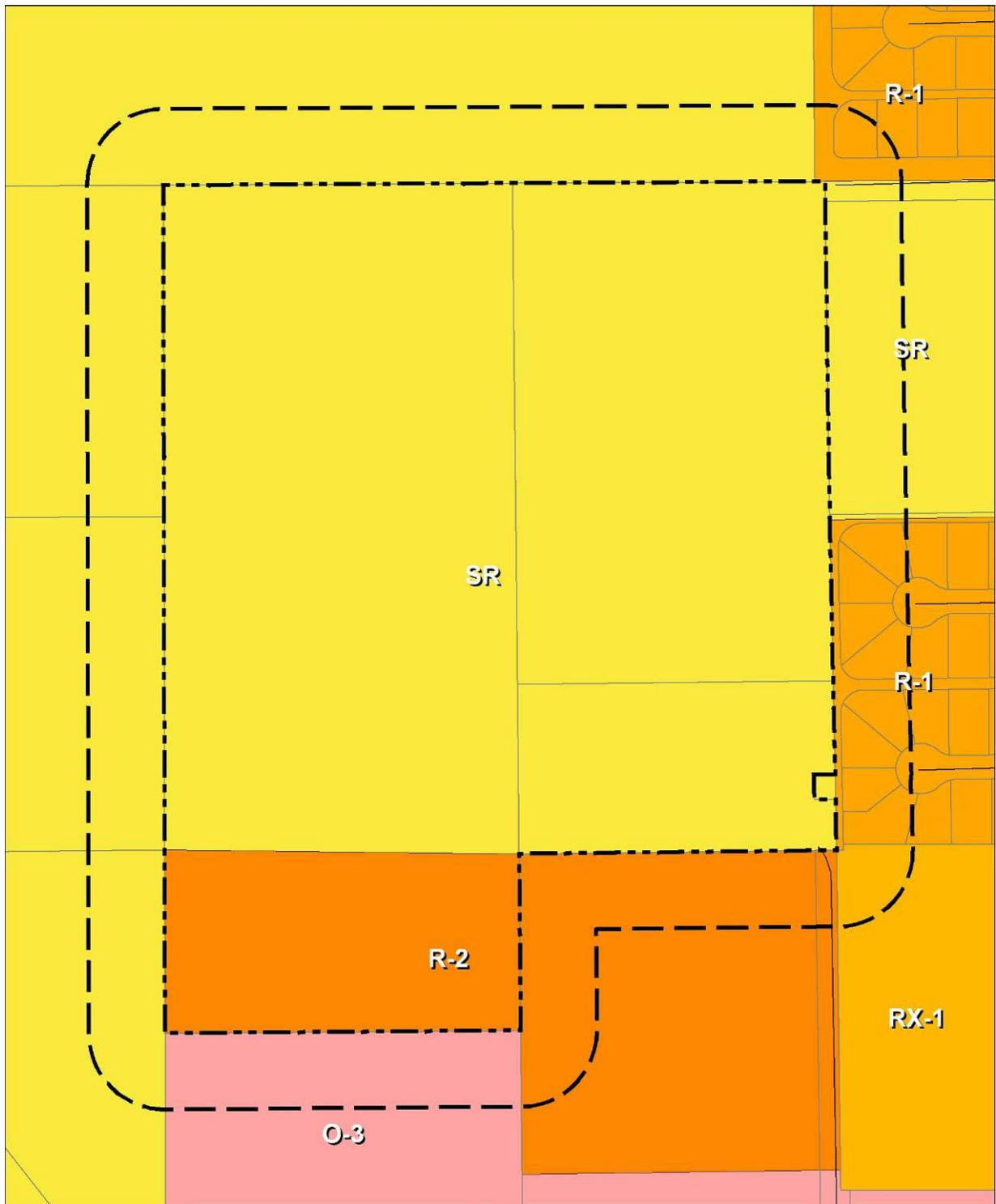
The existing zoning designation on the project site is “SR,” Suburban Ranch and “R-2,” Residential Zone. The zoning designations of surrounding properties, as depicted in Exhibit II.C: Zoning, on page 16, are as follows:

Table II.C: Adjacent Zoning

North	SR (Suburban Ranch)
South	R-2 (Residence Zone), O-3 (Office Zone)
East	SR (Suburban Ranch), R-1 (Residence Zone), RX-1 (Residence Zone)
West	SR (Suburban Ranch)



Exhibit II.C: Zoning



LEGEND

Site Boundary	SR Suburban Ranch	R-2 Medium Density Residential
150' Radius	RX-1 Low Density Residential	O-3 Office
	R-1 Single Family Residence	

City of Tucson Zoning (within 150' Radius)

NORTH 0' 150' 300'

FILE NAME: RRT-12_zoning.mxd
SOURCE: Pima County DOT GIS, 2009

D. Existing Easements

An analysis of existing easements and setbacks was conducted for the Speedway Recycling Facility. The findings of such analysis were used in the creation of the conceptual site plan. See Exhibit II.D: Existing Easements, page 19.

Per a Settlement Agreement between the City of Tucson and Boone Operations, dated April 15, 2003, Boone granted to the City such right of entry, construction and maintenance easement to the West 100 feet as reasonably necessary (page 4). Specifically, the Settlement Agreement states that “Boone agrees not to store any additional material on the West 100 Feet.” The Settlement Agreement is included in Appendix A.

E. Public, Educational, Community and Cultural Facilities

1. Schools Abutting the Project Site

There is one former elementary school that abuts the project site, the Van Horne Elementary School, which was closed in 2010 by Tucson Unified School District (TUSD). The Desert Christian Elementary School is located approximately one-quarter of a mile from the project site. See Exhibit II.E: Public Facilities and Services, page 20.

2. Parks, Trails and Public Land Abutting Project Site

The Morris K. Udall Regional Park is located on the northern border of the project site. An existing trail, the Pantano Wash Trail, is located 1,000 feet southwest of the site. See Exhibit II.E: Public Facilities and Services, page 20.

3. Fire Stations

The nearest fire station is located at 7575 E. Speedway Boulevard, less than one-quarter mile southeast of the project site. See Exhibit II.E: Public Facilities and Services, page 20.

4. Police Stations

There are two police stations located within the vicinity of the PAD. The Pima County Sherriff - Rincon Station is located at 8999 East Tanque Verde Road, approximately two and one-quarter miles northeast of the project site. The City of Tucson Rincon Substation is located at 9670 East Golf Links Road, approximately four and one-quarter miles southeast of the project site.

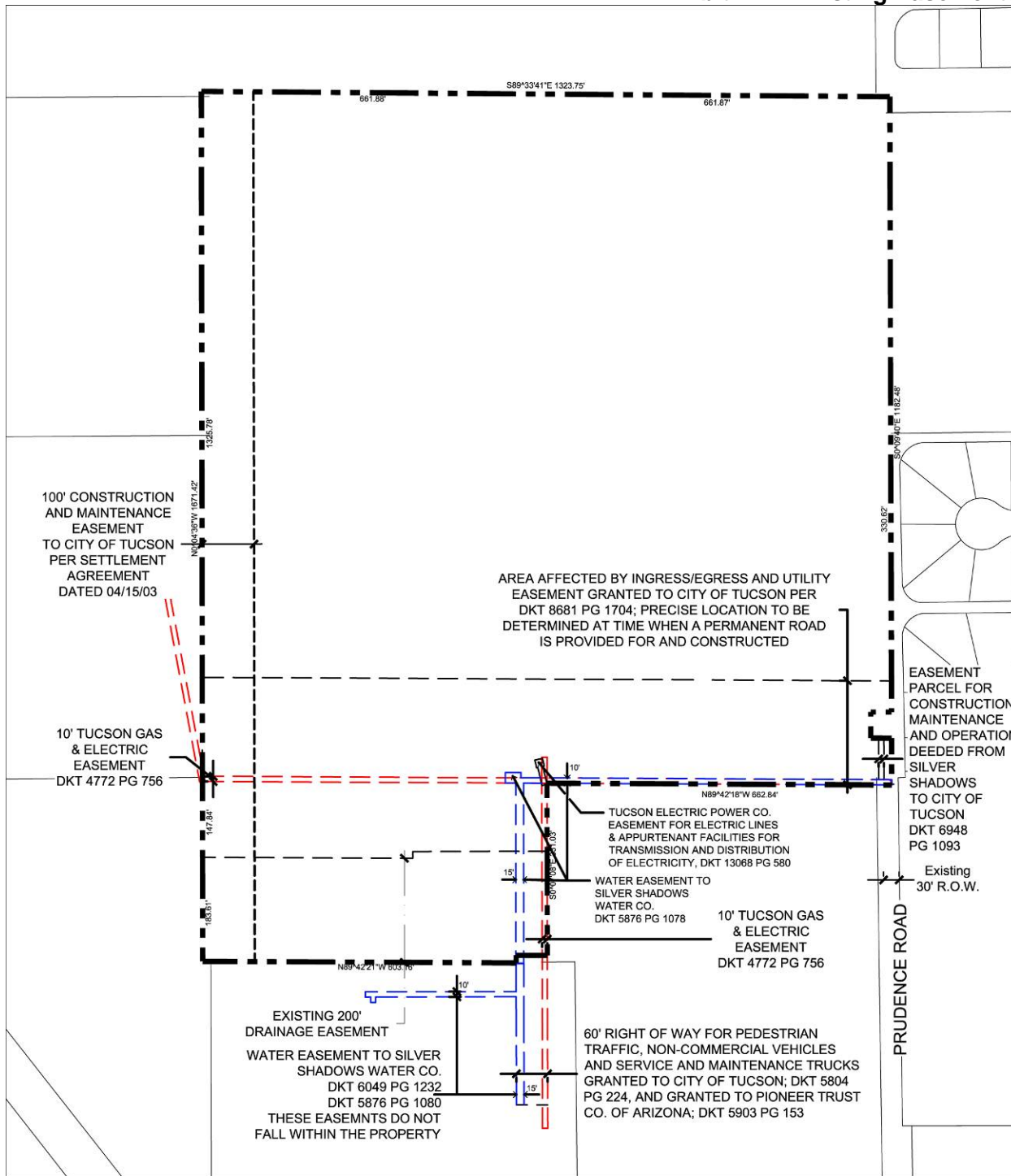


5. Hospitals

The nearest hospital is Saint Joseph's Hospital, located at 350 North Wilmot Road, approximately one and one-half mile southwest of the project site.



Exhibit II.D: Existing Easements



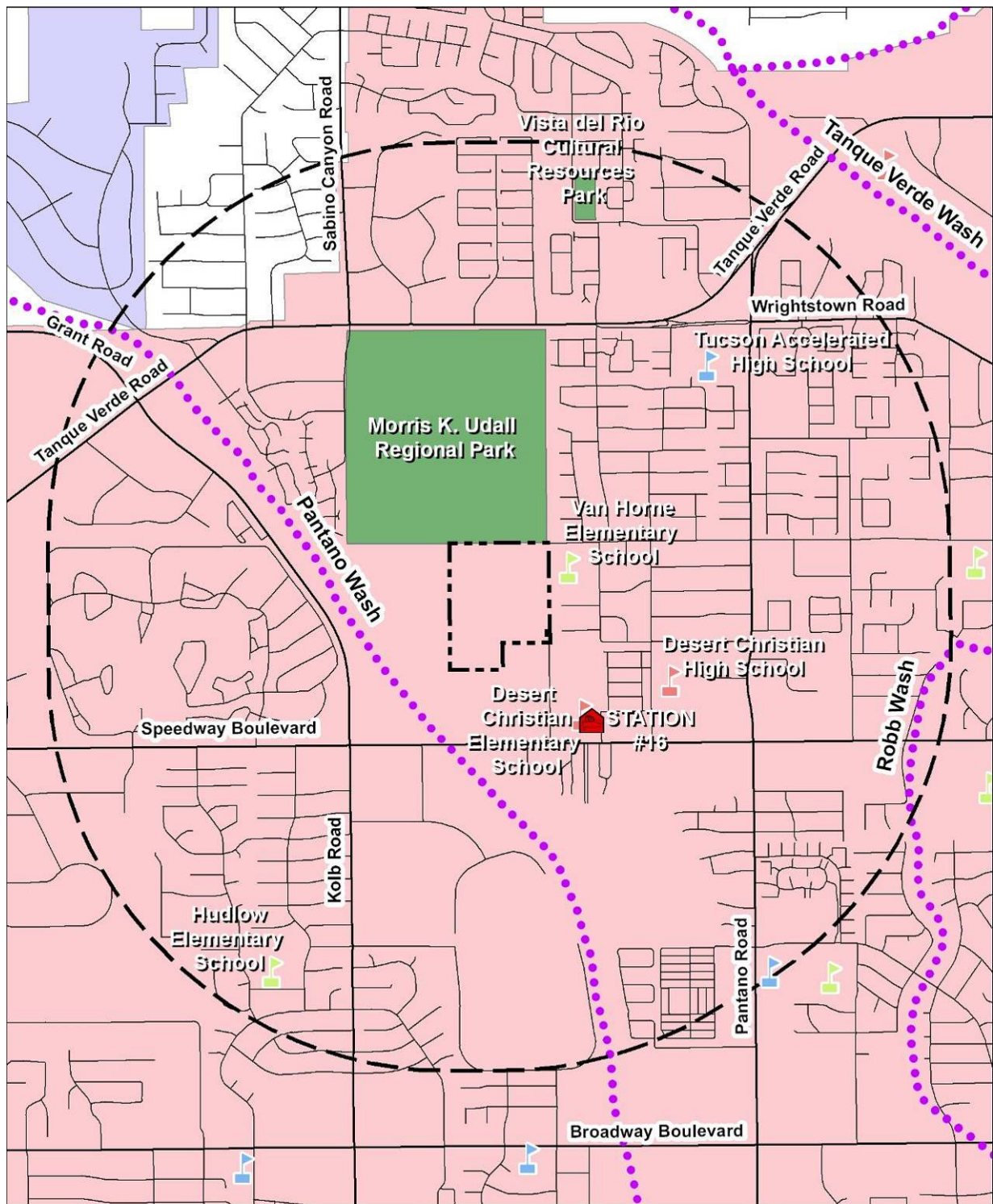
Legend

- Site Boundary
- Adjacent Parcels
- Easements



FILE NAME: RRT-12-EXIBITS.DWG EASEMENTS

Exhibit II.E: Public Facilities and Services



LEGEND	Fire Department/Station	Parks/Recreation	Schools
--- One-Mile Radius	🏠 Fire Station	●●●● Trail	🏫 Charter School
⌈⌋ Site Boundary	🏡 Tucson Country Club Estates	🌳 Park	🏫 Private School
	🔥 Tucson Fire Department		🏫 Public School

NORTH 0' 1,000' 2,000'

FILE NAME: RRT-12_facilities.mxd
SOURCE: Pima County DOT GIS, 2009

F. Existing Infrastructure

1. Sewer

There is an existing septic tank on the project site that is currently used. The closest sewer line is an 8" gravity main, M-599, located just south of the site at The Haystack Apartment Complex. Pima County Regional Wastewater Reclamation Department allocates system capacity at the Ina Road Water Reclamation Facility to new developments on a first-come/first-serve basis. Capacity is currently available at several points around the site. See Exhibit II.F.1.a: Existing Sewer, page 22 and Exhibit II.F.1.b: Wastewater Service Letter, page 23.

2. Water

According to the Pima County Department of Transportation Geographical Information Services and Arizona Department of Water Resources (ADWR), there is one well located on-site, #514280. See Exhibit II.F.2.a: Existing Wells, page 24.

The City of Tucson Water Department stated in a letter dated October 15, 2009 that Tucson Water will provide water service to this project based on the subject zoning. Tucson Water has an assured water supply (AWS) designation from ADWR. See Exhibit II.F.2.b: Water Service Letter, page 25.

3. Solid Waste Disposal and Recycling

Solid waste is currently removed by a private company and transferred to the City of Tucson landfill for disposal. Recycling generated onsite is recycled onsite as part of the facility's operations.

4. Private Utilities

Electricity, natural gas and telecommunications will be extended to the project site at the time of development through agreements with individual utility companies. The following utility companies currently serve this area:

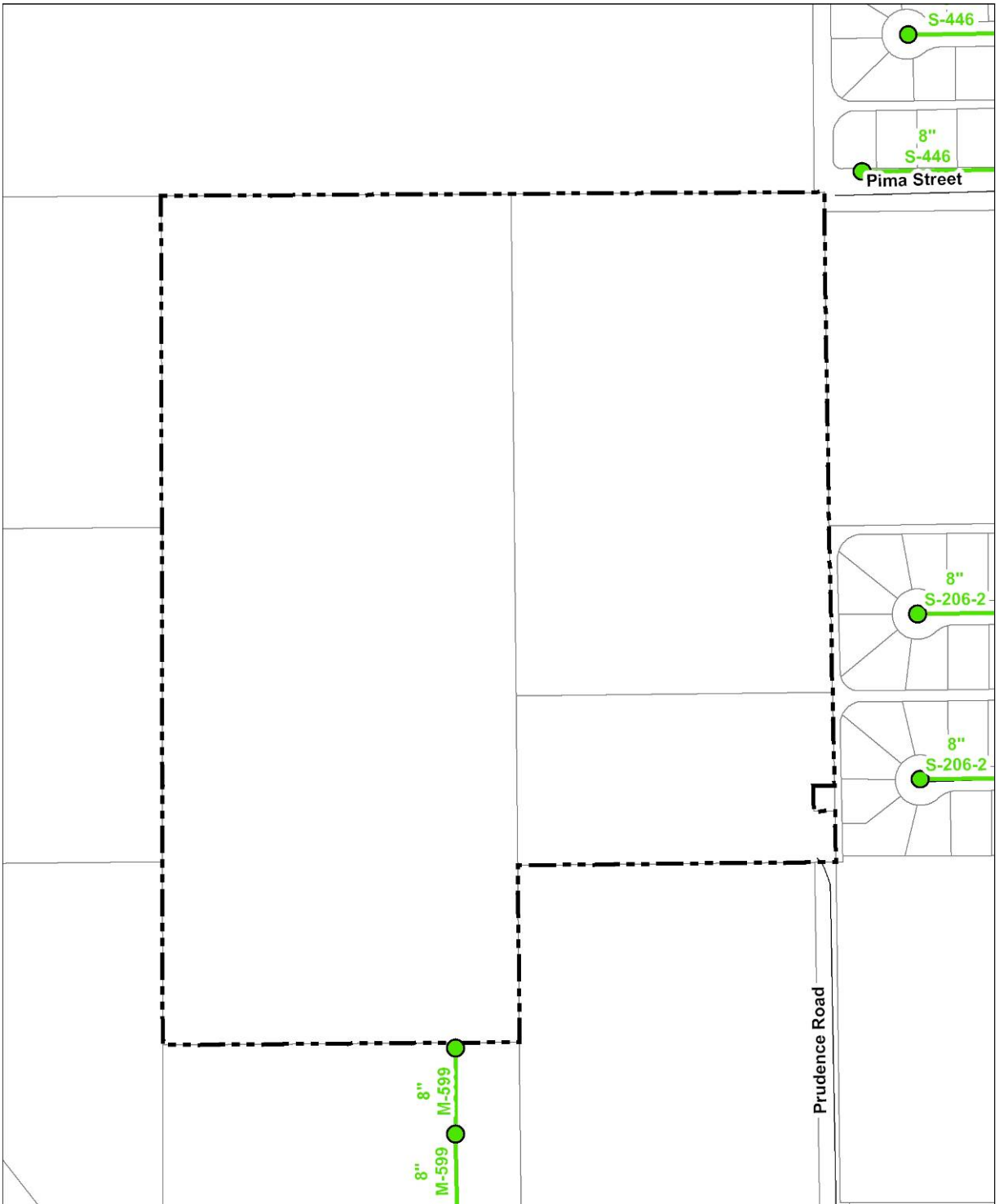
Electricity: Tucson Electric Power

Telephone: Cox Communications

Natural Gas: Southwest Gas



Exhibit II.F.1.a: Existing Sewer



LEGEND

- Site Boundary
- Manhole Covers
- Sewer Network with Pipe Diameter and As-Built Identification Number



FILE NAME: RRT-12_sewer.mxd
SOURCE: Pima County DOT GIS, 2009



Exhibit II.F.1.b: Wastewater Service Letter



**Pima County
Regional Wastewater Reclamation Department**

Michael Gritzuk, P.E.
Director

201 N. Stone Ave., 8th Floor
Tucson, Arizona 85701
(520) 740-6500

Visit our website:
<http://www.pima.gov/wwm>

November 6, 2009

Kelly Lee
The Planning Center
110 S. Church, #6320
Tucson, AZ 85701

Capacity Response No. 09-128 Type I

**RE: Speedway Recycling Facility, 45 Acres on Parcels # 133-11-002T, -002R & -002Q.
Estimated Flows of 1225 gpd (ADWF).**

Greetings:

The above referenced project is tributary to the Ina Road Water Reclamation Facility via the Pantano Interceptor, the South Rillito Central Interceptor, the Tucson Blvd. Flow Control Facility, and the South Rillito West Interceptor (Central Line).

Capacity is currently available at several points around the site, including manholes 8603-04, 8568-07, 8539-01, 8539-04 & 8539-05. Since a pit is centrally positioned on the property, it would depend on the structure's location on the perimeter to determine a connection point.

This letter is not a reservation or commitment of treatment or conveyance capacity for this project. It is an analysis of the system at this time.

Note: Conditions within the public sewer system constantly change. A Type II letter must be obtained to verify that capacity exists in the downstream public sewer system. This letter should be obtained just prior to submitting the development plan or subdivision plat for review and approval.

If further information is needed, please feel free to contact us at (520) 740-6500.

Respectfully,

A handwritten signature in cursive script, appearing to read "Mary M. Hamilton".

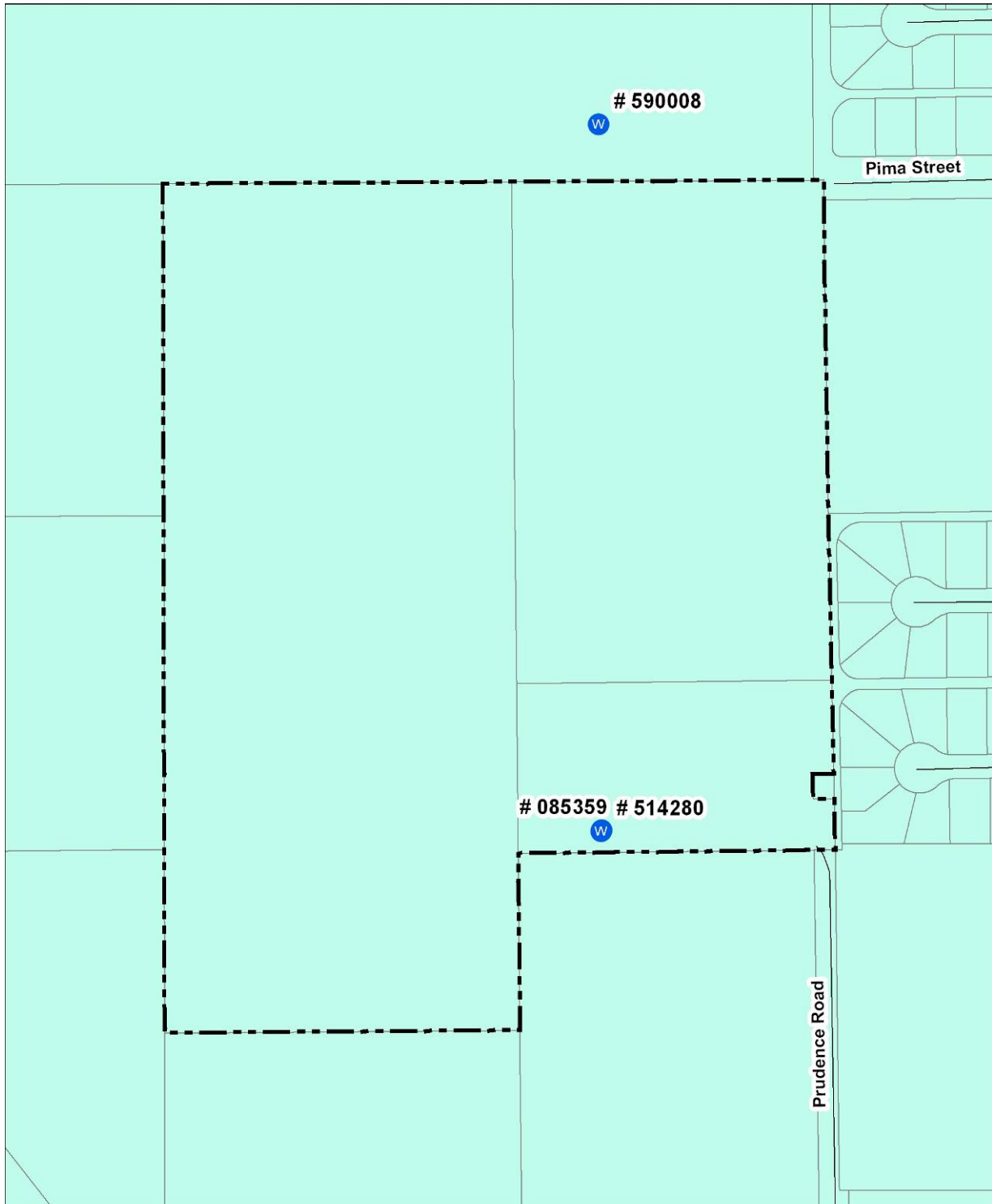
Mary Hamilton, P.E.
PCRWRD Planning Section Manager

MH:ks

c: Subhash Raval, DSD; T14, R15, Sec. 05



Exhibit II.F.2.a: Existing Wells



LEGEND

- Wells (Registered ID # Labeled)
- Site Boundary
- Tucson Water Company Service Area

NORTH 0' 150' 300'
FILE NAME: RRT-12_wells.mxd
SOURCE: Pima County DOT GIS, 2009

Exhibit II.F.2.b: Water Service Letter

October 15, 2009



The Planning Center
110 S. Church., Ste 6320
Tucson, AZ 85701

Attn: Kelly Lee

**CITY OF
TUCSON**
TUCSON WATER
DEPARTMENT

SUBJECT: Water Availability for project: Speedway Recycling Facility , APN: 13311002T, 13311002Q, 13311002R, Case #: N/A, T-14, R-15, SEC-05, Lots: 9999, Location Code: , Total Area: 45.1ac Zoning: R-2 & SR

WATER SUPPLY

Tucson Water will provide water service to this project based on the subject zoning of the above parcels. Tucson Water has an assured water supply (AWS) designation from the State of Arizona Department of Water Resources (ADWR). An AWS designation means Tucson Water has met the criteria established by ADWR for demonstration of a 100-year water supply – it does not mean that water service is currently available to the subject project.

WATER SERVICE

The approval of water meter applications is subject to the current availability of water service at the time an application is received. The developer shall be required to submit a water master plan identifying, but not limited to: 1) Water Use; 2) Fire Flow Requirements; 3) Offsite/Onsite Water Facilities; 4) Loops and Proposed Connection Points to Existing Water System; and 5) Easements/Common Areas.

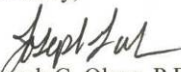
Any specific area plan fees, protected main/facility fees and/or other needed facilities' cost, are to be paid by the developer. If the existing water system is not capable of meeting the requirements of the proposed development, the developer shall be financially responsible for modifying or enhancing the existing water system to meet those needs.

This letter shall be null and void one year from the date of issuance.

Issuance of this letter is not to be construed as agency approval of a water plan or as containing construction review comments relative to conflicts with existing water lines and the proposed development.

If you have any questions, please call New Development at 791-4718.

Sincerely,


Joseph G. Olsen, P.E.
Engineering Manager
New Development Unit

JGO:bjp
CC:File



NEW DEVELOPMENT • P.O. BOX 27210 • TUCSON, AZ 85726-7210
(520) 791-4718 • FAX (520) 791-5288 • TTY (520) 791-2639 • www.cityoftucson.org



G. Major Transportation and Circulation

1. Adjacent Roadways

Access to the Speedway Landfill is via a traffic light at Speedway Boulevard and Prudence Road. North Prudence Road, a dedicated street, provides access to the landfill, the City of Tucson Operations Center and the apartment complex just south of the project site.

2. Current and Future Right-of-Way

North Prudence Road has a current and future 30-foot right-of-way adjacent to the project site. According the MS&R Map, the current and future right-of-way for Speedway Boulevard is 120 feet.

3. Access Points

Access to the Speedway Landfill is via the signalized Speedway Boulevard/Prudence Road intersection. North Prudence Road also provides access to the City of Tucson Operations Center (a storage facility for construction and maintenance vehicles and materials), in addition to a multi-family apartment complex.

Currently there exists a 200-foot easement for ingress/egress and utilities for the City of Tucson near the southern boundary of the project site.

4. Alternate Modes of Transportation

SunTran offers easy access from Speedway Landfill to an existing public transit route, Speedway Route # 4. The route incorporates a planned stop at Speedway Boulevard and Prudence Road, which is just south of the facility. A bike lane is also located along Speedway Boulevard.



5. Major Streets and Routes

Speedway Boulevard is classified as an Arterial Street by the City of Tucson Major Streets and Routes (MS&R) Plan and is, therefore, subject to the requirements of the MS&R Ordinance. The transportation network surrounding the project site is indicated on Exhibit II.G: Existing Circulation, page 28; attributes of the adjacent roadways are summarized below in Table II.G: Roadway Characteristics. Additional information regarding traffic volumes and levels of service has been provided in the Speedway Recycling and Landfill Facility Traffic Analysis prepared by Curtis Lueck & Associates.

Table II.G: Roadway Characteristics

Roadway	Functional Class	# Lanes	Divided	Bike Route	Bus Route	Curb & Gutter	Sidewalk	Paved	Average Daily Trips
North Prudence Road	Local	2	No	No	No	Yes	Yes	Yes	Not Available
East Speedway Boulevard	Arterial	6	Yes	Yes	Yes	Yes	Yes	Yes	Kolb Road to Pantano Road: 46,000 (2006)

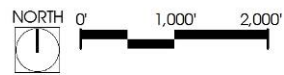


Exhibit II.G: Existing Circulation



LEGEND

- Site Boundary
- One-Mile Radius
- Scenic Corridor Streets (PC)
- Bicycle Routes
- Bus Routes (Sun Tran)



FILE NAME: RRT-12_traffic.mxd
SOURCE: Pima County DOT GIS, 2009



H. Hydrology, Water Resources and Drainage

The 45-acre site has been previously developed as a construction debris material landfill. The improvements include areas for material sorting, material storage and administrative buildings. The central portion of the site has been excavated to a depth of 80 feet in some areas, with the excavated material stored in large berms on the west, north and east sides of the site. According to a preliminary analysis, there is one significant off-site watershed and several minor on-site watersheds that affect the property.

The major off-site watershed, an unnamed wash, enters the site at the southeast corner and crosses the southern edge of the property. It has an approximate design flow of 1050 cfs. The regulatory floodplain for this wash is contained within the banks of the channel. The drainage channel continues to the Pantano Wash west of the site.

As indicated on Exhibit II.H.1: Existing Hydrology, page 30, there are four on-site watersheds. The largest watershed is the excavated portion of the site within the berms. The rain falling on this portion of the project flows to the low point of the excavation. Two small watersheds drain the western portion of the site. The northwest watershed has a flow of 13 cfs and southwest watershed has a flow of 31 cfs. Both flow to the west onto the adjacent landfill. The fourth watershed drains from the area south of the southern berm into the channel. It has a flow of 4 cfs.

As shown on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) 04019C2252, Panel Number 2252 dated February 8, 1999 (Exhibit II.H.2: FEMA FIRM, page 31), the project site is located in Zone X. FEMA defines Zone X as areas outside of the area subject to a 500-year flood event.



Exhibit II.H.1: Existing Hydrology



Legend

- Site Boundary
- 1' Contours
- Watershed Boundary
- Flow Arrows

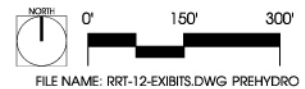
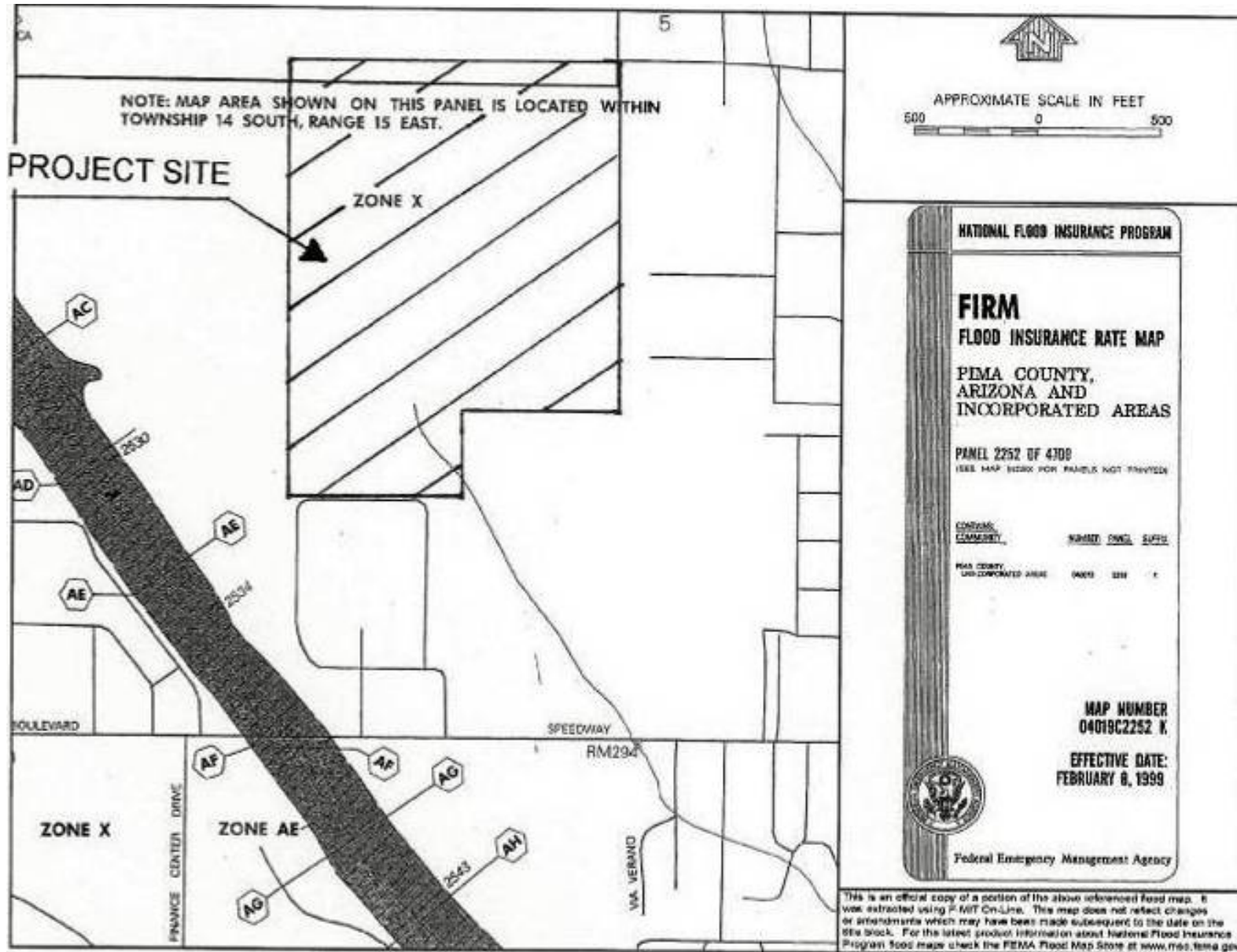


Exhibit II.H.2: FEMA FIRM



I. Topography and Slope

In the mid-1960s, the project site began as a sand and gravel operation, and simultaneously in the 1980s, the operation of the construction materials landfill commenced. Thus the topography is continually changing. Due to the nature of landfill operations, there are areas of the site which contain slopes that measure 15 percent and greater. Currently, the elevations on the property range from 2,570 feet along the north and west boundaries and 2,540 feet along the south and east boundaries, to a low point of approximately 2,460 feet in a portion of the landfill near the northwest corner of the site. Existing topography at 1-foot contour intervals is shown in Exhibit II.I: Existing Topography on page 33.

There are no Hillside Conservation areas or rock outcroppings on the subject property.

J. Vegetation

The project site has been completely graded and all of the native vegetation has been removed.

According to the Sonoran Desert Conservation Plan (SDCP) MapGuide, the site is designated as “Developed/Bare Ground.”



Exhibit II.I: Existing Topography



Legend
--- Site Boundary
— 1' Contours



K. Soils

The information provided in this section is based on best data available from the Soil Survey for Pima County, Arizona, Eastern Part, 1999 and generalized soil maps based on Soil Survey data available through Pima County Department of Transportation. According to these sources, the site contains five soil types. Each of these types is generally composed of a loam substance. All on-site soils are well drained and are compatible with development, given proper engineering design. None of the soils possess a major hazard to erosion.

Exhibit II.K: Soils, page 36, shows soils associations within the project area. The following descriptions from the United States Department of Agriculture Natural Resources Conservation Service (NRCS) Soil Survey for Pima County provide information about the characteristics of each soil.

Mohave Soils and Urban Land, 1 to 8 Percent Slopes

This map unit is on broad, gently sloping fan terraces shallowly dissected by ephemeral drainageways. This unit has no regular pattern. Included in this unit are small areas of Bucklebar, Sahuarita and Tubac soils intermingled with the Mohave soils, Hantz soils in drainageways and Yaqui soils on alluvial fans. Low-lying areas along the drainageways are subject to very brief seasonal periods of flooding. The Mohave soil is very deep and well drained with moderately slow permeability. Available water capacity is high and effective rooting depth is 60 inches or more. Runoff is slow to medium, and the hazard of water erosion is slight to moderate. The hazard of wind erosion is moderate.

Pinaleno-Stagecoach-Palos Verdes Complex, 10 to 35 Percent Slopes

This map unit is moderately steep with steep fan terraces and relict fan terraces. The unit is 35 percent Pinaleno very cobbly sandy loam, 35 percent Stagecoach very gravelly sandy loam, and 15 percent Palos Verdes gravelly sandy loam. Typically, the surface is covered by 30 percent cobble and stones and 20 percent gravel. The surface layer is brown very cobbly sandy loam about 2 inches thick. The upper 28 inches of the subsoil is reddish brown and red extremely cobbly sandy clay loam. The lower 30 inches is pink extremely gravelly sandy clay loam. The Pinaleno soil is very deep and well drained. Permeability is moderately slow and available water capacity is low. Effective rooting depth is 60 inches or more. Runoff is medium to rapid and the hazard of water erosion is moderate. The hazard of wind erosion is very slight.

Pits, Dumps

This unit is on hills and mountains. Slopes range from 0 to over 100 percent. This unit is 40 percent open pit mines, 20 percent extremely stony waste rock dumps, and 15 percent mine-tailing impoundments and mine support facilities such as buildings, equipment yards, and dike-enclosed undisturbed areas that will be used for future tailing ponds. Also in this unit are about 10 percent sanitary landfills and pits for source materials, such as sand, gravel and crushed limestone. About 8 large open-pit copper mines are located south and west of Tucson primarily in the Sierrita and Silver Bell Mountains. Included in this unit are small areas of Anklam and Pantano soils on volcanic hills, Romero soils on granite hills, Saguaro soils on limestone hills, and small



areas of Hayhook, Palos Verdes and Pinaleno soils of fan terraces. Also included are small areas of Torriorthents in areas of reclaimed dumps.

Glendale Silt Loam, 0 to 3 Percent Slopes

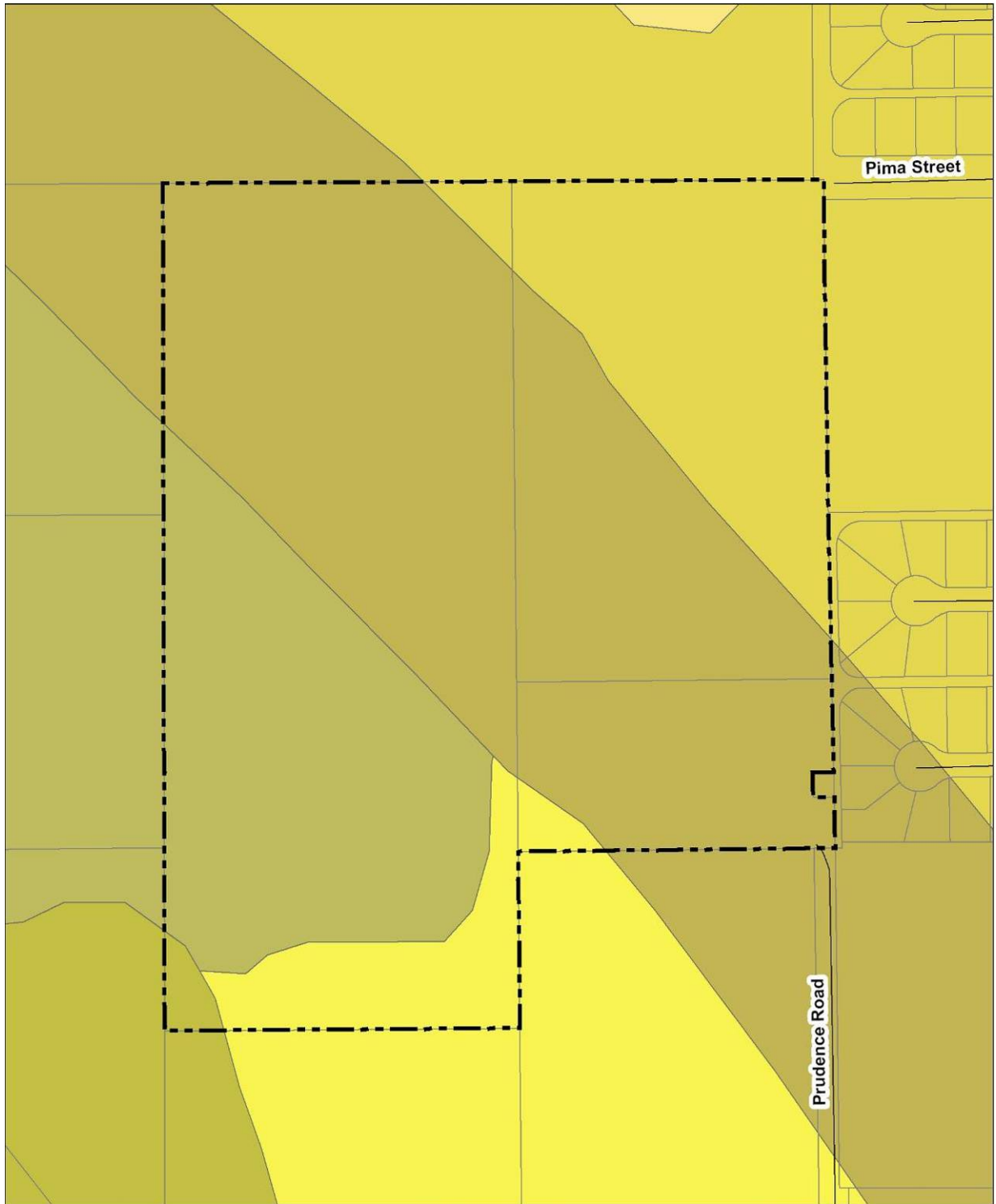
This very deep well drained soil is on nearly level stream terraces. It formed in mixed alluvium. Included in this unit are small areas of Arizo soils and riverwash in drainageways. Also included are small areas of Anthony and Yaqui soils. Included areas make up about 20 percent of the total acreage. Permeability of the Glendale soil is moderately slow. Available water capacity is high. Effective rooting depth is 60 inches or more. Runoff is slow, and the hazard of water erosion is slight. This soil is subject to rare flooding during prolonged, high-intensity storms. Channeling and deposition are common along streambanks. The hazard of wind erosion is moderate.

Arizo-Riverwash Complex, 0 to 3 Percent Slopes

This map unit is on nearly level floodplains, consisting of 50 percent Arizo gravelly loamy sand and 20 percent Riverwash. Arizo soils and Riverwash occupy bar and channel flood plain physiography. Arizo soils are on higher-lying bars, and Riverwash is in the channel bottoms. Included in this unit are small areas of nearly vertical scarps that have Glendale and Anthony soils on flood plains and stream terraces above Arizo soils. The Arizo soil is very deep and excessively drained, with very rapid permeability and low available water capacity. Effective rooting depth is 60 inches or more and runoff is very slow. Hazard of water erosion is very high during flash floods and the soil is subject to frequent but brief periods of flooding in both the summer and winter seasons.



Exhibit II.K: Soils



LEGEND

Site Boundary

Soil Survey

Arizo-Riverwash Complex

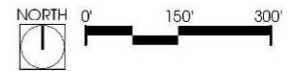
Glendale Silt Loam

Mohave Soils and Urban Land

Pinaleno-Stagecoach-Palos Verdes Complex

Pits, Dumps

Tubac Gravelly Loam



FILE NAME: RRT-12_soils.mxd
SOURCE: Pima County DOT GIS, 2009

L. Viewsheds and Visual Analysis

The Speedway Landfill is located in a developed area, surrounded by a closed landfill, the Udall Park, City of Tucson Operations Center, schools, single-family residences and multi-family apartment complexes. The following photographs show existing views onto and across the project site. Exhibit II.L: Photo Key Map, page 40, indicates the locations from which the photos were taken.

1. Views Onto the Site

Due to berming and landscape borders, the eastern portion of the site is well screened from the adjacent residences and school.



*Photo 1: Site Entrance
from North Prudence Road*



*Photo 2: Landscape borders on
eastern portion of site*

A large berm screens the northern portion of the site from Udall Park. The portion of Udall Park adjacent to the site is not developed and remains naturally vegetated.



*Photo 3: View looking north at Udall Park from
berm at Speedway Recycling Facility*



The western portion of the site adjacent to the Mullins Landfill consists of a road offering access for the City of Tucson as well as a berm.



Photo 4: City of Tucson's Mullins Landfill (right)

Views onto the southern portion of the site are well-screened with a thick layer of bamboo plantings in addition to a berm.



Photo 5: View looking from southern portion of the site toward the Haystack Apartment Complex

2. Views Across the Site

Views across the site are predominant due to the inverted topographic nature of the sites operations.





Photo 6: Views Across Site

Exhibit II.L: Photo Key Map



LEGEND

-  Site Boundary
-  Photo ID & location photo was taken



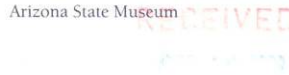
FILE NAME: RRT-12_photokeymap.mxd
SOURCE: Pima County DOT GIS, 2009

M. Paleontological and Cultural Sites, Structures and Districts

The Arizona State Museum provided the following recommendations in a letter dated October 7, 2009: "Because the ground surface of the project area is highly disturbed from being used as a gravel pit and landfill since before 1999, the Arizona State Museum recommends that the project planned for the subject parcels proceed as planned without any additional archaeological work." See Exhibit II.M: Arizona State Museum Letter, page 42.



Exhibit II.M: Arizona State Museum Letter



P.O. Box 210026
Tucson, AZ 85721-0026
Tel: (520) 621-6302
Fax: (520) 621-2976

ARCHAEOLOGICAL RECORDS SEARCH RESULTS

E-mail Request Received: 10/1/2009

Search Completed: 10/7/2009

Requester Name and Title: Kelly Lee, Project Manager
Company: The Planning Center
Address: 110 S. Church, Ste. 6320
City, State, Zip Code: Tucson 85701
Phone/Fax/or E-mail: 623-6146

Project Name and/or Number
Parcels 13311-002T, -002R, -002Q

Project Description
Rezoning of 45-acre project site

Project Area Location: N of Speedway & W of Prudence, Tucson, Pima County, Arizona.

Legal Description: a portion of the E½, SW, S5, T14S, R15E, G&SR B&M, Tucson, Pima County, AZ.

Search Results: A search of the archaeological records retained at the Arizona State Museum (ASM) found that maybe 4 acres of the southern portion of the project area were inspected for cultural resources in 2004; the remainder of the project area has never been inspected for cultural resources. Forty-six additional archaeological inspections have been completed within a mile of the project area between 1975 and 2009. Eleven historic and prehistoric cultural resources have been identified within a mile of the project area. A color orthophotograph, enclosed, taken in 2008, depicts a highly modified ground surface that is identified as the Speedway landfill.

Sites in Project Area: unknown, the project area has never been entirely inspected for cultural resources.

Recommendations: Because the ground surface of the project area is highly disturbed from being used as a gravel pit and landfill since before 1999, the ASM recommends that the project planned for the subject parcels proceed as planned without any additional archaeological work.

Pursuant to *Arizona Revised Statutes* §41-865, however, if any human remains or funerary objects are discovered during the project work, all effort will stop within the area of the remains and Mr. John Madsen, ASM associate curator of archaeology, will be contacted immediately at (520) 621-4795.

If you have any questions about the results of this records search, please contact me at the letterhead address or at the phone number or E-mail address as follows.

Sincerely,

Nancy E. Pearson
Assistant Permits Administrator
(520) 621-2096 P/F
nepearso@email.arizona.edu



PAD Proposal



III. PAD Proposal

A. Speedway Recycling Facility PAD Designations

The Speedway Recycling Facility consists of a single zoning district based on a modified I-2 Zone. The Construction Landfill & Recycling land use designation encompasses the footprint of the existing landfill and ancillary uses. Uses within this zone may include business operations, construction landfill operation, construction waste recycling, crushing, screening and storage of inert materials, green waste mulching, material sales and excavating, nursery, product wholesale and reprocessing, biofuel production, single-stream recycling, and sorting and baling. See Section III.B for a complete listing of permitted land uses.

A 100-foot construction waste and demolition debris setback prohibiting the storage or landfill of construction, demolition and landscape waste is included on the eastern and southern property boundaries so as to provide a transition to adjacent residential land uses. Permitted uses within the 100-foot setback include: a 35-foot landscape border featuring permanent landscaping; a plant nursery where salvaged plant materials will be placed in pots or planted in the ground and will be available for purchase by customers; a perimeter road; business operations; inert material excavation, landfill and storage; and biofuel production.

A 20-foot landscape border will also be installed along the northern boundary of the PAD adjacent to Udall Park. Within the 100 feet along the western boundary of the property abutting the City of Tucson's Vincent Mullins Landfill, material storage and supply is permitted.

A proposed site plan (Exhibit III.A.1: Land Use Concept, page 45) is provided to illustrate the conceptual configuration of uses within the Speedway Recycling Facility PAD. While activities within each use may move around as landfill and recycling operations evolve on the site, the locations of these activities will stay within the use boundaries as defined on Exhibit III.A.1: Land Use Concept, page 45.

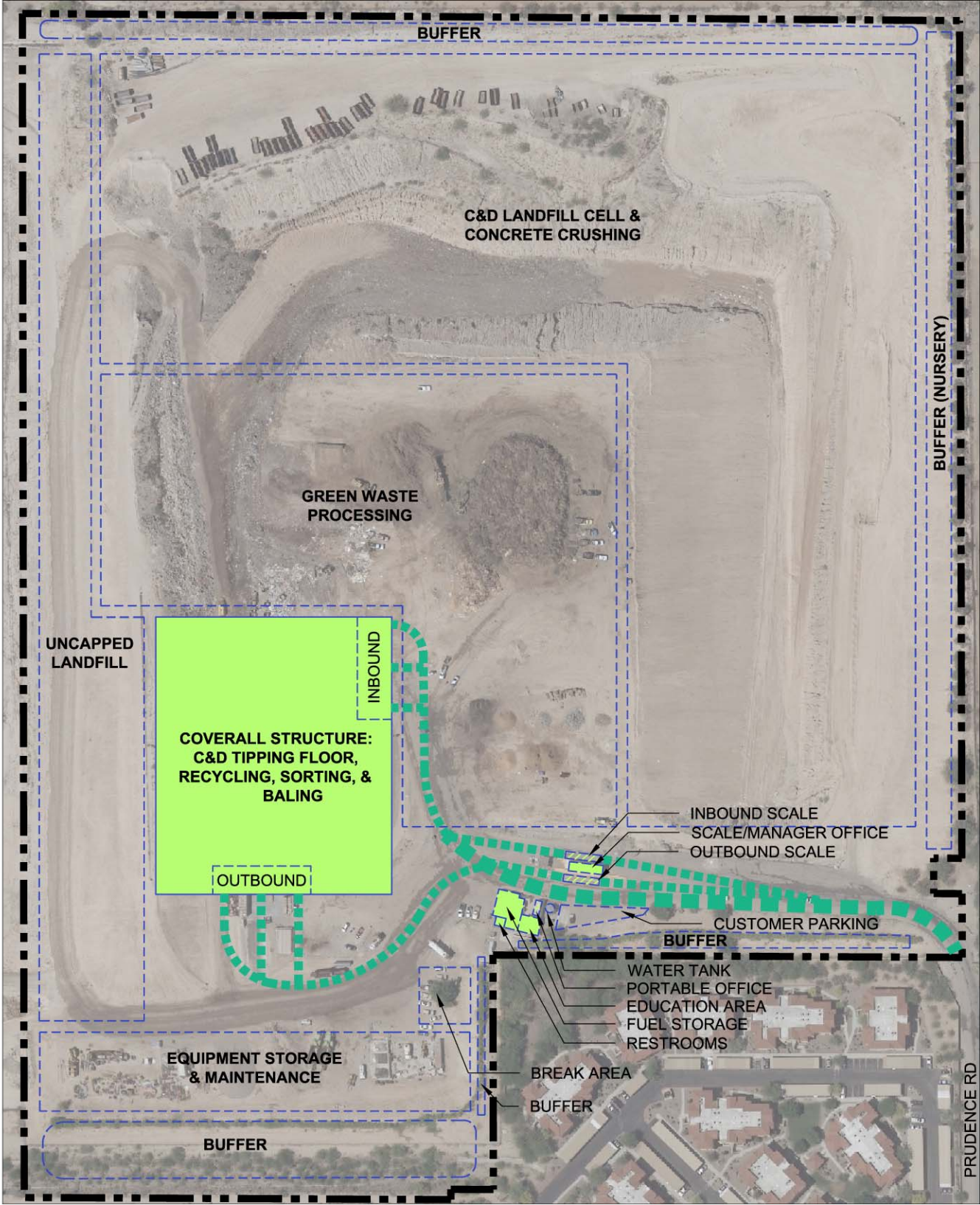
Exhibit III.A.2 on page 46 provides a detail Future Land Use Concept of the recycling area for the property. It illustrates the ultimate goal of the Speedway Recycling Facility Owner/Operator to provide an enclosed structure for the construction waste and demolition debris (C&D) tipping floor, and sorting, bailing and single stream recycling activities.



Exhibit III.A.1: Land Use Concept



Exhibit III.A.2: Conceptual Bailing, Single Stream Recycle Area Concept



- LEGEND**
- +—+— Site Boundary
 - Major Circulation
 - Minor Circulation
 - - - - Site Use
 - Building
 - ▨ Other Structure/Feature



FILE NAME: RRT-12-CONCEPT(E).DWG/8.5x15 Site future

B. Permitted Land Uses

Permitted uses must comply with the performance criteria listed in *Unified Development Code* Section 4.9.5.C.6 (see Table III.C). No other performance criteria or development designators shall apply except as included herein. All development at completion of the build-out will have to meet PAD standards. All uses not expressly listed as primary or secondary uses are prohibited.

Exhibit III.A.1: Land Use Concept (page 45) illustrates the potential configuration of uses within the Speedway Recycling Facility PAD. Activities within each use may be relocated as landfill and recycling operations evolve on the site; however, the locations of these activities will stay within the use boundaries defined on the Land Use Concept (Exhibit III.A.1, page 45).

1. Primary Uses

Existing Uses

- **Construction Landfill & Recycling**

The following primary uses must occur at least 100 feet from any nonindustrial zone:

- Landfill (Construction, Demolition and Landscape Waste Only)
 - Typical uses include, business operations, construction landfill operation, construction waste recycling; reclamation, crushing, screening, green waste mulching, material sales, product wholesale and reprocessing, single-stream recycling, and sorting and baling. (Excavation and backfilling of inert materials will occur within the 100-foot construction waste and demolition debris setback zone in order to bring the setback to permitted closure grades).
- Salvaging & Recycling
- Typical uses include, but not limited to, construction waste recycling, crushing, screening and storage of inert materials, green waste processing, material excavation and reprocessing, recycled material storage and supply, single-stream recycling, soil excavation and sales, and sorting and baling.



- **Retail Trade Use Group**
 - Construction Material Sales
 - Typical uses include, but not limited to, sale of aluminum, aggregate, bricks, cardboard, copper, compost, concrete, dirt, gravel, landscaping supplies, lumber, mixed inerts, mulch, pallets, plastic, rock, soil, sand, wood and other materials used in the construction industry.
 - Heavy Equipment Sales
 - Typical uses include, but not limited to, Allowed uses are sale of landfill/recycling equipment, such as bailers, compactors, shredders and conveyors
- **Wholesaling Use Group**
 - Business Supply and Equipment Wholesaling
 - Typical uses include, but not limited to, wholesaling of aluminum, aggregate, cardboard, compost, copper, bricks, concrete, dirt, gravel, landscaping supplies, lumber, mixed inerts, mulch, pallets, plastic, rock, soil, sand, wood and other materials used in the construction industry.
 - Construction/Heavy Equipment Wholesaling
 - Typical uses include, but not limited to, wholesaling of landfill/recycling equipment distributors, such as bailers, compactors, shredders and conveyors

Future Uses

- **Agricultural Use Group**
 - Crop Production
 - limited to nurseries

2. Secondary Uses

Secondary uses permitted at the Speedway Recycling Facility will allow for those operations that are necessary at the facility in order to divert materials from entering the landfill and increase the facility's recycling efforts. The area devoted to the Secondary Land Use shall not exceed twenty-five (25) percent of the PAD District.

The following uses are permitted as secondary uses within the Speedway Recycling Facility PAD:

a. Civic Use Group

- Civic Assembly
 - Civic Assembly will allow the facility to educate the public and students in regard to recycling and sustainable practices. Typical uses include, but not limited to,

community education seminars, school field trips, and landfill operator classes

b. Commercial Services Use Group

- Administrative and Professional Office
- Building and Grounds Maintenance
- Food Service
 - Typical uses include, but not limited to, mobile food and beverage carts to service landfill/recycling customers and employees
- General Merchandise Sales
 - Typical uses include, but not limited to, a plant nursery
- Research and Product Development
 - Typical uses include, but not limited to, wood fuel pellet production, recycled building block construction, and firelog manufacturing

c. Storage Use Group

- Commercial Storage
 - Typical uses include warehouses and storage yards for construction materials and recycled products, such as aluminum, aggregate, cardboard, copper, bricks, concrete, dirt, gravel, landscaping supplies, lumber, mixed inerts, mulch, pallets, plastic, rock, soil, sand, wood and other materials used in the construction industry.

d. Renewable Energy

- Allowed uses are passive solar generation and biofuel production. Biofuel production shall be conducted in an enclosed structure.

3. Accessory Land Uses

Land uses accessory to the Primary or Secondary Land Uses are permitted, subject to the provisions in *Unified Development Code*.

4. Excluded Land Uses

Land uses not listed as a Primary or Secondary use, or land uses that are not an accessory to the Primary or Secondary use, are prohibited within the Speedway Recycling Facility PAD.



C. PAD Development Standards

The Speedway Recycling Facility PAD seeks to conform to the plan goals and policies established in the Pantano East Area Plan and to provide appropriate transitioning to surrounding development through the use of development standards. The following standards apply to the development of buildings, landscape borders and buffering for all permitted uses within the PAD. In addition, certain permitted uses are restricted to specific areas of the site so as to provide appropriate buffers to adjacent development. See Exhibit III.A.1: Land Use Concept, page 45.

These standards will supersede the standards in the Universal Development Code (UDC) and its supplements (supporting documents) in accordance with UDC Sec. 3.5.5, except where specific references to such standards are provided in this section of the document.

1. PAD Development Standards

Table III.C: PAD Development Standards

Minimum Site Area	None
Maximum Lot Coverage	None
Maximum Floor Area Ratio	None
Maximum Building Height	50 feet
Landscape Borders	See PAD Section III.D
Minimum Building Setback from Property Lines along Perimeter of PAD Boundary	100 feet
Performance Criteria, all permitted uses	UDC Section 4.9.5.C.6

2. Parking Requirements

The following parking requirements will be provided at the Speedway Recycling Facility PAD. No other parking will be required.

- **Motor Vehicle Parking at the Administrative Office:** One (1) space per three hundred (300) square feet of office area.
- **Motor Vehicle Parking at Sorting & Baling Recycling Area:** One (1) space per twenty thousand (20,000) square feet of area dedicated to the use.
- **Motor Vehicle Parking at Product Wholesale Area:** One (1) space per twenty thousand (20,000) square feet of area dedicated to the use.
- **Bicycle Parking:** Two (2) spaces of Class 2 bicycle parking will be provided at the Administrative Office.



- **Handicap Parking:** To be provided at the Administrative Office per number required in IBC Section 1106.
- **Parking Area Access Lanes (PAALS) and Road Widths:** PAALS and roads will be a minimum of 20 feet in width.
- **Paving Exemption:** Parking is not required to be paved but alternative methods consisting of decomposed granite, gravel or recycled asphalt shall be used. The chosen treatment method shall be maintained over time and replaced as the gravel wears down and becomes less effective in controlling particulates. Dust control measures shall include watering the area as necessary and during the application of the gravel and restricting vehicle speed limit in parking areas.

3. Off-Street Loading Requirements

No designated off-street loading spaces are required by the Speedway Recycling Facility PAD. Any off-street loading that is provided will comply with the *Land Use Code*, Division 4. Off-Street Loading Requirements.

4. Pedestrian Circulation

The Speedway Recycling Facility PAD will provide pedestrian connectivity as suggested by the Development Standard 2-08 from the facility's entrance on North Prudence Road to the Administrative Building. Due to the types of uses on the site, no other areas within the development are required to be connected to the pedestrian circulation path for safety purposes.

Sidewalks will be constructed to comply with LUC Section 3.2.8.4: Pedestrian Facilities and the corresponding Development Standards requirements for building, street and parking connectivity, as well as American Disability Act (ADA) requirements, with the following modifications:

- Sidewalks shall be a minimum of 3 feet wide excepts where adjacent to a structure, wall or fence. Sidewalks adjacent to a structure, wall or fence shall be a minimum of 4 feet wide.
- Sidewalks may be constructed with decomposed granite, asphalt millings or concrete.

5. Accessibility

All new additions and existing modifications of the PAD District will comply with ADA by adhering to the 2006 IDC, Chapter 11 and ICC/ANSI 1117.1, 2003 Edition. All existing structures that are currently not ADA compliant will remain as is until the structure has been modified or renovated. The improvements to the PAD District will be privately funded and will comply with the ADA standards for curb ramps, sidewalks, detectable warnings and marked crosswalks. See Exhibit III.F.1: Circulation Plan, page 72.

Handicapped parking will be provided at the Administrative Office in accordance with ADA requirements from the 2006 IBC, Chapter 11 and ICC/ANSI 117.1, 2003 Edition. Accessible spaces and "Van Accessible" spaces will connect to



the accessible route as required by the 2006 IBC, Chapter 11 and ICC/ANSI 117.1, 2003 Edition. Newly constructed and modified sidewalks, detectable warnings and curb ramps will comply with accessibility requirements as required.

6. Mitigation Techniques

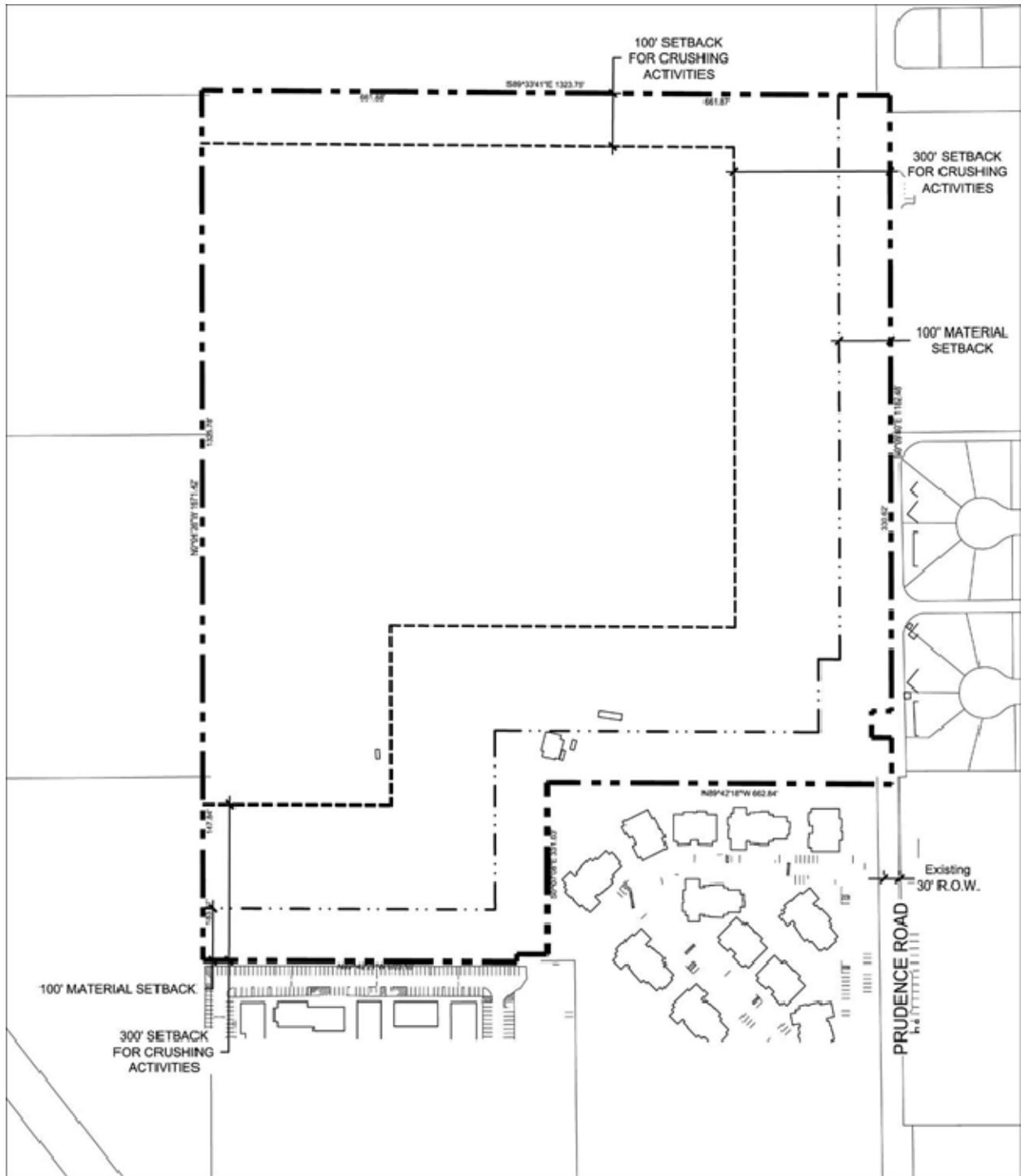
The Speedway Recycling Facility ensures the protection of adjacent development by siting uses appropriately within the PAD, adequately buffering adjacent properties from various activities taking place within the Speedway Recycling Facility and employing mitigation techniques for dust, odor, and noise. The current and future facility uses best management practices for dust, odor, and waste. The following development standards are designed to meet Plan Goals and Implementation Techniques outlined in the Pantano East Area Plan

a. Separation from Adjacent Land Uses





- Landfill, salvaging & recycling and mechanized sorting & baling must be set back 100 feet from any residential use.
- On-site crushing activities must be set back 100 feet from the northern property boundary and 300 feet from the eastern and southern property boundaries.
- Within the 100-foot Construction Waste and Demolition Debris Setback located on the eastern and southern property boundaries, no construction, demolition or landscape waste may be stored or landfilled. However, inert materials may be excavated, landfilled and stored in that area. A plant nursery, perimeter road, business operations, soils excavation, reclamation, backfilling and solar panels may occur within the construction waste and demolition debris setback.
- Mechanized Sorting and Baling Operations must be setback at least 100 feet from the eastern and southern property boundaries. Given the setback of existing residential development, this will ensure that the mechanized sorting and baling operations will actually be set back 300 feet from all existing residential structures.
- See Exhibit III.C: Setback Requirements, page 53.

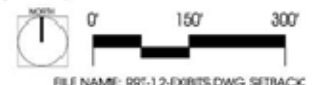


Exhibit III.C: Setback Requirements



Legend

-  Site Boundary
-  Setback for Crushing Activities (100' along north property line; 300' along east & south property lines)
-  Adjacent Parcels
-  100' Setback for landfill, salvaging and recycling, mechanized sorting and bailing, construction material sales, and sand and gravel sales.



FILE NAME: RR1-12-EXHIBITS.DWG SETBACK

b. Noise

- General Hours of Operation to be Monday through Saturday, 7:00am to 7:00pm. Retail sales and facility maintenance can occur Sundays, 7:00am to 7:00pm. No Processing, crushing, landfill activities, or excavation will occur on Sundays. Noise barriers must be erected around crushing operation equipment so that it does not exceed the maximum decibel levels as identified in Tucson Code section 16-31.
- Noise barriers may consist of stockpiled material, berms and/or reflective or absorptive walls.
- Stockpiled material may contain piles of rock, sand, gravel and other materials.
- While the main purpose of an earthen berm is to provide a physical and visual screen between the Speedway Recycling Facility and adjacent properties, berms will also serve to help keep the noise down in the community.
- Because crushing activities will move around the site, noise barriers may be temporary in nature and will be constructed to move with those activities.

c. Dust

- Sprinklers, a water truck, fans with a built-in misting system or other effective means shall be provided to control dust during operation of mechanized sorting and bailing equipment.
- A fine water spray on soil stockpiles and soil-covered work areas may be applied when operating conditions result in fugitive dust.
- Enclosed buildings will be equipped with a sprinkling system to be used during the sorting of materials.
- Planting and maintenance of vegetation in the landscape border area will help mitigate dust.
- The main access road to the landfill modules is paved with asphalt from the site entrance to the scales, and decomposed granite is used to a point approximately 200 feet beyond the scales.
- Haul roads will be properly maintained through adequate grading and dust control by means of a water truck or other effective method.

d. Odors

Waste types accepted at the Speedway Recycling Facility are not typically odorous. However, during landfill operation, daily and intermediate cover will be used to control odors, in compliance with the Arizona Department of Environmental Quality Aquifer Protection



Permitting requirements. Odor neutralizers will be used as necessary.

- Submission of an Odor Control Plan that incorporates best management practices to prevent migration of odors beyond the property line. The Odor Control Plan shall reflect standard industry practices with regards to odor prevention and mitigation. Revisions to the Odor Control Plan may be required if the plan is determined to be ineffective in controlling odors associated with facility operations.
- Initiate an Enhanced Odor Mitigation Plan using the best practices in odor mitigation that meets current and industry standards. The Enhanced Odor Mitigation Plan shall be on record approved by the City of Tucson. The Plan may be subject to changes per periodic review.

e. Debris Containment

- A daily and intermediate cover of earthen materials (or an approved alternate daily cover) a minimum of six (6) inches thick is currently, and will continue to be, provided at the Speedway Recycling Facility at the end of each operating day to control blowing litter. This will be performed in compliance with the Arizona Department of Environmental Quality Aquifer Protection Permitting requirements.
- In between applications of intermediate cover, the Operations Manager at the site is responsible for maintaining and ensuring debris containment. The Operations Manager will periodically perform debris containment inspections throughout the day, at least twice during operating hours.
- The outside storage of recyclables shall be limited to bailed plastic and glass. All other recyclables shall be stored inside an enclosed structure.
- The Speedway Recycling Facility PAD calls for an increased landscape border on the east and south sides of the site for the benefit of adjacent properties. This landscape border will not only provide screening benefits, but will also serve as debris containment, keeping blown materials from migrating to neighboring properties. Again, the Operations Manager at the site is responsible for maintaining debris within the site, including blown materials within the landscape border.
- Clients will be asked to cover their recyclables and waste prior to entering the facility. Clients who do not comply will be charged an additional fee at the weigh-in station.

f. Fire

- On January 5, 2010, the Tucson Fire Department's Fire Protection Plans Examiner of the Fire Prevention Division visited the

Speedway Recycling Facility and agreed to the following fire mitigation techniques:

- Prudence Road shall be a minimum of 20 feet in width. The Speedway Recycling Facility shall install double-sided “No Parking, Fire Lane” signs where Prudence Road narrows going into the facility. The signs will be double sided and staggered 100’ to the facility.
- The entry gate to the facility will be 30 feet wide and incorporate a fire lock box.
- Proposed onsite circulation (see Exhibit III.F.1: Circulation Plan, page 72) was designed to meet fire code requirements.
- The existing paved roadway in the facility meets fire code requirements with the addition of a 53-foot paved turn-around after the weigh-in station (see Exhibit III.F.1: Circulation Plan, page 72).
- The Cover-All structures, marketed by the Intertape Polymer Group, Product number FRU88X, that are planned for the Speedway Recycling Facility meet fire code requirements.
- One fire hydrant is required at the facility. A pipe may be added to the existing water tank (located near the Administration Building) that runs underground and into a fire hydrant to meet fire code requirements.
- Only one access point is required.

g. Access Control

- The facility and the adjacent Vincent Mullins Landfill are surrounded by perimeter fencing which is largely 6- to 8-foot-high chain link fencing. Lesser sections of the perimeter fence consist of 3-strand barbed wire fencing or 8- to 10-foot-high masonry brick wall. There is no access barrier between the Speedway and Vincent Mullins Landfills because the two sites share a perimeter fencing system.
- Access to the facility is through an entrance located in the southeast corner of the property boundary, which includes a gate that is locked after hours.
- A paved, all-weather access road is constructed from the site entrance at Speedway Boulevard through the scale area.
- Roads that are not paved within the facility are graded and maintained so that they can be traveled in inclement weather.

7. Solid Waste Disposal and Recycling

The Speedway Recycling Facility PAD will comply with solid waste pickup requirements per Development Standard 6.0. Solid waste will continue to be removed by a private company and transferred to the City of Tucson landfill for



disposal. Recycling generated onsite will continue to be recycled onsite as part of the facility's operations.

8. Arizona Department of Environmental Quality Aquifer Protection Permit

In addition to the above mentioned mitigation techniques, the Speedway Recycling Facility must comply with the provisions of Arizona Revised Statutes (A.R.S) Title 49, Chapter 2, Articles 1, 2 and 3; Arizona Administrative Code (A.A.C.) Title 18, Chapter 9, Articles 1 and 2; A.A.C. Title 18, Chapter 11, Article 4; and amendments thereto. Under these provisions, the Speedway Recycling Facility is provided an Arizona Department of Environmental Quality Aquifer Protection Permit which specifies strict requirements regarding operations, monitoring, contingency planning, reporting and recordkeeping, and closure activities at the facility.

9. Material Storage

Per the Settlement Agreement dated April 15, 2003, material storage is not permitted on the West 100 feet of the property site. However, material storage shall be allowed providing the Settlement Agreement dated 4/15/2003 is amended and that storm water run on and sediment control is contained to the Speedway Recycling Facility's property and access to the City of Tucson's Vincent Mullins Landfill is provided.

Recyclable materials may be stored at the facility for no more than 180 days. In addition, paper, cardboard, and plastics may be stockpiled to a maximum of 3,000 tons. There will be no limit to the amount of inert materials stockpiled.

10. Monitoring & Inspections

Per a settlement agreement dated November 2006, page 3, the City of Tucson is responsible for:

...the installation of methane extraction and monitoring wells at the Landfill to perform such methane monitoring as may be reasonable and necessary. In the event the City elects to extract methane, it shall do so at its own expense, have full ownership of the methane, and may dispose of the methane in any lawful manner.

The site is a landfill and will be subject to inspection by the City of Tucson Environmental Services Department (ESD), in addition to routine fire inspections, on a quarterly basis, at minimum. ESD shall be notified each time a new permitted land use is introduced on the site, or with any building or utility permit application in accordance with City of Tucson Ordinance 10037, Sections 29-25 and 29-23, respectively.

In addition, the following will be required upon approval of the PAD:



- A slope stability analysis prior to excavation for any area within 100 feet of the property boundaries.
- A contingency plan to address handling of hazardous materials in that they are unearthed during the reclamation process. This includes notifications and proper management.

In addition, the Arizona Department of Environmental Quality (ADEQ) and Pima County Department of Environment Quality (PDEQ) have reviewed the existing Landfill Operation Plan (LOP) for the subject site. However, ADEQ and PDEQ have not reviewed the PAD application. LOP Approval Letters from ADEQ and PDEQ are found in Appendix B and C.



D. Landscape Program

Landscaping requirements will comply with the City of Tucson Land Use Code, Section 3.7.2, Landscape and Screening Regulations, except as provided herein.

Approximately 2.0 acres is dedicated around the outer property boundary as a landscape border in order to provide adequate transitioning and buffering to adjacent development.

1. Use of Drought-Tolerant Vegetation

A landscape border is permitted consisting of plant material selected from the Drought Tolerant Plant List in Development Standard 2.16.0, the existing bamboo screen, and extending the bamboo screen at the Speedway Landfill Facility.

An oasis calculation shows that the existing bamboo screening covers 0.3 percent of the site, under the 2.5 percent of site area allowed. The existing bamboo screening will remain. Additional bamboo screening may be added to landscape borders with a maximum coverage of 2.5 percent of the site area. The bamboo screens are composed of three species, Timber Bamboo (*Bambusa edulis*), Black Bamboo (*Phyllostachys nigra*), and Pygmy Bamboo (*Pleioblastus pygmaeus*).

2. Landscape Borders and Screening Requirements

- A 35-foot landscape border is required along the northern, eastern and southern property boundaries.
- No interior landscape border is required on the western property boundary adjacent to the City of Tucson Vincent Mullins Landfill.
- Along areas of bamboo, canopy trees are not required as bamboo plants will provide the necessary visual buffer along the common property lines between adjacent land uses and the PAD.
- No screening within the interior of the PAD site is required between uses.
- Screening requirements along property boundaries will be met by earthen berms.
- There will be no screening along the western property boundary adjacent to the City of Tucson Vincent Mullins Landfill.
- A plant nursery may be established within the Construction Landfill & Recycling and Material Setback land use designations. The nursery may be located adjacent to, but not within, the required 35-foot landscape border.
- Earthen berms on site include steep slopes and will be covered with inorganic ground cover where possible. Seed mixes shall conform to Development Standard 2.16.0.



Per a settlement agreement with the City of Tucson dated April 2003, the following shall be provided:

- The existing berm located on the southern boundary shall be maintained in its existing condition, location and elevation.
- The existing berm located on the northern project boundary may be lowered or removed as part of the operations at Speedway Recycling Facility.
- The existing berm located on the eastern property boundary shall not be increased in elevation.

Specific landscape borders and screens are as follows (see also Exhibit III.D.1: Landscape Borders, page 62 and Exhibit III.D.2: Landscape Cross Sections, pages 63-65):

Border#1

- The existing bamboo screen and 10-foot berm shall remain; additional bamboo shall be planted to create a solid screen. A 35-foot landscape border shall be located along the top and outer side of the berm. The existing berm shall be hydroseeded and irrigated from the existing irrigation system.

Border #2

- The existing bamboo screen and 10-foot berm shall remain. If needed, bamboo or additional plants will be added to the 35-foot border located along the top and outer side of the berm. The existing berm shall be hydroseeded and irrigated from the existing irrigation system.

Border #3

- The existing bamboo screen and 10-foot berm shall remain. If needed, bamboo or additional plants will be added to the 35-foot border located along the top and outer side of the berm. The existing berm shall be hydroseeded along its south side and irrigated from the existing irrigation system.

Border #4

- The existing berm (12-foot height, 46-foot width) shall remain. Additional trees will be planted to meet the Land Use Code 3.7.2.4 requirement (1 tree every 33 linear feet). Existing trees shall be inventoried to determine the number of additional trees required. All trees within the 35-foot wide border located along the top and outer side of the berm shall count towards meeting the planting requirement. A new bamboo screen will be installed along the berm. The existing berm shall be irrigated from the existing irrigation system.
- A plant nursery may be established within the Construction Landfill & Recycling and Material Setback land use designations. The nursery

may be located adjacent to, but not within, the required 35-foot landscape border.

- This landscape border will be completed upon approval of the Development Plan.

Border #5

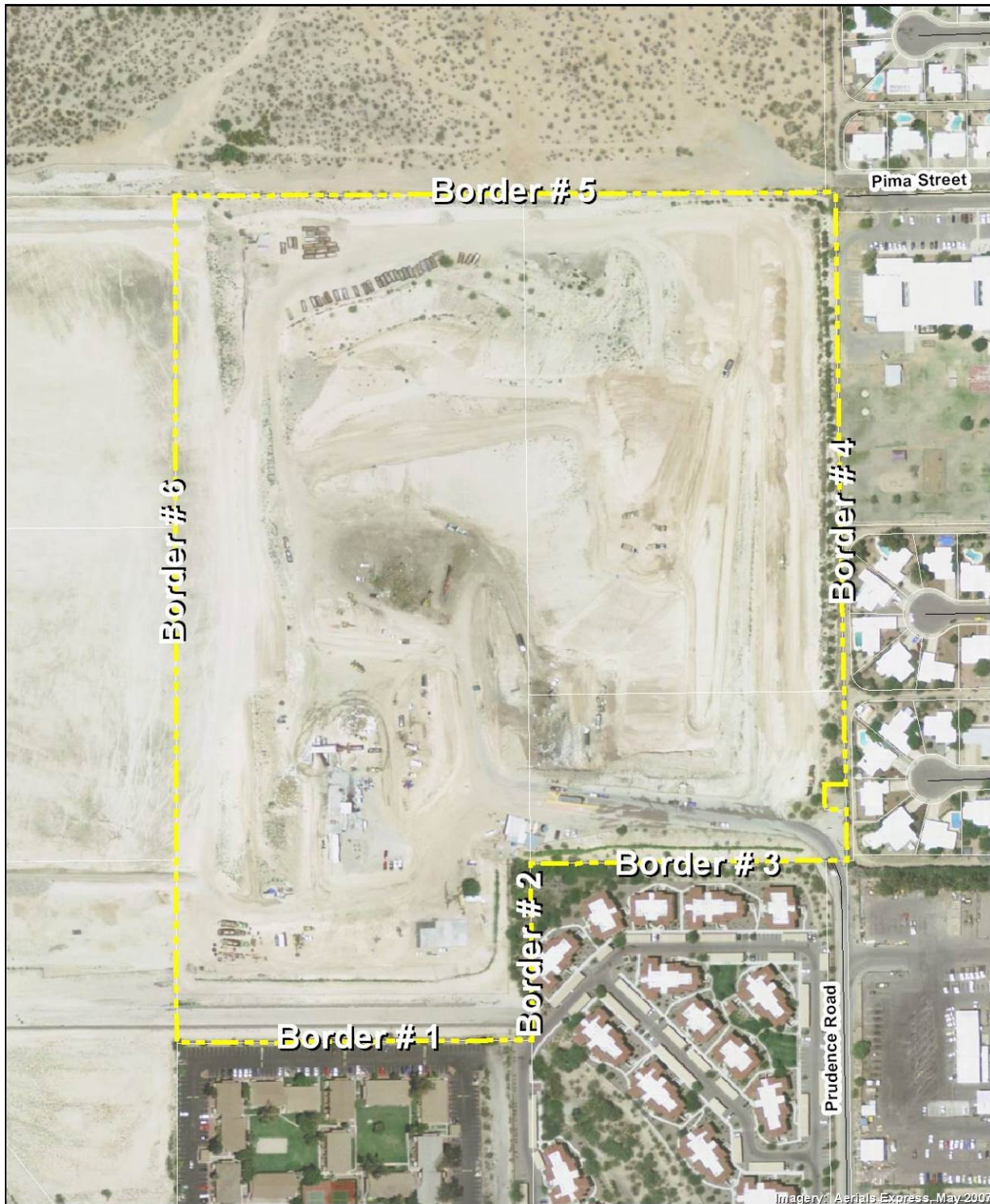
- The existing plants, berms and stockpiles shall remain temporarily.
- When the plants, berms and stockpiles are removed, a new 35-foot wide border featuring a screening berm (12-foot height, 58-foot width) shall be constructed and planted along the property boundary meeting the planting requirements (1 tree every 33 linear feet) of Land Use Code 3.7.2.4. The border shall be located along the top and outer side of the berm. All trees within the 35-foot wide border shall count towards meeting the planting requirement.
- A plant nursery may be established within the Construction Landfill & Recycling land use designation. The nursery may be located adjacent to, but not within, the required 35-foot landscape border.
- Within this area, there are currently inert construction material debris, such as asphalt and concrete that is prohibiting the ability to construct a landscape border. As a result, construction landfill operations are necessary to remove and recycle this material. Once the materials are removed, the landscape border will be installed. The estimated timeframe for removal of these materials and installation of the 35-foot landscape border is 5 years; however, the installation must occur within 10 years from date of PAD approval.

Border #6

- There shall be no border, planting or screening requirements.

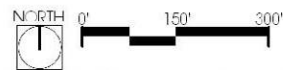


Exhibit III.D.1: Landscape Borders



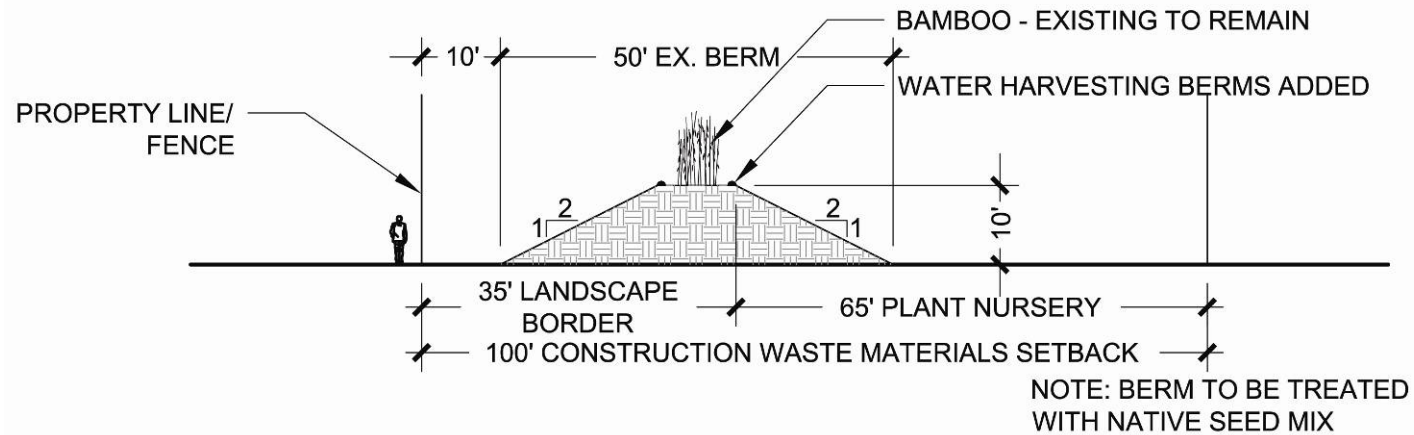
LEGEND

 Site Boundary

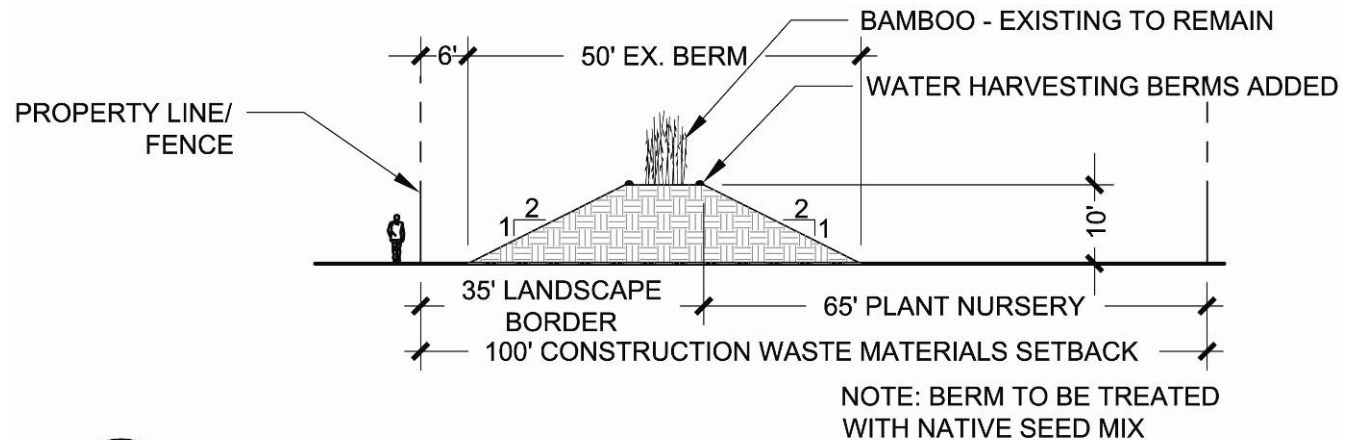


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SOURCE: Pima County DOT GIS, 2009

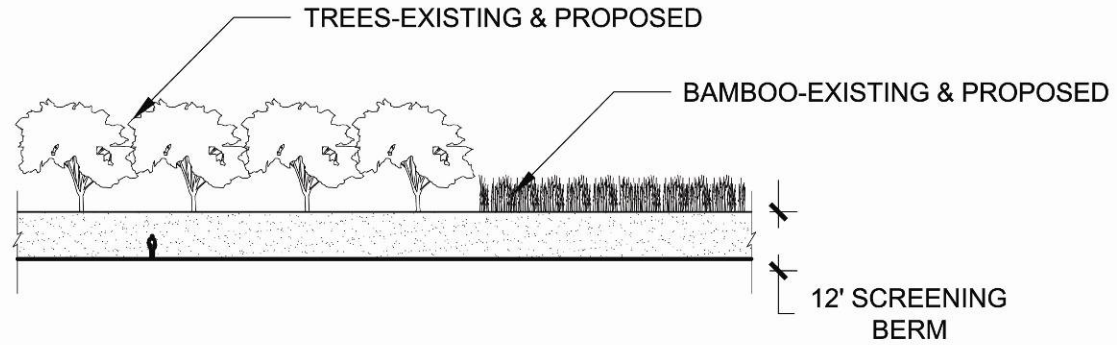
Exhibit III.D.2: Landscape Cross Sections



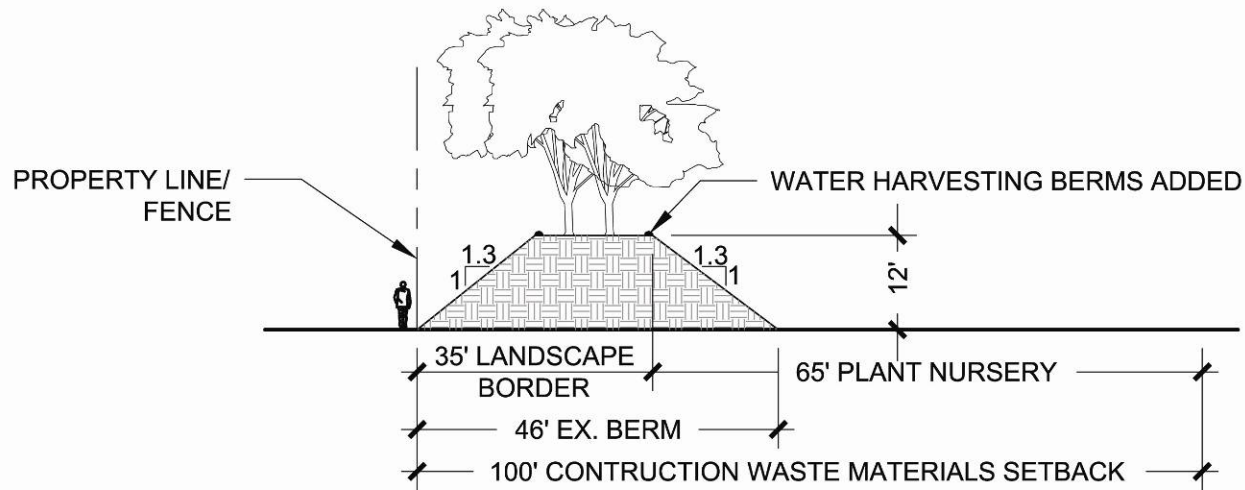
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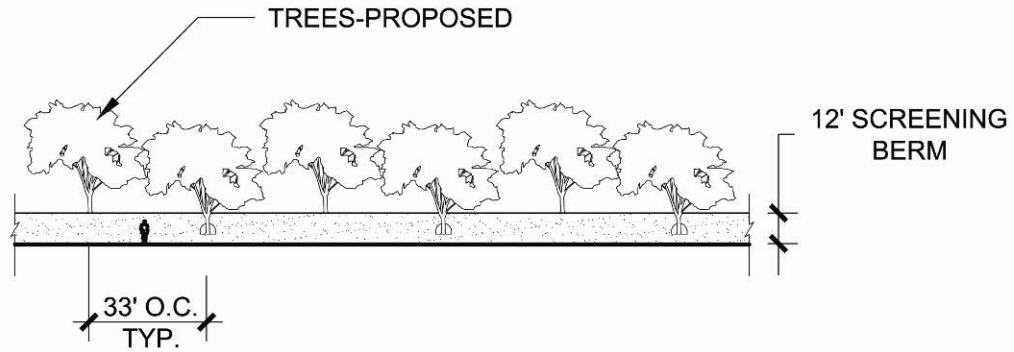
2 BORDERS #2 & #3 SECTION NTS



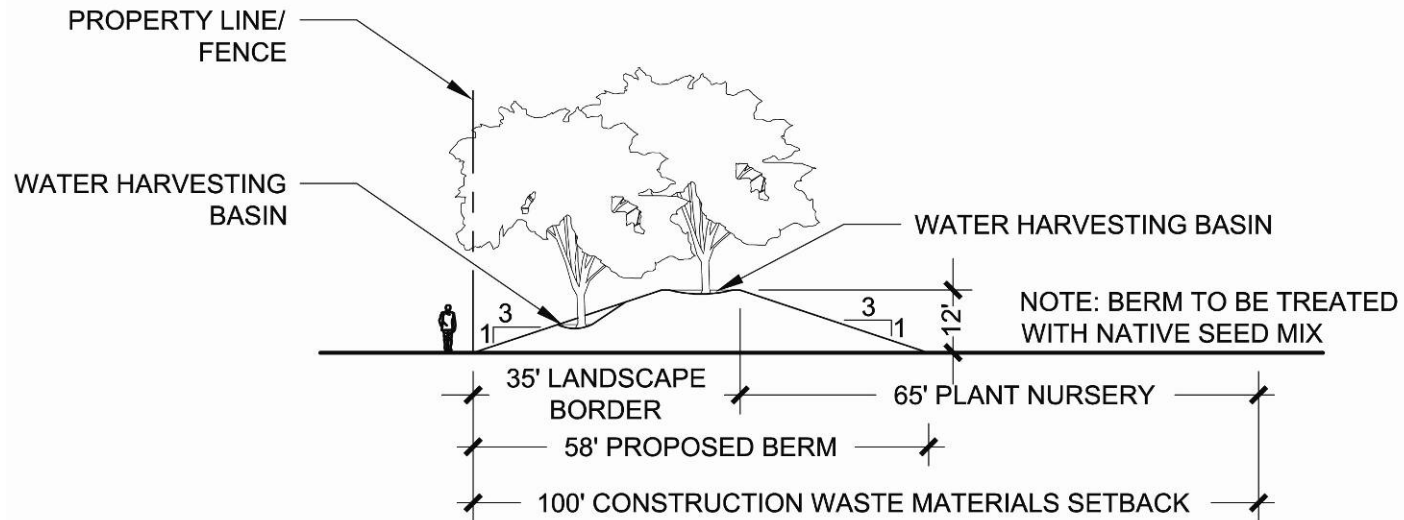
3 BORDER #4 ELEVATION NTS



4 BORDER #4 SECTION NTS



5 BORDER #5 ELEVATION NTS



6 BORDER #5 SECTION NTS

3. Water Harvesting

The site's interior will be utilized for landfill and recycling uses. These uses make the installation of plant material and water harvesting unfeasible within the site's interior. Plants will be located on berms along the site's perimeter. Water harvesting berms and planting basins will collect water for the use of existing and proposed plants along the landscape border berms. See cross section details in Exhibit III.D.2: Landscape Cross Sections, page 63-65. In addition, the site will connect to the Tucson Water reclaimed water system line located to the north of the site. Existing and proposed plants along the landscape border berms will be irrigated with reclaimed water. These features will constitute the water harvesting measures for the Speedway Recycling Facility PAD. Due to the unique nature of the facility and the water harvesting requirements of this PAD, the facility will not be held to the full Development Standard 10-03.0 and Commercial Rainwater Harvesting Ordinance.

4. Native Plant Preservation

Due to the fact that the site previously operated as a sand and gravel pit and has been significantly graded over time, there are few native plants on site. Native plants on site consist of *Prosopis velutina*, *Cercidium floridum* and *Ferocactus wislizenii*. These plants are located along the existing berm on the eastern property boundary. See Exhibit III.D.3, Native Plant Preservation Inventory, page 67. All plants along this eastern property boundary are to remain preserved in place. This PAD document and Exhibit III.D.3 shall serve as the Native Plant Preservation document, demonstrating that the existing native plants will remain preserved in place.






Exhibit III.D.3: Native Plant Preservation Inventory

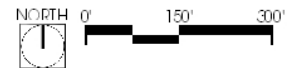


LEGEND

 Site Boundary

Plant Inventory - Species

-  Cercidium floridum
-  Ferocactus wislizenii
-  Prosopis velutina



FILE NAME: RRT-12_inventory.mxd
SOURCE: Pima County DOT GIS, 2010



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E. Post-Development Hydrology

1. Post-Development Hydraulics

While the project is in operation, it is expected that, with minor exceptions, the majority of the rain that falls on the site will be directed to interior basins and remain on-site. Due to the changes in the grades during the deposit of inert materials, the locations of these basins will constantly change. These basins will accommodate the detention and retention volumes for the site. No changes are expected for the three smaller watersheds.

At close out of the operation, the large watershed on the site will be graded to drain to the south. The total estimated flow is 240 cfs. This flow will be conveyed in concrete lined channels to retention basin(s) in the southwest corner of the site. See Exhibit III.E: Post-Development Hydrology, page 69.

2. Environmental Washes

Based on the review of the City's GIS mapping, the unnamed wash along the southern boundary is not mapped as a WASH Ordinance or ERZ wash. However, a small portion of the wash is mapped on the City's Critical and Sensitive Biological Communities Map. It appears that this riparian area falls within the floodplain at the southeast corner of the site and is in an area that will not be disturbed by this development.

3. Drainageways

The drainage along the southern edge of the site is in a constructed channel. This channel will remain in place. The only modifications anticipated will include those necessary for the close out retention basin, weir and bleed pipes.

4. Design Features

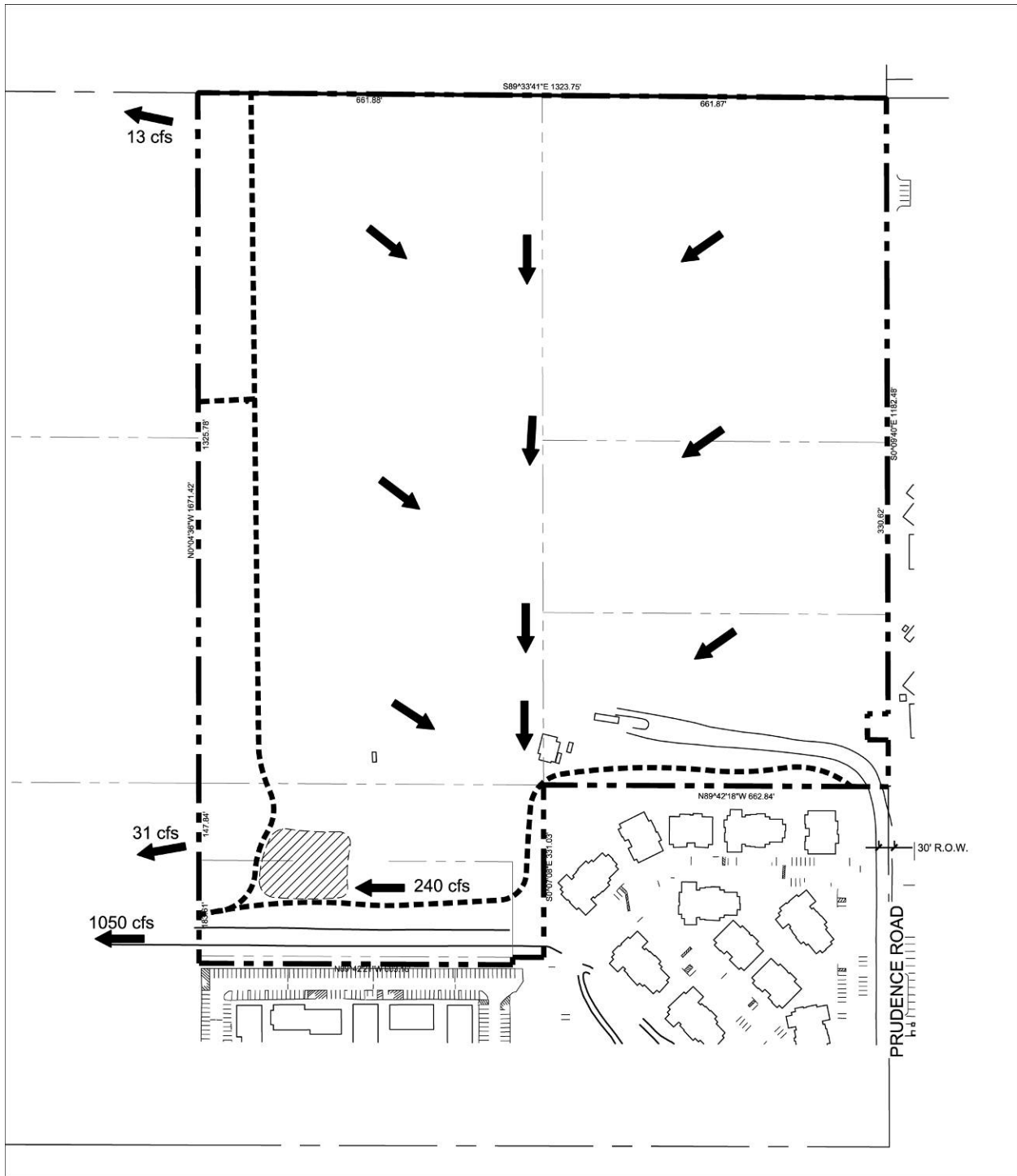
As noted above, at such time the landfill is closed out, retention basins will be provided in the southwest and northwest corners of the site to retain the volume of a 5-year storm. Detention is not being provided because of the project's close proximity to the Pantano Wash.

5. Encroachment

No significant encroachment upon natural features, vegetation or floodplain areas is proposed. As stated above, any impact to the existing floodplain will be minimal.

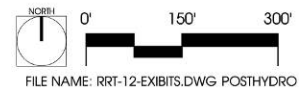


Exhibit III.E: Post-Development Hydrology



Legend

- Site Boundary
- Watershed Boundary
- Flow Arrows
- Retention Basin



F. Circulation Plan

1. Off-Site Circulation

A traffic statement was prepared for the Speedway Recycling Facility by Curtis Lueck and Associates, which summarizes the existing traffic and circulation conditions, as well as provides recommendations regarding future conditions.

The traffic analysis was based on the following assumptions:

- Because this PAD proposes an expansion of existing uses, it is anticipated that the existing users of the site will continue to be the site's primary users.
- There will be an estimated 25 percent increase in the use of the site once the proposed uses are provided.
- The new uses will be available in 2011.
- As documented in previous years, there will be a 1 percent increase in background traffic volumes on Speedway Boulevard.

Based on these assumptions, the traffic statement asserts the Speedway/Prudence intersection and its approaches and turning movements will operate at Level of Service (LOS) D or better during the morning and afternoon weekday peak hours. In addition, the estimated queues with the project do not exceed the existing storage lengths on Speedway Boulevard. Thus, the expected increase in site traffic is not enough to create unacceptable operational conditions, nor should it require additional improvements at the Speedway/Prudence intersection.

2. On-Site Circulation

Vehicles enter the Speedway Recycling Facility PAD off Speedway Boulevard via North Prudence Road. Clients proceed to the Weigh Station, located along the southern portion of the site. Clients with construction debris materials and green waste then proceed north to the Check Point Station for inspection. Staff at the Check Point inspects the materials to ensure for compliance with the facility's acceptable materials list. Depending on the client's materials, the client then proceeds to the sorting and baling, green waste, or construction debris area. Clients interested in purchasing wholesale products can proceed to the southwestern portion of the site for their purchase of recycled and reprocessed materials.

Because of the dynamic nature of some of the uses at the Speedway Recycling Facility PAD, the location of those uses will vary as the development of the facility progresses. For instance, clients may dispose of their green waste in a specific location for a period of time, but as that area fills, new locations for disposal will need to be provided. As a result of these constantly transitioning operations, the circulation plan depicting access to the sorting and baling, green



waste and construction debris areas will change over time. However, it is anticipated that the circulation for the Weigh Station, Administrative Office and Product Wholesaling area will be permanent.

See Exhibit III.F.1: Circulation Plan, page 72.

Currently there exists a 200-foot easement for ingress/egress and utilities for the City of Tucson near the southern boundary of the project site. The location of the existing easement is indicated on Exhibit II.D: Existing Easements, page 19. The easement specifically states, this “easement shall be defined at such time as a permanent adequate access road is provided for and constructed.” The Speedway Recycling Facility PAD proposes revision of this easement to follow the proposed amended legal description shown on Exhibit III.F.2: Proposed COT Amended Easement, page 73. Fairfax Companies is currently working with COT Departments of Environmental Services and Real Estate to update this easement and has received preliminary approval. This easement will be amended and recorded in conjunction with this PAD.

3. Right-of-Way Dedication

At the request of the City of Tucson, the Speedway Recycling Facility Owner/Operator shall dedicate a maximum 96-foot of vehicular and pedestrian access easement to be located within the 100-foot construction waste and demolition debris setback twenty (20) years from approval of the PAD.



Exhibit III.F.1: Circulation Plan



Legend

- Site Boundary
- Existing Circulation
- Proposed Circulation
- Weigh Station
- Entrance
- Bicycle Parking
- Pedestrian Access
- Check point
- Guest Parking

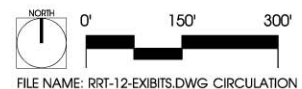
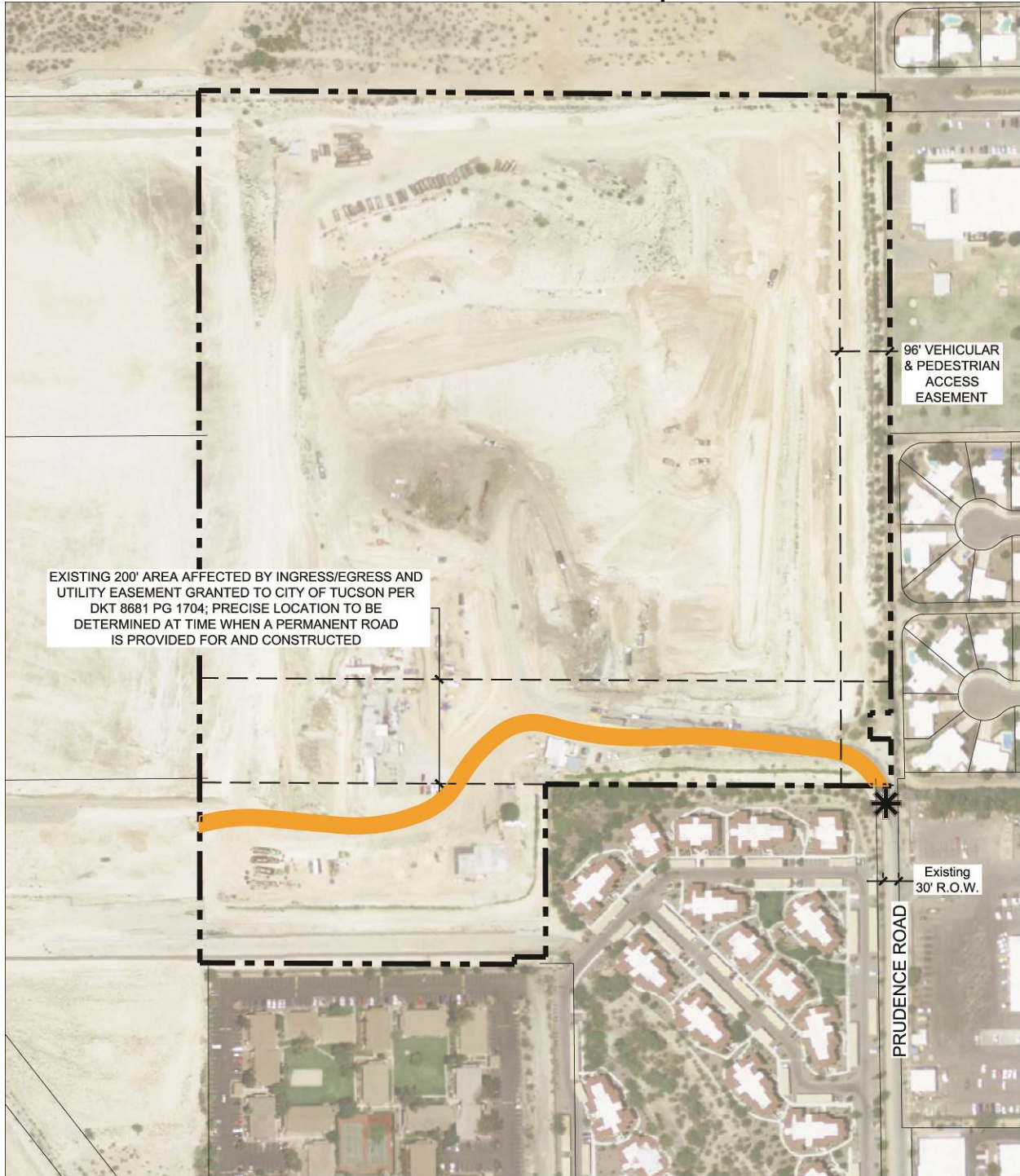
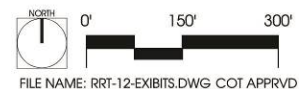


Exhibit III.F.2: Proposed COT Amended Easement



Legend

- Site Boundary
- Entrance
- Proposed Amended City of Tucson Ingress/Egress Easement



G. Interpretations and Amendments

1. Interpretation

The regulations and guidelines provided within this PAD supersede existing regulations within the City of Tucson Unified Development Code and its supplements. 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. The City of Tucson Zoning Administrator shall interpret zoning issues.

2. Amendments

Amendments to this PAD may be necessary over time to respond to the changing needs of this organization. Non-substantial changes to the PAD shall be approved pursuant to UDC Section UDC Sec. 3.5.5

Non-substantial changes include the following:

- Modifications to the permitted and secondary uses that do not change the overall intent of the PAD.
- Modifications to tax code parcel boundaries, including changes to interior boundaries or combining parcels, except that changes to the PAD perimeter boundary may not be considered a minor amendment or non-substantial change to the PAD.
- Modifications to the proposed site plan provided the Development Standards set forth in the PAD are maintained.
- Any other items not expressly defined as substantial based on UDC Section 3.5.5.J.2.d

Substantial changes as defined in UDC 3.5.5.J.2.c.



H. Definitions

Business operations: ongoing activities involved in the running of the recycling facility. These activities include, but are not limited to:

- Scale house: Where all vehicles intending to utilize the facility check in, are weighed and fees are paid to a scale house attendant
- Inspection: Debris being brought in is inspected by an attendant who then directs the customer to the appropriate area
- Administration: Office space for site supervisor, record-keeping, employee break area(s), customer service center and visitor parking area

Construction Landfill and Recycling: Uses within this PAD designation may include business operations, construction landfill operation, construction waste recycling; reclamation, crushing, screening and storage of inert materials, green waste mulching, material sales, product wholesale and reprocessing, , single-stream recycling, and sorting and baling.

Construction Material Sales: The sale of lumber, mixed inerts, asphalt, copper, bricks, concrete, dirt, soil, sand, gravel, pallets, rock, wood, mulch and other materials used in the construction industry. Construction Waste & Demolition Debris: Waste comprised of materials from the construction, demolition, or repair of any manmade structure (buildings, roadways, etc). Construction Waste & Demolition Debris includes, but is not limited to brick, concrete, masonry, stone, glass, plaster, drywall, framing, lumber, roofing materials, plumbing fixtures, electrical wiring, insulation, asphalt, and HVAC components containing no hazardous fluids or refrigerants,.

Inert Waste: Waste that does not undergo any significant physical, chemical or biological transformations. Inert waste will not dissolve, burn or otherwise physically or chemically react, biodegrade or adversely affect other matter with which it comes into contact in a way likely to give rise to environmental pollution, including groundwater contamination, or harm to human health. Materials classified as “inert” include earth and earth-like products, concrete, asphalt, rock and brick.

Landfill: A method of construction waste disposal in which waste is buried.

Renewable Energy Production: Include solar generation and biofuel.

Reclamation: For the purposes of this PAD, only the reclamation of inert materials (i.e. rock, block, dirt, concrete, asphalt, etc.) shall be permitted. Excavation and reclamation of construction and landscape waste is prohibited.

Salvaging & Recycling: Salvaging and Recycling is the reclamation and recovery of used materials and the processing of discarded scrap materials for commercial purposes.



Materials accepted at the landfill for reclamation and recovery include but is not limited to mixed inerts, aluminum, asphalt, bricks, carpet, cardboard, concrete, dirt, drywall, pallets, paper, porcelain, rock, roofing, wood, miscellaneous plastics and green trimmings. Typical uses at the Speedway Recycling Facility include construction waste recycling, crushing and screening, and storage of inert materials, green waste processing, material excavation and reprocessing, recycled material storage and supply, single-stream recycling, soil excavation and sales, and sorting and baling, and storage of single-stream under included structures.

Recycled materials and products sold on the site include but is not limited to rock, aggregate, boulders, compost, decorative rock, decorative wood chips, fill dirt, fountain spire, horse bedding, mortar sand, mulch, pipe bedding, recycled AB (recycled crush concrete), rip rap, top soil, lumber, mixed inerts, asphalt, copper, bricks, concrete, pallets, and other nursery and landscaping materials. Products requiring manufacturing on the site include, recycled building blocks and fire logs. Some of the above materials will be shipped off site and delivered to the site for resale after the necessary processing occurs. Due to ever improving technology, products manufactured may change over time so that the Speedway Recycling Facility can continue to meet its customer's needs

Single stream recycled

Recyclable Material is defined as the following: Newspaper and all newspaper inserts, brown paper bags, old corrugated cardboard, paperboard; milk cartons and drink boxes; molded fiberboards, magazine and catalogs, phonebooks; printing, writing paper, junk mail and other paper. #1 Plastic bottles (PET), #2 plastic bottles and jugs (HDPE), plastic containers #3 - #7, oversize molded plastic items (5 gallon pails, laundry baskets, etc.). Aluminum cans, steel/tin cans; small scrap metal (under 18" in any single dimension) and glass containers of all colors.



I. Bibliography

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