



Zoning Examiner

PRELIMINARY REPORT

October 1, 2026

To: Jeff Check
Ware Malcomb
2777 E. Camelback Rd, Suite 325
Phoenix, AZ 85016

SUBJECT: SPECIAL EXCEPTION LAND USE – TP-ENT-0226-00004 Costco – 9688 East Old Vail Road (Ward 4)

PUBLIC HEARING: September 24, 2026

Dear Mr. Check,

Pursuant to the City of Tucson Unified Development Code and the Zoning Examiner's Rules and Procedures (Resolution No. 9428), this letter constitutes written notification of the Zoning Examiner's summary of findings for the TP-ENT-0226-00004 Costco – 9688 East Old Vail Road (Ward 4) Special Exception Land Use request.

At the expiration of 14 days of the conclusion of the public hearing, the Zoning Examiner's Report to the Mayor and Council (including background information, public hearing summary, findings of fact, conclusion, recommendation, and public hearing minutes) shall be filed with the City Manager. A copy of that report can be obtained from the Planning and Development Services Department (791-5550) or the City Clerk.

If you or any party believes that the Zoning Examiner's recommendation is based on errors of procedure or fact, a written request to the Zoning Examiner for review and reconsideration may be made within 14 days of the conclusion of the public hearing.

The public hearing held by the Zoning Examiner shall constitute the public hearing by the Mayor and Council. However, any person may request a new public hearing before the Mayor and Council. A request for a new public hearing must be filed in writing with the City Clerk within 14 days of the close of the Zoning Examiner's public hearing.

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SUMMARY OF FINDINGS

Applicant's Request for Special Exception

This is a special exception land use request in the I-2 Industrial zone by Ware Malcomb on behalf of the property owners, Old Vail Commerce LLC and Rita Commerce Development Co. for the construction of a new Costco store at 9688 E Old Vail Rd. The proposed Costco is 160,769 square feet – new retail locations in excess of 100,000 square feet require special Mayor and Council approval under the Large Retail Establishment Special Exception.

Planning & Development Services recommended approval of the Special Exception request, subject to preliminary conditions to ensure continued compliance with all applicable code requirements.

Zoning and Land Use Background Information

Existing Land Use

Vacant

Current Zoning

Heavy Industrial Zone (I-2) – This zone provides for industrial uses that are generally nuisances, making them incompatible with most other land use. These nuisances may be in the form of air pollutants; excessive noise, traffic, glare, or vibration; noxious odors; the use of hazardous materials; or unsightly appearance. Select other agriculture, civic, commercial, industrial, retail, storage, utility, and wholesaling uses may also be permitted.

Surrounding Zoning and Land Use

North – I-1 Heavy Industrial, Vacant, facing Old Vail Road

East – I-1 Heavy Industrial, Retail

South – I-1 Heavy Industrial, Union Pacific Railroad

West – I-1 Heavy Industrial, Office

Previous Cases on the Property

No previous Special Exception cases on the property.

Land Use Planning Considerations

Land use policy direction for this area is provided by *Plan Tucson* and the *Edmond Station Area Plan*.

Plan Tucson: This location is within the Business Centers building block. This building block typically includes large box retailers, park industrial users, and other supportive commercial uses. Large Retail Establishment land uses are supported by the *Plan* in this building block.

Edmond Station Area Plan: This *Plan* provides guidelines for commercial development

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encouraging proposals which are adequately separated from noncompatible development, have access from a major road and are greater than 10 acres in area.

Design Considerations:

Land Use Compatibility – The preliminary development plan shows a new 165,000 square-foot Costco in the west corner of the development area, with 831 parking spaces primarily north and east of the building, with 15 accessible parking stalls and 17 level three fast charging capable EV spaces. There is a fuel station located towards the southeast corner of the site. There are several outparcels along Old Vail Road that are shown for future development. The entire site, including the outparcels have landscaped border featuring shade trees and other desert-adapted plants.

There is a pedestrian path connecting the Costco main entrance to accessible and EV parking, as well as the fuel station and Old Vail Road.

The PDP identifies 10-foot landscape borders around the site, as well as several landscaped strips and shade tree planters in the parking area. A landscaping strip featuring shade trees runs along the pedestrian path, contributing to the site's required pedestrian shade coverage.

The proposed special exception requires adherence to use-specific standards outlined in UDC 4.9.9.D, Large Retail Establishment Design Standards.

Drainage/Grading – The site is generally flat with minor grading required to accommodate building pads, parking areas, and stormwater management infrastructure. The landscaping features in the parking area feature in- and out-flow points for passive rainwater irrigation, and large retention basins are located along the southern edge of the site.

Road Improvements/Vehicular Access/Circulation – Access is provided via three entrances off Old Vail Road. There is an additional exit which runs through an easement along the eastern edge of the adjacent Tractor Supply Company parcel. DTM Traffic Engineering review requires a Traffic Impact Assessment at the time of Development Package Submittal.

Use-Specific Standards

Use-Specific Standards under Section 4.9.9.D of the UDC are applicable to the proposed Special Exception. The Design Review Board recommended an additional three conditions:

1. Native trees and vegetation will be incorporated into the basin interiors to achieve a natural aesthetic. Transplanted on-site materials shall be used in these areas to the greatest extent possible.
2. Oleander and Mexican Feathergrass shall not be used.
3. The developer shall include two additional respite areas incorporating shaded seating along pedestrian routes in the parking area and not adjacent to any structure.

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UDC 4.9.9.D Retail Trade Use Group – Large Retail Establishment Design Standards

Large Retail Establishments shall be subject to the following use specific standards. Variances from the standards shall not be permitted; however, if one or more of the standards cannot be met, the applicant may request approval through the Special Exception Land Use procedure where there is substantial compliance with this section.

1. Site Design and Relationship to Surrounding Community

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

There are no adjacent residential uses to the site, and vehicle access is provided from Old Vail Road, which is a designated major street per the Major Streets & Routes Plan.

- b) Buffers - The project shall provide visual and noise buffers where the site is adjacent to a residential use or residentially zoned property. This can be accomplished by providing a minimum building setback of at least 200 feet from residential use or residentially zoned property that is adjacent to the site. An eight-foot-high, or higher, masonry screen wall and at least a 20-foot-wide landscape buffer shall be provided adjacent to the site property line where it adjoins a residential use or residentially zoned property. The landscape buffer shall be placed on the inside of the screen wall and shall include, in addition to shrubs and groundcover, canopy trees at 20- to 30-foot intervals depending on the separation needed for the tree canopies to touch at maturity to form a noise, light, and visual screen above the screen wall. No other uses, such as, but not limited to, parking or storage, shall be permitted within the landscape buffer area.

As there are no adjacent residential uses, a visual and noise buffer is not required.

- c) Outdoor Storage Area - The project shall mitigate visual and noise impacts on residential uses, residentially zoned properties, and streets that may be adjacent to the site from outdoor storage areas (when permitted by the zone district requirements). Mitigation can be accomplished by locating these areas on-site at least 200 feet from any residential use or residentially zoned property that is adjacent to the site. The areas should be screened or enclosed so that they are not visible from public streets,

public sidewalks, internal pedestrian walkways, or adjacent residential properties. The screen shall be at least eight feet high and of masonry construction to assure the highest level of noise abatement and to confine any loose papers, cartons, and other trash. Storage materials shall not be visible above the screen wall. It is preferred that these outdoor storage areas be placed between buildings in a manner that would allow the buildings to act as screens.

All storage is fully contained within the building. Trash compactors are located on-site and fully screened from view.

- d) Trash Collection Areas - The project shall mitigate visual and noise impacts on adjoining residential neighborhoods and streets from trash collection areas by locating these areas on-site and at least 200 feet from any residential use, residentially zoned property, and street that is adjacent to the site. The areas shall be screened or enclosed so that they are not visible from public streets, public sidewalks, internal pedestrian walkways, or adjacent residential properties. Screening and landscaping of these areas shall conform to the predominant materials used on the site. The screen shall be at least eight feet high and of masonry construction to assure the highest level of noise abatement and to confine any loose papers, cartons, and other trash. It is preferred that these trash collection areas be placed between buildings to allow the buildings to act as screens. No trash shall be removed between 4:00 p.m. and 9:00 a.m. as part of scheduled trash collection.

All trash compactors are located on the northwest side of the building, approximately 1500 feet from the nearest residential use or zone. They are fully screened by an 8-foot masonry wall designed to be architecturally consistent with the building's masonry stem wall.

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

8-foot-wide sidewalks connect the store entrance to Old Vail Road. The sidewalks feature at least 3-foot-wide landscaping strip along their entire length planted with trees and desert-adapted vegetation. A 19-foot-wide covered walkway with a shade trellis is provided along the northeast entry wall. Sidewalks are omitted along the southeast wall to prevent pedestrian-vehicle conflicts in the area surrounding the Costco Tire Center. A shade study is included with the submittal demonstrating compliance with coverage requirements.

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

The main entrance features a large pedestrian portico serving as a local wayfinding element, with integrated benches at the portico columns. A shade trellis and shade feature along the northeast wall also contribute to required pedestrian features. In addition to these features, the Design Review Board has conditioned their approval on the inclusion of at least two shaded pedestrian respite areas along the pedestrian pathway on-site.

- g) Delivery and Loading Spaces - (1) Delivery and loading operations shall be designed and located to mitigate visual and noise impacts to adjoining residential neighborhoods. If there is a residential use or residentially zoned property adjacent to the site, such operations shall not be permitted between 10:00 p.m. and 7:00 a.m. Delivery and loading spaces shall be setback at least 200 feet from a residential use or residentially zoned property that is adjacent to the site, unless such operations are located entirely within an enclosed building, provided it is no closer than the allowable building setback. (2) Delivery trucks shall not be parked in close proximity to or within a designated delivery or loading area during non-delivery hours with motors and/or refrigeration/generators running, unless the area where the trucks are parked is setback at least 300 feet from residential property to mitigate the truck noise. The setback shall not apply if the main building is located between the truck parking and the residential use or residentially zoned property to act as the screen. (3) The delivery

and loading areas shall be screened or enclosed so that they are not visible from public streets, public sidewalks, internal pedestrian walkways, or adjacent properties. The screen shall be of masonry construction and at least ten feet high, measured from the loading dock floor elevation, to screen the noise and activity at the loading dock. The masonry screen assures the highest level of noise abatement. It is preferred that the delivery and loading spaces be enclosed within a building or placed between buildings in a manner that would allow the buildings to act as screens.

There are no adjacent residential properties that would impact delivery and loading operational times, and the delivery area is far in excess of the 300-foot setback distance from residential uses for generator or idling truck noise. The loading dock is screened from Old Vail Road by multiple layers of landscaping as well as a 7-foot-high concrete wall. Screening will be further enhanced by future development on the outparcel areas along Old Vail Road.

- h) Traffic Impacts - The applicant shall have a professional entity perform a Traffic Impact Analysis (TIA) report for the development using the Institute of Transportation Engineers' Trip Generation publication as the standard for trip generation calculation, as well as a parking generation report proposing the number of motor vehicle parking spaces required for the project, if different from shopping center calculations. The scope and standards for the TIA report shall be approved by the Department of Transportation, prior to submittal of the TIA report. The parking generation report shall be accepted by the Department of Transportation and PDSD, prior to the first public hearing. The TIA report shall identify traffic flow impacts on the public streets, recommend mitigation measures to address those conditions that fall below the standards established by the adopted regional Mobility Management Plan, and show how the applicant will provide the recommended improvements. The Mayor and Council may approve a parking requirement that supersedes the number required by Section 7.4, Motor Vehicle and Bicycle Parking, as part of their review process. The TIA and parking generation reports are applicable to a specific application. Any change to the specific proposed use of the site and buildings requires resubmittal, review, and approval of a revised TIA report and revised parking generation report.

A Traffic Impact Analysis was submitted to the city for review and will also be required as part of the applicant's development package submittal.

- i) Outdoor Lighting - A photometric plan and outdoor lighting report shall be required that provides information on how outdoor lighting is addressed to mitigate negative impacts on adjacent residential uses or residentially zoned properties. The report shall also address the negative impacts of outdoor lighting between the hours of 10:00 p.m. and 7:00 a.m.

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on adjacent residential properties or zones and how they will be mitigated. Outdoor lighting between 10:00 p.m. and 7:00 a.m. shall be limited to low-pressure sodium lighting.

A photometric plan and outdoor lighting report demonstrate full containment of light at the property boundaries, and the usage of full cutoff light fixtures.

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

Costco does not conduct permanent outdoor sales or display activities, and all retail sales occur within the enclosed building.

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

A Hazardous Materials Management Plan and Hazardous Material Inventory Statement will be included with the applicant's building permit submittal.

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

A noise mitigation plan will be provided with the applicant's development package submittal.

- m) Combination of Retail with Food and Beverage Sales - General Merchandise Sales and retail sales shall not be combined with Food and Beverage Sales except where one of the Land Use Classes consists of less than 10% of the gross floor area.

The food service area within Costco constitutes less than 10% of the total gross floor area.

2. Aesthetic Character of Buildings

- a. Facades and Exterior Walls Including Sides and Back - The building shall be designed in a way that will reduce the massive scale and uniform and impersonal appearance and will provide visual interest consistent with the community's identity, character, and scale. Long building walls shall be broken up with projections or recessions with depths of at least 3% of the facade length along all sides of the building. Along any public street frontage, the building design should include windows, arcades, or awnings along at least 60% of the building length. Architectural treatment, similar to that provided to the front facade, shall be provided to the sides and rear of the building to mitigate any negative view from adjacent properties and/or streets.

The design incorporates variation in exterior wall materials and colors. The parapet height changes along all four facades, and an arcade extends along 60% of the primary street-facing façade. A large entry portico is located at the main entrance. These elements collectively contribute to a reduction of the perceived mass and scale of the building.

- b. Detail Features - The project shall provide architectural features that contribute to visual interest at the pedestrian scale and reduce the massive aesthetic effect by breaking up the building wall, front, side, or rear, with color, texture change, wall offsets, reveals, or projecting ribs.

All four facades incorporate multiple exterior colors, material changes, and parapet stepping to break the plane of large walls.

- c. Roofs - The roof design shall provide variations in roof lines to add interest to and reduce the massive scale of large buildings. Roof features shall complement the architectural and visual character of adjoining neighborhoods. Roofs shall include two or more roof planes. Parapet walls shall be architecturally treated to avoid a plain, monotonous look, unless it is in keeping with the architectural style of the building, e.g., Santa Fe style with smooth walls.

Parapet heights vary along all four facades to create roofline articulation to reduce the perceived scale of the building.

- d. Materials and Color - The buildings shall have exterior building materials and colors that are aesthetically pleasing and compatible with materials and colors that are used in adjoining neighborhoods. This includes the use of high-quality materials and colors that are low reflective, subtle, neutral, or earth tone. Certain types of colors shall be avoided, e.g., fluorescent or

metallic. Construction materials, such as tilt-up concrete, smooth-faced concrete block, prefabricated steel panels, and other similar material shall be avoided, unless the exterior surface is covered with an acceptable architectural treatment.

The exterior palette utilizes earth tones consistent with the surrounding industrial neighborhood's aesthetic, as well as multiple materials including ribbed architectural metal panels and masonry stem wall.

- e. Entryways - The building design shall provide design elements that give customers orientation on accessibility and that add aesthetically pleasing character to buildings by providing clearly defined, highly visible customer entrances.

The main entrance is clearly defined by a prominent signage wall and pedestrian portico. Benches are provided on the portico columns creating a human-scale entrance

- f. Screening of Mechanical Equipment - (1) Roof- or ground-mounted mechanical equipment shall be screened to mitigate noise and views in all directions. If roof mounted, the screen shall be designed to conform architecturally with the design of the building, whether it is with varying roof planes or with parapet walls. A wood fence or similar treatment is not acceptable. (2) Ground-mounted mechanical equipment shall be screened. The screen shall be of masonry construction and be of sufficient height to block the view and noise of the equipment.

All rooftop mechanical equipment is fully screened from ground-level view by the building's parapet walls. The parapet screen is architecturally integrated with the building's design. There is no ground-mounted mechanical equipment proposed

- 3. Design Review Board - All proposed Large Retail Establishments shall be reviewed by the Design Review Board (DRB) for recommendation to the PDSD Director, who will make a recommendation on whether the project complies with the use specific standards. The DRB will base its recommendation on whether or not the project complies with the use specific standards related to compatibility, architecture, and site design, as provided in Section 4.9.9.D, Large Retail Establishment Design Standards, where specific requirements are not provided. The applicant shall be responsible for providing all documentation and information necessary to show compliance, such as, but not limited to, site plans, building elevations, landscaping plans, floor plans, and outdoor lighting photometry plan.

The applicant's proposal appeared before the Design Review Board on August 21, 2026. The design review board passed a motion to approve the design subject to the three aforementioned additional conditions.

Summary of Zoning Examiner Public Hearing September 24, 2026

At the September 24, 2026 public hearing, the applicant's representative presented the proposed Costco development and described the site plan, building and site design, landscaping, pedestrian improvements, access and circulation, and fuel facility. The applicant's traffic consultant also addressed the Transportation Impact Analysis. In response to questions from the Zoning Examiner concerning traffic generated by the development and its effect on surrounding roadways and intersections, the consultant confirmed that the analyzed intersections are expected to continue operating within applicable City level-of-service standards with the proposed development. Other than the applicant's representatives, no members of the public testified at the hearing.

The Zoning Examiner received written comments both in support and in opposition to the requested Special Exception. Several commenters supported the proposed Costco, citing the growth of southeast Tucson, the convenience of additional retail services, and potential economic benefits. Some supporters nevertheless expressed concerns regarding increased traffic and requested adequate traffic controls and signals. The Rita Ranch Neighborhood Association expressed support for the Costco, also alluding to the need for inclusion of an additional traffic signal and other improvements, which have been addressed in the proposal.

An organization called Protect Rita Ranch also submitted a letter opposing the request. The organization questioned whether sufficient information had been provided regarding trip generation, level of service, intersection performance or mitigation. The letter does not appear to account for the Transportation Impact Analysis, dated August 14, 2026, which addresses these issues in detail. While the traffic concerns expressed in the letter are relevant, several assertions regarding the lack of traffic analysis are not supported by the record before the Zoning Examiner.

Special Exception Findings

Section 3.4.5.A of the UDC requires that Mayor and Council grant a special exception only after finding that the requested special exception:

1. Meets the standard expressly applied by all adopted codes and regulations for that type of land use, or for the land use class applicable to the proposed use. The application materials demonstrate that the Project meets all applicable standards and regulations governing a Large Retail Establishment.
2. Does not adversely affect adjacent land uses or the surrounding neighborhood; or that such adverse effects can be substantially mitigated through the use of additional conditions. The Project is located on an I-2 zoned site surrounded by industrially zoned property, with no residential uses or residentially zoned properties adjacent to the site. The Project incorporates landscaping, screening, lighting, pedestrian improvements, and other design features intended to reduce potential impacts on surrounding properties. The Design

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Review Board recommended approval subject to additional conditions addressing landscaping and shaded pedestrian areas.

3. Provides for adequate and efficient vehicular and pedestrian access and circulation and vehicular parking. The Project provides four access points on Old Vail Road, including a new signalized full-access driveway. The Traffic Impact Analysis evaluates the Project's access, surrounding intersections, traffic operations, safety, and queuing and concludes that the studied intersections will operate within City standards and that no additional off-site traffic mitigation is required. The analysis also concludes that vehicle queues for the fuel facility can be accommodated on site without backing into the internal circulation system or the public roadway. The Project therefore provides for adequate vehicular access and circulation. Pedestrian facilities and required parking are provided as shown on the development plan.

4. Can be adequately and efficiently served by public facilities and services, such as water, storm water drainage, fire and police protection, and solid and liquid waste disposal and/or collection as may be required by the various public and private agencies. The Project can be adequately served by necessary public facilities and services. Stormwater management is incorporated into the site design through retention basins and landscaped areas designed for passive rainwater irrigation. Any relocation or modification of existing utilities or public improvements required by the development will be at the developer's expense.

5. Complies with the General Plan and any applicable sub-regional, area, or neighborhood plan. The Project is consistent with *Plan Tucson* and the *Esmond Station Area Plan*. The site is within *Plan Tucson's* Business Centers building block, which supports large-box retail and other commercial uses. The *Esmond Station Area Plan* supports commercial development that is adequately separated from incompatible uses, has access from a major road, and is located on sites greater than ten acres. The Project is consistent with this policy direction, and no plan amendment is required.

CONCLUSION

The proposed special exception is consistent with *Plan Tucson* and the *Esmond Station Area Plan*, and in compliance with the performance criteria of UDC Section 4.9.9.D and other applicable sections. Subject to compliance with the preliminary conditions proposed by PDSD (and as supplemented by the DRB) approval of the special exception land use in the I-2 zone is appropriate.

Sincerely,



Linus Kafka
Zoning Examiner

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ATTACHMENTS:

Preliminary Conditions
Case Location Map
Rezoning Case Map
Aerial Map

cc: City of Tucson Mayor and Council

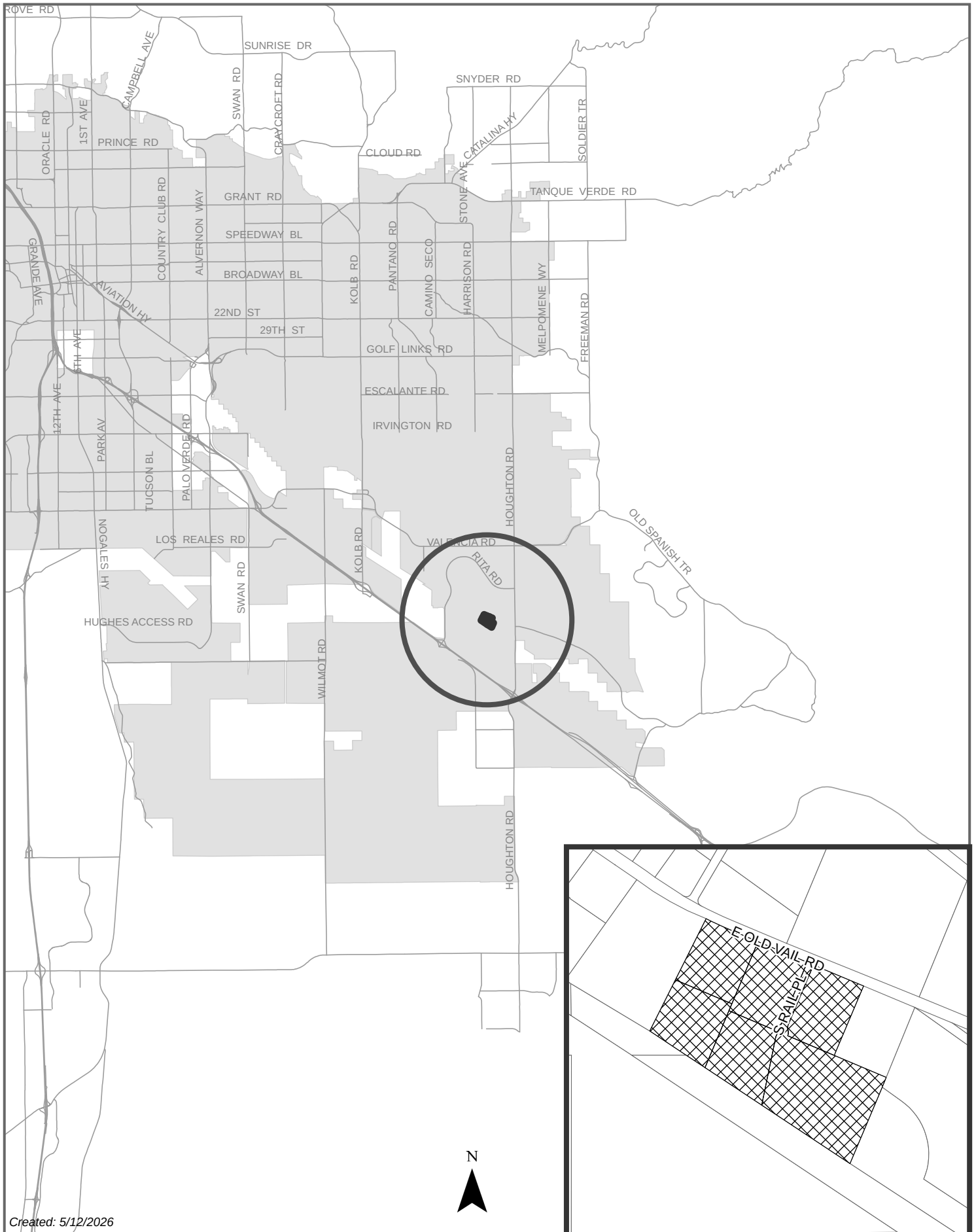
PROCEDURAL

1. A development package, in substantial compliance with the preliminary development package and required reports dated August 26, 2026, is to be submitted and approved in accordance with the *Administrative Manual*, Section 2-06.
2. Any relocation, modification, etc., of existing utilities and/or public improvements necessitated by the proposed development shall be at no expense to the public.
3. Five years are allowed from the date of initial authorization to implement and effectuate all Code requirements and special exception conditions.

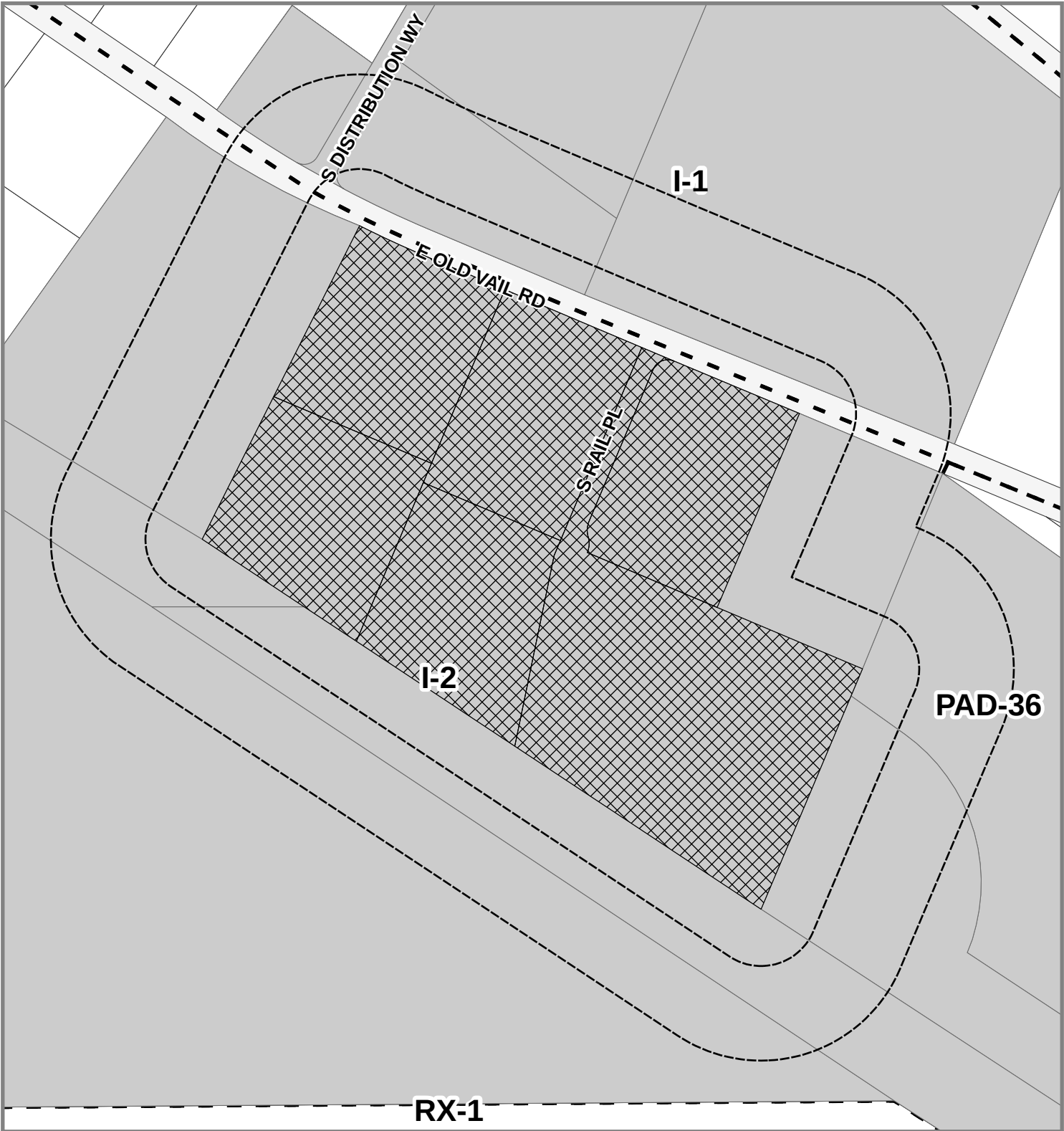
LAND USE COMPATIBILITY

4. Native trees and vegetation will be incorporated into basin interiors to achieve a natural aesthetic. Transplanted on-site materials shall be used in these areas to the greatest extent possible.
5. Oleander and Mexican Feathergrass specimens shall not be used in site landscaping palette.
6. The developer shall include two additional respite areas incorporating shaded seating along pedestrian routes in the parking area, and not adjacent to any structure. These areas should be clearly identified on Development Package plans.

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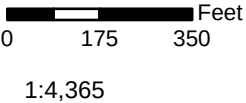


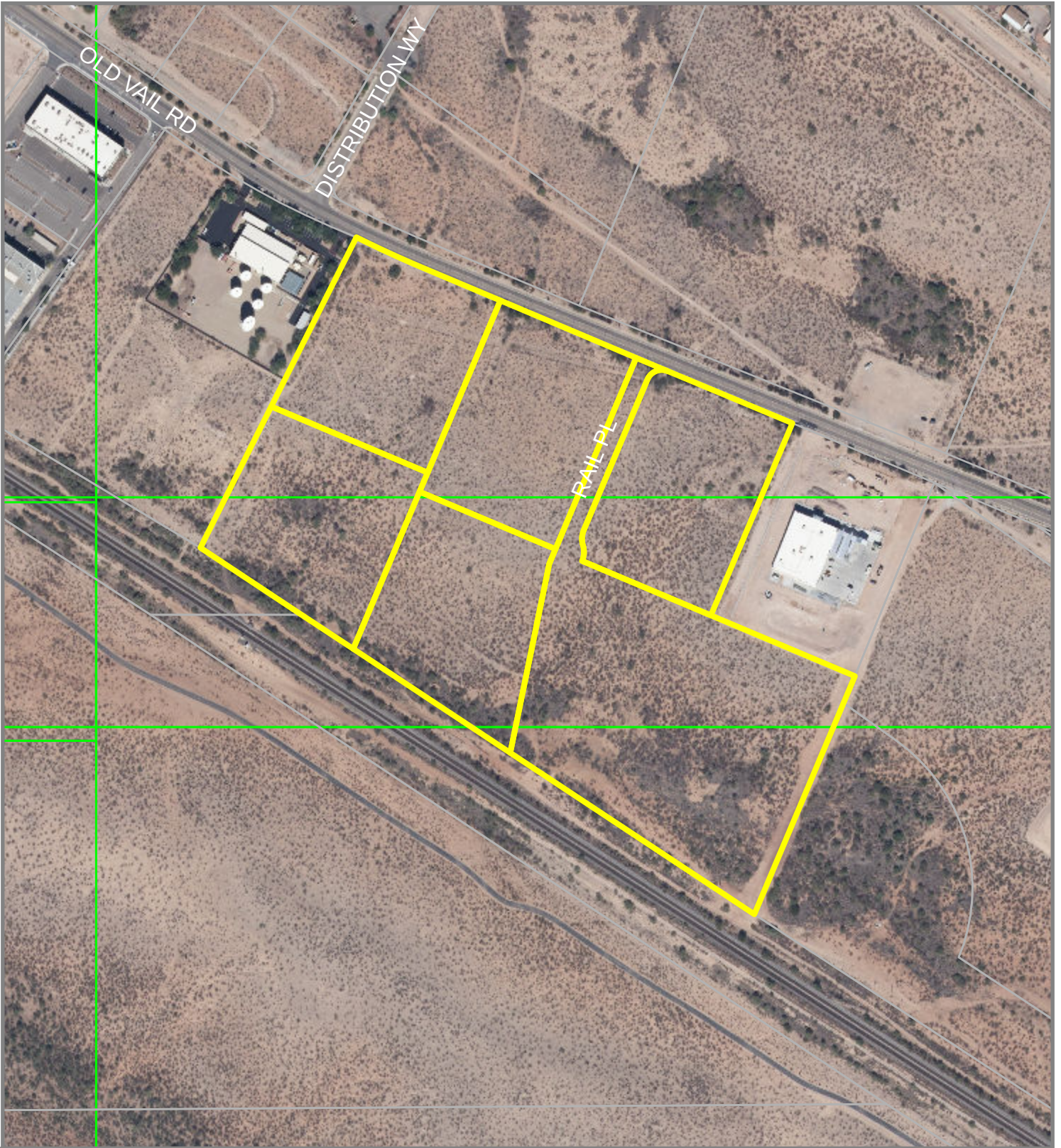
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-  Area of Special Exception Request
-  Properties Notified
-  Zone Boundaries
-  400' Notification Area
-  Protest Area (150 ft. Radius)

Address: 9798 E OLD VAIL RD
Base Maps: Twp. 1503 Range 1502 Sec. 35
Twp. 1503 Range 1502 Sec. 26
Ward(s): 4





 Area of Special Exception Request

Address: 9798 E OLD VAIL RD
Base Maps: Twp. 1503 Range 1502 Sec. 35
Twp. 1503 Range 1502 Sec. 26
Ward(s): 4



2023 Aerial
Created: 5/12/2026

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Feet
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