

October 16, 2007



## PLANNED AREA DEVELOPMENT PLAN

Prepared for the City of Tucson



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## 1.0 Introduction

### 1.1 Overview

TMC HealthCare is Southern Arizona's regional nonprofit community healthcare system with Tucson Medical Center (TMC) at its core. TMC has cared for the health and well-being of the community as a nonprofit, locally governed hospital for more than 60 years, and has become the leading provider in the region for emergency care (including Tucson's only children's emergency center), maternity care (with 6,000 births each year) and pediatric care. Other specialty areas at TMC include cardiac, orthopedic, hospice and senior services.

In addition to providing acute care, TMC HealthCare is focused on meeting the community's health needs through extensive outpatient services and by supporting employee and patient education opportunities. Employees can take free on-campus classes in health care careers, and the hospital has created numerous collaborations with university-level and public-education institutions to develop new workers in health care.

#### 1.1.1 The Past

TMC traces its roots to the Desert Sanatorium founded in 1925 by



Dr. Bernard Wyatt, Dr. Jeremiah Metzger and Dr. Charles Wilson Mills at the current location of the hospital. Approximately 15 structures were constructed between 1926 and 1928. Mills and Metzger soon left the partnership, although Mills continued as a consultant and staff member. A Swiss doctor, Dr. Auguste Rollier, conducted research at the sanatorium based on the sun's ability to treat various ailments such as tuberculosis and arthritis. Tucson architect Henry O. Jaastad helped model the sanatorium after Rollier's clinics, using a radiometer to measure the sun's strength and direct the proper dosage of sunlight to each patient.

Funding for construction of the sanatorium and continued operations was provided by Anna and Alfred Erickson. TMC was born in 1943 when the Desert Sanatorium was converted into a community hospital. The hospital has grown considerably since its inception, with major structural additions occurring regularly from the 1950s to the 1990s.

It is TMC's goal to create a state-of-the-art medical environment that is accessible and welcoming to patients, staff and visitors -- a medical campus environment that enhances the treatment and care of all patients. The existing medical campus developed over the years as a relatively low-scale building complex. The hospital is disbursed over 788,000 square feet in a one-story building that is far less efficient than today's high-rise hospitals. Today the TMC hospital at Grant and Craycroft is licensed for 650 beds.

### 1.2 Planned Area Development (PAD) Goals and Benefits

TMC's primary goal in proposing a PAD District is to create a zoning tool that will establish key planning criteria for future development while retaining the flexibility to respond to the changing technology in medical delivery systems, with the end result of providing state-of-the-art and timely health care for the Tucson and Southern Arizona community. This comprehensively planned PAD District will allow development that is consistent with the City of Tucson's (City) General Plan (GP) and with the Arcadia-Alamo Area Plan, as amended on April 11, 2006 (Arcadia-Alamo Area Plan



Amendment), in anticipation of this PAD District.

The City's Land Use Code (LUC) PAD Zone, Section 2.6.3, allows owners of tracts of 40 acres or more to comprehensively zone property for specialized uses. The TMC PAD District will incorporate approximately 128.2 acres of property within central Tucson, including the current, sprawling one-story hospital and related medical office, extended care and outpatient services. TMC plans to develop a new modern vertical hospital and add new or expand existing medically related uses under the authority of the PAD. TMC also plans to use its remaining undeveloped land for future expansion of the hospital and other related uses. Sufficient infrastructure exists to support the demands created by current and future proposed development.

The PAD process allows TMC to modify existing City zoning to address the specific use needs of the future hospital and related uses, while eliminating those uses that may conflict with TMC's development goals or neighborhood compatibility. The PAD will define performance criteria for setbacks, landscape, screening and buffering. The PAD will adhere to the approved Arcadia-Alamo Area Plan Amendment building-height restrictions for all areas of the PAD District. The PAD will integrate existing uses with future development at TMC.

Development of the PAD District will occur over a number of years and in several phases, depending on TMC's needs, community medical demands and available funding. Rapid advances in medical technology and evolving new medical fields make flexibility a crucial part of the PAD. Accordingly, TMC has identified principal and secondary uses within the PAD District and created a broad concept plan for development, which gives TMC the flexibility to allocate uses over time, and offers relative certainty about the scope and application of such uses.

### **1.2.1 Public Participation Process**

TMC invited the surrounding neighborhoods and businesses to participate in an inclusive planning process involving eleven public

meetings for information sharing and stakeholder input, including the neighborhoods surrounding the site: Old Fort Lowell, La Sonrisa and Venice Addition to the north, Glenn Heights, Senior Living Community and Arcadia Square to the west, and San Carlos and Casas de Carlos to the east. These neighborhoods received notification of meetings and offered considerable input in the process. More detailed information on the public-participation process is provided as **Appendix 1 – Public Participation**.

## **1.3 Relationship to City's General Plan, Land Use Code**

The TMC PAD provisions may differ from the City's LUC, but shall adhere to the City's GP guidelines and to Arcadia-Alamo Area Plan Amendment. The PAD satisfies the requirements of LUC Sec. 2.6.3 Planned Area Development (PAD) Zone.

## **1.4 City General Plan (GP) Policies**

### **1.4.1 Community-Scaled Activity Center in Mid-City Growth Area**

- TMC is located in an Activity Center within the Mid-City Growth Area under the City's GP.
- TMC is identified as a medical activity center, a major employer and a community asset.
- The PAD promotes concentrated development to reduce automobile travel, increase transit use, encourage pedestrian travel, and create a hub of regional, community district or neighborhood activities within the PAD District.
- TMC commits to maintain existing activity nodes, including demolishing substandard buildings, and preservation of specified historic structures existing with the PAD District.
- The PAD promotes more compact development within urbanized areas, thus discouraging urban sprawl.
- The PAD works to enhance the continued economic viability of the hospital which serves a critical role in providing medical services to the surrounding community, the City and Southern Arizona.

#### 1.4.2 Access and Circulation

- Community-scaled activities are appropriate at the intersections of major arterial streets, with consideration to traffic safety and congestion.
- Replacement of the existing hospital should not substantially affect traffic flow along Grant, Glenn and Craycroft.
- The PAD District plan will improve on-site pedestrian and vehicular circulation and improve accessibility throughout.
- The PAD includes provisions for community trails along the washes within the PAD District and connection to off-site sidewalk circulation systems (bicycle and pedestrian).
- The existing location in an urbanized area and at the intersection of arterial streets promotes increased use of alternative transportation modes including the Sun Tran bus system, bicycling and walking.
- Although alternative transportation will be encouraged, the PAD District circulation system will improve on-site parking and way-finding.
- The PAD acknowledges the cultural heritage of Tucson and provides opportunities for TMC to pursue restoration and preservation.

#### 1.4.3 Compatibility With and Effects on Surrounding Development

- Medical services have been provided within the PAD District for more than 80 years, and have functioned compatibly with a wide variety of ever-changing surrounding uses and neighborhoods. TMC is committed to continued neighborhood compatibility and to minimize future development effects on the surrounding community.
- As one of many instances in which the PAD works to ensure continued compatibility, TMC will transition new development in the PAD District from greater heights and intensity of use at the center of the PAD District, to lower heights and less intense perimeter and street edge development as provided in the Arcadia-Alamo Area Plan Amendment.
- Additionally, TMC has incorporated into the PAD extensive

input from neighboring residential and business property owners, the surrounding community and City representatives, from the Arcadia-Alamo Area Plan Amendment planning and adoption process and from over a year of planning and discussion as part of the PAD drafting process.

#### 1.4.4 Community Character and Design

##### • Consistent with the Arcadia-Alamo Area Plan

- Amendment, the PAD encourages new development that is compatible with existing development and surrounding neighborhoods.
- As a GP-designated Mid-Growth Activity Center, the PAD District will continue to serve as a community focal point and will be designed to reflect the context of the surrounding community as much as possible.
- Site design within the PAD District will respond to Tucson's unique "sense of place," preserving mountain views, utilizing Sonoran desert landscape and vegetation and embracing the Southwest architectural character.
- Streetscape improvements will promote greater use of shaded sidewalks and improve the visual character of the street edges.
- Site design statements will be located at major intersection corners.
- Site design will enhance the site experience and perception of employees, customers, visitors, service and delivery people, and the casual passerby.
- The PAD and TMC's PAD community outreach process is designed to address neighborhood and community concerns to the extent reasonably practicable.

#### 1.4.5 Environmental Considerations

- The PAD provides for healthy and attractive urban vegetation with an emphasis on native, drought-tolerant landscape consistent with the Sonoran Desert setting and appropriate to the central metropolitan area location.
- The PAD incorporates energy efficiency standards, water harvesting conservation measures, solar lighting and alternate transportation modes as various means of promoting

sustainability.

- The PAD also includes the existing Arcadia and Alamo Washes, expanding existing landscape and trails along the washes and incorporating them into the PAD District overall landscape and trails planning.

#### 1.4.6 Safety Considerations

- TMC is an important institution in the continued health and welfare of the Tucson community.
- Architectural and landscape design will use Safe-by-Design guidelines and will emphasize pedestrian safety and comfort.
- TMC will locate storage areas for hazardous materials centrally, away from adjacent neighborhoods.
- Emergency vehicles will comply with all local, state and federal safety standards to preserve the health of patients and the safety and well-being of the community.

### 1.5 Arcadia-Alamo Area Plan, Subarea 3 Policies

The TMC PAD considers the anticipated future needs of the hospital and the limitations of the existing site. The PAD incorporates extensive input from the inclusive planning process with participation from community leaders, business and residential neighbors, professionals, City staff and TMC employees that included amendments to the Arcadia-Alamo Area Plan, Subarea 3 provisions, designed to provide guidance for the future PAD District. The PAD reflects the Arcadia-Alamo Area Plan Amendment commitments and the following planning goals:

- Encourage a wide range of medically related facilities and services within the PAD District to ensure the continued economic viability of the hospital.
- Create a distinct medical district in the PAD District with traffic flows and linkages designed to integrate future TMC development.
- Maintain development compatible with a health care campus and sensitive to surrounding neighborhoods.
- Improve access from Craycroft into the PAD District while maintaining lower-level access along Glenn.



*Erickson House*

- Improve pedestrian, vehicular, bicycle and other alternative transportation circulation, parking and way-finding within the PAD District.
- Maintain and improve emergency vehicle access and circulation.
- Create a consistent aesthetic for the PAD District through architectural, landscape, open space, healing gardens, trails, screening, buffering and design standards.
- Provide development transitions from less intense perimeter development and lower building heights near residential neighborhoods near the perimeter of the PAD District to more intense development and maximum 150-foot building height within the TMC core area.
- Improve the Arcadia and Alamo Washes with trails within the PAD District and connections to off-site trail systems.
- Incorporate careful planning consideration of the adjacent Whitmore Elementary School.
- Retain and enhance the historic Beverly Road entrance from Grant Road.
- Retain and preserve the historic Patio, Arizona and Erickson buildings and the Water Tower.
- Establish the maximum buildout of the PAD District at 4 million square feet of gross floor area.
- Provide for public participation as part of the PAD process



and for future development.

**Appendix 2 – Arcadia-Alamo Area Plan Amendment (annotated)** contains an annotated version of the Arcadia-Alamo Area Plan, Subarea 3 subgoals and policies with cross-reference to specific PAD sections, figures and/or tables that demonstrate the implementation of these policies in the PAD.

## **1.6 The Glenn Heights, Arcadia Square, Desert Glenn Townhouses, San Carlos Terrace, Casa de Carlos and Fort Lowell Neighborhoods**

### **1.6.1 Overall Plan Goals and Policies**

The PAD incorporates the following important GP goals and policies as they relate to the surrounding neighborhoods:

- ✦ Preserve and protect the integrity of the established low-density neighborhoods.
- ✦ Protect and enhance vegetation and open space along the Alamo and Arcadia Washes connecting to the neighborhoods.
- ✦ Identify appropriate locations for new development with respect to the borders of the neighborhoods.
- ✦ Provide safe, efficient circulation systems for all modes of transportation.

### **1.6.2 Public/Semi-Public Policies for Medical Complex**

The PAD promotes and encourages sensitive in-fill development while maintaining safe vehicular access to the PAD District. Policies to achieve these goals are:

- ✦ Incorporate appropriate buffering elements between new medical facilities and residential uses.
- ✦ Provide buffering of outdoor equipment that produces odor or noise impacts on adjacent residential uses.
- ✦ Authorize medical services for the adjacent community and the region provided that traffic generated can be accommodated on Glenn, Craycroft and Grant roads and with safe emergency-vehicle access.
- ✦ Promote a connected pedestrian system to serve the special needs of staff and patients with access for area residents.



*Patio Building*



*Arizona Building*

## 2.0 Site Analysis & Project Influences

### 2.1 Project Location

The PAD District is located at 5301 E. Grant Road near the Craycroft Road intersection. **Figure 1 - Regional Context Map** (p. 7). The PAD District is located in Township 13 S - Range 14 E Section 35, Pima County, Arizona. The PAD District is roughly bordered by Wyatt Drive and the Glenn Heights neighborhood on the west, Glenn Street on the north, Craycroft Road on the east and Grant Road on the south.

TMC HealthCare owns all but three parcels in the PAD District through a variety of affiliated wholly-owned business entities, totaling approximately 119.5 acres, including private streets and common areas. The remaining three parcels are owned by the City, totaling approximately 8.7 acres. The total PAD District area is approximately 128.2 acres. **Figure 2 - Lot/Parcel Map** (p. 8).

The current tax parcel numbers reflects ownership as follows:

TMC HealthCare-owned parcels:

- + Lot 1 110-12-0900 Holdings Main Campus Lot 1 LLC
- + Lot 2 110-12-0910 Tucson Medical Center
- + Lot 3 110-12-0920 Tucson Medical Center
- + Lot 4 110-12-0930 Tucson Medical Center
- + Lot 5 110-12-094A Tucson Medical Center
- + 110-12-094B Tucson Medical Center
- + 110-12-094C Tucson Medical Center
- + Lot 6 110-12-0950 Holdings Main Campus Lot 6 LLC
- + Lot 7 110-12-0960 TMC Foundation
- + Lot 8 110-12-0970 TMC Foundation
- + Lot 9 110-12-0980 Tucson Medical Center
- + Lot 10 110-12-0990 Holdings Main Campus Lot 10 LLC
- + Lot 12 110-12-1010 TMC Foundation
- + Lot 13 110-12-1020 TMC Foundation
- + Lot 14 110-12-1030 TMC Foundation

- + Common Area 110-12-104A Tucson Medical Center
- + Common Area 110-12-104B TMC Foundation
- + Common Area 110-12-104C TMC Foundation
- + Common Area 110-12-104D TMC Foundation
- + Common Area 110-12-105A TMC Foundation

City-owned parcels:

- + Alamo Wash 110-12-1070 City of Tucson
- + Arcadia Wash 110-12-003B City of Tucson
- + Merged Alamo 110-12-1060 City of Tucson and Arcadia Washes

### 2.2 Zoning and Land Uses

#### 2.2.1 Existing Zoning and History - On Site

The PAD District includes the following existing LUC zoning districts: R-1, R-2 and O-3. **Figure 3 - Existing Zoning** (p. 9) depicts the existing zoning for the site and adjacent properties. The site has been the subject of several rezonings in the past to allow for additional medical office facilities (1999) and a new hospice (2001), as well as several Board of Adjustment variance cases, a special exception land use request and a sign code appeal as follows:

Rezonings:

- + Case #C9-80-20
- + Case #C9-86-61
- + Case #C9-00-10
- + Case #C9-01-01

Board of Adjustment Variances:

- + Case #C10-83-29
- + Case #C10-87-89
- + Case #C10-98-92

Special Exception Land Use

- + Case #SE-98-20

Sign Code Advisory and Appeals Board

- + Case #S-00-05



(Not to scale)

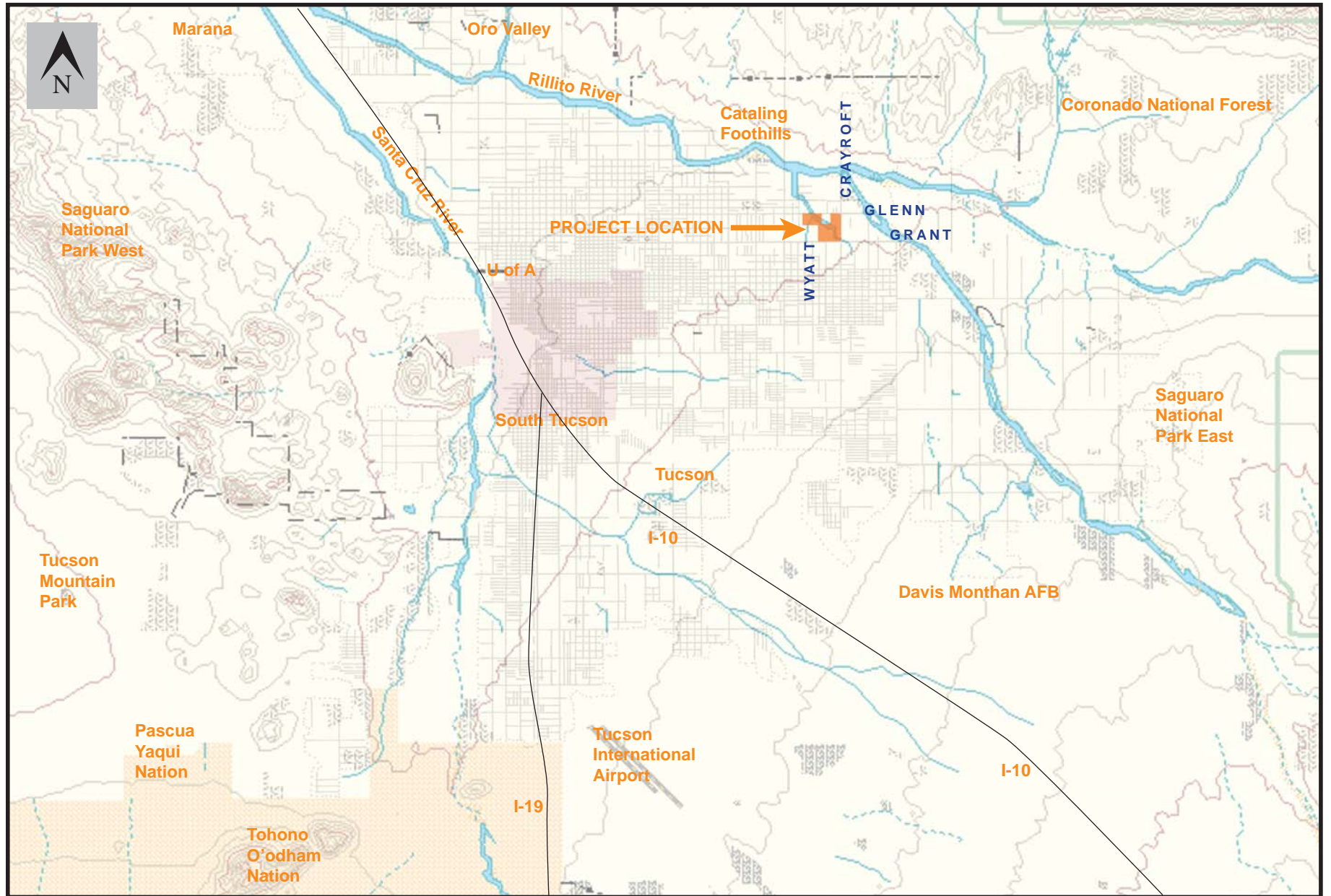
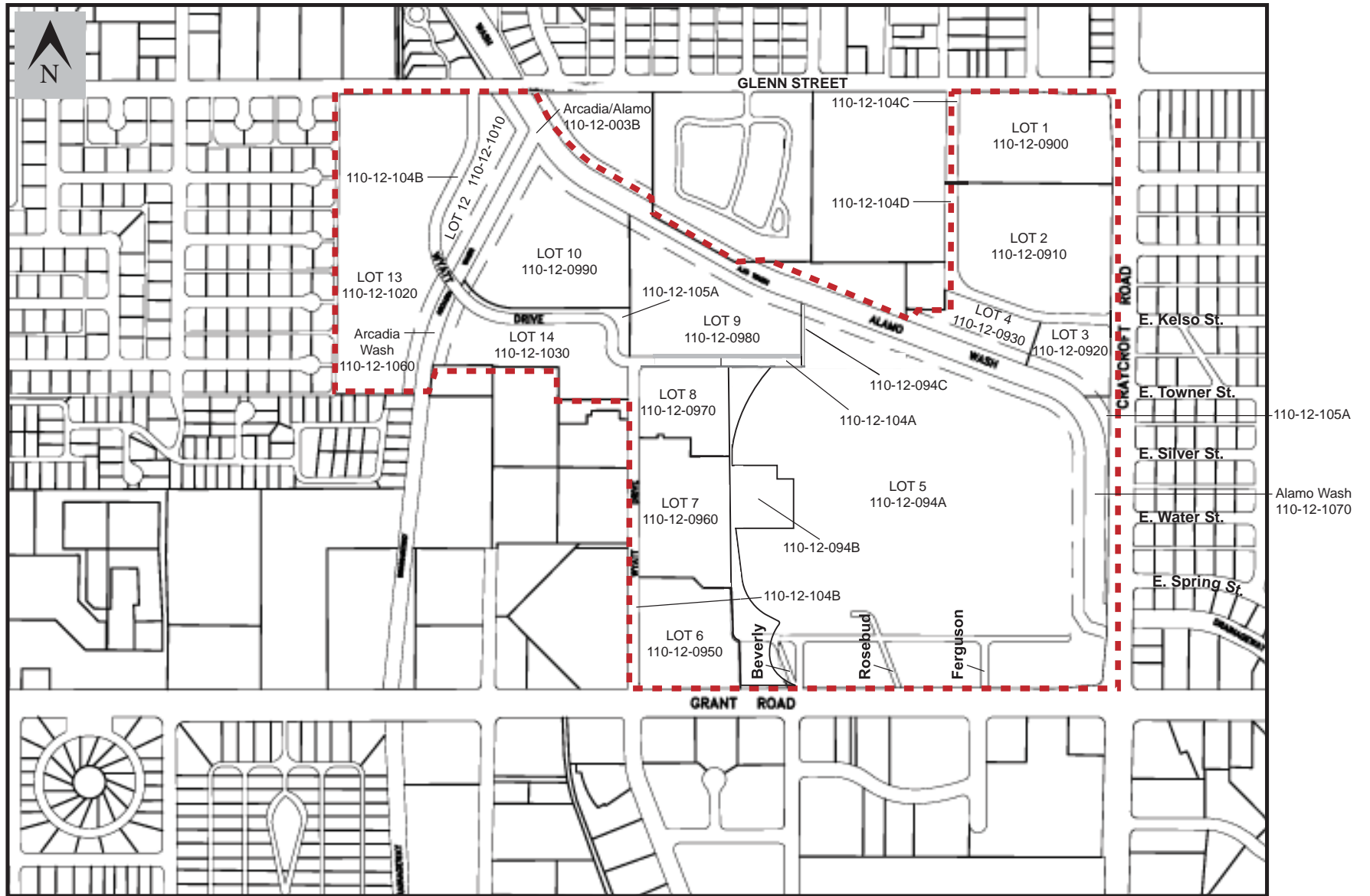


FIGURE 1 - Regional Context Map



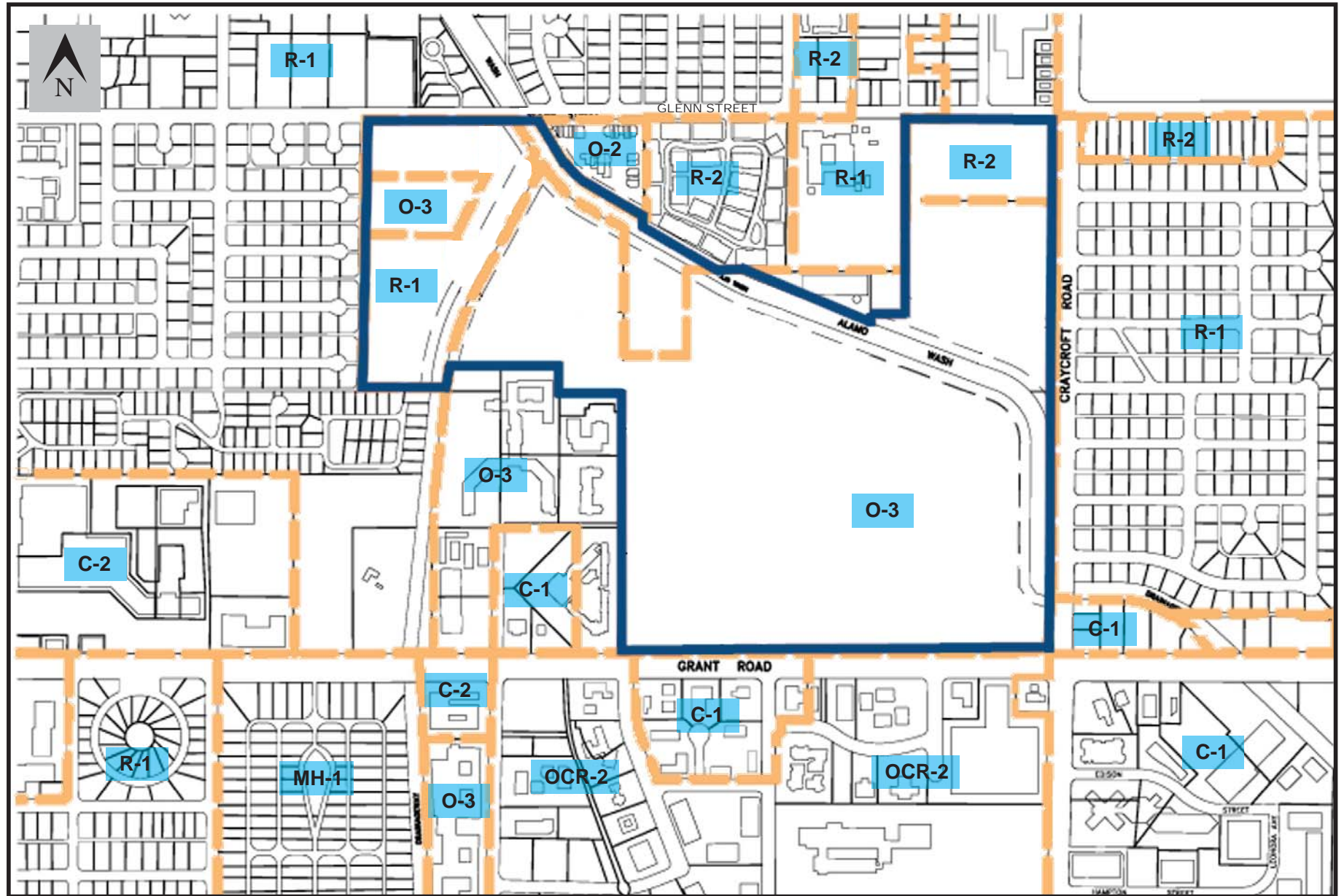
(Not to scale)



PAD DISTRICT BOUNDARY ■■■

FIGURE 2 - Lot/Parcel Map

(Not to scale)





PAD DISTRICT BOUNDARY   
EXISTING ZONING BOUNDARY 

FIGURE 3 - Existing Zoning

### 2.2.2 Existing Uses - On-Site

**Figure 4 - Existing Structures** (p. 11) depicts the locations of the existing structures within the PAD District. **Table 1 - Existing Structures, Site Specifications** (pp. 12-14) summarizes the uses and key development criteria for these existing structures, including LUC land use categories, FAR, building heights, building setbacks from the PAD perimeter boundary, loading zones and parking.

### 2.2.3 Existing Zoning - Off-Site

Property located within 150' of the PAD boundaries is zoned as follows (See **Figure 3 – Existing Zoning**, p. 9):

North: R-1, R-2, O-2

West: R-1, C-1, O-3

South: OCR-2, C-1, C-2

East: R-1, R-2, C-1

### 2.2.4 Existing Uses - Off-Site

Uses located in the 150' vicinity of the PAD District are identified in **Figure 5 - Adjacent Uses and Structures** (p. 15) and include the following:

North: Attached residential, medical office, institutional/ elementary school

West: Single-family residential, senior living, hotel

South: Medical offices and labs, multi-family residential, commercial/retail

East: Single-family residential, multi-family residential, commercial/retail

## 2.3 Topography

The developed and undeveloped areas within the PAD District are generally flat. The average cross-slope of the terrain is approximately 1% to 2% rising from the northwest to the southeast. There are no restricted peaks or ridges and no rock outcroppings. There are no portions of the site that would lie within the Hillside Development zones. **Figure 6 - Topography and Slope Map** (p. 16) provides contour information for the PAD District.

## 2.4 Hydrology

This Hydrology section summarizes existing drainage conditions. **PAD Section 3.6.2** summarizes proposed future drainage conditions and related improvements.

### 2.4.1 Existing On- and Off-Site Drainage Conditions

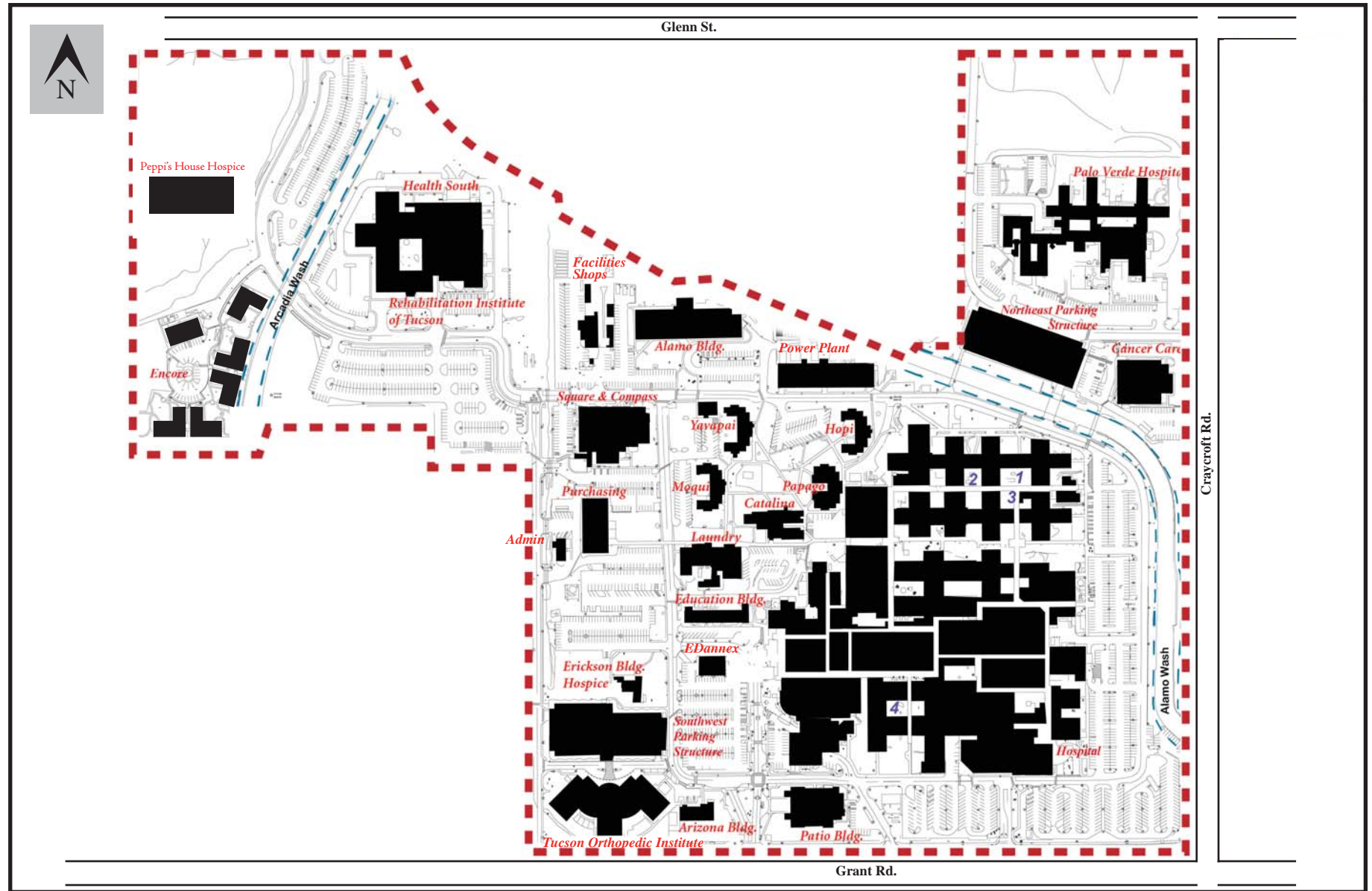
The PAD District is located within two watersheds, Alamo Wash and Arcadia Wash. **Figure 7 - Arcadia and Alamo Wash Watershed Boundaries** (p. 17) shows the boundaries of the watershed area for these regional watercourses. Arcadia Wash is a tributary to Alamo Wash. The point of confluence for these washes is just south of Glenn Street within the PAD District. Arcadia Wash has a drainage area of 3.4 square miles at the confluence with Alamo Wash. The headwaters of Arcadia Wash extend about 0.5 miles south of Broadway Boulevard. Alamo Wash has a drainage area of 5.3 square miles upstream of the confluence with Arcadia Wash. The headwaters of Alamo Wash extend as far south as Irvington Road (a total distance of approximately 7 miles from the PAD boundary).

The Arcadia Wash exists as a concrete-lined channel from Grant Road to the confluence with Alamo Wash. The 100-year discharge for Arcadia Wash is 4,735 cubic feet per second (cfs). Alamo Wash is also constructed as a concrete-lined channel from Craycroft Road to Glenn Street. The 100-year discharge rate for Alamo Wash at Craycroft Road is 6,350 cfs. These discharge rates were derived from the Flood Insurance Study Report for the City.

The PAD District is not located within a critical or balanced basin according to City criteria. Several minor watersheds within the boundaries of the PAD collect stormwater runoff from the area bounded by Grant Road on the south, Craycroft Road on the east, Arcadia Wash on the west and Glenn Street on the north. **Figure 8 – Existing Local Watersheds** (p. 18) depicts the boundaries of the local watershed areas within the PAD District. **Figure 8** also shows computed 100-year discharge rates for these minor watershed areas.



(Not to scale)



PAD DISTRICT BOUNDARY



*Current Garden Locations*

- 1 - Hummingbird Garden
- 2 - Butterfly Garden
- 3 - Desert Wood Garden
- 4 - Children's Play Area

**FIGURE 4 - Existing Structures**

Building <sup>1</sup>	LUC Use	LUC Zoning Classification	Current SF	Current FAR <sup>2</sup>	Maximum Building Ht. <sup>3</sup>	Building Setback <sup>4</sup>	Loading Spaces	Required Parking <sup>8</sup>	ADA Parking <sup>9</sup>
TMC HOSPITAL	Medical Services-Major (488 beds)	O-3	707,648	0.1439606	38'	63' (north-east) <sup>5</sup>	3	488	9

Emergency Department-Fast Track	Ancillary hospital outpatient	O-3	4,965	0.0010100	N/A	N/A	N/A	N/A	3
Emergency Department	Ancillary hospital outpatient	O-3	29,847	0.0060719	N/A	N/A	N/A	N/A	17
CEC	Ancillary hospital outpatient	O-3	6,619	0.0013465	N/A	N/A	N/A	N/A	4
GI Lab	Ancillary hospital outpatient	O-3	5,804	0.0011807	N/A	N/A	N/A	N/A	3
Neuro/EEG	Ancillary hospital outpatient	O-3	3,815	0.0007761	N/A	N/A	N/A	N/A	2
Cardiac Noninvasive Services	Ancillary hospital outpatient	O-3	6,122	0.0012454	N/A	N/A	N/A	N/A	4
Pain Clinic	Ancillary hospital outpatient	O-3	3,014	0.0006132	N/A	N/A	N/A	N/A	2
Nuclear Medicine/Vascular Lab	Ancillary hospital outpatient	O-3	10,237	0.0020826	N/A	N/A	N/A	N/A	6
Obstetrics	Ancillary hospital outpatient	O-3	4,883	0.0009934	N/A	N/A	N/A	N/A	3
Ambulatory Surgery	Ancillary hospital outpatient	O-3	10,845	0.002206256	N/A	N/A	N/A	N/A	6

ENCORE SENIOR LIVING	Medical-Extended Care (84 beds)	R-1	20,070	0.0040829	15'	18' (south)	1	42	2
HEALTHSOUTH REHAB INSTITUTE	Medical-Extended Care (80 beds)	O-3	40,000	0.0081374	26'	57' (north-west) <sup>7</sup>	1	40	8
PALO VERDE BEHAVIOR HEALTH	Medical-Extended Care (48 beds)	O-3	67,279	0.0136868	24'	53' (east)	1	24	1
PAPAGO BUILDING	Medical-Extended Care (30 beds)	O-3	10,110	0.0020568	14'	364' (north-east) <sup>5</sup>		15	1
PEPPI'S HOUSE	Medical-Extended Care (16 beds)	O-3	19,152	0.0038962	18'	25' (west)	1	8	1

**TABLE 1 - Existing Structures, Site Specifications**

Building <sup>1</sup>	LUC Use	LUC Zoning Classification	Current SF	Current FAR <sup>2</sup>	Maximum Building Ht. <sup>3</sup>	Building Setback <sup>4</sup>	Loading Spaces	Required Parking <sup>8</sup>	ADA Parking <sup>9</sup>
CANCER CARE OF SOUTHERN ARIZONA	Medical Services-Outpatient	O-3	39,059	0.0079460	32'	34' (east)	1	223	7
SQUARE COMPASS & CHILDREN'S CLINIC	Medical Services-Outpatient	O-3	55,667	0.0113247	30'	150' (west)		318	8
TUCSON ORTHOPAEDIC INSTITUTE (patient valet parking)	Medical Services-Outpatient	O-3	74,704	0.0151974	42'	22' (south)	1	427	9
ALAMO BUILDING	Administrative	O-3	29,761	0.0060545	20'	14' (north-east) <sup>5</sup>	1	149	5
APACHE BUILDING	Administrative	O-3	2,525	0.0005136	12'	296' (north-east) <sup>5</sup>		13	1
ARIZONA BUILDING	Administrative	O-3	10,598	0.0021560	25'	67' (south)		53	3
CATALINA BUILDING	Administrative	O-3	13,241	0.0026937	14'	529' (north-east) <sup>5</sup>		66	3
CENTRAL SCHEDULING	Administrative	O-3	1,841	0.0003745	14'	80' (west)		9-Jan	1
EMPLOYEE HEALTH	Administrative	O-3	1,420	0.0002889	13' 9"	65' (south)		7	1
ERICKSON BUILDING	Administrative	O-3	4,960	0.0010091	24'	270' (west)		25	1
HOPI BUILDING	Administrative	O-3	7,613	0.0015488	14'	172' (north-east) <sup>5</sup>		38	2
MOQUI BUILDING	Administrative	O-3	7,875	0.0016021	14'	296' (north-east) <sup>5</sup>		39	2
PATIO BUILDING	Administrative	O-3	14,170	0.0028826	20'	44' (south)		71	3
SW PARKING GARAGE	Parking	O-3	166,073	0.0337850	18'	70' (west)			
NE PARKING GARAGE	Parking	O-3	227,283	0.0462374	35'	24' (south-west) <sup>6</sup>			
SOUTH ELECTRIC BUILDING	Accessory	O-3	1,765	0.0003591	20'	116' (south)			
OXYGEN STORAGE	Accessory	O-3	282	0.0000574	10'	40' (north-east) <sup>5</sup>			
OXYGEN CYLINDER STORAGE	Accessory	O-3	514	0.0001046	25'	27' (north-east) <sup>5</sup>			
PURCHASING	Accessory	O-3	956	0.0001945	11'	731' (north-east) <sup>5</sup>			
PLT SERV WAREHOUSE	Accessory	R-1	5,287	0.0010757	20'	161' (north-east) <sup>5</sup>	2		
POWER PLANT	Accessory	O-3	23,354	0.0047511	20'	20' (north-east) <sup>5</sup>	1		
MATERIAL MGT BUILDING	Accessory	O-3	12,099	0.0024613	15'	174' (west)	1		
LAUNDRY BUILDING	Accessory	O-3	16,982	0.0034548	20'	480' (west)			
EDUCATION BUILDING	Accessory	O-3	16,019	0.0032588	25'	492' (west)			
STORAGE	Accessory	O-3	54	0.0000110	9'	150' (north-east) <sup>5</sup>			
ELECTRICAL DISTRO BLDG - DR4	Accessory	O-3	2,352	0.0004785	16'	116' (south)			
COOLING TOWER A	Accessory	O-3	1,701	0.0003460	16'	45' (north-east) <sup>5</sup>			
COOLING TOWER B	Accessory	O-3	995	0.0002023	12'	34' (north-east) <sup>5</sup>			
COOLING TOWER C	Accessory	O-3	996	0.0002025	12'	14' (north-east) <sup>5</sup>			
WATER TOWER	Accessory	O-3	286	0.0000581	95'	729' (south)			

**TABLE 1 (cont'd) - Existing Structures, Site Specifications**

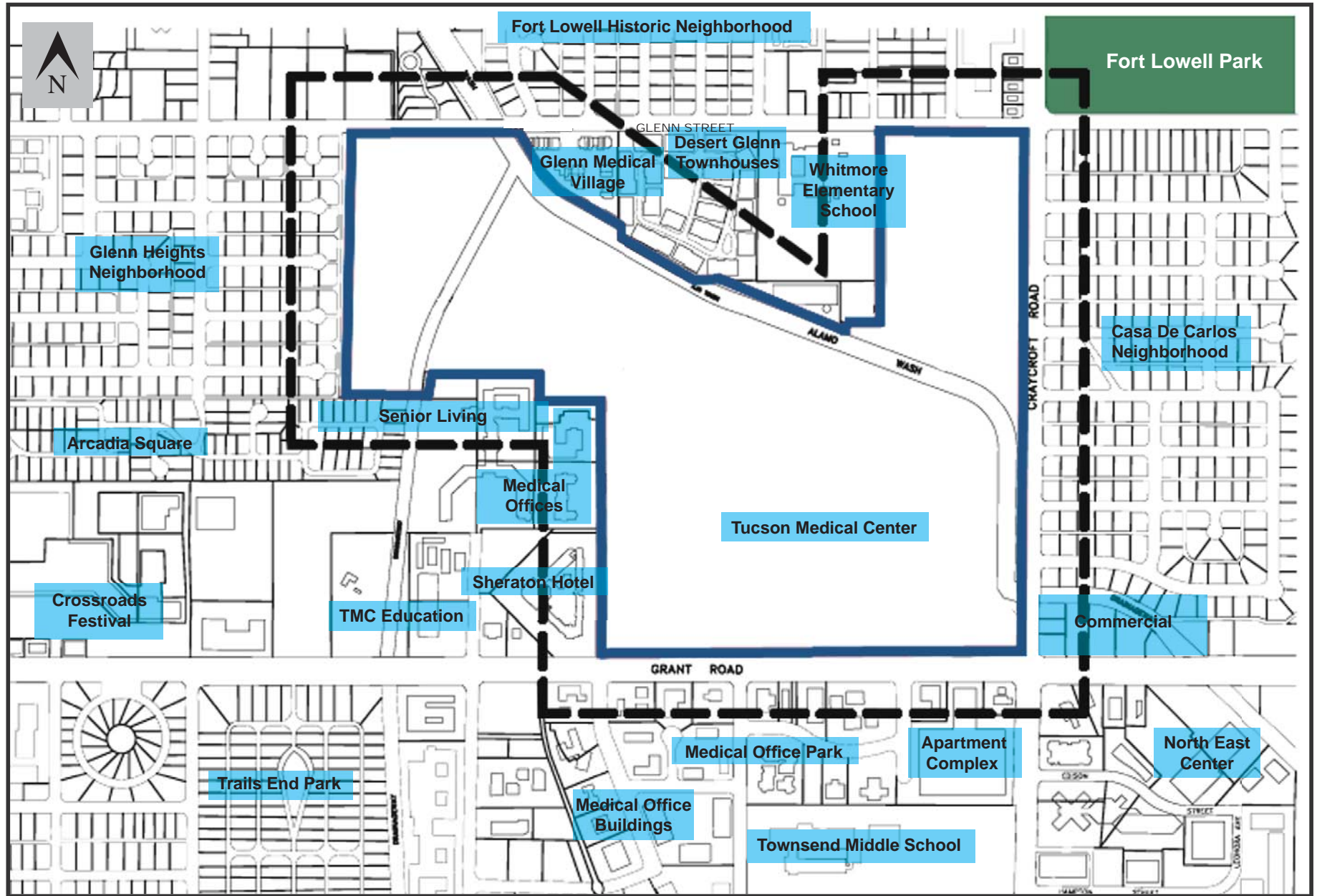


Building <sup>1</sup>	LUC Use	LUC Zoning Classification	Current SF	Current FAR <sup>2</sup>	Maximum Building Ht. <sup>3</sup>	Building Setback <sup>4</sup>	Loading Spaces	Required Parking <sup>8</sup>	ADA Parking <sup>9</sup>
PALO VERDE STORAGE CONTAINER	Accessory	O-3	316	0.0000643	8'	62' (east)			
STORAGE SHED	Accessory	O-3	131	0.0000265	8'	185' (east)			
YAVAPAI BUILDING	Accessory	O-3	7,921	0.0016115	14'	0			
NORTH ELECTRIC BLDG	Accessory	O-3	361	0.0000734	15'	565' (north-east) <sup>5</sup>			
STORAGE	Accessory	R-1	122	0.0000248	8'	265' (north-east) <sup>5</sup>			
STORAGE	Accessory	R-1	96	0.0000196	8'	340' (north-east) <sup>5</sup>			
SURREY BLDG	Accessory	O-3	205	0.0000417	8'	142' (north-east) <sup>5</sup>			
TISHMAN BLDG	Accessory	O-3	407	0.0000829	11'	160' (north-east) <sup>5</sup>			
PAINT BOOTH	Accessory	O-3	480	0.0000976	8'	262' (north-east) <sup>5</sup>			
GROUNDSKEEPING STORAGE	Accessory	O-3	259	0.0000526	8'	160' (north-east) <sup>5</sup>			
GREENHOUSE	Accessory	O-3	213	0.0000433	10'	168' (north-east) <sup>5</sup>			
HVAC & SHEET METAL SHOP	Accessory	O-3	802	0.0001632	9'	10' (north-east) <sup>5</sup>			
STORAGE	Accessory	O-3	403	0.0000820	10'	120' (west)			
STORAGE	Accessory	O-3	358	0.0000728	10'	210' (east)			
ELECTRICAL DISTRO BLDG - DR2	Accessory	O-3	160	0.0000325	6'	110'			
STORAGE	Accessory	O-3	88	0.0000179	8'	300' (east)			
<b>TOTALS</b>			<b>1,703,165</b>	<b>0.3271755</b>			<b>14</b>	<b>2055</b>	<b>118</b>



1. Buildings in bold are those for which parking is required.
2. Based on total TMC developable area of approximately 5,205,662 square feet or 119.5 acres.
3. Building height measured per LUC requirements.
4. Building setbacks measured in feet from closest PAD District boundary line or as noted.
5. Building setbacks measured to south boundary of dedicated Alamo Wash (90' wide).
6. Building setbacks measured to north boundary of dedicated Alamo Wash (90' wide).
7. Building setbacks measured to south boundary of dedicated Arcadia Wash (60' wide).
8. Required parking is calculated per the LUC requirements without consideration of applicable parking reductions or of non-conforming parking ratios for buildings constructed under prior zoning code requirements (LUC-required parking for hospital uses is based on beds; other uses are based on GFA); see **PAD Section 3.3.3** for future PAD parking.
9. ADA accessible parking for hospital outpatient uses is based on 10% of the parking spaces calculated using 1 space/175 square feet GFA of hospital outpatient uses per 2006 IBC Sec. 1106; 36 van accessible parking spaces are required (1 for every 6 or fraction of 6 accessible spaces); see **PAD Section 3.3.3.G** for future PAD accessible parking.

**TABLE 1 (cont'd) - Existing Structures, Site Specifications**

(Not to scale)

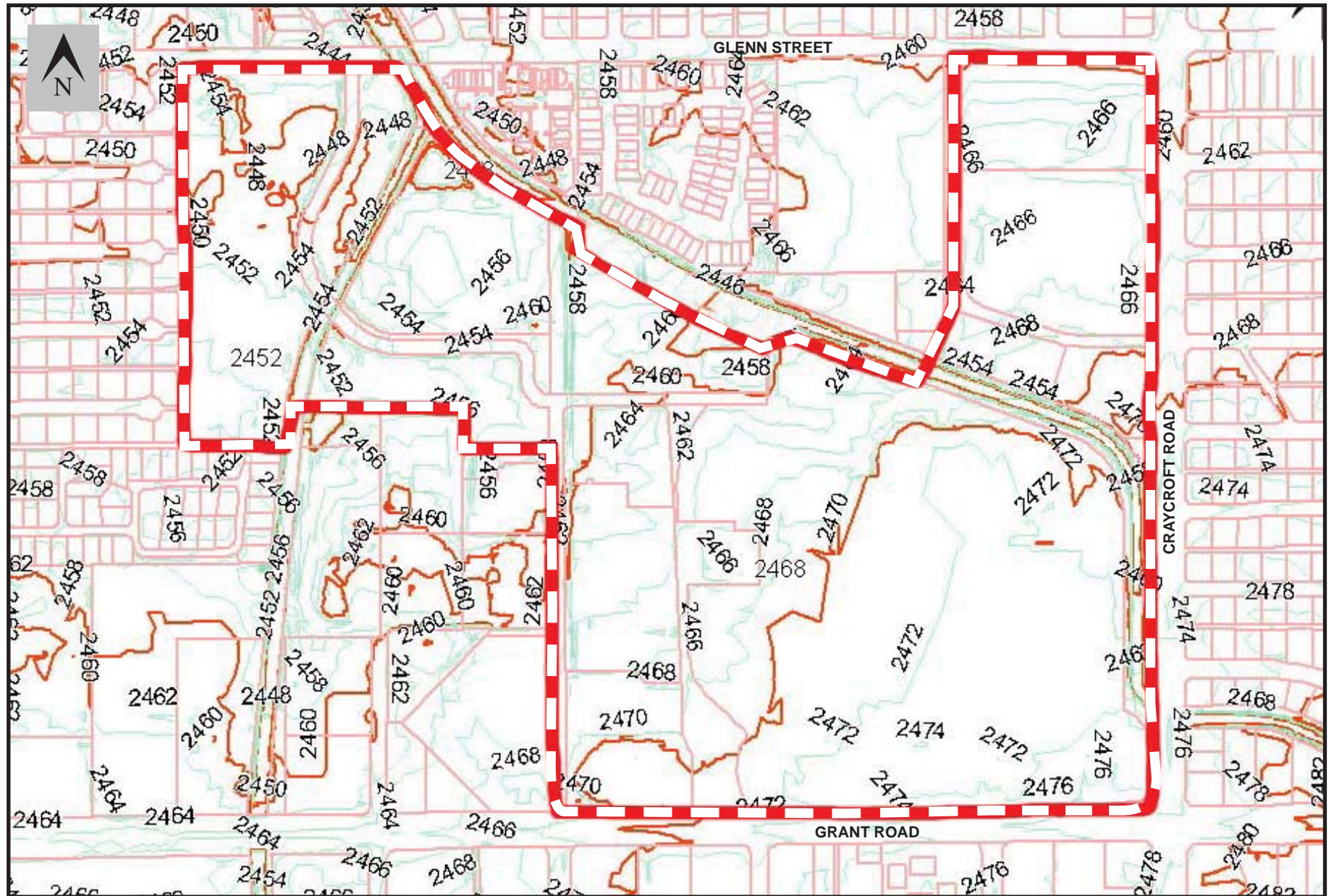


**FIGURE 5 - Adjacent Uses and Structures**

PAD DISTRICT BOUNDARY   
WITHIN 150' OF PAD BOUNDARY 



(Not to scale)

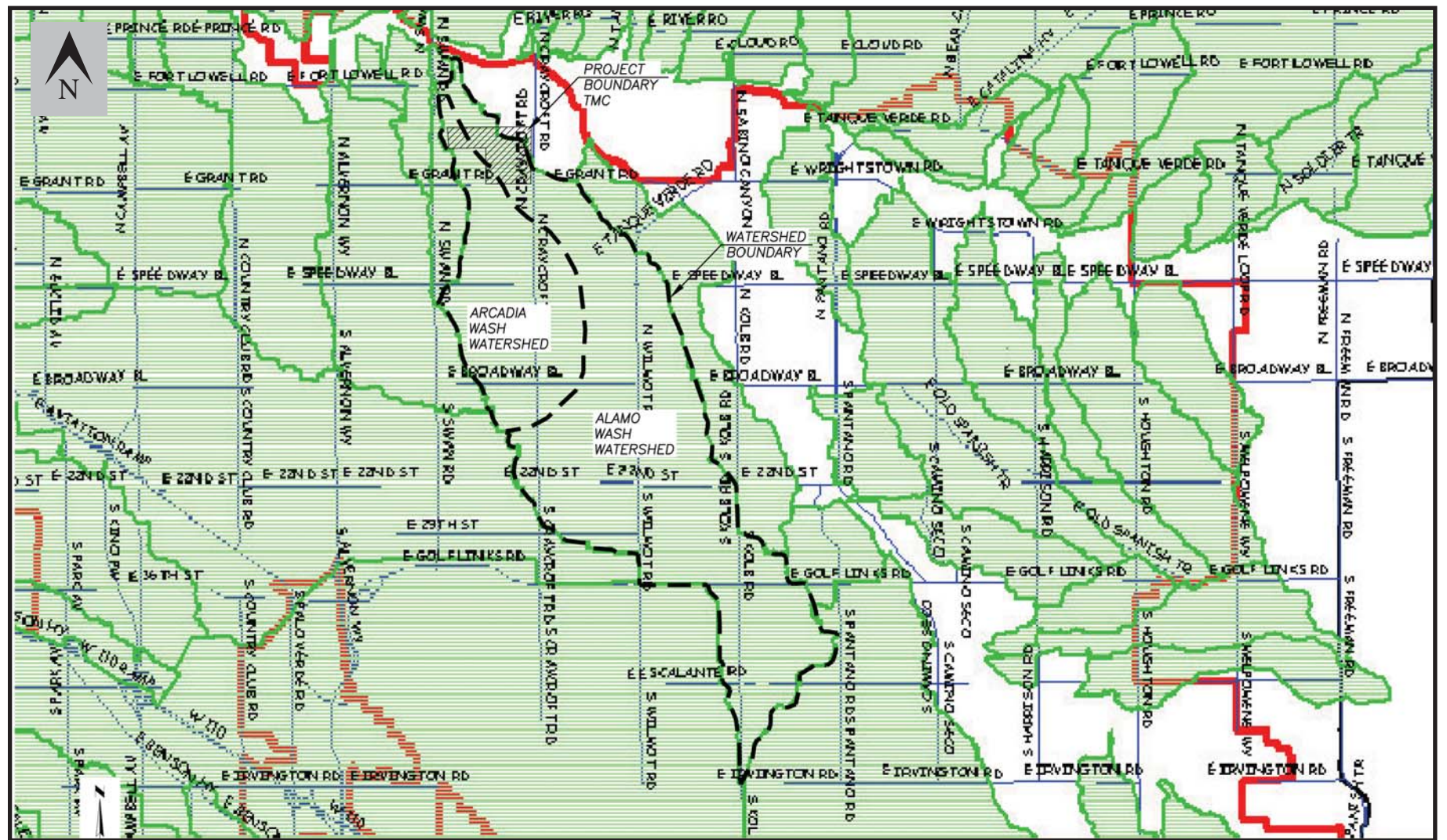


- PAD DISTRICT BOUNDARY ▬
- 2' CONTOUR ▬
- 10' CONTOUR ▬
- PARCELS ▬

**FIGURE 6 - Topography and Slope Map**



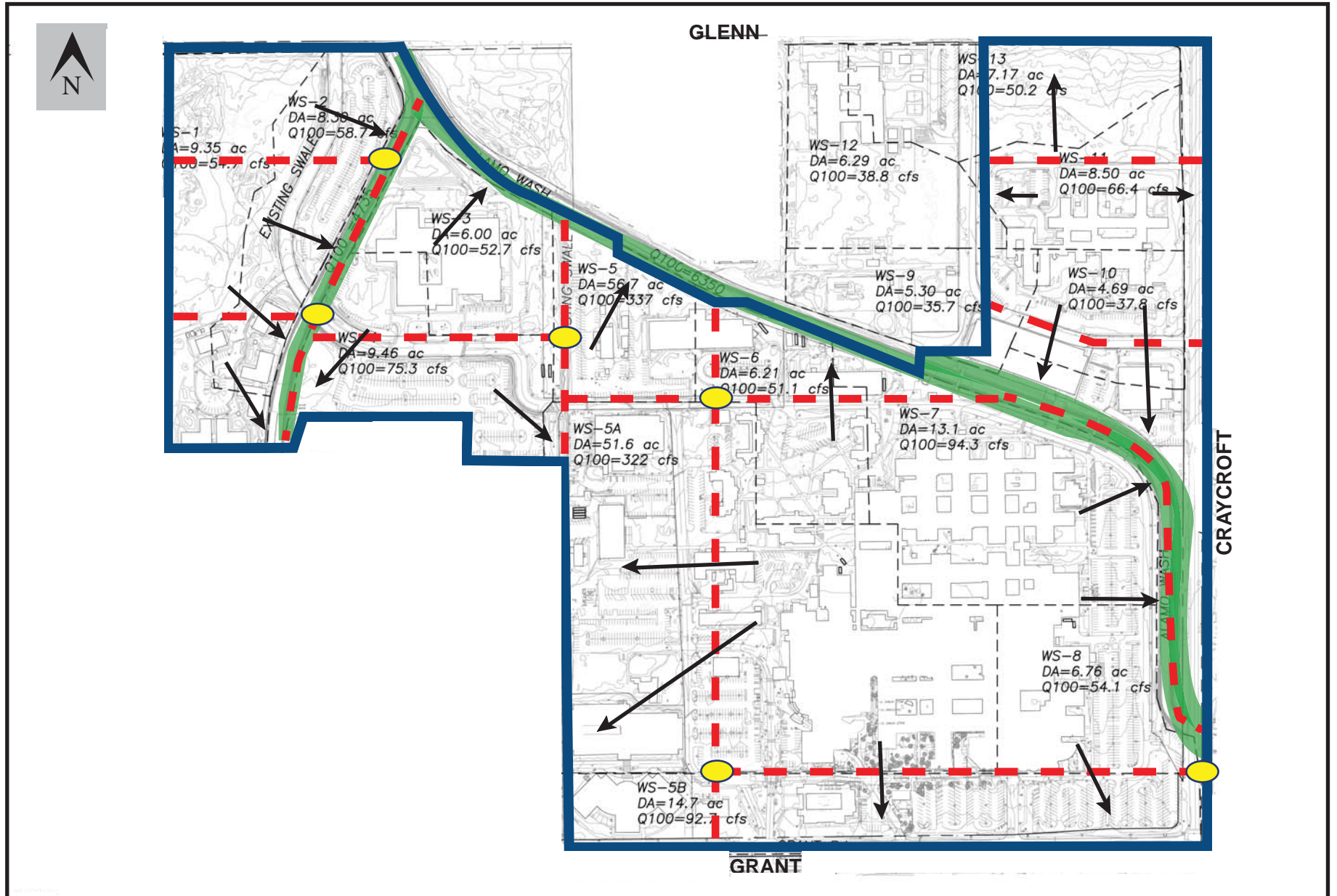
(Not to scale)



- TUCSON CITY LIMIT
- WATERSHED BOUNDARIES
- PAD DISTRICT

FIGURE 7 - Arcadia and Alamo Washes Watershed Boundaries

(Not to scale)



**FIGURE 8 - Existing Local Watersheds**



Drainage from the minor watershed areas east of Arcadia Wash flows to Wyatt Drive. There is an existing drainageway and storm drain system along Wyatt Drive that collects much of the stormwater runoff from the PAD District and drains it to Alamo or Arcadia Washes. This channel and storm drain system does not have adequate capacity to contain the 100-year discharge. Street flooding presently occurs during monsoon storm events.

The majority of the PAD District is located within a Federal Emergency Management Agency (FEMA) unshaded Zone X as delineated on FEMA Flood Insurance Rate Map (FIRM) Panel #04019C1644K dated Feb. 8, 1999. This FIRM panel shows that the 100-year discharge for Alamo Wash is fully contained within the concrete-lined channel between Craycroft Road and Glenn Street. The FIRM panel shows that the 100-year discharge for Arcadia Wash is contained within the concrete-lined channel except for a small area just south of the confluence with Alamo Wash. Overbank flooding within the PAD District occurs along the west bank of Arcadia Wash within the PAD District. The FEMA floodplain boundaries shown on the PAD District map are provided on **Figure 9 - FEMA Flood Map** (p. 20).

There are no known developments within the upstream contributing watershed area that would significantly change the magnitude of the peak flows for Alamo Wash and Arcadia Wash in the vicinity of the PAD District.

#### **2.4.2 Section 404 of the Clean Water Act**

Alamo Wash and Arcadia Wash fall within the jurisdiction of Section 404 of the Clean Water Act. TMC anticipates no modifications to these channels in conjunction with the implementation of the PAD that will require a Section 404 permit.

#### **2.4.3 Watercourse Amenities, Safety and Habitat (W.A.S.H.) Ordinance**

The W.A.S.H. Ordinance, Tucson Code, Article VIII, applies to the Alamo and Arcadia Washes.

## **2.5 Vegetation**

### **2.5.1 Vegetative Inventory**

TMC's natural and cultural resources consulting firm has provided a vegetative inventory attached as **Appendix 3 – Vegetative Inventory**.

### **2.5.2 Vegetative Densities**

A combination of aerial photograph analysis and field inventory determined the densities of native plants covering the site. The area of open space was estimated from photographs by excluding paved areas and buildings from the total area of the PAD District.

Native plants were inventoried in sample plots that comprised approximately 50 percent of the total open space representing the different habitat types and vegetation communities within the PAD District. The average number of each species per acre was estimated from these data, and the total number of native plants on the site was extrapolated for the PAD District. Native plant densities within the PAD District are estimated to average just over 13 plants per acre as shown in **Figure 10 - Vegetation Densities** (p. 21) and corresponding **Table 2 - Estimated Densities of Viable Native Plants in PAD District** (p. 22).

### **2.5.3 Biological Impacts**

The Alamo and Arcadia Wash channels are deep concrete drainageways that contain no riparian habitat. Neither wash is expected to be significantly affected by future construction. The PAD District is not in any critical landscape linkages, and is outside the range of Pima pineapple cactus or other protected plant species. Vegetation in Subarea 3 has been preliminarily inventoried according to the City's Native Plant Preservation Ordinance (*see Appendix 3*).

## **2.6 Wildlife**

The PAD District is in the Urban Exclusion Zone for cactus ferruginous pygmy-owl. No owl surveys are necessary because the zone lacks suitable habitat as a result of urbanization. Common wildlife includes mostly birds, rodents and a few reptile species. Birds



(Not to scale)

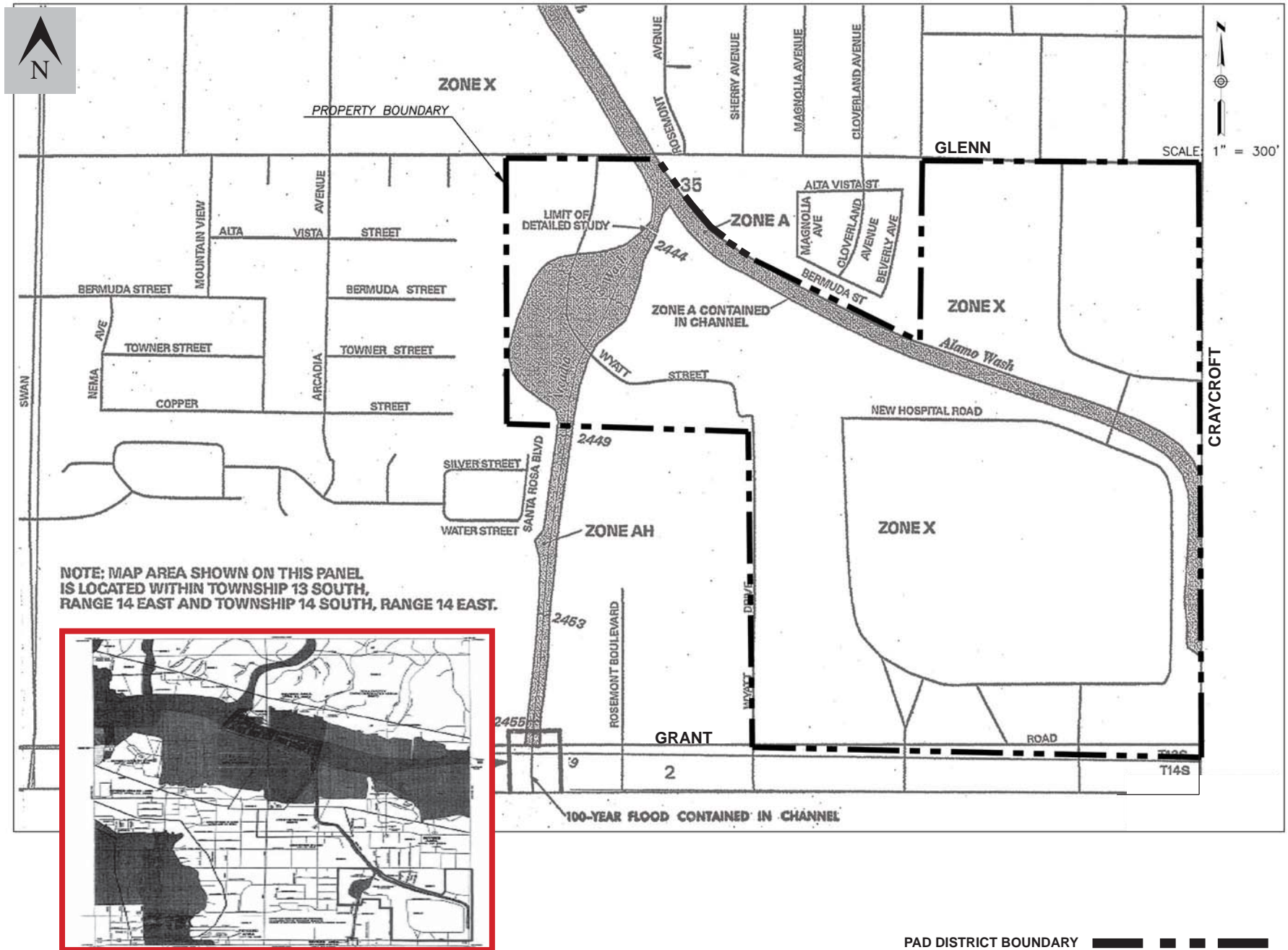





FIGURE 9 - FEMA Flood Map (Feb. 8, 1999)



(Not to scale)



-  PAD DISTRICT BOUNDARY
-  Sampled Area
-  Number of native plants

**FIGURE 10 - Vegetation Densities**

<b>NATIVE PLANT SPECIES</b>	<b>AVERAGE # / ACRE</b>	<b>ESTIMATED TOTAL IN PAD DISTRICT</b>
<b>Velvet mesquite</b>	<b>4.62</b>	<b>104</b>
<b>Foothill palo verde</b>	<b>0.09</b>	<b>2</b>
<b>Blue palo verde</b>	<b>1.07</b>	<b>24</b>
<b>Desert willow</b>	<b>0.36</b>	<b>8</b>
<b>Catclaw acacia</b>	<b>0.67</b>	<b>15</b>
<b>Greythorn</b>	<b>0.53</b>	<b>12</b>
<b>Ocotillo</b>	<b>0.49</b>	<b>11</b>
<b>Soaptree yucca</b>	<b>1.07</b>	<b>24</b>
<b>Fishhook barrel</b>	<b>0.27</b>	<b>6</b>
<b>Netleaf hackberry</b>	<b>*</b>	<b>2</b>
<b>Arizona sycamore</b>	<b>*</b>	<b>5</b>
<b>Saguaro</b>	<b>4.10</b>	<b>92</b>
<b>TOTAL</b>	<b>13.20</b>	<b>305</b>

*\*Not representative of this area*

**TABLE 2 - Estimated Densities of Viable Native Plants in PAD District**

observed in the area include mourning dove (*Zenaida macroura*), white-winged dove (*Zenaida asiatica*), house finch (*Carpodacus mexicanus*), house sparrow (*Passer domesticus*), Cooper's hawk (*Accipiter cooperii*) and rock pigeon (*Columba livia*) (TBC 2006). Marginal habitat exists for the western burrowing owl (*Athene cunicularia hypugaea*) in undeveloped areas and open areas near buildings with ground squirrel populations.

## 2.7 Soils

### 2.7.1 Soils

TMC's preliminary soils analysis findings are provided in this section. TMC will complete detailed soils, geotechnical and structural studies for development with the PAD District as part of the City's development plan and construction plan approval process in conformance with City code and development standards.

### 2.7.2 Soil Types

Preliminary soils analysis identifies two types of soils in the PAD District. The majority of the PAD District contains Mohave Soils and Urban Land, with 1 percent to 5 percent slopes, soil type B. The northwest corner of the PAD District contains Guest Fine Sandy Loam soils, with 0 percent to 1 percent slopes, soil type C. See **Figure 11 - Soils Map** (p. 24).

## 2.8 Viewsheds and Site Visibility

Mountain views are prevalent from and through the PAD District. The current buildings are low-rise (8' to 38') and most vegetation is low except for several treed areas.

**Figure 12A - Viewsheds and Visual Analysis** (p. 25) and **Figure 12B - Viewshed Photos** (p. 26) depict the current site visibility into the PAD District. **Figure 12A** designates the locations of different views from the site. **Figure 12B** includes photos coordinated by number to **Figure 12A**.

## 2.9 Traffic Circulation and Parking

A Traffic Impact Analysis (TIA) is attached as **Appendix 4 – Traffic Impact Analysis**. The TIA includes an in-depth discussion on traffic-related issues surrounding TMC. The following is an overview of the general topics.

### 2.9.1 Adjacent Roadway Network

The existing major roadway network adjacent to the project includes Grant Road, Craycroft Road and Glenn Street. Swan Road and Pima Street are additional major roadways providing access to the site but are not adjacent. Minor roadways providing direct access to TMC include Rosemont Boulevard, Wyatt Drive, Beverly Avenue, Rosebud Drive and Ferguson Avenue. See **Figure 13 - Arterial Roadway Network** (p. 27). **Table 3 - Roadway Inventory** (p. 28) shows the characteristics of the existing major roadways providing access to the PAD District.

Grant Road is a designated arterial with three through lanes in each direction divided by a landscaped median and a posted speed limit of 40 mph. It provides sidewalks, curb and gutter, but does not provide bike lanes. Craycroft Road is also a designated arterial with two through lanes in each direction and a posted speed limit of 40 mph. It provides a continuous left-turn lane, sidewalks, curb and gutter, and bike lanes. Glenn Street is a designated collector with one through lane in each direction, a continuous left-turn lane between Wyatt Drive and Craycroft Road, and a posted speed limit of 25 mph. It provides curb and gutter, bike lanes and intermittent sidewalks.

Swan Road is a designated arterial with two through lanes in each direction, a continuous left-turn lane and posted speed limit of 40 mph. It provides sidewalks, curb and gutter, and bike lanes. Pima Street is a designated arterial with two through lanes in each direction and a posted speed limit of 35 mph. The roadway provides sidewalks, curb and gutter, and bike lanes.

Wyatt Drive, Beverly Avenue and Ferguson Avenue currently provide full access to the PAD District from Grant Road. An additional



(Not to scale)

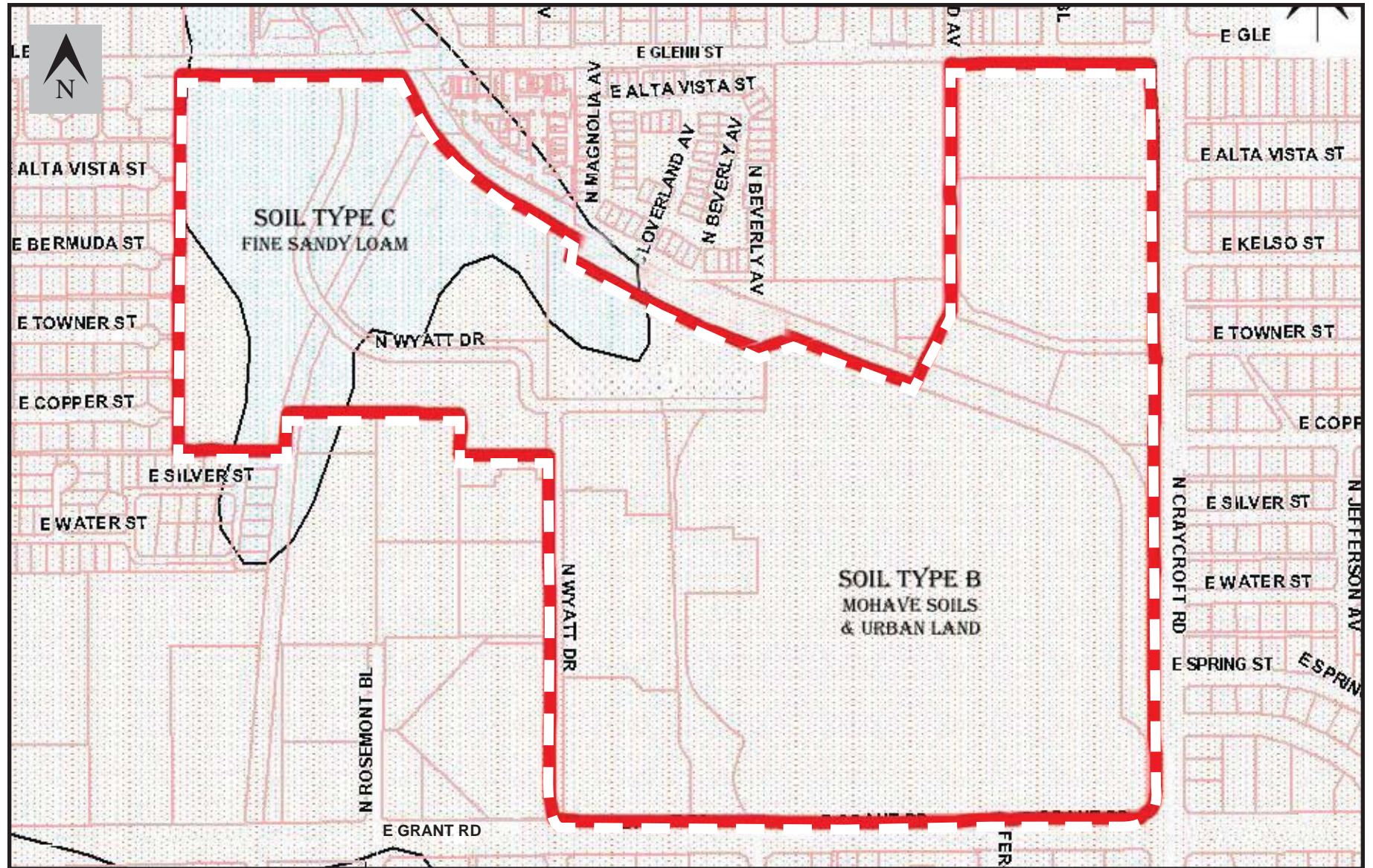


FIGURE 11 - Soils Map

PAD DISTRICT BOUNDARY 



(Not to scale)



- PAD DISTRICT BOUNDARY ■ ■ ■
- MEDIUM VISIBILITY ■
- HIGH VISIBILITY ■

(Numbers refer to photos in Figure 12B)

**FIGURE 12A - Viewsheds and Visual Analysis**





1. View of Beverly Entrance



3. View looking south from Glenn near Craycroft



2. View looking north from Craycroft Road



4. View looking north along Wyatt



5. View toward Water Tower from Wyatt

FIGURE 12B - Viewshed Photos

(Not to scale)

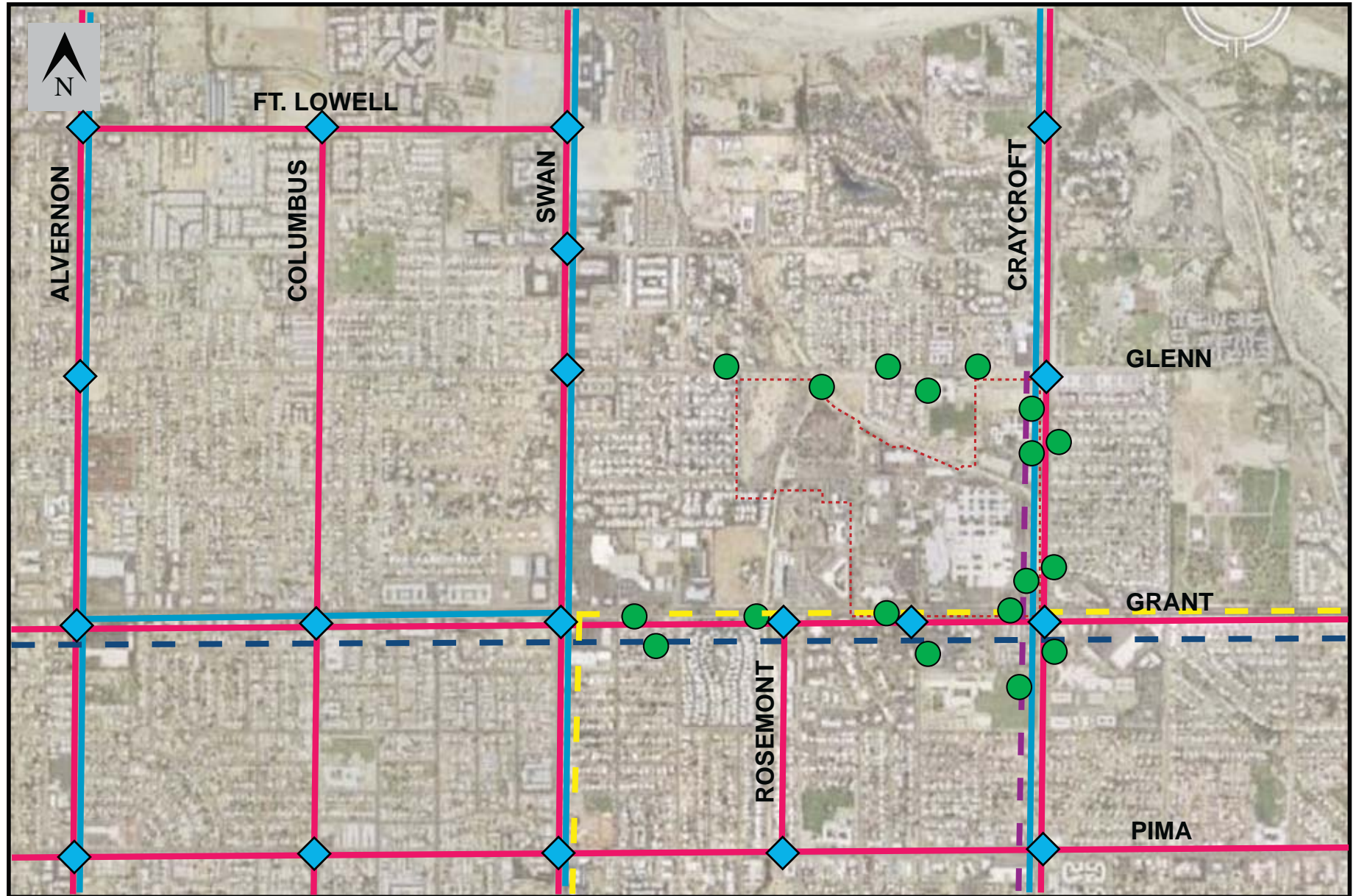
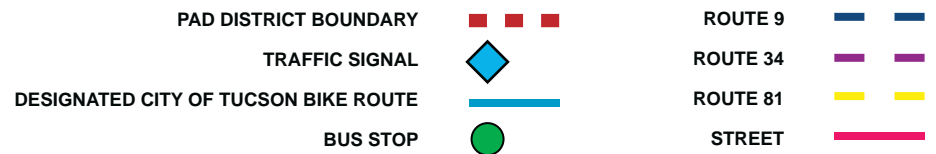


FIGURE 13 - Arterial Roadway Network



Roadway	Current Functional Class	Major Streets and Routes	Number of Lanes	Median Type	Estimated Current Daily Traffic Volume* (vehicles/day)	Estimated Capacity at LOS D** (vehicles/day)	Posted Speed Limit (mph)	Ownership	Current Right-of-Way	Major Streets and Routes Right-of-Way
Grant Road	Urban Principal Arterial	Yes	6	Raised	51,400	46,800	40	City of Tucson	120'-150'	120'-150'
Craycroft Road	Urban Principal Arterial	Yes	4	Continuous Lane	32,600	31,100	40	City of Tucson	110'	120'
Swan Road	Urban Principal Arterial	Yes	4	Continuous Lane	50,200	31,100	40	City of Tucson	110'	120'
Glenn Street	Urban Collector	Yes	2	none	Not Available	14,600	25	City of Tucson	64'	64'
Pima Street	Urban Minor Arterial	Yes	4	Continuous Lane	22,900	31,100	35	City of Tucson	90'	90'

\*According to the Pima Association of Governments Traffic Volumes Map, 2005

\*\*According to the Florida Department of Transportation 2002 Quality/Level of Service Handbook

**TABLE 3 - Roadway Inventory**



access point at Rosebud Drive provides full access into the PAD District from Grant and only right turns onto Grant. While Beverly Avenue is currently signalized and is considered the primary entrance, Wyatt Drive provides a continuous connection between Grant Road and Glenn Street. Glenn Street has two primary access points: Wyatt Drive and another access point just west of Craycroft Road. Craycroft has two major access points: Towner Street that provides access to Palo Verde Hospital, and Copper Street that provides access to the Cancer Care Center. A third fire access lane is located immediately north of Palo Verde Hospital.

The TIA reports 938 vehicles enter and 400 vehicles exit the site during the morning peak period. During the afternoon peak period, 372 vehicles enter and 959 vehicles exit the site. Approximately 25 percent of site traffic uses Glenn Street, 17 percent uses Craycroft Road and 58 percent uses Grant Road. Approximately 30 percent of all TMC traffic uses the signalized driveway at Grant Road and Beverly Avenue. Overall, the general distribution of traffic to and from the site is as follows:

- North – 10%
- South – 25%
- East – 25%
- West – 40%

During the afternoon peak hour, TMC accounts for 30 percent of the traffic on Glenn Street west of TMC and 20 percent of the traffic on Glenn Street east of TMC. During the same peak hour, only 12 percent of the traffic on Grant Road west of TMC and 10 percent of the traffic to the east is attributable to TMC.

### 2.9.2 Existing Internal Circulation

The existing on-site vehicular circulation is provided via Wyatt Drive and an internal ring-street around TMC. All driveways currently connect to the ring-road. A bridge across the Alamo Wash provides internal circulation between the main hospital area and the northeast parking garage, Palo Verde Hospital and Office Building, and the Cancer Care Center. See **Figure 14 - Existing Vehicular Circulation** (p. 30).

### 2.9.3 Pedestrian/Bicycle/Bus Facilities

Sidewalks are largely provided along the interior TMC streets including Wyatt Drive and the internal ring-road. Sidewalk connections along Grant Road entries ensure pedestrian access. Craycroft Road currently does not have sidewalks adjacent to the PAD District. See **Figure 15 - Existing Primary Pedestrian Circulation** (p. 31). Craycroft Road, Glenn Street and Swan Road are all defined as signed bike routes and include on-street bicycle lanes. Grant Road does not provide bicycle lanes adjacent to TMC but does provide on-street bicycle lanes west of Swan Road.

Sun Tran provides regularly scheduled alternate mode accessibility to TMC, currently operating one express and two regular routes within or near the PAD District. See **Figure 13** (p. 27):

- Route 9 – Grant Road
- Route 34 – Craycroft Road/Fort Lowell
- Route 81 – Tanque Verde Express

### 2.9.4 Parking

TMC has a variety of surface parking and parking structures to accommodate parking needs for both hospital and tenant facilities within the PAD District. **Table 4 - Existing TMC Parking Facilities** (p. 32) summarizes the existing and required parking under the LUC. **Figure 16 – Existing TMC Parking Map** (p. 33) depicts the corresponding parking facilities location within the PAD District by number.

## 2.10 Utilities

### 2.10.1 Existing Sewers

The existing TMC sewer facilities are tributaries to the Roger Road Wastewater Treatment Facility via the Glenn Air Relief Sewer, the Craycroft Road Trunk Sewer and the Grant Road East Interceptor. The south portion of the PAD District, including a portion of the main hospital, is served by the existing 10-inch sewer line that flows to the west in Grant Road. The southeast corner of the site is serviced by the 21-inch line that flows to the north in Craycroft Road. The

(Not to scale)

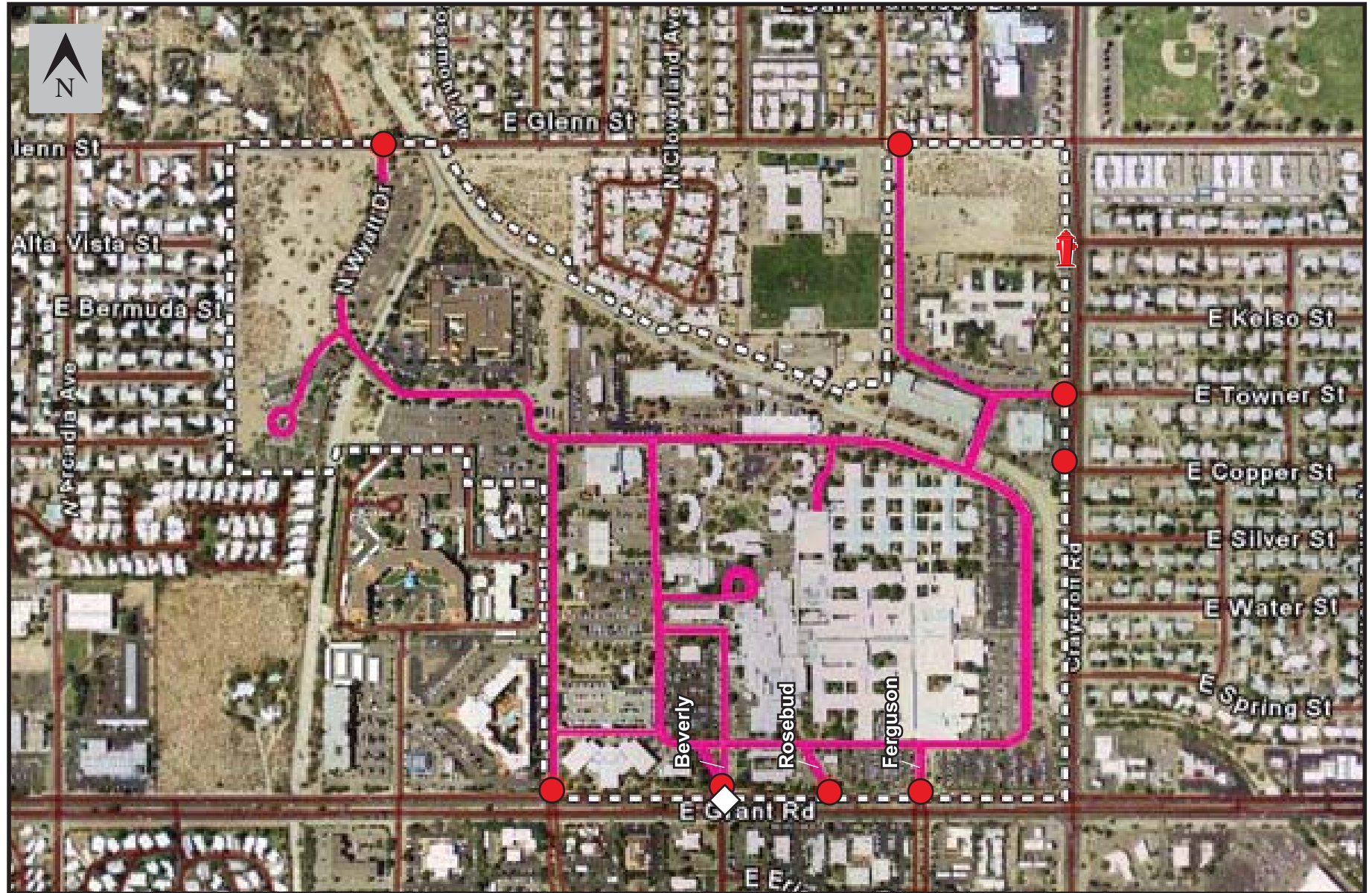
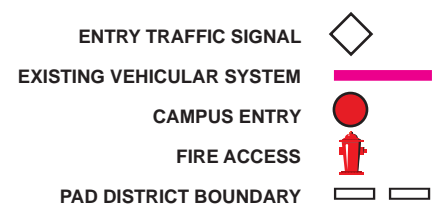
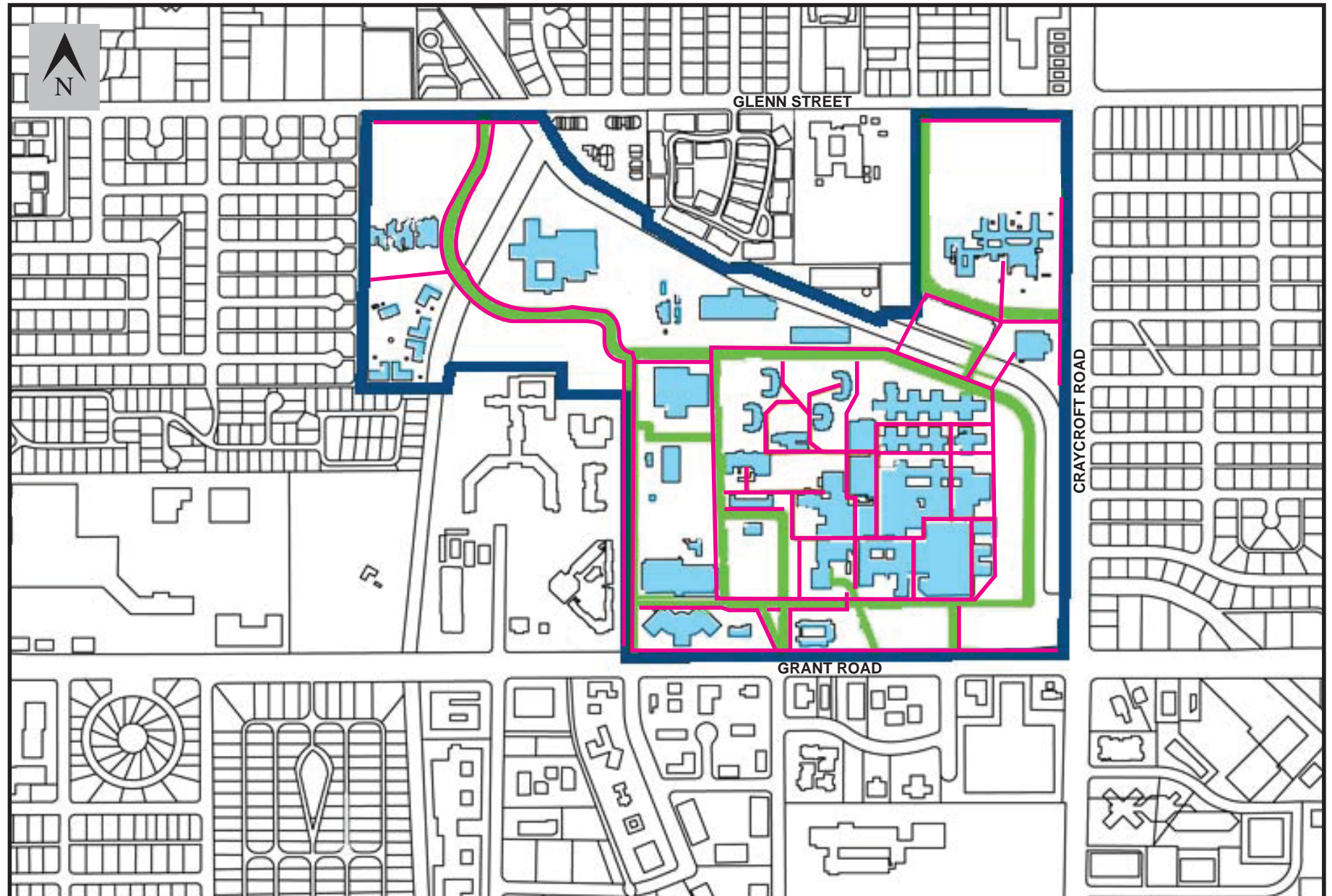


Figure 14 - Existing Vehicular Circulation



(Not to scale)



**FIGURE 15 - Existing Primary Pedestrian Circulation**

- PAD DISTRICT BOUNDARY
- STREETS
- BUILDINGS
- PEDESTRIAN CIRCULATION



Reference <sup>1</sup>	Parking Areas	Regular Spaces	Accessible Spaces	Total
1	Lot 1	77	3	80
2	Lot 2	115	0	115
3	Lot 3	111	10	121
4	Lot 4	35	40	39
5	Lot 5	101	2	103
6	Lot 6	83	7	90
9	Lot 9	41	3	44
10	Lot 10	48	3	51
11	Lot 11	262	7	269
12	Lot 12	45	2	47
13	Lot 13	30	3	33
15	Lot 15	30	3	33
16	Lot 16	74	4	78
17	Lot 17	36	1	37
18	Lot 18	9	2	11
19	Lot 19	165	15	180
20	Lot 20	96	2	98
21	Lot 21	11	2	13
22	Lot 22	12		12
23	Lot 23	29	3	32
24	Lot 24	26	3	29
25	Lot 25	44	1	45
26	Lot 26	144	2	146
27	Lot 27	24	7	31
28	Lot 28	30	7	37
29	Lot 29	222	0	222
30	Unit 950	10	0	10
31	North East Garage	590	12	602
32	South West Garage	346	14	361
33	Arizona Bldg. (Front)	4	3	7

Reference	Parking Area	Regular Spaces	Accessible Spaces	Total
34	Enterprise Scheduling	8	1	9
35	Dietary Dock	9	2	11
36	Education Bldg. (North Side)	7	0	7
37	Laundry Bldg. (South Side)	4	0	4
38	Palo Verde Hospital	170	8	178
39	Perimeter Along Guardrail	47	0	47
40	Perinatal	18	0	18
41	North East Entrance Lot	6	0	6
42	Warehouse Lot	24	0	24
43	Peppi's House	75	6	81
44	Cancer Care	69	6	75
45	Tucson Orthopedic Institute	5		5
46	Health South	146	12	158
47	Encore Senior Living	34	3	37
<b>TOTAL PARKING AVAILABLE</b>		<b>3,472</b>	<b>163</b>	<b>3,635</b>

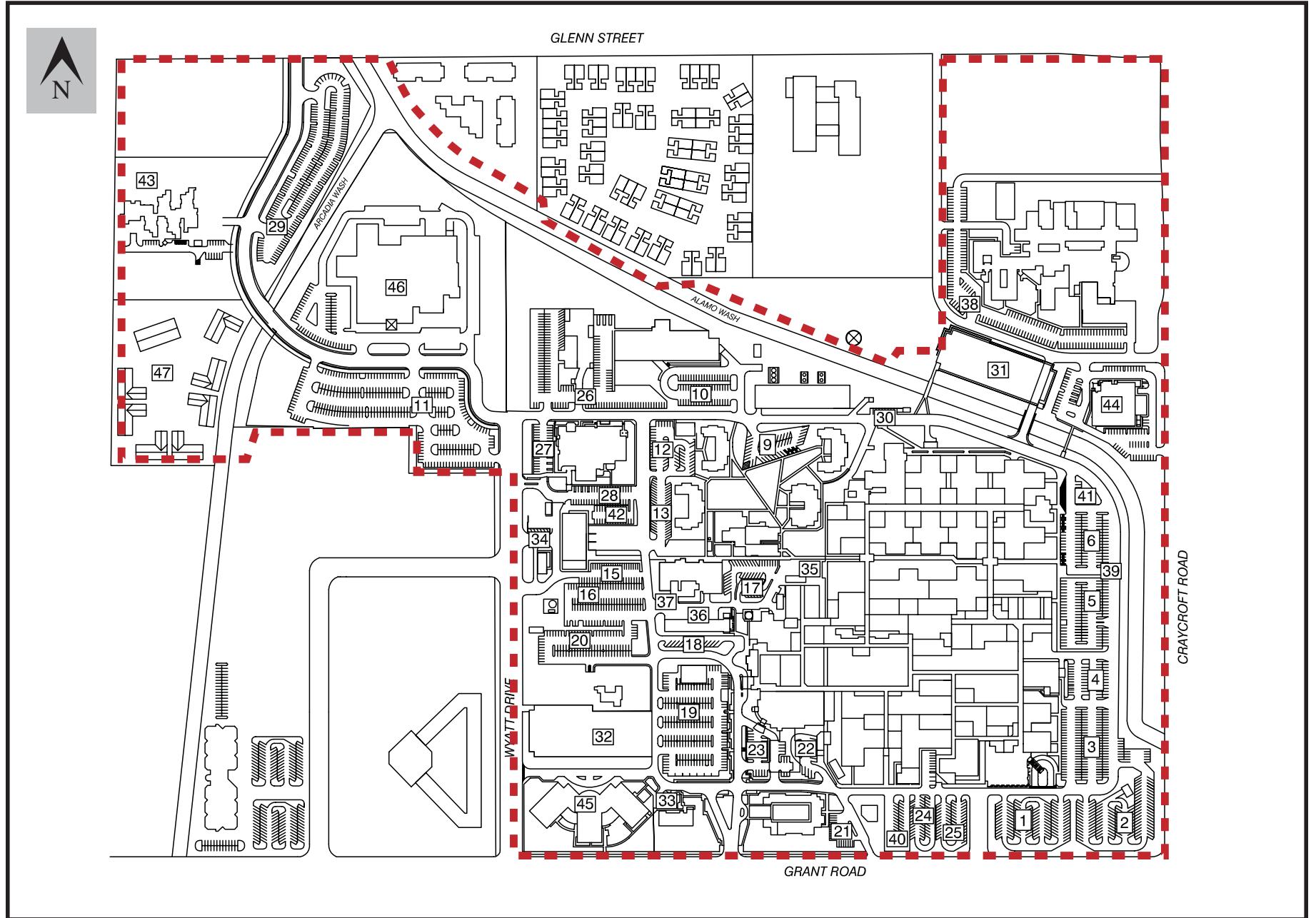
<b>TOTAL PARKING REQUIRED</b> (See TABLE 1)		<b>1,902</b>	<b>118<sup>2</sup></b>	<b>2,055</b>
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<sup>1</sup>Reference to Parking Areas identified by number on FIGURE 16, Existing TMC Parking

<sup>2</sup>118 accessible parking spaces will require 36 van accessible spaces (1 per 6 or fraction of 6 accessible spaces)

**TABLE 4 - Existing TMC Parking Facilities**

(Not to scale)



PAD DISTRICT BOUNDARY ■■■

FIGURE 16 - Existing TMC Parking Map

western half of the site is serviced by the existing 8-inch line that conveys flow to the public line in Glenn Street.

The interior sewer system is a private system and will require modifications during the development process. TMC does not expect that additional public facilities will require modifications or upgrading as a result of the PAD District development. Private sewer modifications must conform to Pima County Department of Environmental Quality requirements.

### **2.10.2 Natural Gas**

The PAD District is served by two Southwest Gas feeder lines. A 4-inch line connects to the existing line in Craycroft Road and extends west, connecting to the heating and cooling plant, and then continuing west. An additional 2-inch line connects to the existing line in Grant Road and extends to the north. This line serves the main hospital area. TMC does not expect that additional natural gas service will be necessary for future development; however, modifications to the existing on-site facilities may be required. These modifications will be addressed as part of future development plans.

### **2.10.3 Water**

The PAD District water needs are served by a system of three on-site wells, backed up by water feeds from Tucson Water. The three wells, two on the west side of the PAD District and one on the east side, are licensed and regularly inspected by the Arizona Department of Environmental Quality. If the wells cannot provide water, the Tucson Water feed automatically supplies water to the hospital for both potable and fire flow needs. Tucson Water has been designated by the State of Arizona, Department of Water Resources, as having an assured water supply.

All on-site hydrants are connected to Tucson Water. Tucson Water feeds the existing fire loop system for the main hospital complex from two locations, one on Grant Road and one on Craycroft Road. The fire loop for the Palo Verde Mental Health Hospital site is fed from Tucson Water facilities in Craycroft Road.

### **2.10.4 Electrical**

Tucson Electric Power Company provides service to the PAD District from three transformer sites and two substation sites. TMC provides a system of emergency backup generators in case of TEP power failure. As the site expands and develops, the on-site system will be properly sized and upgraded to accommodate needs.

### **2.10.5 Waste Management**

Non-biological waste is picked up six days a week by the City's Environmental Services Department. Recyclable materials, including cardboard, are picked up regularly by a contract vendor. Regulated medical waste (RMW) is removed from the hospital site six days a week by a contract vendor. Collection and processing of medical waste is handled in accordance with all federal and state laws.

## **2.11 Recreation, Open Space and Trails**

### **2.11.1 Recreation and Open Space**

Fort Lowell Park is located northeast of the TMC site, and northeast of the Glenn and Craycroft intersection. The Morris K. Udall Regional Park and the William Clements Recreation Center are located less than 2 miles to the east. One mile west is McCormick Park. Southwest of the site is Gene Reid Park near the Randolph Municipal Golf Course and the Randolph Recreational Complex.

### **2.11.2 Existing Trails**

The PAD District is just south of that portion of the Alamo Wash Trail located north of Glenn Street, within a mile of the Rillito River Linear Park, and within two miles of the Catalina Foothills and many multipurpose trails throughout the region.

As part of the new hospice building development, TMC constructed an 8-foot wide compacted decomposed granite trail within a minimum 10-foot landscape border connecting the Glenn Heights neighborhood at Towner Street to Wyatt Drive. This on-site connection will provide access to Wyatt and future Arcadia and Alamo Wash trail connections.



The City owns and maintains the rights-of-way through which the Alamo and Arcadia Washes run within the PAD District, which also includes a 20-foot strip generally located along both sides of the Alamo Wash. There is no City right-of-way along the edges of the Arcadia Wash within the PAD District. There are currently no public trails or public landscape improvements along the Arcadia or Alamo Washes within the PAD District, although a public trail exists along the Alamo Wash outside of the PAD District.

## 2.12 Cultural Resources: Archeological and Historical Sites; Community, Public and Educational Facilities

### 2.12.1 On-Site Cultural Resources

Harris Environmental conducted a cultural-resources inventory of approximately 113 acres and a pedestrian cultural-resource survey of about 13.5 acres attached as **Appendix 5 – Cultural Resources Inventory**. No significant archaeological remains were identified within either of the two undisturbed parcels surveyed by Harris Environmental. The portion of the PAD District that is currently vacant at the southwest corner of Craycroft and Glenn is across the street from NRHP-listed Fort Lowell and within the boundary for the Hardy archaeological site.

### 2.12.2 Historic Structures

TMC respects its key historic resources and their integration into future development. A detailed discussion of the future handling of historic structures within the PAD District is provided in **PAD Section 3.5.6** and **Appendices 8** and **9**.

### 2.12.3 Community Resources

Libraries located near the PAD District include:

- Dusenberry-River Center Branch, 5605 E. River Road – 1.3 miles
- Martha Cooper Branch, 1377 N. Catalina Ave. – 1.4 miles
- Murphy-Wilmot Branch, 530 N. Wilmot Road – 2.0 miles

### 2.12.4 Educational Facilities

Public educational facilities located near the PAD District include:

- Whitmore Elementary, 5330 E. Glenn - 1.0 miles
- Townsend Middle School, 2120 N. Beverly - 0.2 miles
- Dodge Middle School, 5831 E. Pima - 1.2 miles
- Fort Lowell Elementary School, 5151 E. Pima - 0.8 miles
- Wright Elementary School, 4311 E. Linden - 1.6 miles
- Davidson Elementary School, 3950 E. Paradise Falls Dr. - 2.7 miles
- TMC-U Clinical Learning Lab, also used by Pima Community College and Northern Arizona University for health care education and training.

### 2.12.5 Health Care Facilities

In addition to TMC and related medical services in the immediate vicinity, a nearby hospital facility includes Carondelet St. Joseph's Hospital, 350 N. Wilmot Road.

### 2.12.6 Fire/Police/Emergency Vehicle Services

The closest police station is located at 1100 S. Alvernon, approximately 4.5 miles from the PAD District. The closest fire station is located at 4902 E. Pima, approximately 1 mile from the PAD District.

## 2.13 Overlay Zones

The City's Major Streets and Routes (MS&R) overlay zone applies within the PAD District. New development and/or redevelopment will comply with MS&R requirements. Although not a zoning overlay in the LUC, the City's W.A.S.H. Ordinance also applies within the PAD District (*see PAD Section 2.4.3*).

## 3.0 Land Use Plan and Regulations

### 3.1 Basis of the PAD District

The TMC PAD consists of a single zoning district based on a modified OCR-2 zone. **Figure 17 - TMC PAD District** (p. 37) depicts the boundary of the new PAD zoning district. All new development, redevelopment and associated vehicular use areas and landscaping within the PAD District shall conform to the regulations and standards in this PAD. Where these regulations and standards vary from the LUC, Development Standards or other City standards, the PAD regulations and standards shall control. Where the PAD is silent, the LUC provisions for the OCR-2 zone and other relevant City standards shall control. Detailed definitions for the following uses can be found in LUC Sec. 2.6.2 and Sec. 2.6.3.

### 3.2 PAD District Permitted and Excluded Uses – OCR-2

Permitted uses within the PAD District shall include all those permitted by LUC Sec. 2.6.2 in OCR-2 zoning districts (subject to development designator “36”) and the following additional permitted uses which may be permitted without special exception review:

Additional Permitted Uses:

- ♦ **Residential Use Group:**
  - Family Dwelling “J” and “L”
  - Rehabilitation Service or Shelter Care “36,” subject to LUC Sec. 3.5.7.8.C.4 and .D only
- ♦ **Commercial Services Use Group:**
  - Food Service – Soup Kitchen “36,” subject to LUC Sec. 3.5.4.6.D only
  - Medical Service – Outpatient, limited to blood donor center “36,” subject to LUC Sec. 3.5.4.8.C only

Uses permitted in the OCR-2 zoning district that are specifically excluded in this PAD District include the following:

Specifically Excluded Uses:

- ♦ **LUC Sec. 2.6.2.2.A – Commercial Services Use Group:**
  - 5. Entertainment
- ♦ **LUC Sec. 2.6.2.2.B – Retail Trade Use Group:**
  - 2. General Merchandise Sales, only of automotive accessories and new parts stores, fuel and lubricant sales. (TMC will continue to provide fuel to helicopters); and
  - 3. Vehicle Sales
- ♦ **LUC Sec. 2.6.2.2.C – Civic Use Group:**
  - 2. Correctional Use; and
  - 3. Cultural Use: zoos
- ♦ **LUC Sec. 2.6.2.2.F – Restricted Adult Activities Use Group**

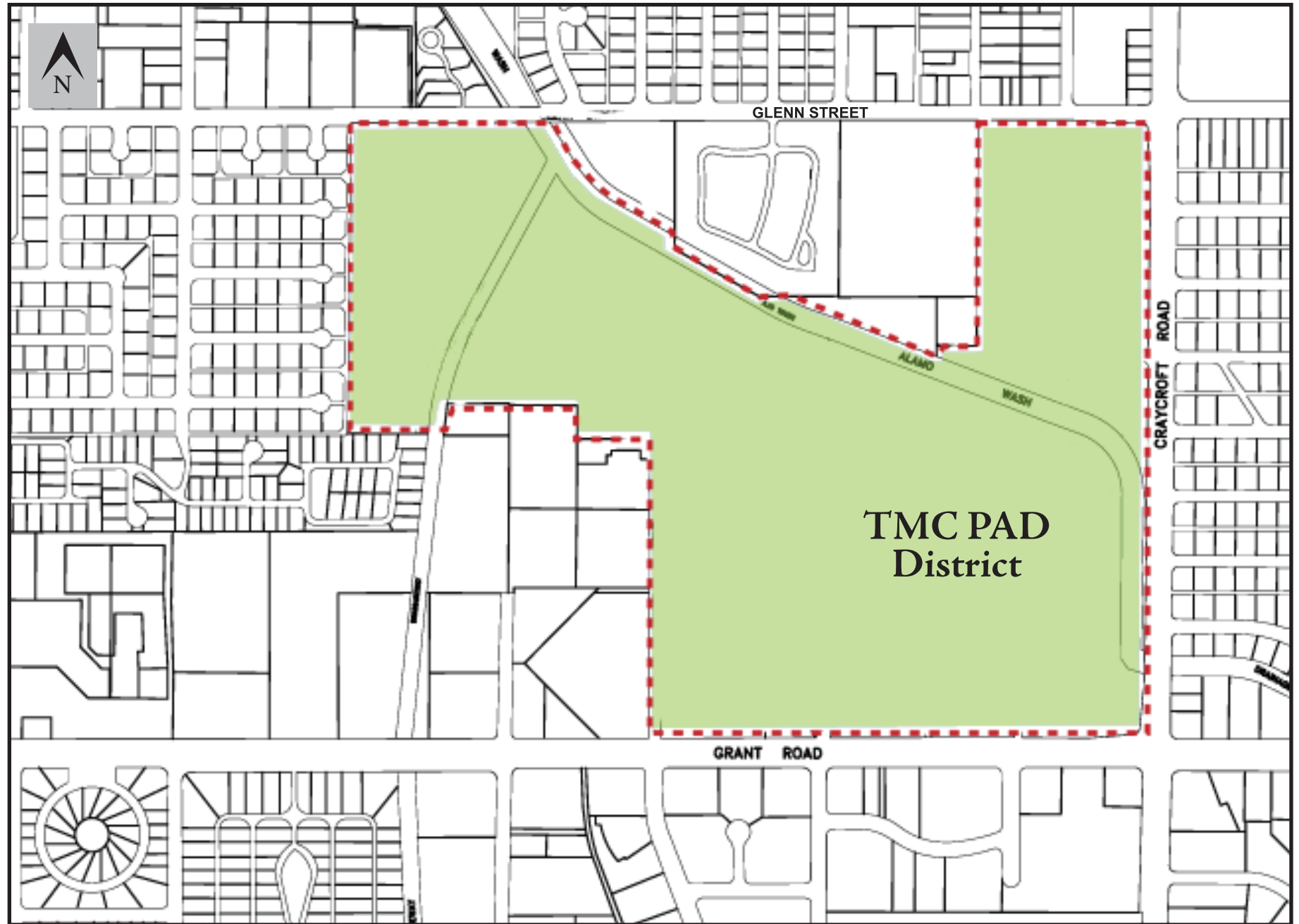
Except as otherwise provided above, special exception land uses within the PAD District shall be those permitted under LUC Sec. 2.6.2.3.

### 3.3 Performance Criteria

This section establishes regulations relating to the physical character, intensity of development and impact of proposed development on adjacent land uses and municipal services, and specifies the nature and use of these regulations. Where the PAD performance criteria vary from existing LUC criteria, the PAD criteria shall control. Where the PAD is silent, the LUC provisions for the OCR-2 zone and other relevant City standards shall control.

All new development, redevelopment and associated vehicular use areas and landscaping within the PAD District shall conform to the PAD or, where the PAD is silent, to the LUC or other relevant City standards or regulations. Existing development including buildings, sidewalks and pedestrian paths, walls, roadways, landscape and other structures already constructed within the PAD District shall be permitted to remain in place, as is, until that portion of the PAD District in which the existing development is located is developed and/or redeveloped, at which time the existing development shall be brought into compliance with the PAD or, where the PAD is silent,

(Not to scale)




PAD DISTRICT BOUNDARY   
TMC PAD DISTRICT 

FIGURE 17 - TMC PAD District



into compliance with the LUC or other relevant City standards or regulations. An ALTA aerial survey showing the locations of existing development within the PAD District prior to PAD approval shall be provided to the City as part of the PAD application submittal.

### 3.3.1 Interior Lot/Parcel Lines

The PAD District shall be deemed a single unified site for all purposes under the LUC, the various technical and building codes and regulations adopted by City Code Chapter 6, the Fire Code and related regulations adopted by City Code Chapter 13, the development compliance review regulations adopted by City Code Chapter 23A, and the Floodplain and Erosion Hazard Management ordinance and regulations adopted by City Code Chapter 26 (Development Regulations). To provide an alternative method to meet the safety objectives of the Development Regulations while allowing construction across property, lot or parcel lines within the PAD District, TMC shall enter into the City's form of "Covenant Regarding Development and Use of Real Property" that will covenant, condition and restrict all future use and development of the those parcels within the PAD District owned or controlled by TMC HealthCare (which shall exclude the three City-owned parcels) so as to treat such parcels as a single lot solely for the purpose of compliance with all applicable provisions of the Development Regulations. All new buildings, structures and other development within the PAD District shall otherwise conform to applicable City building, fire and other life safety standards.

### 3.3.2 Streets, Parking Area Access Lanes (PAALs) and Curbs

All streets, roadways and PAALs within the PAD District, including Wyatt, are privately owned. All new development and/or redevelopment of private streets, roads, PAALs and curbs shall comply with the City's LUC and other relevant City standards and regulations, including safety standards, except as may be otherwise provided in this PAD.

- A. Bicycle and pedestrian access may be included within the street cross-sections provided in this PAD. Vehicular travel lanes that are designated for bicycle travel shall be a minimum of 15 feet wide and shall include striping for the bicycle lane.

- B. A ten (10) foot service lane may also be included if determined necessary by TMC to provide for safe efficient access for on-site service vehicles and patient and visitor shuttles.
- C. All fire apparatus access roads shall be designed and maintained according to International Fire Code Standards and approved by the City Fire Department. Vehicle parking shall only be permitted on streets or roadways with minimum twenty (20) foot wide vehicle lanes (combined with no median) and an eight (8) foot parking lane. Otherwise, there shall be no vehicle parking on streets or roadways within the PAD District and such streets or roadways must have "No Parking" signs.
- D. **Figure 18 - Conceptual Vehicular Circulation System** (p. 40) depicts the conceptual internal street layout for the future development of the PAD District. This internal vehicular circulation system is intended to provide access to medical services and other uses throughout the PAD District without returning vehicles to the surrounding major streets. The circulation system may be modified as part of the development plan process, but shall maintain the internal ring concept. Proposed street cross-sections are provided as follows in **Figures 18A-H - Street Sections** (pp. 41-46):
  1. **Figure 18A – New Craycroft Entrance and Entry Bridge over Alamo Wash.**
  2. **Figure 18B – Beverly Entrance at Grant Road (to approximately 200 feet north of Grant).**
  3. **Figure 18C – Beverly Road North of Grant Road entrance.** The median design will vary from approximately 10 feet in width at Grant Road on the south end of the median area to approximately 30 feet in width at the north end of the median area.
  4. **Figure 18D – Wyatt Drive**
  5. **Figure 18E – Towner Loop adjacent to Whitmore Elementary School.**
  6. **Figure 18F – Standard Two-Lane Street with Bike/Service Lane.**
  7. **Figure 18G – Standard Two-Lane Street with Center**

**Median.**

- 8. **Figure 18H – Standard Two-Lane Street.** Travel lanes designed for bicycle travel shall be a minimum fifteen (15) feet wide with striping for the bicycle lane.

**Figures 18A to 18E** are specific to certain streets within the PAD District. **Figures 18F to 18H** may be used throughout the PAD District as new streets are designed and constructed.

**3.3.3 Vehicular and Bicycle Parking and Alternative Transportation**

The vehicle and bicycle parking requirements in LUC Sec. 3.3 Motor Vehicle and Bicycle Parking Requirements, and Development Standards Sec. 3-05 and Sec. 2-09 shall apply with the following modifications:

- A. The following uses shall provide one (1) vehicle parking space per two hundred (200) square feet of total gross floor area (“GFA”): Financial Service; Food Service (on- or off-site consumption); Library; Medical Service – Outpatient; Personal Service; Swap Meet.
- B. The following uses shall provide one (1) space per ten (10) fixed seats in all combined public assembly rooms or one (1) space per two hundred (200) square feet GFA without fixed seats in all combined public assembly areas: Civic Assembly; Membership Organization; Religious Use.
- C. Secondary or accessory uses (as provided in **Table 1** (p. 12) and as defined in the LUC) within the PAD District shall not be required to provide parking.
- D. Land uses within the PAD District may locate their required parking anywhere within the PAD District.
- E. Class 2 bicycle parking spaces may be substituted for all required Class 1 bicycle spaces, except that 25% Class 1 bicycle spaces shall be provided as part of the new hospital development (Medical Services – Major) only based on the number of vehicle parking spaces required for the new hospital.
- F. TMC shall provide bicycle routes throughout the PAD District using a combination of trails and vehicular access streets. Vehicular travel lanes that are designated for bicycle

travel shall be a minimum of 15 feet wide and shall include striping for the bicycle lane.

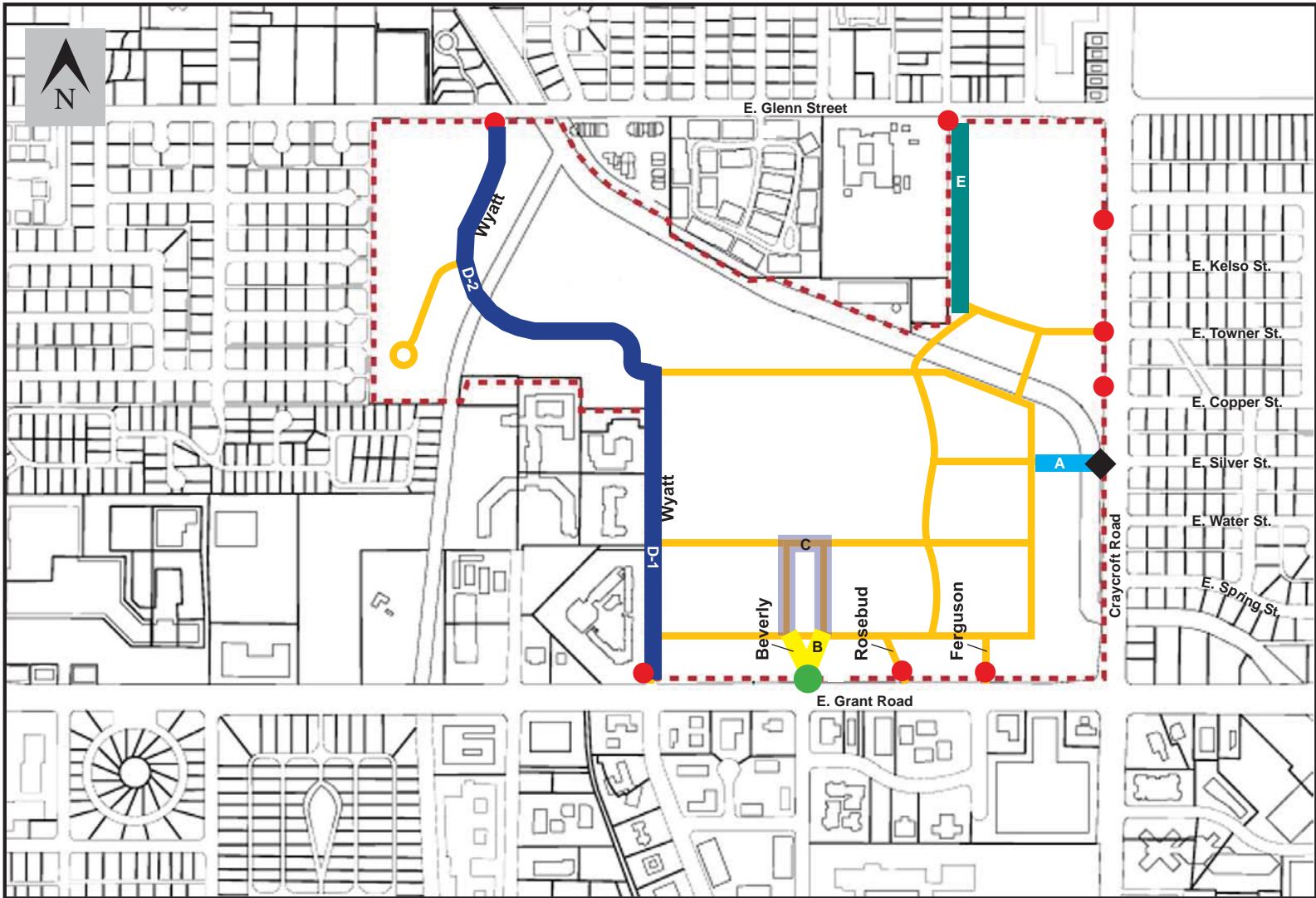
- G. Accessible parking, including the required quantities and locations of accessible parking, shall be provided in compliance with the ICC/ANSI A117, Chapter 400 and the International Building Code (IBC) Chapter 1100 (as it may be amended). Each development plan submitted to the City under the PAD shall include a summary of the existing and proposed number of hospital beds and/or gross floor area for medical outpatient facilities, rehabilitation facilities and outpatient physical therapy facilities, and the required regular and ADA parking for the entire PAD District and for the specific development plan.
- H. No multi-story parking structures shall be built within 130 feet from the PAD District boundary line adjacent to the Glenn Heights Neighborhood.

**3.3.4 Loading**

All future loading zones and loading areas shall be screened and comply with LUC Sec. 3.4 Off-Street Loading, with the following modifications:

- A. Medical Services – Major: A minimum of three 12’ by 35’ loading spaces shall be located at the new hospital’s future loading dock for all medical services – major uses within the PAD District. If the hospital receives deliveries from vehicles longer than may fit into a 12’ by 35’ loading space, a 12’ by 55’ loading space may be required. All required semi-truck loading shall occur at one of the three loading dock spaces. No other semi-truck loading areas shall be required in the PAD District.
- B. All Other Uses: New and/or redeveloped buildings shall require the following minimum number of loading spaces:
  - 1. Buildings of less than 15,000 square feet of gross floor area: Loading can be provided using regular vehicular parking spaces with hours posted for permitted loading use provided that the loading space is located within 250 feet of the use it serves and is not used by semi-trucks. These loading spaces shall be provided in addition to the

(Not to scale)



**STREET SECTIONS:**

- CRAYCROFT ENTRY A —
- BEVERLY ENTRY B —
- BEVERLY C —

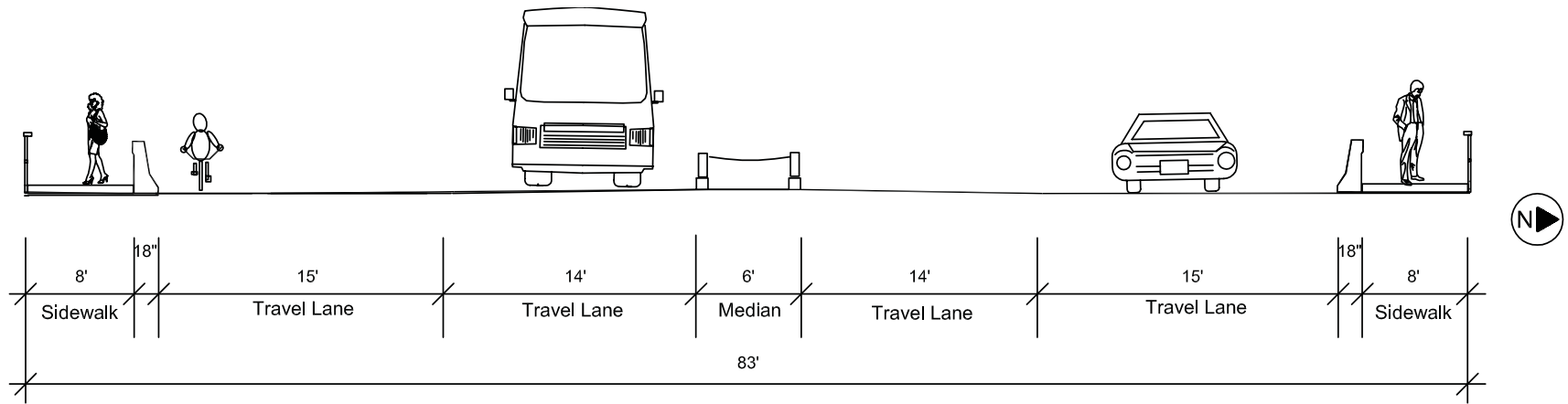
- WYATT D —
- ADJACENT TO WHITMORE E —
- F-H TO BE USED THROUGHOUT PAD DISTRICT

- PAD DISTRICT BOUNDARY - - -
- CONCEPTUAL CIRCULATION —
- ENTRY TRAFFIC SIGNAL ●
- FUTURE CAMPUS ENTRY ●
- PROPOSED FUTURE ENTRY TRAFFIC SIGNAL ◆

**FIGURE 18 - Conceptual Vehicular Circulation System**

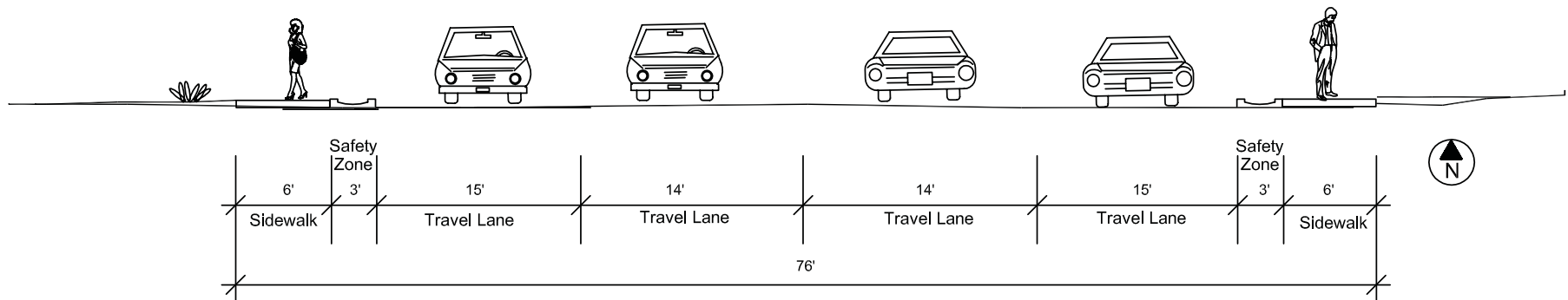


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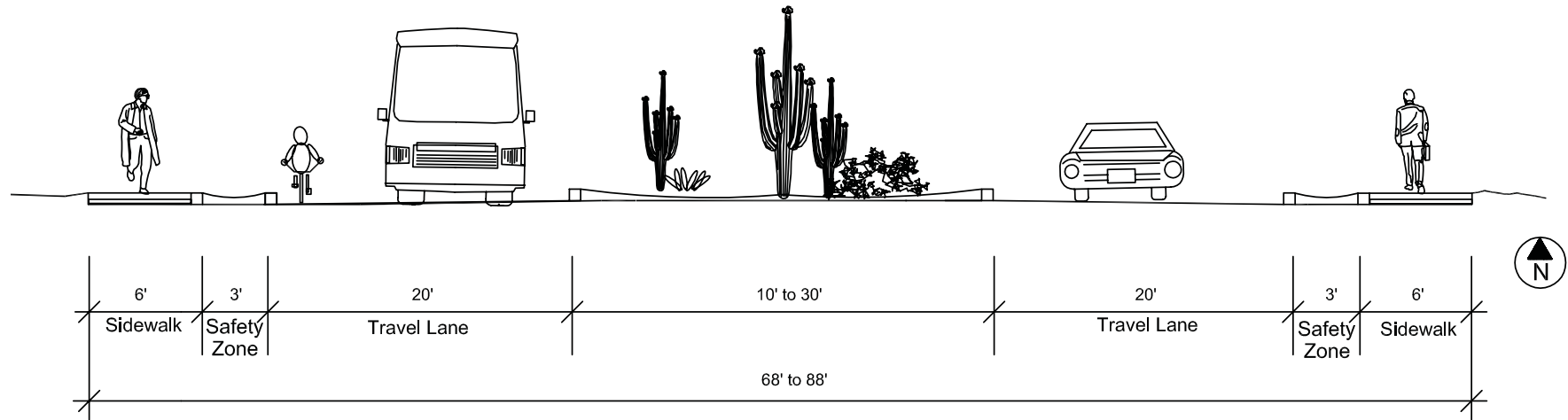
**FIGURE 18A - Street Section: New Craycroft Entrance and Entry Bridge over Alamo Wash**

(Not to scale)



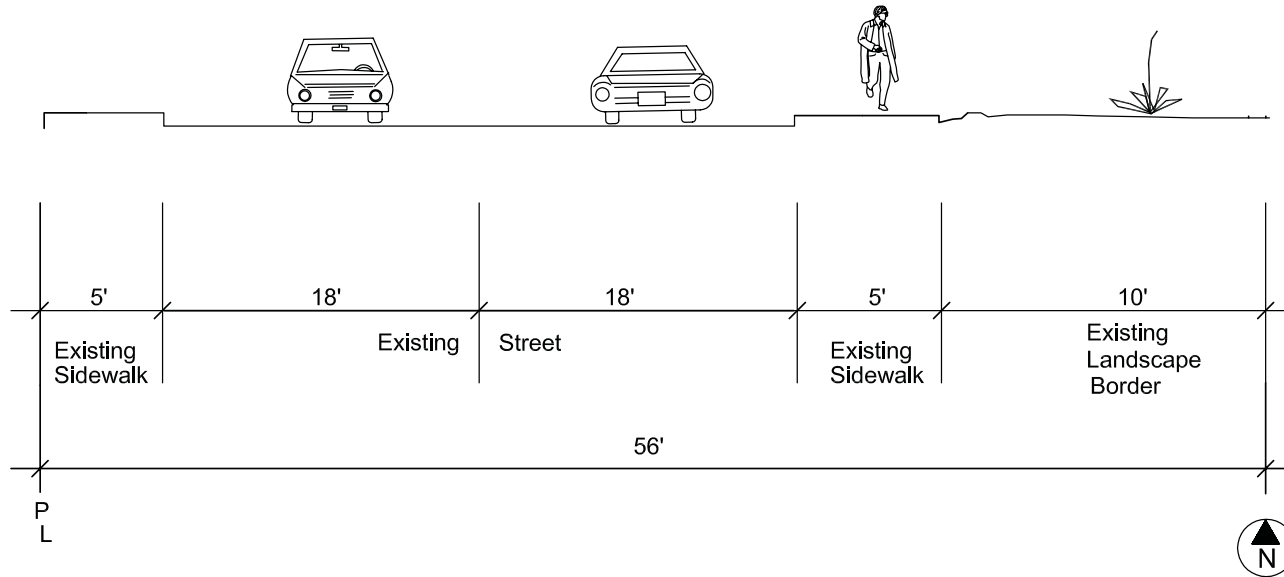
**FIGURE 18B - Street Section: Beverly Entry at Grant Road (to approximately 200 feet north of Grant)**

(Not to scale)



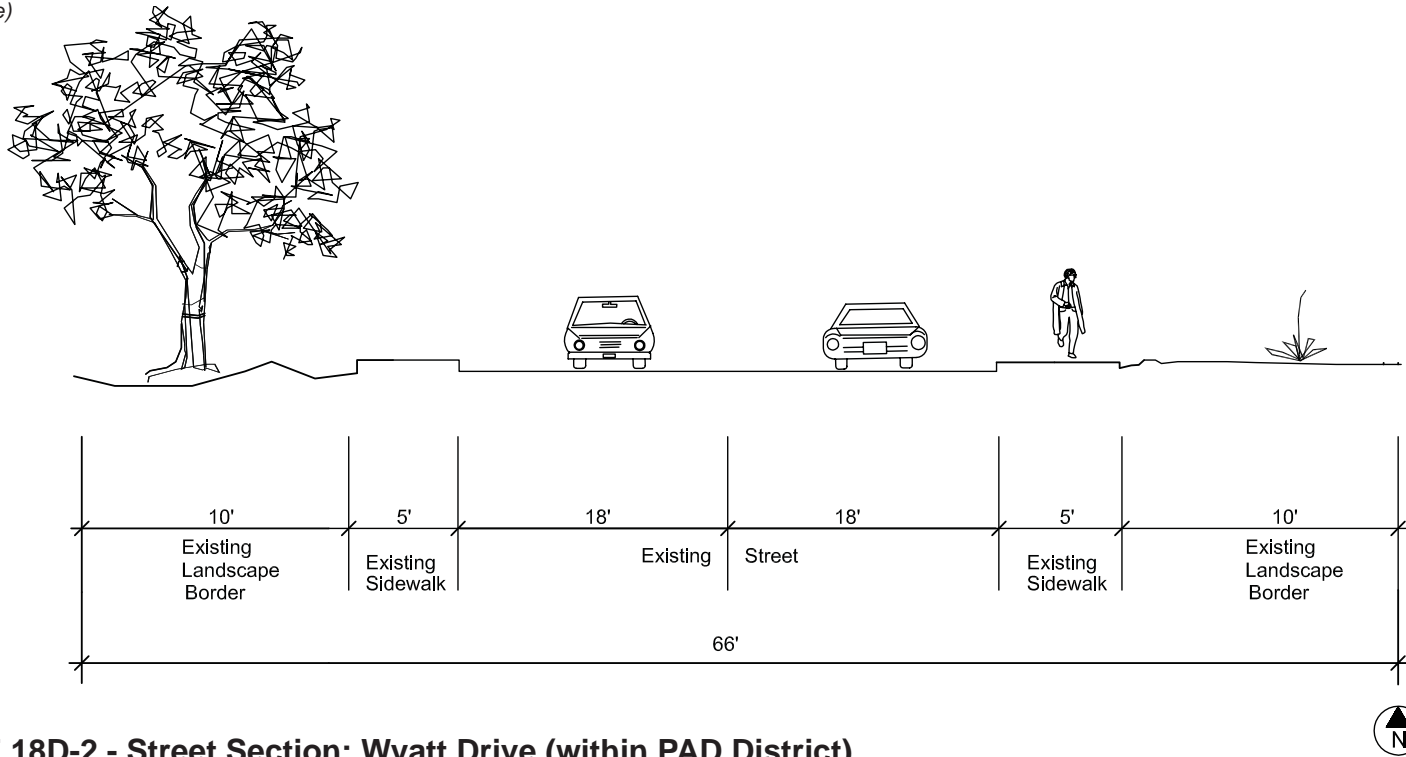
**FIGURE 18C - Street Section: Beverly Road North of Grant**

(Not to scale)



**FIGURE 18D-1 - Street Section: Wyatt Drive (adjacent to PAD District Boundary)**

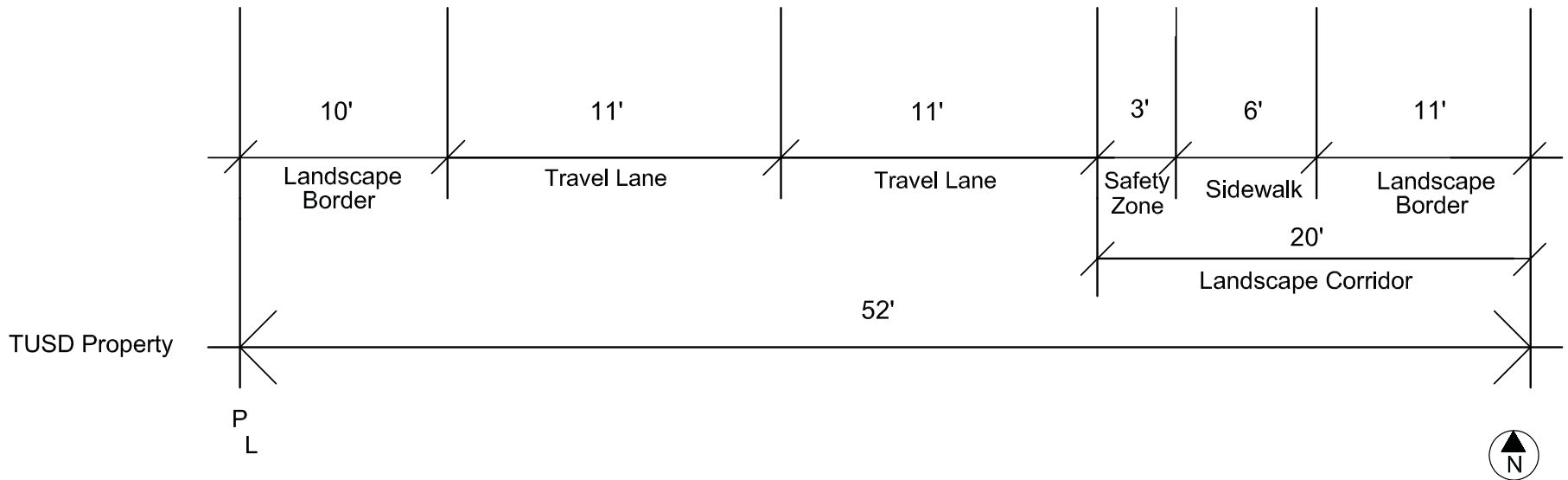
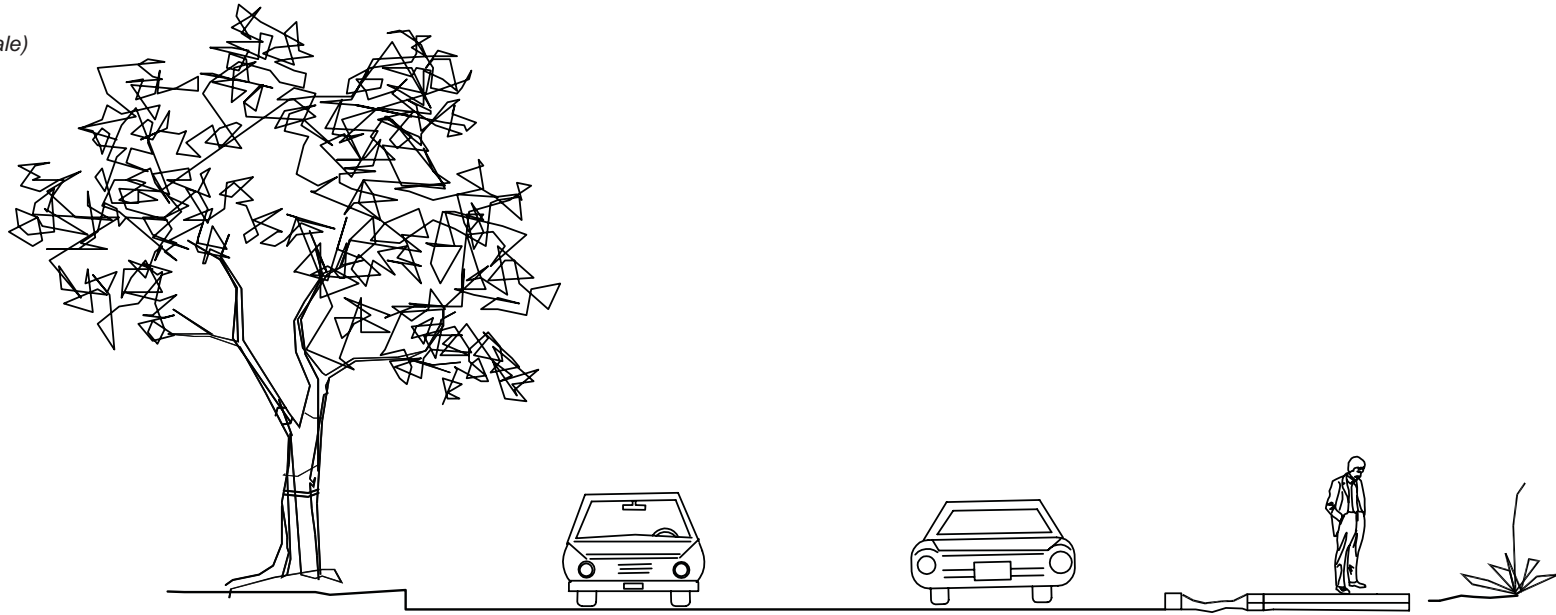
(Not to scale)



**FIGURE 18D-2 - Street Section: Wyatt Drive (within PAD District)**

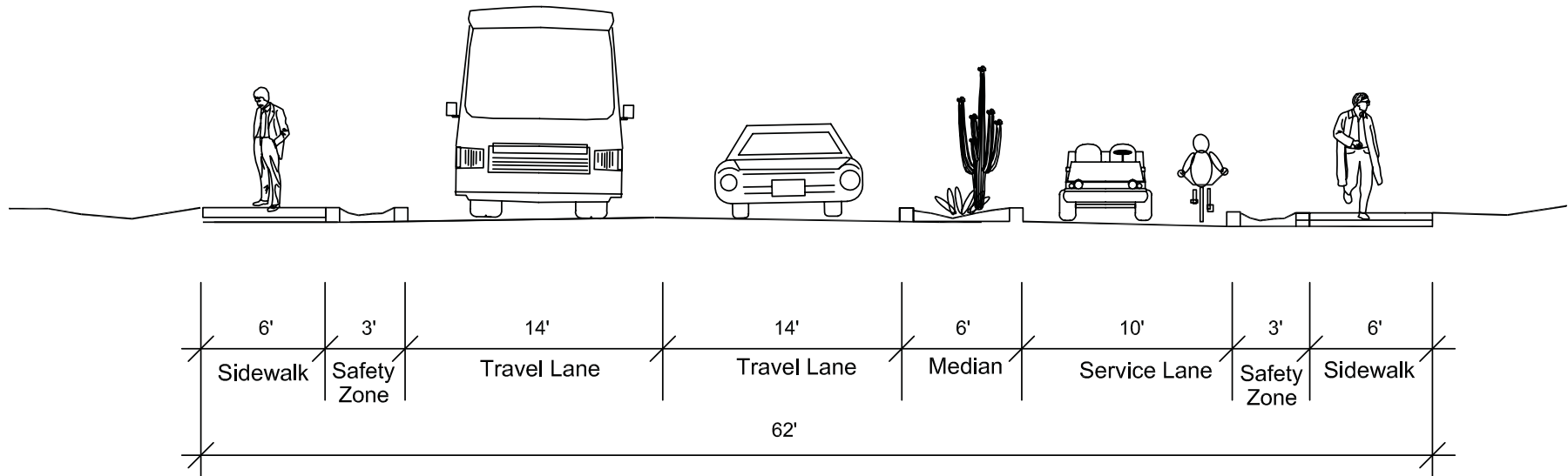


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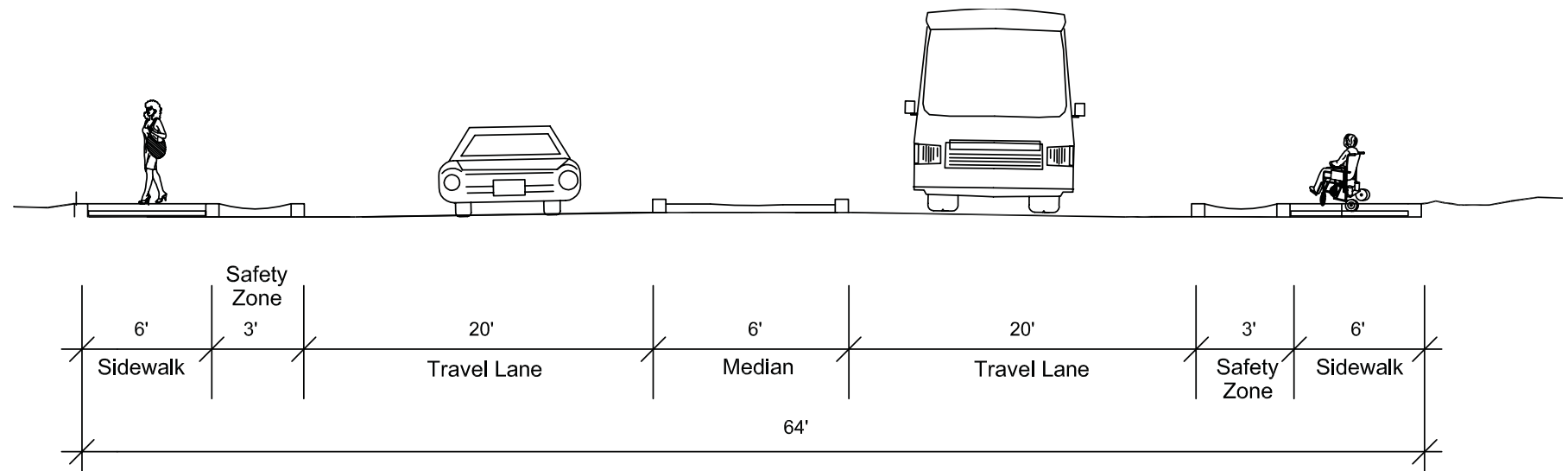
**FIGURE 18E - Street Section: Towner Loop Adjacent to Whitmore Elementary School**

(Not to scale)



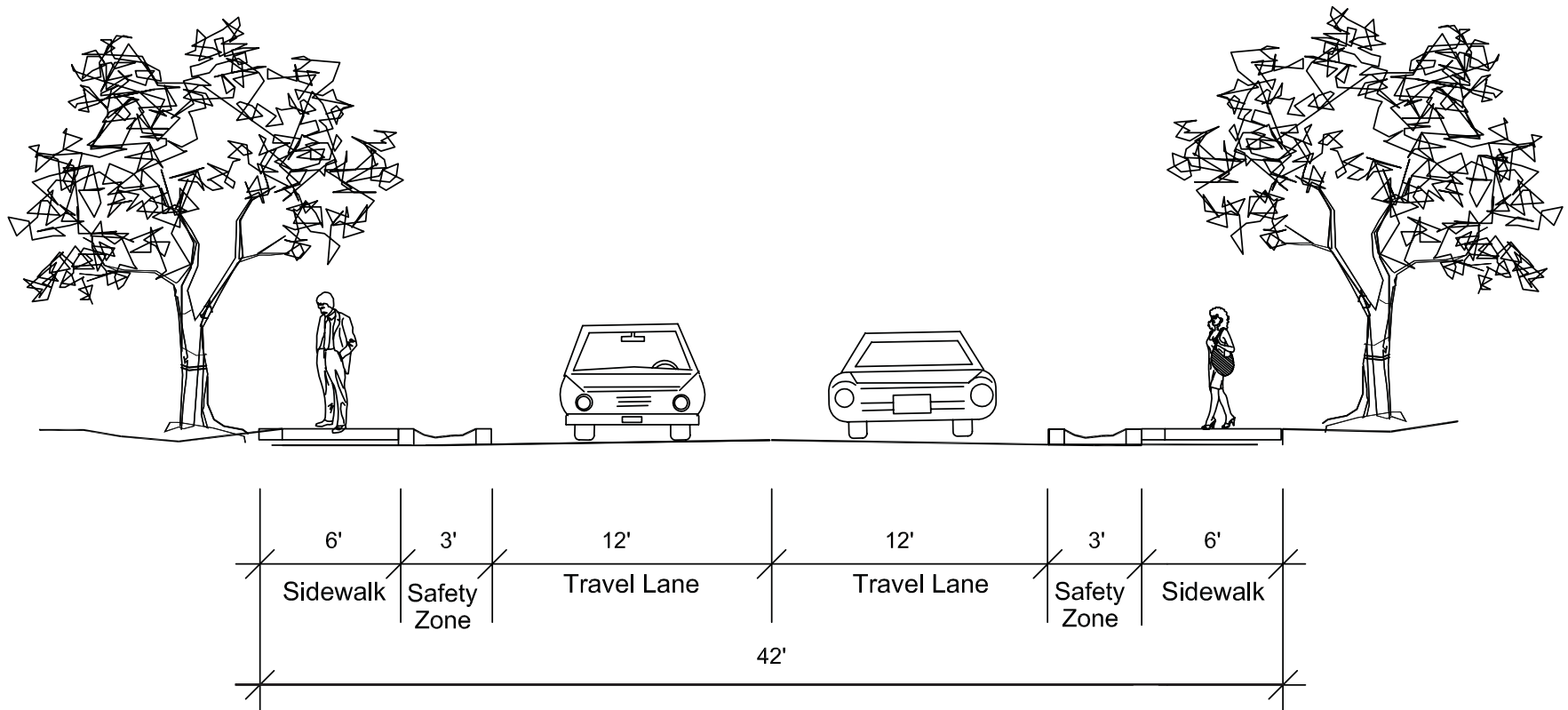
**FIGURE 18F - Street Section: Standard Two-Lane Street with Bike/Service Lane**

(Not to scale)



**FIGURE 18G - Street Section: Standard Two-Lane Street with Center Median**

(Not to scale)



**FIGURE 18H - Street Section: Standard Two-Lane Street (15-foot lanes with striping if a designated bicycle route)**



required number of regular vehicular parking spaces.

2. Buildings of 15,000 square feet or more of gross floor area:

Number of Spaces (dimensions)	Gross Floor Area (sq. ft.)
1 (10' x 18')	15,000 – 50,000
2 (10' x 18')	50,001 – 100,000
3 (10' x 18')	100,001 – 200,000
2 (10' x 18') 1 (12' x 35')	200,001+
1 additional (10' x 18')	For each additional 100,000

- C. Existing buildings shall not be required to provide additional loading areas.
- D. No public streets or alleys exist near loading areas within the PAD District. LUC Sec. 3.4.4.2.A.2, Sec. 3.4.4.2.A.3, and Sec. 3.4.4.2.B shall not apply within the PAD District.
- E. Recycling and solid waste pick up shall not be provided at or from the loading areas.

### 3.3.5 Pedestrian Circulation System

The future pedestrian circulation system within the PAD District shall be constructed in conjunction with new development and/or redevelopment and shall conform to LUC Sec. 3.2.8.4 and the corresponding performance criteria for building, street and parking connectivity with the following modifications:

- A. Separation. A minimum separation of zero (0) feet between a sidewalk and any adjacent building or structure is permitted.
- B. Elements. The primary pedestrian circulation system shall use a partially shaded interconnected network of sidewalks, pedestrian paths and trails to offer organized pedestrian access to the PAD District subject to the following specifications:
  1. Sidewalks, generally: Six (6) feet wide and constructed of concrete; shall be ADA-compliant.
  2. Sidewalks, located at the main entrances to buildings: Eight (8) feet wide and constructed of concrete; shall be ADA-compliant.
  3. Service sidewalks that provide access to equipment service areas or to non-public building entrances: At least five (5) feet wide and constructed of concrete; shall be ADA-

compliant.

4. Pedestrian paths: Between eight (8) and ten (10) feet wide and constructed of paved asphalt or concrete; shall be ADA-compliant.
  5. Trails, generally: Ten (10) feet wide and constructed of soft surface stabilized decomposed granite or asphalt.
- C. Location and Design. **Figure 19 - Conceptual Pedestrian Circulation System** (p. 49) depicts the locations of the certain proposed primary pedestrian routes throughout the PAD District. These proposed pedestrian routes will connect internally and to off-site trails and other rights-of-way that abut the PAD District.
1. Sidewalk, pedestrian path and trail cross-section designs are depicted in **Figures 19A to 19G – Pedestrian Routes & Landscape Borders** (p. 50-53). Typical cross-section designs will include a sidewalk, pedestrian path or trail constructed within a twenty (20) to thirty (30) foot overall landscape corridor, depending on the size of the area in which the pedestrian route is to be constructed. The pedestrian route may be located anywhere within the landscape corridor provided that a minimum five (5) foot landscape area is provided between the pedestrian route and the outside edge of the landscape corridor and a minimum three (3) foot pedestrian safety zone is provided between the pedestrian route and the back of curb of an adjacent street or road.
  2. Cross-sections for the Towner Loop near Whitmore Elementary School and Wyatt Drive from Grant Road to Glenn Street are depicted in **Figures 19F and 19G** respectively and may not conform to the typical cross-section because of pre-existing buildings and development in these locations.
  3. If a pedestrian route is not depicted otherwise in **Figure 19** and **Figures 19A to 19G**, it may be constructed as a sidewalk or a pedestrian path depending on future development needs. A sidewalk or pedestrian path shall be provided on both sides of a street or roadway except that if development within the PAD District occurs only on

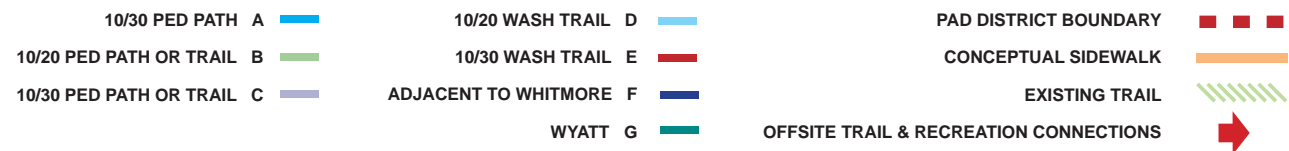
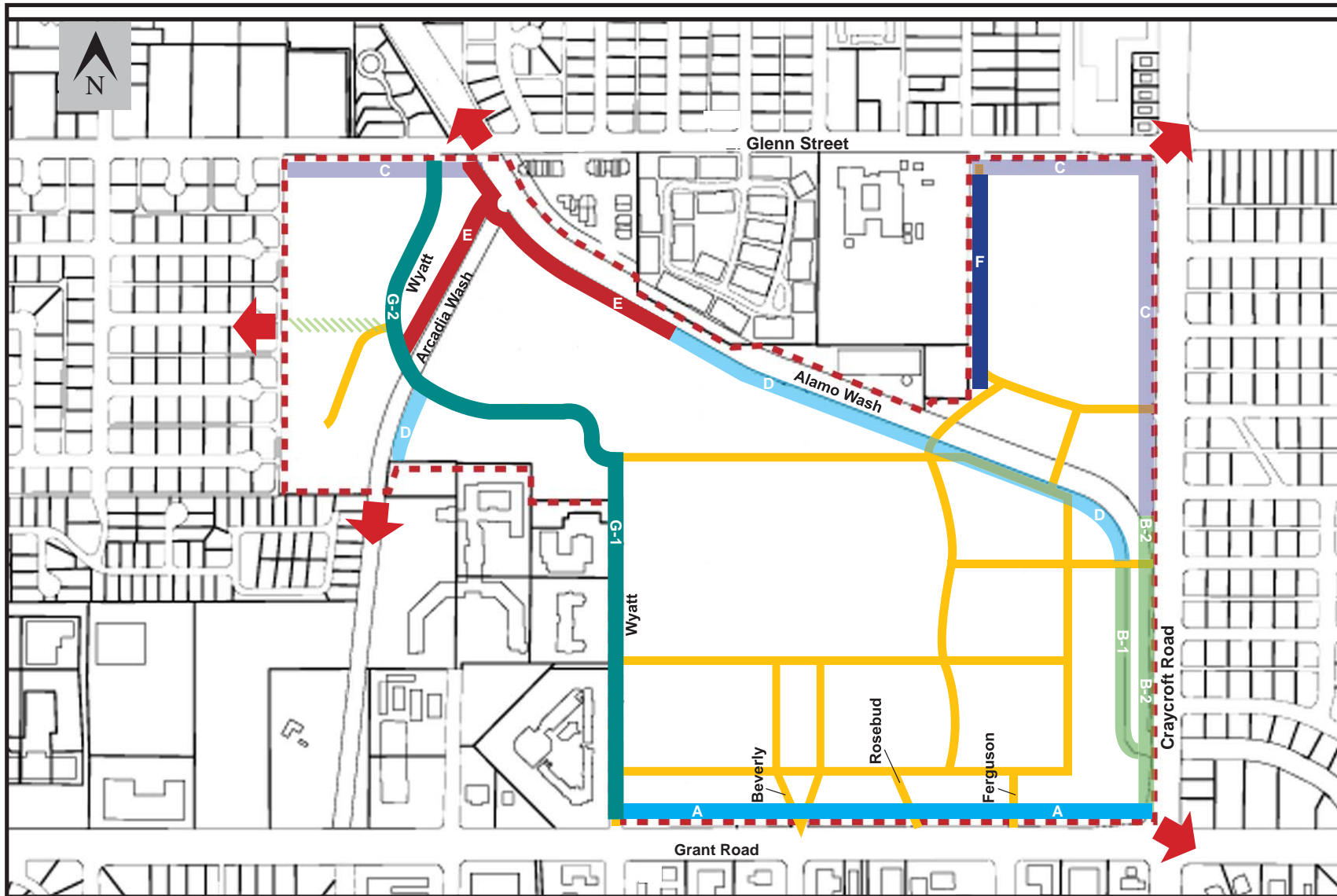
one side of the street or roadway, a sidewalk or pedestrian path may be provided only on the development side of the street or roadway.

- D. Wash Trails. Wash trails within the PAD District shall be constructed on one bank of the Alamo and Arcadia Washes (the “Alamo Wash Trail” and “Arcadia Wash Trail”).
1. TMC may prepare a Master Trail Plan for the PAD District for approval by the City in compliance with the City’s W.A.S.H. Ordinance (see **PAD Section 3.5.1**).
  2. The Alamo and Arcadia Wash Trail landscape corridors shall be measured from top of bank, defined as the channelized portions of the Alamo Wash and Arcadia Wash as the point/line at which the concrete sideslope plunges into the wash from the earth adjacent to it. Typically, the bank protection has a two-foot by two-foot key-in at the top of the wash channel which generally constitutes the first two feet of the 50-foot study area for W.A.S.H. Ordinance purposes.
  3. Safety railings may be required immediately adjacent to the Alamo or Arcadia Washes if TMC and/or the City determine that such safety railings are necessary.
  4. Portions of the Alamo Wash Trail may be located within the City-owned right-of-way and such portions shall be constructed and maintained by TMC in conformance with the performance criteria in this PAD. The City shall provide an easement for the construction, maintenance and repair of the Alamo Wash Trail where it is located within the City-owned right-of-way, upon City approval of plans for such portions of the Alamo Wash Trail.
  5. The Alamo Wash Trail cross-section will deviate from the standard cross-section depicted in **Figures 19F and 19G** (pp. 52-53) between the existing easternmost pedestrian bridge across the Alamo Wash and the existing vehicular bridge across the Alamo Wash that leads to the existing Northeast Parking Garage. This location has very limited area and steep slopes and therefore will require the trail to connect to an 8-foot sidewalk along the existing roadway. Enhanced landscape will be provided between the

sidewalk and the top of bank.

6. Existing sidewalks are located on both sides of the Wyatt Drive vehicular bridge over the Arcadia Wash. These sidewalks shall serve to connect portions of the Arcadia Wash Trail on the east and west banks.
7. The Alamo Wash Trail and the Arcadia Wash Trail shall be designed and located in compliance with the City Parks and Recreation Department (“Parks”) trails standards and approved by Parks and other City departments. These trails may not be ADA compliant in all cases. A new pedestrian path/trail bridge shall be constructed across the Arcadia Wash in the northwest portion of the PAD District to allow the Alamo and Arcadia Wash Trails to connect to trails outside the PAD District.
8. The Alamo Wash Trail from the Grant/Craycroft intersection to Glenn Street, including the new pedestrian/trail bridge, shall be constructed in Phase 1 of the development at the same time that the power plant improvements related to the new hospital construction are planned, permitted and constructed. The portion of the Alamo Wash Trail that extends south of the new Craycroft Road entrance may be a pedestrian path or a trail and, depending on the availability of City right-of-way and TMC-owned land, the pedestrian path or trail may be located on either the east or west side of the Alamo Wash (see **Figures 19B-1 or 19B-2** (p. 50))
9. The Arcadia Wash Trail located north of Wyatt Drive shall be constructed in conjunction with the first development plan for development or redevelopment in the area in which the Arcadia Wash Trail is located. The Arcadia Wash Trail located south of Wyatt Drive shall be constructed within the 20-foot non-vehicular public access and landscape easement dedicated by plat recorded at Book 45, Page 54 of Maps and Plats, as a 10-foot trail within a 20-foot landscape trail corridor in order to avoid encroachment into the adjacent mesquite bosque, and shall be constructed in the future in conjunction with the construction of the extended Arcadia Wash Trail south of

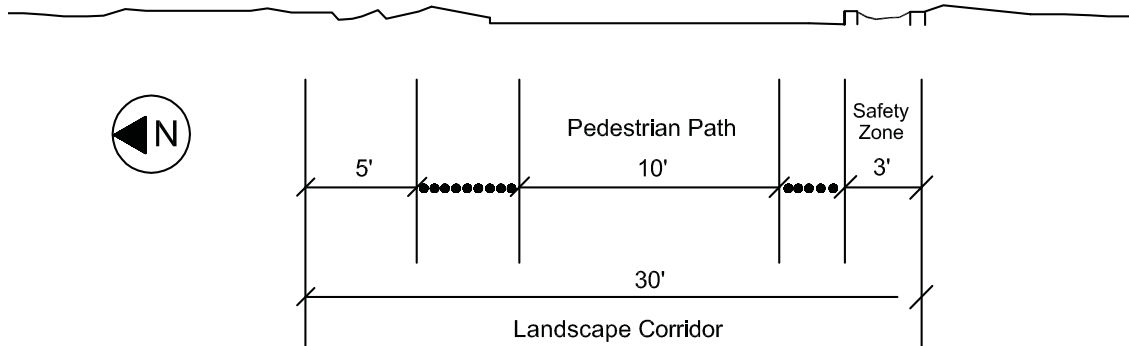
(Not to scale)



**FIGURE 19 - Conceptual Pedestrian Circulation System**

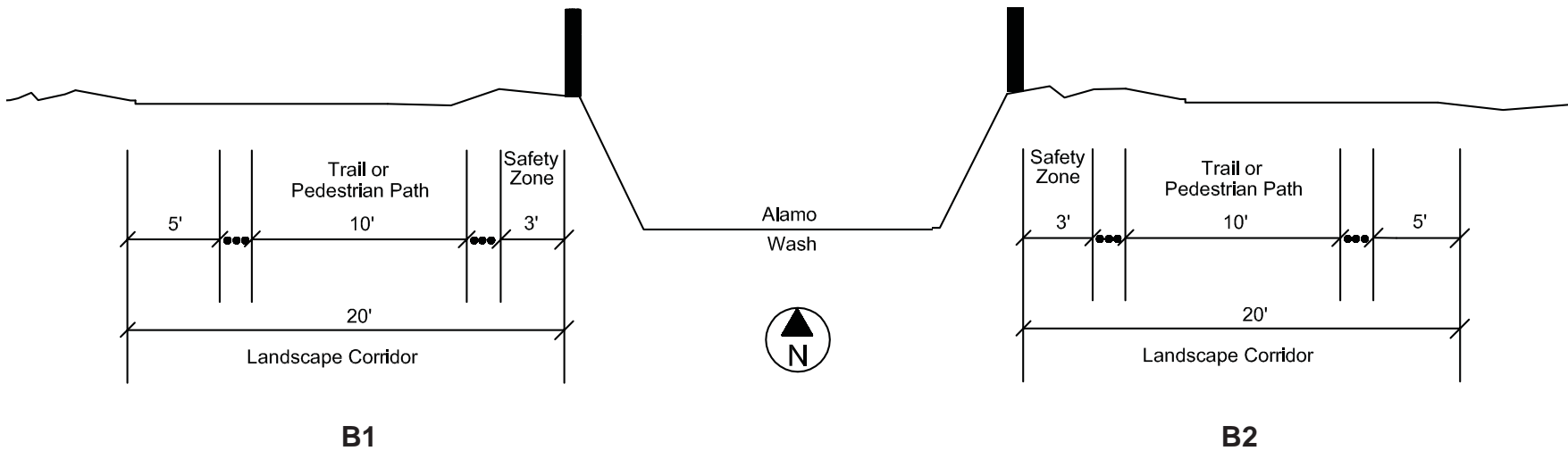


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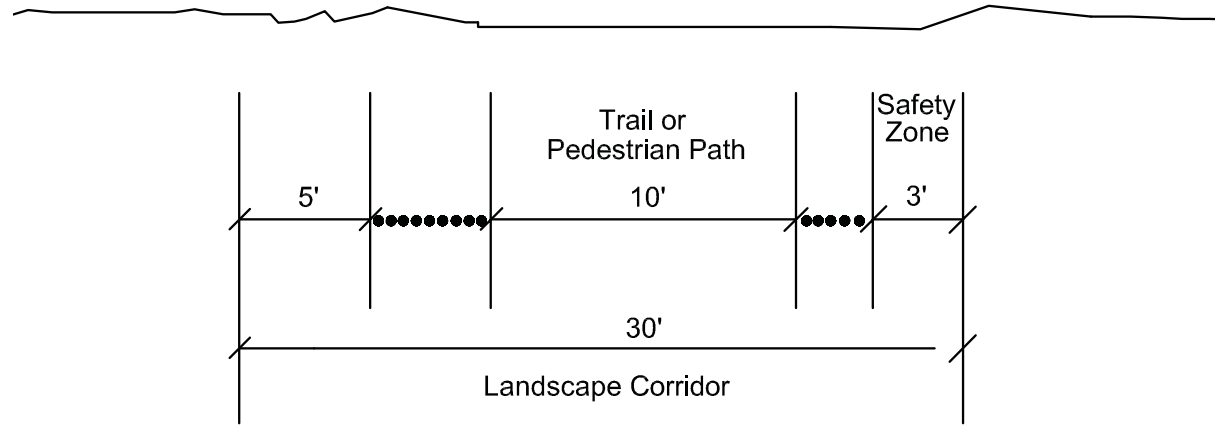
**FIGURE 19A - Pedestrian Route & Landscape Border: 10-foot Pedestrian Path within a 30-foot Landscape Corridor**

(Not to scale)



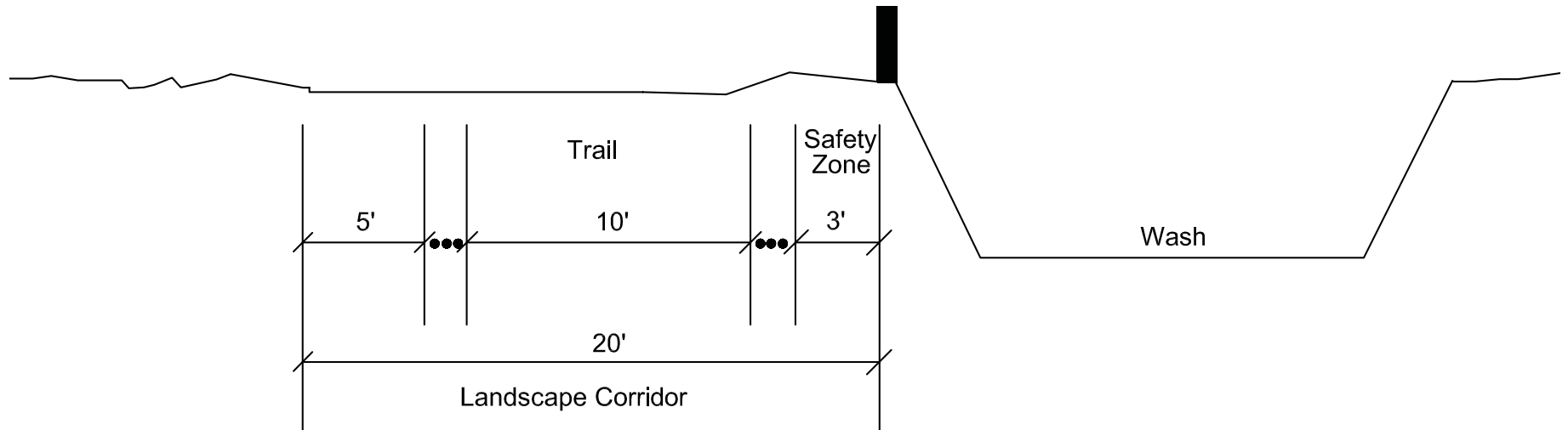
**FIGURE 19B - Pedestrian Route & Landscape Border: 10-foot Pedestrian Path within a 20-foot Landscape Corridor**  
(Location may be on either bank depending on available space.)

(Not to scale)



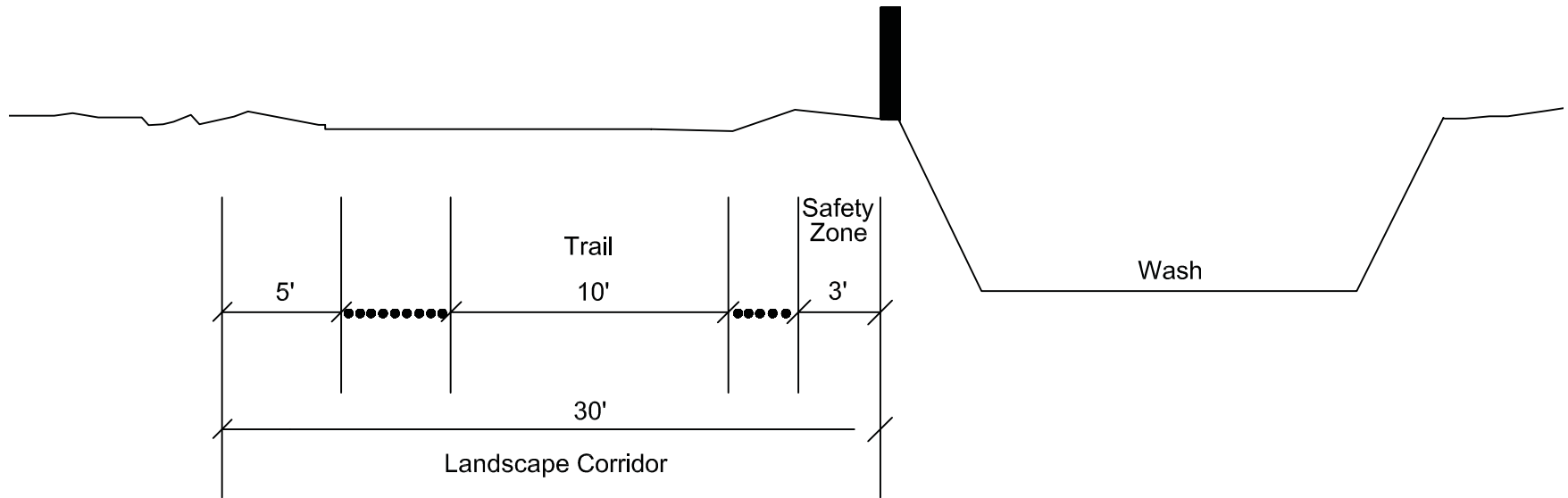
**FIGURE 19C - Pedestrian Route & Landscape Border: 10-foot Trail or Pedestrian Path within a 30-foot Landscape Corridor**

(Not to scale)



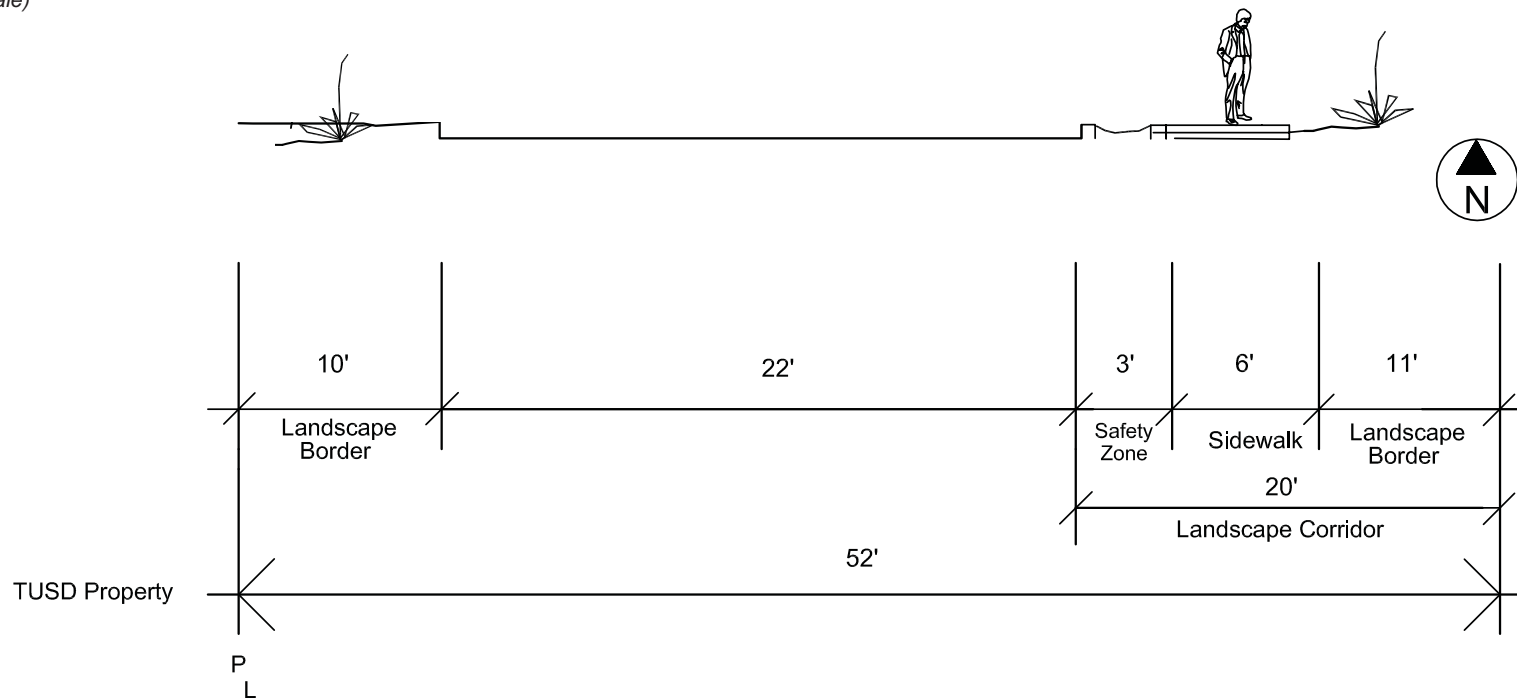
**FIGURE 19D - Pedestrian Route & Landscape Border: 10-foot Wash Trail (and railing) within a 20-foot Landscape Corridor**

(Not to scale)



**FIGURE 19E - Pedestrian Route & Landscape Border: 10-foot Wash Trail (and railing) within a 30-foot Landscape Corridor**

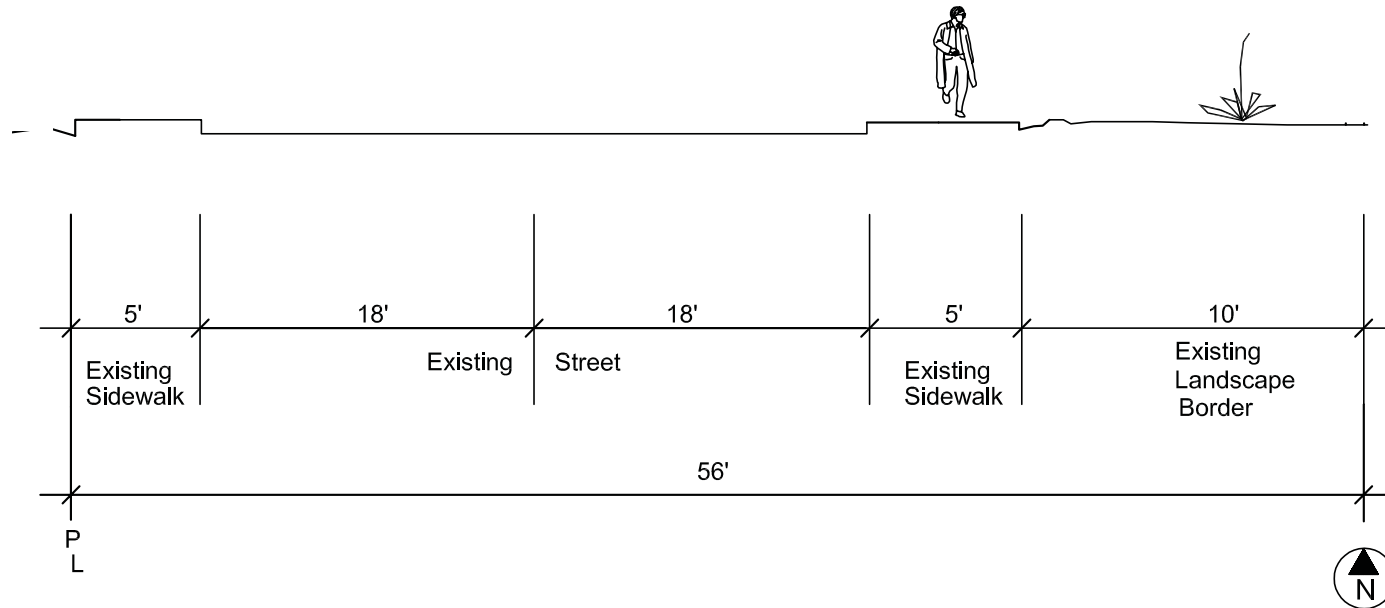
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**FIGURE 19F - Pedestrian Route & Landscape Border: Adjacent to Whitmore Elementary School**

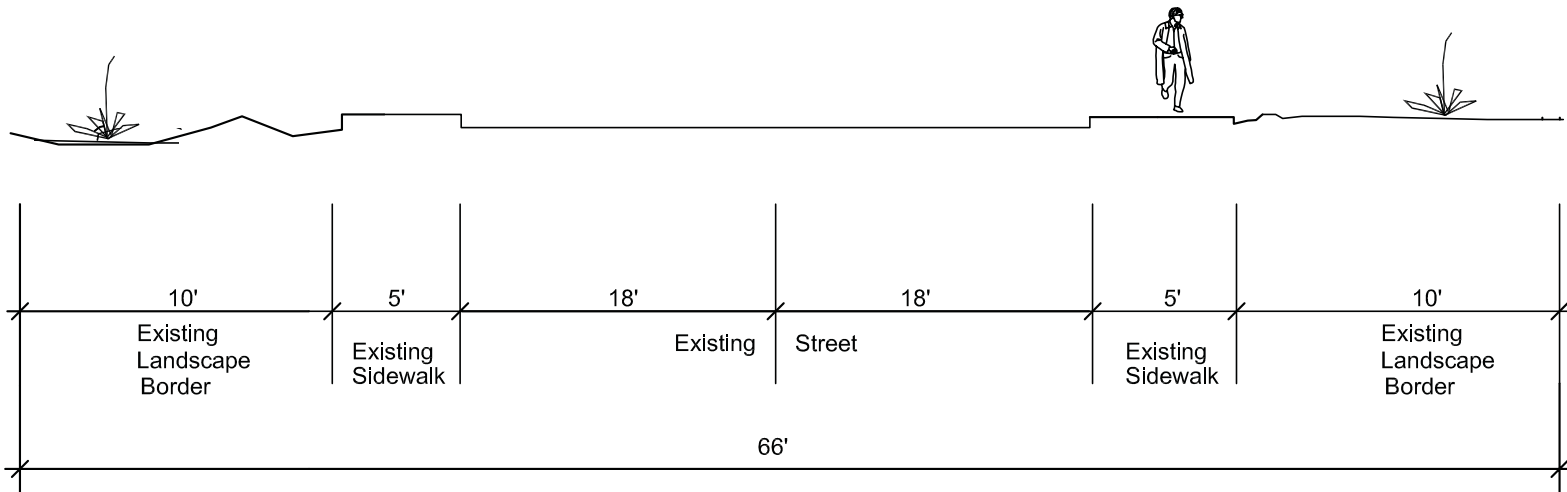


(Not to scale)



**FIGURE 19G-1 - Pedestrian Route & Landscape Border: Wyatt Drive (adjacent to PAD District Boundary)**

(Not to scale)



**FIGURE 19G-2 - Pedestrian Route & Landscape Border: Wyatt Drive (within PAD District)**

the PAD District to Grant Road.

10. Four vehicular spaces in the parking lot that is located south of Glenn Street between Wyatt Drive and the confluence of the Alamo and Arcadia Washes will be signed to allow for public parking for Alamo Wash Trail use. These vehicular spaces shall not be required in addition to the regular PAD District parking.

### 3.3.6 Landscape, Screening and Buffering

#### 3.3.6.A Generally

Landscape for all new development and/or redevelopment within the PAD District shall comply with LUC Sec. 3.7, except as otherwise provided in this PAD, including the following:

1. The allowance for oasis areas for landscapes designated as “Urban Canyon,” healing gardens and turf areas only may be up to four (4) percent of the total PAD District. Oasis areas will be developed with passive water-harvesting practices.
2. Plant materials identified in the Wheat Scharf Associates plant list in **Appendix 6 – Landscape Themes and Healing Gardens** are permitted within the PAD District.
3. A screen may use vegetation, fencing, walls, earth berms or a combination thereof unless otherwise specified below. A six (6) foot screen is required adjacent to the following uses: loading areas, solid waste areas and utility service areas. Solid waste storage areas shall not have direct line of sight to adjacent properties, parking lots or pedestrian use areas. Loading area screening shall not be required where on-site loading areas are not visible to view from Grant Road, Craycroft Road or Glenn Street, or from any residential uses within or adjacent to the PAD District.
4. Trail screening adjacent to the power plant, storage areas, vehicular parking areas, and streets or roadways may include vegetation, masonry walls, wrought-iron fencing, or a combination thereof.
5. Ground and roof-mounted mechanical equipment must be screened in its entirety (full height).

#### 3.3.6.B Landscape Themes

To enhance TMC’s desert landscape tradition, landscape within the PAD District shall conform to one of four landscape themes designed by Wheat Scharf Associates for the PAD District. **Appendix 6** includes descriptions of the four landscape themes that will be implemented in future development within the PAD District. A landscape plan shall be submitted as part of the development plan process for all new development or redevelopment that incorporates landscape consistent with the recommended landscape theme or themes for the development plan area.

1. **Early Landscape:** This landscape theme reflects design and vegetation associated with the historic structures found at TMC. This shall be used for landscape areas in proximity to the Arizona, Patio and Erickson buildings; the historic Beverly Road entrance and driveway; and extending north to the north side of the Erickson building, west to the west side of the Erickson building, east of Beverly Road to the existing hospital and around and to the east of the Patio building. This landscape theme shall also be incorporated into the new Craycroft entrance and into a future PAD District core or central landscape area, depending on the future locations of the new hospital and related medical buildings.
2. **Sonoran Desert Landscape:** This landscape theme incorporates vegetation from three Sonoran Desert biotic communities: Madrean Evergreen Woodland, Semi-desert Grassland and Tropical-Subtropical Desertlands. It will be the predominant landscape theme throughout the PAD District except for those areas using the Early, Urban Canyon or Healing Gardens landscape themes.
3. **Urban Canyon Landscape:** This landscape theme reflects a riparian design and is intended to be used in and around the tallest buildings constructed within the PAD District within the 100 and 150-foot building height zones to create the feeling of a riparian canyon environment (see **Figure 20 – Building Height Zones** (p. 56)). The Urban Canyon theme incorporates vegetation from two riparian biotic communities: Sonoran Riparian Deciduous Forests and Woodlands and Sonoran Riparian Scrubland.

4. Healing Garden Landscape: TMC's gardens and patio areas have distinguished the hospital for many years. The Healing Garden landscape theme continues the legacy of linking patient care with the natural environment by creating healing desert landscapes both indoors and outdoors for patients, employees and visitors. In addition to maintaining the four existing healing gardens -- Hummingbird, Desert Wood, Butterfly, Children's Garden/Therapeutic Playground (*see* locations on **Figure 4 – Existing Structures** (p. 11)), TMC will develop in Phase 1 a fifth new garden, the Founders Park, to be located near the historic Arizona building and Beverly Drive entrance, to honor TMC and Desert Sanatorium benefactors, Alfred E. and Anna Edith Erickson, and to commemorate TMC's 21 founders. If proposed new development or redevelopment affects any of these five healing gardens, TMC shall retain a landscape architect to:
  - a. Inventory the affected healing gardens.
  - b. Advise on design and plant preservation in existing healing gardens.
  - c. If necessary, advise on design, plant preservation and relocation for the healing gardens in areas accessible to patient care areas. The Children's Garden/Therapeutic Playground shall be located in areas accessible to children's medical services, including the pediatric unit and pediatric therapies, to provide a comfortable environment for parents and staff to share with children, and for children to interact with nature.
  - d. Prepare a corresponding landscape plan for such healing gardens as part of the development plan process.

### 3.3.6.C Landscape Borders

Landscape borders within the PAD District shall comply with LUC Sec. 3.7.2.4 with the following modifications:

1. Interior Landscape Borders: Consistent with **PAD Section 3.3.1**, LUC Sec. 3.7.2.4.B, Interior Landscape Borders, shall be amended so that interior landscape borders are not required between buildings or other PAD development or along interior property lines within the PAD District,

unless the adjacent zone is residential, in which case LUC Table 3.7.2.I for commercial or office land uses adjacent to residential zones shall apply. Landscape borders shall contain vegetation themes in conformance with **PAD Section 3.3.6**.

2. PAD Perimeter Landscape Borders: Landscape borders constructed in conjunction with the pedestrian routes along the PAD perimeter boundaries shall comply with **Figure 19 – Conceptual Pedestrian Circulation System** (p. 49) and **Figures 19A to 19G – Pedestrian Routes & Landscape Border Sections** (pp. 50-53).
  - a. As existing PAD perimeter boundaries are developed or redeveloped independently or in conjunction with the new development and/or redevelopment within the PAD District, the perimeter landscape borders shall be a minimum of ten (10) feet wide and shall contain landscape vegetation in compliance with **PAD Section 3.3.6**, in accordance with the Sonoran Desert Landscape theme except for those areas in the proximity of the three historic buildings, the Beverly entry and the new Craycroft entrance, which shall incorporate Early Landscape theme vegetation as described in **PAD Section 3.3.6.B.1**.
  - b. PAD perimeter landscape borders along the western PAD District boundary adjacent to the Glenn Heights neighborhood and the southern PAD District boundary adjacent to the Senior Living facility and Arcadia Square shall conform in size to LUC Table 3.7.2.I for commercial or office land uses adjacent to residential zones. Landscape borders shall contain vegetation in conformance with **PAD Section 3.3.6** in accordance with the Sonoran Desert Landscape theme.

### 3.3.7 Height Limitations

**Figure 20 - Building Height Zones** (p. 56) depicts the maximum building heights for the PAD District consistent with building-height zones approved in the Arcadia-Alamo Area Plan Amendment. All rooftop antennas, emergency service communications facilities, radio towers, elevator shafts and other rooftop appendages are excluded from the height restrictions in this PAD, but may not exceed an

(Not to scale)

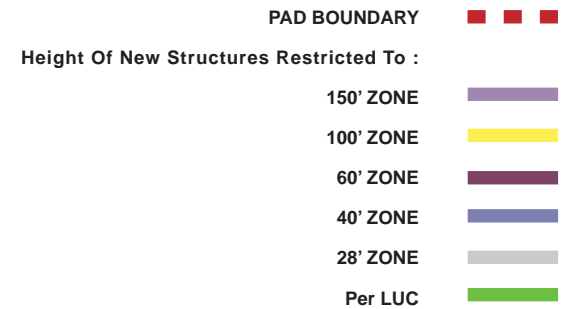
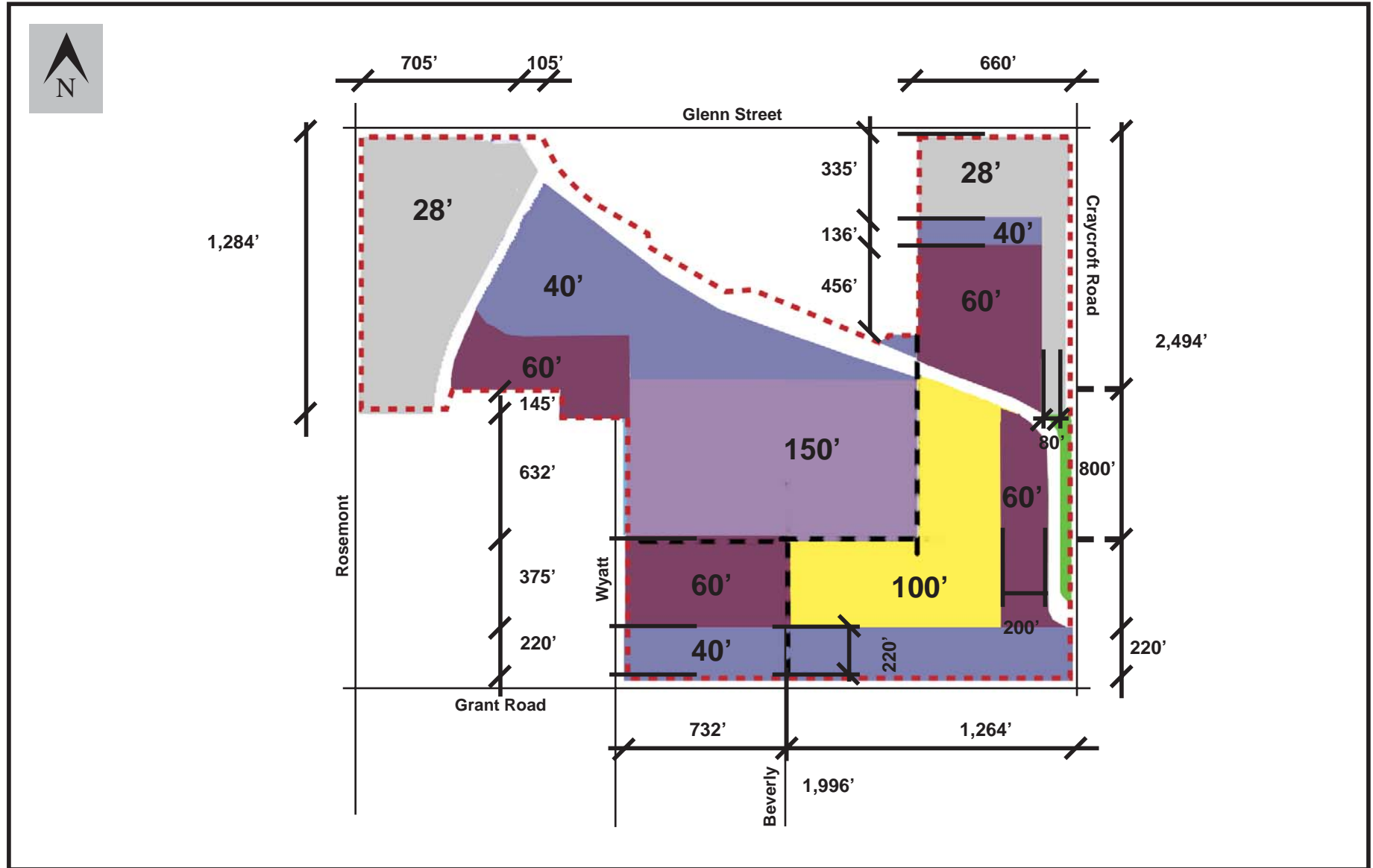


FIGURE 20 - Building Height Zones



additional 20 feet above permitted building height.

### 3.3.8 Building Standards

In lieu of the development designators for the OCR-2 zone, the following standards shall apply to all new development and redevelopment in the PAD District:

- A. Minimum site area: Zero (0) feet.
- B. Minimum site width: Zero (0) feet.
- C. Maximum site coverage: None.
- D. Maximum floor area ratio: None.
- E. Maximum PAD gross floor area: The maximum gross floor area for building development within the PAD District shall be 4 million square feet. Individual distribution of the gross floor area shall be determined by TMC through the development plan process.
- F. Minimum building setback from interior property lines: Zero (0) feet.
- G. PAD perimeter building setbacks: PAD perimeter building setbacks shall be measured from the PAD District boundary. Those perimeter building setbacks that vary from the LUC requirements for the OCR-2 zone are depicted in **Figure 21 - Building Setbacks from Property Lines** (p. 58), where (H) means building height. Along the Alamo and Arcadia Washes, building setbacks shall be 10 feet from the existing TMC property line or the distance needed to accommodate the wash trail cross-section as depicted herein, whichever setback is greater, subject to conformance with the W.A.S.H. Ordinance requirements for structures within the fifty (50) foot study area.

### 3.3.9 Future View Corridors

Future development within the PAD District shall be designed to maintain the existing view corridors at the historic Beverly Road entrance, and to establish new view corridors at the future new Craycroft Road entrance, at the southwest corner of Glenn Street and Craycroft Road and at the northwest corner of Grant and Craycroft Roads. The new hospital building will affect existing views into and across the PAD District. To minimize viewshed impacts,

the hospital will be constructed in the center of the PAD District in the highest building height zones, with building heights gradually stepped down from the center to the perimeter of the PAD District as depicted in **Figure 20, Building Height Zones** (p. 56). Future perimeter pedestrian routes and open-space view corridors areas at the Craycroft/Grant and Craycroft/Glenn corners (*see PAD Section 3.5.3*) are also intended to enhance the quality of the viewscape into the PAD District. **Figure 22 - Future View Corridors** (p. 59) depicts the location of these view corridors after completion. A viewshed analysis showing how proposed development will affect views from off-site into the PAD District and from on-site toward the PAD boundary consistent with **Figure 22** shall be provided with each future development plan that includes portions of the PAD District within the future view corridors identified in **Figure 22**.

### 3.3.10 Helicopter Emergency Services

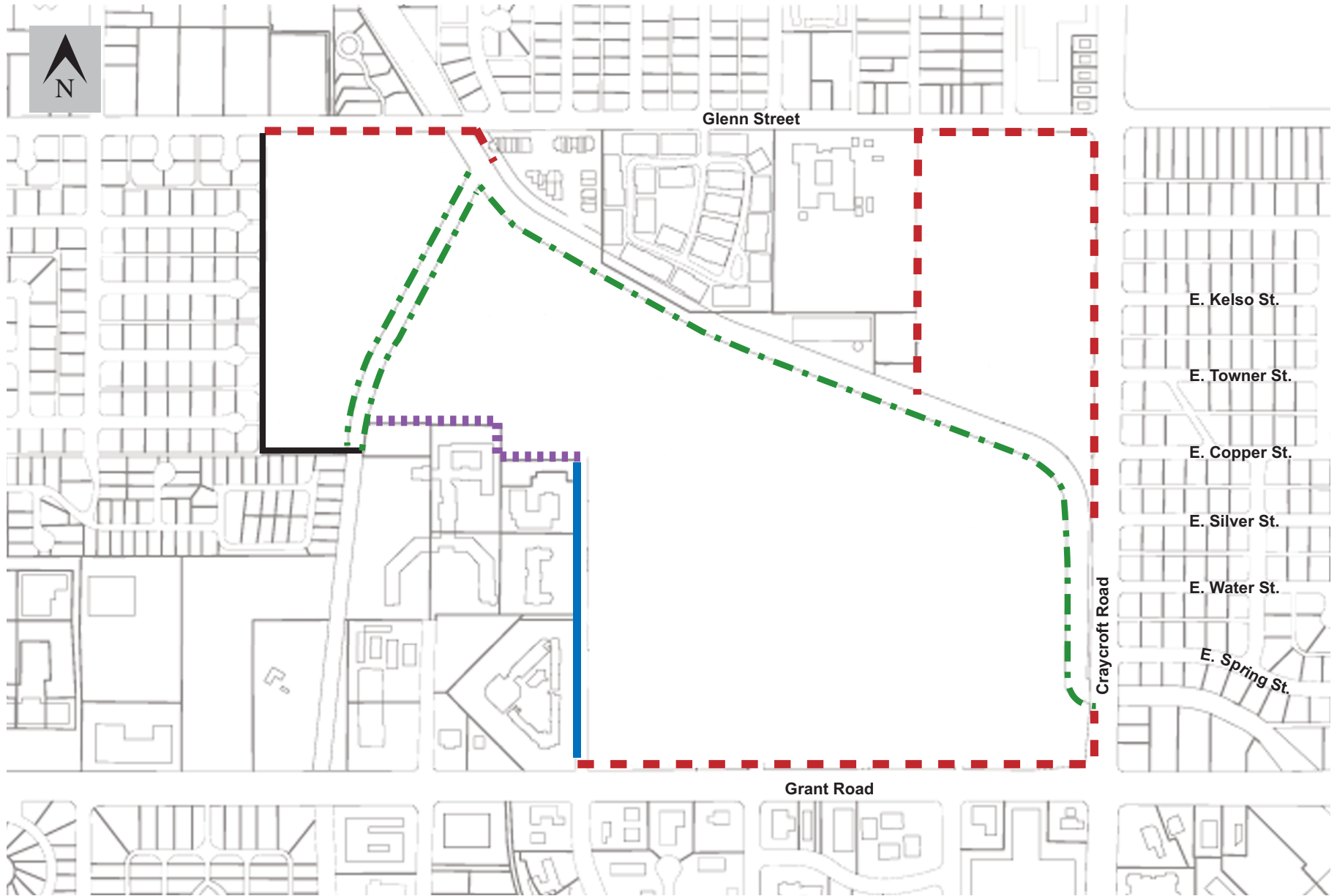
TMC has provided emergency helicopter services to the region since 1959 and shall continue to provide such emergency helicopter service in compliance with all FAA regulations. In 2006, hundreds of patients were transported to TMC via helicopter. Many of these patients were in need of critical care at a tertiary care facility and were flown in from rural Arizona. These transports included 70 newborns, who were admitted into TMC's Level III Newborn Intensive Care Unit, where newborns receive the highest level of care.

The helicopter pad must be easily accessible to the TMC Emergency Department. Currently, the helicopter pad is located on the roof of the TMC Emergency Department, the building immediately north of the Patio Building (*see Figure 4 – Existing Structures* (p. 11)). In the event of any future relocation, the helicopter pad shall not be relocated closer than a 200-foot horizontal distance to residential land uses.

### 3.3.11 Lighting

All lighting shall conform to the City Outdoor Lighting Ordinance. Because the hospital is in operation 24-hours a day, including substantial night use, all major outdoor vehicular circulation elements, parking areas and patient drop-offs/entries shall receive

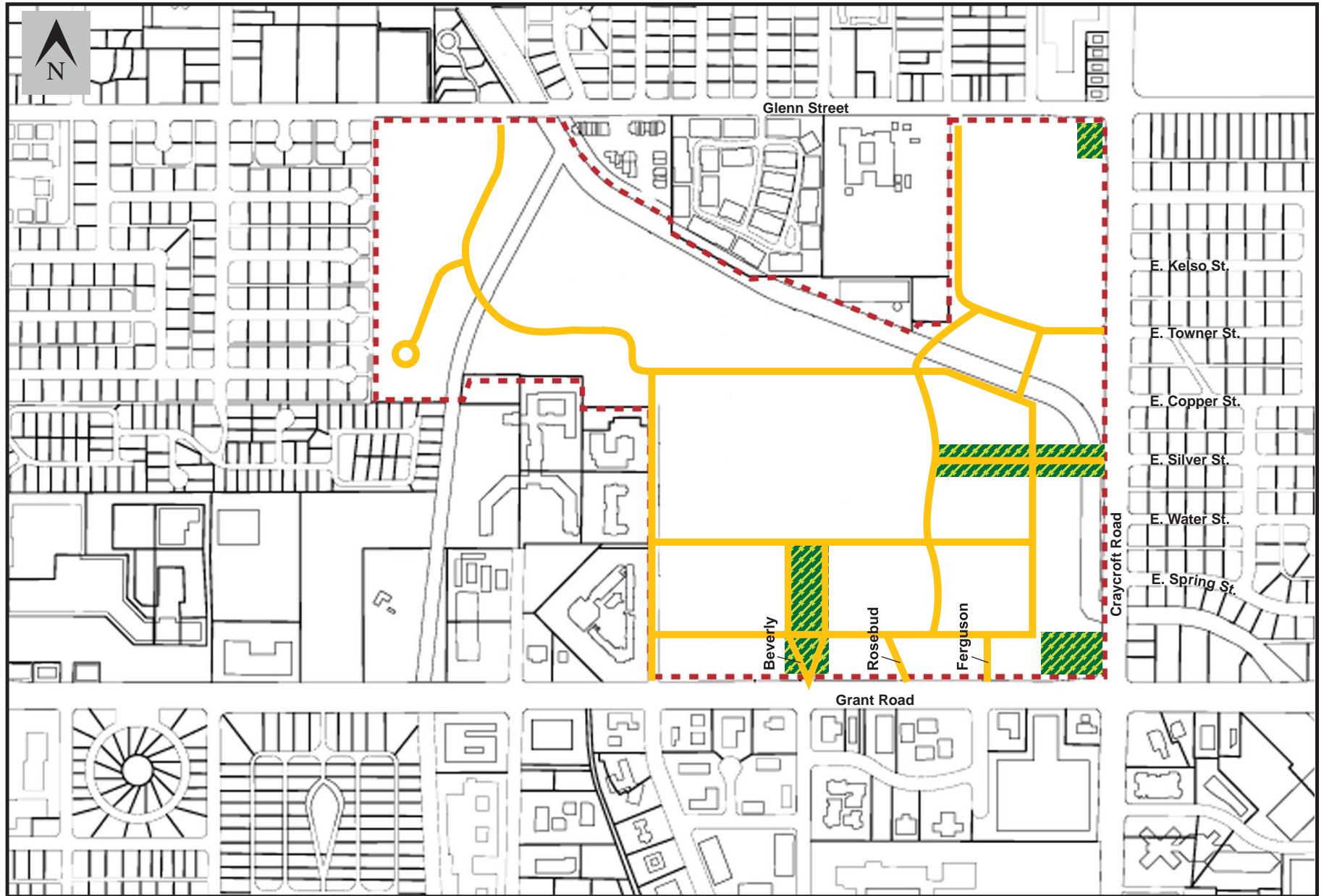
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- 60 feet
- 50 feet
- 10 feet   
(Subject to W.A.S.H. Ordinance)
- 1 1/2 H
- Per LUC

**FIGURE 21 - Building Setbacks from Property Lines**

(Not to scale)



- PAD DISTRICT BOUNDARY - - -
- VIEW CORRIDORS ▨
- CIRCULATION SYSTEM —

**FIGURE 22 - Future View Corridors**

primary lighting attention to provide safe travel from vehicular parking areas to building entrances. Pedestrian-oriented lighting shall produce minimum glare, provide good color rendition and clearly illuminate walkways and other pedestrian use areas. The Alamo and Arcadia Wash Trails shall not be lighted unless otherwise required for safety purposes.

### 3.3.12 Signage

City Sign Code requirements shall apply except the signage variances approved in Case #S-0005, May 10, 2000, shall also apply (see **Appendix 7 - Sign Code Variance**). The existing signage in the PAD District will be modified consistent with City Code and reused, when possible, along with additional signage added as needed for future development. Color and graphic elements will be added to the signs to update the look with the current TMC identity. **Figure 23 - Signage** (p. 61) shows examples of future signage. No permanent electronic message signs will be used on the PAD District. Illuminated signs will be designed to minimize light pollution and eliminate glare.

## 3.4 Architectural Character

The architecture within the PAD District has changed significantly since its early development in the 1920s. The original buildings were constructed of adobe brick with stucco finish and wood detailing. Additional details about the architectural design of the early PAD District can be found in the Poster Frost materials in **Appendices 8 and 9**. The existing hospital buildings are predominantly frame stucco construction with brick highlights.

The architectural treatment of the future PAD development and redevelopment shall be consistent with the Arcadia-Alamo Area Plan Architecture/Design policies and Subarea 3 Design Guidelines to unify the PAD District aesthetically through the use of massing, materials and colors established in “TMC Design Guidelines” as provided in **PAD Section 3.4.2**.

### 3.4.1 Architectural Review Board (ARB)

TMC shall establish an Architectural Review Board (ARB) that will review architectural design for proposed new development and redevelopment within the PAD District for compliance with the TMC Design Guidelines (as provided in **PAD Section 3.4.2**) and advise TMC management and the City about such compliance.

The ARB shall include between seven and ten representatives designated by TMC from TMC’s administration, patient care, financial, facilities or construction staff, the project architect, and project landscape or engineering staff or consultants (depending on the development needs at the time). The ARB shall also include three “ARB Neighborhood Representatives” of which two representatives shall reside within different neighborhoods from among registered neighborhood associations surrounding the PAD District, to be selected by such associations (including Glenn Heights, Old Fort Lowell and San Carlos). The third ARB Neighborhood Representative shall reside within one of the unregistered neighborhoods surrounding the PAD District (Arcadia Square, Casas de Carlos, La Sonrisa, Senior Living Community and Venice Addition), to be selected by the residents of those neighborhoods.

The ARB Neighborhood Representatives shall represent all the above area neighborhoods and shall be responsible to report the results of ARB meetings to all the above area neighborhoods. In order to provide for a diversity of input, ARB Neighborhood Representatives will be appointed to a one or two-year term, not to exceed three consecutive years, which may be staggered to provide for overlapping terms. The ARB Neighborhood Representatives shall have no relationship to TMC or TMC HealthCare or its consultants that may interfere with the exercise of their independent participation on the ARB.

The ARB’s authority shall include the following:

- A. Review and approve the TMC Design Guidelines.
- B. Review and approve the architectural design for new development within the PAD District consistent with the TMC Design Guidelines.



(Not to scale)

# Signage



FIGURE 23 - Signage

- C. Provide a letter of recommendation to the City at the time of plan submittal advising whether the architectural design conforms to the TMC Design Guidelines.

The ARB shall maintain a record of all ARB meetings including an agenda and minutes, but shall also be required to maintain the confidentiality of TMC HealthCare’s proprietary information as may be disclosed to the ARB members for the purpose of review, discussion and approval of architectural designs. Additionally, the ARB is intended to receive input from area neighborhoods through the ARB Neighborhood Representatives in connection with the architectural design of proposed development in order to help minimize any adverse impact on surrounding neighborhoods from uses that may be incompatible with residential living. More detailed ARB guidelines shall be prepared by TMC and provided to all ARB members and the City’s designated liaison before the first ARB meeting.

### 3.4.2 TMC Design Guidelines

Architectural design guidelines for the future architectural design and development of the PAD District (the “TMC Design Guidelines”) shall be prepared before submittal of the first development plan under this PAD. The purpose of the TMC Design Guidelines is to establish identifiable architectural themes, elements and treatments for the PAD District that assist in integrating new and existing buildings, incorporate preferred materials appropriate to the PAD District and region as provided in this PAD, and provide for pedestrian-scale building entries, plazas and signage that enhance the patient environment and assist patients and visitors in way-finding.

The TMC Design Guidelines shall be approved by the ARB and shall be consistent with the Arcadia-Alamo Area Plan Architecture/ Design policies and Subarea 3 Design Guidelines. Prior to submittal of the first development plan under this PAD, the TMC Design Guidelines will be reviewed and approved by the City’s Department of Urban Planning and Design to confirm consistency with the Arcadia-Alamo Area Plan Architecture/Design policies and Subarea 3 Design Guidelines.

### 3.4.3 Materials

The following materials are preferred for use in future development and are determined to be appropriate to the environment of the PAD District and surrounding community, although alternate materials may be permitted if recommended by the project architect with review and approval by the ARB that such alternate materials are appropriate under the TMC Design Guidelines. These preferred materials shall also be incorporated into the TMC Design Guidelines. Examples of the preferred materials are provided in **Figure 24 - Preferred Building Materials** (p. 63).

- A. Textured stucco
- B. Metal panels
- C. Brick masonry
- D. Pre-cast concrete
- E. Metal grills or screens
- F. Stone veneers
- G. Tinted vision glass

## 3.5 Conservation Standards

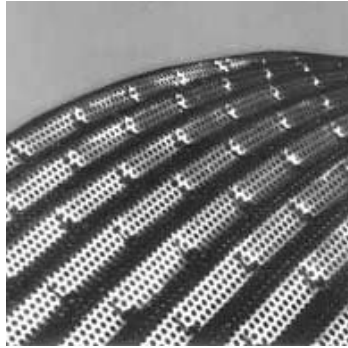
### 3.5.1 W.A.S.H. Ordinance -- Alamo, Arcadia Washes

The Alamo and Arcadia Washes are designated W.A.S.H. Ordinance (Tucson Code, Article VIII) washes. The wash channels of both washes and portions of the property adjacent to the top of the bank of the Alamo Wash are City-owned. These washes have been extensively disturbed from their natural state over many years such that today, the wash channels have been deepened to handle water flow and the banks and channels are entirely concrete-lined. Additionally, the areas adjacent to the washes are no longer in their natural state, and in some locations, existing buildings and structures have been constructed along the wash banks.

All new development and or redevelopment within the PAD District shall comply with the W.A.S.H. Ordinance with the exception of existing buildings and structures that have already been constructed within the 50-foot study area, and their reasonable repair and replacement. The Alamo and Arcadia Wash Trails, as described in **PAD Section 3.3.5.D** and as depicted in **Figure 19** and **Figures**



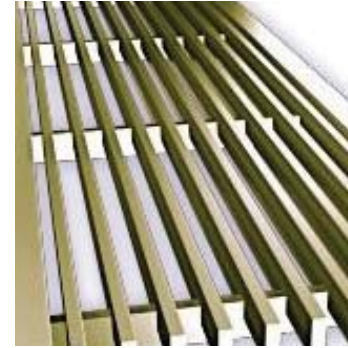
**Textured Stucco**



**Metal Panels**



**Pre-Cast Concrete**



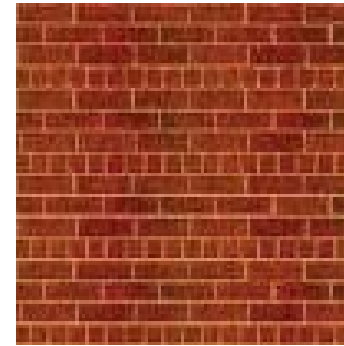
**Metal Grills or Screens**



**Stone Veneer**



**Tinted Vision Glass**



**Brick Masonry**

**FIGURE 24 - Preferred Building Materials**

19A to 19E (pp. 49-52), shall be permitted within the 50-foot study area to enhance the natural appearance of the washes subject to the W.A.S.H. Ordinance. Future encroachment by new structures into the 50-foot study area, if any, shall comply with the W.A.S.H. Ordinance. New vegetation or revegetation planted within the 50-foot study area to enhance the natural appearance of the washes shall not be considered vegetative resources that would establish a resource area as defined in the W.A.S.H. Ordinance, Sec. 29-16.

### 3.5.2 Native Plant Preservation

A Native Plant Preservation Plan (“NPPP”) shall be provided with each new development plan pursuant to LUC Sec. 3.8 and Development Standard 2-15.0 Native Plant Preservation. Exception applications may be filed to document the absence of viable native plants. An existing mesquite bosque, approximately 0.5 acre in size, is located south of Wyatt Drive along the east bank of the Arcadia Wash. The Arcadia Wash Trail shall be constructed within the 20-foot non-vehicular public access and landscape easement located immediately adjacent to the Arcadia Wash in order to avoid encroachment into the adjacent mesquite bosque. In the event that the trail design encroaches into the mesquite bosque, TMC shall mitigate such encroachment pursuant to LUC Sec. 3.8. Additionally, to better preserve the existing mesquite bosque, at the same time as the Alamo Wash Trail development in Phase 1, TMC shall submit a landscape plan proposing supplemental irrigation and plantings within the mesquite bosque subject to City approval.

TMC will implement “Preserve in Place” Development Standard No. 2-06.2.2 F within the PAD District, with fencing surrounding the designated areas to better protect the plants during construction.

### 3.5.3 Open Space

TMC has historically incorporated open space into the development of the hospital and supporting medical uses and intends to continue that practice with the future development of the PAD District, preserving existing open space and adding new open space areas. The PAD District shall provide up to 10 percent open space at buildout, based on a total PAD District buildout area of 119.5 acres, regardless

of future ownership.

For the purpose of this PAD, “open space” shall be defined as an open outdoor area such as wash areas (other than the City-owned parcels that contain the Alamo and Arcadia Washes trails and landscape), buffers, trails, landscape borders, retention/detention areas, landscaped setbacks, sidewalks, trails, landscaped areas, gardens, child play areas, the existing mesquite bosque, courtyards, ramadas, outdoor gathering areas, outdoor public art areas, and similar areas that can be used for low-impact active or passive recreation and may incorporate seating, shade structures and signage. “Open space” does not include enclosed structures or parking garages, areas set aside for vehicular parking or maneuvering, driveways, loading areas, trash collection areas, exterior stairwells, or exterior corridor areas less than 6 feet wide used solely to gain access to buildings. Additional open space within the PAD District that may not be included as part of the 10 percent PAD open space includes approximately 8.7 acres of the City-owned Arcadia and Alamo Washes and the Alamo and Arcadia Wash Trails and associated landscape borders that will be constructed within the City rights-of-way to enhance the Alamo Wash.

Open space areas at the northwest corner of Craycroft Road and Grant Road, and at the southwest corner of Craycroft Road and Glenn Street shall be established during Phase 2 to coincide with the view corridors depicted in those locations in **Figure 22, Future View Corridors** (p. 59) (see **PAD Section 3.3.9**). The Craycroft/Grant open space view corridor area will be approximately 10,000 square feet (100 feet by 100 feet in area). The Craycroft/Glenn open space view corridor area will be approximately 2,500 square feet (50 feet by 50 feet in area). These two open space view corridor areas shall incorporate vegetation from the Sonoran Desert Landscape theme.

Before submittal of the first development plan pursuant to this PAD (upon the effective date of approval), TMC shall prepare an existing open space summary which it shall maintain over time. Each subsequent landscape plan accompanying a development plan or plat for new development or redevelopment within the PAD District shall



update the open space summary showing the amount of open space removed and added or relocated as part of the new development plan.

### 3.5.4 Sustainability

TMC shall maintain and implement a variety of sustainability practices as part of future development within the PAD District, including healing design features, energy and water efficiency strategies, and safer materials as provided in the Green Guide for Health Care (2007), as follows:

- A. Implement water harvesting practices consistent with the City's Water Harvesting Guidance Manual.
- B. Support alternative transportation including buses, employee bus passes and internal patient and visitor shuttle systems.
- C. Install solar lighting for outdoor building lighting as available and safe for 24-hour medical services operations.
- D. Maintain and preserve TMC's healing gardens as provided in **PAD Section 3.3.6.B** and **Appendix 6**.
- E. Provide open space within the PAD District as provided in **PAD Section 3.5.3**.
- F. Recycle non-hazardous hospital materials.
- G. Reduce hazardous materials production by separating and recycling selected hazardous materials.
- H. Reduce peak cooling demands by implementing off-peak chilled water production using thermal storage, ice making or other developing technologies suitable for medical services uses.
- I. Reduce electrical loads by using variable speed drives, high efficiency motors or similar technologies as available.
- J. Reduce electrical and cooling loads by requiring fluorescent lighting with high efficiency ballasts and replacing incandescent lighting with compact fluorescent lighting.

### 3.5.5 Cultural Resources

In the event that any previously unidentified cultural resources or human remains are discovered during ground-disturbing activities anywhere on the property, all activities in the vicinity of the discovery shall cease as provided by state law. The Arizona State Museum shall be notified pursuant to A.R.S. Sec. 41-865. Appropriate action will

be taken in accordance with state and federal law.

### 3.5.6 TMC Historic Structures

Poster Frost Associates, Inc. analyzed seven buildings from the original Desert Sanatorium to evaluate their historic status and recommend future handling. The Poster Frost report is attached as **Appendix 8**. As a result of the Poster Frost analysis and requests from the community, TMC shall retain and preserve the Patio, Arizona and Erickson buildings. TMC will begin the process to list the Patio, Arizona and Erickson buildings, as well as the Water Tower, on the National Register of Historic Places (NRHP), pending State Historic Preservation Office approval, as part of Phase 1 of the development within the PAD District. See **Figure 25 - National Historic Register Structures** (p. 66). A preliminary treatment plan (attached as **Appendix 9**) has been created for the Patio, Arizona and Erickson buildings. The treatment plan outlines the recommended preservation, rehabilitation and restoration projects for each of these three buildings. TMC will also begin preservation activities for these three buildings as part of Phase 1.

TMC will retain the Water Tower although the future design and location of the new hospital building will determine the exact future location of the Water Tower. The Water Tower shall be retained as long as it presents no threat to public safety, but TMC does not commit to preserve or restore the structure.

The Hopi, Yavapai, Moqui and Papago buildings (Court Buildings) will remain standing until TMC, in future development plans, more precisely determines their future relationship to TMC infrastructure improvements. TMC does not commit to preserving the Court Buildings, but will complete an inventory of the buildings on the State of Arizona Historic Property Inventory forms before demolition.

## 3.6 Infrastructure Development

### 3.6.1 Wastewater

Major Pima County wastewater sewage collection system infrastructure serves the PAD District and should be adequate for

(Not to scale)

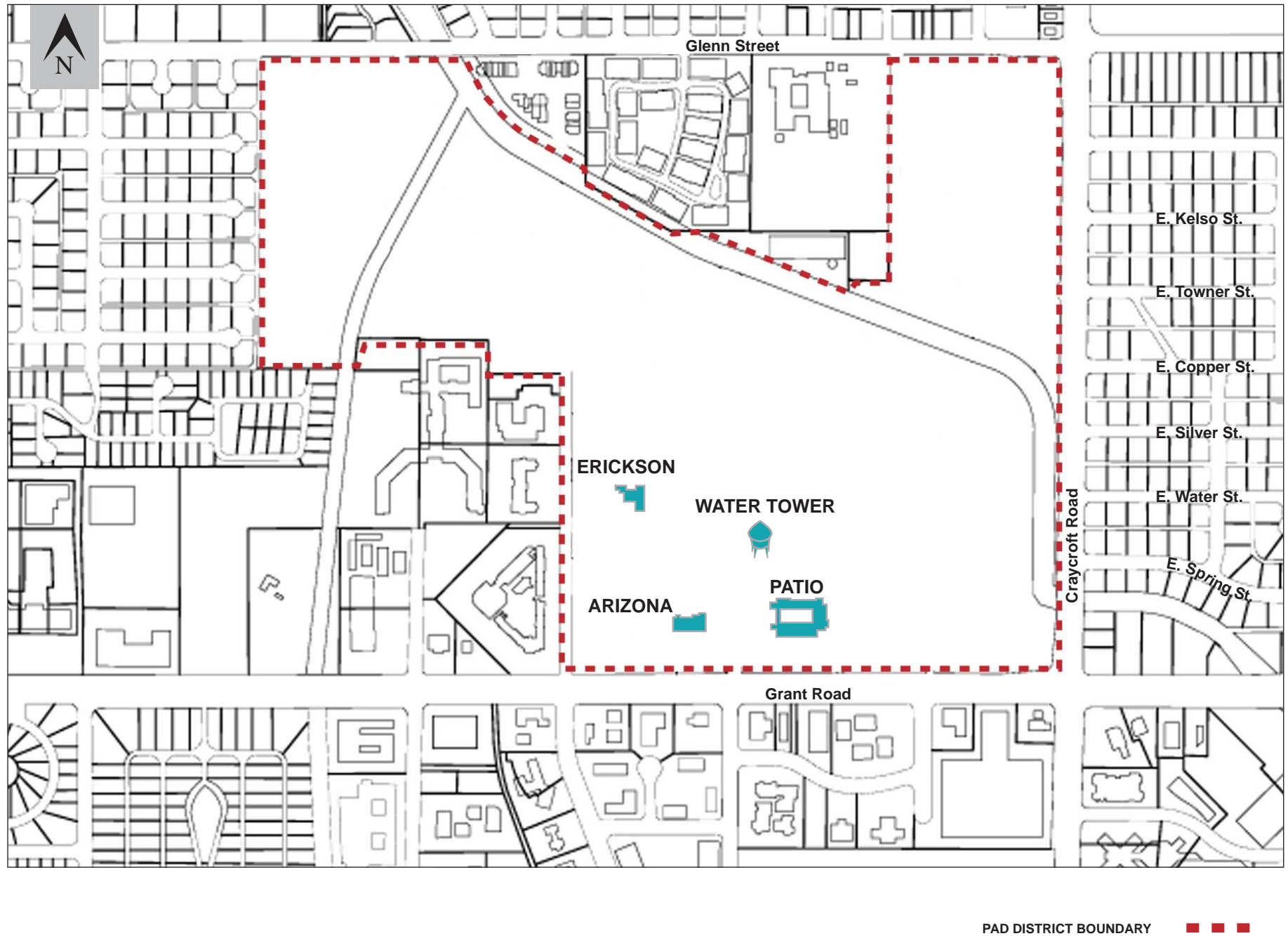


FIGURE 25 - National Historic Register Structures

all future development in the PAD. Improvements or changes to the existing public sewer system are not expected to be required as a result of future PAD development. As new development within the PAD District is phased, TMC shall coordinate with available treatment and conveyance capacity in the Pima County public sewerage system. TMC shall modify the on-site private sewers to accommodate PAD site development needs and shall fund or design and construct off-site sewers as reasonably necessary to serve the PAD District, as specified at the time of review of the tentative plat, development plan, sewer construction plan or request for building permit.

### **3.6.2 Hydrology/Proposed On- and Off-Site Drainage Conditions/Improvements; Section 404**

Preliminary information about the proposed drainage conditions is depicted on **Figure 26 - Proposed Future Watersheds** (p. 68). Additionally, TMC will provide detailed hydrologic analyses that will further quantify discharge, drainage areas, run-off and proposed detention/retention as part of future development plans. These analyses will be submitted to the City Development Services Department for review and approval. Future development plans shall comply with the City of Tucson Drainage Standards Manual for Drainage Design and Floodplain Management.

TMC anticipates constructing on-site storm water drainage improvements in conjunction with the PAD District, and upgrading deficient storm drain systems and channels along Wyatt Drive to provide more capacity and to mitigate street flooding which occurs during high-intensity storms. Lateral channels or storm drain pipes are also anticipated within the areas east and west of Wyatt Drive to improve street drainage within these areas. Any future construction activity within the PAD District that occurs within the 100-year floodplain of Arcadia Wash shall be elevated and a Conditional Letter of Map Revision (CLOMR) must be filed with FEMA to remove this area from the regulatory floodplain. The undeveloped land along Glenn and Craycroft and west of Wyatt along Glenn drains into Glenn during heavy storms. No stormwater from the PAD District flows onto Grant or Craycroft. All on-site drainage facilities within the PAD District will be financed and maintained by TMC. TMC

will implement water harvesting practices consistent with the City's Water Harvesting Guidance Manual to enhance vegetation and to control and reduce the volume of stormwater runoff.

The Arcadia and Alamo Washes fall within the jurisdiction of Section 404 of the Clean Water Act. TMC anticipates no modifications to these channels in conjunction with the implementation of the PAD that will require a Section 404 permit. In the event that a Section 404 permit is required, however, TMC shall comply with all applicable federal, state and local regulations.

### **3.6.3 Solid Waste Disposal**

The City's Environmental Services Department now handles non-biological waste. Future development plans shall comply with the City's Development Standards regarding the disposal of all solid waste within the development other than medical wastes as provided in this Section. The details for trash pick-up, including circulation and dumpster location and screening, will be addressed in individual development plans. Dumpsters shall be located a minimum of fifty (50) feet away from any residential uses. Contract vendors will continue to handle recycling collection. All collection and processing of medical waste shall be managed in accordance with appropriate state and federal laws and regulations.

### **3.6.4 Public Utilities**

Major infrastructures for water, electricity, gas and telephone utilities already exist within the PAD District. Modifications or upgrades to the utility infrastructure and distribution systems may be required with future development. TMC will analyze the need for utility improvements and work with the public utility service providers as necessary as part of each future development plan.

### **3.6.5 Impacts on Existing Infrastructure**

Impacts to the existing utilities will be consistent with expected in-fill development and existing utility grid networks in the area.

### **3.6.6 Impacts on Public Services**

The construction of the new hospital and medically related services is

(Not to scale)

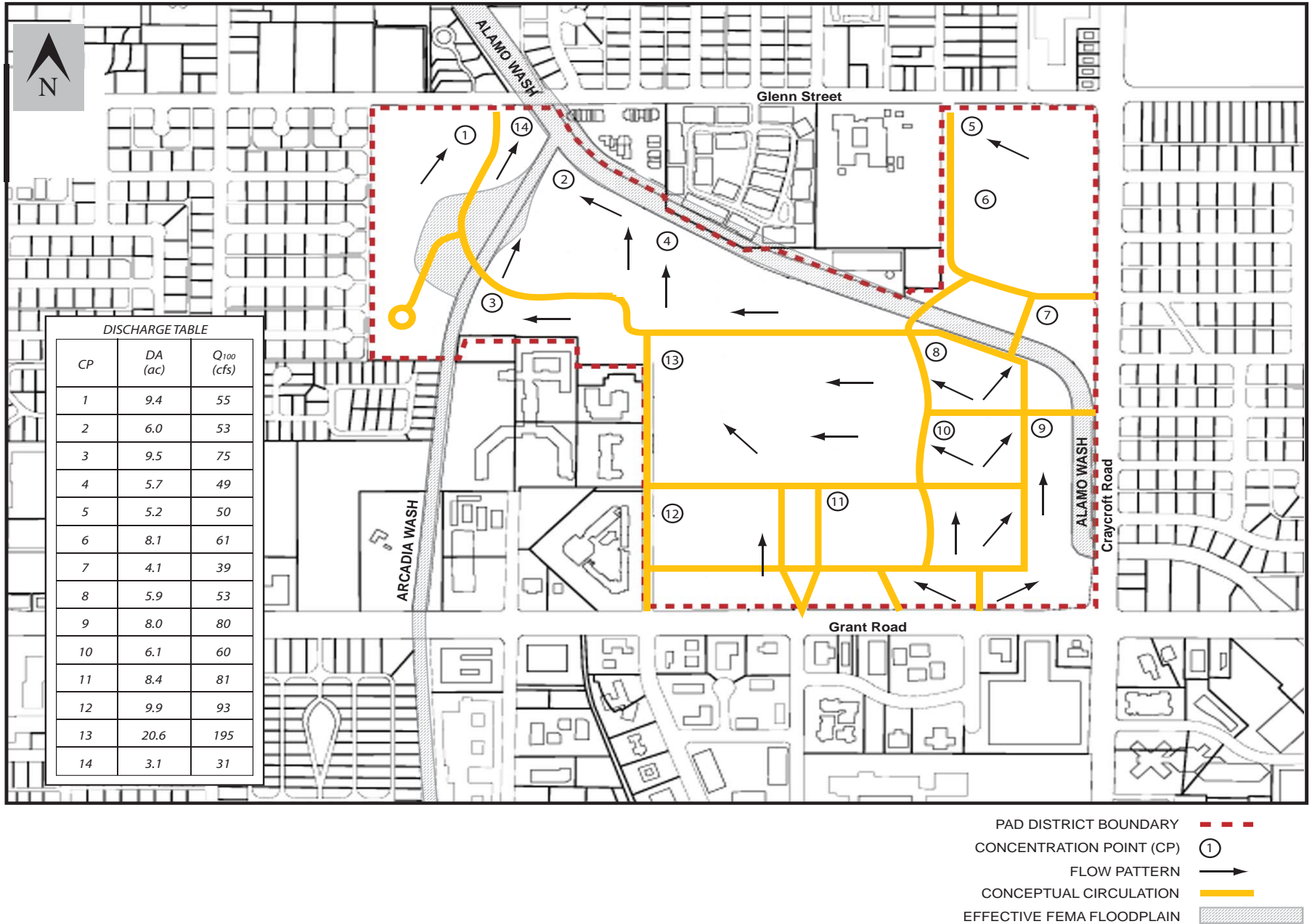


FIGURE 26 - Proposed Future Watersheds



expected to increase available health services in the area. There should be no negative impacts on existing public services.

### **3.7 Responsibility for Maintenance**

#### **3.7.1 Public Roadways**

Entrances constructed within the public rights of way shall be maintained by the City.

#### **3.7.2 Private Access**

All streets and roadways within the PAD District, including Wyatt Drive, are owned and maintained by TMC.

#### **3.7.3 Drainage Facilities**

The City owns and maintains the Alamo and Arcadia Washes and certain rights-of-way. All other on-site drainage facilities within the PAD District are owned and maintained by TMC.

#### **3.7.4 Landscape**

Landscape along the boundaries of the PAD District owned by TMC and maintained by TMC. Landscape within the public rights of way immediately adjacent to the PAD District shall be maintained by TMC.

#### **3.7.5 Pedestrian Routes Adjacent to Major Streets & Roads**

Any pedestrian route located along the boundaries of the PAD District adjacent to the City MS&R routes of Grant Road, Craycroft Road and Glenn Street intended for public use shall be maintained by TMC and shall be subject to a public access easement permitting closure for maintenance, repair or construction in coordination with the City.

### **3.8 Project Phasing**

New development and redevelopment within the PAD District will be phased over a number of years depending on TMC's expansion needs, resources and market demand. See **Figure 27 - Phase Areas** (p. 70). TMC will submit individual development plans for specific

areas of the PAD District in conformance with this PAD, City LUC requirements and relevant City development standards for City approval in advance of development. Prior to the start of construction, TMC shall work with the City traffic, transportation and police departments, and others as required, to coordinate construction traffic per the Manual of Uniform Traffic Control Devices for temporary traffic control.

#### **3.8.1 Phase 1**

TMC will identify the exact timing, location, dimensions and building uses over time, depending on new technologies developed in health care and the ability to meet future needs on the PAD District. Phase 1 development includes a new hospital building, at least one new medical office building and additional parking facilities. Phase 1 will also include modifications to the power plant as needed to expand capacity to serve Phase 1 improvements and construction of the Alamo Wash Trail from the Grant/Craycroft intersection to Glenn Street. Finally, Phase 1 will include initiation of the procedures to place the Arizona, Patio and Erickson buildings and the Water Tower on the NRHP, initial preservation activities for the three buildings as described in **PAD Section 3.5.6** and **Appendix 9**, and construction of the Founders Park.

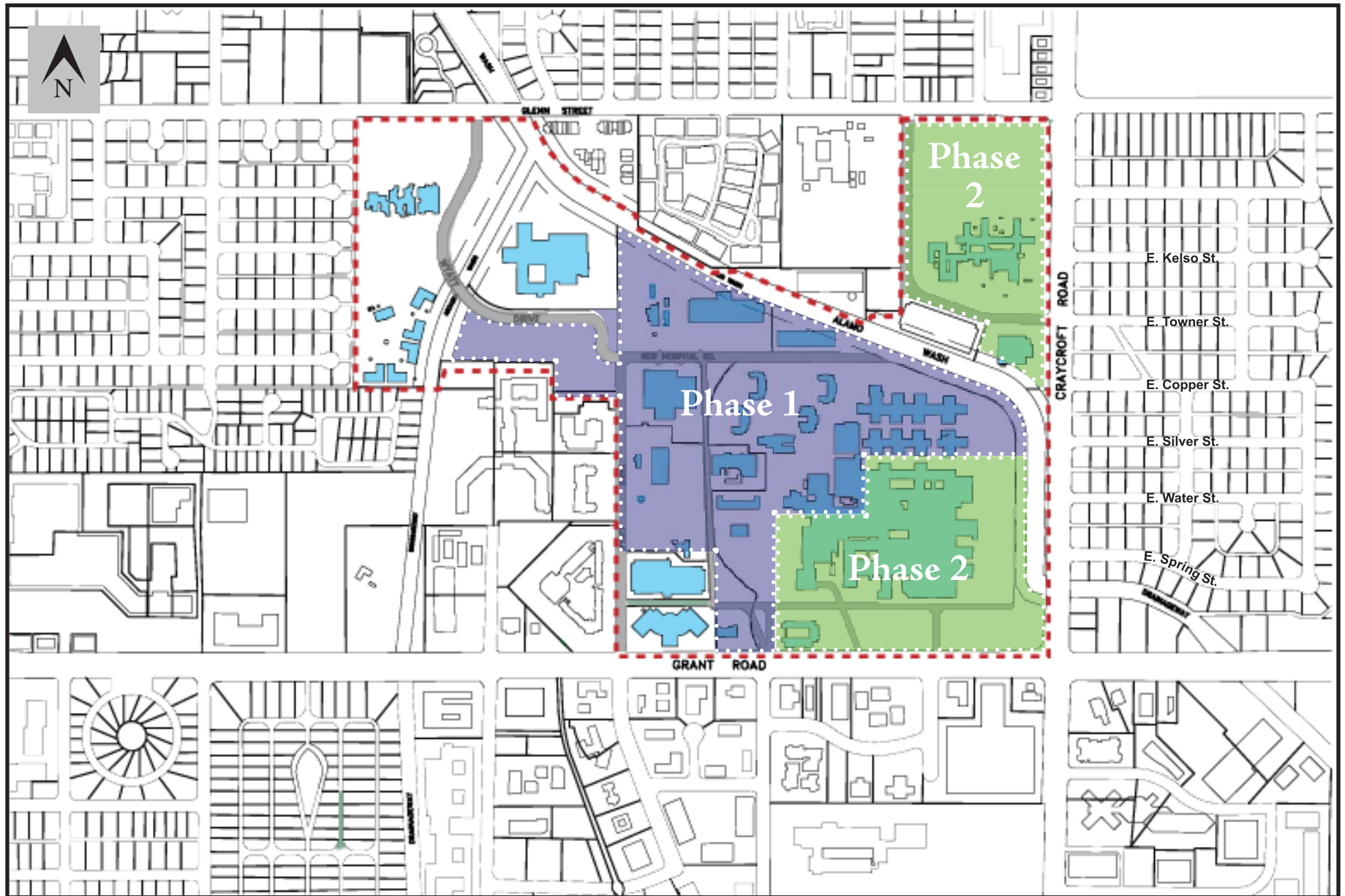
#### **3.8.2 Future Phases**

TMC anticipates future phase development to include partial demolition of the existing hospital building and new construction of medical office buildings and corresponding parking and parking structures. The projected locations of future phases are depicted on **Figure 27 – Phase Areas** (p. 70). The phases as shown are not necessarily sequential and the boundaries of a particular phase may change (e.g., TMC may choose to construct a portion of Phase 2 before completing all of Phase 1).

#### **3.8.3 Interim Structures**

Upon occasion, TMC experiences immediate critical but short-term needs for specific medical services. Satisfying these critical needs may require the construction or erection of structures for an interim period and these interim structures may not be identified as part of

(Not to scale)



- PAD DISTRICT BOUNDARY — — —
- BUILDINGS ■
- PHASE 1 DEVELOPMENT - · - · -
- PHASE 2 DEVELOPMENT - · - · -

FIGURE 27 - Phase Areas

the long-range planning for Phase 1, Phase 2 or future phases for the future permanent development of the PAD District. These interim structures shall meet all PAD and City development regulations, standards and requirements.

### **3.9 Amendments, Interpretations, Minor Revisions**

#### **3.9.1 Purpose**

This section of the TMC PAD provides the procedures that will guide the implementation of the PAD. The sections below shall apply to all property intended for development and redevelopment.

#### **3.9.2 Effect of PAD District on Adopted City Zoning Regulations**

The PAD District regulations and development standards supplement and supersede existing zoning within the PAD District. Chapter 3 of this PAD defines the allowed land uses and the performance criteria for future development and redevelopment within the PAD District and supersedes existing regulations within the LUC. If an issue, definition, condition or situation arises that is not addressed within this PAD, the LUC, Development Standards or other applicable City regulations shall control.

#### **3.9.3 Interpretations**

PAD interpretations will be subject to LUC Section 2.6.3.10.

#### **3.9.4 Amendments**

Amendments to this PAD may be necessary over time in order to respond to the changing medical field, market or financial conditions, or to respond to the unanticipated needs of new users. Minor or non-substantial changes to the PAD shall be approved pursuant to LUC Sec. 2.6.3.11.B.5, as follows:

- A. Any analogous interpretation of the list of permitted, excepted, secondary and accessory uses proposed as described in this PAD.
- B. Modifications to the tax code parcel boundaries, including changes to interior boundaries or combining parcels, except that changes to the PAD perimeter boundary may not be

- C. Modification of building locations as long as the setbacks and buffers adjacent to the PAD perimeter boundary, the Alamo and Arcadia Washes, and residential neighborhoods are maintained.
- D. Modifications to the PAD District infrastructure that do not change the intent of the PAD.
- E. Modifications to the Phasing Plan as market and financial conditions dictate.
- F. Any other items that are not expressly defined as substantial based on LUC Sec. 2.6.3.11.B.3.

Substantial changes are those defined in the LUC Sec. 2.6.3.11.B.3. The PAD amendment process for substantial changes shall conform to LUC Sec. 2.6.3.11.B.4.

## 4.0 Traffic

### 4.1 Future (Phase 1) Traffic

A Traffic Impact Analysis (TIA) is attached as **Appendix 4**. Per discussions with City Traffic Engineering staff, the TIA includes analysis of off-site traffic-related impacts associated with Phase 1 of the development as defined in **PAD Section 3.8**. TMC prepared a TIA based on current City guidelines as described in the Transportation Access Management Guidelines, March 2003. A supplemental TIA shall be submitted with each development plan.

### 4.2 Future Conditions-Projected Traffic Volumes

Phase 1 primarily involves the construction and replacement of existing buildings and services of hospital-related services, and the removal of the existing facilities. The TIA is based on projected development of a 450-bed hospital and 100,000 square feet of new medical office buildings. The TIA does not predict any significant traffic increase over existing conditions due to the development of the new hospital, but the new medical office buildings could generate additional traffic.

Traffic circulation patterns in the PAD District will change due to construction and demolition. **Figure 18A – Street Section: New Craycroft Entrance and Entry Bridge over Alamo Wash** (p. 41) depicts a new Craycroft Road entrance. Future reconfiguration of internal streets and roadways will change the vehicular circulation patterns, connect the two main entries (Beverly Road and Craycroft Road), provide better wayfinding and create an inner ring road that will provide a pedestrian zone around the new hospital core. Future consolidated parking areas will reduce or eliminate the existing sprawl of parking lots and reduce pedestrian crossings of internal streets and roadways to enable patients, visitors and staff to locate parking more easily and to travel to destinations with fewer street and roadway crossings. The TIA predicts that a new Craycroft Road entrance that directly connects to an improved internal ring-road south of the

Alamo Wash will initially reduce traffic volumes at Grant Road and Glenn Street entries. In addition, traffic circulation along Wyatt Drive will increase as TMC constructs the new hospital, and expands and constructs new parking garages in the western portion of the PAD District.

As part of the future development plan submittals, TMC shall provide necessary MS&R right-of-way dedications.

### 4.3 Planned Improvements

#### 4.3.1 Roadway Improvements

As part of the Phase 1 development of TMC, the TIA recommends the following roadway improvements:

- Craycroft median improvements and a right turn lane on Craycroft at the new Craycroft Road entrance at Silver Street.
- Westbound right-turn lane on Grant Road at the existing Beverly Avenue entrance.
- Westbound right-turn lane on Grant Road at the existing Ferguson Avenue entrance.
- Westbound right-turn lane on Grant Road at the existing Wyatt Drive entrance.
- Corresponding bus pull-outs.

Additional on-site improvements related to the improved circulation system within the PAD District include:

- Maintain historic Beverly entrance.
- Craycroft entrance improvements (*see PAD Section 4.3.2*).

#### 4.3.2 Craycroft Entrance Improvements

The primary roadway improvement associated with Phase 1 will be the new Craycroft Road entrance (*see Figure 18A – Street Section: New Craycroft Entrance and Entry Bridge over Alamo Wash* (p. 41)). Pursuant to the City's Transportation Access Management Guidelines, a standard signalized intersection will not be warranted due to the spacing of the Grant/Craycroft traffic signal (less than ½ mile). A non-standard traffic signal may be considered, but to mitigate negative effects of non-standard signal spacing, a Florida



“T” or equivalent traffic mitigation device may be considered in lieu of a traditional traffic signal. The TIA does not predict that the new entrance will need signalization to accommodate Phase 1 traffic. TMC anticipates that traffic will begin to access TMC via the new Craycroft entrances and will also continue to access TMC via the existing Grant Road driveways. In anticipation of a future Craycroft entrance traffic signal, additional infrastructure will be required at the new Craycroft entrance and will be installed in Phase 1. The ARB process will be used to inform and involve adjacent neighborhoods during the design of the new Craycroft entrance.

## 5.0 Definitions

Unless otherwise specified herein, the terms used in the PAD have those definitions commonly applied in the City's Land Use Code (LUC):

**Arcadia-Alamo Area Plan**, as amended on April 11, 2006 (Arcadia-Alamo Area Plan Amendment): City General Plan document with which the TMC PAD District must be consistent and to which it must conform.

**Architectural Review Board (ARB)**: A board composed of seven to ten TMC representatives and three neighborhood representatives who will review architectural designs for proposed new development and redevelopment within the PAD District for compliance with the TMC Design Guidelines.

### **Architectural Review Board (ARB) Neighborhood**

**Representatives**: Three neighborhood representatives serving on the ARB of which two representatives shall reside within different neighborhoods from among the registered neighborhood associations surrounding the PAD District, to be selected by such associations (including Glenn Heights, Old Fort Lowell and San Carlos), and one representative shall reside within the unregistered neighborhoods surrounding the PAD District (Arcadia Square, Casas de Carlos, La Sonrisa, Senior Living Community and Venice Addition), to be selected by the residents of those neighborhoods.

**Court Buildings**: The Hopi, Yavapai, Moqui and Papago buildings located within the PAD District.

**Green Guide for Health Care (2007)**: The Green Guide for Health Care(2007) is a voluntary, self-certifying best practices guide for healthy and sustainable building design, construction, and operations for the healthcare industry providing guidelines for implementing healing design features, energy and water efficiency strategies, and safer materials in the health care setting. The Green Guide for Health

Care (2007) is a joint project of the Center for Maximum Potential Building Systems and Health Care Without Harm. Sponsors include Hospitals for a Healthy Environment (H2E), Merck Family Fund, New York State Energy Research and Development Authority (NYSERDA), Pacific Gas & Electric (PG&E), and Southern California Edison.

**Interim Structures**: Structures constructed within the PAD District to meet critical, short-term needs for medical services that may not be identified as part of the long-range planning for Phase 1, Phase 2 or future phases for the future permanent development of the PAD District. These interim structures shall meet all PAD and City development regulations, standards and requirements.

**Open Space**: An open outdoor area such as wash areas (other than the City-owned parcels that contain the Alamo and Arcadia Washes, trails and landscape borders), buffers, landscape borders, retention/detention areas, landscaped setbacks, sidewalks, trails, landscaped areas, gardens, child play areas, the existing mesquite bosque, courtyards, ramadas, outdoor gathering areas, outdoor public art areas, and similar areas that can be used for low-impact active or passive recreation and may incorporate seating, shade structures and signage. Open space does not include enclosed structures or parking garages, areas set aside for vehicular parking or maneuvering, driveways, loading areas, trash collection areas, exterior stairwells or exterior corridor areas less than 6 feet wide used solely to gain access to buildings.

**Phase 1**: Phase 1 of the PAD development will include a new hospital building within the 150-foot height zone, at least one new medical office building, additional parking facilities, modifications to the power plant as needed to expand capacity to serve Phase 1 improvements and corresponding construction of the Alamo Wash Trail from the Grant/Craycroft intersection to Glenn Street, initiation of the procedures to place the Arizona, Patio and Erickson buildings and the Water Tower on the National Register of Historic Places (NRHP), initial preservation activities affecting the Arizona, Patio and Erickson buildings, and construction of the Founders Park.

**TMC Design Guidelines:** Architectural design guidelines prepared by TMC and approved by the ARB and the City to guide the future architectural design and development of the PAD District consistent with the Arcadia-Alamo Area Plan Architecture/Design policies and Subarea 3 Design Guidelines.

**TMC HealthCare:** Southern Arizona's regional nonprofit community healthcare system with Tucson Medical Center at its core.

**Top of Bank:** For the channelized portions of the Alamo Wash and Arcadia Wash the top of bank will be measured from the point/line at which the concrete sideslope plunges into the wash from the earth adjacent to it. Typically, the bank protection has a two-foot by two-foot key-in at the top of the wash channel which generally constitutes the first two feet of the 50-foot study area for W.A.S.H. Ordinance purposes.

**Traffic Impact Analysis (TIA):** Traffic analysis dated May 2007, prepared by Kimley-Horn and Associates, Inc. for the TMC Hospital on Grant Road, attached as **Appendix 4** to the PAD, that outlines the likely impact of PAD development on on-site and off-site traffic densities and infrastructure.

**Tucson Medical Center (TMC):** A nonprofit, locally governed hospital licensed for 650 patient beds.

**Tucson Medical Center Planned Area Development (TMC PAD):** Zoning document that establishes regulations relating to the uses, physical character, intensity of development and impact of proposed development on adjacent land uses and municipal services, and specifies the nature and use of these regulations. Where the PAD varies from the LUC or other relevant City standards, the PAD shall control. Where the PAD is silent, the LUC provisions for the OCR-2 zone and other relevant City standards shall control.

**Tucson Medical Center Planned Area Development District (TMC PAD District):** The zoning district created by the Mayor and Council's approval of the TMC PAD application and documentation.

The PAD District is roughly bordered by Wyatt Drive and the Glenn Heights neighborhood on the west, Glenn Street on the north, Craycroft Road on the east and Grant Road on the south.

**Consultants:**

Ayers Saint Gross, Architects and Planners  
The Caliber Group, Inc., Signage  
Harris Environmental Group, Inc., Cultural & Environmental  
Kimley-Horn and Associates, Inc., Traffic Engineers  
Lewis and Roca LLP, Legal  
Poster Frost Associates Inc., Architecture, Planning & Urban Design  
Raim & Associates, LLC, Graphic Design and Document  
Management  
RS Engineering, Civil Engineers  
Wheat Scharf Associates, Landscape

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City of Tucson Land Use Code, Sign Code, Outdoor Lighting Code  
City of Tucson Transportation Access Management Guidelines,  
March 2003

Manual of Uniform Traffic Control Devices  
City of Tucson Drainage Standards Manual for Drainage Design and  
Floodplain Management  
City of Tucson Water Harvesting Guidance Manual  
2006 International Building Code  
ICC/ANSI A117  
Endangered Species Act  
Clean Water Act  
Green Guide for Health Care (2007)  
Migratory Bird Treaty Act  
National Historic Preservation Act  
Interface Sign Systems, Inc. Signage Manual, 2001

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