



DORADO COUNTRY CLUB

Planned Area Development

October 2013
Final Version
Zoning Examiner Submittal

Dorado Country Club Planned Area Development

Dorado Club Drive and Speedway Boulevard
Tucson, Arizona

Submitted to:

City of Tucson
Planning & Development Services Department
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I. Introduction



DORADO COUNTRY CLUB
Planned Area Development

A. Background

The Dorado Country Club is located between Wilmot Road and Kolb Road along Speedway Boulevard. Built in 1970, Dorado Country Club has served as a public golf course for over 40 years and is currently surrounded by Dorado Country Club Estates and Townhomes. A Master Homeowner's Association owns the majority of infrastructure/community facilities in the surrounding community.

In 1994, a rezoning to R-4 (C9-83-03) expired.

In 2003, a rezoning (C9-02-29) was submitted to rezone the site to OCR-1. This request was withdrawn.

In 2006, the City Council granted a conditional rezoning (C9-06-21) to OCR-1 allowing redevelopment of the site for condominiums. The redevelopment proposed a 3-story building containing 197 condominium units, parking garage, internal courtyards and clubhouse with restaurant. This rezoning has since expired.

The overriding reason the previously granted rezonings never came to fruition was due to changes in market conditions. By using the PAD process, these changes in market conditions can be overcome by inserting flexibility into the intended uses.

The site is currently zoned RX-2, O-3 and C-1. A change in zoning to Planned Area Development (PAD) is requested for approximately 17 acres of land within the Dorado Country Club.

On November 14, 2012, the City of Tucson Mayor and Council approved a waiver of minimum size for a Planned Area Development. This approval enables the developer to process a PAD application with the current 17 acres proposed for redevelopment.

See Exhibit I.A: Regional Context, page 6.

B. Project Overview

The Dorado Country Club Planned Area Development is located at Dorado Club Drive and Speedway Boulevard. While the entirety of Dorado Country Club and golf course parcel is 65.54 acres, the portion of the property included in this PAD is approximately 17 acres in size. The current use of this 17 acres consists of a club house, which includes a pro shop, a snack bar and club offices; associated parking; portions of the existing golf course adjacent to the clubhouse (to be modified but will remain an 18-hole golf course); the former tennis courts and a swimming pool abandoned many years ago.

The current plan proposes construction of a hotel, office and retail development. As part of this, the existing clubhouse will be demolished and replaced by a new, more functional and modern clubhouse. The intent is to move the Embassy Suites "flag" from its current location on Broadway near Craycroft to Dorado, constructing a new hotel that is more aligned with the standards and branding of an Embassy Suites. While the project is driven by the hotel, the intent of the PAD is to master plan the entire site for functionality and compatibility.

See Exhibit I.B: Local Context, page 7.

C. Intent

The City of Tucson's Planned Area Development Zone designation allows owners of large tracts of land to comprehensively develop the land with mixes of land uses and development standards that are not available through traditional Unified Development Code zoning classifications. The City's current Unified Development Code is structured for a more traditional separation of residential, commercial and industrial development land uses.

This PAD shall serve as the primary mechanism for controlling the development of Dorado Country Club. In accordance with Section 3.5.5 of the Unified Development Code, the PAD standards herein supersede the standards of the Administrative and Technical Standards Manual. Where the PAD is silent, the UDC provisions for the C-1 zone and other relevant City standards shall control.

While the hotel rezoning could be accomplished through a standard rezoning process, we believe the PAD designation will:

- Better suit the developer's goals for the property of providing flexibility for future uses while ensuring compatibility with the hotel and the existing surrounding community.
- More effectively address neighborhood concerns through customized land uses and development and design standards, and
- Allow the phasing of the project over time without the time limits typically associated with standard rezonings.

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

The project lies within the boundaries of the City of Tucson's General Plan and falls under the Suburban Character Land Use. The Dorado Country Club PAD will offer a mixed use area that is designed to integrate office and neighborhood commercial services with the existing residential surrounding the Country Club.

Element 1: Mid-City Growth Area of the City of Tucson's General Plan states:

"Support continued neighborhood investment." - Growth Areas and Population, Mid City Growth Area Policy 10

"Explore opportunities to promote the rehabilitation of commercial nodes and centers." – Growth Areas and Population, Mid City Growth Area Policy 12

Promote strategically located mixed-use activity centers and activity nodes in order to increase transit use; reduce air pollution; improve delivery of public and private services, and create inviting places to live, work, and play." – Growth Areas and Population Mid City Growth Area Policy 14

The PAD is located in an infill area surrounded by existing development, and accessed from a major arterial, Speedway Boulevard. The project will support continued neighborhood investment as it is a major renovation to an existing Tucson golf course community that has been in existence for over 40 years. The proposed mix of existing residential and proposed rehabilitation of the existing clubhouse and addition of neighborhood commercial and office uses will create a compact development pattern that minimizes the need for additional public facilities and will increase transit use.

Element 2: Land Use of the City of Tucson's General Plan states:

“Protect established residential neighborhoods by supporting compatible development, which may include other residential, mixed-use infill, and appropriate nonresidential uses.” - Land Use Policy 3

“Support the intensification and redevelopment of underutilized areas for mixed-uses, if there is sufficient land area to accommodate the proposed uses, at a scale appropriate to the surrounding residential areas.” – Land Use Policy 3.6

“Support appropriate locations for commercial and office uses, with priority for development and redevelopment within the existing urbanized area located in the Central Core and Mid-City Growth Areas and the abutting areas of the Evolving Edge Growth Area to promote use and improvement of existing infrastructure, to increase pedestrian activity and transit use, and to meet residents needs for goods and services in a cost-effective and equitable fashion.” – Land Use Policy 5

The goal of the PAD is to work with the neighborhood throughout the PAD process to ensure that privacy is protected for the adjacent residential community while allowing for convenient vehicular and pedestrian access to an enhanced neighborhood commercial service area.

Element 4: Community Character and Design of the City of Tucson's General Plan states:

“Support infill and redevelopment projects that reflect sensitivity to site and neighborhood conditions and adhere to relevant site and architectural design guidelines.”

“All development should incorporate environmentally sensitive design that protects the integrity of existing neighborhoods, complements adjacent land uses, and enhances the overall function and visual quality of the street, adjacent properties, and the community.”

The PAD is located within the existing Dorado Country Club development at Speedway Boulevard west of Kolb. The proposed mix of commercial and office uses support a development pattern that reflects sensitivity to the Rose Hill wash area to the east and adjacent to the Dorado residential community. The commercial uses will be located towards Speedway Boulevard, and then transition to lodging uses near the northern portion of the PAD where the grade is at its lowest and it can be integrated into the proposed clubhouse and golf course amenities. In addition, design standards will be submitted as an extension

of this document in order to establish common theme and design elements that will be used throughout the project area.

Element 13: Economic Development of the City of Tucson's General Plan states:

"The region will enjoy benefits from new economic opportunities and improved business services... The Vision foresees continued expansion of the trade and service activities that currently constitute the largest economic sector... Clustered work places and shopping developments with convenient access to residential communities will contribute to the quality of life and employment opportunities for the local workforce."

Redevelopment of this area will contribute to the tax base, and revitalize an area that is currently providing only a small number of jobs and tax revenue. It will support the existing golf course and will provide jobs, dining and lodging opportunities for the area all within walking distance of the hundreds of homes in the Dorado Country Club and other surrounding residential communities.

Element 14: Environment Planning and Conservation states:

"Consider the protection and enhancement of wildlife habitat in wash maintenance and flood control projects." - Environmental Planning and Conservation Policy 1.2

"Promote alternatives to channelization which support wildlife needs, such as acquisition of floodprone properties, terracing, and revegetation of channels with native plant materials." - Environmental Planning and Conservation Policy 3.1

"Continue to incorporate water-conserving landscape elements in City of Tucson capital improvement and maintenance projects." - Environmental Planning and Conservation Policy 4.1

"Provide incentives for "infill development" to minimize travel distances and to encourage the use of alternate modes of transportation. Encourage higher density development along existing or planned transit corridors. Encourage retail infill and the redevelopment of older commercial centers." - Environmental Planning and Conservation Policy 25.4

"Promote the use of vegetation, particularly along transportation corridors and in parking areas." - Environmental Planning and Conservation Policy 26.1

The PAD is located in an infill area surrounded by existing development. Redevelopment of the project site will provide enhanced employment and recreational opportunities for the neighboring developments. The Rose Hill Wash pathway will provide alternative pedestrian access to the interior of the project site.

The PAD proposes revegetation of the Rose Hill Wash to remove non-native/invasive plant species and augment existing natural vegetation. The Rose Hill Wash will provide native habitat for urban wildlife and support a pedestrian pathway. This pathway will provide pedestrians the opportunity to comfortably access the interior of site while walking along a revitalized wash with native plant materials.

Drought tolerant native and near native plant materials will account for approximately 85% of the plant species within the PAD district. Additionally, water harvesting shall be planned from the earliest design stages and will include directing runoff from paved areas in landscape islands and other areas. Rainwater harvesting strategies may include (but are not limited to): curb cuts, flush curbs, planting swales, dry wells, and pervious hardscape materials, etc. Landscape beds and islands will support canopy trees to shade vehicular use areas and parking spaces. Parking lots will support 1 canopy tree per 4 parking stalls.

E. Compatibility with Adjoining Land Uses

The Dorado Country Club PAD is compatible with and complementary to adjoining land uses.

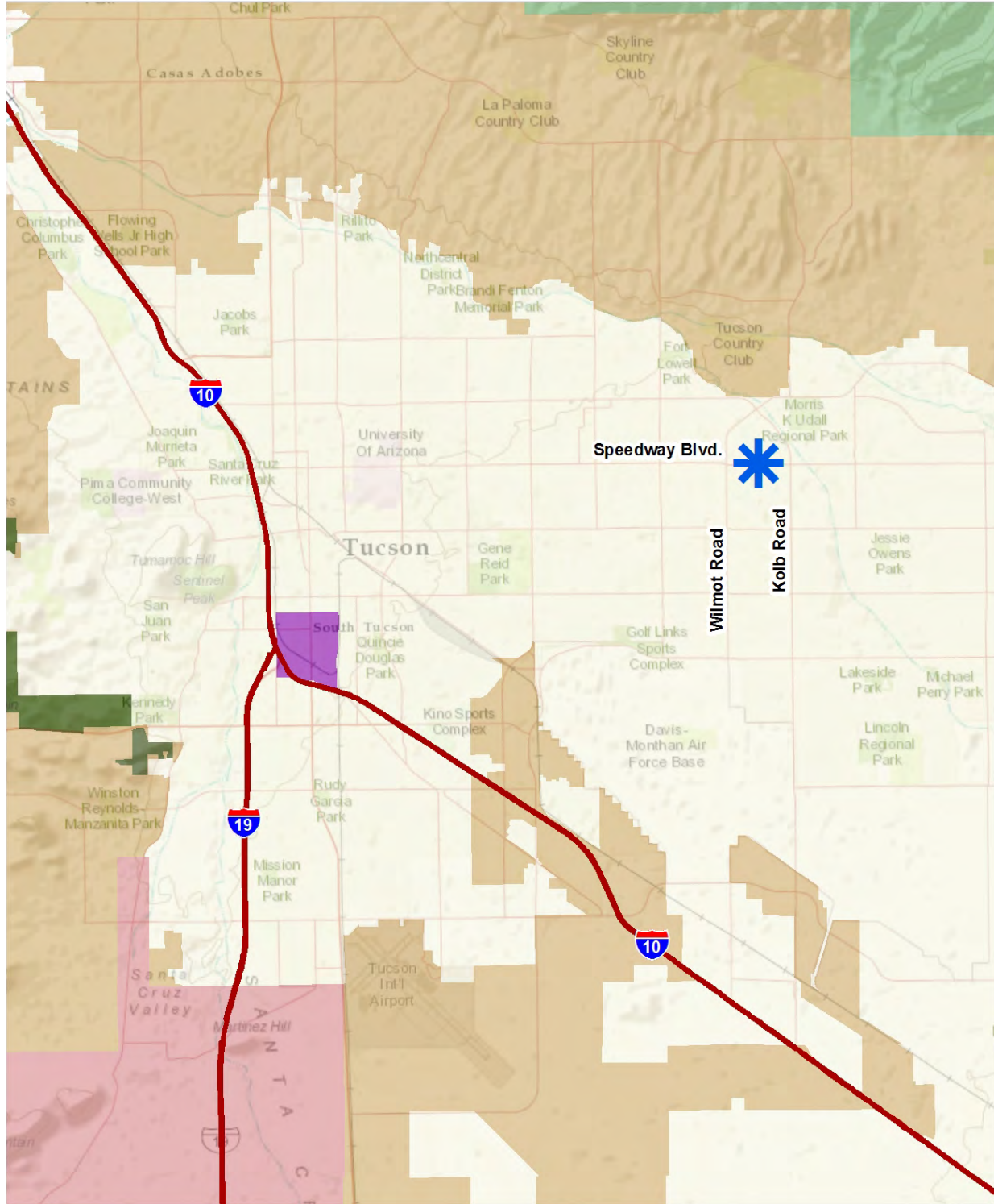
The areas north, east and west of the PAD boundaries consist of the existing Dorado Country Club golf course, the Rose Hill Wash, and single family residential communities. Residences consist of single family homes and townhomes, and are one and two stories in height.

Located to the south of the PAD site are Speedway Boulevard, office uses, and single family residential uses. Residences consist of one-story single family homes and townhomes.

Development at the Dorado Country Club will complement and enhance the area for local residents. The addition of commercial development can provide residents with convenient retail, restaurant, and entertainment options. The site's location will provide commercial opportunities within walking distance of neighborhood residents. The Rose Hill Wash, Speedway Boulevard, and Dorado Country Club golf course provide ample screening and buffers for nearby residential areas. The proposed hotel will be strategically placed at the lowest elevation of the site to prevent obstruction of views from the properties across Speedway Boulevard looking toward the Santa Catalina Mountains.

See Exhibit II.A: Existing Development, page 10.


Exhibit I.A: Regional Context



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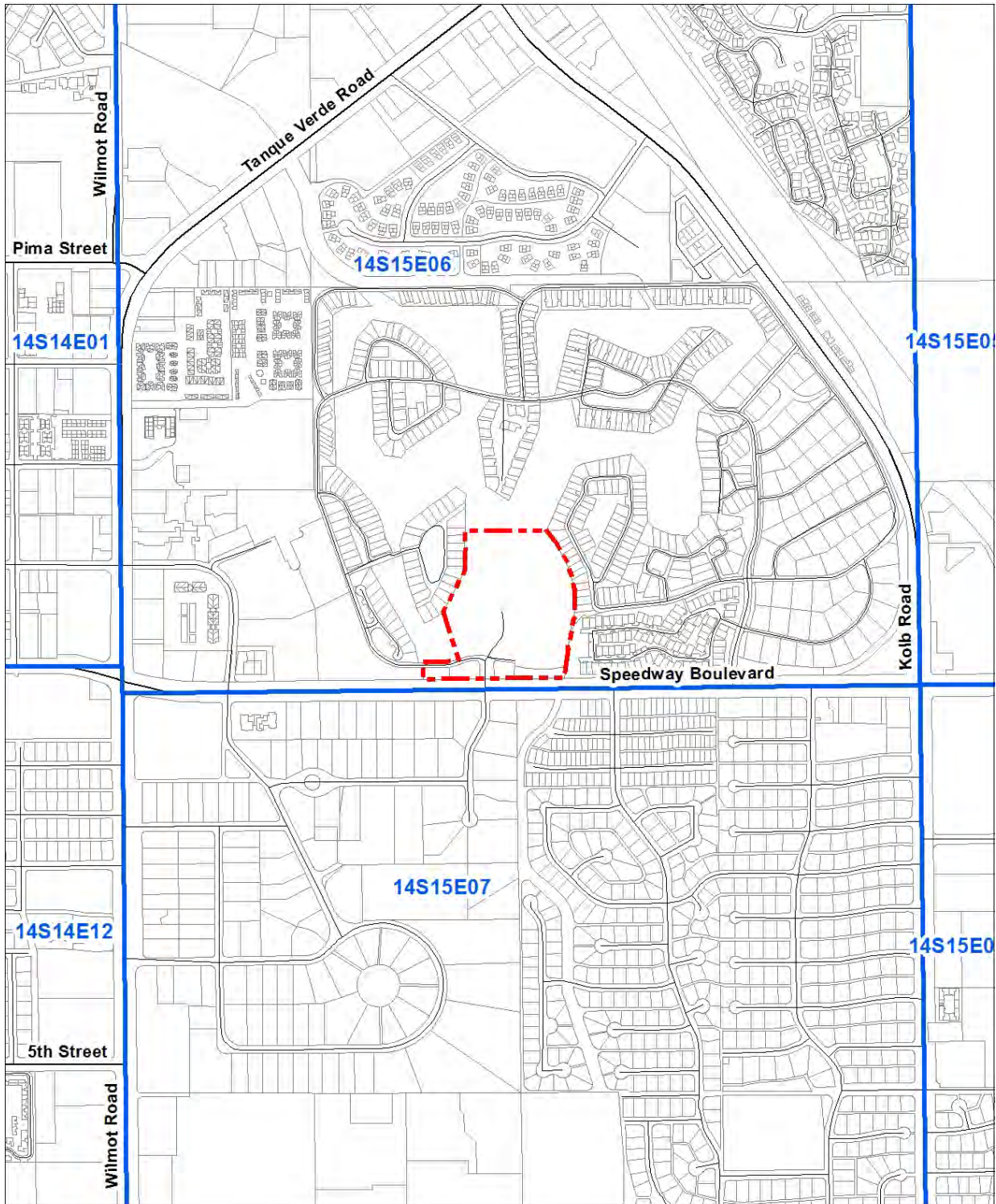
-  Site Location
-  City of Tucson
-  Pima County
-  Tucson Mountain Park
-  Coronado National Forest
-  Tohono O'odham Nation San Xavier District
-  South Tucson

NORTH 0° 12,500





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SOURCE: Pima County DOT GIS, 2012

Exhibit I.B: Local Context

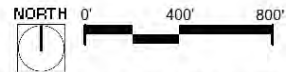


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-  PAD Boundary
-  Township, Range & Section

Notes:

Project Site is located at:
 Township 14S, Range 15E, and Section 06
 PAD Acreage: Approx. 17 AC
 Parcel ID #s:
 133-14-033C, 133-14-034B, 133-14-034C,
 133-14-035A, 133-14-038D & 133-14-235C



FILE NAME: HSL-16_location.mxd
 SOURCE: Pima County DOT GIS, 2013

II. Site Analysis



DORADO COUNTRY CLUB
Planned Area Development

A. Existing On-Site Development

The site includes the Dorado Country Club clubhouse, associated parking and portions of three holes of the Dorado Country Club Golf Course. Seventeen abandoned tennis courts; an abandoned swimming pool and bathhouse cover a large portion of the site along the east boundary. The entry monument, landscaping and drainage structure are located along the southern boundary of the PAD. The Rose Hill Wash is located along the eastern boundary of the PAD.

See Exhibit II.A: Existing Development, page 10.

Table II.A: Building Inventory

Existing Building	Current Square Footage	Building Height (stories)	Building Setback from Closest Existing Property Line (feet)
Building A: existing clubhouse	9,635	2	135' (perpendicular) from western property line
Building B: dilapidated bathhouse	296	1	63' (perpendicular) from eastern property line

B. Existing Off-Site Development

The project site is surrounded by golf course and single family residential development.

See Exhibit II.A: Existing Development, page 10.




Table II.B: Existing Uses

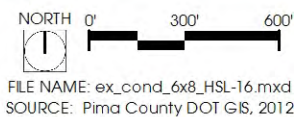
Project Site	Commercial & Recreation
North	Single Family Residential and Golf Course
South	Speedway Blvd; Office and Single Family Residential Across Street
East	Single Family Residential
West	Golf Course and Single Family Residential; Commercial Hotel (Radisson)

Exhibit II.A: Existing Development



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-  PAD Boundary
-  Approved Subdivision Plat
-  Approved Development Plan



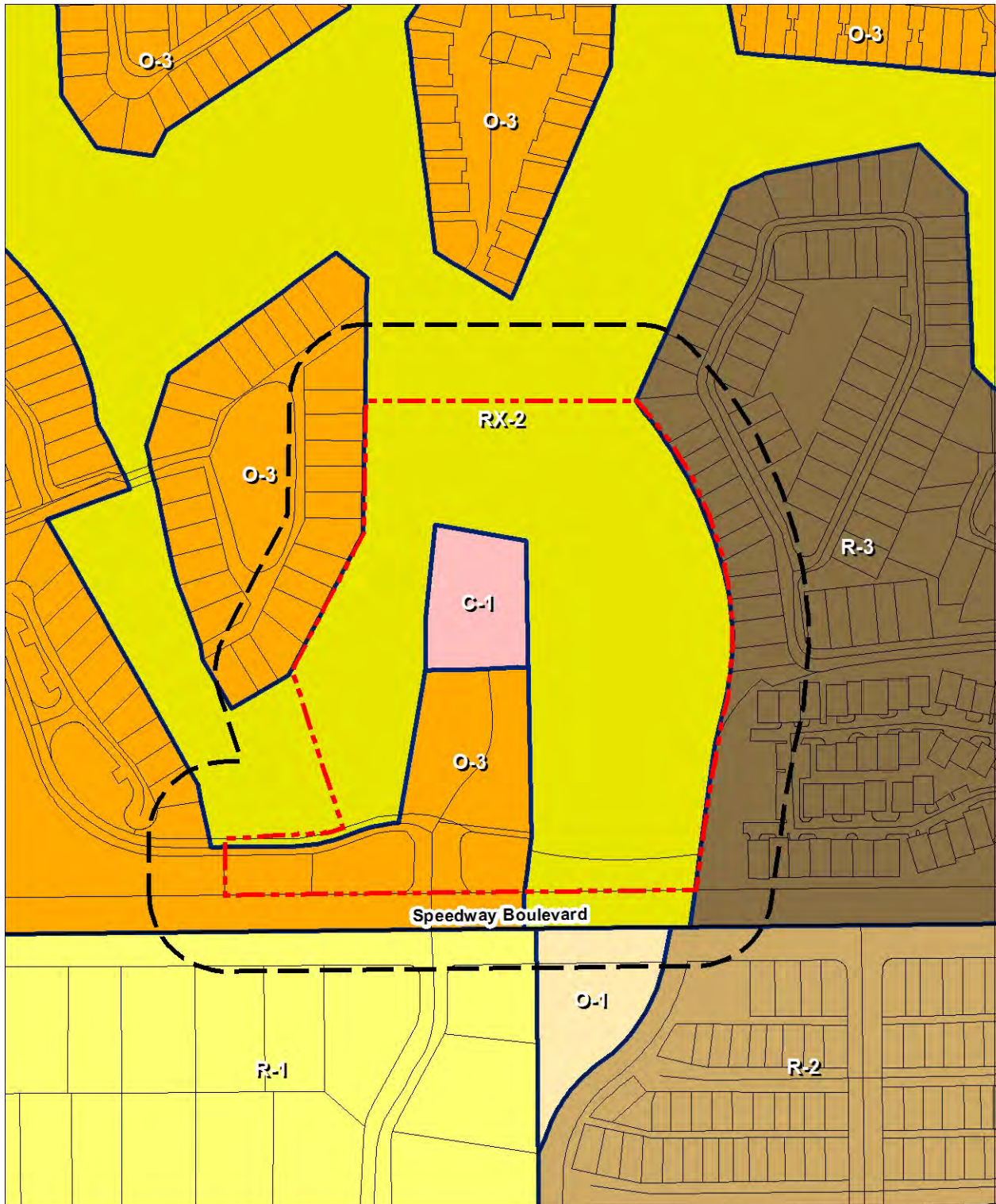
C. Existing Zoning

The existing zoning designations on the project site are “O-3,” Office (3.3 acres), “C-1,” Business (Nonresidential) (1.2 acres), and “RX-2,” Residence (12.4 acres). The zoning designations of surrounding properties, as depicted in Exhibit II.C: Zoning, page 12, are as follows:

Table II.C: Adjacent Zoning

North	City of Tucson: RX-2 (Residence Zone)
South	City of Tucson: R-1 (Single Residence Zone) City of Tucson: R-2 (Single Residence Zone) City of Tucson: RX-2 (Residence Zone) City of Tucson: O-1 (Office Zone) City of Tucson: O-3 (Office Zone)
East	City of Tucson: R-3 (Single Residence Zone)
West	City of Tucson: O-3 (Office Zone) City of Tucson: RX-2 (Residence Zone)

Exhibit II.C: Zoning

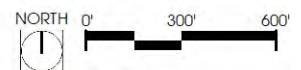


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- PAD Boundary
- 150-foot Radius

City of Tucson Zoning

- | | |
|------|-----|
| R-1 | O-1 |
| R-2 | O-3 |
| R-3 | C-1 |
| RX-2 | |



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SOURCE: Pima County DOT GIS, 2012

D. Public, Educational, Community and Cultural Facilities

1. Schools

The Dorado Country Club PAD is a commercial project and will not require school or educational services.

2. Parks, Trails and Public Land

Udall Park is located approximately 0.75 miles northeast of the project site. Udall Park features soccer fields, tennis courts, playground, ramadas, and amphitheater.

Fort Lowell Park is located nearly two miles from the project site. Fort Lowell Park features racquetball courts, a historical museum, a jogging path, public art and a pond. Features in Fort Lowell Park also include a swimming pool, lighted soccer fields, tennis courts and baseball fields.

Wright Park is located approximately 0.5 miles south of the project site. Wright Park features a playground and picnic site.

Portions of existing and planned trails run along the Pantano Wash. A greenway is planned along the Rose Hill Wash outside of the project area.

See Exhibit II.D.1: Public Facilities and Services, page 14.

3. Fire Stations

A fire station is located just beyond the one-mile radius to the east of the project site at 7575 East Speedway Boulevard. The site is located within the Tucson Fire District.

4. Police Stations

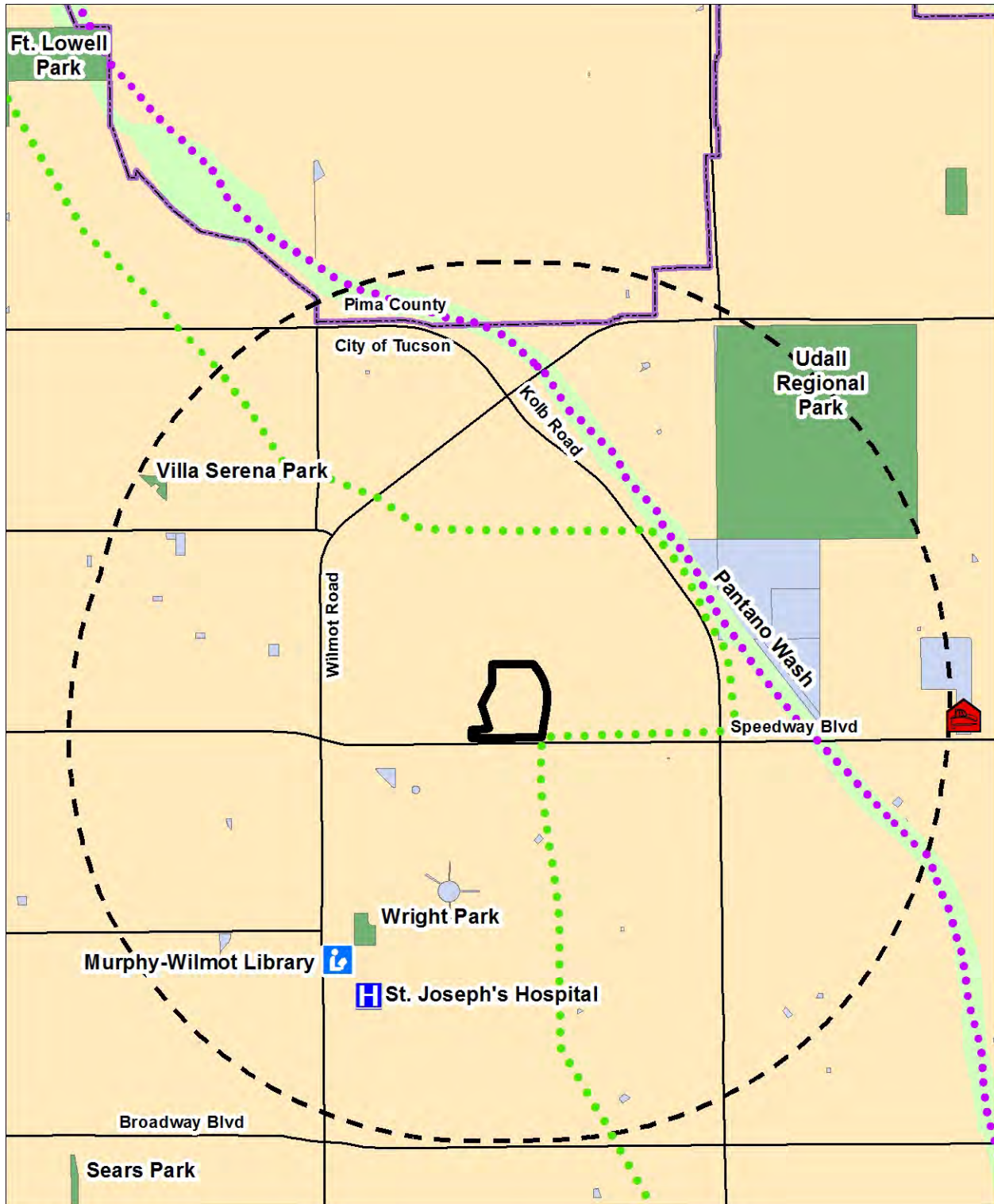
The City of Tucson's Rincon Substation will provide police service. The substation is approximately 4.7 miles from the site and located at 9670 East Golf Links Road.

5. Hospitals

The nearest hospital is St. Joseph's Hospital, located at 350 North Wilmot Road. The hospital is approximately 0.75 miles southwest of the project site.

See Exhibit II.D.1: Public Facilities and Services, page 14.

Exhibit II.D.1: Public Facilities and Services



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- | | | | |
|-------------------------|--------------|------------------|-------------------|
| Site Boundary | Hospital | Parks | City Owned Parcel |
| One-Mile Radius | Library | Existing Trails | |
| Jurisdictional Boundary | Fire Station | Planned Greenway | |



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SOURCE: Pima County DOT GIS, 2012

E. Existing Infrastructure

1. Sewer

An 8" gravity main sewer line, S-386-1, connects to the project site from the west. This line branches into two additional 8" sewer lines running to the east and south.

Pima County Regional Wastewater Reclamation Department states that the site is served by the Roger Road Wastewater Reclamation Facility.

See Exhibit II.E.1.a: Existing Sewer, page 16 and Exhibit II.E.1.b: Wastewater Service Letter, page 17.

2. Water

The site is served by Tucson Water, which has been designated by the State of Arizona Department of Water Resources as having an assured water supply. The project site also lies within Tucson Water Company's planned 50-year service area; therefore, water supply is assured.

See Exhibit II.E.2: Water Service Letter, page 18

3. Solid Waste Disposal and Recycling

Solid waste and recycling will be provided by the City of Tucson.

Exhibit II.E.1.a: Existing Sewer

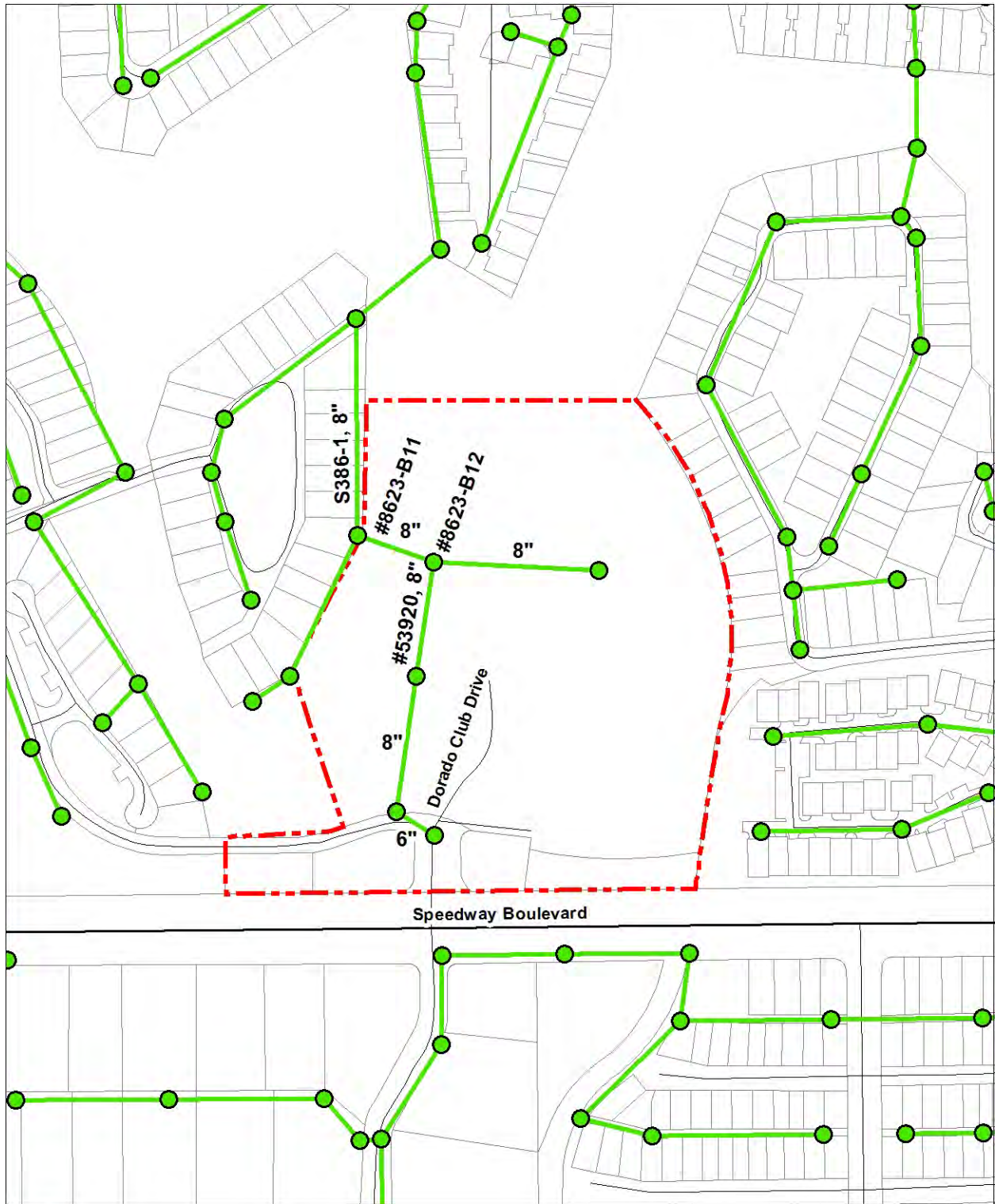


Exhibit II.E.1.b: Wastewater Service Letter



**Pima County
Regional Wastewater Reclamation Department**

Jackson Jenkins
Director

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

Website:
<http://www.pima.gov/wwm>

October 5, 2012

Brian Underwood
The Planning Center
110 S. Church Ave.
Tucson, AZ 85701

Capacity Response No. 12-203 Type I

RE: **Dorado Country Club, Parcels # 133-14-233C, -034C, -0380, -235C, -034B & -034A.
Estimated 13,500 gpd (ADWF).**

Greetings:

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

Capacity is currently available for this project distributed downstream from manhole 8623-B12 in the 8-inch public sewer S-386-1.

This letter is not a reservation or commitment of treatment or conveyance capacity for this project. It is an analysis of the system as of this date and valid for one year.

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

If further information is needed, please feel free to contact us at (520) 740-6534.

Respectfully,

A handwritten signature in black ink, appearing to read "Ben Fyock".

Ben Fyock, P.E.
PCRWRD Planning Section

BF:ks

c: T14, R15, Sec. 06

Exhibit II.E.2: Water Service Letter

January 10, 2013



CITY OF
TUCSON
TUCSON WATER
DEPARTMENT

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

Attn: Brian Underwood

SUBJECT: Water Availability for project: Speedway - Kolb to Wilmot Project, APN: Multiple Parcels, Case #: N/A, T-14, R-15, SEC-06, Lots: 3,9999, Location Code: TUC, Total Area: 55.8ac Zoning: RX-2

WATER SUPPLY

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

WATER SERVICE

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

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

This letter shall be null and void two years from the date of issuance.

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

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

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Schladweiler".

Scott Schladweiler, P.E.
Engineering Manager
Tucson Water Department

SS:bjp
CC:File



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



F. Major Transportation and Circulation

1. Adjacent Roadways

Speedway Boulevard runs along the project's southern boundary. Wilmot Road is located approximately ½ mile to the west and Kolb Road is located approximately ½ mile to the east.

North Dorado Club Drive connects the site to Speedway Boulevard. Dorado Boulevard is the main residential street within Dorado Country Club and creates a loop through the community. Dorado Boulevard intersects with North Dorado Club Drive near Speedway Boulevard.

2. Current and Future Right-of-Way

City of Tucson's Major Streets and Routes Plan indicates a 120' right-of-way for Speedway Boulevard adjacent to the project site. Wilmot Road's right-of-way varies between 120' to 150' in the vicinity of the project site. Kolb Road has a right-of-way of 150'.

See Exhibit II.F: Existing Circulation, page 21.

3. Scenic Corridor Zone

The project site is not located along any Scenic Routes. The project is not subject to the Scenic Corridor Zone (SCZ).

4. Access Points

Access to the Dorado Country Club and the PAD site is via North Dorado Club Drive from Speedway Boulevard. A break in the median along Speedway Boulevard allows eastbound vehicles to make a left turn onto North Dorado Club Drive. North Dorado Club Drive contains a median and continues north to the Dorado Country Club clubhouse. Dorado Boulevard intersects with North Dorado Club Drive and leads west to the residential areas.

5. Alternate Modes of Transportation

Bike lanes are located along Speedway Boulevard adjacent to the project site. A Sun Tran bus stop is located on the north side of Speedway Boulevard, directly adjacent to the project entry at North Dorado Club Drive. A second bus stop is located on the south side of Speedway Boulevard, directly south of the project entry.

SunTran operates two bus routes along Speedway Boulevard that pass the project site. *Route 4: Speedway* operates between the hours of 5:30 am to 12:16 am, Monday through Friday, 6:05 am to 9:50 pm on Saturday, and 7:05 am to 8:50 pm on Sunday. *Route 201X: Eastside Aero Park Express* operates between 5:33 am to 6:58 am and between 3:40 pm to 5:49 pm, Monday through Friday.

SunTran operates one bus route along Wilmot Road near the project site. *Route 8: Broadway/S. 6th Ave* operates between the hours of 4:38 am to 12:20 am on Monday through Friday, 5:23 am to 9:34 pm on Saturday, and 6:10 am to 8:55 pm on Sunday.

See Exhibit II.F: Existing Circulation, page 21.

6. Roadway Characteristics

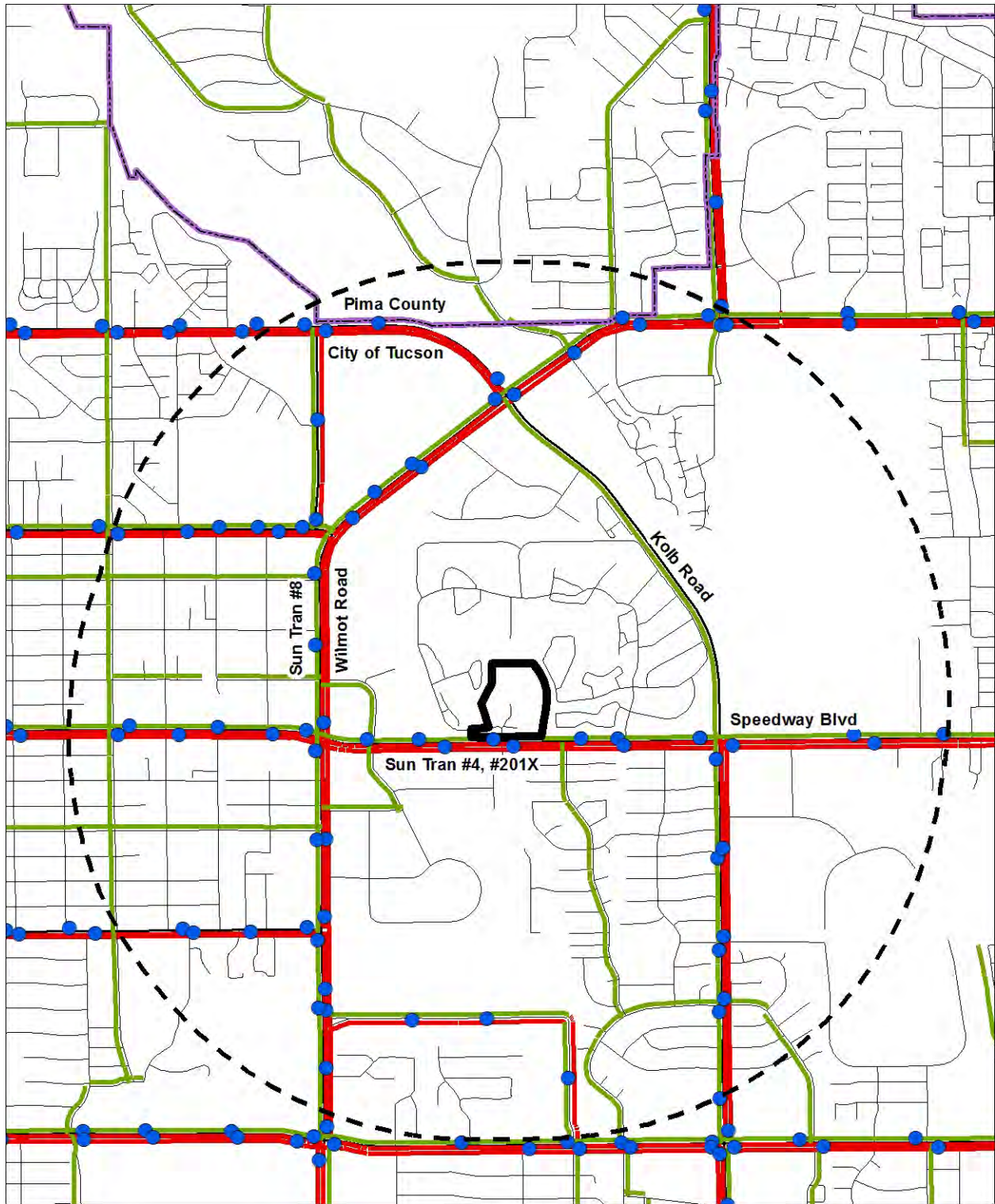
Based on the City of Tucson Major Streets and Routes Plan, Speedway Boulevard and Wilmot Road are classified as Arterial Streets. Kolb Road is classified as a Gateway Arterial.

The surrounding transportation network is indicated on Exhibit II.F: Existing Circulation, page 21; attributes of the adjacent roadways are summarized below in Table II.F: Roadway Characteristics.

Table II.F: Roadway Characteristics

Roadway	Functional Class	# Lanes	Divided	Speed Limit	Bike Route	Bus Route	Curb & Gutter	Sidewalk	Paved	Average Daily Trips
Speedway Boulevard	Arterial	6	Yes	40	Yes	Yes	Yes	Yes	Yes	34,000
Wilmot Road	Arterial	6	Yes	40	Yes	Yes	Yes	Yes	Yes	41,000
Kolb Road	Gateway Arterial	6	Yes	40	Yes	No	Yes	Yes	Yes	40,000
Dorado Boulevard	Minor Local	2	No	25	No	No	No	No	Yes	Not Available
North Dorado Club Drive	Minor Local	2	Yes	25	No	No	No	No	Yes	Not Available

Exhibit II.F: Existing Circulation



LEGEND

-  Site Boundary
-  Bus Stops
-  One-Mile Radius
-  Jurisdictional Boundary
-  Bicycle Routes
-  Bus Routes (Sun Tran)



FILE NAME: traffic_6x8_HSL-16.mxd
 SOURCE: Pima County DOT GIS, 2012

G. Hydrology, Water Resources and Drainage

1. Off-Site Watersheds

The project site is impacted by one offsite watershed. The Rose Hill Wash flows from the south, under Speedway Boulevard, and along the east property line. The Rose Hill Wash is a Federal Emergency Management Agency (FEMA) regulated wash and according to the Effective Flood Insurance Study (FIS), the 100-year discharge for the Rose Hill Wash at Speedway Boulevard is 2,048 cfs. The Rose Hill Wash is also designated by the City of Tucson as a W.A.S.H. Ordinance Wash.

2. Off-Site Natural and Man-Made Features

The Rose Hill Wash consists of both natural and man-made features. The wash crosses under Speedway Boulevard via an existing multi-barrel box culvert. From the box culvert, the wash continues north along the east property line. The wash has a natural sandy bottom with natural vegetation along the banks. As the wash continues north, the east bank transitions to a concrete lining to protect the existing homes immediately east of this project. As the wash nears the northern project limits, it flows onto the existing golf course and the wash bottom and banks consist of turf.

3. On-Site Hydrology

a. 100-year Floodplains

The Rose Hill Wash is the only regulatory wash impacting the project site. It was analyzed with HEC-RAS, based on site specific topography, to better determine the floodplain limits and base flood elevations. The central portions of the Rose Hill Wash are contained within the banks while areas in the southern and also northern portions of the wash break-out into the west overbanks. The overbank flow consists of very low velocity, highly ineffective flow.

b. Sheet Flooding Areas

The site is not impacted by any sheet flooding.

c. Federally Mapped Floodways and Floodplains

As shown on the FEMA Flood Insurance Rate Map (FIRM) 04019C-2301L, effective June 16, 2011, the project site consists of Zone AH and Zone X. Zone AH is defined as "Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined" and Zone X is defined as "Areas determined to be outside the 0.2% annual chance floodplain."

d. Peak Discharges

The site consists of two watersheds which ultimately drain to the north. Watershed 1 drains to the east and northeast, into the Rose Hill Wash, ultimately leaving the project site at the northeast corner of the property. The existing 100-year peak discharge generated from Watershed 1 is 74 cfs. Watershed 2 drains to the west and northwest, into the existing golf course along the west property line, ultimately leaving the project site at the northwest corner of the property before continuing north, into the Rose Hill Wash. Watershed 2 generates 100-year discharge of 46 cfs.

e. Existing Drainage Infrastructure

As discussed in the previous sections, there are man-made drainage features associated with the Rose Hill Wash. No other drainage infrastructure exists as the site currently drains via dispersed surface flow.

f. Perennial Surface Water

There are no sources of perennial water on the site.

g. Erosion Hazard Setbacks

Per the Standards Manual for Drainage Design and Floodplain Management in Tucson, Arizona, the Erosion Hazard Setback is the square root of the flow. Note: the ratio of radius of curvature to channel top width is greater than 10, thus curvature coefficients are not required. The setback for the Rose Hill Wash, based on a discharge of 2048 cfs, is 45 feet. Erosion hazard setbacks may be reduced with the use of adequate bank protection.

h. Jurisdictional Waters of the U.S.

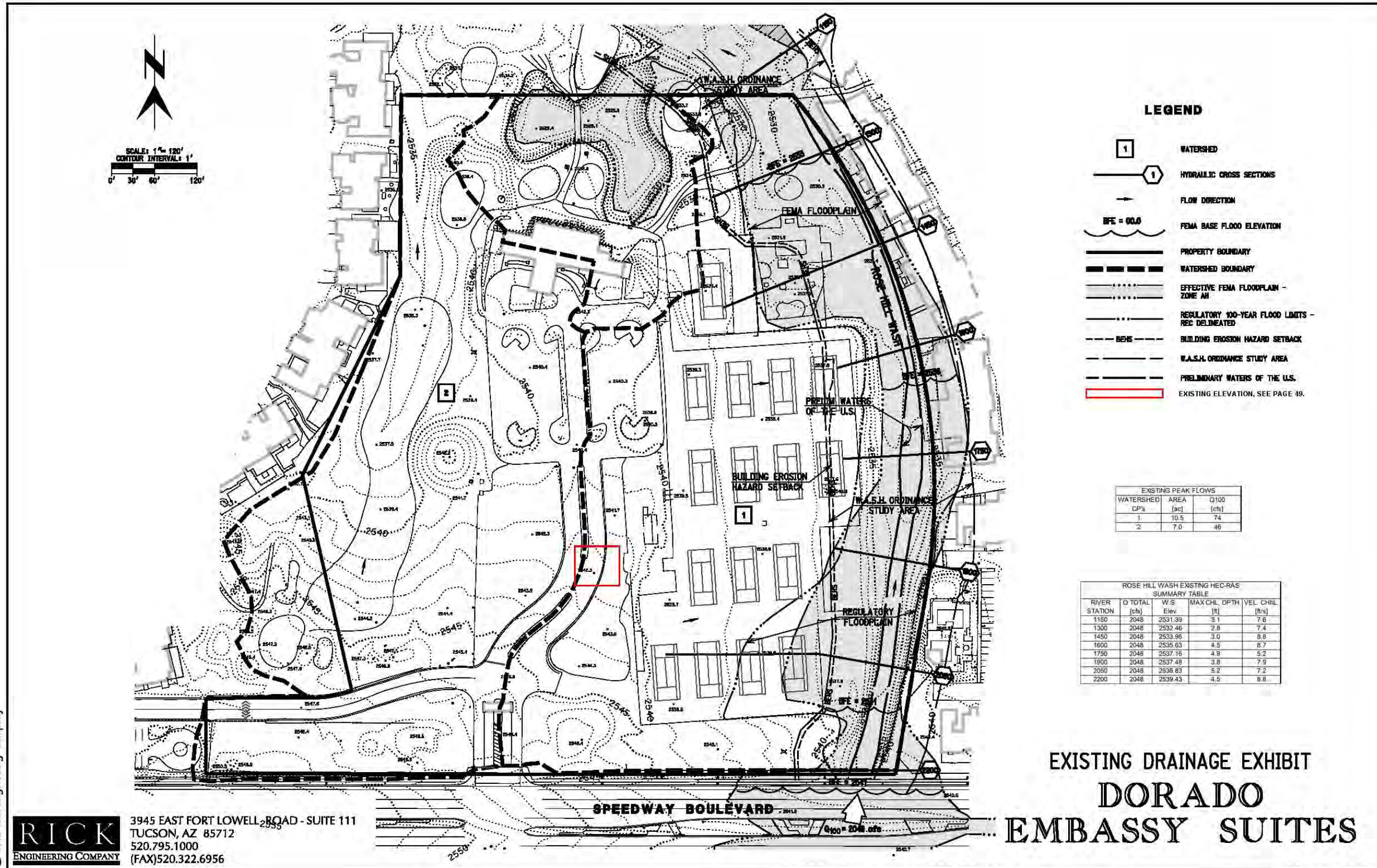
A preliminary delineation of the Jurisdictional Waters of the U.S. is shown on Exhibit II.G.1: Existing Condition Hydrology, page 24.

4. Existing Drainage Conditions along the Downstream Property Boundary

As previously discussed, the entire project site ultimately drains into the Rose Hill Wash. Downstream of the project site, the Rose Hill Wash continues flowing north within the existing golf course.

See the Exhibit II.G.1: for Existing Condition Hydrology, page 24 and Exhibit II.G.2 Aerial Photograph/Off-Site Existing Condition Hydrology, page 25 for Floodplain and W.A.S.H. Ordinance impacts associated with the Rose Hill Wash.

Exhibit II.G.1: Existing Condition Hydrology



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3945 EAST FORT LOWELL ROAD - SUITE 111
TUCSON, AZ 85712
520.795.1000
(FAX) 520.322.6956




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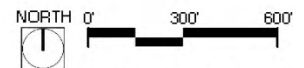
20-JUN-2013

Exhibit II.G.2: Aerial Photograph/Off-Site Existing Condition Hydrology



LEGEND

-  PAD Boundary
-  100-year FEMA Floodplain Limits
-  Rose Hill Wash (W.A.S.H Ordinance Wash)



FILE NAME: hydro_6x8_HSL-16.mxd
SOURCE: Pima County DOT GIS, 2012

H. Topography and Slope

The site generally slopes from northeast to southwest, with elevations ranging from 2,526 feet at northern boundary to 2,552 feet at the southwest property corner.

The average cross slope of the parcel is 2.30%, as calculated by performing the following calculation:

$$ACS = \frac{I \times L \times 0.0023}{A} \times \frac{(N-1)}{N}$$

$$I = 2$$

$$L = 1,136$$

$$A = 16.87 \text{ ac}$$

$$N = 26$$

$$ACS = \frac{2 \times 1,136 \times 0.0023}{16.87} \times \frac{(26-1)}{26}$$

$$ACS = 2.30\%$$

I. Vegetation and Wildlife

1. Vegetative Communities and Plant Associations On-Site

There are four different vegetation communities and/or plant associations that cover the site, along with areas that are heavily graded or disturbed or contain no vegetation. The communities and acreages are Golf Course Turf: 4.0 acres, Non-Native Pine Trees: 1.3 acres, Riparian Habitat: 0.7 acres, and Paved Areas with Limited Vegetation: 10.9 acres.

a. Golf Course Turf

The north and west sides of the project area are functioning as part of the golf course. Turf grass dominates these portions of the project area. The turf grass areas contain a small number of non-native trees and palms.

b. Non-Native Pines

The entry to the project area at the intersection of Dorado Club Drive and Speedway Boulevard contains a number of large non-native Aleppo Pine Trees (*Pinus halepensis*).

These large non-native pine trees are highly visible from Speedway Boulevard.

c. Riparian Habitat

The Rose Hill Wash is located along the eastern project area boundary. The wash is dominated by large numbers of non-native and invasive species including African Sumac (*Rhus lancea*), Mexican Palo Verde (*Parkinsonia aculeata*), and Desert Broom (*Baccharis sarothroides*).

The wash does contain small numbers of native vegetation including Blue Palo Verde (*Cercidium floridum*) and Velvet Mesquite (*Prosopis velutina*).

The vegetation has value as screening for adjacent properties. Vegetation is particularly dense within the southern end of the wash.

As riparian habitat, the wash has value as wildlife habitat and cover. However, the value to wildlife is reduced by the large numbers of non-native plants. The non-native plants provide little food value for native wildlife.

The WASH study area (50' from top of bank) also includes the invasive/opportunistic species mentioned above; however, the vast majority of the study area has been previously disturbed and constructed. Existing tennis courts and abandoned recreational

facilities sit within the length of WASH study area. Various Palms, African Sumac, and Velvet Mesquite can be found growing up through cracks in the derelict/crumbling pavement. Exposed soil within the Wash Study area predominately hosts opportunistic grasses.

d. Paved Areas with Limited Vegetation

The majority of the project area is covered by pavement for roads, parking, and abandoned tennis courts. These paved areas contain native and non-native vegetation. Some of the vegetation has been intentionally installed, while other plants have taken root naturally. The abandoned tennis courts contain several large palm trees and Velvet Mesquites (*Prosopis velutina*) that have sprouted up between cracks in the pavement.

See Exhibit II.I.1: Vegetative Communities, page 29.

2. Wildlife Habitats

The Arizona Game and Fish Department's Online Environmental Review Tool was accessed and current records show that there are three special status species that have been documented within two miles of the project area: Western Burrowing Owl, Mexican Long-tongued Bat, and Stag-horn Cholla. The Federal Wildlife Status listed the Mexican Long-tongued Bat and the Western Burrowing Owl as Species of Concern (SC). The United States Fish and Wildlife Service and the Bureau of Land Management listed the Mexican Long-tongued bat as sensitive (S), and the State of Arizona listed the Mexican Long-tongued bat as wildlife of special concern (WSC) in Arizona and salvage restricted (SR). The Stag-horn Cholla is listed by the State of Arizona as salvage restricted (SR).

See Exhibit II.I.2: Arizona Game and Fish Letter, page 30.


Exhibit II.I.1: Vegetative Communities




LEGEND

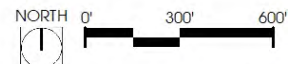
 PAD Boundary

 Golf Course Turf

 Non-Native Pines

 Riparian Habitat

 Paved Area w/
Limited Vegetation



FILE NAME: Vegetation_6x8_HSL-16.mxd
SOURCE: Pima County DOT GIS, 2012

Exhibit II.I.2: Arizona Game and Fish Letter

Arizona's On-line Environmental Review Tool

Search ID: 20121010018858

Project Name: HSL16

Date: 10/10/2012 10:07:37 AM

Project Location



The Department appreciates the opportunity to provide in-depth comments and project review when additional information or environmental documentation becomes available.

Special Status Species Occurrences/Critical Habitat/Tribal Lands within 3 miles of Project Vicinity:

Name	Common Name	FWS	USFS	BLM	State
<i>Athene cunicularia hypugaea</i>	Western Burrowing Owl	SC	S	S	
Bat Colony					
<i>Choeronycteris mexicana</i>	Mexican Long-tongued Bat	SC	S	S	WSC
<i>Opuntia versicolor</i>	Stag-horn Cholla				SR

Project Name: HSL16

Submitted By: Forest Weier

On behalf of: CONSULTING

Project Search ID: 20121010018858

Date: 10/10/2012 10:07:29 AM

Project Category: Development Within Municipalities (Urban Growth), Commercial/industrial (mall) and associated infrastructure, New construction

Project Coordinates (UTM Zone 12-NAD 83): 514160.322, 3566713.383 meter

Project Area: 17.921 acres

Project Perimeter: 1166.067 meter

County: PIMA

USGS 7.5 Minute Quadrangle ID: 1766

Quadrangle Name: TUCSON EAST

Project locality is not anticipated to change

Location Accuracy Disclaimer

Project locations are assumed to be both precise and accurate for the purposes of environmental review. The creator/owner of the Project Review Receipt is solely responsible for the project location and thus the correctness of the Project Review Receipt content.

J. Soils

The information provided in this section is based on best data available from the Soil Survey for Pima County, Arizona, Eastern Part, 1999 and generalized soil maps based on Soil Survey data available through Pima County Department of Transportation. According to these sources, the site contains three soil types.

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

Anthony Fine Sandy Loam, 0 to 3 percent slopes

This very deep, well-drained soil is on nearly level flood plains. It formed in mixed alluvium. Elevation is 2,200 to 3,600 feet. The mean annual precipitation is 10 to 12 inches, the mean annual air temperature is 64 to 70 degrees F, and the frost-free period is 220 to 280 days. Typically, the surface layer is light yellowish brown fine sandy loam about 5 inches thick. The subsurface layer is stratified yellowish brown very fine sandy loam and loamy sand 11 inches thick. The upper 7 inches of the substratum is light yellowish brown gravelly loamy sand, the next 28 inches is yellowish brown sandy loam, and the lower part to a depth of 60 inches or more is yellowish brown gravelly loamy coarse sand. These soils are calcareous throughout. In some areas, the surface layer is gravelly loam or very fine sandy loam.

Included in this unit are small areas of Hayhook and Sahuarita soils on fan terraces above Anthony soils and Glendale soils on stream terraces below Anthony soils. Also included are small areas of Yaqui soils on alluvial fans and Arizo soils on flood plains and riverwash in channel bottoms. Included areas make up about 15 percent of the total acreage. Permeability of the Anthony soil is moderately rapid. Available water capacity is moderate. Effective rooting depth is 60 inches or more. This soil is subject to rare flooding during prolonged, high intensity storms. Channeling and deposition are common along streambanks. Runoff is generally slow except where concentrated in shallow rills and gullies. The hazard of water erosion is slight, but some drainageways are entrenched and channeled. Headcutting and deposition may occur following heavy summer thunderstorms or winter storms. The hazard of wind erosion is moderately high. In the vicinity of the San Pedro River, this map unit has variable amounts of gypsum in the soil. Soil management problems associated with gypsum are accelerated water erosion, soil piping, and subsidence or settling caused by the dissolution of gypsum by water. Most areas of this unit are used for rangeland. A few areas are used for homesites and urban development. Some areas are used for irrigated cropland.

The potential plant community on this unit is mainly bush muhly, desert globemallow, Arizona cottontop, and dropseeds. The present vegetation in most areas is mainly creosotebush, mesquite, blue palo verde and triangle bursage. This soil is easily traversed by livestock. It produces a limited amount of forage for year-round use. Forage

production, consisting of annual forbs and grasses, can be very high in years when precipitation in winter and spring is good. Grazing management should be focused on improving forage production. Other suitable range management practices, such as fencing and livestock watering developments, can help to improve grazing distribution. This unit is suited to irrigate crops. It is limited mainly by seasonal flooding and hazard of wind erosion. The risk of flooding can be reduced by the use of levees, dikes, and diversions. Because of the moderately rapid permeability of the soil in this unit, the length of runs should be properly designed. Returning crop residue to the soil or regularly adding other organic matter improves fertility, reduces crusting, and increases the water intake rate. Crop residue left on or near the surface helps to conserve moisture, maintain tilth, and control erosion. Wind erosion can be controlled by keeping the soil rough and cloddy when it is not protected by vegetation. If this unit is used for homesites, the main limitations are flooding and the hazard of wind erosion in disturbed areas. The area around the Tanque Verde Creek and the Sabino Creek may experience high water tables. This will affect septic tank leach fields and buildings with or without basements. This unit is moderately well suited to desertic herbaceous plants and desertic shrubs and trees for wildlife. It is well suited to irrigated grain and seed crops and irrigated domestic grasses and legumes for wildlife.

This soil is in capability subclasses IIe, irrigated, and VIIs, nonirrigated, and in the Sandy Bottom, 1013" p.z. range site.

Palos Verdes-Jaynes Complex, 2 to 8 percent slopes

This map unit is on gently sloping relict fan terraces. Elevation is 2,200 to 3,200 feet. The mean annual precipitation is 10 to 12 inches, the mean annual air temperature is 64 to 70 degrees F, and the frost-free period is 220 to 280 days. This unit is 40 percent Palos Verdes gravelly sandy loam and 35 percent Jaynes gravelly sandy loam. Also in this unit is about 10 percent Delthorny extremely cobbly fine sandy loam. The components of this unit are so intricately intermingled that it was not practical to map them separately at the scale used.

Included in this unit are small areas of Tubac, Hayhook, Mohave, Pinaleno, and Sahuarita soils on fan terraces. Also included are small areas of Arizo soils in drainageways and channel bottoms. Included areas make up about 15 percent of the total acreage. The Palos Verdes soil is very deep and well drained. It formed in mixed alluvium. Typically, the surface is covered by 15 to 35 percent gravel. The surface layer and upper part of the subsoil is brown gravelly sandy loam about 3 inches thick. The next 12 inches of the subsoil is reddish brown gravelly sandy clay loam. The lower 4 inches is yellowish red and reddish brown gravelly sandy loam. The upper part of the substratum is pinkish white and pink compacted unconsolidated sandy loam 19 inches thick. The lower part of the substratum to a depth of 60 inches or more is pinkish white and pink compacted unconsolidated gravelly loamy coarse sand. Depth to compacted unconsolidated sediments ranges from 8 to 20 inches.

Permeability of the Palos Verdes soil is moderately slow in the upper part and very slow in the lower part of the profile. Available water capacity is low. Effective rooting depth is 8 to 20 inches. However, roots and water may be present to a depth of 60 inches or more. Runoff is medium, and the hazard of water erosion is slight. The hazard of wind erosion is slight. The Jaynes soil is very deep and well drained. It formed in alluvium derived dominantly from schist and gneiss. Typically, the surface is covered by 20 to 30 percent gravel. The surface layer is light yellowish brown gravelly sandy loam about 5 inches thick. The next layer is pale brown gravelly sandy loam 5 inches thick. The substratum is light brown compacted unconsolidated loamy fine sand 23 inches thick. To a depth of 60 inches or more is a reddish yellow and pinkish white compacted unconsolidated loamy fine sand. The soil is calcareous throughout. Depth to compacted unconsolidated sediments ranges from 4 to 16 inches. Permeability of the Jaynes soil is moderately rapid in the upper part and very slow in the lower part of the profile. Available water capacity is very low. Effective rooting depth is 4 to 16 inches. In many places, the sediments have been ruptured by rodents or other agents, and roots penetrate deeper. Runoff is medium rapid, and the hazard of water erosion is slight. The hazard of wind erosion is moderately high.

This unit is used mainly for homesites and other urban development including recreation. It is also used for rangeland. A few small areas in the foothills of the Santa Catalina Mountains are used for growing citrus. The potential plant community on the Palos Verdes soil is mainly bush muhly, Rothrock grama, threeawn, and Arizona cottontop. The potential plant community on the Jaynes soil is mainly creosote bush, bush muhly, fluffgrass, and slim tridens. The present vegetation in most areas is mainly creosote bush, palo verde, triangle bursage, and mesquite.

This unit is easily traversed by livestock. The Palos Verdes soil produces forage for year-round use. It responds to good grazing management. Production of forage for livestock grazing on the Jaynes soil is limited by high concentrations of lime at or near the soil surface. Suitable range management practices, such as fencing, livestock watering developments, brush management, and range seeding, can help to improve grazing distribution and the range condition. This unit is well suited to recreational development. It is limited mainly by depth to compacted unconsolidated sediments. Erosion and sedimentation can be controlled and the beauty of the area enhanced by maintaining adequate plant cover.

Population growth has resulted in increased construction of homes on this unit. The main limitation is depth to compacted unconsolidated sediments. The sediments are rippable and therefore are not a serious limitation for most engineering uses. Preserving the existing plant cover during construction helps to control erosion. This unit is moderately well suited to desertic herbaceous plants and desertic shrubs and trees for wildlife. It is poorly suited to irrigated grain and seed crops and moderately well suited to irrigated domestic grasses and legumes for wildlife. This map unit is in capability subclass IVs, irrigated, and VIIs, nonirrigated. The Palos Verdes soil is in the Loamy Upland, 10-13" p.z. range site, and the Jaynes soil is in the Limy Upland, 10-13" p.z. range site.

Sahuarita Soils, Mohave Soils and Urban Land, 1 to 5 percent slopes

This map unit is on broad, gently sloping fan terraces shallowly dissected by ephemeral drainageways. Elevation is 2,200 to 3,300 feet. The mean annual precipitation is 10 to 12 inches, the mean annual air temperature is 64 to 70 degrees F, and the frost-free period is 220 to 280 days. This unit has no regular pattern. Every delineation has at least one of the major components and may have both. Each of the components, however, need not be in every delineation. The percentage varies from one area to another. Included in this unit are small areas of Bucklebar, Sahuarita, and Tubac soils intermingled with the Mohave soils, Hantz soils in drainageways, and Yaqui soils on alluvial fans. Low-lying included areas along the drainageways are subject to very brief seasonal periods of flooding.

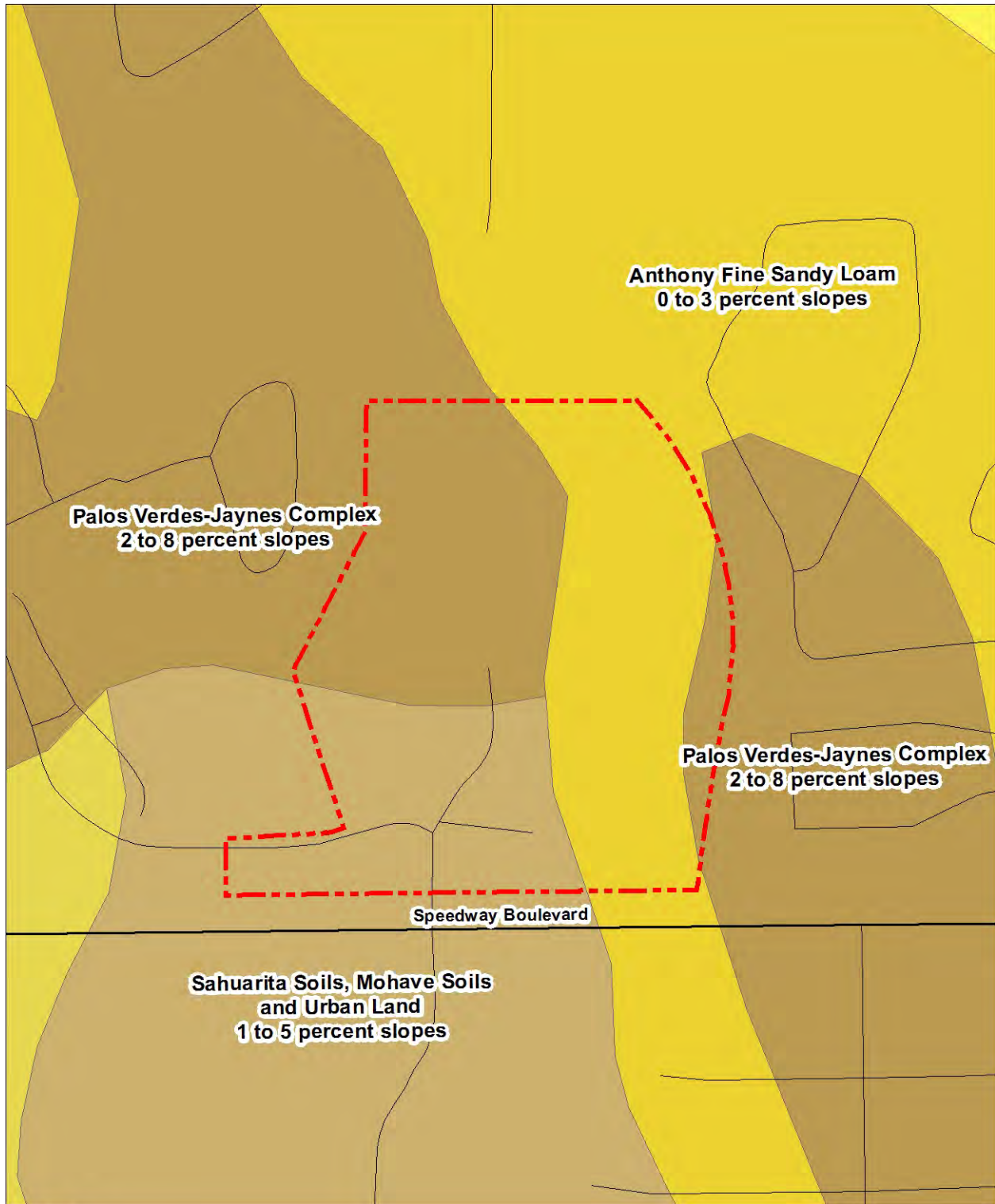
The Mohave soil is very deep and well drained. It formed in mixed alluvium. Typically, the surface layer is yellowish brown loam about 3 inches thick. The subsurface layer is brown sandy loam 3 inches thick. The upper 5 inches of the subsoil is brown sandy clay loam, the next 13 inches is brown and light brown clay loam, and the lower 16 inches is reddish brown sandy clay loam and mixed light reddish brown and pink clay loam. The substratum to a depth of 60 inches or more is light reddish brown and white loam. In places, these soils are effervescent to the surface. Many soft masses of lime are in the lower part of the subsoil and in the substratum. In some areas, the surface layer is gravelly sandy loam.

Permeability of the Mohave soil is moderately slow. Available water capacity is high. Effective rooting depth is 60 inches or more. Runoff is slow to medium, and the hazard of water erosion is slight to moderate. The hazard of wind erosion is moderate. Urban land consists of areas of soil so altered by construction or obscured by structures and pavement that identification of the soil is difficult or impossible. Most of the urban land is located in the city of Tucson. In general, the underlying and interspersed soil material has many of the characteristics of the Mohave soil in this unit. Most areas of this unit are used for homesites and urban development. A few areas are used for rangeland. The potential plant community on this unit is mainly Arizona cottontop, threeawn, Rothrock grama, and bush muhly. The present vegetation in most areas is mainly triangle bursage, bush muhly, burroweed, and creosote bush. This soil is easily traversed by livestock. It produces forage for year-round use. Brush encroachment is a serious problem on much of this unit. The competition from woody plants must be reduced before this soil will respond to grazing management. Other suitable range management practices, such as fencing, livestock watering developments, and range seeding, can help to improve grazing distribution and the range condition.

If this unit is used for home sites or urban development, the main limitations are shrink-swell potential. If buildings are constructed on this soil, properly designing foundations and footings and diverting runoff away from buildings help to prevent structural damage because of shrinking and swelling. The effects of shrinking and swelling can be minimized by using proper engineering designs and by backfilling with material that has low shrink-swell potential. If this unit is used for septic tank absorption fields, the main limitations are moderately slow permeability. Absorption lines should be placed below the moderately slowly permeable layer. Increasing the size of the absorption area helps to compensate for the moderately slow permeability.

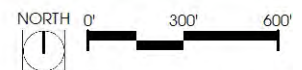
This unit is moderately well suited to desertic herbaceous plants and desertic shrubs and trees for wildlife. This map unit is in capability subclasses VIIc. This soil is in the Loamy Upland, 10-13" p.z. range site.

Exhibit II.J: Soils



LEGEND

 PAD Boundary



FILE NAME: soils_6x8_HSL-16.mxd
SOURCE: Pima County DOT GIS, 2011'

K. Viewsheds and Visual Analysis

The PAD is located in a developed area, surrounded by golf course and single-family residences. The following photographs show existing views onto and across the project site. Exhibit II.K: Photo Key Map, page 39, indicates the locations from which the photos were taken.

The PAD site is highly visible along Speedway Boulevard. To the west of North Dorado Club Drive, the site is lower in elevation than Speedway Boulevard, increasing visual access from the street. Tall existing pine trees and palm trees partially screen views from the south. Views from residences to the east are screened by the dense vegetation within the Rose Hill Wash, screen walls, and residential landscaping. Residences to the north do not face south towards the PAD site. Views from the north are mostly screened by large existing trees located on the golf course. Residences to the west do face the PAD site. Most views from the west are screened by residential landscaping, screen walls, and large trees located on the golf course.

From the PAD site, views of the Rincon Mountains to the east are partially obstructed. Views of Catalina Mountains to the north are largely unobstructed. The Radisson Inn to the west is visible from eastern portions of the PAD site. Views to the south across Speedway Boulevard consist of residential landscaping and screen walls.



Photo 1: Looking east along Speedway Boulevard at entry.



Photo 2: View looking south across Speedway Boulevard from entry.



Photo 3: Looking at Rose Hill Wash crossing under Speedway Boulevard.



Photo 4: View of abandoned tennis courts.



Photo 5: View of golf course and clubhouse.



Photo 6: Looking north at parking lot and clubhouse.





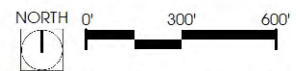
Photo 7 : View of Radisson Inn (5 stories) to the west.

Exhibit II.K: Photo Key Map



LEGEND

-  PAD Boundary
-  Photo ID & location photo was taken



FILE NAME: PhotoKeyMap_6x8_HSL-16.mxd
SOURCE: Pima County DOT GIS, 2012

L. Paleontological and Cultural Sites, Structures and Districts

According to the Arizona State Museum (ASM), the project site has not been inspected for archaeological properties or cultural resources.

The ASM recommends that the project proceed as planned without any archaeological investigations. Since the site surface is covered with development and landscaping, an archaeologist cannot evaluate the likelihood of finding archaeological properties below the surface.

If buried archaeological properties are uncovered during construction, a qualified archaeological contractor will be consulted before continuing work in the vicinity. See Exhibit II.L: Arizona State Museum Letter, page 41.

Exhibit II.L: Arizona State Museum Letter



Arizona State Museum

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

ARCHAEOLOGICAL RECORDS SEARCH RESULTS

OCT 12 2012

E-mail Request Received: 10/2/2012

Search Completed: 10/10/2012

Requester Name and Title: Brian Underwood
Company: The Planning Center
Address: 110 S Church, Suite 6320
City, State, Zip Code: Tucson, AZ 85701
Phone/Fax/or E-mail: 623-6146

Project Name and/or Number HSL-16 / Par.s 13314-233C / -034A, B, & C / -038D/ -235C/ & -3580
Project Description Residential rezoning of ~17 ac

Project Area Location: NEC of Wilmot & Speedway / 6601 E. Speedway, City of Tucson, Pima Co, AZ.

Legal Description: a portion of the S½, S¼, S6, T14S, R15E, G&SR B&M, City of Tucson, Pima Co, AZ.

Search Results: A search of the archaeological records retained at the Arizona State Museum (ASM) found that the project area has not been inspected for historic properties. Forty-seven archaeological inspections have been completed within a mile of the project area between 1980 and 2007. No historic properties are identified in the project area; five historic and prehistoric archaeological properties are identified within a mile of the project area. A color orthophotograph, enclosed, taken in 2012, depicts developed parcels with buildings, structures, paved parking lots, and graded and landscaped areas, including portions of what appears to be a developed and maintained golf course.

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

Recommendations: Because the ground surface of the proposed project area is completely obscured with pavement and landscaping, the ASM recommends that the project proceed as planned without any additional archaeological investigations. Professional archaeologists require good ground surface visibility, at a minimum, to evaluate the likelihood that significant historic properties may lie buried below the surface.

Although it is unlikely that any archaeological properties will be identified as a result of the currently proposed project, it is possible that previously buried archaeological properties could be exposed during construction. In that unlikely event, a qualified archaeological contractor will be consulted before continuing work in the vicinity of the discovery. A list of qualified contractors is maintained on the ASM web site at the following address: <http://www.statemuseum.arizona.edu/crservices/permits/index.shtml>. The Tucson historic preservation officer, Dr. Jonathan Mabry, should also be contacted at (520) 837-6968.

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

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

Sincerely,

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



III. PAD Proposal



DORADO COUNTRY CLUB
Planned Area Development

A. Dorado Country Club PAD District

Dorado Country Club is an established residential community made up of townhomes and single family detached residences. The community also includes an 18-hole golf course that is open to the public. In its heyday, the area covered by this PAD included a full-service clubhouse with fine dining, as well as tennis courts and a swimming facility. The intent of this PAD is to redevelop this area to include lodging, with an interior hallway hotel, and a new, full service clubhouse. The remainder of the site is intended to be developed with compatible office and limited commercial uses.

The PAD consists of 17 acres of land based on modified C-1 zone of Table 4.8-4 Commercial and Mixed Use Zones as defined in the City of Tucson *Unified Development Code*. Where these regulations and standards vary from the UDC, the PAD regulations and standards shall control. Where the PAD is silent, the UDC provisions for the C-1 zone, the Administrative and Technical Standards Manual and other relevant City standards shall control.

A conceptual site plan (Exhibit III.A: Conceptual Site Plan, page 44) is provided to illustrate the proposed configuration of uses within the Dorado Country Club PAD. This plan is provided for conceptual purposes to represent a possible scenario of development under this PAD. Land uses and final layout/configuration is subject to change based upon market conditions and demand.

Renderings shown in Exhibit III.B: Hotel Building Height Elevation, page 51, and Exhibit III.D: Office Elevation, page 56, illustrate the conceptual style and color palette for the buildings within the PAD. All structures built in the PAD will be similar in character to that illustrated in these exhibits.

All existing development on the PAD District shall be allowed to remain until that portion of the PAD is redeveloped, at which time, that existing development shall be brought into compliance with the PAD. All development on the PAD District must be in compliance with the PAD by the end of construction of the total PAD area.

Exhibit III.A: Conceptual Site Plan



1 SITE PLAN
SCALE: 1/4"=1'-0"

1

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TUCSON, ARIZONA



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03/29/2013

03/29/2013

B. Development Regulations

1. Purpose

This PAD seeks to provide goods and services not currently available in the area and to enhance the neighborhood level services within the community. The Development Area features may include lodging, dining, retail, recreation and office opportunities.

Due to a 1985 settlement agreement between Dorado and the owner, which must be complied with, or mutually amended, the process of establishing permitted and excluded land uses has been a collaborative effort, and the subject of numerous meetings between the developer and the Land Use Committee of the Dorado Master HOA. In some cases entire land use categories have been mutually excluded, and others have been refined with very specific criteria.

Below, by “use group” are the permitted and excluded uses for this PAD, with the understanding that permitted uses must comply with all development criteria outlined in the PAD.

These standards will supersede the standards in the *Unified Development Code* in existence on the date that this PAD was adopted in accordance with Article 4 of the Unified Development Code and Administrative and Technical Standards Manual, except where specific references to such standards are provided in this section of the document.

2. Permitted and Excluded Land Uses by Group

Table III.B.2: Permitted and Excluded Land Uses

LAND USE	PERMITTED	EXCLUDED	USE SPECIFIC STANDARDS
Civic Land Use Group with Land Use Class/Type:			
Cemetery		X	
Civic Assembly	X		No Convention Center
Cultural Use	X		
Educational Use		X	
Membership Organization		X	
Postal Service (government owned and operated only)		X	
Protective Service (government owned and operated only)		X	
Religious Use	X		4.9.13.O

Commercial Services Land Use Group with Land Use Class/Type:			
Administrative and Professional Office	X		4.9.13.O
Animal Service	X		4.9.4.D.1.4 and 4.9.13.O
Artisan Residence		X	
Automotive: Service and Repair		X	
Commercial Recreation		X	
Communications		X	
Day Care		X	
Entertainment		X	
Financial Service	X		No drive through
Food Service: Restaurant With Alcoholic Beverage Service allowed as an accessory use to a Food Service use	X		4.9.4.M.1 & 5 and 4.9.13.O No drive through
Medical Service: Extended Healthcare Major Outpatient (excluding blood donor centers)	X X	 X	4.9.13.O Closing to the public no later than 9pm
Parking	X		Surface and sub-surface parking; No multi story above ground parking structures; a parking deck is allowed with parking below. All or portions of the deck may be slightly above grade provided it is screened from view from adjacent residences See Section III.D: Office Parking Elevation for illustrative elevation of this type of parking. See also Section III.I: Landscape Program for screening requirements.

Personal Service	X		4.9.4.T.1 and 4.9.13.O Personal Service: operators must, where applicable, be state licensed or certified. No Laundromats.
Research and Product Development	X		4.9.13.O
Technical Service	X		4.9.4.W.1 and 4.9.13.O
Trade Service and Repair: Minor	X		4.9.4.X.2 and 4.9.13.O
Traveler's Accommodation, Lodging	X		4.9.13.O Hotel with interior corridor only. Maximum of 160 hotel rooms.
Industrial Land Use Group with Land Use Class/Type:		X	
Recreation Land Use Group with Land Use Class/Type:			
Golf Course	X		4.9.6.A.1 and 4.9.13.O Dorado golf course to remain with minor modifications approved by Master HOA
Parks and Recreation	X		No lighting; no dog parks; no tennis courts or ballfields
Residential Land Use Group with Land Use Class/Type:		X	
Retail Trade Use Group with Land Use Class/Type:			
Food and Beverage Sales: Excluding Large Retail Establishment	X		4.9.13.O No stand-alone liquor stores
General Merchandise Sales, excluding Large Retail	X		4.9.13.O No facility larger than

Establishment			30,000 square feet No automotive fuel sales
Storage Use Group with Land Use Class/Type:		X	
Utilities Use Group with Land Use Class/Type:		X	
Wholesaling Use Group with Land Use Class/Type:			
Business Equipment Supply and Wholesaling	X		No outside loading docks

4. PAD District Development Standards

a. Development Criteria

These standards will supersede the standards in the *Unified Development Code* in accordance with Section 3.5.5 Planned Area Development Zone and the Administrative and Technical Standards Manual, except where specific references to such standards are provided in this section of the document.

Table III.B.3.a: PAD District Development Criteria

Minimum Lot Area	0
Minimum Lot Width	N/A
Maximum Lot Coverage	N/A
Separation Between Buildings	<p>Governed by Building Code</p> <p>Hotel Building Height: 50 feet. Hotel will be a mix of 2, 3 and 4 stories with the following story limitations:</p> <ul style="list-style-type: none"> 4 Story section: 50 ft. 3 Story section: 39 ft. 2 Story section: 28 ft. <p>(See Exhibit III.B.3.a: Hotel Building Height Elevation, page 50 and Exhibit III.B.3b: Hotel Building Height Section, page 51.)</p> <p>Architectural features including spires, cupolas, belfries, clock towers, atrium, and domes may extend to a maximum of 60 feet and not to exceed 15% of the total roof area.</p>
Maximum Building Height	<p>All hotel building heights are to be measured from finished grade to top of parapet or top of the ridge of the roofline, Finished grade is defined as the final grade of the site that conforms to the approved plan</p> <p>All other PAD land uses: 35' except within 80' of Speedway limited to 26'. Building heights shall be measured from the highest existing elevation grade adjacent to the building, measured to the top of parapet or ridge of roofline. Existing grade is defined as the grade prior to any earthwork on the site. (For existing grade reference Exhibit II.G.1, page 24).</p>

**Minimum
Perimeter Yard
Requirements
(measured from
PAD boundary)**

East: 120' West: 150'
North: 100' South: 20'

**Landscape Buffers
and Screening**

See PAD Section III.I

Exhibit III.B.3.a: Hotel Building Height Elevation



1 SOUTH ELEVATION
SCALE: 1/8"=1'-0"



2 EAST ELEVATION
SCALE: 1/8"=1'-0"



3 NORTH ELEVATION
SCALE: 1/8"=1'-0"



4 WEST ELEVATION
SCALE: 1/8"=1'-0"

The illustration shown here is merely an artist's conception based upon potential land uses. It is intended to serve as a general guide illustrating the quality and intent of the proposed development and does not imply completed building elevations.



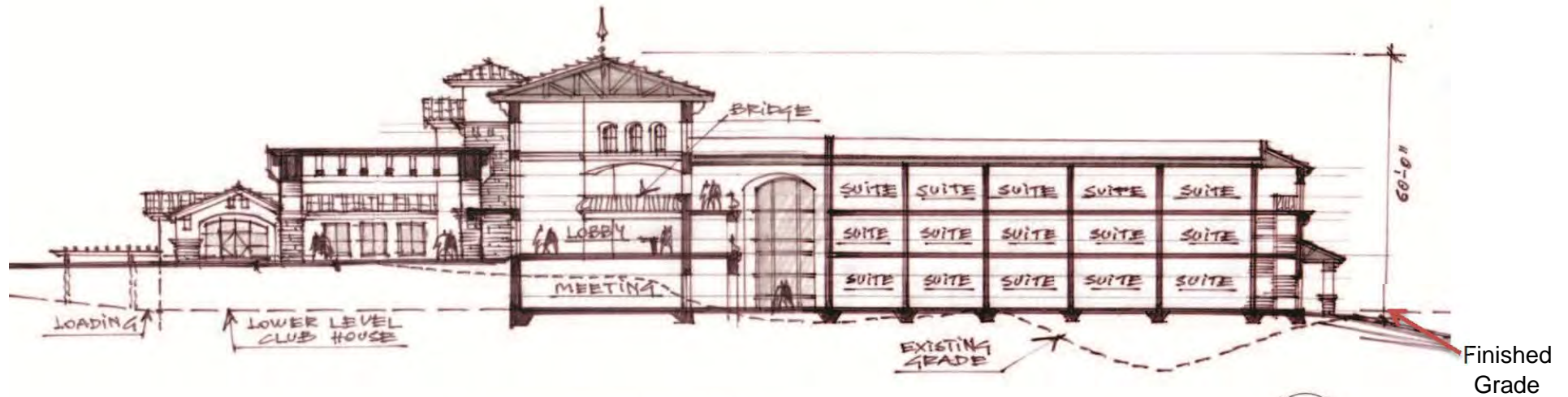
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2

Exhibit III.B.3.b: Hotel Building Height Section



1 SOUTH-NORTH HOTEL BUILDING SECTION
SCALE: 1"=20'-0"

4

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02/19/2013

JOB# 2865-12

C. Circulation Plan

The following provisions apply across the Dorado Country Club PAD except where specified.

1. Traffic Circulation

A Traffic Impact Analysis (TIA) prepared by Southwest Traffic Engineering, LLC (See Appendix A) contains recommendations for improvements for the Dorado Country Club Expansion. Following are the major conclusions of this analysis:

The purpose of this traffic study is to evaluate the current and future transportation system within the project study area surrounding the site without and with the Dorado Country Club Expansion project. Analysis included the traffic operations at the following existing intersections:

- Speedway Boulevard/Dorado Club Drive (Natachee Avenue)
- Dorado Club Drive/Dorado Boulevard

Access to the project site will be provided by the existing intersection of Speedway Boulevard/Dorado Club Drive (Natachee Avenue).

Existing and Future Traffic Data Without Project

Weekday AM and PM peak hour turning movement counts were conducted at both of the aforementioned intersections. The weekday turning movement counts were conducted from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM in December 2012. In addition, twenty-four hour intersection approach volumes were collected in March 2013 at the intersection of Speedway Boulevard/Dorado Club Drive (Natachee Avenue).

All but one of the turning movements at the existing study intersections currently operate at an adequate LOS D or better in the AM and PM weekday peak hours, and are expected to continue doing so in 2014, without traffic from the project.

The southbound left turning movement at the intersection of Speedway Boulevard/Dorado Club Drive (Natchee Avenue) is currently operating at a poor LOS. This turning movement is expected to continue operating at a poor LOS in 2014, without traffic from the project. These delays are due to the high volume of eastbound/westbound vehicles traveling along Speedway Boulevard, resulting in an inadequate number of gaps for vehicles to turn onto Speedway Boulevard from Dorado Club Drive.

Future Traffic Data With Project

The existing intersection of Speedway Boulevard/Dorado Club Drive (Natachee Avenue) is predicted to continue operating at an inadequate LOS for the southbound turning movements during the AM and PM peak hours of 2014, with traffic from the project. These delays can be attributed to the high volume of eastbound/westbound

traffic on Speedway Boulevard, leaving an inadequate number of gaps for vehicles to turn onto Speedway Boulevard from Dorado Club Drive.

The project intersection of Dorado Club Drive/Dorado Boulevard is expected to continue operating at an adequate LOS A during the AM and PM peak hours of 2014, with traffic from the project.

Mitigation

Mitigation measures at the intersection of Speedway Boulevard/Dorado Club Drive (Natachee Avenue) are limited due to the lack of an east/west reliever route in this area of Tucson. Unsignalized minor street intersections along four or more lane, high volume major streets such as Speedway Boulevard, tend to have their left and right turn movements from the minor street operate at LOS E or F during the peak hours.

A concrete bus shelter pad will be provided for the westbound transit stop just outside the entrance to subject property. The City of Tucson or its contractor will provide a shelter and bench. The concrete bus shelter pad is generally 22 feet long by 10 feet wide by 6 inch thick concrete, 2,500 PSI minimum. The concrete pad may necessitate the removal of a few sections of existing concrete sidewalk.

Turn Lane Analysis

The results of the turn lane analysis show that the eastbound left turn lane, along with the southbound left and right turn lanes, at the intersection of Speedway Boulevard/Dorado Club Drive (Natachee Avenue) will continue to provide adequate storage for vehicles turning into and exiting the site during the AM and PM peak hours of 2014.

Traffic Signal Warrant Analysis

In order to determine if a traffic signal is warranted at the existing intersection of Speedway Boulevard/Dorado Club Drive (Natachee Avenue), a Traffic Signal Warrant study was completed. The intersection was studied with existing traffic, projected traffic without the site and projected traffic with the site in study horizon year 2014. The intersection did not meet any of the warrants evaluated for the existing or future analysis year.

Recommendations

Due to the expected change in traffic operations at the intersection of Dorado Club Drive/Dorado Boulevard, it is recommended that the STOP sign along the southbound approach be removed. The eastbound and westbound approaches should become STOP sign controlled while northbound and southbound traffic remain free flow.

2. Proposed Vehicular Access

Access points to the Dorado Country Club will be provided along the southern boundary of the site along Speedway Boulevard.

3. On-Site Vehicular Circulation

Circulation within the Dorado Country Club is designed to provide connectivity to all uses within the PAD while maintaining the flow of traffic, providing adequate locations for loading areas, and maximizing parking spaces in close proximity to buildings.

D. Parking Requirements

Motor Vehicle and Bicycle Parking Requirements of Article 7, Section 7.4 of the *Unified Development Code* shall apply across the Dorado Country Club PAD.

Cross parking and cross access agreements will be established between individual property owners. A minimum of 91 spaces will be provided for the golf course.

No multi-story above ground parking structures are permitted; however, a parking deck is allowed with parking below and slightly above grade provided it is screened from view from adjacent residences. See Exhibit III.D: Office Parking Elevation, page 56: See also Section III.I: Landscape Program for screening requirements.

Lighting for parking areas will be the minimum necessary for safety and designed to prevent spillover to adjacent residential properties.

Exhibit III.D: Office Parking Elevation

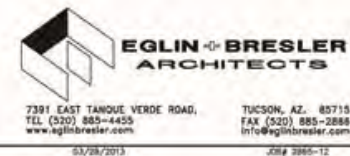
The illustration shown here is merely artist's conception based upon potential land uses. It is intended to serve as a general guide illustrating the quality and intent of the proposed development and does not imply completed building elevations.



① OFFICE BUILDING EAST ELEVATION
SCALE: 1"=20'-0"



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E. Off-Street Loading Requirements for Commercial Uses

Off-Street Loading Requirements of Article 7, Section 7.5 Off-Street Loading of the UDC shall apply across the Dorado Country Club PAD with the following exceptions:

1. Designated Loading Areas

The PAD will comply with the Loading Requirements Section 7.5 of the UDC with the following exceptions:

- Loading areas may be accommodated within standard off-street parking spaces.
- All loading areas may be provided at off-street parking spaces and at designated on-street locations posted for such use, provided that the loading space is located within 250 feet of the use it serves.
- Two or more principal uses within the same building and users on different sites within the PAD District may share designated loading spaces provided that the loading area is located within 250 feet of each use's service entrance.

F. Accessibility

1. Governing Accessibility Codes

All development within the PAD will comply with accessibility requirements by adhering to the:

- a. City of Tucson, Department of Transportation technical standards for all accessibility requirements within public right-of-way
- b. For private property under 2012 IBC, the accessibility standards shall be as per Chapter 11 and ICC/ANSI 117.1, 2009 Edition.
- c. If any part of this project is to be funded by public monies, confirm and so declare on the documents if ICC/ANSI 117.1 2009 Edition is to be the accessible standards required the by the funding source.

2. Accessible Routes for New Improvements

All accommodations and modifications will comply with accessible code standards for curb ramps, sidewalks, detectable warnings and marked crosswalks. Coordination with zoning requirements for pedestrian access is required to provide access to all surrounding streets right-of-way.

3. Pedestrian Accessibility & Van Accessibility

All ADA compliant pedestrian accessibility must be provided to public right-of-ways throughout the site. Accessible spaces and "Van Accessible" spaces will

connect to the accessible routes as required by the 2012 IDC, Chapter 11 and ICC/ANSI 117.1, 2009 Edition. All sidewalks, detectable warnings and curb ramps will comply with accessibility requirements as required.

G. Solid Waste Disposal and Recycling

All required Solid Waste and Recycle materials collection and storage shall be located and screened, to allow for safe access and maneuverability within the development. Enclosures for the storage of waste containers shall be designed in accordance with the UDC, Article 7, Section 7.15 for solid waste and recycle disposal collection and storage.

1. Solid Waste Disposal and Recycling

Trash receptacles and recycling areas within the Dorado Country Club may have shared access and be shared between uses providing the volume of refuse is contained at all times. The setback for these facilities from any existing residential subdivision surrounding the PAD area shall be a minimum of 50 feet.

H. Phasing

The project site is likely to be developed in phases.

Table III.H: Phasing

Hotel and Clubhouse Phase	Office/Retail/Restaurant Phase(s)
Entry Drive	Pad space buildout (office/retail/restaurant)
Parking/PAALS for golf, clubhouse and hotel	Associated PAALS, parking areas and/or parking structure as needed per development
Landscaping along PAD perimeter, Speedway frontage and development areas	
Decorative-colored masonry wall along east boundary adjacent to Rose Hill Wash and west boundary along golf hole #10	
Modification of golf course holes per revised settlement agreement. (Golf course to remain open during construction. Temporary trailer for starter and temporary restrooms will be provided during construction.)	
Cleanup of Rose Hill Wash	
Removal of all old tennis courts and former pool area.	
A concrete bus shelter pad will be provided for the westbound transit stop just outside the entrance to subject property.	
Speedway streetscape redevelopment shall be completed during the first phase of the PAD build-out.	
Pad spaces for future development and parking will be planted with trees and vegetation along with decorative crushed rock and maintained by developer. The types of trees, vegetation and rock shall be approved by the DRC and shall be installed prior to Certificate of Occupancy for the hotel use.	

The phasing plan is subject to change; however all necessary infrastructure (wet and dry utilities, drainage features and transportation improvements will be detailed during the site plan stage in order to accommodate each phase of the development.

I. Landscape Program

1. Landscape Zones

The unique mixture of land uses in the PAD district proposal call for an equally unique approach to a landscape program.

The landscape throughout the site is organized according to landscape zones (see Exhibit III.I.1: Proposed Landscape Zones, page 66). Each zone maximizes the function of the land uses that occur within its boundaries and adjacent uses. Each landscape zone also acts as a threshold between spaces and establishes a comprehensive spatial hierarchy throughout the site.

Landscape Zone Typology

1) Speedway Streetscape: The Speedway streetscape will provide pedestrians a comfortable walking experience along the north side of the road and enhance the visual experience of motorists, cyclists, and other Speedway travelers. The Speedway Streetscape will feature a pedestrian walk in order to connect the PAD district with the surrounding neighborhood. The existing landscape will be augmented primarily through the planting of Arizona Department of Water Resources (ADWR) approved low water use plant species. Existing specimen trees will be preserved to the extent practical. Existing memorial trees and bench west of the entry road will be incorporated into the landscape plan. Street trees, shrubs, and ground covers will provide an enhanced pedestrian experience. A 30" vegetative and/or built screen will shield views of the interior parking lot. Tree counts will be 4 trees per 100' linear feet along this landscape zone and trees will be located to frame views of the mountains to the north to the extent possible.

2) Gateway Allée: The gateway allée, shown on Exhibit III.I.1, will cater to vehicles and pedestrians alike. This landscape zone encompasses the primary circulatory spine throughout site and links the major site entrance along Speedway with the main entrance to Embassy Suites. Entrance monument(s), directional signage, roundabouts, street trees, specimen trees, varied paving materials, hardscape amenities, and lighting will enable clear, safe, and comfortable circulation between the major site entrance, corner retail/restaurant, and hotel. Entry monuments will be provided by the developer, at no cost to the Dorado Master Association, and will identify the golf course and Dorado Country Club Estates as well as the proposed development. Primary plant materials will be low water use. Canopy trees will provide 30% shade coverage along pedestrian pathways. The gateway allée will encourage passive water harvesting through strategies that slow, spread, and sink rainwater runoff. Such strategies may include (but are not limited to): curb cuts, flush curbs, planting swales, gabions, and pervious hardscape materials, etc.) A decorative-colored

masonry wall will separate the western limits of the gateway allée zone and the adjacent golf course. This wall will be masonry, no stucco or paint so as to be easily maintained and will be approximately 4 feet high. This will provide screening for the

residents to the west and will block headlights from parking lot from shining into residences.

3) Building Frontage: The landscape within the building frontage will reflect the scale of the pedestrian, integrate the transition between the indoor/outdoor environments, and provide amenities that encourage outdoor use (e.g. seating, tables, pedestrian lighting, planting bed/pots, and paving materials). Primary plant materials will be low water use and stimulate a range of comfortable microclimates for outdoor users throughout the year. The strategic placement of urban shade trees and/or built shade will assist in the reduction of the urban heat island and energy consumption.

4) Garden Landscape: The Dorado Country Club PAD district will provide a range of recreation amenities. The strategic location of garden landscape zones will reflect the recreational/leisure nature of the site and encourage passive outdoor use for site visitors. Uses within this zone may include (but are not limited to): lounging, dining, reading, game playing, swimming, contemplation, and small gathering. The garden landscape zone will feature specimen vegetation, shade, lighting, and seating, in addition to the amenities necessary for leisure activities. Leisure amenities may include (but are not limited to): landscape art, interpretation, picnic/game/dining tables, and a pool, etc. This zone will be designed in an "oasis" manner with a relatively higher density of plant quantities and may include slightly higher water use plant materials. The garden zone may include a limited use of turf.

5) Parking Lot Landscape: Landscape within the parking lot landscape zones will stimulate a safe and comfortable environment for pedestrians, motorists, and parked vehicles. The strategic use of sunlight and shade will help provide a comfortable microclimate throughout the year and mitigate the urban heat island. Parking lot landscape zones will also encourage wayfinding and circulation through a hierarchy of vegetation and/or hardscape/signage. A decorative-colored masonry wall will separate the western limits of the gateway allée zone and the adjacent golf course. This wall will be masonry, no stucco or paint so as to be easily maintained and will be approximately 4 feet high. This will provide screening for the residents to the west and will block headlights from parking lot from shining into residences. The parking lot landscape will feature ADWR approved low water use plant species and promote passive rainwater harvesting for such plants. Rainwater harvesting strategies may include (but are not limited to): curb cuts, flush curbs, planting swales, dry wells, and pervious hardscape materials, etc.). Parking shade trees will be planted at a ratio of 1 tree per 4 stalls. Covered parking will be designed to be semi-cantilevered and painted in a palette of earth tones to coordinate with the buildings. Final design of the covered parking will be subject to approval by the Dorado Design Review Committee.

6) Golf Course: The golf course landscape zone will provide visual depth for neighbors on the western boundary of the PAD district and act as a buffer between their private properties and the built environment of the PAD site. The golf course landscape zone will retain its primary function as a golf course.

7) Rose Hill Wash: The Rose Hill Wash landscape zone will screen the PAD district from neighbors on the eastern boundary. The wash course will be preserved. Non-native and invasive plant species will be removed from the wash and replaced with appropriate native species. This landscape zone will feature a paved multi-use path, which will run between Speedway and the Hotel and provide pedestrian only circulation along the western bank of the Rose Hill Wash. This path will connect the hotel, garden landscape zones, and the office/commercial buildings, with the Speedway streetscape. Portions of the multi-use path will be flanked by an approximately 4 ft. masonry wall with occasional benches to provide seating. This wall will extend along the entire eastern edge of the development area. Additional landscape amenities along this path may include (but are not limited to): contemplation nodes, interpretation/signage, and pedestrian lighting. Canopy trees will provide 30% shade coverage along the pathway.

8) Parking Deck: A parking deck is allowed with parking below and slightly above grade provided it is screened from view from adjacent residences. The structure is intended to be surrounded by buildings. However, portions of a raised deck that are not screened by buildings and visible from adjacent residential areas shall be required to provide a vegetative and/or built screen to shield views from adjacent residences. An illustration of this concept is shown in Exhibit III.D: Office Parking Elevation, page 56.

Outdoor lighting will be in compliance with the City of Tucson Outdoor Lighting Code and will be designed to prevent spillover onto adjacent residential properties.

See Exhibit III.I.1: Proposed Landscape Zones, page 65.

2. Water Harvesting

The site is proposed to comply with Technical Standards Manual 4-01.0.0 Commercial Rainwater Harvesting by passive water harvesting on site. Water harvesting shall be planned from the earliest design stages and will include directing runoff from paved areas in landscape islands and other areas.

The general direction of water runoff for the site throughout the PAD District is shown in Exhibit III.I.2: Typical Water Harvesting Concepts, page 67. Although not currently shown, passive water harvesting techniques will also be utilized in the where appropriate.

3. Native Plant Preservation

Currently, there are few native plant species on site. The entire PAD area has been disturbed and/or built. Most landscape plants within the built environment reflect an earlier design period, in which non-native vegetation and high water use plants were common and accepted in the region. Those few native landscape plants within the built environment will be mitigated. Redevelopment will significantly increase the number of native plant species throughout the site.

The Rose Hill Wash, within the eastern site boundary, is partially disturbed and overrun with non-native and invasive plant species. This section of the wash also supports some native plant species. This section of the wash requires the removal of non-native and invasive plant species, and the preservation of native plant species. Additionally, the wash will be revegetated with appropriate native plant materials.

The estimated percentage of native plant species used on the proposed project will be 85%.

4. Watercourse Amenities, Safety and Habitat (WASH) Ordinance Wash

The Rose Hill Wash is a WASH ordinance wash. Within the northern portion of the project site the wash has been disturbed to accommodate the golf course. Here, the wash is not bordered by any banks and opens freely onto the turf of the golf course. This portion of the wash does not support native vegetation. Storm water flow is directed downslope throughout the golf course by turf covered berms.

The southern portion of the wash exists in a more natural state. This portion of the wash is bordered on both sides by approximately 6'-10' banks. While native vegetation grows within this section of the wash, non-native and invasive species thrive and choke out new native growth. This portion of the wash will be restored to a natural state. Non-native and invasive species will be removed. Native plant species will be preserved and augmented through revegetation efforts.

A portion of the proposed development will exist within the 50' study area of the Rose Hill watercourse. This will require an inventory of vegetative resources and wildlife habitat of the entire study area to delineate the vegetative resources and wildlife habitat areas that comprise the resource area. An acceptable technical justification shall be provided during the site plan review. See Exhibit III.I.3: Limits of Disturbance within WASH Study Area, Exhibit III.I.4: Typical Cross Section of Wash Mitigation Planting Area and Multi-Use Path and Exhibit III.I.5: Typical Plan of Wash Mitigation Planting Area and Multi-Use Path on pages 68-70.

5. Urban Heat Island Mitigation

The proximity of the proposed project to the existing golf course and Rosehill Wash provide mitigation to urban heat island by minimizing the amount of sunlight that will reach absorptive surfaces such as asphalt and concrete. These areas (golf and wash) also will provide a cooling effect to the project through evapotranspiration and transpiration through the evening hours. Additionally, shade trees will be provided throughout the vehicular use and pedestrian areas minimizing heat gain through the daylight hours.

Parking island shade trees –Minimum square footage of planter islands for shade trees within vehicular use areas will be 64 sq.ft. per tree. Furthermore, trees planted in parking islands and other semi-compacted areas will be installed and maintained with a deep root watering system. This system will water infrequently, but very deeply thereby encouraging deep and healthy root growth and water conservation

6. Open Space

The estimated percentage of open space for the proposed project is 50%. This includes the golf course, the Rose Hill Wash and garden landscape zones. See Exhibit III.I.6: Open Space on page 71.

Exhibit III.I.1: Proposed Landscape Zones



LEGEND

- | | | |
|---|-----------------------|------------------|
| Project Boundary | Speedway Streetscape | Golf Course |
| Top of Bank - Rose Hill Wash | Gateway Allée | Garden Landscape |
| 50' WASH Study Area from Top of Bank | Building Frontage | Rose Hill Wash |
| Bottom of Wash | Parking Lot Landscape | |
| Approximate Location of Low Decorative Wall | | |

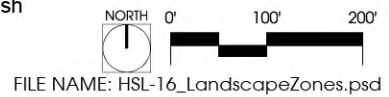
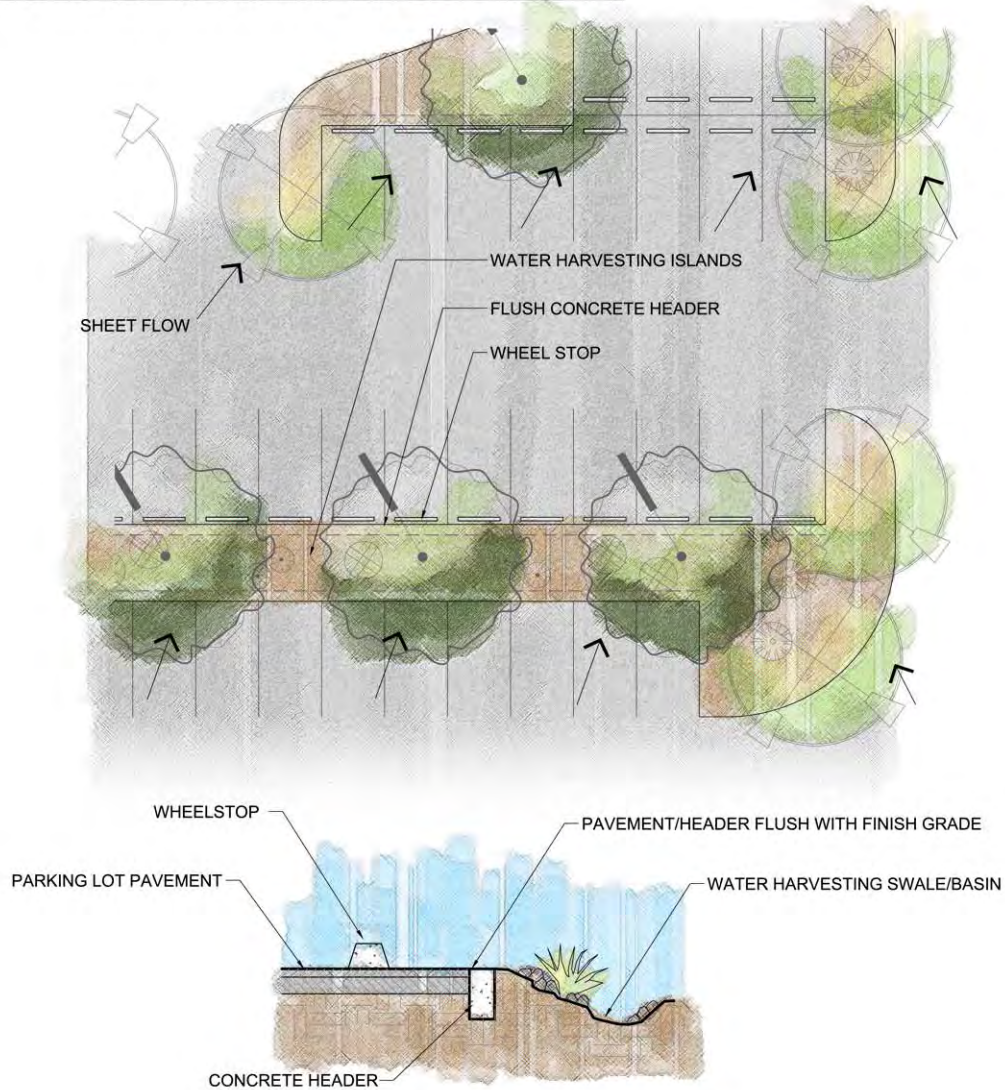


Exhibit III.I.2: Typical Water Harvesting Concepts

TYPICAL CONCEPT - WATER HARVESTING PARKING ISLAND



TYPICAL CONCEPT - WATER HARVESTING SWALE

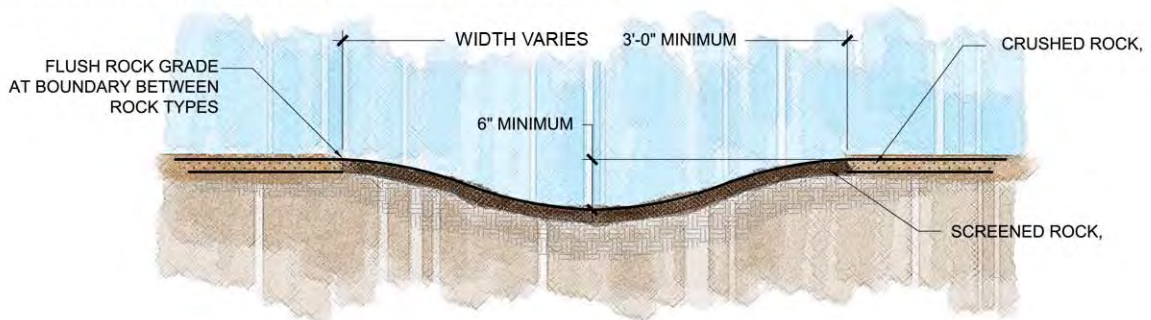
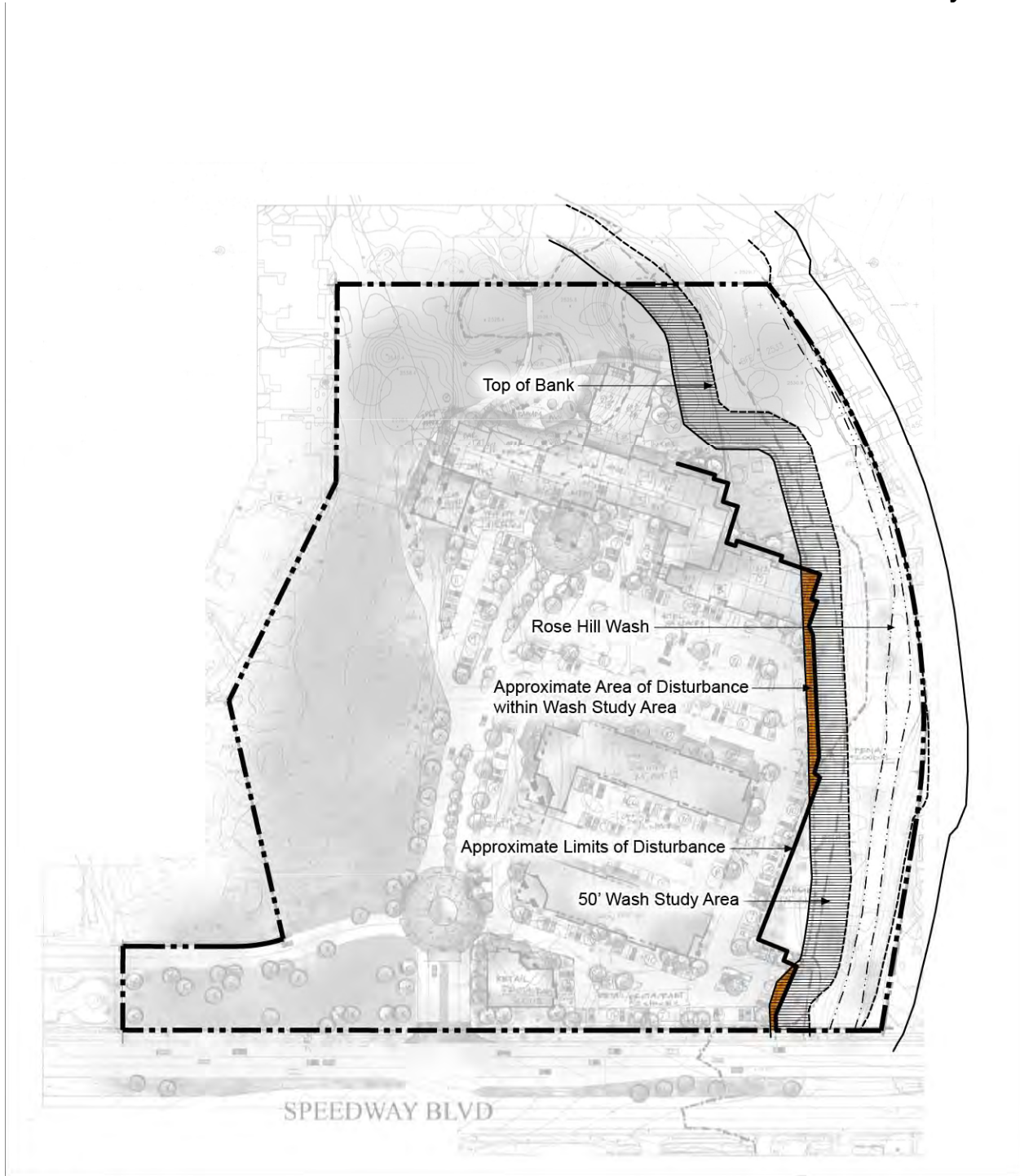








Exhibit III.I.3: Limits of Disturbance within Wash Study Area



LEGEND

- | | |
|--|--|
|  Project Boundary |  Bottom of Wash |
|  Top of Bank - Rose Hill Wash |  Approximate Area of Disturbance within the WASH Study Area |
|  Approximate Limits of Disturbance | |
|  50' WASH Study Area from Top of Bank | |

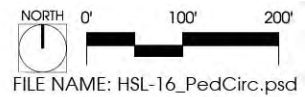
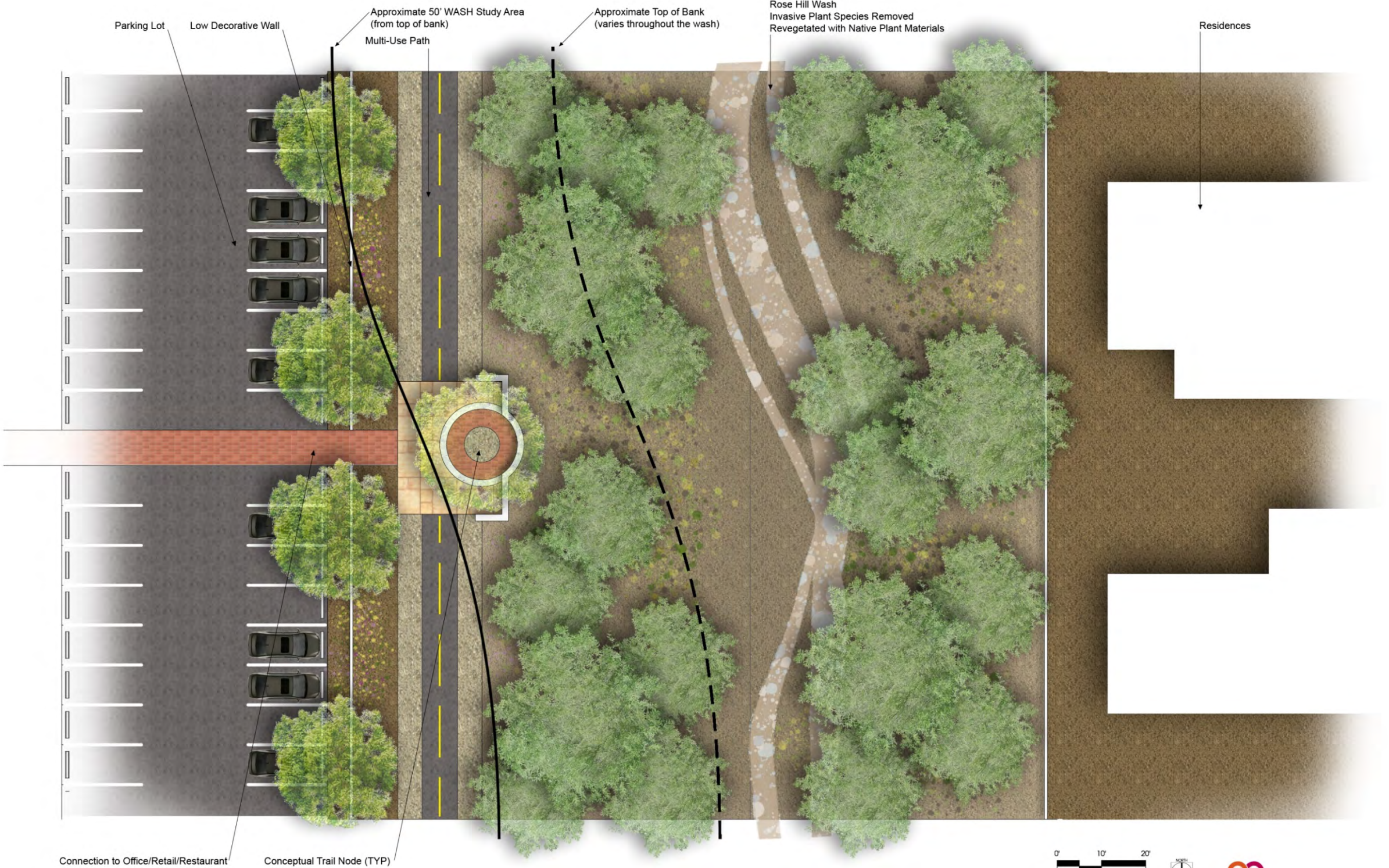


Exhibit III.I.4: Typical Cross Section of Wash Mitigation Planting Area and Multi-Use Path



0' 10' 20'

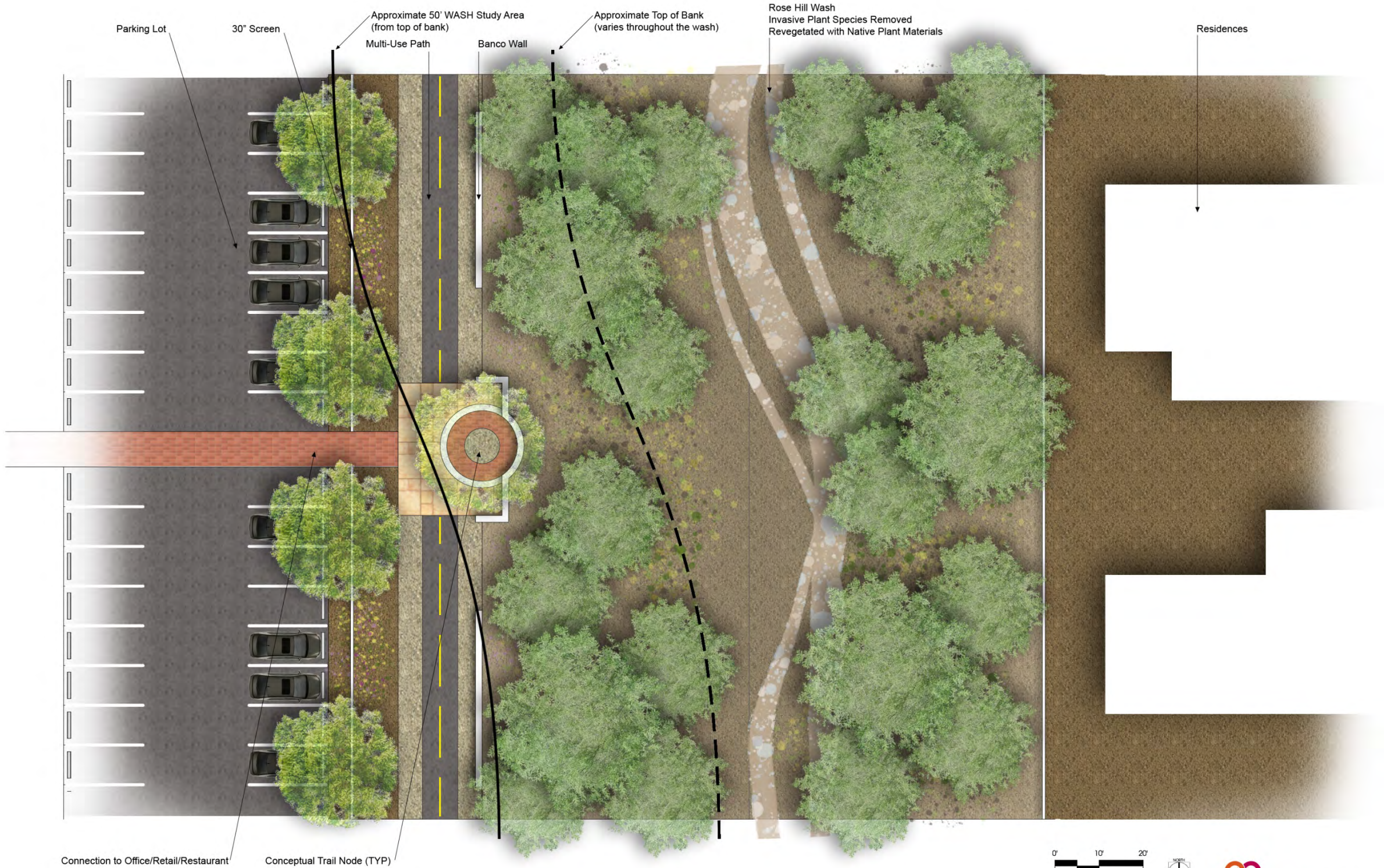
SCALE: 1"=20'-0"

PROJECT: HSL-16 DATE: 01/31/13

FILE NAME: HSL-16_BASE FOR LS EXHIBITS.DWG

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Exhibit III.I.5: Typical Plan of Wash Mitigation Planting Area and Multi-Use Path




0' 10' 20'
SCALE: 1"=20'-0"
PROJECT: HSL-16 DATE: 01/31/13
FILE NAME: HSL-16_BASE FOR LS EXHIBITS.DWG


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Exhibit III.I.6: Open Space



LEGEND

 Project Boundary

 Open Space - 50% of Project Site



FILE NAME: HSL-16_OpenSpace.psd

J. Pedestrian Circulation

Pedestrians will access the site along various sidewalks and pathways. The primary pedestrian circulatory route to the project site will run along the northern edge of Speedway Boulevard. The Speedway streetscape will connect the surrounding neighborhood to the Rose Hill Wash pathway and the main site entrance at the gateway allée. The Speedway streetscape will augment existing vegetation with drought tolerant plant species. The route will retain a sidewalk buffer strip between the road.

The Rose Hill Wash pathway will provide pedestrians access to the interior of the project site. Canopy trees along the pathway will provide 30% overall shade coverage. The Rose Hill Wash pathway will be flanked by a masonry wall and native vegetation.

The gateway allée will serve as the primary entrance to the project site and provide pedestrians with a safe, secure, and shaded walking experience between Speedway Boulevard and the proposed hotel. Canopy trees will provide 30% shade coverage along the sidewalk. Landscape buffers will support small shrubs, accents, and groundcovers.






Internal pedestrian circulation will connect office/commercial buildings with the gateway allée and Rose Hill Wash pathway. This pedestrian circulation will be shaded with canopy trees.

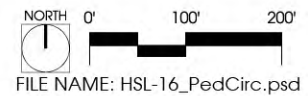
See Exhibit III.J: Pedestrian Circulation on page 72.

Exhibit III.J: Pedestrian Circulation



LEGEND

-  Project Boundary
-  Speedway Pedestrian Circulation
-  Gateway Allée Pedestrian Circulation
-  Internal Pedestrian Connection to Wash Trail
-  Rose Hill Wash Trail



K. Post-Development Hydrology

The following provisions apply across the Dorado Country Club PAD except where specified. This PAD will fully comply with the requirements in the Floodplain Ordinance.

1. Response to Hydrologic Characteristics

The proposed improvements to the site will accept offsite flows and discharge onsite flows at their current locations and in their current flow characteristics. There will be no increase of runoff leaving the site or adverse impacts to adjacent properties.

2. Encroachment

The site layout does not propose encroachment into the main channel of the Rose Hill Wash. As previously discussed, at some locations the Rose Hill Wash does break-out into the overbanks. Due to the shallow depth, low velocity, and overall ineffective nature of the flow in the overbanks, these areas can be encroached upon without resulting in an increase in Base Flood Elevations. Any impact to the regulatory floodplain shall comply with the requirements of the floodplain ordinance. Additionally, any encroachment by buildings into the FEMA Floodplain will require the processing of a Letter of Map Revision (LOMR) through FEMA. The PAD will not impact the Jurisdictional Waters.

3. Detention/Retention Requirements

The project site is located within an Undesignated Basin thus detention is not required. Due to the existing development and associated impervious areas on the site, no increase in impervious area is anticipated. For this reason, the required threshold retention volume will be quite small and can be accounted for by utilizing water harvesting. Additionally, proposed peak discharges exiting the property will be qualitatively and quantitatively consistent with existing conditions.

4. Engineering and Design Features

Due to the conceptual nature of the PAD, no potential engineering features can be identified at this time. It is anticipated that runoff will be conveyed via surface flow, consistent with existing conditions.

5. Environmental Resource Zone

The Environmental Resource Zone (ERZ), Unified Development Code 5.7 shall not apply to the Dorado Country Club property.

6. Watercourse Amenities, Safety and Habitat (WASH)

The Rose Hill Wash is a designated WASH watercourse on the Dorado Country Club property. An inventory of vegetative resources and wildlife habitat will be needed to provide for restoration of vegetation along the disturbed reaches of the

Rose Hill Wash. Any development within the regulatory floodplain shall comply with the requirements of the Floodplain Ordinance and the PAD will be in complete compliance with the requirements of the Floodplain Ordinance

L. Wastewater

The owner/developer shall obtain written documentation from the Pima County Regional Wastewater Reclamation Department (PCRWRD) that treatment and conveyance capacity is available for any development within the rezoning area, no more than 90 days before submitting any tentative plat, site plan, sewer improvement plan or request for building permit for review. Should treatment and/or conveyance capacity not be available at that time, the owner/development shall have the option of funding, designing and constructing the necessary improvements to Pima County's public sewerage system at this or her sole expense or cooperatively with other affected parties. All such improvements shall be designed and constructed as directly by the PCRWRD.

M. Design Review Committee

Subsequent to PAD approval and prior to the submittal of any tentative subdivision plat or site plan within the PAD, a standing Design Review Committee (DRC) shall be established to review and approve architectural design for compliance with the Dorado Country Club Development Regulations outlined in Section III of this PAD, including all homes, subdivision plats and improvements, site plans, landscaping and signage.

Design criteria for Dorado Country Club will be developed to provide a high quality, coordinated visual aesthetic. Materials used in building and site features will be compatible with the desert environment, complement the existing development in the area and contain architectural details that provide interest and character to the development. Building architecture will be “four sided” ensuring views from all directions contain attractive facades. A complete set of design guidelines will be developed for the project and approved by the Dorado Country Club Design Review Committee.

The composition of the DRC shall consist the developer and
The Dorado Country Club Master Association Land Use Committee.

The DRC shall review all proposed architectural plans. Through a self-certification process, the DRC will provide a letter of approval to the City at the time of plan submittal.

N. Interpretations and Amendments

a. Interpretation

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

b. Amendments

Amendments to this PAD may be necessary over time to respond to the changing market demands, or financial conditions, or to respond to the unanticipated needs of new users. Non-substantial changes to the PAD shall be approved pursuant to UDC Section 3.5.5.I and include the following:

- Modifications to the permitted, accessory and secondary uses that do not change the overall intent of the PAD.
- Modifications to tax code parcel boundaries, including changes to interior boundaries or combining parcels. (Except that changes to the PAD perimeter boundary may not be considered a minor amendment or non-substantial changes to the PAD).

- Modifications to the proposed site plan provided the Development Standards set forth in the PAD are maintained.
- Any other items not expressly defined as substantial based on UDC Section 3.5.5.1

Substantial changes (as defined in UDC Section 3.5.5.1), are subject to the amendment application process outlined in UDC Section 3.5.5.1.2.

O. Bibliography

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Balanced and Critical Basin Map, Pima County.

City of Tucson Catalina Foothills Subregional Plan, 1995.

City of Tucson Administrative and Technical Standards Manual.

City of Tucson General Plan, ratified 2003.

City of Tucson Unified Development Code, 2012

City of Tucson Northside Area Plan, 1987.

FEMA Flood Insurance Rate Map, Pima County, Arizona.

Institute of Transportation Engineers, Trip Generation Manuals, 7th Edition, Volumes 1 & 3, 2003.

MapGuide, Pima County Department of Transportation, 2010.

Stormwater Detention/Retention Manual, City of Tucson.

USGS Topographic Map, Jaynes Quadrangle.

Appendix A



DORADO COUNTRY CLUB

Planned Area Development

