



CITY OF
TUCSON

PLANNING AND
DEVELOPMENT
SERVICES
DEPARTMENT

June 29, 2016

Mr. Dan Castro
Rick Engineering Company, Inc.
3945 E. Fort Lowell Road, Suite 111
Tucson, AZ 85712

Subject: Minor Amendment for Dorado Country Club Planned Area
Development – Modify Collection Vehicle Backing Distance

Dear Mr. Castro:

I have reviewed your letter of June 27, 2016 (see attached) requesting a
minor change for the Dorado Country Club PAD.

The proposed minor amendment request:

- 1) Modify Technical Standards Section 8-01.5.3.F to allow the
collection vehicle for solid waste and recycling to exceed the 80-foot
maximum backing distance.

The Dorado Country Club PAD allows for minor amendments and
adjustments over time to respond to the changing market demands, or
financial conditions, or to respond to all the unanticipated needs for new
users.

Therefore, it is determined that this minor amendment request is not in
conflict with the overall intent of the Dorado Country Club PAD, and
the proposed amendment conforms to the goals and objectives of the
Plan.

This minor change is supported and approved by the following:

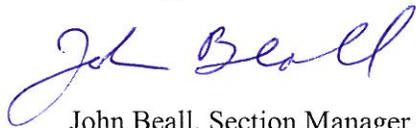
1. This change does not alter the allowable uses, building heights,
floor area ratios, or landscaping;
2. The proposed change responds to the needs of the new users of
the property and the market demands;
3. The proposed change does not result in a significant change in
pedestrian or traffic circulation within the PAD; and
4. Environmental Services Department supports the requested
modification.

Planning and Development Services Department (PDSD)
201 North Stone Avenue
P.O. Box 27210 – Tucson, AZ 85726-7210
Website: www.tucsonaz.gov/pdsd

Page – 2 – Minor Amendment Letter for Dorado Country Club PAD –
Modify Collection Vehicle Backing Distance

A copy of this letter must be attached to the development package for the
Dorado Country Club PAD.

Sincerely,



John Beall, Section Manager - Entitlements
Planning and Development Services Department

Attachments: Applicant's Request



June 27, 2016

Mr. John Beall, Planner
CITY OF TUCSON PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
201 North Stone Avenue, 3rd Floor
Tucson, Arizona 85701

SUBJECT: DORADO COUNTRY CLUB PAD-24
MINOR AMENDMENT – REQUEST TO EXCEED COLLECTION VEHICLE
BACKING DISTANCE
JN 3994-C

Dear John:

On behalf of our client and property owner, Dorado Golf Course, L.L.C., I am writing to request a Minor Amendment to Section III.G “Solid Waste Disposal and Recycling” of the Dorado Golf Course PAD (Attachment A). Section III.G addresses location and screening of Solid Waste and Recycle materials to allow for safe access and maneuverability within the development. We have prepared and submitted an exhibit (Attachment B) showing the backing distance for a trash collection truck exceeding the 80-foot maximum distance allowed by Technical Standards Section 8-01.5.3.F. Ken Perry, P.E., on-call Environmental Services Reviewer has reviewed Attachment B and per his email dated June 27, 2016 (Attachment C) will support the request to exceed the 80-foot backing distance.

The Dorado Country Club PAD under Section III-N.B (Attachment D) allows the Planning and Development Services Department Director to approve non-substantial changes using the process outlined in UDC Section 3.5.5.J.2.e (Attachment E). We believe that the modification proposed above can be considered a non-substantial change for the following reasons:

1. This change does not alter the allowable uses, building heights, floor area ratios, or landscaping.
2. This change responds to the needs of the new users of the property and the market demands.
3. This change does not result in a significant change in pedestrian or traffic circulation within the PAD.

Also provided with this letter is a check in the amount of \$275.00.

Mr. John Beall
June 27, 2016
Page 2 of 2

If you have any questions or require additional information, please contact me at 795-1000 or dcastro@rickengineering.com

Sincerely,

RICK ENGINEERING COMPANY, INC.



Dan Castro,
Senior Project Planner

DRC:cj

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Enclosures

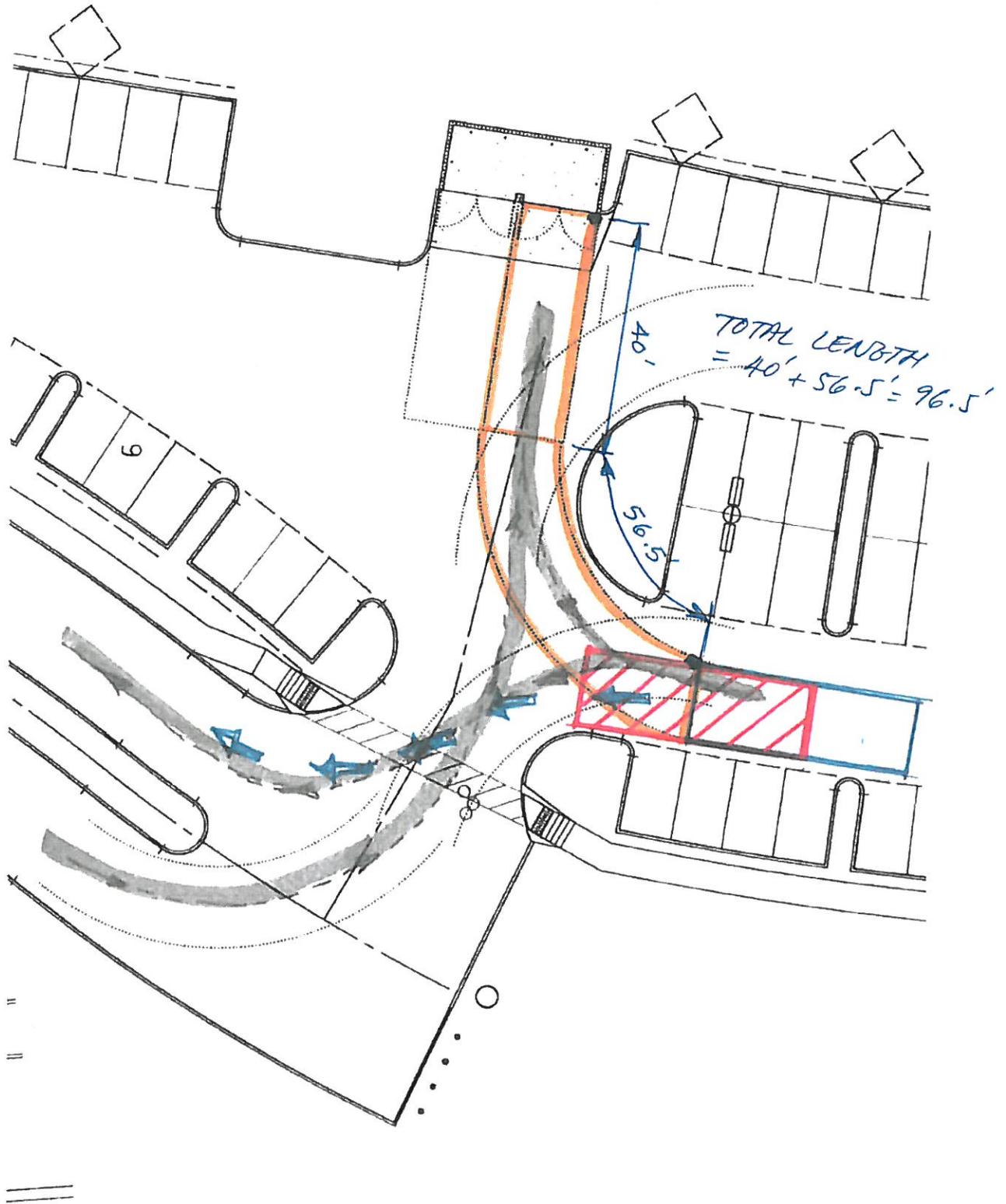
connect to the accessible routes as required by the 2012 IDC, Chapter 11 and ICC/ANSI 117.1, 2009 Edition. All sidewalks, detectable warnings and curb ramps will comply with accessibility requirements as required.

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.



Daniel Castro

From: Ken Perry <kperry@perryengineering.net>
Sent: Monday, June 27, 2016 9:15 AM
To: Daniel Castro
Cc: Anthony Boone; patricia.gehlen@tucsonaz.gov; Tri Miller; Tom Ryan ; Alexandra Hines
Subject: RE: 3994-C - Dorado Golf Course - DP16-0047

Yes, the backing distance would be supported on behalf of ESD on the TSMR. Also, show the turning radii for the blue arrow path on the DP using the turning templates.

Ken

From: Daniel Castro [mailto:dcastro@rickengineering.com]
Sent: Monday, June 27, 2016 8:49 AM
To: kperry@perryengineering.net
Cc: Anthony Boone; patricia.gehlen@tucsonaz.gov; Tri Miller
Subject: FW: 3994-C - Dorado Golf Course - DP16-0047

Good Morning Ken –

Since Tri is out on vacation until July 7th, I've been asked to help with this project in his absence. After getting up to speed on the previous emails below, we have confirmed that the PAD defers to the Technical Standards Manual on refuse truck maneuverability. If we apply for the TSMR, would you support the backing distance shown on the attached pdf exhibit Tri sent you last Thursday?

Thanks,

Dan

From: Tri Miller
Sent: Thursday, June 23, 2016 3:01 PM
To: Daniel Castro
Subject: 3994-C - Dorado Golf Course - DP16-0047

FYI.

From: Ken Perry [mailto:kperry@perryengineering.net]
Sent: Thursday, June 23, 2016 2:58 PM
To: Tri Miller
Cc: Anthony Boone; 'Teresa Vasquez'; 'Patricia Gehlen'; 'Tom Ryan '; 'Alexandra Hines'
Subject: 3994-C - Dorado Golf Course - DP16-0047

Tri,
 No, I would not agree. There must be safe and adequate ingress/egress for the collection vehicle through the site. Backing maneuvers are not safe and that is why there are the turning templates and standard details for turning movements and turnarounds.
 Ken

From: Tri Miller [mailto:tmiller@rickengineering.com]
Sent: Thursday, June 23, 2016 2:28 PM

To: Ken Perry
Cc: Anthony Boone; 'Teresa Vasquez'; 'Patricia Gehlen'; 'Tom Ryan '; 'Alexandra Hines'
Subject: 3994-C - Dorado Golf Course - DP16-0047

Ken,

We did not see any provision in the TSM which restricts the number of times a garbage truck can stop and back up to maneuver around the site. With this in mind, the truck can still make the turn at the north end of the parking lot in front of the clubhouse, if needed, by stopping and backing up 20-30 feet then proceeding with the turn and exiting the site. Do you agree that this would be a viable option?

Tri

From: Ken Perry [<mailto:kperry@perryengineering.net>]
Sent: Thursday, June 23, 2016 1:29 PM
To: Tri Miller
Cc: Anthony Boone; 'Teresa Vasquez'; 'Patricia Gehlen'; 'Tom Ryan '; 'Alexandra Hines'
Subject: 3994-C - Dorado Golf Course - DP16-0047

Hello Tri,

I will agree with you on your reasoning. You are still over the 80 ft. though and that exceeds the allowable distance in the standards. It looks like you are under a PAD. Apparently instead of a TSMR, you may need to request a clarification to the PAD. I will let you work the procedure with Patricia.

Ken

From: Tri Miller [<mailto:tmiller@rickengineering.com>]
Sent: Thursday, June 23, 2016 11:12 AM
To: Ken Perry
Cc: Anthony Boone; 'Teresa Vasquez'; 'Patricia Gehlen'; 'Tom Ryan '; 'Alexandra Hines'
Subject: 3994-C - Dorado Golf Course - DP16-0047

Ken,

In my opinion, the distance should be measured from the same reference point on the truck. And, neglecting any distance due to rotation, the travel distance from any reference point on the truck should be about the same. I attached another PDF exhibit showing the distance being measured from the front of the truck. I came up with the same length.

Please let me know your thoughts. Thanks.

Tri

From: Ken Perry [<mailto:kperry@perryengineering.net>]
Sent: Thursday, June 23, 2016 10:44 AM
To: Tri Miller
Cc: Anthony Boone; 'Teresa Vasquez'; 'Patricia Gehlen'; 'Tom Ryan '; 'Alexandra Hines'
Subject: RE: 3994-C - Dorado Golf Course - DP16-0047

Are you measuring from the front of the service vehicle or the back? The 80 ft. measurement is to be taken from the front of the vehicle, which coincides with the front of the enclosure. I think you'll find your backup distance to be much more than the 92 ft.

From: Tri Miller [<mailto:tmiller@rickengineering.com>]
Sent: Thursday, June 23, 2016 10:24 AM
To: Ken Perry
Cc: Anthony Boone; 'Teresa Vasquez'; Patricia Gehlen; Tom Ryan ; Alexandra Hines
Subject: 3994-C - Dorado Golf Course - DP16-0047

Ken,

Thank you for getting back to us that quick. There is one comment I would like to make to your response. Based on the attached PDF, I figured the backing distance for the truck is only 96.5' (56.5' + 40') assuming the truck is 40' long. However, with the arm folded up, the truck is actually only 35' long, which yields a backing distance of about 92'.

We understand that it still exceed the allowable backing distance of 80 ft. But is a TSMR really required? Thank you in advance for your consideration.

Tri

From: Ken Perry [<mailto:kperry@perryengineering.net>]
Sent: Thursday, June 23, 2016 8:55 AM
To: Tri Miller
Cc: Anthony Boone; 'Teresa Vasquez'; Patricia Gehlen; Tom Ryan ; Alexandra Hines
Subject: 3994-C - Dorado Golf Course - DP16-0047

Tri,

Please see the attachment. By the turning radii provided on your plan the service truck will need to back to the blue outlined position. It will then need to pull forward into the red outlined position before exiting in the blue arrow path. Add the turning radii to the Development Plan that demonstrate the truck can make the exit maneuver within the confines of the curbs.

Should the truck be able to make the exiting turns, because the backing maneuver exceeds the allowable backing distance of 80 ft. by some 50 ft., you will need to submit a TSMR request for relief from TSM 8-01.5.3.F. Your other responses for comments 2 and 3 are acceptable.

Ken

From: Tri Miller [<mailto:tmiller@rickengineering.com>]
Sent: Wednesday, June 22, 2016 5:44 PM
To: kperry@perryengineering.net
Cc: Anthony Boone; Teresa Vasquez (teresav@hslproperties.com)
Subject: 3994-C - Dorado Golf Course - DP16-0047

Ken,

I left you a voicemail yesterday as well regarding your 2nd review comments to the DP for Dorado Golf Course - DP16-0047. Below and attached are our initial responses to your comments. Please review and either response to this email or give me a call to discuss. As I mentioned in my voicemail, we have received all approvals except Environmental Services. Therefore, I wish to address and satisfy all your comments via email, if possible, and walk the plan through for signature/approval. Dorado Golf Course already have a contractor onsite and ready to do the work. Your help and cooperation will be appreciated.

Below are our responses:

Comment 1. The new location of the enclosure requires the collection truck to travel the loop road and make the turn at the clubhouse. The turning templates provided on the plan show the truck cannot make this turn. Provide a location for

the enclosure where the collection truck can service the containers while meeting the maneuvering requirements in TSM 8-01.5.3.E. , and without exceeding the 80 ft. maximum backing distance as specified in TSM 8-01.5.3.F. Show the path of the collection vehicle as it leaves the loop road and turns back onto Club Drive to exit.

Response: *The turning radii shown on the plan, in front of the clubhouse, are for fire truck and other vehicle. The trash collection vehicle should be able to pull straight into the trash enclosure and back out using the easterly PAAL, as highlighted in the attached exhibit. The trash truck does not need to travel north, near the front of the clubhouse.*

Comment 2. Revise Detail C on Sheet 8 to show the required #4 rebar, 12? O.C. both ways instead of the woven wire fabric.

Response: *Detail K (attached) has been revised to call for #4 reinforcement bar at 12" o.c. both ways.*

Comment 3. Revise the Double Enclosure Detail K on Sheet 8 to match Figure 3 in TSM Section 8. For example, the post barricades are to be filled with concrete and the walls are to be constructed per TSM Figure 2. Note on the detail the gate face is to be a minimum 1/8? thick steel.

Response: *Detail K (attached) has been revised to match Figure 3 of TSM Section 8. We proposed Type B Post Barricades per SD 106 in lieu of the bollard which is also concrete filled steel pipe. Wall reinforcement has also been added to the callout in the detail. Specification for the gate face has also been added.*

Please let me know if you have any futher comment. Thank you Ken.

Tri Miller PE

PRINCIPAL PROJECT MANAGER

RICK ENGINEERING COMPANY

3945 East Fort Lowell Road / Suite 111 / Tucson, AZ 85712

t 520.795.1000 / f 520.322.6956

tmiller@rickengineering.com / www.rickengineering.com

SAN DIEGO RIVERSIDE ORANGE SACRAMENTO SAN LUIS OBISPO DENVER TUCSON PHOENIX

Civil Engineering / Transportation / Traffic Engineering & Planning / Urban Design & Planning
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Redevelopment & Urban Revitalization / Construction Management Services / Forensic Services



WARNING: The information provided via electronic media is not guaranteed or warranted against any defects, including design, calculation, data translation or transmission errors or omissions.

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.

1. The site is under single ownership or control except when initiated by the Mayor and Council;
2. The site's land area is a minimum of 40 acres, or if located in the Downtown Area Infill Incentive District as defined in Section 5.12.10, the Downtown Parking District as defined in Section 11.4.5, or in the Rio Nuevo District as defined in Figure 5.11-A, there is no minimum site area. The Mayor and Council may authorize the initiation of a PAD District of less than the size required by this Section if the proposed PAD District is consistent with the intent of the PAD zone; and,
3. The PAD District shall be configured to accommodate a well-integrated project. A PAD District may include existing rights-of-way provided the district is planned and developed on a unified basis.

F. **PAD Implementation**

PADs are implemented in accordance with the procedures in this Section 3.5.5. PADs may establish additional implementation procedures, provided such methods are not in conflict with required procedures and are fully described by the PAD document.

G. **Site Plan Review**

No development may occur within a PAD until a site plan for the development is approved by the City in accordance with Section 3.3.3, *PDSO Director Approval Procedure*.

H. **Enforcement**

Standards adopted for each PAD are enforced in the same manner as the enforcement of any zoning violation as provided in Section 10.2.

I. **Interpretation**

The Zoning Administrator shall interpret a PAD in accordance with Section 1.5.1, *Zoning Determinations and Zoning Certifications by the Zoning Administrator*. Interpretations of UDC zoning provisions may be applied to similar PAD provisions.

J. **Amendment to an Adopted PAD**

1. PAD amendments must be in substantial conformance with the objectives of the PAD. Changes to conditions and terms of a PAD that affect the overall density, intensity, and classifications of land uses must be processed as a new change of zoning. Changes to other conditions of a PAD must comply with the procedures for changes of conditions in this section.
2. **Amendment Application**
 - a. An amendment to a PAD may be initiated by the property owner, the owner's agent, or the Mayor and Council upon submittal of a written application to amend one or more of the PAD standards.
 - b. The application must be accompanied by a statement documenting the need for the amendment.

- c. The PDSO Director shall determine if the amendment would result in a major change in the PAD. A major change is one which:
 - (1) Allows uses not otherwise permitted in the PAD or a section of the PAD;
 - (2) Varies or changes a PAD policy;
 - (3) Increases the number of proposed residences per acre by more than 10% or exceeds the maximum number of dwelling units permitted within the adopted PAD;
 - (4) Changes designated buffers or perimeter landscaping, as delineated in the PAD, which was established to adapt the PAD to specific site characteristics or mitigate development impacts on the site and surrounding area;
 - (5) Varies the building height, lot coverage, or building setbacks by more than 10% of that delineated in the adopted PAD;
 - (6) As a consequence of more than one non-substantial change submitted concurrently, cumulatively results in a significant change in the objectives or goals of the PAD; or,
 - (7) Results in a significant change in pedestrian or traffic circulation within the PAD or in the surrounding area.
- d. Major changes to a PAD are processed in accordance with Sections 3.5.3, *Zoning Examiner Legislative Procedure*. A major change may require, as determined by the PDSO Director, submittal of amended items, such as a site analysis.
- e. The PDSO Director may approve changes determined to be minor or administrative.
- f. When requested in writing by the applicant, the PDSO Director may authorize a delay in the PAD amendment process.

(Am. Ord. 11070, 5/14/2013; Am. Ord. 11127, 11/6/2013)



CITY OF
TUCSON

PLANNING AND
DEVELOPMENT
SERVICES
DEPARTMENT

May 20, 2016

Mr. Mike Censky
HSL Construction Services, LLC
3901 E. Broadway Boulevard
Tucson, AZ 85711

Dear Mr. Censky:

Subject: Minor Amendment for Dorado Country Club Planned Area
Development – Modify Phasing Plan

I have reviewed your letter of May 17, 2016 (see attached) requesting a
minor change for the Dorado Country Club PAD.

The proposed minor amendment request:

- 1) Modify the Phasing Plan to reflect only those improvements
necessary for the Clubhouse phase.

The Dorado Country Club PAD allows for minor amendments and
adjustments over time to respond to the changing market demands, or
financial conditions, or to respond to all the unanticipated needs for new
users.

Therefore, it is determined that this minor amendment request is not in
conflict with the overall intent of the Dorado Country Club PAD, and
the proposed amendment conforms to the goals and objectives of the
Plan.

This minor change is supported and approved by the following:

1. The Dorado Country Club PAD identifies that the phasing plan
is subject to change, with all necessary infrastructure
improvements to be detailed during the site plan stage in order to
accommodate each phase of the development;
2. The proposed change to phasing improvements reflects a
changing market as the hotel project is no longer a viable at this
time;
3. Future development phasing will still include those
improvements as identified in Table III.H: Phasing, but will now

Page – 2 – Minor Amendment Letter for Dorado Country Club
PAD – Modify Phasing Plan

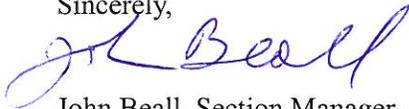
be dependent on the location of future development within the
PAD district.

The following are conditions of this minor amendment:

1. Clubhouse phase includes these improvements:
 - PAALS and at least 91 parking spaces;
 - Landscaping will be limited to within the parking area, a 25-foot envelope around the clubhouse building without disturbing any existing turf or landscape, within the center median of the entry drive, and along Speedway Boulevard to the west of the main entrance;
 - Mounding of dirt in lieu of a masonry wall along the west boundary of the parking lot and Hole #10;
 - Pedestrian connection from Speedway to the Clubhouse;
 - Removal of tennis courts and former pool;
 - Future development areas will be required to have decorative rock, as approved by the Design Review Committee;
 - All phasing requirements listed above must be completed prior to Certificate of Occupancy being issued.
2. Prior to any future development package submittal, the applicant will finalize with Planning and Development Services a future phasing plan for the improvements listed in Table III.H and outlined in the request letter under future development phases that is reflective of the changing market for developing the Dorado Country Club PAD.

A copy of this letter must be attached to any future development package for the Dorado Country Club PAD.

Sincerely,



John Beall, Section Manager - Entitlements
Planning and Development Services Department

Attachments: Applicant's Request

Planning and Development Services Department (PDSD) – 201
North Stone Avenue
P.O. Box 27210 – Tucson, AZ 85726-7210
Website: www.ci.tucson.az.us/dsd

May 17, 2016

John Beal
City of Tucson, Planning & Development Services
Tucson, Arizona

RE: Dorado PAD Minor Amendments

John,

The PAD at Dorado Golf Course was approved in 2014 with the intent that a hotel/clubhouse would be built simultaneously in the first phase. The hotel/clubhouse development plan is not viable at this time. We are proceeding with the clubhouse construction, per our agreement with the Dorado HOA, the Amended and Restated Settlement Agreement which was recorded on December 17, 2013. We are actively marketing the balance of the site for all land uses listed in the PAD (Section III, page 45-48). We are therefore requesting the following minor PAD amendments which will enable us to proceed with the clubhouse.

Current phasing information is in Section III, page 59 of the PAD.

These are the list of improvements to be included in the Clubhouse phase:

- The PAALS and at least 91 parking spaces.
- Landscaping will be limited to within the parking area, 25' envelope around the clubhouse building without disturbing any existing turf or landscape, within the center median of the entry drive, and along Speedway Blvd, to the west of the main entrance.
- Mounding of dirt in lieu of a masonry wall along the west boundary of the parking lot and Hole #10.
- Pedestrian connection from Speedway to the Clubhouse.
- Removal of tennis courts and former pool.
- Future development areas will receive decorative rock, as approved by the DRC.
- All phasing requirements listed above must be completed prior to C of O being issued.

The future development phases will include the following:

- Remaining Pad space build-out.
- All associated PAALS, parking areas and/or parking structure as needed.
- Landscaping along east gateway Allee, east Speedway frontage (PAD perimeter), east garden landscape (other garden landscape areas depicted in Section III, page 65, along the golf course are deleted), along Rose Hill Wash and around development areas.
- Pedestrian circulation within PAD boundary, including the Rose Hill Wash trail and other internal connections.
- Decorative masonry wall along the east boundary adjacent to the Rose Hill Wash.
- A concrete bus shelter pad will be provided for the westbound transit stop just outside the entrance to subject property.

The Dorado Country Club Estates Master Homeowners Association owns three parcels along the Speedway frontage. HSL and the Dorado HOA plan to have a construction easement to allow HSL to build the sidewalk connection to Speedway and install additional landscaping on the HOA's west side parcels (see attached Exhibit A).

Modifications to the golf course are no longer required. Under the proposed site plan, development no longer encroaches into the golf course area. Additionally, the proposed site plan includes a revised phasing plan for the PAD (see attached Exhibit B). As noted above, our revised proposal includes certain requirements to be constructed in later phases of the project.

Future development phases will include build-out of the PAD, appropriate PAALS, required parking within the PAD, and landscaping around the buildings. In addition to the PAD specific improvements, HSL will move forward with the installation of the concrete bus shelter with the first approved building plan in phase two. Depending on the location within the site of the development, the following might be triggered: the Rose Hill Wash trail, other internal connections, and/or the decorative masonry wall along the east boundary adjacent to the Rose Hill Wash.

Pedestrian connections between various buildings will develop as the site develops. HSL will continue to work with staff on the phasing as future projects come forward for the site.

Since the PAD approval, we have cleaned the Rose Hill Wash and we continue with ongoing annual maintenance, as stated in the permit. We have also demolished the existing clubhouse and will continue with the demolition of the old pool and tennis courts in a few weeks.

Lastly, we would like to mention our close working relationship with the Dorado Design Review Committee. We meet almost monthly, and will be continuing our discussions on paint colors, site wall materials, landscaping, etc. at upcoming meetings.

Please contact me if you have any additional questions.

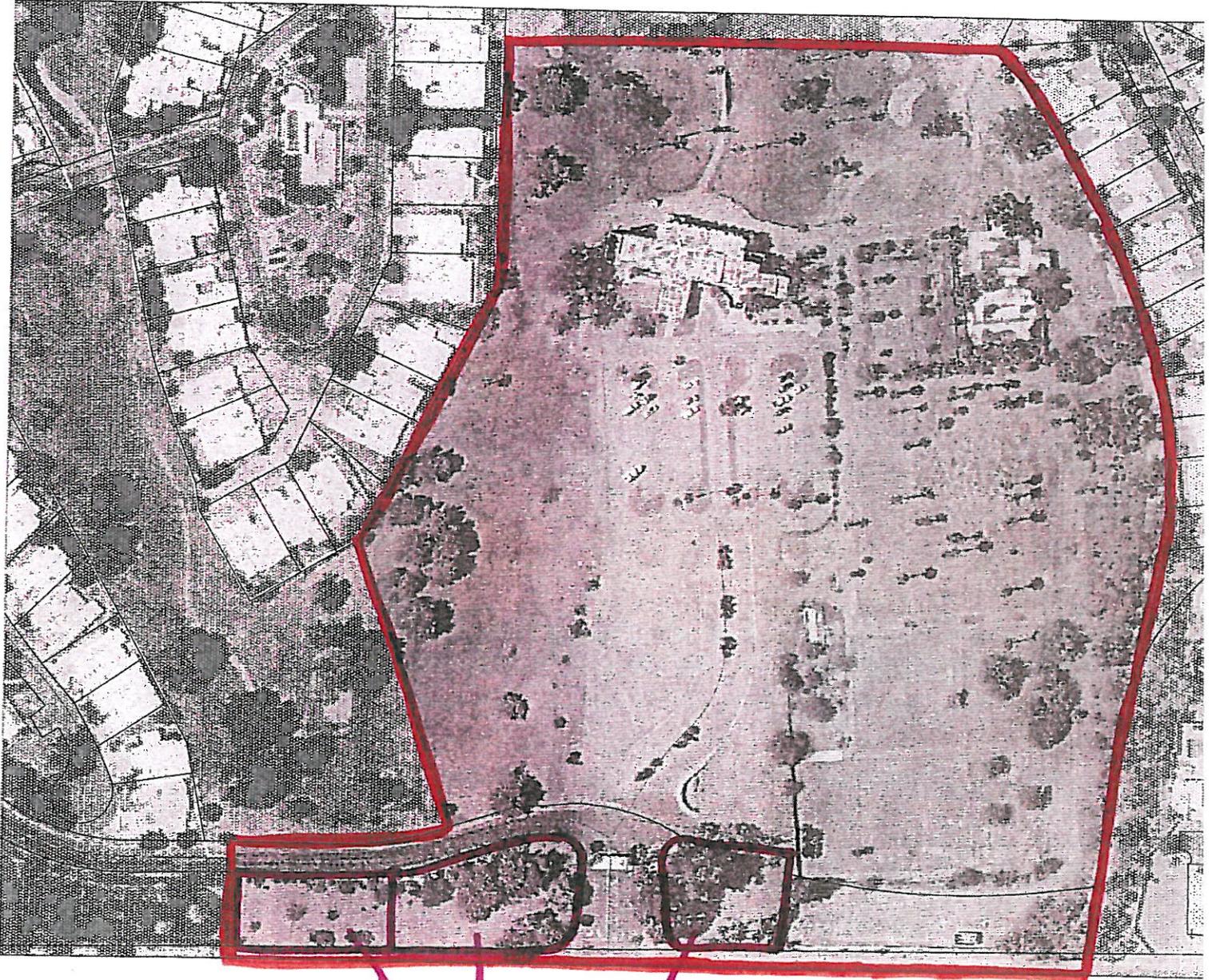
Thank you,



Michael Censky
Executive Vice President
HSL Construction Services

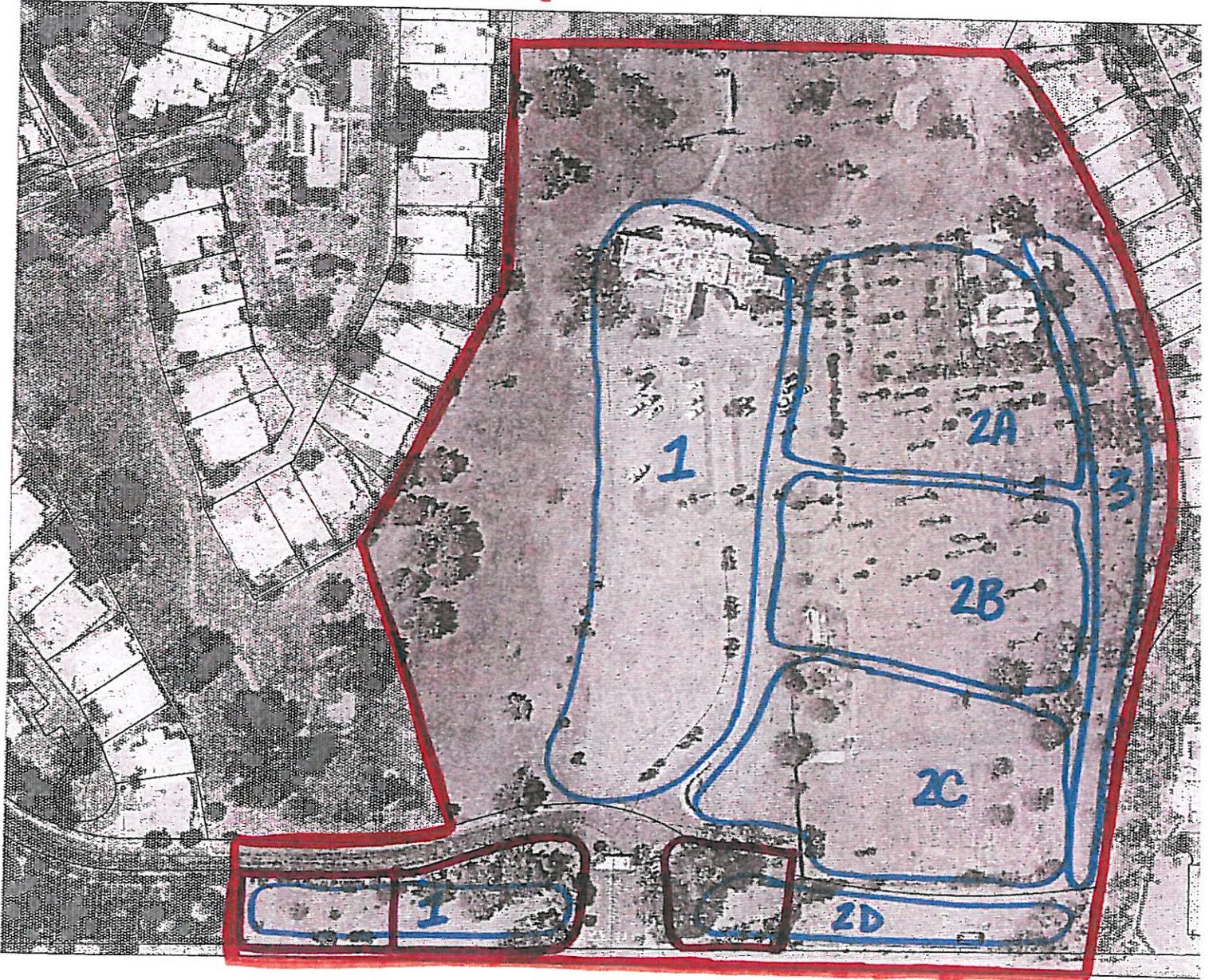
CC: Dick Sexton, Dorado Design Review Committee

PAD 24



Dorado H.O.A. parcels

PAD 24





Dorado Country Club Estates
Master Association

May 18, 2016

John Beal
City of Tucson, Planning & Development Services
Tucson, Arizona

RE: Dorado PAD Minor Amendments

John,

Dorado Country Club Estates Master Homeowners Association approves the minor amendments HSL Properties would like to make to the approved PAD 24 at Dorado Golf Course. We are looking forward to the improvements and the new clubhouse.

Below is our understanding of the amendments:

These are the improvements to be included in the Clubhouse phase:

- The PAALS and at least 91 parking spaces.
- Landscaping will be limited to within the parking area, 25' envelope around the clubhouse building without disturbing any existing turf or landscape, within the center median of the entry drive, and along Speedway Blvd, to the west of the main entrance.
- Mounding of dirt in lieu of a masonry wall along the west boundary of the parking lot and Hole #10. The mounds will be maintained with grass and trees.
- Pedestrian connection from Speedway to the Clubhouse.
- Removal of tennis courts and former pool.
- Future development areas will receive decorative rock, as approved by the DRC.
- All phasing requirements listed above must be completed prior to C of O being issued.

The future development phases will include the following:

- Remaining Pad space build-out.
- All associated PAALS, parking areas and/or parking structure as needed.
- Landscaping along east gateway Allee, east Speedway frontage (PAD perimeter), east garden landscape (other garden landscape areas depicted in Section III, page 65, along the golf course are deleted), along Rose Hill Wash and around development areas.
- Pedestrian circulation within PAD boundary, including the Rose Hill Wash trail and other internal connections.
- Decorative masonry wall along the east boundary adjacent to the Rose Hill Wash.
- A concrete bus shelter pad will be provided for the westbound transit stop just outside the entrance to subject property.

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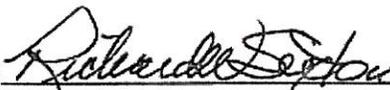
We understand there will not be any modifications to the golf course

HSL has worked closely with our association throughout this entire process. We thank you for your time and let us know if you have any questions for us.

Thank you,

Dorado Country Club Estates Master Association
c/o Expert HOA, 8880 E Speedway Blvd #302
Tucson AZ 85710

By:  Association President
Kathy Bayel

By:  Chairman of Land Use Committee
Richard Sexton