



CITY OF
TUCSON

DEVELOPMENT
SERVICES
DEPARTMENT

August 4, 2009

Mr. Kim Wolfarth, AIA
Project Manager/Architect
Sears Gerbo Architecture
4539 East Ft. Lowell Road
Tucson, AZ 85712

Dear Mr. Wolfarth:

SUBJECT: Clarification of TMC Strategic Capitol Plan Improvements as Related to the Tucson Medical Center Planned Area Development

The Planning and Development Services Director has reviewed your letter (attached) requesting a clarification of the TMC PAD District requirements and the new development concept for the TMC Campus capitol plan improvements.

The TMC PAD recognizes and allows for development and redevelopment within the PAD District to be phased over a number of years depending on TMC's expansion needs, resources and market demand. The PAD document clearly calls out that the phases shown are not necessarily sequential and the boundaries of a particular phase may change, i.e. TMC may choose to construct a portion of Phase 2 before completing all of Phase 1.

However, the PAD document is specific in that Phase 1 will include improvements and construction of the Alamo Wash Trail from the Grant/Craycroft intersection to Glenn Street; and Phase 1 will include initiation of the procedures to place the Arizona, Patio, and Erickson buildings and Water Tower on the NRHP, initial preservation activities for the three buildings, and construction of the Founders Park. The Alamo Wash Trail and Historic Preservation activities are the TMC PAD District commitment to the Arcadia-Alamo Area Plan Amendment.

The applicant's request to alter or change the phasing, i.e. Phase 1A and Phase 1B is consistent with the PAD. However, whether called Phase 1 or Phase 1A, the first phase of TMC's capital improvement program must include improvements and construction for the entirety of the Alamo Wash Trail from the Grant/Craycroft intersection to Glenn Street; and the initiation of the procedures to place the Arizona, Patio, and Erickson buildings and Water Tower on the NRHP, initial preservation activities for the three buildings, and construction of the Founders Park.

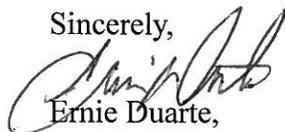
Mr. Kim Wolfarth, AIA
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Page Two

In addition, your letter requests clarification for the following:

- Craycroft Entry Bridge – the revision to only a three lane bridge with pedestrian sidewalks on both sides, and no median meets the intent of the TMC PAD document which requires vehicular, pedestrian and bicycle access across the entry bridge. A new cross section will need to be submitted, reviewed, and approved by Jose Ortiz – City of Tucson Traffic.
- Pedestrian Sidewalks within the PAD District, specifically at the proposed Medical Office Building – the request to eliminate pedestrian sidewalks along the eastern and southern edges of the MOB can be supported (but a DSMR would be needed) as the main entrance to the MOB is intended to be at the southwest corner, and an additional entry at the northwest corner of the building, with no anticipated pedestrian traffic on the east and south sides of the MOB. There are to be no access points along the east and west sides of the MOB. Pedestrian access to travel north/south between the existing structure and the MOB/parking structure should be clear and easily available.
- On-site Street Development associated with the Peds/Mother/Baby Addition – the request that the street/roadway and existing parking lot to the south be constructed in future phases is supported by the Phasing section found in the PAD document (Section 3.8). However, upon submittal of any development plans, applicant must demonstrate that adequate parking is being provided, along with safe pedestrian access from parking to the building..

Please note that a copy of this letter must be attached to the development plans.

Sincerely,



Ernie Duarte,

Director

Planning and Development Services Department

c: Craig Gross, PDS
Jim Mazacco, PDS
John Beall, PDS

Attachments: Applicant's Request

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

John Beall
UPD
City of Tucson
Development Services Department
201 North Stone Avenue
Tucson, AZ 85726-7210

27 July 2009

TMC Development Plan
SGA Project No. 1023.027

Mr. John Beall,

Tucson Medical Center (TMC), southern Arizona's largest nonprofit community based, acute care hospital is embarking on a capital improvement program. The Tucson Medical Center PAD District was approved by The City of Tucson Mayor and Counsel on 1 September 2007. The professional and community effort and participation that authored this planning document for the future development of the one hundred and nineteen acre healthcare campus sets the foundation and detail to construct a state of the art healthcare campus as well as one that honors the community foundation of its founders.

Since the time of the PAD approval, healthcare economics have changed significantly because of the downturn in the national and local economies. This downturn has not only had an operational impact on TMC but has also significantly affected our ability to access capital. Limited access to capital has forced TMC to reduce the scale of the initial campus development and focus capital dollars on improvements to clinical areas most in need of expansion and renovation. The prioritization of projects was based on community feedback received through patient satisfaction surveys (such as the desire of patients to have private rooms instead of semiprivate rooms) and organizational strategic planning. The proposed work will enhance TMC's ability to provide the highest level of patient care and begin the process of campus development required to meet the future needs of our community.

The PAD was written to allow flexibility in the way that development would occur because of the dynamic nature of the healthcare industry and the number of years it would take to complete the work. TMC recognizes its obligations within the PAD. We are requesting your help in exercising that flexibility so that we may begin the process of campus development within the capital constraints of the organization.

To that end TMC has assembled a team of nationally recognized architects and engineers to begin the first phases of the capital improvement program. The concept and scope was presented to The City of Tucson Development Services Department staff on 28 May 2009. Included in this scope is an addition to the hospital's existing pediatrics unit, mother baby unit and a new main entrance and patient loading zone to both patient care areas. A three story medical office building and associated six level parking structure is planned adjacent to the existing Womens Center entrance located at the southeast corner of the facility. Additional on grade surface parking is planned for the Southeast corner of the campus adjacent to the current COT improvements for the intersection of Grant Road and Craycroft Road. Finally, a new main vehicular entrance off southbound Craycroft Road will provide access to a new facility entrance on the East side of the hospital as well as on grade surface parking. On the West side of the campus is planned a new four story patient room tower, new main entrance and associated six level parking structure. All of these planned structures comply with the height limitations as defined in the PAD. The site development will also begin the installation of the Alamo Wash trail and pedestrian path system as defined in the PAD District.

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As the design team has been developing the concept, several PAD District requirements have come to light that require review by The City of Tucson Development Services Department to determine if minor administrative changes to the PAD District can be granted. These issues were discussed with COT DSD staff on 29 June and 9 July 2009 with the recommendation by staff to present these issues in a formal request for review.

Issue 1, Phasing

The PAD District outlines and provides for multiple phases of development to occur over a period of time. The current capital improvement project is slated to be completed over the next five years, by 2013. The PAD District document defines Phase 1 and Phase 2 as illustrated in Figure 27, Phase Areas, on page 70. In that light, TMC proposes the following phases:

Phase 1A – start construction in 2009

- Construct an addition to the hospital's existing pediatrics unit, mother baby unit and a new main entrance
- A new three story medical office building on East side of the campus
- A new six level parking structure on East side of the campus
- Repair on grade surface parking for the Southeast corner of the campus due to the COT intersection widening project adjacent to the current COT improvements for the intersection of Grant Road and Craycroft Road
- New main vehicular entrance off southbound Craycroft Road
- On grade surface parking on East side of the campus adjacent to the new entrance
- Begin the implementation of the Alamo Wash Trail, starting at the existing pedestrian bridge over the Alamo wash, located South and West of the Cancer Care Center, proceed South and East to a new proposed pedestrian bridge over the Alamo Wash to connect with South bound Craycroft Road. At this point the pedestrian path will extend South to the intersection of Craycroft Road and Grant Road and then proceed West to Fergueson Avenue
- Begin the process to list the Patio, Arizona and Erikson Buildings as well as the Water Tower on the National Register of Historic Places (NRHP) pending State Historical Preservation Office approval.

Phase 1B – start implementation after 2013

- Complete Alamo Wash trail and landscaping from the existing Northeast Parking Garage to Glenn Street, including the pedestrian bridge over the Arcadia Wash
- Implement the supplemental irrigation and plantings within the mesquite bosque located South of Wyatt Drive along the East bank of the Arcadia Wash
- Continue development of pedestrian circulation system along Grant Road

Phase 2A – start construction approximately in 2012

- New four story patient room tower on the West side of the campus
- New main entrance on the West side of the campus
- New six level parking structure on the West side of the campus

Please refer to the attached exhibit 'A' for a site plan that identifies the phases.

TMC and the design team would like clarification that this phasing meets the intent of the phasing described in the PAD District documents.

Issue 2, Alamo Wash Trail Construction

The PAD district indicates that the Alamo Wash Trail from the Grant/Craycroft intersection to Glenn Street , including the new pedestrian/trail bridge, needs to be constructed in Phase 1 in conjunction with the power plant improvements associated with the new hospital construction. The revised Phase 1A, 1B and 2A does not require the central plant expansion for any of the proposed new construction. TMC is requesting that the construction of the Alamo Wash Trail be constructed in phases to allow the maximum budget be used for specific patient care facilities. Phase 1B would complete Alamo Wash trail and landscaping from the existing Northeast Parking Garage to Glenn Street, including the pedestrian bridge over the Arcadia Wash at a point in time after 2013.

Please refer to the attached exhibit 'B' for a site plan that identifies the Alamo Wash Trail.

TMC and the design team would like approval of this phasing for the construction of the Alamo Wash Trail.

Issue 3, Craycroft Entry Bridge Design

The PAD District street section Figure 18A, on page 41, will be revised to only a three lane bridge with pedestrian sidewalks but no median. There will not be a North/South pedestrian crosswalk on the West end of the new vehicular bridge but will have a North/South pedestrian crosswalk on East end parallel to Craycroft Road.

Please refer to the attached exhibit 'C' for a site plan that identifies the Craycroft Bridge and pedestrian bridge.

TMC and the design team would like clarification that this revision to the Craycroft Entry Bridge over the Alamo Wash meets the intent described in the PAD District documents.

Issue 4, Pedestrian Sidewalks within the PAD District, specifically at the proposed MOB

The main entrance to the MOB is intended to be at the Southwest corner, adjacent to the existing Women's Center entrance. Additional entries will be provided at each level of the parking structure on the Northwest corner. With these entries, it is anticipated that there will be minimal if no pedestrian traffic on the East and South sides of the MOB, thus the need for a pedestrian sidewalk does not exist. Pedestrian access will be available to travel North and South between the existing structure and the MOB/parking structure. A pedestrian crosswalk will also be provided at the Southwest corner of the MOB to provide access from the new parking lot to the South. The PAD District suggests that sidewalks or pedestrian paths be provided on both sides of a street or roadway except if development is only on one side of the street or roadway, the sidewalk or pedestrian path may be provided only on the side of the development. COT staff has also indicated that the Development Standards require sidewalks adjacent to a building, but that the presented concept may warrant an exception.

Please refer to the attached exhibit 'D' for a site plan that identifies the Pedestrian Sidewalks within the PAD District, specifically at the proposed MOB.

TMC and the design team would like clarification that this interpretation of the PAD District requirements and the Development Standards is an approved option for Pedestrian Sidewalks within the PAD District, specifically at the proposed MOB.

Issue 5, On-site Street development associated with the Peds/Mother/Baby Addition

The addition will provide for a drop off zone at the new entry. The existing street/roadway will remain as well as the existing parking to the South. These areas will be addressed in future phases of development. TMC is requesting that the street/roadway and existing parking lot to the South be constructed in a future phase to allow the maximum budget be used for specific patient care facilities.

Please refer to the attached exhibit 'E' for a site plan that identifies the On-site Street development associated with the Peds/Mother/Baby Addition.

In conclusion, we are requesting review of these issues and the appropriate administrative approval to allow the design team to complete the documentation of the Development Plan for Phase 1A and scheduled submittal to The City of Tucson as soon as possible.

Thank you and your staff for this consideration.

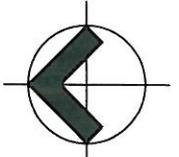
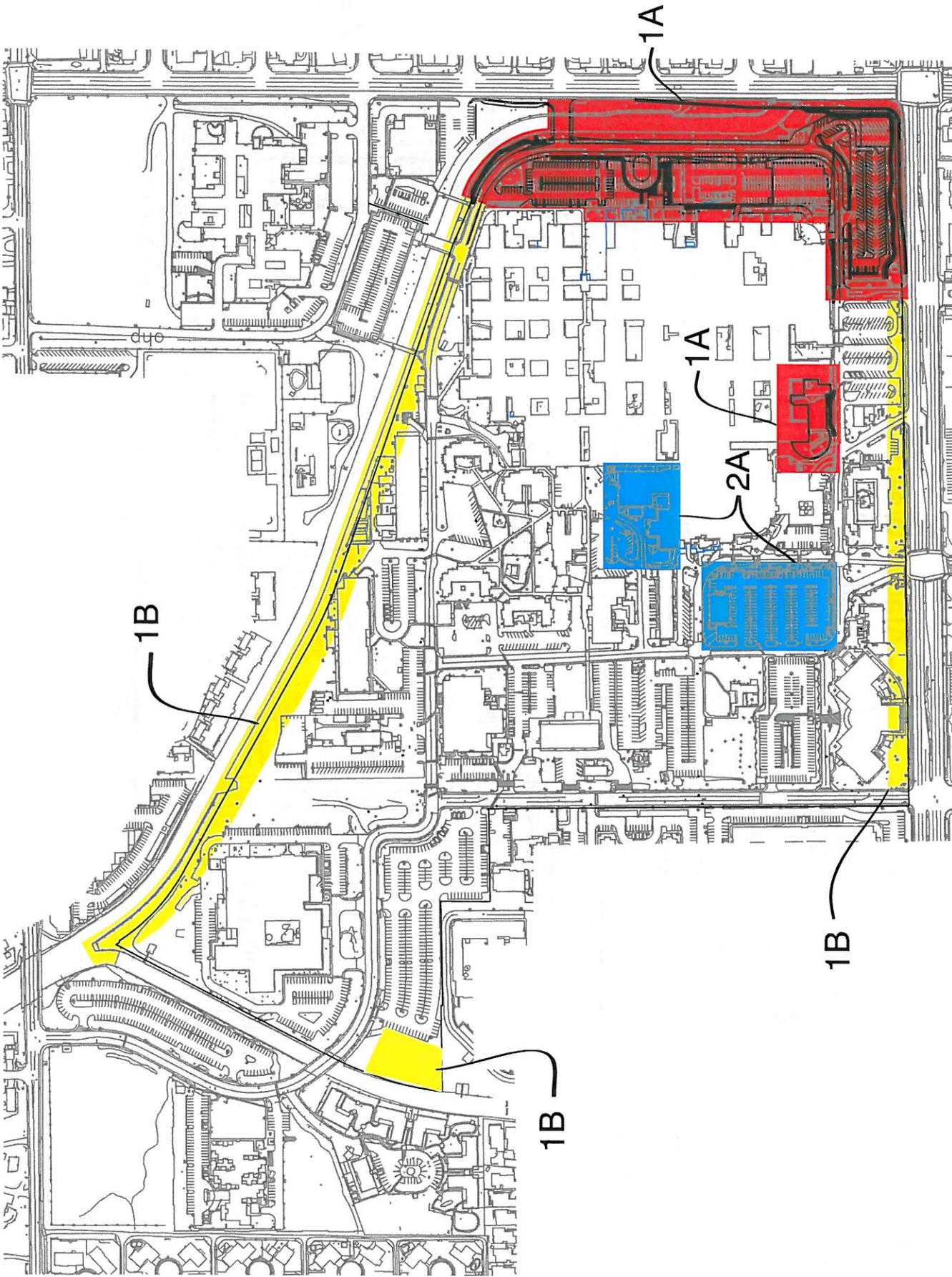
Regards,



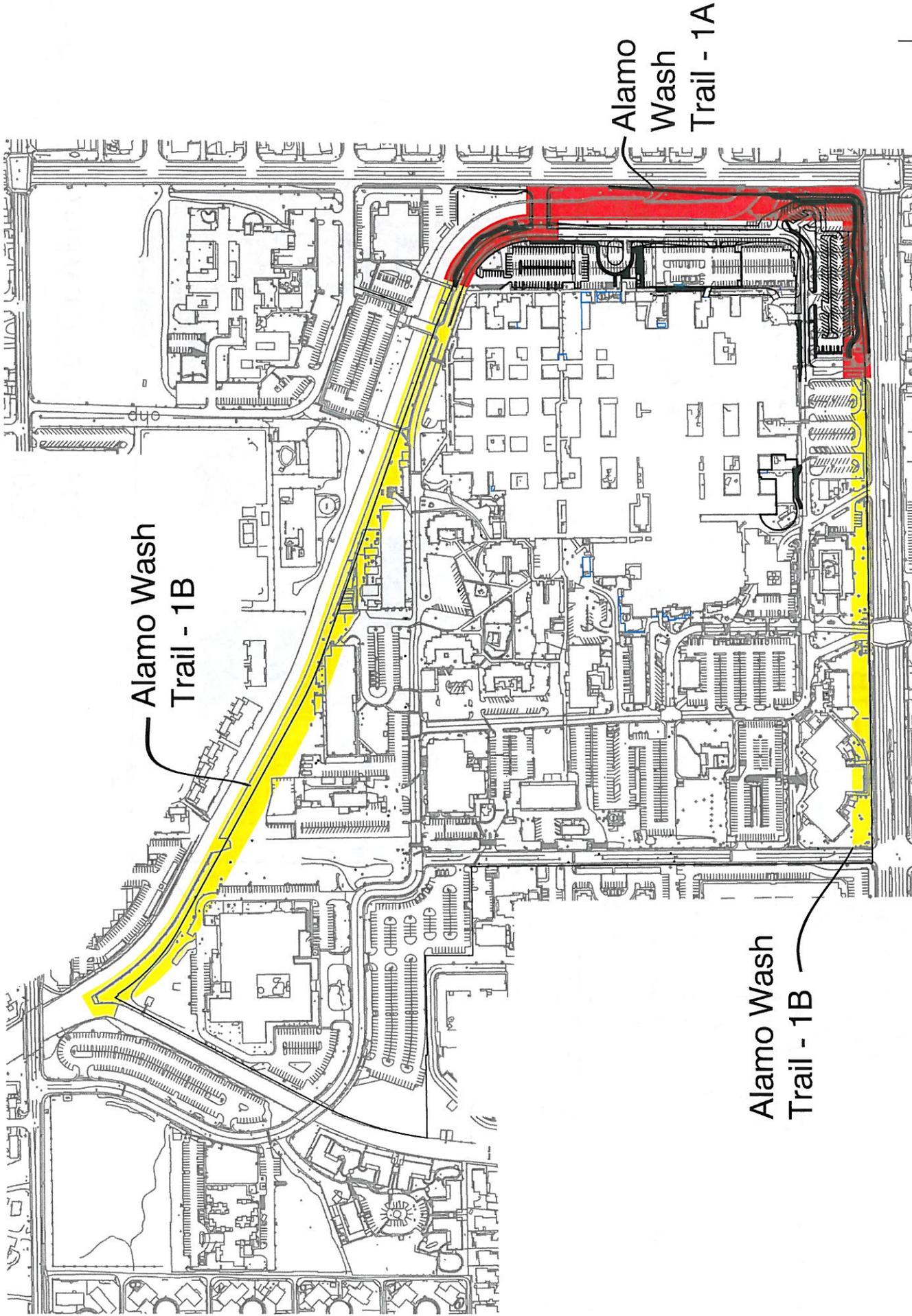
Kim Wolfarth, AIA, NCARB
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Sears Gerbo Architecture



Richard Prevellet
Director of Facilities
Tucson Medical Center



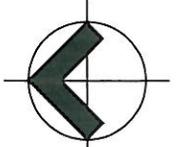
TMC DEVELOPMENT PLAN
EXHIBIT 'A'
NORTH



Alamo Wash
Trail - 1B

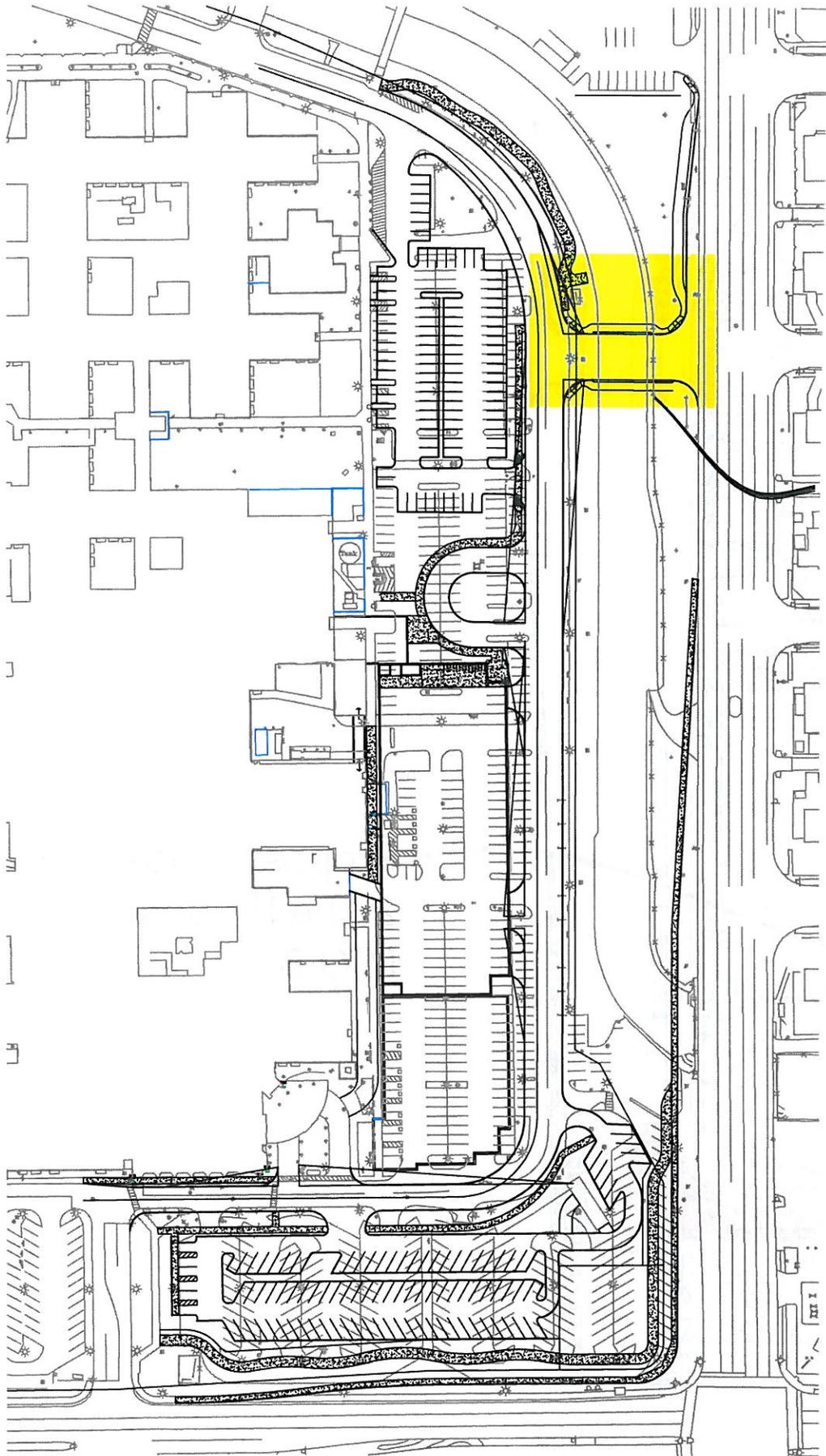
Alamo
Wash
Trail - 1A

Alamo Wash
Trail - 1B



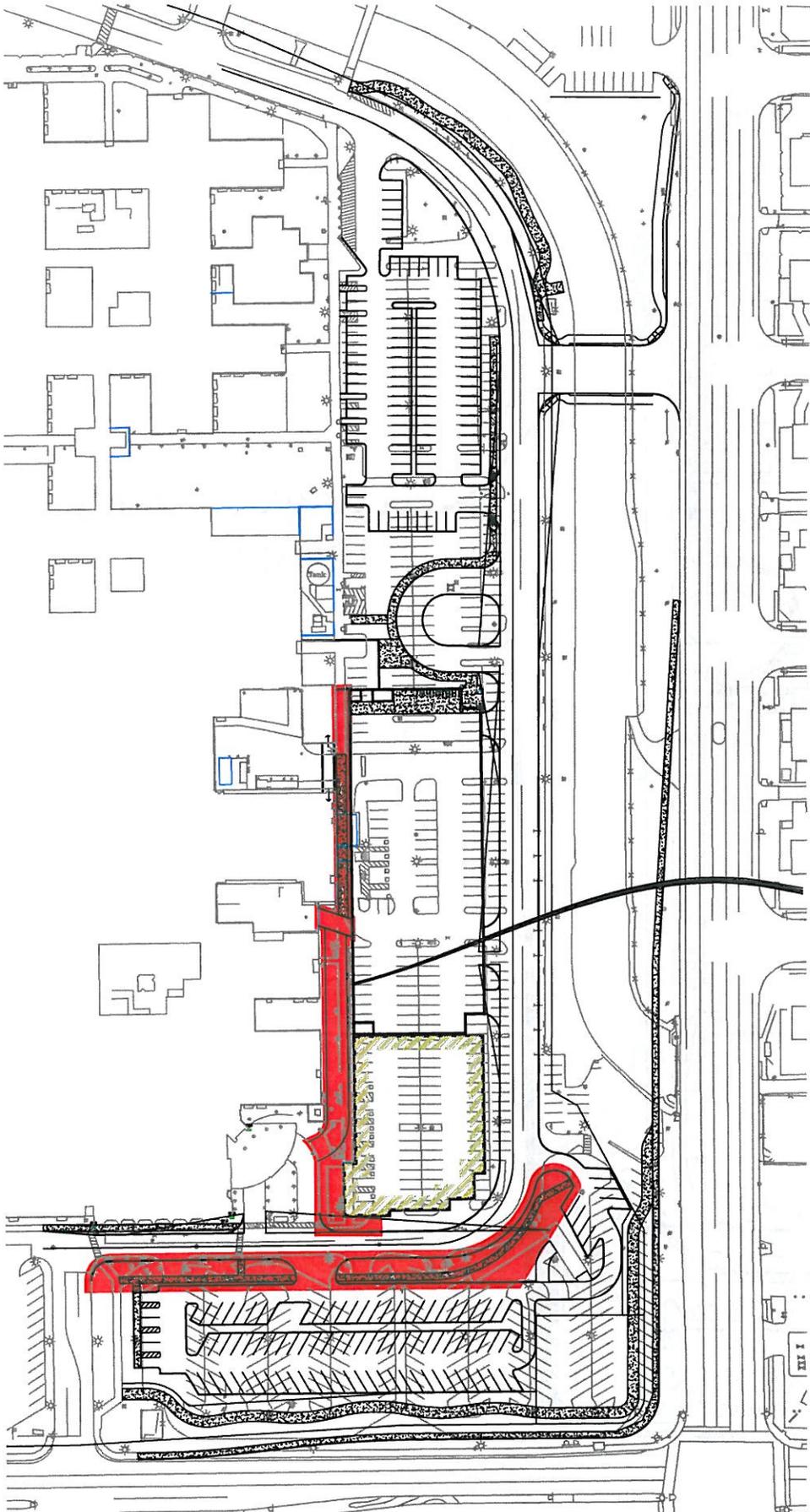
TMC DEVELOPMENT PLAN
EXHIBIT 'B'

NORTH



Craycroft Entry
Bridge



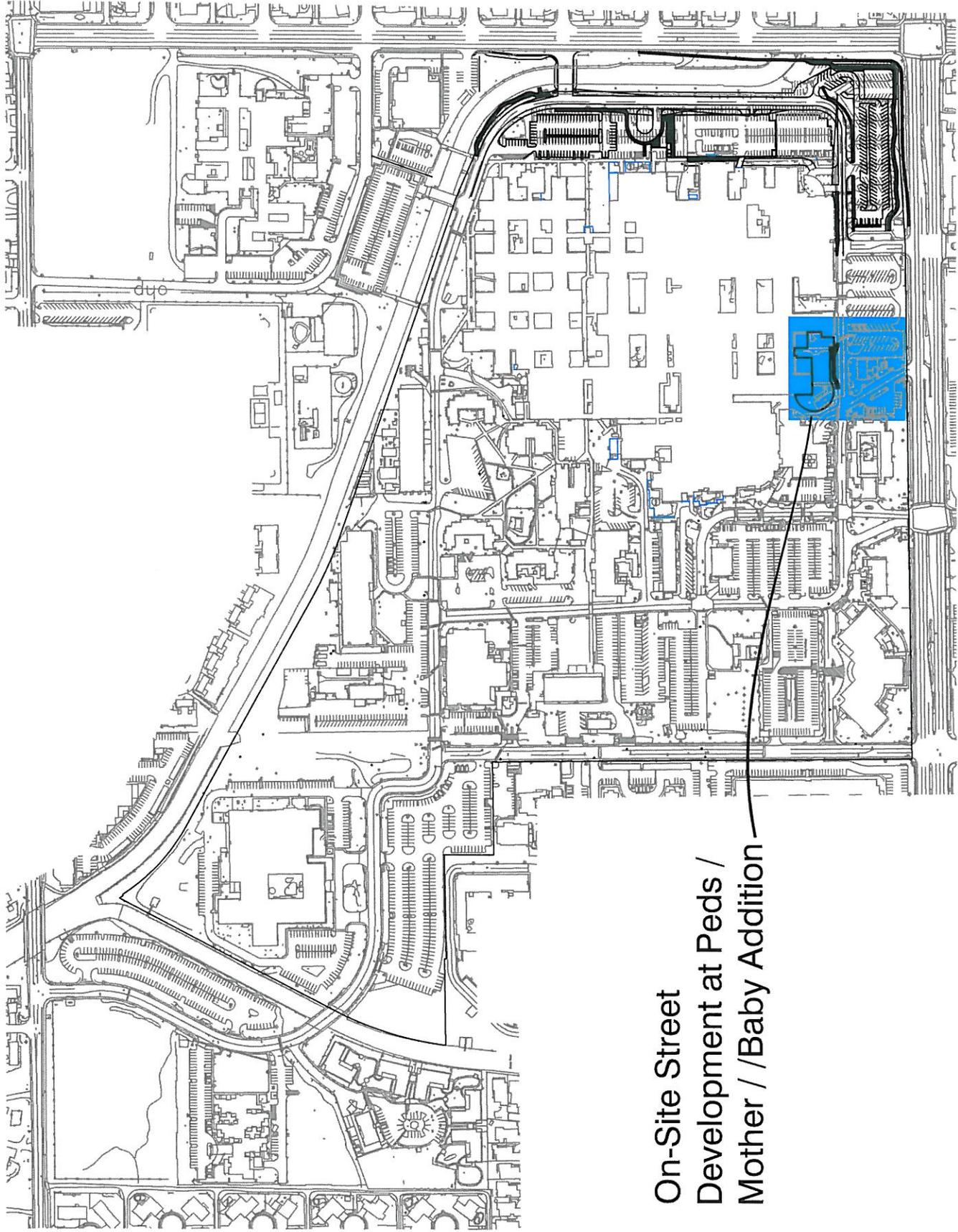


Proposed sidewalks
at the Proposed
M.O.B

TMC DEVELOPMENT PLAN
EXHIBIT 'D'

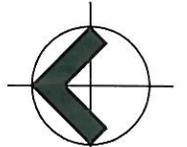
NORTH





On-Site Street
Development at Peds /
Mother / Baby Addition

TMC DEVELOPMENT PLAN
EXHIBIT 'E'



NORTH

