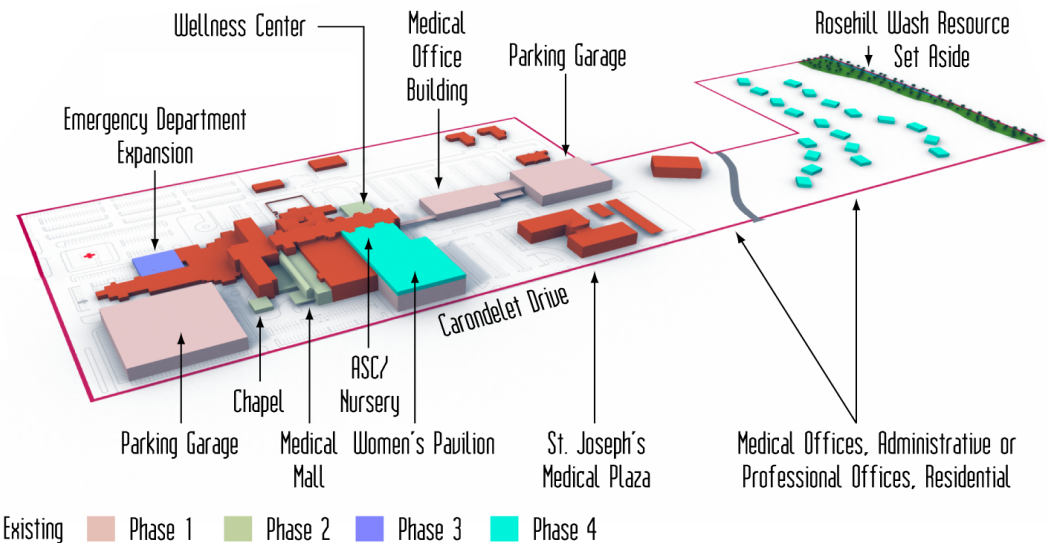




Planned Area Development Plan

prepared for
 the City of Tucson

January, 2006



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1 - Introduction

1.1 Overview

Carondelet St. Joseph's Hospital, 350 N. Wilmot Road, is part of the Carondelet Health Network (CHN), Southern Arizona's oldest and largest not-for-profit faith-based health care provider. In addition to St. Joseph's Hospital, CHN is comprised of St. Mary's Hospital on Tucson's westside and Holy Cross Hospital in Nogales, AZ, as well as the Carondelet Medical Malls at Rita Ranch and Green Valley, Carondelet Imaging Center and the Carondelet Medical Group.

In 2002, Carondelet, along with other hospitals and health centers operated throughout the United States by the Sisters of



St. Joseph of Carondelet, joined Ascension Health, the largest not-for-profit faith-based health system in the nation.

1.1.1 The Past

CHN was founded by the Sisters of St. Joseph of Carondelet, a congregation originally established in Le Puy, France. The Sisters came to the United States in 1836 to serve the diocese in St. Louis, Missouri. In 1880, the Sisters opened St. Mary's Hospital, now Arizona's longest operating hospital.

The Sisters bought an estate on the east side of town in the 1930s as a campus for a girls' boarding school. It was located out in the desert near where Wilmot Road and Broadway Boulevard ended. St. Joseph's Academy for Girls was operated as both a day school and a boarding



school for many years. Tucson's growth on the eastside exploded after World War II and the need for another hospital for the city's growing population in this area was evident by the mid-1950s.

St. Joseph's Hospital opened in June 1961, near the grounds of the girls' school on the old estate. It was financed by a major community drive and government funds. Since then, it has continued to expand its services to meet the health care needs of Tucson's growing eastside communities.

1.1.2 The Present

Today, as a licensed 309-bed facility, Carondelet St. Joseph's Hospital continues to serve Tucson's eastside by offering a full-range of comprehensive inpatient and outpatient services. In 2002 and 2003, the Solucient Institute recognized St. Joseph's Hospital as one of the Top 100 Hospitals in the nation and in 2000 Solucient selected St. Joseph's as one of the nation's top regional hospitals.

From a nationally recognized Labor and Delivery Unit, to the only accredited Cardiac and Pulmonary Rehabilitation program in Arizona; from comprehensive inpatient and outpatient rehabilitation services, to the ADA-accredited Diabetes Care Center, the associates of St. Joseph's Hospital are proud to be a part of the community they serve.

St. Joseph's Hospital recently completed a \$3.8 million surgery expansion project adding a new surgery entrance on the south side of the hospital with expanded admissions and family waiting areas, a pediatric playroom, six more recovery beds, and most importantly, five new surgery suites. One new surgery suite is dedicated to retina surgery and is equipped with a specialized, ceiling-mounted microscope. Two other suites include an ophthalmology swing suite (with eye surgery taking priority) and a vascular surgery suite with built in x-ray and fluoroscopy technology. A fourth suite will be available for general surgery.

St. Joseph's Hospital offers the only dedicated eye surgery suites in Southern Arizona. Cataract extractions are the hospital's top procedures, and the facilities reflect significant advances in cataract surgery technology — incisions are smaller, replacement lenses have greatly improved and rehabilitation is faster. Other surgical procedures on the eyes include glaucoma, tear duct and retinal surgeries; reconstructive plastic surgery; corneal transplants from an organ donor; and pediatric eye muscle surgery for crossed or lazy eyes.

Throughout its history, St. Joseph's Hospital has maintained and enhanced a tradition of ministering to the sick. The associates, physicians, and volunteers strive to provide the finest possible health care. Their caring skills and insistence on excellence have enabled St.

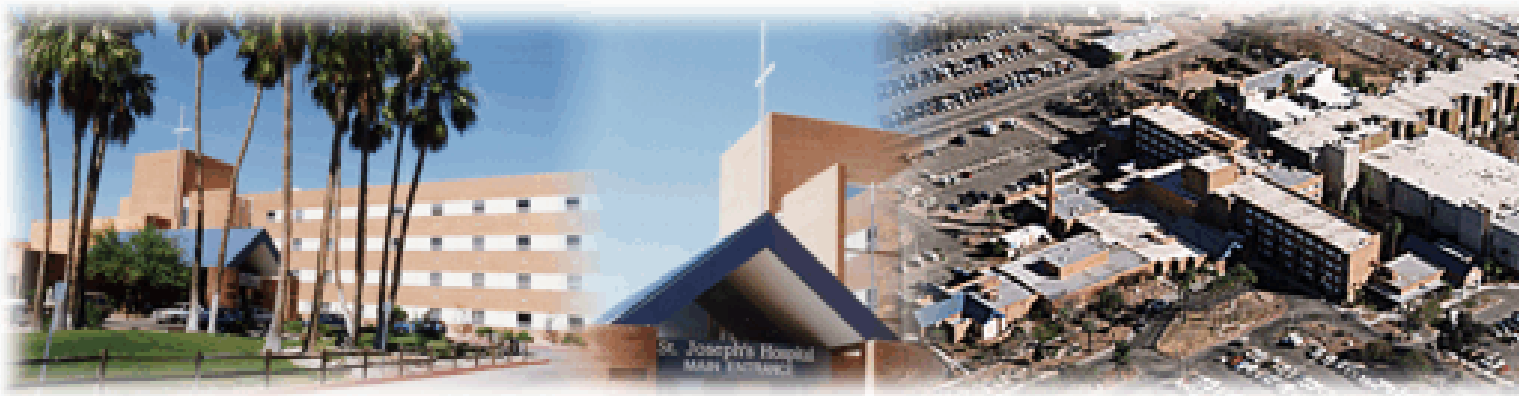
Joseph's Hospital to carry on the Sisters of St. Joseph of Carondelet's ministry, faithful to their traditions and responsive to the health care needs of the Tucson community.

1.2 The Planned Area Development (PAD)

The City of Tucson's Planned Area Development procedure allows owners of large tracts (40 acres or greater) of land to develop it for specialized uses. St. Joseph's Hospital is a medical use and CHN would like to expand the hospital and add new medically related uses as part of the PAD. The 54-acre PAD District includes property available for future expansion, with sufficient infrastructure to support the current and future demand in the Tucson community for state of the art medical services.

The PAD process is especially suitable because it allows St. Joseph's/CHN to tailor the PAD specifically to hospital and medical uses rather than zoning to the OCR-1 zone which allows medical uses, but also allows uses that may conflict with the hospital and adjacent neighbors. Additionally, the PAD allows St. Joseph's to devise policies that govern height, setback requirements, landscape, screening, and buffering solutions that specifically respond to the hospital's existing, urban location surrounded by single-family neighborhoods on two sides. Because the hospital has been an existing use since 1961, its various

uses have expanded under multiple prior versions of today's City Land Use Code (LUC). This PAD will integrate the past uses with future expansion.



1.2.1 Public Participation Process

By inviting the surrounding neighborhoods to participate in the PAD process, St. Joseph’s can incorporate and respond to the resident’s ideas and concerns. So far, St. Joseph’s has attended or held seven neighborhood meetings, which brought out the following concerns including:

- Location of the helipad
- Existing drainage issues
- Noise and fume mitigation
- Location of higher rise buildings
- Traffic impacts on existing streets
- Disposition and compatibility with the existing neighborhood and the proposed medical uses on the far east vacant parcel
- Northern boundary landscaping

There are several neighborhoods that surround St. Joseph’s hospital, including the El GECKO neighborhood group that includes the Harold Bell Wright Estates, El Dorado Hills, Green Hills, and Kingston Knolls Terrace subdivisions which surround the hospital on the north and east boundaries. The Sewell Neighborhood is located west across Wilmot. To the south of the hospital are the Casa Loma and San Rafael Estates, and Double K Acres subdivisions, which are not part of a City of Tucson registered neighborhood. Residents of these and other area neighborhoods have had considerable input in the PAD process.

The PAD provides assurance to the existing neighborhoods and a provision for an Architectural Review Board (ARB) with at least two neighborhood representatives that will review architectural designs for new development and provide a forum for neighborhood issues in order to minimize adverse impacts from development and to help protect neighborhoods from uses that may be incompatible with residential living. (See PAD Section 3.3.13). The PAD will outline mitigation measures for sound attenuation, traffic, drainage, and screening and buffering views.

1.3 Relationship to the City of Tucson’s General Plan and the Land Use Code

The St. Joseph’s Hospital PAD land use regulations may differ from the City’s Land Use Code (LUC), but will adhere to the City’s General Plan guidelines and to the Sewell/Hudlow Neighborhood Plan and policies. The PAD also satisfies the requirements of LUC, Section 2.6.3, Planned Area Development (PAD) Zone.

1.4 City of Tucson General Plan (GP) Policies

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

- St. Joseph’s Hospital is a medical activity center, major employer, and community asset.
- The property is located within the Mid-City Growth Area. The GP promotes rehabilitation of existing commercial nodes throughout the Mid-City, including demolishing substandard buildings, and supports development that makes use of existing facilities.
- The GP provides for more compact development within developed, urbanized area – it promotes a more “livable” community and helps combat sprawl.
- Continued economic viability of St. Joseph’s Hospital is important to the community.

1.4.2 Access and Circulation

- Community-scaled commercial uses are appropriate at intersections of major arterial streets, subject to traffic safety and congestion issues.
- Traffic flow along Wilmot, Speedway, and Broadway Roads should not be substantially affected.
- New development provides an opportunity to improve on-site circulation systems, improve site accessibility (especially for the underserved, disabled and economically disadvantaged) and to develop effective connectivity between on-site and off-site

circulation systems (vehicular, pedestrian and bicycle).

- Location in developed, urbanized area and at intersections of arterial streets promotes increased use of alternative transportation modes (walking, bicycling, bus).
- GP promotes improved connections to the street and sidewalk network.
- St. Joseph's Hospital expansion provides an opportunity for improvements to on-site parking, way-finding and connectivity on the hospital grounds and inside the buildings.

1.4.3 Compatibility With/Impacts On Surrounding Development

- The GP supports new development and redevelopment that is designed compatibly with existing development, especially with respect to adjacent residential neighborhoods. The scale and intensity of new development must be compatible with adjacent uses.
- New development will include transitions from more intense development located in central campus area to less intense and dense developments towards edge of campus.

1.4.4 Community Character and Design

- Major activity centers are community focal points and should be designed as such.
- Site design should be sensitive and respond to Tucson's unique "sense of place" – addressing architectural building techniques, design and appearance; preservation of neighborhood identity, visual character, mountain views, and historic structures, utilizing vegetation/landscaping that reflects the Sonoran desert as well as the neighborhood character.
- Streetscape design should enhance the overall function and visual quality of the street and promote greater use of sidewalks.
- Architectural design statements at intersection(s) of major streets and in other key locations should be considered.

- Site design should enhance the site experience and perception of employees, customers, visitors, service and delivery people, and those just passing by but not stopping at the site.
- GP policy provides for addressing neighbors' concerns to the extent reasonably practicable.

1.4.5 Environmental Considerations

- Healthy and attractive urban vegetation reinforces the vitality of the metropolitan area.
- GP promotes increased energy efficiency and water conservation as a means of promoting sustainability.

1.4.6 Safety Considerations

- St. Joseph's Hospital is a key player in the health and welfare of the community.
- Architectural and landscape design should use Safe-by-Design recommendations.
- Locate storage areas for hazardous materials centrally, away from adjacent neighborhoods.

1.4.7 PAD

- The use of the PAD zoning district to implement the St. Joseph's Hospital master plan allows for more integrated planning of the campus.
- Allows flexibility in design and implementation.
- Allows a more detailed site design.
- Provides for phased development based on the master plan.
- Provides a mechanism to fund arterial roadway improvements to Wilmot Road and Broadway Boulevard, to Carondelet Drive, and to Jessica Avenue.

1.5 Sewell/Hudlow Neighborhood Plan

1.5.1 Overall Plan Goals and Policies

- Preserve and protect the integrity of the established low density neighborhoods.
- Protect and enhance vegetation and open space along the Rose Hill Wash.
- Identify appropriate locations for new development.
- Provide safe and efficient circulation systems for all modes of transportation.

1.5.2 Hudlow Land Use Map and Residential Policies

Future residential development will conform to the Hudlow Land Use Development Map and the relevant residential policy:

- Residential infill of vacant land shall include medium-density residential uses along the north side of Carondelet Drive.

1.5.3 Public/Semi-Public Policies for Medical Complex

The goals of this section of the neighborhood plan is to encourage sensitive in-fill development while maintaining safe vehicular access to St. Joseph's Hospital. Policies to achieve these goals are:

- Require appropriate buffering elements between new medical facilities and residential uses.
- Encourage adjacent neighborhood associations to work with St. Joseph's Hospital to provide buffering of outdoor equipment which produces odor or noise impacts on adjacent residential uses.
- Allow rezoning to low-rise office uses or medium density residential uses provided that traffic generated can be accommodated on Carondelet Drive and emergency vehicle access is provided.
- Promote an integrated pedestrian system to serve the special needs of patients using the medical facilities and area residents.

2 - Site Analysis & Project Influences

2.1 Project Location

The St. Joseph's Hospital PAD District is located in a largely urban, developed area near the northeast corner of Wilmot Road and Carondelet Drive, in Section 7 of Township 14 South, Range 15 East, Gila and Salt River Base and Meridian, Pima County, Arizona. The PAD District is roughly bordered by Carondelet Drive on the south, the retail and public library parcels along Wilmot Road on the west, the Rose Hill Wash to the east, and the El GECKO neighborhood, which encompasses several neighborhoods, to the north. Within the PAD District, St. Joseph's Hospital is located at 350 North Wilmot Road. Primary ingress and egress to the hospital will be from Carondelet Drive. **Figure 1** depicts the site location mapped in a regional context.

The PAD District includes six separate tax parcels (Tax Parcel Nos. 133-17-0630, 133-17-064A, 133-17-064B, 133-17-064C, 133-17-0650, and 133-17-0670), all owned by Carondelet Health Services ("CHS"), St. Joseph's Hospital or other entities controlled by CHS and all included as part of CHN. **Figure 2** is the tax parcel map of the PAD District.

The total area of the PAD District will be approximately 54.7 acres.

2.2 Planning Principles Guiding the PAD

The PAD has been developed with focus on the following principles:

- Achieving compatibility with surrounding, established residential homes.
- Improving or maintaining existing conditions surrounding the existing hospital in terms of landscaping, drainage, screening and buffering.
- Improving circulation, parking, way-finding and connectivity

throughout the campus.

- Responding to a changing, technology-based, medical care delivery system.
- Providing appropriate and timely health care to the Tucson community.

2.3 Zoning and Land Uses

2.3.1 Existing Zoning; Zoning History – On-Site

The St. Joseph's Hospital PAD District includes the following existing LUC zoning districts: C-1, O-3 and R-1. The site has been the subject of several rezonings in the past, the most recent in 1988 that rezoned a central parcel to C-1. Three previous rezonings for the eastern parcels were unsuccessful (C9-79-53, C9-80-3 and C9-85-13). One case, C9-91-5, expired in 1996. **Figure 3** depicts the existing zoning for the site and adjacent properties.

2.3.2 Existing Uses – On-Site

Figure 4 depicts the locations of the existing structures within the PAD District. **Table 1** summarizes the uses and key development criteria for these existing structures, including LUC land use categories, FAR, building heights, building setbacks from the PAD perimeter boundary and loading zones.

2.3.3 Existing Zoning – Off-Site

Property located within 150' of the PAD boundaries is zoned as follows (*see Figure 3*):

North:	R-1, O-3
South:	O-3
East:	R-1
West:	OCR-2, C-1, O-3

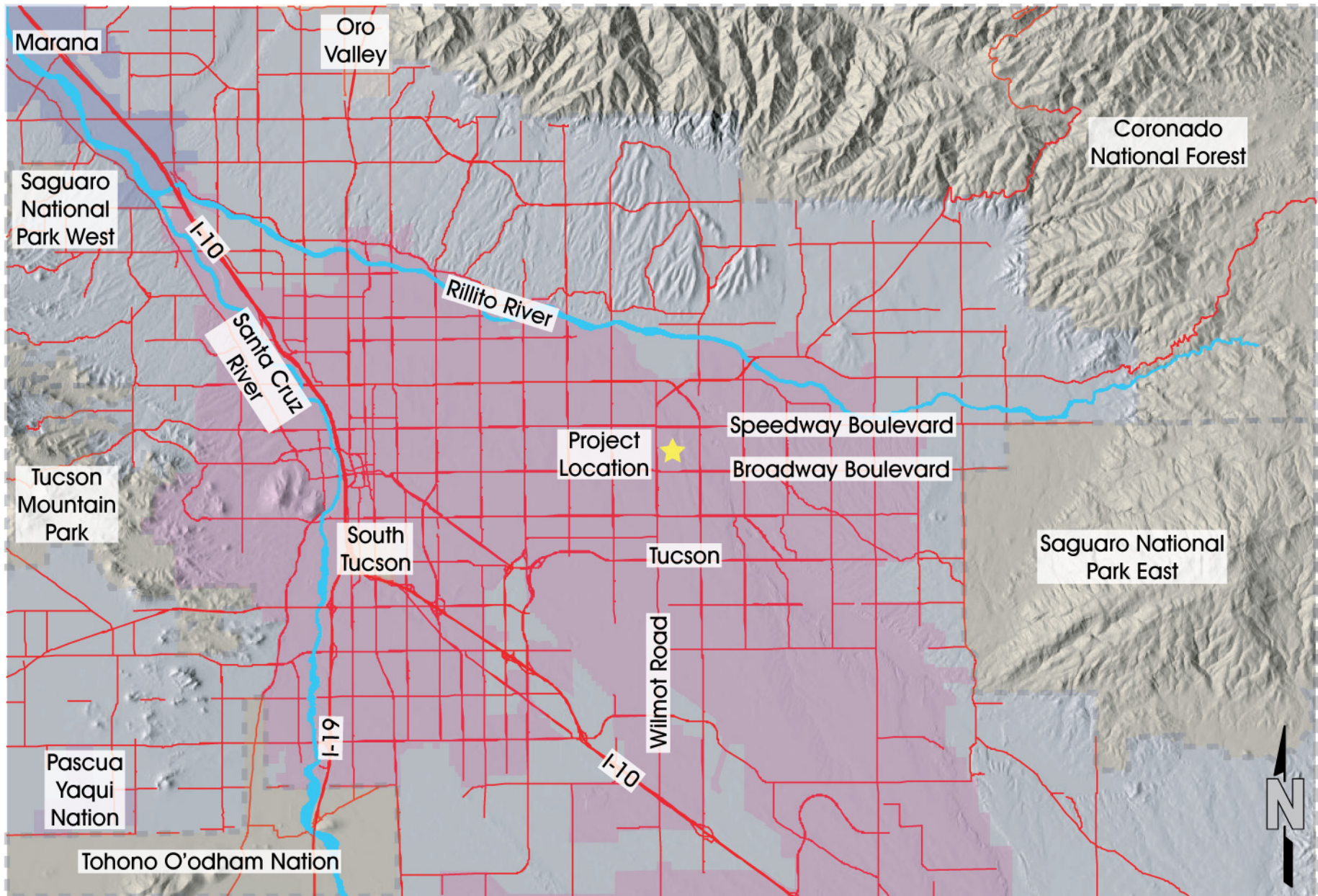


Figure 1: Regional Context

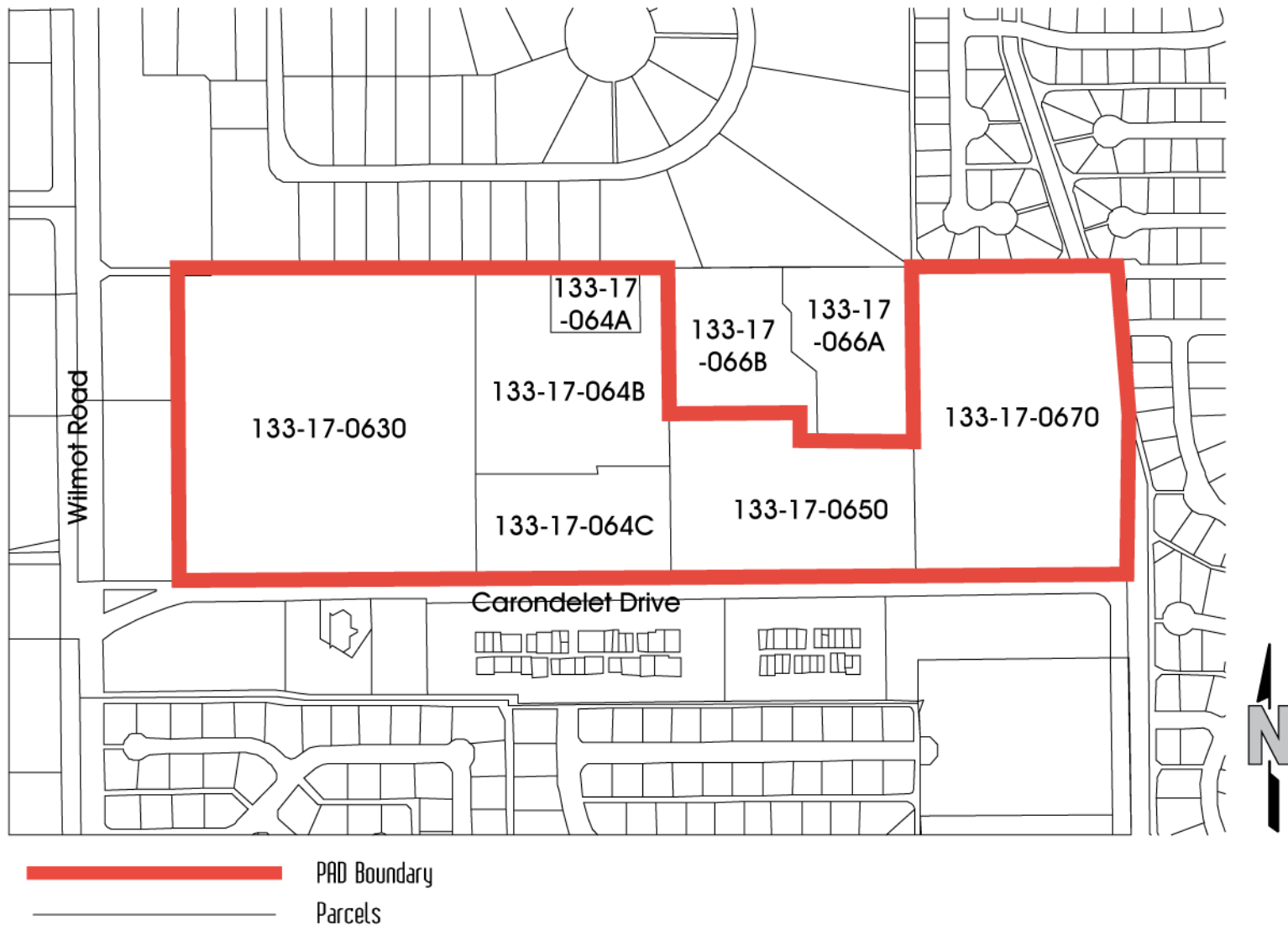


Figure 2:
Tax Code Parcel Map

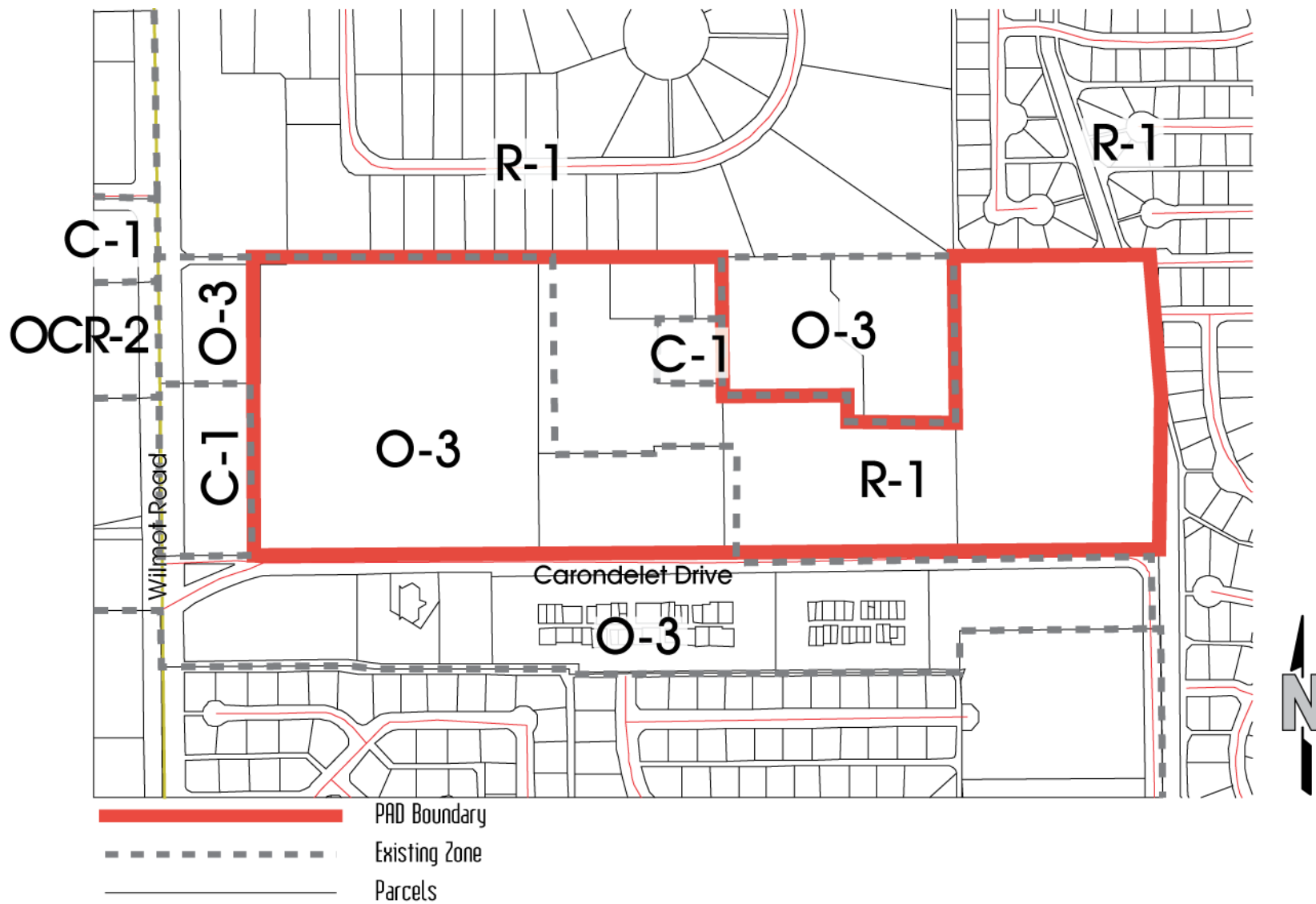


Figure 3:
Existing Zoning

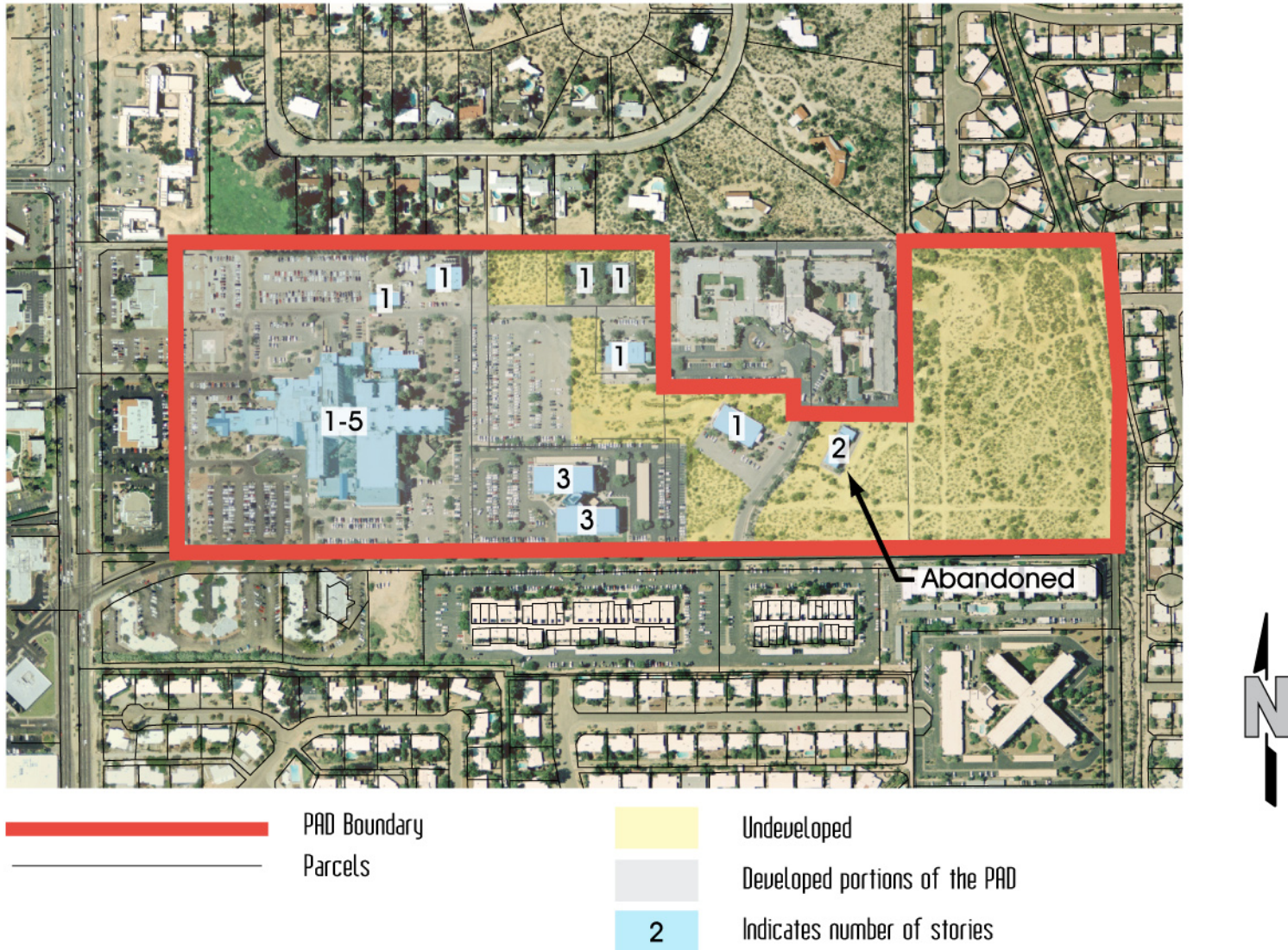


Figure 4:
Inventory of Existing Structures, Roads, and Other Development

Building (Tax Parcel No.)	LUC Use	LUC Zoning Classification	Current SF	Current FAR ¹	Maximum Building Height ²	Building Setback ³	Loading Zones
Hospital (133-17-0630)	Medical Service-Major	O-3	520,000	0.218236	68	120 (south)	3
Outpatient Registration (133-17-0630)	Administrative	O-3	4,400	0.001846	34	130 (south)	
Office Building (133-17-0630)	Medical Service-Outpatient	O-3	3,456	0.001450	34	380 (north)	
Powerhouse (133-17-0630)	Generating System	O-3	6,615	0.002776	24	40 (north)	
O'Rielly Care Center (133-17-0630)	Medical Service-Major	O-3	6,548	0.002748	22	380 (north)	1
St. Joseph's Villa Annex (133-17-0650)	Administrative	R-1	9,522	0.003996	24	90 (north)	
Employee Day Care (133-17-064B)	Day Care	C-1	7,342	0.003081	13	80 (east)	
St. Joseph's Medical Plaza (133-17-064C)	Medical Service-Outpatient	O-3	87,000	0.003651	58	30 (south)	
School (Tekowitha Bldg) (133-17-0650)	Not in use	R-1	6,048	0.002538	30	N/A	N/A
Convent 6569 E Carondelet (133-17-064A)	Family Dwelling	R-1	2,880	0.001209	13	50 (north)	
Convent 6571 E Carondelet (133-17-064A)	Family Dwelling	R-1	2,880	0.001209	13	10 (east)	
TOTAL:	N/A	N/A	649,691	0.242740	N/A	N/A	

Table 1
EXISTING BUILDING INVENTORY

¹ Based on total PAD area of approximately 2,382,732 square feet (approx. 54.7 acres).

² Building height measured in feet to top of parapet.

³ Building setbacks measured in feet from closest PAD District boundary line.

2.3.4 Existing Uses – Off-Site

Uses located in the 150' vicinity of the hospital campus are identified in **Figure 5** and include the following:

North: Single family residential, assisted living facility, library

South: Medical offices and labs, multi-family residential

East: Single family residential

West: Commercial, offices, retail, multi-family residential

2.4 Topography

The developed area within the PAD District is generally flat. The eastern portion is rather hilly but does not fall within a Hillside Development Zone. There are no restricted peaks or ridges existing on the site. No rock outcrops exist on site. There are a few slopes 15% or greater on the site, as indicated on **Figure 6**. **Figure 6** also provides additional contour information.

2.5 Hydrology

This Hydrology Section summarizes existing and proposed conditions and proposed drainage improvements. Additionally, detailed hydrologic analyses that will further quantify these discharges and drainage areas will be provided as part of the future development plans for the area. These analyses will be submitted to the City for review and approval. Future development shall comply with the City of Tucson Standards Manual for Drainage Design and Floodplain Management, the City's Detention/Retention Manual and other applicable City Development Standards.

2.5.1 Existing On-Site Drainage Conditions

The PAD District is located within two major watersheds, Alamo Wash and Rose Hill Wash Watersheds. **Figure 7**, Existing Watershed Map West and **Figure 8**, Existing Watershed Map East provide preliminary information about the location of the major and

sub watersheds. The western two-thirds of the site is located within the Alamo Wash watershed, the majority of which is developed. The eastern third is located within the Rose Hill Wash watershed and is generally undeveloped. The existing drainage pattern for the portion of the site located within the Alamo Wash Watershed is to the northwest. The drainage pattern for the portion of the site located within the Rose Hill Wash Watershed is to the east. The local drainage is conveyed as either sheet flow within the various parcels and existing parking lots or within the streets and small drainage channels. Drainage within the Alamo Wash Watershed leaves the site by flowing onto adjacent streets. Drainage within the Rose Hill Wash Watershed will leave the site by draining directly into the Rose Hill Wash. The PAD District is not located within a critical or balanced basin as designated by the City of Tucson.

The major portion of the site is located within a Federal Emergency Management Agency (FEMA) unshaded Zone X, as delineated on the FEMA Flood Insurance Rate Map (FIRM) panel 04019C2251K, dated February 8, 1999. The published Letter of Map Revision (LOMR) and Letter of Map Correction (LOMC) revisions for this panel do not show any subsequent alterations to this site. The FEMA documentation shows that the major portion of the site is not subject to flooding during the 500 year event. The northeast corner of the site, containing the main channel of the Rose Hill Wash, is designated as being within the FEMA Zone AH and has base flood elevations established for the 100 year event as preliminarily depicted in **Figure 8**. Any construction activity within the PAD District is planned to occur outside of the designated flood plain.

The Harold Bell Wright Neighborhood Association, located immediately to the north of the PAD District, has described significant storm water runoff in an existing drainage channel located along the northern property line of the site.

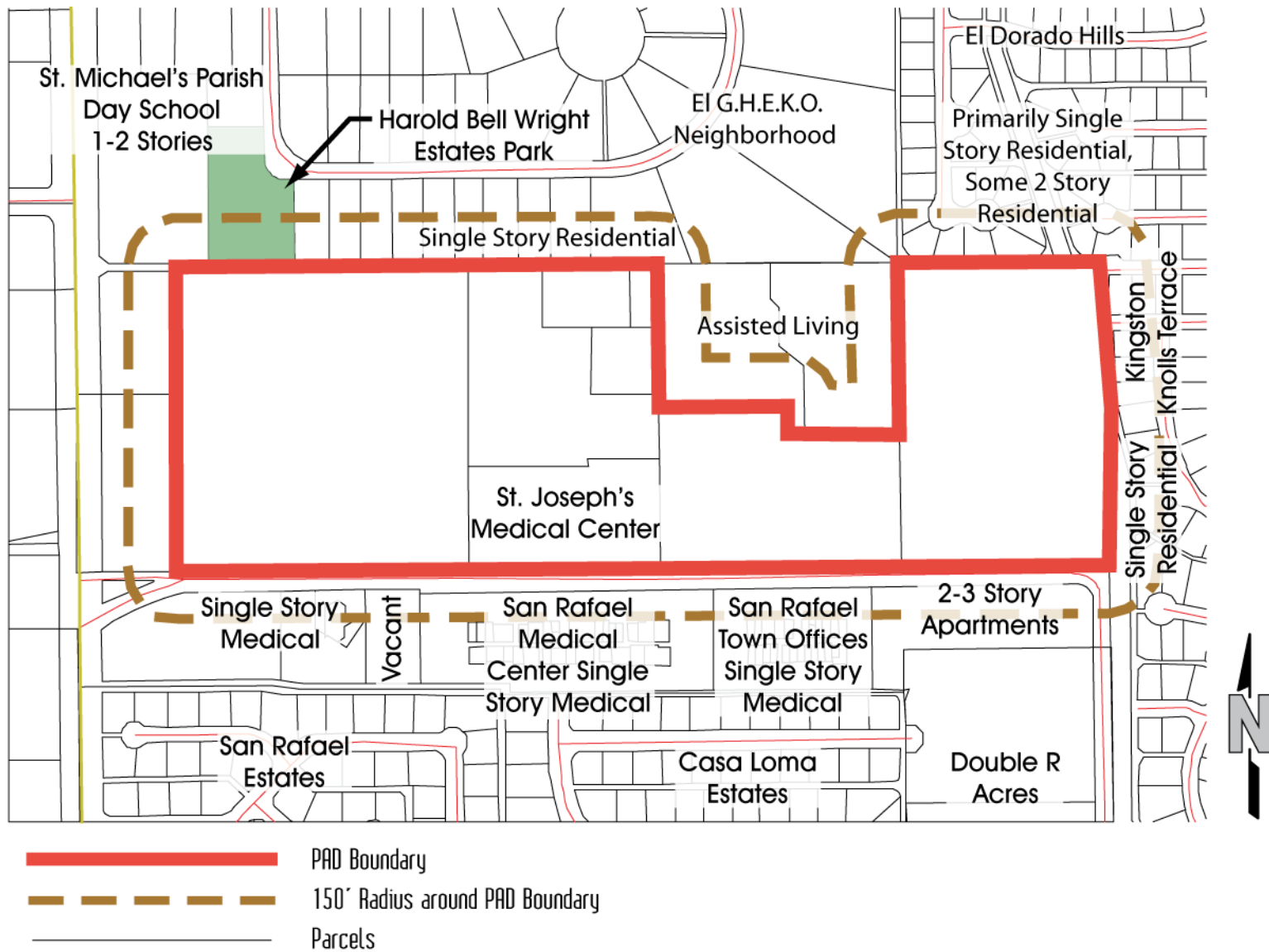


Figure 5:
Adjacent Parcels & Structures within 150' of PAD Boundary

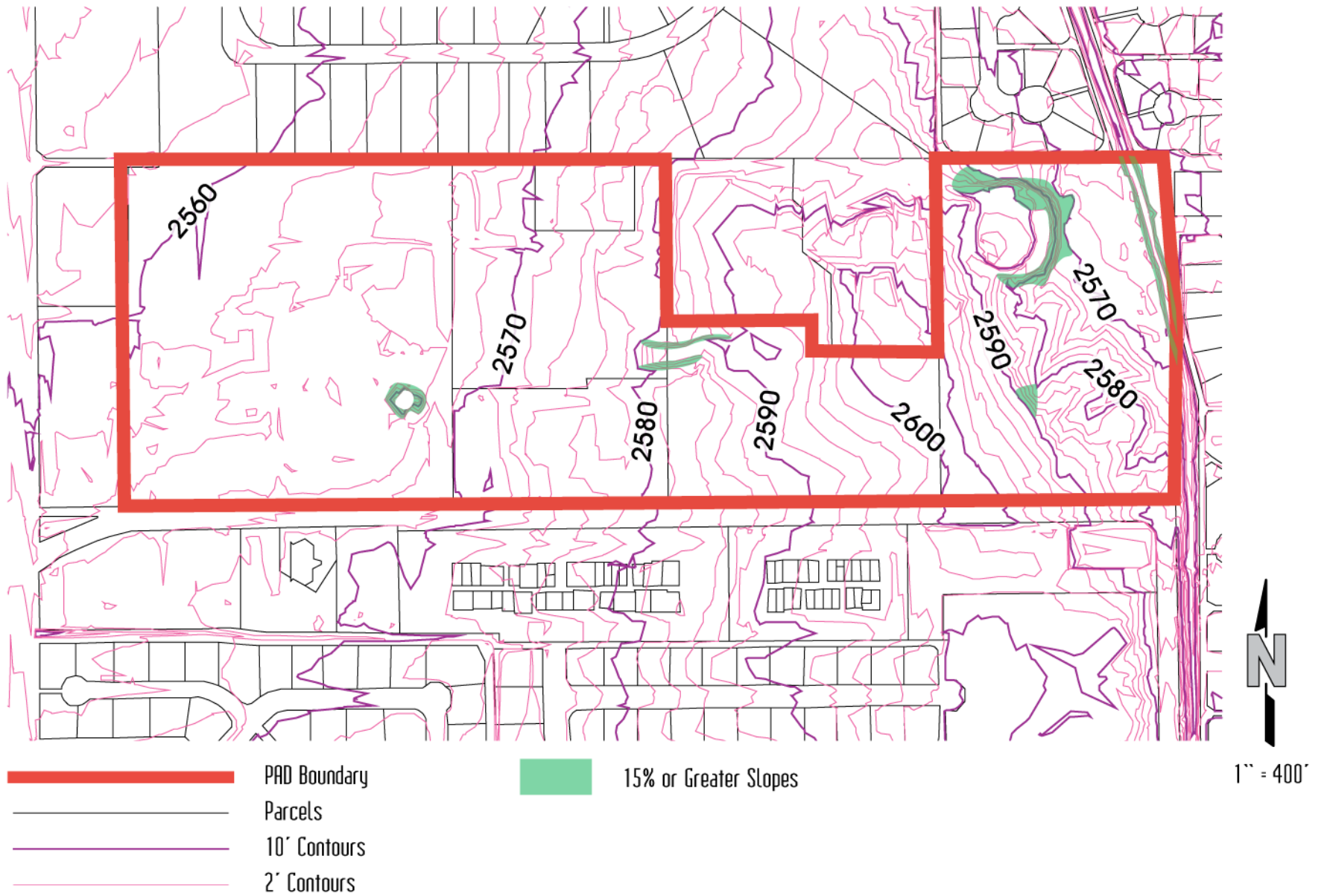
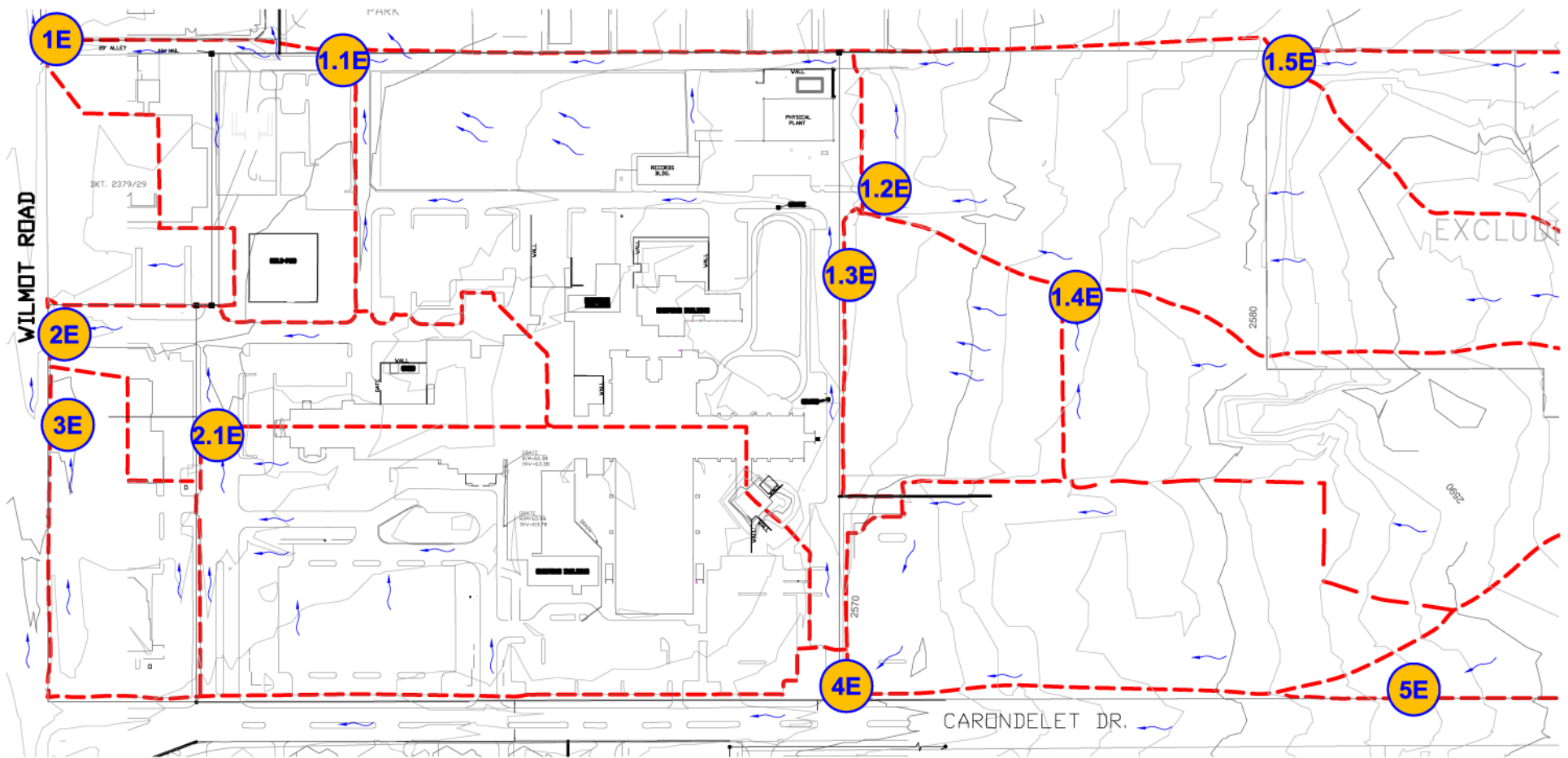








Figure 6:
Topography & Slope



LEGEND

-  Preliminary Concentration Point
-  Preliminary Watershed Boundary
-  Preliminary Flow Direction
-  FEMA Zone AH
-  FEMA Water Surface Elevation
-  Top of Bank / Erosion Hazard Setback

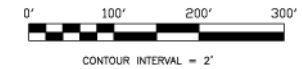


Figure 7:
Existing Watershed Map - West

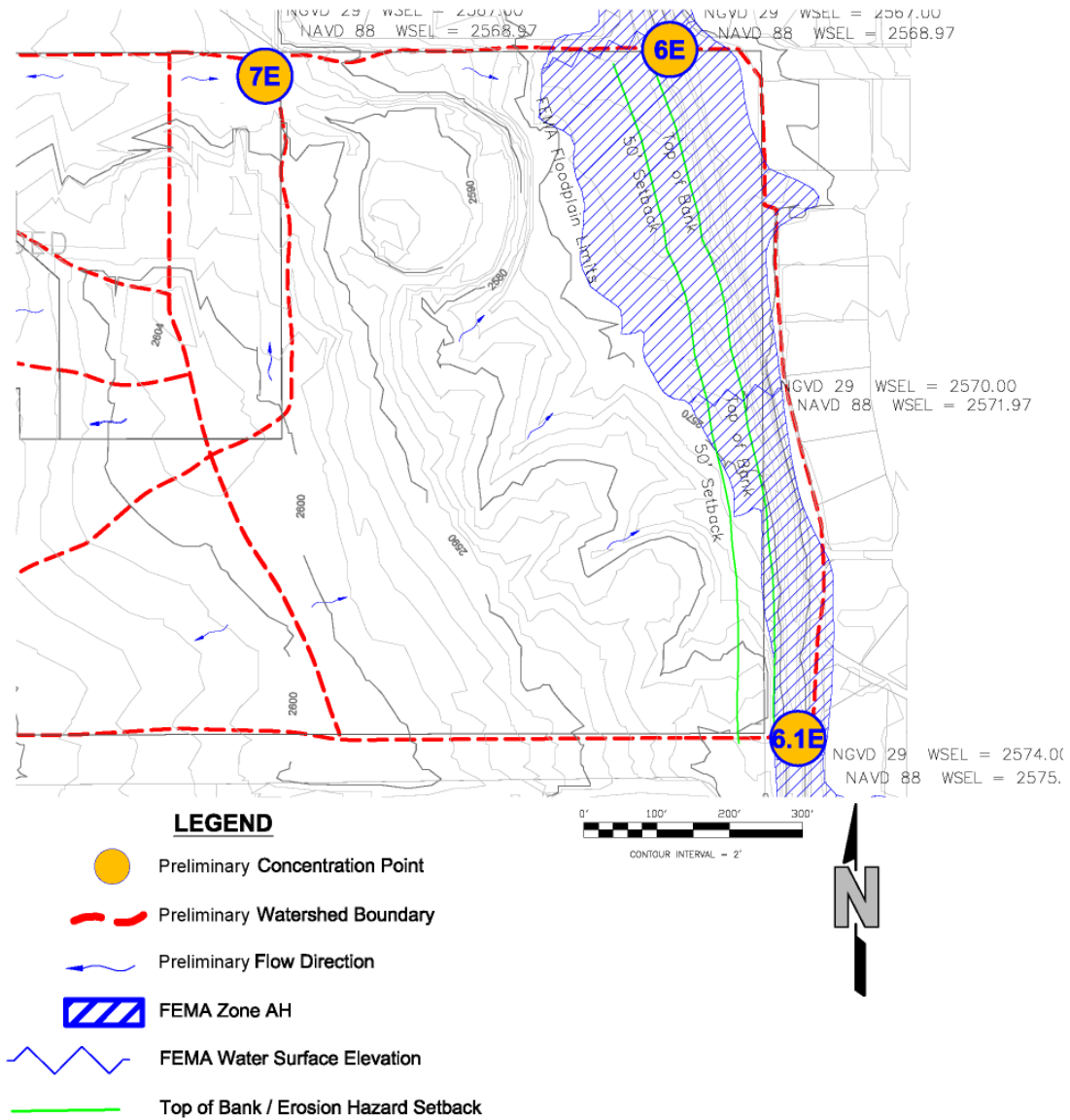


Figure 8:
Existing Watershed Map - East

2.5.2 Existing and Proposed Off-Site Drainage Conditions

There are no known developments within the upstream contributing watershed that would significantly change the magnitude of the on site peak runoff discharges. The development of this site will not change the hydrologic analysis for the region. There are also no off-site basins that contribute flow to this site. Flow within Rose Hill Wash is the only off-site flow that affects that area and the 100-year floodplain of the wash is depicted in **Figure 8**.

2.5.3 Proposed On-Site Drainage Conditions

Preliminary information about the proposed drainage conditions is depicted in **Figure 9**, Proposed Watershed Map. The quantity of runoff to the Harold Bell Wright Park shall not be increased from current conditions.

An existing drainage area along the northern PAD District boundary is proposed to be improved as part of the Phase 2 improvements. The purpose of the improvements will be to assure that existing 100-year flows are contained in the drainage area and do not enter residential properties north of the PAD District.

The Harold Bell Wright neighborhood has expressed concern that the improvements may harm the existing trees on the north and south side of the drainage area. The neighborhood believes that existing stormwater runoff in the drainage area provides water to the existing trees. Accordingly, the neighborhood would like to see stormwater runoff used “as much as possible” for landscape irrigation of the trees adjacent to the drainage area. The owners of the lots along the north side of the drainage area also wish to retain their existing vehicular access to the back of their lots.

Given the foregoing neighborhood concerns, the drainage area design should include a “natural bottom” to allow infiltration of storm water. The design should direct storm water to pond in areas adjacent to the trees and along the south side of the drainage channel. The

design should also permit vehicular access to the lots along the north side of the drainage area.

The engineering details and configuration of the drainage area will be provided with the development plan for Phase 2 construction in conformance with City regulations and development standards.

2.5.4 Section 404 of the Clean Water Act

The Rose Hill Wash falls under Section 404 of the Clean Water Act and will comply with all applicable regulations. The Rose Hill Wash and the adjacent jurisdictional area is not intended for development. A statement of Section 404 compliance shall be provided with any drainage report submitted for development within the PAD District.

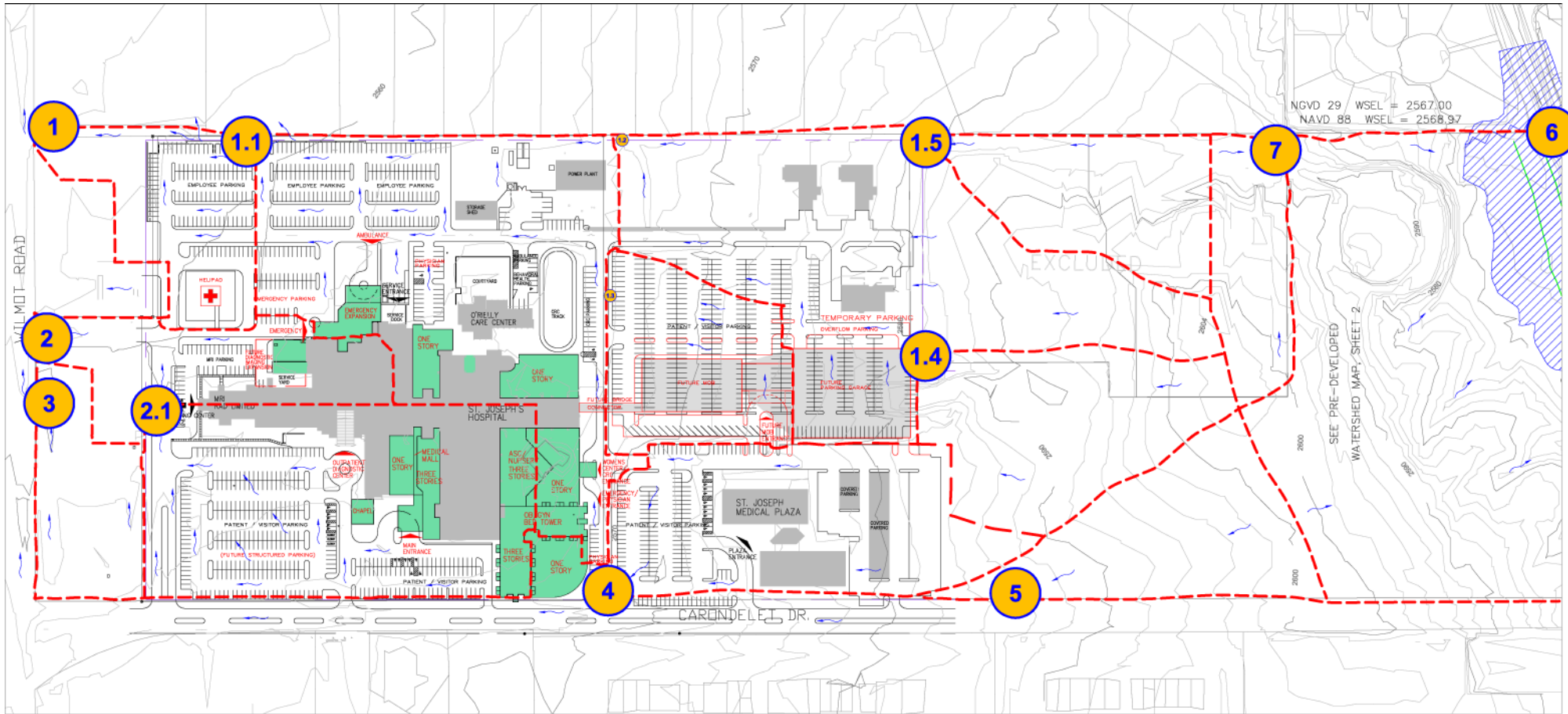
2.5.5 Watercourse Amenities, Safety and Habitat (WASH) Ordinance, Tucson Code, Article VIII, Sec. 29-12.

Rose Hill Wash is also a designated City WASH Ordinance wash. All development in the PAD District shall comply with the WASH Ordinance.

2.6 Vegetation

2.6.1 Vegetative Inventory

The PAD District is located within Palo Verde/Mixed Cacti of the Southwestern Desert scrub, Arizona Upland Subdivision of the Sonoran Desert Biotic Community, non-riparian. Most of the site has been disturbed, but the eastern portion of the site remains somewhat undisturbed and contains native species that should be protected and/or salvaged, especially along the Rose Hill Wash. The native vegetation within the PAD District includes the following species: foothills palo verde (*Cercidium microphyllum*), staghorn and jumping cholla, and prickly pear (*Opuntia* sp.) velvet mesquite (*Prosopis velutina*), Christmas cholla (*Opuntia leptocaulis*), creosote



LEGEND

- Preliminary Concentration Point
- Preliminary Watershed Boundary
- Preliminary Flow Direction
- FEMA Zone AH
- FEMA Water Surface Elevation
- Top of Bank / Erosion Hazard Setback



Figure 9:
Proposed Watershed Map

(*Larrea tridentata*), fishhook barrel (*Ferocactus wislizenii*), desert broom (*Baccharis sarothroides*), whitethorn acacia (*Acacia constricta*), cat claw acacia (*Acacia greggii*), and a few Saguaros (*Carnegiea gigantea*). Vegetation along the Rose Hill Wash also includes native riparian-associated species such as hackberry (*Celtis pallida*) and velvet mesquite (*Prosopis velutina*).

Additionally, non-native landscaping species have been planted around the St. Joseph's Hospital campus, including Mondel pine, desert spoon, fan palms, red bird of paradise, oleander, cassias, verbena, lantana, and African sumac.

2.6.2 Vegetative Densities

The densities of plants covering the site were determined through aerial photographs and field verification. Areas devoid of vegetation were measured and divided by the total acres of the site to come up with a percentage of vegetative cover. **Figure 10** shows the approximate plant densities in the undeveloped areas of the site. The results of the site survey indicate that there is approximately 29% vegetative cover on the site.

2.6.3 Biological Impacts

The Rose Hill Wash is classified as xeroriparian low habitat and is subject to the WASH Ordinance. The PAD District is not located near any critical landscape linkages nor within a modeled potential habitat for the Pima pineapple cactus. No other protected species have been found on the site. The property within the PAD District will be surveyed as part of the Native Plant Preservation Ordinance requirements.

2.7 Wildlife

The Arizona Game and Fish Department confirms that the property within this PAD District does not fall into the Cactus

Ferruginous Pygmy Owl Critical Habitat or Habitat Zone I, and that there are no proposed or designated critical habitats on the property. Accordingly, the property has not and will not be surveyed for pygmy owls. The Rose Hill Wash provides a wildlife habitat corridor.

2.8 Soils

2.8.1 Soils

Detailed soils and geotechnical studies for development within the PAD District will be completed as part of the development plan and construction plan approval process as required by City code and development standards.

2.8.2 Soil Types

Preliminary soils analysis finds that there are two types of soils on the St. Joseph's property. Mohave Soils, with 1% to 8% slopes occupy the western 2/3's of the site, and Cave Soils, with 0%-8% slopes are on the eastern 1/3 of the property. *See Figure 11.* Structural concerns will be evaluated by the required geotechnical studies before development.

2.9 Viewsheds and Site Visibility

St. Joseph's Hospital as existing varies in height from 59 to 68 feet and is visible from all sides of the property. Depending on the location of future development within the PAD District, the existing viewsheds onto and across the site may be affected. **Figure 12** depicts the site visibility of the PAD District, including those portions which are highly visible, moderately visible or of low visibility to adjacent properties. Generally, the hospital is not visible from Wilmont Road, but is highly visible from Carondelet Drive, and moderately visible from the northern and eastern site boundary. **Figure 12** was prepared from field observations at points around the PAD District boundaries and applied to a topographic map of the site to develop

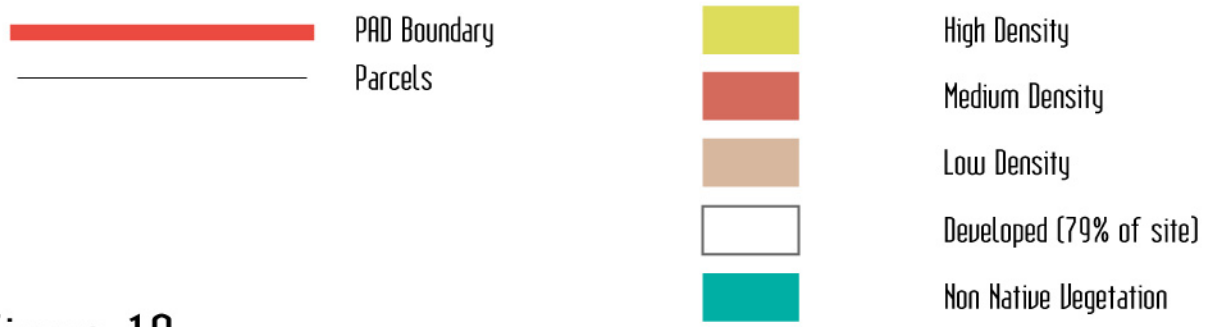
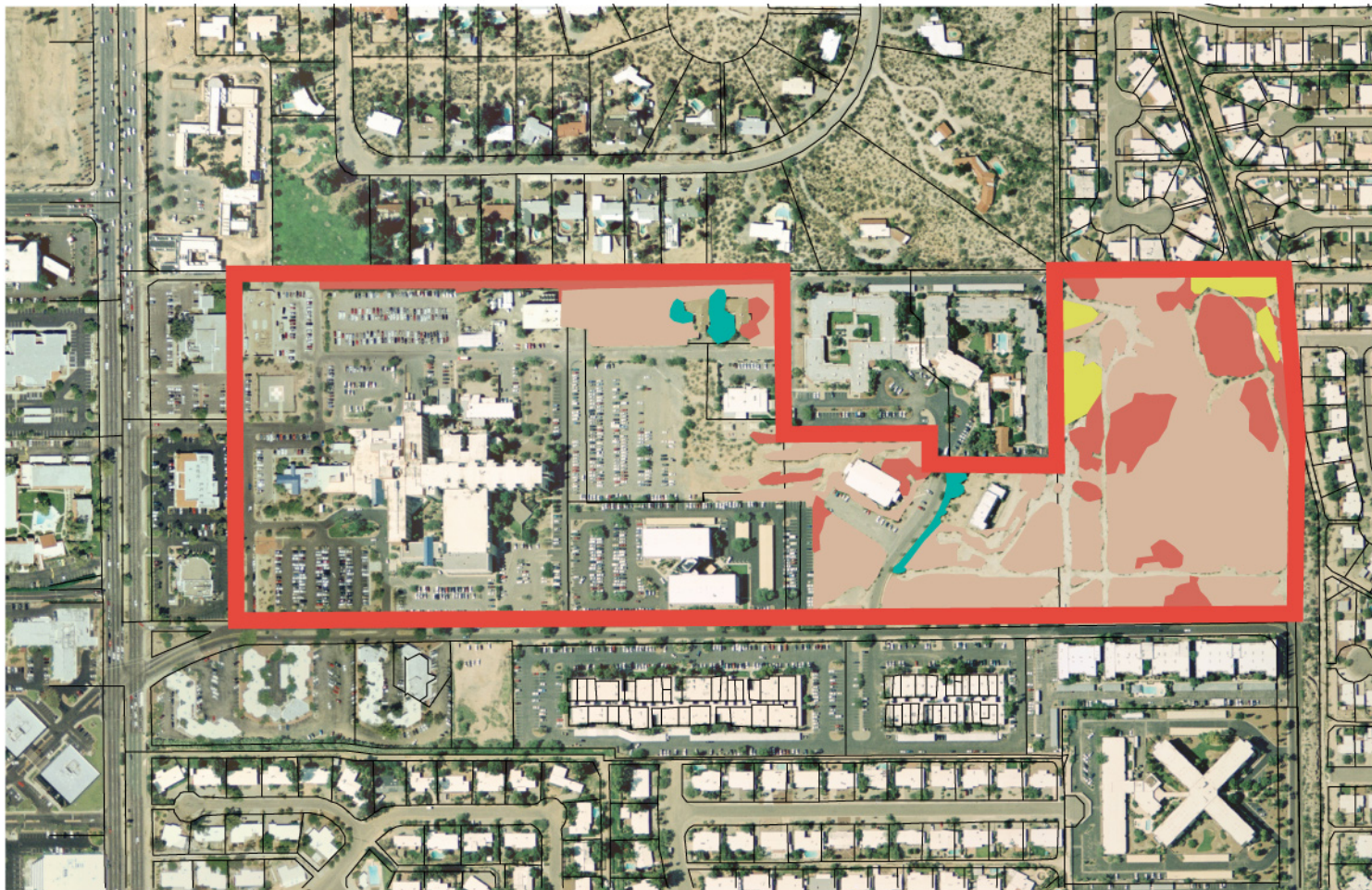


Figure 10:
Vegetation Densities

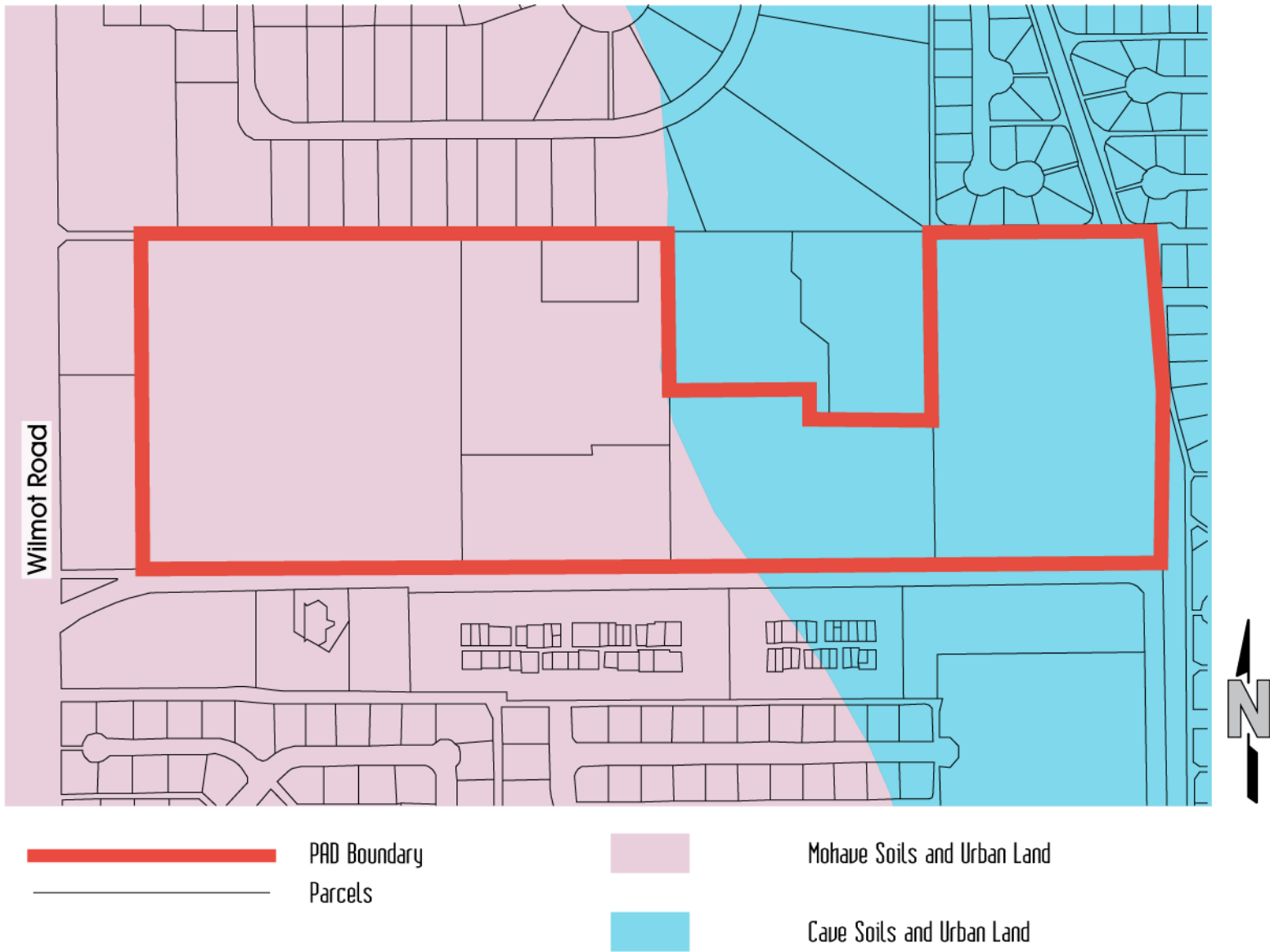
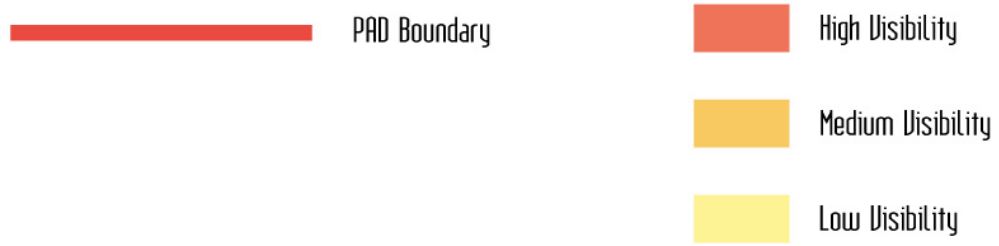
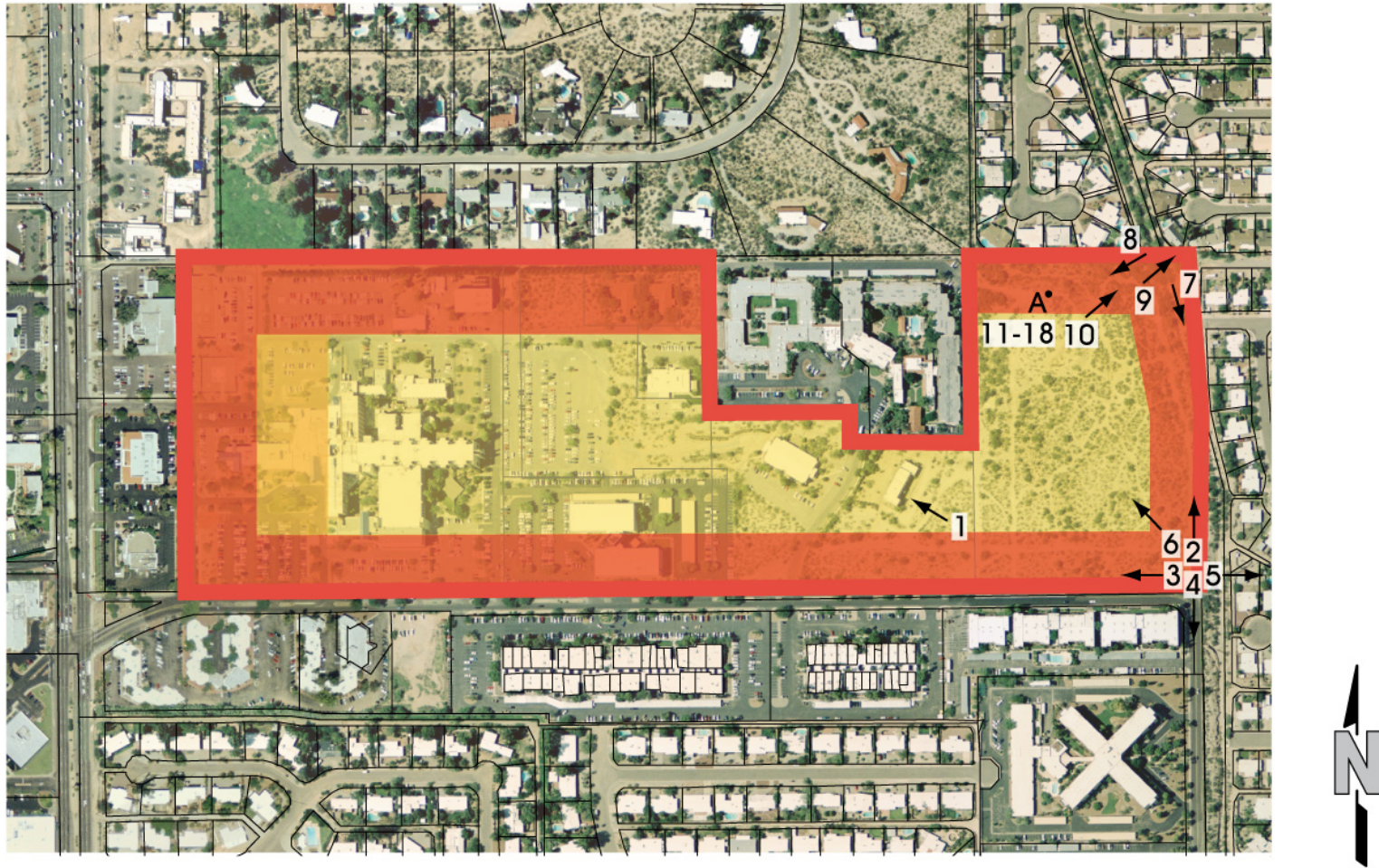


Figure 11:
Soils



Numbers refer to photos included in Figure 13.

Figure 12:
Viewsheds & Visual Analysis

specific delineations for low, moderate and high visibility areas. These classifications are relative only to this site and are not compared with the visibility of other off-site features. **Figure 13** includes eighteen photographs taken from various locations corresponding to the numbers depicted on **Figure 12** and demonstrate the viewsheds from east to west and especially affecting the undeveloped eastern portion of the PAD District.

2.10 Traffic Circulation and Parking

A Traffic Impact Analysis (“TIA”), dated October 26, 2005, that describes the existing traffic circulation patterns affecting the PAD District has been submitted in conjunction with this PAD.

2.10.1 Off-Site Streets

Wilmot Road, Speedway Boulevard and Broadway Boulevard are principal arterials that provide access to the project. Each is a six-lane divided arterial. Carondelet Drive, a two-lane divided, City maintained local collector street, provides direct access to the PAD District. Carondelet Drive connects Wilmot Road to Broadway Boulevard via Jessica Avenue. Jessica Avenue is a residential, two-lane access road to residential properties to the south, also maintained by the City. SunTran bus service provides four regular and two express routes within or near the PAD District:

- Route 5 – Pima/W. Speedway; enters PAD via Carondelet Drive
- Route 3 – 6th/Wilmot; enters PAD via Carondelet Drive
- Route 8 – Broadway/6th Ave.
- Route 4 – Speedway
- Route 82 – Broadway Express
- Route 180 – Aero Park Speedway Express

Figure 14 shows the arterial roadway network within the vicinity of the PAD District, and includes bus and bicycle routes. **Table 2** shows the specifications of existing major roadways within the PAD vicinity.

2.10.2 On-Site Circulation

The existing on-site vehicular circulation includes a north-south, two-lane route between the Wilmot Road retail parcel and the current hospital parking, an east-west driveway that extends along the north side of the hospital, and various driveways through the existing parking lots on the site. These drive lanes are all two-lane and asphalt paved.

2.10.3 Pedestrian/Bicycle Facilities

Sidewalks on both sides of Carondelet Drive offer pedestrian access from Wilmot Road to the east end of the existing development. A well defined internal pedestrian system provides for safe passage from the parking areas to the hospital and related medical facilities. Sidewalks are also provided on the nearby major streets, Wilmot Road, Broadway Boulevard and Speedway Boulevard. Sidewalks exist on 5th Street near the Wilmot Road intersection.

Wilmot Road is defined as a bike route for experienced riders. Speedway Boulevard is a signed bike route east of Wilmot Road. Broadway Boulevard has a bus lane that is shared with bicycle riders. Although not a City-designated bicycle route, Carondelet Drive may be used by cyclists.

2.10.4 Parking

Figure 15 depicts the location of existing parking within the PAD District. **Table 3** summarizes the existing and required parking under the LUC.

2.11 Utilities

2.11.1 Existing Sewers

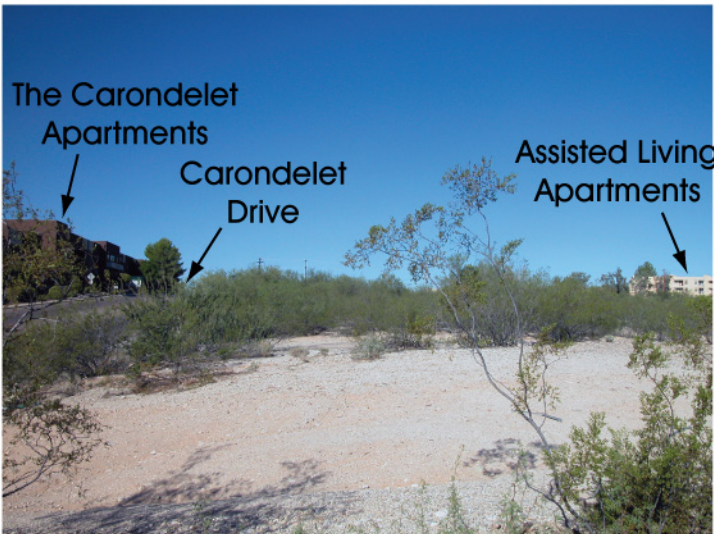
The existing St. Joseph’s Hospital facilities are tributaries to the Ina Road Water Pollution Control Facility via the South Rillito



1 View of abandoned building near assisted living apartments.



2 Looking north from SE corner of the PAD. The Santa Catalinas can be seen in the background.



3 Looking W from the SE corner of the PAD.

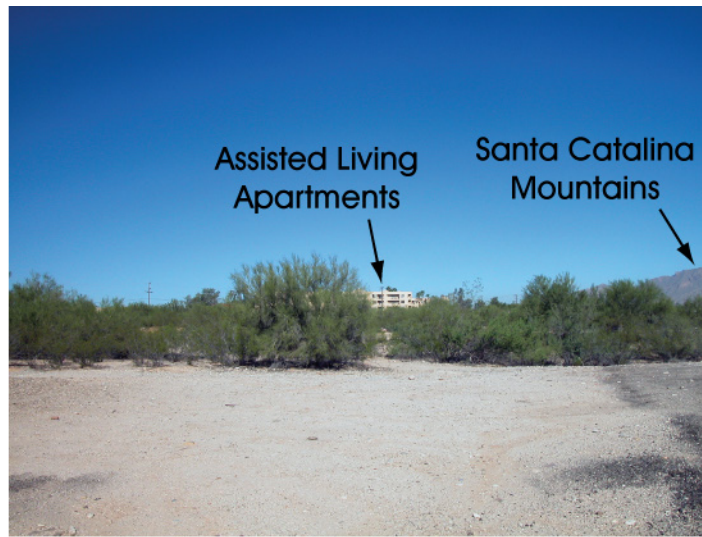


4 Looking S from the SE corner of the PAD.

Figure 13: Viewsheds & Visual Analysis



5 Looking E from the SE corner of the PAD, across the Rose Hill Wash towards Kingston Knolls Terrace.



6 Looking NW from the SE corner of the PAD.



7 Looking S from the bottom of the Rose Hill Wash at the NE corner of the PAD.



8 Looking SW from the El Dorado Hills Neighborhood, just outside the NE corner of the PAD

Figure 13: Viewsheds & Visual Analysis



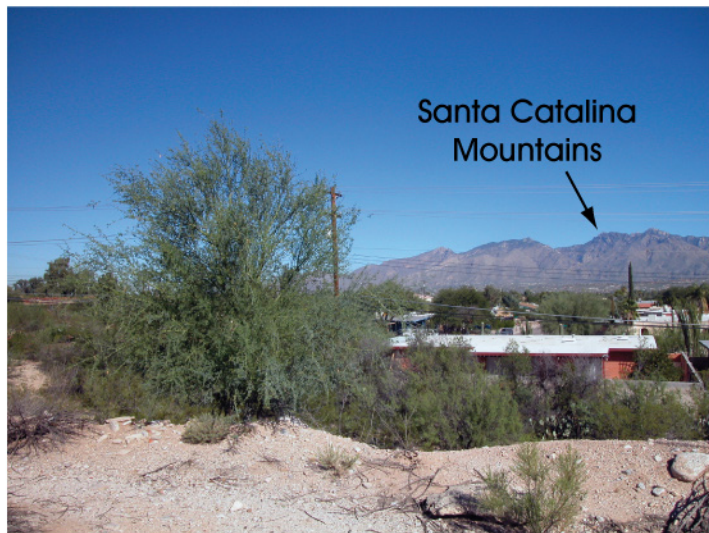
9 Looking NE from the NE corner of the PAD into the El Dorado Hills neighborhood.



10 Looking NE from within the PAD, towards the El Dorado Hills neighborhood.



11 Looking NW from point A.



12 Looking N from point A towards the El Dorado Hills neighborhood.

Figure 13: Viewsheds & Visual Analysis



13 Looking NE from point A.



14 Looking NE from point A.



15 Looking E from point A.



16 Looking S from point A.

Figure 13: Viewsheds & Visual Analysis



17 Looking SW from point A.



18 Looking W from point A.

Figure 13: Viewsheds & Visual Analysis

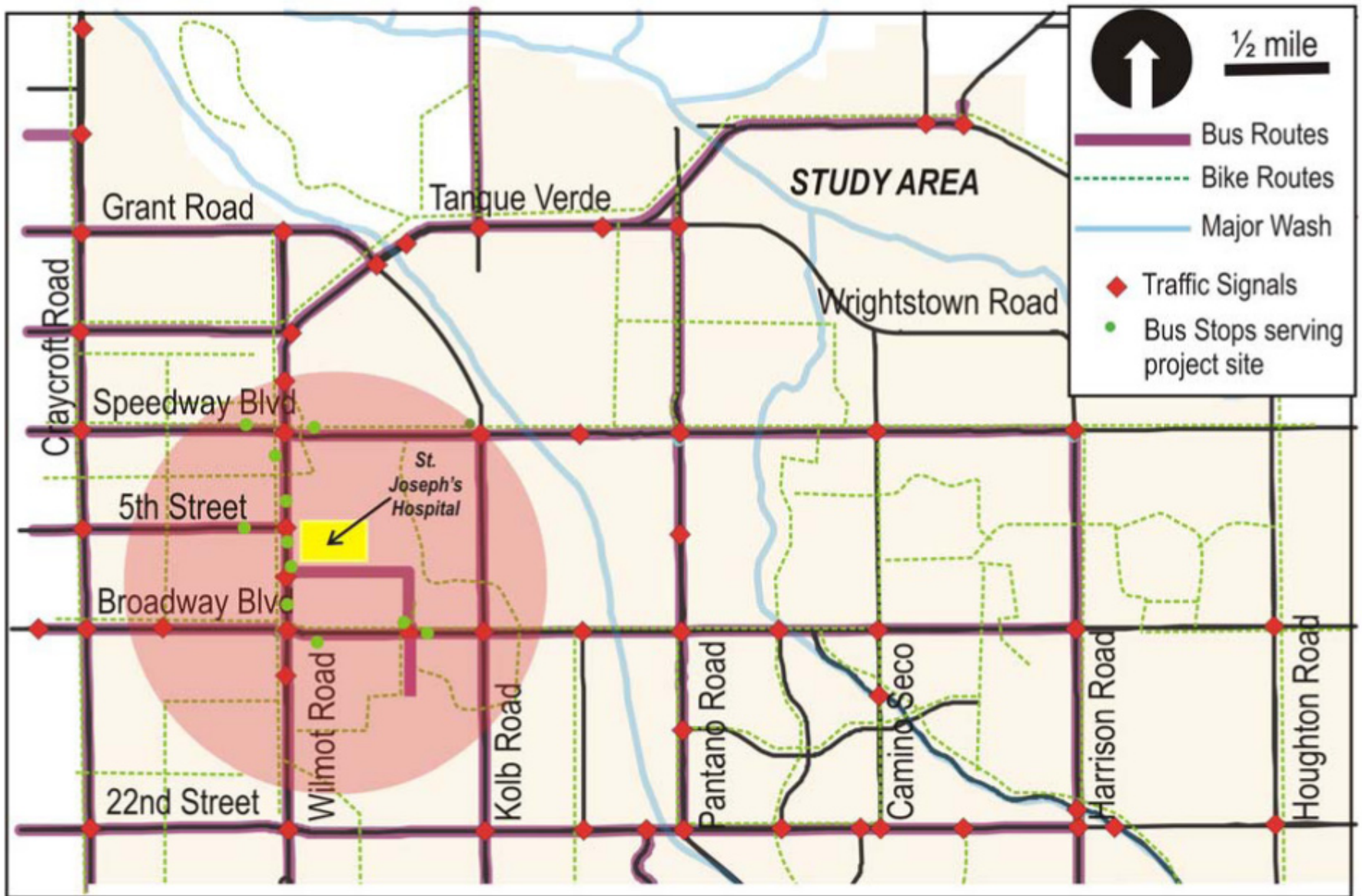
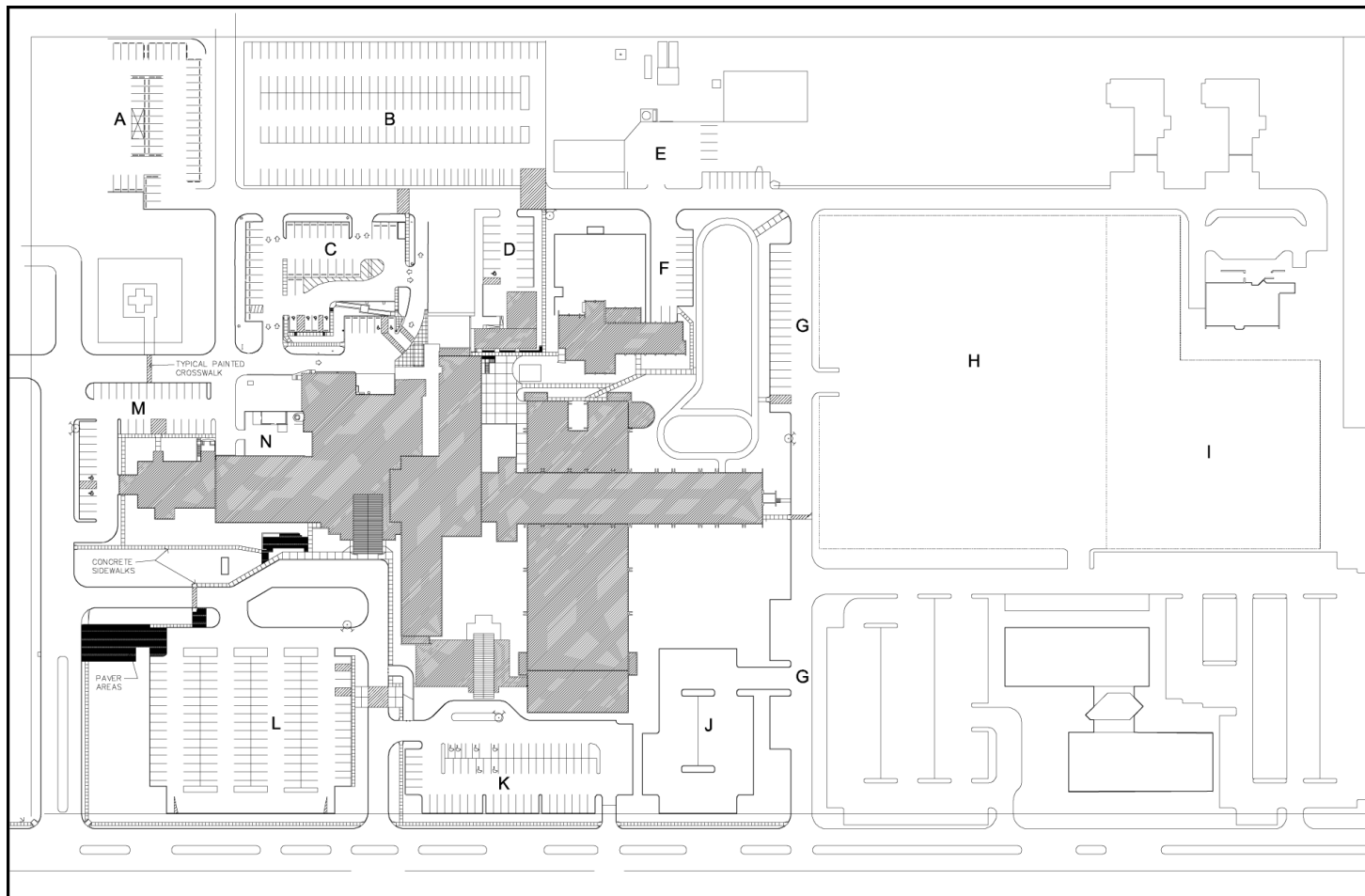


Figure 14:
Arterial Roadway Network

Street Name	<i>Broadway Boulevard</i>	<i>Wilmot Road</i>	<i>5th Street</i>	<i>Carondelet Drive</i>	<i>Jessica Avenue</i>	<i>Speedway Boulevard</i>	<i>Kolb Road</i>
Functional Classification	Principal Arterial	Principal Arterial	Major Collector	Minor Collector	Minor Collector	Principal Arterial	Principal Arterial
Existing R.O.W.	150 ft	150 ft	90 ft	varies between 57 ft – 67 ft	60 ft	120 ft	150 ft
Travel Lanes	6	6	4	2	2	6	6
Speed Limit	40 mph	40 mph	30 mph	25 mph (15 mph advisory near hospital)	25	35 mph west of Wilmot, 40 mph east of Wilmot	40 mph
Bicycle Lanes	Yes	No	No	No	No	Yes, east of Wilmot, north of Speedway	No
Pedestrian Ways	Yes	Yes	Some	Yes	Yes	Yes	Yes
Bus Route	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Ownership	City of Tucson	City of Tucson	City of Tucson	City of Tucson	City of Tucson	City of Tucson	City of Tucson
Program for Improvement			Sidewalks, Crosswalks, Spot Safety Improvements*				

* PAG 2005-2009 Reserve TIP Project

Table 2:
ROADWAY INVENTORY



Legend

A. Northwest
B. North
C. Emergency
D. 380 N. Wilmot
E. Power Plant
F. Behavioral Health
G. CRC Patient
H. East
I. East Gravel
J. Doctor's
K. Outpatient
L. Visitor and Patient
M. Imaging Center
N. Temporary

Figure 15:
Existing Parking

Land Use	Est. Pkg. Reg	LUC Use	LUC Pkg. Ratio	Ex. Pkg.	Est. Pkg. Req.
Convent 6569 E. Carondelet	1 Unit	Family Dwelling	3 per unit	8	3
Convent 6571 E. Carondelet	1 Unit	Family Dwelling	3 per unit	8	3
Employee Day Care	7,432 sf	Day Care	0	13	0
St. Joseph's Medical Plaza	87,000 sf	Medical Service - Outpatient	1/175 sf	385	471
St. Joseph's Villa Annex	11,200 sf	Admin/Professional Office	1/200 sf	75	56
St. Joseph's Hospital	309 Beds	Medical Service - Major	1 per Bed		309
	59,347 sf	Medical Service - Outpatient	1/175 sf		339
Subtotal				1263	648
Total				1752	1181

Table 3
EXISTING PARKING & LUC REQUIREMENTS

Interceptor, the Tucson Blvd. Flow Control Facility and the North Rillito Interceptor. A 10-inch sewer line serves the east wing of the hospital, and continues north along the west side of the central mechanical plant and then west to Wilmot Road. The 10-inch line has extra capacity and at this time, it is anticipated that a service upgrade is not required. The original hospital building has a separate, 10-inch sewer line that continues west to Wilmot Road. Sewer lines for future development in the PAD District must conform to Pima County Wastewater Management Department standards as part of the development plan process.

2.11.2 Natural Gas

Southwest Gas operates a 4-inch gas main that runs east-west along the north property line. This gas line connects to the hospital's central mechanical or power plant. It is not anticipated that additional gas service to the main building is necessary for the expansion. Additional feeder lines may be required for future site development and will be addressed with those submittals.

2.11.3 Water

The PAD District has three sources of water service. There are two potable water sources, a dedicated on-site well and a potable water feed from Tucson Water, and a Tucson Water feed to the building water fire loop. The well is licensed and inspected by Tucson Water on a regular basis. If the well cannot provide water, the Tucson Water feed automatically supplies water to the hospital. Tucson Water has been designated by the State of Arizona, Department of Water Resources, as having an assured water supply.

The fire loop is fed by Tucson Water from two locations, one on Carondelet Drive to the south and one on Wilmot Road to the west. This fire loop supplies the fire hydrants and the wet fire suppression systems in the hospital. This fire loop may require relocation to accommodate future expansion.

No major upgrades in either the fire water feed or the potable water feeds are anticipated with the future proposed development. The adequacy of the water system will be evaluated in future development submittals.

2.11.4 Electrical

Tucson Electric Power provides service to the PAD site from the north property line utilizing 3 transformers. One 2000 Kva transformer feeds the central mechanical plant on the north end of the site. A 1500 Kva transformer is located on the north side of the east wing and a 1000 Kva transformer is located at the west end of the building. Future development within the PAD District will require expansion of the electrical services system at the developer/hospital's expense.

2.11.5 Waste Management

Non-biological waste is picked up by the City's Environmental Services Department. Recycled cardboard is picked up weekly by a contract vendor. St. Joseph's Hospital generates regulated medical waste (RMW) on a daily basis. RMW is removed from the hospital to a secure fenced and gated location north of the loading dock for a 5-day a week pickup and disposal by a contract vendor. All collection and processing of medical waste is managed in accordance with A.A.C., Title 18, Chapter 13, Article 14 - Biohazardous Medical Waste and Discarded Drugs regulations.

2.12 Recreation, Open Space and Trails

Harold Bell Wright Park is located north of the hospital and east of St. Michael's Parish School. Palo Verde Park is about three-quarters of a mile to the south, on the other side of Broadway Boulevard. Morris K. Udall Park is over a mile away, along Kolb, near Sabino Canyon and Tanque Verde Roads. A Pima County designated trail runs along the Rose Hill Wash.

2.13 Cultural Resources: Archeological and Historical Sites, Community, Public and Educational Facilities

2.13.1 On-Site Cultural Resources

The Arizona State Museum (“ASM”) recommends that no archaeological work is necessary on Tax Parcel Nos. 133-17-0630, -064A, -064B, -064C and the western developed portion of -0650. Development of the undeveloped portions of Tax Parcel Nos. 133-17-0650 and -0670 should be preceded by a pedestrian surface survey to determine whether historic or prehistoric resources are located on the property. Accordingly, before beginning development on these vacant parcels, a survey will be performed as recommended by ASM. No further surveys will be done on the developed portions of the property.

2.13.2 Community Resources

The Tucson-Pima Wilmot Library is located on Wilmot Road adjacent to the northwest corner of the PAD District.

2.13.3 Educational Facilities

Hudlow Elementary School is east of the PAD District, and Sewell Elementary School is on the west side of Wilmot Road. St. Michael’s Parish School is adjacent to the northwest corner of the PAD District. There are no public middle or high schools located within one mile of the site.

2.13.4 Health Care Facilities

In addition to St. Joseph’s Hospital and related medical services in the immediate vicinity, nearby hospitals include El Dorado Hospital at 1400 North Wilmot Road and Tucson Medical Center at 5500 East Grant Road.

2.13.5 Fire/Police/Emergency Vehicle Service

The closest police station is located at the Eastside City Hall at 7575 East Speedway. The closest fire station is located at 6275 East Eastland, just west of Wilmot Road near 22nd Street.

2.14 Overlay Zones

There are two City overlay zones that are applicable to the PAD site. The Major Streets and Routes (MS&R) overlay zone applies to the properties along the Wilmot Road frontage but does not apply to Carondelet Drive, the existing St. Joseph’s Hospital or property east of the hospital. The WASH Ordinance overlay zone applies to the Rose Hill Wash that forms the eastern boundary of the PAD District as previously discussed.

3 - Land Use Plan & Regulations

3.1 Planning Considerations

The St. Joseph's Hospital PAD provides flexibility and guidance for future development and eliminates nonconforming uses that have developed over the years. The PAD guidelines were developed within the constraints of the site analysis, with consideration of the future needs of the hospital, the community, and the surrounding neighborhoods, and through numerous neighborhood meetings and subsequent input. Planning factors considered include the following;

- Compatibility with existing neighborhoods, especially the undeveloped eastern portion of the PAD District.
- Continued financial health of the hospital.
- Improved way-finding for the entire PAD District and all future development.
- Improved vehicular, bicycle, and pedestrian circulation throughout the site.
- Protection and improvement of the Rose Hill Wash.
- Maintaining and improving emergency vehicle circulation and access.

3.2 Permitted and Excluded Uses

The St. Joseph's Hospital PAD consists of two distinct zoning districts. In the area around the existing hospital, the PAD provides for a modified OCR-1 zone. For the undeveloped eastern portion of the property, a modified O-3 zone is proposed. **Figure 16** depicts the boundaries of these two zoning districts. **Figure 17** is a conceptual preliminary development plan showing the locations of future development areas within the PAD consistent with these two zoning districts. New development within the PAD shall conform to the regulations and standards in this PAD. Where these regulations

and standards vary from the LUC or other City standards, the PAD regulations and standards shall control. Detailed definitions for the following uses can be found in LUC Articles 6.2 and 6.3.

3.2.1 OCR-1 Zoning District

Permitted uses within the St. Joseph's PAD OCR-1 zoning district include all those permitted by LUC Sec. 2.6.1, except the following:

- LUC Sec. 2.6.1.2.A - Commercial Services Use Group, only
 2. Alcoholic Beverage Service
 5. Entertainment
 14. Transportation Service, Land Carrier.
- LUC Sec. 2.6.1.2.B - Retail Trade Use Group, only
 2. General Merchandise Sales, exclusion limited only to automotive accessories and new parts stores, fuel and lubricant sales
 3. Vehicle Rental and Sales.
- LUC Sec. 2.6.1.2.C - Civic Use Group, only
 1. Civic Assembly
 2. Correctional Use
 3. Cultural Use, exclusion limited to zoos
- LUC Sec. 2.6.1.2.E - Residential Use Group, only
 1. Family Dwelling "W"
 2. Group Dwelling (exclusion not including convents)
- The Adult Entertainment Ordinance (LUC Sec. 3.5.8.1) by its current terms eliminates this use within the PAD District, making it redundant to exclude its use herein.

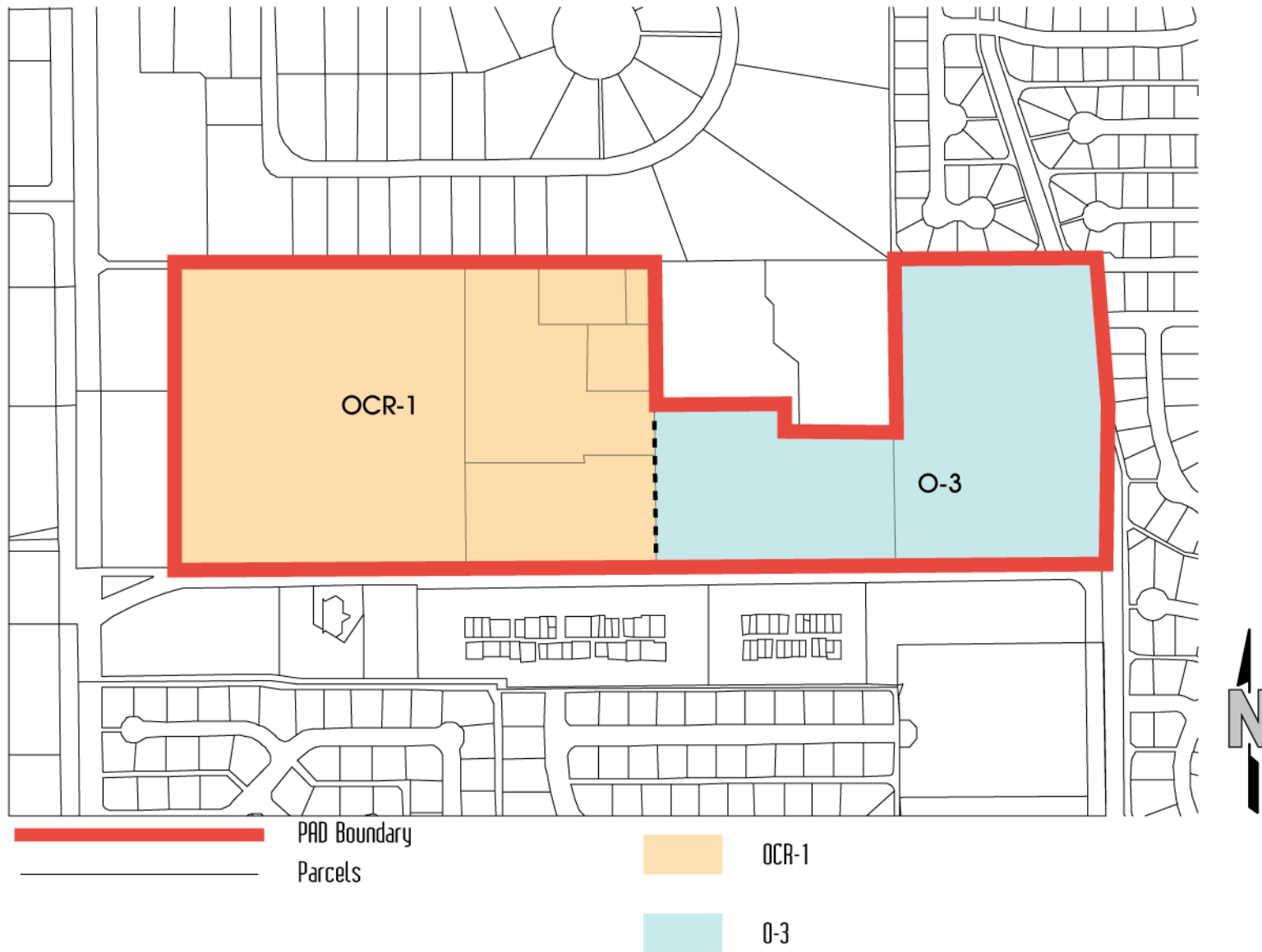
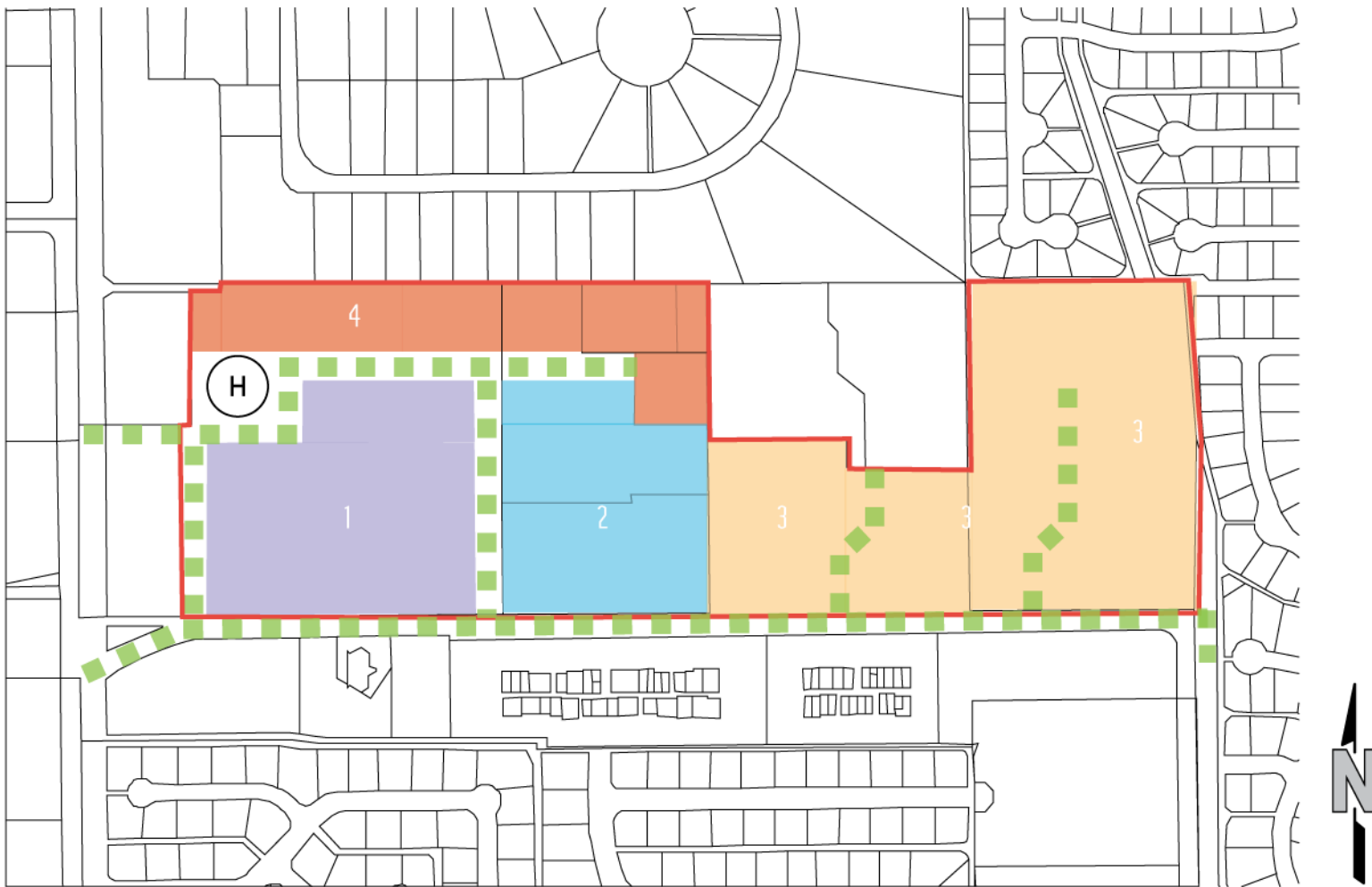


Figure 16:
PAD Zoning District Boundaries



- PAD Boundary
- Parcels
- Main Vehicular Traffic Route
- H Helipad
- 1 High Rise Major Medical
- 2 High Rise Medical Office
- 3 Future Development per PAD 0-3 Standards
- 4 Future Development per PAD OCR-1 Standards

Figure 17:
Preliminary Development Plan

- LUC Sec. 2.6.1.2.G - Storage Use Group, only
 1. Commercial Storage
 2. Personal Storage
- LUC Sec. 2.6.1.2.H - Utilities Use Group, only
 1. Distribution System, exclusion limited to Sanitation System
- LUC Sec. 2.6.1.2.I - Industrial Use Group, only
 1. Salvaging and Recycling.
- No Special Exceptions as provided by LUC Sec. 2.6.1.3 are permitted except for Residential Use Group, LUC Sec. 2.6.1.3.B.1, and Communications, LUC Sec. 2.6.1.3.D.2, upon conformance with the administrative and notice procedures identified under each section.
- Under LUC Sec. 2.6.1.4 - Secondary Land Uses, the following are excluded from the St. Joseph’s Hospital PAD: Subsections B, C, E and F.

3.2.2 O-3 Zoning District

Permitted uses within the St. Joseph’s Hospital PAD O-3 zoning district include all those permitted by LUC Sec. 2.4.3., except the following;

- LUC Sec. 2.4.3.2.B - Civic Use Group, only
 1. Cemetery
 2. Civic Assembly
 3. Cultural Use, exclusion limited to zoos
- LUC Sec. 2.4.3.2.D - The Residential Use Group is allowed, but the Development Designator for such residential land uses shall be modified from “L” to “G”, and the minimum lot size shall be 8,500 square feet.

- Special Exception, LUC Sec. 2.4.3.3.C, Utilities Use Group, is excluded from this PAD. All other special exception uses are permitted, in accordance with LUC Sec. 2.4.3.3, subject to the LUC special exception procedures designated for each special exception use.

3.3 Development Standards

This section establishes regulations relating to the physical character, intensity of development, and impact of proposed development on adjacent land uses and municipal services and specifies the nature and use of these regulations. Where these development standards vary from existing LUC development standards, these development standards shall control.

3.3.1 Interior Lot/Parcel Lines

The PAD District shall be considered a single lot or parcel for the purpose of setbacks, buffers and other similar development standards that would otherwise apply as between separately owned lots or parcels under the LUC and City Development Standards. All new buildings, structures and other development within the PAD District shall conform to applicable City building, fire and other life safety standards.

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

Streets, PAALs and curbs shall comply with the City’s Development Standards.

3.3.3 Vehicular and Bicycle Parking

New development within the PAD District shall comply with the vehicle and bicycle parking requirements in LUC Article III, Division 3, Motor Vehicle and Bicycle Parking Requirements, and Development Standards Sec. 3-05 with the following exceptions:

a. Medical Service – Outpatient: One (1) parking space per 200 square feet of total gross floor area.

b. Class 2 bicycle parking spaces may be substituted for all required Class 1 bicycle spaces.

If existing vehicle and bicycle parking within the PAD District is redeveloped independently or as part of the redevelopment of existing buildings, such redeveloped vehicle and bicycle parking shall comply with this PAD.

3.3.4 Loading

Development within the PAD District shall comply with LUC Article III, Division 4, Off-Street Loading, with the following modifications:

a. Loading space requirements for St. Joseph’s Hospital and supporting facilities, the new Women’s Pavilion proposed for Phase 1, the new Wellness Center proposed for Phase 2 and the new Emergency Department proposed for Phase 3 shall be satisfied by the three existing loading docks located at the hospital’s loading dock area and by an additional 12 x 35 loading zone at the front entrance of the hospital to be relocated during Phase 2 to the new main entrance.

b. All required semi-truck loading shall occur at one of the three loading docks at the hospital’s loading dock area. No other semi-truck loading areas shall be required in this PAD.

c. The new medical office buildings proposed for Phases 1 and 3 shall each provide one 12 x 35 loading zone.

d. Access to and maneuvering for loading spaces can use private streets, PAALs, alleys and driveways within the PAD District regardless of the abutting zone or land use.

3.3.5 Sidewalks and Pedestrian Routes

All new development shall adhere to LUC Sec. 3.2.8.4 and the corresponding Development Standards requirements for building, street, and parking connectivity, as well as ADA requirements and construction details, with the following modifications:

a. A minimum separation of zero (0) feet between a sidewalk and any adjacent structure is permitted.

b. Sidewalks required for all new development and any future redevelopment shall be 5 feet wide. By the end of the final phase of development, all sidewalks shall be 5 feet wide.

Figure 18 depicts conceptual pedestrian connectivity throughout the PAD District showing the existing and future main sidewalk/pedestrian routes that will be connected by other sidewalks as the PAD develops. **Figure 19** depicts the future proposed route of the Rose Hill Wash trail (*see* PAD Section 3.4.2).

3.3.6 Landscape, Screening and Buffering

Except as otherwise provided in this PAD, LUC Division 7, LUC Landscaping and Screening Regulations, shall apply to the PAD District including new vehicular use areas and existing vehicular use areas as such are redeveloped independently or in conjunction with the redevelopment of existing buildings with the following modifications:

a. Consistent with PAD Section 3.3.1, LUC Sec. 3.7.2.4, Landscape Borders, shall be amended so that interior landscape borders are not required between buildings or other PAD development or along interior property lines within the PAD District, unless the adjacent land use is residential, in which case LUC Table 3.7.2.I for residential zones adjacent to office uses shall apply.

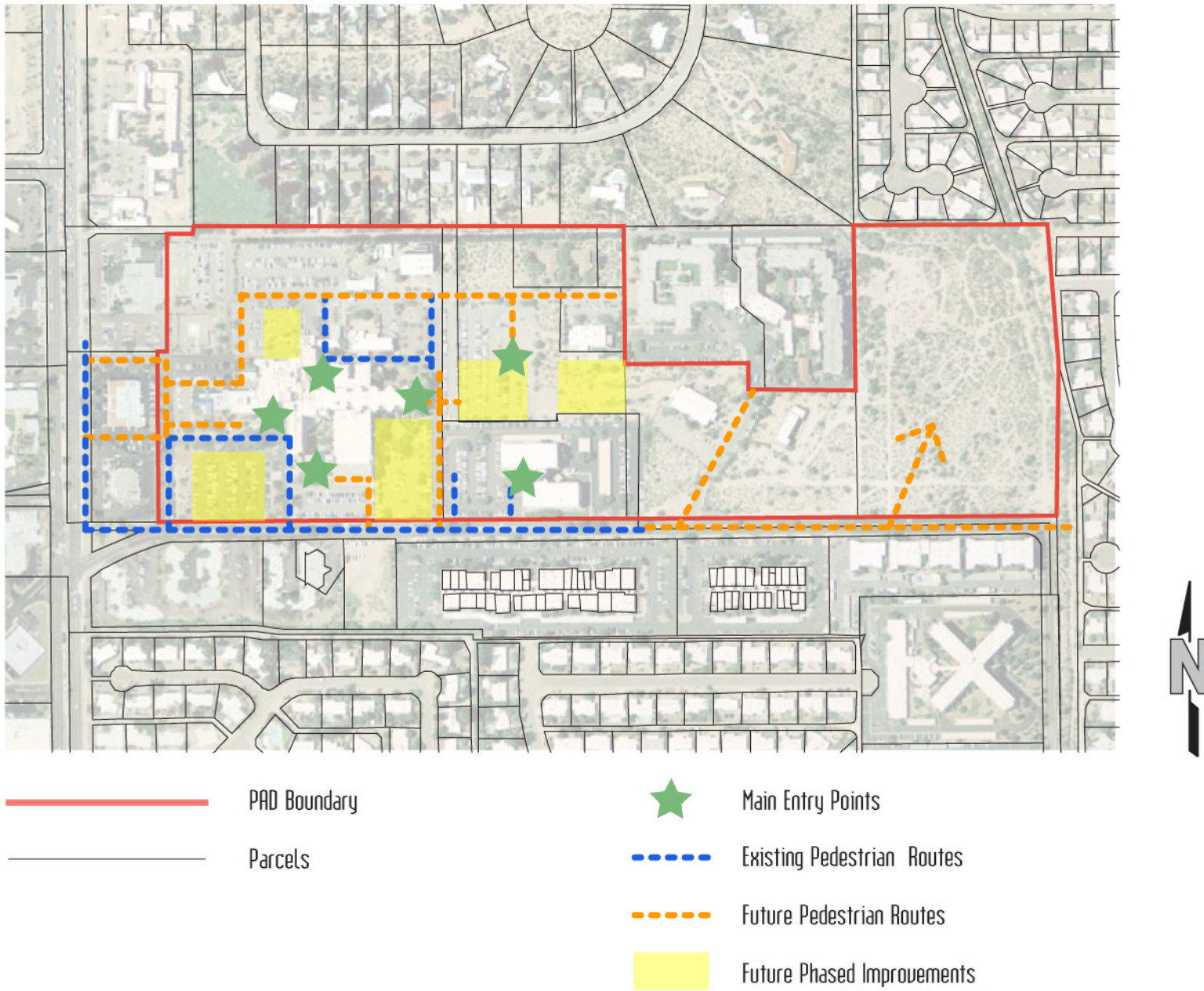
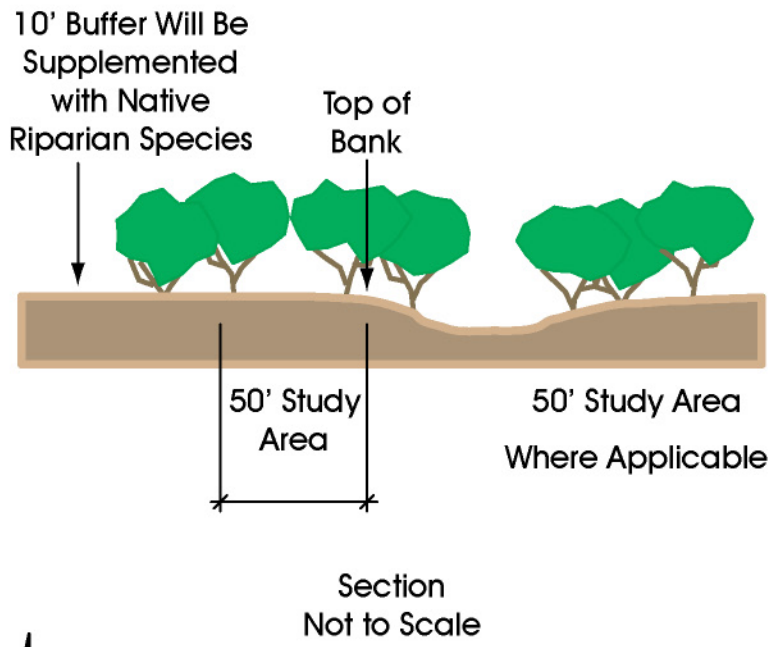


Figure 18:
Pedestrian Circulation



- PAD Boundary
- Natural Area: Will be Supplemented with Native Riparian Species.
- 8' Trail

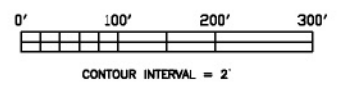


Figure 19:
Rose Hill Wash

b. Landscape borders shall not be required along the western PAD perimeter boundary adjacent to the existing C 1 and O-3 zoned parcels (Tax Parcel Nos. 133-17-0590 and -0600).

c. **Figure 20** depicts the locations of specific landscape borders around the PAD perimeter boundary. These specific landscape borders shall either conform to the LUC requirements or alternatively, at St. Joseph's option, conform to the specifications of the corresponding figure below. These landscape borders will be required at the time of construction of the new development and will include landscaping consistent with the City's landscaping guidelines. The following figures illustrate specific landscape border cross-sections:

- **Figure 21, Section A-A:** Carondelet Drive adjacent to the new parking garage proposed for Phase 1.
- **Figure 22, Section B-B:** Carondelet Drive adjacent to the new Women's Pavilion proposed for Phase 1.
- **Figure 23, Section C-C:** The existing northern PAD boundary adjacent to the Harold Bell Wright neighborhood shall remain in place and shall be supplemented per PAD section 5.2.4. Indigenous native landscaping is recommended unless appropriate alternative vegetation is recommended by the Architectural Review Board for landscape screening.

d. The existing landscape border along the north side of Carondelet Drive in the PAD District is between 7 and 10 feet in width with tree plantings at 25 to 30 foot intervals.

3.3.7 Height Limitations

- OCR-1 Zoning District

Figure 24 depicts the maximum building heights within the PAD District. In the OCR-1 zoning district, within 130 feet of the northern boundary of the PAD District, buildings shall be low profile and building heights may not exceed 25 feet from finish grade. From

130 feet to 240 feet from the northern boundary of the PAD District, building heights may not exceed 40 feet from finish grade. South of the 240-foot setback from the northern boundary of the PAD District, the maximum building height is 90 feet from finish grade, except that the proposed parking garage on Carondelet Drive in the southwest corner of the PAD District shall not exceed 30 feet from finish grade. In the event that the garage is not constructed or is constructed and later removed, the height of any structure other than a parking garage may not exceed 90 feet from finish grade.

- O-3 Zoning District

In Tax Parcel No. 133-17-0670, the maximum building height is 25 feet from finish grade. In Tax Parcel No. 133-17-0650, the maximum building height is 40 feet from finish grade.

- Both OCR-1 and O-3 Zoning Districts

All rooftop antennas, emergency service communications facilities, radio towers, elevator shafts and other rooftop appendages are excluded from the height restrictions in this PAD, but may not exceed an additional 20 feet above permitted building height.

3.3.8 Building Envelope Standards

The development designators for the LUC OCR-1 and O-3 zones shall apply to all new development in the PAD district with the following modifications:

- Building setbacks for any interior property lines will be 0 feet.
- PAD perimeter building setbacks. For the purposes of this PAD, site perimeter building setbacks shall be measured from the PAD District boundary and shall apply as depicted in **Figure 25** where (H) means "height" and the greater of two dimensions controls. As shown in **Figure 25**, along the northern PAD boundary between the Harold Bell Wright neighborhood and the existing power plant, the building setback shall be 40 feet to reflect the

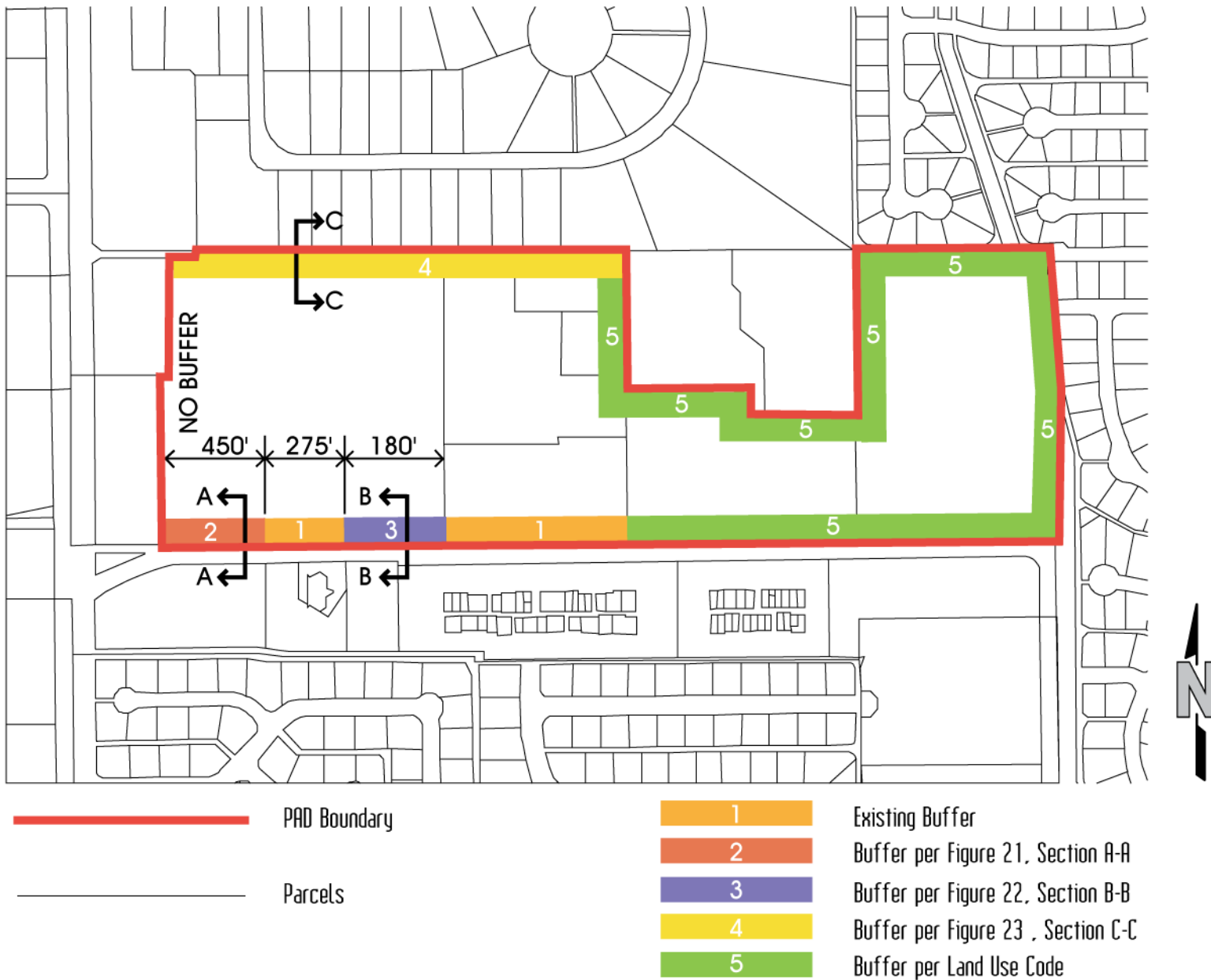


Figure 20:
PAD Perimeter Buffer

Section at Parking Garage

Landscape Buffer: 10'
 Plantings: Low water, drought tolerant
 Trees every 33'

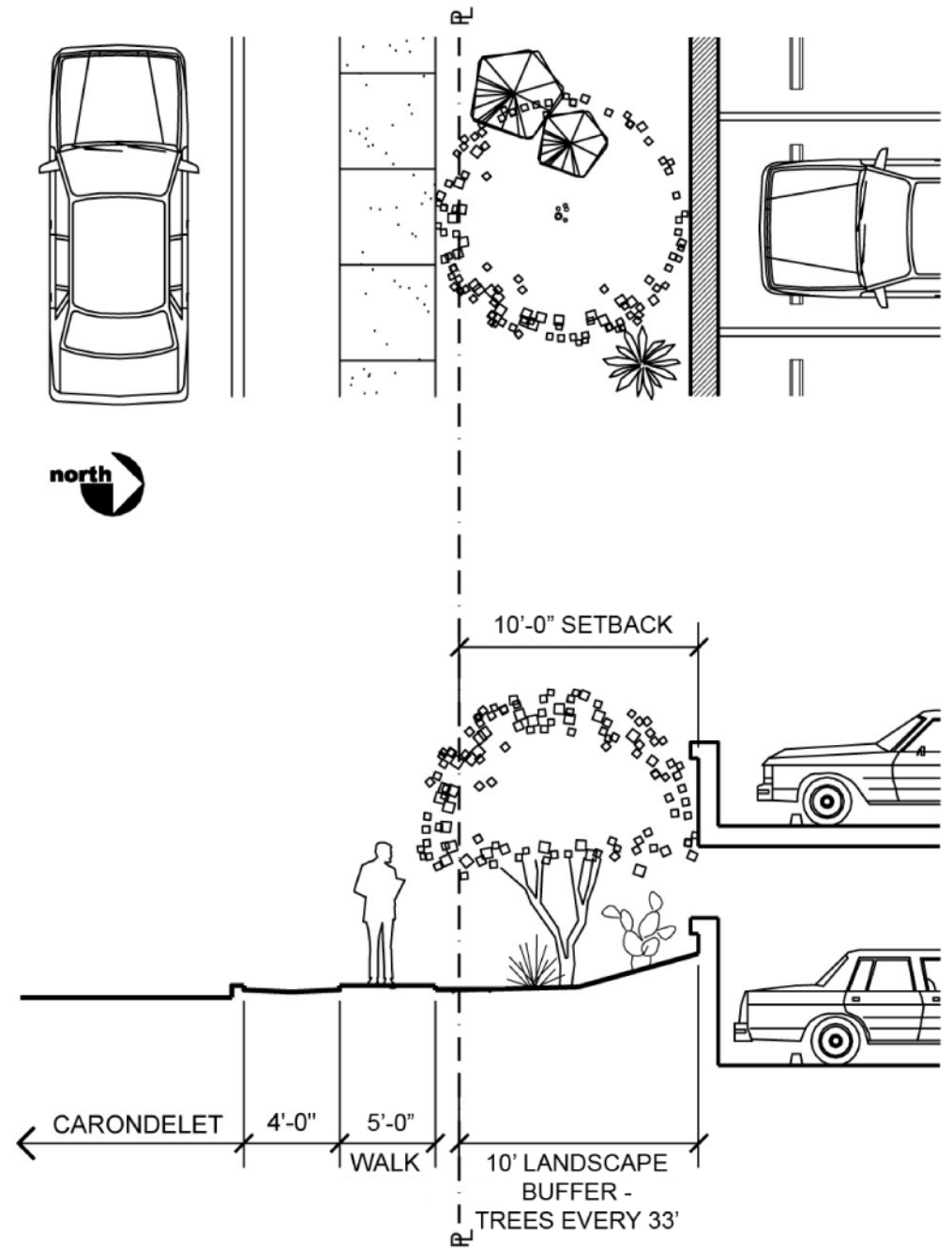


Figure 21:
Section A-A

Section at Women's Pavilion

Landscape Buffer: 7' to 10'
 Plantings: Low water, drought tolerant
 Trees every 25'

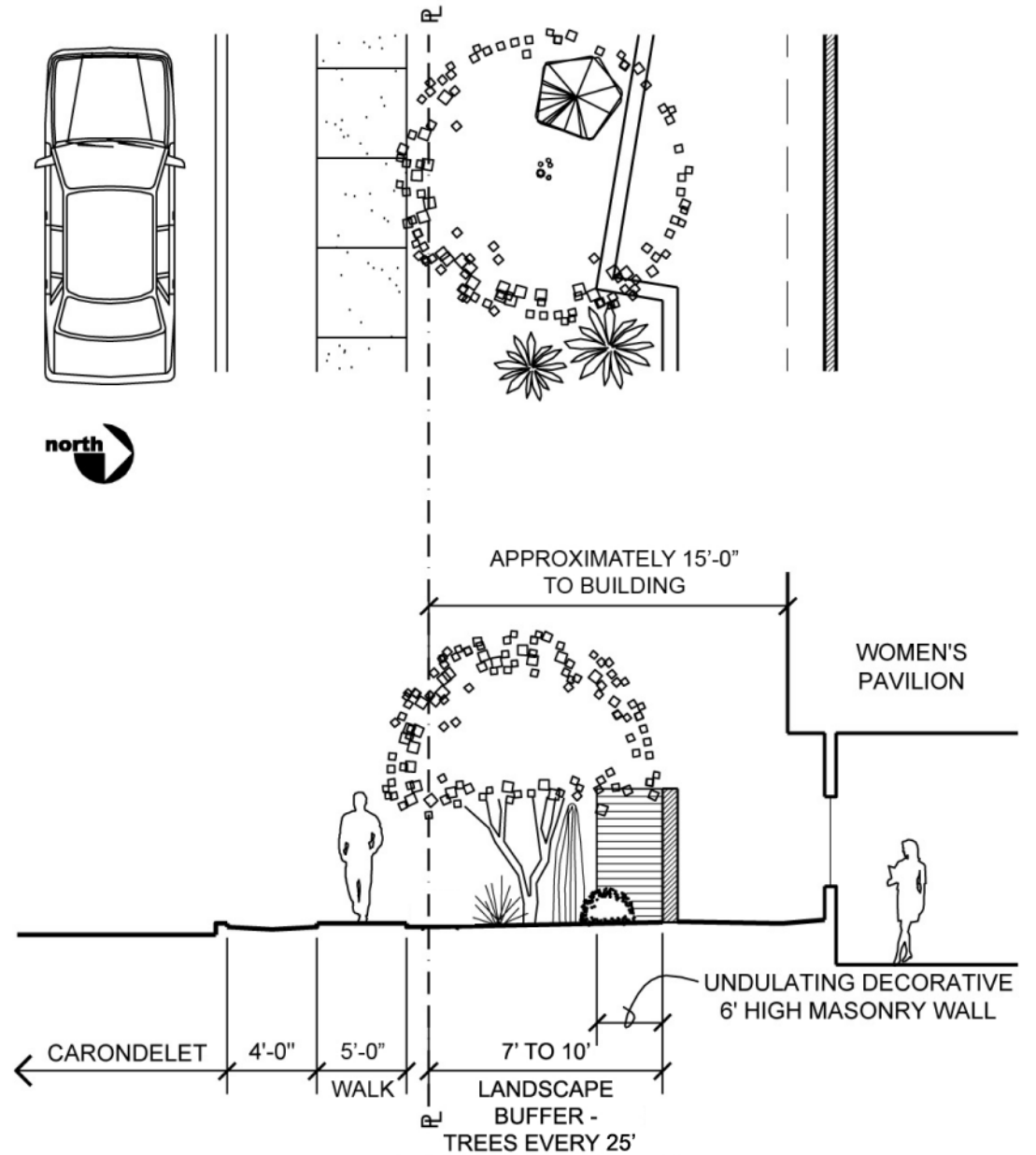


Figure 22:
 Section B-B

Section at Northern Boundary with Harold Bell Wright Neighborhood

Landscape Buffer: 5' to 10'
 Plantings: Indigenous native trees per PAD

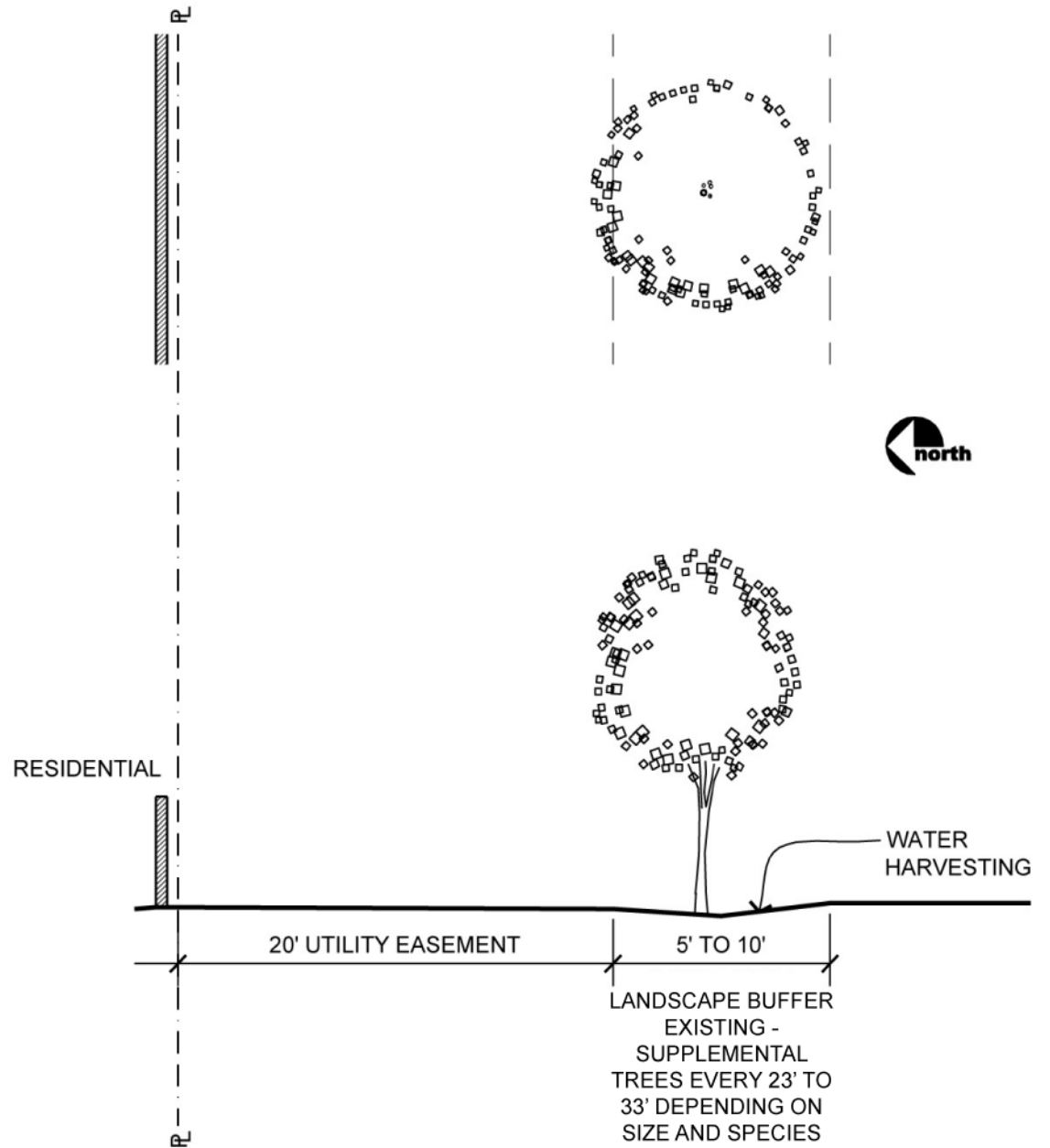
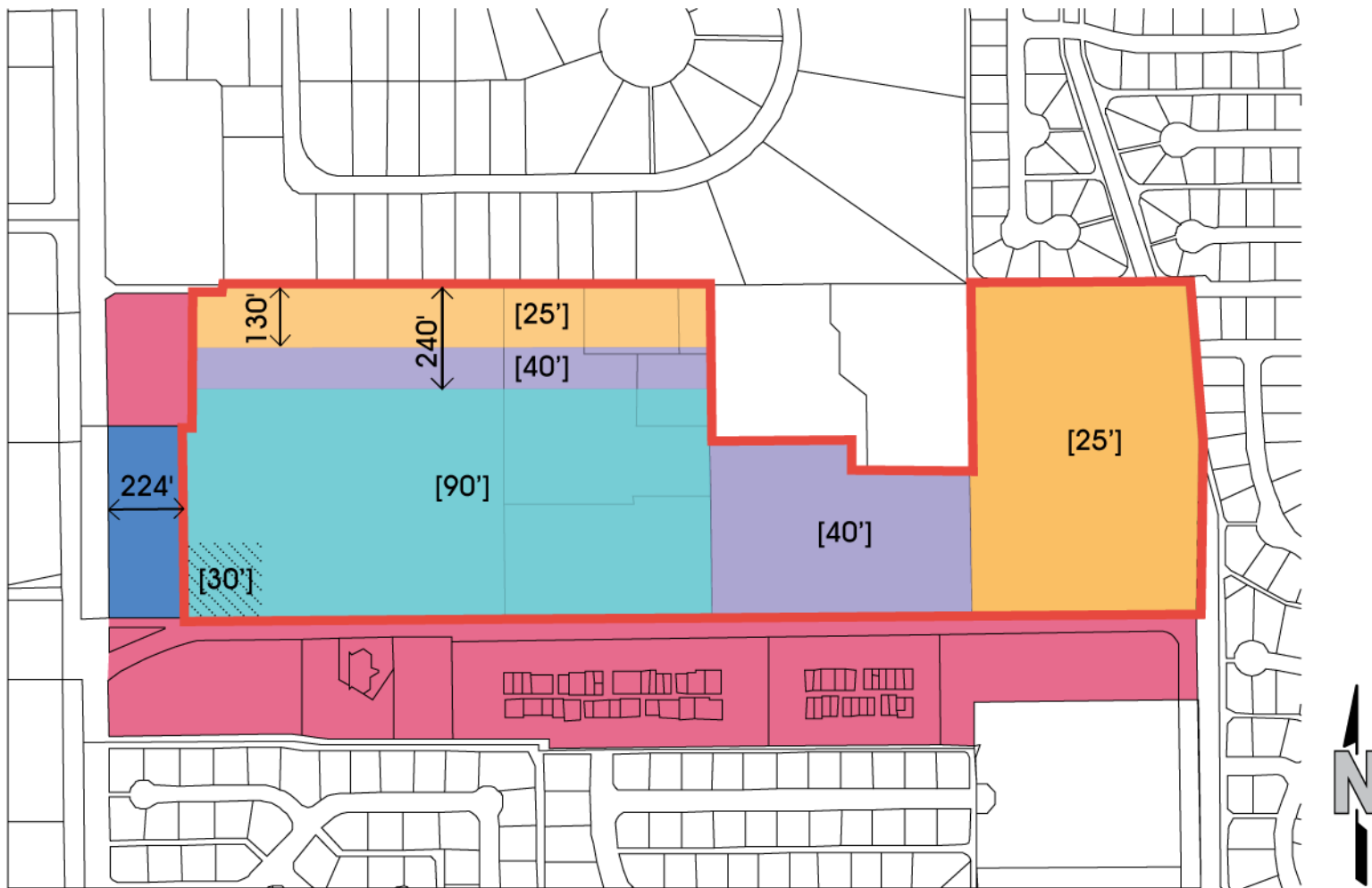
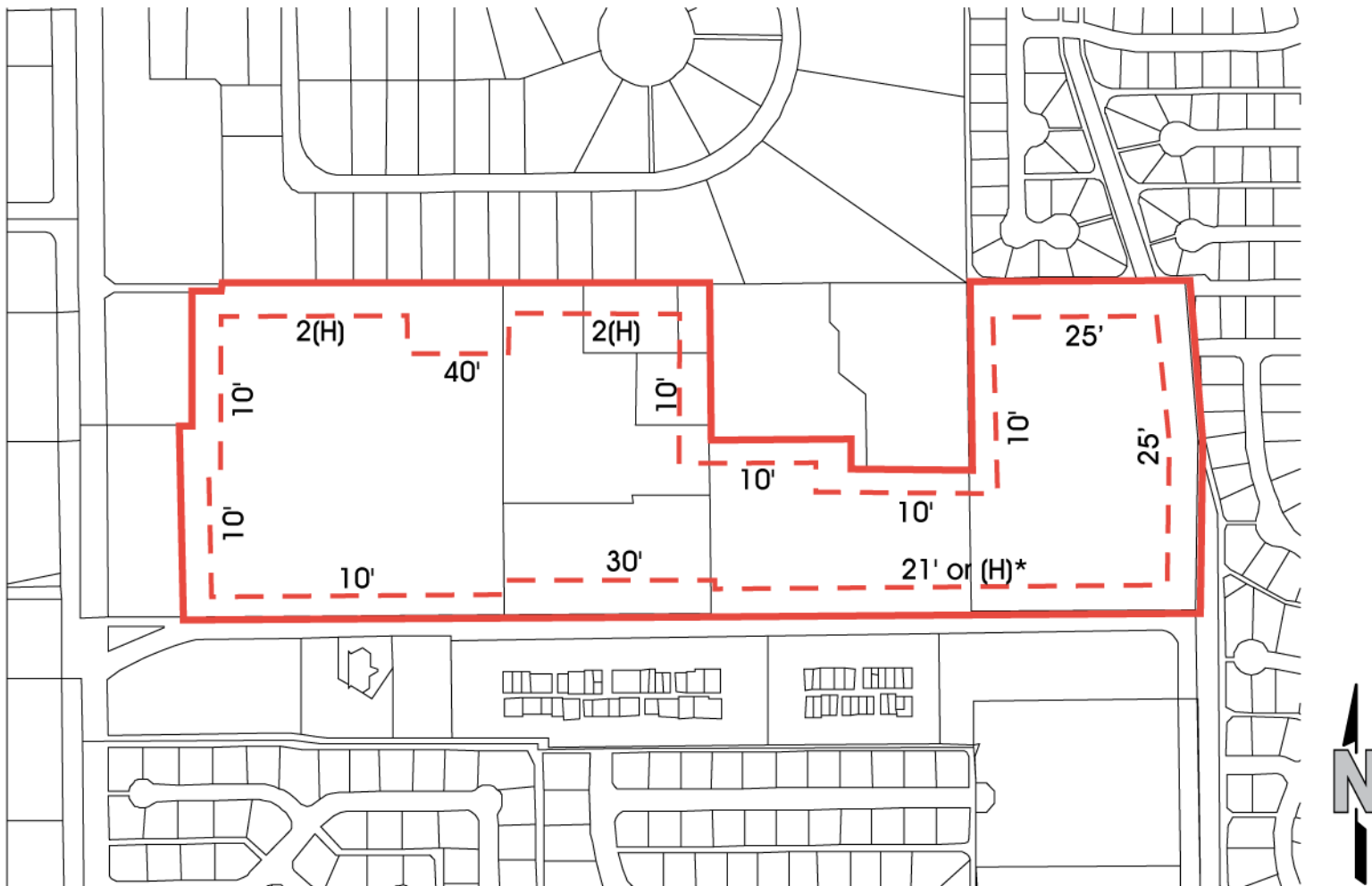


Figure 23:
 Section C-C



- PAD Boundary
- Parcels
- Height of new structures restricted to 90 feet from finish grade
- Height of parking garage only restricted to 30 feet from finish grade
- Height of new structures restricted to 40 feet from finish grade
- Height of new structures restricted to 25 feet from finish grade
- Height under existing C-1 zoning at 30 feet
- Height under existing O-3 zoning at 40 feet

Figure 24:
Height Guidelines



— PAD Boundary

(H) Building Height

— Parcels

* The greater of the two dimensions controls

- - - Setback Line

40' Applies only to the existing setback for the power plant from the northern PAD boundary

Figure 25:
Building Setbacks

existing setback of the power plant from the property line. Building setbacks for the remainder of the northern PAD boundary adjacent to the Harold Bell Wright neighborhood shall be 2(H) or twice the building height. If the power plant is relocated or otherwise removed, a new building or structure shall comply with the 2(H) building setback.

- For purposes of this PAD, no parking garage shall be constructed within 130 feet of a residentially-zoned property.

3.3.9 Helicopter Pad

The helicopter pad is currently intended to remain in its existing location. In the event of any future relocation, the helicopter pad shall not be relocated closer than 200 feet from any existing residential land uses. The helicopter pad may also be relocated on the roof of a building or parking garage, but the 200-foot horizontal distance to residential land uses shall remain unchanged.

3.3.10 Sound Attenuation and Fume Mitigation

Any new, noise generating uses, such as loading docks/areas, but excluding the existing physical plant and parking facilities or lots, shall be located a minimum of 50 feet away from any residentially-zoned property.

The existing physical plant boiler/chiller and generator door has a sound baffle that has been compromised with an evaporative cooler. During Phase 1, St. Joseph’s will restore/replace the door and sound seals. Additionally, St. Joseph’s will install a critical grade silencer on the exhaust piping for the generator inside the physical plant, and will extend the exhaust pipes outside the physical plant in a vertical direction to discharge exhaust higher and vertically to help reduce exhaust fumes carried to the residential properties. During this Phase 1, St. Joseph’s will investigate enclosing the west side of the yard of the physical plant to see if that also will reduce the noise levels. Sound testing shall be conducted after final modifications to the physical plant have been completed.

Any expansion of mechanical equipment may not result in increased noise levels or smoke and fumes. Future development shall comply with all requirements in Tucson Code, Chapter 16, Article IV, Section 16-3(c)(1). A Sound Report prepared by Sound Solution Acoustical Consulting describing the existing noise generation from the site was submitted in conjunction with this PAD.

3.3.11. Lighting

Diverse complementary lighting fixtures will provide for a variety of lighting needs within the site. Because there is substantial night use, all major outdoor circulation elements, parking areas and patient drop-offs/entries shall receive primary lighting attention. All lighting must be in conformance with the City Outdoor Lighting Ordinance.

a. Parking Areas: Lighting fixtures shall be high pressure sodium mounted on 18-foot high poles. Lighting shall incorporate a full cut-off shield when adjacent to the property line.

b. Buildings: Canopy mounted lighting, wall mounted lighting and low level lighting on bollards near ground level shall be employed to provide illumination of main building entries.

3.3.12 Signage

All signage will adhere to the requirements of the City Sign Code. See **Figure 26** showing examples of future signage.

3.3.13 Architectural Character

The St. Joseph’s Hospital campus has evolved significantly over the last forty years. The original building and imaging center to the west are brick masonry. The east wing hospital building is predominantly concrete and metal panels. The architectural treatment of new development shall provide the primary means of visually unifying the entire campus through the use of similar materials, massing and scale.

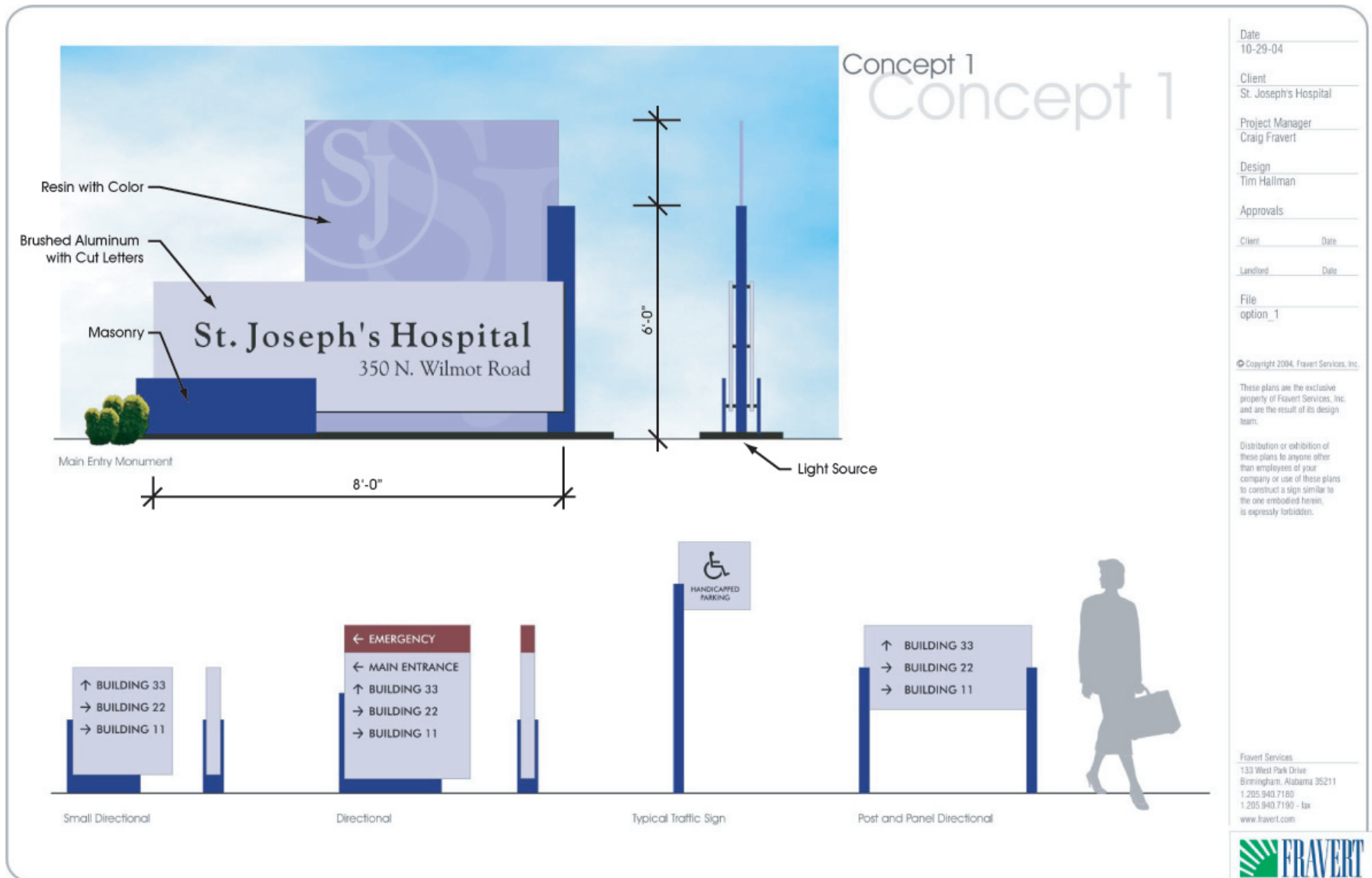


Figure 26:
 Signage

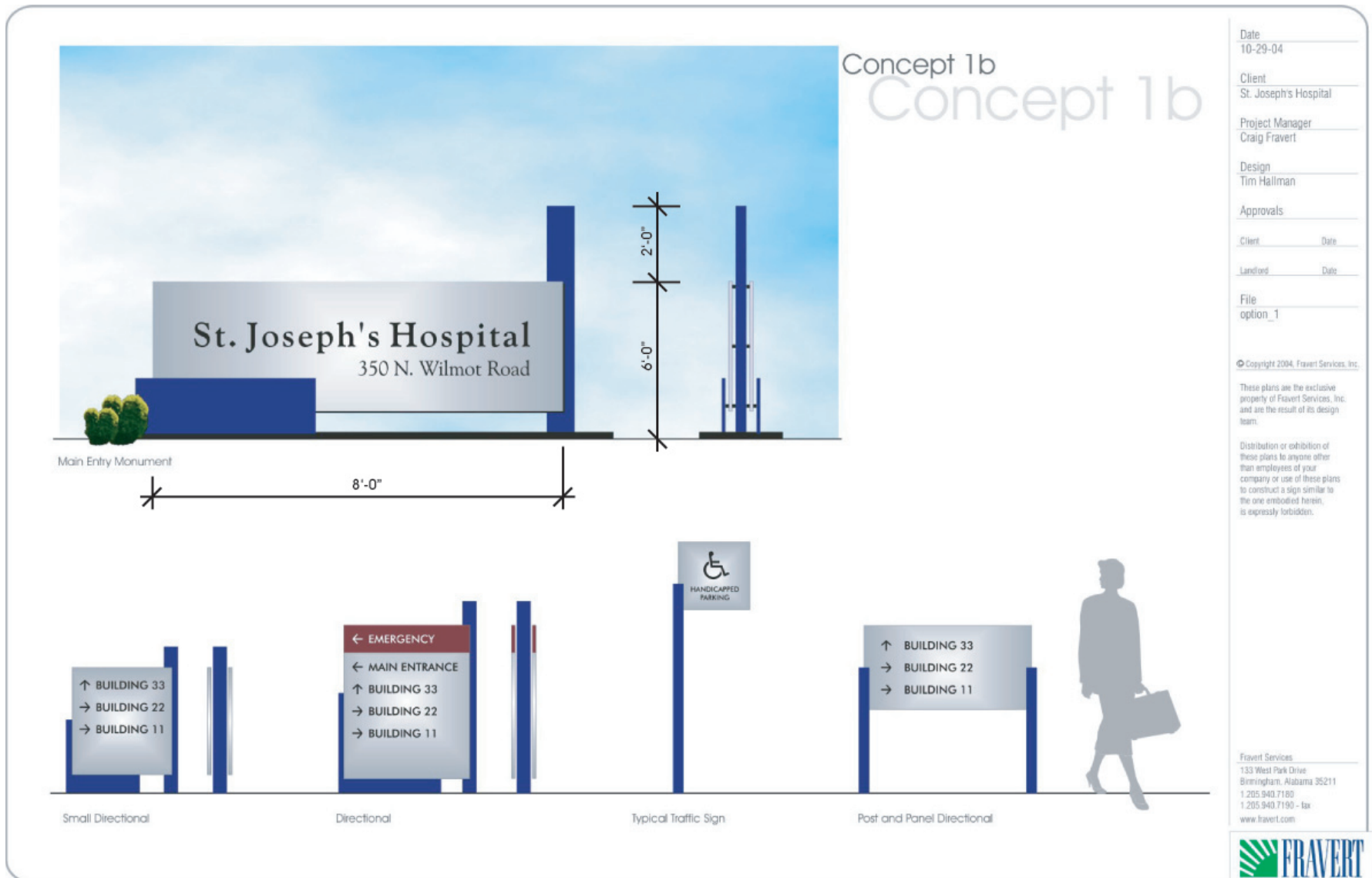


Figure 26:
 Signage

St. Joseph's staff will appoint an Architectural Review Board to monitor all future developments that will include at least two residents from the surrounding neighborhoods. The staff and Architectural Review Board will oversee the review and approval of new architectural design pursuant to the design guidelines provided within this PAD and shall provide a letter of approval to the City at the time of plan submittal.

3.3.14 Design Guidelines

The design of future development in the PAD District is intended to unify the various architectural components. Proposed building massing shall be simple and complimentary to existing buildings. Pedestrian scaled entry accents and plazas shall be provided. Building materials shall enhance the hospital image. **Figure 27** illustrates examples of the preferred building materials.

- Materials

The following materials are preferred although alternate materials may be permitted upon review and approval of the architectural review board:

- a. Brick masonry
- b. Metal panels
- c. Poured in place and pre-cast concrete with a natural uniform appearance
- d. Tinted glass
- e. Stucco with texture

- Colors

- a. Use harmonious and complimentary colors that reflect the existing color palette.
- b. Develop an overall color scheme through the use of similar colors with complimentary accent colors at entries.

- Rooftop Screening

Mechanical equipment for all new development shall be screened from view and such screens shall be continuous, solid and integrated with the building facade. Visible screening and exposed equipment will be painted to match the building. Antennas are excluded from these requirements.

3.4 Conservation Standards

3.4.1 Rose Hill Wash

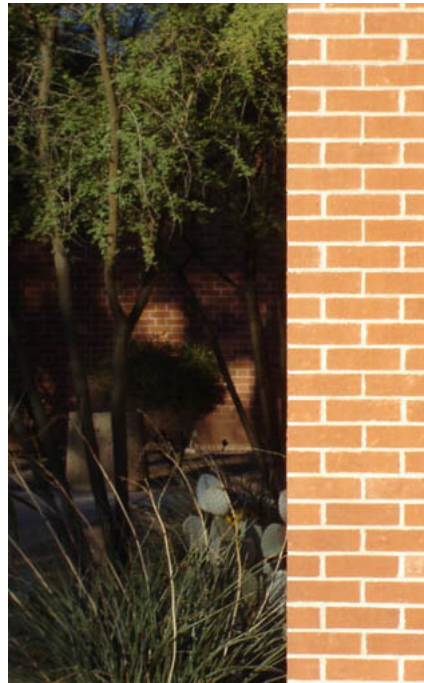
The Rose Hill Wash is a WASH Ordinance wash. All requirements of Tucson Code, Article VIII, Chapter 29 (WASH Ordinance) shall apply. No alterations to the study area of the Rose Hill Wash as established by the WASH Ordinance are proposed.

3.4.2 Rose Hill Wash Trail #320

An ADA-compliant trail, open to the public, shall be constructed within or adjacent to the 50-foot study area of the Rose Hill Wash subject to the WASH ordinance. The location, design and construction of the trail will be determined in cooperation with and with the approval of the City Parks and Recreation Department in compliance with Tucson Code, Article VIII. Unless otherwise requested by the developer of that portion of the PAD in which the trail is located, the trail shall be 8 feet wide, stabilized, and shall run along the Rose Hill Wash from the alley located along the northern PAD District Boundary to the future sidewalk located along the north side of Carondelet Drive. The trail will be level with finish grade. In order to prevent vehicular access, removable bollards will be installed along the north and south ends of the trail. Drainage that crosses the trail will be directed underneath the trail to prevent wash outs. The trail improvements shall be constructed at the time that the property is developed on which the trail is intended to be located.



PRE-FINISHED METAL PANELS, ALUMINUM STOREFRONT



RED BRICK - FLEMISH BOND

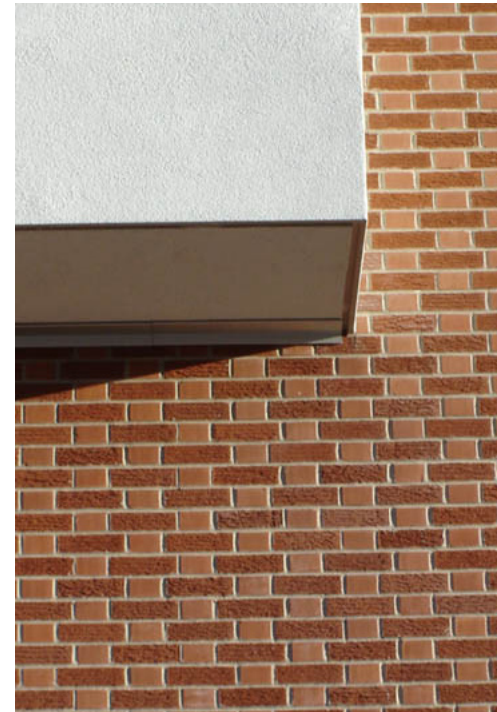


CAST-IN-PLACE CONCRETE, PRE-FINISHED METAL PANELS, ALUMINUM STOREFRONT

Figure 27:
Preferred Building Materials

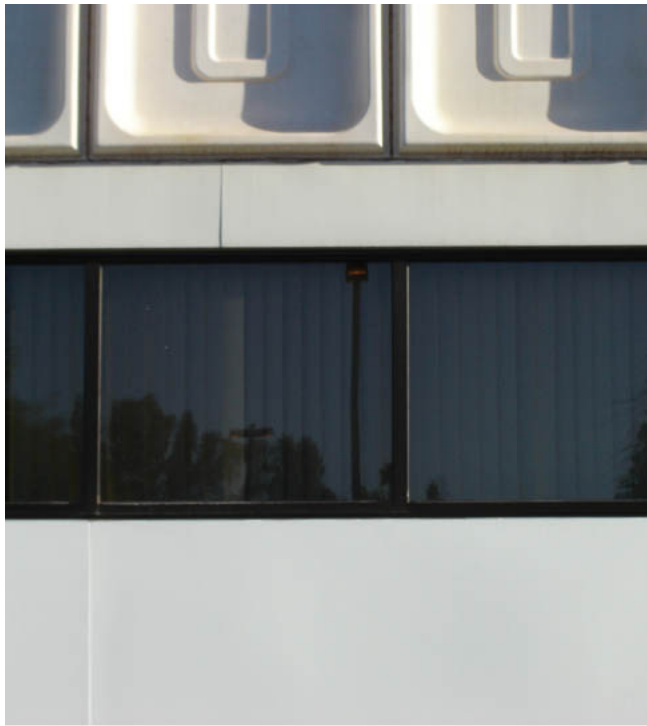


PRE-CAST CONCRETE PANELS, ALUMINUM STOREFRONT & TINTED GLASS



MULTI-COLOR BRICK FLEMISH BOND PATTERN & STUCCO PANELS

Figure 27:
Preferred Building Materials



ALUMINUM STOREFRONT W/ TINTED GLASS & PRE-FINISHED SMOOTH METAL PANELS



CAST-IN-PLACE CONCRETE RIBBED FORM TEXTURE



CAST-IN-PLACE CONCRETE, ALUMINUM STOREFRONT

Figure 27: Preferred Building Materials

3.4.3 Native Plant Preservation

LUC Sec. 3.8, Native Plant Preservation, shall apply to the property within this PAD District. However, exception applications may be filed for each parcel for documentation of the absence of viable native plants.

3.5 Infrastructure Phasing and Construction

3.5.1 Wastewater

Major Pima County wastewater sewage collection system infrastructure exists around the PAD District and is expected to be adequate for all future development in the PAD. It is anticipated that some minor improvements to the interior PAD sewer system will be required. The need for sewer improvements will be analyzed as part of the detailed design of each future phase.

3.5.2 Storm Water Drainage

Since the western two-thirds of the site is currently developed, construction in this area will not increase storm water run-off. It is anticipated that existing drainage patterns will remain and that no major infrastructure improvements for storm water drainage are needed. Drainage improvements, as described in PAD Section 2.5.3, to the existing drainage channel north of the Physical Plant are expected to occur with Phase 2 construction.

The eastern one-third of the property is currently undeveloped and is expected to be developed as low-rise medical offices in Phase 4. Storm water drainage infrastructure improvements will be designed and constructed at that time in accordance with City development standards.

3.5.3 Solid Waste Disposal

Solid waste generated from new development is expected to increase with each Phase. Since solid waste is currently disposed off site

and will continue to be disposed off site, no infrastructure construction for solid waste disposal is needed. The City's Environmental Services Department now handles non-biological waste. The details for trash pick-up, including circulation and dumpster locations will be addressed during the development plan stage for each Phase. Dumpsters shall be located a minimum of 50 feet away from any residential uses. Cardboard recycling will continue to be handled by a contract vendor.

St. Joseph's Hospital will continue to generate regulated medical waste (RMW) on a daily basis. RMW will continue to be removed from the hospital to a secure fenced and gated location north of the loading dock for a 5-day a week pickup and disposal by a contract vendor. All collection and processing of medical waste shall be managed in accordance with A.C.C., Title 18, Chapter 13, Article 14 - Biohazardous Medical Waste and Discarded Drugs rule.

3.5.4 Public Utilities

Major infrastructure for water, electricity, gas and telephone already exist within the PAD District and are expected to be adequate for all future development of the hospital and associated uses. Minor improvements to the interior public utilities will be required. The need for public utility improvements will be analyzed as part of the detailed design of each future Phase.

4 - Circulation Plan

4.1 Existing Conditions

The existing traffic and circulation conditions affecting the PAD District are detailed in the TIA. A summary of the traffic conditions is provided in PAD Section 2.10, **Figure 14** and **Table 2**. A summary of existing parking is found in PAD Section 2.3, **Table 3** and **Figure 15**.

4.2 Future Conditions

The TIA also evaluates future traffic and circulation and recommends possible roadway improvements based on three horizon years: “Near Term” 2007 – project opening year of Phase 1; “Mid Term” 2009 – projected opening year of Phase 2; and “Long Term” 2010 – project build out of Phase 3. The “Near Term” improvements in the TIA that will be financed, designed and constructed by St. Joseph’s in conjunction with the Phase 1 improvements are identified in PAD Section 4.3. The “Mid Term” and “Long Term” improvements discussed in the TIA are tied to potential future Phases. An updated or supplemental TIA will be provided as part of the development plan process for all Phases of development. Any future development of Carondelet Drive shall meet the requirements of the City-approved Access Management Policy.

Phase 1 traffic/roadway improvement recommendations in the TIA include the following:

4.2.1 Near Term (Phase 1)

- Improve sight distance along Carondelet Drive through landscape trimming within the raised median area and on the roadsides near the driveways.
- Add southbound dual left turn lanes and a northbound right turn lane at the Wilmot Road/Carondelet Drive intersection.

- Provide a bus pullout on Wilmot Road.
- Rebuild the Jessica Avenue and Broadway Boulevard intersection to provide dual left southbound lanes.
- Add a northbound right turn lane for the driveway north of Carondelet Drive to reduce the potential for rear-end crashes.
- The City should study the potential for either removing the skew at the Wilmot/Carondelet intersection, or removing access to Wilmot Road on the west leg of the intersection.
- Encourage the use of alternate modes to access the hospital, thereby reducing the impact on the roadway network. This includes transit, carpooling, and bike riders.
- Based on regional growth and project trips, signal timing and phasing will need to be modified at all project area intersections to reduce the potential for large queues at the intersections.

4.2.2 Mid Term (Year 2007 to 2010)

- Widen Carondelet Drive to provide left turn pockets at select driveway locations east of Wilmot Road. This may require reducing the size of the existing raised median islands.
- Consider removing left turn access at select driveways along Carondelet Drive. Access to these driveways will be provided through right-in/right-out movements only. Necessary U-turns on Carondelet Drive may be permitted only where adequate turn width is provided.
- Include right turn pockets from Carondelet into the areas of hospital or medical facility expansion.

4.2.3 Long Term (Year 2010+)

- Widen Carondelet Drive to four lanes if warranted based on future traffic needs.

Phase 2, 3 and 4 improvements (if any) will be determined through an updated or supplemental TIA to be provided as part of the development plan process for such future Phases.

4.3 Roadway Infrastructure Improvements

Based on the TIA and with the review and approval of the City, St. Joseph's/CHN shall design and construct the roadway improvements associated with Phase 1 development as specified in this Section of the PAD. These roadway improvements shall be completed pursuant to the City's normal private improvement agreement process before issuance of a final certificate of occupancy for the new medical office building planned for Phase 1. Construction of these roadway improvements shall fully satisfy any obligation of St. Joseph's/CHN to the City for construction of future roadway improvements related to the development of the project as proposed in the PAD. The specified roadway improvements include the following:

- Construct a bus pullout along Wilmot Road north of Carondelet Drive.

- Construct a second left turn lane southbound and a new right turn lane northbound on Wilmot Road at the intersection of Wilmot Road and Carondelet Drive.

- Construct a second left turn lane southbound at the intersection of Jessica Avenue and Broadway Boulevard.

Modifications to the schedule, design or extent of the above roadway improvements will require the mutual agreement of the City and St. Joseph's/CHN, but will not require an amendment to this PAD. The City shall not require St. Joseph's/CHN to construct additional

roadway improvements to Wilmot Road related to Phase 2, Phase 3 or Phase 4 of the proposed PAD development.

St. Joseph's/CHN shall be responsible for future improvements to Carondelet Drive as may be warranted by an updated or supplemental TIA to be provided as part of the development plan process for such future Phases and such improvement plans shall be submitted for review through the City's normal private improvement agreement process.

5 - Implementation & Administration

5.1 Project Phasing

New development within the St. Joseph's Hospital PAD District will be phased over a number of years depending on St. Joseph/CHN's expansion needs, resources and market demand. **Figure 28** is a conceptual phasing plan that depicts the possible development in Phases 1 through 4. The components identified in the conceptual phasing plan and this PAD Section 5.1 are generally expected to be constructed as proposed, but the exact timing, location, dimensions and building uses may be modified depending on available financing, market demand, site and area availability. For each subsequent Phase, detailed development planning will identify the exact components to be constructed.

5.1.1 Phase 1 Elements and Timing

Phase 1 includes elements considered most critical to the ongoing success of the St Joseph's Hospital, including a new Women's Pavilion on a parcel located just southeast of the existing hospital adding about 135,000 total square feet of new building.

A new parking garage is proposed along Carondelet Drive east of the retail frontage parcel. The garage is expected to be a two-story structure with capacity to add a third level in the future. The first level may be partially submerged but open to lower the profile and reduce ramping to the upper level. The materials to be used for this parking garage are proposed to include finished concrete consistent with the hospital exterior.

A new medical office building is proposed to be built on the site of the existing east parking lot. The building will be 4 to 5 stories in height and will likely be accompanied by a second parking garage either in Phase 1 or Phase 2, as warranted by PAD parking requirements.

Phase 1 will also include modifications to the physical plant as needed to expand capacity to serve the Phase 1 improvements.

The general building program for Phase 1 includes the following:

- Women's Pavilion
- Inpatient Services
- Ancillary Services
- Public Services
- Medical Office Building
- Physical Plant Services
- Parking Garage (on Carondelet near Wilmot) (height not to exceed 30 feet from finish grade)
- Second Parking Garage (in Phase 1 or Phase 2)

Phase 1 construction is expected to take up to 18 months.

5.1.2 Phase 2 Elements and Timing

Phase 2 will construct a new hospital main entrance located on the south side of the building. Outpatient Services is presently located at the site of the proposed new entry. A new Wellness Center will be constructed north of the existing east wing of the hospital. The area presently serving as a courtyard behind Outpatient Services will be enclosed as will the courtyard area north and east of Rehab Services. A new 2,000 square foot chapel located west of the new hospital entrance is expected to start either in Phase 1 or Phase 2. Expanded parking facilities will also be provided.

The general building program for Phase 2 includes the following components:

- New Main Entrance
- Wellness Center
- Physical Plant Services
- Drainage Improvements (north boundary)
- Chapel (may begin in Phase 1)
- Third Parking Garage (as needed)

Phase 2 construction is expected to take up to 18 months.

5.1.3 Phase 3 Elements and Timing

Phase 3 will include new patient services and operational support services to support the previous phased work and an emergency room expansion on the north side of the existing hospital.

The general building program for Phase 3 includes the following components:

- Emergency Room Expansion
- Ancillary Services
- Operational Services

Phase 3 construction is expected to take approximately 8 months and could start as early as the spring of 2007.

5.1.4 Phase 4 Elements and Timing

Phase 4 may include a second medical office building, an additional floor for the Women's Pavilion and numerous small renovations through out the facility to complete the master plan. Additionally, Phase 4 includes development of the largely vacant land located to the east of the existing hospital to the eastern boundary of the PAD District. This part of Phase 4 is not yet funded or specifically planned. The hospital will commit to low-rise medical office, or medically

related uses that could potentially add 150,000 SF of buildings with supporting surface parking facilities. If medical uses are not warranted for the project in the future, the property may be developed for single-family homes subject to the requirements of this PAD.

The general building program for Phase 4 includes the following components:

- Second Medical Office Building
- Ancillary Services
- Operational Services
- Physical Plant Services
- Medical Office Park (located in the eastern portion of the PAD)
- Possible 5th Floor to Women's Pavilion

5.2 Responsibility for Maintenance

5.2.1 Public Roadways

Carondelet Drive and the Wilmot Library entrance are maintained by the City of Tucson. Roadways consist of asphalt driving surfaces with integral curb and gutter.

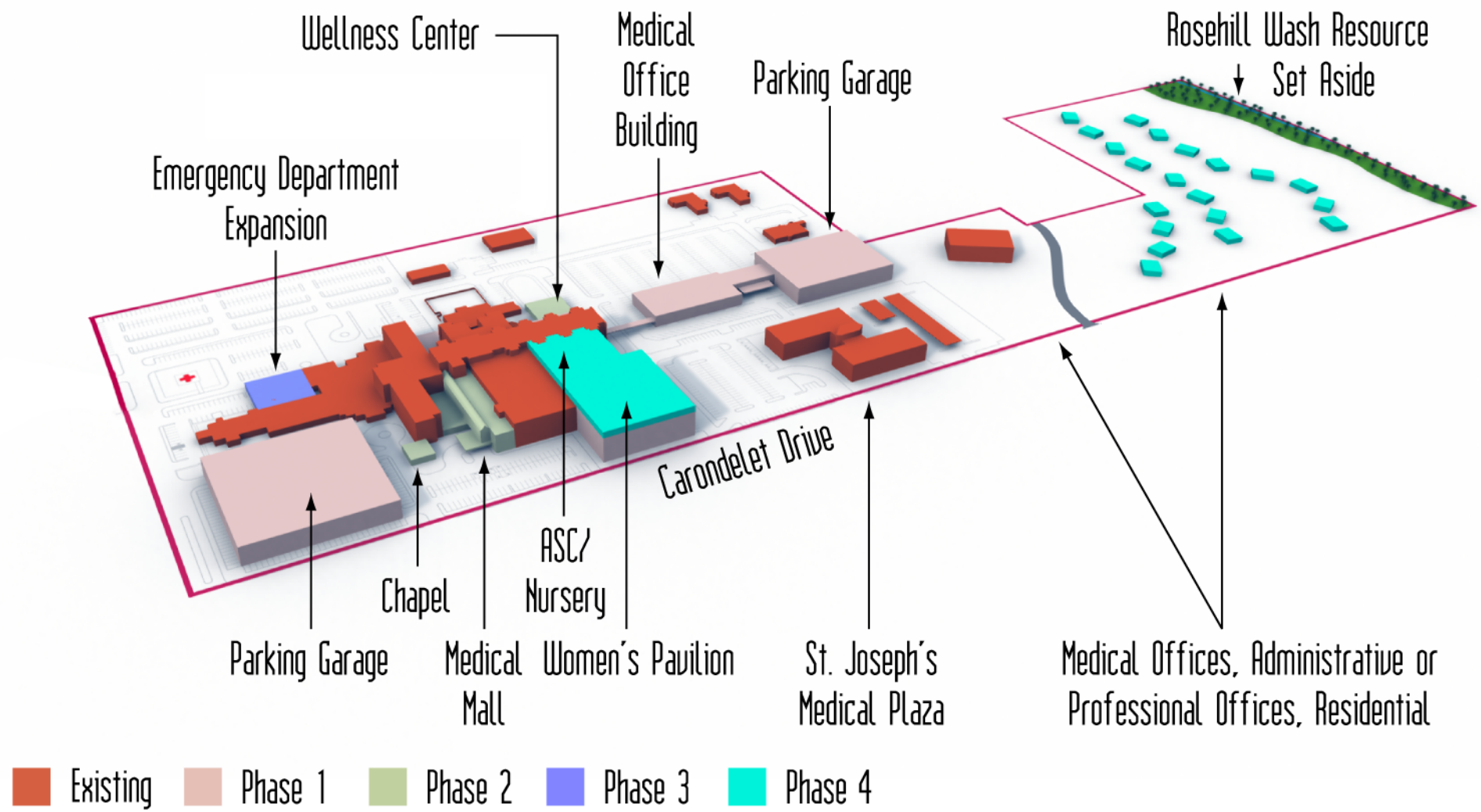
5.2.2 Private Access

Private access exists at the main entrance, outpatient entrance, east wing, Emergency Department, medical office building, Behavioral Health Center, central plant and Villa. All private access roads are maintained by St Joseph's Hospital. Private roads consist of asphalt paving and integral curb and gutter.

5.2.3 Drainage Facilities

All on-site drainage facilities will be financed and maintained by St. Joseph's.

Figure 28:
Conceptual Phasing Plan



Storm drains to which some on-site runoff may flow are located at Carondelet Drive and Wilmot Road. The storm drains are maintained by the City.

5.2.4 Landscape

Landscaping within the boundaries of St Joseph's campus is maintained by St Joseph's. Most vegetation is indigenous to the area or drought-tolerant, requiring minimal irrigation to support. Landscaping consists of minimal lawn at the main entry and chapel, indigenous or drought tolerant plants along all public ways, boundaries and entries.

All landscaping within the St. Joseph's Hospital PAD District will be regularly maintained by a licensed landscape contractor for the life of the project, to ensure each plant's continued health. Dead plants will be replaced within ninety days. Native desert exists to the east of the campus.

The northern landscape boundary adjacent to the Harold Bell Wright neighborhood is in the process of being replanted with indigenous, native vegetation, irrigated, to be maintained in perpetuity by a licensed landscape contractor, under the supervision of an Arizona registered landscape architect.

St. Joseph's shall conduct periodic maintenance of all perimeter areas within the PAD District to remove debris left behind by unlawful dumping. The landscape within the public rights of way is maintained by the City.

5.3 Amendments, Interpretations, and Minor Revisions

5.3.1 Purpose

This section of the St. Joseph's Hospital PAD provides the regulatory procedures that will guide the implementation of the PAD. The sections below shall apply to all property intended for development.

5.3.2 Effect of PAD District on Adopted City Zoning Regulations

The St. Joseph's Hospital PAD District regulations and development standards supplement and supersede existing zoning within the PAD District. Section 3 of this PAD defines the allowed land uses and the development standards for future construction within the St. Joseph's Hospital PAD and supersedes existing regulations within the LUC. If an issue, definition, condition or situation arises that is not addressed within this PAD document, the LUC, Development Standards or other applicable City regulations shall prevail.

5.3.3 Interpretations

The City's Zoning Administrator shall have the power to implement and interpret this PAD subject to the limitations set forth in the LUC.

5.3.4 Amendments

Amendments to the St. Joseph's PAD may be necessary over time in order to respond to the changing medical field, market or financial conditions, or to respond to the unanticipated needs of new users. Non-substantial changes to the PAD shall be approved by the Development Services Director pursuant to LUC Sec. 2.6.3.11.B.5, subject to the following:

- Any analogous interpretation of the list of permitted, excepted, secondary and accessory uses proposed as described in this PAD.
- Modifications to the tax code parcel boundaries, including changes to interior boundaries or combining parcels.
- Modification of building locations as long as the setbacks and buffers adjacent to the residential neighborhoods are maintained.

- Modifications to the campus infrastructure that does not change the intent of the PAD.
- Modifications to the Phasing Plan as market and financial conditions dictate.
- Any other items that are not expressly defined as substantial based on LUC Sec.2.6.3.11.B.3.

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

5.4 Impact to Existing Uses and Facilities

5.4.1 Impacts on Existing Infrastructure

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

5.4.2 Impacts on Public Services

The expansion of the hospital and medically related services is expected to increase available health services in the area. Otherwise, there should be no negative impacts on existing public services.

References

Stormwater Detention / Retention Manual; Pima County Department of Transportation and Flood Control District, City of Tucson.

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City of Tucson Land Use Code

Consultants

Bogardus Engineering, hydrology

CLA & Associates, traffic engineering

Gregor & Greiner, civil engineering

META, architects

Swaim & Associates, architects

Planning Resources, planning

Lewis and Roca LLP, legal