

Contents

3 Land Use Plan & Regulations.....35

3.1 Planning Considerations35

3.2 Permitted and Excluded Uses35

3.2.1 OCR-1 Zoning District35

3.2.2 O-3 Zoning District36

3.3 Development Standards39

3.3.1 Interior Lot/Parcel Lines39

3.3.2 Streets, Parking Area Access Lanes (PAALs) and Curbs39

3.3.3 Vehicular and Bicycle Parking.....39

3.3.4 Loading39

3.3.5 Sidewalks and Pedestrian Routes40

3.3.6 Landscape, Screening and Buffering.....40

3.3.7 Height Limitations47

3.3.8 Building Envelope Standards47

3.3.9 Helicopter Pad50

3.3.10 Sound Attenuation and Fume Mitigation.....50

3.3.12 Signage.....50

3.3.13 Architectural Character53

3.3.14 Nonresidential Design Guidelines.....53

3.3.15 Residential Design Guidelines57

3.4 Conservation Standards59

3.4.1 Rose Hill Wash59

3.4.2 Rose Hill Wash Trail #32059

3.4.3	Native Plant Preservation	59
3.5	Infrastructure Phasing and Construction	60
3.5.1	Wastewater.....	60
3.5.2	Storm Water Drainage.....	60
3.5.3	Solid Waste Disposal	60
3.5.4	Public Utilities	60
3.5.5	Parks & Recreation	60
4	Circulation Plan.....	62
4.1	Existing Conditions.....	62
4.2	Future Conditions	62
4.2.1	Near Term (Phase 1).....	62
4.2.2	Mid Term (Year 2007 to 2010)	62
4.2.3	Long Term (Year 2010+)	63
4.3	Roadway Infrastructure Improvements	63
5	Implementation & Administration	64
5.1	Project Phasing	64
5.1.1	Phase 1 Elements and Timing.....	64
5.1.2	Phase 2 Elements and Timing.....	64
5.1.3	Phase 3 Elements and Timing.....	65
5.1.4	Phase 4 Elements and Timing.....	65
5.2	Responsibility for Maintenance	65
5.2.1	Public Roadways	65
5.2.2	Private Access.....	65
5.2.3	Drainage Facilities	67

5.2.4	Landscape	67
5.3	Amendments, Interpretations and Minor Revisions	68
5.3.1	Purpose	68
5.3.2	Effect of PAD District on Adopted City Zoning Regulations	68
5.3.3	Interpretations	68
5.3.4	Amendments	68
5.4	Impact to Existing Uses and Facilities	69
5.4.1	Impacts on Existing Infrastructure	69
5.4.2	Impacts on Public Services	69

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 Unified Development Code ("UDC") or other City standards, the PAD regulations and standards shall control. Detailed definitions for the following uses can be found in UDC Article 11.

3.2.1 OCR-1 Zoning District

Permitted uses within the St. Joseph's PAD OCR-1 zoning district include all those permitted by UDC § 4.8.6, except the following:

- Commercial Services Use Group, only
 - Alcoholic Beverage Service
 - Entertainment
 - Transportation Service, Land Carrier
- Retail Trade Use Group, only
 - General Merchandise Sales, exclusion limited only to automotive accessories and new parts stores, fuel and lubricant sales
 - Vehicle Rental and Sales
- Civic Use Group, only
 - Civic Assembly
 - Correctional Use
 - Cultural Use, exclusion limited to zoos
- Residential Use Group, only
 - Family Dwelling
 - Group Dwelling (exclusion not including convents)
- Restricted Adult Activities Use Group

- Storage Use Group, only
 - Commercial Storage
 - Personal Storage
- Utilities Use Group, only
 - Distribution System, exclusion limited to Sanitation System
- Industrial Use Group, only
 - Salvaging and Recycling
- No Special Exceptions as provided by UDC § 4.8.6 are permitted except for the following, which shall conform with applicable UDC administrative and notice procedures:
 - Residential Use Group, Residential Care Services, Adult Rehabilitation or Shelter Care, subject to UDC § 4.9.7.J.1, 3.d & 4 with a minimum lot size of 1.5 acres , maximum lot coverage of 60%, and a minimum setback from all interior lot lines adjoining residential zoning of 20 feet; and
 - Commercial Use Group, Wireless Communication, subject to UDC § 4.9.4.I.2, 3, & 4.a, or 4.9.4.I.2, 3 & 6.a, or 4.9.4.I.2, 3 & 7.b, or 4.9.4.I.2, 3 & 8.
- The following Secondary Land Uses are excluded from the St. Joseph's Hospital PAD:
 - Under Industrial Use Group: General Manufacturing, Heavy Equipment Manufacturing, Perishable Goods Manufacturing, Precision Manufacturing, Primary Manufacturing and Salvaging & Recycling;
 - Under Civic Use Group: Cemetery

Note: The above changes to the OCR-1 standards are solely intended to update the PAD's references to the UDC, and are not intended to modify, amend, increase or reduce in any way whatsoever the zoning entitlement rights held or granted by the PAD to the owners of property within the OCR-1 area.

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 UDC § 4.8.5, except the following;

- Civic Use Group, only
 - Cemetery
 - Civic Assembly
 - Cultural Use, exclusion limited to zoos
- Special Exception, Utilities Use Group, is excluded from this PAD. All other special exception uses are permitted, in accordance with UDC § 4.8.5, subject to the UDC special exception procedures designated for each special exception use.

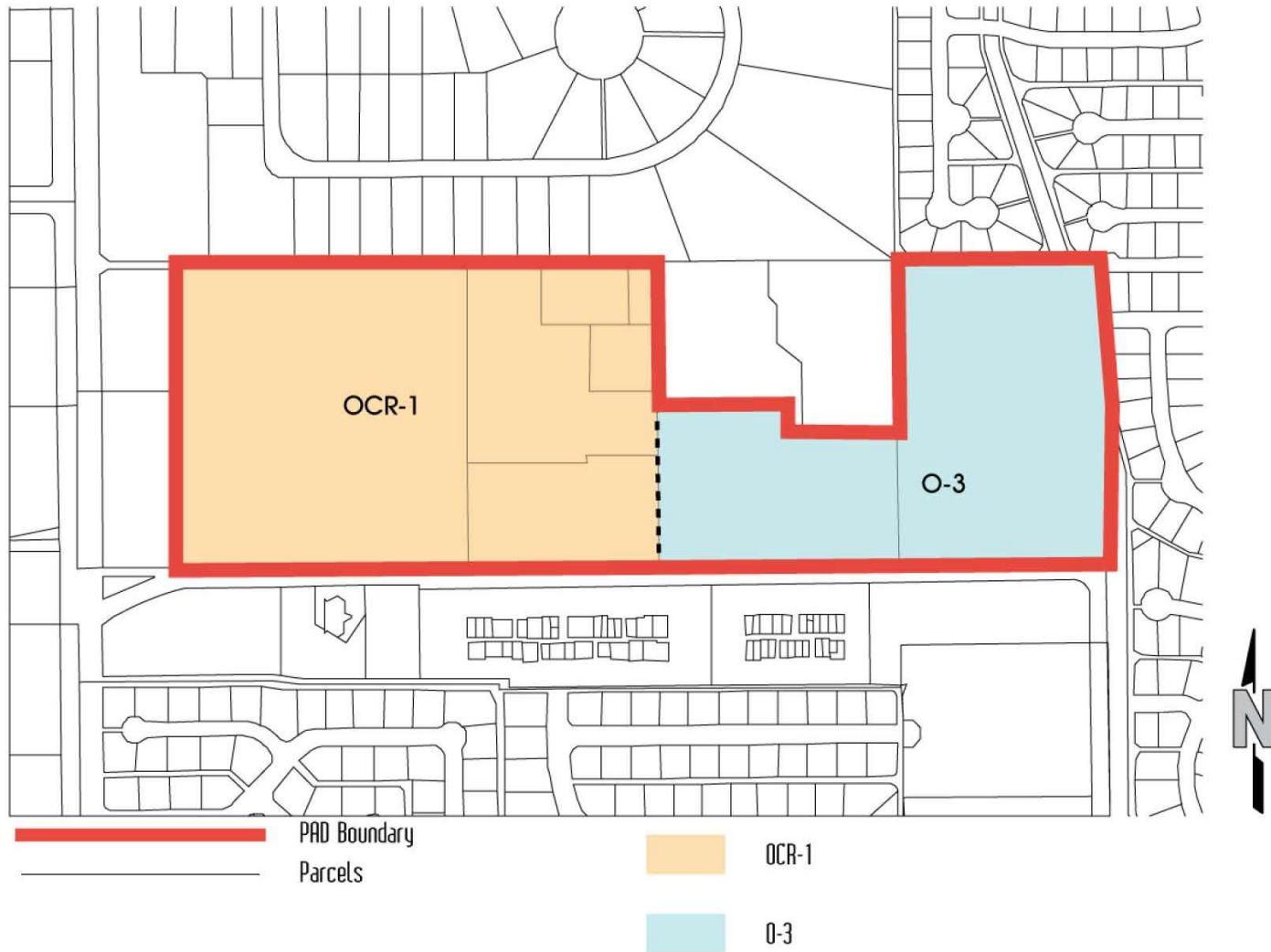


Figure 16:
PAD Zoning District Boundaries



Figure 17:
Preliminary Development Plan

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 UDC 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 UDC 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, except that private residential streets may be constructed with a 25-foot cross-section in which sidewalks and front door are located on the opposite side of the home from the garage.

3.3.3 Vehicular and Bicycle Parking

New development within the PAD District shall comply with the vehicle and bicycle parking requirements in UDC § 7.4, Motor Vehicle and Bicycle Parking, with the following exceptions:

- a. Medical Service – Outpatient: One (1) parking space per 200 square feet of total gross floor area.
- b. Short-term bicycle parking spaces may be substituted for all required long-term 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 UDC § 7.5, 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 the requirements in Technical Standards Manual § 7 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, except that sidewalks internal to a residential subdivision may be 4 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, UDC § 7.6, Landscaping and Screening, 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, UDC § 7.6.4.C, 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 UDC Table 7.6.4-1 for residential zones adjacent to office or residential uses shall apply.

- 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. The amended Figure 20 depicts the locations of specific landscape borders around the PAD perimeter boundary. These specific landscape borders shall either conform to the UDC 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.

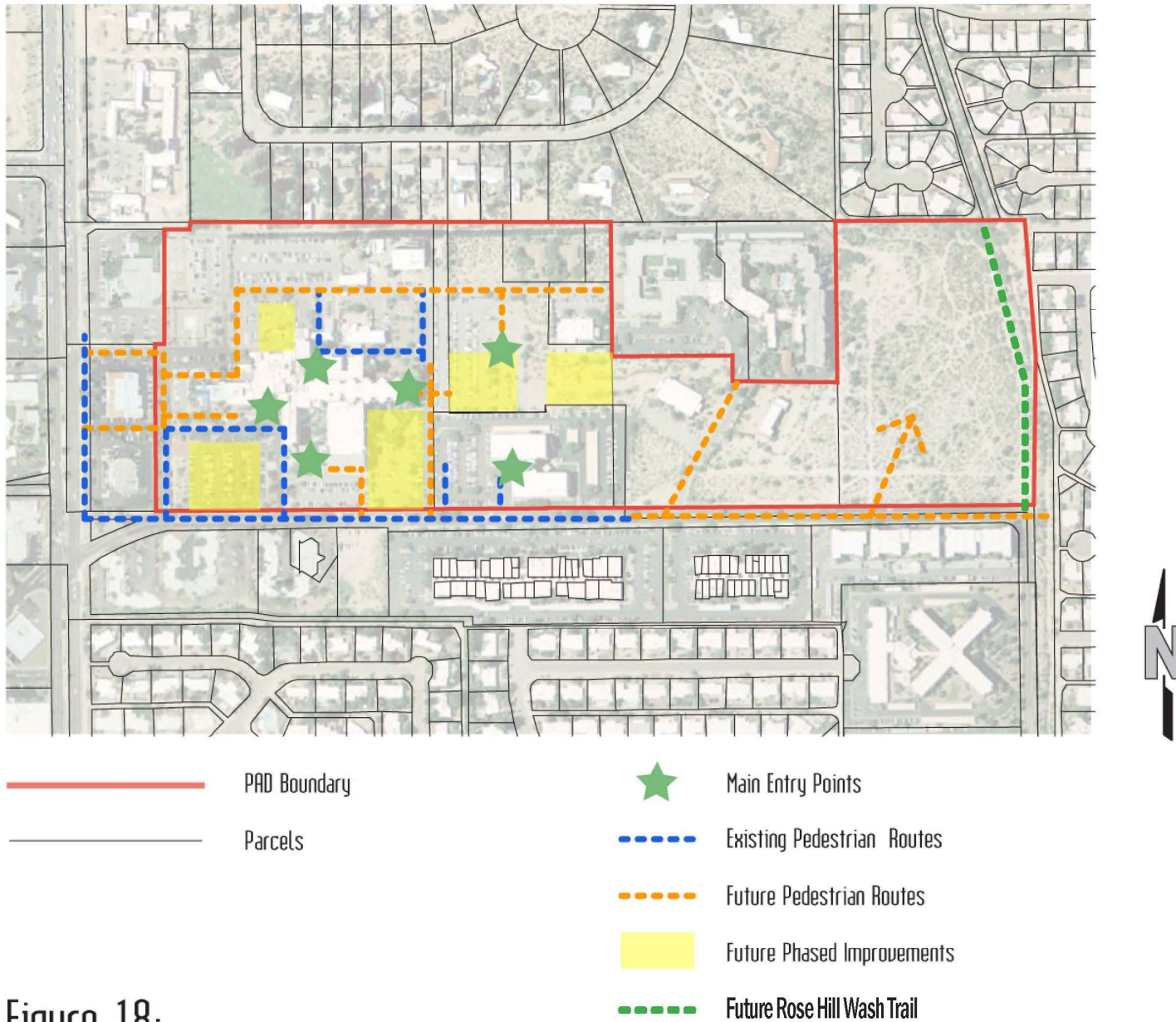


Figure 18:
Pedestrian Circulation

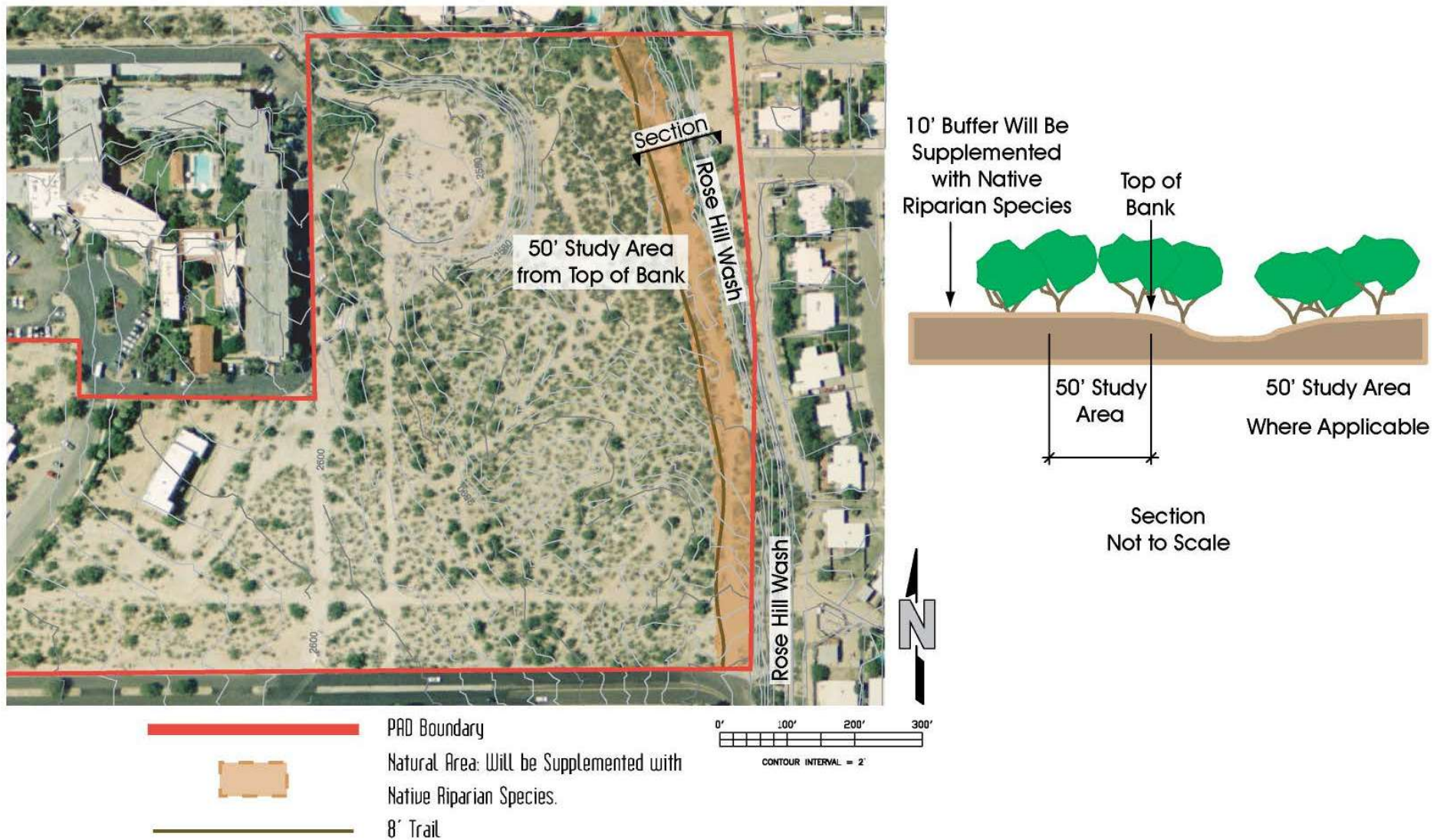


Figure 19:
Rose Hill Wash

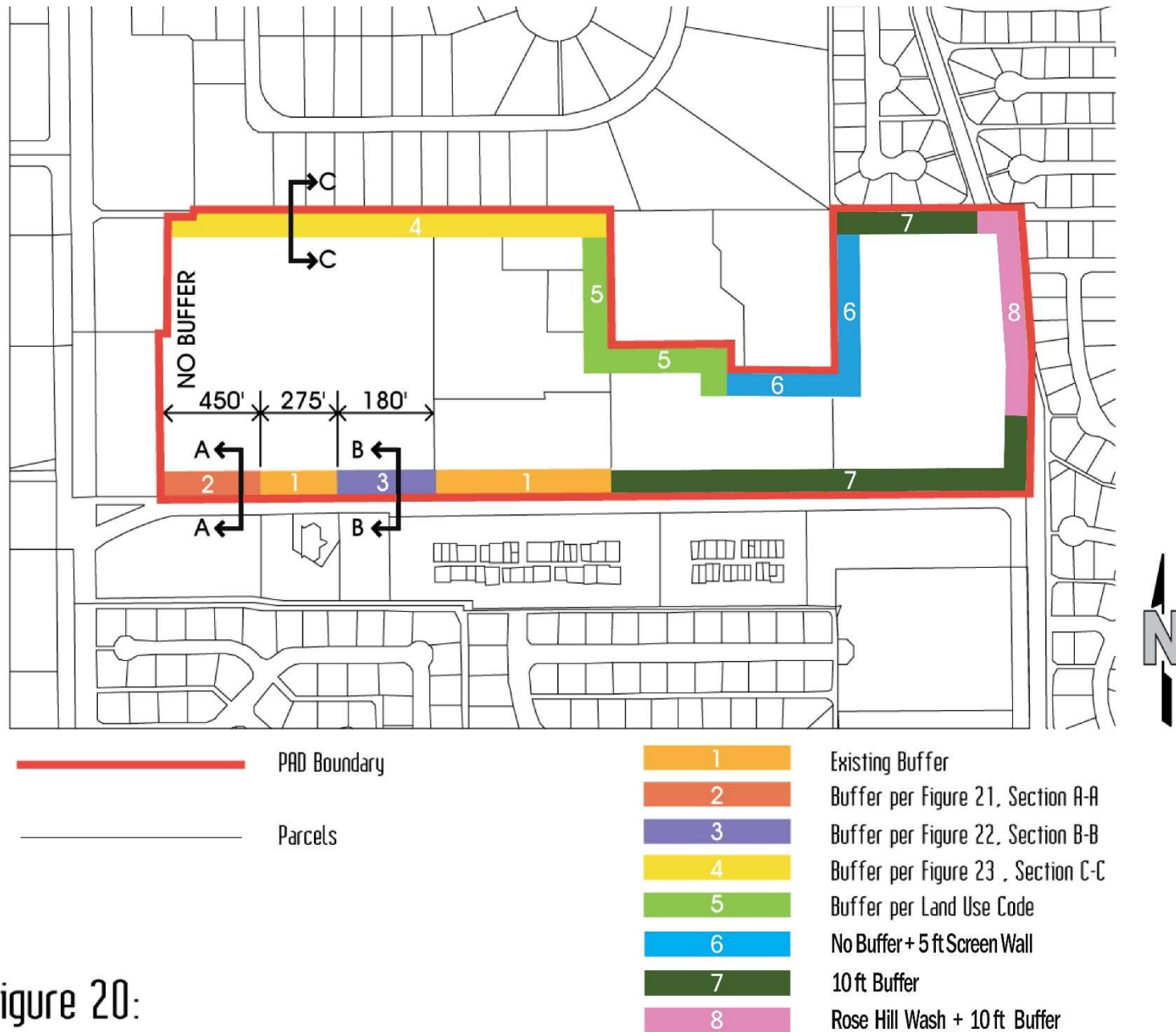


Figure 20:
PAD Perimeter Buffer

Section at Parking Garage

Landscape Buffer: 10'

Plantings: Low water, drought tolerant
Trees every 33'

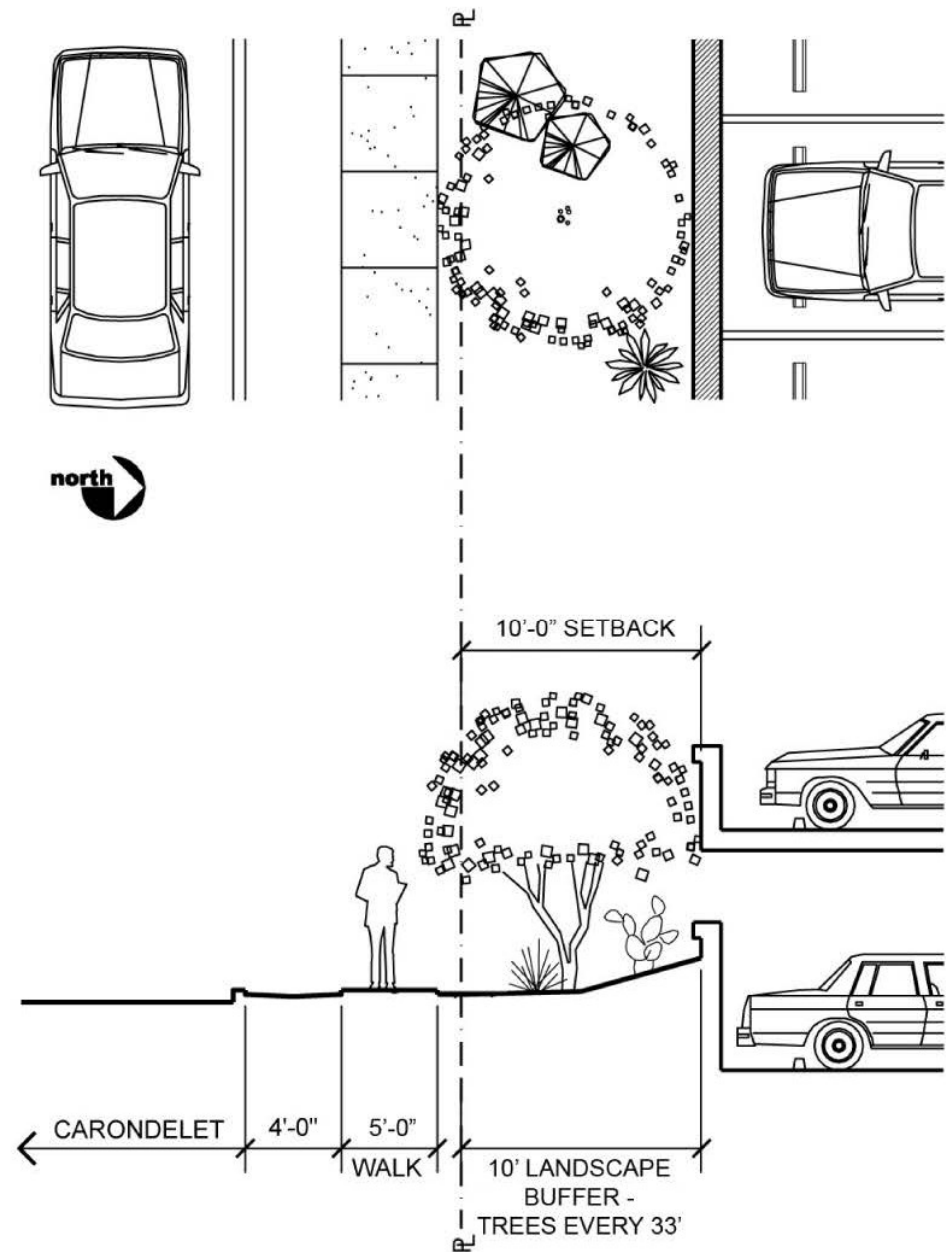


Figure 21:
Section A-A

Section at Women's Pavilion

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

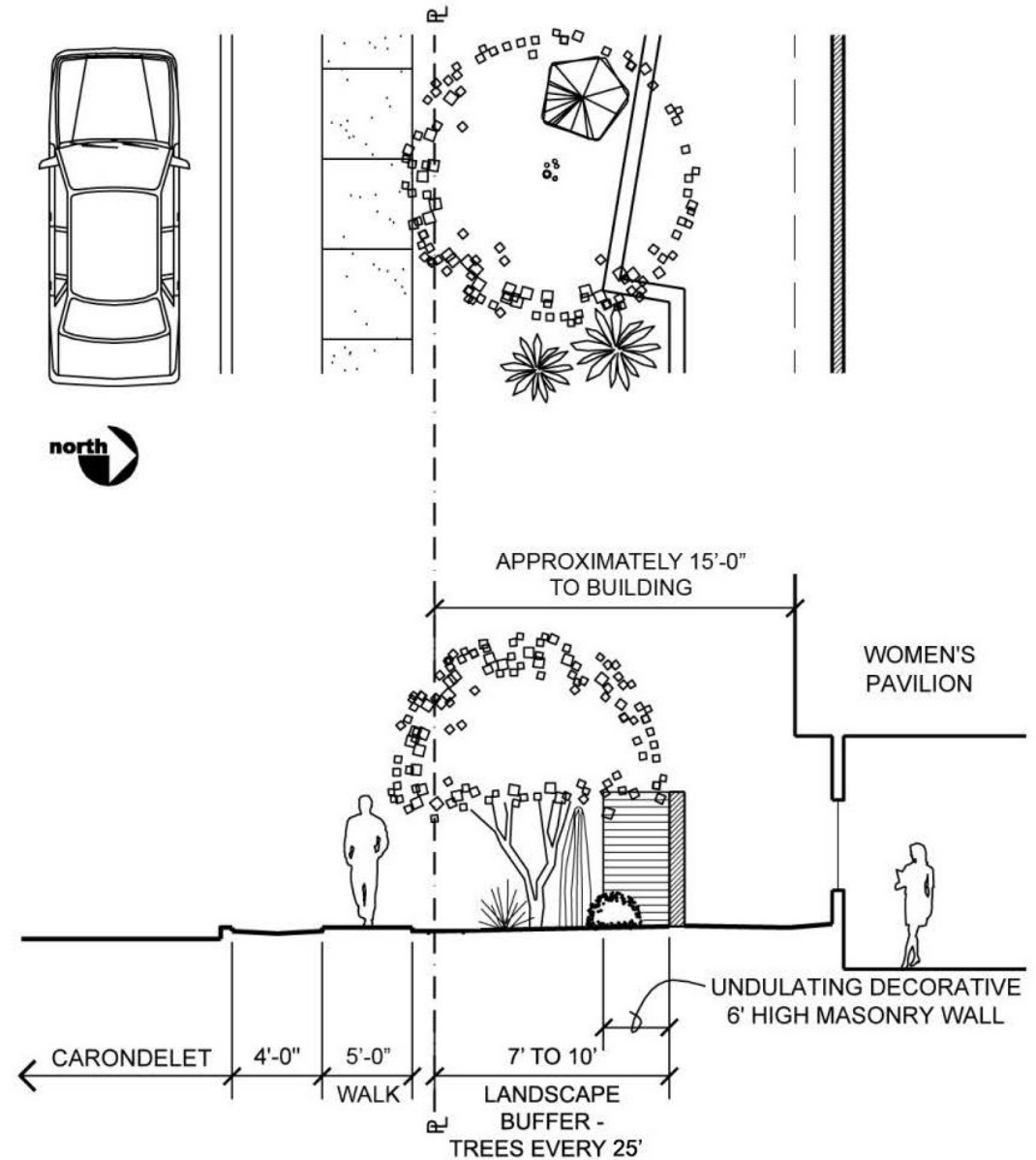


Figure 22:
 Section B-B

Section at Northern Boundary with Harold Bell Wright Neighborhood

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

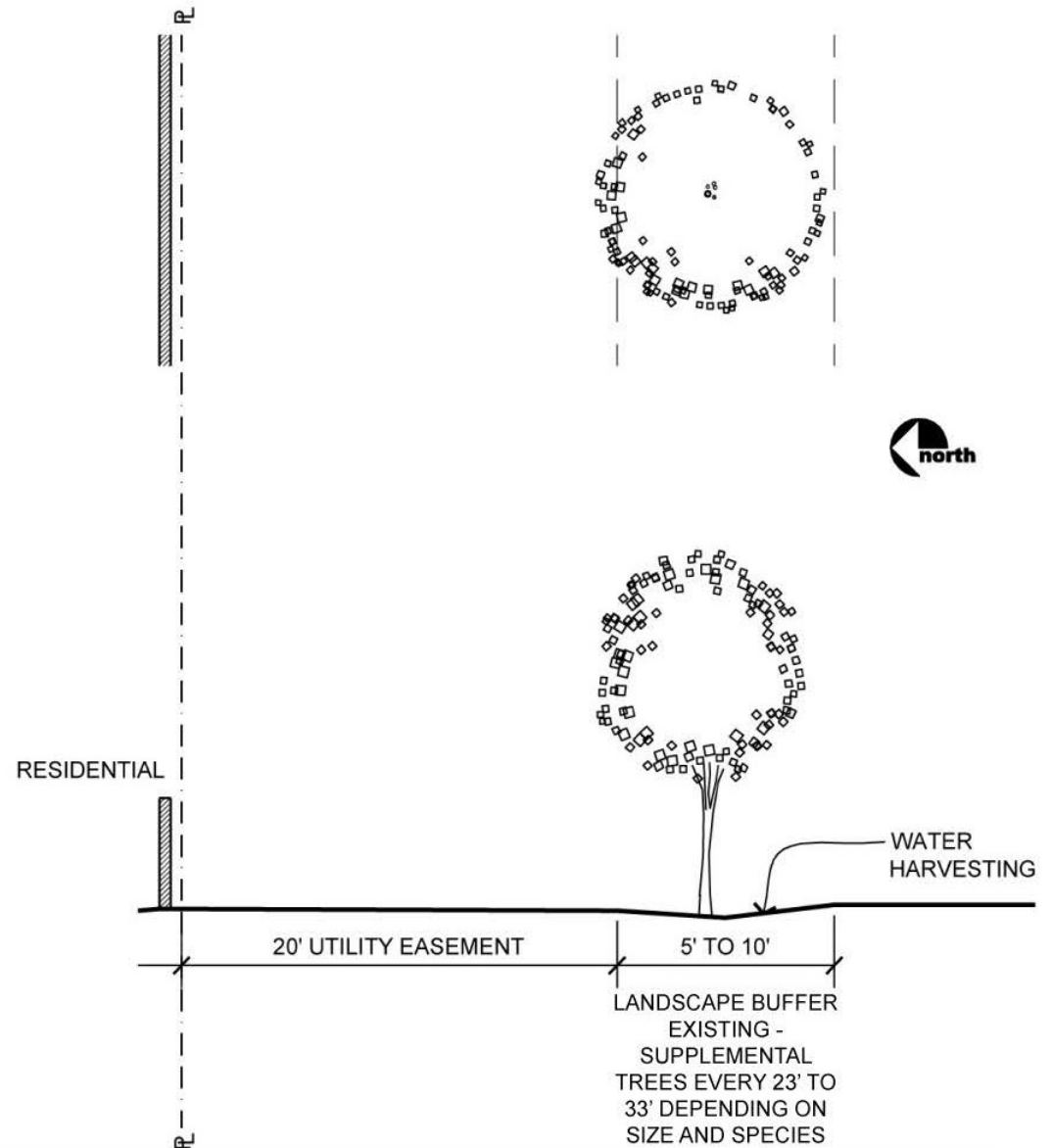


Figure 23:
Section C-C

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.

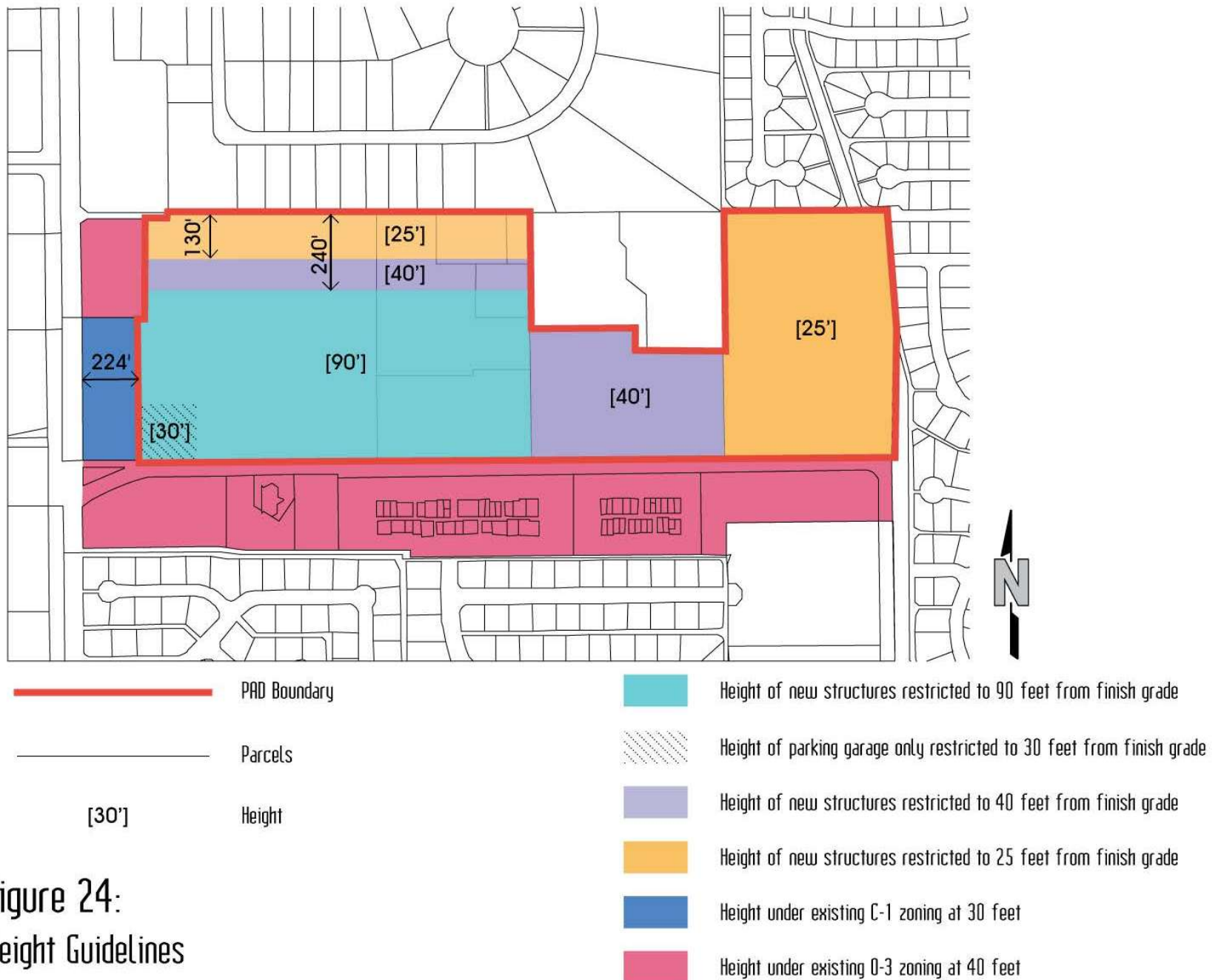
Both OCR-1 and O-3 Zoning Districts

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, except that all residential uses occurring within the O-3 Zoning District shall comply with the UDC § 6.4.4, Height.

3.3.8 Building Envelope Standards

The dimensional standards for 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 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.
- To support residential design that clusters homes and preserves environmentally sensitive areas, the minimum area for any residential lot shall be 2,000 square feet with no maximum lot coverage.



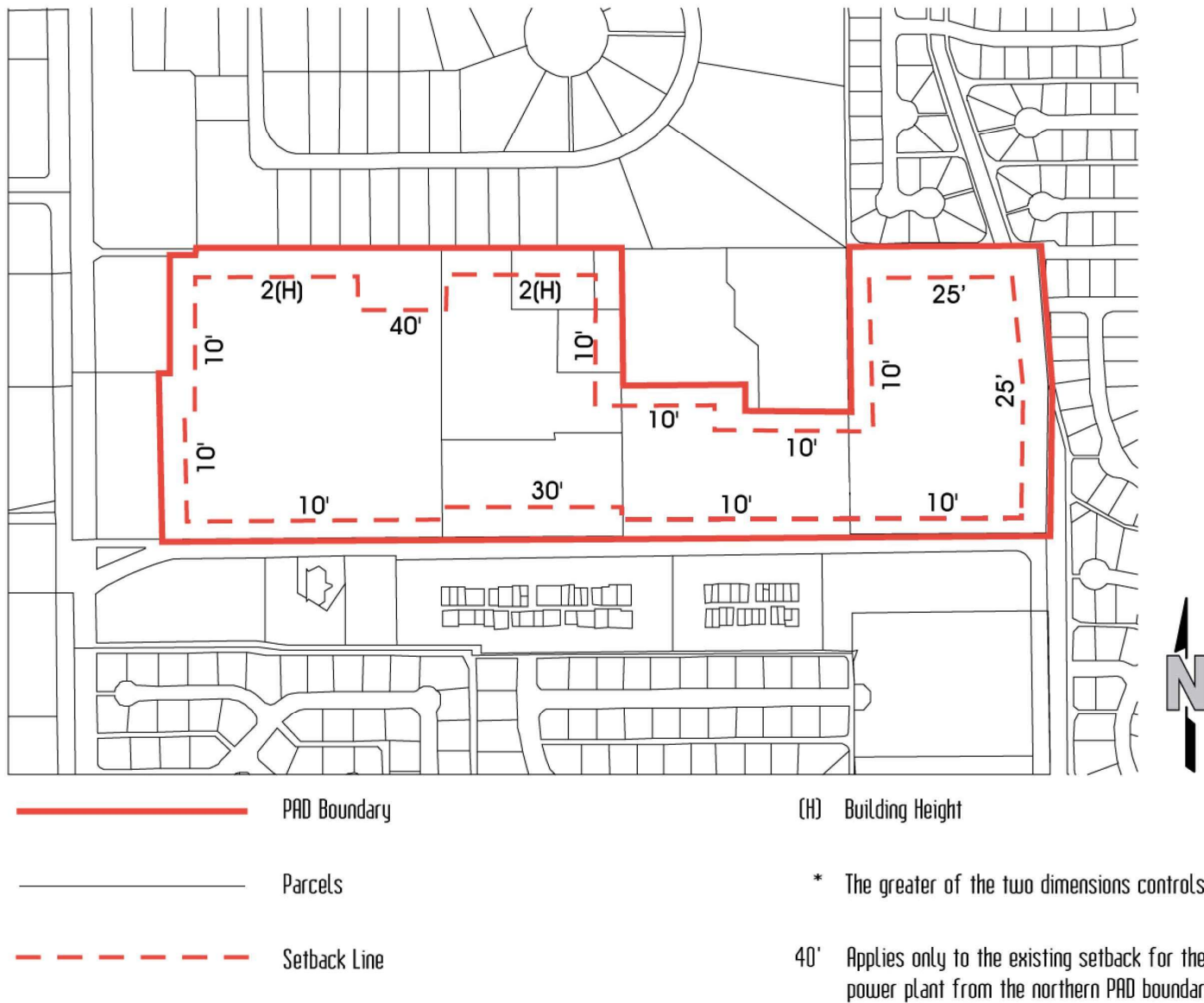


Figure 25:
Building Setbacks

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, including residential interior to the PAD. 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 UDC Article 7A, Sign Standards. See Figure 26 showing examples of future signage. Future signage for residential uses may be unique and differ from any signage incorporated for the hospital or other existing uses.

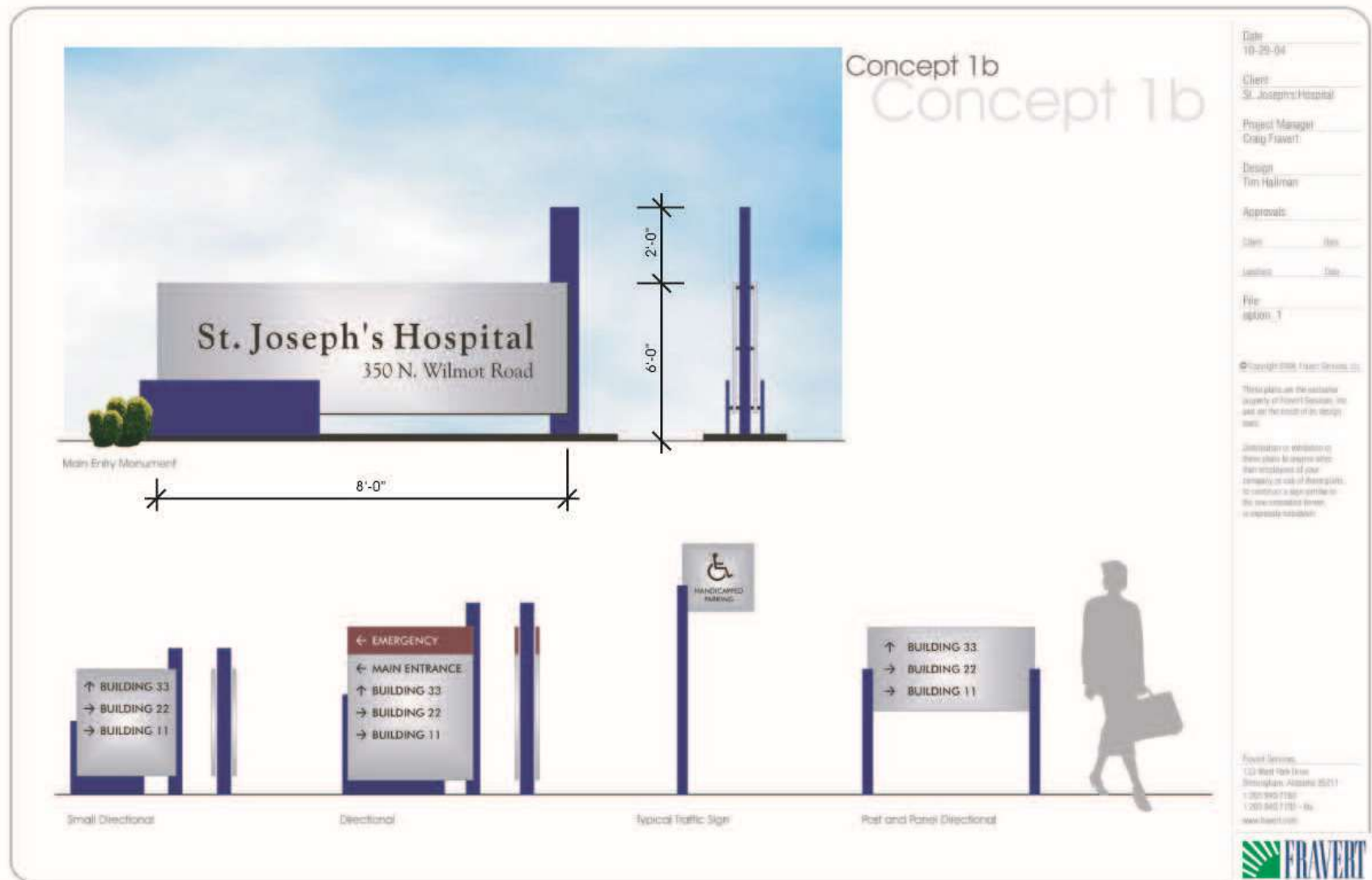


Figure 26:
Signage

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.

St. Joseph's staff will appoint an Architectural Review Board to monitor all future nonresidential 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 Nonresidential Design Guidelines provided within Section 3.3.14 of this PAD and shall provide a letter of approval to the City at the time of plan submittal.

Residential development will conform to the Residential Design Guidelines provided within Section 3.3.15 of this PAD. Conformance will be documented by the developer via letter as part of the Tentative Plat submittal. The residential homebuilder/developer shall share the proposed development plans with El Gheko and Harold Bell Wright Neighborhood Associations concurrent with the submittal of the Tentative Plat.

3.3.14 Nonresidential 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:

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

- Colors

- Use harmonious and complementary colors that reflect the existing color palette.
- Develop an overall color scheme through the use of similar colors with complementary 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.



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



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

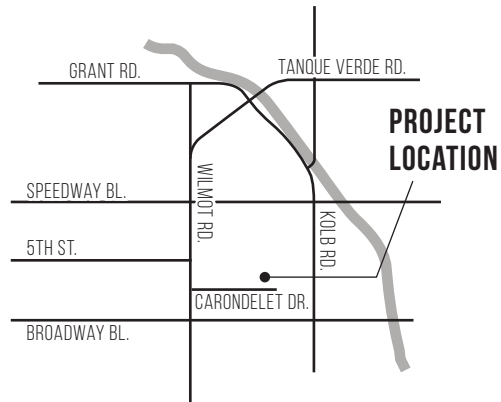
Figure 27:
Preferred Building Materials

3.3.15 Residential Design Guidelines

The design of new residential development within the PAD is intended to be compatible with development on the hospital campus, as well as the homes in the adjacent residential neighborhoods. The primary goals of residential development are to:

- Create a transition between the higher density development of the hospital campus and the adjacent lower density residential neighborhoods;
- Preserve the Rose Hill Wash area and protect the adjacent floodplain from development in order to maintain drainage flows and create a buffer and amenity for the areas in and adjacent to the PAD.
- Cluster homes on the most developable portions of the property while preserving the floodplain areas, including Rose Hill Wash;
- Prioritize pedestrian and bicycle connectivity with the established or planned trail/sidewalk network;
- Develop a material and color palette that complements the design of surrounding development and respects its desert context;
- Design a residential community that fosters interactions among neighbors by employing one or more of the following strategies:
 - Orient front doors to open space rather than a street
 - Provide safe spaces for pedestrians that do not conflict with vehicular traffic
 - Create both active and passive recreation opportunities within walking distance of all homes
- Incorporate clusters of designated visitor parking spaces throughout community
- Ensure walkways and common areas have ample shade

Figure 28 has been provided as an illustrative example of a residential site plan that achieves these goals.



NOTES:

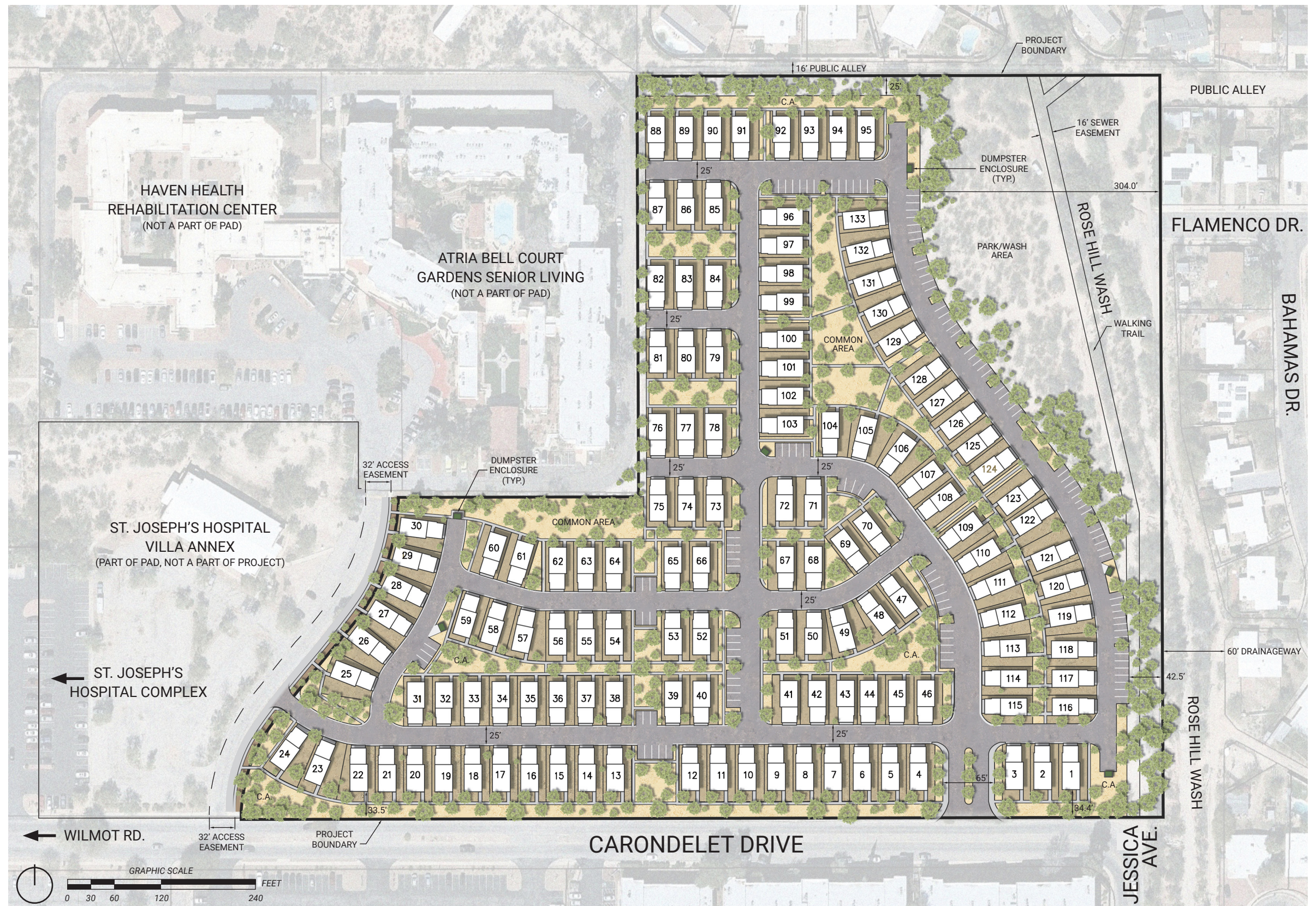
PROPERTY INFORMATION:

- **ADDRESS:** 6627 E. CARONDELET DR.
- **APN:** 133-17-0670, PORTION OF 133-17-0650
- **TOTAL SITE AREA:** ± 18 ac
- **ZONING:** PAD-13 (ST. JOSEPH'S PLANNED AREA DEVELOPMENT)

EXISTING USE: VACANT

PROPOSED:

- **USE:** PAD AMENDMENT, SINGLE FAMILY RESIDENTIAL
- **NUMBER OF LOTS:** 133 (36'x63')
- **NUMBER OF TRASH ENCLOSURES:** 6 (10'x10')
- **PARKING:**
 - **RESIDENT SPACES:** 266 (2 PER LOT, IN GARAGE)
 - **VISITOR SPACES:** 133 (9'x18")
- **COMMON AREA:** ± 3.53 ac
- **PARK/WASH AREA:** ± 3 ac



KB HOME TUCSON - ST. JOSEPH'S PAD 6627 E. CARONDELET DR. - PAD AMENDMENT

FIGURE 28: ILLUSTRATIVE RESIDENTIAL CONCEPT PLAN

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 in accordance with Pima County Trails System Master Plan requirements at the time that the property is developed on which the trail is intended to be located. The trail design must be approved by the City Parks & Recreation Department and the Department of Transportation & Mobility. Coordination with Pima County Wastewater Reclamation Department is required to ensure that the walking path surfacing, width and access control will meet their needs for accessing manholes and addressing maintenance concerns. The trail will be

conveyed to the City for maintenance after development is complete.

3.4.3 Native Plant Preservation

UDC § 7.7, 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.

3.5.5 Parks & Recreation

Residential development will incorporate a variety of active and passive recreation amenities, including a primary amenity/recreation space ("Amenity Area") that may contain features such as a jungle gym, a sports court, a ramada with seating, and/or a dog park. Given the unique physical features of the property along Rose Hill Wash, there is an opportunity to work with the City and Ward II to provide a public recreational amenity.

Instead of limiting the Amenity Area to Project residents, the residential developer will work with City Parks and Recreation staff to convert the Amenity Area into a City park. The residential developer and the City will negotiate a development agreement that outlines the details of this partnership, and upon completion of the residential development, the Amenity Area will be dedicated to the

City for public benefit. The development agreement will be approved concurrently with the PAD's first amendment.

The Amenity Area will be constructed in accordance with City Parks & Recreation requirements, as follows:

- Playground installations must be accessible, pass Certified Playground Safety Inspection, include a shade canopy compliant with City shade standards, and be accompanied by a drinking fountain.
- All landscaping must be irrigated. Native vegetation and desert-adapted plants are recommended. Turfgrass is not recommended.
- Dog parks must be a minimum of 7,050 square feet, to include separate small and large dog areas and drinking fountain with a dog fountain attachment.
- Ramadas are not required to have power.
- Seating must be consistent with City Parks & Recreation standards.
- Maintenance access to the park must be achieved via roadway and swing gate a minimum of 12 feet width.
- All amenities, such as picnic tables, drinking fountains, playgrounds, dog parks and walking paths, must be accessible via an ADA-compliant pathway. This includes access into the park.
- Park design must be approved by City Parks & Recreation prior to construction.
- All assets in the park must be under warranty for two years from the date of conveyance.

The Rose Hill Wash Trail will be part of this Amenity Area, constructed as part of the Project in accordance with PAD requirements and the Pima County Trails System Master Plan. (See PAD Section 3.4.2, above.)

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, or its successors and assigns, 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 29 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 was to potentially include a second medical office building, an additional floor for the Women's Pavilion and numerous small renovations throughout 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. As part of the PAD's first amendment, medical uses have been determined to not be necessary for the final eastern edge of the PAD area, and therefore medium density (7-14 RAC) homes have been determined as appropriate for development, pursuant to the PAD and subsequent amendments.

5.2 Responsibility for Maintenance

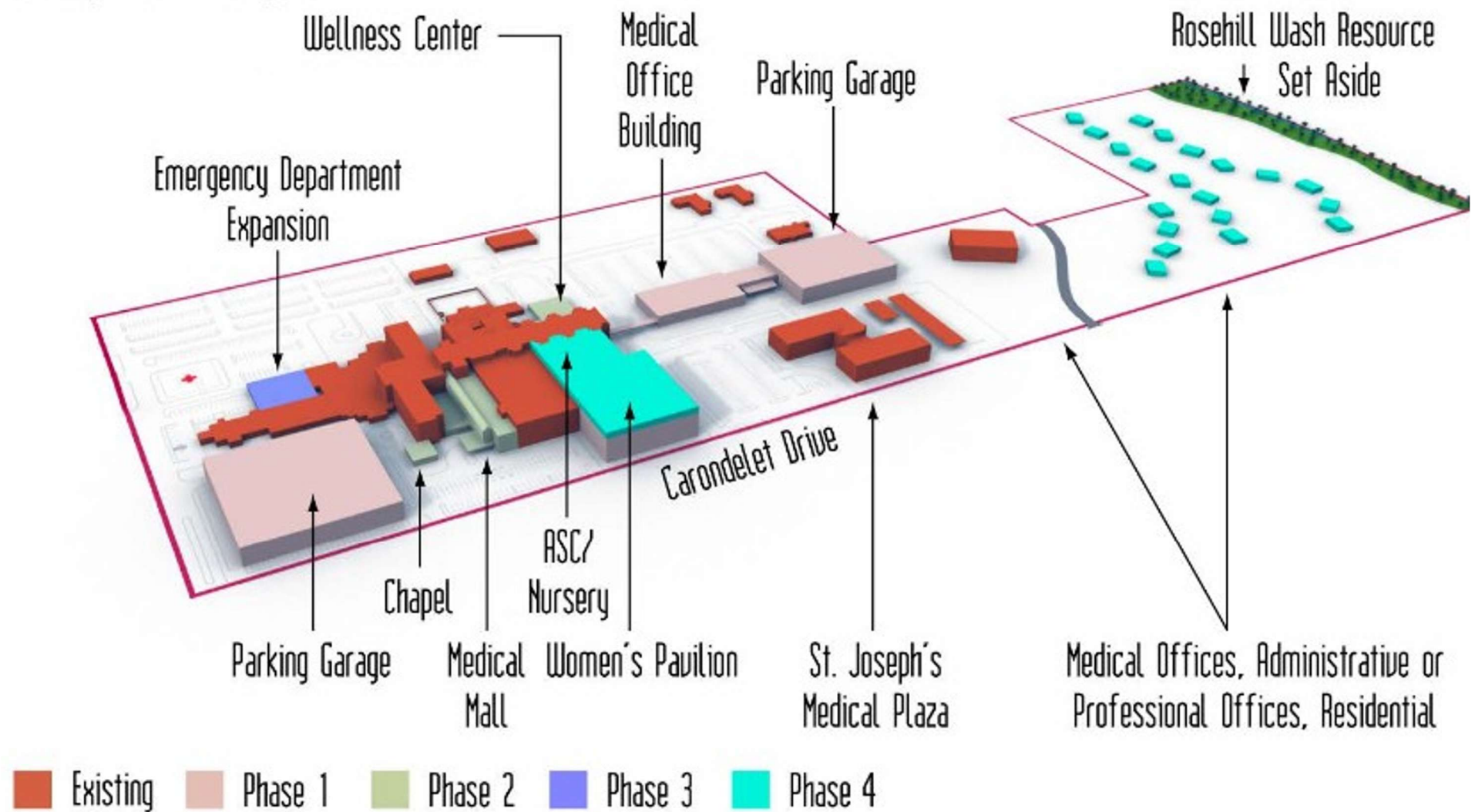
5.2.1 Public Roadways

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 on the hospital campus are maintained by St Joseph's Hospital. If private roads are used within the residential areas, they will be maintained by the homeowners' association ("HOA"). Private roads consist of asphalt paving and integral curb and gutter.

Figure 29:
Conceptual Phasing Plan



5.2.3 Drainage Facilities

All on-site drainage facilities in the hospital campus areas will be financed and maintained by St. Joseph's. Drainage facilities in the residential portions of the PAD, if any, will be maintained by a residential HOA.

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.

Landscaping within the residential common areas will be maintained by the HOA, and individual residence landscaping will be maintained by the residents.

All landscaping within the St. Joseph's Hospital PAD District, except for individual residences, 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 its ownership interests in 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 UDC. If an issue, definition, condition or situation arises that is not addressed within this PAD document, the UDC, 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 UDC.

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 UDC § 3.5.5.J.2.e 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 UDC § 3.5.5.J.2.c.

Substantial changes are those defined in the UDC § 3.5.5.J.2.c. The PAD amendment process for substantial changes shall conform to UDC § 3.5.5.J.2.d.

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.