



LAW OFFICES OF

Lazarus, Silvyn & Bangs, P.C.

A PROFESSIONAL CORPORATION

Via Electronic Mail Only

November 27, 2019

Ms. Maria Gayosso
Mr. Nick Ross
Planning & Development Services
City of Tucson
201 N. Stone Ave., 3rd Floor
Tucson, AZ 85701

Re: The Hub IV at Park and Speedway (Case No. T19SA00139) – Design Package Change Submittal

Dear Maria and Nick:

Thank you for taking time on Monday to discuss the Hub IV at Park and Speedway, Core Spaces' ("Core") project at 934 E. Speedway Blvd., Case No. T19SA00139 (the "Project").¹ As you know, the Project obtained its original Main Gate Overlay District ("MGO") Design Package approval on May 16, 2019 (the "Approval"). Since then, Core has obtained development package approval (DP19-0056) and has developed and submitted to the City the Project's construction documents/building plans ("Building Plans"), which are currently in review. As part of the Building Plan development process, Core made minor changes to Project's design. The enclosed Design Package Change Submission dated November 19, 2019 (the "Change Submission") details these minor changes. The purpose of this letter is to describe each design change, including why the change has been made. Each change item described below corresponds with the changes highlighted in the Change Submission.

As described below, all the changes detailed in the Submission were made either to respond to an unforeseen circumstance in the Building Plan process, to comply with a City regulation, or to improve the Project's functional, aesthetic and/or safety design. None of the changes result in a significant impact to the Project's visible or functional design features, and therefore all changes are insubstantial/minor. Because of the insignificant nature of these changes, we request they be approved as Minor Changes by the Director, Planning and Development Services, pursuant to the "Processing Main Gate District Applications" policy.

A. Design Package Changes.

The Project's design changes are as follows:

¹ The Project is on six Pima County Assessor's Parcel Nos.: 115-04-475B, -477A, -478B, -479C, -479D, and -482A, in addition to a recently acquired portion of the City alley. These parcels are being combined into one tax parcel.

1. Lowering of Building Heights (Item A): The Project’s building heights have been lowered on all elevations to meet the MGO Ordinance’s height requirements of six stories not to exceed 84 feet. (*see* MGO § C-3, Fig. 3). In the original Approval, the building heights that were shown were higher than the MGO allowed due to an incomplete understanding of the Project site’s topography and the method by which the City measures height under the Unified Development Code (“UDC”). Soon after the Approval, Core realized that the site had significant slope to the south and that the City measures height from the lowest grade on a site, and not the average grade. *See* UDC § 6.4.4.B.1.

To comply with the MGO, Core has lowered the building heights between one and three feet throughout the Project. In addition, Core has moved a level of mezzanine units from the Project’s highest point along the Speedway frontage to a lower portion of the site at the Project’s southeast corner. We have confirmed with City staff that the building heights in this Change Submission fully complies with the MGO height requirements. The sole purpose of this height adjustment is to comply with the MGO, and it was done as a response to several unforeseen circumstances, noted above. The impact on the Project’s design is minimal, as heights have only slightly been lowered throughout the Project, and no area of the Project has the height increased. This change also did not have a significant impact on the unit count of the Project. Overall, the Project’s outer design was not affected by these height adjustments and therefore this is a minor change to the Project.

2. Increase to Window Sizes/Glazing (Item B): Core has slightly increased the size of all of the Project’s windows in order to provide additional glazing on the exterior design, and to provide additional light and ventilation in the residential units. Specifically, the height of all of the Project’s windows has been increased six inches at the bottom/sill side. In addition, the width of all of the large upper-floor, living-room windows has been increased. Most of these living-room windows have been widened by approximately one foot, but some have increased up to three feet. The look of the wider windows is similar to before, as the larger windows have additional “panes” added to extend their width (e.g., changed from three panes to four).

This slight change to Project’s exterior design is an improvement because it increases the building’s overall glazing while providing interior units with additional light and ventilation. As this change increases glazing without significantly impacting the overall Project look, it is a minor change.

3. Window Relocations/Additions (Item C): The location of several rows of windows has been adjusted to align with the interior room design. At the time of the Approval, the Project’s interior unit layout (i.e., location of bedrooms, living rooms, kitchens, etc.) had not been finalized. When the units were laid out during Building Plan development, the Project’s exterior window pattern had to adjust to correspond with the interior room

layout. This reconciliation of the interior layout with exterior windows resulted in the following window adjustments:

- *Park Ave. façade*: At the north end of the façade, one row of narrow windows and one row of wide windows was flipped. The total number of windows on this façade did not change.
 - *Speedway façade*: On the two buildings that straddle the alley, the row of windows that corresponded with the second-floor mezzanine level was removed. Within the inset areas of the building, numerous windows were added to correspond with interior room additions.
 - *Tyndall façade*: The window pattern on this frontage did not change.
 - *Rear façade*: Several of the large and small rows of windows on the eastern side of the rear façade were flipped. None of these changes face the public streets. The total number of windows on this façade did not change.
4. Door Additions for Building Egress (Item D): On both the Speedway frontage and rear of the Project, Core has added a ground-level pedestrian exit door that aligns with the internal stairwells. The addition of these doors was unforeseen at the time of the Approval, as the internal stairwell layout had not yet been completed. Because both of these doors were added to improve Project safety and are located in areas where they have little, if any, impact on the Project's design, this is a minor change.
5. Column Location Adjustments (Item E): The location of the Project's ground-level columns have been adjusted to align with the structural design. As part of the Building Plans development, the Project's structural engineer evaluated the building design to determine the proper structural placement of the Project's 15 columns. Based on this evaluation, the Project's ground-level columns have been adjusted as follows:
- *Park Ave. frontage*: one of the Project's five structural columns on the Park frontage has been removed, as it was structurally unnecessary (total now is 14). The remaining four columns have been equally spaced along the Park frontage to provide a uniform design. These columns have also been moved inward towards the building approximately four inches to comply with the MGO's minimum pedestrian clearance along Park Ave.
 - *Speedway frontage*: the column locations have been laterally adjusted to correspond with the structural column placement. The number of columns remains the same as from the Approval.
 - *Tyndall frontage*: the column locations have been laterally adjusted to correspond with the structural column placement. The number of columns remains the same as from the Approval.

This change was unforeseen as the structural analysis occurred after the initial Approval. The adjustment of the column location has almost no impact on the overall Project

design, and the removal of a Park Ave. column actually provides more open area along that streetscape. As the column adjustments have little impact on the Project's design, they are minor changes.

6. Ground floor Townhome Replaced by Leasing Office (Item F): One of the Park Ave. townhome units has been modified so the ground floor space is now a rental office, while the upper floor space remains a residential unit. This change has almost no impact on the Project's exterior design other than a minor adjustment of the exterior window location. This is a minor change as it has no effect on the Project's exterior design.
7. Addition of Safety Guardrail on Roof (Item G): Core has added a section of guardrails on the roof to provide safe access to a fire rescue area. As part of the Building Plan review process, the City required Core to provide a rescue area for Tucson Fire Department near the intersection of Speedway and the alley (i.e., center of Speedway frontage). Core has added guardrails to ensure safety along this rooftop rescue area. This is a minor change that improves safety and is barely visible from the Speedway frontage. Therefore, this is a minor change.
8. Canopy Length Adjusted with Column Move (Item H): The width of the shade canopies on Park and Tyndall has been adjusted to correspond with the structural column moves described in Item E (No. 5 above). This adjustment has little to no impact on the width of the shade canopy. On Tyndall, the shade canopy width is the same as it was in the Approval, and along Park the shade canopy width is approximately 1.1 ft. shorter than in the Approval. As this change was done to address the unforeseen changes to the structural columns and has not significantly reduced the streetscape shade, it is a minor change.
9. Marble Tile Entry Wall (Item I): Core has replaced the rammed-earth decorative wall at the Park Ave. residential entrance with the marble-finish ceramic tile ("Tile") that is used throughout the Project's ground floor. This is a design adjustment that aligns the design of the entry wall with the rest of the pedestrian area. The rammed earth material is a remnant from an earlier design and now no longer corresponds with the more finished looking Tile. Therefore, Core will incorporate the Tile into the entryway for a uniform design. This change is to improve and coordinate the entryway design with rest of ground floor and is a minor change to the overall Project design.
10. Wall Location Adjusted Due to Transformer (Item J): Core will move a portion of the rear façade wall to accommodate the electric transformer. At the time of the Approval, Core had not identified the location of the Project's electrical transformers. During the Building Plan process, Core and TEP located the transformers at the back of the Project. As the transformers require full overhead clearance, Core has pushed back the wall adjacent to the transformers to allow for this overhead clearance. This change is not

noticeable from any of the street frontages and has virtually no impact on the Projects outward design, therefore it is a minor design change.

11. Retail Window Heights Adjusted (Item K): Core has adjusted the retail window height to accommodate for the drop in site elevation at the west end of Speedway. At the time of the Approval, the Project design reflected a relatively flat ground elevation. During the Building Plan design, Core learned that the site slopes down to the west. Because of this, the retail/ground level windows have been adjusted to account for this slope. Specifically, the retail spaces upper windows on the west end are taller than in the Approval to account for the slope drop (note that on the east end of the Speedway façade, the window heights match the Approval). This additional height is solely done to compensate for the lower site elevation, is barely noticeable and has no impact on the Project's overall design.

B. Conclusion

The above changes are all insubstantial, and therefore we request the Design Professional recommend, and the Director approve these as minor Design Package changes. Please let us know if you need any additional information. As always, thank you for your time and assistance with the Project.

Sincerely,

A handwritten signature in blue ink that reads "Rory Juneman". The signature is stylized, with a large "R" and "J" and a horizontal line extending from the end.

Rory Juneman, Esq.

Enclosure: Design Package Change Submission, November 19, 2019

cc: Stephen Bus
Brent Pfleederer
Kevin Garfield
Keri Silvyn, Esq.

THE HUB AT TUCSON IV

PARK AND SPEEDWAY



THE HUB IV AT PARK AND SPEEDWAY DESIGN PACKAGE CHANGE SUBMISSION

Core Spaces Developer - Antunovich Associates Architecture, planning, Interior Design



Tucson, Arizona | November 19th, 2019

NOVEMBER 19TH 2019 - PROPOSED EXTERIOR DESIGN DEVELOPMENT ADJUSTMENTS

LIST OF PROPOSED CHANGES

- A - Building height and parapet changes per zoning analysis and building height exhibit discussed with city staff
- B - Window size increase. Height of all windows increased by 6" and the window sill is 6" lower. Living room windows width increased to allow for more light and vent.
- C - Window relocated or added
- D - Door added or relocated for path of egress
- E - Column locations adjusted per structural evaluation
- F - Northeast duplex Town home removed and replaced with first level leasing office and mezzanine level unit
- G - Guardrail added for egress path fall protection
- H - Change to length of canopies due to column shift
- I - Rammed earth finish at entrance changed to porcelain tile with marble finish to be consistent with adjacent materials
- J - Wall shifted in response to transformer size increase
- K - Retail windows elongated to account for site slope.



THE HUB IV AT PARK AND SPEEDWAY DESIGN PACKAGE CHANGE SUBMISSION

APPROVED PARK AND SPEEDWAY RENDERING

Core Spaces Developer - Antunovich Associates Architecture, planning, Interior Design

Tucson, Arizona | November 19th, 2019



THE HUB IV AT PARK AND SPEEDWAY DESIGN PACKAGE CHANGE SUBMISSION

PROPOSED PARK AND SPEEDWAY RENDERING

Core Spaces Developer - Antunovich Associates Architecture, planning, Interior Design

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THE HUB IV AT PARK AND SPEEDWAY DESIGN PACKAGE CHANGE SUBMISSION

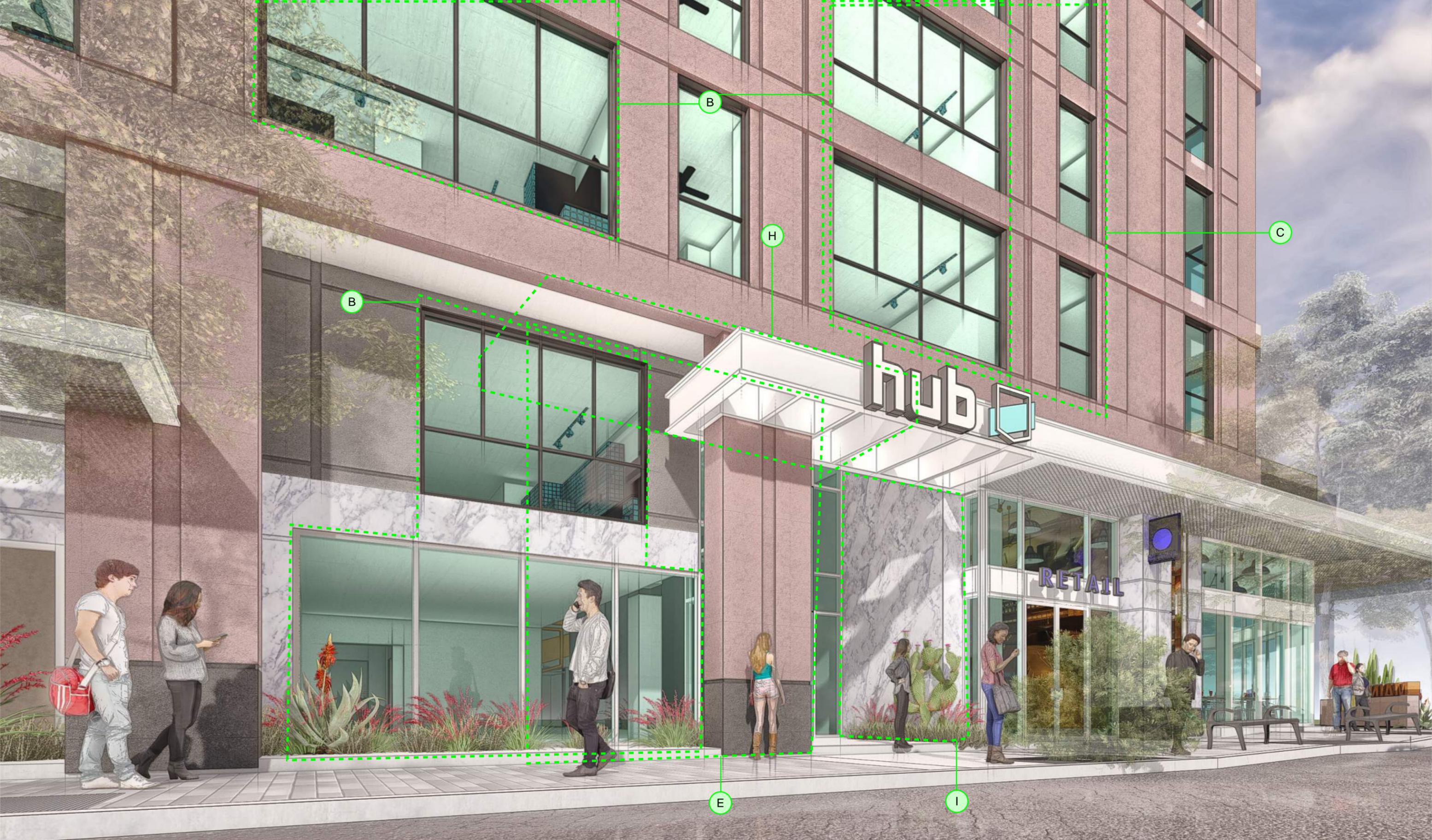
APPROVED TYNDALL AND SPEEDWAY RENDERING

Core Spaces Developer - Antunovich Associates Architecture, planning, Interior Design

Tucson, Arizona | November 19th, 2019











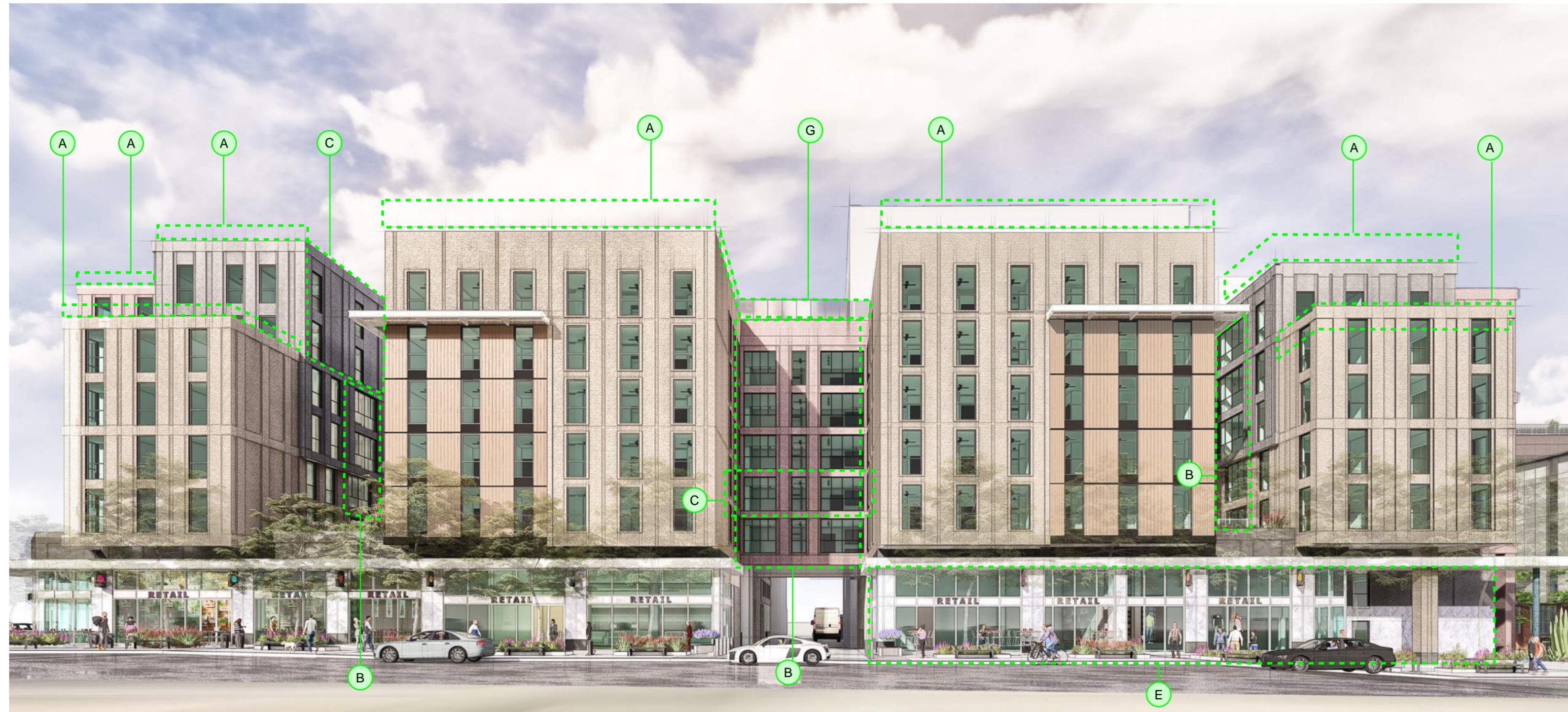
THE HUB IV AT PARK AND SPEEDWAY DESIGN PACKAGE CHANGE SUBMISSION

PROPOSED TOWN HOMES ON PARK RENDERING

Core Spaces Developer - Antunovich Associates Architecture, planning, Interior Design

Tucson, Arizona | November 19th, 2019















SCALE: 1"=20'
 0' 10' 20'

EXTERIOR MATERIAL LEGEND

- 1. EIFS TYPE 1 – DRYVIT SAND PEBBLE FINISH (DESERT PUCE COLOR)
- 2. EIFS TYPE 2 – DRYVIT SAND PEBBLE FINISH (WARM GREY COLOR)
- 3. EIFS TYPE 3 – DRYVIT TIBOR (GREY TAUPE COLOR)
- 4. EIFS TYPE 4 – DRYVIT TIBOR (GREY/ BLACK COLOR)
- 5. DARK BROWN (SW7515) SIDING
- 6. PORCELAIN TILE - WHITE / GREY MARBLE FINISH
- 7. SCORED FACE CMU - INTEGRAL COLOR SCORED FACE CMU WITH BLACK MORTAR.
- 8. RETAIL CANOPY - PAINTED STEEL FRAME WITH PERFORATED PANEL CANOPY CLADDING
- 9. RESIDENTIAL CANOPY - PAINTED STEEL FRAME WITH PERFORATED PANEL CANOPY CLADDING
- 10. STORE FRONT - POWDER COATED ALUMINUM STORE FRONT WINDOW & ENTRANCE SYSTEM WITH 1" INSULATING LOW-E GLASS & PRE FINISHED ALUMINUM FRAME. (WHITE COLOR)
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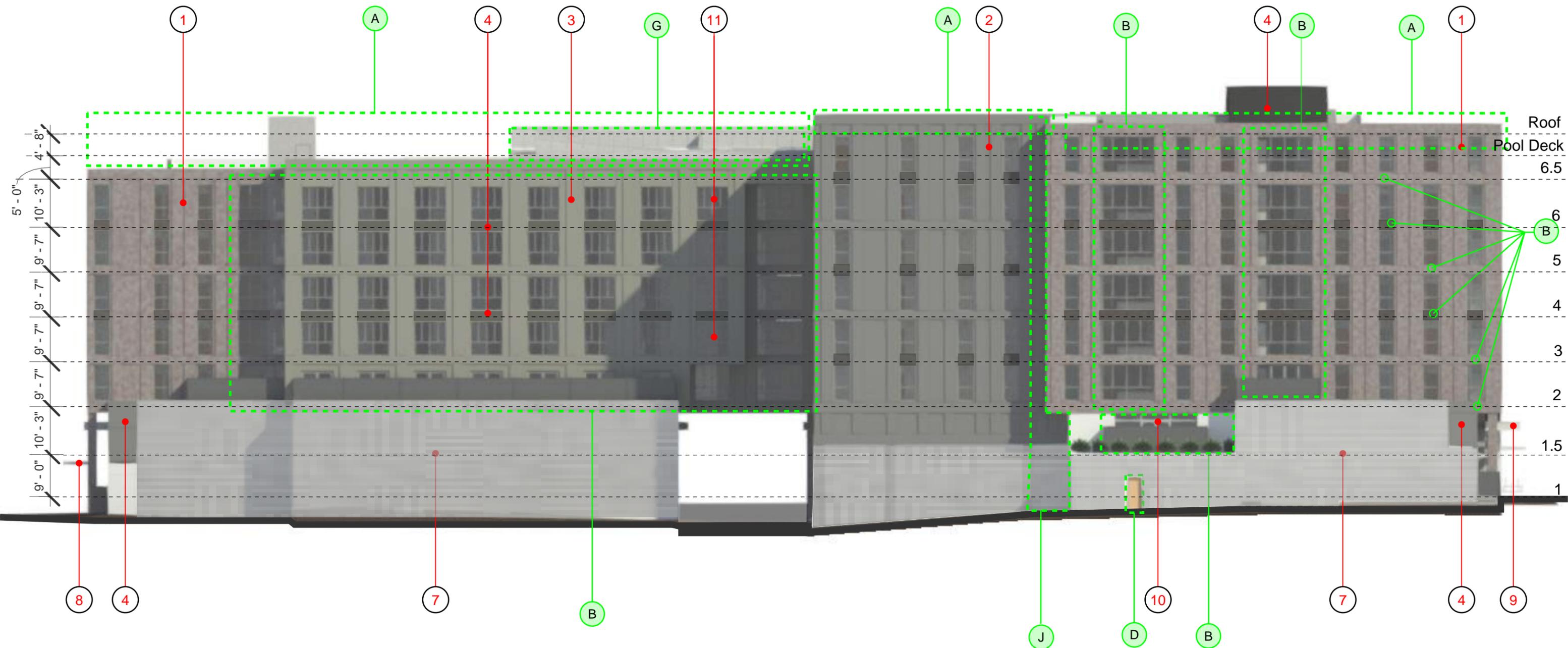
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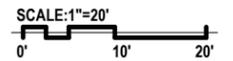
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