

March 23, 2020



CITY OF
TUCSON

PLANNING AND
DEVELOPMENT
SERVICES
DEPARTMENT

Mr. Corky Poster
Poster Mirto McDonald
317 North Court Avenue
Tucson, AZ 85701

Dear Mr. Poster:

SUBJECT: Benedictine Monastery Planned Area Development (PAD-37), Minor Amendment – Modifications Along Country Club Road to Parking Garage Setbacks.

I have reviewed your request (attached) to modify the proposed parking garage on Country Club:

- Setback of parking deck/structure will be 10-feet from 2nd Street, and 3.75 feet from Country Club Road.

The PAD document recognizes that amendments to this PAD may become necessary for a variety of reasons, provided such changes are not in conflict with the overall intent, goals and objectives of the PAD.

Therefore, it is determined that the request for a minor amendment to the Benedictine Monastery PAD for setback reduction to parking garage along Country Club Road is a non-substantial change and is approved, pursuant to the City of Tucson's Unified Development Code, Section 3.5.5.J.2.

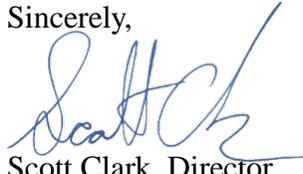
This minor amendment is supported by the following:

1. Based on the intent of the PAD to provide visual sightlines to the Monastery;
2. The proposed design is a reduction in building height (6-feet), and will provide a more transparent parking deck and a greater sense of openness surrounding this historic landmark;
3. Proposed planted buffer will provide screening at street level;
4. Department of Transportation and Mobility has reviewed and approved the new design within the Country Club Road right-of-way;

5. Provided documentation that the Design Review Committee has reviewed this proposed design.

A copy of this letter must be submitted with any future block plat, building plan and/or development package application. Please submit to PDS&D Entitlements Section a revised PSAD document that reflects the approved minor amendment changes. If you have any questions please contact John Beall at 837-6966.

Sincerely,

A handwritten signature in blue ink, appearing to read "Scott Clark".

Scott Clark, Director
Planning and Development Services Department

Attachments: Applicant's Request Letter



POSTER
MIRTO
McDONALD
ARCHITECTURE
PLANNING
PRESERVATION

DRAFT DRAFT DRAFT DRAFT DRAFT

DATE: February 11, 2020

TO: Jon Beall, Michael Wyneken, Scott Clark, and Koren Manning
City of Tucson Planning and Development Services Department
City of Tucson
201 N Stone Avenue
Tucson, AZ 85701

FROM: Corky Poster, Architect/Planner (AICP)

RE: Benedictine Monastery
800 North Country Club, Tucson AZ, 85718

OWNER: Tucson Monastery, LLC
On February 10, we received the following email:

>>> Scott Clark <scott.clark@tucsonaz.gov> 02/10/2020 11:04 AM >>>

Corky,

As discussed in our conversation Thursday, I consider your request to modify the proposed parking garage on Country Club to be a minor change to the PAD. Based on the intent of the PAD to provide visual sightlines to the Monastery, the proposed design is an improvement as the lower height (under '6) and more transparent parking deck will provide a greater sense of openness surrounding this historic landmark. The planted buffer around the deck as depicted in the section and rendering provided to us show that the parking area will be largely screened from view at the street level. I understand that TDOT has approved this proposed development within the future ROW.

John Beall can provide additional details regarding your formal request for a PAD amendment. You will need to submit a request letter and confirm that the Design Review Committee has reviewed this change.

This email was in response to the following letter January 1, 202 to Michael Wyneken:

>>> Corky Poster <cposter@pmm.design> 01/31/2020 12:30 PM >>>

Michael:

Based on my careful reading of your letter and our follow-up telephone conversation, I believe there is a serious misunderstanding about what we are proposing at the new construction at the Benedictine Monastery. It is this misunderstanding that has led you to the conclusion that this would be a "major change" in the PAD. I apologize for our apparent lack of clarity of the Development Package. The full set of drawings is now in for Plan Check, so what I will describe below is fully documented in the project permit set.

What we are proposing is not a change to the PAD content at all, but rather a small change in the language associated with the alternative compliance with the Major Streets and Routes Plan (page 55 of the PAD).

In your email below you stated that:

The garage has gone from a 4-level, 55'-tall structure, with an actual setback building of 34' from the property line in the first submittal, to a 2-level, 35'-tall structure, with an actual building setback of 3.8 feet in the current re-submittal.

That is not the case.

It is true that based on community feedback, we have eliminated the 55' tall parking structure allowed in the PAD. Nobody liked the tall parking structure, even though it was approved by Mayor & Council. Everyone involved in this project agrees that elimination of the tall garage is a profound improvement to the design. In its place, we have created a slightly-raised (approximately 5'-8" above grade as shown in the attached section, looking north) parking deck along Country Club, in the same location as the previous surface parking, to allow for a subterranean parking level below, accessed from 2nd Street. In order to excavate for the lower level of the parking, we had to slightly elevate the surface parking that has always been there. This parking is lower than the common 6' wall that is allowed in all building setbacks throughout the City of Tucson. We believe that this is a dramatic improvement to the project 's Country Club appearance (see "before" and "after" attached) and that the slight elevation of the parking surface does not violate the setback requirements or definition of the at-grade parking that is, and has always been, part of the PAD. To further support that argument, below is an excerpt from the PAD on page 59 that always anticipated some additional height related to parking encroaching on the "setback" requirements.

setbacks, except as required by the HL. Shade structures and solar panels utilized as covered parking will not be required to comply with setback standards as outlined in the UDC. Maximum heights of shade and solar panels will be limited to 16'

So, contrary to your conclusion below, it is our view that this elevated parking surface is no change to the PAD, major or minor.

But building on the email chain below, there is a change to the MS&R language on page 55. That change in language requires your review in order for our Development Package to be approved by P&DSD. That change reduces the "no-build/no structure" area described in the Covenant that was the alternative compliance with the Major Streets and Routes Plan. The reduction was from 10' to 3'. Diana Osborne, Director of the City of Tucson Department of Transportation, has approved that change in language.

To summarize, it is our view that we do not have a setback problem and therefore there is no action required by the City other than the approval of our compliance with the PAD. But we do have an MS&R problem. To resolve that problem, we are proposing an already-approved change in the language and the map on page 55 of the PAD (attached). Our earlier emails were requesting P&DSD's direction as to how staff needs to process this small change in language. And that remains what we are requesting at this point in time.

Thank you.

Corky Poster

520.861.6320

PMM | POSTER MIRTO McDONALD

Based on our subsequent discussions, we respectfully submit the following MINOR CHANGE to the text of the PAD document. (XXXXXXX = deletions. XXXXXX = new language additions.)

"2) Building Heights and Reductions

The proposed parking garage will have a maximum building height of fifty-five (55) feet. Buildings fronting on Country Club Road, excluding the Historic Landmark designation and the **area of the parking garage structure**, will have a maximum building height of thirty-five (35) feet. **Based on Design Advisory Committee feedback, the earlier-proposed 55' parking structure will be replaced by a two-story parking structure: one level will be partially below grade and the second level will be an elevated deck above grade. The height of the upper parking deck to the parking surface will be no greater than 6' above natural grade at its mid-point along Country Club and no greater than 15' above natural grade along 2nd Street. The parking deck/structure will be buffered from Country Club by a 3.75' landscaped area. It will be separated from 2nd Street by a 10' landscape buffer. There will be housing units constructed above the upper level of the parking deck. The height of these units will not exceed 45' above natural grade to the roof deck.** Buildings along Anderson Boulevard facing east/west will have a maximum building height of forty-five (45) feet. All other structures will have a maximum building height of fifty-five (55) feet (See Exhibit 3B). Building heights will be measured to the top of all livable space and does not include additional height for parapets, mechanical screening, elevator shafts for roof top access and rooftop shade structures. Rooftop amenities will be allowed in the stepdown areas of the building. A building height step-down will occur on new construction fronting Country Club Road and portions of Anderson Boulevard. Building height step downs will be no less than the depth of a single residential apartment unit. Building height step downs will limit the building to 35' along Country Club Road, **with the exception of the residential units over the parking deck**. The building height step down on Anderson Boulevard will only be applied to buildings orientated parallel to Anderson Boulevard. The building height reduction along Anderson Boulevard will limit the structure to 45' (See Exhibit 3A). ~~The Garage on Country Club Road and 2nd Street will be allowed to a height of 55' and will not be required to have a building height reduction.~~

3) Setbacks

All setbacks will be measured from the current property line. The proposed development includes a forty-five (45)-foot setback for all new residential buildings along Country Club Road and Anderson Boulevard. **The setback of the residential units over the parking deck/structure will also be 45'. The setback of the parking deck/structure will be 10' from 2nd Street and 3.75' from Country Club Road.** ~~The garage may have a setback of 35' from Country Club.~~ The property boundary on the south side of adjacent APN 125-13-065A (northeast property corner) will have a setback of forty-five (45) feet. A ten (10)-foot setback is provided along 2nd Street and the property boundary on the west side of adjacent APN 125-13-065A. See Exhibit 3B for further detail. There will be no internal setbacks, except as required by the HL. Shade structures and solar panels utilized as covered parking will not be required to comply with setback standards as outlined in the UDC. Maximum heights of shade and solar panels will be limited to 16' **above the parking surface."**



Corky Poster, Architect/Planner, Poster Mirto McDonald