



CITY OF
TUCSON

PLANNING AND
DEVELOPMENT
SERVICES
DEPARTMENT

November 28, 2018

Ms. Linda Morales, AICP
The Planning Center
2 East Congress, 6th Floor
Tucson, AZ 85701

Dear Ms. Morales:

SUBJECT: Northern Star Planned Area Development (PAD-25, C9-13-04), Minor Amendment – Proposed Spine Road Realignment and modification of Development Area Boundaries for proposed hospital and supporting commercial services.

I have reviewed your letter (attached) requesting a minor amendment to the Northern Star PAD which proposes two modifications:

- Realignment of the Spine Roadway approximately 330 feet westerly of the conceptual alignment to accommodate a proposed hospital and supporting commercial services.
- Adjustment to Proposed Development Areas boundaries 1, 4 and 5 as a result of the spine roadway realignment ultimately creating a larger Development Area 1 while decreasing the area of Development Area 4 and 5.

The PAD document recognizes that amendments to this PAD may become necessary for a variety of reasons, including responding to a changing market and new market preferences within the Southeast Tucson submarket, 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 Northern Star PAD Conceptual Development Areas 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. Realignment of the Spine Roadway and Development Area boundaries does not change the effect of any regulation, development standard, or

guideline (Northern Star PAD, Table III.D.1, p 66) - *All five development areas are subject to same set of development standards with exception of the maximum buildings heights and based on the new alignment and building footprint of the proposed hospital, the building heights will conform with 50-foot maximum height within Development Area 1 and 40-foot maximum height within Development Area 4;*

2. Changes to the Development Area boundaries as presented herein are necessary to respond to the changing market demands and will not alter the guiding goals and objectives of the Development Area standards (Northern Star PAD, Section III.G) – *Per the clarification letter to property, MJ Yee dated May 4, 2018, The Northern Star PAD Development Areas boundaries are conceptual and will be determined by the interior spine roadway subject to changes as shown on Exhibit III.A: Development Areas. The approved PAD building setbacks, landscape buffers and pedestrian trail will remain in place with the new spine roadway design and development area boundaries modifications;*
3. Compliance with the goals, purposes and intent of the PAD (Northern Star PAD, Section I.B) – *Development of the hospital and supporting commercial services is consistent with goals for a mixed use center with a more livable, pedestrian friendly community.*

Furthermore, as identified in previous communication dated May 4, 2018, Northern Star clarification letter to M.J. Yee, the movement of the spine road and reconfiguration of Development Areas 1, 4 and 5 may affect the capability to develop Development Area 4 and 5 to its full potential. To ensure the PAD preserves the integrity of the established neighborhoods adjacent to the site and follows the intent of the Northern Star PAD, Section III.N: Infrastructure Phasing identifies infrastructure improvements that apply. This includes the following:

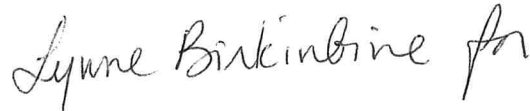
1. In accordance with Section III.N.2: Initial Pad Improvements, the following is required as part of the development proposal:
 - a. Traffic Impact Analysis identifying PAD infrastructure improvements necessary for the development to function.
 - b. Construction of the Houghton Road vehicular entry and the pedestrian trail along the Eastview Wash.
 - c. Construction of the Old Spanish Trail vehicular entry, public sidewalk and the pedestrian trail and landscape buffer along the western border.
2. Revise Exhibits III.A, III.D.1, III.D.2, III.G, III.I.1, and III.J containing the conceptual location of spine roadway and development area boundaries to show the current spine roadway proposal.

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3. Provide an updated map of the phasing plan that corresponds to the text within Part III.N: Infrastructure Phasing.

A copy of this letter and attached Exhibits must be submitted with any future block plat, building plan and/or development package application. Prior to any development of any area within the Northern Star PAD, detailed development and design standards shall be submitted as an extension of the Northern Star PAD document. A self-certification letter from the Northern Star Design Review Committee must also accompany any of the above submittals advising whether the architectural and landscape design conforms to the Northern Star PAD Design Guidelines. If you have any questions please contact John Beall at 837-6966.

Sincerely,



Scott Clark

Interim Director

Planning and Development Services Department

Attachments: Applicant's Request Letter and Exhibits



November 2, 2018

John Beall
Principal Planner
Planning and Development Services Department
City of Tucson
201 N Stone Ave., 3rd Floor
Tucson, AZ 85701

Re: Proposed Hospital and Spine Road Alignment in the Northern Star PAD

Dear John:

As we have discussed, a hospital is planned for the Northern Star PAD. The proposed hospital building is generally within the north central portion of the PAD district, with the corner of Old Spanish Trail and Houghton and a strip running south along the Houghton frontage to be reserved for future commercial and service opportunities to support the needs of the future hospital, as well as to support the PAD's goals of providing these uses to the area.

When the PAD was developed in 2014, end users for the PAD district were largely unknown at that time and/or were speculative. Because of the uncertainty associated with who the end-users might be, the development areas and circulation patterns of the PAD district were developed with the intention of being highly conceptual for demonstrative purposes until end-users were secured and further planning processes could be initiated (i.e. Development Plan process). Considering that an end user has been secured and in order to provide an adequate parcel for the hospital building, the spine road is proposed to be shifted to the west ultimately resulting in a reconfiguration of Development Area 1.

The conceptual nature of the PAD is clearly reflected in several instances throughout the document. For instance, *Exhibit III.I.1: Circulation Concept* describes the site's internal roadways as being "General Locations of Spine Roads" (see legend). The intent of *Exhibit III.I.1* was to illustrate that there would be a hierarchy of access points, with one primary access point onto each of the three main roadways bordering the PAD district: Old Spanish Trail, Houghton and Golf Links, rather than depicting precise roadway alignments and access points without any prior knowledge of the end-users. It was understood that the internal road system was subject to change and would likely be modified to best serve the actual users as the site developed.

It was also anticipated that the Development Areas would be adjusted based on the final location of the spine road. Similar to *Exhibit III.I.1*, *Exhibits III.A: Development Areas*, *III.D.1: Building Heights*, *III.D.2: Building Setbacks*, *III.G Landscape Border Plan*, *III.I.1: Circulation Concept*, and *III.J: Bicycle and Pedestrian Connections* demonstrate the conceptual intent of the PAD by stating

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J. Beall
Northern Star PAD
Page 2

that "Development Area boundaries will be determined by the interior spine roads and are subject to change."

The Northern Star PAD proposes a single zoning district, based on a modified C-2 Zone. "Medical Service – Major" is explicitly listed as a permitted use in all five Development Areas; thus, there are no conflicts with the proposed hospital use.

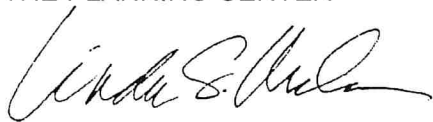
All five Development Areas are subject to the same set of development standards, found in *Table III.D.1: Development Area Standards* of the PAD. The only variations between the Development Area standards are in regard to maximum building heights and minimum perimeter yards. Generally, Development Areas west of the spine road (3, 4 and 5) allow heights up to 40 feet while Development Area 1 allows heights up to 50 feet.

Based on proposed realignment and reconfiguration, the hospital building has been situated onsite so that the tallest portion of the hospital building, approximately 49 feet with parapet, would fall largely within the confines of the original Development Area 1 boundary, which allows for maximum building height of 50 feet. Furthermore, the tallest portion of the proposed hospital building is setback nearly equidistant from the residential neighborhoods to the west as was conceptually demonstrated in the PAD given that this portion falls within the original Development Area 1. The remainder of the hospital building will have varied heights not exceeding 40 feet.

The proposed revised spine road alignment and all proposed development honors the 100' buffer area set forth in the PAD. Additionally, in accordance with the PAD no structures are proposed within the prescribed 200' building setback.

In summary, the Northern Star PAD anticipated this need for flexibility in land uses and design, and the proposed use and configuration are consistent with the PAD development standards. Please confirm your concurrence with these findings, and that no major PAD amendment would be required based on the attached layout.

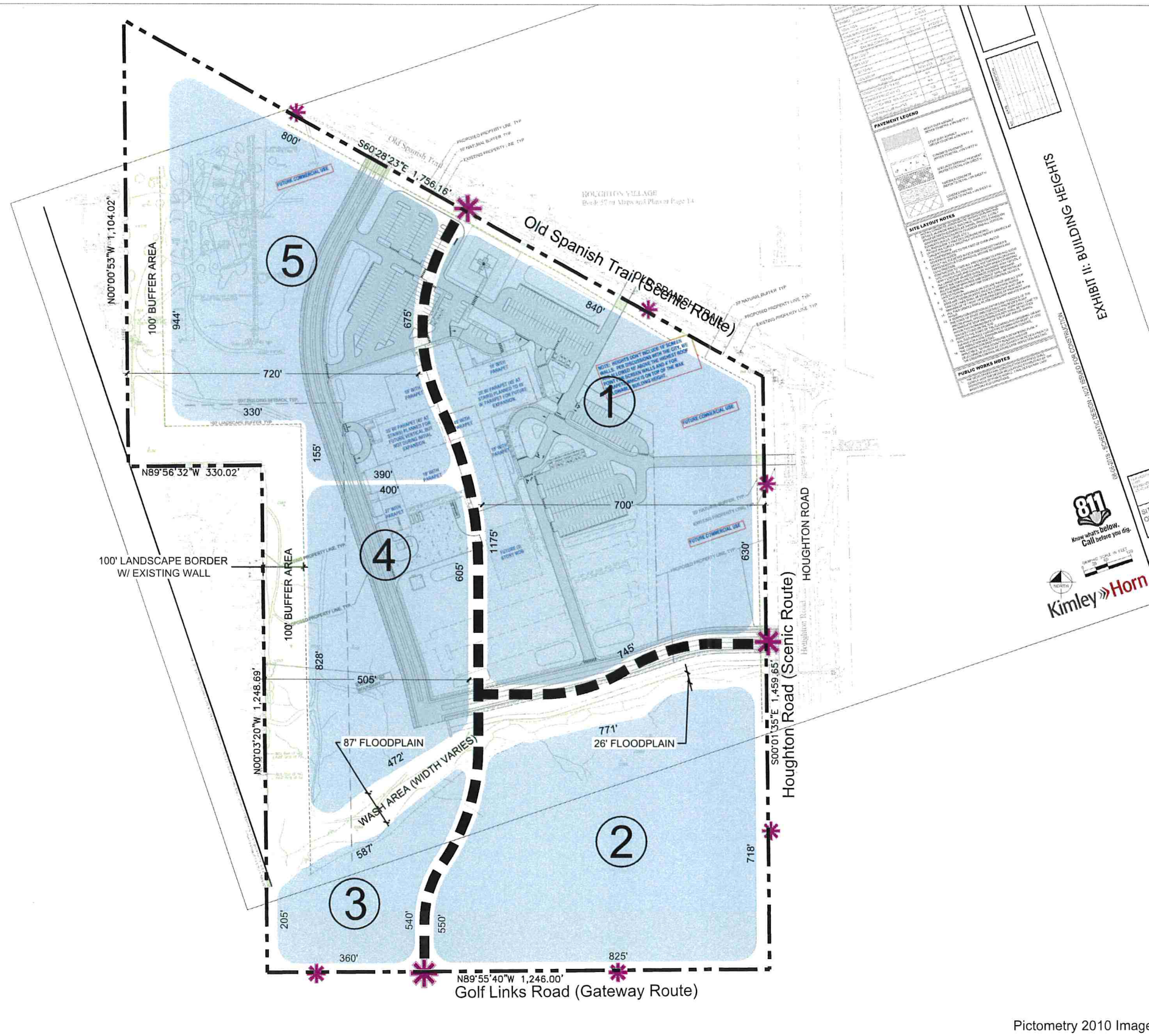
Sincerely,
THE PLANNING CENTER



Linda S. Morales, AICP
CEO

Attachments: Exhibit I: Proposed Hospital Layout/New Spine Road Location with Original PAD Development Areas
Exhibit II: Building Heights
Exhibit III: New Development Areas



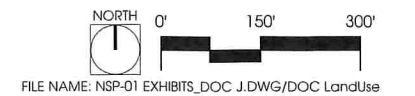


LEGEND

- Project Boundary
- Development Areas
- Preliminary Spine Road Location
- Major Access Point
- Minor Access Point
- Open Space/Landscape Border area: 9 acres
- ① Development Area #1
- ② Development Area #2
- ③ Development Area #3
- ④ Development Area #4
- ⑤ Development Area #5

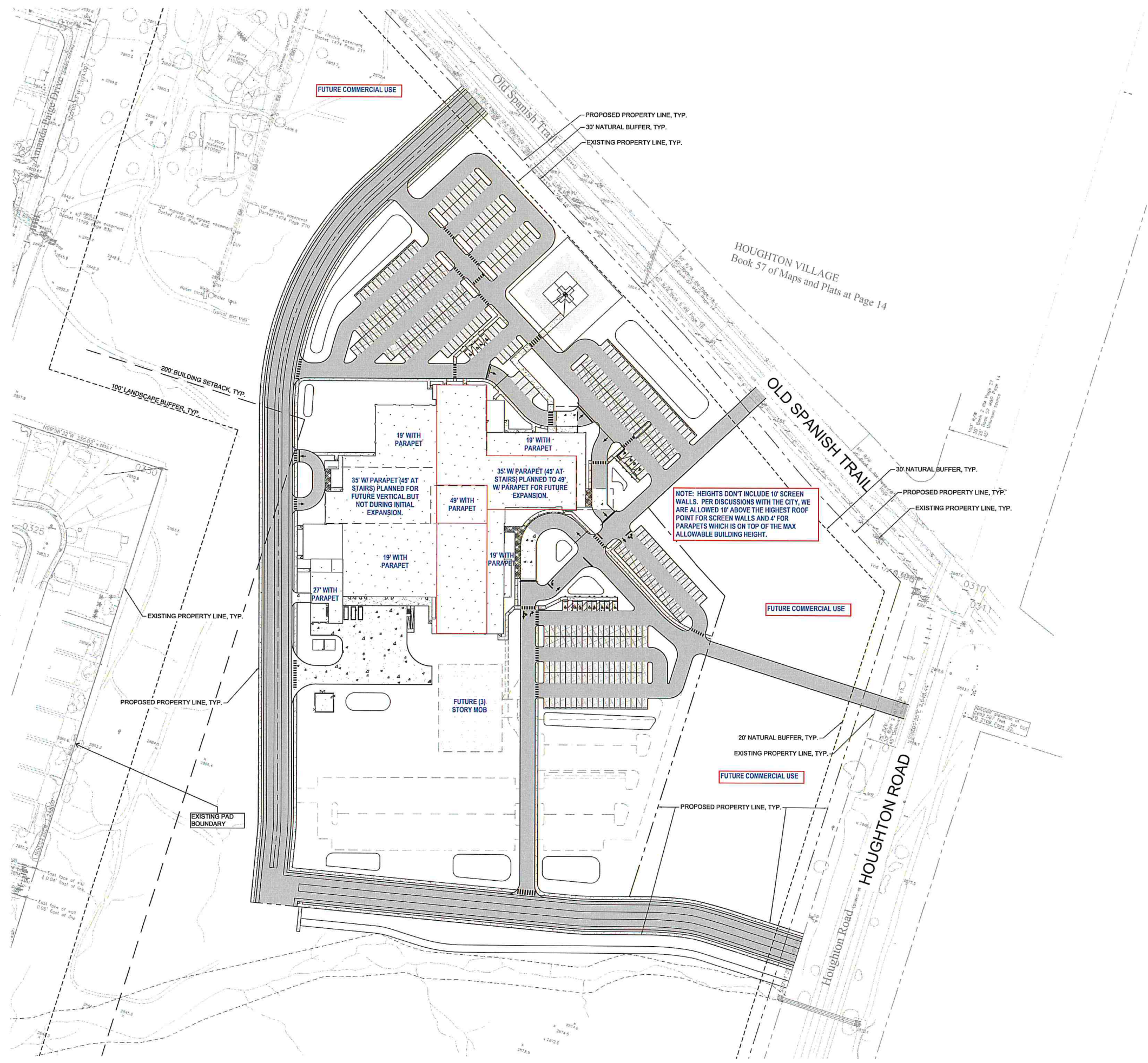
Development area boundaries will be determined by the interior spine roads and are subject to change.

Pictometry 2010 Image



FILE NAME: NSP-01 EXHIBITS_DOC J.DWG/DOC LandUse

PLANTING, TREES AND ALL OTHER ITEMS SHOWN ON THIS SHEET ARE FOR INFORMATION ONLY. THE CONTRACTOR SHALL VERIFY THE EXISTENCE AND LOCATION OF ALL UTILITIES AND STRUCTURES PRIOR TO CONSTRUCTION. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.



SITE DATA TABLE	
SITE ADDRESS	HOUGHTON ROAD OLD SPANISH TRAIL
PARCEL ID	136-08-0310, 136-08-032A
OVERALL AREA	EXISTING: 119,63 AC PROPOSED: 119,63 AC
SITE AREA	N/A
DISTURBED AREA	N/A
PERVIOUS AREA	N/A
PERVIOUS AREA	N/A
BUILDING DATA	REQUIRED: 49,560 SF PROVIDED: 49,560 SF
STORES	N/A
TOTAL AREA	± 49,560 SF
TOTAL NUMBER OF BEDS	60 BEDS
ADDITIONAL FUTURE BEDS	TBD
BUILDING SETBACKS	REQUIRED: TBD PROVIDED: TBD
FRONT: WEST	
REAR: EAST	
SIDE: NORTH	
SIDE: SOUTH	
PARKING	REQUIRED: TBD PROVIDED: TBD
STANDARD SPACES (7' x 11')	N/A
COMPACT SPACES (9' x 16')	N/A
ACCESSIBLE (INCL. VAN ACCESSIBLE)	TBD
TOTAL VEHICULAR PARKING	TBD

PAVEMENT LEGEND	
	HEAVY DUTY ASPHALT (REFER TO DETAIL & ON SHEET X)
	LIGHT DUTY ASPHALT (REFER TO DETAIL & ON SHEET X)
	CONCRETE PAVEMENT (REFER TO DETAIL & ON SHEET X)
	SPECIALTY SIDEWALK PAVEMENT (REFER TO DETAIL & ON SHEET X)
	SIDEWALK CONCRETE (REFER TO DETAIL & ON SHEET X)
	COVERED PARKING (REFER TO DETAIL & ON SHEET X)

- SITE LAYOUT NOTES**
- INSTALL CONCRETE JOINTS WHERE SHOWN ON PLANS AND DETAILS. ALIGN ON WALLS, BUILDINGS, RAILS, ETC. EVENLY SPACE BETWEEN ELEMENTS AS SHOWN. PROVIDE EXPANSION JOINTS BETWEEN CONCRETE PAVEMENT AND ALL VERTICAL ELEMENTS (WALLS, CURBS, ETC.).
 - ALL RADII ARE 7' UNLESS OTHERWISE NOTED.
 - LAYOUT ALL CURVES SMOOTHLY WITH NO ABRUPT CHANGES AT TANGENT POINTS.
 - ALL DIMENSIONS ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.
 - LAYOUT ALL ELEMENTS IN FIELD AND CONTACT OWNERS REPRESENTATIVE FOR APPROVAL BEFORE BEGINNING ANY CONSTRUCTION.
 - CONTRACTOR TO TAKE ALL PRECAUTIONS TO FIND AND AVOID SITE UTILITIES. ALL UTILITIES ARE NOT SHOWN ON DRAWING. VERIFY LOCATIONS AND DEPTHS EACH WHEN EXCAVATING.
 - ALL LANDSCAPE ISLANDS SHALL BE BOUNDARY WITH TOPSOIL 4" ABOVE THE CURB LINE TO PROMOTE POSITIVE DRAINAGE.
 - ALL PAVEMENT MARKINGS AND SIGNAGE SHALL BE INSTALLED PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
 - ALL PAVEMENT MARKINGS ON SITE ARE PAINT AND ALL STOP BARS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
 - SAW CUT LINES SHALL BE DONE IN A STRAIGHT HEAT LINE A MINIMUM OF 18" FROM THE EXISTING EDGE OF PAVEMENT.
 - ALL TREE GRATES SHALL BE ADA COMPLIANT AND 400 TRAFFIC RATES.
 - IF DURING CONSTRUCTION ACTIVITIES ANY EVIDENCE OF THE PRESENCE OF STATE AND FEDERALLY PROTECTED PLANT AND/OR ANIMAL SPECIES IS DISCOVERED, WORK SHALL COME TO AN IMMEDIATE STOP AND PRIMA COUNTY SHALL BE NOTIFIED WITHIN TWO WORKING DAYS OF THE PLANT AND/OR ANIMAL SPECIES FOUND ON THE SITE.
 - PRIOR TO THE START OF THE CLEARING AND GRUBBING, OR ANY SOIL DISTURBANCE CONTACT FC STORMWATER MGMT. AT (850) 724-4600 FOR A SOIL EROSION AND SEDIMENT CONTROL PRE-INSPECTION MEETING.
 - THE CONTRACTOR MUST PROVIDE A DEWATERING PLAN, IF APPLICABLE, TO PRIMA COUNTY BUILDING AND SITE DEVELOPMENT DIVISION AT (850) 724-4571 FOR REVIEW PRIOR TO THE EROSION CONTROL MEASURES PRE-INSPECTION MEETING.

- PUBLIC WORKS NOTES**
- THE DEVELOPER'S FINAL CONSTRUCTION DRAWINGS SHALL COMPLY WITH THE DESIGN REGULATIONS ESTABLISHED BY THE DEPARTMENT OF PUBLIC WORKS. FINAL DESIGN MAY VARY BASED ON FIELD CONDITIONS.

HFR DESIGN
 744 Commerce Drive, Suite 300
 Brentwood, TN 37027
 C 615.370.8500
 F 615.370.8530
 hfrdesign.com

NO.	DATE	DESCRIPTION

EXHIBIT II: BUILDING HEIGHTS

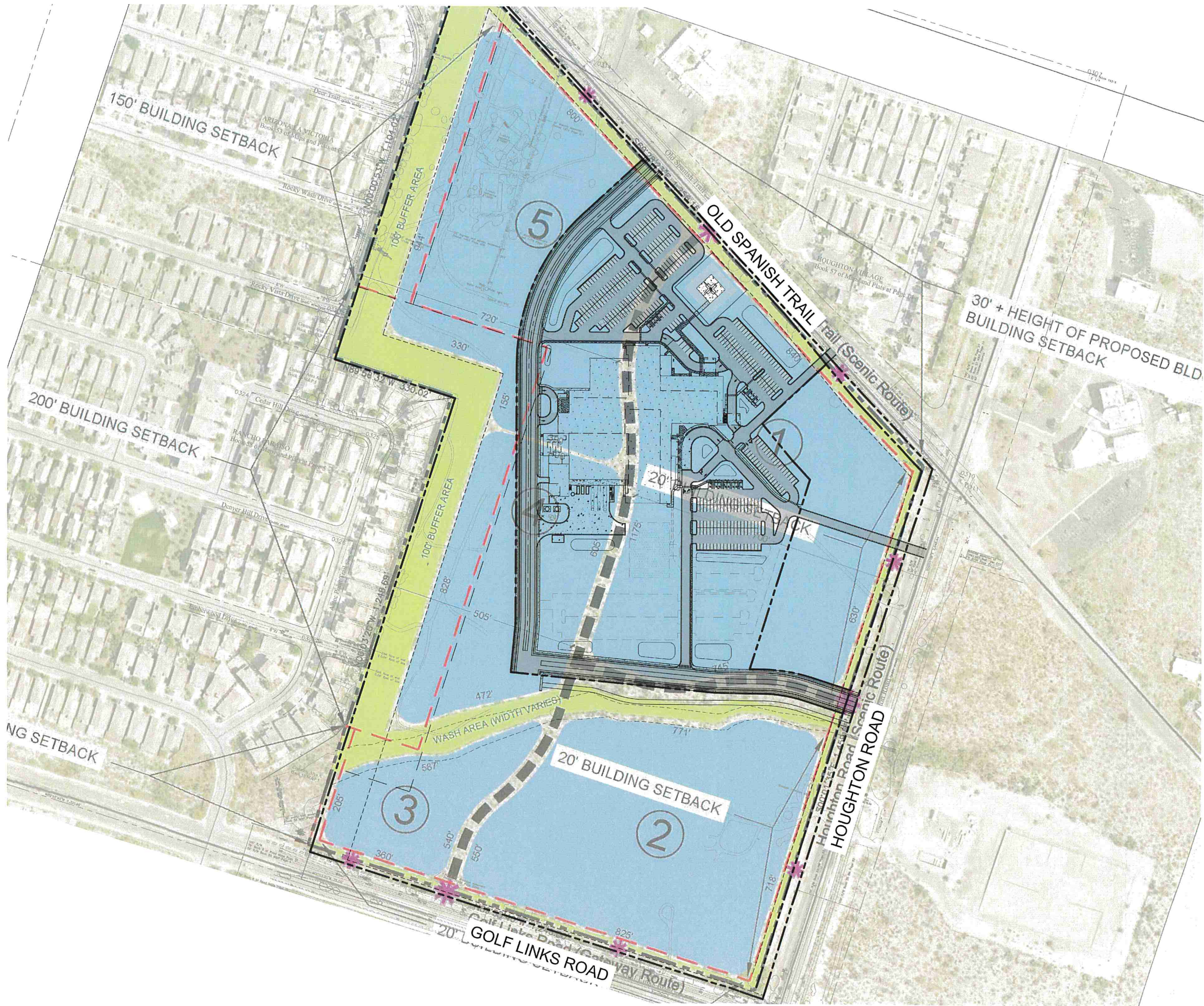
08-08-2018 - SCHEMATIC DESIGN - NOT ISSUED FOR CONSTRUCTION

Know what's below.
 Call before you dig.

 GRAPHIC SCALE IN FEET
 0 30 60 120
Kimley Horn

HFR PROJECT NO.: 2017017
 DATE: 2018
 PM REVIEWER:
 QC REVIEWER:

SITE LAYOUT -
 OVERALL



NO.	DATE	DESCRIPTION

EXHIBIT I: PROPOSED HOSPITAL LAYOUT/ NEW SPINE ROAD LOCATION WITH ORIGINAL PAF DEVELOPMENT AREAS

HFR PROJECT NO.: 201701
 DATE: SEPTEMBER 20, 2011
 PM REVIEWER:
 QC REVIEWER:

SITE LAYOUT -
 OVERALL W/ PA
 CONCEPT

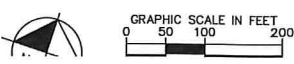


EXHIBIT III: NEW DEVELOPMENT AREAS

LEGEND

-  Project Boundary
-  Development Areas
-  Preliminary Spine Road Location
-  Major Access Point
-  Minor Access Point
-  Open Space/Landscape Border area: 9 acres
-  1 Development Area #1
-  2 Development Area #2
-  3 Development Area #3
-  4 Development Area #4
-  5 Development Area #5

Development area boundaries will be determined by the interior spine roads and are subject to change.



Pictometry 2010 Image



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