

Walter Tellez - Macsteel Parking Requirements

334 226

From: Wayne Bogdan
To: jrwarch1@qwest.net
Date: 05/25/2006 4:03 PM
Subject: Macsteel Parking Requirements
CC: Craig Gross; David Rivera; Ernie Duarte; Terry Stevens; Walter Tellez

May 25, 2006

Jim R. Watson
Architect
3026 North Country Club Road
Tucson, AZ 85716

Subject: New Macsteel Manufacturing and Distribution Wholesaling Use: Parking Requirements
Land Use Code (LUC) Information

Dear Mr. Watsen:

Thank you for your letter dated May 19, 2006 requesting clarification of the land use and parking requirements for the new Macsteel facility. Per your letter, this Macsteel facility will provide processing, merchandising and distribution of carbon, stainless, aluminum and specialty steels. The facility will receive sheet steel in large rolls that may weigh up to 40,000 to 60,000 pounds. The facility will then cut the rolls into maximum 4,000 pound rolls for shipping to their customers either by rail or truck. There will be no bending, braking, joining, or other fabrication process within this facility, only the cutting of large rolls into smaller rolls.

The Zoning Administration Division has reviewed your letter and the LUC regulations applicable to off-street parking and land use classification. As described, the Macsteel facility is a land use within the Industrial Use Group (Sec. 6.3.6 et seq.). For parking purposes, however, the parking for this facility is more similar to the parking required of a wholesale and distribution facility (Wholesale Use Group).

Per the applicable provisions of the LUC the parking for the new Macsteel facility can be calculated by using the following Wholesale Use Group ratio (Secs. 3.3.3.2, 6.3.2.3, and 6.3.6 et seq.):

Motor Vehicle: SA. One (1) space per two thousand (2,000) sq. ft. of storage area for the first twenty thousand (20,000) sq. ft. of storage area plus one (1) space per ten thousand (10,000) sq. ft. of storage area for over twenty thousand (20,000) sq. ft. of storage area.

I hopes this answers your questions, and if you should need further assistance from the Zoning Administration Division, please contact either Bill Balak (ext. 1168) or myself (ext. 1116) at (520) 791-4541.

Sincerely;

Wayne F. Bogdan
Zoning Administration Division
Development Services Department
City of Tucson

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From: Walter Tellez
To: Thrall, Heather
Date: 04/24/2006 1:43:50 PM
Subject: Re: R-1, 5 bedrm tandem parking question

Your memory is correct. No tandem.

>>> Heather Thrall 04/24/06 1:35 PM >>>
Good afternoon Walter,

Is tandem parking permitted for the R-1, 5 bedroom projects? I thought we had a discussion about this at one point - and we decided that tandem parking was not permitted. Is my memory correct?

CC: Rivera, David

Page 1 of 1

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From: Walter Tellez
To: Katz, Aaron
Date: 04/21/2006 11:16:43 AM
Subject: Re: Rock Climbing Demonstration Center T.I.

Aaron,

I think the best I can do is to say this would be similar to a skating rink or pool hall. The requirement would be 1 space per 200 square feet of GFA. This would also cover retail sales. Hope this helps.

Walter

>>> "Aaron Katz" <akatz@swaimaia.com> 04/19/06 9:21 AM >>>
Walter,

We currently have a rock climbing demonstration center tenant improvement going through the City for review and Patricia Gehlen has recommended that I contact you regarding how to classify such a center in terms of quantifying its parking requirements. The center will occupy 15,000 s.f., but only about 5,000 s.f. of that will be for the rock climbing demonstration area - the remainder of the space is for warehouse and equipment storage uses along with front-end offices and restrooms. The tenants also will be limiting the occupancy of the center to (50) persons at any one time, for safety reasons and to maintain manageable instructor-to-student ratios. The building that the T.I. is going into is an industrial building that is parked at 1/500. Could you please clarify how to classify this use to determine parking requirements?

Thank you, Walter.

Aaron S. Katz, AIA
LEED® AP
Associate Principal

CC: Balak, William; Rivera, David

2006-04-21 11:16:43 AM

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From: Ernie Duarte
To: NFANDMF@aol.com
Date: 04/03/2006 4:00:28 PM
Subject: Re: 330 E. Speedway

Mike:
I appreciate your patience in awaiting our response. I've consulted with the Zoning Review staff and the Zoning Administrator. Consistent with prior zoning determinations, access from the alley for a SFR, 5 bedroom house is allowable provided, all vehicular maneuvering occurs on site. Use of the alley for the vehicular maneuvering would require a variance from the Board of Adjustment. I hope this information helps you.

If you have any questions, please call me, walter Tellez or Wayne Bogdan.

Ernie Duarte

>>> <NFANDMF@aol.com> 03/31/06 6:26 PM >>>
Hello Ernie,

I am witting in follow up to our meeting yesterday afternoon, as I did not hear from you today as anticipated. I negotiated an extension with the seller to extend the due diligence period through Monday April 03, 2006. I need to know if we can obtain administrative approval for vehicular access from Herbert to a proposed SFR, or if some other procedure will be required. I would greatly appreciate it if you would get back to me before noon Monday. Please respond via email so that I have something in witting for my files.

If it helps, attached is a PDF of a draft of the proposed site plan. This is not final as Herbert is not shown properly and the future ROW is not located correctly. As I indicated in my email yesterday, Herbert is 26.4' wide.

Thank you for your assistance with this matter.

Best regards,

Mike Finkelstein
QuatroVest, Inc.
Principal

CC: Bogdan, Wayne; Walter Tellez

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From: David Rivera
To: JMAHERJRAIA@aol.com; Thrall, Heather
Date: 03/13/2006 11:31:09 AM
Subject: Re: PS No \$ 10K in pavement for a home driveway

Joseph, I was looking at the floor plan submitted with the request. Walter made an interpretation back in June of 2005 that may provide for some relief. It means revising the plan to comply with the administrators determination.

The determination is interpreted as follows:

If the proposed room considered a bedroom (based on the definition) but has a direct opening of five feet in width (with no door) and connection to a living room, dining room or kitchen the proposed rooms can be considered an extension of the room it connects to. In this case, if the Libray has a connection to the living room/dining area through a five foot wide between the kitchen wall and the heater wall (doors) this will meet the intent of LUC section 3.5.7.1.H, first sentence. This is assuming that the prinicipal structure does not have five bedrooms.

David Rivera
Principal Planner
Development Services Department
(520) 791-5608 Ext. 1181
david.rivera@tucsonaz.gov

>>> <JMAHERJRAIA@aol.com> 03/13/06 11:00 AM >>>

Also, we are not spending \$ 10K to pave the driveway for a home. These are not comercial projects.

If needed we need an "administrative waiver" (no cost, no special processing) to get rid of this stupid requirement.

thxs
Joseph Maher

CC: Craig Gross; Patricia Gehlen; Walter Tellez

2/11

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From: Walter Tellez
To: Ernie Duarte; Gross, Craig
Date: 03/01/2006 8:05:03 AM
Subject: Fwd: Parking Lot - NEC 6th and Campbell

Glenn's email to Ruth Beeker and Gail Schuessler from the neighborhood. We approved TUP for no landscaping, expires Nov. 1, 2006.

>>> William Balak 03/01/06 7:44 AM >>>
Glenn's response.

>>> Glenn Moyer 02/28/06 5:22 PM >>>
Gail-

I spoke to Bill Balak at DSD regarding the Parking Lot at the NEC of 6th and Campbell. Here's the rezoning condition we spoke about:

16. All loading, maneuvering, and parking shall be located on-site.

"on-site" in the condition has been interpreted to mean not "on-street." With this interpretation the satellite parking lot at the NEC 6th and Campbell is acceptable because it reduces pressure for on-street parking. I can see the logic behind this. Whether we agree with the interpretation or not they must still comply with the LUC for landscaping etc. In my opinion a properly developed satellite parking lot would be a minor change unlike a request to allow parking on neighborhood streets which would be a major change requiring Mayor and Council approval.

The parking lot has been permitted without LUC compliance on a temporary basis pending development of the site for commercial uses and parking on the first floor and residential development above. I don't know if they plan to develop under the existing C-1 zoning or if there is a rezoning proposal expected in the future. If they don't develop the for a permanent use they will have to bring the parking lot up to code.

Glenn Moyer, AICP
City of Tucson
Urban Planning and Design
MacArthur Building
345 East Toole Avenue
520-791-4505 (office)
520-260-1663 (mobile)
Glenn.Moyer@tucsonaz.gov
www.tucsonaz.gov/planning

Mailing address:
Glenn Moyer
City of Tucson
Department of Urban Planning and Design
P. O. Box 27210
Tucson AZ 85726-7210

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From: Walter Tellez
To: Gross, Craig
Date: 02/13/2006 8:35:30 AM
Subject: Re: Commercial Commissary Kitchen

Retail food sales at 1/200, wholesale food sales at 1/2000.

>>> Craig Gross 02/13/2006 8:26:37 AM >>>
thanks. what parking calcs do we use?

>>> Walter Tellez 02/13/2006 7:26:18 AM >>>
For retail customers, ok in C-1. For businesses (peddlers) needs C-2.

>>> Craig Gross 02/10/2006 4:43:30 PM >>>
How do we view a commercial commissary Kitchen that prepares food for caterers? No public seating or sales. They cook food on-site, van comes in and picks up prepared food and delivers it elsewhere.

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From: William Balak
To: lisa@metropermitexpress.com
Date: 01/23/2006 8:54:18 AM
Subject: Parking Requirements for Nail Salons

Ms. Bowers,

You requested a information on the Land Use Code (LUC) classification and parking requirements for a nail salon.

The Commercial Services Use Group, Land Use Class: "Personal Service", LUC Section 6.3.5.19, is described as a use which provides personal care and appearance services to an individual such as barber and beauty shops. Based on a determination of the Zoning Administrator, a nail salon was considered a Personal Service land use and required to meet the Personal Service parking requirements of 1 parking space for every 100 square feet of gross floor area. This determination was appealed to the Board of Adjustment and the Board reversed the Zoning Administrator's determination for the parking requirements and stated that the parking requirement for a nail salon is 1 parking space for every 200 square feet of gross floor area.

William Balak
Principal Planner
Development Services Department

CC: David Rivera; Walter Tellez; Zoning Enforcement Staff

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From: Wayne Bogdan
To: cdeal.homesplus@cox.net
Date: 01/13/2006 2:54:07 PM
Subject: Hookah Lounges: Land Use Classification and Parking Requirements

January 13, 2006

Christine Deal
Realtor
Cienega Creek Realty
2215 W. Osborn Road
Phoenix, AZ 85015

Subject: Hookah Lounge: Request for zoning classification and parking requirements
Land Use Code (LUC) Information

Dear Ms. Deal:

Thank you for your patience in awaiting staff's reply to your letter dated December 8, 2005 on the subject matter referenced above. The project proposes a new hookah lounge catering to college students aged 18 to 21 years old. The lounge will be alcohol free and meant to be a gathering space for the underage and non-drinking college students to congregate and socialize. The lounge will offer low setting tables with built in hookah pipes. Flavored tobaccos will be offered along with light appetizer type ethnic foods, coffees and soft drinks. The food preparation area will be about 300 square feet. There will be a small gift shop but cigarettes and cigars will not be sold. On Friday and Saturday nights there will be a live DJ and music. The hours of operation will be approximately 5:00 pm to 5:00 am, 7 days a week with 5 to 10 employees. Based on this information, you are requesting the land use classification and parking requirements for this use.

The Zoning Administration Division has reviewed your information, information on hookah lounges available on the internet, and the LUC regulations applicable to new uses of land. After consultation with the City Attorney's Office, staff considers the proposed hookah lounge to be similar in function to a coffee house a "Food Service" land use. The off-street parking requirements for this land use can be determined by using the ratio of one off-street parking space per 100 square feet of gross floor area (1/100). I hope this information has answered your request and should you require further zoning information from the Zoning Administration Division, please let me know. Please note, a copy of this letter must be attached to the project site plan when submitted to the Development Services Department (DSD), 1st Floor, 201 North Stone Avenue for the zoning compliance review process.

Sincerely;

Wayne F. Bogdan
Principal Planner
Zoning Administration Division
Development Service Department
City of Tucson
Ph: (520) 791-4541 ext. 1116
Fx: (520) 791-5852
Em: wayne.bogdan@tucsonaz.gov

CC: Ernie Duarte; Viola Romero; Walter Tellez

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From: Craig Gross
To: Sayler-Brown, Thomas
Date: 11/02/2005 5:14:24 PM
Subject: The Brickyard at Menlo Park Parking Plan

November 1, 2005

Thomas Sayler-Brown
Sayler-Brown Bolduc Lara Architects, LLC
1001 N. Alvernon Way, Suite 105
Tucson, AZ 85711

Subject: Brickyard Parking Plan

Dear Mr. Sayler-Brown:

I have reviewed the proposed parking layout for the Brickyard at Menlo Park. After discussing the issue with DSD and Transportation staff and the City Attorney's Office it was determined that the following Development Standard section applies:

3-05.2.0 OFF-STREET MOTOR VEHICLE PARKING.

2.1 Vehicular Use Area

B. *Motor Vehicle Parking Space Sizes.*

1. The minimum sizes for standard and compact parking spaces are listed in Table 1, Motor Vehicle Area Dimensions. Any site plan submitted for review which provides parking spaces designed at angles different from, or with spaces larger than, those listed in Table 1 must provide all required dimensions for verification and approval by the Traffic Engineer.

Based on this section and the concurrence of Vince Catalano, City Traffic Engineer, the one-way drives may be twenty (20) foot wide provided that all parking spaces are a minimum ten (10) foot wide. Two-way drives must be a minimum of twenty-four (24) foot clear. Handicap parking spaces and access aisles cannot be reduced in size. Concrete wheel barriers are not required within parking garages except to confine vehicles within the building. Doors and stairways cannot access into a parking space or handicap aisle and areas in front of doors and stairways must be striped and signed for no parking.

I hope this will help complete the project. If I can provide you with additional information, please contact me.

Sincerely,

Craig L. Gross
Deputy Director
Development Services Department

CC: Catalano, Vince; Tellez, Walter

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From: Wayne Bogdan
To: Joe Comella
Date: 10/26/2005 11:45:44 AM
Subject: Fwd: Re: Question relating to rear access to westmoreland garages

Hi Joe,
No problem...PS...consider "front line" interchangeable with "rear alley line" concerning garages...
Bogdan

>>> Joe Comella 10/25/2005 5:48:21 PM >>>
Thanks Wayne

>>> Wayne Bogdan 10/25/2005 10:41:16 AM >>>
Hi Joe,

I just talked to Walter...Per his direction if the garage is designed so as to be angled with the front lot line of the property you can average the front setback using the midpoint.

Wayne

>>> Joe Comella 10/25/2005 9:28:40 AM >>>
Wayne, were you able to find or produce something in regards to Walter's determination on angled garage setbacks?? We're getting ready to re-submit the tentative plat & need to reference something on this issue.
Thanks,
Joe

>>> Joe Comella 9/7/2005 9:48:55 AM >>>
Wayne, we do have another project in Menlo Park called "Westmoreland" that does have rear access garages. Jack & I met with Walter & Patricia Gehlen in Walter's office, & agreed on a design guideline for garage doors that are at an angle to the street, as follows;
"The distance to the centerline of the parking space as measured perpendicular to the street from the garage door must be 8' or less."
Walter was going to write something up, but I've never seen it - maybe Patricia knows something....
Joe

>>> Wayne Bogdan 9/7/2005 8:53:57 AM >>>
Hi Joe,
thanx but I think the letter walter is after is concerning another silverbell project...not this one...
wayne

>>> Joe Comella 09/07/2005 8:23:45 AM >>>
Hi Wayne,
Here's the email you sent regarding the Silverbell Subdivision. I never recieved an actual 'letter'.

>>> Wayne Bogdan 7/20/2005 3:18:52 PM >>>
July 20, 2005

Joseph Comella
Chief Architect
Community Services Department

Subject: Silverbell Subdivision, DSD #S05-093: Zoning Determination: Rear Access Driveways

Handwritten notes and signatures at the bottom right of the page, including the number 232A.

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Land Use Code (LUC) Information

Dear Mr. Comella:

This zoning determination is made in regards to the access issues you recently discussed with Sarah More of the Department of Urban Planning & Design in email dated June 1, 2005. Specifically, the "new urbanism" concept of using rear accessways in residential subdivisions, such as proposed in Silverbell Subdivision, DSD #S05-093. Per your information the first submittal of the tentative plat was made 6/8/2005 by Dan Elder of Landmark Engineering. Within the new subdivision there are to be 121 lots of about 47 feet x 94 feet in dimension. 106 lots are planned to be detached single family units. 58 lots will have rear access. The rear accessways will have a 24 foot rear access paving width, with bollards to break the accessways into segments serving not more than the 14 units. The plan shows that the longest rear accessway would serve 37 units. All lots with rear access are to have garages on the rear accessway. The garages should not be closer than 2 feet from the accessway, and should have a total of a 24 foot paved area to exit the garage (e.g. if the accessway paving is 16 feet, then the garage needs to be at least 8 feet from the accessway to allow adequate maneuvering room of 24 feet). Given this project information, you are requesting clarification on whether the rear accessways, as proposed by this subdivision design, will be considered acceptable types of access per LUC Sec. 3.2.8.2.

The Zoning Administrator has reviewed the project information and the LUC regulations applicable to access. For the purposes of LUC Sec. 3.2.8.2, the Zoning Administrator has determined that the rear accessways proposed for new Silverbell subdivision, designed to provide private access for local lot owner use and not for general traffic circulation purposes, can be considered the equivalent to secondary streets provided the accessways are paved to a minimum width of 20', are curbed and abut paved 5' wide pedestrian walkways. The abutting walkways can be eliminated from the rear accessway design if the lots within the Subdivision also have frontage on a public or private street that provide the pedestrian facilities per LUC Sec. 3.2.8.4. Those rear accessway designs that fail for whatever reason to comply with the secondary street standards set forth by this zoning determination must obtain DSMR approval. Detached garages and carports are allowed in the rear yard areas of the lots with setbacks of 8' or less as allowed per LUC Sec. 3.2.6.5.B.2. Those garages or carports that fail to comply with the street/sidewalk setbacks of this LUC regulation will require variance approval from the Board of Adjustment.

Please note, that a rear accessway 20' wide that is paved and curbed and abuts a 5' wide paved walkway is equivalent to a secondary street is a determination by the Zoning Administrator that is appealable to the Board of Adjustment provided the appeal is made in writing and filed, along with the appropriate fees, with the Zoning Administration Division, 2nd floor, 201 North Stone Avenue within 30 days of the date of this email. If you have any questions concerning this zoning matter, please contact either myself (ext. 1116) or Walter Tellez (ext. 1154) at (520) 791-4541.

Sincerely,

Wayne F. Bogdan
Principal Planner
for
Walter Tellez
Zoning Administrator
Development Services Department
City of Tucson

>>> John Siry 9/1/2005 11:27:23 AM >>>

Joe might have such a message. How soon do you need it? He is out until 9-7.

>>> Wayne Bogdan 9/1/2005 10:30:52 AM >>>

Good Morning Jack;

WRE

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How goes it??? Got a strange question for you. Might you remember either Walter or I ever having sent you (or Joe Comella) a letter or email response regarding rear access to garages of those homes on westmoreland (offsilverbell). Walter seems to remember we did a while back but we cant find a copy of it. It would have been sometime earlier this year???

Wayne

CC: Patricia Gehlen; Walter Tellez

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From: Craig Gross
To: Gehlen, Patricia; Rivera, David; Wells, Russlyn
Date: 09/13/2005 10:25:14 AM
Subject: Re: 2810 N. Campbell Avenue - formerly Catalina Bicycle Shop

correct. Walter ruled that it is non-conforming for retail/commercial at 1:200. Any use equal or less than 1:200 is OK.

>>> Patricia Gehlen 09/13/2005 9:15:49 AM >>>

If the site is grandfathered for retail, the new use does not have to provide parking at 1:200 because it is grandfathered....correct?

>>> Russlyn Wells 09/07/2005 3:57:34 PM >>>

I was asked to confirm whether a parking variance had been granted for 2810 N. Campbell Avenue. The last approved use is the Catalina Bicycle Shop (3,427 sq ft) which was approved in 1990 based on a 1:400 parking requirement for retail uses with a GFA less than 4,000 square feet. 5 spaces are shown in front of the three separately owned businesses at this location. 9 spaces are required just for the bike shop. The parking requirements for the bike shop were satisfied via a parking lease agreement with the adjacent Catalina Movie Theater not via the variance process. The parking agreement which is still in effect is for unlimited business hour use of 227 theater parking stalls.

Cathy Appelgate Rex is the project architect and she will be submitting a site plan for a post-secondary use (beauty school) proposed in the bike shop location. She wanted clarification on whether the parking agreement could apply to the proposed 1:200 use.

Per Walter, the issue is not the parking agreement rather it is the fact that retail uses established under the old 1:400 parking ratio are grandfathered to a 1:200 ratio. New 1:200 uses going into these locations are not considered a change of use and therefore a parking variance is not required as long as the parking provided (onsite or via lease) meets the required number of spaces based on the 1:200 criteria.

CC: Bogdan, Wayne; CrexArchitect@aol.com; Tellez, Walter

11/13/2005 10:25:14 AM
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From: Walter Tellez
To: Duarte, Ernie
Date: 09/09/2005 3:41:48 PM
Subject: Re: The Loft

As we discussed, since parking is based on seats we can approve the patio as accessory use without additional parking. It would be the same as a snack bar seating area.

>>> Ernie Duarte 09/09/2005 12:40:20 PM >>>

THanks for your note. Sorry about your fence. Yes. I'm having someone research your patio. Our records do not show it on the last approved plan for the Loft Cinemas, but it appears, as you mentioned, to have been put in as part of the Speedway widening project. If so, we're just verifying that the patio "expansion" does/did not create any parking deficiencies. I know the Loft has a joint parking agreement with Gadabout next door and we're making sure that any excess parking the Loft has/had is not compromised by this agreement. We'll need to have this all sorted out prior to your #7 license application.

Re: Sign Code: Craig Gross, (791-5550 ext 1173) can assist you in interpreting the Sign Code while my Sign Code Supervisor is out on leave for the next 10 days. I've copied him on my response to you. Thanks

Ernie Duarte

>>> Peggy Johnson <pi@loftaz.com> 09/08/2005 10:32:36 PM >>>

Hi Ernie,
I thought we were going to have our fencing up this week, but the company made it too short and had to take it down. Very sad.
I was wondering what you found out about our patio. I would like to get the #7 license extended onto the patio as soon as the fencing is done, which should be in the next week or two. I appreciate your help. By the way, are you the person who we talk about about signage? The sign code might just as well be written in Greek - I'm afraid to try to interpret. I'd appreciate your help and/or your assistance in getting me in touch with the right person.
Thanks so much,
Peggy

Peggy Johnson
Executive Director
Tucson Cinema Foundation Inc/The Loft Cinema
3233 East Speedway
Tucson, AZ 85716
520.322.LOFT
520.405.4522 Cell
520.319.1912 Fax

CC: Balak, William; Gross, Craig

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From: William Balak
To: CindyP@Passageevents.com; Walter Tellez; Wayne Bogdan
Date: 09/07/2005 4:59:58 PM
Subject: Re: Fwd: FW: Special Event Permit?

Ms. Pepler:

Your special event on September 16-18, 2005 at the Safeway store #2611; 10380 E Broadway in Tucson will have hours of operation from 4:00pm - 8:00pm on Friday, the 16th. The hours on the 17th-18th are from 10:30am - 7:00pm. Such an event is considered for zoning purposes to be a temporary diversion of the required parking and requires that you notify us each time you plan such an event. Events are limited to 60 days a year with a maximum of 15 days per event. The event must not block any physically disabled parking spaces or access to and from those spaces. All sidewalks and fire lanes must remain clear. Please fax a copy of a site plan showing compliance with the above requirements with the area to be used clearly marked. There is no permit required or fees for this review.

Please contact me if you have additional questions or if there is anything we at the City of Tucson can do to help make your event a success.

William Balak
Principal Planner
Development Services Department

>>> Walter Tellez 09/07/2005 3:05:34 PM >>>
Treat it as a diversion of required parking.

>>> "Cindy Pepler" <CindyP@Passageevents.com> 08/30/2005 10:54:30 AM >>>

Wayne,

As promised, here is the description of the event we'll be hosting.
First is a narrative of the basic event logistics.

<<Safeway Mobile Grill narrative.doc>>

This particular event will take place September 16-18, 2005 at the Safeway store #2611; 10380 E Broadway in Tucson. The hours of operation are 4:00pm - 8:00pm on Friday, the 16th. The hours on the 17th-18th are from 10:30am - 7:00pm. It is possible the client will want to host another event. However, there is nothing scheduled in the near future. Here too are the specs of the trailer we will use:

<<Water Pump.pdf>> <<051904E1.pdf>> <<051904E2.pdf>>
<<051904EL.pdf>> <<051904I1.pdf>> <<051904I2.pdf>>
<<051904I3.pdf>> <<051904I4.pdf>> <<051904ID.pdf>>
<<051904P.pdf>> <<Air Conditioner.pdf>> <<C G drawings Washington #1112.pdf>> <<Exhaust Fan.pdf>> <<Fridge.pdf>> <<Generator.pdf>>
<<Kitchen Knight 1.pdf>> <<Kitchen Knight 2.pdf>> <<Pace trailer specs.pdf>> <<Pyro Chem Data.pdf>> <<Specifications 1.1.doc>>

I've submitted the necessary paperwork to the Pima Health Department for Temporary Food Service Permit. I'm trying to determine if there is any other permit I need to submit in order to be in compliance - Fire, City

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of Tucson, etc.

I'll be working off-site tomorrow morning through Friday. If you need to reach me, please call me on my cell phone 206-853-1895. You can also contact my manager, Shana Minor for any additional information you may need. You can reach her at 206-219-0017.

Thanks very much for your help.

Cindy Pepler

Implementation Manager | PASSAGE EVENTS

t 206.219.0018

f 206.219.0030

c 206.853.1895

800 Maynard Ave S, Suite 100, Seattle, WA 98134

www.passageevents.com

CC: Craig Gross; David Mann; David Rivera; Jim Vogelsberg

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240

From: Walter Tellez
To: Bogdan, Wayne; Wells, Russlyn
Date: 08/08/2005 4:18:58 PM
Subject: Fwd: Zoning Review for Board of Adjustment

FYI

>>> Craig Gross 07/22/2005 4:16:54 PM >>>
After discussing with Walter we have agreed to the following when a parking variance is requested:

IF NO PARKING CURRENTLY EXISTS (like 4th Avenue):

Indicating that a 100% variance of the parking will include all associated variances (landscaping, screening, etc.)

IF PARKING CURRENTLY EXISTS:

if expansion is less than 25%: indicating that a 100% variance of the additional parking will include all associated variances.

if expansion is over 25%: indicating that a 100% variance of the additional parking will include all associated variances but all of variances will need to be identified if they do not want to bring the existing site into compliance.

If expansion is change of use :indicating that a 100% variance of the additional parking will include all associated variances but all other variances will need to be identified if they do not want to bring the existing site into compliance.

This seems to make sense late Friday afternoon.

5.17.05 10:40 AM
3000 - 1000
2000 - 1000
2000

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291

From: Wayne Bogdan
To: Joe Comella
Date: 07/20/2005 3:18:52 PM
Subject: Re: Alleys

July 20, 2005

Joseph Comella
Chief Architect
Community Services Department

Subject: Silverbell Subdivision, DSD #S05-093: Zoning Determination: Rear Access Driveways
Land Use Code (LUC) Information

Dear Mr. Comella:

This zoning determination is made in regards to the access issues you recently discussed with Sarah More of the Department of Urban Planning & Design in email dated June 1, 2005. Specifically, the "new urbanism" concept of using rear accessways in residential subdivisions, such as proposed in Silverbell Subdivision, DSD #S05-093. Per your information the first submittal of the tentative plat was made 6/8/2005 by Dan Elder of Landmark Engineering. Within the new subdivision there are to be 121 lots of about 47 feet x 94 feet in dimension. 106 lots are planned to be detached single family units. 58 lots will have rear access. The rear accessways will have a 24 foot rear access paving width, with bollards to break the accessways into segments serving not more than the 14 units. The plan shows that the longest rear accessway would serve 37 units. All lots with rear access are to have garages on the rear accessway. The garages should not be closer than 2 feet from the accessway, and should have a total of a 24 foot paved area to exit the garage (e.g. if the accessway paving is 16 feet, then the garage needs to be at least 8 feet from the accessway to allow adequate maneuvering room of 24 feet). Given this project information, you are requesting clarification on whether the rear accessways, as proposed by this subdivision design, will be considered acceptable types of access per LUC Sec. 3.2.8.2.

The Zoning Administrator has reviewed the project information and the LUC regulations applicable to access. For the purposes of LUC Sec. 3.2.8.2, the Zoning Administrator has determined that the rear accessways proposed for new Silverbell subdivision, designed to provide private access for local lot owner use and not for general traffic circulation purposes, can be considered the equivalent to secondary streets provided the accessways are paved to a minimum width of 20', are curbed and abut paved 5' wide pedestrian walkways. The abutting walkways can be eliminated from the rear accessway design if the lots within the Subdivision also have frontage on a public or private street that provide the pedestrian facilities per LUC Sec. 3.2.8.4. Those rear accessway designs that fail for whatever reason to comply with the secondary street standards set forth by this zoning determination must obtain DSMR approval. Detached garages and carports are allowed in the rear yard areas of the lots with setbacks of 8' or less as allowed per LUC Sec. 3.2.6.5.B.2. Those garages or carports that fail to comply with the street/sidewalk setbacks of this LUC regulation will require variance approval from the Board of Adjustment.

Please note, that a rear accessway 20' wide that is paved and curbed and abuts a 5' wide paved walkway is equivalent to a secondary street is a determination by the Zoning Administrator that is appealable to the Board of Adjustment provided the appeal is made in writing and filed, along with the appropriate fees, with the Zoning Administration Division, 2nd floor, 201 North Stone Avenue within 30 days of the date of this email. If you have any questions concerning this zoning matter, please contact either myself (ext. 1116) or Walter Tellez (ext. 1154) at (520) 791-4541.

Sincerely,

332
271

Wayne F. Bogdan
Principal Planner
for
Walter Tellez
Zoning Administrator
Development Services Department
City of Tucson

CC: Craig Gross; David Rivera; Ernie Duarte; Walter Tellez

333
242

From: Ernie Duarte
To: Tellez, Walter
Date: 07/13/2005 11:13:48 AM
Subject: Re: Lofts at 5th Ave

great. good work! I think that's the right decision for this particular and similar type projects

>>> Walter Tellez 07/13/2005 9:27:38 AM >>>

I discussed the dumpster issue with Craig and Trish. We could determine that it was allowed when ADT's are less than 140 and the alley/street width is less than 30 feet.

>>> Ernie Duarte 07/12/2005 8:48:20 AM >>>

Let's talk to Walter about the trash enclosure through the landscape border.

>>> Craig Gross 07/11/2005 5:10:29 PM >>>

Spoke with Wayne Silberschlag about the signage. They are only interested in the the major building identification signage at this time. Wayne really hadn't thought about the tenant signage. He will start working on a signage package for the building and tenant spaces. His first thought is that they will restrict tenants to window signage only or maybe a small sign hanging under the canopies..

I also talked to him about the loading zone and parking issues. He said that they understood the limitations and would probably work on it case by case if that type of tenant became involved. He realizes that variances might be needed for certain uses but they aren't that concerned with variances after the building is constructed.

CC: Gehlen, Patricia; Gross, Craig

gi

333
242

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To: Duarte, Ernie
Date: 07/13/2005 9:27:38 AM
Subject: Re: Lofts at 5th Ave

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CC: Gehlen, Patricia; Gross, Craig

5/5

333
2/17

3490 N Silverbell

R-1

From: Walter Tellez
To: Bogdan, Wayne; Duarte, Ernie; Gehlen, Patricia
Date: 06/21/2005 10:31:01 AM
Subject: Re: DRAFT ZA Det : Silverbell Sub

We were thinking DSMR for street width.

>>> Patricia Gehlen 06/21/2005 10:29:42 AM >>>

When I read the last paragraph it implies that if a house does not meet the setbacks a DSMR may be obtained...shouldn't this be a variance?

Patricia Gehlen
CDRC/Zoning Manager
Development Services Department
City of Tucson
(520) 791-5608 ext 1179
(520) 879-8010 Fax

>>> Wayne Bogdan 06/21/2005 9:39:06 AM >>>

Hi,

Here is the draft...Joe is asking for a zoning det that basically will bless the Silverbell Sub...this is close...the only diff is that we want a min 20' accessway and abutting 5'walkway...and I believe they may have, in some places, a 16' wide accessway...but if this is so...we tell them they can apply for a DSMR...your thoughts..

bodgna

June 21, 2005

Joseph Comella
Chief Architect
Community Services Department

Subject: ZA Determination - Rear Access Driveways
Land Use Code (LUC) Information

Dear Mr. Comella:

This zoning determination is made in regards to the access issues you recently discussed with Sarah More of the Department of Urban Planning & Design in email dated June 1, 2005. Specifically, the "new urbanism" concept of using rear accessways in residential subdivisions, such as proposed in Silverbell Subdivision, DSD #S05-093. Per your information the first submittal of the tentative plat was made 6/8/2005 by Dan Elder of Landmark Engineering. Within the new subdivision there are be 121 lots of about 47 feet x 94 feet. 58 of these lots have rear access. The longest rear accessway would serve 37 units. As a part of Community Services requirements to the developer, all lots with rear access are to have garages on the rear accessway. The plan currently shows a 24 foot rear access paving width, with bollards to break the accessways into segments serving not more than the 14 units. 15 of the lots will be split to accommodate 30 one bedroom units and remain under City ownership as public housing. Only the 15 City owned lots will have "duplexes", and therefore will need to be divided by a property line to conform to the R-1 zoning (the final plat will show 30 lots).

DSD requires a floor plan if lots are less than 4,000 sf. Because the lot lines will be tied to the building design, we are still working out the location & size of the City lots with the engineer). These are the only attached townhouse units - the remaining 106 lots are planned to be detached single family units.

152

243

Garages should not be closer than 2 feet from the accessway, and should have a total of a 24 foot paved area to exit the garage - e.g. if the accessway paving is 16 feet, then the garage needs to be at least 8 feet from the accessway to allow adequate maneuvering room of 24 feet. The concept is to design duplex units to achieve the same massing & design details as the market units, but with a property line between them to conform to the R-1 zoning. Thus, given this project information, you are requesting clarification on whether the rear accessways, as proposed for the project, will be considered acceptable types of access per LUC Sec. 3.2.8.2.

The Zoning Administrator has reviewed the project information, the LUC regulations applicable to access, and has consulted with the City Attorney's Office on the matter. For the purposes of LUC Sec. 3.2.8.2, the Zoning Administrator has determined that the rear accessways proposed for new Silverbell subdivision can be considered the equivalent to secondary streets provided the accessway are paved a minimum 20' wide, are curbed and abut paved 5' wide pedestrian walkways. The abutting walkways can be eliminated from the accessway design if the lots within the Subdivision have frontage on a public or private street that provides the pedestrian facilities per LUC Sec. 3.2.8.4. Detached garages and carports are allowed in the rear yard areas of the lots with setbacks of 8' or less as allowed per LUC Sec. 3.2.6.5.B.2. Those rear accessway designs that fail for whatever reason to comply with the design criteria set forth by this zoning determination must obtain DSMR approval. Please note, that a rear accessway 20' wide that is paved and curbed and abuts a 5' wide paved walkway is equivalent to a secondary street is a determination by the Zoning Administrator that is appealable to the Board of Adjustment provided the appeal is made in writing and filed, along with the appropriate fees, with the Zoning Administration Division, 2nd floor, 201 North Stone Avenue within 30 days of the date of this email. If you have any questions concerning this zoning matter, please contact either myself (ext. 1116) or Walter Tellez (ext. 1154) at (520) 791-4541.

Sincerely,

Wayne F. Bogdan
Principal Planner
for
Walter Tellez
Zoning Administrator
Development Services Department
City of Tucson

CC: Gross, Craig

333
24+

From: Patricia Gehlen
To: Herman, Ted
Date: 06/01/2005 1:08:03 PM
Subject: Re: St. Philips Plaza 'shopping center' parking status

Hi Ted,

Based on the spreadsheet provided and the fact that the hotel has 122 rooms, this development is not currently 50% retail or less intense. Although I do not know how many parking spaces are on site, my guess is it is non-conforming for parking. If and when we annex, new non-retail tenant would likely have to "jump through some hoops" to get their CofO.

Let me know if you have additional questions.

Patricia

>>> Ted Herman 05/31/2005 10:04:34 AM >>>

Greetings Patricia,

Hope you had a great Memorial Day weekend. I've attached updated numbers and uses for the Plaza. Can you please review to determine if the Plaza is eligible for 'shopping center' parking status. I appreciate your assistance with this project. Please let me know if there is any further information required.

Thanks,
Ted

Theodore Herman
Project Manager
Regional & Strategic Planning
Department of Urban Planning & Design
City of Tucson
(520) 791-4505 ext. 129

CC: Kaselemis, Chris; Tellez, Walter

SEARCHED
SERIALIZED
INDEXED
FILED

338
245

From: Walter Tellez
To: Balak, William
Date: 05/05/2005 1:19:15 PM
Subject: Fwd: RE: Albertson's bike locker update

Let Mr. Payne know that an official determination will be coming out saying Class 1 can be reserved for employees only. Need his mailing address.

>>> Ernie Duarte 05/05/2005 1:13:55 PM >>>

I agree with all that the lockers are meant for employees of the store(s).

>>> Walter Tellez 05/05/2005 10:22:04 AM >>>

I concur with Craig that Class 1 can be restricted to employees. Mr. Payne has indicated he would appeal determination. What do you want to do?

>>> Craig Gross 05/05/2005 9:19:25 AM >>>

I have always considered the type 1 to be more for employee parking, as we allow them to put the type 1 inside the building. The stores have a real problem with transients using them if they aren't kept locked.

>>> Walter Tellez 05/05/2005 8:57:32 AM >>>

Looking at the Dev. Standard 2-09.4.2, looks like Class I is long term...for employees. Craig, Thrish, any thoughts?

>>> William Balak 05/05/2005 8:21:43 AM >>>

I am responding to Mr. Payne complaint but would like your opinion before I send it.

Mr. Payne,

The bicycle lockers at the Albertson's store at 1350 N. Silverbell are not restricted to employees with bicycles. The lockers are to be available to anyone wishing to park a bicycle. I will contact the manager at Albertson's and inform him that the lockers are to be made available to employees and to customers. The manager may keep the lockers locked and provide keys at the store's service counter in order to control the use of the lockers. In the Land Use Code, Section 6.2.3, a class I bicycle parking facility may include check-in facilities which is equivalent to getting a key at the service counter in order to use a locker outside.

>>> "godot" <godot@theriver.com> 05/01/2005 12:32:37 AM >>>

Dear Heather--

This is about the bicycle parking situation at Albertson's that never gets resolved: it's been almost a year and a half since my official zoning complaint to you--and I tried for several months before that to convince them to replace the removed bicycle parking.

Two bicycle lockers have indeed finally been installed in the same location from which the old ones had been removed. But they are padlocked shut so no one can use them! On Sunday April 24 I requested that they open the lockers; the assistant managers on duty said they didn't have the key. They promised me they would remove the locks as soon as they could (but, of course, they've never kept their promises yet).

A week later on Saturday April 30 I again requested that they open

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the bike lockers; the assistant managers refused, saying that the store manager had said that the lockers were reserved exclusively for Albertson's employees.

It is my understanding that the car and bicycle parking required by the zoning regulations is for the use of the public. I don't see in the code where the enclosed bicycle parking is for employees only. In fact I use the enclosed parking when I'm riding my expensive bicycle. The components of the bike are quite valuable and can be stripped in a few seconds from a bike locked to a ribbon rack. Another good use for the enclosed parking is to avoid the direct sun on those 110 degree days--a few minutes stationary in the direct sun can pop high-pressure tires.

It seems to me that reserving the enclosed bicycle parking for employees would be analogous to roping off five or six of the best car spaces for the exclusive use of the store managers. I don't think you would allow that.

Please have them take the padlocks off the lockers.

Please don't agree to some kind of system where the cyclist has to enter the store to request the key. Such a system wouldn't work: one would have to wheel one's bike into the busy store, and then wait in line at the service counter, and then wheel the bike back outside. This cumbersome and maybe unsafe procedure would have to be repeated in order to return the key.

If you decide that Albertson's is justified in keeping the bicycle lockers padlocked and refusing the use of the lockers to the public, then please send me the decision in writing so that I can try to appeal it. My mailing address is on the original official zoning complaint form dated October 13, 2003.

Yours impatiently,

Pat Payne

-----Original Message-----

From: Heather Thrall [<mailto:Heather.Thrall@tucsonaz.gov>]

Sent: Friday, April 15, 2005 9:59 AM

To: godot@theriver.com

Cc: William Balak

Subject: RE: Albertson's bike locker update

RE: T04ZV00371, 1350 N. Silverbell Albertson's

Good morning Pat,

The inspector who replaced me, Melissa Candek, whom you last spoke to about the Silverbell Albertson's bike lockers, has left her position. I knew you were concerned about the resolution of this case, and I wanted to ensure you knew we had received an update from Albertson's.

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I received a letter from Albertson's stating they were installing the bike lockers the week of 4/15.

I'm not sure who will be inspecting, as I have moved on to plans review. Hopefully, we will have an inspector out to check on this location and ensure the bike lockers were installed per the required development plan.

Thank you,

Heather Thrall

150

332
2-16

From: William Balak
To: godot@theriver.com
Date: 05/05/2005 2:12:49 PM
Subject: Fwd: RE: Albertson's bike locker update

Mr. Payne:

Walter Tellez will be sending you an official determination saying Class 1 bicycle parking can be reserved for employees only. Please email your mailing address so the letter can be sent to you when it is finished. If there is anything else I can help you with, please let me know.

Bill

>>> "godot" <godot@theriver.com> 05/01/2005 12:32:37 AM >>>
Dear Heather--

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It seems to me that reserving the enclosed bicycle parking for employees would be analogous to roping off five or six of the best car spaces for the exclusive use of the store managers. I don't think you would allow that.

Please have them take the padlocks off the lockers.

Please don't agree to some kind of system where the cyclist has to enter the store to request the key. Such a system wouldn't

16-A

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2/16

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I'm not sure who will be inspecting, as I have moved on to plans review. Hopefully, we will have an inspector out to check on this location and ensure the bike lockers were installed per the required development plan.

Thank you,

Heather Thrall

CC: Walter Tellez

1/16/03

21 33
242

From: Craig Gross
To: Ford, Bill
Date: 02/24/2005 2:07:57 PM
Subject: Viro's Bakery 8301 E. 22nd St

Bill:

After discussing the situation with Walter Tellez, COT Zoning Administrator, the determination is that the property can maintain the existing retail parking requirement (1:200 sq. ft. GFA) and the variance provided the bakery portion is less than 25% of the gross floor area (GFA), as permitted in C-2 zone (sec 2.5.4.4.B) and the customer seating area is less than 25% of the gross floor area. Customer seating area includes both inside and outside seating areas and all must be addressed. If more than 25% of the GFA is devoted to the bakery use then specific criteria outlined in section 3.5.5 must be met. If more than 25% of the GFA is devoted to the customer seating area then the principal use becomes restaurant and the parking requirement increases to 1:100 sq. ft. GFA and additional parking will be required.

I have copied David Rivera with this message. Please continue to work directly with David to secure approvals and permits.

Craig

CC: Rivera, David; Tellez, Walter



MEMORANDUM

333
248

DATE: February 15, 2005

TO: Zoning Administration Division
DSD Zoning Review Section

FROM: Walter Tellez
Zoning Administrator

SUBJECT: LUC 3.3.6.3.C El Con Park and Ride Agreement
Land Use Code: Zoning Administrator Determination

The El Con Park and Ride agreement is in conformance with the El Con conditions and zoning. LUC 3.3.6.3.C limits the park and ride lot to 5% of their total parking.

s:zoning administration/za determination/LUC 3.3.6.3.doc

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249

From: William Balak
To: Jim Vogelsberg
Date: 09/22/2004 10:42:05 AM
Subject: Re: " Tis the Season..."

Jim

1. A Christmas tree lot requires a minimum of C-1 zoning.
2. A Christmas tree lot is subject to zoning compliance review and approval through a Type 1 Administrative Procedure, Sec. 5.4.3.1, the Christmas Tree Lot Permit.
3. Motor vehicle parking areas for Christmas tree lots shall be dustproof (gravel, water, or chemical dust control), and access to the vehicular use areas shall be identified and controlled to minimize vehicular and pedestrian conflicts.

NOTE: A SITE PLAN MUST ACCOMPANY APPLICATION OR IT WILL NOT BE ACCEPTED!

If there is any paving then floodplain review and approval will be required. In addition, all improvements and the paving will have to be removed when the sale ends. We don't issue TUP's for seasonal tree or pumpkin lots because we have a Christmas Tree Lot Permit process. If the owner intends to keep paving then they should start with a full code compliant site plan submittal for a parking lot

Bill

>>> Jim Vogelsberg 09/22/2004 9:48:08 AM >>>

Mr. Bill,

I got a call from Greg Carlson - local engineer - he has a client who would like to put down some asphalt on a previously dirt lot at the Tucson Mall on which they wish to sell X-Mas trees. Craig advised me to check with you regarding a TUP. Lemme know and I will get back to Carlson. The TUP appears to be the only impediment to this enterprise - they will need to get a temp. power permit if they wish to tap into the grid.

Thanks,
-JPV

CC: Craig Gross; David Mann; Matthew Flick; Walter Tellez

2.5.3 = C-1
...
... 50

333
258

From: Patricia Gehlen
To: Armstrong, Jean
Date: 09/02/2004 6:53:29 AM
Subject: Re: ENCANTO VILLAGE, #S04-086

Good Morning Jean,
I apologize for the delay in getting back with you. I have included all the applicable reviewers in this response so they will revise their comments according.

1. Parking lanes are not required along new streets on sides that do not have any lots proposed, as long as sufficient guest parking is provided. The Development Standards also have a provision which states that sidewalks are not required along streets if no lots are proposed and the CDRC committee approves the request.

2. I have also confirmed with Walter that zone encroachment (LUC 1.3.5) may not be used when subdividing or resubdividing property.

Please let me know if I may be of further assistance.

Patricia Gehlen
Zoning Manager
Development Services Department
City of Tucson
(520) 791-5608 ext 1179
(520) 879-8010 Fax

>>> "Jean Armstrong" <jean@walbaker.com> 08/25/2004 1:17:49 PM >>>

Patricia:

We received the Tentative Plat comments on the above project. This project had previously been discussed/processed as a rezoning; the rezoning was not pursued, based on discussions between Evan Eglin and Craig, as follows:

1. Parking and sidewalk would only be required along the west side of the street since the houses are all located on the west side of the project.

2. One of the lots (Lot #8) would be allowed to encroach into the R-1 area, based on L.U.C. Section 1.3.5.

Regarding Item #1, we have received comments from Engineering, Community Planning and Zoning requiring 5' sidewalks on both sides, plus parking on both sides. Several agencies have indicated they would support a DSMR to waive these requirements, but Evan feels that this was not what was agreed previously. Please review and advise.

Regarding Item #2, our initial submittal included a Density Bonus calculation, which we now realize is not available (because 5th St. is not an arterial, and the detention basin cannot be used as a recreational facility). Therefore, we planned to make our resubmittal reflecting the Zone Encroachment option. I talked with Dan Castro today to confirm exactly how I should show the areas, etc. Dan checked with Waller, and informed me that the Zone Encroachment option is not available for "re-subdivisions." Please review and advise on this problem also.

Thank you.

5.1 #1, B 1.2
4.1.6 = P1A 1.1
2
1 2.5
3 2.11 P1A
48

323
250

Jean Armstrong
318-1950, x111

CC: Aragonez, Karol; Castro, Daniel; Gilbert, Patricia; Gross, Craig; Howlett, Roger; Tate, James; Tellez, Walter

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251

From: Ernie Duarte
To: Tellez, Walter
Date: 08/31/2004 3:04:42 PM
Subject: Re: Airport Pay-parking Lot

~~as an owner and I'm not catching it in '99? I think that's a great idea~~

>>> Walter Tellez 08/31/2004 1:50:29 PM >>>

Wanted to let you know that I will be letting Joseph Badiei of United Parking at 2310 E. Valencia know that I concur with Joe Linville (as does legal opinion) that his use is classified as "parking" and not "commercial storage". It will cause him to put canopy trees into his pay parking lot. I had already told him that this would most likely be my determination. He was not very happy. He has called the Mayor's office (Jeff Sales) already. He was approved for a 1999 expansion without a canopy tree requirement. I would like to not require trees for his existing parking lot (it is a over 25% expansion) only for the new lot.
Any thoughts?

252

open

AVAILABLE
SLOT

393
253

From: Walter Tellez
To: Gross, Craig
Date: 06/02/2004 7:17:58 AM
Subject: Re: nail salon

OK with me.

>>> Craig Gross 06/01/2004 4:38:42 PM >>>

Since the LUC doesn't specifically list nail salons as a personal service can we go back to the BA decision that nail salons are similar to retail at 1:200 for parking purposes?

Please make a note of my new e-mail address

craig.gross@tucsonaz.gov

CC: McCrory, Michael

6.2.04
334 - parking
40

333
254

From: Walter Tellez
To: Aragonez, Karol; Howlett, Roger
Date: 06/01/2004 1:25:33 PM
Subject: Re: D04-0021 La Entrada Apartments Expansion

Hi Karol,

It was decided that the more recently adopted Rio Nuevo Plan, which modified parking in the Downtown Redevelopment District, determines parking requirements for La Entrada Apartments. Let me know if you have any further questions.

>>> Karol Aragonez 06/01/2004 8:13:28 AM >>>
Hi,

I have just completed my review of this project that lies within the La Entrada PAD. Parking calcs within the PAD are different from the Downtown parking calc used for this project. Could you explain to me, so that I can understand for my comments, the background for this decision? I thought the PAD requirements took precedence over LUC requirements?

Thanks
Karol

CC: Elias, Albert; Gehlen, Patricia; Gross, Craig; McCrory, Michael; More, Sarah

2.6.3 = PAD
39

From: David Rivera
To: Tellez, Walter
Date: 04/22/2004 11:44:04 AM
Subject: Re: the haven, 1107 e adelaide meeting today?

thanks Walter

>>> Walter Tellez 04/22/2004 11:03:47 AM >>>

I would consider the turn around for fire purposes the same as bringing parking up to code, which does not count for expansion rules.

>>> David Rivera 04/22/2004 11:00:10 AM >>>
Wayne

I went out to the site this morning right after our conversation. I was able to verify that although the plans that were submitted for review do not match the aerial of 2002 or the last approved site plan, no additional structures have been constructed. I did also verify that the existing parking lot is gravel and per Sharon A. Lashinger, Executive Director of the The Haven the gravel parking lot has existed in it's current condition.

I have a better picture of the onsite conditions and what needs to be revised on the plan by the Architect to clearly depict existing conditions which include buildings, patio areas, storage/laundry facilities, and children play areas.

I do however have a question for Walter or either one of you who cares to answer. Per the site plan submitted for review, it appears that a fire turnaround will be provided for firetruck access to the two new units (a double modular unit). If the fire department requires this paved access specifically for their use, would the paved area fall under the same criteria we use for when calculating expansion of vehicle use area and therefore require the entire site to be brought into full code compliance. I would really like to get your opinion.

Thanks for your help

>>> Wayne Bogdan 04/22/2004 10:06:16 AM >>>
Hi David,

Per our conversation this morning...the addition of the new lot with existing building on it is not, in and by itself, an expansion of facility over 25%...however, the plans they submitted to you for zoning approval indicate new lot area, new building, new parking area and possible other new building or new building additions and parking area through out the site that is an expansion over 25%...go ahead and do your standard review with these comments...if they wish to dispute some of the issues (say previous building expansions not reported) tell them to submit to you whatever documentation they have to support their claims...otherwise...have them contact me...

thanx,
bogdan

>>> David Rivera 04/21/2004 10:01:56 AM >>>

I apologize for not making the meeting on time on. All of our zoning reviewers were at the front counter with customers including myself helping a non english speaking customer.

I was reviewing a plan for a building expansion at 1107 E. Adelaide St. The expansion is for a double modular unit on one of the existing lots for the existing Shelter Care Service use named the "Haven Inc.". Also an existing building on a separate corner lot is proposed for conversion to shelter care service. Per the plan submitted for review it appears that they are proposing a lot area expansion with the new use.

In addition an expansion of vehicular use area which probably exceeds 25% in vehicular area is proposed.

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3511

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The meeting was set up as a result of a conversation I had with Michael McCrory. Michael thought it would be best that I meet with both he and Walter to discuss the proposed expansions.

Wayne if this is something that you feel warrants another meeting I will set one up and include you since a letter of determination with your name was included with the submittal packet. If this is something that you can guide me through without meeting with Walter and Michael, I can bring all the plans I have on my desk for you to see. If after seeing the plans and letter you feel a meeting is required I can set it up.

Again, my apologies for Tuesday.

Thanks

David Rivera
Senior Planner
Development Services Department
(520) 791-5608 Ext. 1181
david.rivera@tucsonaz.gov

>>> Wayne Bogdan 04/20/2004 3:47:43 PM >>>

Hi David,

When you missed today's meeting we assumed you got tied up with someone and couldn't make it...however, please go ahead and reschedule it...also... what again was the purpose of the meeting?...maybe I can get the answers needed before then...

thanx,
bogdan

3/6
3/18
35+

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From: Patricia Gehlen
To: Tellez, Walter
Date: 03/15/2004 11:16:46 AM
Subject: Re: Keri Sillvan 629.4438

In areas that have been around for awhile and have no sidewalk, the ROW back of curb is generally wide enough to place sidewalk at least one (1) foot in front of property line so I let them measure 18 feet from property line. in newer subdivision this may not be the case but then they all have sidewalks.

>>> Walter Tellez 03/15/2004 8:51:34 AM >>>

Could you give her a call? She wants to know where to measure in 3.2.6.5.B.2 when there is no sidewalk. Let me also know.
Thanks.

3.2.6.5.B.2
15=P
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257

From: Walter Tellez
To: Gehlen, Patricia; Gross, Craig
Date: 12/08/2003 1:15:02 PM
Subject: Re: Maximum driveway widths

Thanks a lot Trish.

>>> Patricia Gehlen 12/08/2003 1:10:59 PM >>>
I have called him and let him know.

>>> Dale Kelch 12/08/2003 12:53:33 PM >>>
Curb cut and driveway widths are established in Chapter 25 of the City Code. The applicable development standard is DS 3-01.3.2.E which references the City Code chapter 25. Sounds to me like a DSMR is the correct route.

D. Dale Kelch, EIT
Senior Engineering Associate
Traffic Engineering Division
(520)791-4259x305
(520)791-5526 (fax)
dkelch1@ci.tucson.az.us

>>> Patricia Gehlen 12/08/03 12:47PM >>>
I just spoke with Allan. He is trying to exceed the maximum width allowed on a curb cut (35 feet is max and he wants 47'). This is not an LUC issue so no variance is required.

Dale,
What code talks about maximum curb cuts and how would Allan get an exception to that code?

>>> Walter Tellez 12/08/2003 12:25:54 PM >>>
Allan Levine, 977.5825, wants a variance to allow 45 ft. driveway. He called from Traffic Engineering. It's not B/A. Is it a DSMR?

CC: Ernie Duarte

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From: Patricia Gehlen
To: Tellez, Walter
Date: 8/11/03 1:17PM
Subject: Interpretation of LUC 3.2.8.3

Hey Walter,

Per our conversation I would like to get a written interpretation for the above listed standard. The current code reads "If access is provided by an easement and the easement serves more than three (3) single-family homes or duplexes, the City may require the easement to be developed as a street or as a PAAL". I would like an interpretation which changes this to "Three (3) or more units": My reasoning is for consistency. Throughout the LUC current development must meet stricter criteria once three or more units are placed on one property. This includes surfacing of vehicle use areas (LUC 3.3.7.3.D), use of street or alley for vehicle maneuvering (LUC 3.3.7.4), tandem parking (LUC 3.3.7.6), Screening and landscaping (3.3.7.7), on-street parking (LUC 3.3.7.1.E). The entire landscape and screening section of the code is applicable once three (3) or more units are proposed on one lot.

The only example I can find that does not require stricter development criteria at three or more units is bicycle parking which kicks in at four (4) or more units.

I am asking for a written interpretation for the access provision listed above to be "at the City's discretion" once the access easement provides access to three (3) or more units. This would go along way to consistency within the department and code and make my life somewhat easier.

Thanks and let me know if you need more documentation.

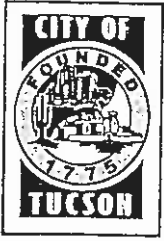
or lots

CC: Gross, Craig

3.2.8.3 - Access Provisions
W. Tellez 8/11/03
1.91

WT 333
copy
JHI
259
Bol

July 9, 2003



CITY OF
TUCSON

Ron Asta
Asta Planning & Zoning Co.
3661 N. Campbell Ave. PMB108
Tucson, AZ 85719-1527

DEVELOPMENT
SERVICES
DEPARTMENT

ZONING
ADMIN.
DIVISION

SUBJECT: 4001 N. Country Club, O-3/SR – Tucson Racquet Club Yoga Studio
Land Use Code (LUC) Information – Nonconforming Use

Dear Mr. Asta:

Thank you for your letter, dated May 23, 2003, and attached plan regarding the above referenced project. The property is the Tucson Racquet and Fitness Club located at 4001 North Country Club Road and zoned both "O-3" Office and "SR" Suburban Ranch. Your letter and attached site plan provides additional information to that project information first sent to staff on May 7, 2003. You are requesting staff find the project not to be an expansion to the existing facility based on this new information. The project which includes the new 2,500 square foot yoga studio and expanded parking area, basically replaces that existing outdoor recreation area now devoted to volleyball, basketball and a ramada for pee-wee activities.

The Zoning Administration Division, in consultation with the City Attorney's Office, has reviewed your letter, the project and the LUC regulations applicable to nonconforming use and structures. Based on your additional information staff considers the project, as proposed, to be an enclosure of existing recreational space within the facility that does not expand the use thus allowable within it's nonconforming status. Given the relatively small size of the new yoga building, staff is of the opinion that the project will have negligible impact on the overall life of the nonconforming use of the property. Please note, however, the new building must comply with LUC development criteria for building heights, setbacks and parking. The project's parking requirements can be met by providing an additional nine (9) parking spaces onsite. This number of parking spaces (9) was derived by subtracting the number of spaces that would be required for the courts (5 spaces x 5 courts=25 spaces) from the spaces required for the new studio (2,500 square feet/75=34 spaces).


O-3 = 2.4.3
SR = 2.2.4
Rec/Rec = 2.3.4
67

Ron Asta
07/09/03
Page 2

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Also note that a copy of this letter must be attached to the project's site plan when submitted to the Development Services Department (DSD), 1st floor, 201 North Stone Avenue for the zoning compliance review process. If you require further LUC information from the Zoning Administration Division, please contact William Balak (ext. 1168) or Wayne Bogdan (ext. 1116) at (520) 791-4541.

Sincerely,


for Walter Tellez
Zoning Administrator

s: zoning administration/zoning/2003/4001countryclub2.doc

c: Michael McCrory, City Attorney's Office
Patricia Gehlen, Zoning Plans Review Section, DSD

DEVELOPMENT SERVICES DEPARTMENT • 201 NORTH STONE AVENUE
P.O. BOX 27210 • TUCSON, AZ 85726-7210
PHONE (520) 791-4541 • FAX (520) 791-4340

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260

From: Walter Tellez
To: Gross, Craig
Date: 10/1/02 10:27AM
Subject: Re: excess parking

All parking, required or excess has to meet Code.

>>> Craig Gross 10/01/02 09:51AM >>>
so all parking must be 8.5x18 unless specifically allowed by the PAD (like the downtown district does).
Thanks.

>>> Walter Tellez 10/01/02 07:29AM >>>
Only if the PAD allows it.

>>> Craig Gross 09/30/02 01:57PM >>>
can someone use compact parking spaces (8'x16') for non-required parking (that would be used by the public) located outside of the downtown redevelopment district? This is in Williams Center, a PAD.

PAD = 2.6.3
PKG = 3.3.4
Development plan: 5.3.8
GJ



The Sunshine City

CITY OF TUCSON

CITY HALL
P.O. BOX 27210
TUCSON, ARIZONA 85726-7210

DEPARTMENT OF PLANNING
791-4505 • 791-4571 • 791-4541
FAX (520) 791-4130 OR 791-2663

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261
77

September 4, 2001

Michael Marks, AICP
MJM Consulting, Inc.
7002 East 4th Street
Tucson, AZ 85710

Subject: 6755 Block East Speedway, RX-2/O-3/C-1 - Dorado Country Club Hotels
Land Use Code (LUC) Information

Dear Mr. Marks:

Thank you for your letter dated August 20, 2001, with attachments, regarding the proposed Dorado Country Club Hotel project. The site is comprised of several parcels located in the 6755 Block of East Speedway Boulevard and currently zoned RX-2, O-3 and C-1. The project will consist of two hotels and a complex of rental casitas. One of the hotels will contain a conference center, a golf club, a bar, a restaurant and some retail use. Based on the description of the project, you request clarification of the project's parking and loading space requirements.

The Planning Department has completed its review of your letter and attachments. The parking and loading requirements for the hotel project are provided as follows. First, the hotel parking along with its ancillary uses designated for guest use only (e.g. complimentary breakfast buffet, weight rooms, tennis courts, in-hotel conference rooms, pool areas, etc.), is calculated using the ratio of one space per hotel rental unit. Calculated separately and added to this parking requirement is the parking required for those ancillary uses designated for both hotel guest and public use (e.g. restaurant, lounge, gift shop, golf course, etc.). The parking requirements for these ancillary uses are calculated using the parking ratios for the individual uses as listed in LUC Section 3.3.4. For example, the restaurant areas (hotel and/or golf club house) are calculated using the ratio of 1/100 sq. ft. of g.f.a., the lounge and bar requirements (hotel and golf club house) at the ratio of 1/50 sq. ft. of g.f.a., the gift shop or any other retail areas (hotel and the golf club house) at the ratio of 1/200 sq. ft. of g.f.a., and for the golf course itself the ratio of (36) spaces per (9) holes, etc.

Please note that a copy of this letter must be attached to the project's site plan when submitted to the Development Services Department (DSD), 201 North Stone Avenue for the zoning compliance review process. Should you require further zoning information from the Planning Department, please contact Bill Balak, Wayne Bogdan or myself at 791-4541.

Sincerely,

Walter Tellez
Zoning Administrator

s:zoning/2001/6755speed.doc

RX-2 3000 = 2.73 334
O-3 = 2.43 b 50 = 5.1.11 96
C-1 = 2.53

From: Walter Tellez
To: GEHLEN, Patricia
Date: 7/11/01 9:32AM
Subject: Re: outdoor display area

Hi Trish, I talked to Jim, he said we just called display area as new use/development. so only new display area meets xeriscape per table 7.7.2.I. no expansion calc's needed, but needs to revise parking to show LUC compliance.

>>> Patricia GEHLEN 07/11/01 09:15AM >>>

I just wanted to clarify our conversation earlier today. I understood that outdoor display of vehicles is expansion and must be parked. When you look at LUC 3.3.3.7.C it specifically excludes vehicle display area. Please clarify. Thanks

CC: Balak, William; Gross, Craig; Maurer, James

*Calculation of Required PKG
3.3.3 7.C*

gⁿ

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From: Walter Tellez
To: Moyer, Glenn
Date: 4/10/01 2:14PM
Subject: Re: 3.5.9.2.C Fueling Stations

After further review, a fueling station is where one vehicle can be fueled from a pump. If you can fuel two vehicles at the same time from one pump, it's two stations.

>>> Glenn Moyer 04/10/01 10:08AM >>>

Walter-

Have you previously done a determination on how to count the number of fueling stations per 3.5.9.2.C?

Glenn

CC: Balak, William; Maurer, James

3.5.9.2.C = Fuel Station
6.3 . . . = other. Mar
8/1



MEMORANDUM

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264

DATE: March 24, 1995

TO: Molly McKasson
Council Member, Ward 6

FROM: Walter V. Tellez
Zoning Administrator

SUBJECT: Relating to Off-Campus Tail - Gate Activities

In your November 23, 1994, memo you requested a determination as to whether or not the renting of parking spaces to tail-gaters by the University area property owners conform to the intent of the Tucson Zoning Code. Staff has researched other university communities and discussed this issue with other staff, including the Police Department and the University of Arizona.

It has been a long time determination that the incidental practice of renting parking spaces for community events is not a violation of the Zoning Code. This includes events such as the Gem Show, Greek Festival and the Fourth Avenue Street Fair. This determination is similar to the City allowing incidental yard sales in residential areas. At this time, it does not seem appropriate to change this determination that would have a City-wide impact.

Outside of the zoning issue, staff has researched what has been occurring relating to this issue. As you may be aware, the University of Arizona has worked both on its own and in cooperation with the Campus Community Relations Committee to address game-related issues. City staff will continue to cooperate with the University and monitor impacts to the surrounding neighborhoods.

WVT:gds:s:Walter/uatail2

3.3.4: PKg
5.1.1: LST
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