

# **DESIGN REVIEW BOARD**

Friday, February 19, 2016 - 7:30 a.m.

## **AGENDA**

**Public Works Building, 3<sup>rd</sup> Floor Conference Room**

**201 North Stone Avenue**

**Tucson, Arizona**

### **STUDY SESSION**

#### **Call to order**

#### **Roll call of DRB members**

Robert Page (Chair)

Eric Barrett

Mike Anglin

David Marhefka

#### **Election of Officers**

#### **Approval of minutes from October 16, 2015**

#### **NEW CASES:**

**RNA-16-01 HOTEL CONGRESS-DETACHED ACCESSORY STRUCTURE (MASONRY STOREHOUSE), 311 EAST CONGRESS STREET, OCR-2**

The applicant's project is located within the Rio Nuevo Area (RNA) Overlay Zone, and is zoned OCR-2 "Office Commercial Residential". The applicant proposes to construct a detached accessory structure to serve as an ancillary storehouse for historic Hotel Congress opened for business in 1919. The project is to construct a 305 square foot masonry storage building, one hundred feet to the north of the historic hotel building. The intention is to provide an attractive alternative to the messy, tarp-covered stacks of equipment, necessary to the operations of the hotel, that currently occupy the site, while not distracting from the historic building. The proposed building will be of tan common brick walls, with recessed bays of smooth stuccoed panels behind steel trellises, salvaged from the existing fence. The roof would be hipped, with "5-V Crimp" metal panels in a color selected to compliment the clay tile of the hotel.

Tucson Unified Development Code (UDC) Sections applicable to the project include, but are not limited to, Section 2.2.6.C.14 which states that the DRB reviews for recommendation, all proposed developments in the Rio Nuevo Area (RNA), as provided in Section 5.12.7. In formulating its recommendation, the DRB shall apply the design standards in Sections 5.12.7.C *Building Design Standards* and 5.12.7.D *Site Design Standards*.

#### **The Applicant's Request**

The applicant is requesting a review of the proposed detached accessory structure to be used as a storehouse for the historic Hotel Congress for compatibility with Rio Nuevo Area design criteria.

**THE DESIGN REVIEW BOARD (DRB) HAS REVIEWED THE APPLICANT'S PROJECT FOR COMPLIANCE WITH RIO NUEVO DESIGN CRITERIA AND RECOMMENDS TO THE PLANNING & DEVELOPMENT SERVICES DIRECTOR (APPROVAL) (DENIAL), FINDING THE PROJECT (IN COMPLIANCE) (NOT IN COMPLIANCE) WITH THE BUILDING DESIGN STANDARDS SET FORTH IN UDC SECTION 5.12.7.C 1-15 AND SITE DESIGN STANDARDS IN SECTION 5.12.7.D (SEE ATTACHMENT 'A').**

**RNA-16-02 PUEBLO VIDA BREWING COMPANY-STOREFRONT MODIFICATIONS/NEW WINDOWS/GLASS GARAGE DOOR, 113-115 EAST BROADWAY BOULEVARD, OCR-2**

The applicant’s project is located within the Rio Nuevo Area (RNA) Overlay Zone, and is zoned OCR-2 “Office Commercial Residential”. The applicant proposes an alteration of the existing storefront at 113 East Broadway Boulevard. The proposed alteration to the storefront will be similar to the existing storefront at 115 East Broadway Boulevard. The alterations to the storefront includes: (1) Replacement of broken and painted over windows with clear double pane windows to allow natural air into the store; and (2) Replacement of single man door with glass garage door. All materials are to match those used for windows and doors of adjacent tenants to maintain design aesthetics of the building complex and façade along Broadway Boulevard.

Tucson Unified Development Code (UDC) Sections applicable to the project include, but are not limited to, Section 2.2.6.C.14 which states that the DRB reviews for recommendation, all proposed development in the Rio Nuevo Area (RNA), as provided in Section 5.12.7. In formulating its recommendation, the DRB shall apply the design standards in Sections 5.12.7.C, *Building Design Standards* and 5.12.7.D *Site Design Standards*.

**The Applicant’s Request**

The applicant is requesting a review of the proposed alteration of the existing storefront with new double pane windows and glass garage door for compatibility with Rio Nuevo Area design criteria.

**THE DESIGN REVIEW BOARD (DRB) HAS REVIEWED THE APPLICANT’S PROJECT FOR COMPLIANCE WITH RIO NUEVO DESIGN CRITERIA AND RECOMMENDS TO THE PLANNING & DEVELOPMENT SERVICES DIRECTOR (APPROVAL) (DENIAL), FINDING THE PROJECT (IN COMPLIANCE) (NOT IN COMPLIANCE) WITH THE BUILDING DESIGN STANDARDS SET FORTH IN UDC SECTION 5.12.7.C 1-15 AND SITE DESIGN STANDARDS IN SECTION 5.12.7.D (SEE ATTACHMENT ‘A’).**

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**RND PRE-APPS**

The purpose of the pre-application portion of the meeting is to allow potential Rio Nuevo Area (RNA) applicants an opportunity for non-deliberative discussion with the DRB about the project and the RNA process, prior to actual submittal of the application.

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**Call to the Audience**

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**Adjourn**

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If you have any questions concerning this DRB meeting, please contact Michael Taku at 837-4963.  
S: zoning administration/drb/021916agenda.doc

## **ATTACHMENT A: RNA DESIGN CRITERIA**

Development within the RNA is required to comply with the following building design standards. Compliance with these standards will ensure that development complies with the design principles set forth in UDC Section 5.12.7 Please describe how the project complies with each of the following:

### **5.12.7. C Building Design Standards**

1. The proposed buildings shall respect the scale of those buildings located in the development zone and serve as an orderly transition to a different scale pursuant to Section 5.12.8.B, *Development Transition Standards*. Building heights with a vastly different scale than those on adjacent properties should have a transition in scale to reduce and mitigate potential impacts. In areas undergoing change, long range plans should be consulted for guidance as to appropriate heights;

2. All new construction must be consistent with the prevailing setback existing within its development zone except that the PDS Director may approve a different setback than the prevailing setback upon a written finding during the review process that a different setback is warranted by site conditions or applicable development design goals consistent with Section 5.12.1, *Purpose*, and the proposed setback will not be incompatible with adjacent properties, as defined in Section 11.4.2.A;

3. All new construction shall provide scale defining architectural elements or details at the first two floor levels, such as windows, spandrels, awnings, porticos, cornices, pilasters, columns, and balconies;

4. Every commercial building frontage shall provide windows, window displays, or visible activity within and adjacent to the building at the ground floor level, with a minimum of 50 percent of the building frontage providing such features;

5. A single plane of a façade at the street level may not be longer than 50 feet without architectural relief or articulation by features such as windows, trellises, and arcades;

6. Building façade design shall include pedestrian-scaled, down-shielded, and glare controlled exterior building and window lighting;

7. The front doors of all commercial and government buildings shall be visible from the street and visually highlighted by graphics, lighting, marquees, or canopies;

8. Modifications to the exterior of historic buildings shall complement the overall historic context of the Downtown and respect the architectural integrity of the historic façade;

9. Buildings shall be designed to shield adjacent buildings and public rights-of-way from reflected heat and glare;

10. Safe and adequate vehicular parking areas designed to minimize conflicts with pedestrians and bicycles shall be provided;

11. Adequate shade shall be provided for sidewalks and pedestrian pathways, using shade structure or vegetation, where permitted by the City ;

12. Colors may conform to the overall color palette and context of the Downtown area or may be used expressively to create visual interest, variety, and street rhythms. The rationale for an expressive or idiosyncratic use of color shall be described in the site plan submittal;

13. New buildings shall use materials, patterns, and elements that relate to the traditional context of the Downtown area;

14. Twenty-four-hour, street-level activity is encouraged by providing a mixture of retail, office, and residential uses within each building; and,

15. Primary public entries shall be directly accessed from a sidewalk along a street rather than from a parking lot. Public access to commercial and governmental buildings shall be provided at sidewalk grade. The primary floor of, and access to, residential structures may be elevated. Secondary access may be provided from off-street parking areas.

#### 5.12.7. D **Site Design Standards**

##### 1. Vehicular Circulation

a. All parking area access lanes (PAALs) adjacent to buildings shall have pedestrian circulation paths between the PAAL and the building, with a minimum width of six feet.

b. The locations of all points of vehicular ingress and egress shall be perpendicular to the intersecting street. Points of ingress and egress points shall be designed to minimize vehicular/pedestrian and vehicular/bicycle conflicts. Adequate storage for vehicular queuing at parking facilities shall be contained on site. Right turn bays are strongly discouraged. Points of ingress and egress shall be minimized wherever possible. Additional temporary ingress and egress locations may be permitted for parking structures when occasional high peak period traffic flows (i.e., parking facilities for event venues) are anticipated.

##### 2. **Parking**

a. General Parking standards are listed in Section 7.4. Some properties in the RNA may also be located in the Downtown Parking District, which allows a reduction in the number of parking spaces as provided in Section 7.4.5.B.

b. Screening of Parking All new parking shall be designed so that vehicles are not visible from the adjoining street level, through incorporation of pedestrian arcades, occupied space, or display space.

c. Employee Parking Employee parking for all uses should be provided at remote locations in order to maximize the availability of space for development .

##### 3. **Plazas and Open Space**

The fundamental objective of the design standards in this Section 5.12.7.D.3 is to encourage public and private investments to enhance the character and function of Downtown's pedestrian environment.

##### a. **Plazas and Pedestrian Nodes**

Five percent of the gross floor area of new construction shall be provided in public plazas or courtyards. Open space plazas, courtyards, and patios are landscaped outdoor areas designed to accommodate multiple uses, from large gatherings of the people for performing arts to smaller gatherings. The plazas and courtyards will be one of the ways that spaces and uses can be linked. The requirement of this section may be waived or reduced by the PDSD Director upon a written finding during the review process that the development enhances the downtown pedestrian environment even with a smaller percent or elimination of the requirement.

##### b. **View shed Corridors**

Views of all historic properties and all natural elements surrounding the Downtown should be considered during design. Plazas, courtyards, and open spaces shall be sited to include views to other public spaces, where feasible.

##### c. **Linkages (Physical and Visual)**

Neighborhood linkages shall be maintained throughout Downtown.

##### 4. **Streetscape**

a. Streetscapes must be consistent with the Streetscape Design Policy. In streetscape design, priority is given to pedestrians.

##### b. **Shade**

Shade shall be provided for at least 50 percent of all sidewalks and pedestrian pathways as measured at 2:00 p.m. on June 21 when the sun is 82° above the horizon (based on 32°N

Latitude). Shade may be provided by arcades, canopies, or shade structures, provided they and their location and design characteristics are compatible with the prevailing and design context of the street and the architectural integrity of the building. Deciduous trees, as proposed in the Downtown Comprehensive Street Tree Plan, are encouraged to supplement existing evergreen trees. The use of plantings and shade structures in the City right-of-way are permitted to meet this standard with the approval of the Department of Transportation. The shade provided by a building may serve to meet this standard.