



**City of Phoenix**  
PLANNING AND DEVELOPMENT DEPARTMENT

**Staff Report: Z-33-23-8**  
October 6, 2023

**Central City Village Planning Committee Hearing Date:** October 16, 2023

**Planning Commission Hearing Date:** November 2, 2023

**Request From:** C-3 (General Commercial) (2.21 acres)

**Request To:** WU Code T5:7 EG (Walkable Urban Code, Transect 5:7 District, Transit Eastlake-Garfield Character Area) (2.21 acres)

**Proposal:** Hotel

**Location:** Southwest corner of 11th Street and Van Buren Street

**Owner:** Day & Sam, Inc and Copper Square, LLC

**Applicant/Representative:** Nick Wood, Esq., Snell & Wilmer, LLP

**Staff Recommendation:** Approval, subject to stipulations

| <u>General Plan Conformity</u>   |                  |                 |                           |
|--|------------------|-----------------|---------------------------|
| <u>General Plan Land Use Map Designation</u>   |                  | Commercial      |                           |
| <u>Street Map Classification</u>   | Van Buren Street | Arterial        | 41-foot south half street |
|  | 11th Street      | Minor Collector | 33-foot west half street  |
| <p><b><i>CONNECT PEOPLE AND PLACES CORE VALUE; CORES, CENTERS AND CORRIDORS; LAND USE PRINCIPLE: Plan cores, centers and corridors to include a variety of land uses: office, retail shopping, entertainment and cultural, housing, hotel and resort, and where appropriate, some types of industry.</i></b></p> <p>The site is located within the Eastlake-Garfield Transit Oriented Development (TOD) Policy Plan area and is within a quarter-mile of the 12th Street / Washington Street / Jefferson Street light rail stations. The proposed intensity is appropriate at this location, given the proximity to high-capacity transit, and is consistent with the adopted TOD policy plan.</p> |                  |                 |                           |

### General Plan Conformity

***CELEBRATE OUR DIVERSE COMMUNITIES & NEIGHBORHOODS; HEALTHY NEIGHBORHOODS; DESIGN PRINCIPLE: Encourage bicycle and pedestrian amenities in new major development projects in high-density, mixed-use areas or near transit stations or employment centers.***

The proposal will provide bicycle amenities on-site and will enhance the pedestrian experience on the adjacent streets with additional shade, detached sidewalks, active ground floor uses with glazing, and pedestrian enhancements at the intersection crossing.

***CREATE AN EVEN MORE VIBRANT DOWNTOWN; SURROUNDING NEIGHBORHOODS; DESIGN PRINCIPLE: Encourage the development of height transition and design standards that support new development while enhancing the integrity and livability of established neighborhoods.***

The proposal will redevelop an underutilized parcel near downtown, and as stipulated, includes a height transition to adjacent developments.

***BUILD THE SUSTAINABLE DESERT CITY CORE VALUE; TREES AND SHADE; DESIGN PRINCIPLE: Integrate trees and shade into the design of new development and redevelopment projects throughout Phoenix.***

The proposed development provides trees and shade on Van Buren Street and 11th Street which will reduce the urban heat island effect while also improving thermal comfort to site users and the surrounding neighborhood.

### **Applicable Plans, Overlays and Initiatives**

[Transit Oriented Development Strategic Policy Framework](#) – See Background Item No. 3.

[Eastlake-Garfield Transit Oriented Development Policy Plan](#) – See Background Item No. 4.

[Comprehensive Bicycle Master Plan](#) – See Background Item No. 7.

[Complete Streets Guiding Principles](#) – See Background Item No. 8.

[Tree and Shade Master Plan](#) – See Background Item No. 9.

[Phoenix Climate Action Plan](#) – See Background Item No. 10.

[Transportation Electrification Action Plan](#) – See Background Item No. 11.

[Zero Waste PHX](#) – See Background Item No. 12.

| <b>Surrounding Land Uses/Zoning</b>    |   |                                       |
|--|---|---------------------------------------|
|  | <u>Land Use</u>                                 | <u>Zoning</u>                         |
| <b>On Site</b>                         | Hotel   | C-3                                   |
| <b>North (across Van Buren Street)</b> | Gas station, convenience store, and vacant land | C-2 HGT/WVR (Approved C-2 HR) and C-3 |
| <b>South</b>                           | Single-family residential                       | R-3                                   |
| <b>East (across 11th Street)</b>       | Warehouse and parking                           | C-3                                   |
| <b>West</b>                            | Multifamily residential                         | R-5                                   |

| <b>Walkable Urban Code<br/>T5:7 EG</b>   |  |   |
|--|--|---|
| <u>Standards</u>   | <u>Requirements</u>                      | <u>Provisions on the Proposed Site Plan</u> |
| Gross Acreage  | N/A                                      | 2.21  |
| Total Number of Units  | No Maximum                               | N/A   |
| Density  | No Maximum                               | N/A   |
| Hotel Rooms  | No Maximum                               | 254   |
| Building Height  | 100-foot maximum                         | 100 feet (Met)                              |
| Parking - Lodging  | 127 spaces (0.5 spaces per room) minimum | 128 spaces (Met)                            |
| Bicycle Parking – Per Section 1307.H.6.a <ul style="list-style-type: none"> <li>1 bicycle space per 25 vehicle parking spaces, with a maximum of 25 spaces.</li> </ul> | 6 spaces minimum                         | Not specified                               |
| <i>Streetscape Standards (Section 1312.B)</i>  |  |   |
| Arterial Street (Van Buren Street)   | 6-foot sidewalk                          | 10 feet (Met)                               |
|  | 5-foot landscape                         | 10 feet (Met)                               |
| Minor Collector (11th Street)  | 5-foot sidewalk                          | 8 feet (Met)                                |
|  | 5-foot landscape                         | 10 feet (Met)                               |
| <i>Main Building Setbacks</i>  |  |   |
| Van Buren Street (Primary Frontage)  | 12-foot maximum                          | 5 feet (Met)                                |
| 11th Street (Secondary Frontage)   | 10-foot maximum                          | 5 Feet (Met)                                |
| Side/rear (West/South)   | 0-foot minimum                           | West: 0 feet (Met)<br>South: 25 feet (Met)  |

| <b>Walkable Urban Code<br/>T5:7 EG</b> |   |  |
|--|---|--|
| <b><u>Standards</u></b>                | <b><u>Requirements</u></b>                                    | <b><u>Provisions on the Proposed Site Plan</u></b> |
| <i>Parking Setbacks</i>                |   |  |
| Van Buren Street (Primary Frontage)    | 30-foot minimum or behind building                            | Behind building (Met)                              |
| 11th Street (Secondary Frontage)       | 20-foot minimum   | Behind building (Met)                              |
| Side/rear (West/South)                 | 0-foot minimum  | West: 0 feet (Met)<br>South: 45 feet (Met)         |
| <i>Lot Requirements</i>                |   |  |
| Lot Coverage                           | 80 percent maximum  | 69.7 percent (Met)                                 |
| Van Buren Street (Primary Frontage)    | 70 percent minimum  | 70 percent (Met)                                   |
| 11th Street (Secondary Frontage)       | 50 percent minimum  | 64 percent (Met)                                   |
| Open Space                             | 5 percent minimum   | 5.1 percent (Met)                                  |
| <i>Frontage Types Allowed</i>          |   |  |
| Van Buren Street (Primary Frontage)    | All frontages or alternative frontages per Section 1305.B.1.c | Storefront (Met)                                   |
| 11th Street (Secondary Frontage)       | All frontages or alternative frontages per Section 1305.B.1.c | Storefront (Met)                                   |

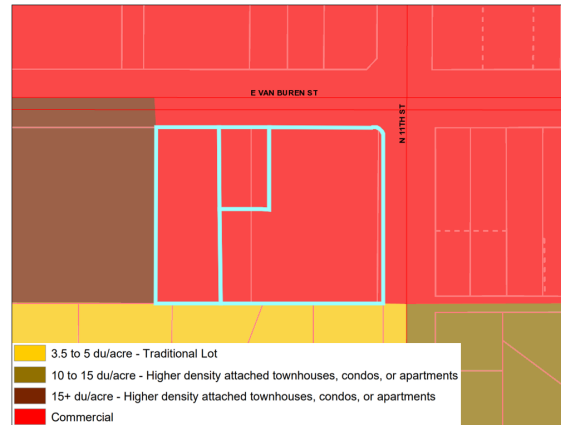
**Background/Issues/Analysis**

**SUBJECT SITE**

1. This request is to rezone a 2.21-acre site located at the southwest corner of 11th Street and Van Buren Street from C-3 (General Commercial) to WU Code T5:7 EG (Walkable Urban Code, Transect 5:7 District, Transit Eastlake-Garfield Character Area) to allow a hotel.

The subject site was originally subdivided and annexed into the City of Phoenix in 1899 as part of the Murphy’s Addition. It has been zoned C-3 since 1961 and currently contains a two-story hotel that was constructed in 1961. The site is within a quarter-mile of the 12th Street / Washington Street / Jefferson Street light rail stations and is within the Eastlake-Garfield Transit-Oriented Development (TOD) Policy Plan area.

2. The General Plan Land Use Map designation for this site is Commercial, which accommodates office, retail, service, and multifamily development. The proposed Walkable Urban Code mixed-use transect is consistent with the designation. The General Plan Land Use Map designations to the north and east are Commercial. The General Plan Land Use Map designation to the south is Residential 3.5 to 5 dwelling units per acre and to the west is Residential 15+ dwelling units per acre.



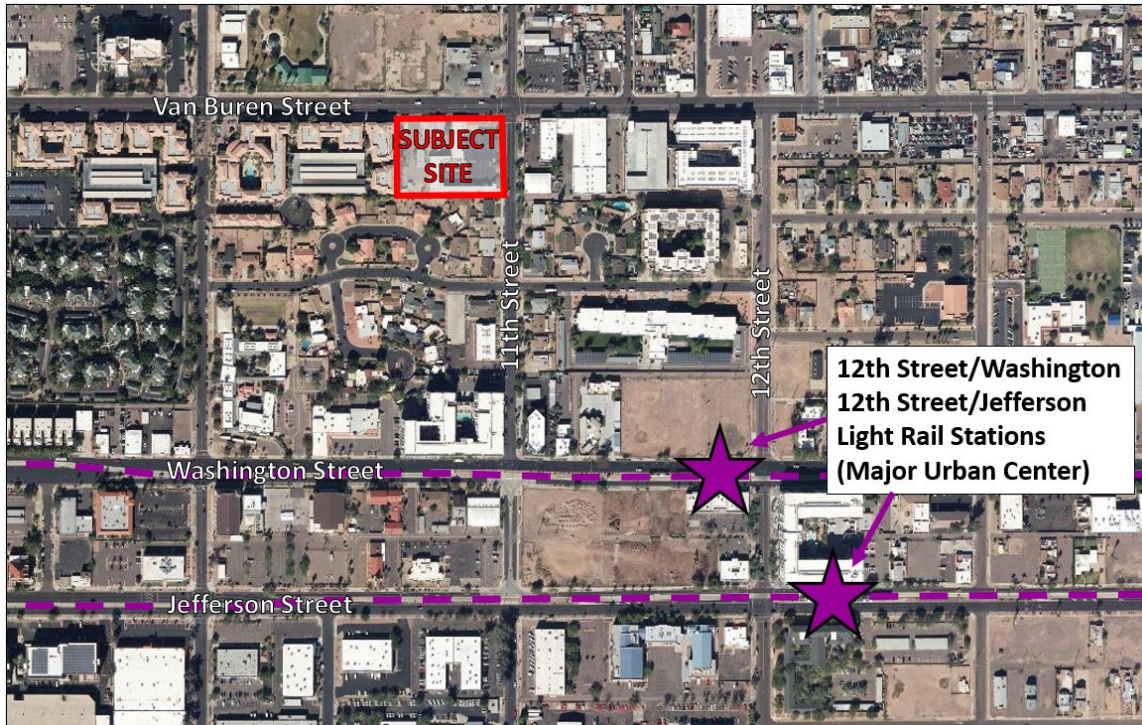
*General Plan Land Use Map, Source: Planning and Development Department*

3. **Transit Oriented Development Strategic Policy Framework**

The Transit Oriented Development Strategic Policy Framework is part of the city’s General Plan which identified planning typologies to describe urban environments. The subject site is within a quarter-mile of the 12th Street / Washington Street / Jefferson light rail stations. The identified environment for the station is Major Urban Center applicable to an area within one quarter mile of the station and along arterial streets, including Van Buren Street. Major Urban Center is a place type characterized by medium to high intensity with building heights typically from four to eight stories with incentive heights of up to 15 stories. Land uses may include destination retail and entertainment, mid rise living, and office employment. Commercial development is characterized by mid-rise offices and hotels. The proposed eight-story hotel is consistent with the Major Urban Center placetype.

|   |                      |  |
|---|----------------------|--|
| 12th Street / Washington<br>12th Street / Jefferson | Major Urban Center * |  |
|---|----------------------|--|

*TOD Strategic Policy Framework, Source: Planning and Development Department*



*Aerial Map, Source: Planning and Development Department*

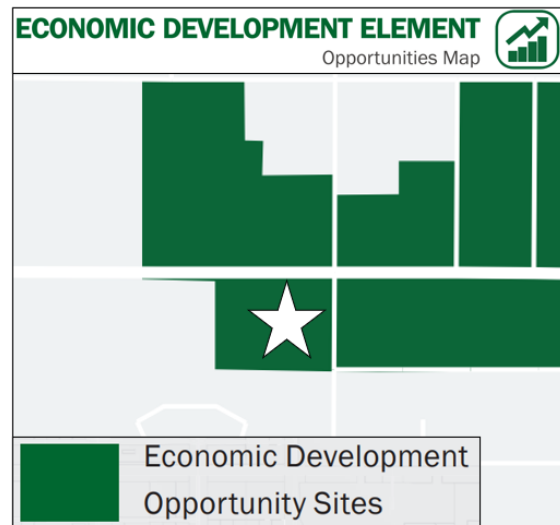
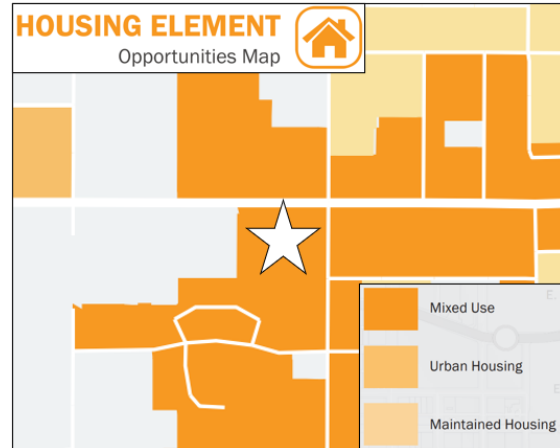
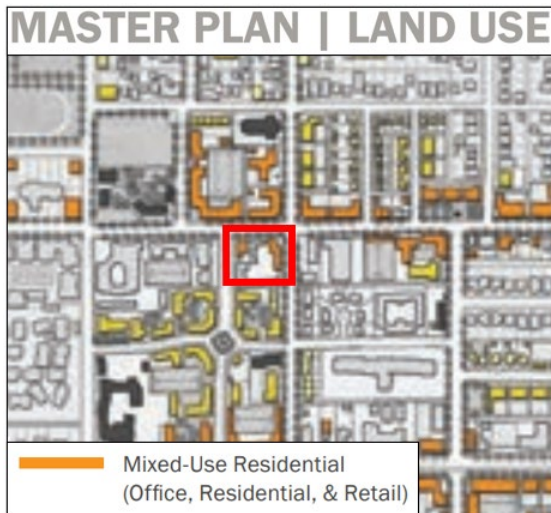
4. **Eastlake-Garfield Transit Oriented Development Policy Plan**

The site is located within the Eastlake-Garfield TOD Policy Plan area, the boundaries for which are State Route 143 or the Hohokam Expressway to the east, Interstate 10 to the north and east, 7th Street to the west, and the Union Pacific Railroad to the south. The policy plan adopted for the Eastlake-Garfield TOD District provides a blueprint for fully achieving the transformative potential of light rail in a sustainable manner. Changes advocated in the plan can lower transportation costs for residents, create new business opportunities, encourage active, healthy lifestyles, ensure Phoenix increases its competitive advantage in the global marketplace, and improve prosperity by growing the economy in locations with existing infrastructure and public services. In order to realize the implementation of the Vision and Master Plan for the Eastlake-Garfield TOD District, one key recommendation is the implementation of a form-based zoning code.

The proposal to Walkable Urban Code furthers that vision. The proposed T5:7 transect allows mixed-use development, including multifamily residential, retail and services, office uses, and hotels. The mix of uses is consistent with the opportunities identified in the plan for mixed-use development (housing element) and daily living amenities (economic development element), in addition to the master plan land use map, which identifies the site for mixed-use development. The health element also identifies the intersection of 11th Street and Van Buren as a high priority for intersection improvements. The proposal will activate the



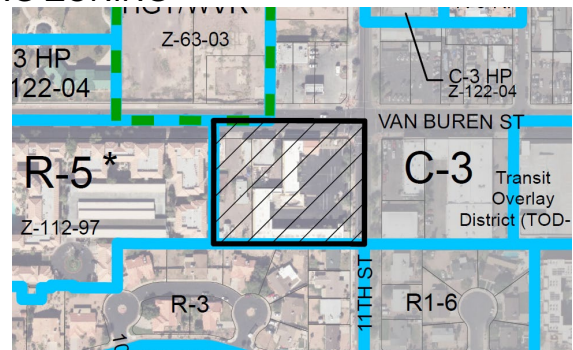
street with a pedestrian friendly design and as stipulated, will contribute financially to the needed intersection improvements. The plan identifies the Van Buren corridor as a unique neighborhood main street with a vision for mixed-use buildings lining pedestrian and bike friendly streets with surrounding residents enjoying access to services, employment, and affordable housing choices. The proposal furthers this vision.



*Eastlake-Garfield TOD Policy Plan, Source: Planning and Development Department*

## EXISTING CONDITIONS AND SURROUNDING ZONING

5. The subject site is zoned C-3 and contains a two-story hotel with a surface parking lot. To the east, across 11th Street, is a warehouse and parking lot zoned C-3. To the west is a multifamily residential property zoned R-5. To the north, across Van Buren Street, is a gas station and convenience store zoned C-3 and a vacant property zoned C-2 HGT/WVR (Approved C-2 HR). To the south are single-family residential properties zoned R-3.



Zoning Aerial Map, Source: Planning and Development Department

## PROPOSAL

6. The proposed T5:7 District is described as a medium-high-intensity urban mixed-use fabric characterized by a broad mix of buildings that integrate retail, offices, live-work, and residential units adjacent to the light rail corridor, up to 100 feet in height. As shown on the conceptual site plan attached as an exhibit, the proposed development will be an eight-story, 254-room hotel with frontage adjacent to Van Buren Street and 11th Street and two levels of structured parking in the rear with a total of 128 spaces. The proposal will include vehicular access driveways on both street frontages and pedestrian entrances to the building along both frontages, using the storefront frontage type. Open spaces areas will be provided in three portions along the western and southern edges of the building, as well as the corner of Van Buren Street and 11th Street. In order to maintain compatibility with the surrounding area, staff recommends the following stipulations:
  - Twenty five-foot building setback along the south property line (Stipulation No. 1).
  - Thirty-foot height limit within 50 feet of the south property line (Stipulation No. 2).

In order to fulfil the mixed-use vision of this location, as described in the Eastlake-Garfield TOD Policy Plan, and activate Van Buren Street, a historically commercial corridor, staff recommends Stipulation No. 3 to require common entries along each street frontage and Stipulation No. 4 to require a minimum of 5,000 square feet of ground floor non-residential uses fronting on Van Buren Street in the event of multifamily residential development of the site.

The conceptual elevations, attached as an exhibit, demonstrate the facades of the proposed eight-story hotel with a variety of colors and materials providing visual interest. The proposal will have a storefront frontage type along the



entirety of both street frontages, consistent with the allowed frontage types in the proposed transect.

#### AREA PLANS, OVERLAY DISTRICTS, AND INITIATIVES

7. **[Comprehensive Bicycle Master Plan](#)**

The City of Phoenix adopted the Comprehensive Bicycle Master Plan in 2014 to guide the development of its Bikeway System and supportive infrastructure. The Comprehensive Bicycle Master Plan supports options for both short- and long-term bicycle parking as a means of promoting bicyclist traffic to a variety of destinations. The proposed development incorporates bicycle parking, per the WU Code, and additional requirements for multifamily residential bicycle infrastructure, pursuant to Stipulation No. 5. Additionally, electric bicycle charging capabilities will be incorporated into the development, per Stipulation No. 6.

8. **[Complete Streets Guiding Principles](#)**

In 2014, the City of Phoenix City Council adopted the Complete Streets Guiding Principles. The principles are intended to promote improvements that provide an accessible, safe, connected transportation system to include all modes, such as bicycles, pedestrians, transit, and vehicles. The proposed WU Code transect requires urban street frontages that enhance the pedestrian environment in the vicinity of the development, and Stipulation No. 3 requires common entries along both streets in the event the site develops as multifamily residential, ensuring residents have convenient access to the sidewalk and promoting the use of multimodal transportation. The proposal includes shaded detached sidewalks along both street frontages, per the WU Code requirements and Stipulation No. 10.

9. **[Tree and Shade Master Plan](#)**

The Tree and Shade Master Plan encourages treating the urban forest as infrastructure to ensure the trees are an integral part of the City's planning and development process. Sidewalks on the street frontages should be detached from the curbs to allow trees to be planted on both sides of the sidewalk to provide thermal comfort for pedestrians and to reduce the urban heat island effect. WU Code requirements and Stipulation No. 10 require that the development provide shaded detached sidewalks on both street frontages.

10. **[Phoenix Climate Action Plan](#)**

In October 2021, the Phoenix City Council approved the Climate Action Plan. The Climate Action Plan will serve as a long-term plan to achieve greenhouse gas emissions reductions and resiliency goals from local operations and community activities as well as prepare for the impacts of climate change. This plan contains policy and initiatives regarding stationary energy, transportation, waste management, air quality, local food systems, heat, and water. Goal W2 (Water), Action W2.4, pertains to the implementation of the

[Greater Phoenix Metro Green Infrastructure \(GI\) and Low Impact Development Details for Alternative Stormwater Management](#) to benefit the environment, promote water conservation, reduce urban heat, improve the public health, and create additional green spaces. This goal is addressed in Stipulation No. 7, which requires a minimum of two GI techniques for stormwater management to be implemented in this development.

11. [Transportation Electrification Action Plan](#)

In June 2022, the Phoenix City Council approved the Transportation Electrification Action Plan. The current market desire for the electrification of transportation is both a national and global phenomenon, fueled by a desire for better air quality, a reduction in carbon emissions, and a reduction in vehicle operating and maintenance costs. Businesses, governments and the public are signaling strong future demand for electric vehicles (EVs), and many automobile manufacturers have declared plans for a transition to fully electric offerings within the coming decade. This Plan contains policy initiatives to prepare the City for a future filled with more EVs, charging infrastructure and e-mobility equity, and outlines a roadmap for a five-step plan to prepare for the EV infrastructure needs of 280,000 EVs in Phoenix by 2030. One goal of the Plan to accelerate public adoption of electric vehicles through workplace, business, and multifamily charging infrastructure recommends a standard stipulation for rezoning cases to provide EV charging infrastructure. Stipulation No. 8 provides requirements for electric vehicle parking, charging and infrastructure, and Stipulation No. 6 requires electrical bicycle charging capabilities.

12. [Zero Waste PHX](#)

The City of Phoenix is committed to its waste diversion efforts and has set a goal to become a zero-waste city, as part of the city's overall 2050 Environmental Sustainability Goals. One of the ways Phoenix can achieve this is to improve and expand its recycling and other waste diversion programs. Section 716 of the Phoenix Zoning Ordinance establishes standards to encourage the provision of recycling containers for multifamily, commercial and mixed-use developments meeting certain criteria. The proposed development will incorporate the use of on-site recycling services.

#### COMMUNITY INPUT SUMMARY

13. At the time this staff report was written, staff has received one letter in support of this request.

#### INTERDEPARTMENTAL COMMENTS

14. The Street Transportation Department commented that the section of Van Buren Street adjacent to the development is part of a current Capital Improvement Project (Van Buren Street Improvement Project) to improve pedestrian and bicycle safety. The Department requested that right-of-way be dedicated on Van Buren to a total width of 50 feet, that Van Buren Street have a minimum 6-foot-

wide sidewalk with minimum 10-foot-wide landscape area, that vehicular access on Van Buren Street be right-in/right-out only, that the developer deposit funds into an escrow account to fund a quarter of the cost to construct improvements as part of the Van Buren Street Improvement Project, and that all streets be constructed with the required improvements and comply with current ADA standards. These are addressed in Stipulation Nos. 9 through 13.

15. The City of Phoenix Water Services Department has noted the property has existing water and sewer mains that can potentially serve the proposed development, however water capacity is a dynamic condition that can change over time due to a variety of factors.
16. The Aviation Department requires that the property owner record a Notice to Prospective Purchasers of Proximity to Airport in order to disclose the existence, and operational characteristics of City of Phoenix Sky Harbor International Airport (PHX) to future owners or tenants of the property and obtain a No Hazard Determination from the FAA. These are addressed in Stipulation Nos. 14 and 15.
17. The Historic Preservation Office commented that there will be a 30-day demolition hold for demolition of the existing buildings on site.

#### OTHER

18. The site is located in a larger area identified as being archaeologically sensitive. If further review by the City of Phoenix Archaeology Office determines the site and immediate area to be archaeologically sensitive, and if no previous archaeological projects have been conducted within this project area, it is recommended that archaeological Phase I data testing of this area be conducted. Phase II archaeological data recovery excavations may be necessary based upon the results of the testing. A qualified archaeologist must make this determination in consultation with the City of Phoenix Archaeologist. In the event archaeological materials are encountered during construction, all ground disturbing activities must cease within a 33-foot radius of the discovery and the City of Phoenix Archaeology Office must be notified immediately and allowed time to properly assess the materials. These are addressed in Stipulations Nos. 16 through 18.
19. Staff has not received a completed form for the Waiver of Claims for Diminution in Value of Property under Proposition 207 (A.R.S. 12-1131 et seq.), as required by the rezoning application process. Therefore, a stipulation has been added to require the form be completed and submitted prior to preliminary site plan approval. This is addressed in Stipulation No. 19.
20. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements.

Zoning adjustments, abandonments or other formal actions may also be required.

### **Findings**

1. The proposal is consistent with the General Plan Land Use Map designation and the Eastlake-Garfield TOD Policy Plan vision for the site.
2. The proposal will redevelop an underutilized site with a modern hotel that will contribute to the mix of uses in the area.
3. As stipulated, the proposal provides enhanced pedestrian and bicycle amenities consistent with the Eastlake-Garfield TOD Policy Plan, Comprehensive Bicycle Master Plan, Tree and Shade Master Plan, and the Complete Streets Guiding Principles.

### **Stipulations**

1. A minimum 25-foot building setback shall be provided along the south property line.
2. The development shall be limited to 30 feet in height within 50 feet of the south property line.
3. If multifamily residential use is provided, a minimum of one common entry shall be provided for each street frontage, except for buildings where every unit has private entry directly to the street, as approved by the Planning and Development Department.
4. If multifamily residential use is provided, the ground floor area of the development shall include a minimum of 5,000 square feet of non-residential uses and shall have frontage on the Van Buren Street right-of-way. Non-residential uses shall not include lobby, exercise, reception areas, or other similar uses intended for exclusive use by residents.
5. If multifamily residential use is provided, the following additional standards for bicycle parking shall apply, as approved by the Planning and Development Department.
  - a. All required bicycle parking, per Section 1307.H.6.d of the Phoenix Zoning Ordinance, shall be secured parking.
  - b. Guest bicycle parking shall be provided at a minimum of 0.05 spaces per unit with a maximum of 50 spaces near entrances of buildings and

installed per the requirements of Section 1307.H. of the Phoenix Zoning Ordinance.

- c. A bicycle repair station (“fix it station”) shall be provided on the site. The station shall include but not limited to: standard repair tools affixed to the station; a tire gauge and pump; and a bicycle repair stand which allows pedals and wheels to spin freely while making adjustments to the bike, as approved by the Planning and Development Department.
6. A minimum of 5 percent of the provided bicycle parking spaces shall include standard electrical receptacles for electric bicycle charging capabilities, as approved by the Planning and Development Department.
7. A minimum of two green infrastructure (GI) techniques for stormwater management shall be implemented per the Greater Phoenix Metro Green Infrastructure and Low Impact Development Details for Alternative Stormwater Management, as approved or modified by the Planning and Development Department.
8. A minimum of 5 percent of the required on-site parking shall be EV Capable.
9. A minimum of 50 feet of right-of-way shall be dedicated for the south side of Van Buren Street, adjacent to the development. The improvements shall be consistent with the Van Buren Street Enhancement Capital Improvement Project, as approved by Street Transportation Department.
10. There shall be a minimum 6-foot-wide detached sidewalk and a minimum 10-foot-wide landscape area between the back of curb and sidewalk along Van Buren Street with landscaping consistent with the landscape standards of Section 1309 of the Zoning Ordinance, as approved by the Planning and Development Department.

Where utility conflicts exist, the developer shall work with the Planning and Development Department on alternative design solutions consistent with a pedestrian environment.

11. Vehicular access on Van Buren Street shall be restricted to right-in/right-out only.
12. Prior to final site plan approval, funds totaling \$100,000 shall be deposited into an escrow account to the Street Transportation Department to modify the existing traffic control device at 11th Street and Van Buren Street and other



right-of-way improvements as part of the Van Buren Street Improvement Project.

13. All streets within and adjacent to the development shall be constructed with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals as per plans approved by the Planning and Development Department. All improvements shall comply with all ADA accessibility standards.
14. The property owner shall record documents that disclose the existence, and operational characteristics of Phoenix Sky Harbor Airport to future owners or tenants of the property. The form and content of such documents shall be according to the templates and instructions provided which have been reviewed and approved by the City Attorney.
15. The developer shall provide a No Hazard Determination for the proposed development from the FAA pursuant to the FAA's Form-7460 obstruction analysis review process, prior to construction permit approval, as per plans approved by the Planning and Development Department
16. If determined necessary by the Phoenix Archaeology Office, the applicant shall conduct Phase I data testing and submit an archaeological survey report of the development area for review and approval by the City Archaeologist prior to clearing and grubbing, landscape salvage, and/or grading approval.
17. If Phase I data testing is required, and if, upon review of the results from the Phase I data testing, the City Archaeologist, in consultation with a qualified archaeologist, determines such data recovery excavations are necessary, the applicant shall conduct Phase II archaeological data recovery excavations.
18. In the event archaeological materials are encountered during construction, the developer shall immediately cease all ground-disturbing activities within a 33-foot radius of the discovery, notify the City Archaeologist, and allow time for the Archaeology Office to properly assess the materials.
19. Prior to preliminary site plan approval, the landowner shall execute a Proposition 207 waiver of claims form. The waiver shall be recorded with the Maricopa County Recorder's Office and delivered to the City to be included in the rezoning application file for record.

**Writer**

Anthony Grande

October 6, 2023

Staff Report: Z-33-23-8

October 6, 2023

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**Team Leader**

Racelle Escolar

**Exhibits**

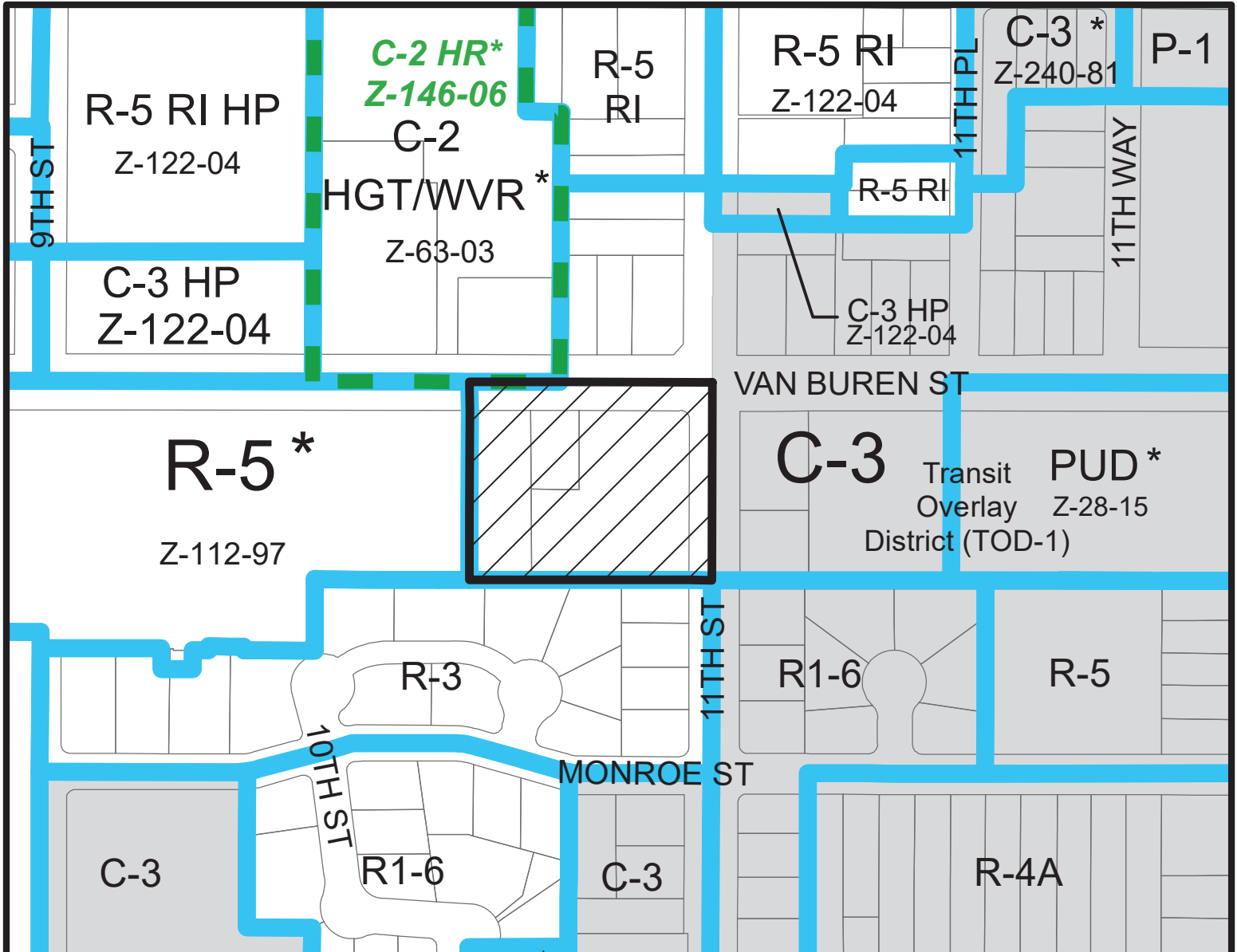
Sketch Map

Aerial Map

Conceptual Site Plan Date Stamped September 12, 2023

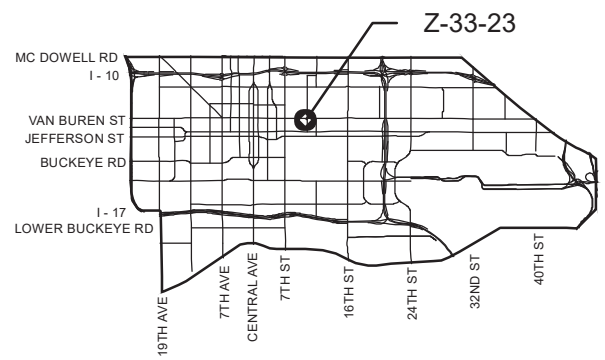
Conceptual Elevations Date Stamped May 26, 2023

Community Correspondence



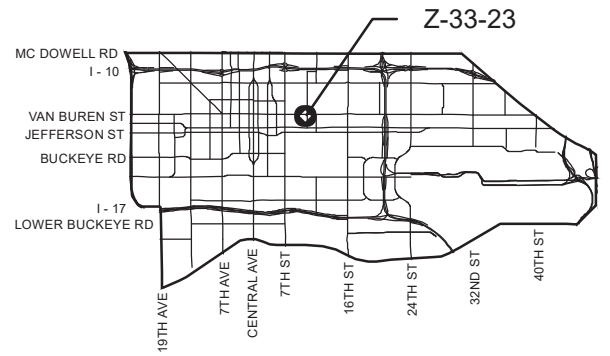
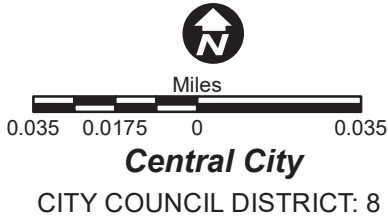
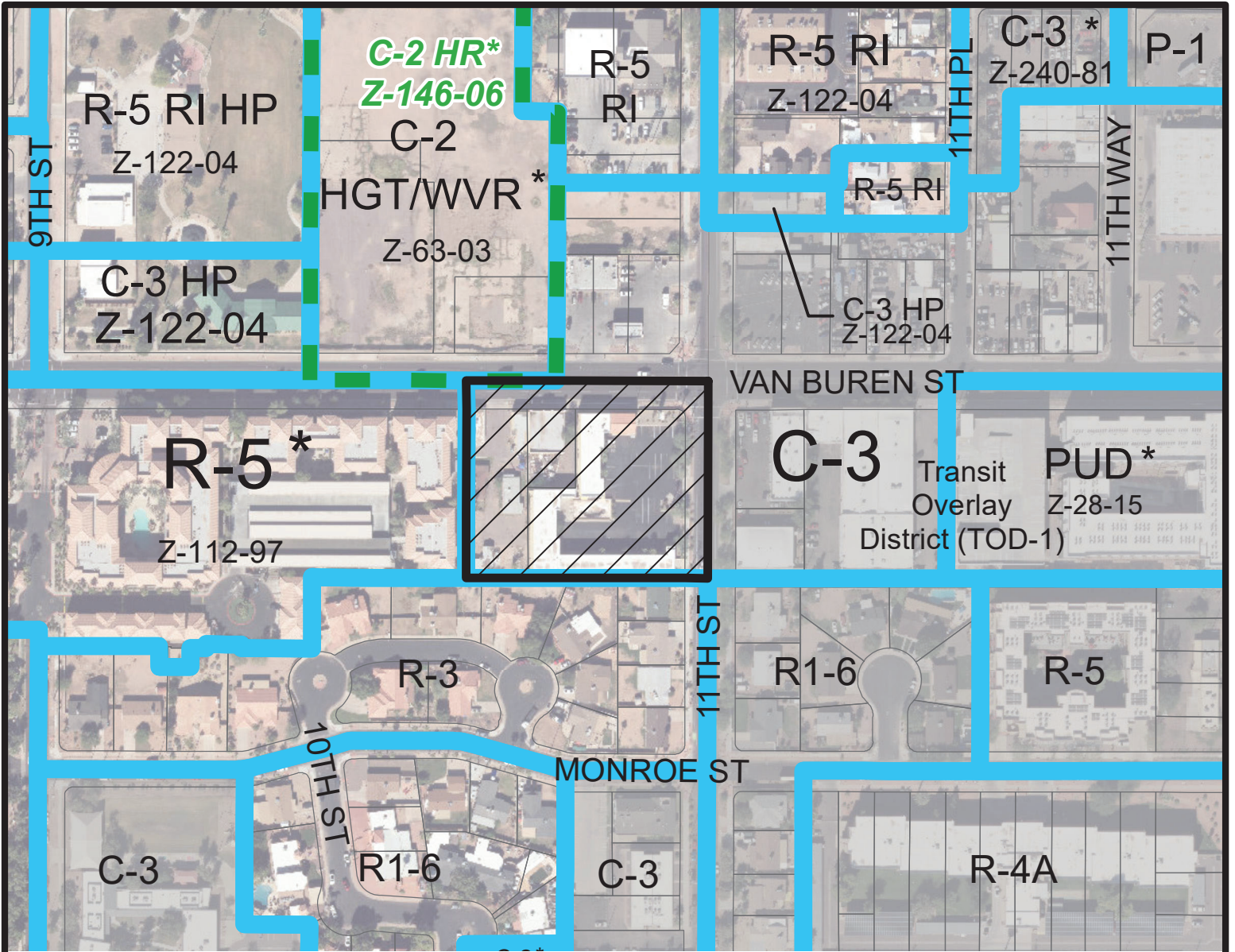
**Central City**

CITY COUNCIL DISTRICT: 8



|   |  |  |  |
|---|--|--|--|
| <b>APPLICANT'S NAME:</b> Nick Wood, Esq - Snell & Wilmer, LLP                                       |  | <b>REQUESTED CHANGE:</b>   |  |
| <b>APPLICATION NO.</b> Z-33-23  |  | <b>FROM:</b> C-3 ( 2.21 a.c.)                                    |  |
| <small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small><br><b>2.21 Acres</b> |  | <small>DATE:</small> 6/27/2023<br><small>REVISION DATES:</small> |  |
| <small>AERIAL PHOTO &amp; QUARTER SEC. NO.</small><br><b>QS 10-29</b>                               |  | <small>ZONING MAP</small><br><b>F-8</b>                          |  |
| <b>TO:</b> WU Code T5:7 EG ( 2.21 a.c.)   |  |  |  |
| <b>MULTIPLES PERMITTED</b><br>C-3<br>WU Code T5:7 EG  | <b>CONVENTIONAL OPTION</b><br>32<br>No Maximum | <b>* UNITS P.R.D. OPTION</b><br>38<br>N/A                        |  |

\* Maximum Units Allowed with P.R.D. Bonus



|   |  |   |  |
|---|--|---|--|
| <b>APPLICANT'S NAME:</b> Nick Wood, Esq - Snell & Wilmer, LLP                                       |  | <b>REQUESTED CHANGE:</b>  |  |
| <b>APPLICATION NO.</b> Z-33-23  |  | <b>FROM:</b> C-3 ( 2.21 a.c.)   |  |
| <b>DATE:</b> 6/27/2023<br><small>REVISION DATES:</small>  |  | <b>TO:</b> WU Code T5:7 EG ( 2.21 a.c.)   |  |
| <small>GROSS AREA INCLUDING 1/2 STREET AND ALLEY DEDICATION IS APPROX.</small><br><b>2.21 Acres</b> |  | <small>AERIAL PHOTO &amp; QUARTER SEC. NO.</small> QS 10-29 <small>ZONING MAP</small> F-8 |  |
| <b>MULTIPLES PERMITTED</b><br>C-3<br>WU Code T5:7 EG  |  | <b>CONVENTIONAL OPTION</b><br>32<br>No Maximum  |  |
|   |  | <b>* UNITS P.R.D. OPTION</b><br>38<br>N/A   |  |

\* Maximum Units Allowed with P.R.D. Bonus

**SITE DATA**

PROPOSED ZONING: T57/ WALKABLE URBAN CODE  
 PRIMARY FRONTAGE: VAN BUREN STREET  
 SECONDARY FRONTAGE: 11TH STREET

PROPOSED LOT: 75,508 sff/ 1.73 ACRES  
 GROSS LOT: 95,740 sff/ 2.2 ACRES

PRIMARY HOTEL BUILDING: 20,600 sf

PARKING GARAGE/DECK: 32,015 sf

TOTAL SF UNDER ROOF: 52,165 sf

PROPOSED LOT COVERAGE: 52,615 sf = 69.7% of 75,508 sf NET LOT  
 MAX. 80%

PROPOSED OPEN SPACE: 4,849 sf = 5.1% of 95,740 sf GROSS LOT  
 MIN. 5% - 4,787' sf REQ.

PROPOSED PRIMARY BUILDING FRONTAGE: 70% (215'-0")  
 MIN. 70% - 215'-0" REQ.

PROPOSED SECONDARY BUILDING FRONTAGE: 64.5% (149'-0")  
 MIN 50% - 123'-0" REQ.

HOTEL UNITS: 254

PARKING CAPACITY:

LEVEL 1- 53 STANDARD SPACES/ 4 ADA SPACES

LEVEL 2- 75 PARKING SPACES

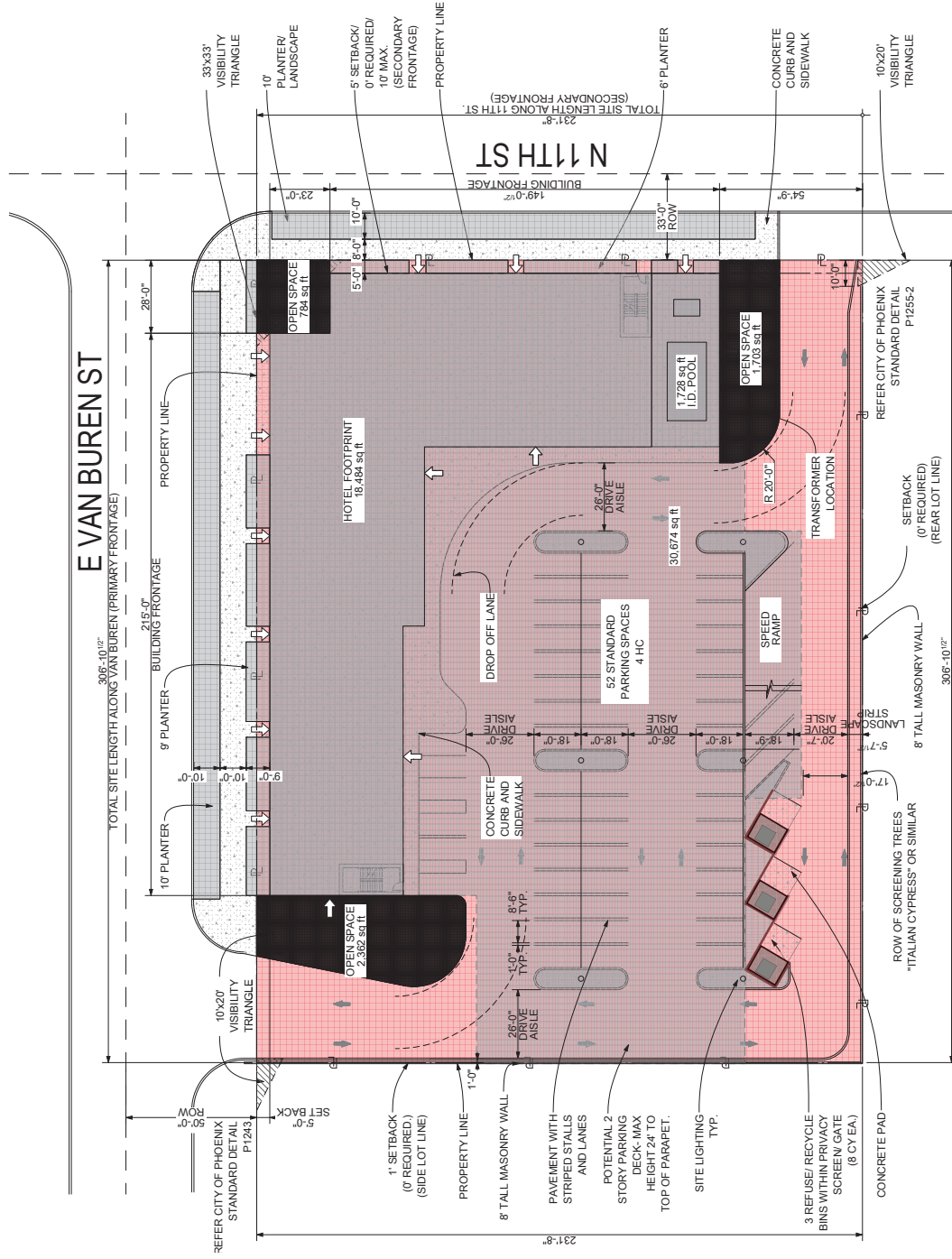
0.5 SPACES PER UNIT REQ. = 127

PRIMARY FRONTAGE TYPE: STOREFRONT/ COMMON ENTRY

SECONDARY FRONTAGE TYPE: STOREFRONT/ COMMON ENTRY

PROPOSED HEIGHT: 8 STORIES/ 100'  
 MAX. 100ft

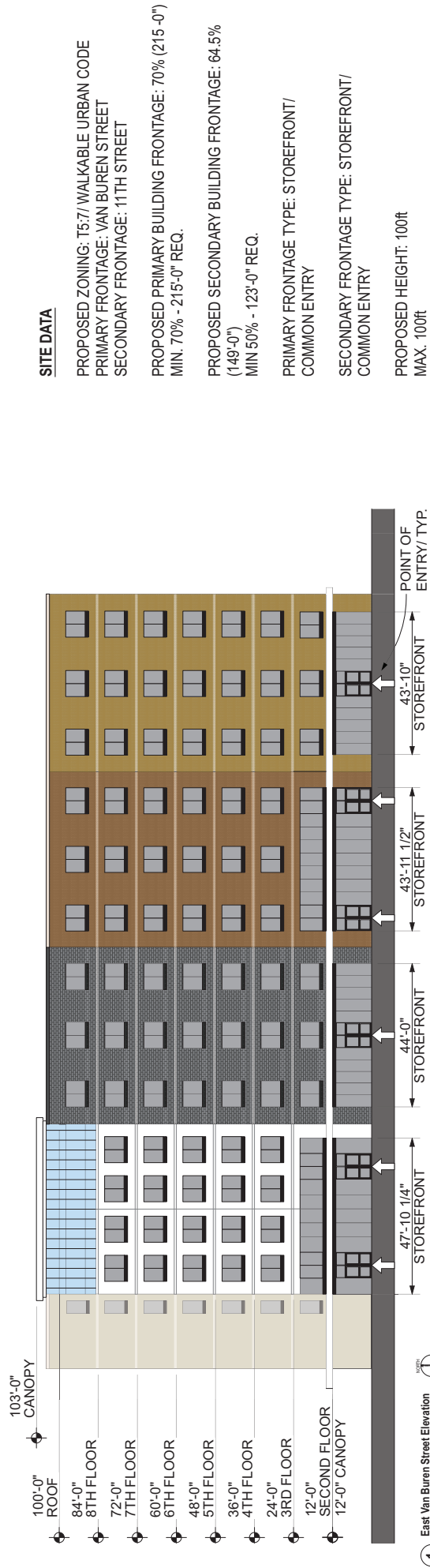
↑ POINTS OF PUBLIC ENTRY FROM R.O.W./ PUBLIC SIDEWALK.



**CITY OF PHOENIX**  
 SEP 12 2023  
 Planning & Development  
 Department

Downtown Phoenix, Arizona  
**Ahir Hotel**





**CITY OF PHOENIX**

MAY 26 2023  
 Planning & Development  
 Department

**SITE DATA**

PROPOSED ZONING: T5.7/ WALKABLE URBAN CODE  
 PRIMARY FRONTAGE: VAN BUREN STREET  
 SECONDARY FRONTAGE: 11TH STREET

PROPOSED PRIMARY BUILDING FRONTAGE: 70% (215'-0")  
 MIN. 70% - 215'-0" REQ.

PROPOSED SECONDARY BUILDING FRONTAGE: 64.5%  
 (149'-0")  
 MIN 50% - 123'-0" REQ.

PRIMARY FRONTAGE TYPE: STOREFRONT/  
 COMMON ENTRY

SECONDARY FRONTAGE TYPE: STOREFRONT/  
 COMMON ENTRY

PROPOSED HEIGHT: 100ft  
 MAX. 100ft

GROUND FLOOR GLAZING STANDARDS  
 PROPOSED GLAZING PRIMARY: 84.1%  
 MIN 75% (3'-8" ABOVE GRADE)

PROPOSED GLAZING SECONDARY: 75.1%  
 MIN 75% (3'-8" ABOVE GRADE)

SECOND FLOOR GLAZING STANDARDS  
 PROPOSED GLAZING PRIMARY: 63.4%  
 MIN. 45%, 25% EAST/WEST (3'-8" ABOVE LEVEL)

PROPOSED GLAZING SECONDARY: 56.8%  
 MIN. 45%, 25% EAST/WEST (3'-8" ABOVE LEVEL)

UPPER FLOOR GLAZING STANDARDS  
 PROPOSED GLAZING PRIMARY: 48.6%  
 MIN. 25%, 15% EAST/WEST (3'-8" ABOVE LEVEL)

PROPOSED GLAZING SECONDARY: 48.3%  
 MIN. 25%, 15% EAST/WEST (3'-8" ABOVE LEVEL)

August 15, 2023



*a neighborhood alliance*

1204 E. Roosevelt St.  
Phoenix, AZ 85006  
garfieldneighborhood.org

Anthony Grande  
Central City Village Planner  
City of Phoenix  
200 West Washington Street  
Phoenix, Arizona 85003

Re: Letter of Support for Z-33-23-8  
Rezoning of the Southwest Corner of 11th and Van Buren Streets

Dear Members of the Central City Village Planning Commission:

On behalf of Garfield Organization, a neighborhood alliance, I am requesting your approval for this rezoning application. Garfield Neighborhood has been planning and working to improve Van Buren for many decades. We believe that this application, which utilizes the Walkable Urban Code, will be an appropriate upgrade to the existing streetscape.

Property owners, architects, and lawyers presented their case for this rezoning during our monthly neighborhood meeting held on July 25th via Zoom. After a brief explanation and discussion, the residents of Garfield concluded the meeting with unanimous support for this rezoning request and the development it will encourage. Garfield eagerly anticipates the redevelopment of this property and the renewed urban approach to the design of Van Buren Street.

Based on these reasons, we kindly request your support in improving the Garfield neighborhood by approving this rezoning application.

Thank you for your service and the time you've dedicated to considering this case.

Sincerely Yours,

Dana L. Johnson  
president

Working for a  
safe, clean and friendly  
neighborhood since 1989