

VAN BUREN CHARACTER AREA



Stakeholder Meeting
Wednesday 16, 2008

For further information please contact

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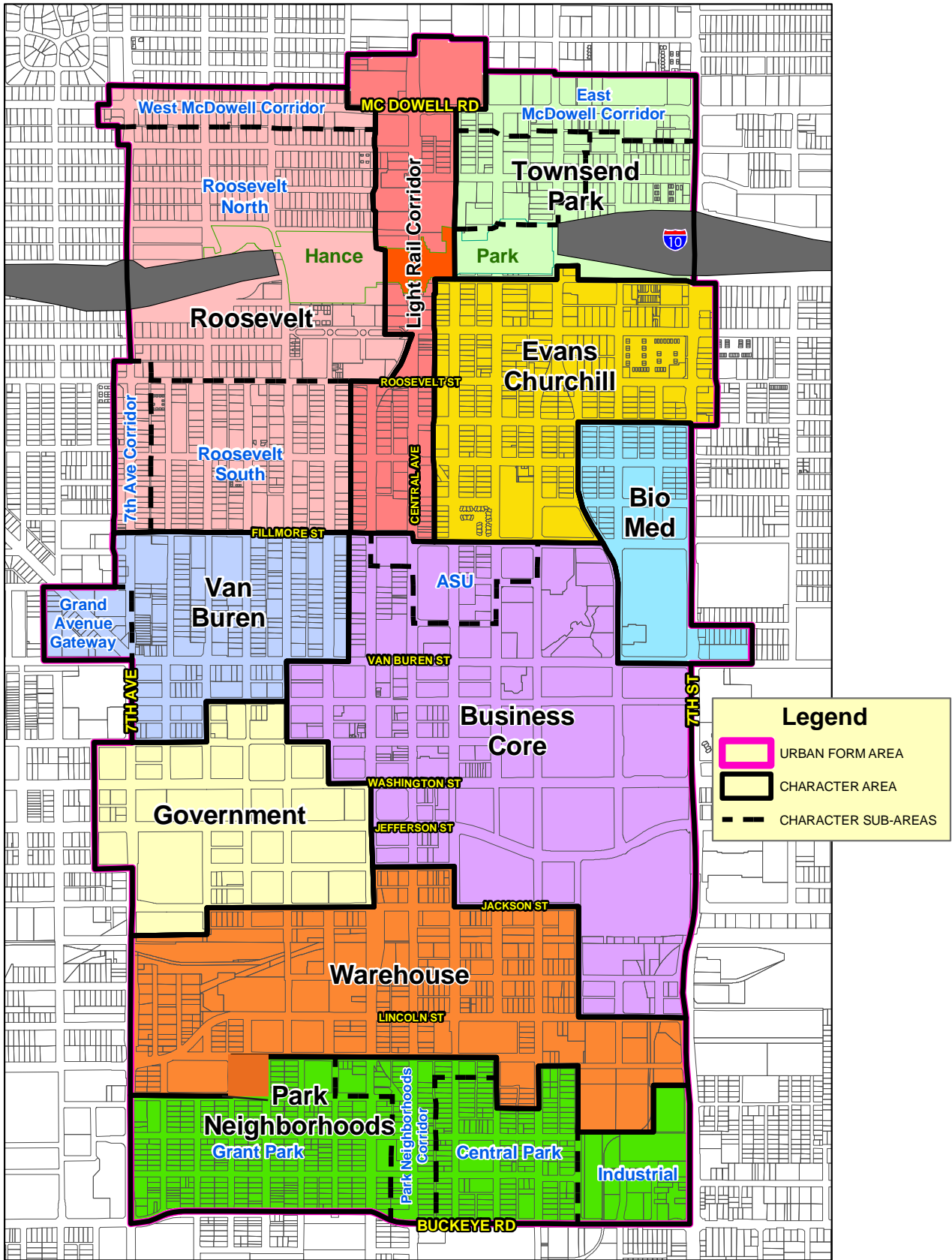
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DOWNTOWN CHARACTER AREAS AND SUBAREAS



Streetscape on 2nd Avenue, north of Van Buren



The Taylor Street Pedestrian Pathway through the Van Buren planning area.

VAN BUREN

VISION

The Van Buren Character Area will be a vibrant mixed-use area with some of the tallest buildings in Downtown. The character of the area will be urban, with buildings along Van Buren built up to the property line; while the streets north of Van Buren preserve wide setbacks to accommodate street trees. There will be a pedestrian pathway created through the middle of the planning area connecting from 7th Avenue to the Civic Space and the Business Core. Fillmore Street can be a pedestrian-oriented neighborhood commercial area that serves both Roosevelt Street and Van Buren Street.

The Grand Avenue Corridor will be an exciting pedestrian-oriented district with art galleries and restaurants. Building heights will be four to six stories, with the same height as proposed further north along 7th Avenue.

BACKGROUND

The area north of Van Buren street is physically distinguished by an elongated block pattern stretching 1,140 feet north-south; the typical block configuration in downtown Phoenix, 300 x 300 feet.

While long streets provide a challenge for pedestrian connectivity, the existing 2nd Avenue Streetscape project provides a model for a sun-sheltered sidewalk by taking advantage of a right-of-way that is typically 22 feet from the curb to the property line. This wide right-of-way provides room for landscaping, wider sidewalks areas, street furniture, public art, and street-oriented businesses.

Fifth Avenue is one way southbound and can be accessed by the eastbound HOV lanes from the I 10 Freeway. Third Avenue is one way northbound and provides access to the westbound HOV lanes on the I 10 freeway. Both roadways have designated bicycle lanes, connecting the downtown to historic neighborhoods to the north. The long blocks north of Van Buren are all bisected by north-south alleys, excluding the block fronting Seventh Avenue, and the area occupied by the Pappas School, described below.

Zoning throughout most of the Van Buren Character Area is C-3 HRI. Maximum height in this area is approximately 500 feet, allowing zoning allows greater residential building height and density.

Even with this greater allowance for height, building height should be stepped down at the north and west edges to transition to the 7th Avenue Corridor and Roosevelt Character Areas.

The Pappas School, located between 4th and 5th Avenues south of Fillmore and occupying the largest single parcel in area (four acres), is scheduled to be closed June 30, 2008. The site takes up over half the block length, and a pedestrian pathway could be incorporated through the redevelopment of this site.

Phoenix Fire Station No. 1 is located just north of Van Buren on 4th Avenue. On the 3rd Avenue side of the block is a $\frac{3}{4}$ -acre Arizona Public Service electrical sub-station. There are both designated and undesignated historic structures in the area. The historic designated H. M. Coe House on 4th Avenue is setback 50 feet from the curb and reinforces the deep setback of other structures along this side of the block. This setback helps to define the character of the street that should be preserved along the east side of 4th Avenue.

Van Buren Street is a commercial corridor with wide sidewalks at the back of curb separating the buildings from the street. The north side is home to a number of auto-repair shops and motor inns such as the City Center Motel (looking much like it did in the 1950s) and Budget Inn (operating as the Kelly Motel in the 1960s). The motels are located along Van Buren Street as it was originally part of several US highway routes. Among these were the Bankhead Highway, Highway 80, US Route 70 and 60 (one of the first transcontinental highways stretching from Washington, D. C. to San Diego).

The Grand Avenue Gateway area (vicinity of Grand and 7th Avenues south of Polk Street) includes the Rainbo Bakery, a large bakery complex behind a row of buildings fronting Grand Avenue. The reuse of these buildings as the grand Avenue Arts District (gallery and artist space) is transforming the Grand Avenue Gateway. The Grand Avenue Gateway area is part of the larger Grand Avenue corridor which will be the subject of a separate corridor study. Until that study is completed no Form-Based Code will be proposed for that area.

South of Van Buren Street the area takes on a decidedly commercial nature interspersed with parking lots and several buildings of historic significance. The Historic First Presbyterian Church at 4th Avenue and Monroe is actively serving the community. The First Baptist Church at 3rd Avenue and Monroe in contrast, has been damaged by fire and is currently uninhabitable due to damage. Proposals have been made to redevelop this structure as an arts and performance space.



First Presbyterian Church at 4th Avenue and Monroe



Fire station on 4th Avenue north of Van Buren



4th Avenue & Van Buren

Development in the immediate vicinity of these structures should be designed to compliment their Spanish Revival architecture and the First Baptist Church bell tower, rather than overwhelm them.

In the Downtown Strategic Vision, the portion of this character area from 3rd to 7th avenues along the north side of Van Buren was designated as an area suitable for “Large Scale Retail.”

CHALLENGES

- There is a need to create strategies to serve as an intensity and height transitions from the Business Core and the Government Character Areas to the low intensity Roosevelt Character Area. from high-density employment centers to the Roosevelt neighborhood. Transitions should incorporate compatible streetscapes on north-south streets.
- There is a need for an east/west pedestrian pathway through the middle of the area. This unique public space could be built incrementally as a series of courtyards extending across the blocks and ultimately connecting 7th Avenue through to the Civic Space and the Business Core.
- To serve the growing residential population a minimum of three acres of park land is needed. The closing of the Pappas School presents an opportunity for the city to acquire a portion (or all) of this site for a park. The southern portion of such a park could incorporate the proposed pedestrian pathway.
- The wide right-of-way that characterizes the blocks north of Van Buren should be preserved as an amenity.

POLICIES

Policy 3-8 Develop standards to provide a height transition to address the changes from high-density character areas to the Roosevelt Character Area

Policy 3-9 Develop a compatible streetscape design that transitions seamlessly from the Van Buren to the Roosevelt Character Area

Policy 3-10 Implement the Taylor Street Pedestrian Pathway

Taylor Street Pedestrian Pathway
Recommended series of connected
mid-block plazas or courtyards

Develop compatible frontage and
streetscape standards to transition
from Van Buren to Roosevelt Character Area

Height transition between
new development and
historic and single-family
dwellings

Create three to four
acres of new parks

Grand Avenue Sub-Area

Bike Lane connections
through Downtown to
Washington and
Jefferson Streets.



Van Buren Character Area

- Van Buren Character Zone
- Grand Avenue Gateway
- Retail & Restaurant Required on the Ground Floor
- Height Transition Area
- Historic Property
- Subareas
- Taylor Plaza: Recommended series of connected mid-block plazas or courtyards
- Areas where new parks are needed to serve future residential development
- Bike Route
- Light Rail Line
- Light Rail Station

VAN BUREN

Van Buren Zone will be a transitional mixed-use zone, a buffer between the Roosevelt neighborhood and the business and governmental institutions south of Van Buren Street. Height entitlements may reach over 500 feet. Van Buren's height transition and streetscape design standards are needed to create a seamless transition that are compatible with those in Roosevelt.

- Density bonus allowed for public benefits only. Height bonus does not apply
- New setbacks will be per streetscape standards developed for each street. South of Van Buren Street, a minimum 60% build-to line should be required.
- Maintain a minimum front-yard setback of 10 feet on Fillmore Street
- Side and rear setbacks: A minimum of 20 feet when abutting single-family dwellings
- Lot coverage to be determined by setbacks and development standards
- Buildings greater than four stories in height call for a base that is differentiated from the remainder of the building in order to relate to pedestrian scale. The base may be between one and four stories in height.
- A minimum step-back of 10 feet should apply for buildings above four stories on Fillmore Street
- Buildings located at street intersections to be designed to mark the intersection as a landmark, focal points or gateways.
- Blank walls – maximum 40% of total ground-floor, not exceeding a maximum of 20 linear feet – greater linear coverage is allowed when 50% of the blank wall is treated with a mix of architectural elements and/or landscaping.
- Building mass: 200 feet maximum building dimension and 60 feet minimum tower separation
- Shade requirement of 75% - a combination of man-made shade structures and street trees are allowed, as per individual streetscape design standards.

- **Public Space/Open Space Requirement?**
- Public and open space requirements could be a combination of:
 - Outdoor dining uses and other outdoor retail spaces
 - Landscaped setbacks, along the street and at street intersections
 - Patios (ground-floor and above) and/or courtyards
 - Active and/or green rooftops
 - Private residential spaces such as individual balconies
 - Sidewalk easements/streetscape improvements
- Impact fees, fees in lieu of, and/or donations or exchanges of property within the Downtown Urban Form Area

<i>PARKING STANDARDS</i>	
Alleys to be used for parking ingress and egress	
Residential	One (1) parking space per unit. No guest parking required
Commercial & Office	One (1) parking space per 500 square feet of tenant space. No additional parking required for outdoor dining.
Exemptions	No parking required for retail uses \leq 5,000 square feet. Existing buildings: No additional parking required with change of use. Existing on-site parking shall be preserved.

<i>BICYCLE PARKING STANDARDS</i>		
Uses	Long-Term Parking	Short-Term Parking
Residential \geq 8 units	Minimum: One bicycle parking space per 4 residential units. Exception: Units with individual garages	Optional

Office Uses	One bicycle parking space for every 10 vehicle parking spaces is required.	Minimum: One "4-loop Inverted-U" bicycle rack
Exemption	Change of use in existing buildings. No long-term bicycle parking required for hotel/motel and B&B	

<i>SHOWER & LOCKERS - OFFICE/COMMERCIAL BUILDINGS</i>	
0-50,000 sf.	Not required but recommended
>50,000 sf.	Required. Minimum 2 shower stalls and 20 lockers per gender
Exemption	Change of use in existing buildings.

SHADE STANDARDS

Shade calculations should be based on summer solstice at 12:00pm, except where otherwise provided. Shade cast from buildings counts toward calculation totals.

Public/Private Sidewalks & Walkways	Minimum 75% of the public sidewalk and private walkways should be shaded adjacent to the public right-of-way.
Public and Private Open Spaces	Minimum 50% of accessible public and private open space areas are to be shaded. 50% of the shaded area should be trees or trellis vines.
Habitable Roofs/Decks	Minimum 50% of habitable roof areas shall be shaded. 25% of the shaded area should be trees or trellis vines. Photovoltaic panels may count towards roof shade calculations.
Shade Improvements for Existing Developments	<ol style="list-style-type: none"> 1. Change of use with tenant improvements (interior remodel and/or parking upgrade) <ul style="list-style-type: none"> • Replace dead or non-existing landscaping in existing landscaping planting strips and in existing landscaped setbacks. 2. Exterior Structural Remodel, new facades and/or expansion of building square footage <ul style="list-style-type: none"> • Introduction of new trees on planting strips and/or man-made shade structures to achieve the minimum shade requirement of 75%

SUSTAINABILITY GUIDELINES

<i>Water Features</i>	Should be encouraged to optimize thermal comfort. Installation should be consistent with the Downtown Water Features Standards
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Materials

Trellises & canopies	Trellises and canopies to be made of low mass, nonconductive materials.
Large Shading Structures	Large shading surfaces, such as shade cloth, punched metal, or ETFE Foil, should be 50% transparent. Non-reflective materials are preferred.
Metals	Metals should have a non reflective surface.

Building Walls

Below 90 feet	Minimum 50% light colored, smooth, high mass materials with a minimum reflective index of .4.
Above 90 feet	Utilize light colored, smooth textured, low mass or thin, high density materials.
Screening	Utilize shade elements such as punched metal window screens, projecting columns and canopies
Green Walls	Green walls, including trellises are encouraged to reduce excessive radiant heat accumulation in pedestrian areas receiving excessive sunlight.

Roofs

Solar Reflective Index (SRI)	Roof Type	Slope	Solar Reflective Index
	Low-Sloped	> 2:12	78
	Steep-Sloped	< 2:12	29

Roofing surface should have a SRI equal to or greater than the values in the table above for a minimum of 75% of the roof surface. A vegetative roof can be used in lieu of an SRI roof.

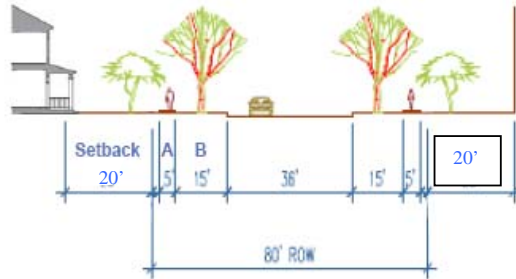
Paving Materials

Parking Areas and Access Drives	Should be paved with permeable concrete or interlocking pavers with a minimum open area of 12% and a minimum SRI of 35.
Public Spaces and Plazas	Should be paved with permeable concrete or interlocking pavers with a minimum open area of 12% and a minimum SRI of 35 or sand set, pre-cast concrete pavers or brick (2" thick, 5,000 psi) with a minimum SRI of 35.

Alternative Methods For all of the standards above, a method that achieves equal or better results as measured by percentage shade or percentage heat gain may be approved, if certified by an architect or landscape architect.

SAMPLE STREETScape TEMPLATE

3rd AVENUE Fillmore Street to Roosevelt Street



A. Sidewalk Width:

5 feet

B. Planting Strip Width:

15 feet

Planting Strip Length

Entire street frontage

Planting Strip Type

Turf

C. Shade Standards - PhxSCAPE

1. Minimum 75% sidewalk shade required. Shade calculations shall be based on summer solstice at 12:00 p.m.
2. Sidewalk Materials: Sidewalk shade materials shall be provided by trees.

D. Streetscape Palette

Streetscape Palette		
TREE SPECIES	Min. Caliper	Min. Spacing
A. Fan Palm	Min. Height: 25'	
B. Chinese Elm <i>Ulmus parvifolia</i>	4"	25'
C. Indian Rosewood <i>Dalbergia sissoo</i>	4"	25'
D. Bonita Ash <i>Fraxinus velutina</i> "Bonita"	4"	25'

1. A double row of trees is not a requirement, but it is recommended.

2. Palm Trees

Required

A minimum of one shade tree shall be required between palm trees.

3. Double Row of Trees (ROW and on Front Setback)

Required

E. Street Furniture

Benches: Not required

Refuse bins: Not required

Lighting: Historic as approved

Bicycle racks: Not permitted on ROW

F. Fences, Front Setback

Maximum height: 36"

MATERIALS

Brick/Stucco

Picket Fence

G. Shade Improvements* for Existing Developments

1. Change of use with tenant improvements (interior remodel and/or parking upgrade)
 - Replace dead or non-existing landscaping in existing landscaping planting strips and existing landscape setbacks.
2. Exterior Structural Remodel (new façade) and/or Additional Square Footage (building expansion or new addition)
 - Introduction of new trees on planting strips and/or manmade shade structures to achieve the minimum shade requirement of 75%.

*Trees or manmade structures