



City of Phoenix
 Planning Department

Staff Report Z-10-08-6
 April 15, 2008

Camelback East Village Planning Committee Meeting Date May 6, 2008
Planning Commission Hearing Date May 14, 2008
Request From: R1-6 (.62 Acres)
Request To: R-O (0.62 Acres)
Proposed Use Office
Location Approximately 325 feet west of the southwest corner of Squaw Peak Parkway and Bethany Home Road
Owner Kachina 16 LLC
Applicant/Representative Adam Baugh, Withey Morris
Staff Recommendation Approval, subject to stipulations

General Plan Conformity			
General Plan Land Use Designation		Commercial	
Street Map Classification	Bethany Home Road	Arterial	40 foot south half
	State Route 51 (SR 51) Piestewa Peak Parkway	Existing Freeway varies	
<p>NEIGHBORHOOD ELEMENT: GOAL 2 COMPATIBLE NEIGHBORHOOD DEVELOPMENT: NEW DEVELOPMENT AND EXPANSION OR REDEVELOPMENT OF EXISTING DEVELOPMENT IN OR NEAR RESIDENTIAL AREAS SHOULD BE COMPATIBLE WITH EXISTING USES AND CONSISTENT WITH ADOPTED PLANS.</p> <p>The proposed office use is supported by the intent of the Squaw Peak Parkway Specific Plan which calls for transitional land uses on single-family residential properties along this portion of Bethany Home Road. The proposed design is compatible in design and scale with the existing adjacent uses of single family residential and residential office/commercial.</p>			
<p>NEIGHBORHOOD ELEMENT: RESIDENTIAL CONVERSION POLICY</p> <p>See Item #5 in Background/Issues/Analysis, below.</p>			

Area Plan
<p><u>SQUAW PEAK PARKWAY SPECIFIC PLAN</u></p> <p>Consistent, see #6 in Background/Issues/Analysis.</p>

Surrounding Land Uses/Zoning		
	<u>Land Use</u>	<u>Zoning</u>
On Site	Single family residential	R1-6
North	Residential office	R-O
South	Single family residential	R1-6
East	Transportation (SR 51 Freeway)	R1-6
West	Residential office	R-O


Commercial/Commerce Park/Industrial		
<u>Standards</u>	<u>Requirements</u>	<u>Met or Not Met</u>
<i>Building Setbacks</i>		
Street	20 feet	Met – 5ft 10 inches to 28ft (Variance in place)
Side	10 feet or existing setbacks	Met – existing ~6ft and 7ft 8 inches
Rear	25 feet	Met – Varies, 70 to 80ft
<i>Landscaped Setbacks</i>		
Street	20 feet	Met – Varies (Variance in place)
Side	5 feet	Met – Varies~6ft to 7ft 8 inches
Rear	5 feet	Not Met – Public utility easement location
Lot Coverage	30% maximum	Phase I – 22% Phase II – 20%
Building Height	15 feet, or 25 feet with setbacks	Met – existing one story structures
Parking	1 space per 300 sq. ft. Phase I = 1725 sq. ft./300 = 6 spaces Phase II = 2032 sq. ft./300 = 7 spaces	Met – 9 spaces Met – 11 spaces

Background/Issues/Analysis

1. The subject site is 0.62 gross acres and contains two single family residences immediately west of the southbound on-ramp to the SR 51 freeway. These residences are the sole remaining residences on this portion of Bethany Home Road and no longer have a residential context with a single family neighborhood. All of the other homes along Bethany Home Road from the SR 51 west to 16th Place have been converted to office uses. The applicant proposes to convert one of the homes to a residential office to house his business. The second home will remain as a residence for the immediate future, and is identified as a future phase for development.

2. The construction of the SR 51 freeway forever altered the character of this portion of Bethany Home Road. It had been a relatively quiet street lined with single family homes. The placement of an access ramp to the freeway at the Bethany Home Road alignment significantly changed the traffic pattern in front of the homes. From 1991 to 1995 almost every home along this portion of the street was rezoned to Residential Office. The two homes which are the subject of this application were not included at that time.

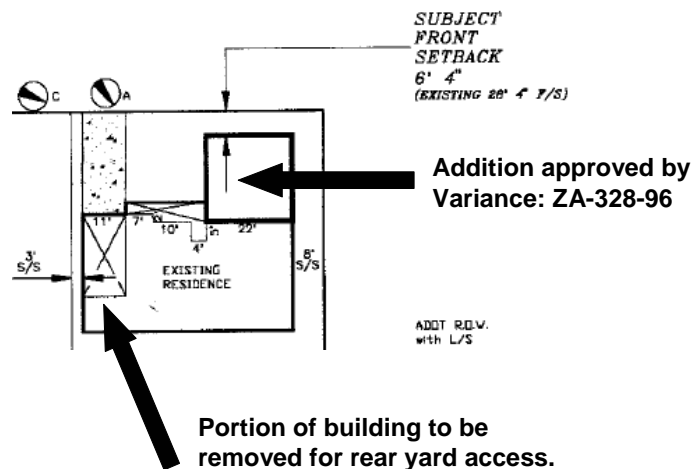


 Properties currently zoned R-O

 Remaining properties requesting R-O

3. The purpose of the R-O district is to control development at the edge of residential areas that, because of their location on arterial streets or other environmental conditions, are susceptible to pressure for nonresidential uses. The R-O district is intended to provide office uses that are developed in a manner that forms a transition between commercial districts and an adjacent residential area. The R-O district limits height to 15 feet at the setback line but allows up to a maximum of 25 feet with additional setbacks. The use of the R-O district at this location is appropriate.

4. The applicable R-O district standards are those pertaining to a gross area of 24,000 square feet or greater. The gross area is approximately 27,000 square feet. As proposed, the existing single family homes will remain. No additional building height is planned. A portion of the easternmost home (Phase I) will be removed to grant access to the rear of the property for the establishment of required parking. Ingress/egress to the site, as well as parking, will be shared between the two properties. A four foot public utility easement exists along the southern property line. A portion of the easternmost structure is constructed close to the Bethany Home right-of-way. This construction was permitted by Variance (ZA-328-96).



5. In evaluating a request to rezone existing residential land to a non-residential use, the General Plan provides several criteria. These residential conversion criteria should not be construed to be the only relevant factors in deciding whether non-residential conversion should be allowed.

a. *The proposed use change is compatible with and helps to implement the General Plan or other adopted plans.*

The proposed change is compatible with the goals of the general plan, specifically with the Residential Conversion Policy of the Neighborhood Element. Additionally, the proposal is consistent with the land use recommendations of the Squaw Peak Parkway Specific Plan.

b. *There is a substantial need in the immediate future to use the land for a commercial or industrial purpose that cannot be accommodated in an existing commercial or industrial zone.*

This portion of Bethany Home Road is a desirable location for office development. This location, containing the two remaining single family residences on the street, and directly adjacent to the SR 51 freeway, is an appropriate candidate for land use conversion.

c. *The area is not viable for continued residential use because of a combination of factors such as deterioration, land use or traffic conflict.*

The subject site is directly adjacent to the on- off-ramp of the SR 51 freeway. The zoning pattern fronting this portion of Bethany Home Road is commercial/Residential Office. The Squaw Peak Parkway Specific Plan states that freeway traffic on Bethany Home Road substantially limits accessibility to these residential lots and adversely affects their livability as residences.

- d. *Parking, traffic and other impacts of the proposed development will not adversely impact nearby residential uses.*
Access to/from the site is directly from an arterial street, Bethany Home Road. As recommended by the Squaw Peak Parkway Specific Plan, use of the site will be consolidated for the two lots, all parking will occur on site and access to/from the site will be via a shared driveway accessing a shared parking area. Additionally, structures will maintain their residential scale and site orientation. There will be no adverse impact to nearby residential uses.
6. The site is within the boundaries of and is consistent with the recommendations of the Squaw Peak Parkway Specific Plan, a non-regulatory plan adopted in 1990. The Plan recommends a few land use changes where traffic levels or environmental impacts are so great that the location is no longer viable for residential living. Specifically, the Plan recommends the conversion of homes along this portion of Bethany Home Road to residential offices, and that the sites be combined to share access and parking (see Item #5, above for further discussion).
7. Properties zoned R-O must obtain a sign permit from the Development Services Department before erecting any signage. In the Camelback East Village, signage for R-O properties is generally addressed through zoning stipulations. Generally, it has been recommended that the use of pole mounted signs and that internally illuminated signs be prohibited.
8. The volume (gpm) and pressure (psi) of the water supply is not known for this site. Additional supply may be needed to meet the required fire flow per the Phoenix Fire Code. The applicant will be required to address this issue prior to redevelopment of the site.
9. The Right-of-Way Project Management Section of the Arizona Department of Transportation has provided comment regarding the proposed land use change. ADOT has determined that the project could have an impact on the highway facility due to its proximity to the southbound SR 51 on ramp. Consequently, ADOT will review and comment on development plans for this project for any impact on the highway system.
10. The landscaping requirements of the R-O district do not specify plant sizes. It is recommended that required landscaped areas on the perimeter and street frontage for this site comply with the commercial district standards.
11. It has been determined that this parcel is not in a Special Flood Hazard Area (SFHA), but is located in a Shaded Zone X, panel 1670G of the Flood Insurance Rate Maps (FIRM) dated September 30, 2005.

12. The Water Services Department has provided comment regarding this rezoning request. New water services for the development need to be taken from the 12-inch main in Bethany Home Road. There is an 8-inch sewer serving this site. Sewer capacity for this proposed development must be determined at time of preliminary site plan approval.
13. Development and use of the site is subject to all applicable codes and ordinances. Zoning approval does not negate other ordinance requirements. Other formal actions such as, but not limited to, zoning adjustments and abandonment may be required.

Findings

1. This request is consistent with the General Plan, which depicts this site as Commercial and the land use recommendation of the Squaw Peak Specific Plan.
2. The proposed development provides a transition between the high traffic corridor of Bethany Home Road and the lower-density residential use to the south.
3. This project meets the Residential Conversion policy of the General Plan and proposes a viable use on single family residential properties adversely impacted by their location on an arterial street and adjacent to a freeway.

Stipulations

1. That the development shall be in general conformance to the site plan date stamped April 10, 2008 and elevations date stamped February 19, 2008 as approved by the Development Services Department, with specific regard to:
 - a. Shared ingress/egress to/from Bethany Home Road
 - b. Shared parking
 - c. Building height and location
2. That the approval shall be conditional upon development commencing within 36 months of the City Council approval of this change of zoning in accordance with Section 506.B.1 of the Phoenix Zoning Ordinance. For purposes of this stipulation, development shall commence with the issuance of a Certificate of Occupancy for the first phase.
3. That landscaping materials within the front setback, shall at a minimum, conform to the C-1 zoning district plant size and quantity standards (622.E.4.e) as modified and approved by the Development Services Department.
4. That all approved signage on the site shall comply with the signage requirements of the 44th Street Corridor Residential Office Study as follows:
 - a. There shall be no pole mounted signage.
 - b. There shall be no internally lit signage.

5. That any lighting installed in the parking area shall be no higher than 6 feet as approved by the Development Services Department.
6. That the developer shall construct all streets within and adjacent to the development with paving, curb, gutter, sidewalk, curb ramps, streetlights, median islands, landscaping and other incidentals as per plans approved by the Development Services Department. All improvements shall comply with all ADA accessibility standards.
7. That the property owner shall record documents that disclose the existence and operational characteristics of Sky Harbor International 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.

Writer

Katherine Coles

03/10/2008

JB

Attachments

Zoning sketch

Aerial

Site plan (date stamped 4/10/08)

Elevations (date stamped 2/19/08)

