

**44th STREET CORRIDOR**  
**RESIDENTIAL OFFICE STUDY**

*A Village Planning Study  
of the  
Camelback East Village Planning Committee*

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## 1.0 EXECUTIVE SUMMARY

This study was conducted at the request of the Phoenix City Council to determine applicability of the Residential Office Zoning District for the 44<sup>th</sup> Street Corridor. The study was initiated in April 1997 and concluded in October 1997.

The body of this document contains detailed information about the study and how the conclusions were derived. The recommendations from the study are summarized below. They are to be used as guidelines for future R-O development only along 44<sup>th</sup> Street, between Camelback and McDowell Roads. They are not considered a substitution for the requirements for the existing R-O zoning category but instead are intended to protect and enhance the single family residential image along 44<sup>th</sup> Street and the adjacent neighborhoods.

A constant reminder and concern about 44<sup>th</sup> Street are the poor livability factors. These include: the closeness of houses to the street with 36% of the front yard setbacks facing 44<sup>th</sup> Street having a depth of 20 feet or less; the street's high traffic volumes; the difficulty in access from driveways onto 44<sup>th</sup> Street; the small residential lots; the overall environmental impacts of regional traffic, noise, gasoline fumes. After the Subcommittee's R-O tour of 44<sup>th</sup> Street, this single family livability issue became a parallel subject of discussion in conjunction with the R-O study. The focus of discussion centered on what are alternative solutions for a better quality of life along 44<sup>th</sup> Street for those single family homes that can't meet the R-O zoning requirements or where there is no interest in developing R-O. It was concluded that where residential use continues to be retained of the 109 sites that were evaluated, the City should study the provision of alternative buffering including placement of heightened perimeter noise walls or other sound barriers along the residential property boundaries adjacent to the road to enhance the single family use alternative. The wall placement would take into consideration the need to maintain vehicular safety sightlines when accessing 44<sup>th</sup> Street from driveways.

Although the scope of the R-O ordinance provides for office uses that form a transition between commercial districts and adjacent residential areas, this subcommittee's application of the ordinance is focused on the mitigation of environmental conditions.

The following recommended guidelines are proposed for R-O development along 44<sup>th</sup> Street. The guidelines are grouped according to the different design issues that were discussed during the course of the study. A major assumption is that most of the parcels that can accommodate R-O zoning will keep their existing homes and convert, expand and renovate the homes to R-O. And in some cases, where 2 or more houses are converted to R-O as a group, one of the houses

could be removed and replaced with the parking area for the development as long as the parking is visually buffered. The guidelines also recognize the opportunity to demolish the existing residential structures and replace with new structures that are consistent with the residential scale character in the immediate vicinity. This includes the building style, size and height.

### **Recommended R-O Guidelines for 44<sup>TH</sup> Street Corridor**

Any residential properties that can meet the zoning requirements and these guidelines, stated below, should be given consideration for R-O development. With regard to a specific location on the west side of 44<sup>th</sup> Street between Campbell and Roma Avenues, every effort should be made to save the palm trees in the original location if an R-O development occurs. However, if the palm trees are moved to somewhere else on the site, the new location should be in keeping with the symmetry of the palm grove.

#### **1. R-O Appearance on 44<sup>th</sup> Street**

- A. The enhanced R-O appearance should conform to the character, style, and size of adjacent residential properties while demonstrating an improvement to the specific property.
- B. The only visible commercial aspects, of the R-O site are the limited signage (see signage section) and the parking areas which require buffering treatment.
- C. The side of the property facing the local street shall maintain a residential appearance.
- D. The parking area shall be screened from the local street.
- E. All corner lots considered for R-O zoning must have a residential structure. (The parking area shall not be placed on the site next to the street intersection.)
- F. No P-1 (parking lot) zoning shall be designated in conjunction with an R-O property, and no P-1 zoning shall be permitted on corner lots within this area.
- G. To provide for a more attractive streetscape, consistent land use, and better traffic circulation on 44<sup>th</sup> Street the following should occur:
  - Suggested groups of houses in the middle of individual blocks be collaboratively developed into R-O
  - Shared common driveway shall provide access to parking behind each house. This approach helps to buffer the parking from 44<sup>th</sup> Street by placing it in the back and limits access to the parking area minimizing driveways along 44<sup>th</sup> Street.
  - One zoning application with more than one property owner is encouraged.

- H. In situations where R-O can be accommodated by development of two adjacent properties, the individual properties shall be required to contribute equitably to the development to a single driveway to accommodate vehicular access to both properties.

## **2. Signage**

- A. In all cases, signage shall be flush mounted on the house or to a screened wall attached to the house (the wall is to buffer the parking area) on the 44<sup>th</sup> Street facing side, to avoid visibility from the local street side of the property or the interior of the neighborhood.
- B. For corner lots, signage shall not be closer to the local street right of way than a point at least 2/3 of the building width, taken from the corner of the house closest to the intersection, from the front of the building facing 44<sup>th</sup> Street; and, shall be mounted parallel to and facing 44<sup>th</sup> Street flush against the side of the building or a wall connected to the building that is providing the screening for parking.
- C. There shall be no free standing signage.
- D. No internally illuminated signs.

## **3. Site Design Criteria**

- A. A minimum lot size should be considered at 6,000 square feet and a maximum of 43,560 square feet providing that the site is no more than one lot deep from 44<sup>th</sup> Street and does not exceed 160 feet in depth from 44<sup>th</sup> Street.
- B. Vehicular and pedestrian access should be accommodated from the 44<sup>th</sup> Street side of the property, unless the property is adjacent to a signalized intersection whereby a variance must be obtained for driveway access from the local street.
- C. Existing driveways located on local streets shall be removed and replaced with landscaping.
- D. The front yard setback for an R-O should be no less than twenty feet, with maneuvering and parking in the front yard prohibited, as required as a minimum standard in the ordinance. However, for lots with more shallow front yard setbacks, R-O may be feasible if the overall property can accommodate access, maneuvering, and parking.
- E. Parking shall be screened by a wall or combination of wall, berm or vegetation, to prevent visibility of any characteristics indicating commercial use to the local street.
- F. All luminaires shall be shielded so that they are not visible off of the site.

**4. Enforcement**

- A. Prohibition of parking on local streets by the residential office use should be stipulated as part of the R-O zoning approval.

**5. Vesting of Zoning and Site Plan Review**

- A. Conditional zoning of 18 months is recommended for all R-O zoning approvals. During the 18 months the owner shall have satisfied the building code requirements for commercial development, acquire a building permit, and obtained a certificate of occupancy. If these requirements are not met in the 18 month period, then the Planning Department will request that the Planning Commission revert back the original zoning.
- B. Development Services Department shall not issue a Certificate of Occupancy until an inspector provides written verification for the zoning file that zoning requirements and case stipulations are satisfied.
- C. Any site plan amendment should be subject to review and approval with the intent of the R-O zoning, the 44<sup>th</sup> Street Corridor Plan and the supplemental R-O guidelines provided in this document.
- D. All zoning stipulations shall be listed on the R-O construction documents.

## **2.0 R-O STUDY PURPOSE**

To prepare R-O district policy document for Planning Commission and City Council that will supplement the 44th Street Corridor Specific Plan; providing guidance for future Residential Office (R-O) development along 44th Street between Camelback and McDowell Roads, and providing direction for future R-O zoning stipulations.

### **Background**

A subcommittee of the Camelback East Village Planning Committee was formed in May 1997 at the request of the City Council, to evaluate the 44th Street Corridor for R-O development planning. This study was initiated as a result of an R-O zoning request located at the southeast corner of 44th Street and Campbell. This case was continued until October 1997.

Over the past few months, with assistance from the Planning Department, the subcommittee has conducted several meetings to review the R-O Zoning Ordinance and 44th Street Corridor Specific Plan, tour existing R-O sites, review zoning requirements and stipulations, and consider extensive staff analysis of existing sites.

The following is a summary of the subcommittee's work.

#### **A. Existing R-O Properties**

For the purpose of this study, fifteen R-O properties within the Camelback East Village were examined. Seven properties along 44th Street are currently zoned R-O. These sites range in size from .19 to .56 acre.

See Attachment A for a List of Existing R-O Properties.

There are twelve zoning stipulations that are generally consistent among the fifteen R-O zoning cases:

1. Six-foot masonry wall be constructed along some property line.
2. That development of the property be in conformance to the site plan.
3. There be no access to the alley.
4. No ingress or egress be allowed onto the side street.
5. That landscaping along the most publicly obtrusive line be enhanced to provide dense screening.
6. That a sufficient right-of-way be dedicated by the property owner within one year of final City Council action.
7. That building height be limited to one story.

8. That the site and building comply with commercial building code requirements for a change of occupancy.
9. That only one driveway access be allowed along a major street and located in such a way on the lot as to provide a parking area

## **B. Tour**

A tour was conducted on June 7, providing the subcommittee members the opportunity to visually inspect the fifteen existing R-O properties. Of particular concern was assessment of the impact on the adjacent neighborhoods (positive or negative). Additionally, the subcommittee viewed the location of on-site parking, building orientation, traffic access (ingress and egress), signage, visual appearance, relationship to other properties, improvements, character (residential vs. commercial), and overall compatibility with neighboring residences.

## **C. Survey**

Surveys were mailed to R-O property owners/developers and property owners adjacent to existing R-O sites, to solicit feedback on the success of R-O development. Two surveys were prepared, one for the R-O property owners/developers, and another for the adjacent neighbors. There were fifteen adjacent property owner respondents, and six surveys returned from R-O property owners.

The majority of the fifteen responses from the adjacent property owners who live in the vicinity of a developed R-O site provided positive feedback on the R-O district. The neighbors agreed that the R-O use meets the intent of the Zoning Ordinance and it is a good transition between a commercial area and a neighborhood. The responses show little concern for the impact of the R-O's lighting, noise, advertising signs, and traffic. A majority of the neighborhood residents surveyed indicated that the R-O development was an improvement to the neighborhood. Attachment B Questionnaires with Tabulated Results provides the tabulation of the surveys and the comments from each of the responses.

Feedback from the R-O property owners indicated that R-O zoning was the best rezoning choice with regard to the specific business operation function. Some concern was shown on the application of the R-O standards to the actual site. Comments were that the landscaping requirements were a rather extreme and the City views the project as new commercial construction. All of the responses agreed that the R-O serves as a good buffer between non-residential and residential developments. Again, Attachment B Questionnaires with Tabulated Results provides the tabulation of the R-O property owner surveys and specific comments regarding suggestions to improve the use of the R-O district.

## **D. Public Meetings**

A public meeting was held on June 18, with eighty-eight R-O property owners and adjacent property owners invited through direct mail to attend. The meeting was held to review the existing R-O developments and hear public comment on the effectiveness of this zoning category. There were two R-O property developers in attendance. These representatives were primarily concerned with the permitting, inspection and approval process for R-O development and related obstacles encountered with the City's Development Services Department.

There were 12 postings on 44<sup>th</sup> Street to invite the community to attend the September 2 Camelback East Village Planning Committee meeting, to provide them the opportunity to hear and comment on the subcommittee's recommendations. Several members of the community were present at this meeting and offered comments. Much of the interest related to where R-O was determined to be appropriate, and under what circumstances would this zoning category be applicable. These neighbors were invited to also attend the October 7 Camelback East Village Planning Committee meeting, to hear and comment on the presentation of the completed study.

## **3.0 DISCUSSION & ANALYSIS**

The following topics present the major areas of discussion for the subcommittee, leading to the development of the recommended actions and the study's conclusion, providing policy guidelines to be reviewed by the Planning Commission and City Council.

### **A. R-O Intent**

The R-O district is currently intended to mitigate potential pressure for non-residential development along the edges of residential neighborhoods, due to adjacency to major streets and environmental impacts. Only professional offices or businesses offering limited services are applicable under this zoning designation. These offices are not to be used to conduct trade involving tangible goods, including maintenance of such inventory. Development or conversion at the residential scale is required to maintain a residential, yet professional appearance.

Although the scope of the R-O ordinance provides for office uses that forms a transition between commercial districts and adjacent residential areas, this subcommittee's application of the ordinance is focused on the mitigation of environmental conditions.

*NOTE: While this study has focused on R-O zoning for the 44th Street Corridor, opportunities to enhance and clarify the Zoning Ordinance for R-O have also been realized. A companion document with recommendations for a Phoenix Zoning Ordinance text amendment specific to the R-O district will be provided at some future date.*

## **B. 44th Street Corridor Specific Plan**

The 44th street Corridor Specific Plan contains proposed land uses along the studied area. The R-O study is intended to supplement and provide further direction to fulfill the intent of the Specific Plan, with consideration for changing conditions from the time in which the Specific Plan was completed.

Existing single family residential use is severely impacted by the following environmental conditions:

- encroaching traffic & traffic volume
- noise pollution
- reduced air quality
- pedestrian hazards (children, elderly & disabled)
- limited vehicular access & movement
- compromised safety for pedestrians & vehicles
- reduced setbacks for 44th Street improvements

The 44th Street Specific Plan does not clearly define which residences are candidates for change in use to create a safe relationship between residential uses and the roadway and to create a physical buffer between the street and the residential neighborhoods, without specifying which properties should be converted.

44<sup>th</sup> Street between Lafayette Boulevard and the Arizona Canal, is included in the Central Arcadia Neighborhood Special Planning District and must comply with the criteria stated in the Special District Plan. The plan provides for the consideration of “residential and/or office development along 44<sup>th</sup> Street which is compatible with the residential area”. (Central Arcadia Special District Plan, Section III Land Use). The plan includes requirements for R-O zoning.

## **C. General Analysis**

In determining optimal sites for R-O zoning, the subcommittee considered:

- adjacency to commercial property
- orientation to 44th Street
- relationship of property to side streets leading to the interior of neighborhood

- character of existing residential properties
- intended uses
- overall lot size
- patterns for ingress and egress
- potential to buffer or impact interior residential properties

Site design criteria provided in the R-O district zoning ordinance, were analyzed regarding:

- setbacks
- landscaping
- lot coverage
- parking
- signage

Attachment C provides the Residential Office (R-O) Site Design Criteria.

These characteristic variables were applied to the subject area, with review of each residential property within the study's boundaries. An inventory of these properties was compiled, providing reference to factors that either contributed to or detracted from feasibility for R-O conversion. From this inventory, three site level designations were developed based on the feasibility to accommodate R-O development.

#### **D. 44th Street Residential Property Inventory & Analysis**

As part of this R-O study, a site inventory of 111 properties was completed for 44th Street, between Camelback and McDowell Roads. The sites included single family homes, seven of which have been converted to R-O, and vacant lots. The inventory addressed approximate setbacks from 44th Street, land use and zoning, approximate acreage, driveway location, and orientation of house.

Attachment D - 44th Street /Camelback to McDowell Road Property Design Characteristics Inventory with accompanying maps provides the above information for each of the 111 parcels included in the study. The information was taken from aerials and therefore subject to possible change.

Based on the Property Design Characteristics Inventory, an analysis was completed which determined those sites where R-O is feasible on a stand alone site, can be accomplished through grouping of sites, or is not feasible under R-O site design criteria.

##### Level 1 - Stand Alone Sites

Provides adequate parking, lot size, setback and orientation to 44th Street, to accommodate singular development of R-O on that site alone.

### Level 2 - Combination/Group Sites

Consolidation of two or more properties would be necessary for R-O development, including the removal of structures to accommodate driveways and parking.

### Level 3 - Site Not Feasible

Based on relationship to interior of neighborhood, orientation to 44th Street, and lot size, these sites are not feasible for R-O development as stand alone nor in conjunction with adjacent properties.

These site level designations are based on general estimates from the analysis of aerial photographs. Actual measured square footage may differ, potentially impacting the feasibility of the site for R-O conversion.

Attachment E - 44th Street Potential Locations for R-O Development provides of a summary of the three evaluation levels by parcel.

## **4.0 FINDINGS**

1. R-O zoning should provide a buffering or transition for neighborhoods from 44th Street and adjacent commercial development, preserving a residential character.
2. In some cases where houses have small front yard setbacks or are directly adjacent to or directly across from commercial office or retail property, conversion to residential office use is an appealing alternative.
3. Neighborhoods may be reluctant to welcome commercial development that does not service their neighborhood. However, for areas in transition or substantially impacted by environmental degradation, R-O zoning may be an alternative to enhance the community. This zoning district provides for a less intrusive type of commercial development. Based on developments that have occurred in the City, the investment it takes to develop an R-O site prevents assemblage and conversion to commercial office.
4. R-O zoning may contribute to an enhancement to the image of the corridor, mitigating effects of distressed properties, while achieving a professional appearance of residential scale.
5. To achieve an effective transition, the R-O property should enhance an existing buffer or create additional buffering to the interior neighborhood from 44th Street. No R-O development should compromise the requirement to enhance or create a buffer, while maintaining a residential scale and character.

6. Special consideration should be given to cases where benefit can be demonstrated that the R-O zoning would improve, preserve, or stabilize the residential character of the neighborhood.

#### **A. General Requirements**

Parcels that meet all of the requirements in the ordinance for the R-O district are ideal. However, considering that nearly all of the parcels within the subject area are less than 24,000 square feet, effective stipulations must be applied to make these sites appropriate for R-O conversion.

1. The primary challenge with a small parcel is limited space to provide adequate and required parking, contributing to neighborhood fears of congested parking on interior residential streets. Parking use on local streets by the R-O property or use of these streets and alleys is prohibited for the R-O district, and should be enforced by the City.
2. Houses with driveways accessing local streets should be prohibited from R-O zoning unless ingress and egress can be re-oriented to occur on the 44th Street side including physical entry to the building, as the traffic will create an imposition and inconvenience to the interior residential properties.
3. Vehicular access to alleys shall be strictly prohibited, to ensure minimal encroachment upon the adjacent residential properties. Commercial collection of trash in alleys is prohibited.

Within the subject area, there are forty-nine residential homes that access 44th Street from a local street, making them unlikely candidates for R-O development. Six homes that have access to 44th Street from a local street as well as direct access from the property, are potential candidates, providing that a stipulation be made prohibiting ingress and egress other than at the 44th Street access point.

4. The front yard setback for an R-O should be no less than twenty feet, with maneuvering and parking in the front yard prohibited, as required as a minimum standard in the ordinance. However, for lots with more shallow front yard setbacks, R-O may be feasible if the overall property can accommodate vehicular access, parking and maneuvering.

Forty-four of the parcels under review do not meet this requirement. Twenty-five of these properties are also excluded due to access to 44th Street only from a side street.

5. In order to encourage an attractive streetscape for 44th Street, it would be wise to rezone groups of houses in the middle of individual blocks to R-O. In this case they can share one common driveway that accesses parking behind each house. This would allow for the parking to be concealed and limit the access to the parking area, minimizing contact points and unattractive driveways along 44th Street. A good example of this concept is demonstrated at the properties on the North side of Bethany Home Road, just west of the Piastewa Peak Parkway.

In this group zoning situation, the setback restrictions in the Zoning Ordinance should be changed to include houses with setbacks between 0 and 19 feet.

6. In all cases, signage would be required to be on the house, so it would not risk being in public right-of way.
7. The exterior appearance of the R-O should conform to the character and style of adjacent residential properties, while demonstrating an improvement to that specific property and avoiding segregation from the neighborhood.
8. A stipulation for conditional vesting is recommended on all R-O cases, to have conversion to R-O completed within a specified timeframe. Any significant changes to the use or site plan of the R-O property prior to conversion being completed, should be subject to review and approval to ensure consistency with the intent of the R-O Zoning, the 44th Street Specific Plan, and this study.

#### **B. Sheller Property Recommendation**

Since this case regarding the property at the southeast corner of 44th Street and Campbell initiated this study, it is appropriate to provide a specific recommendation on the Sheller Property. While this site demonstrates a unique challenge for R-O development due to its small size, the site plan developed sufficiently accommodates use and required parking for its purposes. The subcommittee is also supportive of this re-zoning, based on the site's orientation to 44th Street. While ingress and egress would be to the local street (Campbell), R-O is feasible at this location due to the signalized intersection and proximity of the front drive to the intersection. With a variance for vehicular access, the developer can otherwise accommodate all other requirements of the R-O district.

## 5.0 CONCLUSION

Where living conditions have been compromised preventing suitable single family residential use, and on sites where R-O criteria can be met, consideration should be given to R-O development as a reasonable zoning alternative. Based on the analysis of the residential properties along 44th Street, within the boundaries of this study:

- 20 sites can accommodate Level 1 - Stand Alone R-O Development.
- 32 sites are designated Level 2 - Combination/Group Sites
- 48 sites are deemed Level 3 - Not Feasible

## 6.0 NEXT STEPS

10/7/97 Camelback East Village Planning Committee Review/Approval

- Presentation by subcommittee, with full committee and public comment on study and its outcomes.
- Approval of study and its recommendations, to be forwarded to the Phoenix City Council for review in conjunction with the Sheller R-O case.

10/8/97 Planning Commission Review

- Presentation by subcommittee, and comment from the Planning Commission on the study's findings.
- Recommendation to forward the study to Phoenix City Council for review in conjunction with the Sheller R-O case.

10/15/97 City Council Review in Conjunction w/ Sheller Case

- Review and acceptance of study's recommendations as policy guidelines for the Planning Commission and City Council, for R-O development on 44th Street, between Camelback and McDowell Roads.
- Approval of Mr. Sheller's request for R-O zoning at the southeast corner of 44th Street and Campbell, recognizing that a variance must be obtained for access to 44th Street via Campbell.

# Attachment A

## R-O Zoning Request Locations Within the Camelback East Village Reviewed by the R-O Subcommittee

1. Z-128-95: Northwest corner of Pinchot Avenue and 44<sup>th</sup> Street
2. Z-152-96: West side of 44<sup>th</sup> Street 104.5 feet north of Pinchot Avenue
3. Z-22-95: Southwest corner of Avalon Drive and 44<sup>th</sup> Street
4. Z-244-85: Southeast corner of Earll Drive and 44<sup>th</sup> Street
5. Z-29-92: Southwest corner of Devonshire Avenue and 44<sup>th</sup> Street
6. Z-149-96: Northwest corner of Devonshire Avenue and 44<sup>th</sup> Street
7. Z-176-88: Southwest corner of Lafayette Boulevard and 44<sup>th</sup> Street
8. Z-127-86: North of Campbell Avenue and east side of 24<sup>th</sup> Street
9. Z-78-95: Bethany Home Road and Piestewa Peak Parkway, east side
10. Z-85-94: South side of Bethany Home Road and east of the Piestewa Peak Parkway
11. Z-78-96: South side of Bethany Home Road and 16<sup>th</sup> Place
12. Z-54-91  
Z-10-92: North side of Bethany Home Road and 16<sup>th</sup> Place
13. Z-144-85: South side of Bethany Home Road and east of 12<sup>th</sup> Street
14. Z-36-95: South side of Missouri Avenue west of 12<sup>th</sup> Street
15. Z-29-88: Southwest corner of Glendale Avenue and 16<sup>th</sup> Street

# Attachment B

## Results from R-O (Residential Office) Survey of Adjacent Property Owners

1. Has the R-O use in your neighborhood met the intent as described in the Zoning Ordinance (see attached description of the R-O district from the Ordinance)?

A)	Strongly agree:	7
B)	Somewhat agree:	4
C)	Somewhat disagree:	2
D)	Strongly disagree:	1

Comments:

1. Remodeling is taking too long, the business behind us uses street parking regularly.
2. If the R-O use is located between a general commercial area (retail shops, large offices) and your neighborhood, do you think the R-O acts as a good transition?

A)	Agree:	7
B)	Somewhat Agree:	4
C)	Somewhat disagree:	2
D)	Strongly disagree:	1

Comments:

None

3. Have there been any concerns regarding the R-O's outdoor lighting?

A)	No problems:	12
B)	Occasionally:	1
C)	Frequently:	1

Comments:

1. Lights shine over fence at night and disturb a resident, but only when she is outside at night.
2. The security light of the business behind us is aimed at our house above their wall.

4. Have there been any concerns regarding the R-O use and noise?

- A) No problems: 10
- B) Occasionally: 3
- C) Frequently: 1

Comments:

1. Trash trucks come in the middle of the night to empty dumpsters.

5. Have there been any concerns regarding the R-O use and advertising signs or other types of signs ?

- A) No problems: 12
- B) Occasionally: 2
- C) Frequently: 2

Comments:

None.

6. Have there been any concerns regarding the R-O use and traffic?

- A) No problems: 10
- B) Occasionally: 3
- C) Frequently: 1

Comments:

1. The traffic will intensify in the future.

7. Have there been any concerns regarding the R-O use and parking?

- A) No problems: 9
- B) Occasionally: 2
- C) Frequently: 1

Comments:

1. We were told that the businesses had to provide their own parking spaces on their own property but they don't.

8. Has the R-O use been well maintained?

- A) Strongly agree: 6
- B) Somewhat agree: 4
- C) Somewhat disagree: 2
- D) Strongly disagree: 2

Comments:

1. The properties that are finished look great, the others don't.
2. The place was a major eyesore before new owners moved in, now it looks great.
3. All but the last two on Bethany Home Road.

9. Was the property in worse condition before the R-O development?

- |         |   |
|---------|---|
| A) Yes: | 8 |
| B) No:  | 6 |

Comments:

1. The ones that are better are much better, the ones that are worse are much worse.
2. The property was in better condition before the R-O development on the last two on Bethany Home Road.

10. Would there have been a better use for this property?

- |         |   |
|---------|---|
| A) Yes: | 7 |
| B) No:  | 6 |

Comments:

1. Maintain resident status.
2. It's a great concept, the problems are individual which are hard to address.
3. Probably been sold in bigger chunks and developed by those with more money and power.
4. One person didn't circle anything and just wrote "Don't really know."

11. Overall has R-O been an improvement to your neighborhood?

- |                       |   |
|-----------------------|---|
| A) Strongly agree:    | 7 |
| B) Somewhat agree:    | 5 |
| C) Strongly disagree: | 2 |

Comments:

1. Has not affected our neighborhood.
2. Considering I live on the same busy street I would have to say yes. Traffic, noise and dirt are a constant problem.

12. If you were to change the Phoenix Zoning Ordinance for better R-O development, what would your suggestions be?

Comments:

1. Allow it wherever possible.

2. The City should have an obligation to check up on the property and enforce the zoning laws for at least the first year after anyone buys this type of property.
3. Make owners put up a bond to make sure they upkeep their property (landscaping, fences, paint, etc.). Before new owners came in the place was a major eyesore, block walls cracked and falling over, trees dying, etc.
4. Make the permit process quicker.
5. Not allowing ponies in back yard.
6. The questions were difficult to answer, since we aren't real close to R-O and don't know much about it, except for a couple in the immediate vicinity.
7. I would be difficult for me to answer this question because I am not aware of the current R-O specifications. I just read the R-O provisions on the following page, I still need to give this further thought.

## Results from Survey of R-O Property Owners

1. Was the R-O zoning district the best rezoning choice with regard to the specific functions of your business operations?

- A) Agree: 6
- B) Somewhat agree:
- C) Somewhat disagree:
- D) Strongly disagree:

Comments:

- 1. The R-O zoning district was relatively new at the time.
- 2. Light office is ideal - low traffic counts into/out of office area.

2. If you are the original R-O owner, were the R-O requirements reasonable to apply to the actual development of your property?

- A) Agree: 3
- B) somewhat agree 1
- C) Somewhat disagree: 2
- D) Strongly disagree:

Comments:

- 1. Landscaping requirements seemed a little extreme at the time.
- 2. The City kept viewing our project as commercial, new construction.
- 3. The process to go through zoning and development review will reach one year July 10. As on June 16, I still don't have a remodel permit. I do not feel that any consideration has been given for existing site conditions. Every imaginable hoop to jump through has been imposed.

3. Do you think the R-O use serves as a good buffer between non-residential and residential developments?

- A) Agree: 6
- B) Somewhat agree:
- C) Somewhat disagree:
- D) Strongly disagree:

Comments:

- 1. Excellent, day-time and low-intensity use--in contrast to multi-family, denser development.

2. Absolutely! Many of my neighbors along Missouri are renters and they do not take very good care of the homes. I believe an R-O owner is a better neighbor than many tenants. We maintain our property and go home on the weekend.
  3. Projects are normally owner occupied for very small businesses (less than five employees) they are usually landscaped showing pride of ownership.
  4. I believe that the R-O zoning along major corridors will enhance these areas since the noise and traffic discourages major residential improvements. I will be exceeding the landscape requirements and since we are not noisy and do not work on off hours, we will be very good neighbors to the residences around us.
4. If you were to change the Zoning Ordinance for R-O, what would your suggestions be?

Comments:

1. Have parking requirements equal that of the business district - currently the requirements are too restrictive.
2. Determining whether or not a property is suitable for single family use is subjective. Busy streets are not a preferred location for residential use. Be more supportive within City Staff for these changes and eliminate single family suitability provision. Also, mid-block homes are good candidates for conversion too - not just fringe homes.
3. Provide ease of restrictions for instances where a conversion is taking place. Allow for expanded use, possibly with an added "use permit" for small shops, retail operations not likely to cause traffic hazards. Be more requirant of plans to embrace the reflective look/feel of the area with regard to design and specific textures (D.R. Considerations). Get the Village Committees more involved at the onset of a request. Instruct staff to not think of this a "restrictive C-O" which they do regularly, even calling R-O "just like commercial".
4. Building codes need to be a mix of residential (structural) and office (electrical). Continue parking in back. Allow some continuity in elevation, color and design. P.S. Tell City Planners to lighten up on their demands.
5. Don't treat the R-O property owner as the threat to the neighborhood. Recognize that many of us are not developers and are pouring our personal funds into our future office locations. The ordinance should help expedite the process and clearly define the process. In some areas I felt like I was developing a major new community due to the process.

# Attachment C

## Residential Office (R-O) Site Design Criteria

### 1. **Setbacks**

Front yard setback	20 feet
Rear yard setback (If adjacent to a 16 foot alley, measurement taken from alley centerline)	25 feet
Side yard setback	10 feet for new structures or in conformance with existing structures

### 2. **Landscaping**

Landscaping in front and side yards subject to Site Planning Division approval.

Minimum 3 foot wide landscape strip around the principal structure.

200 square feet of additional landscaping and solid fence or wall around rear yard or 5 feet of landscaped area for rear yard next to parking area.

200 square feet of additional landscaping, including 24-inch box shade trees between the wall and parking area. 20 feet on center and a masonry wall along interior property lines.

### 3. **Lot Coverage**

30% plus 10% for carport

### 4. **Parking Space Requirements**

1 parking space per 300 square feet building area – 24,000 square foot lot or greater

1 parking space per 250 square feet building area – 12,000 to 23,900 square feet lot

1 parking space per 200 square feet building area – 6,000 to 11,999 square feet

No parking in the front yard except for ingress or egress to allowable parking spaces

Street side yard used for access to allowable parking – 20 foot driveway aisle required with minimum five foot landscaping strip or screen wall on private property separating the driveway aisle from the street right-of-way

## 5. **Parking Space Size**

Accessible parking space: 19 feet by 11 feet, access aisle 5 feet – 1 accessible space per every 25 spaces

Standard parking space: 19 feet by 8 ½ feet

## 6. **Driveway Width**

For two way access, a minimum 30 foot driveway at the property line is required on major or collector streets for parking lots with less than 30 spaces

Driveways may taper to match aisle width on private property

One way driveway 16 feet

Parking aisle 24 feet (20 feet if no adjacent parking)

One way - 12 feet

On major streets the sharing of driveways between adjacent properties and common ingress/egress easements are strongly encouraged. Existing driveways that are unnecessary or substandard should be removed or upgraded in conjunction with any new on-site or street construction.

Driveways to corner lots should be located as far away from the intersection as is practical

The Driveway Ordinance prohibits access from commercial property to alleys which abut residential property.

# Attachment D

## 44TH STREET/CAMELBACK ROAD TO MCDOWELL ROAD PROPERTY DESIGN CHARACTERISTICS

SECTION/ PROPERTY #	CORRIDOR PLAN SPECIFIED LAND USE	LAND USE and ZONING	44th St SETBACK	ACREAGE	6' WALLS	DRIVEWAY LOCATION	ORIENTATION OF HOUSE
Camelback Rd. to Campbell Ave.							
1	O	Single Family\ R1-10	15'	.25		Calle Feliz, 44th Street	44th St.
2	SFL	Single Family\ R1-10	20'	.21		44th Street, Calle Feliz	Calle Feliz
3	SFL	Single Family\ R1-10	25'	.23		44th St.	44th St.
4	SFL	Single Family\ R1-10	25'	.27		44th St.	44th St.
5	SFL	Single Family\ R1-10	20'	.23		44th St.	44th St.
6	SFL	Single Family\ R1-10	27'	.22	Yes	Calle Redonda	Calle Redonda
7	SFL	Single Family\ R1-10	40'	.29		Calle Redonda	44th Street
8	SFL	Single Family\ R1-10	20'	.25		44th St.	44th St.
9	SFL	Single Family\ R1-10	20'	.24		44th St.	44th St.
10	O	Residential Office\ R-O	15'	.19	Yes	44th St.	44th St.
11	O	Single Family\ R1-10	10'	.2	Yes	Calle Feliz	Calle Feliz
12	SFL	Single Family\ R1-10	10'	.21	Yes	Calle Feliz	44th St.
13	SFL	Single Family\ R1-10	15'	.26		44th St.	44th St.

\*Acreage and setbacks are measured from aerials and subject to change.

SECTION/ PROPERTY #	CORRIDOR PLAN SPECIFIED LAND USE	LAND USE and ZONING	44th St SETBACK	ACREAGE	6' WALLS	DRIVEWAY LOCATION	ORIENTATION OF HOUSE
14	SFL	Single Family\ R1-10	15'	.26		44th St.	44th St.
15	SFL	Single Family\ R1-10	15'	.21		44th St.	44th St.
16	SFL	Single Family\ R1-10	15'	.25		44th St.	44th St.
17	SFL	Single Family\ R1-10	40'	.26		Calle Redonda	Calle Redonda
18		Single Family\ R1-6	5'	.17	Yes	Campbell Ave	Campbell Avenue
Campbell Ave. to Indian School Rd							
19	SFL	Single Family\ R1-6	25'	.19	Yes (fence)	Campbell Avenue	Campbell Avenue
20	SFL	Single Family\ R1-6	35'	.18		44th Street	44th Street
21	SFL	Single Family\ R1-6	25'	.18		44th Street	44th Street
22	SFL	Single Family\ R1-6	25'	.18		44th Street	44th Street
23	SFL	Single Family\ R1-6	25'	.18		44th Street	44th Street
24	SFL	Single Family\ R1-6	25'	.18		44th Street	44th Street
25	SFL	Single Family\ R1-6	25'	.19		Roma Avenue	Roma Avenue
26	SFL	Single Family\ R1-6	25'	.14		Roma Avenue	Roma Avenue
27	SFL	Single Family\ R1-6	15'	.21		Turney Ave., 44th Street	44th St.
28	SFL	Single Family\ R1-6	20'	.2	Yes (fence)	Turney Ave, 44th St.	Turney Ave., 44th St.
29	SFL	Single Family\ R1-6	15'	.2	Yes	Montecito Ave	Montecito Avenue

\*Acreage and setbacks are measured from aerials and subject to change.

SECTION/ PROPERTY #	CORRIDOR PLAN SPECIFIED LAND USE	LAND USE and ZONING	44th St SETBACK	ACREAGE	6' WALLS	DRIVEWAY LOCATION	ORIENTATION OF HOUSE
30	SFL	Single Family\ R1-6	20'	.2		Montecito Ave	Montecito Ave
31	SFL	Single Family\ R1-6	25'	.2		Glenrosa Ave, 44th Street	44th St.
32	SFL	Residential Office\ R-O	65'	.56		44th St.	44th St.
33	SFL	Residential Office\ R-O	25'	.4		44th Street	44th Street
34	SFL	Single Family\ R1-6	20'	.17		Campbell Ave	44th St.
35	SFL	Single Family\ R1-6	15'	.15		44th St.	44th St.
36	SFL	Single Family\ R1-6	20'	.15		44th St., Sells Drive	44th St.
37	SFL	Single Family\ R1-6	20'	.15		Sells Drive	44th St.
38	SFL	Single Family\ R1-6	20'	.15		44th St.	44th St.
39	SFL	Single Family\ R1-6	20'	.17		44th St.	44th St.
40	SFL	Single Family\ R1-6	15'	.17	Yes	Roma Avenue	44th St.
41	SFL	Single Family\ R1-6	15'	.18	Yes	Turney Ave.	Turney Avenue
42	SFL	Single Family\ R1-6	5'	.16	Yes	Turney Ave.	Turney Avenue
43	SFL	Single Family\ R1-6	15'	.16	Yes	Montecito Avenue	Montecito Avenue
44	SFL	Single Family\ R1-6	20'	.17	Yes	Montecito Avenue	Montecito Avenue
45	SFL	Single Family\ R1-6	15'	.17		Glenrosa Ave.	Glenrosa Avenue
46	SFL	Single Family\ R1-6	15'	.16		Glenrosa Ave.	Glenrosa Avenue
47	SFL	Single Family\ R1-6	20'	.14		44th St.	44th St.

\*Acreage and setbacks are measured from aerials and subject to change.

SECTION/ PROPERTY #	CORRIDOR PLAN SPECIFIED LAND USE	LAND USE and ZONING	44th St SETBACK	ACREAGE	6' WALLS	DRIVEWAY LOCATION	ORIENTATION OF HOUSE
48	SFL	Single Family\ R1-6	15'	.14		44th St.	44th St.
49	SFL	Single Family\ R1-6	20'	.14		44th St.	44th St.
50	SFL	Single Family\ R1-6	10'	.14		44th St.	44th St.
51	SFL	Single Family\ R1-6	15'	.13		44th St.	44th St.
52	SFL	Single Family\ R1-6	15'	.15		Devonshire Avenue	44th Street
52a	SFL	Single Family\ R1-6	30'	.67		Devonshire Avenue	Devonshire Avenue
53	R	Single Family\ R1-6	5'	.21		Monterosa St,	Monterosa Street
54	R	Single Family\ R1-6	5'	.22	Yes	Monterosa St,	Monterosa Street
Indian School Rd. to Osborn Rd.							
55	SFL	Single Family\ R1-6	35'	.35		44th Street	Indianola Avenue
56	SFL	Single Family\ R1-6	30'	.35		Indianola Avenue	Indianola Avenue
57	SFL	Single Family\ R1-6	40'	.35		Clarendon Avenue	Clarendon Avenue, 44th Street
58	SFL	Single Family\ R1-6	40'	.25		Clarendon Avenue	Clarendon Avenue
59	SFL	Single Family\ R1-6	25'	.24	Yes	Weldon Ave.	Weldon Avenue
60	SFL	Single Family\ R1-6	30'	.27	Yes (fence)	Whitton Ave.	Whitton Avenue
61	SFL	Single Family\ R1-6	10'	.23	Yes	Mitchell Drive	44th Street
62	SFL	Single Family\ R1-6	40'	.22	Yes	Mitchell Drive	44th Street

\*Acreage and setbacks are measured from aerials and subject to change.

SECTION/ PROPERTY #	CORRIDOR PLAN SPECIFIED LAND USE	LAND USE and ZONING	44th St SETBACK	ACREAGE	6' WALLS	DRIVEWAY LOCATION	ORIENTATION OF HOUSE
63	SFL	Single Family\ R1-10	15'	.36		Clarendon Avenue	Clarendon Avenue
64	SFL	Single Family\ R1-10	30'	.25	Yes	Clarendon Avenue	Clarendon Avenue
65	SFL	Single Family\ R1-10	20'	.25		44th Street	44th Street
66	SFL	Single Family\ R1-10	40'	.35		44th Street	44th Street
67	SFL	Single Family\ R1-10	25'	.22		44th Street	44th Street
68	SFL	Single Family\ R1-10	20'	.22		44th Street	44th Street
69	SFL	Single Family\ R1-6	30'	.22	Yes	Mitchell Drive	Mitchell Drive
70	R	Single Family\ R1-6	25'	.22	Yes	Mitchell Drive	Mitchell Drive
Osborn Rd. to Thomas Rd.							
71	SFL	Single Family\ R1-6	20'	.17		44th Street	44th Street
72	SFL	Single Family\ R1-6	20'	.16		44th Street	44th Street
73	SFL	Single Family\ R1-6	20'	.16		44th Street	44th Street
74	SFL	Single Family\ R1-6	25'	.16		44th Street	44th Street
75	SFL	Single Family\ R1-6	20'	.2		44th Street	44th Street
76	SFL	Single Family\ R1-6	45'	.4		Cherry Lynn Road	Cherry Lynn Road
77	SFL	Single Family\ R1-6	15'	.2		Cherry Lynn Road	Cherry Lynn Road
78	SFL	Single Family\ R1-6	20'	.21		Earll Drive	Earll Drive
79	SFL	Residential Office\ R-O	25'	.3	Yes	44th Street	Avalon Drive

\*Acreage and setbacks are measured from aerials and subject to change.

SECTION/ PROPERTY #	CORRIDOR PLAN SPECIFIED LAND USE	LAND USE and ZONING	44th St SETBACK	ACREAGE	6' WALLS	DRIVEWAY LOCATION	ORIENTATION OF HOUSE
80	SFL	Single Family\ R1-6	45'	.32		44th Street	44th Street
81	SFL	Residential Office\ R-O	40'	.32	Yes	44th Street	44th Street
82	SFL	Residential Office\ R-O	45'	.21	Yes	44th Street	44th Street
83	SFL	Single Family\ R1-10	30'	.35		Flower Street	Flower Street
84	SFL	Single Family\ R1-10	30'	.46		44th Street	44th Street
85	SFL	Single Family\ R1-10	35'	.45		44th Street	44th Street
86	SFL	Single Family\ R1-10	35'	.14		44th Street	44th Street
87	SFL	Single Family\ R1-10	25'	.38		Earll Drive, 44th Street	44th Street
88	SFL	Residential Office\ R-O	47'	.28		44th Street	44th Street
Thomas Rd. to Oak St.							
89	SFL	Single Family\ R1-6	5'	.24		Wilshire Dr.	Wilshire Drive
90	SFL	Single Family\ R1-6	10'	.3	Yes	Lewis Avenue	Lewis Avenue
91	SFL	Single Family\ R1-6	5'	.31	Yes	Lewis Avenue	Lewis Ave., 44th St.
92	SFL	Single Family\ R1-6	40'	.62	Yes	Vernon Ave.	Vernon Avenue
93	SFL	Single Family\ R1-6	5'	.35		Vernon Ave.	Vernon Avenue
94	SFL	Single Family\ R1-6	25'	.28	Yes	Oak Street	Oak Street
Oak St. to McDowell Rd.							
95	SFL	Single Family\ R-16	100'	1.25		44th Street	44th Street
95a	SFL	Vacant\ R1-6		.25			

\*Acreage and setbacks are measured from aerials and subject to change.

SECTION/ PROPERTY #	CORRIDOR PLAN SPECIFIED LAND USE	LAND USE and ZONING	44th St SETBACK	ACREAGE	6' WALLS	DRIVEWAY LOCATION	ORIENTATION OF HOUSE
96	SFL	Single Family\ R1-6	10'	.25		Hubbell Street	Hubbell Street
97	SFL	Single Family\ R1-6	30'	.25	Yes	Palm Lane	Palm Lane
98	MF	Single Family\ R1-6	15'	.21	Yes	44th Street	44th Street
99	SFL	Single Family\ R1-6	10'	.15	Yes	44th Street	44th Street
100	SFL	Single Family\ R1-6	10'	.14		44th Street	44th Street
101	SFL	Single Family\ R1-6	10'	.13		44th Street	44th Street
102	SFL	Single Family\ R1-6	15'	.13		44th Street	44th Street
103	SFL	Single Family\ R1-6	10'	.13		44th Street	44th Street
104	SFL	Single Family\ R1-6	15'	.13		44th Street	44th Street
105	SFL	Single Family\ R1-6	10'	.13		44th Street	44th Street
106	SFL	Single Family\ R1-6	15'	.15		44th Street, 44th Place	44th Street
107	SFL	Single Family\ R1-6	10'	.13		44th Street	44th Street
108	SFL	Single Family\ R1-6	15'	.16	Yes (Fence)	Almeria Road	44th Street
109	SFL	Single Family\ R1-6	25'	.17	Yes	Almeria Road	Almeria Road

\*Acreage and setbacks are measured from aerials and subject to change.

# Attachment E

## **44<sup>th</sup> Street from Camelback Road to McDowell Road Site Inventory Summary**

The attached *44<sup>th</sup> Street Potential Locations for R-O Development* table provides specific site information for each single family residential property along 44<sup>th</sup> Street between Camelback and McDowell Roads. Also, each property is identified on the attached maps. The building footprint, setback and property number corresponding to the table are labeled on the map. A summary of the table is provided below.

### ***Camelback Road to Campbell Avenue***

There are eighteen sites developed with single family homes in this area. All but one of the parcels is zoned R1-10. Parcel #18 is zoned R1-6. The lot sizes range from .17 to .4 acres. Five of the parcels have six foot walls. Eleven parcels have driveway access to 44<sup>th</sup> Street only. The other sites are accessible from side streets. The setbacks from 44<sup>th</sup> Street range from five to forty feet. Parcel #18 has the five foot setback. All of the lots were specified for single family low density housing in the Corridor Plan, except for parcels #10 and #11 which were designated as Office development. One of those designated Office is oriented toward a side street while the other is oriented and has its driveway on 44<sup>th</sup> Street.

### ***Campbell Avenue to Indian School Road***

There are thirty-five sites developed with single homes. Thirty-three of these are zoned R1-6 while two have recently been rezoned and converted to R-O use. The lot sizes range from .13 to .56 acres. Eight sites have 6 foot walls which serve as buffers from 44<sup>th</sup> Street. The driveways of fifteen parcels directly access 44<sup>th</sup> Street. Sixteen of the parcels access from side streets. The remaining four parcels have direct access onto 44<sup>th</sup> Street as well as access to the adjacent side streets. Twenty-one of the houses face 44<sup>th</sup> Street while fifteen of the parcels contain houses that face side streets. The home on parcel #28 faces the intersection of a side street and 44<sup>th</sup> Street. All but two of the parcels were designated for Single Family Low Density housing in the **44<sup>th</sup> Street Corridor Specific Plan**, #53 and #54 were designated as Retail property.

### ***Indian School Road to Osborn Road***

There are sixteen sites in this section with single family homes. Ten of these are zoned R1-6 and six are zoned R1-10. The lot sizes range from .22 to .36 acres. Six of the sites have six foot walls while one has a 6 foot fence as its buffer. The driveways of five of the parcels directly access 44<sup>th</sup> Street. The remaining eleven parcels access from side streets. Six of the houses are oriented towards 44<sup>th</sup> Street and the other ten face side streets. Fifteen of these lots were designated Single Family Low Density housing in the **44<sup>th</sup> Street Corridor Specific Plan**. This plan designated parcel #70 as Retail.

***Osborn Road to Thomas Road***

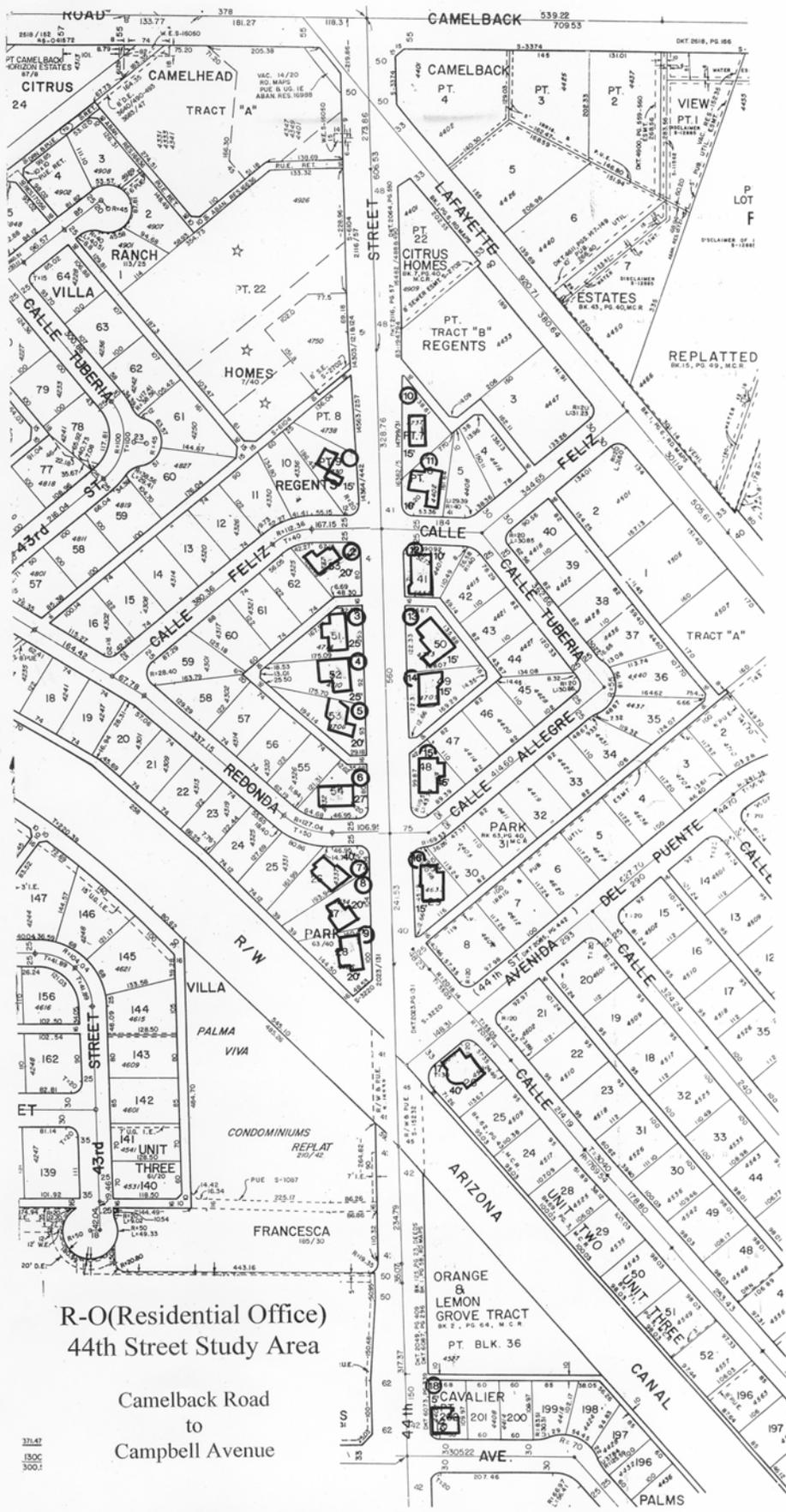
The eighteen sites in this section are developed with single family houses. Nine of these are zoned R1-6 and five are zoned R1-10. The remaining four sites are zoned R-O. The lot sizes range from .16 to .46 acres. Three of the sites have six foot walls. The driveways of thirteen of the parcels directly access 44<sup>th</sup> Street. Five sites have access from side streets. Parcel #87 has direct access to 44<sup>th</sup> Street and side street access to 44<sup>th</sup> Street. Thirteen of the houses face 44<sup>th</sup> Street while five face a side street adjacent to 44<sup>th</sup> Street. All of the houses in this section were designated as Single Family Low Density housing in the **44<sup>th</sup> Street Corridor Specific Plan**.

***Thomas Road to Oak Street***

There are only six houses in this section that have single family houses. All of these houses are zoned R1-6. The lot sizes range from .24 to .35 acres. The six houses are oriented to side streets and have driveway access from the side street. Two of the houses have no setback from 44<sup>th</sup> Street and these houses are also the only two of the six that don't have six foot walls. All of these houses were designated as Single Family Low Density housing in the **44<sup>th</sup> Street Corridor Specific Plan**.

***Oak Street to McDowell Road***

The fifteen sites in this section are developed with single family houses. #95a, which is a sixteenth site, is zoned single family R1-6 but is a vacant lot. The houses are all zoned R1-6. The lot sizes range from .13 to 1.25 acres. Ten of the fifteen houses directly access 44<sup>th</sup> Street while the remaining five have access to side streets. Eleven houses are oriented to 44<sup>th</sup> Street and four are oriented to side streets. Five of the houses have six foot walls and one has a six foot fences. All of the parcels were specified as Single Family Low Density by the **44<sup>th</sup> Street Corridor Specific Plan**, except #98, which was specified as Multi-Family.

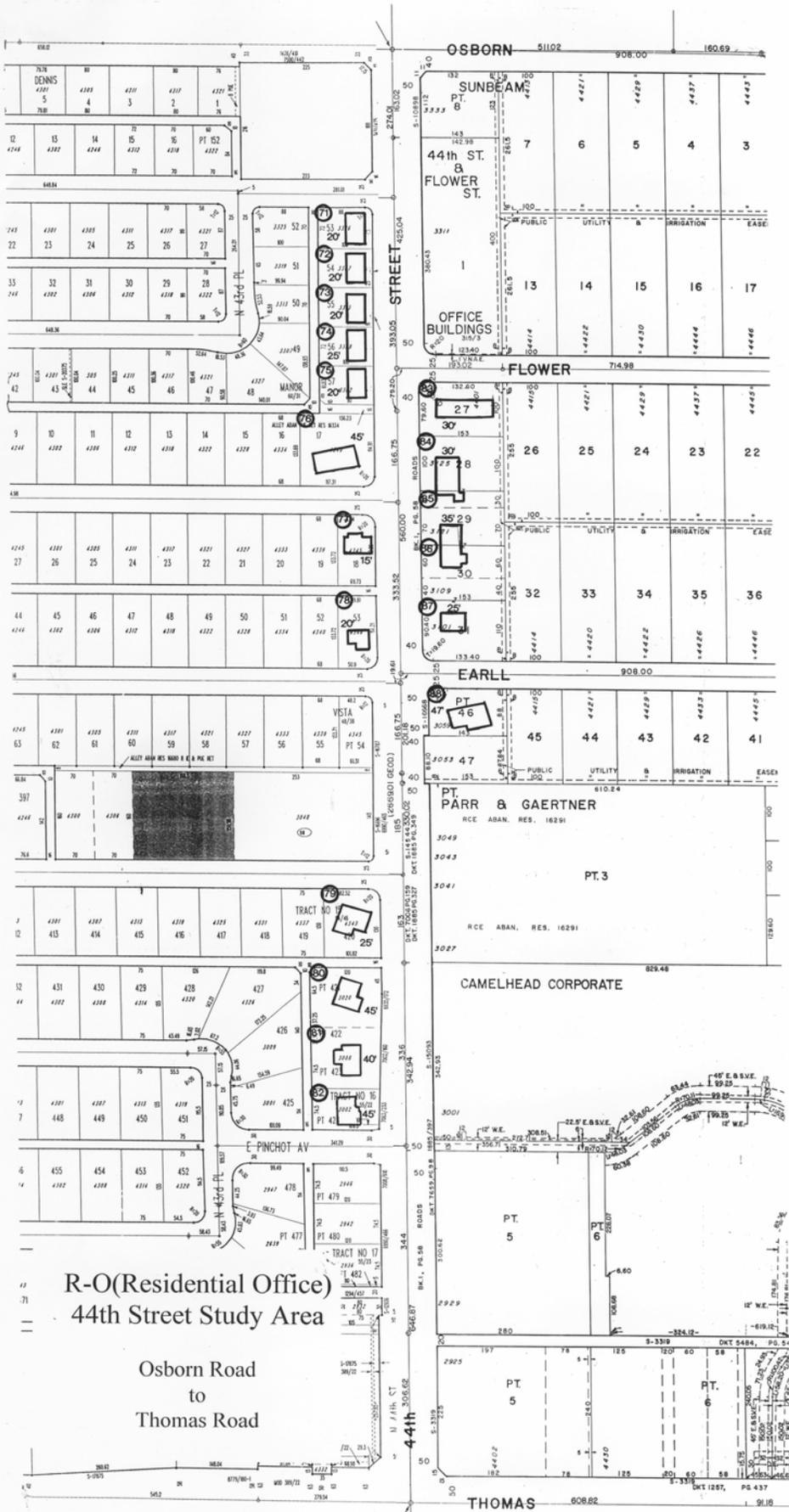


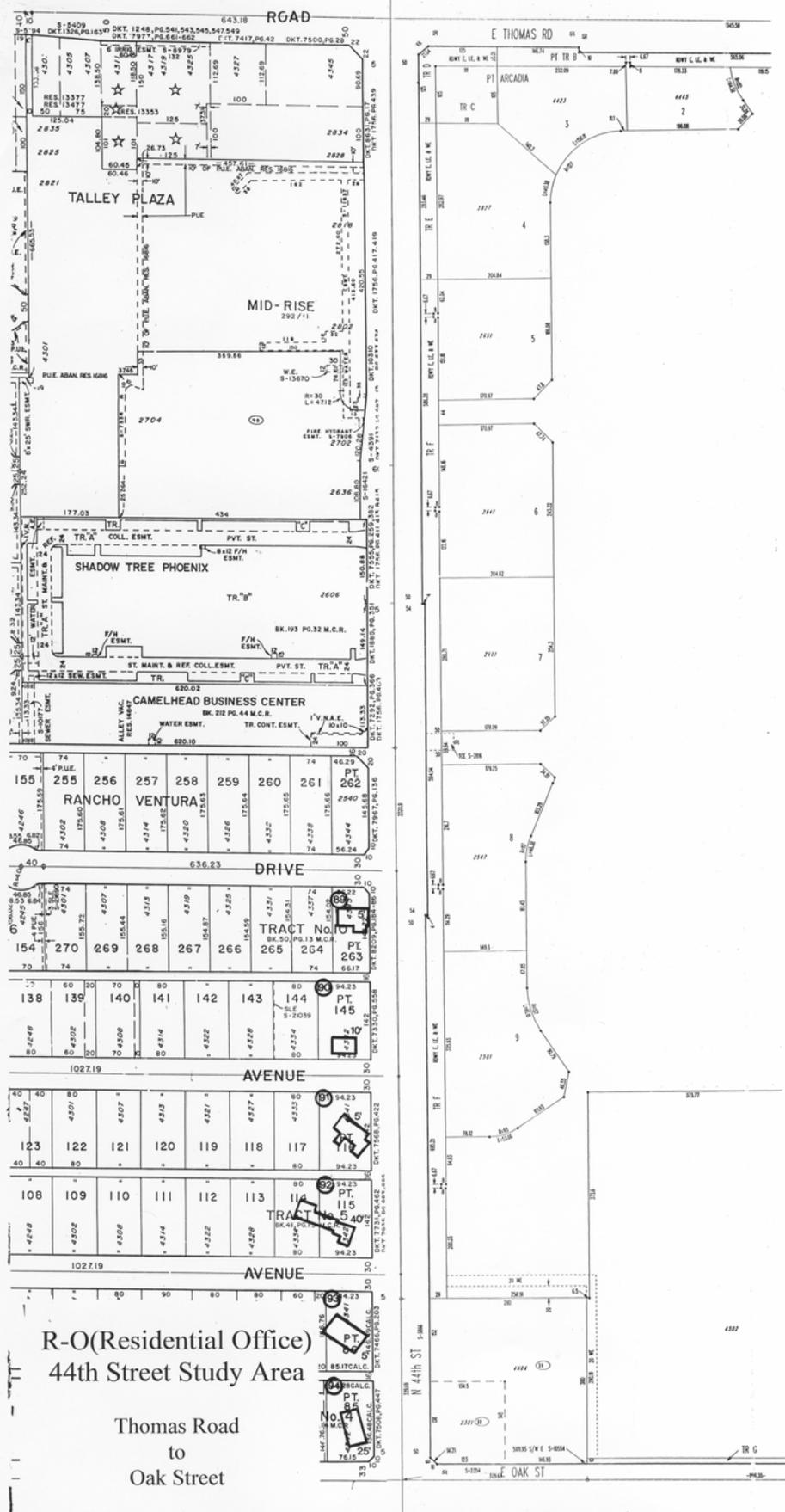
R-O(Residential Office)  
44th Street Study Area

Camelback Road  
to  
Campbell Avenue









R-O(Residential Office)  
44th Street Study Area

Thomas Road  
to  
Oak Street



**44th Street Potential Locations  
for R-O Development\***

<b>Street Section</b>	<b>Site #</b>	<b>Site Design Level to Accommodate R-O**</b>	<b>Rationale</b>
<b>Camelback to Campbell</b>	1	3	Doesn't work due to lot configuration.
	2	3	Location of structure would impact neighborhood.
	3-5	2	Will work if one parcel used for parking.
	6	3	Lot too small, structure in center of site, no room for parking.
	7	3	Park poor access to 44th Street and parcel setback in neighborhood.
	8-9	2	Possible variance for three parking spaces but overall can work with both properties.
	10	R-O developed	
	11	3	Poor access from 44th Street and no room for parking area.
	12	3	Difficult to fit the number of parking spaces.
	13-14	3	Difficult to fit the number of parking spaces.
	15	3	Home size and location on parcel makes it difficult to provide parking area.
	16	3	Number of parking spaces difficult to provide.
	17	3	Home located within neighborhood.
	18	1	Possible to fit parking on north side of site.
<b>Campbell Ave. to Indian School Rd.</b>	19-25	1	Preservation of residential as part of unique Palm Grove area.
	26	3	Would impact due to lot depth.

\*This table is the result of a conceptual analysis of each site using aerials. Estimates of building square footage and distance from property boundaries were used for R-O site design calculations.

\*\*See page E-13 of Table for a description of the site design levels.

**44th Street Potential Locations  
for R-O Development\***

<b>Street Section</b>	<b>Site #</b>	<b>Site Design Level to Accommodate R-O**</b>	<b>Rationale</b>
	27	1	Adequate site accommodating parking and driveway.
	28	3	Size of house at location on lot does not adequately accommodate parking.
	29	3	Size of house at location on lot does not adequately accommodate parking.
	30	3	Size of house at location on lot does not adequately accommodate parking.
	31	3	Size of house at location on lot does not adequately accommodate parking.
	32	R-O developed	
	33	R-O developed	
	34	1	Needs variance for driveway on local street, can accommodate parking, Campbell Ave. has signalized light.
	35-36	3	Not enough area for parking spaces and aisles.
	37-39	2	Removal of one home to accommodate parking needs.
	40-43	3	Inadequate parking areas.
	44	1	Driveway and parking located at south end of property.
	45	3	Too tight to fit parking.
	46-52	2	Could accommodate with one-way driveways and elimination of two homes.
	52a	1	Too large for R-O develop half as R-O along 44th Street and residential east of R-O.

**\*This table is the result of a conceptual analysis of each site using aerials. Estimates of building square footage and distance from property boundaries were used for R-O site design calculations.**

**\*\*See page E-13 of Table for a description of the site design levels.**

**44th Street Potential Locations  
for R-O Development\***

<b>Street Section</b>	<b>Site #</b>	<b>Site Design Level to Accommodate R-O**</b>	<b>Rationale</b>
	53	1	Parking area works on south side of property.
	54	1	Parking area on south side of property.
<b>Indian School to Osborn Rd.</b>	55	3	Structure too large for site to accommodate necessary parking.
	56	1	Parking located on south side of site.
	57	3	House orientation makes it difficult to provide adequate parking area.
	58	3	House orientation makes it difficult to provide adequate parking area.
	59	3	Structure too large for site to accommodate necessary parking.
	60	3	Structure too large for site to accommodate necessary parking
	61	3	House orientation makes it difficult to accommodate parking area.
	62	3	Structure too large for site to accommodate necessary parking
	63	1	Parking and driveway area to be located primarily on north side of property.
	64	3	House location on site makes it difficult to accommodate parking area and driveway from 44th Street.
	65-68	2	Lot size of 66 and east side of 65 accommodates parking needs for all four sites.
	69	3	Ten spaces can't be adequately accommodated.
	70	1	Sufficient room at south end of parcel for parking.

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**44th Street Potential Locations  
for R-O Development\***

<b>Street Section</b>	<b>Site #</b>	<b>Site Design Level to Accommodate R-O**</b>	<b>Rationale</b>
<b>Osborn Rd. to Thomas Rd.</b>	71-75	2	Possible variance for five parking spaces otherwise eliminate one house for parking area.
	76	1	Large parcel and house is located at south end of property.
	77	1	Small house and large lot area.
	78	1	Small house and large lot area.
	79	R-O developed	
	80	1	Surrounded by R-O.
	81	R-O developed	
	82	R-O developed	
	83	3	No adequate area for parking.
	84-87	1	Large backyards for parking area.
	88	R-O developed	
<b>Thomas Rd. to Oak</b>	89	1	Small house and large lot can accommodate R-O site criteria.
	90	1	Small house and large lot parking area north of home.
	91	3	House located in middle of lot.
	92	3	House covers two lots, too deep into neighborhood.
	93	3	Home in middle of lot and lot too small.
	94	3	Home in middle of lot and lot too small.
<b>Oak to McDowell</b>	95	1	Better future use of site is C-O due to parcel size and location.
	95a	1	Vacant site
	96	3	Can't accommodate required parking.

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\*\*See page E-13 of Table for a description of the site design levels.

**44th Street Potential Locations  
for R-O Development\***

<b>Street Section</b>	<b>Site #</b>	<b>Site Design Level to Accommodate R-O**</b>	<b>Rationale</b>
	97	3	Can't accommodate required parking.
	98	1	Accommodates parking are on south side of site.
	99-105	2	Need to eliminate two homes to accommodate parking requirements.
	106	3	House covers large of property.
	107	3	House covers large of property.
	108	3	Parking area next to residential.
	109	3	Large house in middle of lot and a small lot.

**Level 1 - Stand Alone Sites:** Provide adequate parking, lot size, setback and orientation to 44th Street, to accommodate singular development of R-O on that site along.

**Level 2 - Combination/Group Sites:** Consolidation of two or more properties would be necessary for R-O development, including the removal of structures to accommodate driveways and parking.

**Level 3 - Site Not Feasible:** Based on relationship to interior of neighborhood, orientation to 44th Street, and lot size, these sites are not feasible for R-O development either standing alone or in conjunction with adjacent sites.

**\*This table is the result of a conceptual analysis of each site using aerials. Estimates of building square footage and distance from property boundaries were used for R-O site design calculations.  
\*\*See page E-13 of Table for a description of the site design levels.**