

Chapter 2.3 – City Center District (C-C)

Sections:

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2.3.3 – Building Setbacks

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2.3.9 – Pedestrian and Transit Amenities

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2.3.1 – Purpose

A city goal is to strengthen the City Center District as the “heart” of the community and as the logical place for people to gather and create a business center. The District is intended to support this goal through elements of design and appropriate mixed-use development. This Chapter provides standards for the orderly development and improvement of the City Center District based on the following principles:

- Efficient use of land and urban services;
- A mixture of land uses to encourage walking as an alternative to driving, and providing more employment and housing options;
- City Center District provides both formal and informal community gathering places;
- There are distinct storefront characteristics that identify the City Center District;
- The City Center District is connected to neighborhoods and other employment areas;
- Provide visitor accommodations and tourism amenities;
- Transit-oriented development reduces reliance on the automobile and reduces parking needs in the City Center District;

2.3.2 – Permitted Land Uses

A. Permitted Uses. The land uses listed in Table 2.3.2.A are permitted in the City Center District, subject to the provisions of this Chapter. Only land uses which are specifically listed in Table 2.3.2.A, and land uses which are approved as “similar” to those in Table 2.3.2, may be permitted. The land uses identified with a “CUP” in Table 2.3.2.A require a Conditional Use Permit approval prior to development or a change in use.

B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the Interpretation Procedures.

**Table 2.3.2.A
Land Uses and Building Types Permitted in the City Center District**

| | | |
|--|---|---|
| <p>1. Residential*:</p> <ul style="list-style-type: none"> a. Single-family attached townhouses b. Three-Family housing (triplex) c. Multi-family housing d. Residential care homes and facilities e. Family daycare (12 or fewer children) g. Mixed-use development (housing & other permitted use)* <p>2. Bed & breakfast inns</p> | <p>3. Public and Institutional*:</p> <ul style="list-style-type: none"> a. Churches and places of worship b. Clubs, lodges, similar uses c. Government offices and facilities (administration, public safety, transportation, utilities, and similar uses) d. Libraries, museums, community centers, concert halls and similar uses e. Public parking lots and garages f. Private utilities g. Public parks and recreational facilities h. Schools (public and private) i. Special district facilities j. Uses similar to those listed above [subject to CUP requirements, as applicable] <p>4. Accessory Uses and Structures*</p> <p>5. Cottage Industrial*: “Light manufacture” (e.g., small-scale crafts, electronic equipment, bakery, furniture, similar goods when in conjunction with retail)</p> | <p>6. Commercial:</p> <ul style="list-style-type: none"> a. Retail trade and services, except auto-oriented uses b. Entertainment (e.g., theaters, clubs, amusement uses) c. Hotels/motels d. Medical and dental offices, clinics and laboratories e. Mixed-use development (housing & other permitted use)* f. Office uses g. Personal and professional services (e.g., child care center, catering/food services, restaurants, Laundromats and drycleaners, barber shops and salons, banks and financial institutions, and similar uses) h. Repair services must be enclosed within a building [subject to CUP requirements, as applicable] j. Uses similar to those listed above [may be subject to CUP requirements, as applicable] |
| <p>Uses marked with an asterisk (*) are subject to the standards in Chapter 2.3.10 – Special Standards for Certain Uses.</p> | | |

Table 2.3.2.B

Land Uses Prohibited in the City Center District

Only uses specifically listed in Table 2.2.2, and uses similar to those in Table 2.2.2, are permitted in the City Center District. [The following uses are expressly prohibited: Major industrial uses; and automobile-oriented uses including auto sales, auto repair, and drive-up, drive-in and drive-through facilities, as defined in Chapter 2.3.10 – Special Standards for Certain Uses, Section E]

2.3.3 – Building Setbacks

In the City Center District, buildings are placed close to the street to create a vibrant pedestrian environment, to slow traffic down, provide a storefront character to the street, and encourage walking. The setback standards are flexible to encourage public spaces between sidewalks and building entrances (e.g., extra-wide sidewalks, plazas, squares, outdoor dining areas, and pocket parks). The standards also encourage the formation of solid blocks of commercial and mixed-use buildings for a walkable City Center District.

Building setbacks are measured from the foundation to the respective property line. Setbacks for porches are measured from the edge of the deck or porch to the property line. The setback standards, as listed on the following page, apply to primary structures as well as accessory structures. The standards may be modified only by approval of a Variance.

A. Front Yard Setbacks.

1. **Minimum Setback.** There is no minimum front yard setback required.
2. **Maximum Setback.** The maximum allowable front yard setback is 10 feet. The setback standard may be increased when a usable public space with pedestrian amenities (e.g., extra-wide sidewalk, plaza, pocket park, outdoor dining area or town square with seating) is provided between the building and front property line. (See also Chapter 2.3.9 – Pedestrian and Transit Amenities, and Chapter 2.3.8 – Architectural Guidelines and Standards for related building entrance standards.)

B. Rear Yard Setbacks.

1. **Minimum Setback.** There is no minimum rear-yard setback for structures except for alley-access lots (distance from building to rear property line or alley easement) in order to provide space for parallel parking.
2. **Through-Lots.** For buildings on through-lots (lots with front and rear frontage onto a street), the front yard setbacks in “A” shall apply.

C. Side Yard Setbacks. There is no minimum side yard setback required, except that buildings shall conform to the vision clearance standards and the applicable fire and building codes for attached structures, fire walls, and related requirements.

D. Buffer Setbacks. All buildings are subject to buffer requirements when commercial zoning is adjacent to residential zoning.

2.3.4 – Lot Coverage

There is no maximum lot coverage requirement, except that compliance with other sections of this code may preclude full (100 percent) lot coverage for some land uses.

2.3.5 – Open Space

A. General

1. Common open spaces shall be designed to accommodate a variety of activities and users ranging from active play by children to passive contemplation by adults, but shall generally be able to accommodate a variety of uses.
2. They shall be pedestrian-friendly, with amenities such as benches, water fountains, landscaping, and ornamental lighting.
3. Common open spaces shall be built and landscaped by the developer.

B. Open Space Location

1. Common open spaces shall be located within walking distance of all those living, working and shopping in the City Center district.
2. Common open spaces shall be easily and safely accessed by pedestrians and bicyclists.
3. For security purposes, common open spaces shall be visible from nearby residences, stores, or offices.
4. Common open space shall be located within all residential and all mixed-use areas with four or more dwelling units, as well as all non-residential areas on sites exceeding one-half acre. Alternatively, common open space for a development may be located within 300 feet of the development. However, if common open space for a residential development is located off-site, users shall not be required to cross an arterial street to access the site.
5. Common open space in a residential development shall be located so that windows from the living areas (kitchens, family rooms, living rooms but not bedrooms or bathrooms) of a minimum of four residences face onto the common open space.

C. Open Space Amount & Size

1. All residential and mixed-use development shall be required to reserve, improve, and establish commitments to maintaining common open space.
2. Common open spaces shall have a minimum dimension of 20 linear feet.
3. For three or four-plex, and townhouse units: 100 square feet of common open space shall be provided for each residential dwelling.
4. For multi-family projects larger than 20 units: 75 square feet of common openspace shall be provided for each dwelling.
5. Common open space in a mixed-use and non-residential development shall equal at least two percent of the development's site area.

D. Open Space Design

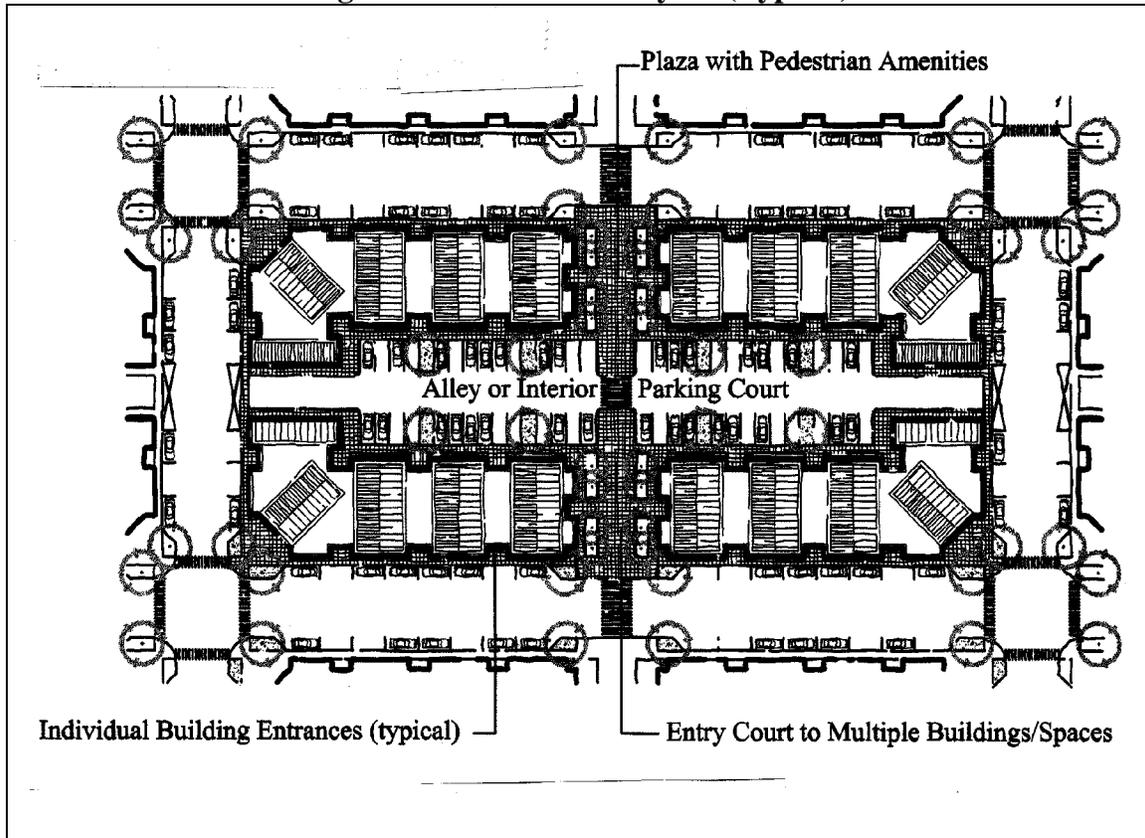
1. Common open spaces shall include at least two of the following improvements:
 - a. benches for seating;
 - b. public art such as a statue;

- c. a water feature such as a fountain;
 - d. a children's play structure;
 - e. a gazebo;
 - f. picnic tables;
 - g. gardens;
 - h. an indoor or outdoor sports court for one or more of the following: tennis, basketball, volleyball, badminton, racquetball, and handball/paddleball
2. Residential developments that may house children shall provide at least one common open space with a children's play structure.
 3. For security purposes, all common open spaces shall be adequately illuminated and shielded during hours of darkness. Landscaping shall be designed and maintained to avoid security risks.

2.3.6 – Block Layout and Building Orientation

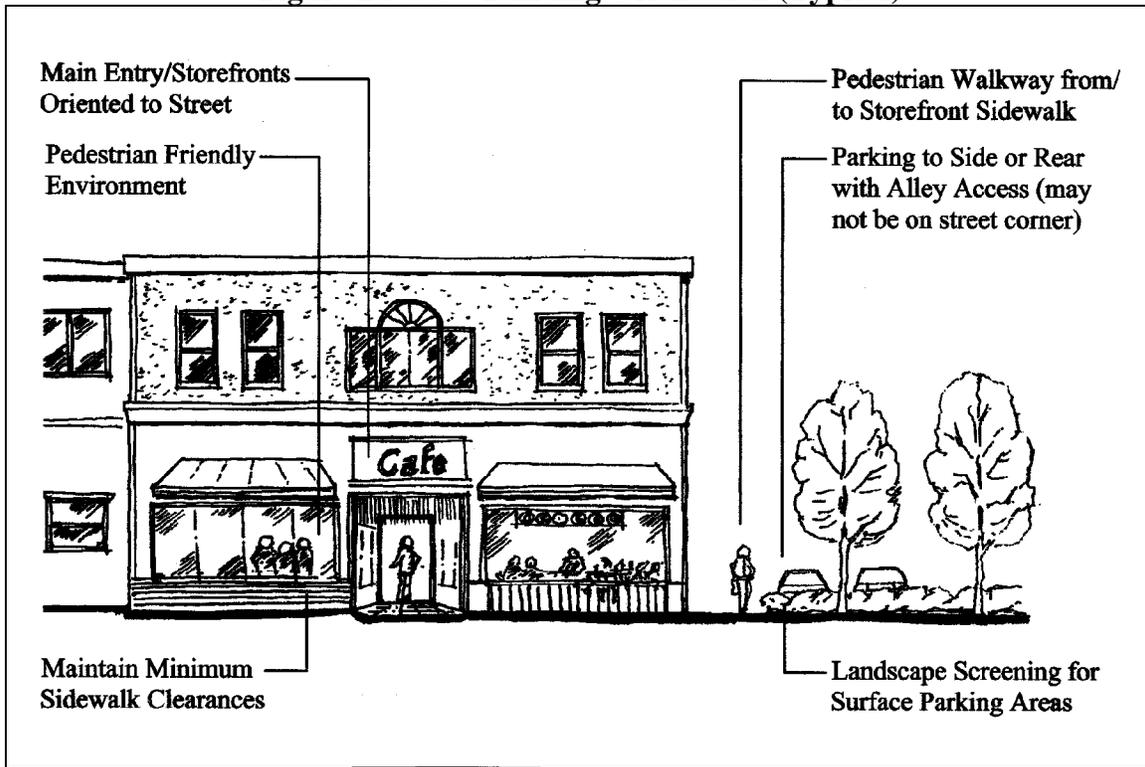
This Section is intended to promote the walkable, storefront character of the City Center District by forming short blocks and orienting (placing or locating) buildings close to streets. Placing buildings close to the street also slows traffic down and provides more “eyes on the street”, increasing the safety of public spaces. The standards, as listed on the following page and illustrated above, compliment the front yard setback standards in Chapter 2.3.3 – Building Setbacks.

Figure 2.3.6.A – Block Layout (Typical)



- A. **Block Layout Standard.** New land divisions and developments, which are subject to Site Design Review, shall be configured to provide an alley or interior parking court, as shown above. Blocks (areas bound by public street right-of-way) shall have a length not exceeding 200 feet, and a depth not exceeding 200 feet. Pedestrian pathways shall be provided from the street right-of-way to interior parking courts between buildings, as necessary to ensure reasonably safe, direct, and convenient access to building entrances and offstreet parking.
- B. **Provide usable pedestrian space.** Pedestrian space means a plaza or extra-wide pathway/sidewalk near one or more building entrances. Each development provides street trees or planters, space for outdoor seating, canopies or awnings, and on-street parking (in selected areas) to improve the pedestrian environment along internal private drives.

Figure 2.3.6.C – Building Orientation (Typical)



C. Building Orientation Standard. All new development shall be oriented to a street. The building orientation standard is met when all of the following criteria are met:

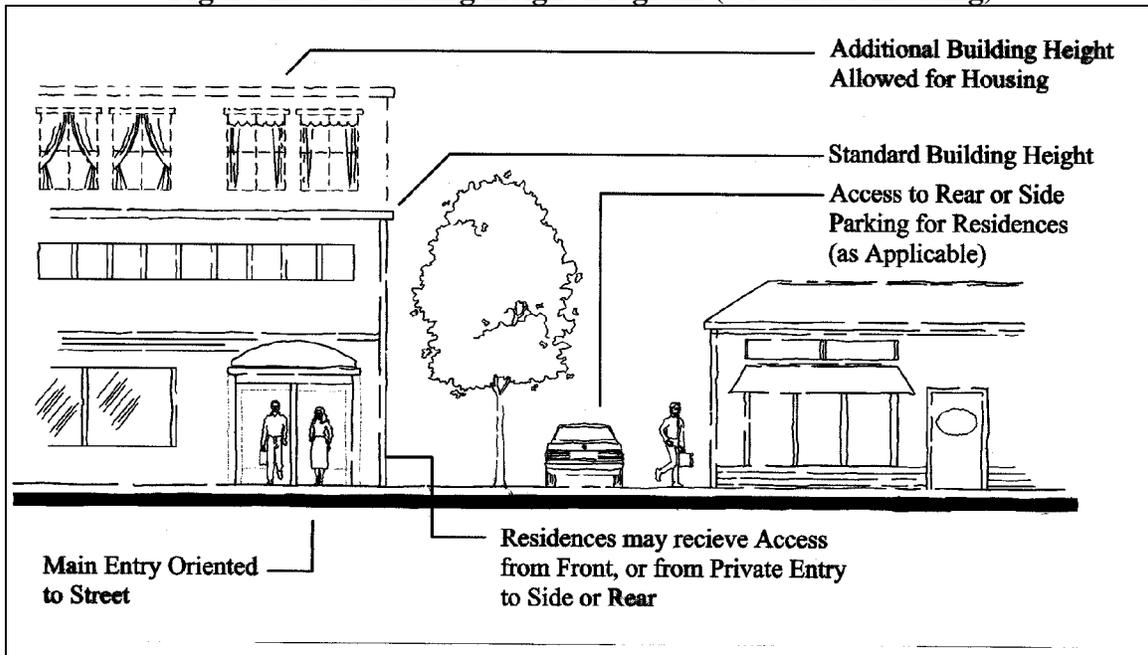
1. The minimum and maximum setback standards in Chapter 2.3.3 – Building Setbacks are met;
2. Buildings have their primary entrances oriented to (facing) the street. Building entrances may include entrances to individual units, lobby entrances, entrances oriented to pedestrian plazas, or breezeway/courtyard entrances (i.e., to a cluster of units or commercial spaces). Alternatively, a building may have its entrance facing a side yard when a direct pedestrian walkway not exceeding 15 feet in length is provided between the building entrance and the street right-of-way.
3. Off-street parking, driveways or other vehicular circulation shall not be placed between a building and the street. On corner lots, buildings and their entrances shall be oriented to the street corner, as shown above; parking, driveways and other vehicle areas shall be prohibited between buildings and street corners.

D. Variances. The standards of this Section shall not be changed through a Variance unless to address topographic or other environmental and physical constraints.

2.3.7 – Building Height

All buildings in the City Center District shall comply with the following building height standards. The standards are intended to allow for development of appropriately scaled buildings with a storefront character:

Figure 2.3.7 - Building Height Diagram (Credit for Housing)

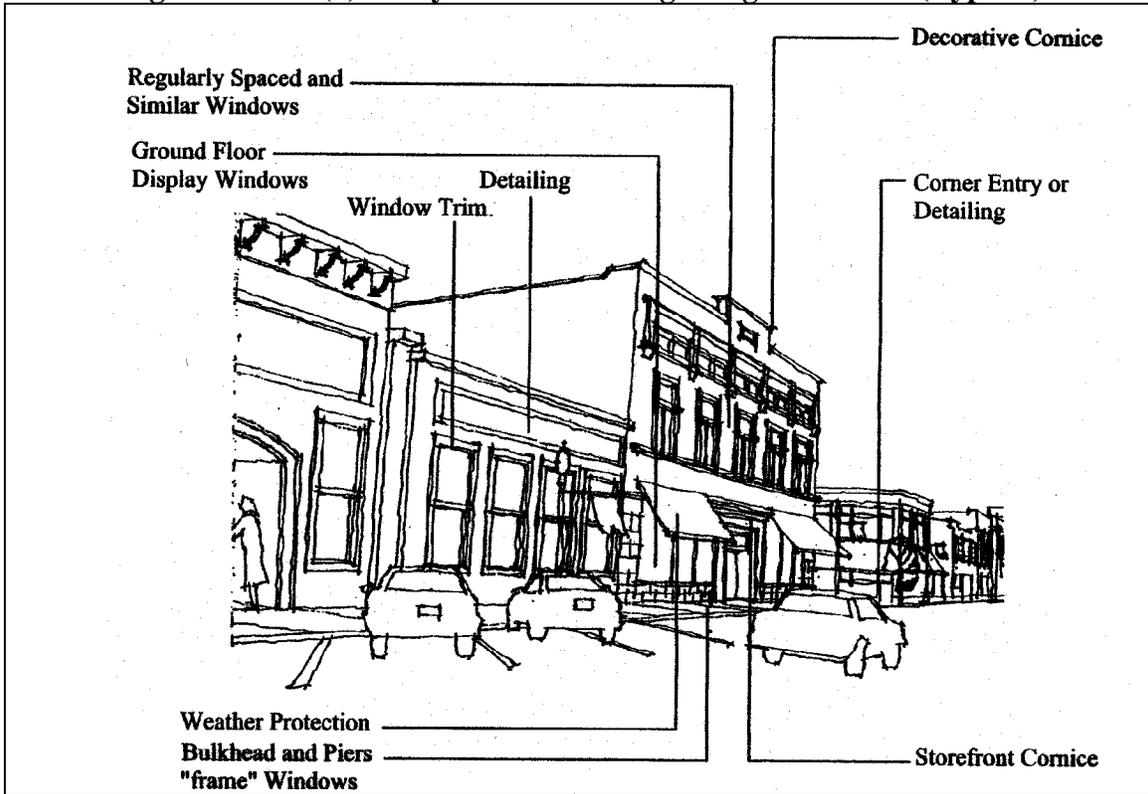


- A. Maximum Height.** Buildings shall be no more than three stories or 35 feet in height, whichever is greater. The maximum height may be increased by 10 feet when housing is provided above the ground floor (“vertical mixed-use”), as shown above. The building height increase for housing shall apply only to that portion of the building that contains housing.
- B. Method of Measurement.** Building height is measured as measured in accordance with the definition of “Height of Building” in Chapter 1.3 – Definitions. Not included in the maximum height are: chimneys, bell towers, steeples, roof equipment, flag poles, and similar features that are not for human occupancy.

2.3.8 – Architectural Guidelines and Standards

- A. Purpose and Applicability.** The City Center architectural guideline standards are intended to provide detailed, human-scale design, while affording flexibility to use a variety of building styles. This Section applies to all subject to Site Design Review.
- B. Guidelines and Standards.** Each of the following standards shall be met. An architectural feature used to comply with one standard may be used to comply with another standard.

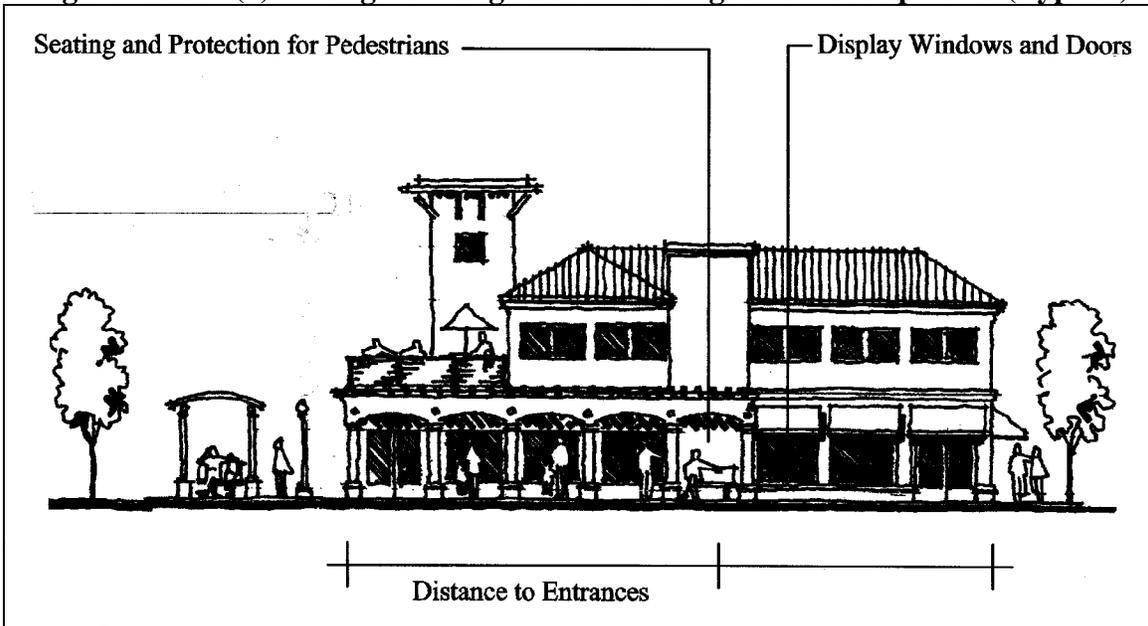
Figure 2.3.8.B (1) – City Center Building Design Elements (Typical)



1. Detailed Storefront Design. All buildings shall contribute to the storefront character and visual relatedness of City Center buildings. This criterion is met by providing all of the architectural features listed in a-e, below, along the front building elevation (i.e., facing the street), as applicable. (Note: the example shown above is meant to illustrate required building design elements, and should not be interpreted as a required architectural style.)
 - a. Corner building entrances on corner lots shall be located away from the corner, the building corner shall be beveled or incorporate other detailing to reduce the angular appearance of the building at the street corner.
 - b. Regularly spaced and similar-shaped windows with window hoods or trim (all building stories).
 - c. Large display windows on the ground floor (non-residential uses only). Display windows shall be framed by bulkheads, piers, and a storefront cornice (e.g., separates ground-floor from second story, as shown above).
 - d. Decorative cornice at top of building (flat roof); or eaves provided with pitched roof.
2. Fencing. In addition to complying with the fencing requirements in Chapter 3.3.5 – Fences and Walls, fencing in the City Center District shall meet the following standards:
 - a. Fencing shall be decorative wooden, PVC, or ornamental metal fencing of a single unified design that compliments the architectural character of the City Center District.
 - b. Fencing along a street frontage and within 20 feet of a sidewalk or other pedestrian accessway shall not exceed three feet in height.

- c. Fencing that blocks pedestrian access to required open space, pedestrian space, or pedestrian and transit amenities is prohibited in the City Center District.
- 3. Design of Large-Scale Buildings and Developments. The standards in subsection “c,” below, shall apply to “Large-Scale Buildings and Developments,” as defined in a-b:
 - a. Buildings with greater than 20,000 square feet of enclosed ground-floor space. Multi-tenant buildings shall be counted as the sum of all tenant spaces within the same building shell; and
 - b. Multiple-building developments with a combined ground-floor space (enclosed) greater than 40,000 square feet (e.g., shopping centers, public/institutional campuses, and similar developments).
 - c. All large-scale buildings and developments, as defined in a-b, shall provide human-scale design by conforming to all of the following criteria:
 - (1) Incorporate changes in building direction (i.e., articulation), and divide large masses into varying heights and sizes, as shown above. Such changes may include building offsets; projections; changes in elevation or horizontal direction; sheltering roofs; terraces; a distinct pattern of divisions in surface materials; and use of windows, screening trees; small-scale lighting (e.g., wall-mounted lighting, or up-lighting); and similar features. (Note: the example shown below is meant to illustrate examples of these building design elements, and should not be interpreted as a required architectural style.)

Figure 2.3.8.B (2) – Design of Large-Scale Buildings and Developments (Typical)

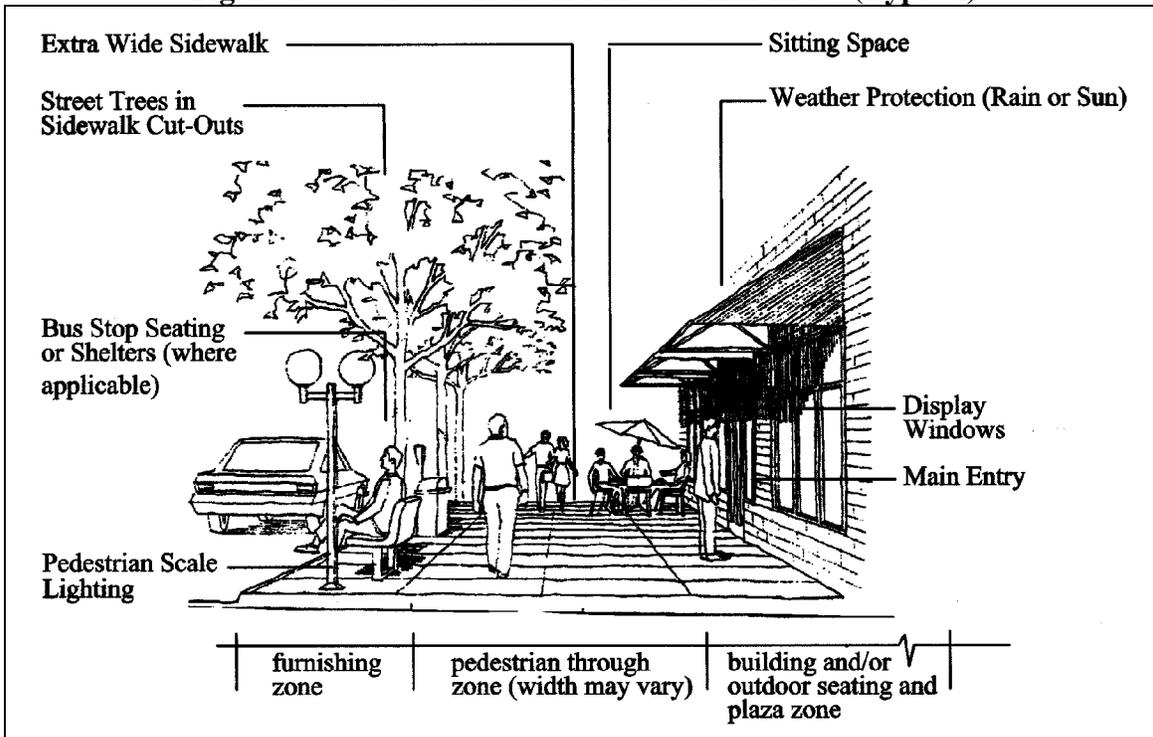


- (2) Every building elevation adjacent to a street with a horizontal dimension of more than 100 feet, as measured from end-wall to end-wall, shall have a building entrance; except that buildings elevations that are unable to provide an entrance due to the internal function of the building space (e.g., mechanical equipment, areas where the public or employees are not received, etc.) may not be required to meet this standard. Pathways shall connect all entrances to the street right-of-way.

2.3.9 – Pedestrian and Transit Amenities

- A. Purpose and Applicability. This Section is intended to complement the building orientation standards in Chapter 2.3.6 – Block Layout and Building Orientation and the street standards in Chapter 3.2 – Access and Circulation, by providing comfortable and inviting pedestrian spaces within the City Center District. Pedestrian amenities serve as informal gathering places for socializing, resting, and enjoyment of the City’s downtown and contribute to a walkable district. This Section applies to all buildings subject to Site Design Review.
- B. Guidelines and Standards. Every development shall provide two or more of the “pedestrian amenities” listed below, and illustrated below. [Note: the example shown below is meant to illustrate examples of pedestrian amenities. Other types of amenities and designs may be used.] Pedestrian amenities may be provided within a public right-of-way when approved by the applicable jurisdiction.
1. A plaza, courtyard, square, or extra-wide sidewalk next to the building entrance (minimum width of eight feet);
 2. Sitting space (i.e., dining area, benches or ledges between the building entrance and sidewalk (minimum of 16 inches in height and 30 inches in width));
 3. Building canopy, awning, pergola, or similar weather protection (minimum projection of four feet over a sidewalk or other pedestrian space).
 4. Public art that incorporates seating (e.g., fountain, sculpture, etc.).
 5. Transit-oriented development (TOD), such as a bus shelter or pullout, shall be designed in accordance with the guidelines established in the City’s Transportation Plan and the Regional Transportation Plan.

Figure 2.3.9 – Pedestrian and Transit Amenities (Typical)



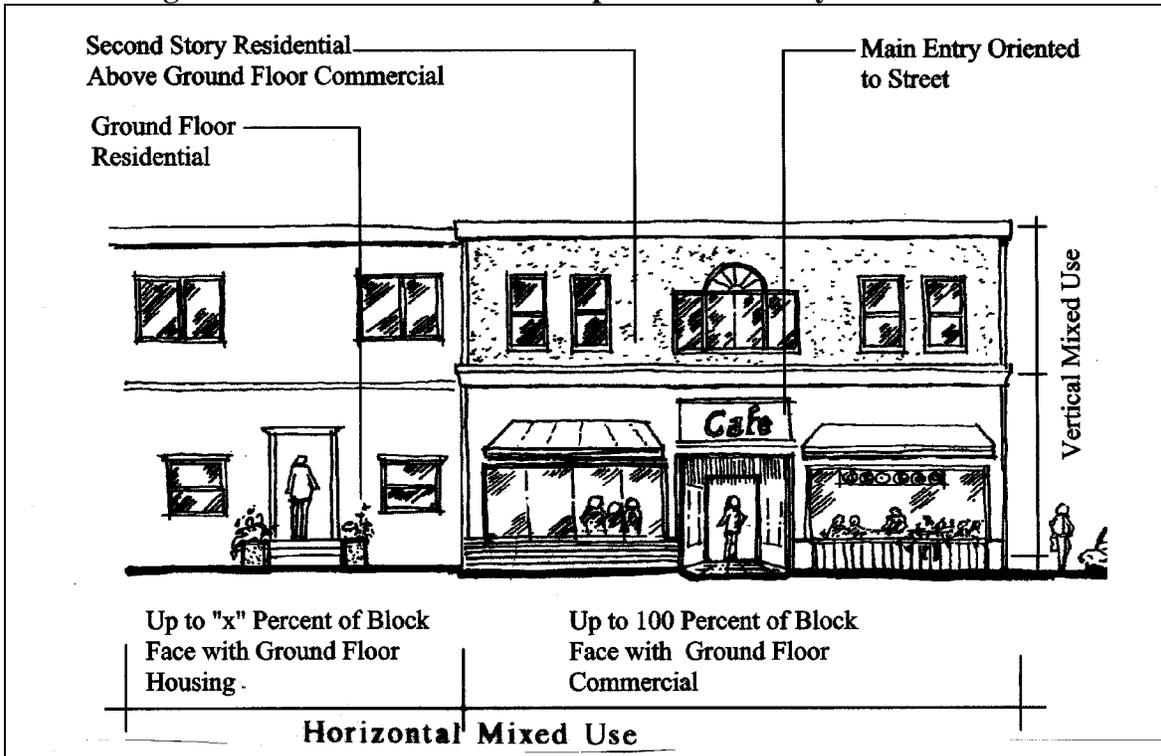
2.3.10 – Special Standards for Certain Uses

This Section supplements the standards contained Sections 2.3.1 through 2.3.9. It provides standards for the following land uses in order to control the scale and compatibility of those uses within the City Center District:

- Residential Uses
- Bed and Breakfast Inns and Vacation Rentals
- Public and Institutional Uses
- Accessory Uses and Structures
- Automobile-Oriented Uses and Facilities
- Light Manufacture

A. Residential Uses. Higher density residential uses, such as multi-family buildings and attached townhouses, are permitted to encourage housing near employment, shopping, and services. All residential developments shall comply with the standards in I-6, below, which are intended to require mixed-use development; conserve the community’s supply of commercial land for commercial uses; provide for designs which are compatible with a storefront character; avoid or minimize impacts associated with traffic and parking; and ensure proper management and maintenance of common areas. Residential uses, which existed prior to the effective date of this code, are exempt from this Section.

Figure 2.3.10 – Mixed-Use Development in the City Center District



1. Mixed-use Development Required. Residential uses shall be permitted only when part of a mixed-use development (residential with commercial or public/institutional use). Both “vertical” mixed-use (housing above the ground floor), and “horizontal” mixed-use (housing on the ground floor) developments are allowed.
2. Limitation on street-level housing. No more than 50 percent of a single street frontage may be occupied by residential uses. This standard is intended to reserve storefront space for commercial uses and public/institutional uses; it does not limit residential uses above the street level on upper stories, or behind street-level storefronts. For parcels with street access at more than one level (e.g., sloping sites with two street frontages), the limitation on residential building space shall apply to all street frontages.
3. Density. There is no minimum or maximum residential density standard. Density shall be controlled by the applicable lot coverage and building height standards.
4. Parking, Garages, and Driveways. All off-street vehicle parking, including surface lots and garages, shall be oriented to alleys, placed underground, placed in structures above the ground floor, or located in parking areas located behind or to the side of the building; except that side-yards facing a street (i.e., corner yards) shall not be used for surface parking. All garage entrances facing a street (e.g., underground or structured parking) shall be recessed behind the front building elevation by a minimum of five feet. On corner lots, garage entrances shall be oriented to a side street (i.e., away from Highway 99) when access cannot be provided from an alley.

5. Creation of Alleys. When a subdivision (e.g., four or more townhouse lots) is proposed, a public or private alley shall be created for the purpose of vehicle access. Alleys are not required when existing development patterns or topography makes construction of an alley impracticable. As part of a subdivision, the City may require dedication of right-of-way or easements, and construction of pathways between townhouse lots (e.g., between building breaks) to provide pedestrian connections through a development site.
6. Common Areas. All common areas (e.g., walkways, drives, courtyards, private alleys, parking courts, etc.) and building exteriors shall be maintained by a homeowners association or other legal entity. Copies of any applicable covenants, restrictions, and conditions shall be recorded and provided to the city prior to building permit approval.
7. Bed and Breakfast Inns and Vacation Rentals are permitted with the above standards.
8. Non-conforming residential dwellings, as defined by Chapter 5.3.2 – Non-conforming Development, within the City Center Zoning District are exempt from Chapter 5.3.3 – Exemptions criteria, in addition the following standards shall apply:
 - a. The dwelling structure may be used for commercial or residential, and may be used interchangeably.
 - b. Driveways shall not be extended into front yard parking lots. The commercial use shall show shared parking per the parking requirements. Existing residential parking shall be paved prior to any commercial use.

C. Accessory Uses and Structures. Accessory uses and structures are of a nature customarily incidental and subordinate to the principal use or structure on the same lot. Typical accessory structures in the City Center District include small workshops, greenhouses, studios, storage sheds, and similar structures. Accessory uses and structures are allowed for all permitted land uses within the City Center District, as identified in Table 2.3.2.A. Accessory structures shall comply with the following standards:

1. Primary use required. An accessory structure shall not be allowed before or without a primary use, as identified in Table 2.3.2.A.
2. Setback standards. Accessory structures shall comply with the setback standards in Chapter 2.3.3 – Building Setbacks, except that the maximum setback provisions shall not apply.
3. Design guidelines. Accessory structures shall comply with the City Center design guidelines, as provided in Chapter 2.3.8 – Architectural Guidelines and Standards.
4. Restrictions. A structure shall not be placed over an easement that prohibits such placement. No structure shall encroach into the public right-of-way.
5. Compliance with subdivision standards. The owner may be required to remove an accessory structure as a condition of land division approval when removal of the structure is necessary to comply with setback standards.

E. Automobile-Oriented Uses and Facilities. Automobile-oriented uses and facilities that are allowed require a Conditional Use Permit and shall conform to all of the following standards in the City Center District. The standards are intended to provide a vibrant storefront character, slow traffic down, and encourage walking.

1. **Parking, Garages, and Driveways.** All off-street vehicle parking, including surface lots and garages, shall be accessed from alleys, placed underground, placed in structures above the ground floor, or located in parking areas located behind or to the side of a building; except that side-yards on corner lots shall not be used for surface parking. All garage entrances facing a street (e.g., underground or structured parking) shall be recessed behind the front elevation by a minimum of five feet. On corner lots, garage entrances shall be oriented to a side street (i.e., away from Highway 99) when vehicle access cannot be provided from an alley. Individual surface parking lots shall not exceed 35 parking spaces, or one-half city block, whichever is smaller; larger parking areas shall be in multiple story garages.
2. **Automobile-Oriented Uses.** “Automobile-oriented use” means automobiles and/or other motor vehicles are an integral part of the use. These uses are restricted because, when unrestricted, they detract from the pedestrian-friendly, storefront character of the district and can consume large amounts of land relative to other permitted uses. Automobile oriented uses shall comply with the following standards:
 - a. Vehicle repair, sales, rental, storage, service. Businesses that repair, sell, rent, store, or service automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, small motor repair, retail of auto-parts or tires, and similar vehicles and equipment are prohibited.
 - b. Drive-up, drive-in, and drive-through facilities. Drive-up, drive-in, and drive-through facilities (e.g., associated with restaurants, banks, car washes, and similar uses) are prohibited.
 - c. Warehouses and storage lockers are prohibited.
 - d. Tow trucks and towing services are prohibited.

F. Sidewalk Displays. Sidewalk display of merchandise and vendors shall be limited to cards, plants, gardening/floral products, food, books, newspapers, bicycles, and similar small items for sale or rental to pedestrians (i.e., non-automobile oriented). A minimum clearance of four feet shall be maintained. Displays of larger items, such as lawnmowers, appliances, hot tubs etc. are prohibited.

G. Cottage Industrial. “Light manufacture” uses are allowed in the City Center District. “Light manufacture” means production or manufacturing of small-scale goods, such as crafts, electronic equipment, bakery products, printing and binderies, furniture, and similar goods. Light manufacture uses shall conform to all of the following standards that are intended to protect the pedestrian-friendly, storefront character of the City Center District:

1. Light manufacture is allowed only when it is in conjunction with a permitted retail or service use and does not exceed 75 percent of the gross floor area.
2. The light manufacture use shall be enclosed within a building.
3. The light manufacture use shall not create noise that can be heard on the exterior of the building nor create any vibration beyond the building walls.
4. The light manufacture use shall not create any measurable water or air pollution beyond state and federal acceptable levels.

5. The light manufacture use shall not create significant additional truck traffic (more than five van-sized trucks per day).
6. The light manufacture use shall not store significant amounts of dangerous or toxic substances (more than three 50-gallon barrels).

Chapter 2.4 – Commercial Highway (C-H)

Sections:

2.4.1 – Purpose

2.4.2 – Permitted and Conditionally Permitted Land Uses

2.4.3 – Development Standards

2.4.4 – Architectural Guidelines and Standards

2.4.5 – Special Standards for Certain Uses

2.4.1 – Purpose

A. Purpose. The purpose of the Commercial Highway district to provide for the development of easily accessible commercial areas that are intended to accommodate a mixture of retail businesses, services, and professional offices to serve the commercial and retail needs of the community and surrounding areas. In addition, this district will accommodate uses served by vehicles, such as auto repair or auto sales, which are not compatible with the City Center. Development shall satisfy all of the Phoenix Comprehensive Plan’s Goals and Policies. All new development is subject to site plan review in accord with this code.

2.4.2 – Permitted and Conditionally Permitted Land Uses

A. Permitted and Conditionally Permitted Uses. Permitted and conditionally permitted land uses within the Commercial Highway zone district are listed in Table 2.4.2, subject to the provisions of this Chapter. Only land uses that are specifically listed in Table 2.4.2, and those uses that are approved as similar to those in Table 2.4.2, may be permitted.

Table 2.4.2 – Permitted and Conditionally Permitted Land Uses in C-H

| Commercial | |
|--|--------|
| Retail Sales and Service, indoor only: | |
| ▪ less than 30,000 square feet GLA* | P |
| ▪ 30,000 to 50,000 square feet GLA | C |
| ▪ greater than 50,000 square feet GLA | C, I-5 |
| Nurseries and Landscape Supplies | C |
| Restaurants | |
| ▪ with drive-through | C |
| ▪ without drive-through | P |
| Drive-up, drive-in, and drive-through facilities | C |
| Office, Banks, Research Facilities, and Clinics | P |
| Vet Hospitals (entirely enclosed in building) | C |
| Truck Stops, Truck Sales, and Heavy Equipment Sales | C, I-5 |
| Auto Repair | P |
| Service Stations | C |
| Distribution Facilities | C |
| Lodging and RV Parks | P |
| Vehicle Sales and Service, RV and Boat Sales, Manufactured Home Sales, and Fuel Sales | C |
| Commercial and Public Parking | P |
| Commercial Storage | |
| ▪ enclosed in building and on an upper story | P |
| ▪ not enclosed in building | C |
| Entertainment and Gyms | |
| ▪ enclosed in building (e.g., theater, museums, bowling alleys) | P |
| ▪ not enclosed (e.g., amusement parks) | C |
| Wholesale | |
| ▪ 20,000 square feet GLA and greater | C |
| ▪ less than 20,000 square feet GLA | P |
| Assisted Living Facilities | C |
| Mixed-use (residential with commercial/civic/industrial) | N |
| Civic | |
| Government ▪ offices, public library | P |
| Government –public works yards | C |
| Parks and Open Space | P |
| Schools | |
| ▪ pre-school, daycare, and primary | P |
| ▪ secondary, colleges, and vocational | P |

| | |
|---|--------|
| Clubs and Religious Institutions | C |
| Light Industrial | |
| Manufacturing and Production | |
| <ul style="list-style-type: none"> ▪ 5,000 sq. ft. and larger ▪ less than 5,000 sq. ft with retail outlet | C P |
| Warehouse | C |
| Transportation, Freight and Distribution, Taxi Cab Dispatch, Emergency Vehicle Dispatch | C, I-5 |
| Industrial Service (e.g., cleaning, repair) | C, I-5 |
| Processing of Raw Materials | N |

Key to Permitted Uses

P = Permitted; N = Not Permitted; C = Conditional Use (without sunset provision), I-5 = Along the I-5 corridor only, not permitted along Hwy. 99

*GLA = Gross Leasable Area

B. Determination of Similar Land Use. Similar use determinations shall be made in conformance with the procedures in Chapter 4.8 – Code Interpretations.

2.4.3 – Development Standards

A. Building Height. Maximum building height is 50 feet. Building height is measured as measured in accordance with the definition of “Height of Building” in Chapter 1.3 – Definitions.

Where applicable, cornices (e.g., building tops or first-story cornices) shall be aligned to generally match the heights of those on adjacent buildings. Height transition or step-down required adjacent to residential development, where applicable.

B. Yard Setbacks. There is no minimum yard setback required, except that buildings shall conform to the vision clearance standards in 3.2.2 – Vehicular Access and Circulation, Section M and the applicable fire and building codes for attached structures, firewalls, and related requirements. (Setbacks for self-storage facilities are in Chapter 2.4.5 – Special Standards for Certain Uses, Section G.)

C. Lot Coverage. The area covered by impervious surfaces shall be minimized to the greatest extent practicable; best practices for surface water management shall be required. (See the “Water Quality Model Code and Guidebook,” DLCDC and DEQ, 2000, or as may be amended.)

D. Landscaping. A minimum percentage of 20% landscaping is required. Landscaping shall meet the requirements of Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls. A buffer may be required between abutting commercial/civic/industrial and residential sites as determined through design review.

E. Traffic. The proposed use shall not impose an undue burden on the public transportation system. For developments that are likely to generate more than 200 average daily motor vehicle trips (ADTs), the applicant shall provide a traffic impact study to demonstrate the level of impact to the street system will not exceed a V/C ratio of .85. Whenever level of service is determined to be above .85 V/C and transportation improvements are not planned

within the planning horizon, the applicant shall mitigate improvements to be completed prior to development. The Site design shall assure that the property access does not adversely affect traffic by creating dangerous conditions or congestion.

F. Drive-up, drive-in, and drive-through facilities. Drive-up, drive-in, and drive-through facilities (e.g., associated with restaurants, banks, car washes, and similar uses) shall conform to all of the following standards:

1. Circulation shall not conflict with other on-site vehicular and pedestrian circulation patterns.
2. Circulation shall not conflict with access from street.
3. The development shall be in accordance with Chapter 3.2 – Access and Circulation.
4. Play structures must be located along the side or rear of the building and be enclosed within building.

G. Sidewalk Displays. A minimum walkway clearance of six feet shall be maintained. Display of larger items, such as automobiles, trucks, motorcycles, buses, recreational vehicles/boats, construction equipment, building materials, and similar vehicles and equipment, is prohibited.

H. Light Manufacture. Light manufacture uses are allowed in the Commercial Highway District. Light manufacture means production or manufacturing of small-scale goods, such as crafts, electronic equipment, bakery products, printing and binderies, furniture, and similar goods. Light manufacture uses shall conform to all of the following standards:

1. The use includes the assembly of premanufactured parts or preprocessed materials only.
2. The use does not generate excessive noise, harmful pollutants, or odors.
3. The use is conducted entirely within an enclosed building or solid screen.

I. Parking. On-site vehicle and bicycle parking shall be provided in accord with the City's Parking Ordinance. (The ordinance includes both minimum and maximum numbers of parking spaces.)

J. Promotional Outdoor Events. Promotional outdoor events are allowed subject to compliance with the following:

1. Events that take place within designated parking areas may occur up to four times per calendar year for a maximum of 10 days per event.
2. Events that take place outside of buildings but not within designated parking or circulation areas may occur up to 12 times per calendar year for a maximum of 4 days per event.
3. If the event is to be conducted within a designated parking area, a site plan must be submitted to the Planning Department a minimum of one week prior to the event, showing the specific location of the event and how it will impact the remaining parking and circulation areas.
4. Events shall not encroach upon more than 20% of the required parking areas.

2.4.4 – Architectural Guidelines and Standards

A. Architectural Continuity and Quality. New and remodeled buildings may have their own architectural style but there must be some architectural continuity with the other structures located within the area. All building designs located within the Commercial Highway District must be of a high architectural quality and shall incorporate the following:

1. Continuous building walls of greater than 50 feet shall be avoided. Breaks in the wall plane shall be incorporated into the building design.
2. Entrances to the buildings shall be clearly defined architecturally. Entrances shall include decorative pavement treatments in order to tie into the parking lot pedestrian circulation systems.
3. Exterior building materials shall be of high quality and shall be selected based upon their weathering properties. Generally, materials such as stucco, brick, or masonry block should be used for exterior walls.
4. When the building is part of a larger complex, continuity of materials and design shall be required.

B. Lighting. Project lighting shall be provided for security reasons. Fixture types shall be down mounted or shielded when located adjacent to residential development.

C. Roof-mounted equipment. Roof-mounted mechanical equipment is not allowed unless completely screened within an equipment well or screened by a parapet wall.

D. Detailing. Architectural detailing shall be consistent on all elevations.

E. Trash Enclosures. Trash enclosures shall be constructed of 6-foot high masonry walls with solid metal gates. The floor of the enclosure shall be constructed of concrete with a 6-foot by 10-foot concrete apron placed in front of the enclosure. The masonry materials used shall be selected to match the materials used in the building or buildings that it serves. Trash enclosures shall not be located within 25 feet of a public entrance or a required pedestrian walkway.

F. Parking lot lighting. Parking lot lighting shall be provided for parking lots containing more than 10 spaces. The light fixtures shall be designed to light the parking area using down mounted, low profile light fixtures. Parking lots with more than 10 vehicle parking spaces shall also include low profile lighting of pedestrian walkways and bicycle parking areas.

G. Bicycle Parking. Bicycle parking shall be integrated into the design for development within the C-H zone district. The location of the spaces must be coordinated with the location and orientation of vehicle parking, bicycle lanes, and pedestrian walkways. Enclosed bicycle parking shall be designed to be architecturally compatible with the design of the building or buildings located on the site. (See the Parking chapter of this development code for other bicycle parking requirements.)

H. Pedestrian Circulation. Projects that require more than 50 vehicle parking spaces shall also be required to provide the following separate pedestrian circulation improvements:

1. Covered walkways, a trellis structure planted with vines or other solution that is designed to provide pedestrians with shade and protection from the weather.

2. All pedestrian circulation areas must be lighted with pedestrian scale light fixtures.
3. Transit stops, on-site connections to transit stops, or designated passenger pick up areas shall be required if deemed appropriate by the Planning Department based upon the size of the project and input from the Rogue Valley Transit District (RVTD) or if requested by RVTD.
4. Driveway Improvements. Parking lots over three acres in size shall provide street improvements, including curbs, sidewalks, and street trees, in compliance with the local street standards in Table 3.5.2.

2.4.5 – Special Standards for Certain Uses

- A. Vehicle Service.** All vehicle service must be enclosed within a building. Storage of inoperable vehicles must be within an enclosed and screened area.
- B. Fueling Stations and Truck Stops.** Truck stops shall be required to separate semi-truck and other large vehicle parking and circulation from that of regular vehicles.
- C. Major Truck or Auto Repair.** The following special conditions apply to this land use:
 1. The use shall be conducted completely within an enclosed building.
 2. The building shall be oriented on the site so that the service bays are not visible from a public street.
 3. No inoperative vehicles are allowed to be stored outside of the building.
 4. No equipment or merchandise may be stored or displayed outside of the building
- D. Light Manufacturing.** The following special conditions apply to this land use:
 1. The use includes the assembly of premanufactured parts only.
 2. The use does not generate excessive noise, odor, or harmful pollutants.
 3. The use is conducted entirely within an enclosed building or solid screen.
- E. Research and Development Facilities.** These uses may be approved if it has been shown that the use does not produce any visual clutter, toxic pollutants, or unpleasant odors.
- F. Vehicle, Truck, Boat, Motorcycle, or RV Sales.** These uses may be approved if it has been shown that the use incorporates the following:
 1. Sales lots must include a minimum of a 20-foot landscape setback between the back of sidewalk and the edge of the vehicle parking, display area, or building.
 2. No vehicle display will be allowed in the required landscape setback area.
 3. Vehicle display areas shall not encroach upon the required customer and employee parking spaces.
 4. Outside project lighting must be designed to minimize light spillage onto adjacent properties. Pole lighting must not be higher than 15 feet and must be shielded from the surrounding public streets and from I-5.
 5. All repair and detailing activities must be conducted within an enclosed building.

G. Self-Storage Facilities. These uses may be approved if it has been shown that the following design requirements have been provided:

1. Architectural Standards:

- a. Exterior materials used in the construction of the storage units shall be concrete masonry block with a decorative finish such as split-faced or fluted block.
- b. Long exterior walls shall be broken up with masonry pilasters or insets or pop outs in the wall plane at a minimum of 30 feet on center.
- c. The roof material may be metal but it shall have a non-glaring finish.
- d. The roof eaves shall be finished and shall incorporate rain gutters and down spouts.
- e. Security fencing shall be provided. The fencing shall be decorative wrought iron or other decorative metal. Chain link fencing is not permitted.

2. Site Development Standards:

- a. The following minimum building setbacks shall apply:
 - (1) Front: 20 feet
 - (2) Side and rear: 0, except when adjacent to another street frontage in which case the minimum would be 15 feet or in the case where the development would be adjacent to a residential land use, in which case the minimum setback would be 5 feet.
- b. Landscaping: A dense landscape screen must be included on all elevations that abut a street frontage or abut residential land uses. The landscape treatment must include a combination of trees, shrubs, and ground cover. The area must be served by an automatic underground irrigation system. All landscaping shall meet the requirements of Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls
- c. Project Lighting: All project lighting shall be designed not to spill onto adjacent properties.

H. Motels. Motels are limited to a maximum height of four stories.

I. Fast Food Restaurants

1. Play structures shall not be located between the building and the street and must be fully enclosed and integrated into the design of the restaurant.
2. Drive-through lanes must provide a minimum of 3 vehicle-stacking spaces between the menu board and the pick up window and 3 spaces between the menu board and the closest parking space. (i.e. The stacking spaces cannot block parking spaces.)

Chapter 2.5 – General Industrial (GI) District

Sections:

2.5.1 – Purpose

2.5.2 – Permitted Land Uses

2.5.3 – Development Setbacks

2.5.4 – Lot Coverage

2.5.5 – Lot Area and Dimensions

2.5.6 – Development Orientation

2.5.7 – Building Height

2.5.8 – Special Standards for Certain Uses

2.5.9 – Industrial Design Standards

2.5.1 – Purpose

The General Industrial District accommodates a range of light and heavy industrial land uses. It is intended to segregate incompatible developments from other districts, while providing a high-quality environment for businesses and employees. This Chapter guides the orderly development of industrial areas based on the following principles:

- A. Provide for efficient use of land and public services
- B. Provide transportation options for employees and customers
- C. Locate business services close to major employment centers
- D. Ensure compatibility between industrial uses and nearby commercial and residential areas.
- E. Provide appropriate design standards to accommodate a range of industrial users, in conformance with the Comprehensive Plan.

2.5.2 – Permitted Land Uses

- A. Permitted Uses.** The land uses listed in Table 2.5.2.A are permitted in the General Industrial District, subject to the provisions of this Chapter. Only land uses which are specifically listed in Table 2.5.2.A, and land uses which are approved as “similar” to those in Table 2.5.2, may be permitted. The land uses identified with a “CU” in Table 2.5.2.A require Conditional Use Permit approval prior to development or a change in use, in accordance with Chapter 4.4 – Conditional Use Permits.
- B. Determination of Similar Land Use.** Similar use determinations shall be made in conformance with the procedures in Chapter 4.8 – Code Interpretations.

| Table 2.5.2.A-Land Uses Types Permitted in the General Industrial District |
|--|
| 1. Industrial: |
| Heavy manufacturing, assembly, and processing of raw materials* [CUP] |
| Light manufacture (e.g., electronic equipment, printing, bindery, furniture, and similar goods) |
| Warehousing and distribution (this does not include Mini-Warehouse Storage facilities) |
| Uses similar to those listed above |
| 2. Commercial: |
| Offices and other commercial uses are permitted when they are integral to a primary industrial use (e.g., administrative offices, wholesale of goods produced on location, and similar uses). |
| 3. Public and institutional uses |
| Government facilities (e.g., public safety, utilities, school district bus facilities, public works yards, transit and transportation, and similar facilities where the public is generally not received.) |
| Private Utilities (e.g., natural gas, electricity, telephone, cable, and similar facilities) |
| Special district facilities (e.g., irrigation district, and similar facilities) |
| Vocational schools co-located with parent industry or sponsoring organization |
| Uses similar to those listed above. |
| 4. Accessory Uses and Structures |
| 5. Wireless communication equipment – CUP* |
| 6. Residential Uses for security purposes only |
| One caretaker unit shall be permitted for each development, subject to the standards in Chapter 2.5.8 – Special Standards for Certain Uses. Other residential uses are not permitted, except that residences existing prior to the effective date of this Code may continue. |
| * Land uses with an asterisk (*) shall require a Conditional Use Permit subject to the procedure and standards in Chapter 4.4 – Conditional Use Permits. |

| Table 2.5.2.B Land Uses Prohibited in General Industrial District |
|---|
| Only uses specifically listed in Table 2.5.2.A, and uses similar to those in Table 2.5.2.A, are permitted in this district. The following uses are expressly prohibited: new housing, churches and similar facilities, schools, junk yards, mini-ware housing storage facilities, tow truck businesses and vehicle storage yards. |

2.5.3 – Development Setbacks

A. Building Setbacks. There are no required building setbacks.

B. Other Yard Requirements

1. Buffering. 30 feet shall be required between development and any adjacent Residential Districts. The City may require landscaping, walls, or other buffering in setback yards to mitigate adverse noise, light, glare, and aesthetic impacts to adjacent properties.

2. **Neighborhood Access.** Construction of pathways within setback yards may be required to provide pedestrian connections to adjacent neighborhoods or other districts, in accordance with Chapter 3.2 – Access and Circulation.
3. **Building and Fire Codes.** All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above (e.g., combustible materials, etc.).

2.5.4 – Lot Coverage

There is no maximum lot coverage requirement, except that compliance with other sections of this code may preclude full (100 percent) lot coverage for some land uses.

2.5.5 – Lot Area and Dimensions

There shall be no minimum lot area, lot width or lot depth in the General Industrial District.

2.5.6 – Development Orientation

Industrial developments shall be oriented on the site to minimize adverse impacts (e.g., noise, glare, smoke, dust, exhaust, vibration, etc.) and protect the privacy of adjacent uses to the extent possible. The following standards shall apply to all development in the General Industrial District:

- A. Mechanical equipment, lights, emissions, shipping/receiving areas, and other components of an industrial use that are outside enclosed buildings, shall be located away from residential areas, schools, parks and other non-industrial areas to the maximum extent practicable; and
- B. The City may require a landscape buffer, or other visual or sound barrier (fence, wall, landscaping, or combination thereof) to mitigate adverse impacts that cannot be avoided through building orientation standards alone.

2.5.7 – Building Height

The following building height standards are intended to promote land use compatibility and flexibility for industrial development at an appropriate community scale:

- A. **Height.** The allowable building height may be 60 feet. The development approval may require additional setbacks, stepping-down of building elevations, visual buffering, screening, and/or other appropriate measures to provide a height transition between industrial development and adjacent non-industrial development. Smoke stacks, cranes, roof equipment, and other similar features which are necessary to the industrial operation may not exceed 60 feet in height without approval of a Conditional Use Permit.
- B. **Method of Measurement.** See definition for “Height of Building” in Chapter 1.3 – Definitions.

2.5.8 – Special Standards for Certain Uses

- A. **Uses with Significant Noise, Light/Glare, Dust, Vibration, or Traffic Impacts.** The determination of significant shall be allowed through a Code Interpretation subject to the standards in Chapter 4.8 – Code Interpretations. Any use determined to meet the above “significant” description shall be reviewed with the following criteria in addition to a Conditional Use Permit approval, Development Review and/or Site Design Review:

1. Uses with Significant Noise, Light/Glare, Dust, and Vibration Impacts. Uses that are likely to create significant adverse impacts beyond the Industrial District boundaries, such as noise, light/glare, dust, or vibration, shall require conditional use approval, in conformance with Chapter 4.4 – Conditional Use Permits. The applicant shall submit findings prior to the approval of the CUP that the following criteria shall be used and can be met through development conditions in determining the adverse impacts of a use which are likely to be “significant”:
 - a. Noise. The use shall comply with ORS 457, “Noise Control.” Uses that do not comply with the ORS are in violation of the Conditional Use Permit.
 - b. Light/glare. Lighting and/or reflected light from the development exceeds ordinary ambient light and glare levels (i.e., levels typical of the surrounding area).
 - c. Dust and/or Exhaust. Dust and/or exhaust emissions from the development exceeds ambient dust or exhaust levels, or levels that existed prior to development.
 - d. Vibration. Vibration (e.g., from mechanical equipment) is sustained and exceeds ambient vibration levels (i.e., from adjacent roadways and existing land uses in the surrounding area).
 - e. The approval of the Conditional Use Permit shall include a recorded agreement that the approved use shall be monitored by the applicant and records shall be kept showing the degree of compliance with the standards agreed upon per the CUP approval. When a Use is determined to be in violation of the CUP agreement, it shall be declared a public nuisance and the use shall be brought into conformance or the CUP will be forfeited.
 - f. A nuisance includes, but is not necessarily limited to, any of the following conditions: Any use, excluding reasonable construction activity, that emits dust, sweepings, dirt or cinders into the atmosphere, discharges liquid, solid wastes, or other matter onto the land or into any waterway, and that, in the discretion of the City, may adversely affect the health, safety, comfort, of properties neighboring the Industrial property.
2. Traffic. Uses that are likely to generate unusually high levels of vehicle traffic due to shipping and receiving. “Unusually high levels of traffic” means that the average number of daily trips on any existing street would increase by 10 percent or more as a result of the development. The city may require a traffic impact analysis prepared by a qualified professional prior to deeming a land use application complete, and determining whether the proposed use requires conditional use approval. Applicants may be required to provide a traffic analysis for review by ODOT for developments that increase traffic on state highways.

B. Residential Caretakers. One residential caretaker unit shall be permitted for each primary industrial use, subject to the following conditions:

1. The unit shall be served with public water and sanitary sewerage disposal, in conformance with city engineering requirements.
2. Caretaker units shall not be a temporary recreational vehicle and shall be required to meet applicable fire safety and building code requirements, in addition to the applicable setback standards of this Chapter.

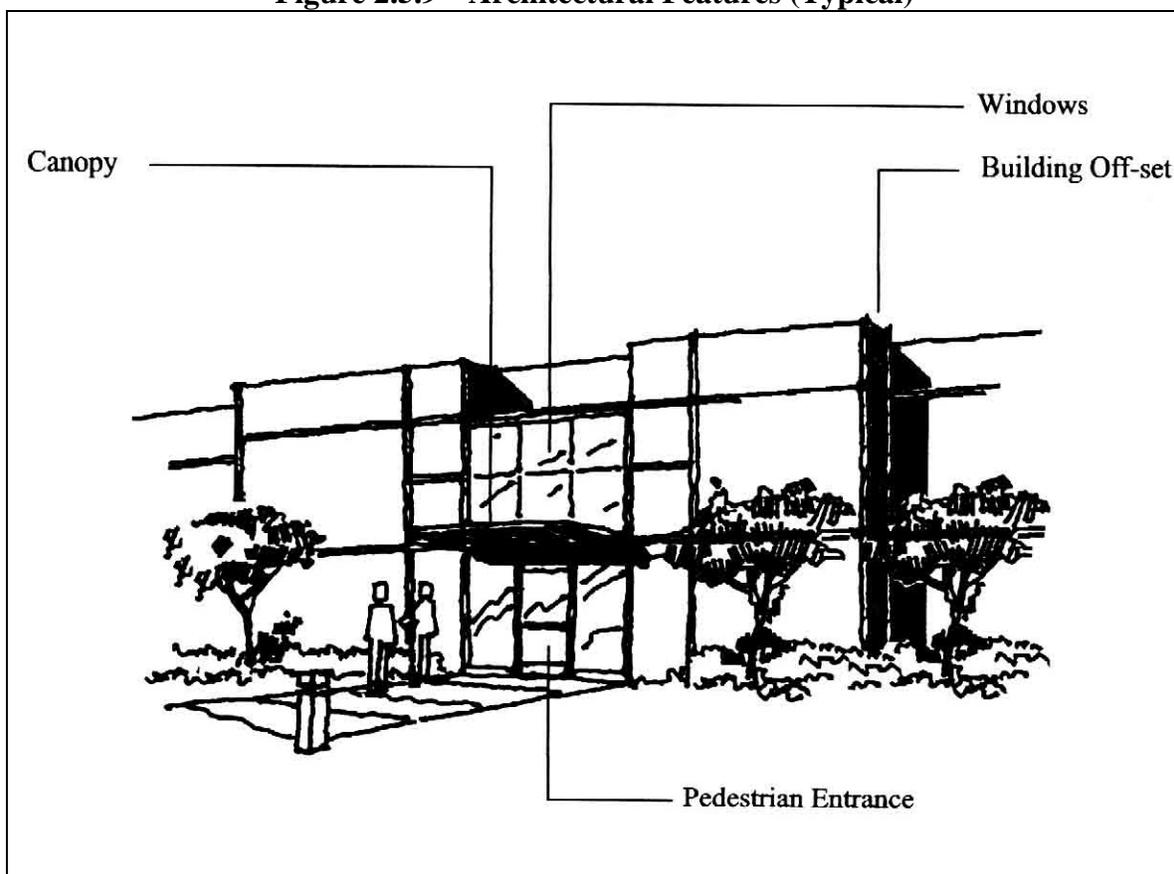
C. Wireless communication equipment. Wireless communication equipment includes radio (i.e., cellular), television, and similar types of transmission and receiving facilities. The requirements for wireless communication equipment are provided in Chapter 3.10.1 – Wireless Communication Facilities, and Conditional Use Permit requirements. Wireless communication equipment shall also comply with required development setbacks, lot coverage, and other applicable standards of the Industrial District.

2.5.9 – Industrial Design Standards

A. Architectural Guidelines and Standards. All developments in the Light Industrial District shall be evaluated during Site Design Review for conformance with the criteria in A-B.

[Note: the example shown below is meant to illustrate typical building design elements, and should not be interpreted as a required architectural style.]

Figure 2.5.9 – Architectural Features (Typical)



- 1. Building Mass.** Where building elevations are oriented to the street in conformance with Chapter 2.6.7 – Building Orientation, architectural features such as windows, pedestrian entrances, building offsets, projections, detailing, change in materials or similar features, shall be used to break up and articulate large building surfaces and volumes.
- 2. Pedestrian-Scale Building Entrances.** Recessed entries, canopies, and/or similar features shall be used at the entries to buildings in order to create a pedestrian-scale.

3. Building Design. In addition to applicable provisions contained elsewhere in this land use code, the development standards listed below shall apply to all development. In cases of conflict, the standards specifically applicable in Industrial districts shall apply. In order to receive approval, all new or substantially remodeled building designs shall incorporate the following:

- a. Perimeter landscaping of either natural or man-made, including landscaped lawns, courtyards, and/or plazas consistent with Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls.
- b. Location of buildings shall be towards the front of the site with parking to the rear or sides of the site.
- c. An overall theme with a variety of building façade designs shall be achieved through a mix of building heights, roof pitches, window or entrance treatments, wall articulation, overhangs, projections, and/or finish materials. All buildings that face a public street or residential district shall be ornamented to increase visual interest, using at least one of the following.

B. Screening. Loading docks, solid waste/recycling facilities and other service uses should be located in visually unobtrusive areas and screened from view from adjacent properties and streets.

C. Parking. Employee and visitor parking areas shall be internalized within the development and shall meet the parking standards in Chapter 3.4 – Vehicle and Bicycle Parking. Parking lots shall not be located between a public street and a building unless no other feasible alternative exists. A 10 ft. wide landscaping area shall be required. All parking lots shall have at least 5% of their area planted with interior landscaping; required perimeter landscaping shall not apply towards the required 5% interior landscaping.

D. Outdoor Storage. Outdoor storage, including merchandise display, equipment and materials storage, when permitted in any Industrial zone shall comply with the following requirements:

1. Fencing and Screening Required. Sight-obscuring fencing or screening is required around all portions of a lot utilized for outdoor storage of component merchandise, equipment and materials, except for component merchandise which is stored and displayed only during business hours. All fencing and screening shall be installed in accordance with the following requirements:
 - a. Building Setbacks. All fencing and screening shall comply with the buffer or building setback requirements for the zone in which it is located unless specified otherwise.
 - b. Minimum Screening Requirements. When required, all outdoor storage areas shall be screened from adjoining properties and public rights-of-way by a wall, fence, landscaping and/or structure. Such screening shall serve the purpose of concealing and obscuring the storage area from view. Landscape screening shall consist of plantings designed and installed in such a manner to provide year-round screening in terms of vegetation density and height within three years of planting, and shall be maintained in a healthy, growing condition. Landscape plantings installed to screen outdoor storage from public rights-of-way shall be installed on the right-of-way side of any wall, fence or structure.

- c. **Maximum Fence Height.** Fencing and walls surrounding outdoor storage areas which are not part of a building wall shall not exceed a maximum height of eight feet.
 - d. **Maintenance Required.** Fences, walls and landscaping surrounding outdoor storage areas shall be maintained and kept free of litter, posters, signs, trash or stored items.
 - e. **Outdoor Storage Height Limitations.** Outdoor storage shall not exceed the height of required screening.
2. **Exemption from Fencing and Screening Requirements.** Fencing and screening is not required around those portions of a lot utilized for "complete" merchandise display, or the display of "component" merchandise when said merchandise is stored within a structure or fenced and screened area during the hours the business is closed.
 3. **Improvement and Maintenance of Outdoor Storage Areas.** All outdoor storage areas and access to them shall be paved or otherwise surfaced and maintained so as to eliminate dust or mud. All outdoor storage areas shall be graded and storm drainage facilities installed to collect and dispose of all surface runoff in accordance with city requirements.
 4. **Outdoor Storage of Materials Prohibited.** No outdoor storage of materials such as fertilizers, pesticides, etc. which potentially pose a threat to water quality, shall be permitted.
 5. **Outdoor Storage Prohibited in Required Parking Areas and Walkways.** No outdoor storage shall be permitted to occur in required parking areas, access drives, or walkways.
 6. **Truck Parking and Loading/Unloading Areas.** Truck parking and loading/unloading areas shall be considered a form of outdoor storage, and shall be screened from adjoining properties and public right-of-way in accordance with the fencing and screening requirements for outdoor storage
- E. Outdoor Lighting.** Building-mounted lighting and aerial-mounted floodlighting shall be shielded from above in such a manner that the bottom edge of the shield shall be below the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. All lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source.
- F. Trash and Recycling Receptacles.** Trash and recycling receptacles shall be screened from adjacent properties and public rights-of-way by an opaque visual barrier no lower than the highest point of the receptacles.

Chapter 2.6 – Light Industrial District (LI)

Sections:

- 2.6.1 – Purpose
- 2.6.2 – Permitted Land Uses
- 2.6.3 – Development Setbacks
- 2.6.4 – Lot Coverage
- 2.6.5 – Lot Area and Dimensions
- 2.6.6 – Building Height
- 2.6.7 – Building Orientation
- 2.6.8 – Special Standards for Certain Uses
- 2.6.9 – Industrial Design Standards

2.6.1 – Purpose

The Light Industrial District accommodates a range of light manufacturing, industrial-office uses, automobile-oriented uses (e.g., lodging, restaurants, auto-oriented retail), and similar uses.

The district’s standards are based on the following principles:

- Ensure efficient use of land and public services
- Provide a balance between jobs and housing
- Provide transportation options for employees and customers
- Provide business services close to major employment centers
- Ensure compatibility between industrial uses and nearby residential areas
- Provide appropriately zoned land with a range of parcel sizes for industry
- Provide for automobile-oriented uses, while preventing strip-commercial development in highway corridors.

2.6.2 – Permitted Land Uses

- A. Permitted Uses.** Land uses listed in Table 2.6.2.A are permitted in the Light Industrial District, subject to the provisions of this Chapter. Only land uses which are specifically listed in Table 2.6.2.A, and land uses which are approved as similar to those in Table 2.6.2, may be permitted. The land uses identified with a “CU” in Table 2.6.2.A require Conditional Use Permit approval prior to development or a change in use, in accordance with Chapter 4.4 – Conditional Use Permits.
- B. Determination of Similar Land Use.** Similar use determinations shall be made in conformance with the procedures in Chapter 4.8 – Code Interpretations.

**Table 2.6.2.A
Land Use Types Permitted in the Light Industrial District**

1. Industrial:

Light manufacture (e.g., electronic equipment, printing, bindery, furniture, and similar goods)

Research facilities

Light fabrication and repair shops such as blacksmith, cabinet, electric motor, heating, machine, sheet metal, stone monuments, upholstery, welding, auto body, and auto and truck repair.

Warehousing and distribution (this does not include Mini-Warehouse Storage facilities)

Similar uses

2. Commercial:

Offices and other commercial uses are permitted when they are integral to a primary industrial use (e.g., administrative offices, wholesale of goods produced on location, and similar uses).

Automobile-oriented uses (vehicle repair, sales, rental, storage, service; and drive-up, drive-in, and drive-through facilities)

Entertainment (e.g., theaters, amusement uses)

Medical and dental clinics and laboratories

Outdoor commercial uses (e.g., outdoor storage and sales)* (CUP)

Personal and professional services (e.g., child care, catering/food services, restaurants, laundromats and dry cleaners, barber shops and salons, and similar uses)

Kennels* (CUP)

Repair services

Retail trade and services, not exceeding 25% of floor area per building

Wholesale trade and services

Uses similar to those listed above

3. Civic and Semi-Public Uses

Government facilities (e.g., public safety, utilities, school district bus facilities, public works yards, transit and transportation, and similar facilities)

Utilities (e.g., natural gas, electricity, telephone, cable, and similar facilities)

Special district facilities (e.g., irrigation district, and similar facilities)

Vocational schools

Uses similar to those listed above.

4. Accessory Uses

5. Wireless communication equipment – CUP*

6. Residential Uses for security purposes only

* Land uses with an asterisk (*) shall require a Conditional Use Permit subject to the procedure and standards in Chapter 4.4 – Conditional Use Permits.

Table 2.6.2.B
Land Uses Prohibited in Light Industrial District

Only uses specifically listed in Table 2.6.2.A, and uses similar to those in Table 2.6.2.A, are permitted in this district. The following uses are expressly prohibited: housing (other than on-site residential intended for security), churches and similar facilities, and non-vocational schools

2.6.3 – Development Setbacks

A. Building Setbacks. There are no required building setbacks.

B. Other Yard Requirements

1. Buffering. 30 feet shall be required between development and any adjacent Residential Districts. The City may require landscaping, walls, or other buffering in setback yards to mitigate adverse noise, light, glare, and aesthetic impacts to adjacent properties.
2. Neighborhood Access. Construction of pathways within setback yards may be required to provide pedestrian connections to adjacent neighborhoods or other districts, in accordance with Chapter 3.2 – Access and Circulation.
3. Building and Fire Codes. All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above (e.g., combustible materials, etc.).

2.6.4 – Lot Coverage

There is no maximum lot coverage requirement, except that compliance with other sections of this code may preclude full (100 percent) lot coverage for some land uses.

2.6.5 – Lot Area and Dimensions

There shall be no minimum lot area, lot width or lot depth in the Light Industrial District.

2.6.6 – Building Height

The following building height standards are intended to promote land use compatibility and flexibility for industrial development at an appropriate community scale:

- A. Height.** The allowable building height may be 60 feet. The development approval may require additional setbacks, stepping-down of building elevations, visual buffering, screening, and/or other appropriate measures to provide a height transition between industrial development and adjacent non-industrial development. Smoke stacks, cranes, roof equipment, and other similar features which are necessary to the industrial operation may not exceed 60 feet in height without approval of a Conditional Use Permit.
- B. Roof Equipment.** Roof equipment and other similar features that are necessary to the industrial operation shall be screened. Screening either shall be by an approved equipment screen or located within an equipment well that is architecturally integrated into the building design.
- C. Method of Measurement.** See definition for “Height of Building” in Chapter 1.3 – Definitions.

2.6.7 – Building Orientation

All of the following standards shall apply to new development within the Light Industrial district in order to reinforce streets as public spaces and encourage alternative modes of transportation, such as walking, bicycling, and use of transit.

- A. Building Entrances.** All buildings shall have a primary entrance oriented to a street. “Oriented to a street” means that the building entrance faces the street, or is connected to the street by a direct and convenient pathway not exceeding 50 feet in length. Streets used to comply with this standard may be public streets, or private streets that contain sidewalks and street trees, in accordance with the design standards in Chapter 3.
- B. Corner Lots.** Buildings on corner lots shall have their primary entrance oriented to the street corner, or within 20 feet of the street corner (i.e., as measured from the lot corner). In this case, the street corner shall provide an extra-wide sidewalk or plaza area with landscaping, seating, or other pedestrian amenities. The building corner shall provide architectural detailing or beveling to add visual interest to the corner.
- C. Pathway Connections.** Pathways shall be placed through yard setbacks as necessary to provide direct and convenient pedestrian circulation between developments and neighborhoods. Pathways shall conform to the standards in Chapter 3.
- D. Arterial Streets.** When the only street abutting a development is an arterial street, the building’s entrances may be oriented to an internal drive. The internal drive shall provide a raised pathway connecting the building entrances to the street right-of-way. The pathway shall conform to the standards in Chapter 3.
- E. Commercial Developments.** Commercial buildings and uses comprising more than 40,000 square feet of total ground-floor building space shall additionally conform to the block layout and building orientation standards for City Center District, as contained in Chapter 2.3.6 – Block Layout and Building Orientation.

2.6.8 – Special Standards for Certain Uses

- A. Uses with Significant Noise, Light/Glare, Dust, Vibration, or Traffic Impacts.** The determination of significant shall be allowed through Chapter 4.8 – Code Interpretations. Any use determined to meet the above “significant” description shall be reviewed with the following criteria in addition to a Conditional Use Permit approval, Development Review and/or Site Design Review:
 - 1. Uses with Significant Noise, Light/Glare, Dust, and Vibration Impacts. Uses that are likely to create significant adverse impacts beyond the Industrial District boundaries, such as noise, light/glare, dust, or vibration, shall require conditional use approval, in conformance with Chapter 4.4 – Conditional Use Permits. The applicant shall submit findings prior to the approval of the CUP that the following criteria shall be used and can be met through development conditions in determining the adverse impacts of a use which are likely to be “significant”:
 - a. Noise. The use shall comply with ORS 457, “Noise Control.” Uses that do not comply with the ORS are in violation of the Conditional Use Permit.
 - b. Light/glare. Lighting and/or reflected light from the development exceeds ordinary ambient light and glare levels (i.e., levels typical of the surrounding area).

- c. Dust and/or Exhaust. Dust and/or exhaust emissions from the development exceeds ambient dust or exhaust levels, or levels that existed prior to development.
 - d. Vibration. Vibration (e.g., from mechanical equipment) is sustained and exceeds ambient vibration levels (i.e., from adjacent roadways and existing land uses in the surrounding area).
 - e. Approval of the Conditional Use Permit shall include a recorded agreement that the approved use shall be monitored by the applicant and records shall be kept showing the degree of compliance with the standards agreed upon per the CUP approval. When a Use is determined to be in violation of the CUP agreement, it shall be declared a public nuisance and the use shall be brought into conformance or the CUP will be forfeited.
 - f. A nuisance includes, but is not necessarily limited to, any of the following conditions: Any use, excluding reasonable construction activity, that emits dust, sweepings, dirt or cinders into the atmosphere, discharges liquid, solid wastes, or other matter onto the land or into any waterway, and that, in the discretion of the City, may adversely affect the health, safety, comfort, of properties neighboring the Industrial property.
2. Traffic. Uses that are likely to generate unusually high levels of vehicle traffic due to shipping and receiving. “Unusually high levels of traffic” means that the average number of daily trips on any existing street would increase by 10 percent or more as a result of the development. The city may require a traffic impact analysis prepared by a qualified professional prior to deeming a land use application complete, and determining whether the proposed use requires conditional use approval. Applicants may be required to provide a traffic analysis for review by ODOT for developments that increase traffic on state highways.

B. Residential Caretakers. One residential caretaker unit shall be permitted for each primary industrial use, subject to the following conditions:

- 1. The unit shall be served with public water and sanitary sewerage disposal, in conformance with city engineering requirements.
- 2. Caretaker units shall not be a temporary recreational vehicle and shall be required to meet applicable fire safety and building code requirements, in addition to the applicable setback standards of this Chapter.

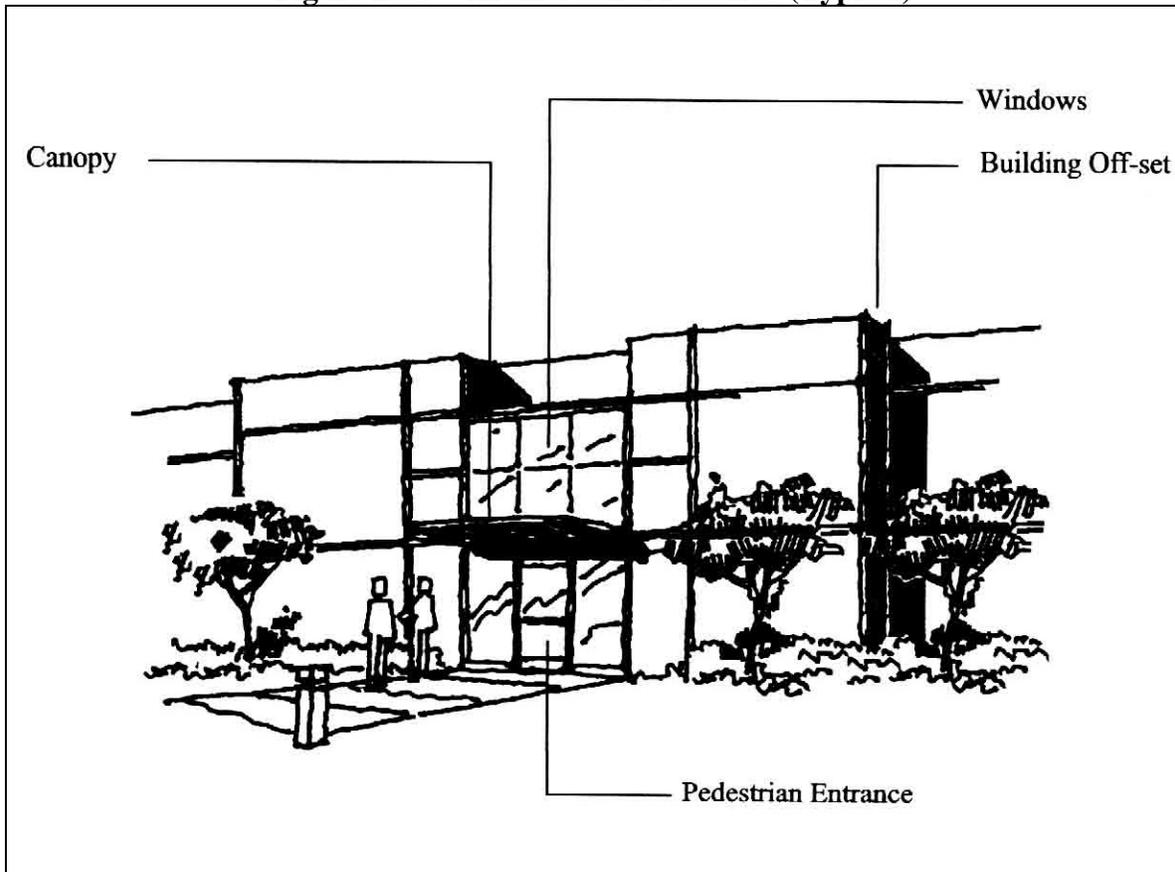
C. Wireless Communication Equipment. Wireless communication equipment, including radio (i.e., cellular), television and similar types of transmission and receiving facilities are permitted, subject to the standards in Chapter 3.10.1 – Wireless Communication Facilities and to Conditional Use Permit requirements. Wireless communication equipment shall also comply with required setbacks, lot coverage, and other applicable standards of the Light Industrial District.

2.6.9 – Industrial Design Standards

A. Architectural Guidelines and Standards. All developments in the Light Industrial District shall be evaluated during Site Design Review for conformance with the criteria in A-B.

[Note: the example shown below is meant to illustrate typical building design elements, and should not be interpreted as a required architectural style.]:

Figure 2.6.9 – Architectural Features (Typical)



1. **Building Mass.** Where building elevations are oriented to the street in conformance with Chapter 2.6.7 – Building Orientation, architectural features such as windows, pedestrian entrances, building offsets, projections, detailing, change in materials or similar features, shall be used to break up and articulate large building surfaces and volumes.
2. **Pedestrian-Scale Building Entrances.** Recessed entries, canopies, and/or similar features shall be used at the entries to buildings in order to create a pedestrian-scale.
3. **Building Design.** In addition to applicable provisions contained elsewhere in this land use code, the development standards listed below shall apply to all development. In cases of conflict, the standards specifically applicable in Industrial districts shall apply. In order to receive approval, all new or substantially remodeled building designs shall incorporate the following:
 - a. Perimeter landscaping of either natural or man-made, including landscaped lawns, courtyards, and/or plazas consistent with Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls.
 - b. Location of buildings shall be towards the front of the site with parking to the rear or sides of the site.

- c. An overall theme with a variety of building façade designs shall be achieved through a mix of building heights, roof pitches, window or entrance treatments, wall articulation, overhangs, projections, and/or finish materials. All buildings that face a public street or residential district shall be ornamented to increase visual interest, using at least one of the following.
- B. Screening.** Loading docks, solid waste/recycling facilities and other service uses should be located in visually unobtrusive areas and screened from view from adjacent properties and streets.
- C. Parking.** Employee and visitor parking areas shall be internalized within the development and shall meet the parking standards in Chapter 3.4 – Vehicle and Bicycle Parking. Parking lots shall not be located between a public street and a building unless no other feasible alternative exists. A 10 ft. wide landscaping area shall be required. All parking lots shall have at least 5% of their area planted with interior landscaping; required perimeter landscaping shall not apply towards the required 5% interior landscaping.
- D. Outdoor Storage.** Outdoor storage, including merchandise display, equipment and materials storage, when permitted in any Industrial zone shall comply with the following requirements:
1. Fencing and Screening Required. Sight-obscuring fencing or screening is required around all portions of a lot utilized for outdoor storage of component merchandise, equipment and materials, except for component merchandise which is stored and displayed only during business hours. All fencing and screening shall be installed in accordance with the following requirements:
 - a. Building Setbacks. All fencing and screening shall comply with the buffer or building setback requirements for the zone in which it is located unless specified otherwise.
 - b. Minimum Screening Requirements. When required, all outdoor storage areas shall be screened from adjoining properties and public rights-of-way by a wall, fence, landscaping and/or structure. Such screening shall serve the purpose of concealing and obscuring the storage area from view. Landscape screening shall consist of plantings designed and installed in such a manner to provide year-round screening in terms of vegetation density and height within three years of planting, and shall be maintained in a healthy, growing condition. Landscape plantings installed to screen outdoor storage from public rights-of-way shall be installed on the right-of-way side of any wall, fence or structure.
 - c. Maximum Fence Height. Fencing and walls surrounding outdoor storage areas which are not part of a building wall shall not exceed a maximum height of eight feet.
 - d. Maintenance Required. Fences, walls and landscaping surrounding outdoor storage areas shall be maintained and kept free of litter, posters, signs, trash or stored items.
 - e. Outdoor Storage Height Limitations. Outdoor storage shall not exceed the height of required screening.
 2. Exemption from Fencing and Screening Requirements. Fencing and screening is not required around those portions of a lot utilized for "complete" merchandise display, or the display of "component" merchandise when said merchandise is stored within a structure or fenced and screened area during the hours the business is closed.

3. **Improvement and Maintenance of Outdoor Storage Areas.** All outdoor storage areas and access to them shall be paved or otherwise surfaced and maintained so as to eliminate dust or mud. All outdoor storage areas shall be graded and storm drainage facilities installed to collect and dispose of all surface runoff in accordance with city requirements.
4. **Outdoor Storage of Materials Prohibited.** No outdoor storage of materials such as fertilizers, pesticides, etc. which potentially pose a threat to water quality, shall be permitted.
5. **Outdoor Storage Prohibited in Required Parking Areas and Walkways.** No outdoor storage shall be permitted to occur in required parking areas, access drives, or walkways.
6. **Truck Parking and Loading/Unloading Areas.** Truck parking and loading/unloading areas shall be considered a form of outdoor storage, and shall be screened from adjoining properties and public right-of-way in accordance with the fencing and screening requirements for outdoor storage

E. Outdoor Lighting. Building-mounted lighting and aerial-mounted floodlighting shall be shielded from above in such a manner that the bottom edge of the shield shall be below the light source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise. All lighting shall be shielded so that the direct illumination shall be confined to the property boundaries of the light source.

F. Trash and Recycling Receptacles. Trash and recycling receptacles shall be screened from adjacent properties and public rights-of-way by an opaque visual barrier no lower than the highest point of the receptacles.

Chapter 3.2 – Access and Circulation

Sections:

3.2.1 – Purpose

3.2.2 – Vehicular Access and Circulation

3.2.3 – Pedestrian Access and Circulation

3.2.1 – Purpose

The purpose of this Chapter is to ensure that developments and land divisions provide safe and efficient access and circulation, for pedestrians and vehicles. Section 3.2.2 provides standards for vehicular access and circulation. Section 3.2.3 provides standards for pedestrian access and circulation. Standards for transportation improvements are provided in 3.5.2 – Transportation Standards.

3.2.2 – Vehicular Access and Circulation

A. Intent and Purpose. The intent of this Section is to manage vehicle access to development through a connected street system, while preserving the flow of traffic in terms of safety, roadway capacity, and efficiency. Access shall be managed to maintain an adequate level of service and to maintain the functional classification of roadways as required by the City's Transportation System Plan. Major roadways, including highways, arterials, and collectors, serve as the primary system for moving people and goods. Access management is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. This Section attempts to balance the right of reasonable access to private property with the right of the citizens of the City and the State of Oregon to safe and efficient travel. It also requires all developments to construct planned streets (arterials and collectors) and to extend local streets.

To achieve this policy intent, state and local roadways have been categorized in the Transportation System Plan by function and classified for access purposes based upon their level of importance and function. (See Chapter 3.5.2 – Transportation Standards) Regulations have been applied to these roadways to reduce traffic accidents, personal injury, and property damage attributable to access systems, and to thereby improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. These regulations also further the orderly use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

B. Applicability. This ordinance shall apply to all public streets within the City and to all properties that abut these streets. Access to state highway facilities shall be consistent with Oregon's Access Management Standards (Oregon Administrative Rule, OAR 734-051).

C. Traffic Study Requirements. The City or other agency with access jurisdiction may require a traffic study prepared by a licensed traffic engineer to determine access, circulation, and other transportation requirements. (See also, Chapter 3.5.2 – Transportation Standards.)

D. Conditions of Approval. The City or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system. Access to and from off-street parking areas shall not permit backing onto a public arterial or collector street.

E. Access Options.

1. When new vehicle access is required for development, access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are options to the developer/subdivider, unless one method is specifically required by Chapter 2 (i.e., under “Special Standards for Certain Uses”).
 - a. Option 1. Access is from an existing or proposed alley or mid-block lane.
 - b. Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., shared driveway). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.

If it is not possible to provide access by one of the above methods, access may be provided from a public street adjacent to the development parcel. If possible, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in Sections F and H, below. Owner/developer may be required to create a common access easement to allow joint use of a driveway, parking area, or other circulation as a condition of development approval.

3. Land Divisions. New residential land divisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g. mid-block lanes).
4. Double-Frontage Lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in the Residential District, unless topographic or physical constraints require the formation of such lots. When double frontage lots are permitted in the Residential District, a landscape buffer with trees and/or shrubs and ground cover not less than 10 feet wide shall be provided between the back yard fence/wall and the sidewalk or street, and maintenance shall be assured by the owner (i.e., through homeowner’s association, etc.).
5. The following standards apply within the City Center District:
 - a. No private driveways are permitted unless all the following criteria have been met:
 - (1) The City concludes that inadequate off-street, leased, shared, or public parking is available to serve the development.

- (2) The property owner records a public access easement allowing cross access to and from adjacent properties that could potentially be served by the driveway. The easement vests with the City.
- (3) The property owner records a joint maintenance agreement with the deed defining maintenance responsibilities of property owners that could logically be served by the common driveway.

b. Driveways to public parking are permitted when consistent with the City Center Plan.

Important cross-references to other code sections: Chapters 2 and 3 may require buildings placed at or near the front property line and driveways and parking areas oriented to the side or rear yard. The City may require the dedication of public right-of-way and construction of a street (e.g., frontage road, alley or other street) when the development impact is proportionate to the need for such a street, and the street is identified by the Comprehensive Plan, the Transportation System Plan, or the adopted Local Street Plan. (Please refer to Chapter 3.5.2 – Transportation Standards.)

F. Access Spacing. Access to and from off-street parking areas shall not permit backing onto a public street, with the exception of single-family driveway with access onto local streets only. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:

General Driveway/Intersection Spacing Standards

| Street Classification | Minimum Driveway Spacing | Minimum Driveway Separation from Public Street Intersection |
|-----------------------|--|---|
| Arterial Street | 400 | 400 |
| Collector Street | 150 | 150 |
| Local Street | N.A. | 75 |
| State Highway | Reference OAR 734-051-0115, Access Management Spacing Standards for Approaches | |

1. Minimum driveway spacing is measured from the edge of the driveway at the curb line to the edge of the next driveway at the curb line. Driveway separation from public street intersections is measured from the nearest edge of the driveway at the curb line to the intersecting street right-of-way.
2. If a development is unable to meet the access spacing standards in Subsection F, above, then the driveway must be as far from the other driveway or street intersection as possible. The Planning Commission shall require, at a minimum, that driveways be located outside the functional area of the intersection, even if such a distance would be greater than that set forth in the above table.

3. Arterial and Collector Streets. Access spacing on collector and arterial streets, and at controlled intersections (i.e., with four-way stop sign or traffic signal) shall be determined based on the above chart and the standards contained in the City’s Transportation System Plan. Access to Interstate 5 and Highway 99 shall be subject to the applicable standards and policies contained in the Oregon Highway Plan, Oregon’s Access Management Standards (Oregon Administrative Rule, OAR 734-051), and/or other applicable state access laws and regulations.
4. Special Provisions for All Streets. Direct street access may be restricted for some land uses, in conformance with the provisions of Chapter 2 – Land Use Districts. For example, access consolidation, shared access, and/or access separation greater than that specified by subsections 1-2, may be required by the City, County, or ODOT to protect the function, safety, and operation of the street for all users. (See Section ‘H’, below.) Where no other alternatives exist, the permitting agency may allow construction of an access connection along the property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

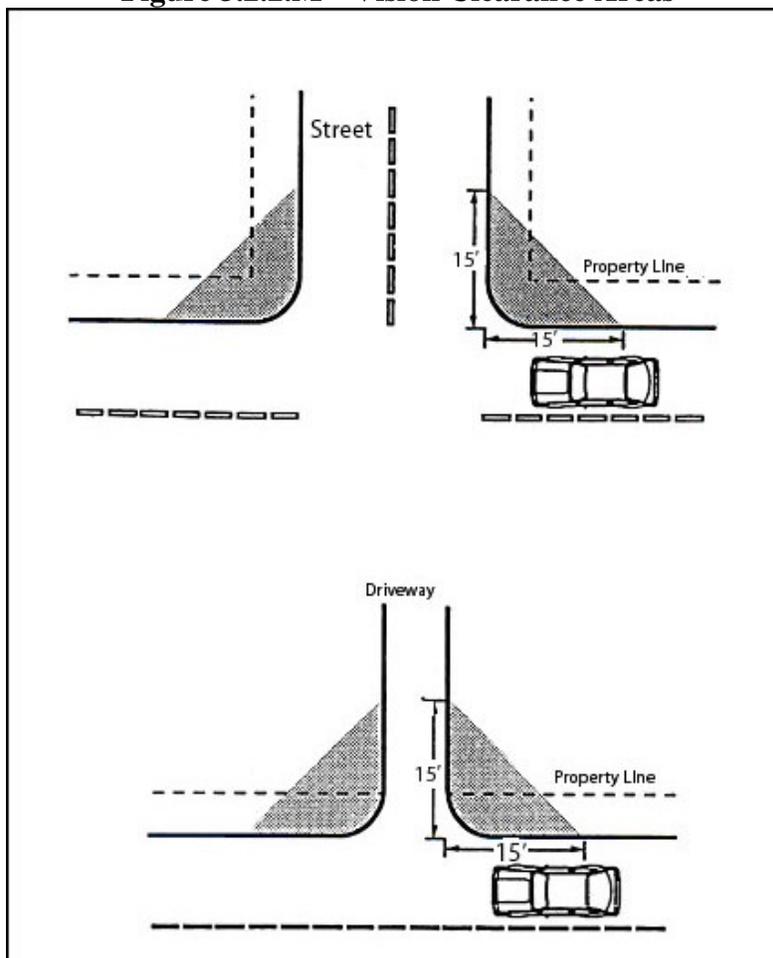
G. Number of Access Points. For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted for housing on corner lots (i.e., no more than one access per street), subject to the access spacing standards in Section ‘F’, above. The number of street access points for multiple family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety, and operation of the streets and sidewalks for all users. Shared access may be required, in conformance with Section H, below, in order to maintain the required access spacing, and minimize the number of access points.

H. Shared Driveways. The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The City shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards:

1. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. “Stub” means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. “Developable” means that a parcel is either vacant or it is identified as redevelopable in the City’s Buildable Land Inventory.
2. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval (Chapter 4.3 – Land Divisions and Lot Line Adjustments) or as a condition of site development approval (Chapter 4.2 – Development Review and Site Design Review).
3. Exception. Shared driveways are not required to be stubbed when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent extending the street/driveway in the future.

- I. Street Connectivity.** In order to promote efficient vehicular and pedestrian circulation throughout the city, land divisions and large site developments shall be bounded by a connecting network of public and/or private streets. Public and private streets shall also conform to Chapter 3.5.2 – Transportation Standards, Section 3.2.3 – Pedestrian Access and Circulation, and applicable Americans with Disabilities Act (ADA) design standards.
- J. Driveway Openings.** Driveway openings shall be the minimum width necessary to provide the required number of vehicle travel lanes (10 feet for each travel lane). The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians:
1. Single-family, two-family, and three-family uses shall have a minimum driveway width of 10 feet, and a maximum width of 24 feet, except that one recreational vehicle pad driveway may be provided in addition to the standard driveway for lots containing more than 6000 square feet of area.
 2. Multiple family uses with between four and seven dwelling units shall have a minimum driveway width of 20 feet, and a maximum width of 24 feet.
 3. Multiple family uses with more than eight dwelling units, and off-street parking areas with 16 or more parking spaces, shall have a minimum driveway width of 24 feet, and a maximum width of 30 feet. These dimensions may be increased if the Planning Director determines that more than two lanes are required based on the number of trips generated or the need for turning lanes.
 4. Access widths for all other uses shall be based on 10 feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in Chapter 3.4 – Vehicle and Bicycle Parking.
 5. Driveway Aprons. Driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive. Driveway aprons shall conform to ADA standards for sidewalks and pathways, which require a continuous route of travel that is a minimum of three feet in width, with a cross slope not exceeding two percent.
- K. Fire Access and Parking Area Turn-arounds.** Parking areas shall provide adequate aisles or turn-around areas for public safety, service, and delivery vehicles so that all vehicles may enter the street in a forward manner. (The City’s Fire Chief may exempt turn-around requirements for fire trucks if compliance with the Fire Code is maintained.) For requirements related to cul-de-sacs, please refer to Chapter 3.5.2 – Transportation Standards, Section M.
- L. Vertical Clearances.** Driveways, private streets, aisles, turn-around areas, and ramps shall have a minimum vertical clearance of 13 feet 6 inches for their entire length and width.
- M. Vision Clearance.** No signs, structures, or vegetation in excess of three feet in height shall be placed in vision clearance areas, as shown below. The Planning Director may increase the minimum vision-clearance area upon finding that more sight distance is required (i.e., due to Police Department requirements, traffic speeds, roadway alignment, topography, etc.).

Figure 3.2.2.M – Vision Clearance Areas

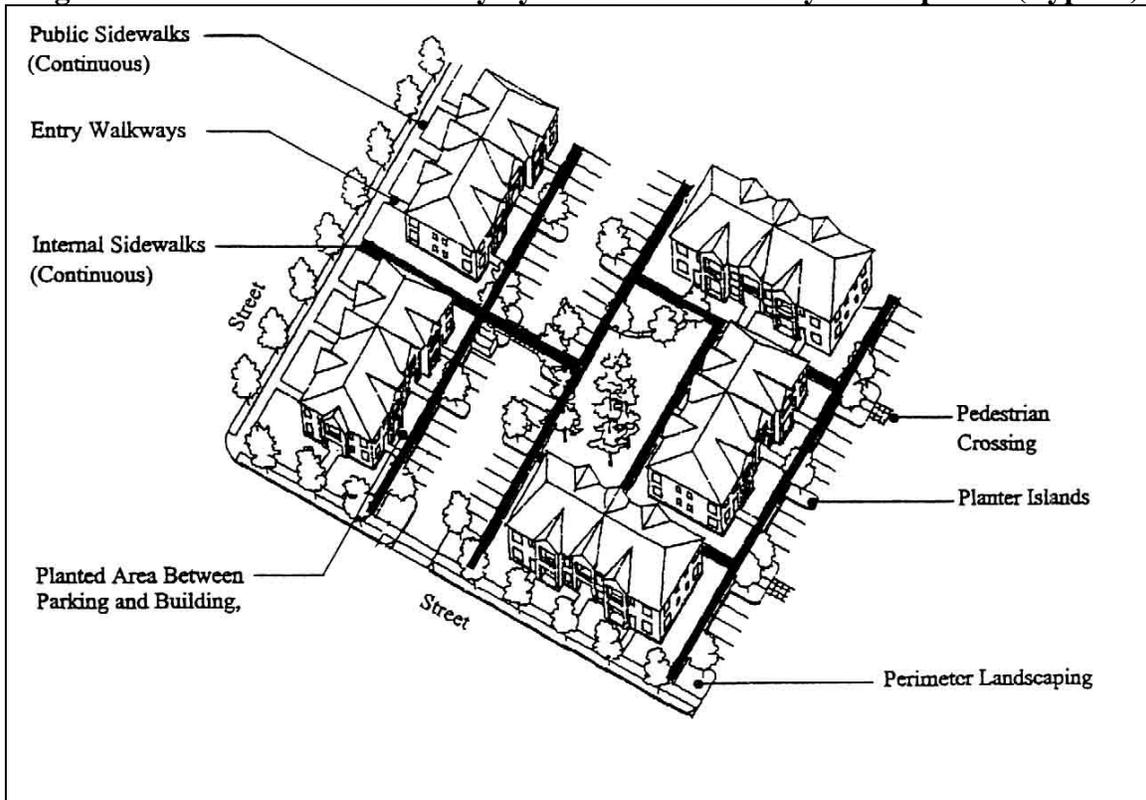


N. Construction. The following development and maintenance standards shall apply to all driveways and private streets:

1. **Surface Options.** Driveways, parking areas, aisles, and turn-arounds may be paved with asphalt or concrete surfacing. Paving surfaces shall be subject to review and approval by the Building Official.
2. **Surface Water Management.** When a paved surface is used, all driveways, parking areas, aisles, and turn-arounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facilities shall be constructed in conformance with City standards.
3. **Driveway Aprons.** When driveway approaches or aprons are required to connect driveways to the public right-of-way, they shall be paved with concrete surfacing. (See also, Section J.)

3.2.3 – Pedestrian Access and Circulation

Figure 3.2.3 – Pedestrian Pathway System for Multifamily Development (Typical)



A. Pedestrian Access and Circulation. To ensure safe, direct, and convenient pedestrian circulation, all developments except single-family detached housing on individual lots shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) Pathways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles. The system of pathways shall be designed based on the standards in subsections 1-3, below:

1. **Continuous Pathways.** The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathways to adjacent streets and private property, in accordance with the provisions of Chapter 3.2.2 – Vehicular Access and Circulation and Chapter 3.5.2 – Transportation Standards.
2. **Safe, Direct, and Convenient Pathways.** Pathways within developments shall provide safe, reasonably direct, and convenient connections between primary building entrances and all adjacent streets, based on the following definitions:
 - a. **Reasonably direct.** A route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

- b. Safe and convenient. Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.
 - c. For commercial, industrial, mixed use, public, and institutional buildings, the primary entrance is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.
 - d. For residential buildings, the primary entrance is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the primary entrance may be a lobby, courtyard, or breezeway that serves as a common entrance for more than one dwelling.
3. Connections within Development. For all developments subject to Site Design Review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.
 4. Pathways shall have adequate lighting for safety purposes. The City may require lighting as a condition of development review.
 5. Pathways (for pedestrians and bicycles) shall be provided at or near mid-block where the block length exceeds 400 feet in the City Center District, 600 feet in the Residential Districts, or 800 feet in the Industrial Districts. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable. Pathways used to comply with these standards shall conform to all of the following criteria:
 - a. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than 6 feet wide and located within a 10-foot-wide right-of-way or easement that allows access for emergency vehicles;
 - b. If the streets within the subdivision or neighborhood are lighted, the pathways shall also be lighted;
 - c. Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a multi-use pathway where grades are steep;
 - d. The City may require landscaping within the pathway easement/right-of-way for screening and the privacy of adjoining properties;
 - e. The Planning Commission may determine, based upon facts in the record, that a pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of this Code prohibit the pathway connection.

B. Design and Construction. Pathways shall conform to all of the standards in 1-5:

1. **Vehicle/Pathway Separation.** Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six inches and curbed, or separated from the driveway/street by a five-foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.
2. **Housing/Pathway Separation.** Pedestrian pathways shall be separated a minimum of five feet from all residential living areas on the ground floor, except at building entrances. Separation is measured as measured from the pathway edge to the closest dwelling unit. The separation area shall be landscaped in conformance with the provisions of Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls. No pathway/building separation is required for commercial, industrial, public, or institutional uses.
3. **Crosswalks.** Where pathways cross a parking area, driveway, or street, they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping. An example of contrasting paving material is the use of a concrete crosswalk through an asphalt driveway. If painted striping is used, it shall consist of thermoplastic striping or a similar type of durable application.

Crosswalks on state highway facilities shall be developed in coordination with the Oregon Department of Transportation (ODOT), shall be designed to state standards, and may require an Intergovernmental Agreement (IGA) to address maintenance responsibilities.

4. **Pathway Surface.** Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least six feet wide, and shall conform to ADA requirements. Multi-use paths shall be the same materials, at least 10 feet wide. (See also Chapter 3.5.2 – Transportation Standards for public, multi-use pathway standard.)
5. **Accessible routes.** Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel.

Chapter 3.4 – Vehicle and Bicycle Parking

Sections:

3.4.1 – Purpose

3.4.2 – Applicability

3.4.3 – Vehicle Parking Standards

3.4.4 – Bicycle Parking Requirements

3.4.5 – Recreational Vehicles

3.4.1 – Purpose

The purpose of this Chapter is to provide basic and flexible standards for development of vehicle and bicycle parking. The design of parking areas is critically important to the viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability. Historically, some communities have required more parking than is necessary for some land uses, paving extensive areas of land that could be put to better use. Because vehicle-parking facilities can occupy large amounts of land, they must be planned and designed carefully to use the land efficiently while maintaining the visual character of the community. This Chapter recognizes that each development has unique parking needs by providing a flexible approach for determining parking space requirements. This Chapter also provides standards for bicycle parking because many people use bicycles for recreation, commuting, and general transportation. Children as well as adults need safe and adequate spaces to park their bicycles throughout the community.

3.4.2 – Applicability

All developments subject to site design review (Chapter 4.2 – Development Review and Site Design Review), including development of parking facilities, shall comply with the provisions of this Chapter.

3.4.3 – Vehicle Parking Standards

A. Number of Spaces Required. The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 3.4.3.A.

The minimum number of off-street parking spaces required in the City Center District may be reduced by one-third, however, the maximum parking standard of this Chapter apply.

Table 3.4.3.A – Vehicle Parking – Minimum Standards Option

| Industrial Uses |
|---|
| <ul style="list-style-type: none"> Industrial uses, except warehousing. One space per two employees on the largest shift or for each 700 square feet of gross floor area, whichever is less, plus one space per company vehicle. |
| <ul style="list-style-type: none"> Warehousing. One space per 1,000 square feet of gross floor area or for each two employees, whichever is greater, plus one space per company vehicle. |
| <ul style="list-style-type: none"> Public utilities (gas, water, telephone, etc.), not including business offices. One space per two employees on the largest shift, plus one space per company vehicle; a minimum of two spaces is required. |
| Public and Institutional Uses |
| <ul style="list-style-type: none"> Child-care centers having 13 or more children. One space per two employees; a minimum of two spaces is required. |
| <ul style="list-style-type: none"> Churches and similar places of worship. One space per four seats. |
| <ul style="list-style-type: none"> Golf courses, except miniature. Eight spaces per hole, plus additional spaces for auxiliary uses set forth in this Section. Miniature golf courses -four spaces per hole. |
| <ul style="list-style-type: none"> Hospitals. Two spaces per patient bed. |
| <ul style="list-style-type: none"> Nursing and convalescent homes. One space per three patient beds. |
| <ul style="list-style-type: none"> Rest homes, homes for the aged, or assisted living. One space per two patient beds or one space per apartment unit. |
| <ul style="list-style-type: none"> Schools, elementary and junior high. One and one-half spaces per classroom, or the requirements for public assembly areas as set forth herein, whichever is greater. |
| <ul style="list-style-type: none"> High schools. One and one-half spaces per classroom, plus one space per 10 students the school is designed to accommodate, or the requirements for public assembly as set forth herein, whichever is greater. |
| <ul style="list-style-type: none"> Colleges, universities and trade schools. One and one-half spaces per classroom, plus one space per five students the school is designed to accommodate, plus requirements for on-campus student housing. |
| Unspecified Uses |
| <p>Where a use is not specifically listed in this table, parking requirements shall be determined by finding a use that is similar to those listed in terms of parking needs.</p> |

Table 3.4.3 – Vehicle Parking – Minimum Standards Option (continued)

| |
|--|
| The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways. |
| Residential Uses |
| Single-family detached housing. 2 parking spaces shall be provided for each detached single-family dwelling or manufactured home on an individual lot. |
| <ul style="list-style-type: none"> • Two- and three-family housing. 1.5 spaces per dwelling unit. • Multi-family and single-family attached housing. <ul style="list-style-type: none"> a. Studio units or 1-bedroom units less than 500 sq. ft.--1 space/unit. b. 1-bedroom units 500 sq. ft. or larger--1.5 spaces/unit. c. 2-bedroom units--1.75 spaces/unit. d. 3-bedroom or greater units--2.00 spaces/unit. e. Retirement complexes for seniors 55-years or greater--One space per unit. • Rooming and boarding houses, dormitories. Two spaces for each three guest rooms, or one per three beds, whichever is more; • Senior housing. Same as for retirement complexes. • Manufactured home parks. Same as for single-family detached housing. • Accessory dwelling. 1 additional parking space |
| Commercial Uses |
| <ul style="list-style-type: none"> • Auto, boat, or trailer sales, retail nurseries, and similar bulk retail uses. One space per 1,000 square feet of the first 10,000 square feet of gross land area devoted to retail use; plus one space per 5,000 square feet for the excess over 10,000 square feet of gross land area; and one space per two employees. • Business, general retail, personal services. General – one space for 350 square feet of gross floor area. Furniture and appliances – one space per 750 square feet of gross floor area. • Chapels and mortuaries. One space per four fixed seats in the main chapel. • Hotels and motels. One space for each guest room, plus one space for the manager. • Offices. Medical and Dental Offices – one space per 350 square feet of gross floor area; General Offices – one space per 450 square feet of gross floor area. • Restaurants, bars, ice cream parlors and similar uses. One space per four seats or one space per 100 sq. ft. of gross leasable floor area, whichever is less. • Theaters, auditoriums, stadiums, gymnasiums, similar uses. One space per four seats. |

B. Parking Location and Shared Parking.

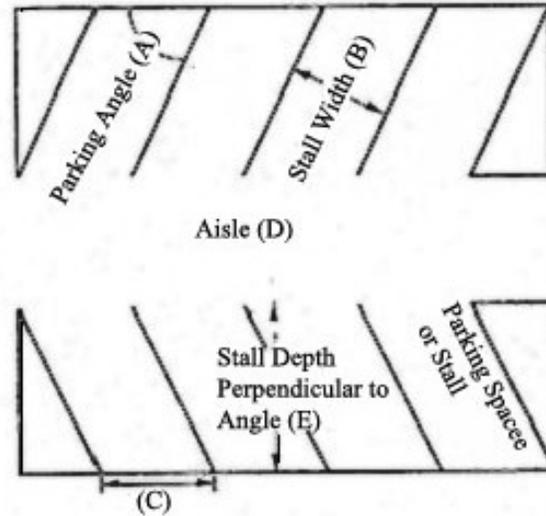
1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages or carports (no temporary or tarp carports are allowed), or on driveways or parking lots that have been developed in conformance with this code. Specific locations for parking are indicated in Chapter 2 for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). (See also, Chapter 3.2 – Access and Circulation).

2. Off-site parking. Except for single-family dwellings, the vehicle parking spaces required by this Chapter may be located on another parcel of land, provided the parcel is within 500 feet of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.
3. Mixed uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly as approved by the Planning Director.
4. Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.
5. Availability of facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Chapter 3.6 – Signs.

D. Maximum Number of Parking Spaces. The number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the required minimum number of spaces provided by this Section by more than 5%.

E. Parking Stall Standard Dimensions and Compact Car Parking. All off-street parking stalls shall be improved to conform to City standards for surfacing, stormwater management, and striping. Standard parking spaces shall conform to the dimensions in Figure 3.4.3.E.

Figure 3.4.3.E – Parking Stall Dimensions



| Minimum Parking Space and Aisle Dimensions | | | | | | |
|--|----------|-------------|-----------------|-----------------------|-----------------------|-----------------|
| Angle (A) | Type | Width (B) | Curb Length (C) | 1 Way Aisle Width (D) | 2 Way Aisle Width (D) | Stall Depth (E) |
| 0° (Parallel) | Standard | 8 ft. | 22 ft. 6 in. | 12 ft. | 26 ft. | 8 ft. |
| | Compact | 7 ft. 6 in. | 19 ft. 6 in. | 12 ft. | 26 ft. | 7 ft. 6 in. |
| 30° | Standard | 9 ft. | 18 ft. | 12 ft. | 24 ft. | 17 ft. |
| | Compact | 7 ft. 6 in. | 15 ft. | 12 ft. | 24 ft. | 14 ft. |
| 45° | Standard | 9 ft. | 12 ft. 6 in. | 12 ft. | 24 ft. | 19 ft. |
| | Compact | 7 ft. 6 in. | 10 ft. 6 in. | 12 ft. | 24 ft. | 16 ft. |
| 60° | Standard | 9 ft. | 10 ft. 6 in. | 18 ft. | 24 ft. | 20 ft. |
| | Compact | 7 ft. 6 in. | 8 ft. 6 in. | 18 ft. | 24 ft. | 16 ft. 6 in. |
| 90° | Standard | 9 ft. | 9 ft. | 24 ft. | 24 ft. | 19 ft. |
| | Compact | 7 ft. 6 in. | 7 ft. 6 in. | 24 ft. | 24 ft. | 15 ft. |

* A two-foot overhang is allowed for standard spaces if the curb acts as the wheel stop.

F. Disabled Person Parking Spaces. The following parking shall be provided for disabled persons, in conformance with the Americans with Disabilities Act. Disabled parking is included in the minimum number of required parking spaces in Section E, above.

3.4.4 – Bicycle Parking Requirements

All uses that are subject to Site Design Review shall provide bicycle parking, in conformance with the following standards, which are evaluated during Site Design Review:

A. Number of Bicycle Parking Spaces. The following additional standards apply to specific types of development:

1. **Multi-Family Residences.** Every residential use of four or more dwelling units provides at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room, or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces shall be sheltered from sun and precipitation under an independent structure.
2. **Commercial and Industrial Use Parking Lots.** A minimum of one sheltered bicycle parking spaces is required for all uses with less than 10 vehicle parking spaces, otherwise, sheltered bicycle parking spaces shall be equal to 10% of the number of motorized vehicle parking spaces.
3. **Schools.** Elementary and middle schools, both private and public, provide four sheltered bicycle parking space for every classroom. High schools provide eight sheltered bicycle parking spaces for every classroom.
4. **City Center District.** Individual uses shall provide their own parking, or spaces may be clustered if located within 50 feet of the business it serves. Bicycle parking spaces shall be located in front of the stores along the street, either on the sidewalks or in specially constructed areas such as pedestrian curb extensions. Inverted U-style racks are recommended. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions. Sheltered bicycle parking shall be provided at a rate of one space per 10 employees, with a minimum of one space per store.
5. **Multiple Uses.** For buildings with multiple uses (such as a commercial or mixed use center), bicycle-parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required.

B. Exemptions. This Section does not apply to single-family, two-family, and three-family housing (attached, detached or manufactured housing), home occupations, agriculture, and livestock uses.

C. Location and Design. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). Bicycle parking must be sheltered. (Spaces may be located under an eave, overhang, an independent structure, or similar cover.) The bike parking structure shall be placed on an all weather surface. It should be incorporated whenever possible into building design and landscaping plan and coordinated with the design of street furniture when it is provided. Street furniture includes benches, streetlights, planters, and other pedestrian amenities.

D. Visibility and Security. Bicycle parking shall be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage;

E. Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building;

- F. Lighting.** Bicycle parking shall be least as well lit as vehicle parking for security.
- G. Reserved Areas.** Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.
- H. Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as not to conflict with vision clearance standards (Chapter 3.2 – Access and Circulation).

3.4.5 – Recreational Vehicles

The following regulations pertain to recreational vehicles other than those parked in recreational vehicle parks, mobile home parks, or other areas that are specifically designed for such vehicles;

- A.** It shall be unlawful to occupy a recreational vehicle for sleeping or living purposes in a public street or right-of-way for any length of time within the City of Phoenix.
- B.** A recreational vehicle may be parked on private property and used for sleeping and cooking purposes by guest of the residents of the premises for a period not to exceed two weeks per year. Such recreational vehicles shall have self-contained sewage facilities, or the visitors shall utilize the facilities of the host's residence.
- C.** Additionally, all RV vehicles parked or stored on residential property must be parked upon an improved surface (asphalt, concrete, brick or gravel). Parking on front lawn areas is strictly prohibited and all RV's, Boats, Trailers etc, used for sleeping and cooking purposes on the property must be operational, have current tags and be attached to the site only by temporary utility and security devices.
- D.** No person having ownership or other responsibility for property in Phoenix shall occupy or allow the occupancy of any recreational vehicle upon the premises as permanent living quarters.
- E.** Any unoccupied recreational vehicle that is not in use shall not be stored on any roadway, within any public right-of-way, or upon any public property
- F.** A recreational vehicle shall not be used as a guesthouse, a caretaker's residence, nor as a sole residence on any tax lot, nor shall it be used as a temporary residence during the period of construction of a permanent dwelling on the property, except for City use during municipal projects.
- G.** A recreational vehicle shall not occupy a space within an approved manufactured housing park unless that space has been specially approved by the city for short-term recreational vehicle use.

Chapter 3.5 – Street and Public Facilities Standards

Sections:

3.5.1 – Purpose and Applicability

3.5.2 – Transportation Standards

3.5.3 – Public Use Areas

3.5.4 – Sanitary Sewer and Water Service Improvements

3.5.5 – Utilities

3.5.6 – Easements

3.5.7 – Construction Plan Approval and Assurances

3.5.8 – Installation

3.5.1 – Purpose and Applicability

A. Purpose. The purpose of this Chapter is to provide planning and design standards for public and private transportation facilities and utilities. Streets are the most common public spaces, touching virtually every parcel of land. Therefore, one of the primary purposes of this Chapter is to provide standards for attractive and safe streets that can accommodate vehicle traffic from planned growth, and provide a range of transportation options, including options for driving, walking bus transit and bicycling. This Chapter is also intended to implement the City’s Transportation System Plan.

Important cross-reference to other standards: The City requires that streets provide direct and convenient access, including regular intersections. Chapter 3.2 – Access and Circulation provides standards for intersections and blocks, and requires pedestrian access ways to break up long blocks.

B. When Standards Apply. Unless otherwise provided, the standard specifications for construction, reconstruction, or repair of transportation facilities, utilities, and other public improvements within the City shall occur in accordance with the standards of this Chapter. No development or land division may occur unless the public facilities related to development comply with the public facility requirements established in this Chapter.

Standards for state transportation facilities shall be developed in coordination with the Oregon Department of Transportation (ODOT), per the requirements of Oregon’s transportation policies, regulations, and guidelines. Standards for these facilities shall require ODOT coordination, review, and approval.

C. Standard Specifications. The City Engineer shall establish standard construction specifications consistent with the design standards of this Chapter and application of engineering principles. They are incorporated in this code by reference.

D. Conditions of Development Approval. No development may occur unless required public facilities are in place or guaranteed in conformance with the provisions of Chapter 4.3.9 – Performance, Maintenance Guarantee and Development Agreement. All public improvement plans must be approved by the City in accord with the process defined in Chapter 4.3.8 – Public Improvements. Improvements required as a condition of development approval, when not voluntarily accepted by the applicant, shall be roughly proportional to the impact of development. Findings in the development approval shall indicate how the required improvements are roughly proportional to the impact.

3.5.2 – Transportation Standards

A. Development Standards. No development shall occur unless the development has frontage or approved access to a public street, in conformance with the provisions of Chapter 3.2 – Access and Circulation, and the following standards are met:

1. Streets within or adjacent to a development shall be improved in accordance with the Transportation System Plan and the provisions of this Chapter.
2. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this Section, and public streets shall be dedicated to the applicable city, county or state jurisdiction;
3. New streets, alleys and drives connected to a collector or arterial street shall be paved; and
4. The City may accept a Deferred Improvement Agreement or a future improvement guarantee [e.g., owner agrees not to remonstrate against the formation of a local improvement district in the future] in lieu of street improvements if one or more of the following conditions exist:
 - a. A partial improvement may create a potential safety hazard to motorists or pedestrians;
 - b. Due to the developed condition of adjacent properties, it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;
 - c. The improvement would be in conflict with an adopted capital improvement plan; or
 - d. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.

B. Variances. Variances to the transportation design standards in this Section may be granted by means of a Type III Variance, as governed by Chapter 5.2 – Variances.

C. Creation of Rights-of-Way for Streets and Related Purposes. Streets shall be created through the approval and recording of a final subdivision or partition plat; except the City may approve the creation of a street by acceptance of a deed, provided that the street is deemed essential by the City Council for the purpose of implementing the Transportation System Plan, and the deeded right-of-way conforms to the standards of this Code. All deeds of dedication shall be in a form prescribed by the City Attorney and shall name "the public," as grantee.

D. Creation of Access Easements. The City may approve an access easement established by deed when the easement is necessary to provide for access and circulation in conformance with Chapter 3.2 – Access and Circulation. Access easements shall be created and maintained in accordance with the Fire Code as amended.

E. Street Location, Width, and Grade. Except as noted below, the location, width and grade of all streets shall conform to the Transportation System Plan, an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing

and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets:

1. Street grades shall be approved by the City Engineer; and
2. Where the location of a street is not shown in an existing street plan (See Section 'H'), the location of streets in a development shall either:
 - a. Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this Chapter, or
 - b. Conform to a street plan adopted by the City Council, if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets, and the need for public convenience and safety.

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall be the widths in Table 3.5.2. A variance shall be required in conformance with Chapter 3.5.2 – Transportation Standards, Section B to vary the standards in Table 3.5.2. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

1. Street classification in the Transportation System Plan;
2. Anticipated traffic generation;
3. On-street parking needs;
4. Sidewalk and bikeway requirements based on anticipated level of use;
5. Requirements for placement of utilities;
6. Street lighting;
7. Minimize drainage and slope lands impacts;
8. Street tree location, as provided for in 3.3.4 – Street Trees;
9. Protection of significant vegetation, as provided for in 3.3.2 – Landscape Conservation;
10. Safety and comfort for motorists, bicyclists, and pedestrians;
11. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;
12. Access needs for emergency vehicles; and
13. Transition between different street widths (i.e., existing streets and new streets), as applicable.

Table 3.5.2 – City of Phoenix Right-of-Way and Street Design Standards

| TYPE OF STREET | AVERAGE DAILY TRAFFIC (ADT) | R.O.W. WIDTH ¹ | WITHIN CURB-TO-CURB PAVEMENT AREA | | | | | | PLANTING STRIPS ⁵ | SIDEWALKS | CURB RADIUS |
|---|-----------------------------|---------------------------|---|---|---|-------------------------|----------------------|------|------------------------------|-----------------------|-------------|
| | | | MINIMUM CURB-TO-CURB PAVEMENT WIDTH | MOTOR VEHICLE TRAVEL LANES ⁷ | MEDIAN AND/OR CENTER TURN LANE ² | BIKE LANES ³ | PARKING ⁴ | CURB | | | |
| Arterial Street | | | | | | | | | | | |
| 2-Lane Arterial | 10,000 to 30,000 ADT | 57' - 89' | 36' (6/12/12/6') | 2 at 12' each | None | 2 at 6' each | 8' bays | 6" | 4' - 8' | 6' - 10' ⁶ | |
| 2-Lane Arterial (w/ Median) | | 73' - 105' | 52' (6/12/16/12/6') | 2 at 12' each | 16' | 2 at 6' each | 8' bays | 6" | 4' - 8' | 6' - 10' ⁶ | |
| 4-Lane Arterial | | 81' - 113' | 60' (6/12/12/12/12/6') | 4 at 12' each | None | 2 at 6' each | 8' bays | 6" | 4' - 8' | 6' - 10' ⁶ | |
| 4-Lane Arterial (w/ Median) | | 97' - 129' | 76' (6/12/12/16/12/12/6') | 4 at 12' each | 16' | 2 at 6' each | 8' bays | 6" | 4' - 8' | 6' - 10' ⁶ | |
| Collector Street | | | | | | | | | | | |
| 2-Lane Collector ⁸ | 1,000 to 10,000 ADT | 53' - 87' | 34' (6/11/11/6') | 2 at 11' each | None | 2 at 6' each | 8' bays | 6" | 3' - 8' | 6' - 10' ⁶ | 25' - 30' |
| 3-Lane Collector ⁸ | | 65' - 99' | 46' (6/11/14/11/6') | 2 at 11' each | 14' | 2 at 6' each | 8' bays | 6" | 4' - 8' | 6' - 10' ⁶ | 25' - 30' |
| Local Street, Residential | | | | | | | | | | | |
| Parallel Parking One Side (or Parking Bays) | Less than 1,000 ADT | 41' - 49' | 22' (8/14') | 1 at 14' | NA | NA ⁸ | One 8' lane | 6" | 4' - 8' | 5' | 15' - 30' |
| Parallel Parking One Side (or Parking Bays) | | 47' - 55' | 28' (8/10/10') | 2 at 10' each | NA | NA ⁸ | One 8' lane | 6" | 4' - 8' | 5' | 15' - 30' |
| Parallel Parking Both Sides (or Parking Bays) | | 55' - 63' | 36' (8/10/10/8') | 2 at 10' each | NA | NA ⁸ | Two 8' lanes | 6" | 4' - 8' | 5' | 15' - 30' |
| Alley | | | | | | | | | | | |
| Alley | NA | 20' | 12' paved width, 4' clearance on each side | NA | NA | NA | None | None | None | None | NA |
| Multi-Use Path | | | | | | | | | | | |
| Multi-Use Path | NA | 16' - 20' | 8' - 12' paved width, 4' clearance on each side | NA | NA | NA | NA | None | None | None | NA |

- 1) R.O.W. minimum width assumes no parking, minimal allowable planting strips, and minimal allowable sidewalks. R.O.W. maximum width assumes no parking, maximum allowable planting strips, and maximum allowable sidewalks.
- 2) Standard median lane width for ODOT facilities is 16 feet.
- 3) Bike lanes may be 5' wide where available right-of-way is limited or on streets where parking is provided.
- 4) Provision of parking bays will be determined on a case-by-case basis.
- 5) Hardscape planting strip may be used in commercial areas for locating street trees, streetlights and furniture, and bicycle racks
- 6) 6' sidewalk in residential areas, 8' - 10' sidewalk in commercial areas
- 7) Travel lanes may vary between 10.5' and 12', thereby increasing the pavement width and right-of-way requirements.
- 8) Bicycle lanes are generally not needed on low volume/low travel speed streets

G. Traffic Signals and Traffic Calming Features

1. Traffic-calming features, such as roundabouts, curb extensions, narrow residential streets, and special paving may be used to slow traffic in neighborhoods and areas with high pedestrian traffic.
2. Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the Highway Capacity Manual, and Manual of Uniform Traffic Control Devices. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval.

H. Future Street Plan and Extension of Streets

1. A future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other parcels within 600 feet surrounding and adjacent to the proposed land division. The street plan is intended to show potential future street extensions with future development
2. Streets shall be extended to the boundary lines of the parcel or tract to be developed, when the Planning Commission determines that the extension is necessary to give street access to, or permit a satisfactory future division of, adjoining land. The point where the streets temporarily end shall conform to a-c, below:
 - a. These extended streets or street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets when the adjoining property is developed.
 - b. A barricade (e.g., fence, bollards, boulders or similar vehicle barrier) shall be constructed at the end of the street by the subdivider and shall not be removed until authorized by the City or other applicable agency with jurisdiction over the street. The cost of the barricade shall be included in the street construction cost.
 - c. Temporary turnarounds (e.g., hammerhead or bulb-shaped configuration) shall be constructed for stub streets over 150 feet in length.

I. Street Alignment and Connections

1. Staggering of streets making "T" intersections at collectors and arterials shall not be designed so that jogs of less than 300 feet on such streets are created, as measured from the centerline of the street.
2. Spacing between local street intersections shall have a minimum separation of 125 feet, except where more closely spaced intersections are designed to provide an open space, pocket park, common area or similar neighborhood amenity. This standard applies to four-way and three-way (offset) intersections.

3. All local and collector streets that abut a development site shall be extended within the site to provide through circulation unless prevented by environmental or topographical constraints, existing development patterns, or compliance with other standards in this code. This exception applies when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than 15% for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the environmental or topographic constraint precludes some reasonable street connection.
4. Proposed streets or street extensions shall be located to provide direct access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and parks.

J. Sidewalks, Planter Strips, Bicycle Lanes. Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the standards in Table 3.5.2, applicable provisions of the Transportation System Plan and the adopted streetscape plans. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner.

K. Intersection Angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:

1. Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;
2. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and
3. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet.

L. Existing Rights-of-Way. Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development, subject to the provision of Chapter 3.5.1 – Purpose and Applicability, Section D.

M. Cul-de-sacs. Cul-de-sacs and dead-end streets shall not be allowed unless street extension is impossible due to environmental or topographical constraints or existing development patterns. A dead-end street shall be no more than 200 feet long:

1. All cul-de-sacs shall terminate with a circular or hammer-head turnaround. Circular turnarounds shall have a radius of 40 feet (i.e., from center to edge of pavement); except that turnarounds may be larger when they contain a landscaped island or parking bay in their center. When an island or parking bay is provided, there shall be a fire apparatus lane of 20 feet in width; and
2. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.

- N. Grades and Curves.** Grades shall not exceed 10 percent on arterials, 12% on collector streets, or 12% on any other street (except that local or residential access streets may have segments with grades up to 15% for distances of no greater than 250 feet), and:
1. Centerline curve radii shall not be less than 700 feet on arterials, 500 feet on major collectors, 350 feet on minor collectors, or 100 feet on other streets; and
 2. Streets intersecting with a minor collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing with a slope averaging five percent or less. A landing is that portion of the street within 20 feet of the edge of the intersecting street at full improvement.
- O. Curbs, Curb Cuts, Ramps, and Driveway approaches.** Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in Chapter 3.2 – Access and Circulation.
- P. Development Adjoining Arterial Streets.** Where a development adjoins or is crossed by an existing or proposed arterial street, the development design shall separate residential access and through traffic, and shall minimize traffic conflicts. The design shall include one or more of the following:
1. A parallel access street along the arterial with a landscape buffer separating the two streets;
 2. Deep lots abutting the arterial or collector to provide adequate buffering with frontage along another street. Double-frontage lots shall conform to the buffering standards in Chapter 3.2.2 – Vehicular Access and Circulation, Section E;
 3. Screen planting at the rear or side property line to be contained in a non-access reservation (e.g., public easement or tract) along the arterial; or
 4. Other treatment suitable to meet the objectives of this subsection;
 5. If a lot has access to two streets with different classifications, primary access shall be from the lower classification street, in conformance with Chapter 3.2.2 – Vehicular Access and Circulation.
- Q. Alleys, Public, or Private.** Alleys shall conform to the standards in Table 3.5.2. While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 12 feet.
- R. Private Streets.** Private streets shall not be used to avoid connections with public streets. Design standards for private streets shall conform to all applicable street standards.
- S. Street Names.** No street name shall be used which will duplicate or be confused with the names of existing streets in Jackson County except for extensions of existing streets. Street names, signs, and numbers shall conform to the established pattern in the surrounding area, except as requested by emergency service providers. The City must approve all street names and will assign all addresses.
- T. Survey Monuments.** Upon completion of a street improvement and prior to acceptance by the City, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the City that all boundary and interior monuments shall be reestablished and protected.

- U. Street Signs.** The city, county, or state with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.
- V. Mailboxes.** Plans for mailboxes to be used shall be approved by the United States Postal Service. The developer shall be responsible for installing the mailboxes at the time of development. The placement of mailboxes shall not encroach into sidewalk areas.
- W. Street Light Standards.** Streetlights shall be installed in accordance with City standards.
- X. Street Cross-Sections.** The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final City acceptance of the roadway and within one year of the conditional acceptance of the roadway unless otherwise approved by the City Engineer. The final lift shall also be placed no later than when 50% of the structures in the new development are completed or two years from the commencement of initial construction of the development, whichever is less.
 1. Sub-base and leveling course shall be of select crushed rock;
 2. Surface material shall be of Class C or B asphaltic concrete;
 3. The final lift shall be Class C asphaltic concrete as defined by A.P.W.A. standard specifications; and
 5. No lift shall be less than 1-1/2 inches in thickness.

3.5.3 – Public Use Areas

A. Dedication Requirements

1. Where a proposed park, playground or other public use shown in a plan adopted by the City is located in whole or in part in a subdivision, the City may require the dedication or reservation of this area on the final plat for the subdivision.
2. If determined by the Planning Commission or the City Council to be in the public interest in accordance with adopted comprehensive plan policies or where an adopted plan of the City does not indicate proposed public use areas, the City may require the dedication or reservation of areas within the subdivision of a character, extent, and location suitable for the development of parks and other public uses.
3. All required dedications of public use areas shall conform to Chapter 3.5.1 – Purpose and Applicability, Section D (Conditions of Development Approval).

B. Acquisition by Public Agency. If the developer is required to reserve land area for a park, playground, or other public use, the land shall be acquired by the appropriate public agency within two years following final plat approval, at a price agreed upon prior to approval of the plat, or the reservation shall be released to the property owner.

C. System Development Charge Credit. Dedication of land to the City for public use areas shall be eligible as a credit toward any required system development charge.

3.5.4 – Sanitary Sewer and Water Service Improvements

- A. Sewers and Water Mains Required.** Sanitary sewers and water mains shall be installed to serve each new development and to connect developments to existing mains in accordance with the City’s construction specifications and the applicable Comprehensive Plan policies.
- B. Sewer and Water Plan approval.** Development permits for sewer and water improvements shall not be issued until the City Engineer has approved all sanitary sewer and water plans in conformance with City standards.
- C. Over-sizing.** Proposed sewer and water systems shall be sized to accommodate additional development within the area as projected by the Comprehensive Plan. The developer shall be entitled to system development charge credits for the over-sizing.
- D. Permits Denied.** Development permits may be restricted by the City where a deficiency exists in the existing water or sewer system which cannot be rectified by the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. Building moratoriums shall conform to the criteria and procedures contained in ORS 197.505.

3.5.5 – Utilities

- A. Underground Utilities.** All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above. The following additional standards apply to all new subdivisions, in order to facilitate underground placement of utilities:
 - 1. The developer shall make all necessary arrangements with the serving utility to provide the underground services. Care shall be taken to ensure that above ground equipment does not obstruct vision clearance areas for vehicular traffic. (Chapter 3.2.2 – Vehicular Access and Circulation, Section M);
 - 2. The City reserves the right to approve the location of all surface mounted facilities;
 - 3. All underground utilities, including sanitary sewers and storm drains installed in streets by the developer, shall be constructed prior to the surfacing of the streets; and
 - 4. Stubs for service connections shall be long enough to avoid disturbing the street improvements when service connections are made.
- B. Easements.** Easements shall be provided for all underground utility facilities.
- C. Variances to Under-Grounding Requirement.** The standard applies only to proposed subdivisions. A variance to the under-grounding requirement may be granted due to physical constraints, such as steep topography or existing development conditions.

3.5.6 – Easements

Easements for sewers, storm drainage and water quality facilities, water mains, electric lines or other public utilities shall be dedicated on a final plat, or provided for in the deed restrictions.

See also, Chapter 4.2 – Development Review and Site Design Review, and Chapter 4.3 – Land Divisions and Lot Line Adjustments. The developer or applicant shall arrange with the City, the applicable district, and each utility franchise for the provision and dedication of utility easements necessary to provide full services to the development. The City's standard width for public main line utility easements shall be 10 feet unless otherwise specified by the utility company, applicable district, Public Works Director, or City Engineer.

3.5.7 – Construction Plan Approval and Assurances

No public improvements, including sanitary sewers, storm sewers, streets, sidewalks, curbs, lighting, parks, or other requirements shall be undertaken except after the plans have been approved by the City, permit fee paid, and permit issued. The permit fee is required to defray the cost and expenses incurred by the City for construction and other services in connection with the improvement. The permit fee shall be set by City Council. The City may require the developer or subdivider to provide bonding or other performance guarantees to ensure completion of required public improvements. All public improvement construction must follow the procedure in Chapter 4.3.8 – Public Improvements, Section B.

3.5.8 – Installation

- A. Conformance Required.** Improvements installed by the developer either as a requirement of these regulations or at his/her own option, shall conform to the requirements of this Chapter, approved construction plans, and to improvement standards and specifications adopted by the City.
- B. Adopted Installation Standards.** The Standard Specifications for Public Works Construction, Oregon Chapter A.P.W.A. shall be a part of the City's adopted installation standards; other standards may also be required upon recommendation of the City Engineer.
- C. Commencement.** Work shall not begin until the City has been notified in advance.
- D. Resumption.** If work is discontinued for more than one month, it shall not be resumed until the City is notified.
- E. City Inspection.** Improvements shall be constructed under the inspection and to the satisfaction of the City. The City may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications requested by the developer shall be subject to land use review under Chapter 4.6 – Modifications to Approved Plans and Conditions of Approval. Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.
- F. Engineer's Certification and As-Built Plans.** A registered civil engineer shall provide written certification in a form required by the City that all improvements, workmanship, and materials are in accord with current and standard engineering and construction practices, conform to approved plans and conditions of approval, and are of high grade prior to City acceptance of the public improvements, or any portion thereof, for operation and maintenance. The developer's engineer shall also provide two sets of as-built plans, in conformance with the City Engineer's specifications, for permanent filing with the City.