

CITY OF PHOENIX, OREGON

ORDINANCE NO. 988

**AN ORDINANCE OF THE CITY OF PHOENIX
ADOPTING AMENDMENTS TO THE LAND DEVELOPMENT CODE
TO IMPLEMENT THE 2016 TRANSPORTATION SYSTEM PLAN**

WHEREAS, Oregon law requires that state, regional and local governments adopt and periodically update coordinated Comprehensive Plans; and

WHEREAS, Oregon Statewide Planning Goal 12, Transportation, requires all local governments to “provide and encourage a safe, convenient and economic transportation system” through a specific element within their Comprehensive Plans; and

WHEREAS, the City adopted a new Goal 12 (Transportation) element on September 19, 2016 through Ordinance No. 976; and

WHEREAS, Technical Memorandum 6: Ordinances and Code Changes, March 2016 (Appendix 6 of Ordinance 976, TSP adoption package) included specific changes to the City’s Land Development Code (LDC) to implement the adopted goals and policies; and

WHEREAS, the amendments to the City’s Land Development Code (LDC) contained in Appendix 6 were not formally submitted for adoption and incorporation into the LDC concurrent with adoption of the TSP; and

WHEREAS, on October 23, 2017, the Planning Commission conducted a duly noticed public hearing on the proposed amendments, affording all citizens an opportunity to be heard on the subject; and

WHEREAS, following receipt of public testimony at the October 23, 2017 public hearing, the Planning Commission deliberated and forwarded a unanimous recommendation of approval to the City Council; and

WHEREAS, the City Council has considered the Planning Commission’s recommendation, the staff reports in this matter, and testimony and evidence of interested parties, and has evaluated the proposed amendments against Statewide Goals, state, county, and regional requirements, the Comprehensive Plan, and other applicable standards;

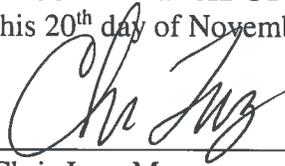
NOW, THEREFORE, THE CITY OF PHOENIX ORDAINS AS FOLLOWS:

Section 1. Findings. The City Council hereby adopts as findings and conclusions the foregoing recitals and the conclusionary findings in this matter attached hereto as Exhibit 1 and adopted as if set forth fully herein.

Section 2. Order. The City Council hereby adopts the amendments to the City of Phoenix Land Development Code attached as Exhibit 2 incorporated as set forth fully herein.

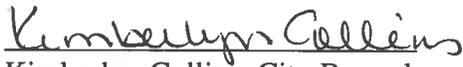
Section 3. Staff Directive. To reflect adoption of the ordinance, Staff is directed to make conforming changes to the City of Phoenix Land Development Code necessary to incorporate the amendments adopted herein.

PASSED AND ADOPTED by the City Council and signed by me in authentication of thereof on this 20th day of November, 2017.



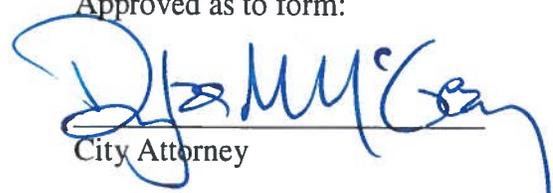
Chris Luz, Mayor

ATTEST:



Kimberlyn Collins, City Recorder

Approved as to form:



City Attorney

**City of Phoenix
Transportation System Plan Update**

**Technical Memorandum:
Ordinances and Code Changes**

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March 2015

Attachment to LDC17-02

Planning Commission review October 23, 2017

City Council first reading November 6, 2017

City Council second reading, consideration and adoption November 20, 2017

(Ordinance No. 988)

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ORDINANCES AND CODE CHANGES

This memorandum provides draft proposed amendments to the City of Phoenix Land Development Code (LDC) as part of the Phoenix Transportation System Plan (TSP). These proposed amendments are based on the findings of compliance with the Transportation Planning Rule (TPR) as codified in Oregon Administrative Rule (OAR) 660-012-0045, and as necessary to support the vision, goals, and improvement plan identified in the TSP. Specifically, this memorandum includes ordinance language to implement street, sidewalk, bicycle lane, and multi-use path standards to Section 3.5 of the LDC. These changes establish standards for local streets and off-street pedestrian and bicycle facilities as part of the TSP. The facility standards are presented in table format and include roadway cross-section figures.

Street standard modifications are based on the 1999 TSP right-of-way and street design standards and depend on street functional classification and the anticipated use (consistent with Oregon Administrative Rule 660-012-0045(7)). They include standards for lane width, sidewalks, bicycle facilities, and other street elements in the public right-of-way.

Text is presented in adoption-ready format; the draft amendments are numbered consistent within the structure of the Phoenix Land Development Code. New language that is proposed to be added is underlined and proposed deletions are ~~struck through~~. In some cases, adopting proposed new text will require re-numbering or re-lettering of subsequent LDC subsections.

The TPR (OAR 660-012) implements Oregon's Statewide Planning Goal 12 (Transportation) and promotes the development of safe, convenient, and economic transportation systems that reduce reliance on automobile travel. TPR Section 660-012-0045(1) requires that "each local government shall amend its land use regulations to implement the TSP." Recommended changes are based on a review of the City of Phoenix LDC for consistency with the TPR.

CODE AMENDMENTS

The discussion of recommended changes is organized by (1) the applicable section(s) of the TPR that prompts a change in the LDC, (2) a brief description of the recommended change (in *italics*), and (3) the recommended additions, deletions, or revisions to the LDC (in underline and ~~strikethrough~~ format).

OAR 660-12-0045(1)(b)

Each local government shall amend its land use regulations to implement the TSP.

To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.

Proposed Changes

The proposed changes to the LDC sections below ensure that the Phoenix TSP and the City of Phoenix comply with TPR requirement 660-12-0045(1)(b). These changes permit transportation facilities and improvements outright, thus streamlining the permitting process. Some additions may require renumbering items in an existing list within the LDC.

CHAPTER 1.3 DEFINITIONS

Transportation Facilities: A physical facility used to move people and goods from one place to another (i.e., streets, sidewalks, pathways, bike lanes, transit stations, bus stops, etc.).

Transportation Improvements: Transportation facility improvements include, but are not limited to:

- Normal operation, maintenance, repair, and preservation activities associated with existing transportation facilities.
- Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way
- Projects specifically identified in the City’s adopted Transportation System Plan
- Landscaping as part of a transportation facility.
- Measures necessary for the safety and protection of property or the public.
- Construction of a street or road as part of an approved subdivision or partition consistent with the City’s adopted Transportation System Plan.
- Construction of a street or road as part of an approved subdivision or land partition approved in accordance with the applicable land division ordinance.

CHAPTER 2.2 RESIDENTIAL ZONES

Section 2.2.2 Permitted Land Uses

The following uses are Permitted Uses in the Residential Districts:

- 1) **Single-family Residential (R-1) District:**
 - a) Single-family detached housing
 - b) Single-family detached zero lot line (Planned Unit Developments only)
 - c) Single-family attached townhouses (Planned Unit Developments only)
 - d) Accessory dwellings*
 - e) Manufactured homes - individual lots*
 - f) Family daycare
- 2) **Medium Density Residential (R-2) District:**
 - a) Two to Four Family housing (duplex and triplex)*
 - b) Single-family attached townhouses.
 - c) Family daycare
- 3) **High Density Residential (R-3) District:**
 - a) Two- and Three-Family housing (duplex and triplex)*
 - b) Multi-family housing
 - c) Single-family attached townhouses.
 - d) Manufactured Home Park
 - e) Family daycare
- 4) **Hilsinger Overlay (HO) District:**
 - a) Single-family detached housing
 - b) Manufactured homes - individual lots*
 - c) Family daycare
- 5) **Home occupations***
- 6) **Agriculture, Horticulture**

Limited to private and neighborhood gardens, no commercial activities. Domestic animals allowed in the Hilsinger Overlay (HO) District subject to the standards in 2.2.9.K.

7) **Transportation Facilities**

Operation, maintenance, preservation, and construction in accordance with the City's Transportation System Plan

CHAPTER 2.3

CITY CENTER DISTRICT (C-C)

Section 2.2.2 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.

1) **Residential*:**

- 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)
- f) Mixed-use development (housing & other permitted use)*

2) **Bed & breakfast inns**

3) **Public and Institutional*:**

- 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]

4) **Accessory Uses and Structures***

5) **Cottage Industrial*:** "Light manufacture" (e.g., small-scale crafts, electronic equipment, bakery, furniture, similar goods when in conjunction with retail)

6) **Commercial:**

- 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]

- i) Uses similar to those listed above [may be subject to CUP requirements, as applicable]
- 7) **Transportation Facilities**
Operation, maintenance, preservation, and construction in accordance with the City’s Transportation System Plan

**CHAPTER 2.4
 COMMERCIAL HIGHWAY (C-H)**

Section 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.

Addition to Table 2.4.2:

<p><u>Transportation Facilities</u> <u>Operation, maintenance, preservation, and construction in accordance with the City’s Transportation System Plan</u></p>	<p>P</p>
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**CHAPTER 2.5
 GENERAL INDUSTRIAL (G-I) DISTRICT**

Section 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.

- 1) **Industrial:**
 - a) Heavy manufacturing, assembly, and processing of raw materials* [CUP]
 - b) Light manufacture (e.g., electronic equipment, printing, bindery, furniture, and similar goods)
 - c) Warehousing and distribution (this does not include Mini-Warehouse Storage facilities)
 - d) Uses similar to those listed above
- 2) **Commercial:**
 - a) 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**
 - a) 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.)
 - b) Private Utilities (e.g., natural gas, electricity, telephone, cable, and similar facilities)
 - c) Special district facilities (e.g., irrigation district, and similar facilities)
 - d) Vocational schools co-located with parent industry or sponsoring organization
 - e) 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.
- 7) **Transportation Facilities**

Operation, maintenance, preservation, and construction in accordance with the City’s Transportation System Plan

**CHAPTER 2.6
LIGHT INDUSTRIAL (L-I) DISTRICT**

Section 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.

1) Industrial:

- a) Light manufacture (e.g., electronic equipment, printing, bindery, furniture, and similar goods)
- b) Research facilities
- c) 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.
- d) Warehousing and distribution (this does not include Mini-Warehouse Storage facilities)
- e) Similar uses

2) Commercial:

- a) 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).
- b) Automobile-oriented uses (vehicle repair, sales, rental, storage, service; and drive-up, drive-in, and drive-through facilities)
- c) Entertainment (e.g., theaters, amusement uses)
- d) Medical and dental clinics and laboratories
- e) Outdoor commercial uses (e.g., outdoor storage and sales)* (CUP)
- f) Personal and professional services (e.g., child care, catering/food services, restaurants, laundromats and dry cleaners, barber shops and salons, and similar uses)
- g) Kennels* (CUP)
- h) Repair services
- i) Retail trade and services, not exceeding 25% of floor area per building
- j) Wholesale trade and services
- k) Uses similar to those listed above

3) Civic and Semi-Public Uses

- a) Government facilities (e.g., public safety, utilities, school district bus facilities, public works yards, transit and transportation, and similar facilities)
- b) Utilities (e.g., natural gas, electricity, telephone, cable, and similar facilities)
- c) Special district facilities (e.g., irrigation district, and similar facilities)
- d) Vocational schools
- e) Uses similar to those listed above.

4) Accessory Uses

5) Wireless communication equipment - CUP*

6) Residential Uses for security purposes only

7) Transportation Facilities

Operation, maintenance, preservation, and construction in accordance with the City’s Transportation System Plan

OAR 660-12-0045(3)(d)

For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:

- A. Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;
- B. Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and
- C. Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.
- D. Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.

OAR 660-12-0045(6)

In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.

Proposed Changes

The following changes to the Phoenix LDC establish improved pedestrian/bicycle access and circulation between residential neighborhoods and activity centers, pursuant to the TPR. It also modifies multi-use pathway standards in conformance with the Oregon Bicycle and Pedestrian Design Guide.

Section 3.2.3 Pedestrian Access and Circulation

- 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)~~ Transit amenities, 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.

Chapter 3.2 ACCESS AND CIRCULATION

Section 3.2.3 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 between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops, and employment centers). (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. 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. Meet travel needs of cyclists and pedestrians. This includes consideration of destinations, length of trip, and the concept that the optimum trip length of pedestrians is generally ¼ to ½ mile.
 - d. ~~e.~~ 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.
 - e. ~~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.
2. 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. Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.
3. 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~~ 10 feet wide (with 12 feet recommended in areas with high mixed-use) with a 3 foot (2 foot minimum) shy distance on both sides of the path for safe operation. This area should be graded level, flush to the path and free of obstructions to allow recovery by errant bicyclists. Where a path is parallel and adjacent to a roadway, there shall be a 5 foot or greater width separating the path from the edge of roadway, or a physical barrier of sufficient height should be installed. Pathways should be and located within a ~~10 foot wide~~ right-of-way or easement that allows access for emergency vehicles

Table 3.4.4 Minimum Bicycle Parking Space Requirements

Use	Minimum Number of Required Bicycle Parking Spaces	Short / Long Term Bicycle Parking Requirements
Residential Use Categories		
Household Living	None required, except: For a multifamily dwelling containing four or more dwelling units: 1.1 spaces per dwelling unit	25% ST 75% LT
Group Living- Room and Board Facilities	The greater of 4 spaces or 1 space per 2 rentable rooms	100% LT
Group Living- Long Term Care Facilities	1 space per 20 residents (based on capacity)	100% LT
Commercial Use Categories		
Commercial Lodging	The greater of 4 spaces or 1 space per 10 rentable rooms	25% ST 75% LT
Eating and Drinking Establishments	The greater of 4 spaces or 1 space per 1,000 square feet gross floor area	50% ST 50% LT
Commercial Entertainment - Indoor and Outdoor	The greater of 10 spaces or 1 space per 20 vehicle spaces or as determined during land use review	75% ST 25% LT
Office and Business Services	The greater of 4 spaces or 1 space per 3,000 square feet of gross floor area	75% ST 25% LT
Retail and Wholesale Sales and Service	The greater of 4 spaces or 1 space for 5,000 square feet.	75% ST 25% LT
Motor Vehicle – Sales and Service	1 space per 9,000 square feet of gross floor area	75% ST 25% LT
Motor Vehicle – Structured Parking, Park & Ride Lots, Major Transit Stations	The greater of 4 spaces or 10% of the number of vehicle spaces provided	25% ST 75% LT
Institutional Use Categories-		
Civic, Social and Administrative Services	1 space per 5,000 square feet of gross floor area, except:	75% ST 25% LT
Medical, Health and Correctional Services	1 space per 10,000 square feet of gross floor area	75% ST 25% LT
Public Parks and Playgrounds	8 spaces per public park or playground or per as determined during land use review	100% ST
Day Care	The greater of 4 spaces or 1 space per every 20 students based on capacity	50% ST 50% LT
Religious Institutions	The greater of 4 spaces, or: Fixed seating - 1 space per 20 seats or 1 space per 40 feet of bench length No fixed seating - 1 space per 500 square feet gross floor area	100% ST
Schools	Elementary - 2 spaces per classroom Middle/High - 4 spaces per classroom	50% ST 50% LT
Colleges and Universities	The greater of 4 spaces or 1 space per 10,000 square feet of gross floor area	50 % ST 50% LT
Infrastructure and Utilities Use Categories		
General	The greater of 4 spaces or: From 0-99,999 square feet of gross floor area - 1 space for 10,000 square feet. From 100,000 or greater square feet of gross floor area - 1 space for 15,000 square feet	75% ST 25% LT
Industrial Use Categories		
General Manufacturing and Production	The greater of 4 spaces or 1 space per 20,000 square feet of gross floor area	100% LT
Warehouse and Freight Movement	The greater of 4 spaces or 1 space per 40,000 square feet of gross floor area	100% LT
Other Use Categories		
General	Per land use review	Per land use review

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 other 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).~~

B. Bicycle Parking Design Standards. Required bicycle parking shall comply with the following standards:

1. Standards for all bicycle parking. These standards ensure that required bicycle parking is designed so that bicycles may be securely locked without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

- a. Where required bicycle parking is provided in lockers, the lockers must be securely anchored.
- b. Required bicycle parking may be provided in floor, wall, or ceiling racks. Where required bicycle parking is provided in racks, the racks must meet the following standards:
 - (1) The bicycle frame and one wheel can be locked to the rack with a high security, U-shaped shackle lock if both wheels are left on the bicycle. Staple-design steel racks are recommended.
 - (2) A bicycle six feet long can be securely held with its frame supported so that the bicycle cannot be pushed or fall in a manner that will damage the wheels or components.
 - (3) The rack must be securely anchored.
- c. Each required bicycle parking space must be accessible without moving another bicycle.

d. There must be an aisle at least 5 feet wide behind all required bicycle parking to allow room for bicycle maneuvering. Where the bicycle parking is adjacent to a sidewalk, the maneuvering area may extend into the right-of-way.

e. The area devoted to bicycle parking must be hard surfaced.

2. Additional standards for short-term bicycle parking. Short-term bicycle parking encourages shoppers, customers, messengers, and other visitors to use bicycles by providing a convenient and readily accessible place to park bicycles. Short-term bicycle parking should serve the main entrance of a building and should be visible to pedestrians and bicyclists. Required short-term bicycle parking shall meet the following standards in addition to the standards in Subsection (a) above:

a. Short-term bicycle parking shall be provided in lockers or racks.

b. Short-term bicycle parking shall be located outside a building and at the same grade as the sidewalk or at a location that can be reached by an accessible route.

c. Bicycle parking may be located anywhere on the site, provided it is visible from a primary building entrance and is no further from the primary building than the furthest vehicle parking area.

d. If there are multiple primary building entrances, bicycle parking should be dispersed so that bicycle parking facilities are visible from each primary building entrance.

e. Each required short-term bicycle parking space must be at least 2 feet by 6 feet.

f. Required short-term bicycle parking spaces must be available for shoppers, customers, messengers, and other visitors to the site.

3. Additional standards for long-term bicycle parking. Long-term bicycle parking provides employees, students, residents, commuters and others who generally stay at a site for several hours, a secure and weather-protected place to park bicycles. Although long-term parking does not have to be provided on-site, the intent of these standards is to ensure bicycle parking is within a reasonable distance in order to encourage bicycle use. Required long-term bicycle parking shall meet the following standards in addition to the standards in Subsection (a) above

a. Long-term bicycle parking must be provided in racks or lockers.

b. Long-term bicycle parking must be located on the site or in an off-site area where the closest point is within 500 feet of the site. If provided off-site, the standards of Subsection 133.070 shall be met.

c. At least 50 percent of required long-term bicycle parking shall be covered. Covered bicycle parking can be provided inside buildings, under roof overhangs or awnings, in bicycle lockers, or within or under other structures. Where required covered bicycle parking is not within a building or locker, the cover shall be:

(1) Permanent.

(2) Designed to protect bicycles from rainfall.

(3) At least 7 feet above the floor or ground.

d. To provide security, long-term bicycle parking shall be in at least one of the following locations:

(1) A locked room or storage container.

(2) An area that is enclosed by a fence with a locked gate. The fence shall be either 8 feet high, or be floor-to-ceiling.

(3) Within view of an attendant or security guard.

(4) Within 100 feet of an attendant or security guard.

(5) An area that is monitored by a security camera.

(6) An area that is visible from employee work areas.

e. Required long-term bicycle parking spaces must be available for employees, students, residents, commuters, and others who stay at the site for several hours.

C. Off-Street Vehicle Parking Adjustment Option. Applicants may request a reduction to the required number of off-street vehicle parking spaces in Table 3.4.3.A. The request will be reviewed as a Type II Site Plan Review as established in Chapter 163 and must comply with the following:

1. The minimum number of required off-street parking spaces may be reduced by up to 20 percent when an applicant can demonstrate, in a parking-traffic study prepared by a traffic engineer, that the following criteria are met:

a. The use of alternative modes of transportation, including transit, bicycles, and walking, and/or special characteristics of the customer, client, employee or resident population will reduce expected vehicle use and parking demand for this development, as compared to standard Institute of Transportation Engineers vehicle trip generation rates and minimum city parking requirements.

- b. Additional bicycle parking (beyond what is required by Table 3.4.4) will be provided in an amount equal to the number of vehicle parking spaces being reduced. For example, if a reduction of 30 vehicle parking spaces is requested, the development must provide an additional 30 bicycle parking spaces. The applicable short and long term bicycle parking percentages in Table 3.4.4 apply to the additional spaces provided. Additional bicycle parking spaces provided shall meet the bicycle parking design standards in Section 3.4.4.

Chapter 5.2 VARIANCES

Section 5.2.2. Type II Variances

A. Variance to Chapter 3.4 - Vehicle and Bicycle Parking

- a. The Planning Director may approve variances to the minimum or maximum standards for off-street parking in Chapter 3.4.3 - Vehicle Parking Standards upon finding the following:
- (1) The individual characteristics of the use at that location require more or less parking than is generally required for a use of this type and intensity;
 - (2) The need for additional parking cannot reasonably be met through provision of on-street parking or shared parking with adjacent or nearby uses; and
 - (3) All other parking design and building orientation standards are met, in conformance with the standards in Chapter 2 and Chapter 3.
- ~~b. The Planning Director may approve a reduction of required bicycle parking per Chapter 3.4.4 - Bicycle Parking Requirements, if the applicant can demonstrate that the proposed use by its nature would be reasonably anticipated to generate a lesser need for bicycle parking.~~

OAR 660-12-0045(3)(b)

Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways.

OAR 660-12-0045(7)

Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation.

Proposed Changes

The following changes to the Phoenix LDC would codify the street standard cross sections from the Transportation System Plan and also provide flexibility for determining the type of bikeway facility that could be used. They would also reiterate the TPR requirement that all roadways, with the exception of freeways, must have sidewalks and that all arterials and collectors must have bike facilities. Table 3.5.2 in the TSP will also be updated to reflect updated right-of-way and street design standards.

Chapter 3.5 STREET AND PUBLIC FACILITIES STANDARDS

Section 3.5.1 Purpose and Applicability

A. Purpose The primary purpose of this Chapter is to establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operation needs of the facility and provide safe and convenient pedestrian and bicycle access in compliance with the Transportation Planning Rule (OAR 660-012). The Public Infrastructure Design Standards Manual shall be amended to incorporate these standards. ~~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~~ This Chapter is intended 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.

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. The standards shown in Table 3.5.3 include the cross sections for each of the roadway classifications. 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;
14. Goods Movement Route (GMR) designation.

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 (Both Sides)	CURB RADIUS
			CURB-TO-CURB PAVEMENT WIDTH	MOTOR VEHICLE TRAVEL LANES ⁷	MEDIAN AND/OR CENTER TURN LANE ²	BIKE LANES ³ (Both Sides)	PARKING ⁴ (Parallel)	CURB			
ARTERIAL STREETS											
1-Lane/1-way Arterial	10,000 to 30,000 ADT	57' – 89'	TBD ⁸	1 at 11'	None	1 at 6' each	8' bays (Angular or Parallel)	6"	4' – 8'	6' – 10' 6"	TBD ⁸
2-Lane/1-way Arterial		57' – 89'	TBD ⁸	2 at 11' each	None	1 at 6' each	8' bays (Angular or Parallel)	6"	4' – 8'	6' – 10' 6"	TBD ⁸
2-Lane Arterial		57' – 89'	34' (6/11'/11'/6')	2 at 11' each	None	2 at 6' each	8' bays	6"	4' – 8'	6' – 10' 6"	TBD ⁸
2-Lane Arterial (w/ Median)		73' – 105'	50' (6/11'/16'/11'/6')	2 at 11' each	16'	2 at 6' each	8' bays	6"	4' – 8'	6' – 10' 6"	TBD ⁸
4-Lane Arterial (See ODOT Standards)		81' – 113'	56' (6/11'/11'/11'/11'/6')	4 at 11' each	None	2 at 6' each	8' bays	6"	4' – 8'	6' – 10' 6"	TBD ⁸
4-Lane Arterial (w/ Median) (See ODOT Standards)		97' – 129'	72' (6/11'/11'/16'/11'/11'/6')	4 at 11' each	16'	2 at 6' each	8' bays	6"	4' – 8'	6' – 10' 6"	TBD ⁸
COLLECTOR STREETS											
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"	20' – 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"	20' – 30'
2-Lane Commercial/Industrial 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"	35' - 45'
3-Lane Commercial/Industrial 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"	35' - 45'
GOODS MOVEMENT ROUTE (GMR) DESIGNATION⁸											
Any Local or Collector with "GMR" Designation ⁸	All	Varies	Varies	12'	TBD ⁸	Varies	Not within 50' of intersection	Freight-friendly at Intersections	Varies	Varies	35' - 45' ⁸ (GMR/GMR Intersections)
LOCAL STREET											
Parallel Parking One Side (or Parking Bays)	Less than 1,000 ADT	41' – 49'	22' (8'/14')	1 at 14'	NA	NA (9)	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 (9)	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 (9)	Two 8' lanes	6"	4' – 8'	5'	15' – 30'
ALLEY											
Local/Residential Alley	NA	20'	12' paved width, 4' clearance on each side	NA	NA	NA	None	None	None	None	NA
Commercial/Service Alley	NA	22' - 28'	16' - 20' paved width, 4' clearance on each side	NA	NA	NA	None	TBD	None	4' - 5'	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. Minimum width assumes no parking, minimal allowable planting strips, minimal allowable sidewalks. Maximum width assumes no parking, max. allowable planting strips, max. allowable sidewalks.
 2. Standard median lane width for ODOT facilities is 16 feet.
 3. Bike lanes may be 5' wide where available ROW is limited or on streets where parking is provided.
 4. Location of parking bays will be determined on a case-by-case basis.
 5. Landscape 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', increasing the pavement width and ROW requirements.
 8. TBD/approved by the City Engineer/Planning Director on a case-by-case basis.
 9. Bicycle lanes are generally not needed on low volume/low travel speed streets.

J. Sidewalks, Planter Strips, Bicycle Lanes, Bikeways. Sidewalks, planter strips, and bicycle lanes bikeways 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. Pursuant to the Statewide Transportation Planning Rule (OAR 660-012):

1. All roadways, with the exception of freeways, shall have sidewalks on at least one side of the street, or on both sides of the street in the case of arterial and collector roadways. Sidewalks shall be a minimum 5 feet wide, with 6 feet being the standard width in residential areas. Wider facilities (8-10 feet) are recommended in commercial areas and locations with higher pedestrian volumes, such as within the City Center.
2. Arterial and collector street widths must include width requirements for bikeways in addition to travel lanes. These bikeways must be consistent with the standards contained in Table 3.5.2, but may be reduced to no less than five (5) feet wide, in each direction of travel, when retrofitting an existing street that has a constrained ROW width. The Planning Commission will decide whether bikeways are to be bicycle lanes, shared use shoulders, or multi-use paths based on the City's evaluation of bicycle use, right-of-way constraints, and topography. Paved multi-use path facility standard widths are also included Table 3.5.2. The proposed citywide bicycle and pedestrian network is shown on the City's Transportation System Plan Maps.

OAR 660-12-0045(2)(e)

A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;

Proposed Changes

The following changes to the Phoenix LDC would include new standards for land use applications that require development applications to demonstrate that future operations of transportation facilities will not be adversely impacted. It also provides additional information on when a Traffic Impact Analysis is triggered in development review.

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:

4. The purpose of this subsection is to coordinate the review of land use applications with roadway authorities and to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. The following provisions also establish when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a Traffic Impact Analysis; and who is qualified to prepare the analysis.
 - a. When a Traffic Impact Analysis is Required. The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA shall be required where a change of use or a development would involve one or more of the following:
 - (1) A change in zoning or a plan amendment designation;
 - (2) The road authority indicates in writing that the proposal may have operational or safety concerns along its facility(ies);
 - (3) An increase in site traffic volume generation by 200 Average Daily Trips (ADT) or more;
 - (4) An increase in peak hour volume of a particular movement to and from a street or highway

- by 10 percent or more; or
- (5) An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day;
- (6) The location of an existing or proposed approach or access connection does not meet minimum spacing or sight distance requirements or is located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;
- (7) A change in internal traffic patterns may cause safety concerns; or
- (8) A TIA is required by ODOT pursuant with OAR 734-051.
- b. Traffic Impact Analysis Preparation. A professional engineer registered in the State of Oregon, in accordance with the requirements of the road authority, shall prepare the Traffic Impact Analysis.

4.5. 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.

OAR 660-12-0045(2)

Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:

- (a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;*
- (b) Standards to protect future operation of roads, transitways and major transit corridors;*
- (c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;*
- (d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;*
- (e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;*
- (f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:*
 - (A) Land use applications that require public hearings;*
 - (B) Subdivision and partition applications;*
 - (C) Other applications which affect private access to roads; and*
 - (D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations; and*

(g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.

Proposed Changes

The following changes to the Phoenix LDC would clarify the requirement that the City provides notice to public agencies, MPOs, and ODOT and perform coordinated review of land use applications that affect transportation facilities, corridors, or sites. This includes those applications requiring public hearings, land division applications, and other applications that affect access to the street network.

**Chapter 4.1
TYPES OF APPLICATIONS AND REVIEW PROCEDURES**

Section 4.1.2 Description of Permit/Decision-Making Procedures

Addition to Table 4.1.2:

<u>Access to a Street</u>	<u>Type I</u>	<u>Chapter 3.2 and the standards of the applicable roadway or transit authority</u>
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Section 4.1.3 Type I Procedures

B. Zoning Clearance and Planning Inquiry. Some planning requests are simply requests for information regarding a specific property that require staff time in excess of that necessary to answer land use questions on the phone or over the counter. These activities are not land use decisions requiring notice or an opportunity to appeal. However, land use applications that involve creating or modifying access to the street network require notice to public agencies, including Jackson County, Rogue Valley Metropolitan Planning Organization (RVMPO), RVTD and ODOT, if applicable.

C. Ministerial Decision Requirements. The Planning Director’s decision shall address all of the approval criteria. When appropriate, future land use decisions that affect transportation facilities require review coordination with the applicable public agency with roadway and/or transit jurisdiction to ensure that the access standards of that agency are met. Based on the criteria and the facts contained within the record, the Planning Director shall approve, approve with conditions, or deny the requested permit or action. A written record of the decision shall be provided to the applicant and kept on file at City Hall.

Section 4.1.4 Type II Procedures

D. Notice of Application for Type II Administrative Decision

1. Before making a Type II Administrative Decision, the Planning Department shall provide noticing in the following forms:
 - a. By mail, all owners of record of real property within 200 feet of the subject site;
 - b. Any person who submits a written request to receive a notice; and
 - c. Any governmental agency that is entitled to notice under an intergovernmental agreement entered into with the City. The City may notify other affected agencies, as appropriate, for review of the application. At a minimum, the City Planning Official shall notify the road authority if different than the City of Phoenix. The failure of another agency to respond with written comments on a pending application shall not invalidate an action or permit approval made by the City under this Code.

E. Administrative Decision Requirements. The Planning Director shall make Type II written decisions addressing all of the relevant approval criteria and standards. When appropriate, future land use decisions that affect transportation facilities require review coordination with the applicable public agency with

roadway and/or transit jurisdiction to ensure that the access standards of that agency are met. Based upon the criteria and standards, and the facts contained within the record, the Planning Director shall approve, approve with conditions, or deny the requested permit or action.

Section 4.1.5 Type III Procedures

C. Notice of Hearing

1. Notice of a Type III application hearing or Type II appeal hearing shall be given by the Planning Department in the following manner:

d. At least 20 days before the hearing date, notice shall be mailed to:

- (1) The applicant and all owners or contract purchasers of record of the property which is the subject of the application;
- (2) All property owners of record within 200 feet of the site;
- (3) Any governmental agency that has entered into an intergovernmental agreement with the City that includes provision for such notice, or who is otherwise entitled to such notice, including Jackson County, Rogue Valley Metropolitan Planning Organization (RVMPO), and ODOT, if applicable;
- (4) Any person who submits a written request to receive notice;
- (5) For appeals, the appellant and all persons who provided testimony in addition to those listed above; and
- (6) For a land-use district change affecting a manufactured home or mobile home park, all mailing addresses within the park, in accordance with ORS 227.175.

E. The Decision Process

1. Basis for decision. Approval or denial of an appeal of a Type II Administrative decision or a Type III application shall be based on standards and criteria in the development code. The standards and criteria shall relate approval or denial of a discretionary development permit application to the development regulations and, when appropriate, to the comprehensive plan for the area in which the development would occur, and to the development regulations and comprehensive plan for the City as a whole and to the standards of the applicable roadway or transit authority for future land use decisions that affect transportation facilities.

Section 4.1.6 Type IV Procedures

D. Notice of Hearing

2. Notification requirements. Notice of public hearings for the request shall be given by the Planning Department in the following manner:

a. At least 20 days, but not more than 40 days, before the date of the first hearing on an ordinance that proposes to amend the Comprehensive Plan or any element thereof, or to adopt an ordinance that proposes to rezone property, a notice shall be prepared in conformance with ORS 227.175 and mailed to:

- (1) Each owner whose property would be rezoned in order to implement the ordinance (i.e., owners of property subject to a Comprehensive Plan amendment shall be notified if a zone change would be required to implement the proposed comprehensive plan amendment);
- (2) Any affected governmental agency, including Jackson County, Rogue Valley Metropolitan Planning Organization (RVMPO), RVTD and ODOT, if applicable;
- (3) Recognized neighborhood groups or associations affected by the ordinance;
- (4) Any person who requests notice in writing;
- (5) For a zone change affecting a manufactured home or mobile home park, all mailing addresses within the park, in accordance with ORS 227.175.

G. Decision-Making Considerations The recommendation by the Planning Commission and the decision by the City Council shall be based on consideration of the following factors:

2. Comments from any applicable federal, ~~or state, or local~~ agencies regarding applicable statutes, standards or regulations, including those from applicable public agencies with roadway and/or transit jurisdiction on decisions affecting transportation facilities;

OAR 660-12-0045(3)(b)

Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below.

On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.

Proposed Changes

The following changes to the Phoenix LDC encourage bicycle and pedestrian travel and ensure that new development allows for reasonably direct routes with adequate separation from vehicular traffic.

Chapter 4.3

LAND DIVISIONS AND LOT LINE ADJUSTMENTS

Section 4.3.2 General Requirements

K. Adequate Access. All lots created or reconfigured shall have adequate pedestrian, bicycle and vehicle access and parking, as may be required, in conformance with the Transportation System Plan and pursuant to Chapter 3.2.