

Documents
Local
Phoenix
(1983)

CITY OF PHOENIX
COMPREHENSIVE PLAN

1983

City of Phoenix

COMPREHENSIVE PLAN

CONTENTS

This Plan document contains 14 individual sections, each of which is preceded by its own table of contents. An appendix follows the text of the Plan. The following is the order of presentation:

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NOTE: In addition to the maps and tables contained in this document, the following maps are available for review at Phoenix City Hall:

- COMPREHENSIVE PLAN MAP -- Color-coded presentation map at a scale of 1" = 400'.
- ZONING MAP -- Color-coded presentation map at a scale of 1" = 400'.
- AGRICULTURAL SOILS MAP -- Colored
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THE COMPREHENSIVE PLAN

SECTION I.

INTRODUCTION

THE PLANNING PROCESS

The Phoenix Comprehensive Plan was originally adopted by the City Council in September, 1980. Included in the adoption were the land use laws of the City in the form of the Zoning Ordinance and map. However, because the Plan was missing some important maps and inventories, it was not reviewed by LCDC for compliance with statewide planning goals.

In August, 1982, the City of Phoenix contracted with the Rogue Valley Council of Governments for planning assistance to assist the Planning Commission and to complete the Comprehensive Plan and related maps.

Through this Comprehensive Plan, the City of Phoenix has established a number of goals and related policies that will help guide future land development in a manner that is in the best interests of the community as a whole. The Plan is also an educational document available to anyone who wishes to know more about Phoenix, and will also be important in educating new Planning Commission and Council members as to the opportunities, problems, goals and policies of the community. Thus, this document will provide a sound basis for decision-making.

STATE PLANNING LAW

In 1973, the 57th Legislative Assembly adopted Senate Bill 100 (ORS 197), which created the Land Conservation and Development Commission (LCDC). This commission and its staff were charged with the responsibility of developing statewide planning goals and guidelines to guide local comprehensive planning. At the present time there are 19 planning goals. However, only 13 of these pertain to the Phoenix area and need to be addressed in the Comprehensive Plan. These 13 goals are listed on the following page.

Each city and county has the responsibility of setting its own approach and work schedules to complete its plan. Although compliance with the statewide planning goals is important, and necessary for State acknowledgement, even more important is that the plan that is prepared for the City of Phoenix is workable, educational, realistic in its scope and proposals, and is supported by the community.

STATEWIDE PLANNING GOALS

(Addressed in this Plan)

GOAL #1 CITIZEN INVOLVEMENT

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

GOAL #2 LAND USE PLANNING

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

GOAL #3 AGRICULTURAL LANDS

To preserve and maintain agricultural lands.

GOAL #5 OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

To conserve open space and protect natural and scenic resources.

GOAL #6 AIR, WATER AND LAND RESOURCES QUALITY

To maintain and improve the quality of the air, water and land resources of the state.

GOAL #7 AREAS SUBJECT TO NATURAL DISASTERS AND HAZARDS

To protect life and property from natural disasters and hazards.

GOAL #8 RECREATIONAL NEEDS

To satisfy the recreational needs of the citizens of the state and visitors.

GOAL #9 ECONOMY OF THE STATE

To diversify and improve the economy of the state.

GOAL #10 HOUSING

To provide for the housing needs of citizens of the state.

GOAL #11 PUBLIC FACILITIES AND SERVICES

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

GOAL #12 TRANSPORTATION

To provide and encourage a safe, convenient and economic transportation system.

GOAL #13 ENERGY CONSERVATION

To conserve energy.

GOAL #14 URBANIZATION

To provide for an orderly and efficient transition from rural to urban land use.

Plan development guidelines and implementation procedures have been prepared by the State for each of these goals and have been utilized in the preparation of this Comprehensive Plan. The use of these goals and guidelines will help ensure that the Phoenix Plan is complete and "comprehensive" and that it is consistent with the plans of neighboring jurisdictions.

CITIZEN PARTICIPATION

Statewide Planning Goal #1 (Citizen Involvement) is:

"To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."

The City of Phoenix is required to prepare and adopt a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land-use planning process.

The City of Phoenix has provided opportunities for citizen involvement in the planning process throughout the preparation of its comprehensive plan and implementing ordinances. The City's Planning Commission has been designated Committee for Citizen Involvement (CCI) and has the primary responsibility for plan preparation, review, revision, and recommendations to the City Council for actions.

The Phoenix Citizen Involvement Program was adopted on November 21, 1983 and ensures involvement opportunities in accordance with statewide planning goal #1. This program is presented on the following pages, along with Ordinance No. 571 adopting the program.

CITIZEN INVOLVEMENT PROGRAM

GOAL "To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process."

It is the responsibility of the City of Phoenix to adopt and publicize a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land-use planning process.

The Citizen Involvement Program described herein, is intended to be appropriate to the scale of the community and the planning effort. It provides for the acquisition of needed information, dissemination of information, and opportunities for citizen awareness and involvement in all phases of the planning process.

CITIZEN INVOLVEMENT

POLICY: "The Citizen Involvement Program shall involve a cross-section of affected citizens in all planning phases and shall include a recognized citizen advisory committee."

The City of Phoenix has a solid history of providing for citizen involvement. The City Council has established the Citizen Involvement Program and has designated the Planning Commission as the Committee for Citizen Involvement (CCI). The Planning Commission consists of seven members, appointed by the City Council, and represents a cross-section of the community. The Planning Commission has acted very effectively in the capacity of CCI since the mid-1970s and throughout the preparation and adoption of the City's Comprehensive Plan. Among its duties are the implementation of this Citizen Involvement Program, evaluating the process, ensuring opportunities for citizen participation, and making planning-related recommendations to the City Council. All planning issues that require a public hearing are first heard at the Planning Commission level to ensure citizen input prior to the City Council's public hearing and adoption. This gives the public at least two opportunities to provide their input before a decision is made. The City intends to continue this already established program through the adoption of the completed Comprehensive Plan and through subsequent evaluations and revisions to the Plan and implementing measures.

The Planning Commission (CCI) meets twice monthly, on the second and fourth Mondays. The City Council meets on the first and third Mondays. In addition, individual or joint study sessions are held, as necessary, providing additional opportunities for coordination and involvement.

COMMUNICATION

POLICY: "The City shall establish and utilize available mechanisms to assure effective communication with citizens, including newsletters, posters, news releases to radio, television, and newspapers, questionnaires, and other media, as appropriate."

The primary intention is to ensure two-way communication between the citizens of the community and those directly involved in the planning process and the development and adoption of plans. The City of Phoenix ensures that both major local newspapers (The Ashland Daily Tidings and Medford Mail-Tribune) as well as local radio stations receive copies of all agendas and notices of all public hearings. In addition, periodic news releases provide additional information to the media pertaining to planning progress and upcoming events at both the Planning Commission (CCI) and City Council levels. Additional communication tools will be utilized, as needed, in the planning process.

CITIZEN INFLUENCE

POLICY: "Whenever possible, citizens shall be given opportunities for involvement in all phases of the planning process, including (1) data collection, (2) plan preparation, (3) plan adoption, (4) implementation, (5) evaluation, and (6) revision."

The above policy assures citizen participation in all phases of the planning process, as follows:

1. Data Collection The general public has the opportunity to work with staff and the Committee for Citizen Involvement in inventorying, recording, mapping, describing, analyzing and evaluating the elements necessary for the development of City plans. Due to time and staff limitations, such involvement is not only permitted, but is encouraged.
2. Plan Preparation The general public has the opportunity to actively participate in the development of a body of sound information to identify community goals, develop policy guidelines and evaluate alternatives in the comprehensive planning process. The majority of this work will be at the CCI level with staff assistance.
3. Adoption Process The public has ample opportunities for input into the preparation of plans and programs prior to final public hearings and adoption. The CCI encourages this input during the development phases and such input is accepted and considered by the City Council prior to adoption.
4. Implementation All land-use related legislation that is developed to implement the Comprehensive Plan, or other community purposes, follows essentially the same course as does the planning process. Initial proposals are developed and considered at the CCI level, where public hearings are held. A recommendation is then sent to the City Council where another public hearing is held prior to action.

5. Evaluation The Planning Commission, acting in its capacity as Committee for Citizen Involvement, has primary responsibility for periodic evaluations of the Citizen Involvement Program. The program shall be evaluated during an open meeting in January of each year. Additional evaluations may be made at the request of the City Council or whenever the CCI determines that an evaluation is necessary. The public will have the opportunity to participate in the evaluation process, which shall be appropriately advertised.
6. Revision Any proposed changes to the Comprehensive Plan will be discussed at the CCI level, where citizens will be encouraged to comment or offer their recommendations prior to the public hearings to formally consider and adopt such changes.

TECHNICAL INFORMATION

POLICY: "The City shall assure that all information used in the preparation of the Comprehensive Plan or related documents, is made available for public review in an easy to understand form."

All basic information and land use planning data are maintained at Phoenix City Hall and are available for public review during normal working hours. The City contracts with Rogue Valley Council of Governments for planning assistance services and data that is being used by the planner will be available at the RVCOG office, if not at Phoenix City Hall. The City also solicits needed information from other jurisdictions and agencies and works with these entities during the plan preparation phases. Technical information that is available to the public for review includes, but is not limited to, energy, natural environment, political, legal, economic, social, cultural and historic, in addition to related photos and maps.

FEEDBACK MECHANISM

POLICY: "The City shall be responsive to citizens and groups taking part in the planning process and all land use policy decisions will be documented in written form and available for public review at City Hall."

The City's procedure has been to formally respond in writing to anyone providing written input or requesting a written response. Otherwise, input is documented in the minutes of meetings and the minutes are available for public review at City Hall. Citizen input is also provided to and reported by the news media.

FINANCIAL SUPPORT

POLICY: "Adequate human, financial and informational resources shall be allocated for the Citizen Involvement Program and such resources shall be an integral component of the City's planning budget."

The Citizen Involvement Program is an integral part of the planning process in Phoenix and has adequate support of the City Council. The City contracted with Rogue Valley Council of Governments in 1982 for planning assistance, which now provides the necessary technical support for the planning effort. The Planning Commission acts as the Committee for Citizen Involvement, which provides ongoing opportunities for citizens to participate in the planning process. The City provides the necessary informational resources, such as documents, maps, reports, etc., that are needed for the process. The City also provides support services for the planning function, including office space in City Hall, files, photo-copy services, phone and postage. The City Council chamber is made available for CCI meetings and can be made available for additional planning-related meetings, as necessary.

* * *

CITY OF PHOENIX
CITIZEN INVOLVEMENT PROGRAM

Adopted: November 21, 1983

Ord. No: 571

ORDINANCE NO. 571

AN ORDINANCE ADOPTING THE
CITIZEN INVOLVEMENT PROGRAM
FOR LAND USE PLANNING

WHEREAS, ORS Chapter 197 and Statewide Planning Goals developed and administered by the State Land Conservation and Development Commission require the local preparation and use of a comprehensive plan, and

WHEREAS, Statewide Planning Goal No. 1, Citizen Involvement, requires the governing body to adopt a program for citizen involvement that clearly defines the procedures by which the general public will be involved in the on-going land use planning process, and

WHEREAS, City staff and the Planning Commission, in its capacity as Committee for Citizen Involvement, have prepared a Citizen Involvement Program in accordance with the LCDC guidelines, and

WHEREAS, a public hearing was conducted by the Phoenix Planning Commission to solicit and accept public testimony, now, therefore,

THE CITY OF PHOENIX ORDAINS AS FOLLOWS:

SECTION 1. The City Council finds that the attached Citizen Involvement Program is in conformance with the Goal No. 1 requirements of the State of Oregon, is in the best interests of the residents of Phoenix, and is necessary for the completion and acknowledgement of the Comprehensive Plan.

SECTION 2. The City Council hereby adopts the attached Citizen Involvement Program and directs its inclusion into the Comprehensive Plan.

Passed by the City Council and signed by me in authentication of its passage this 21 day of NOVEMBER, 1983.



Mayor

ATTEST:



City Administrator

Approved by me this 21 day of NOVEMBER, 1983.



Department of Land Conservation and Development

1175 COURT STREET N.E., SALEM, OREGON 97310-0590 PHONE (503) 378-4926

February 9, 1984


City of Phoenix
510 West First Street
PO Box 666
Phoenix, OR 97535

On February 2, 1984, the Land Conservation and Development Commission voted unanimously to adopt the recommendation of its Citizen Involvement Advisory Committee to approve the City of Phoenix's Citizen Involvement Program and use of the City's Planning Commission as the Committee for Citizen Involvement.

Should the City find it necessary to amend its Citizen Involvement Program or CCI designation, it will need to take that action as a plan amendment.

If you have any questions, please feel free to contact your DLCD field representative, Mel Lucas, at 776-6084.

Sincerely,


James E. Ross
Director

JFR:FT:prs
7453B-1

cc: Ron Hough
Mel Lucas

SECTION II
LAND USE INVENTORY

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SECTION II.
LAND USE INVENTORY

PURPOSE

The basis of planning is an understanding of present conditions and trends. Normally, one of the first tasks of community planning is to take inventory of the land uses, population, and other conditions that will affect future growth or change. Preliminary land use inventories were undertaken several years ago for the purpose of establishing the Urban Growth Boundary. Because of the age of this data and the number of changes that had occurred, a new inventory of lands within the present City limits was undertaken in August, 1982.

This land use inventory was undertaken for several reasons: (1) Statewide planning goals require inventories as the basis for sound policy-making; (2) City decision-makers will have more specific information and a map of existing land uses for their reference; (3) inventory data can be used continuously in the processing of conditional use permits, variances, land partitions, and other activities; and (4) this inventory and map provide a current picture of the community that is useful to quickly familiarize a person with the City, whether the individual is a new City employee, a new resident, a new public official, or a prospective developer or businessman.

METHODOLOGY

During August, 1982, all present land uses were mapped on the City's base map (1"= 200') and color-coded according to the major land use categories.

Following the mapping, all land uses were measured with the use of a planimeter (area measuring instrument) and tabulated by acreage. To aid in these measurements, and to provide a more specific breakdown of community "areas", the City was divided into 27 subareas. Land use acreage measurements were tabulated by sub-area and also citywide. In addition, a summary of the inventory was prepared to show the total acreage of each use category, the percentage distribution of the uses within the community, and the acreage per 1,000 residents, which is often used as a guideline or "rule of thumb" in land use planning.

The following is a further explanation of each of the major land use categories that were used in this inventory:

RESIDENTIAL

The residential category includes all lands that are used for residential purposes, regardless of zoning. It is primarily an inventory of structural types and was not concerned with actual occupancy or vacancy. The residential category was broken down into the following subcategories:

Single-family: Includes land areas that contain structures intended for the residence of a single family or household. Larger lots that contained more than one single-family structure were mapped as single-family since actual use of the land in this survey was more important than ownership or property boundaries. If only a portion of a very large lot was used and the remainder was vacant, the approximate portions were mapped as they are actually used.

Two-family: This subcategory includes duplexes or attached houses where two families could reside.

Multiple-family: Any structures containing more than two dwelling units were mapped as multiple-family. The actual number of units was recorded on the field maps.

Mobile Home Park: Any grouping of mobile homes or "manufactured" homes for year-round living was included in this category. The campground north of Fern Valley Road near Bear Creek is not intended for year-round living and was included in the "commercial" land use category. Mobile homes that were on individual lots and not in parks were mapped as single-family dwellings, but noted on the field maps as mobile or manufactured homes.

COMMERCIAL

The commercial category includes all land uses that are normally considered to be commercial uses or are permitted outright or conditionally in the City's commercial districts by the Zoning Ordinance.

INDUSTRIAL

This category includes all uses in the City that are normally considered to be industrial uses or are so described as permitted or conditional uses by the Zoning Ordinance for the industrial zones.

PUBLIC/QUASI-PUBLIC

This category includes a great number of different kinds of uses that are either publicly owned or are considered "quasi-public", such as churches, certain utilities, etc. This category was further divided, as follows:

Schools: Includes all public schools. Private schools, including day care or nursery schools, are generally considered commercial uses.

Parks & Open Space: Includes all lands along Bear Creek that are presently in public ownership of the County, State, or other jurisdictions. Most of these lands are or will be included in the Bear Creek Greenway. A cemetery is also included in this category.

Irrigation & R.R. ROW: Includes the irrigation canals that are open (not underground or covered). It also includes the railroad right-of-way. In some cases, railroad ownership extends well beyond the normal right-of-way. These "adjacent" lands were shown by their actual use, with only the "typical" right-of-way shown on the map and in the statistics under this heading.

Streets & Freeway: All streets, whether public or private (except driveways) were included in this category, along with the small portion of the I-5 Freeway that lies within the City limits.

Other Facilities: Includes all other public and quasi-public facilities, including the Community Hall, churches, grange hall, utility areas, the public works yard, post office, fire station, library, etc.

VACANT LAND

The "vacant land" category included all lands that did not appear to be used for any urban use. This category includes only vacant "land". Vacant structures were mapped according to their intended use. In some cases, land used for agricultural purposes was mapped as vacant because agriculture is not an urban land use and not permitted within the City limits by the Zoning Ordinance. These lands were considered "available for urban uses".

CONCLUSIONS

The following are some of the major results and conclusions that were reached after an analysis of the Land Use Inventory:

1. About 30 percent of the City of Phoenix is used for residential purposes (143 acres). The predominant residential dwelling types are single-family homes (65%) and mobile homes (23%). Duplex and multiple-family development account for only about 11 percent of all residentially-used land.
2. There is considerable opportunity for transitional development to occur in the older residential portions of the community. These older areas are largely made up of single-family homes, interspersed with duplexes and other multiple-family structures that have replaced many of the old homes. The City, in an effort to preserve the low-density single-family character of the neighborhood, has zoned much of the older area R-1, which will not permit additional multiple-family structures. In those remaining areas that are zoned for multiple-family dwellings, there are opportunities for new replacement development at higher densities within the present City limits.
3. Multiple-family development is somewhat scattered throughout the City. There are opportunities for R-3 type development along Coleman Creek and Cheryl Lane, but any further high-density development will have to occur as transitional development replacing older housing along the south side of First Street. There are few opportunities to add additional R-3 zoning for high-density land uses that would be suitably located near commercial areas near bus routes, major arterial streets, etc. Any major addition of lands proposed for high-density residential uses would also very likely be in conflict with the

objectives of the community.

4. Phoenix appears to have a good proportion of commercial land uses, located primarily along the highway and Fern Valley Road. The Pear Tree Truck Stop and the RV campground are two land uses that comprise large land areas and tend to distort the commercial acreage figures somewhat. The 19.3 acres of commercial land use per 1,000 residents is considerably higher than generally found in a community of this size. However, much of this is scattered along Highway 99 rather than concentrated in a densely-developed downtown "core" area.
5. Industrial uses are confined primarily to the vicinity of the railroad. Considering future impacts of trucks on the community, it may be a good idea to consider providing for some light industrial uses that would not be dependent upon the railroad. The most logical such location would be in the vicinity of the I-5 Freeway interchange, which would provide easy direct access for trucks and other traffic with little or no adverse impacts on the rest of the community. Phoenix currently has about 6 acres of developed industrial uses per 1,000 residents. This is considerably lower than average and below the standards that are often used for planning. A more appropriate level of industrial lands for the City to plan for might be in the range of 15 to 20 acres per 1,000 residents.
6. Phoenix has very little public parkland. Much of the open space land within the UGB and City is contained in the Bear Creek Greenway and will eventually become available for recreational purposes as the Greenway is developed. It would be a good idea to allocate some acreage for future parkland on the east side of the freeway to supplement the park facilities near the City Hall and the new recreational facility on Colver Road.
7. The Vacant Land category includes 106 acres, 22.4% of the entire City. The City has considerable potential for additional internal growth and "fill-in" development to partially meet future land use needs.

The table on the following page provides a summary of the Land Use Inventory. The further breakdown of land uses for each of the 27 subareas is available in City Hall since it was not important to this section of the Comprehensive Plan.

Fig. II-1
SUMMARY
of
LAND USE INVENTORY

LAND USE CATEGORIES	TOTAL ACRES	PERCENT OF CATEGORY	PERCENT OF CITY	ACRES PER 1,000 POPULATION
RESIDENTIAL	143.2	100.0%	30.2%	62.0
Single-family	93.6	65.4%	19.7%	40.5
Two-family	5.1	3.6%	1.1%	2.2
Multiple-family	11.1	7.7%	2.4%	4.8
Mobile Home Park	33.4	23.3%	7.0%	14.5
COMMERCIAL	44.6	100.0%	9.4%	19.3
INDUSTRIAL	14.3	100.0%	3.0%	6.2%
PUBLIC/QUASI-PUBLIC	166.2	100.0%	35.0%	72.0
Schools	23.1	13.9%	4.9%	10.0
Parks & Open Space	26.4	15.9%	5.5%	11.4
Irrig. & R.R. ROW	8.4	5.1%	1.8%	3.6
Streets & Freeway	97.8	58.8%	20.6%	42.4
Other Facilities	10.5	6.3%	2.2%	4.6
VACANT LAND	106.4	100.0%	22.4%	46.1
TOTALS:	474.7	N/A	100.0%	205.6

NOTE: The Phoenix Land Use Inventory Map (scale: 1"= 200') is maintained in City Hall. Smaller more generalized land use maps are contained in the Land Use section of the Comprehensive Plan .

SECTION III.

POPULATION PROJECTIONS

HISTORICAL TREND

As shown in the table below, the City of Phoenix grew rather slowly prior to the decade of the 1960s, increasing by only 337 people from 1940 to 1960. The 1960s and 1970s saw a significant increase in population. Using a linear regression calculation of historical growth, it was determined that the City has grown at an average annual rate of about 5.5 percent during the twenty year period 1960-1980.

Fig. III-1 POPULATION GROWTH TREND		
YEAR	CENSUS POPULATION	PERCENTAGE CHANGE
1940	432	----
1950	746	72.7%
1960	769	3.1%
1970	1,287	67.4%
1980	2,309	79.4%

Projecting the 5.5 percent annual growth trend into the future would result in a year 2000 population of about 6,737. Although local growth in Phoenix, Jackson County and Oregon has been slowed by the recent recession, there is no reason to believe that Phoenix will grow at a slower rate that it has in the past, once the economy improves. In fact, there are many indications that the City will be subject to even greater growth and development pressures in the future. It is in an ideal location within the valley, it has good rail, highway and freeway access, it has potentially excellent commercial and industrial sites, including the freeway interchange area, and the City's new water system can accommodate the planned growth. The City's close proximity to Medford makes Phoenix a very convenient place to live for many who are employed in Medford. Also, Phoenix is increasingly attractive to new business and industry which can conveniently tap the larger Medford labor force nearby.

YEAR 2000 POPULATION PROJECTION

The Phoenix Comprehensive Plan was prepared to cover the 20-year period 1980-2000. The Urban Growth Boundary, which was approved by the City and Jackson County in 1978 after indepth

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POPULATION PROJECTIONS

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study, was based on the City's year 2000 land area needs. The Urban Growth Boundary contains approximately 1,033 acres, 444 of which are presently within the City limits. Portions of the area within the UGB will not be available for future development. About 68 acres are committed to freeway use (I-5 Freeway) and another 86 acres are in public ownership for the Bear Creek Greenway. In the southwestern portion of the urbanizable area, much of the land is already developed in low-density "rural-residential" type land uses. In determining population and land needs, these existing homes were taken into consideration, as was the impact of existing development patterns on future development potential. East of the freeway, a large portion of the urbanizable area is quite hilly. Although the soils and geology of these hillsides will not prevent development, the terrain will have a limiting effect on the densities that are possible in this area. These are just some of the considerations that had to be included in the population and land use allocations.

Based on all the criteria and present and historical data that were analyzed, the City of Phoenix has established a year 2000 population projection of 6,465. This is an annual growth rate of 5.3 percent, slightly lower than the average rate over the past twenty years. This population can be adequately accommodated within the Urban Growth Boundary, as proposed on the Comprehensive Plan and Zoning maps.

Considering the many locational advantages of Phoenix, and the City's ability to provide the necessary public facilities and services to new development, the population projection appears to be in line with growth trends and expectations of this area. For example, of the eleven cities in Jackson County, the projected rate of population growth for Phoenix would be fourth highest, behind the cities of Shady Cove, Rogue River, and Eagle Point. Also, none of those three cities are located along the Bear Creek corridor, which has historically attracted the highest levels of growth and development.

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Fig. III-2 POPULATION PROJECTION		
YEAR	ANNUAL POP. INCREASE	POPULATION
1980	-----	2,309
1981	122	2,431
1982	128	2,559
1983	135	2,694
1984	142	2,836
1985	150	2,986
1986	158	3,144
1987	166	3,310
1988	175	3,485
1989	184	3,669
1990	194	3,863
1991	204	4,067
1992	215	4,282
1993	226	4,508
1994	238	4,746
1995	251	4,997
1996	264	5,261
1997	278	5,539
1998	293	5,832
1999	309	6,141
2000	324	6,465

SECTION IV.

ECONOMY

INTRODUCTION

Statewide Planning Goal #9 (Economy of the State) is:

"To diversify and improve the economy of the state."

This economic element of the Phoenix Comprehensive Plan provides a general overview of the economy of the state and region and establishes a procedure whereby the local economy may be improved through appropriate land use planning that is geared toward the needs and opportunities of the community.

ECONOMY OF THE STATE (Overview)

Following the recession of 1974-75, Oregon experienced a period of economic expansion through 1979. However, as this growth was taking place, there were increasing pressures to do something about the severe rate of inflation. As a result of this pressure, the Federal Reserve Board (FED) adopted tight money policies in the fall of 1979. These policies were closely followed by significant drops in housing starts and employment in the lumber and plywood industry of Oregon. The housing market was also slowed by higher interest rates and reduced credit availability.

As inflation continued in other sectors of the economy, the FED again tightened the monetary policies in early 1980, resulting in a sharp recession during the summer of 1980, which saw the economy and interest rates falling rapidly. The prime interest rate fell from a high of 20 percent in April to under 11 percent by the following August. Later in August, the FED loosened the monetary policies somewhat and an economic recovery began. However, the economy began too rapidly and, again, the FED tightened (or adjusted) its policies. By early 1981, interest rates were at very high levels again and employment in Oregon's major industries, particularly wood products and construction, was at a low point. The Oregon economy held on through the first half of 1981 before starting a long downhill slide.

The state unemployment rate grew from 8.3 percent in early 1981 to 11.9 percent by the end of that year, which exceeded the highest unemployment levels of the 1974-75 recession. Nonfarm employment decreased by 45,000 from September 1981 to January 1982, primarily due to deteriorating business conditions in virtually all major economic sectors.

Although significant progress has been made in the battle to control inflation, Oregon paid a heavy price, particularly in the form of depressed conditions in the construction, wood products, and other housing-related industries. By the end of 1982, the Oregon economy was still very weak. Business was slow to improve as interest rates remained quite high. In April, 1982, the State unemployment rate was still at a high 11.8 percent, fifth highest in the nation, with 154,100 workers unemployed. The following table compares the levels of employment by major sectors for 1979 and 1982 and shows the percentage changes over that three year period.

Fig. IV-1
EMPLOYMENT
BY MAJOR SECTOR

(State of Oregon)

NONFARM PAYROLL EMPLOYMENT	APRIL 1979	APRIL 1982	ACTUAL CHANGE	PERCENT CHANGE
Manufacturing	218,800	185,600	- 33,200	-15.2%
Lumber & Wood Products	79,500	56,200	- 23,300	-29.3%
Food Products	21,100	19,700	- 1,400	- 6.6%
Nonmanufacturing	817,000	785,100	- 31,900	- 3.9%
Construction	49,800	28,800	- 21,000	-42.2%
Trans., Comm., Utilities	56,500	56,700	+ 200	+ 0.4%
Trade	251,200	242,300	- 8,900	- 3.5%
Finance, Insurance, R.E.	67,800	64,800	- 3,000	- 4.4%
Services	184,700	187,500	+ 2,800	+ 1.5%
Government	204,800	203,100	- 1,700	- 0.8%
ALL INDUSTRIES	1,035,800	970,700	- 65,100	- 6.3%

SOURCE: Employment Division,
State of Oregon, ANNUAL
ECONOMIC REPORT - 1982,
July, 1982.

The above table shows that Oregon's economy declined considerably in nearly all economic sectors, with the exceptions of very small increases in employment in the service sector and the transportation/communications/utilities sector. Major declines are clearly shown in the sectors of construction (-42.2%), lumber and wood products (-29.3%) and manufacturing (-15.2%).

The downward economic and employment trends also resulted in a significant change in Oregon's growth trend. With the high unemployment rate, many residents had to leave the state to seek work elsewhere. The rapid population growth experienced during the 1970s was due primarily to the in-migration of people from other states. By the middle of 1981, this trend had reversed to one of net out-migration, which is expected to continue until the state's recovery picks up and its economy strengthens.

The following is a summary of the three economic sectors that have experienced the greatest adverse impact from the current recession:

CONSTRUCTION:

It is anticipated that a resurgence of activity in the construction industry could lead the state out of this recession. However, that is not likely since employment in the construction industry is tied to home mortgage rates. Therefore, employment in the construction industry will lag behind any mortgage rate changes by about a year. Forecasts have shown the economy making an improvement in 1983, but with only a partial recovery in the construction employment picture. However, by 1984, the construction industry should begin to catch up to and expand with the rest of the economy.

LUMBER & WOOD PRODUCTS & MANUFACTURING:

More than 30 percent of Oregon's manufacturing jobs come from lumber and wood products, so it is easy to see why a downturn in one would result in a decline in the other. National housing trends generally have major impacts on housing-related Oregon industries. The lumber industry in Oregon is in its worst decline since the 1930s as a result of high interest rates, changes in the banking community, and a changing Federal monetary policy. The FED's actions to restrict money availability in 1980 directly affected interest rates on mortgages and brought housing starts to a near halt. The local lumber economy was also adversely affected by diminishing supplies of old growth timber, high transportation costs, and competition from the south and from Canada.

Prospects for vast improvements in the lumber and wood products industry appear dim. Improvements will depend largely on the trends in mortgage interest rates and housing starts on the national level. Many Oregon mills have closed and are not expected to reopen.

MANUFACTURING:

In the durable goods industries, probably the greatest areas for optimism are electronics and transportation equipment industries. Otherwise, recovery will be slow, because of rising costs (particularly energy costs), reduced profits, depressed market prices, and delayed capital investment.

The nondurable goods industries were less affected by the recession because people continued to buy needed goods such as clothing, food, paper items, etc. These industries will continue to provide some degree of stability to the state's economy and will probably continue to grow slowly but steadily.

By mid-1982, most economists agreed that the state's economic slide had nearly run its course, but they were not sure how long we would "languish in the doldrums" before we could expect significant improvement. Lagging employment, high interest rates, record projected federal budget deficits, depressed housing starts, and other related economic woes were blamed for the slow recovery projections. A large state deficit and the prospect of further cutbacks in state services, especially human resources, would further slow recovery. The Reagan Administration's economic policies are not intended to "fine tune" the economy or bring a "quick fix", but are aimed at longer-range solutions to the problems of inflation and productivity. The program aims at stimulating the economy by reducing the tax burden, reallocating federal spending from non-defense to military-related programs, increasing rates of savings and investment, sharply reducing inflation and reducing the level of interest rates.

This federal level program will probably result in a slow recovery in the housing sector, which will mean a slow recovery in Oregon. Probably the brightest outlook will be in the tourist industry. Although gas prices may increase somewhat, they are not expected to significantly discourage Oregon vacations. Thus, Oregon can expect a larger proportion of visitors from Washington and California who may be taking shorter vacations, to our benefit.

ECONOMY OF JACKSON COUNTY

Some very significant changes are occurring in Jackson County's economy. While growth has been substantial overall, there has been a relative shift in economic activity and employment from manufacturing and agriculture to nonmanufacturing. Employment in the agricultural sector has decreased from 3,520 in 1960 to about 2,000 in 1981. Agricultural employment, which once comprised 14 percent of total county employment, has fallen to about 3 percent.

Between 1960 and 1979, the growth of the nonmanufacturing sector was about three times that of the manufacturing sector. The largest percentage growth within that sector occurred in trade, services, and finance/real estate.

During the recent recession, employment in the county's wood products sector declined by 37.5 percent (1979-1982). Also, food processing was expected to show a decline of about 25 percent over the same period. However, the rest of the manufacturing sector has continued to increase overall with most of the major gains in the production of electronic machinery.

Recent trends (1979-1982) in the nonmanufacturing sector are expected to show only about a 3 percent decline. Gains in finance and services have tended to balance losses in transportation, utilities, and government, which are due in part to the slump in construction

CONSTRUCTION:

Construction in Jackson County tends to be very seasonal with the peak of activity coming in late summer and the low point in winter. The completion of a local dam and a severe slump in residential construction has caused employment to fall by 50 percent since 1979. Total residential construction in Jackson County fell from 2,186 units in 1979 to only 871 in 1981. As pointed out previously, recovery in this sector will depend largely on national monetary policies, interest rates, and other factors affecting local growth trends.

LUMBER & WOOD PRODUCTS:

The manufacture of lumber and wood products is Jackson County's largest basic industry, accounting for about 7 of every 10 manufacturing jobs. This industry is very sensitive to national housing trends. The industry experienced a near full recovery following the 1974-75 recession, but is not expected to have a similar recovery from the current recession. Timber production in Jackson County has declined steadily since 1955, particularly on private lands. This not only affects the employment statistics, but it also affects units of local government that have been heavily dependent on federal timber sale receipts for operating revenue. It is expected that the wood products industry will continue to decline, at least relative to other economic sectors. This will be due to three major factors: (1) Technological changes toward mechanization; (2) Increasing competition from timber producers in the Southeast who are closer to large eastern markets, have lower labor costs, and have access to fast-growing, privately owned timber; and (3) An anticipated decrease in the supply of timber for wood products over the next twenty years.

MANUFACTURING:

Employment in the rest of manufacturing has experienced substantial growth since 1960. This was largely due to "diversification" of the local economy. Employment in these sectors has been steady and generally followed population growth trends. The electrical and electronic equipment industry may provide additional diversification in the 1980s.

SERVICES & TOURISM:

The services sector includes medical services, motels and other lodging places, business and personal services, automotive and other repair services, educational and social services, recreation businesses, legal and other professional services. This sector has had the second largest percentage growth of any major sector since 1960 and is the only sector that has performed reasonably well during the past three years.

The tourism industry is one of Jackson County's basic economic segments, primarily because of the cultural and outdoor recreational opportunities. Ashland's Shakespearean Festival is a major attraction, as are Jacksonville, Crater Lake, the Peter Britt Music Festival, Mt. Ashland Ski Area, and numerous smaller festivals, local activities and recreational sites.

AGRICULTURE:

Less than 20 percent of Jackson County's area is used for agriculture and the acreage is declining steadily. County planning activities and zoning

may prove effective in reducing the development of farmland for non-farm uses. Also, statewide planning goals and the requirement for urban growth boundaries should also help to funnel new development into existing urban areas rather than allowing uncontrolled "urban sprawl". Pear production is the County's major crop. Since 1960, average employment in agriculture has fallen from 3,520 to about 2,000 in 1981, a drop of about 43 percent. Many agricultural jobs are seasonal and jobs are declining as a result of smaller farms, changing production practices, and increased mechanization.

The above narrative has described some of the most important sectors of the Jackson County economy. A more specific overview is available in the Jackson County Comprehensive Plan, the State Employment Division's annual economic review, and other sources. The table on the following page provides an overall breakdown of the county's employed labor force, as of 1979, by major sectors.

In a January, 1984 interview for the Medford Mail-Tribune, regional economist for the state Employment Division, John Anderson, expressed his feeling that we may see a modest improvement in 1984 in the Jackson County economy, but nothing exciting. He emphasized the point that our economic future will largely depend on the national trends. He also pointed to a "limited recovery" in the residential construction sector and a potential for commercial construction improvement if the Rogue Valley Mall begins construction and Medford Shopping Center expands as planned. Anderson does not see any improvement in government employment. In fact, government may have to cut back even further, even with expanding service needs and demands. Electronic component production appears to be doing well, with employment up by several hundred from a year ago. Trade has also picked up and communications employment should improve slightly with Medford's third commercial television station coming on the air this year. Anderson predicted little or no change in the agricultural employment picture and very little growth in finance, insurance and real estate during 1984.

Fig. IV-2
 Jackson County
 OCCUPATIONS OF
 EMPLOYED PERSONS

-- 1979 --

	TOTAL	PERCENT FEMALE	PERCENT MALE
<u>PROFESSIONAL, TECHNICAL & KINDRED</u>	6,748	45.6%	54.4%
Medical & Health Workers	1,288	59.5%	40.5%
Teachers	1,779	63.0%	37.0%
Technicians, Except Health ...	346	7.4%	92.6%
Other Professional Workers ...	3,336	35.0%	65.0%
<u>MANAGERS & ADMIN., Except Farm</u>	4,929	20.6%	79.4%
<u>SALES WORKERS</u>	4,228	39.2%	60.8%
Retail Trade	2,531	53.6%	46.4%
Other Than Retail Trade	1,697	17.7%	82.3%
<u>CLERICAL WORKERS</u>	8,428	80.6%	19.4%
Bookkeepers	1,039	90.2%	9.8%
Secretaries, stenos, typists..	2,073	97.8%	2.2%
Other Clerical Workers	5,315	72.0%	28.0%
<u>CRAFTSMEN, FOREMEN & KINDRED</u>	6,298	6.0%	94.0%
<u>OPERATIVES, Except Transport Worker</u>	4,829	24.2%	75.8%
Durable Goods Manufacturing ..	2,464	8.1%	91.9%
Nondurable Goods Manufacturing	276	36.4%	63.6%
Nonmanufacturing Industries ..	2,089	41.5%	58.5%
<u>TRANSPORT EQUIPMENT OPERATIVES</u>	2,421	6.6%	93.4%
<u>LABORERS, Except Farm</u>	3,109	8.0%	92.0%
<u>SERVICE WORKERS</u>	7,800	68.7%	31.3%
Private Household Workers	717	98.7%	1.3%
Cleaning Service Workers	1,417	32.1%	67.9%
Food Service Workers	2,840	78.6%	21.4%
Health Service Workers.....	1,077	95.0%	5.0%
Personal Service Workers.....	953	72.9%	27.1%
Protective Service Workers....	429	3.0%	97.0%
Other Service Workers.....	367	64.8%	35.2%
<u>AGRICULTURAL WORKERS</u>	2,620	15.6%	84.4%
<u>TOTAL ALL OCCUPATIONS:</u>	51,410	39.4%	60.6%

SOURCE: Oregon Employment Div.

ECONOMY OF PHOENIX

Statewide planning Goal #9 mandates that plans and policies directed toward economic improvement be based on inventories of areas suitable for increased economic growth and activity after taking into consideration the health of the current economic base; materials and energy availability; labor market factors; transportation; current market forces; availability of renewable and non-renewable resources; availability of land; and pollution control requirements. Some of these are discussed in other elements of this plan and all must be considered in economic improvement planning. Most important to this element are data pertaining to the local labor force, economic (industrial and commercial) inventory, and general economic characteristics of the community. These will lay a foundation for more extensive economic planning and plan implementation.

Labor Force Characteristics:

The 1980 Census population of Phoenix was 2,309, of which 1,042 (45%) were in the civilian labor force. Of that total, 99 persons were listed as "unemployed", which is 9.5 percent of the civilian labor force. Women had an unemployment rate of 7.3 percent, while males experienced an 11 percent rate. The table on the following page shows how the employment was distributed, with percentage comparisons to Jackson County statistics.

The lower portion of the following table indicates that the Phoenix labor force is not significantly different from that of Jackson County, although there are some minor differences. For example lower percentages of Phoenix workers fall into the managerial, professional, technical, sales, and administration occupations, which are typically "white collar" type occupations. Phoenix tends to have a labor force that is slightly more "blue collar" oriented, although the difference is minor. Overall, the conclusion might be that the Phoenix labor force is very similar to that of the county in its occupational distribution.

The City's unemployment rate of 9.5 percent was considerably lower than that of the County (12.7%) in 1980. A larger proportion of the Phoenix labor force is employed in wholesale and retail trades and in business and repair services, which are industries that were less affected by the recession than other sectors of the economy, which may explain the lower unemployment rate of the City.

The prospects for improvement of the employment picture are good, but will depend on the regional economy to a great extent. There are several major residential and commercial construction projects approved or pending approval and awaiting financing, including a home improvement (lumber & hardware) center, an apartment complex, a new mobile home park, and other major developments that are currently in the conceptual stages. These will provide short-term construction employment as well as permanent job opportunities

Fig. IV-3

INDUSTRY & OCCUPATION

PHOENIX/JACKSON COUNTY EMPLOYMENT
FOR PERSONS AGE 16+

EMPLOYMENT INDUSTRY	JACKSON COUNTY		PHOENIX	
	JOBS	% OF TOTAL	JOBS	% OF TOTAL
AGRICULTURE, FORESTRY, FISHERIES AND MINING	3,238	6.2%	62	6.6%
CONSTRUCTION	3,712	7.2%	83	8.8%
MANUFACTURING	7,745	14.9%	119	12.6%
TRANSPORTATION	1,722	3.3%	32	3.4%
COMMUNICATIONS/PUB. UTIL.	1,347	2.6%	38	4.0%
WHOLESALE TRADE	2,315	4.5%	50	5.3%
RETAIL TRADE	10,688	20.6%	217	23.0%
FINANCE, INS., & R.E.	2,857	5.5%	35	3.7%
BUSINESS & REPAIR SERVICES	1,760	3.4%	43	4.6%
PERSONAL, ENTERTAINMENT & RECREATION SERVICES	2,623	5.1%	42	4.5%
PROFESSIONAL & RELATED SVCS.	4,128	17.3%	135	14.3%
OTHER PROFESSIONAL & RELATED	2,179	4.2%	37	3.9%
PUBLIC ADMINISTRATION	2,673	5.2%	50	5.3%
TOTAL:	51,782	100.0%	943	100.0%
	JACKSON COUNTY		PHOENIX	
EMPLOYMENT OCCUPATION	JOBS	% OF TOTAL	JOBS	% OF TOTAL
MANAGERIAL & PROFESSIONAL	11,468	22.1%	172	18.3%
TECHNICAL, SALES & ADMIN.	14,755	28.5%	256	27.1%
SERVICE OCCUPATIONS	7,731	14.9%	167	17.7%
FARMING, FORESTRY & FISHING	2,864	5.5%	54	5.7%
PRECISION PROD., CRAFT & REPAIR OCCUPATIONS	6,238	12.1%	148	15.7%
OPERATORS, FABRICATORS & LABORERS	8,726	16.9%	146	15.5%
TOTAL:	51,782	100.0%	943	100.0%

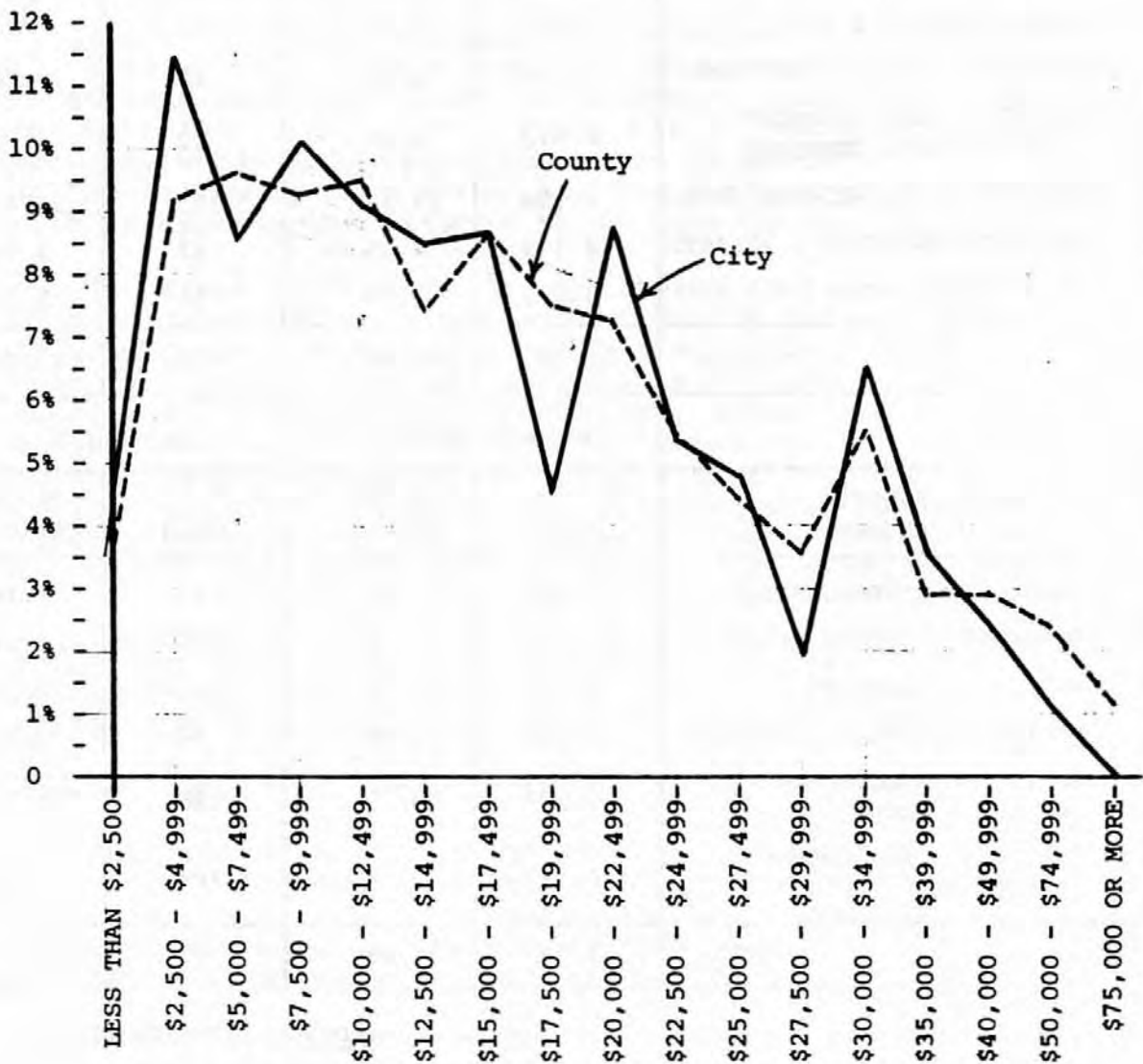
SOURCE: 1980 CENSUS

Household Income:

Household income is important in evaluating the City's economic position within the county or region. This data is also used in the Housing section of this Plan to estimate the purchasing power of the community relative to housing costs.

The "median household income" in Phoenix, according to the 1980 Census, was \$14,375. This is approximately seven percent lower than the median figure for Jackson County. The following graph illustrates the income curve for Phoenix, compared to that of Jackson County.

Fig. IV-4
CITY/COUNTY
HOUSEHOLD INCOME



Although the curves on the household income graph are similar for the County and City, it can be seen that the City's curve is higher at the lower income levels and lower at the extremely high levels. About 16 percent of Phoenix households have incomes below \$5,000, compared to about 12.6 percent of the County. Additional statistics pertaining to lower-income households and poverty level are presented in the Housing section of the Plan.

Minority Labor Force:

According to the census, Phoenix' labor force includes workers that fall into two minority categories: (1) American Indian, Eskimo, & Aleut, and (2) Spanish origin. As can be seen in the following table, the unemployment rates for these workers are higher than for the City's labor force in general. An explanation for this may be that Phoenix is in an area of agricultural production (farms and orchards) and much of the labor used is seasonal.

Fig. IV-5

PHOENIX LABOR FORCE
MINORITY WORKERS

	TOT. CIVILIAN EMPLOYED	UNEMPLOYED	TOTAL IN LABOR FORCE
AMERICAN INDIAN, ESKIMO & ALEUT	14	2 (12.5%)	16
SPANISH ORIGIN	104	18 (14.8%)	122
TOTAL:	118	20 (14.5%)	138

Educational Attainment:

Often the ability to obtain an available job depends on the level of educational attainment a job seeker has. This factor can also be correlated with earning potential and family or household income statistics. Often, the educational level of the community is related to the age and cost of available housing in that community. For example, a community with older and lower-cost housing may attract a larger proportion of lower-income families than would a community of higher-cost modern subdivisions. A low level of education may also point to a need for educational opportunities in or near the community. Phoenix, being located between Medford and Ashland, has reasonably good access to Southern Oregon State College and vocational/technical schools in the area.

The following table compares educational attainment data for Phoenix with that of Jackson County as a whole. This table shows that 35.6 percent of Phoenix residents over the age of 25 have at least one year of college, compared to 34.8 percent for the County (very similar). At the other extreme, 23.2 percent of Phoenix residents have not completed high school, which is slightly lower than the County's 26.1 percent. This information would indicate that, overall, the educational attainment of Phoenix residents is very comparable to that of the County, if not slightly higher.

Fig. IV-6
EDUCATIONAL ATTAINMENT
 (1980 CENSUS)

	JACKSON COUNTY		PHOENIX	
	TOTAL	%	TOTAL	%
ELEMENTARY (0 to 8 Years)	9,181	11.4%	158	11.3%
HIGH SCHOOL (1 to 3 Years)	11,895	14.7%	167	11.9%
(4 Years)	31,523	39.1%	578	41.2%
COLLEGE (1 to 3 Years)	15,739	19.5%	305	21.8%
(4 Years or More)	12,340	15.3%	194	13.8%
	80,778	100.0%	1,402	100.0%

GENERAL ECONOMIC GOALS FOR PHOENIX

One of the most clearly-identified problems within the City of Phoenix is the need to diversify the economic base. For many years, Phoenix has been considered a "bedroom community" to Medford, and the commercial and industrial base has provided neither a tax base to support the urban services of the community, nor adequate tax base support for the local school district. The predominant land use has been residential. Although the City has experienced an increase in commercial activity over the past decade, a strong need exists for increased land use opportunities to encourage commercial and industrial diversification.

The close proximity of Medford should be viewed as an asset that can be built upon. As commercial land becomes more difficult and costly to obtain in Medford, the overflow effect will have beneficial impacts on Phoenix, provided that Phoenix has adequately provided for such development opportunities. This Comprehensive Plan is intended to ensure that these opportunities will be available when the time is right.

During the past few years, there has been a migration of commercial activities from the Medford area into the City of Phoenix. This trend should continue at an accelerated rate as the regional economy improves. The City must recognize this potential and plan for its economic future. Such planning will involve the provision of adequate sites to accommodate the expected development, as well as to make provision for adequate codes and guidelines to ensure a pleasing and compatible overall environment within the community. Through proper planning, economic development can and should occur without sacrificing the livability of the community.

The following goals will guide the future economic improvement of Phoenix. In addition to these goals, this section of the Plan includes more specific policies aimed at goal implementation.

- GOAL #1: To improve and diversify the local economy so that all residents of Phoenix have opportunities to share in the economic well-being of a healthy, stable community.
- GOAL #2: To ensure an adequate land use base to accommodate additional commercial expansion and industrial development within the City of Phoenix to provide local job opportunities and an increased local tax base.
- GOAL #3: To encourage commercial or industrial development that will result in local economic improvement on a scale that can be easily accommodated within the community.

INDUSTRIAL SITE ANALYSIS

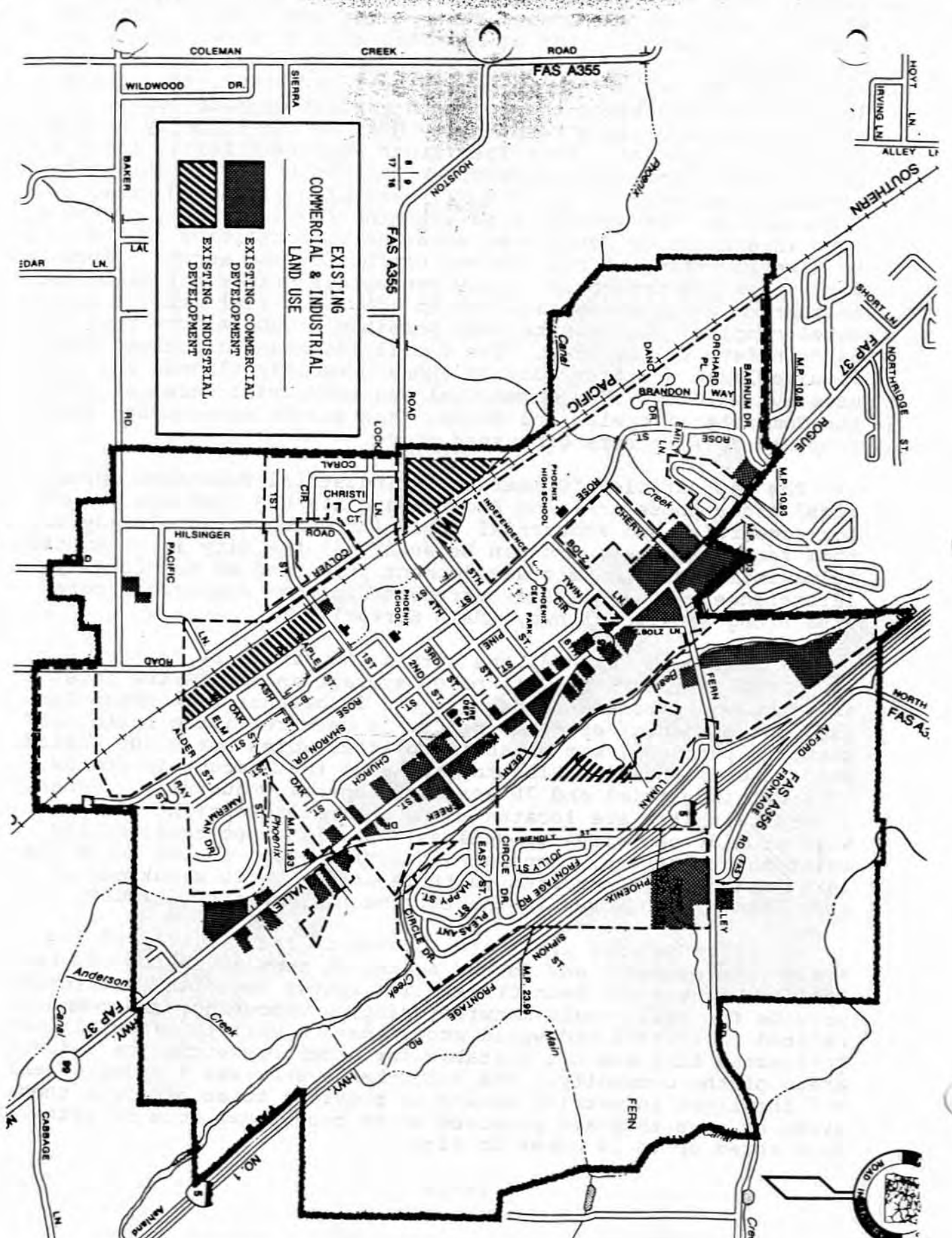
With the completion of the new water system for Phoenix, the City now has the capacity to serve new businesses that it couldn't accommodate a few years ago. As part of ongoing efforts to improve the local economy, the City will be dealing with prospective developers and businessmen about locating in Phoenix. The City will not be attempting to attract only large employers or large industries, but will attempt to balance the economic sectors in accordance with the City's needs and resources. It may be to the City's advantage to concentrate promotional efforts on small to medium sized businesses to establish a slower but steady pattern of economic growth, rather than to seek a single large development that may result in an overwhelming impact on facilities and tax resources.

The following map entitled "Existing Commercial & Industrial Land Use" shows the lands within the Phoenix area that are now committed to those uses. Commercial uses are concentrated along Main Street (Pacific Highway) through the business district and consist of 44.6 acres, or 9.4 percent of the City's total land area

Industrial land uses comprise 14.3 acres, or three percent of the City's area and are concentrated along the railroad right-of-way primarily.

Developed commercial land uses amount to 19.3 acres per 1,000 residents of Phoenix, which is a good ratio for a community of this size and location. However, the industrial ratio is only 6.2 acres per 1,000 residents, well below that of a "typical" community of this size. A major objective of the community will be to maintain and expand the ratio of commercial activity while substantially increasing the proportion of industrial development. To do this will require the establishment of suitable new sites for industrial development, as well as expansion of existing sites.

Considerable opportunities exist within the community and UGB for commercial expansion. The downtown business district includes vacant areas suitable for "in-fill" development, as well as on-site expansion of existing businesses. The year 2000 land use plan does not call for any encroachment of commercial uses into residential neighborhoods, but encourages the strengthening of the commercial core area, primarily along Main Street and also along Fern Valley Road, both east and west of the freeway. The plan is based, in part, on a ratio of 25 acres of commercial land use per 1,000 residents, which is about 25 percent greater than presently exists. This increase in the ratio is based, in part, on the need for Phoenix to become more self-sufficient commercially as it grows in population. This will include a greater number of medical and personal services, more entertainment facilities, and a greater variety of retail trade outlets. The City currently depends largely on Medford to provide these types of commercial services.



EXISTING COMMERCIAL & INDUSTRIAL LAND USE

EXISTING COMMERCIAL DEVELOPMENT

EXISTING INDUSTRIAL DEVELOPMENT

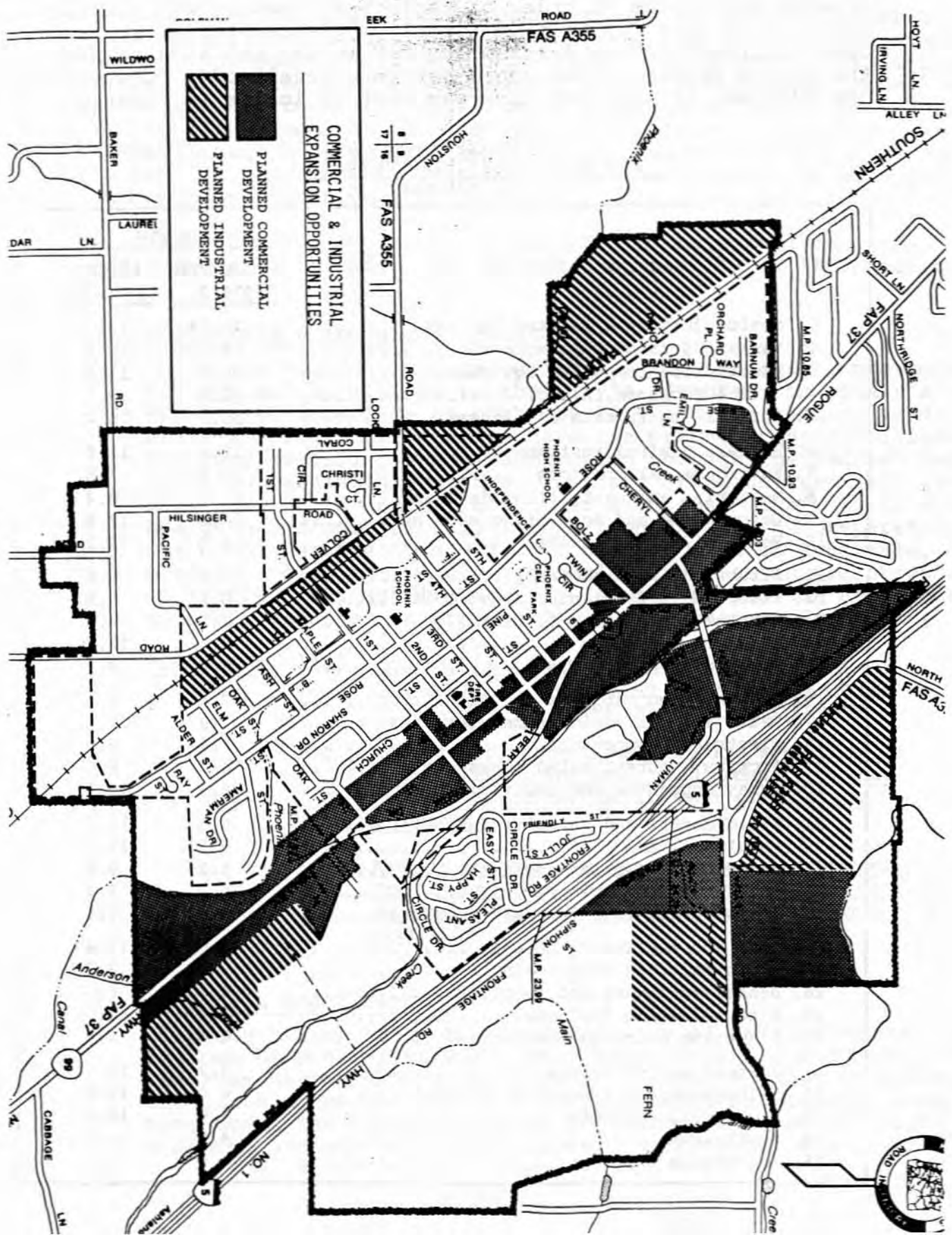


To serve its projected population, the City of Phoenix has identified a need for about 160 "net" acres of commercial land, which is shown on the Comprehensive Plan map. The acreage proposed for commercial uses is composed of both small vacant lots suitable for in-fill development, primarily along Main Street, and larger parcels for more extensive development. The larger lots are located along the southern portion of Main Street to the UGB and also along Fern Valley Road in the vicinity of the freeway interchange. Pear Tree Truck Stop is a fairly large and quite recent commercial development at the intersection and has intentions of expanding. The City has also discussed other developments in that general area with the local property owners who have intentions of developing substantial facilities in the future to take advantage of the freeway visibility and access. Such facilities are presently in the conceptual stages but might include another major trucking facility in the industrial area, a major motel complex, restaurants, and possibly a mobile home park further east on Fern Valley Road. The facilities being discussed would require large acreages such as those presently planned for such uses by the City. The commercial and industrial acreages shown on the Comprehensive Plan and Zoning maps should accommodate those proposed developments discussed above.

The map entitled "Commercial & Industrial Expansion Opportunities" shows those areas of Phoenix and its UGB that are proposed for commercial and industrial uses, including areas already developed for those uses. It can be seen that the City is attempting to maximize the economic development potential of the freeway interchange area as well as strengthening the commercial core area along Pacific Highway (Main Street).

As previously stated, the City's industrial ratio of 6.2 acres per 1,000 residents is well below average and below the level that the City would consider adequate and in balance with other land uses and community economic needs. A more realistic ratio, for planning purposes, was established at 20 acres per 1,000 residents and the Comprehensive Plan map reflects that amount in its 54 acres of light industrial and 70 acres of general industrial. General industrial sites are located along the railroad right-of-way and will provide new sites as well as expansion opportunities for existing businesses. General industrial sites of two acres and larger can be accommodated in these areas, up to a maximum of approximately 30 acres in the extreme northwest of the UGB.

Light industrial areas are located in the vicinity of the freeway interchange and in the southeast portion of the UGB between Pacific Highway and Bear Creek. The latter location is intended to provide for small scale manufacturing, warehousing, and commercial-related facilities and would accommodate a variety of small industrial businesses that are not suitable for other commercial or industrial areas of the community. The interchange area was discussed earlier and the light industrial zoning is provided to accommodate those types of uses that are proposed or in conceptual form on sites of four acres up to 14 acres in size.






COMMERCIAL & INDUSTRIAL
 EXPANSION OPPORTUNITIES

PLANNED COMMERCIAL
 DEVELOPMENT

PLANNED INDUSTRIAL
 DEVELOPMENT

COMMERCIAL & INDUSTRIAL
 EXPANSION OPPORTUNITIES



ECONOMIC DEVELOPMENT POSSIBILITIES

The following table shows a listing of the nation's fastest growing industries in order of their projected growth through 1985. This list may help in identifying those sectors where opportunities for new development may exist, and also to assess the growth possibilities (on a national level) of a prospective new business or industry that may want to locate in Phoenix.

Fig. IV-9
RAPID GROWTH INDUSTRIES
 (United States)

	GROWTH	
	PROJECTED 1979-85	ACTUAL 1972-78
1. Semiconductors & Related Devices	20.7%	19.1%
2. Tanks and tank components	15.7	15.7
3. Electronics computing equipment	15.0	17.0
4. Office machines, n.e.c.	15.0	9.7
5. Optical instruments and lenses	13.8	18.4
6. Process control instruments	12.9	11.0
7. Environmental controls	11.9	6.5
8. Measuring and controlling devices	10.6	8.4
9. Calculating and accounting machinery	10.0	13.6
10. Wood pallets and skids	9.0	12.2
11. Structural wood members	9.0	6.8
12. Instruments to measure electricity	8.8	7.9
13. Fabricated pipe and fittings.....	8.5	8.2
14. Oilfield machinery	8.4	12.2
15. Electronic connectors	7.9	12.3
16. Wood kitchen cabinets	7.6	7.6
17. Radio and television receiving sets.....	7.3	7.1
18. Electronic components	7.2	6.8
19. Pickles, sauces, salad dressings	6.7	8.9
20. X-ray apparatus and tubes	6.5	19.1
21. Fluid meters and counting devices	5.9	10.3
22. Metal foil and leaf	5.5	11.3
23. Internal combustion engines	5.2	9.6
24. Metalworking machinery	5.2	7.4
25. Photographic equipment and supplies	5.2	7.4
26. Pens and mechanical pencils	5.0	11.4
27. Medicinals and botanicals	5.0	7.7
28. Dental equipment and supplies	4.7	6.4
29. Misc. Plastics Products	4.5	6.9
30. Flavoring extracts and syrups	4.5	6.4
31. Surface active agents	4.2	10.1
32. Lithographic platemaking services	4.0	12.8
33. Biological products	4.0	10.9
34. Small arms	4.0	6.5
35. Nonferrous forgings	4.0	6.4

PHOENIX ECONOMIC DEVELOPMENT POLICIES

"Economic development" is not necessarily synonymous with industrial development or commercial development, but may include a wide range of activities or improvements within the community that will result in overall economic improvement. Such activities may include manpower training programs, development of appropriate types of housing and maintenance of attractive neighborhoods, improvement of community facilities and services, or promotion of various local activities or events. Industrial and commercial diversification is an important goal of the community and is needed to provide long-term stability and variety in terms of both job and shopping opportunities.

The following policies are intended to help implement the basic goals of the City, as presented on page 13 of this section.

1. Information & Technical Assistance:

Basic information is a necessity for any economic improvement program and it will be to the City's advantage to obtain and keep up-to-date data on both the City and the region. Federal, state and regional agencies have the primary responsibilities for data gathering and dissemination through the federal census technical assistance grants, Portland State University's population research center, and other agencies. The City of Phoenix has gathered much of this information during the preparation of its comprehensive plan and will need to make it available, as needed, and as up-to-date as possible for use in the preparation of future grant applications, or simply to provide needed data to other agencies or prospective businessmen or developers.

- POLICIES:
- 1(a) Utilize the results of the 1980 Census, as available, to provide the detailed data necessary to complete the community profile of Phoenix.
 - 1(b) Remain aware of ongoing plans and activities of Jackson County and other area communities that pertain to economic development planning and promotion.
 - 1(c) Keep in contact with the Department of Economic Development and take advantage of economic development technical assistance programs that may become available.

2. Planning & Regulation:

Although Phoenix has the responsibility of developing and using its own Comprehensive Plan, most major planning and regulatory requirements originate at state or federal levels, including the areas of environmental quality, health and safety, land management and banking. Local government must do the local planning and administration needed to carry out the regulations

and achieve the standards determined at higher levels.

A major problem that has restricted industrial development in Phoenix in the past has been the lack of suitable and available sites for such development. As a result, the City's industrial base is limited to a small strip along the railroad right-of-way. Through the comprehensive planning effort, the City has now assessed its industrial needs and physical potential and has planned and zoned suitable new sites for industrial development, as well as commercial expansion and new development. In all cases, needed public facilities are available or could be made available to these sites and access is provided by the freeway, highway 99, or the Southern Pacific Railway.

Regulation is accomplished through the City's zoning and subdivision ordinances and other regulations. The zoning map is consistent with the Plan Map, urbanizable areas outside the present city limits are "pre-zoned" pending future annexation, and the City will continue to revise these regulations, as necessary, to ensure adequate opportunities for development and economic improvement.

- POLICIES:
- 2(a) Continue to refine City regulations pertaining to economic development to ensure that the programs can be carried out and that such development will be an asset to the community and the region.
 - 2(b) Emphasize the need to maximize the potential of major existing facilities that are presently underutilized, including the railroad, Pacific Highway, and the freeway interchange area by encouraging in-fill development on vacant sites and by making new sites available
 - 2(c) Continue to review and update the requirements of the zoning ordinance pertaining to buffering, to ensure that all land uses will be compatible with adjacent uses

3. Provision of Facilities:

As part of its location analysis, a prospective industrial firm will check the quality, quantity, and cost of public utilities and services. It may ask whether water, sewer, storm drains, electricity, gas, fire protection, police protection, telephone service, and other services are in place and adequate for their operation. The term "adequate" will vary among industries. However, the provision of the basic utilities and services is a strong instrument the City can use to reserve and control land for new industry or to attract new firms. If the proper zoning and other land regulations are in place, a new firm may go ahead and develop the needed facilities. But, generally, a new industry will not want to be delayed by complicated procedures, zone changes, special permits, etc. that will be time-consuming and costly.

Major street access is a major consideration and Phoenix is fortunate in having a major access point to the Interstate 5 Freeway as well as highway 99. Truck access and circulation is good to and from most commercial and industrial areas of the community. In most cases, local street systems are already in place and new development will, in most cases, not have to dedicate land and develop new streets, although improvements to existing streets may be needed.

Water is now available to the east side of the freeway, as are sewer facilities, and improvements to the City water system will provide for the planned industrial and commercial developm

- POLICIES:
- 3(a) Ensure that future City plans for public facilities or utility improvements are in accordance with the Comprehensive Plan and proposed land uses.
 - 3(b) Investigate the feasibility of extending necessary utilities and services to proposed industrial and commercial sites prior to development proposals to encourage new development and to avoid losing a prospective developer because of inadequate facilities.
 - 3(c) Work with developers and other property owners to establish needed special service or improvement districts for utilities and assist in obtaining related financing.
 - 3(d) Utilize available grants or loans, as appropriate, to upgrade community facilities or extend them to lands zoned and planned for commercial or industrial use.

4. Site Development:

The private sector will be responsible for most economic development projects in Phoenix. Since the City is promoting in-fill development of vacant lots and new development of larger vacant sites, there will not be a need for a major redevelopment program (urban renewal), although smaller scale private redevelopment may occur and should be encouraged. Site development will be controlled through application of the City's development codes — primarily the zoning and subdivision ordinances. The City is also aware of the benefits of pre-planned "industrial parks" that are becoming more common in other areas. It will be to the City's advantage to ensure that all new development is well-planned, compatible with the surroundings, and designed and landscaped to provide an attractive, as well as functional, addition to the community.

- POLICIES:
- 4 (a) Ensure through the Plan Review process, Section 8 of the Zoning Ordinance, that all new development will be consistent with the Comprehensive Plan and will be of the highest physical and aesthetic quality.
 - 4 (b) Encourage the development of coordinated commercial or industrial projects, such as "industrial parks", in accordance with Section 10, Planned Development, of the Zoning Ordinance.
 - 4 (c) Ensure that all new development is in conformance with applicable state and federal requirements as well as with City codes.
 - 4 (d) Ensure through the review process that plans for new development are coordinated with existing and potential development of adjacent properties to avoid obstacles to future development on adjacent lots

5. Promotional Activities:

Various entities of state government are involved in promotional activities, as well as referral of prospective developers or businesses to communities having the qualities they are looking for. The City of Phoenix may also become more involved in promotional activities. However, because of budgetary limitations, the City is not proposing to attempt an all-out promotional campaign to attract economic development. There are, however, low-cost activities that can be pursued by the City in an attempt to make Phoenix more visible as a viable development location, and to provide necessary factual information to those who need it.

- POLICIES:
- 5 (a) Contact and request assistance from state agencies, including the Dept. of Economic Development and Dept. of Transportation, to gain contact with firms seeking to relocate.
 - 5 (b) Develop a community brochure or "fact sheet" outlining the city's general characteristics, locational benefits, development opportunities, and other information of interest to developers and firms seeking a location in Southern Oregon.
 - 5 (c) Contact various chambers of commerce to investigate opportunities to participate in economic development promotional activities on the regional level.

Economic development doesn't happen automatically. The success of Phoenix in implementing its economic development goals and policies will depend largely upon its own initiative and perseverance.

* * *

SECTION V.
NATURAL RESOURCES

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Section V.

NATURAL RESOURCES

INTRODUCTION

This section of the Comprehensive Plan is intended to address all major natural resources in the Phoenix area, establish related policies, and to satisfy the requirements of statewide planning goals #5 and #6.

GOAL #5 SUMMARY

Statewide Planning Goal #5 is:

"To conserve open space and protect natural and scenic resources."

The City is required to provide programs that will (1) insure open space, (2) protect scenic and historic areas and natural resources for future generations, and (3) promote healthy and visually attractive environments in harmony with the natural landscape character. The City is also required to inventory the location, quality and quantity of all major resources found in the area. These resources are to be managed in a manner that will protect their original character. Where conflicting uses have been identified the economic, social, environmental and energy consequences of the conflicting uses shall be determined and programs developed to achieve the goal. Toward the end of this section is an assessment of these "ESEE consequences".

The following definitions are important to this section of the Plan:

CULTURAL AREA — An area characterized by evidence of an ethnic, religious, or social group with distinctive traits, beliefs, and social forms.

HISTORIC AREAS — Lands with sites, structures and objects that have local, regional, statewide or national historical significance.

NATURAL AREA — Land and water that has substantially retained its natural character and land and water that, although altered in character, is important as habitats for plant, animal or marine life, for the study of its natural historical, scientific or paleontological features, or for the appreciation of its natural features.

OPEN SPACE — Lands used for agricultural or forest uses, and any land area that would, if preserved and continued in its present use:

- (a) Conserve and enhance natural or scenic resources;
- (b) Protect air or streams or water supply;
- (c) Promote conservation of soils, wetlands, beaches or tidal marshes;
- (d) Conserve landscaped areas that reduce air pollution and enhance the value of abutting or neighboring property;

- (e) Enhance the value to the public of abutting or neighboring parks, forests, wildlife preserves, nature reservations or sanctuaries, or other open space;
- (f) Promote orderly urban development.

SCENIC AREAS — Lands that are valued for their aesthetic appearance.

WILDERNESS AREAS — Areas where the earth and its community of life are untrammelled by man, where man himself is a visitor who does not remain. It is an area of undeveloped land retaining its primeval character and influence, without permanent improvement of human habitation, which is protected and managed so as to preserve its natural conditions, etc....

GOAL #6 SUMMARY

Statewide Planning Goal #6 is:

"To maintain and improve the quality of the air, water and land resources of the state."

The Goal #6 guidelines go on to state that "all waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards. With respect to the air, water and land resources of the applicable air sheds and river basins described or included in state environmental quality statutes, rules, standards, and implementation plan, such discharges shall not (1) exceed the carrying capacity of such resources, considering long-range needs; (2) degrade such resources; or (3) threaten the availability of such resources.

PHYSICAL SETTING

The City of Phoenix is located along Bear Creek, on the valley floor of the bowl-shaped Bear Creek Basin. The elevation is approximately 1,500 feet with a hill rising to about 1,690 feet. With the exception of this hill, the topography of the community is relatively flat, but slopes gradually toward the northeast and Bear Creek.

SOILS & LAND QUALITY

Soils in the Phoenix area range from fine-textured and fairly well-drained loams to rocky hillsides. The best quality soils (for agriculture) are located on the valley floor. These soils have, to a great extent, washed down from higher elevations or have been deposited by floods along Bear Creek. Although this is the best soil for agriculture, it is also the best location for urban development and much of the land within the urban growth boundary is committed to the latter.

The following is a summary of the soil types found in the Phoenix area, as mapped by Jackson County:

Fig. V-1
PHOENIX AREA SOILS

SOIL TYPE	SLOPE	AGRI. CLASS IRR/NIRR	COMMENTS
1A NEWBERG FINE SANDY LOAM	0-3%	IV/II	Typically wet soil with high water table and found in Bear Creek flood plain.
3A EVANS LOAM	0-3%	IV/II	Wet with high water table. Bear Creek flood plain area.
4A MEDFORD SILTY CLAY LOAM	0-3%	IV/I	Small amount along both sides of freeway.
75A CAMAS-NEWBERG-EVANS COMPLEX	0-3%	IV/IV	Low and wet soils found in vicinity of Bear Creek and within the Greenway area.
18D BRADER-DEBENGER LOAM 20D " " "	7-20%	VI/IV	Shallow soil to sedimentary rock. Found only on hill in southeast portion of UGB. Rock outcroppings. Used for limited grazing and partially covered with hardwoods and brush.
70B MANITA LOAM	2-7%	IV/II	Small area east of the freeway, partly in orchard use.
55B RUCH SILT LOAM	2-7%	IV/II	Much of the western urbanizable area consists of this soil and is in use as small hobby farms and homesites.
71B SELMAC VARIANT SILTY CLAY LOAM	3-7%	IV/III	Seasonally wet in spots. High shrink-swell clay substratum that will affect stability where exposed. Temporarily perched groundwater may need drainage. Found on hill at south City limits. North side of hill has been developed for low-density residential use.

Although there are existing agricultural uses within the present Urban Growth Boundary, these uses are marginal at best and all areas within the UGB have been determined to be needed for the City's future growth. Agricultural

soils are adversely impacted by the effects of past development, by high ground water that has formed marshes and wet areas, and by urban encroachment. The few orchards that have survived are not expected to last long. They are older orchards and their economic feasibility is declining. Newer replacement orchards are being planted in better locations, often on hillsides that have better soil drainage and lower frost damage.

The soils in the Phoenix UGB are suitable for urban development.. Even the hillside areas are fairly stable and, according to the County's soil scientist, are suitable for low-density residential development of the type proposed in this Comprehensive Plan.

MINERAL & AGGREGATE RESOURCES

The only area having a significant potential for the mining of mineral resources or the extraction of aggregate is the floodplain of Bear Creek. This area is publicly owned and is within the Bear Creek Greenway, an area currently being developed by Jackson County and affected communities for recreation and natural preservation. Bear Creek has a history of mining and prospecting and these activities are continuing in accordance with state and federal regulations. The City of Phoenix has developed a BCG, Bear Creek Greenway, zoning district to include this area and to provide for mining and aggregate resource extraction, but in a manner that will have minimal adverse impacts on the natural environment.

FISH & WILDLIFE HABITATS

The Bear Creek Greenway corridor passes through the center of the Phoenix urban growth boundary area, paralleling Highway 99 and the Interstate 5 Freeway. This corridor is mostly wooded, not easily accessible in most areas, and is the only significant area of natural habitat that remains in the area. The City's BCG zone and the County's Bear Creek Greenway Plan are consistent in their efforts to manage this fragile area in a manner that will ensure the preservation of the natural environment for generations to come. These preservation efforts will also help to ensure the protection of existing wildlife habitats.

Large wildlife, such as deer, elk or bear, are not generally found in the Phoenix area, although it is not uncommon for black-tailed deer to venture into the area and wander through the Greenway area. Bear tracks have been found along Bear Creek in the Talent area, but this is very rare and there are no known bear habitats in the Phoenix area.

Upland game and waterfowl are prevalent in the Phoenix area, including the ringneck pheasant, valley quail, morning dove and ducks. Their habitats include the Bear Creek Greenway area and other brushy areas along Coleman and Anderson Creeks, other tributaries, and farm or orchard lands. Some of these species have been known to cause considerable damage to agricultural crops, as well as home gardens.

Water areas, particularly along Bear, Anderson and Coleman Creeks are the homes of such furbearing animals as the river otter, mink, muskrat, beaver and

raccoon. Small animals associated with the agricultural areas and wooded hill-sides include skunks, foxes, coyote, weasel and an occasional bobcat. These types of animals are probably in the greatest danger of urban encroachment and will be forced to move further to the east into the most distant hills as urban development occurs. These are not considered endangered species and, in most cases, are also not compatible with the human habitat. Beaver cause considerable damage to streams and irrigation canals with their dams, which can block the normal flows and result in flooding. Beaver also destroy fruit and ornamental trees that are placed near these waterways for purposes other than dams. Skunks and raccoons often visit domestic gardens and lawns and prey on fowl. Muskrats sometimes tunnel into the banks of irrigation canals, damage yard areas and dams for private ponds. These and other animals, such as moles, gophers, etc., will not be significantly threatened by the gradual expansion of Phoenix. They will have a place to live within the Bear Creek Greenway and, if that isn't sufficient, there are miles of open agricultural and natural areas surrounding the community.

The Bear Creek Valley is considered a significant stop-over area along the north-south flyway of many bird species. The Bear Creek Greenway area is especially attractive as a place to stop, rest and feed and is an ideal habitat for many song birds. In addition to these, some Northern Bald Eagles, which are on the Oregon Threatened Species List, have made Bear Creek their home, although it is not known if any eagle habitats are specifically located in the Phoenix area.

According to the Bear Creek Greenway Plan, the suitability of any stream for fish production is dependent on (1) accessibility to adult fish, (2) spawning success, (3) food supply, (4) cover, (5) rearing areas, and (6) water quality. Bear Creek is sufficient in size and environmental quality to have all of these features and, therefore, also has fish, including a resident trout population. However, irrigation drawdown during the summer months makes trout habitation in the lower portions of the creek virtually impossible. To correct this problem, various affected agencies have been working together on policies and procedures related to minimum stream flows in attempts to stabilize the flows and ensure an improved fish habitat. Bear Creek and some tributaries support runs of Winter Steelhead, Fall Chinook and Coho Salmon, in addition to trout. However, these runs have declined. Fish are particularly sensitive to the quantity and quality of water. The fish habitats have been adversely affected over the past few decades by such activities as over-appropriation of water for irrigation, unregulated gravel removal, channel alterations, removal or damage to stream bank vegetation, sedimentation and erosion, and the use of pesticides and other chemicals. Also, as urbanization continues along Bear Creek, urban runoff increases and carries all sorts of contaminants into the creek, from chemicals to gasoline and oil from parking lots and streets.

The City has a long list of the many mammals, birds, wildlife, and fish that inhabit the area. This list is not included in the Plan because of its length, but is available for review at City Hall. According to the Bear Creek Greenway Plan document, Bear Creek and its riparian habitats include seventeen species of amphibians, eleven species of game fish, seven species of non-game fish, eighteen species of reptiles, seventy species of mammals, and at least 168 species of birds. By far the majority of these reside within the Bear Creek Greenway, which makes this environmental corridor the primary focus of attention for protection and preservation in the Phoenix area.

**HYPOTHETICAL LIST OF
MAMMALS, REPTILES AND AMPHIBIANS
FOUND ALONG BEAR CREEK**

○ Possibly Present

● Likely to be Present

MAMMALS

- Shrew Mole
- Broad-footed Mole
- Townsend Mole
- Trowbridge Shrew
- Wandering Shrew
- Pallid Bat
- Big Brown Bat
- Silver-haired Bat
- Red Bat
- Hoary Bat
- California Myotis
- Long-eared Myotis
- Fringed Myotis
- Long-legged Myotis
- Little Brown Myotis
- Yuma Myotis
- Townsend Big-eared Bat
- Mexican Free-tailed Bat
- Black-tailed Hare
- Brush Rabbit
- Mountain Beaver
- Beaver
- Porcupine
- Yellow-pine Chipmunk
- Townsend Chipmunk
- Northern Flying Squirrel
- Western Gray Squirrel
- Muskrat
- Calif. Red-backed Vole
- Oregon/Creeping Vole
- Calif. Meadow Vole
- Townsend Vole
- Dusky-footed Woodrat
- Bushy-tailed Woodrat
- Harvest Mouse
- Deer Mouse
- Pinon Mouse
- Beechy Ground Squirrel

- Botta Picket Gopher
- Pacific Jumping Mouse
- House Mouse
- Black Rat
- Norway Rat
- Ringtail or Miner's Cat
- Coyote
- Mountain Lion or Cougar
- Bobcat
- Long-tailed Weasel
- Mink
- River Otter
- Raccoon
- Spotted Skunk/Civet Cat
- Striped Skunk
- Black Bear
- Red Fox
- Grey Fox
- Black-tailed Deer

REPTILES

- Western Pond Turtle
- Western Fence Lizard
- Sagebrush Lizard
- Southern Alligator Lizard
- Northern Alligator Lizard
- Western Skink
- Rubber Snake
- Common Garter Snake
- Western Terrestrial Garter Snake
- Western Aquatic Garter Snake
- Northwestern Garter Snake
- Ring-necked Snake
- Sharp-tailed Snake
- Striped Whipsnake
- Racer
- Gopher Snake
- Common King Snake
- Mountain King Snake
- Western Rattlesnake

AMPHIBIANS

- Western Toad
- Pacific Tree Frog
- Yellow-legged Frog
- Red-legged Frog
- Bullfrog
- Long-toed Salamander
- Pacific Giant Salamander
- Rough-skinned Newt
- Del Norte Salamander
- Ensatina

SOURCE: Stephen P. Cross

WATER AREAS

The Phoenix area does not include any lakes or other major water areas. The only natural water areas are Bear Creek, Coleman Creek, Anderson Creek and other minor tributaries. Bear Creek is discussed in several sections of this Plan and is considered the most significant water resource and environmental area within the UGB. Further discussion of the quality of water is contained later in this section.

ENERGY SOURCES

The Phoenix area does not contain any known quantities of fossil fuels such as coal, nor is the wind frequent or strong enough to make wind power feasible. Bear Creek runs fairly flat through Phoenix and the potential for hydroelectric generation is not considered feasible at this time. The only major energy source readily available to Phoenix residents is solar. The potential for solar usage is discussed in Section IX (Energy Conservation) of this Plan.

NATURAL AREAS

The Bear Creek Greenway is considered a natural environmental corridor of local and regional significance and passes through the center of the Phoenix urban growth boundary area. As discussed in other sections, the County has developed and adopted a master plan for the preservation and recreational use of the Greenway and the City has prepared a zoning district for local protection and management consistent with the County's plan. Further discussion of the recreational aspects of this area is included in Section XII (Recreation) of this Plan.

SCENIC VIEWS

Being located on the floor of the valley, Phoenix residents and visitors enjoy views of the surrounding mountains. Within the community itself, there are no particular views or vistas that are significant enough to warrant protection through City ordinances or visual easements of any kind. The City encourages the planting of landscaping and trees, which often block views of surrounding mountains. However, the benefits of such landscaping and trees to local residents and the appearance of the community tends to override the importance of mountain views, which are readily available by walking a short distance in most cases anyway. There are no designated or potential scenic highways in the Phoenix area.

CULTURAL AREAS & HISTORIC SITES

Although it is known that Indians once frequented areas of the valley floor, especially along the Bear Creek corridor, no known Indian sites or other archeological sites exist in the Phoenix area. The City does have a number of historical buildings, which are described in Section VI (Historic Resources) of this Plan. Related policies are also included in that section of the Plan.

OPEN SPACE NEEDS

Section XII (Recreation) outlines the City's policies regarding the future provision of lands for open space and recreational needs. The only significant area proposed to remain in its natural state as protected open space is the Bear Creek Greenway. Since this natural corridor will pass through the center of Phoenix, it will provide a visual relief from the urban environment in a very centralized and effective location. Rural agricultural lands, hills and mountains surround the community and will provide additional open space opportunities for pleasure walking, bicycling, jogging, sightseeing and other activities of Phoenix residents who may desire to be in that type of rural "open space" environment. Parks, school fields and playgrounds, and other urban open areas will also be available within easy reach of all residents.

CLIMATE

The climate should be considered a very important natural resource of Phoenix and the entire Rogue Valley. This part of Southern Oregon enjoys a moderate but distinctive climate with marked seasonal characteristics. Late fall, winter and early spring months are generally damp, cloudy, and cool and under the influence of marine air from the west. Late spring, summer and early fall are generally warm, dry and sunny and make this area exceptionally attractive to tourists, as well as local residents who enjoy camping, hiking, boating, and the many other outdoor recreational activities that are available.

The rain shadow of the Siskiyou Mountains and Coast Range results in a relatively light annual rainfall, most of which falls during the winter season. Occasional light summer rainfall is brought by thunderstorm activity which primarily affects the mountain areas (and is often the cause of lightning-caused forest fires). Snowfall is quite heavy in the surrounding mountains during the winter months, providing an adequate water supply for summer irrigation and domestic use during the dry summer months. Snowfall on the valley floor is very infrequent, with accumulations lasting only a few hours in most cases.

Annual precipitation throughout Jackson County ranges from a low of about 18 inches to a high in the mountainous areas of the Cascades of over 60 inches. The Phoenix area averages between 20 and 25 inches per year.

The temperature range is also moderate in the valley. Winter average daily minimum temperatures are slightly below freezing in December and January. Summer average temperatures are slightly below 90 degrees with occasional days of 100+ degrees. High temperatures are always accompanied by low humidity, and hot days in summer generally give way to cool nights as cooler air drains down the mountain slopes into the valley. This ensures fairly comfortable weather.

Winds are generally light in the valley and prevail from the south during the winter and from the north during the summer. The light winds, along with the surrounding mountains, contribute to the valley's air pollution problem, which will be discussed later.

WATER QUALITY

Water follows a never-ending hydrologic cycle of precipitation, evaporation, transpiration, and runoff. Water is used and re-used and changes its form, but continues through the cycle. Man uses water for both "consumptive" and "nonconsumptive" uses. Consumptive uses are those that take water for domestic use, irrigation, municipal or industrial uses and do not return it to the source. Nonconsumptive uses result in minimal damage to water resources, such as for hydroelectric power generation, fish ladders, water recreation, etc.

An important "consumptive" use of water has been the use of wells for domestic water and irrigation. Wells tap the groundwater that fills the open spaces in the soils and rocks beneath the surface of the ground. This water has been available for such uses for generations, but is an unknown quantity and could be depleted. Groundwater is also adversely affected by human usage and polluting activities. This has been demonstrated throughout the County by many wells either going dry or being contaminated in various ways.

Water can become contaminated at any point in the hydrologic cycle. Acid rain is not yet a local problem, but is a good example of how the water cycle can be affected by pollutants in the air, or transmitted to the air through evaporation or other means. Pesticides, herbicides and other poisons that are commonly spread over the land for various reasons also affect the quality of water, particularly groundwater. These are often washed into drainage ditches, creeks, river, lakes, or percolate into the ground with rain water. Eventually they find their way into the groundwater system where they can remain for years, depending on the characteristics of the chemicals involved. As additional chemicals are used over the years, they too seep into the ground, compounding the problem underground where it is least visible but very damaging. A source of groundwater contamination that is most prevalent in the Phoenix area is that of failing septic systems and other methods of improperly disposing of wastes. Also, storm drain systems that are designed to carry rain water runoff into the nearby creeks are sometimes used for the dumping of waste liquids. They also carry urban runoff from streets and parking areas that often contains gasoline, oil, and other materials.

Water quality problems are usually classified as "point" or "nonpoint" sources. A "point" source is defined as a discharge into a stream, river, etc., by way of direct conveyance such as a pipe, ditch, channel, or sewage treatment plant. A "nonpoint" source is less specific and includes discharges from timber and agricultural activities, construction, mining activities, urban storm drains, and other sources that cannot easily be pinpointed. Therefore, nonpoint sources of pollution are widespread and much more difficult to control than point sources.

The Department of Environmental Quality (DEQ) is the lead agency with the primary responsibility for managing water quality in the State under the authority of applicable federal and state statutes, rules, and standards. This includes long-range planning, current planning, permit procedures, regulation of waste discharges and other activities. The DEQ has established plans and objectives aimed at water quality, and programs for the prevention and control of pollution.

Nonpoint sources of water pollution have been regulated by the DEQ under the authority of the Federal 208 Program in the past. Locally, the Rogue Valley Council of Governments is the agency responsible for the development and implementation of local programs. RVCOG has a water quality coordinator on its staff to develop and implement these plans and programs. Studies and related activities and local coordination have produced the "Agricultural Water Quality Management Plan for Jackson County", which is the basis for improvement activities in the valley. In addition, this effort has continually monitored various creeks, tracked down pollution "point" sources, corrected those problems, and has worked toward general water quality improvement throughout the valley. Procedures have also been established to coordinate area emergency teams to deal with "spills" that occasionally occur and threaten waterways or groundwater.

Although the RVCOG water quality program has been federally funded, to a large extent, in the past, grant funds have dwindled and the continuation of this program will depend largely on local funding in the future. The Clean Water Act is currently being reviewed and modified. It is possible that this area could receive some federal funds in the future to continue this program, but there is no guarantee at the present time. Water quality is dealt with most effectively at the regional level and, in most cases, small cities such as Phoenix have neither the staff expertise nor the budget to deal effectively with such regional issues.

The quality and quantity of Phoenix' domestic water supply is adequate to accommodate the needs of future development, as outlined in this Plan. More detail on the water supply is provided in Section VIII (Public Facilities and Services). The quality of the groundwater and water in local creeks is less safe from pollution and deterioration. The City's efforts to cooperate with Jackson County in the implementation of the Bear Creek Greenway Plan will help to ensure the quality of Bear Creek and its natural vegetation and habitats. The extension of City sewer lines to provide for new and newly-annexed development will help to eliminate existing septic systems. Extension of water lines will reduce the area's reliance of the groundwater supply and may allow it to gradually build back up. There are also other activities that the City can undertake, promote, or require of City residents that will also have positive effects on water quality and quantity. These are included in the policies at the end of this section.

AIR QUALITY

As previously discussed, Phoenix is centrally located within a natural basin surrounded by mountains which tend to restrict air circulation and the dispersal of contaminants that are generated within the valley.

A nationwide Environmental Protection Agency (EPA) survey of air pollution potential identified southern Oregon interior valleys as having one of the highest potentials for pollutant buildup in the United States. This is due to a combination of low wind speed, frequent inversions that limit vertical air circulation, and the topography of the valley. Problems in the forms of winter fog and summer "smog" result when contaminants cannot be dispersed and accumulate near the valley floor.

Vehicle emissions, industrial exhaust, wood and waste burning and soil disruption associated with urbanization all add to the air pollution problem. Several contaminants including carbon monoxide (CO), hydrocarbons (HC), and particulates are serious problems in the Bear Creek Valley. Another problem is "smog", measured now as ozone, which results when sunlight reacts with HC and oxides of nitrogen (NOx). As a result of serious violations of State and Federal standards, the Bear Creek Valley has been designated an Air Quality Maintenance Area (AQMA) by the EPA, which has also directed that local steps be taken to reduce air pollution and to plan future growth in a manner that will not cause further deterioration of the air quality.

Air quality analyses are performed by Jackson County and the Department of Environmental Quality. A March 1980 update of the document entitled Background Information on Air Quality summarized the air quality of this area, listed adopted Federal, State and local standards and the degree of violation for each pollutant. Because of the locations of the air quality monitoring devices, a detailed analysis of the air quality in the Phoenix vicinity is not possible at this time. However, based on the data in the Air Quality report, the following conclusions pertain to the Phoenix area as well as other areas within the AQMA:

1. The Medford-Ashland AQMA has a high potential for air stagnation and the accumulation of air pollutants. Visibility reduction is a frequent and severe problem.
2. Total suspended particulate matter exceeds the State and Federal standards in the Medford, Central Point and White City areas, but not the Phoenix area. The primary sources of these particulates are industry, paved road dust, and residential wood burning.
3. All communities within the AQMA are affected by ozone. The primary sources are industry and motor vehicles, which are sources of nitrogen oxides and volatile organic compounds, which react in the presence of sunlight to form ozone.
4. The responsibility for controlling air pollution is shared by the local, state and federal governments. Jackson County is responsible for controlling mobile sources in County areas and the DEQ enforces all industrial pollution control rules in the County. The Federal government sets nationwide air quality standards and regulations, however, the states and local governments may adopt more stringent standards and regulations if they wish.
5. Air quality sampling is performed daily at locations within the AQMA. Additional air monitoring stations are needed to provide further information regarding the levels of air pollution, the transportation of air pollutants, and the effectiveness of air pollution control measures, including those at the local level.
6. Phoenix does not have the serious CO violations that are found in the downtown area of Medford. However, the standards are being exceeded occasionally in Phoenix also.

7. About 80 percent of CO is distributed by motor vehicles. It is anticipated that any increase in traffic associated with anticipated population or industrial growth will aggravate the existing CO levels.
8. Since we have no control over the weather, temperature inversions and resulting air stagnation will continue to occur in this valley.

Although it would be impossible to clean the air of all contaminants, a more practical goal of the community might be "to ensure the maintenance of existing air quality while striving to achieve federal, state and local air quality standards." A number of air quality related policies are included in the policies portion of this Plan section.

It is expected that the implementation of air quality maintenance measures will involve primarily motor vehicle, burning, and industrial sources. Jackson County recently prepared an Inspection & Maintenance (I&M) Program for the inspection of automobiles. This program was submitted for voter approval and failed by a nearly 3 to 1 margin. Because of the failure on the part of local government in this area to effectively deal with air quality, the EPA may soon mandate certain actions and/or implement economic sanctions as a penalty for noncompliance. Motor vehicles will continue to be a target for new programs.

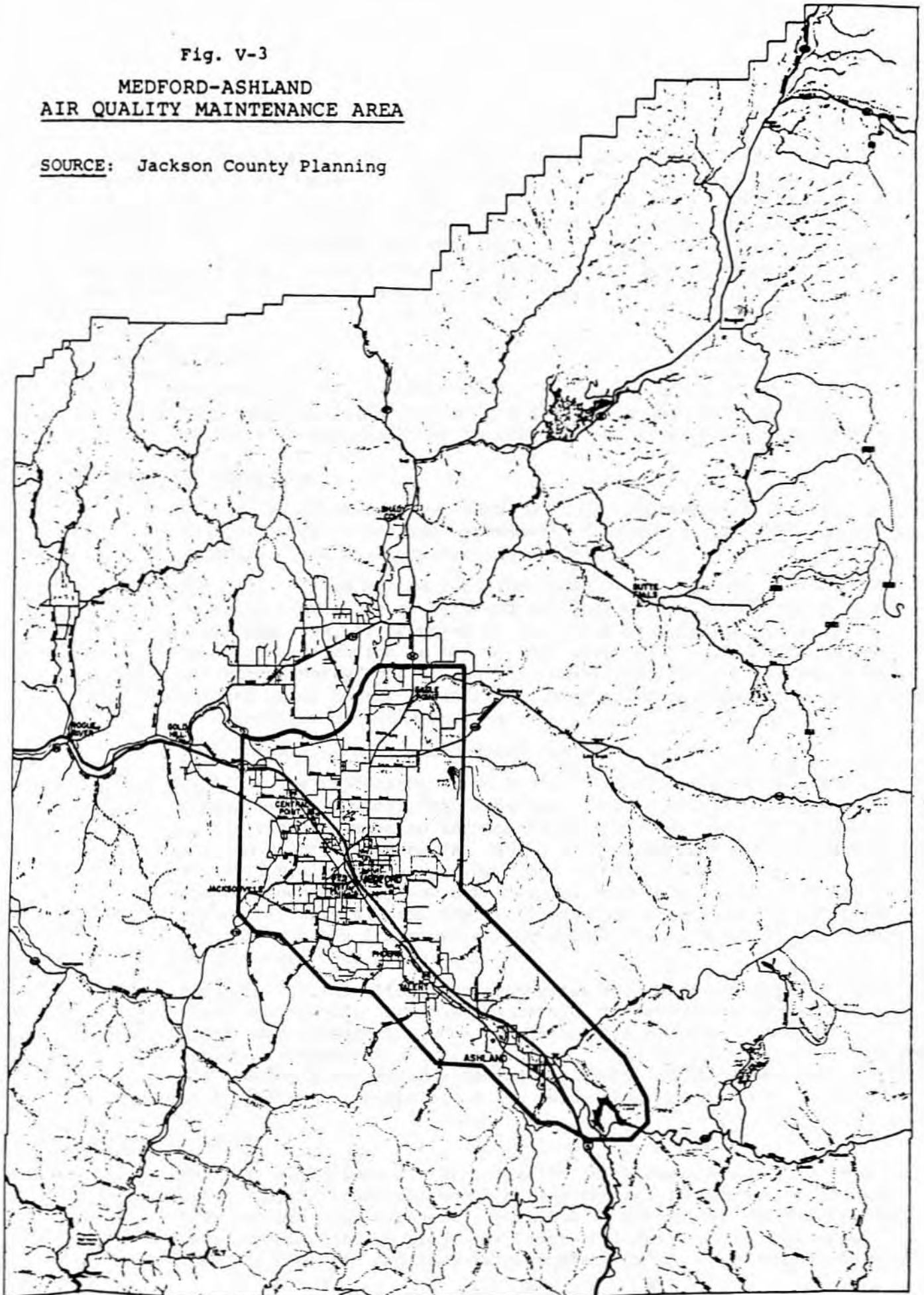
Industrial sources of pollution require evaluation and permits from the Department of Environmental Quality. In addition, the Jackson County Environmental Quality Commission adopted the Medford-Ashland Offset Rule in 1979. This rule requires a new source of emissions to provide and demonstrate proportional reductions in existing pollution in the air shed. Major increases in existing sources are also included and the rule applies to sources that have the potential to emit five tons per year, 50 pounds per day, or ten pounds per hour of particulate matter. The offset rule applies to sources that have the potential to emit 20 tons per year or 200 pounds per day of volatile organic compounds as well. Phoenix may be able to make use of this system also, to ensure that new industries that may wish to locate here are either relatively emission-free or that they provide air quality improvements in proportion to anticipated increases by that new industry. The DEQ would approve such plans.

In conclusion, air quality improvements in the Phoenix area will require cooperative efforts between the City, County, DEQ, and possibly the EPA in order to make progress toward established standards. Since urban growth will have a long-range impact on our air quality, the City's land use planning decisions related to the types and densities of growth are very important, especially as they pertain to motor vehicle transportation. The City has designed the Comprehensive Plan to include an efficient circulation system of streets and highways, and has included the highest densities of residential development in close proximity to mass transit (bus) routes and shopping areas. These and many other considerations will help to reduce the reliance on the private automobile, will increase mobility, and will result in the coordinated and efficient growth of the community.

Fig. V-3

MEDFORD-ASHLAND
AIR QUALITY MAINTENANCE AREA

SOURCE: Jackson County Planning



ESEE CONSIDERATIONS

This section of the Plan has identified and described all the significant natural resources in the Phoenix area. In accordance with the requirements of statewide planning goal #5, the City must also identify any conflicting uses that may affect the management of these natural resources. Where conflicts are identified, the City is required to determine the economic, social, environmental and energy (ESEE) consequences of the conflicts and to develop programs that will achieve the goal. The following is this ESEE assessment.

CULTURAL AREAS

No specific areas characterized by evidence of an ethnic, religious, or social group with distinctive traits, beliefs, or social forms are known to exist in the Phoenix planning area.

HISTORIC AREAS

Section VI (Historic Resources) of this Comprehensive Plan includes the City's inventory and assessment of historic buildings and sites. Potential ESEE consequences are as follow:

Economic: There may be conflicts between the cultural or community value of a building or site and the economic value of that site for some other use, as proposed by the owner or potential developer. The City's intention is not to take away the economic potential of private property, but to ensure that all options are carefully considered prior to any action, including opportunities for preservation or relocation of the structure.

Environmental: No environmental conflicts noted.

Social: The importance of an historic building or site to the community, as a whole, might be considered a social conflict, if that structure is being threatened in some way. Historical ties are important to the social fabric of the community but are not vital to health and safety or other current considerations. It will not be known exactly how strongly the community feels about any one site or structure until that structure is threatened. The City is establishing the framework now to ensure that procedures exist when such actions take place.

Energy: In its efforts to weatherize and ensure energy-efficient construction, the City must be careful to make exceptions for some historical structures, when weatherization may affect the basic design or character of the structure. This is not a problem, considering the small number of affected structures in the community, and it will be at the discretion of the owner whether or not to weatherize.

NATURAL AREAS

The only significant natural area in the Phoenix UGB is the Bear Creek Greenway corridor which passes through the center of the area from southeast to northwest, parallel to Highway 99 and I-5 Freeway. As stated in this section, the County has developed a Bear Creek Greenway Plan for the long-range protection and recreational develop-

ment of this corridor, and the City has developed a BCG, Bear Creek Greenway, zoning district which is consistent with the County's Plan. The Greenway is now well protected, but the following ESEE conflicts must be addressed:

Economic: All the land within the Greenway is owned (or being negotiated) by public agencies, primarily the County or State and these lands are designated for environmental preservation with minimal development. The protection and proper development of the Greenway could greatly improve the image of Phoenix and its recreational opportunities, and could result in economic benefits to the community. There are no apparent economic conflicts.

Social: The Greenway, and natural environmental areas in general, are important to the image of the community and also to the peace and mental health of its residents. It will provide an environment in which urbanites can "commune with nature", relax, or exercise, and do it within the community, within easy reach of all residents. There are no known social conflicts with the Greenway Plan.

Environmental: The Greenway is a natural environment and is proposed for preservation. There are no conflicts with property owners or other interests, although mining and aggregate removal will have to be closely monitored to prevent unnecessary damage.

Energy: No conflicts.

OPEN SPACE

Open space includes a wide variety of uses throughout the Phoenix UGB. Within the UGB, agricultural lands and hillsides are the most obvious open spaces. Through implementation of the Comprehensive Plan, these areas will be needed for urban development and much of the "open space" character will disappear.

Economic: The transition from agricultural or undeveloped lands to urban development will be to the economic advantage of the land owner and to the City. Agricultural lands are currently marginal or unproductive and are poorly located in areas more suitable for urban development. The importance for urban uses far outweighs the importance for continued agriculture or "open space" land uses.

Social: Urbanization of open spaces within the UGB is planned and is needed to provide for urban opportunities, such as housing, commercial, jobs, schools, etc. These social benefits outweigh the loss of these open spaces.

Environmental: The City and UGB of Phoenix are surrounded by agricultural and open space lands with views of the surrounding mountains. The loss of agricultural open space within the UGB will have a very minimal impact and is not considered significant. Urban open space, in the form of school facilities, parks, etc., will provide for local open space needs in accordance with City standards.

Energy: The energy implications of urban-centered growth are much more desirable than is the retention of those areas in open space rather than energy-efficient urban areas, as planned. There are no apparent energy-related conflicts pertaining to open space.

SCENIC AREAS

All lands that are of significant value for their scenic qualities lie outside the Phoenix UGB, with the exception of the Bear Creek Greenway, which has been discussed previously. There are no apparent ESEE conflicts pertaining to scenic areas.

WILDERNESS AREAS

The Bear Creek Greenway comes closest to the definition of wilderness area. The Greenway's development and protection plans are aimed at the preservation of its natural qualities, including animal, fish, and bird habitats and natural vegetation. As discussed under the heading of "Natural Areas", any ESEE conflicts are very minimal and already accommodated in the Greenway Plan and City zoning district.

WATER QUALITY

As discussed in the Water Quality portion of this section of the Plan, programs aimed at maintaining or improving water quality are most appropriately carried out at the County or regional level. The valley's groundwater and creek waters were identified as the most important targets of action and various programs are already under way to accomplish related objectives. At the local level, clean water is extremely important to the social and environmental interests of the community, and related activities should be higher priority than private economic interests.

Economic: It sometimes costs money to ensure clean water. Residents may be required to install sewer lines instead of septic systems, and storm drains, and water lines to replace wells. These will help to clean up the water, but will be costly. These requirements, however, have already been determined to be necessary and programs are in effect to mandate these types of improvements in efforts to ensure the highest possible quality of water.

Social: Clean water is vital to the public health and safety and is also important to future community growth. Efforts to clean the water sources will benefit society as a whole with few social conflicts.

Environmental: The quality of water in the local creeks is very important to the fish habitats, vegetation, and general quality of these waterways. Efforts to clean the water will benefit the environment considerably. No significant conflicts are expected.

Energy: There are no apparent energy conflicts related to water quality in the Phoenix area. An indirect benefit may result when farmers apply better management practices to irrigation procedures that prove to be more energy-efficient and cost-effective.

AIR QUALITY

As discussed, Phoenix is located within the Medford-Ashland AQMA and will be affected by future actions to reduce the levels of air pollutants. The City's land use plan is based, in part, on energy efficiency and reducing the reliance on the automobile, which will also help reduce the air pollution levels. There may be ESEE consequences of actions taken by the City or other entities in efforts to improve the air quality, as follow:

Economic: Clean air will mean economic costs to many, possibly including major industries and the owners of motor vehicles. Industries will be required to have expensive filters or other types of air cleaning systems. Programs such as "Inspection and Maintenance" (I/M) will force individuals to keep their cars tuned and properly maintained, which will cost them money but may also prolong the life of their automobiles. Another consideration is that some major industries may be prohibited from locating in this valley because they cannot meet air quality requirements. This could be considered an economic loss in terms of dollars and jobs, but is overshadowed by the importance of clean air to the health of the populace. No programs are necessary at this time in Phoenix to counteract any adverse economic consequences of actions to clean up the air.

Social: Although poor air quality could slow the rate of growth in this valley, there appear to be no significant social impacts related to air quality efforts.

Environmental: Poor air quality affects humans and the general environment in which we live, making the area less healthy than it could (or should) be. There are no apparent aspects of the air quality improvement efforts that would conflict in any way with the local or regional environment (natural). Clean air will benefit the natural environment and retention and improvement of the environment will, in turn, help to filter and clean the air.

Energy: Because of the topography and climate of this valley, it will probably take additional energy to clean the air and maintain its cleanliness. Industrial filters will require energy to operate; debris that might have previously been burned will have to be hauled to a landfill; dusty dirt roads will be paved to reduce particulates; and other efforts will require additional energy, at least over a short term. The expenditures of this energy is considered worthwhile if it accomplishes the objectives, since clean air is one of the highest priorities of this valley.

NOISE CONSIDERATIONS

As a community grows in size and density, it will also feel the gradually increasing effects of noise. Increasing numbers of people, motor vehicles, construction activity, and other characteristics of the urban environment tend to increase noise. Today, noise is one of the Country's major pollution problems and, if not controlled, can jeopardize the health and well-being of those affected. Although noise has not been a major problem in Phoenix (with one or two exceptions), it will become increasingly important in planning and development decisions as the City continues to grow.

Statewide Planning Goal #6 requires that the City address noise in its Comprehensive Plan. Since there are several major generators of noise in and around Phoenix, these sources of potential "noise pollution" will be discussed so that the City will be aware of the possible effects in the future. The primary intent of this section is to provide an informational discussion of noise and its impacts so that future land use and development decisions can be made in an appropriate and knowledgeable manner.

NOISE CHARACTERISTICS & MEASUREMENT

"Noise" might be generally defined as "undesirable sound" and is often a matter of taste or preference, which makes regulation difficult at times. For example, a loudly-amplified music recording that is very entertaining for one person, may be annoying to his neighbor. In efforts to deal with such problems, various agencies have developed standards for monitoring noise and have also expanded local ordinances to include noise restrictions.

Noise is measured with meters that come in various scales. Probably the scale used most often is the Community Noise Equivalent Level (CNEL) which is based on the noise measurement (decibel) as designated by the symbol "dB", and adjusted for the human ear. This is known as "A-weighting" (dBA), through which the acoustical signal is detected by the microphone and then filtered to heavily weight those portions of the noise which are most annoying to the human ear.

Typical noise levels in Phoenix generally range from a low of about 30 dBA (very low) to 100 dBA (very high) and occasionally higher. The Table of Sound Levels (Fig. V-4) on the following page lists the decibel ranges and examples of the types of sources that might create each noise situation in a typical urban environment.

In contrast to the obvious noises with known sources, there is a large class of intermediate sounds, usually referred to as "ambient" or "background" noise. These sounds are not always noticed, but are usually present. Since ambient noise is a large mixture of individual noises from many sources, it is impossible to control effectively and often increases as the size and density of the community increases.

Sounds that exceed the ambient background noise levels are called

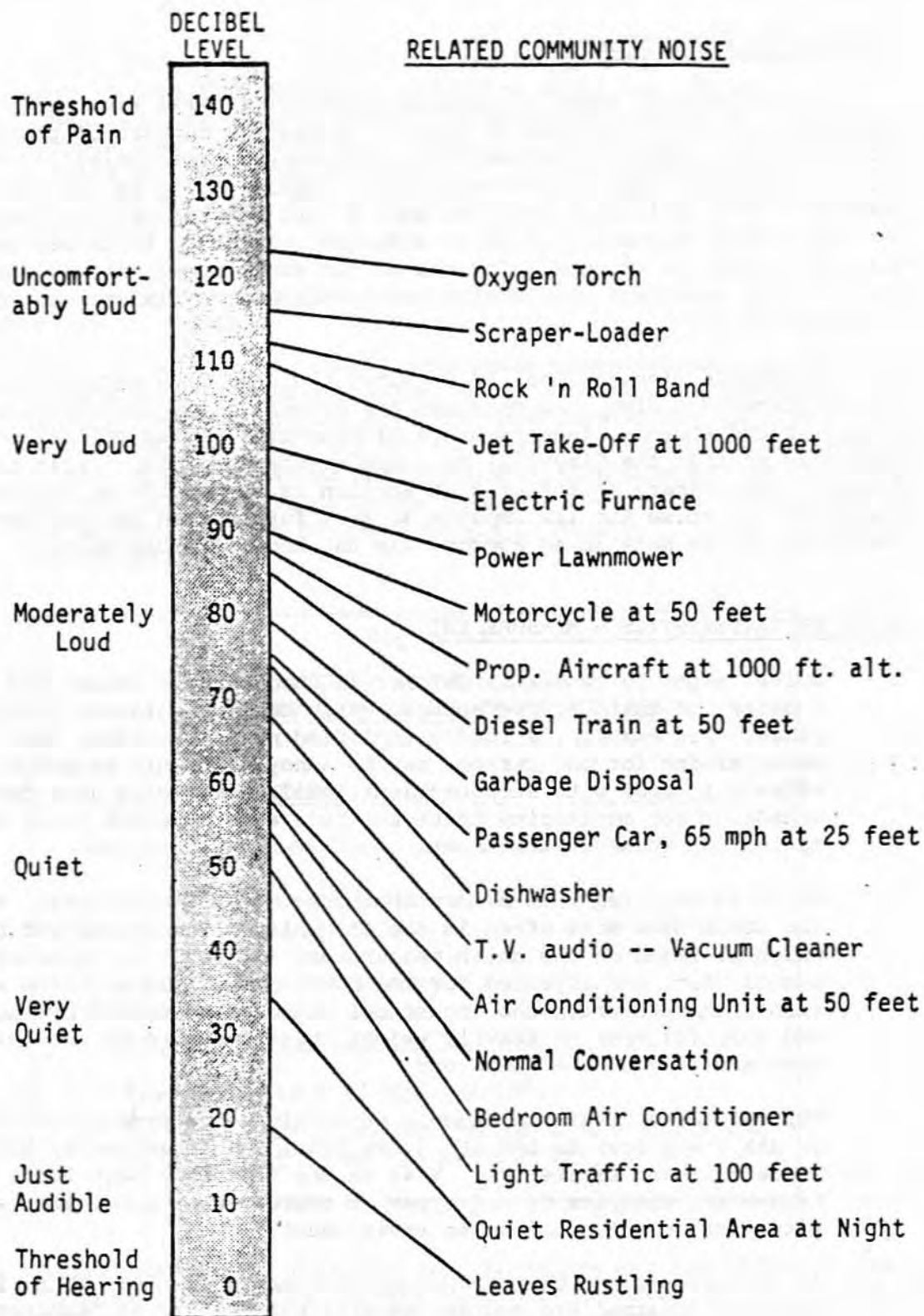


Fig. V-4

TABLE OF SOUND LEVELS

Source:
U.S. Environmental
Protection Agency

"intrusive" sounds. These intrude through the ambient levels and are usually easily to identify. Examples might include automobile horns, squealing tires, loudspeakers, construction equipment, a train going through town, a police siren, etc. Although some of these sounds may already be prohibited in Phoenix by City or traffic codes, they are very difficult to control because of their temporary nature or lack of a stationary source.

NOISE IMPACT

Noise is capable of causing detrimental physical and psychological effects and discomfort. Noise levels above 85 dBA can contribute to hearing loss when experienced for long durations. In 1972, Congress enacted the Noise Control Act which authorized the Environmental Protection Agency (EPA) to publish descriptive data on the effects of noise and establish levels of noise "requisite to protect the public health and welfare with an adequate margin of safety." These "annoyance levels" are as follow:

Fig. V-5
MAXIMUM NOISE LEVELS
FOR PROTECTION OF HEALTH AND WELFARE

<u>EFFECT</u>	<u>LEVEL</u>
Hearing Loss (health).....	70 dB*
Outdoor Activity Interference and Annoyance.....	55 dB**
Indoor Activity Interference and Annoyance.....	45 dB**

* Averaged over a 24-hour period.
 ** Averaged over a 24-hour period with a nighttime weighting of 10 dB (10 PM to 7 AM).

The EPA has stated that millions of people are significantly impacted by noise and many are exposed to levels of noise that can damage their hearing or health. The World Health Organization estimated that more than \$4 billion is spent by United States industry each year for noise-related absenteeism, reduced efficiency, workman's compensation claims, and mental illness. Obviously, noise levels in the workplace can be very important to the health of the worker as well as the economics of the company and its productivity.

AN ORDINANCE ADOPTING AN AMENDMENT
TO SECTION V, NATURAL RESOURCES, OF THE
PHOENIX COMPREHENSIVE PLAN TO INCLUDE A
COMMUNITY NOISE INVENTORY, AND
DECLARING AN EMERGENCY.

WHEREAS, the City of Phoenix prepared a Comprehensive Plan and implementing measures which were reviewed by the Department of Land Conservation and Development and found to be in compliance with all Statewide Planning Goals and were acknowledged by LCDC on November 15, 1984; and

WHEREAS, Plan acknowledgement was approved with a delayed signing for the purpose of giving the City and County additional time to complete some remaining tasks required for compliance; and

WHEREAS, one of those tasks was a requirement that the City conduct a Citywide noise inventory, to be included in Section V of the Comprehensive Plan; and

WHEREAS, the City of Phoenix has completed the noise inventory, has gained approval from the Department of Environmental Quality and LCDC, and has advertised and conducted public hearings on the required Comprehensive Plan amendment to include this noise inventory; now, therefore,

THE CITY OF PHOENIX ORDAINS AS FOLLOWS:

SECTION 1. Pages V-21 through V-38, as attached hereto as Exhibit "A" are hereby adopted as an amendment to the Phoenix Comprehensive Plan document and supercede and replace pages V-21 through V-26 that were originally adopted by Ordinance No. 576 on August 20, 1984.

SECTION 2. This ordinance being necessary for the immediate preservation of the public peace, health and safety of the City of Phoenix and to meet those conditions imposed by LCDC for the acknowledgement of the Phoenix Comprehensive Plan, an emergency is hereby declared to exist and this ordinance shall be in full force and effect from and upon its passage and approval by the City Council and signature by the Mayor.

Passed and adopted by the City Council and signed by me in authentication thereof this 17th day of December, 1984.

APPROVED:

Alvin B. Austin
Mayor

ATTEST:

Nancy K. Thompson
City Recorder

Studies of sound have also determined that sound can affect body muscles and other organs. It has been found that sounds of a short duration over 70 dB may cause changes in the muscles and glands which can affect the rate of heartbeat, constrict peripheral blood vessels, alter breathing, and affect digestion. Exceptionally intense noise levels (130 dB and greater) can result in vertigo and cardiovascular disorders and may also produce changes in the function of the brain, adrenal glands, and reproductive organs. Such noise levels are rarely reached in Phoenix.

More relevant to Phoenix are the problems related to sleep or speech interference, especially as they affect the young. Constant noise often adversely affects the development of speech patterns in children and may seriously hamper school programs. Therefore, it is especially important to ensure a noise-free environment around public schools, libraries, and other public facilities where people meet and communicate.

NOISE STANDARDS

Standards and guidelines for the control of noise have been developed by several State and Federal agencies, including the Federal Highway Administration (FHWA), and Department of Housing and Urban Development (HUD). In many cases, counties and individual communities have adopted noise ordinances that are more closely related to their specific environments and problems.

To aid in the evaluation of noise issues, the noise ranges included in the following table (Fig. V-6) are considered to be the maximum acceptable for each of the various land uses. Although these are HUD standards, the City of Phoenix may determine that more restrictive levels should be placed on certain types of land uses, or that walls, fences, or other buffers be installed to "attenuate" the noise that results from a particular source.

PHOENIX NOISE INVENTORY

Noise might be described as a "waste or process discharge", as defined by statewide planning goal #6 (Air, Water and Land Resources Quality). That goal also states, "All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards." This means, in part, that the City of Phoenix must look at its present noise environment, determine where the existing problems are and their levels of severity, and also ensure that new development will not add to any noise problems, resulting in noise levels that exceed established standards. The City's site plan review procedure has been relied on rather heavily to accomplish this task in the past. The Planning

Fig. V-6

LAND USE SUITABILITY LEVELS

	HUD POLICY	DESCRIPTION
NORMALLY ACCEPTABLE	Does not exceed 65 dBA more than 8 hours per every 24 hours.	Indoor environments are pleasant with normal building construction and outdoor environments reasonably acceptable for recreation and play, but with some noise.
NORMALLY UNACCEPTABLE	Exceeds 65 dBA 8 hours per 24 hours.	More severe noise exposure making it necessary to use unusual and costly building construction and outdoor barriers to make the environment tolerable.
CLEARLY UNACCEPTABLE	Exceeds 80 dBA 60 min. per 24 hours. Exceeds 75 dBA 8 hours per 24 hours.	Noise exposure is so severe that the construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would still remain intolerable.

<u>LAND USE</u>	<u>ACCEPTABLE MAXIMUM CNEL RANGE</u>
Auditoriums, Concert Halls -----	60 dBA
Single- and Multi-family Residential ----- Schools, Libraries, Churches Hospitals, Nursing Homes Sports Arenas Playgrounds, Parks	65 dBA
Golf Courses, Stables, Cemeteries ----- Transient Lodging (motels)	70 dBA
Restaurants, Movie Theaters ----- Office Buildings Retail Commercial	75 dBA
Wholesale Commercial ----- Manufacturing Utilities	80 dBA

Source:
U.S. Dept. of Housing and
Urban Development

Commission and Site Plan Review Board have been composed of citizens of the community who are interested in the well-being of Phoenix and have been able to work with developers to minimize noise for the benefit of both the development and the community. Since Phoenix is a relatively quiet community, noise has always been a primary concern and steps have been taken over the years to minimize new noise sources.

In order to locate the City's primary noise problems, a "noise inventory" was conducted in October, 1984, at the request of the State Department of Environmental Quality. DEQ has a major enforcement responsibility in Oregon and, when necessary, can cite a person or business that is operating in violation of noise limits. They have done that in Phoenix.

The Noise Inventory was aimed primarily at businesses in the community. All individual businesses in Phoenix and within the UGB were listed and were observed during a normal working or operating day to see if there were noise emissions that could be considered a problem. Since the City does not have noise measuring devices, the City Planner conducted the survey. The determination of whether or not a business has a "potential" noise problem took into consideration the present zoning in the vicinity, probable future development types and densities, and other factors related to the Comprehensive Plan's projected growth and development.

The following several pages include the results of this inventory. Each of the businesses or other noise sources are also shown on the related maps. The inventory found very few businesses in Phoenix that had noise emissions of any level. Most businesses are small and operated indoors with the exception of storage or large equipment, etc. Most businesses are also commercial sales or services. The City has very little industry. Only one business (an industrial business) was found to have a current noise problem. Five other businesses were found to have a potential for future problems, as will be discussed later. In addition to these, the I-5 Freeway and Southern Pacific Railway were also found to have a potential for noise problems, although they are not considered current noise problems.

Interstate 5 Freeway

The I-5 Freeway passes through the center of the urban growth boundary and parallels the east side of Bear Creek. The freeway is a very important transportation asset to the community, but it also generates noise, with a potential for increasing noise levels as traffic volumes continue to increase over the years.

The Federal Highway Administration has established "design noise levels" as a basis for determining noise impact along freeways. The FHWA design noise level for residences, motels, schools, parks, churches, hospitals, and recreation areas, is an hourly noise level of L_{eq} 67 dBA, which is an average or "equivalent continuous level". Noise contours, based on this noise level, were plotted on aerial photographs and it was found that more than 4,000 residential dwellings are subjected to noise above the FHWA design levels along Oregon freeways.

Proper community land use planning can greatly reduce the number of noise conflicts. It will be to the benefit of Phoenix to ensure that land use planning takes into consideration the impacts of noise and to ensure that all new development in noise impact areas is properly noise insulated.

At the present time, the only residential development that may be impacted by freeway noise is Bear Lake Mobile Home Park. The Comprehensive Plan provides for the future expansion of this very attractive and popular park. When such an expansion is proposed, the City will ensure that the development is designed in such a manner that freeway noise will have a minimal impact on the residents and so that all homes will be within established standards. The Plan shows additional low-density residential lands along the east side of the freeway for future residential development. These areas will also require noise attenuation design features. The City was very careful in limiting these areas to low-density neighborhoods in order to minimize the numbers of people who may be affected by freeway noise.

To a lesser degree, Holiday RV Park may be affected by freeway noise but is not as serious as a permanent residential neighborhood would be. The RV Park attracts much of its business directly from the freeway traffic and that visual exposure is important to its business, thereby offsetting any negative effects of freeway noise.

The Pear Tree Restaurant and Truck Stop and lands to the north of Fern Valley Road are commercial or industrial and will be affected by noise to a much lesser extent than would residential areas.

Southern Pacific Railway

The SPRR rail line passes through a portion of Phoenix, paralleling Colver Road. This line serves local industry and provides only freight service to the valley. The impact of railroad noise on the community has not been determined. However, freight traffic is generally light and the City has received very few complaints about train noise. Actual noise levels and contour lines depend on a number of factors, including the number of trains per day, their average lengths and speeds, the gradient of the track, etc. Railroad noise contours have not been prepared for the Phoenix area and, because of the very small number of trains, this exercise would be unnecessary at this time.

The Southern Pacific Railway Company has expressed a concern about the deficiency of suitable industrial lands (sites) in the valley that could utilize the existing rail lines. Much of the land along the tracks in the Phoenix area is planned and zoned for industrial use and much of that land is already in industrial uses. If additional industrial development occurs in Phoenix along the rail line, it is possible that railroad noise could increase as a direct result. Another possibility is that the railroad could eventually add passenger service again. This could result in a larger number of regularly-scheduled trains passing through the community at higher speeds, which would increase the noise. The City, however, has little impact on the railroad's operations and

City of Phoenix

COMMUNITY NOISE INVENTORY

The attached pages are proposed as an amendment to Section V, NATURAL RESOURCES, of the Phoenix Comprehensive Plan, as required as a condition of Plan acknowledgement by LCDC.

File: PA-84-3

its only response to increased rail traffic would come in the form of land use planning restrictions, although the City may push for speed controls, better crossing signalization, or other improvements aimed at health and safety concerns.

The City realizes that railroad noise is unavoidable and that future development, especially residential, will have to be designed with noise attenuation in mind when within a reasonable distance of the tracks. The Site Plan Review process is where this evaluation will occur and the applicant for a new development will have the burden of showing how his development will meet or exceed state and federal noise standards.

The SPRR line was listed on the inventory as having a potential for noise problems primarily because we have no way of knowing what the future health of rail freight service and/or rail passenger transportation will be. Any significant increase in rail service to this part of the valley will result in a noise increase in Phoenix, as it would in any other community the line passes through.

Recreational Noise

Another source of community noise, especially during daytime hours, emanates from recreational sources, such as ball fields, school playgrounds, active parks and other facilities throughout the Community.

Fortunately, the activities that take place in these areas are usually confined to daylight hours and do not often cause major problems. Recreational noise is usually not very irritating to most people, although some forms can produce a considerable amount of noise and can be very intrusive, such as off-road vehicles, gas-powered model airplanes, motorcycles, etc.

The Noise Inventory listed both the Phoenix Elementary School and Phoenix High School as "potential" noise problem areas. Most schools have outdoor fields, playgrounds, and tracks on which students play or have physical education classes. Although the noise levels are not great, there is always the possibility of school-related functions becoming an annoyance to some neighbors and occasionally the City will get a complaint about the yelling, loud band, or other "problem".

The schools were rated as "potential" problems for other reasons as well. Traffic generally accompanies school activities such as concerts, open houses, sports events, etc. Since the schools are located in low-density residential neighborhoods, this additional traffic and resulting people and noise could become a minor problem at times. The City does not consider this a serious noise problem and does not intend to take any corrective action. Phoenix schools are not unlike similar institutions in other communities.

Residential Noise

Typical residential noise might include lawnmowers and other small power tools, air-conditioning units, excessively loud human voices, barking dogs, amplified music equipment, and motor vehicles. Large barriers or walls are generally not appropriate within residential neighborhoods to reduce noise. Probably the most effective way to deal with a residential noise problem is through the cooperation of the residents themselves and their consideration of their neighbors' rights to quiet and privacy. When this fails, the City's nuisance ordinance can usually be applied to the situation. A more effective and specific "noise regulation ordinance" will be the City's next step, but only when it feels it has the staff and enforcement capabilities to make it work properly. Residential areas are generally the most quiet areas of the community and are rarely a source of noise other than the typical stereos, lawnmowers, etc., that make up the sounds of a normal healthy neighborhood. The City has historically held neighborhood quality to be a priority and it has continually defended the neighborhoods from becoming impacted by outside noise sources. The Land Use Plan for Phoenix was designed with noise impact in mind and various procedures are included in the Plan for reducing adverse impacts of conflicting land uses, including buffering.

Commercial and Industrial Noise

Although the primary targets of the Noise Inventory were commercial and industrial businesses, the inventory did not uncover any major noise problems that the City did not already know about. The only existing noise problem involves Special Products of Oregon, a wood products business located between the railroad tracks and South "C" Street. The Department of Environmental Quality (DEQ) and the City Hall were receiving complaints about this firm's operations in 1982. In January 1983, DEQ measured the noise emissions and determined that the firm was violating the noise standards. SPOO was notified of the violations in writing in March, 1983. After making some modifications, DEQ again measured the noise emissions in July, 1983 and found them to still be in violation. SPOO later hired a consultant to study the problem and recommend a solution. At the time of this writing, the problem had not been resolved and DEQ will continue to monitor the situation until compliance is reached, or other action is taken.

A primary problem with the Specialty Products plant is its location in relation to nearby residential neighborhoods. Directly across "C" Street is a single-family home residential neighborhood. And, across the tracks to the west are other areas that are also proposed for residential development. It is unlikely that the company can move its plant and the City does not want to put it out of business. The only realistic solution is a compromise of some kind that will effectively reduce the noise emissions so that Specialty Products can exist in harmony with its neighbors.

Special Products' neighbor to the immediate north is Associated Fruit and Cold Storage Company which was not listed on the inventory as a

current problem, but was noted as having a potential for noise conflicts. Associated Fruit has a history of noise problems and has been cited for violations by DEQ in the past. However, the company is now in compliance and, although the facility still generates sound related to its operations, it is not considered a problem. Associated Fruit is located between the railroad tracks and "C" Street and, like Special Products, is near a residential neighborhood. Truck traffic and maneuvering has been a problem, since the streets are narrow and more suited for residential use. The City Council designated "C" Street a truck route recently, but the trucks also need to use portions of other streets to turn around and maneuver into their loading positions. Actual noise emanating from this facility has probably been overshadowed by the trucking issues. Because Associated Fruit has violated noise standards in the past and has been cited by DEQ, it is still considered a "potential" noise problem to the community and should be watched to ensure that any conflicts are kept to a minimum.

The only other industrial business that was noted as having a potential noise problem was Croman Forest Products Corp. which is located on a relatively large industrial site on Houston Road, west of the railroad. Croman is a lumber company and this operation manufactures pallets and relatively minor milling. It also stockpiles wood products for distribution. The milling operation is within a building and noise is kept to a minimum. The more potentially serious noise problem could be the shuffling around of wood products by trucks, loaders, and other heavy equipment, although it has not been a problem to date. Croman is operating under a Conditional Use Permit with conditions that were set for the protection of adjacent neighborhoods. If a noise problem erupts, they will be called back for a review of their conditions and the use permit could be overturned, or new conditions added to resolve the problem. This facility is also located adjacent to vacant land that is planned for medium-density residential development. If developed as planned, many additional residents would be living near Croman's operations and the potential for noise complaints would increase. The City realizes that the industrial site requires a reasonable degree of protection and it may be the responsibility of the future developer to ensure the quality of their development by building a wall, fence, heavy landscaping, or a combination that will ensure a noise free environment.

Three "commercial" businesses were noted as having a potential for noise problems. These are Ray's Sentry Market, Pear Tree Center, and Norton Lumber Company. None of these businesses currently have noise problems. However, each is located adjacent to vacant lands that are proposed by the Comprehensive Plan for future residential development. The market's problems are very minor and related to truck deliveries, night operations, and possible noise from air conditioning or other equipment. Pear Tree is a major truck stop and restaurant with large diesel trucks coming and going 24 hours per day. This facility should be well screened from any future residential development nearby. Norton Lumber Company is adjacent to a currently vacant medium-density residential area. The company is already in a residential area, although it is not the most compatible type of use. The City should be open to opportunities to assist the company in moving to a commercial or industrial zoning district that will be beneficial to the company as well as the neighborhood. Meanwhile, care must be taken to assure that new adjacent development is protected from noise emissions.

CONCLUSIONS

As noted in the Noise Inventory and discussed above, the City of Phoenix does have some noise-related concerns. It has one business that has been cited by DEQ for noise standard violations and is still in violation. It also has several commercial and industrial businesses that are not currently problems, but that have the potential of becoming problems in the future, depending on various assumptions. These have been noted in the inventory and will be given priority attention as necessary.

Overall, the City has a fairly typical "noise environment" that is not unlike any other community of its size. In fact, Phoenix may be quieter than most cities because it has very little heavy industry or other noise-producing businesses or activities.

Noise has been a major concern of the Planning Commission and Site Review Board in all development proposals and efforts have been made successfully to minimize noise from new development and to establish land uses that are compatible with each other. Because noise has been a continuing concern of the City, noise has not been a problem, with a couple minor exceptions. The City realizes that it can expect new noise-related problems to arise from higher densities, heavier traffic, non-conforming uses that are incompatible, and other effects of growth. The Comprehensive Plan attempts to minimize these problems through good land use planning and an overall balance of land uses in appropriate locations. The noise-related policies at the end of this Plan section are intended to further minimize noise problems and to ensure a peaceful and healthy community.

City of Phoenix
NOISE INVENTORY

MAP KEY NUMBER	DESCRIPTION & LOCATION	CURRENT NOISE PROBLEM		POTENTIAL NOISE PROBLEM	
		YES	NO	YES	NO
1	Valley of the Rogue Bank 4000 So. Pacific Highway		X		X
2	Blount's Mobile Home Sales 4150 So. Pacific Highway (Not in City)		X		X
3	Self Service Furniture 4149 So. Pacific Highway		X		X
4	Phoenix Exxon Station 800 N. Main Street		X		X
5	Thriftway Supermarket 730 N. Main Street		X		X
6	Jacksonville Bakery 730 N. Main Street		X		X
7	Phoenix Pharmacy 700 N. Main Street		X		X
8	Ray's Sentry Market #10 735 N. Main Street		X	X	
9	Scoopers Old Time Delights (Ice Cream) 735 N. Main Street		X		X
10	SUDS-UR-DUDS (Coin-op Laundry) 735 N. Main Street		X		X
11	Miller's Floral Design (Flower shop) 735 N. Main Street		X		X
12	Yurika Foods (health & diet foods) 735 N. Main Street		X		X
13	Angelo's Pizza (restaurant) 725 N. Main Street		X		X
14	Casey's Video Store (Movies and VCR rental) 735 N. Main Street		X		X
15	Holiday House (cards & gifts) 735 N. Main Street		X		X
16	CAL-GAS PHOENIX (Natural Gas Dist.) 627 N. Main Street		X		X
17	Phoenix Tire Center 611 N. Main Street		X		X
18	Phoenix Animal Clinic (veterinarian) 711 N. Main Street		X		X
19	Southern Oregon Color Processors (Photographic) 511 N. Main Street		X		X

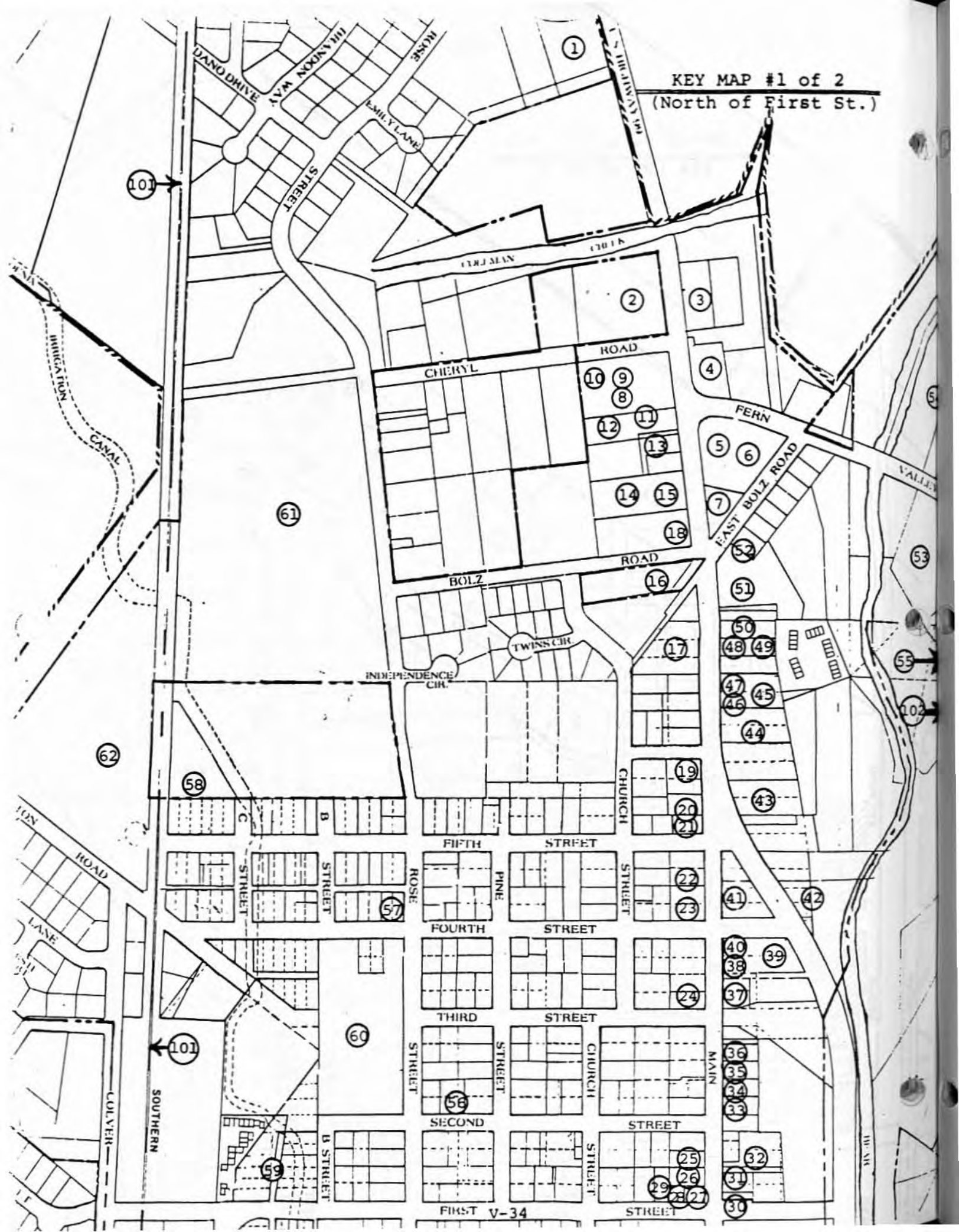
MAP KEY NUMBER	DESCRIPTION & LOCATION	CURRENT NOISE PROBLEM		POTENTIAL NOISE PROBLEM	
		YES	NO	YES	NO
20	Decor-Designs by Eva Lee (decorating service) 507 N. Main Street		X		X
21	Willie's Bug Haus (Auto Repair) 501 N. Main Street		X		X
22	Far West Federal Bank 415 N. Main Street		X		X
23	Minute Market #8 407 N. Main Street		X		X
24	Sun D House (Restaurant) 303 N. Main Street		X		X
25	Barkley's Tavern 115 N. Main Street		X		X
26	Bob's Barber Shop 109 N. Main Street		X		X
27	Phoenix Sport Center (Sporting Equipment) 101 N. Main Street		X		X
28	Medford Judo & Karate Academy 104 W. First Street		X		X
29	G.W. Electronics 108 W. First Street		X		X
30	Valley Massage Center (foot care) 104 N. Main Street		X		X
31	Auto Body Garage (Vacant) 108 N. Main Street		X		X
32	Computer Sound and Image 110 N. Main Street		X		X
33	Southern Oregon Marina (boats & related supplies) 200 N. Main Street		X		X
34	Reese's Enterprises (Dive shop & Misc. sales) 208 N. Main Street		X		X
35	Looking Glass Beauty Salon 208 N. Main Street		X		X
36	The Round Tuit (Second hand store) 216 N. Main Street		X		X
37	New Stage Auto Body (Auto Repair) 310 N. Main Street		X		X
38	Pacific Inland Realtors 312 N. Main Street		X		X
39	Almond Square (Railroad Tie sales) Corner Fourth Street & Highway 99		X		X
40	Homebrew Supplies 314 N. Main Street		X		X
41	First Interstate Bank of Oregon 404 N. Main Street		X		X

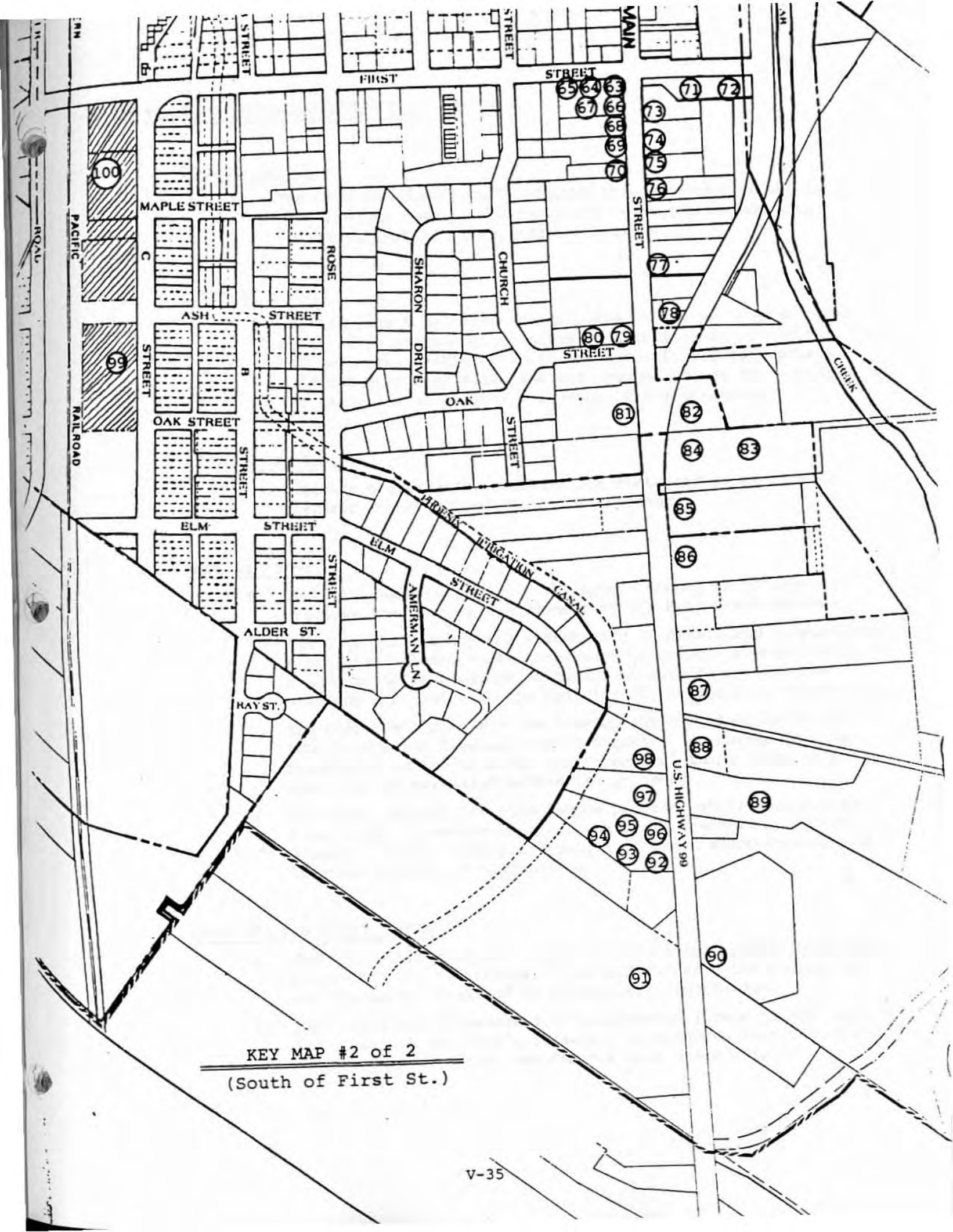
MAP KEY NUMBER	DESCRIPTION & LOCATION	CURRENT NOISE PROBLEM		POTENTIAL NOISE PROBLEM	
		YES	NO	YES	NO
42	Phoenix Denture Service 471 Bear Creek Drive (Highway 99 northbound)		X		X
43	Phoenix Motel 510 N. Main Street		X		X
44	Horizon Auto Body (Auto repair) 602 N. Main Street (?)		X		X
45	B-J Second Hand Store 608 N. Main Street		X		X
46	JP's Clean Used Jeans & Army Surplus 608 N. Main Street		X		X
47	BI-MOR Gas Station 608-A N. Main Street		X		X
48	Bent's Auto Parts 612 N. Main Street		X		X
49	Advanced Automatic Transmissions 612 N. Main Street		X		X
50	La Mexicanita (Restaurant) 612 N. Main Street		X		X
51	Bavarian Inn (lodging) 636 N. Main Street		X		X
52	Dr. Anthony Bock (office) 804 E. Bolz Road		X		X
53	KHUG Radio Station 240 Fern Valley Road		X		X
54	Holiday RV Park (campground) 201 Fern Valley Road		X		X
55	Pear Tree Center (Restaurant & Truck Stop) 3730 Fern Valley Road		X	X	
56	Jane's Antiques 308 W. Second Street		X		X
57	Lucille's Beauty Cottage 400 Fourth Street		X		X
58	Norton Lumber Company (Sales & Service) 515 Fifth Street		X	X	
59	City Hall & Community Center 510 W. First Street		X		X
60	Phoenix Elementary School 215 N. Rose Street		X	X	
61	Phoenix High School 745 N. Rose Street		X	X	
62	Croman Forest Products, Inc. 100 Houston Road		X	X	

MAP KEY NUMBER	DESCRIPTION & LOCATION	CURRENT NOISE PROBLEM		POTENTIAL NOISE PROBLEM	
		YES	NO	YES	NO
63	La Burrita (Restaurant) 102 S. Main Street		X		X
64	Bud's Barber Shop 105 W. First Street		X		X
65	Dr. Leland Pierson (Dentist) 107 W. First Street		X		X
66	Phoenix T.V. & Electronics 106 S. Main Street		X		X
67	Al's Sharpening Service 106½ S. Main Street		X		X
68	Phoenix Hardware 114 S. Main Street		X		X
69	Silver Saddle (Tack Shop) 120 S. Main Street		X		X
70	Johnny's Garage 122 S. Main Street		X		X
71	Campbell-Childs, Inc. (Artificial Limbs) 105 E. First Street		X		X
72	Pacific Orthotic Prosthetic Service (Art. Limbs) 111 E. First Street		X		X
73	Shirley's Sandwich Shop 109 S. Main Street		X		X
74	Kachina Lodge (Lodging & Restaurant) 117 S. Main Street		X		X
75	Phoenix Garage (Auto Repair) 121 S. Main Street		X		X
76	Phoenix Furniture (New and Used) 125 S. Main Street		X		X
77	Niagara 143 S. Main Street		X		X
78	Little "Y" Market (currently vacant) 153 S. Main Street		X		X
79	Automobile Sales Lot (Currently vacant) 160 S. Main Street		X		X
80	Country Clean (Car Wash) 160 S. Main Street (off Oak St.)		X		X
81	Adams Same Ol' Place (Drive-in restaurant) 170 S. Main Street		X		X
82	Frontier Lodge (motel) 4361 S. Pacific Highway		X		X
83	Dun Rovin' Mobile Park 4385 S. Pacific Highway		X		X
84	Brookside Beauty Salon 4385 S. Pacific Highway		X		X

MAP KEY NUMBER	DESCRIPTION & LOCATION	CURRENT NOISE PROBLEM		POTENTIAL NOISE PROBLEM	
		YES	NO	YES	NO
85	Northwest Satellite 4403 S. Pacific Highway		X		X
86	Sewing Machine Repair (home occupation) 4425 S. Pacific Highway (Not in City)		X		X
87	Wildwood Lumber Company 4495 S. Pacific Highway		X		X
88	Antiques and Furniture Sales 4529 S. Pacific Highway (Not in City)		X		X
89	Bill Pearl Enterprises (Fitness) 4543 S. Pacific Highway		X		X
90	G&L Tire Bonders 4631 S. Pacific Highway (Not in City)		X		X
91	Rogue Valley Nursery (Landscaping materials) 4624 S. Pacific Highway		X		X
92	Bud's Auto Body 4594-A S. Pacific Highway		X		X
93	SB&D Products (Cleaning Products) 4590-B S. Pacific Highway		X		X
94	Classic Reproductions (Auto) 4594-B S. Pacific Highway		X		X
95	Lindvig Machine Shop Engine Builder 4590-A S. Pacific Highway		X		X
96	Siskiyou Heating & Air Conditioning 4556 S. Pacific Highway		X		X
97	Pete's Automatic Transmissions 4586 S. Pacific Highway		X		X
98	Cycle Town (motorcycles & snow mobiles) 4526 S. Pacific Highway		X		X
99	Special Products of Oregon (wood products) 306 "C" Street	X		X	
100	Associated Fruit & Cold Storage Company 100 "C" Street		X	X	
101	Southern Pacific Railway (train noise) Passes through City and UGB		X	X	
102	I-5 Freeway (Auto & Truck Traffic Noise) Passes through City and UGB		X	X	

KEY MAP #1 of 2
(North of First St.)





KEY MAP #2 of 2
(South of First St.)

NATURAL RESOURCES POLICIES

GENERAL POLICY

1. The City of Phoenix shall require all new developments and land uses to comply with State and Federal environmental quality statutes, rules, and regulations.

CULTURAL AREAS

1. The City shall maintain an awareness of any newly-discovered cultural or archeological sites of significance within the City and urbanizable area and shall notify the appropriate affected agency or organizations upon discovery to determine the value and to arrange for study or preservation.

HISTORIC AREAS

- Historic preservation policies are contained in Section VI, Historic Resources, of this Plan document.

NATURAL AREAS

1. The City shall cooperate with Jackson County in efforts to preserve the natural environment of the Bear Creek Greenway.
2. The City shall study the feasibility of developing recreational facilities related to the Greenway, or bicycle routes providing a linkage to the regional bikeway, in accordance with the Greenway Plan and with the policies of Section XII, Recreation.
3. The City shall complete the development and adoption of the BCG, Bear Creek Greenway zoning district to provide for the protection of the Greenway and to control those types of uses that will be permitted within the Greenway.
4. The City, through its Site Review process, shall continue to require the retention of trees, natural vegetation, and the general environmental preservation of areas along Coleman and Anderson Creeks, as appropriate.

OPEN SPACE & SCENIC AREAS

1. The City shall continue to provide for future public open space and recreation facilities, in accordance with the guidelines and standards contained in Section XII, Recreation.
2. The City's UGB is designed to accommodate future "urban" growth and it is not the City's intention to preserve farmland or other non-urban lands within the UGB for open space purposes.

3. The Bear Creek Greenway is recognized as the City's most obvious and significant open space corridor and the City shall ensure that its open space potential or visual impact is not adversely affected by poorly-designed or inappropriate growth and development on adjacent lands.
4. The City shall continue to maintain all public lands within its jurisdiction in an attractive manner that will enhance the image and appearance of the community.

WATER QUALITY

1. The City shall cooperate with the Bear Creek Valley Sanitary Authority (BCVSA) in its efforts to extend sewer service to health hazard areas of failing septic systems.
2. The City shall support the expansion of the Medford Regional Sewage Treatment Plant's capacity, as necessary to meet increasing flows from the increasing growth and development of the valley.
3. The City shall be selective in its choice of future industrial development and discourage those having unusually toxic effluent, unless such industries provide pretreatment prior to discharge into the sewer lines, as required by the Regional Treatment Plant.
4. The City will continue to monitor the condition of its existing sewer lines and strive to replace those sections that are badly deteriorated or leaking to prevent contamination of the groundwater.
5. The City shall support the efforts of the Rogue Valley Council of Governments to reduce nonpoint water pollution sources, including those aimed at the quality of Bear Creek and its tributaries.
6. The City shall support Jackson County and the State Department of Geology and Mineral Industries in their efforts to control pollution from mining, quarry operations, and aggregate removal activities, particularly within the Bear Creek Greenway.
7. The City shall require the retention of the natural creek channels and vegetation along Coleman and Anderson Creeks as a method of natural filtering of the water before it gets to Bear Creek.

AIR QUALITY

1. The City shall consider further restrictions on open burning of debris within the City limits, particularly during seasons of higher than normal pollution levels.
2. The City shall enforce existing bans on illegal open burning of construction and agricultural wastes.
3. The City shall continue to encourage the use of efficient wood burning stoves, and shall discourage the use of open fireplaces and the burning of wet wood as a source of heat.

4. The City shall encourage the weatherization of homes to the highest level feasible to reduce overall heating requirements and to promote energy efficiency.
5. Since approximately one-third of suspended particulates originate from the tracking of dirt and mud onto public streets, the City shall require all new City streets to be paved and shall develop any necessary ordinances to reduce "track-out" from construction sites and agricultural areas onto public streets.
6. The City shall encourage efforts aimed at the production of solar applications for home heating as an alternative or supplement to the burning of fossil fuels or wood.
7. The City shall continue to encourage alternative modes of transportation, including bus travel (RVTD), walking, bicycling, and car-pooling, and shall seek available grant funds for the development of related facilities.
8. To reduce the amount of parking lot area and to encourage the use of smaller cars, the City shall develop "compact car parking space standards" which may be included in the design of new parking lots.
9. The City will continue to support the Rogue Valley Transit District (RVTD) in its efforts to provide economical bus transportation within the valley, while reducing automobile trips and their related air pollution contributions.
10. The City will continue to monitor the AQMA pollution levels and be open to suggestions or new programs dealing with the valley's air quality.

COMMUNITY NOISE

1. The City will require all new residential or other "noise sensitive" developments to meet State and Federal noise standards through site design or orientation, noise insulation, barriers, or other measures.
2. The City will consider the noise impact of all proposals for new or expanded development and will require mitigation measures to minimize noise impacts, as appropriate.
3. The City will encourage RVTD bus usage, bicycling, walking, and other "alternatives" to the automobile that will reduce traffic noise.
4. The City will continue to utilize State and Federal noise standards and regulations, and the City's nuisance ordinance until such time as a more specific local noise ordinance is needed and can be developed in accordance with the City's ability to enforce it.

* * *

NOTE: A "Natural Resources" locational map is not included in this section of the Plan. All major significant natural resources are located along Bear Creek within the Greenway area and, to a lesser extent, along the corridors of Coleman and Anderson Creeks. See the "Open Space" map in Section XII (Recreation) of this document.

SECTION VI.

HISTORIC RESOURCES

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SECTION VI.

HISTORIC RESOURCES

INTRODUCTION

The protection of historic resources is a requirement of statewide planning goal #5 (Open Spaces, Scenic and Historic Areas, and Natural Resources). The actual goal is "To conserve open space and protect natural and scenic resources." Historic resources has been broken away from the other components of this goal in order to establish a separate Comprehensive Plan section that can be more easily modified and expanded as additional information is obtained.

The primary intent of this section is to provide an inventory of the historic sites and structures in the vicinity of Phoenix, which includes the City and its Urban Growth Boundary areas. The inventory includes both recognized historical buildings or sites and also sites or buildings that have not been officially recognized but may have historical significance that should be looked into further.

According to the State, "historic areas" are lands with sites, structures and objects that have local, regional, statewide or national historical significance.

HISTORIC INVENTORY

The following inventory of historic sites was completed with the assistance of the State of Oregon Historic Preservation Office, the Southern Oregon Historical Society, and long-time residents of Phoenix.

STATE OF OREGON INVENTORY

1. PHOENIX CITY JAIL CELL -- An iron lattice-work cage that once held prisoners. Date of construction is unknown. The structure is now located in the City Park east of City Hall.
2. DR. MALMGREN HOUSE -- Located at 203 W. 2nd Street, this is a Colonial Revival Style two story wood frame house, constructed in 1912.
3. MALMGREN OFFICE -- Located at the southwest corner of W. Second and N. Church Streets, this building was constructed about 1915 as the offices of Dr. Malmgren, who lived next door (see above).
4. TOWNE HOUSE -- Located at 120 W. Second Street, this was the home of William Francis Towne. The two-story wood frame hip-roof house was constructed in 1881.

5. FIRST PRESBYTERIAN CHURCH -- Located on the southwest corner of W. Second Street and N. Church, this Colonial Revival Style church was constructed about 1928.

SOUTHERN OREGON HISTORICAL SOCIETY (Markers)

1. PATRICK F. McMANUS HOUSE -- 117 W. First St. (1855)
2. SAMUEL COLVER HOUSE -- 150 S. Main Street (1855)
3. PHOENIX GRANGE HALL (Woodmen of the World Hall) -- Main at Second St. (1901)

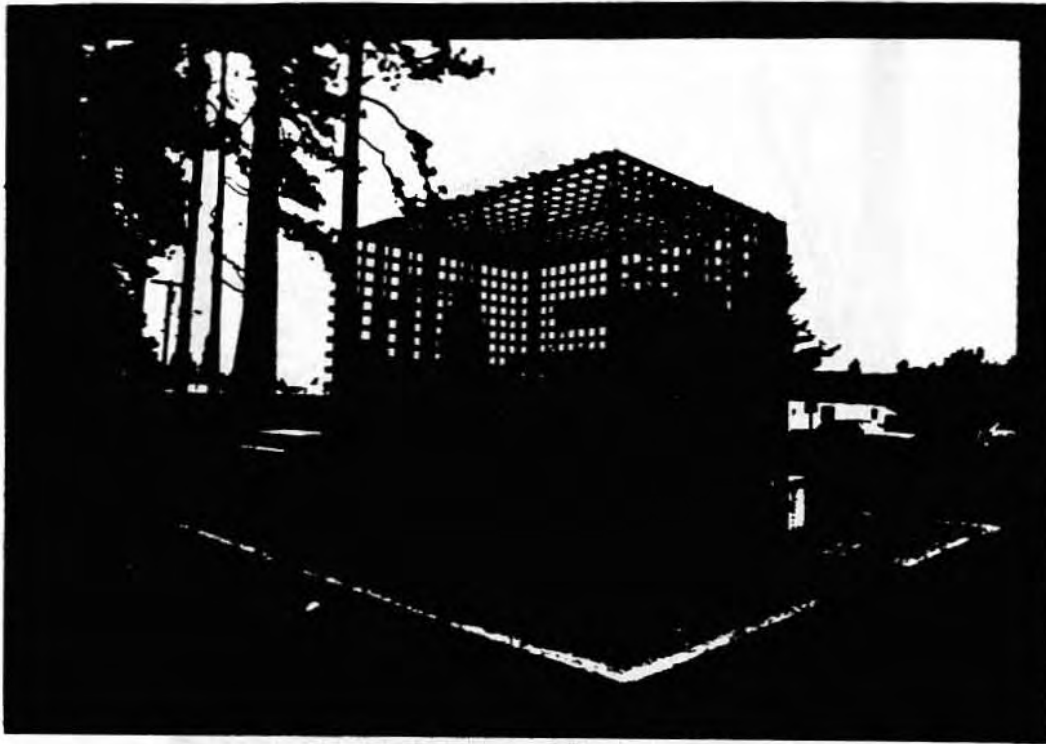
OTHER SIGNIFICANT SITES

The following sites are based primarily on personal knowledge of the community, obtained from long-time residents and/or persons interested in the history of the community.

1. FURRY HOUSE - 4585 So. Pacific Highway
2. COLEMAN (Carver) HOUSE -- 138 S. Main Street c.1912
3. MINNIE SIMS HOUSE -- 210 W. Second Street c. 1911
4. GUS NEWBURY (Nellie Rose) HOUSE -- Northwest corner 6th & Main c. 1893
5. PHOENIX PIONEER CEMETERY -- 600 block, between Church St. & Rose St.
6. BARNUM HOUSE -- 943 N. Rose
7. STEDMAN HOUSE -- 301 W. Second
8. CARLESS HOUSE -- 303 So. "C" St. c. 1911
9. PHOENIX MUSEUM -- 110 W. Second St.-- Former City Hall & Library

All of the sites and structures listed above are shown on the Historic Inventory Map in this section of the Plan.

The following pages provide additional information on the five sites that are included in the State Inventory of Historic Sites and Buildings, by the State Historic Preservation Office. According to a September 20, 1983 letter from Richard Engeman, Librarian and Archivist of the Southern Oregon Historical Society, the buildings and sites that appear on the State Historic Inventory are potentially eligible for the National Register of Historic Places. However, to achieve National Register status, formal applications must be prepared and submitted to the SHPO office in Salem. The three sites having Southern Oregon Historical Society markers are also listed in the State Inventory, making them eligible for National Register recognition. These sites are shown in the photos on page VI-8.



PHOENIX CITY JAIL CELL

LOCATION: Phoenix City Park, northwest corner W. 1st & N. "F" St.
CONSTRUCTED: 1940s (exact year not known)
OWNER: City of Phoenix

The Phoenix Jail Cell is an iron cage which once held prisoners incarcerated in this community. The cage consists of a lattice-work on all sides, except the floor and now occupies a permanent location in the City Park immediately east of the City Hall facility.



DR. MALMGREN HOUSE

LOCATION: 203 W. Second Street

CONSTRUCTED: about 1912

OWNER: William O. Gibbs

The Malmgren House is a two-story, wood frame home in the Colonial Revival style. The building has a gable roof with boxed eaves and wide frieze boards. It has a full eave return on the gable ends and has a two-story portico on its north (front) elevation. The portico has a balcony which projects from a door in the center of the second story. The area below the balcony has been enclosed. The portico is supported by four posts and by pilasters. The windows are mostly one-over-one with the upper sections containing leaded glass. The exterior of the structure is narrow clapboards which may, indeed, be shiplap.

This house was erected by Dr. Malmgren, who was its occupant and who also built and operated the nearby medical office and drug store.



DR. MALMGREN OFFICE

LOCATION: SW corner of W. 2nd & N. Church Streets

CONSTRUCTED: 1915

OWNER: William O. Gibbs

The Malmgren Building is a one-story, rectangular stone building, constructed of rough, dressed stone and is one of very few of this type in western Oregon. The building has two bays on its north (front) elevation and has a similar bay near the center of its east elevation. The bays on the front have both been altered in their window and entry treatments. The building has a flat roof.

Dr. Malmgren, originally from New York, build this building about 1915. According to a Medford Mail-Tribune article on Oct. 8, 1914, the building was built of stone quarried from Colver hill which, at that time, was being prepared for construction.

Dr. Malmgren first used the building as a drug store, with his medical offices in the rear. It was later used for other commercial businesses, including a butcher shop, and is presently a residence.



TOWNE HOUSE

LOCATION: 120 W. Second Street, Phoenix

CONSTRUCTED: 1881

OWNER: George Dunford

The Towne House is a two-story, wood frame building with a rectangular shape that stands at the northeast corner of Second and Church Streets. The building has a hip roof and six-over-six, double hung sash windows. The exterior is clapboard siding. A verandah with lattice-like posts extends across the south (front) elevation and also along parts of the east and west elevations. The house has two brick chimneys. The windows on the first floor are French doors. A wing has been attached to the north (rear) elevation.

William Francis Towne was born in Kennebec Landing, Maine, on March 14, 1831, and died in Phoenix on August 25, 1909. He was a son of Jedediah and Sarah E. (Mitchell) Towne. At age 14, Towne went to sea, eventually arriving in California. He settled in Jackson County in the 1850s where he worked as a miner and carpenter. He moved to Phoenix and established the Phoenix Mercantile Company in 1879. He owned and operated this company until 1901. Towne was married in 1874 to Mary E. Stockberger. They had four children.



FIRST PRESBYTERIAN CHURCH

LOCATION: SW corner of W. Second and N. Church Streets
CONSTRUCTED: April, 1928 (dedicated)
OWNER: First Presbyterian Church

The First Presbyterian Church of Phoenix is an "L"-shaped wood frame building in the Colonial Revival style. It has a gable roof, clapboard siding, boxed eaves, and wide frieze boards. The windows are six-over-six, double-hung sash windows, set in oval or Romanesque bays in the sanctuary. The building has a concrete foundation. A square belfry is mounted on the roof and has louvered covers. According to the State Historic Preservation Office inventory, the building is in excellent condition.

PHOENIX GRANGE HALL
PATRICK F. McMANUS HOUSE
SAMUEL COLVER HOUSE



LEFT: PHOENIX GRANGE HALL
(Cor. Main & Second) 1901

CENTER: PATRICK F. McMANUS HOUSE
(117 W. First St.) 1855

BOTTOM: SAMUEL COLVER HOUSE
(150 S. Main St.) 1855





NEEL GOLDSCHMIDT
GOVERNOR

Parks and Recreation Department

STATE HISTORIC PRESERVATION OFFICE

525 TRADE STREET SE, SALEM, OREGON 97310 PHONE (503) 378-5001 FAX (503) 378-6447

November 20, 1990

Jerry and Jennifer Greer
PO Box 389
Phoenix, OR 97535

Dear Mr. and Mrs. Greer:

Earlier action by the State Advisory Committee on Historic Preservation led to nomination of the following property to the National Register of Historic Places.

Colver, Samuel, House (1857)
150 6th Main St.
Phoenix, Jackson County, Oregon

Official notification has been received from the Department of the Interior that the property was entered in the National Register on October 25, 1990.

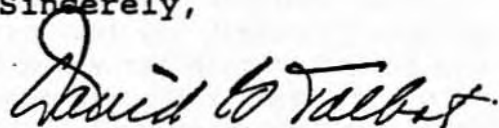
Oregon's Congressional delegation also was informed of this action. We extend our congratulations to all concerned.

Owners of National Register properties who are interested in learning about the benefits offered under the State Historic Property Tax Law (ORS 358.475-358.565) are encouraged to request an application/application packet from the State Historic Preservation Office. It should be remembered that participation in the program for special assessment of historic properties is optional and involves an entirely separate application process. No one need feel compelled to apply for the benefits. If a property owner wishes to have the true cash value of his property frozen in a given calendar year he is required by statute to file his application for special assessment status to this office not later than December 31 of the preceding calendar year.

Jerry and Jennifer Greer
November 20, 1990
Page 2

If questions concerning this recent action arise, please be in touch with the State Historic Preservation Office, telephone 378-5001.

Sincerely,



David G. Talbot
State Historic Preservation Officer

DGT:jn
STREET.LTR

cc: Governor Neil Goldschmidt
Ann B. Clarke, Chairman
State Advisory Committee
on Historic Preservation
Professor Philip Dole
The Honorable Otto R. Caster

HISTORICAL IMPACT ASSESSMENT

Planning goal #5 requires that each historical site or building be reviewed in terms of possible conflicts that may threaten the historical quality or preservation potential. If any conflicting uses are identified, the economic, social, environmental and energy consequences of the conflict must be determined and programs developed to achieve the preservation goal.

Most of the historical sites in the Phoenix area are residential structures that are presently used as residences. Those that are located in low-density residential zoning districts (R-1) are reasonably free from development pressures that might otherwise cause their replacement by newer homes. The older neighborhoods of Phoenix have not been particularly attractive to developers, other than those building individual homes on vacant lots. The economics of removing an existing structure, building a new house, and selling that house at a profit does not work well in existing Phoenix neighborhoods. It is more cost-effective to build on vacant land and in newer subdivisions where the house will blend in with the newer architecture. For these reasons, those historic houses in the R-1 zones of Phoenix are well protected by today's economics, as well as their own historic value and basic quality and uniqueness. In 1983, the Phoenix City Council changed the zoning of a major portion of the older neighborhoods to R-1 in order to retain the present density and neighborhood character. This action has also helped to ensure the preservation of these buildings.

The jail cell has been moved to the City Park, just east of the present City Hall/Community Center facility. It now has a permanent location and marker and is well protected from any possible conflict.

The Phoenix Pioneer Cemetery is located near the center of the community between Church and Rose Streets. The cemetery itself is well-defined, is privately owned by the Phoenix Cemetery Board, and the Lions Club assists in maintenance.

The First Presbyterian Church is still used for that purpose and, according to the State Historic Preservation Office, is in excellent condition. There are no conflicts affecting its preservation.

The Phoenix Grange Hall on Main Street is owned and operated by the Phoenix Grange and is still used for community functions. Although it is located in a general commercial district of the City, it has not been affected by development pressures that might change its use or cause its demolition. However, as vacant commercial property on Main Street is gradually developed over future years, it is possible that this property may be considered for other "commercial" uses. This, however, is not an immediate concern.

Other houses located in commercial districts along Main Street (So. Pacific Highway) include the Samuel Colver House, the Fury House, the Coleman House, and the Newbury House. The Fury House is outside the City limits, but is within the UGB and will be zoned commercial when annexed, according to the City's Land Use Plan. The other three houses are within or close to already developed commercial areas and probably have the greatest potential for commercial conflicts. These houses should probably be of greatest concern to the City at this time. It is possible that they could be converted to commercial uses with adverse effects on their architectural integrity, or possibly replaced by new commercial buildings.

Unlike some other natural resources, land use impacts on historical buildings, or any other conflicts, may not have a significant economic, social, environmental or energy consequence. It is doubtful that any economic impact would be felt on the community or state as a result of the removal of an historic building. Since the historical residential buildings were built 60 or more years ago, many of them are still poorly insulated, may be built to standards that would not meet present codes, and some are probably deteriorating structurally and cosmetically. Some would argue that replacement of these old houses by newer energy-efficient homes would be a good idea and would promote energy conservation. As an alternative, the City might consider targeting these historical homes for priority weatherization through energy company programs or other sources of weatherization funds.

Probably the greatest impact of losing a historical building would be the social effect on the community. These buildings are living pieces of the past and should be considered as much a part of the community as new modern buildings. With proper care, protection, and maintenance, these buildings can continue to serve their functions and be important elements of Phoenix' historic past.

HISTORIC PRESERVATION POLICIES

The City of Phoenix does not currently have an historic preservation ordinance or other means of ensuring that historic sites or structures will be considered for preservation. However, the City does recognize those sites and structures of significance that do exist and will remain aware of others to add to the list. Amendments are currently being prepared for the City's Zoning Ordinance that will address the issue of historical significance, and these should be in place in the near future. Meanwhile the following policies will assist the City in achieving its historical preservation objectives:

1. The City will continue to expand and update its list of historically significant sites and structures and will consider the preparation of a historical brochure that can be used for educational or informational purposes, possibly in cooperation with the museum.
2. The City will include specific procedures and guidelines for historical assessment and preservation in future amendments to its Zoning Ordinance or other appropriate land development ordinances to ensure that sites and structures will be adequately addressed in terms of their historic value to the community and state.
3. The City will encourage the library and local museum to include documents, photographs, and other information pertaining to the history of Phoenix, as available, or references to other material available from other sources, such as the Jacksonville Museum.
4. The City will encourage the formation of a local historical society, or similar organization, and assist in providing basic information, a place to meet, or other assistance, as appropriate.

* * *

Fig. VI-7
HISTORIC INVENTORY MAP

▲ STATE OF OREGON INVENTORY

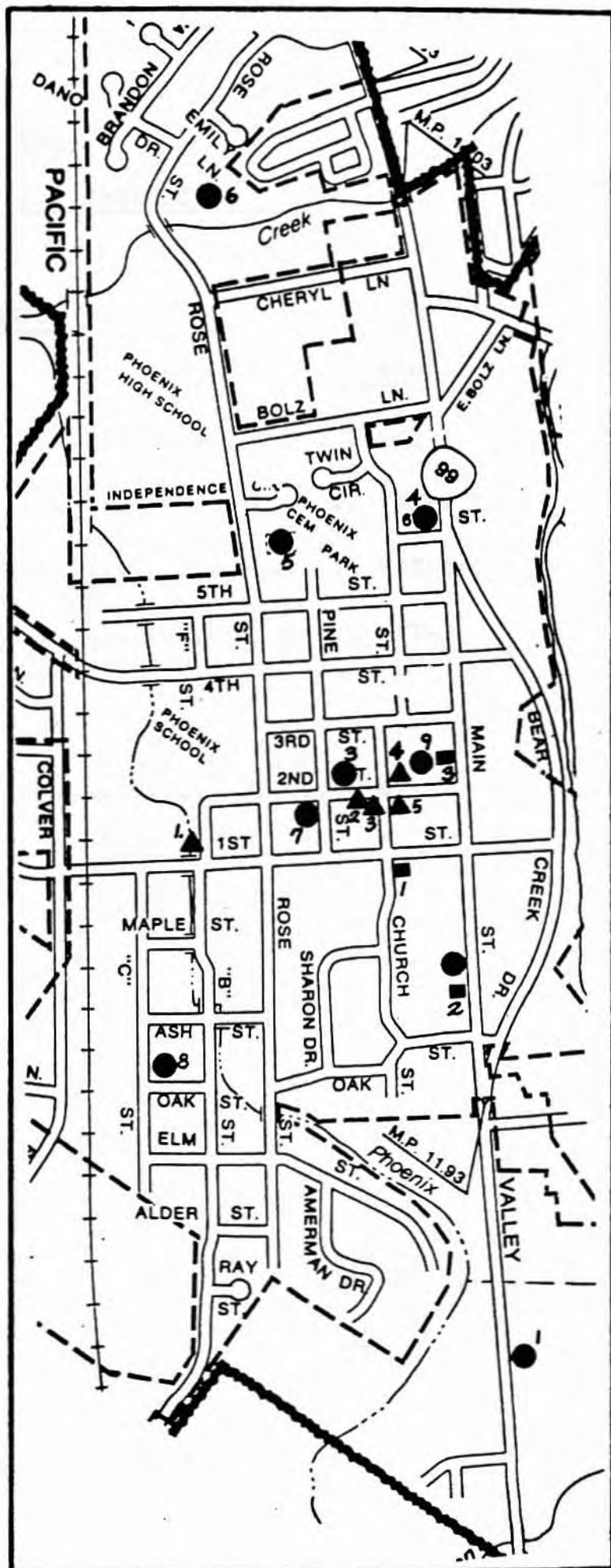
1. Phoenix City Jail Cell
2. Dr. Malmgren House
3. Dr. Malmgren Office
4. Towne House
5. First Presbyterian Church

■ SO. OREGON HIST. SOCIETY MARKERS

1. Patrick F. McManus House
2. Samuel Colver House
3. Phoenix Grange Hall

● OTHER SIGNIFICANT SITES

1. Furry House
2. Coleman (Carver) House
3. Minnie Sims House
4. Gus Newbury (Rose) House
5. Phoenix Pioneer Cemetery
6. Barnum House
7. Stedman House
8. Carless House
9. Phoenix Museum



SECTION VII.

NATURAL DISASTERS & HAZARDS

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SECTION VIII

PUBLIC FACILITIES & SERVICES

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SECTION VII.

NATURAL DISASTERS & HAZARDS

INTRODUCTION

Statewide planning goal #7 is:

*"To protect life and property
from natural disasters and hazards."*

The State planning guidelines also state, "Developments subject to damage or that could result in loss of life shall not be planned nor located in known areas of natural disasters and hazards without appropriate safeguards. Plans shall be based on an inventory of known areas of natural disaster and hazard."

Areas of Natural Disaster and Hazards are defined as:

"Areas that are subject to natural events that are known to result in death or endanger the works of man, such as stream flooding, ocean flooding, ground water, erosion and deposition, landslides, earthquakes, weak foundation soils and other hazards unique to local or regional areas."

The only significant type of potential hazard in the Phoenix area is flooding along Bear creek and its tributaries. To a lesser extent, there are hillside areas in the Phoenix area that may have hazards associated with steep slopes. Flood and slope hazards are emphasized in this section of the Plan and the Plan will be updated later to include other hazards or potential natural disasters, if any are identified.

FLOOD HAZARDS

The primary area of potential flooding is the flood plain of Bear Creek. To a lesser extent, the flood plains of Coleman Creek and Anderson Creek have flooding potential, as may other smaller tributaries of Bear Creek. The Department of Housing and Urban Development (HUD) has delineated the flood plain areas of Bear, Coleman and Anderson Creeks and has identified the various hazard zones with respect to flooding potential. These maps are available at City Hall and are used during the site plan review process and for general planning purposes.

Flood plain areas are to be used in a manner which is consistent with the guidelines of the HUD Flood Insurance Program. Any property which is developed within the identified flood plain areas of these three creeks must comply with the Flood Insurance Program's requirements. Furthermore, the site plan review process of the City helps to ensure that any development in the vicinity of other small creeks or drainages is designed and located to be safe from any potential flooding of those tributaries.

When a project is identified as being within a flood plain in the City of Phoenix, there is careful coordination between the City's engineer, planner, and building official in its review, and a determination is made as to whether or not the property is actually within the flood plain. If the property is found to be within the flood plain, mitigation measures must be provided to protect the structure(s) and to meet the requirements of the Flood Insurance Program.

The channel of Bear Creek itself is considered a floodway. No encroachment into this floodway area can be made by structures, fill, barriers, or any other obstacles that might restrict the flow of water through the channel. This potential problem has been minimized by the Bear Creek Greenway program which has brought about the public acquisition of nearly all lands that lie within the Bear Creek environmental corridor, including flood plains. Jackson County adopted a master plan for the Bear Creek Greenway in 1982 which provides for a variety of future uses, including recreation, open space, and natural preservation of the environment. Although the greenway is almost entirely in public ownership and not likely to experience any pressures for development, the City has included the Greenway area in a separate zoning district to provide additional protection and local control. The Bear Creek Greenway (BCG) zoning district is consistent with the County's recreational and preservation plans for the area and will allow limited use of the area in accordance with the Greenway master plan.

SLOPE HAZARDS

There are two areas within the Phoenix Urban Growth Boundary that contain slopes that are extensive enough to be included a potential hazards. One area, a portion of which is already within the City, is at the south end of the planning area. The majority of the north side of this hill has already been developed as a low-density residential neighborhood within the City limits. The remainder of the hill is very similar in its slope and geology and is planned for similar development. With proper engineering and construction, there should be no slope hazard in this area of any significance.

The other slope area is on the hillsides east of the freeway in the southeastern portion of the Urban Growth Boundary. This area is mostly undeveloped, consists of grasses, rock outcroppings, and is partially wooded. Two large single-family homes are located at the top.

The primary soil type of these hillsides is Brader-Debenger Loam, which is shallow to sedimentary rock. According to Jackson County soil scientist Dave Mauer, these areas could be developed without too much hazard concern, provided the engineering is done properly, cut and fill is kept to a minimum, and roadways follow the contours of the hillsides as much as possible. These slopes are considered to be stable and not subject to slide, slump, undue erosion, or other physical hazards. Because of these slopes, only low-density residential land uses are proposed on these hillside areas and such development will occur at densities somewhat lower than normally found on flatter terrain. Larger lots or "planned unit developments" should be considered for the more severe slope areas and the property should be developed consistent with the environmental limitations found in these areas.

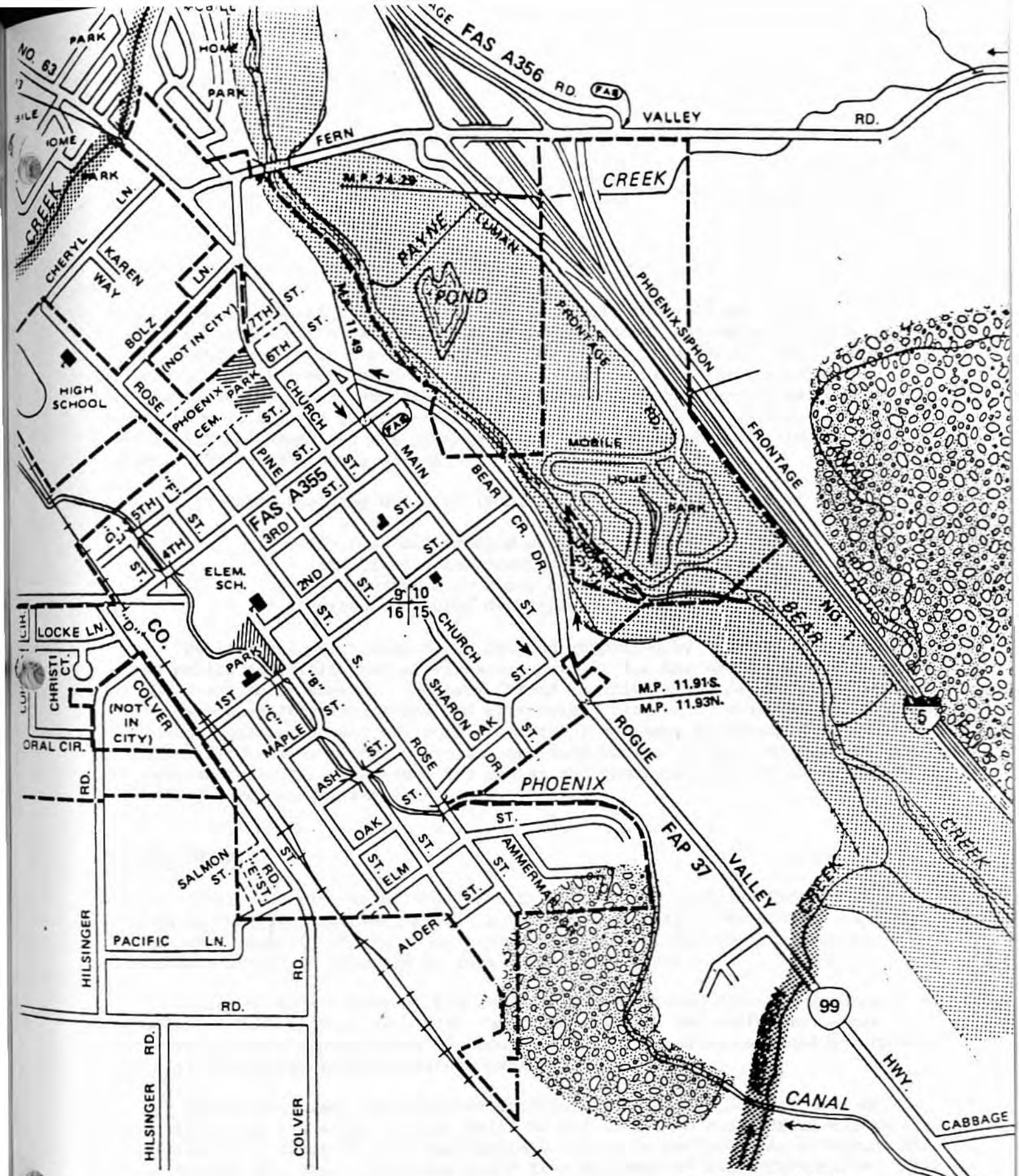
There are no known soils within the planning area of Phoenix that cannot be safely used for urban development. Clay soils exist in some locations and will require special consideration to meet foundation and construction requirements. The City's building official should require an engineered foundation when he feels the clay soils may have an adverse impact on the structure, or when they are encountered on hillsides. In nearly all cases, clay soils are not found on the hillsides in significant amounts and they are not expected to pose any obstacles to development.

The map on the following page provides a general indication of areas having potential flooding or slope hazards.

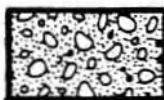
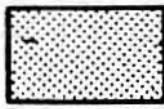
HAZARD REDUCTION POLICIES

The following policies are directed primarily toward the identified "potential" hazards of flooding and steep slopes within the Phoenix UGB:

1. The City shall refer to the National Flood Insurance maps when evaluating any proposed development or land use that may be within a 100 year flood plain, or other area having flooding potential.
2. The City shall encourage land uses within the Bear Creek Greenway that are compatible with the floodplain and natural environment, and that are consistent with the intent of the Greenway program, as outlined in the County's master plan for the Greenway and are in accordance with the City's BCG zoning district.
3. The City shall encourage land uses in flood prone areas that do not include major structures, habitable or otherwise, and that will not require protection through the use of dams, dikes, levies, or other artificial means.
4. The City shall encourage and require, when necessary, the preservation of trees and natural vegetation along Coleman Creek, Anderson Creek and the smaller drainages in efforts to minimize erosion and sedimentation, to maintain animal and bird habitats, and to enhance the beauty and aesthetic quality of the community.
5. The City will continue to comply with the requirements of the Federal Flood Insurance Program and related City ordinances.
6. The City shall encourage any development on hilly terrain to take special care in the retention of natural vegetation, to minimize grading, to follow the contours of the land, and to take any other precautions that will ensure stability and minimize erosion and hazards.
7. The City shall require a drainage plan for all hillside development to ensure adequate drainage with minimum hazard to downhill properties.
8. The City will continue to monitor community safety and periodically update this section of the Plan as new information is made available.



Flood Hazard
Slope Area



PHOENIX

JACKSON COUNTY, OREGON

SECTION VIII.

PUBLIC FACILITIES & SERVICES

INTRODUCTION

The availability of adequate public facilities will be a major limiting factor in the determination of future growth and expansion in Phoenix and the within the Urban Growth Boundary. In order to accommodate growth and development, as proposed in the Comprehensive Plan, a balanced system of water, sewer, schools, police, fire, and other facilities and services must also be planned for. The City of Phoenix has anticipated its facilities needs and has planned accordingly to ensure that the future growth will be adequately served.

Statewide Planning Goal #11 (Public Facilities and Services) is:

"To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development."

Urban development must be guided and supported by types and levels of urban public facilities and services appropriate for the needs and requirements of the areas to be served. The term "Urban Facilities and Services" is defined by the State as "key facilities and appropriate types and levels of at least the following: police protection; fire protection; sanitary facilities; storm drainage facilities; planning, zoning and subdivision control; health services; recreation facilities and services; energy and communication services; and community governmental services."

WATER SERVICE

Until recently, water availability was a major limiting factor for growth in Phoenix. However, recent actions by the City to expand the supply and storage capacity of its water system have made it possible to provide for the growth needs, as proposed in this Comprehensive Plan.

A report to the City by the engineering consulting firm of Marquess & Associates, Inc. on June 18, 1979, indicated the City had sufficient water capacity to serve a population of about 4,000 people and recommended a complete study of the system to guide future expansion.

Since that time, the City has studied its situation and has made major improvements to its water system, which is now tied into the Medford system in the vicinity of Kings Highway and Garfield Street in Medford. As of August 27, 1982, Phoenix has been purchasing water from the Medford Water Commission. This source of water, combined with the City's storage and pumping capacity, will ensure an adequate supply of water through the year 2000.

From Kings Highway, water moves to the Phoenix pump station where it is discharged at 130 psi at the rate of 900 gallons per minute (gpm) along approximately six and one-half miles of PVC pipe to the Phoenix storage tanks. The 130 psi pressure applies only to the highest point of elevation between the pump station and the Phoenix storage tanks, which is on Camp Baker Road. The pipe size from that point to the pump station is 12 inch class 200 pressure pipe (PVC). The water is gravity fed from that point through 10 inch class 160 pressure pipe (PVC) to the storage tanks.

The City's main storage tanks have a combined capacity of 1,850,000 gallons. Water is then gravity fed to the shop pump station and pumped to the two Rose Street reservoirs, which have a combined capacity of 500,000 gallons. From that point, water is gravity fed to all points in the City, with the exception of five homes on Amerman Lane that are fed directly from the Rose Street reservoirs by a separate pump station. Pressures in the City's distribution system range from 30 psi at the higher elevations to a maximum of about 65 psi at lower elevations. The pumping capacity of the two shop pumps is 1,000 gpm at approximately 45 psi.

The Phoenix water distribution system has already been extended across Bear Creek and the Interstate 5 Freeway to serve the present and future needs of development east of the freeway. Further improvements to this portion of the system will be made as future development occurs.

The Marquess & Associates report of 1979 recommended a maximum water capacity of 2,168,000 gallons per day to serve the year 2000 population projection of 6,778. The Comprehensive Plan for Phoenix contains a population projection very similar, but slightly lower than that. Presently, Phoenix has a combined water storage capacity of 2,350,000 gallons at its shop and Rose Street reservoirs, plus a daily pumping capacity of 1,296,000 gallons, bringing the total single-day service capacity to 3,646,000 gallons. This is well beyond the maximum recommended by Marquess & Associates for the year 2000 and is sufficient to meet the City's projected growth and development needs.

Policies pertaining to water service are contained in the policies portion of this section.

SEWER SERVICE

Sewage collection service is provided by the City's sewer system, which flows into Bear Creek Valley Sanitary Authority's (BCVSA) Bear Creek Interceptor. This interceptor carries the sewage to the Medford Regional Water Quality Control Plant near the Rogue River for treatment.

At the present time, the system is adequate to meet the City's needs. However, the treatment plant is approaching capacity and expansion of this facility will be needed to provide for the needs of the region. The City of Medford is fully aware of the needs and growing demands on the treatment plant and has budgeted \$2,925,000 for FY-83 treatment plant expansion and improvements. It is not anticipated that future limitations of this system will affect the planned growth and development of Phoenix. A policy is contained later in this section that pertains to a future joint-use trunk sewer agreement between the

City and BCVSA. This does not affect the City's use of the Bear Creek Interceptor. However, such an agreement may be necessary if and when a BCVSA sewer system is installed to serve the Camp Baker Road area in the extreme southwest portion of the Urban Growth Boundary area, as planned.

FIRE SERVICE

The present fire service for the City of Phoenix (as of spring 1983) consists of one full-time paid Fire Chief and an all volunteer department. The system has the following fire suppression personnel and equipment:

- 1 full-time paid Chief
- 18 volunteer firemen
- 2 Pumpers
- 1 Reserve Pumper
- 1 Rescue Vehicle
- 1 Grass Rig

The City of Phoenix has an ISO (Insurance Services Office) Fire Class Rate 7. This class has been with the City for many years. There appears to be a real need to improve this class rating as the cost would be more than justified. The major insurance companies have already reduced the rating to 4, which means lower insurance premiums in Phoenix. The ISO re-evaluation was scheduled for the summer of 1983.

In addition to the fire and medical response from the City of Phoenix Fire Department, the City does have an automatic mutual aid agreement with nearby fire departments to assist in the event of any major emergency or disaster.

The level of service will have to be updated in accordance with the expanding needs of a growing community. As the City expands, the need to provide full-time paid employees to coordinate the volunteer fire service will become more important. As the community grows, the need for paid personnel to be responsible for recruiting, training, a fire marshall, and administration will also be required. It is recommended that the City annually review its level of fire service and determine the needs for additional paid personnel.

POLICE SERVICE

The present police services, as of spring 1983, appear to be adequate to meet the needs of Phoenix. As the Community expands, additional police services will be required and the City Council should review the police needs annually during the budget process and allocate sufficient funds to maintain adequate levels of police service. Present staffing is as follows:

- 5 Sworn Officers (including Chief)
- 1 Clerk
- 3 Vehicles
- 1 Motorcycle
- 12 Reserves
- 12 Cadets

PUBLIC SCHOOLS

The City of Phoenix is served by the Phoenix-Talent School District #4. This district is considerably larger than the City and serves not only the communities of Phoenix and Talent, but also portions of Medford and a large rural area (see map on following page). As a result, actions taken by the City of Phoenix are not the only impact on this system.

According to information obtained from the district's administration in April, 1984, the total district enrollment for this school year is 2,058. A major study of the district (and other districts) was undertaken in 1978 by the consulting firm of Patterson & Stewart. Much of the information in this section was obtained from that study document.

EVALUATION OF FACILITIES

● Phoenix High School

Location ----- City of Phoenix
Operational Capacity --- 870 students
Current Enrollment ----- 556 students

Maximum enrollment was expected to peak in the 1985-86 school year at about 750 students, which is well within the operational capacity of this facility. However, the impact of the recent recession on growth and development in this area has slowed population growth considerably. Present enrollment is almost 200 students below the peak and 250 below the projection for this school year. The district has no major expansion plans and none are anticipated within the foreseeable future.

● Talent Junior High School

Location ----- City of Talent
Operational Capacity --- 420 students
Current Enrollment ----- 358 students

It was anticipated that 95 percent of this school's capacity could be reached by the 1985-86 school year. However, the slower growth rates have resulted in a lower-than-expected current enrollment (about 20 students less than projected). The district has no expansion plans at this time.

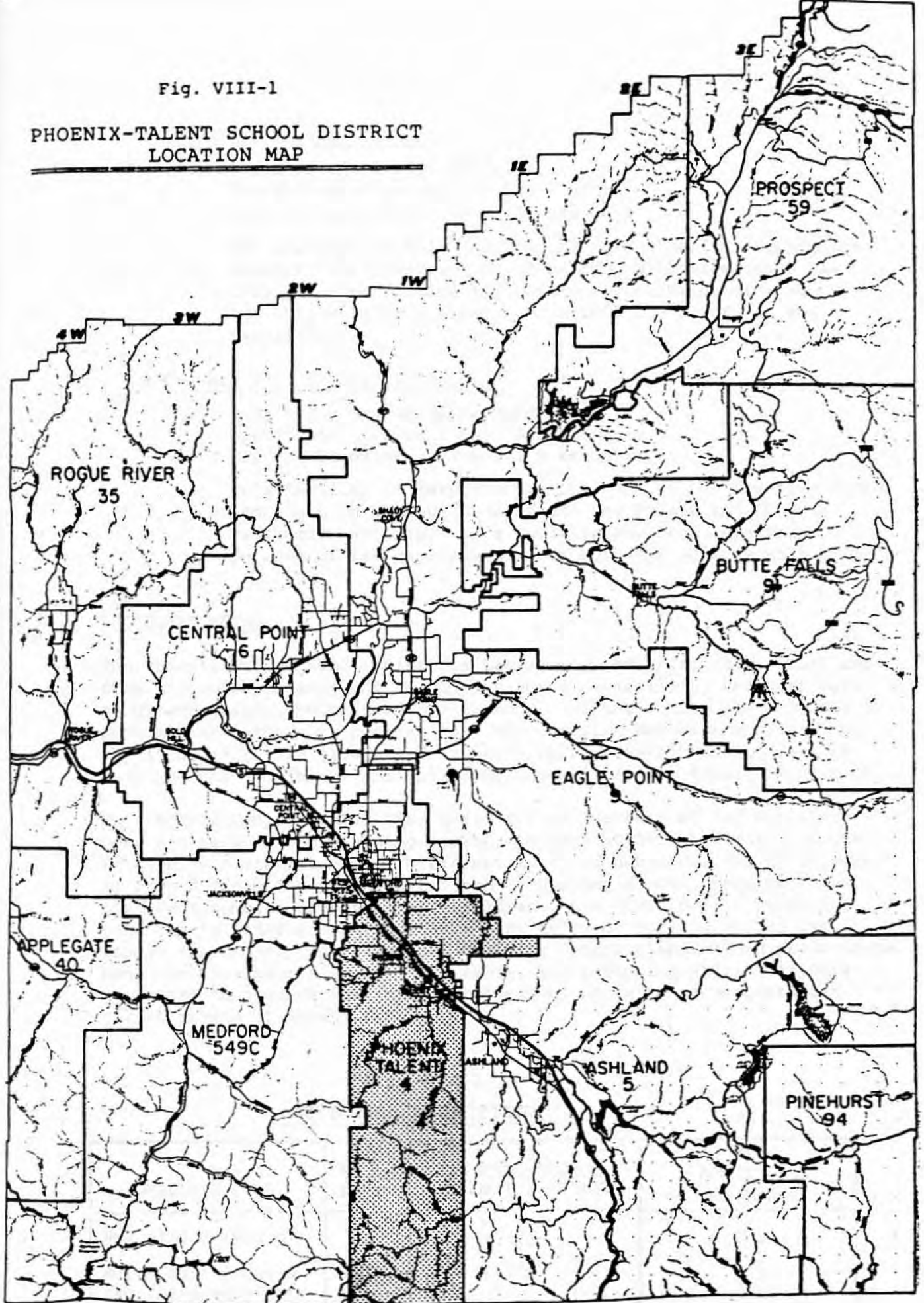
● Phoenix Elementary School

Location ----- City of Phoenix
Operational Capacity --- 500 students
Current Enrollment ----- 375 students

Although the current enrollment is well under the school's capacity, the 1977-78 school year peaked at 539 students, which was above the capacity. At that time, several options were considered, one of which was to build a new school in the south Medford area. This school (Orchard Hill) was built and did take a major burden off the other elementary schools. The current enrollment is well below the capacity.

Fig. VIII-1

PHOENIX-TALENT SCHOOL DISTRICT
LOCATION MAP



● Talent Elementary School

Location ----- City of Talent
 Operational Capacity --- 500 students
 Current Enrollment ----- 480 students

The capacity of this facility is very close to the maximum. However, the construction of Orchard Hill Elementary has provided some flexibility for re-distribution of students and this will keep enrollment within the limits of the facility.

● Orchard Hill Elementary School

Location ----- south Medford
 Operational Capacity ---- 500 students
 Current Enrollment ----- 289 students

This facility is very new to the district but has been very important in taking the load off the Talent and Phoenix elementary schools. This facility has used less than 60 percent of its capacity and has room for considerable growth.

PROJECTED NEEDS

The Phoenix-Talent School District has its own administrative staff and does its own enrollment and facilities needs projections, based in part on growth trends, population projections, and the future plans of the communities within its boundaries. The district has been consulted on the issue of future growth and is aware of the Comprehensive Plans of both Phoenix and Talent and will plan accordingly for future facilities.

The Phoenix Comprehensive Plan calls for an increase of 395 dwellings over the term of the planning period (to year 2000). According to the Patterson & Stewart study, different types of dwellings can be expected to have different impacts on the school system, because they produce different numbers of school age children. The table on the following page was included to show how different types of housing affect the school enrollments and also as a tool for future planning and projections. Based on the information in this table, the following statistics were generated to produce the anticipated school needs to accommodate the future growth of Phoenix:

Fig. VIII-2

STUDENT PROJECTIONS

DWELLING TYPE	TOTAL UNITS	EXPECTED SCHOOL CHILDREN PER UNIT	TOTAL ADDITIONAL CHILDREN
New single-family	88	1.161	102
Multi-family units (10% of total)	31	0.219	7
TOTAL:			109

Fig. VIII-3

**CHILDREN IN SCHOOL
PER DWELLING UNIT ***

HOUSING TYPE .	TOTAL CHILDREN PER DWELLING UNIT	PRESCHOOL CHILDREN	K-6	7-12
New and Near-new Single-family Homes in Urban Setting.**	1.161	.330	.529	.302
Single-family Homes on Large Lots — In a Rural Setting.	1.107	.315	.504	.288
Older Single-family Homes in Urban Setting.***	0.900	.257	.410	.233
Apartments (Urban Setting) Where Children are Allowed.****	0.219	.099	.084	.036
Mobile Homes in MH Parks which allow Children — 27% of all parks.	1.008	.327	.402	.279
Mobile Homes on Individual Properties	0.723	.208	.328	.187

* 4.4% in Private Schools.

** Not over 20 years old.

*** Over 20 years old.

**** About 10% of apartments allow children overall. These are often older buildings in established built-up areas.

SOURCE: Patterson & Stewart, Demographic - School Facilities Study for Jackson County Education Service District and Josephine County School District, Oct., 1978.

The student projections on page VIII-6 are based on statistics derived from past experience within this region. However, the City should also be aware that the variables could change in the Phoenix area. For example, a rise in the birth rate or family size could increase the number of students. Also, only 10 percent of apartment units were used in the projections, which was considered a regional average for the number of apartments that allow children. Phoenix may have a higher proportion than the region, which would increase the numbers of children. For example, if 50 percent of Phoenix apartments allowed children, the number of students could increase from 109 to 136. Even if one child (school-aged) resulted from each new apartment in Phoenix, there would still not be enough students to fill an elementary school of 500 capacity.

Although Phoenix, by itself, is not expected to produce enough children of school age to require a new school, we must also consider the impact on the district of Talent's projected growth as well as growth in the south Medford area and unincorporated areas within the district. The Talent Elementary School is already near peak capacity and will exceed capacity as growth in Talent continues. The south Medford area is also growing rapidly. School district officials are monitoring these growth areas and planning accordingly for new facilities.

In anticipation of the need for a new elementary school, the City of Phoenix has set aside ten acres in the area east of the freeway. This school will serve Phoenix and rural areas and will also help to lessen the burden on the Phoenix and Talent Elementary Schools, as well as the Orchard Hill School, which will be impacted by Medford's growth. A site for a future new high school already exists in the Talent area and will be provided for when the district feels it is necessary.

HEALTH CARE FACILITIES

The City of Phoenix does not have a hospital within the community. However, the Rogue Valley Medical Center, located on Barnett Road in Medford, is within approximately ten or fifteen minutes from Phoenix, as is Ashland Community Hospital. Rescue and emergency medical services are available through the police and fire departments, if necessary, and private ambulance services are readily available to the community.

COMMUNICATIONS SERVICES

Being located between Medford and Ashland, the residents of Phoenix have access to two major newspapers, the Ashland Daily Tidings and the Medford Mail-Tribune. Four "free" television stations broadcast from this area. Three of these (KOBI, KDRV, and KTVL) carry the three major networks. The fourth is KSYS, a publicly-owned station providing PBS and local programming. The valley also has a considerable number of radio stations, one of which (KHUG) is located in Phoenix. These stations carry a wide variety of music and other programming, as well as local and national news coverage.

STORM DRAINAGE

Phoenix is located adjacent to Bear Creek, the primary drainage for the Bear Creek Valley. In addition, Coleman Creek, Anderson Creek, and other smaller creeks (or drainages) flow through the community, providing opportunities for storm water run-off, channeling it into Bear Creek and eventually to the Rogue River.

As stated in the "Natural Disasters & Hazards" section of this Plan, the City does not have a major flood potential with the exception of areas along Bear Creek. Fortunately, the Bear Creek Greenway is nearly entirely owned by Jackson County or the State and new urban development will not be allowed to occur within this corridor.

Although the natural creeks are normally very efficient in carrying off storm water, minor periodic flooding of intersections is occasionally encountered during periods of heavy rain. Serious flooding of homes or businesses has not been a problem, but intersection or street flooding can be inconvenient and a potential hazard.

The older residential areas of Phoenix still have open drainage ditches along roadways where curbs, gutters and sidewalks have not been built. However, it is the City's policy to require such improvements as a part of new development. As a result, all new subdivisions and other major development has included curbs, gutters and storm drains. As additional new development occurs, the storm drain system will continue to expand, the open ditches will gradually disappear, and the City will have less flooding, inconveniences and potential water hazards. It will be to the City's long-range advantage to continue the policy of requiring storm drain development as a standard procedure of all new development.

SOLID WASTE DISPOSAL

In 1974, a Solid Waste Management Plan for Jackson County was developed, covering such issues as the establishment, construction, and/or operation of solid waste disposal sites, planning and design of facilities, program administration, financing, collection and transfer systems, and projections of future needs. Jackson County utilizes a number of solid waste disposal sites and, according to the projections, these sites will be adequate to accommodate the projected needs into the early 1990s.

The City of Phoenix is served by City Sanitary Service, which takes the waste to the Rogue Disposal Landfill on South Stage Road near Jacksonville. There are no sites within Phoenix or its urbanizable area that are suitable for a sanitary landfill and future needs will continue to be met by rural landfill sites.

The City of Phoenix will continue to coordinate its solid waste disposal needs with Jackson County's disposal facilities planning and management. The City's future growth and development will be coordinated with the ability of City Sanitary Service's ability to handle the resulting waste products. Any potential problems in this area will be resolved through cooperation between the City, Jackson County, and City Sanitary Service (or other disposal service).

PUBLIC IMPROVEMENTS COORDINATION

This section of the Comprehensive Plan has provided an overview of all major public facilities and services, with the exception of parks and recreation facilities which are covered in Section XII of the Plan.

Most major facilities or services are provided through tax revenues, grants, or other sources. However, some facilities and "public improvements" are best provided by the private sector at the time of development of their individual properties. Such improvements generally include sewer, water, and storm drain systems, street improvements, curbs, gutters, sidewalks, and other improvements that become "public" improvements once they are developed and accepted by the City.

The City has adopted standards for development that are easily applied to individual properties, or to groups of properties that may arrange to undertake the improvements through an improvement district arrangement or other method. These standards are included as part of the subdivision ordinance.

The coordination of public improvements can be critical, in many cases, to the coordinated development of City-wide "systems". Individual developers must be required to consider total area needs and design requirements when planning their site improvements so that longer-range development can occur in a coordinated fashion and undersized lines will not have to be removed and replaced by larger lines. The City has the primary responsibility to ensure that such coordination and long-range planning will take place.

It is very likely that the State will eventually require long-range facilities/utilities planning on the local level. Cities may be required to develop master plans for the development of such major systems as water, sewer, storm drainage, streets, etc., throughout their urbanizable areas in advance of development. This will help to ensure that each individual development will be planned and constructed in accordance with the overall master plan for that area. The City currently does not have any master or "concept" plans for urbanizable areas other than the Comprehensive Land Use Plan. In order to provide for this future need, the policies of this section include policies aimed at the future development of "area master plans", additional study of development requirements for public improvements, and the preparation of an annexation ordinance that specifically outlines the public improvement requirements that will be required of newly annexed properties.

Through these steps, the City will be better able to deal effectively with future development and growth and the result will be a well-planned and well-serviced community with a minimum of delays, obstacles, and duplication.

PUBLIC FACILITIES & SERVICES POLICIES

Water Service

- The City of Phoenix will evaluate each development proposal and/or annexation to the City to determine if adequate water supply is available. *(This is an expression of the present position of the City of Phoenix. As the water supply is the limiting public facility for community expansion, an evaluation of water supply in relation to potential demand provides a good tool to monitor growth.)*
- If a project is proposed within the City of significant magnitude to exceed the capacity of the City's water supply, the developer shall be required to provide an additional source of water that will accommodate the proposed use, rather than consuming a disproportionate share of the Community's water supply.
- A management program will be developed for sewer and water utilities which will provide sufficient user fees to offset the cost of supply, maintenance, and depreciation of the water system.
- The City will continue to monitor the water system in an effort to ensure the highest possible level of water quality and capacity, as well as sufficient fire flows for community fire protection.

SEWER SERVICE

- The City shall work with the Bear Creek Valley Sanitary Authority (BCVSA) to negotiate a joint-use trunk sewer agreement to serve the Camp Baker Road area, when necessary.
- The City will participate with other member cities and BCVSA to assure adequate treatment capacity through and beyond the planning period.
- The City will continue to require the development of storm drains as a method of reducing the amount of storm water infiltration into the sanitary sewer lines.
- The City will continue to monitor the age and condition of its sewer system and work toward the development of a program for the replacement of old, deteriorating lines, possibly through a Capital Improvements Plan.
- The City will work toward the elimination of subsurface disposal systems (septic systems) within the City limits and will encourage or require hook-ups to the City's sewer system to minimize health hazards.
- The City will work with BCVSA toward the development of a specific policy pertaining to the extension of sewer service to properties within the City's urbanizable area. *(Such a policy might allow such service for documented health hazards, but not for convenience or as an alternative to annexation.)*

FIRE & POLICE SERVICES

- The City will continue to improve the level of service provided by the police and fire departments, in proportion to the City's growth and development, and will strive to provide the necessary levels of funding for needed personnel and equipment.
- The City will seek ways to increase the overall efficiency of the police and fire departments through the use of energy-efficient and cost-effective vehicles and equipment, participation in computer-assisted programs or information systems, improvements in department procedures and training, or other alternatives, as appropriate.
- The City will continue to encourage volunteer participation in police and fire programs and activities, including public school programs that can be expected to have a positive effect on crime prevention, fire prevention, public safety, and general community support for local police and fire activities and efforts.

PUBLIC SCHOOLS

- The City will continue to work closely with the Phoenix-Talent School District to ensure that the district is aware of City plans, population projections, and other information that it needs for effective planning.
- The City will invite input from the school district on any issue or development proposal that may affect educational services or facilities.
- The City will assist the school district in facilities planning and ensure that the Comprehensive Plan provides adequate opportunities for school facilities development in appropriate areas.
- The City will continue to ensure that new development that is proposed near a public school is designed for minimum impact on the facility.

STORM DRAINAGE

- The City will continue to require the installation of storm drains as a part of new development to reduce local flooding and possible infiltration of storm water into the sanitary sewer system.
- The City will utilize Bear Creek, Coleman Creek, Anderson Creek and other natural channels to the maximum extent possible for storm water run-off.
- The City will consider the development of a storm drain master plan for the community.

SOLID WASTE DISPOSAL

- The City will support the efforts of Jackson County related to the provision of adequate sites for solid waste and hazardous substance disposal.
- The City will ensure that its future solid waste disposal needs are coordinated with the capabilities of City Sanitary Service to provide for those needs.
- The City will continue to encourage efforts aimed at "resource recovery" programs that will recycle waste materials.

PUBLIC IMPROVEMENT COORDINATION

- The City will study its present procedures and requirements for the installation of public improvements as a part of new development and work toward the preparation of a policy paper, or specific guidelines that prospective developers can use in planning new construction.
- The City will prepare and adopt an "annexation ordinance" that outlines the procedures and requirements for annexation, and includes appropriate public improvements requirements, if needed.
- The City will work toward the development of a master plan for public improvements to serve the City's urbanizable areas in a coordinated manner and in advance of development to help ensure the adequate provision of needed facilities, improvements and utilities.
- The City will consider the development of smaller "area plans" for specific areas of the community that are undergoing development pressures, but do not have overall "systems" plans that will ensure coordinated development.
- The City will ensure that new development will not block or result in an obstacle to further development on adjacent or nearby lands, and will ensure that all public improvements and utilities can be easily continued as new growth occurs.
- The City will work with the Bear Creek Valley Sanitary Authority to establish appropriate policies pertaining to the extension of sanitary sewers within the urban growth boundary in such a manner that health hazards will be relieved, but also in a manner that will not hamper the future growth and annexation of the affected properties.
- The City will continue to work with property owners and developers in efforts to finance local public improvements, as appropriate.

* * *

SECTION IX.
ENERGY CONSERVATION

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THE COMPREHENSIVE PLAN

SECTION IX.

ENERGY CONSERVATION

INTRODUCTION

Oregon and the Northwest in general have enjoyed readily available and relatively low-cost energy over the past several decades. We have almost taken for granted its availability. However, in the 1980s we are more aware of increasing energy costs, finite supplies of resources, and are actively seeking ways to conserve energy and develop energy alternatives.

The availability of energy resources, and the ways we utilize the energy we have, will become increasingly important to Oregon and to Phoenix in the future. Oregon might be described as an "energy deficient" state. We have no major oil reserves, no capacity for refining petroleum products, and can produce only about 55 percent of our own electricity. Nearly all of our natural gas is imported from Canada or the Rocky Mountain states. Overall, we are dependent upon outside sources for about 87 percent of all the energy we use in Oregon.

Although the utility companies that provide the energy we use are continuing to seek ways to meet our growing energy needs, there are indications that all future needs will not be met, unless we become more conservative and innovative in our energy consumption.

This section of the Phoenix Comprehensive Plan is intended to provide basic information pertaining to energy, to describe the major source of both "conventional" and "alternate" energy, and to point out some programs or activities the City of Phoenix may utilize and policies we may follow to guide planning and development in the future to ensure that we will be making the best use of our energy resources.

Statewide Planning Goal #13 (Energy Conservation) is:

"TO CONSERVE ENERGY."

"Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles."

This section of the Comprehensive Plan will provide an inventory of the major energy resources available at this time and also provide a summary of alternative sources that are either becoming more popular, or are currently under study for possible future use. Following this discussion is a set of policies to direct the City's future land use planning and development actions.

INVENTORY OF CONVENTIONAL ENERGY SOURCES

The most common "conventional" methods of producing energy include coal, nuclear, hydroelectric and petroleum. These are the major energy-producing resources in use today. As previously stated, Oregon is an energy importing state without major fossil fuel reserves. We do have many rivers with hydroelectric facilities, but this source accounts for a relatively small portion of the total energy demand.

ELECTRICITY:

Oregon's electricity is supplied through a complex network of facilities that includes the Columbia River power system via the Bonneville Power Administration (BPA), and generating facilities operated by Portland General Electric (PGE), Pacific Power and Light (PP&L), Idaho Power Company, and the Eugene Water and Electric Board (EWEB).

Pacific Power and Light Company (PP&L) is the exclusive distributor of electricity in Jackson County, and serves electricity customers in six states. Approximately 78 percent of PP&L's generating capacity comes from thermal facilities, located primarily in Washington and Wyoming, and the remaining 22 percent from hydroelectric facilities. The company has 33 hydroelectric plants throughout the Northwest and seven steam-electric plants. During 1979, the hydro plants produced only about 13 percent of the total system load, due in part to low river flows. The steam-electric plants produced about 66 percent of the total. The remaining 21 percent of the load was purchased from other systems under long-term exchange agreements and contracts. Through such agreements, the company is able to sell excess summer energy to warm localities such as Southern California, then purchase additional energy to meet peak winter demands in colder areas.

PP&L is also involved in the production of fossil fuels used in the generation of energy. NERCO, Inc. (Northern Energy Resources Company), a wholly-owned subsidiary of PP&L, controls coal reserves of 1.3 billion tons in Montana, Wyoming and Alabama. PP&L also owns a 50 percent interest in a coal mine in Centralia, Washington, near the location of one of its plants. Its vast coal reserves appear to be adequate for at least the next two decades. A major problem, however, is in the production of electricity from the resources and transmitting it to the users. Although there is a growing awareness of the need for more electricity, there is also a growing concern for the environment and related air and water quality concerns that often pose major obstacles to the development of new major facilities and transmission lines.

The largest coal operation is the Decker Coal Company in Montana, which has reserves estimated at 522 million tons of strippable low-sulfur, low-ash coal, of which 307 million tons are committed to delivery through year 2003. Although the coal appears to be available, the generation facilities do not have the capacity to meet future needs. Without new or expanded facilities or extraordinary conservation efforts, PP&L could experience an electrical energy shortage of as much as 34 percent by 1990. As a result, PP&L is looking at all possible alternatives, including hydroelectric, wind and geothermal facilities. Even with the development of alternative energy supplies and a major conservation effort, we could see a 15 percent deficit by 1990.

PETROLEUM:

Petroleum products are available primarily in the forms of residual oil, distillate oil, gasoline and diesel fuel. Unlike other forms of energy that are supplied by utility companies, these are provided through many private distributors and retail outlets.

Residual oil is used primarily for large-scale heat generation, such as commercial and institutional space heating and industrial process heat. Distillate oil is used primarily for heat generation also, but usually for smaller applications. The main uses are for residential space heating and orchard heating.

Gasoline and diesel fuels are used almost exclusively for vehicular applications. The primary use is for highway transportation, although a smaller proportion is consumed in off-road use such as for agricultural and timber operations and for industrial machinery.

The future supply and availability of petroleum products is uncertain. The Country's partial reliance on foreign oil, combined with rising costs of imported and domestic oil and continuing political unrest in the middle-eastern oil producing countries, has led to increased pressures to conserve gas and oil, turn to other energy source whenever possible, and increase domestic production. The major oil companies claim to be affected by many of the same obstacles experienced by PP&L and other utilities. Increasing environmental regulations, public attitudes caused in part by rising prices, regulatory delays, and rising production costs are hampering efforts to produce additional energy. Given these factors, it is expected that gas and oil prices will continue to increase in the near future, although we are currently (1984) experiencing a leveling-off of prices and the retail prices of regular gasoline in Jackson County have actually dipped below a dollar per gallon. Because of the many factors and uncertainties, it is impossible to predict future supply at this time. It will be to the City's advantage to seek ways to reduce community reliance on petroleum products and to ensure that future development is especially energy-efficient in the transportation sector, which is the area most vulnerable to fuel shortages.

NATURAL GAS:

Natural gas is distributed in Jackson County exclusively by CP National, a private utility. CP National is also a distributor of electricity, water, natural gas, and telephone service in small urban and rural areas of Oregon, California, Nevada, Utah, and Arizona.

Approximately 62 percent of the natural gas supplies coming into our local area originate in Canada with the balance coming from domestic sources in the Rocky Mountain states, according to the Medford office of CP National. Northwest Pipeline Corporation transports the natural gas from the sources of supply in Canada and the the Rockies to the Northwest. This company is aggressively exploring for new reserves and now has proven reserves that are equivalent to 16.7 times their 1979 production.

CP National also has an interest in major storage facilities. There are two liquified natural gas (LNG) facilities at Plymouth, Washington; each capable of holding LNG convertible to 1.2 billion cubic feet of natural gas. Another storage facility is located at Centralia, Washington. This is a "salt-dome aquifer" into which natural gas is pumped during times of low demand and held under pressure until needed.

CP National owns a peak shaving plant in Medford which is capable of making pipeline quality gas and sending it into the distribution system anytime there is a shortfall in supply during critical periods or in the event of a major disruption of the transmission line.

CP National serves over 50,000 natural gas customers, most of whom are located in Southern Oregon. Residential customers use gas primarily for heating and water heating. Also, most of the mills in the Rogue Valley use natural gas for drying and steam processing.

The natural gas supplies for this area are foreseen by CP National as being adequate now and sufficient to meet demands well into the future. The price has risen dramatically over the past few years, primarily due to the Canadian export pricing policies and the deregulation of domestic natural gas. It is expected that natural gas prices in the future will continue to track the world price of imported crude oil insofar as that percentage which comes from Canada is concerned. Those in the gas industry are continuing their efforts to reduce our dependence on Canadian natural gas through such projects as the Alaskan gas pipeline, research into "geopressure" gas in the Gulf Coast area, and new local resources. There are some indications that limited natural gas resources may exist in Jackson County and these too will be explored.

NUCLEAR POWER:

Although nuclear power plants are now operating and providing electricity, the possibility of decreasing the 34 percent projected electrical energy shortage in 1990 through expanded nuclear facilities is considered unlikely. According to PP&L, nuclear plants contain financial risks, uncertainties related to fuel and waste disposal, and long time periods for development of the facilities. A new nuclear plant today would not be producing until well into the 1990s. Another obstacle that cannot be overlooked is the growing opposition to nuclear power on the part of the public, probably heightened somewhat by accidents, mismanagement, uncertainties of waste disposal methods and locations, and the financial and planning problems, such as those related to the WPPSS project in Washington state.

ALTERNATIVE ENERGY SOURCES

Alternative methods of producing energy include the use of such resources as wind, sun (solar), geothermal, wood waste, and biomass. For the most part, these sources are currently in various stages of development, experimentation, or limited use. A brief discussion is contained here to familiarize the reader and user of this document with these newer innovations. As new breakthroughs occur and as more information is developed, this section of the Plan will be updated to reflect those changes.

WIND

Utilizing wind energy is not new and has been used for decades in Oregon for pumping water and small scale generation of electricity. There are two basic opportunities for generating electricity from the wind. These are (1) small local units to supplement other electricity sources and (2) large wind-powered generating units that are capable of contributing to the regional power grid. Small units are currently being used for a variety of purposes in Oregon. The south coast area is an area of high wind that may be suitable for larger scale generators. PP&L is presently constructing and testing such generators near Coos Bay. On a large scale, the costs are considerably higher to produce electricity by this method, according to PP&L. The costs of electricity from the Coos Bay wind turbine is expected to be in the neighborhood of 10¢ per kilowatt-hour, compared to the present average cost of 2.3¢ per kilowatt-hour.

Although small-scale wind generators could be effective in reducing total electrical consumption, the costs will be high for the individual and probably not cost-effective for larger scale application during the next five to ten years.

GEOHERMAL:

Geothermal energy production is a major possibility that is being studied by several utility companies. However, at this time, there are a number of unknown factors, including costs of production, environmental impacts, reliability, and availability of the needed technology. Without these issues solved, geothermal will not be an energy source that a large proportion of the state can rely on over the next ten years. Locally, there are no known geothermal sources. The nearest are in the Klamath Falls area where geothermal wells are being used primarily for heating purposes.

SOLAR:

Tapping the resources of our sun may become a major industry in the near future and the development of major solar-electric generating stations are not beyond the range of possibility. However, because of inadequate technology, the utility companies are reluctant to risk a major investment in this area at this time. Experimentation facilities are in place in some areas where there is an abundance of sunshine, such as Arizona, but not likely in the Rogue Valley.

Solar heating is probably the most feasible use of the sun that is available and adaptable for use in the Rogue Valley. A study conducted by the U.S. Department of Energy in 1978 entitled "Solar Energy for Pacific Northwest Residential Heating" found that, based upon climatic factors, the attractiveness of solar heating is better for most Pacific Northwest locations studied than for other typical northern locations. This study also stated that the most attractive areas in the Pacific Northwest for solar heating applications are the Richland/Prosser area of Washington and the Medford area of Oregon.

The Oregon Department of Energy is actively promoting solar applications, both passive and active, and stated in its document entitled "Community Energy Planning" that, in general, passive solar design for residential and commercial use is cost-effective throughout Oregon. Many communities throughout the country are developing solar energy or solar access ordinances or modifying building codes to include solar considerations. It has been determined by numerous experiments and studies that relatively inexpensive solar applications, preferably included in new construction, can significantly reduce conventional energy utilization, primarily through water and space heating.

Unlike other forms of energy, solar is readily available and solar energy considerations can easily be integrated into existing ordinances and applied to new development. In some cases, retrofitting of older structures can also be cost-effective. Solar energy development is currently gaining in popularity, has little or no negative impacts on the environment, and is an alternative that can be utilized locally. For these reasons, solar alternatives are given major emphasis in this Plan, second only to conservation of energy. Although major developers have been slow in including solar adaptations in their major projects, we are seeing increasing numbers of "solar homes" throughout Southern Oregon, built mostly by individuals or for the custom home market. We will continue to see more solar homes as developers become more convinced that any increase in initial costs can be recovered in a few years through savings in energy costs.

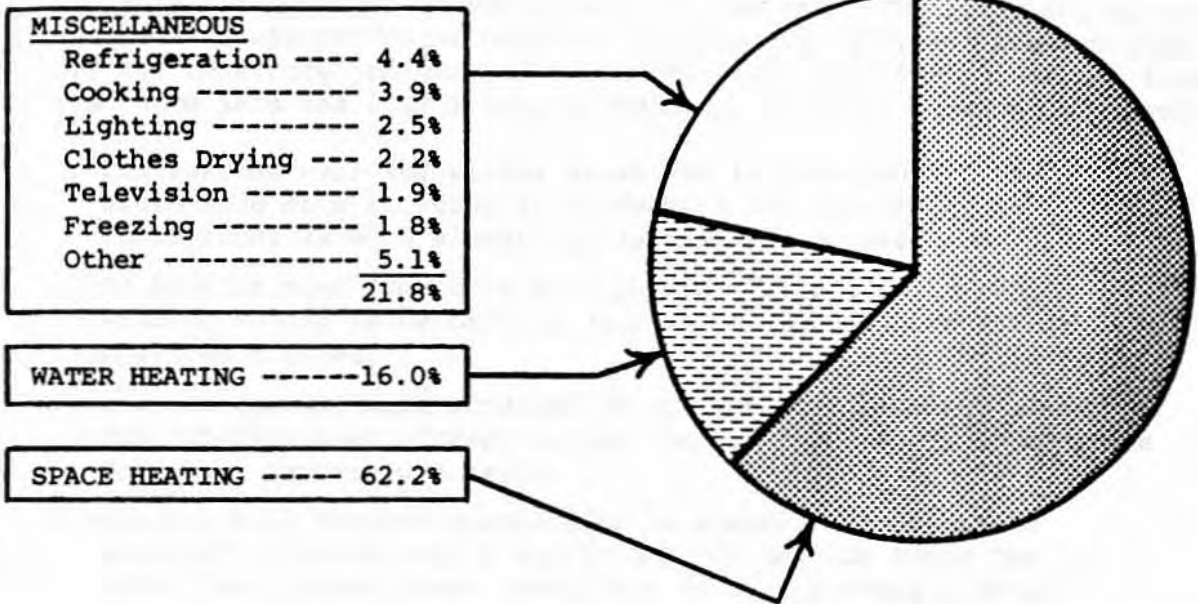
CURRENT ENERGY USAGE IN OREGON

In 1979, the Oregon Department of Energy distributed a handbook entitled "Community Energy Planning", aimed at incorporating energy elements into local comprehensive plans and other land use planning processes. The handbook includes a discussion of energy usage.

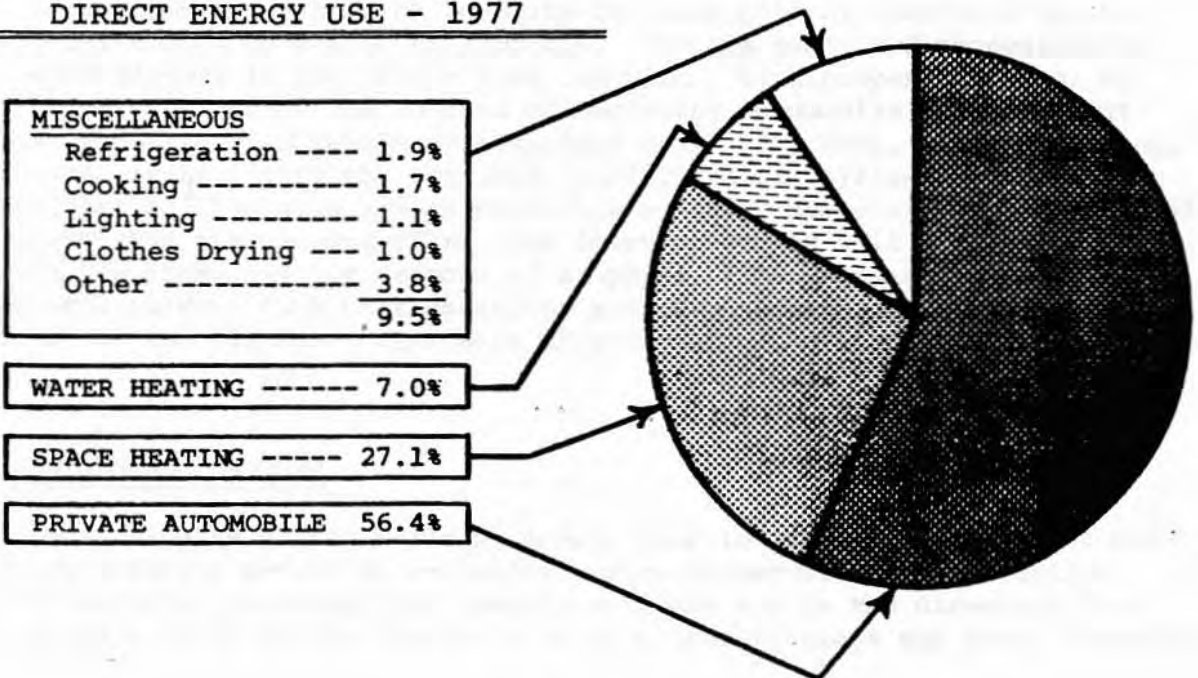
As can be seen in the pie chart on the following page, "space heating" accounts for over 60 percent of residential energy consumption. There are many ways that this percentage can be reduced, since it is due largely to poor insulation, heat loss through windows and doors, infiltration, and housing designs that do not take advantage of the sun for heating. All of these can be improved upon, both through better planning and design of new developments, and through the "tightening-up" of older structures. This applies to commercial and institutional as well as residential structures.

Since the adoption of energy conservation standards in the Oregon Uniform

**OREGON'S RESIDENTIAL
DIRECT ENERGY USE - 1977**



**OREGON'S PERSONAL
DIRECT ENERGY USE - 1977**



Building Code in 1979, all new housing must be insulated to R-30 in ceilings, R-19 in floors and R-11 in walls. Windows must be double-glazed. These are minimum levels and the State Supreme Court has ruled that local jurisdictions can adopt more stringent standards if they so desire. The following are some very basic solar orientation principles, provided by ODOE, and are provided here only for reference and general guidance. More specific guidelines should be incorporated into the City's zoning ordinance or other development regulations.

1. The largest wall and window areas should face south. The south side of a building at 40 degrees latitude receives three times as much winter sun as the east or west sides.
2. To benefit most from this sunlight/heat, large south-facing windows should serve major living areas, such as the living room and kitchen.
3. A large thermal mass situated to collect heat from the winter sun provides heat storage within the house and tends to moderate day/night temperature swings.
4. Shading will prevent overheating in summer. Shade can be provided by eaves with a sufficient overhang to block the summer sun, shade trees (deciduous if on the south side of the house), or shutters.
5. Window area on the east and west sides of the house should be kept to a minimum. Ideally, there should be no windows on the west side. West-facing windows should be shaded from the late afternoon summer sun.

The second pie chart on page IX-7 shows the breakdown of personal energy usage in Oregon. It is clearly seen that the private automobile is a major energy consumer and that the average household uses more than twice as much energy to operate its vehicles than it does to heat its home. This is another area in which the City can take actions that will have a beneficial effect on energy consumption. Vehicle usage and accessibility are major factors in the City's land use plan. With proper planning, we will be able to reduce the numbers of necessary automobile trips and put greater emphasis on more energy-efficient means of travel, such as walking, bicycling, or utilizing the available public transit system. Other considerations of this plan are to encourage a better commercial and industrial balance within the community, so that fewer residents will have to travel outside the community for reasons of shopping, entertainment, employment or other activities. Such considerations are given greater emphasis in other sections of the Plan that deal more directly with the land use plan itself.

ENERGY CONSERVATION

Most experts in the field of energy tend to agree that the first and foremost priority should be voluntary energy conservation. This option has the greatest potential for immediate impact and is the direction that we will have to go in the future as we face greater needs and fewer resources.

Oregon's first Alternate Energy Development Commission (AEDC) was appointed by the Governor in 1979 to quantify the realistic potential in each renewable resource area and to recommend measures to develop those resources. As one of six task forces of the AEDC, the Solar Task Force found that the area of conservation is very closely related to solar application and has prepared a document entitled "Solar/Conservation Task Force Report" to outline policy options to be considered. This task force concluded that the Solar/Conservation combination is the best course of action for the state for a number of reasons, including: (1) It is less inflationary and cheaper than other energy sources; (2) it can stimulate the economy by redirecting the saved capital into other investments; (3) it will create more jobs, particularly at the local level; (4) it promotes individual freedoms and reduces dependence on imported resources; (5) it is more reliable, (6) it can be implemented locally; (7) it will have few or no adverse environmental impacts; and (8) it is something that is available to most individuals and businesses without extensive utility infrastructure.

According to the Solar Task Force, widespread conservation applications are the only energy options immediately available. Conservation is the most cost-effective energy option available and the only way to lower rapidly increasing energy costs and demands.

The task force hopes to achieve its goal of optimum conservation and efficient use of energy in all forms by meeting the following objectives:

1. *To phase out the use of oil by 1990, and natural gas by 2000, except as backup, for direct space and water heat in the residential and commercial sectors. These fuels would be preserved for their more essential transportation and industrial applications.*
2. *To promote maximal use of electric generation from renewable sources by 2010 through natural market forces and accelerated by the following policy directions:*
 - a. *Use electric resistance space and water heating in all new structures only if used as back-up to high-efficiency heating devices, such as passive and active solar and heat pumps.*
 - b. *Convert all existing electric resistance heating by year 2000 by the same means.*
 - c. *Increased use of more efficient residential and commercial appliances and lighting.*
3. *To phase out oil and natural gas for low-temperature industrial uses in favor of high efficiency and other renewable heat sources.*

ENERGY CONSERVATION PROGRAM

The information presented in this section of the Comprehensive Plan has provided an overview of the major conventional energy sources that Phoenix residents and businesses are presently utilizing. It was concluded that the City and County have very little control over the supply and distribution of the major sources of energy since, in most cases, they originate outside the area or outside the state.

From the conclusions of local and state-wide studies, it appears that the best course of action would be one that combines energy conservation with solar applications. This direction could be the basis for a program that could be implemented at the local level and could be cost-effective. There are also many ways in which both conservation and solar may be integrated into the Comprehensive Plan and implementing ordinances.

The following is a set of energy-related goals and policies which form the City's energy conservation program.

ENERGY EFFICIENT STRUCTURES

GOAL #1: To work toward optimum levels of energy efficiency and conservation in structures of all types throughout the Community.

- POLICIES:
1. The City shall work toward the weatherization of all public buildings under its jurisdiction, within its economic limitations.
 2. The City shall ensure that all new construction will be as energy-efficient as possible and will conform to all applicable Uniform Building Code and state weatherization standards.
 3. The City will consider the future development and implementation of solar accessibility and orientation requirements for inclusion in the Zoning Ordinance and other land development regulations.
 4. The City shall encourage residents to participate in residential and/or commercial weatherization programs that may be offered through various agencies or utility companies, and shall provide related information on such programs, as available.

QUALITY URBAN DESIGN

GOAL #2: To promote energy efficient design in all new development that maximizes the use of natural environmental features.

- POLICIES:
1. The City shall encourage innovation in the design of new residential development, such as attached or clustered housing, whenever substantial energy conservation would result without any sacrifice in residential quality.
 2. The City shall encourage the retention of trees and natural vegetation when they would be useful in energy conservation, such as providing shade, cooling, windbreaks, or other uses.

3. The City will consider the inclusion of solar access requirements into existing codes and ordinances to protect solar rights.
4. The City will consider the possibility of additional landscaping provisions in the subdivision ordinance and appropriate sections of the zoning ordinance to help ensure energy-efficient development and to ensure attractive and usable open space, particularly in higher density residential developments.

EFFICIENT PATTERNS OF LAND USE

GOAL #3: To ensure, through the Land Use Section and zoning, the most energy-efficient arrangement of land uses.

- POLICIES:
1. The City will strive for energy-efficient future neighborhoods by providing for all major services at the neighborhood level, as shown on the Comprehensive Plan map.
 2. The City will encourage innovation in the design of new subdivisions and planned unit developments that minimize the costs and energy consumed in the provision of urban facilities such as streets, sidewalks, curbs and gutters, etc.
 3. The City shall encourage "in-fill" development on vacant lots within the City to maximize the utilization of existing facilities and services.
 4. The City shall discourage "urban sprawl" development that is not consistent with the Comprehensive Plan and that might put a strain on the provision of public facilities and services.

TRANSPORTATION PLANNING

GOAL #4: To minimize transportation-related energy consumption through appropriate land use planning and an emphasis on non-motorized transportation alternatives.

- POLICIES:
1. Energy efficiency shall be a major criterion in evaluating future modes of transportation, both public and private, as well as major land use proposals.
 2. The City shall continue to support carpooling and the use of public transit (RVTD), and will continue to make information on transportation alternatives available to the public.
 3. The City will continue to provide industrial sites in locations that can make maximum use of the railroad and freeway.
 4. Whenever possible, the City will encourage non-motorized forms of transportation to lessen dependence on the private auto for short trips as well as commuting.
 5. The City shall coordinate its plans for streets, bikeways, truck routes, and other major facilities with the County and State.

SECTION X.
TRANSPORTATION
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SECTION X.

TRANSPORTATION

INTRODUCTION

This section of the Comprehensive Plan is very closely related to the Land Use Plan and should really be considered a part of the physical plan. While the Land Use Plan allocates the types and intensities of development throughout the City, the Transportation section provides for the most efficient access to all lands and uses with a minimum of congestion. This section also discusses the movement of goods, as well as people. And, since all residents of Phoenix do not travel by private automobile, we must also consider other modes of travel, including public transit, pedestrian walkways, and bicycle facilities.

GOAL

Statewide Planning Goal #12 (Transportation) states:

"To provide and encourage a safe, convenient and economic transportation system."

Goal #12 requires a "transportation plan" to:

1. Consider all modes of transportation, including mass transit, air, water, pipeline, rail, highway, bicycle, and pedestrian;
2. Be based upon an inventory of local, regional and state transportation needs;
3. Consider the differences in social consequences that would result from utilizing differing combinations of transportation modes;
4. Avoid principal reliance upon any one mode of transportation;
5. Minimize adverse social, economic and environmental impacts and costs;
6. Conserve energy;
7. Meet the needs of the "transportation disadvantaged" by improving transportation services;
8. Facilitate the flow of goods and services so as to strengthen the local and regional economy; and
9. Conform with local and regional comprehensive land use plans.

PHOENIX TRANSPORTATION INVENTORY

The primary mode of transportation in Phoenix has been and will continue to be the automobile, via the highway systems and local streets. However, there are other modes of travel and of moving goods to, from, and throughout the community. The following is an inventory and discussion of all major modes and how they fit into the Phoenix Comprehensive Plan.

Interstate 5 Freeway

Phoenix is very fortunate in being located along the I-5 Freeway corridor. This is the primary freeway route through Oregon, connecting all the major cities along the West Coast. The freeway not only provides convenience for personal travel, but also provides convenience for the movement of goods and makes Phoenix more attractive as a location for freeway-related commercial, industrial, and service businesses. Close proximity to the freeway may also prove very advantageous to Phoenix in the provision of tourist-related accommodations and services.

Rogue Valley Highway

Highway 99 (Rogue Valley Highway) parallels the freeway and Bear Creek through the valley and provides direct linkages between valley communities. As shown on the Transportation Plan map, the highway is split in the downtown area with northbound traffic bypassing the downtown area to minimize congestion. The southbound lanes of the highway form Main Street, which is the central business district of Phoenix. The split highway configuration maximizes the flow of traffic through the community, while still allowing good access, and may also have a positive effect on air quality.

City Street System

The City's street system is based on a "hierarchy of streets", which means that each type of street has a particular function and relationship to other types of streets. The three primary categories are (1) arterials, (2) collectors, and (3) local streets. The following is a description of each:

MAJOR & SECONDARY ARTERIALS -- Like the highway, the arterial street system is also oriented to through traffic, but on a more localized level. Arterials are intended to handle relatively heavy traffic of up to about 40,000 vehicles per day on some routes. The major arterials are designed to handle heavier traffic at higher speeds, and with a minimum of delay or congestion. These are "through streets". Streets within the Phoenix planning area that are proposed to be arterials include Rogue Valley Highway (Main Street), Fern Valley Road, E. Bolz Road (link between Main & Fern Valley), Fourth Street, First Street, and Colver Road.

COLLECTOR STREETS -- As the name implies, these routes are intended to collect traffic from residential neighborhoods and transfer it to the arterial street system. These streets are intended to "feed" traffic in and out of neighborhoods. Shown on the Plan map as collector streets are

Rose, Cheryl Lane, Oak Street, Hilsinger Road, and Camp Baker Road. Additional collector streets will be provided in areas east of the freeway as more specific development plans are proposed in those areas. Collector streets are normally designed to handle up to 5,000 vehicles per day.

LOCAL STREETS -- All other streets in the City that are not collectors or arterials, are local streets and are intended to provide access to homes. These streets are low-volume streets that are not intended to carry heavy through traffic. In many communities, through traffic is further discouraged through the use of cul-de-sac or loop streets. Such techniques not only keep traffic to the minimum, but also provide added safety (especially for children), peace and quiet, and often higher property values.

TRUCK ROUTES -- The Truck Route Map (Fig. X-2) shows those routes within the City of Phoenix that are intended to accommodate the needs of truck traffic. These streets are intended to provide either a through route for truck traffic (Highway 99, First Street, Fourth Street) or direct access to areas that require truck service on a regular basis, such as the industrial area along "C" Street. The establishment of these routes not only benefits the truck operators, but also benefits the City residents by preventing unnecessary truck movements on residential streets or through quiet residential neighborhoods.

Southern Pacific Railway

Rail transportation service is provided by the Southern Pacific Railway Company. At the present time, the railroad route that bisects Phoenix and passes through the Rogue Valley does not provide passenger service. This line is freight-oriented and does serve the major industrial areas of the valley, including some industries within Phoenix. There is very little railroad service to Phoenix at the present time, but there are opportunities for the development of additional spur trackage, if needed by future or existing businesses.

The Comprehensive Plan provides an area of industrial development in the northwest quadrant of the planning area of sufficient size to include a spur track for industrial use. It is important to preserve this potential by ensuring that future development plans in this area will not eliminate the possibility for the spur.

Air Transportation

The Medford-Jackson County Airport is the primary airport facility serving Southern Oregon and is located in Medford, about eight miles from Phoenix. The airport provides both freight and passenger service on regularly scheduled airlines, and also has facilities for agricultural crop dusting, emergency medical flights, charter flights, and hanger/tie-down facilities for private pilots.

Bear Creek Greenway

The Greenway will eventually provide pedestrian, equestrian, and bicycle trails between Ashland and the Rogue River when completed, according to the Bear Creek Greenway Plan, adopted by the County in December of 1982. Acquisition of Greenway lands in the Phoenix area is nearly completed and a bikeway link between Phoenix and Talent is a high priority of the County at this time. Eventually, this system will provide opportunities for Phoenix residents (or visitors) to bicycle to most major points of interest along the Bear Creek corridor and will be a valuable transportation alternative for the area. The City has encouraged the acquisition of the Greenway corridor and its use, consistent with the adopted plans. The Phoenix Comprehensive Plan and the Greenway Plan are consistent with each other in terms of recreation, open space, environmental protection, and water quality, as well as transportation.

While the Greenway system has the potential of becoming very important to the City as a transportation linkage, it is suggested that Phoenix not undertake major construction of trails or bikeways within the Greenway until such time as gas tax or other revenues for bicycle path construction become available. In the meantime, the City can work with the County in developing the design details, can continue to monitor and support the work of the Greenway Committee, and can develop a plan for interconnecting bikeways within the Community.

Pedestrian Facilities

Pedestrian walkways have been constructed throughout most of the downtown commercial area of Phoenix. However, there are locations where no development has occurred for many years and, as a result, there are no sidewalks. The City's policy has been to require sidewalks as a part of any new commercial development and this has resulted in modern attractive developments that encourage pedestrians to come and shop in a safer environment.

The older neighborhoods of Phoenix were built before sidewalk requirements or storm drains. As a result, these neighborhoods often have an asphalt local street without curbs, and with a drainage ditch along the roadway. The lack of sidewalks has not made these neighborhoods less attractive and the low volumes of traffic are not considered a major safety hazard to pedestrians. However, it is now the City's policy to require at least curbs and gutters along new residential streets and sidewalks when found to be necessary or desirable. Sidewalks are especially important in areas having a significant population of elderly residents, and also along streets that are used most by children walking to and from schools.

Transportation Disadvantaged

A very large proportion of the poor, the young, the elderly, and the disabled are considered "transportation disadvantaged", according to an Oregon Department of Transportation document entitled "The Transportation Disadvantaged in Oregon" (1977).

These sub-groups of the population do not share the level of mobility enjoyed by most. Of these, many cannot drive, others who could make use of public transit have none available, and others cannot use public transit when it is provided. The ODOT report states that about 39 percent of the state's total population fall into this group, a significantly high percentage. Of these, about 65 percent are handicapped and/or elderly, two characteristics that often overlap.

Governmental agencies tend to define "transportation disadvantaged" in different ways and there is no nationally accepted definition. The Lane County Transit District has come as close as anyone in defining a transportation disadvantaged person as one who "experiences varying degrees of immobility due to lack of physical, economic, or mental ability". The ability of a person to be independently mobile is a major consideration, and this is often based on access to and/or ability to operate an automobile, since that is the predominant mode of personal transportation.

Obviously, the City of Phoenix cannot assure that a means of transportation is available for each individual. However, the City can include the needs of the above-mentioned groups as major considerations when reviewing private or public development plans, when developing park plans, when improving streets and walkways, and whenever public access is a factor.

Public Transportation

A public transportation system is available to Phoenix residents in the form of the Rogue Valley Transportation District (RVTD). This bus system provides local and regional service to most valley communities, including Ashland, Talent, Phoenix, Medford, Jacksonville, and White City, as well as areas between. The system provides an important transportation opportunity for those residents who cannot afford to own and operate an automobile, or who are handicapped. Also, approximately one-fourth of the population is under the legal driving age and RVTD offers these youth a means of getting around.

As fuel becomes more costly and pollution controls become more extensive, RVTD will prove to be increasingly valuable. The City, therefore, should continue to encourage and support the bus system and to assist in any way in the design or location of bus stops, routing, or scheduling that will best serve local needs.

TRANSPORTATION POLICIES

1. The City of Phoenix shall support and encourage the use of the Rogue Valley Transportation District (RVTD) bus system as an integral part in providing adequate transportation services within the Rogue Valley area.
2. The City of Phoenix will encourage the development of an adequate transportation system (highways and railroad trackage) to provide the necessary transportation services needed to attract suitable industry to the area to strengthen the economic base of the City and surrounding community.
3. The City of Phoenix will continue to support and encourage the development of the Bear Creek Area Transportation Study in its present form, as adopted. This will encourage the free movement of goods and people through the community with a minimum amount of disruption.
4. The City of Phoenix shall plan for and design a pedestrian/bicycle path tie to the Bear Creek bicycle/pedestrian path system.
5. The City will encourage the local industrial usage of Southern Pacific Railway service as an efficient means of moving goods and products and will ensure, through the site plan review process, that opportunities for the development of future spur tracks are not lost to poor site planning.
6. The City shall continue to require the development of pedestrian walkways as a part of all new commercial development, as well as a part of industrial, residential, and public area development when determined necessary for convenience or safety.
7. The City will consider the unique needs of the "transportation disadvantaged", including the elderly, handicapped, the young, and the poor, when reviewing development proposals or when undertaking a planning or development project within the community.
8. The City encourage the development of alternative means of transportation for the purposes of conserving energy, avoiding an undue reliance on any single mode, and to lessen the costs of providing for auto-related facilities.

* * *

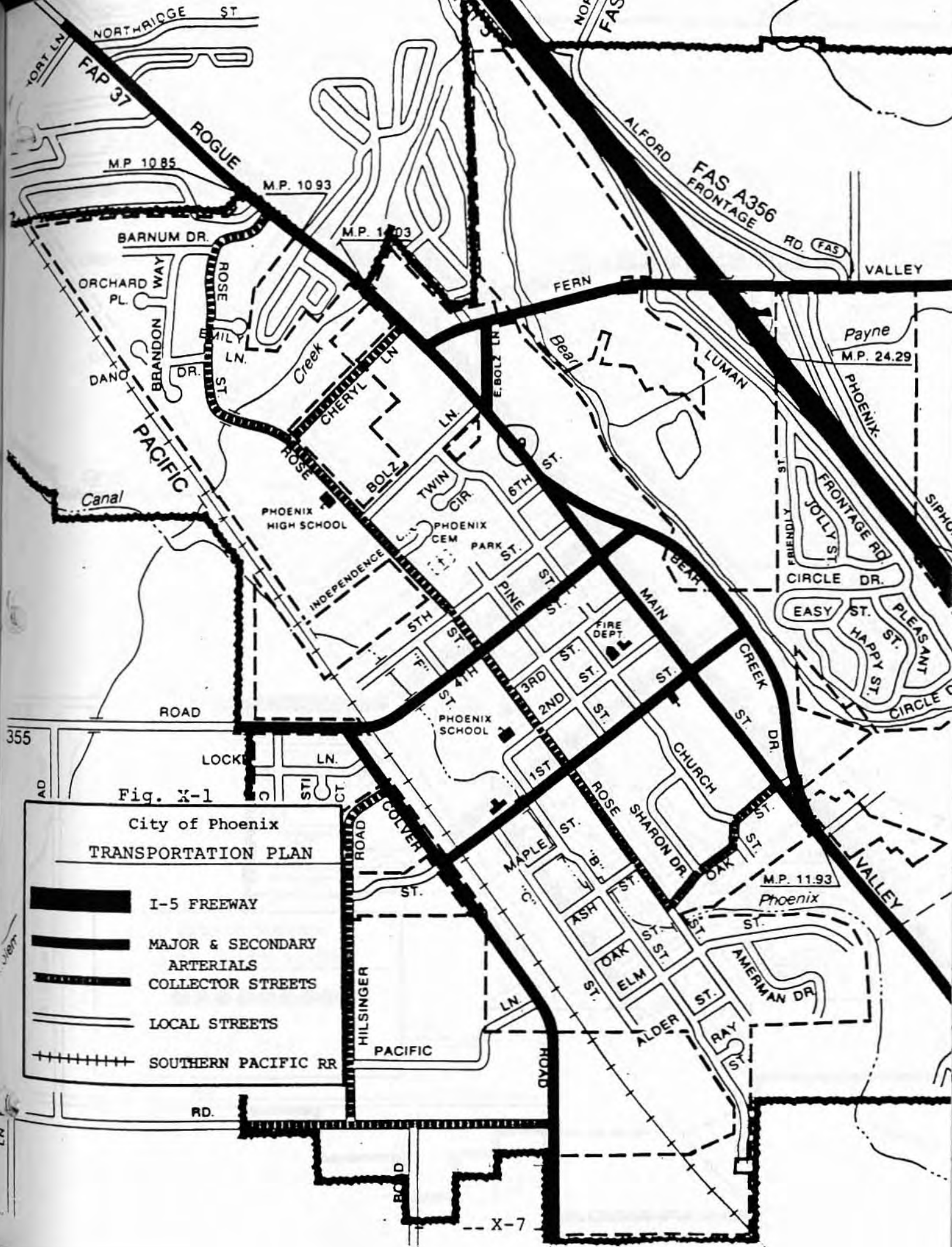





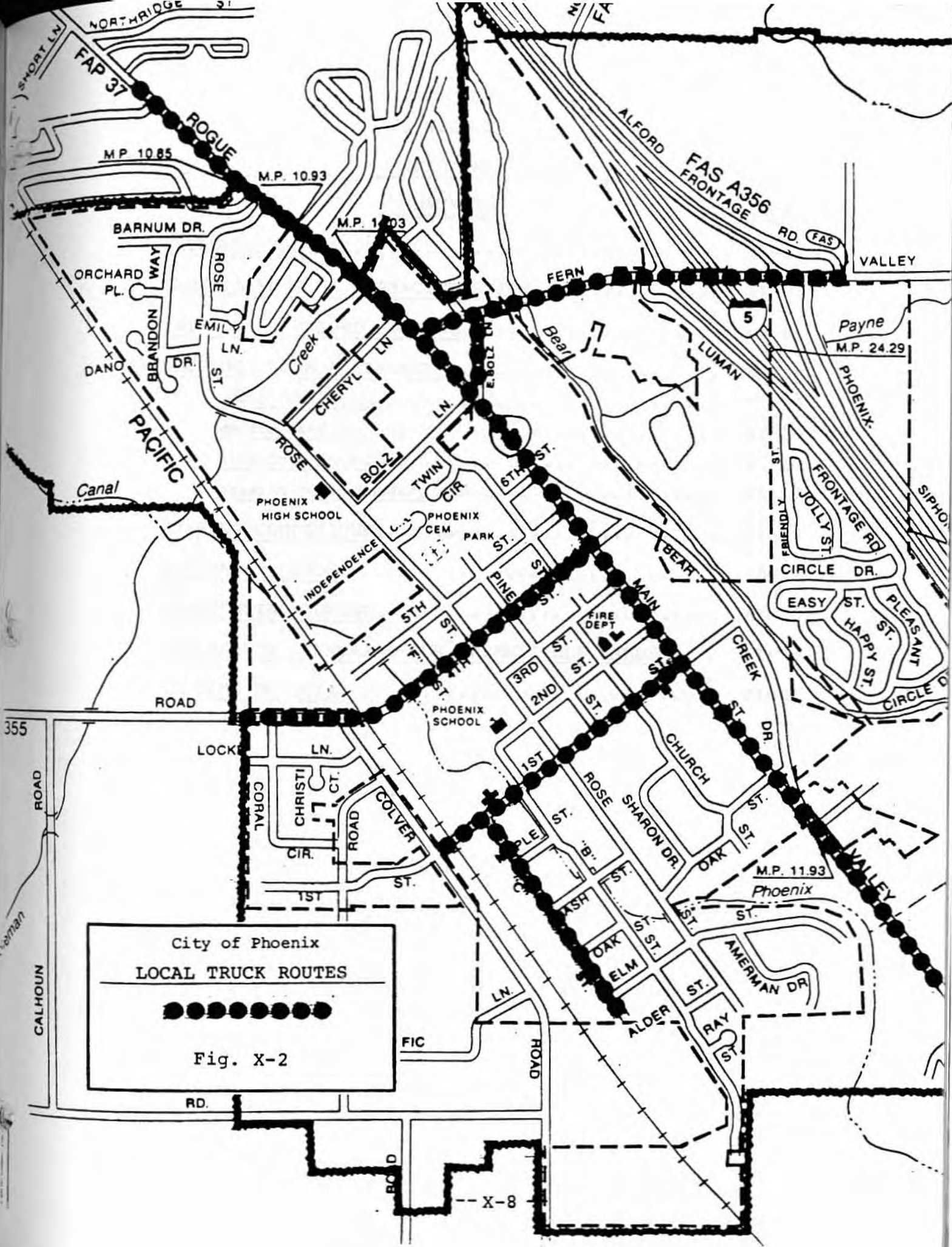



Fig. X-1

City of Phoenix
TRANSPORTATION PLAN

-  I-5 FREEWAY
-  MAJOR & SECONDARY ARTERIALS
-  COLLECTOR STREETS
-  LOCAL STREETS
-  SOUTHERN PACIFIC RR



City of Phoenix
 LOCAL TRUCK ROUTES

 Fig. X-2

SECTION XI

HOUSING

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SECTION XI.

HOUSING

INTRODUCTION

Statewide Planning Goal #10 is:

"To provide for the housing needs
of the citizens of the state."

The planning guidelines also mandate that "Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of housing units at price ranges and rent levels which are commensurate with the financial capacities of Oregon households and allow for flexibility of housing location, type and density." The term "buildable lands" is defined as "lands in urban and urbanizable areas that are suitable, available and necessary for residential use."

In developing a plan for future housing, it is the City's responsibility to take into consideration all major factors of the population and housing market that will affect future housing availability. Such factors include family or household income levels, vacancy rates, variety of housing types and densities, opportunities for housing rehabilitation and general neighborhood improvement, and others, as appropriate.

A major objective of this section of the Comprehensive Plan is to ensure that adequate opportunities are available to meet the future needs of Phoenix residents. However, it isn't easy to determine what those needs will be ten or twenty years from today. We can take a close look at the current characteristics of the community and project trends into the future. We can also determine the types, price ranges, densities, and other characteristics of the future housing stock in a manner that is consistent with the City's aspirations and neighborhood objectives. The Comprehensive Plan is actually a combination of these approaches. The City wants to encourage the development of good quality attractive neighborhoods, and at the same time, provide a reasonable balance of housing opportunities for all economic segments of the community.

Shelter is a basic human need, but is one that is not always provided at an adequate level. In Phoenix, as well as throughout the County and State, there are many families and individuals living in overcrowded or sub-standard housing. The recent recession has been an economic disaster for many and, although housing costs have seemed to level off somewhat over the past few years, they have not decreased to keep pace with income. Also, the housing slump has brought new housing starts to a near standstill, which is further tightening the housing market as population continues to increase. Continued economic improvement is anticipated. As more jobs are created, more people will be coming to this area and will be seeking housing. However, it

will take longer for the housing market to catch up with increasing population. During this "lag" period, the market will tighten, housing prices and rents will increase with greater demand, and those at the lower end of the economic scale will have a considerable amount of difficulty paying for their shelter.

This section of the Comprehensive Plan will provide an overview of the present housing stock and population characteristics within Phoenix. These data will provide the basis for projections, affordability estimates, and the determination of future housing needs. The basic data used in this section originates from the 1980 Census, for the most part. However, other information, such as the City's Land Use Inventory, housing counts, and buildable lands survey, are more recent. All information is capable of revision and periodic updates as new data becomes available. The Plan for housing should be considered flexible so that it can be modified or "fine tuned" as trends change, or as the City's goals, objectives and policies change.

GENERAL HOUSING CHARACTERISTICS

According to the 1980 Census, Phoenix had a total of 944 dwelling units. Of these, 942 were intended for year-round and about two of every three were owner-occupied. The following table shows a breakdown of the types of dwelling units by renter or owner status:

Fig. XI-1

DWELLING UNIT OCCUPANCY BY TYPE						
UNITS IN STRUCTURE	OCCUPIED YEAR-ROUND HOUSING UNITS					
	TOTAL UNITS	% OF TOTAL	OWNER OCCUPIED	% OWNER	RENTER OCCUPIED	% RENTER
1	530	61.8%	420	79.2%	110	20.8%
2	51	5.9%	1	1.0%	50	99.0%
3 & 4	88	10.2%	12	13.6%	76	86.4%
5 or More	70	8.2%	15	21.4%	55	78.6%
Mobile Home	119	13.9%	115	96.6%	4	3.4%
TOTAL	858	100.0%	563	65.6%	295	34.4%
SOURCE: 1980 Census						

The above table shows that nearly 8 of every 10 single-family homes in Phoenix are owner-occupied and nearly all mobile homes are owner-occupied. As expected, a very high percentage of the multiple family dwellings are renter-occupied (86.6%). There are very few multiple-family owner-type developments in Phoenix.

The following table shows the breakdown of the Phoenix housing stock by the number of persons occupying owner- and renter-type dwellings. The table also shows the average number of persons per household, which is an important indicator when assessing the impact of a proposed residential development. From these figures, it can be seen that there is very little overall difference in household size between renter and owner households. In both cases, single-family homes typically have the largest average households in both categories. However, in the combined "total" category, duplexes average 2.8 persons per household, which is slightly larger than single-family homes. In the multiple-family category, it can be seen that a complex of 3 or 4 units might expect to house twice as many people if it is a rental development than if it were an owner-type structure, such as a condominium development. These statistics may be useful in reviewing proposals for the possible impact of population on the neighborhood, school facilities, etc.

OCCUPANCY & HOUSEHOLD SIZE						
Fig. XI-2	PERSONS IN HOUSEHOLDS					
UNITS IN STRUCTURE	TOTAL PERSONS	PPH*	OWNERS	PPH*	RENTERS	PPH*
1	1,456	2.7	1,131	2.7	325	3.0
2	145	2.8	2	2.0	143	2.9
3 & 4	213	2.4	16	1.3	197	2.6
5 or More	125	1.8	24	1.6	101	1.8
Mobile Home	227	1.9	220	1.9	7	1.8
TOTAL	2,166	2.5	1,393	2.5	773	2.6
* PPH = Persons Per Household						
SOURCE: 1980 Census						

The table on the following page gives an indication of the sizes of dwellings in Phoenix. It shows that the most typical dwelling type has two bedrooms and one bath. More than half of all dwellings in Phoenix are two-bedroom units (55%). Three-bedroom dwellings make up 29.4 percent of all units. When these figures are compared to those of Jackson County as a whole, it can be seen that Phoenix has a higher proportion of two-bedroom dwellings (55% to 38% for the County) and a lower proportion of three-bedroom dwellings (29% to 36% for the County). Generally speaking, the Phoenix housing stock consists of smaller dwellings overall. However, the average household size of 2.5 persons per household is the same as that of the County. This may be an indication that there is a greater chance of finding more overcrowded dwellings in Phoenix. In many cases, larger families

lower incomes will be forced to live in small dwellings because the rents are lower, or because they can afford to purchase a smaller house. According to the Census statistics, the median rent in Phoenix is \$288 per month, compared to \$253 in Jackson County and \$263 in Medford. Possible reasons for the higher rents in Phoenix may be the fact that 37 percent of the rental units are single-family homes and the fact that about 76 percent of all units are either single-family homes or mobile homes, both of which are predominantly owner-occupied. Supply and demand may be affecting the costs of housing in Phoenix. Although it is a desirable community in which to live, there appears to be a shortage of multiple-family rental units, and this shortage may be forcing rental rates upward.

Fig. XI-3

YEAR-ROUND HOUSING BY NUMBER OF BEDROOMS		
NUMBER OF BEDROOMS	DWELLINGS	PERCENT OF TOTAL
NONE	13	1.4%
1	82	8.7%
2	518	55.0%
3	277	29.4%
4	48	5.1%
5+	4	0.4%

YEAR-ROUND HOUSING BY NUMBER OF BATHROOMS		
NUMBER OF BATHROOMS	DWELLINGS	PERCENT OF TOTAL
½ of Less	10	1.1%
1 Complete	499	53.0%
1 + ½	104	11.0%
2 or More	329	34.9%

SOURCE: 1980 Census

Fig. XI-4

AGE OF HOUSING STOCK				
(City/County Comparison)				
YEAR BUILT	PHOENIX		JACKSON COUNTY	
	DWELLINGS	% OF TOTAL	DWELLINGS	% OF TOTAL
1979 to 3/80	148	15.7%	2,970	5.7%
1975 to 1978	221	23.5%	7,940	15.3%
1970 to 1974	137	14.5%	8,944	17.2%
1960 to 1969	165	17.5%	11,171	21.5%
1950 to 1959	48	5.1%	7,722	14.8%
1940 to 1949	108	11.5%	6,041	11.6%
Before 1940	115	12.2%	7,236	13.9%
TOTAL	942	100.0%	52,024	100.0%

SOURCE: 1980 Census

The above table compares the age of the Phoenix housing stock to that of Jackson County. As can be seen, Phoenix is a much newer community overall. More than half of the total housing stock of the City (53.7%) was built since 1970, or during the last decade, as compared to about 38 percent of the county's housing stock. Only about 29 percent of the City's dwelling units were constructed prior to 1950, compared to more than 40 percent of the housing stock of the county. These are good indications that much of the City's housing still has a considerable life expectancy and, even if poorly maintained or deteriorated, can be rehabilitated and occupied for many more years. A large proportion of the older housing is concentrated in the neighborhood between First and Fifth Streets, west of Main Street. This would be the primary target area for any future neighborhood housing improvement programs, as discussed earlier in this section of the Plan.

The table on the following page was prepared from data provided by the Census Bureau in 1982. This table provides a comparison of housing data for all Jackson County communities as well as the County overall. As can be seen, the Median Value of owner-occupied housing units in Phoenix was \$51,300, sixth highest of the County's eleven communities. Median Contract Rent was given as \$231, which is second only to Central Point. A point of concern is the Phoenix rental vacancy rate of 13.2 percent, the highest in the County. This might be attributed to the softening of the rental market in recent years, with many renters settling in communities with lower rents and a greater housing choice.

JACKSON COUNTY

HOUSING VALUE, RENT & VACANCY RATE

Fig. XI-5	OCCUPIED HOUSING UNITS		VALUE OF SPECIFIED OWNER-OCCUPIED HOUSING UNITS			CONTRACT RENT OF SPECIFIED RENTER-OCCUPIED UNITS				RENTAL VACANCY RATE
	OCCUPIED HOUSING UNITS	LESS THAN \$20,000	\$50,000 OR MORE	PERCENT	MEDIAN VALUE	LESS THAN \$100	\$200 OR MORE	PERCENT	MEDIAN CONTRACT RENT	
ASHLAND	5,909	28	2,026	64.2%	\$63,800	174	1,266	46.0%	\$196	8.4
BUTE FALLS	158	26	23	20.5%	\$35,000	15	7	15.2%	\$117	8.0
CENTRAL POINT	2,155	14	889	59.2%	\$57,700	42	445	68.0%	\$236	9.3
EAGLE POINT	959	27	226	32.4%	\$48,100	36	140	53.6%	\$210	3.3
GOLD HILL	344	12	94	38.1%	\$48,500	13	48	49.5%	\$207	5.8
JACKSONVILLE	849	24	303	45.0%	\$58,200	27	73	41.5%	\$191	4.9
MEDFORD	15,559	169	5,010	55.3%	\$58,700	532	3,491	53.7%	\$216	7.4
PHOENIX	858	18	208	36.9%	\$51,300	28	183	62.0%	\$231	13.2
ROGUE RIVER	565	23	159	41.3%	\$53,900	38	89	49.4%	\$204	3.7
SHADY COVE	443	27	102	31.9%	\$50,500	13	27	22.0%	\$157	6.8
TALENT	1,023	26	151	21.8%	\$46,300	59	129	39.2%	\$181	6.0
JACKSON COUNTY	49,011	742	15,172	44.9%	\$59,600	1,285	7,276	47.8%	\$208	7.6
OREGON	991,593	17,490	306,110	47.4%	\$59,000	28,075	176,920	51.2%	\$212	7.4

SOURCE: SUMMARY CHARACTERISTICS FOR GOVERNMENTAL UNITS
Bureau of the Census, February, 1982.

Any discussion of housing characteristics would not be complete without an overview of the residents of the community. The 1980 Census population of Phoenix was 2,309. Of these, about 3.5 percent are considered "racial minorities". Another 200 residents (8.7%) are considered "ethnic minorities" of Spanish origin. The table of General Population Characteristics on the following page provides a comparison between Phoenix and all other cities of Jackson County, as well as the County itself.

Phoenix has a relatively "young" population with 6.8 percent of its residents under the age of 5 years, compared to 7.2 percent for Jackson County and 7.5 percent for the State. At the other extreme, Phoenix also has an elderly population that accounts for 14.8 percent, which is also higher than both the County and State. This may be an indication that Phoenix should be concerned about the provision of housing opportunities for both young families and elderly persons without children and should ensure that there is a variety of housing types, sizes, and cost ranges to meet these needs. The Comprehensive Plan, in its land use allocations, attempts to ensure that adequate sites are made available for these types of new housing in the future.

This section of the Comprehensive Plan has attempted to provide the reader an overview of housing in Phoenix. Housing is often a controversial issue, both politically and within the community. New concepts or "housing alternatives" are not always readily accepted by the populace or decision-makers. However, many major technological advances have been made in the housing industry in recent years and it will be to the City's advantage to keep abreast of these changes and attempt to accommodate those changes and innovations that will be of greatest benefit to the community and its citizens.

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GENERAL POPULATION CHARACTERISTICS

Fig. XI-6

	PERSONS										HOUSE- HOLDS	PERSONS PER HOUSE- HOLD
	TOTAL POPULATION	PERCENT		MEDIAN AGE	RACE			SPANISH ORIGIN	IN GROUP QUARTERS			
		UNDER 5 YEARS OVER	18 YEARS and OVER		65 YEARS and OVER	WHITE	BLACK			OTHER		
ASHLAND	14,943	6.2	78.1	11.8	27.9	14,416	69	263	298	1,130	5,909	2.34
BUTTE FALLS	428	7.2	70.3	14.0	30.2	422	-----	5	12	-----	158	2.71
CENTRAL POINT	6,357	8.1	66.9	9.8	28.8	6,175	-----	114	147	87	2,155	2.91
EAGLE POINT	2,764	10.4	65.7	9.5	27.3	2,696	1	37	46	-----	959	2.88
GOLD HILL	904	7.9	71.3	17.3	31.4	881	-----	16	22	3	344	2.62
JACKSONVILLE	2,030	4.1	77.3	21.6	40.4	2,011	-----	13	25	19	849	2.37
MEDFORD	39,603	7.9	72.3	13.7	30.5	38,268	47	608	1,195	952	15,559	2.48
PHOENIX	2,309	6.8	74.1	14.8	31.4	2,058	3	77	200	151	858	2.52
ROGUE RIVER	1,308	5.4	76.9	25.9	41.9	1,282	7	17	30	-----	565	2.32
SHADY COVE	1,097	7.5	75.1	18.6	35.7	1,066	1	19	32	-----	443	2.48
TALENT	2,577	7.5	74.5	16.7	31.5	2,430	5	39	168	84	1,023	2.44
JACKSON COUNTY	132,456	7.2	72.3	12.6	31.3	128,093	173	1,987	3,954	3,849	49,011	2.62
OREGON	2,633,105	7.5	72.5	11.5	30.2	2,490,610	37,060	62,089	65,847	57,649	991,593	2.60

SOURCE: SUMMARY CHARACTERISTICS FOR GOVERNMENTAL UNITS
Bureau of the Census, February 1982.

NOTE: "Persons of Spanish Origin" may be of any race.
The racial breakdowns, as estimated in the
Census reports, do not always equal the
total population of the jurisdiction.

ABILITY TO AFFORD HOUSING

The following issues and findings were discussed in Section IV (Economy) of this Plan and are brought forward to assist in this housing overview:

1. According to the 1980 Census, Phoenix had an unemployment rate of 9.5 percent, which was considerably lower than the 12.7 percent unemployment rate of Jackson County.
2. A comparison between Phoenix employment and County-wide employment showed that each was distributed fairly equally. However, Phoenix tends to have a slight advantage in the "blue collar" occupations.
3. The 1980 Median Household Income was \$14,375 in Phoenix. This was approximately seven percent lower than the County's median income.
4. The levels of educational attainment (years of school completed) is slightly higher in Phoenix than County-wide figures. About 41 percent of Phoenix residents have completed high school, compared to about 39 percent County-wide.

The following table provides an overview of the income distribution of Phoenix households, according to the 1980 Census:

INCOME RANGE	HOUSE- HOLDS	% OF TOTAL
LESS THAN \$2,500	38	4.5%
\$2,500 to \$4,999	97	11.4%
\$5,000 to \$7,499	73	8.6%
\$7,500 to \$9,999	86	10.1%
\$10,000 to \$12,499	77	9.1%
\$12,500 to \$14,999	72	8.5%
\$15,000 to \$17,499	75	8.7%
\$17,500 to \$19,999	39	4.6%
\$20,000 to \$22,499	75	8.8%
\$22,500 to \$24,999	45	5.3%
\$25,000 to \$27,499	41	4.8%
\$27,500 to \$29,999	17	2.0%
\$30,000 to \$34,999	55	6.5%
\$35,000 to \$39,999	31	3.6%
\$40,000 to \$49,999	20	2.4%
\$50,000 to \$74,999	9	1.1%
\$75,000 OR MORE	0	0.0%

NOTE: A graph showing the above breakdown compared to that of Jackson County is on page IV-10 of the Economy section.

Fig. XI-8

HOUSING COSTS BY
OWNERS & RENTERS

OWNER HOUSEHOLDS*			RENTER HOUSEHOLDS		
MORTGAGE STATUS	HOUSE-HOLDS	% OF TOTAL	GROSS RENT	HOUSE-HOLDS	% OF TOTAL
LESS THAN \$100	2	0.7%	LESS THAN \$60	4	1.4%
\$100 to \$149	2	0.7%	\$60 to \$79	0	0.0%
\$150 to \$199	47	16.4%	\$80 to \$99	11	3.8%
\$200 to \$249	35	12.2%	\$100 to \$119	10	3.4%
\$250 to \$299	39	13.6%	\$120 to \$149	6	2.0%
\$300 to \$349	23	8.1%	\$150 to \$169	5	1.7%
\$350 to \$399	47	16.4%	\$170 to \$199	16	5.5%
\$400 to \$449	40	14.0%	\$200 to \$249	40	13.7%
\$450 to \$499	18	6.3%	\$250 to \$299	64	21.9%
\$500 to \$599	17	6.0%	\$300 to \$349	86	29.5%
\$600 to \$749	13	4.6%	\$350 to \$399	26	8.9%
\$750 OR MORE	3	1.0%	\$400 to \$499	8	2.7%
			\$500 OR MORE	4	1.4%
			NO CASH RENT	12	4.1%
TOTAL:	286		TOTAL:	292	
*Excludes Condominiums					

The above figures provide a basis for evaluating the affordability of housing in Phoenix. Not included in these figures are 114 owner-occupied households that do not have a mortgage. Condominium owners are also not included, but Phoenix had very few condos in 1980 and their inclusion would not significantly affect the overall figures.

The Median Gross Rent in Phoenix in 1980 was \$288 per month, which was \$35 higher than the County median of \$253. Sixty-two percent of Phoenix households paid more than \$200 per month for rent, compared to only about 48 percent County-wide. As previously mentioned, the household income level in Phoenix is about seven percent lower than that of the County. This fact, in combination with the significantly higher rental rates, is an indication that there may be a housing imbalance in Phoenix that should be addressed through the appropriate allocation of housing types or densities. However, additional analysis is needed, before that assumption can be taken seriously.

One important difference between monthly costs paid by renters, as compared to costs paid by owners, is that rental rates reflect the current housing market more accurately. Rental rates can be adjusted frequently as housing demand and supply fluctuates. However, most older mortgages were established at fixed rates that fluctuate very little. Those homeowners who made their home purchase several years ago at a lower interest rate and lower price, now have payments that may be considerably lower than a buyer in today's market would expect to find. There are also some very important tax benefits available to home buyers that are not available to renters.

Approximately one of every three households in Phoenix (34%) are renter households. About 76 percent of the housing stock is made up of single-family units, including mobile homes. Many of the single-family units are renter-occupied (18% or 114 units) and virtually all of the 209 multiple-family units are rentals, although there has been a recent conversion of an apartment building to condominiums. Many of the single-family dwellings that are renter-occupied are older homes that, in some cases, have been poorly maintained and acquired by investors for rental purposes. According to the 1980 Census, 223 dwellings in Phoenix were built prior to 1950 and are now nearly 35 years old. Not all of these are now rentals, of course, but many are. Since single-family homes typically rent for more than a duplex unit or other multi-family unit, the fact that about one-third of all rental units in Phoenix are single-family homes may be a primary reason for the City's higher than average rental rates, when compared to Jackson County as a whole.

As shown in Fig. XI-5, the Median Value of owner-occupied housing in Phoenix in 1980 was \$51,300. The recent recession has brought new housing starts to a near standstill and housing prices, rents and family income have not changed significantly since the Census. Therefore, the following figures are based on the Census and are considered to be the most accurate figures available at this time. The table on the following page provides an estimate of the numbers of Phoenix households that could theoretically afford to buy homes at the prices listed. These housing prices range from a low of \$35,000 to a high of \$70,000, which is a general price range for most homes in the Phoenix area at this time, for both new and older homes. Most of the homes that are currently available for sale will be closer to the middle ranges. Single-family homes selling for \$40,000 or less are likely to be either very small or very old and deteriorated. However, these units are important because they do provide opportunities for those families who wish to buy a less expensive house with some "problems" and build some equity through rehabilitation. A problem sometimes arises when these houses are purchased by investors who may be looking for a tax write-off or an income property and have no intentions of making any major or costly improvements. And, since tenants don't normally do major work to a house they don't own, the property continues to deteriorate. When several of these properties arise in an otherwise stable neighborhood, they can have an adverse impact on neighborhood pride, level of maintenance of surrounding properties, and can result in further deterioration of the neighborhood. A method of dealing with this type of problem may be through the establishment of a "housing code" that contains property maintenance standards and requirements.

Fig. XI-9
AFFORDABILITY OF OWNER HOUSING
BY VALUE

SELLING PRICE	10% DOWN PAYMENT	AMOUNT FINANCED	MONTHLY PAYMENT	MIN. INCOME NEEDED		ABILITY TO AFFORD	
				PER MONTH	PER YEAR	HOUSEHOLDS	% OF ALL
\$35,000	\$3,500	\$31,500	\$324	\$1,080	\$12,960	466	54.8%
\$40,000	\$4,000	\$36,000	\$370	\$1,233	\$14,796	413	48.6%
\$45,000	\$4,500	\$40,500	\$417	\$1,390	\$16,680	382	44.9%
\$50,000	\$5,000	\$45,000	\$463	\$1,543	\$18,516	316	37.2%
\$51,300	\$5,130	\$46,170	\$475	\$1,583	\$18,996	309	36.4%
\$55,000	\$5,500	\$49,500	\$509	\$1,697	\$20,364	282	33.2%
\$60,000	\$6,000	\$54,000	\$555	\$1,850	\$22,200	227	26.7%
\$65,000	\$6,500	\$58,500	\$602	\$2,007	\$24,084	190	22.4%
\$70,000	\$7,000	\$63,000	\$648	\$2,160	\$25,920	158	18.6%

ASSUMPTIONS:

- Financing used in the above example is 10% down payment, 12% fixed interest rate, and a term of 30 years.
- Min. Income Needed is based on the purchaser paying no more than 30% of total gross income for housing.
- Ability to Afford is the number of households in Phoenix with incomes high enough to qualify them to purchase the homes at the prices listed. Taxes, insurance, utilities and other household debts are not included in this example.

SOURCE: 1980 Census household income figures.
Price ranges typical of Phoenix.

The table in Fig. XI-9 shows that more than half of Phoenix households probably could not afford to purchase a \$40,000 home, given the terms in the example. The example also assumes that the purchasers have savings in the amount needed for the down payment, which is not always the case. Land sales contracts have been popular as an alternative to bank financing and this method can offer advantages in terms of lower down payments, lower interest rates, and greater flexibility in the terms of the sale.

Fig. XI-9 also shows that 36.4 percent of Phoenix households could afford to purchase the "median" priced home at a price of \$51,300. Nearly two of every three households could not afford the average home. These households do have some options. They could purchase a less expensive mobile home, a smaller or older single-family conventional home, a condominium, or they could rent. Since most landlords are more flexible than banks on the levels of household income, families are often able to spend more of their income on rent than the banks would allow them to spend on house payments. Because of this, a table similar to Fig. XI-9 is not included for rental housing. There are too many variables involved and the City does not have an inventory of rental units by rent. The table below provides a reasonable estimate of the numbers of households in Phoenix that could afford the listed rent levels. From this table we can see that about 60 percent of the households could afford the City's median gross rent of \$288 per month. However, at the lower extreme, it can also be seen that 19.3 percent of all households (nearly one in five) does not have an income great enough to qualify for a \$150 per month rent payment, based on the 30% of income rule of thumb. There are rental units in this price range, but they are usually very small, single rooms, in poor physical condition, or are otherwise unsuitable for a family. The result is that many lower-income families are paying a much higher proportion of their incomes for housing that is available and/or suitable. Those households at the upper extreme of the income scale have many options available to them that are simply not available to lower-income residents.

Fig. XI-10

RENTAL AFFORDABILITY

MONTHLY RENT	ANNUAL INCOME NEEDED	FAMILIES THAT CAN AFFORD		FAMILIES THAT CAN NOT AFFORD	
\$100	\$4,000	754	88.7%	96	11.3%
\$150	\$6,000	686	80.7%	164	19.3%
\$200	\$8,000	625	73.5%	225	26.5%
\$250	\$10,000	556	65.4%	294	34.6%
\$300	\$12,000	494	58.1%	356	41.9%
\$350	\$14,000	436	51.3%	414	48.7%
\$400	\$16,000	377	44.4%	473	55.6%

HOUSING NEEDS ASSESSMENT

Statewide Planning Goal #10 requires that the City provide an estimate (or determination) of expected housing demand at varying rent ranges and cost levels. This involves various types of housing, various densities and different financing alternatives.

For purposes of this Plan, the housing stock will be viewed as three general categories, based on housing costs. These ranges are (1) Lower cost, (2) Medium cost, and (3) High cost. Within these categories we must assume that some units will be rentals and some will be owner-occupied. There will be some degree of overlap of housing types. Not all single-family or condominium units will be owner-occupied, although they may be built with that intention.

The basis of these estimates is the 1980 Census housing counts, as presented in Fig. XI-1. These are summarized as follows:

- SINGLE-FAMILY DWELLINGS ----- 79.2% owner-occupied
20.8% renter-occupied
- MULTIPLE-FAMILY DWELLINGS ----- 13.4% owner-occupied
86.6% renter-occupied
- MOBILE HOMES ----- 96.6% owner-occupied
3.4% renter-occupied
- * TOTAL HOUSING STOCK ----- 65.6% owner-occupied
34.4% renter-occupied

Single-family dwellings will continue to dominate the Phoenix housing stock, but this domination will be reduced somewhat by a higher proportion of multiple-family dwellings. This will be necessitated by the economics of the housing market and "affordability", and will be encouraged in certain areas of the community by City policies and by the appropriate zoning in order to provide for more affordable housing.

Lower Cost Housing

Lower-cost housing, for the purposes of this section, will be defined as housing that is affordable by households within incomes of less than 80 percent of the Jackson County Median Family Income of \$17,799. Thus, households with incomes of less than \$14,239 would be considered "lower-income". This would include 421 households, or 49.5 percent of all households in Phoenix. It is easily seen that this is a large proportion of the City's residents.

Households in this group typically can afford to pay up to about \$350 per month rent, or can almost purchase a \$40,000 home. Since there are very few homes for sale priced less than \$40,000, most of these residents will be renters or purchasers of mobile homes. The types of dwellings that these residents will occupy will be primarily multiple-family units and the older, smaller, and often deteriorating single-family homes that have found their way into the rental market.

Not all of the lower-income housing needs will be adequately met through the normal housing supply. To help provide for those households that are in greatest need, agencies such as the Dept. of Housing and Urban Development (HUD) and the Jackson County Housing Authority often provide housing subsidies or other special programs that are aimed at increasing the supply of lower-cost housing. In many cases there are benefits to the owners or developers of housing (the providers) that subsidize the costs of construction or rehabilitation. There are also special programs for the development of housing for a specific segment of the community, such as the elderly population. Many of the City's lower-income persons are elderly and living on fixed incomes. The City of Phoenix is not directly involved in housing programs or subsidy programs, but may assist in these effort through its support and in providing development opportunities through zoning or other controls.

Mobile homes offer a housing alternative that is still relatively inexpensive, compared to conventional housing. The higher-cost mobile home parks and mobile home subdivisions that are being constructed today are comparable in price to some conventional developments. Double- or triple-wide mobile homes can easily cost over \$40,000 and a mobile home subdivision lot in this area could add another \$20,000 to the price. The mobile home options that will be most attractive to the lower-income home buyer will be the single-wide units, most of which are located in older mobile home parks. The City does not currently have an excess of these parks, but there is a need and there is sufficient buildable land to accommodate additional parks. The City can make these areas available for this type of development, but it can't require the property owner to build this type of housing when other types are also permitted by the zoning ordinance. The City's role will be to point out the needs for various types of housing and the actual provision of that housing will depend largely on the economics of the project, or other "market factors".

About 27 percent of the City's housing stock is made up of Multiple-family dwellings (267 units). These dwellings are 86.6% renter-occupied and will be the primarily housing type for renters in the future. There are areas within the City and urbanizable area that are especially suited to higher density development of this type. However, again the City will not be able to "require" lower-income housing in areas zoned for R-2 or R-3 (multiple-family) development. It is fairly obvious that the need for multiple-family housing is increasing and that about half the City's population falls into the "lower-income" category.

In order to provide for the lower-income housing needs, the City's Comprehensive Plan has provided sufficient land areas and the proper zoning to encourage the development of those types of housing units that can meet the lower-income housing needs. Mobile home parks that rent spaces are proposed to increase from the present 236 spaces to 319 spaces. This will permit the development of at least one medium sized mobile home park to provide spaces primarily for single-wide units. A development of this type has already been proposed for an area in the southern portion of the City and in accordance with the existing zoning. There is also a growing need in Southern Oregon for "mobile home subdivisions". Such developments are permitted outright in all residential zoning districts and should result in a good lower-cost housing alternative. The quality of mobile

homes has increased considerably in recent years and "manufactured housing" is gaining in popularity. In fact, this type of housing that is built primarily in factories and shipped to the site is built to standards that are comparable to conventional housing, but is also lower in cost and quickly erected at the site. In order to provide opportunities for lower-cost mobile home subdivisions, the Plan is allocating 240 new housing units for this type of use.

The other major type of lower-cost housing is the multiple-family structure, typically developed in the City's R-3 zoning district. It is felt that the number of multi-family units should be doubled by year 2000 to provide for lower-income residents in proportion to the number of lower-cost units now provided. This would raise the number from the present 199 to 389 by year 2000. It is anticipated that the 86.6 percent renter-occupancy of these units will drop slightly to about 70 to 75 percent as a higher proportion of multi-family units are built as condominiums and increase in popularity as alternatives for young singles, couples and elderly residents.

Medium Cost Housing

The "medium" income category will be defined as those households with incomes greater than 80 percent of the County's Median Family Income, but less than 140 percent of that median. In other words, this group would have incomes within the range of \$14,239 to \$24,919. This group includes 254 households, or 29.9 percent of all Phoenix households. This group is smaller than the lower-income group, but larger than the upper-income group.

Within this population group are the majority of those who reside in the City's over-occupied single-family housing, including many of those who live in Bear Lake mobile home park. These households can afford to purchase those homes in the \$40,000 to about \$65,000 range, and can afford the rents asked by most rental units in the area. This is also the income range which is most active in the housing market. Many of the newer subdivisions, mobile home subdivisions, condominiums, and older re-sale homes fall into this cost range. Although this group is only about 30 percent of the Phoenix households, it enjoys considerable flexibility in housing opportunities, as compared to those in the low and high extremes who are often competing for housing within a more limited or specialized market.

The single-family conventional home will continue to dominate the Phoenix housing supply in the future. Presently, these units make up nearly half (48.9%) of the total housing stock. However, most of these dwellings are beyond the financial range of most lower-income residents and there has not been a sufficient demand to keep many of these homes out of the rental market. As a result, many of these older and smaller homes are being rented, often to lower-income households that are paying more than 30 percent of their incomes for rent. This is not an adequate provision of housing, but shows an imbalance.

Because of the identified need for a greater proportion of lower-cost housing opportunities, the year 2000 Plan will provide for a lower percentage of single-family "conventional" homes, although the Plan does

provide for the construction of nearly 600 new SFR units. Another reason for this reduced need is the increasing popularity of mobile or manufactured housing, which is permitted outright in residential zoning districts and can be expected to capture at least a ten percent share of the total housing stock by year 2000. The identified need for single-family conventional housing (total) by year 2000 is 1,078 dwellings. Mobile or manufactured housing will add another 240 units, and the future construction of medium priced condominium units will round out the needs of this "medium" income group of Phoenix residents.

High Cost Housing

High cost housing is also an important component of the City's overall housing inventory. For purposes of this section, upper-income households are considered to be those with incomes greater than 140 percent of the County median, or greater than \$24,919. These households total 175, or 20.6 percent of all households. These residents should be able to afford to rent virtually any rental unit in the community, and are the occupants of most single-family homes having a value upward of \$70,000.

The Phoenix housing stock includes some scattered homes in this cost range and some small concentrations of such homes. These are primarily in the newer areas of the community and on the hillside at the south end of the City. It is estimated that there will be an increasing demand for new housing at the high end of the price scale in the future. There are available housing sites that are particularly conducive to this type of development. The south portion of the hillside will soon be developed for large-lot higher-cost homes. Another hillside area on the east side of the freeway will also offer opportunities for the development of "view lot" homes. Because of the costs related to hillside development, these areas are not suitable for lower-cost housing development. Of the 600 single-family homes that will be built between now and year 2000, approximately 100 to 150 will be built on slopes, will have views of the valley and surrounding mountains, and will fall into the upper price ranges.

Housing Needs Summary

Based on the foregoing discussion, the following table provides a summary of the year 2000 housing needs, by housing type:

Fig. XI-11

YEAR 2000 HOUSING NEEDS

HOUSING TYPE	EXISTING	%	YEAR 2000	%
SINGLE-FAMILY CONVENTIONAL	560	48.9%	1,078	46.4%
MOBILE HOME (In Park)	301	26.3%	319	13.7%
MOBILE HOME (Subdivision)	17	1.5%	240	10.3%
DUPLEX	68	5.9%	300	12.9%
MULTIPLE-FAMILY	199	17.4%	389	16.7%

Fig. XI-12

DISTRIBUTION OF HOUSING NEED

EXISTING & PROPOSED UNITS BY
TYPE & GENERAL AREA

	HOUSING NEED DISTRIBUTION Existing (1982) & Year 2000				ACREAGE PLANNED & ZONED FOR RESIDENTIAL
	UNIT* TYPE	EXISTING DWELLINGS	DWELLINGS TO BE ADDED	TOTAL DWELLINGS PROPOSED	
URBANIZABLE AREA	SFR	78	446	524	277.6 ac.
	DUP	0	0	0	
	MF	0	0	0	
	MHP	65	58	123	
	MHS	17	223	240	
CITY AREA	SFR	482	72	554	194.9 ac.
	DUP	68	232	300	
	MF	199	190	389	
	MHP	236	0	236	
	MHS	0	0	0	
TOTAL UGB AREA	SFR	560	518	1,078	472.5 ac.
	DUP	68	232	300	
	MF	199	190	389	
	MHP	301	58	359	
	MHS	17	223	240	
UNIT TOTALS		1,145	1,221	2,366	

* UNIT TYPES: SFR - Single-family Residence
 DUP - Duplex (two-family structure)
 MF - Multiple-family structure
 MHP - Mobile Homes in Mobile Home Parks
 MHP - Mobile Homes in M.H. Subdivisions or
 on individual lots.

HOUSING CONDITIONS

As discussed earlier in this Section (P. XI-5), more than half of the Phoenix housing stock was built since 1970. For the most part, this housing is still in good condition and meets most of today's standards.

Probably of greatest concern is that portion of the housing stock that was built prior to 1940 and is now nearly 45 years old, or older. Dwellings in this group total 223, or nearly 24 percent of all housing in Phoenix. With the exception of scattered single dwellings, the majority of these dwellings are located in the older neighborhood of the City bounded by First and Fifth Street on the south and north, and Main Street and the railroad on the east and west, respectively.

The map on the following page shows the City's housing condition survey that was conducted in the late 1970s and updated in 1983. The City does not have a housing improvement program of any kind in operation at this time. However, the City has provided its support and approval of a rehabilitation program that the Jackson County Housing Authority hopes to initiate in the near future, pending a HUD grant approval.

There are very few "dilapidated" housing units in Phoenix at this time, but at least 23 dwellings have been identified as "deteriorating". Dilapidated structures are those that are generally beyond repair and should be removed. However, dwellings that are deteriorating can be repaired or rehabilitated to provide safe and decent housing for years to come. Many of these units are the results of neglect. In some cases they are owned by investors who use them for the rental income or for a tax write-off and are not interested in undertaking major improvements. In other cases they may be owned by elderly residents who, for health or other reasons, cannot keep up with routine care and maintenance.

The City does not have the financial capacity to undertake a housing rehabilitation program at this time. However, there may be ways in which the City can encourage improved maintenance, or provide incentives for improvements or private rehabilitation. The City will continue to monitor the situation and investigate ways to improve housing conditions, including the availability of housing-related grant programs, incentive programs, clean-up or fix-up campaigns, or other projects, as appropriate.

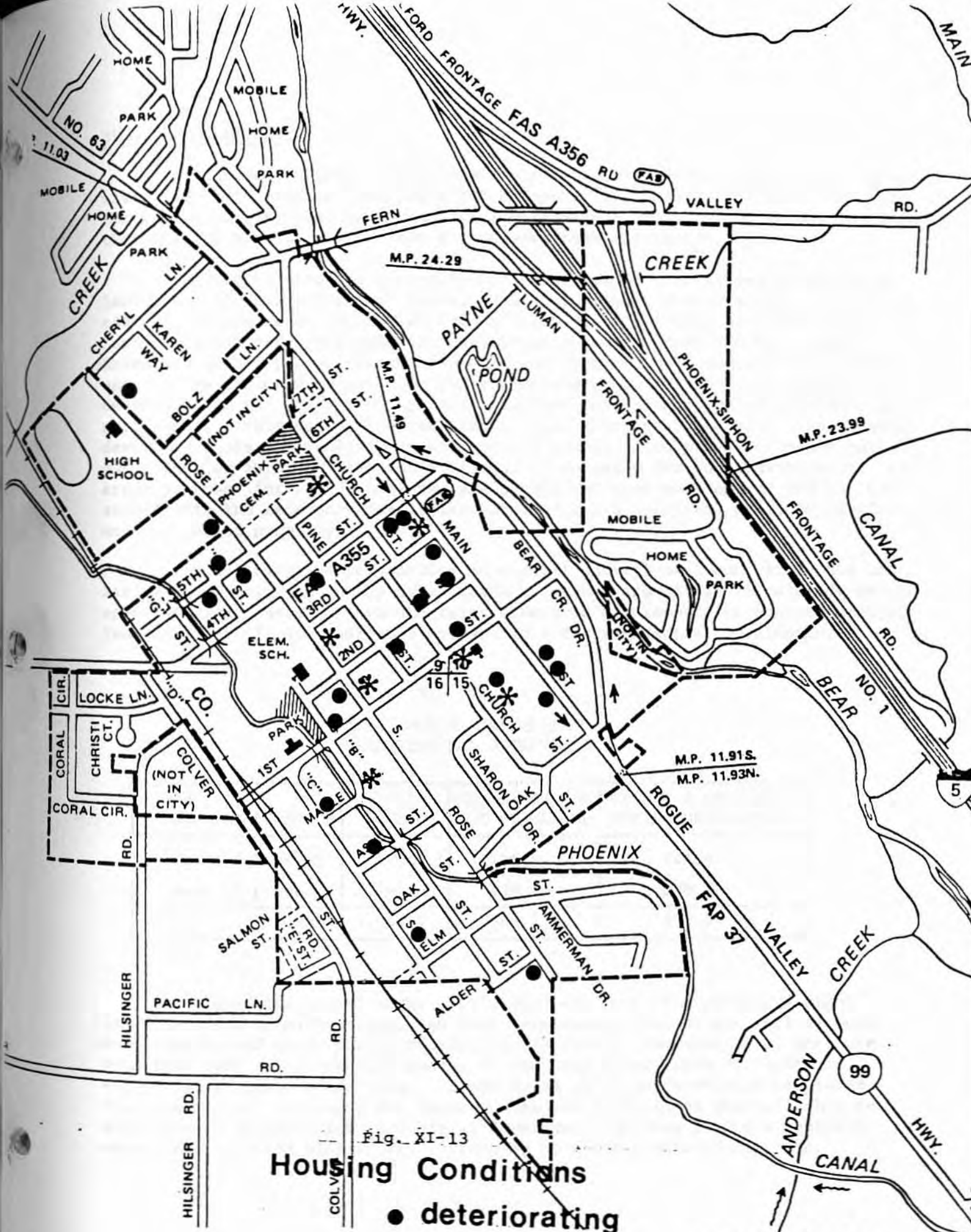


Fig. XI-13

Housing Conditions
 ● deteriorating
 * dilapidated

PHOENIX

BUILDABLE LANDS

As defined by LCDC, "buildable lands" are lands within urban or urbanizable areas that are suitable, available and necessary for residential use. The plan for future housing must take into consideration the amount of buildable lands in the planning area to ensure that the housing need can be met.

The City's Land Use Inventory of 1982 provided a breakdown of all major land uses, including "vacant" lands. However, we must now go a step further to address the key words "suitable" and "available". Obviously, not all vacant land is suitable for residential, particularly areas within the Bear Creek Greenway, within public rights-of-way, areas that are more suitable for other uses, areas impacted by noise or other problems, etc. There is no publicly-owned land in the Phoenix UGB that is proposed for, or considered available for, residential development. However, those lands that are proposed for residential development are not publicly-owned, are not within flood plains or other hazardous areas, or in other ways not available or suitable for such development. All areas proposed for residential use are capable of such development and can be served with the necessary facilities, utilities and services, provided development is phased properly.

The following table provides an overall summary of lands within the City limits of Phoenix and in the urbanizable area that are either (1) already developed for urban uses, (2) are otherwise committed or planned for non-residential land uses, or (3) are available and suitable for residential development.

Fig. XI-14

BUILDABLE LANDS FOR RESIDENTIAL PURPOSES

GENERAL LOCATION	TOTAL ACREAGE	DEVELOPED OR NOT AVAILABLE	VACANT & AVAILABLE RESID. DEVELOPMENT
East of Freeway	274.9	130.5	144.4
West of Freeway	757.8	429.7	328.1
TOTAL	1,032.7	560.2	472.5

The acreages listed above are "gross" and include streets and other lands that are normally associated with development, but do not include such major public and quasi-public facilities as schools, churches, etc. that are permitted uses in residential zones, or that may be expected to locate in such areas as conditional uses. Lands found to be not available are those that are already developed for "urban" uses and those lands that will not be available or suitable for residential development because they are publicly owner, are in flood plains, are in freeway or other rights-of-way, etc.

The following table provides a more specific breakdown of land uses for all areas within the City limits and within the urbanizable areas for the base year (1982) and Year 2000. The acreages in this table are "net" acreages, assuming typical allocations of land for streets, etc. at a rate of about 20 percent. It can be seen in this table that the majority of new residential land will be in the urbanizable areas, since there is very little vacant and available residential land remaining within the City. In fact, 90.3 percent of lands developed for residential purposes by Year 2000 will be in the urbanizable area.

Fig. XI-15
LAND USE DISTRIBUTION

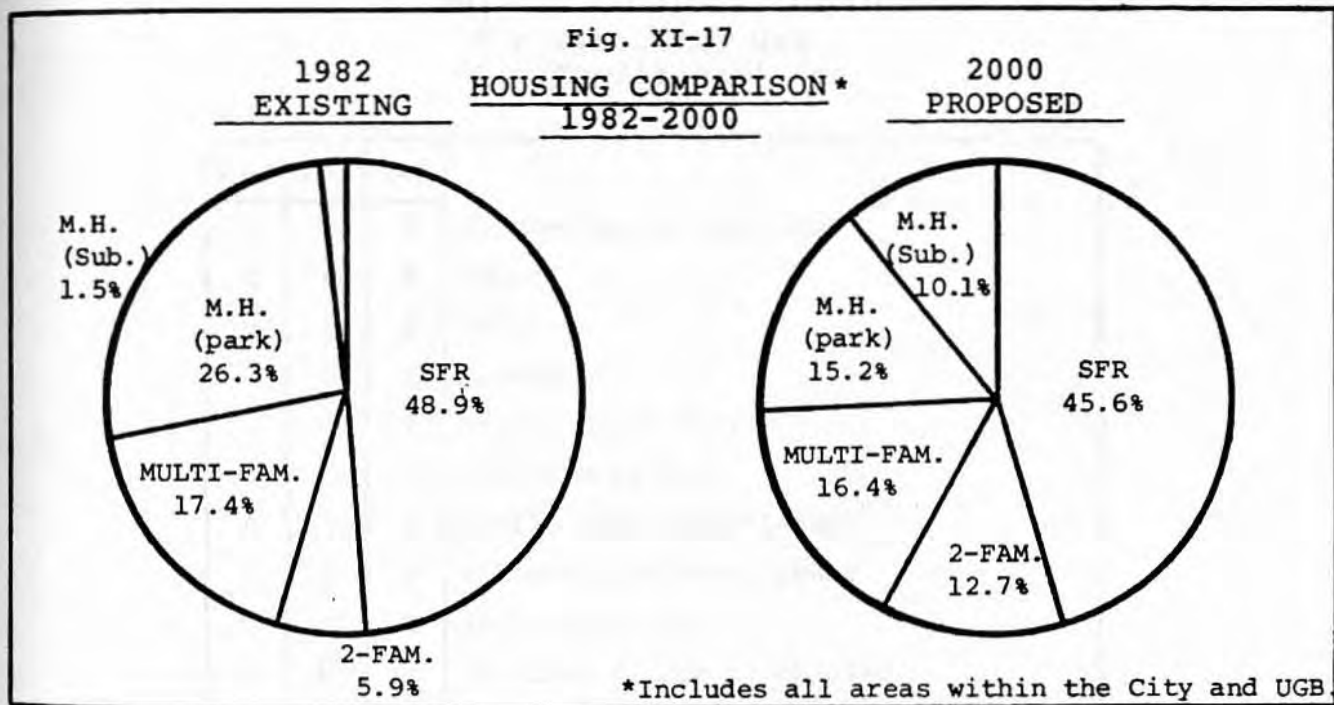
	WITHIN CITY		URBANIZABLE AREA		TOTAL	
	1982	2000	1982	2000	1982	2000
RESIDENTIAL	143.2	161.2	45.2	212.1	188.4	373.3
COMMERCIAL	44.6	111.6	18.0	50.0	62.6	161.6
INDUSTRIAL	14.3	25.7	0.0	73.9	14.3	99.6
PUB./QUASI-PUB.	166.2	176.2	121.4	222.0	287.6	398.2
VACANT LAND	106.4	0.0	373.4	0.0	479.8	0.0
TOTAL:	474.7	474.7	558.0	558.0	1032.7	1032.7

The following table shows the planned distribution of the Year 2000 housing stock by housing type. The table shows the population per unit factors that were used and also shows the distribution of units by type and distribution of the population by housing type.

Fig. XI-16
PLANNED HOUSING DISTRIBUTION
BY TYPE AND POPULATION

HOUSING TYPE	DWELLING UNITS	AVERAGE POP./UNIT	TOTAL POPULATION	% DISTRIBUTION	
				DWELLING UNITS	POPULATION
SINGLE-FAMILY RESIDENTIAL	1,078	3.0	3,242	45.6%	50.1%
TWO-FAMILY RESIDENTIAL	300	2.8	842	12.7%	13.0%
MULTIPLE-FAMILY RESID.	389	2.4	937	16.4%	14.5%
MOBILE HOMES (in parks)	359	2.0	721	15.2%	11.2%
MOBILE HOMES (in subdiv.)	240	3.0	723	10.1%	11.2%
TOTAL:	2,366	2.7	6,465	100.0%	100.0%

The following pie charts show the percentage distribution of dwelling units proposed in the Comprehensive Plan, as compared to the existing distribution, as of 1982. These charts show that the Year 2000 distribution will be much better balanced overall and is aimed at providing a greater range of housing opportunities for all income ranges. Two-family dwellings will increase by 232 units to raise the distribution from the present 5.9 percent to 12.7 percent. Although the distribution of multi-family units will decrease one percent, the total number of multi-family units will increase by 190 units, providing new opportunities for lower-cost rental units or condominiums. Mobile home parks presently make up 26 percent of the housing stock and no new large parks are proposed, although opportunities are provided for the expansion of existing parks and one or two smaller parks, one of which is already proposed. There is a considerable need and demand for mobile home subdivisions where the owner can purchase the land, rather than renting. To meet this need, the City is proposing over 10 percent of the housing stock to be in the form of mobile home subdivisions, a significant increase.



RESIDENTIAL ZONING

In addition to assuring that sufficient land is available for the City's defined housing needs, the state requires that implementing measures, such as Zoning and Subdivision ordinances, be adequate to permit the needed housing by type. The foregoing analysis found that the housing needs can be adequately met on those lands that are proposed and planned for residential development and use. As shown on the following page, there is adequate flexibility in the City's zoning ordinance to permit a variety of housing. The zoning map is consistent with the Plan map and will implement the City's housing proposals.

Fig. XI-18

RESIDENTIAL DEVELOPMENT
OPPORTUNITIES

ZONING DISTRICT	MINIMUM LOT AREA			MAXIMUM LOT COVERAGE	MAXIMUM STRUCTURE HEIGHT
	FIRST UNIT	SECOND UNIT	SUCCEEDING UNITS		
R-1	6,000 sf	N/A	N/A	40%	2½ Stories/35 ft.
R-2	5,000 sf	2,000 sf	N/A	50%	None
R-3	5,000 sf	2,000 sf	1,000 sf	50%	CUP if over 35 ft.

P = Permitted Use
C = Conditional Use

R-1	R-2	R-3	
P	P	P	Single-family dwellings
C	P	P	Duplex
--	P	P	Triplex
--	--	P	Four-plex
--	--	P	Other Multi-family
--	--	C	Mobile Home Park
P	P	P	Mobile Home Subdivision
P	P	P	Planned Unit Development
C	C	C	Home Occupations
C	C	C	Churches & Church Schools
C	C	C	Schools, Nursery Schools & Playgrounds
C	C	--	Parks & Other Public Facilities
--	--	C	Nursing Homes
--	--	C	Hospital & Health Centers
--	--	C	Government Structures

CONVERSION STANDARDS FOR URBANIZABLE LANDS

A preliminary LCDC review of the Phoenix Comprehensive Plan noted an inconsistency in the zoning applied to areas outside the City, but within the urbanizable area. The City has "pre-zoned" all areas within its UGB in order to show zoning/Plan consistency and to eliminate any doubts about zoning upon annexation. However, the urbanizable areas are still under the County's jurisdiction until annexation and the County's zoning applies until that time.

Jackson County zoning is typically "rural" and is not directly consistent with that of the City. LCDC requires that lands within the urbanizable area be protected from inappropriate development and subdivision so that their urban potential won't be eroded prior to annexation. To accomplish this, LCDC suggested that the City either work with the County to increase the minimum lot sizes within the UGB, or to develop "redivision" or "conversion" requirements.

During the spring of 1984, the City worked closely with Jackson County and the local DLCD representative and a set of "conversion standards" were developed and proposed for adoption by the County. These will then become a part of the County's Land Development Ordinance and will be applied automatically whenever lands are proposed for partitioning within an urban growth boundary, provided that community has agreed with this procedure. At the time of this writing, the conversion standards have been presented to the County Planning Commission and are currently in the process of review and action. When adopted, this procedure should effectively protect all urbanizable lands from premature or inappropriate partitioning.

At the present time, there is only one tax lot on the west side of the freeway that is large enough to be partitioned under the present County zoning. All other areas on the west side already consist of small tax lots and residential "rural" development and could not be partitioned, even though the County's zoning includes minimum tax lots of 2.5 or 5 acres. There appears to be no problem with these areas and the present County zoning is appropriate.

HOUSING POLICIES

1. The City of Phoenix shall endorse the national housing goals and strive to provide safe, sanitary and healthful housing for all citizens of the City of Phoenix, regardless of race, religion, creed, color, national origin, age or sex.

This policy is consistent with State Housing Guidelines and the Civil Rights Act of 1963, as amended. It opens the door for state and federal housing assistance programs, subject to the endorsement of the City, if it wishes to participate in such programs, or if it has no objections to the administration of such programs within the community by other agencies. This policy also prohibits discrimination against any persons who seek adequate housing in Phoenix for themselves or for their families.

2. The City shall recognize the many diverse housing needs within the community and acknowledge the need for a coordinated effort of private industry, city, county, state and federal governments to solve the housing problems and meet the identified needs.

Housing problems defy any one, single solution. Normally, they demand the coordination of every resource within the community to provide adequate housing for all citizens. This requires participation by the private sector, with encouragement by the City, County, and State, and financial participation by the federal government. All avenues of housing assistance and participation will be considered by the City, recognizing that the coordination of affected agencies is crucial to adequately provide for the wide diversity of housing needs.

3. The City shall allow private industry the first opportunity to provide housing services, while recognizing that the private sector may not be able to fill all the housing needs within the community.

This policy encourages the private sector to take the lead in the provision of housing in Phoenix, as it has traditionally done. In addition to simply building the dwellings, the private sector has other options that can assist in providing for the more specific housing needs, such as participating in the HUD Section 8 rental assistance program and other government programs that will either increase the supply of housing or lower the costs and make it more affordable. The City must, at the same time, ensure that the provision of "low-cost housing" does not compromise the standards of the community or be allowed to erode the quality of residential neighborhoods.

4. The City shall encourage the conservation and rehabilitation of existing housing stock through the implementation of a reasonable code enforcement program, complemented by programs that provide the financing for such enforcement activities.

Several dwelling units within the City of Phoenix have been identified as "deteriorating". At the present cost of replacement, it is important to protect the existing housing stock through on-going maintenance and rehabilitation whenever possible. This housing is a valuable resource of the community and maintenance and rehabilitation is much more economical in the long run than is new construction (replacement).

A few of Phoenix' housing units have been identified as being in a "dilapidated" condition. When it is not economically feasible to save these units, the code enforcement program should be enacted and these buildings demolished, thereby making the property available for new construction of safe housing that meets today's standards. The demolition of a badly deteriorated, unsafe structure is usually in the best interests of the community and will help ensure that Phoenix residents are not housed in dangerous or substandard dwellings.

There are several state and federal programs that encourage the rehabilitation and reconstruction of housing units. The City will continually monitor these possibilities and participate, whenever possible or appropriate, to assist in on-going improvements to the housing stock.

5. The City shall retain and conserve residential neighborhoods adjacent to commercial activities in the community through the use of zoning, rehabilitation, and up-grading of the living environment.

Residential neighborhoods adjacent to commercial areas are often subject to gradual deterioration as the commercial uses encroach into the neighborhood. Such neighborhoods, however, are valuable to the elderly, those without a personal automobile, and others who need or desire to live within walking distance of shopping and employment opportunities, as well as other services that are available in the commercial districts.

In its application of land use planning, Phoenix has taken into account the need for housing in close proximity to commercial areas. The City is also aware of possible conflicts between commercial and residential uses and has minimized these potential conflicts through development siting, orientation, buffering, and other provisions of City codes. Further revisions to the Zoning Ordinance will further strengthen these measures and lessen future conflicts. (Section XIV of this Plan includes provisions for reducing land use conflicts also.)

6. In new, emerging residential areas, the City shall provide a full range of residential uses, accommodating all types of housing; where necessary, Municipal Code adjustments will be made to accommodate these residential uses.

Prior to recent annexations, there was little vacant land in Phoenix that was suitable and available for additional new housing. The annexation process helps to expand the City's land base and make new housing opportunities available.

Within the City's jurisdiction, it is important to provide land for all types of housing, including single-family, multiple-family, mobile home parks and subdivisions, and other housing types that can provide variety and "housing alternatives" for Phoenix residents.

In order to provide adequate housing, appropriate land use designations must be applied. These are generally delineated on the Comprehensive Plan Map and interpreted into zoning districts, as illustrated on the City's official Zoning Map. These two maps are consistent with each other. The Comprehensive Plan shows residential lands in the three density ranges of low, medium and high, which are directly compatible with the City's R-1, R-2, and R-3 zoning districts. All housing needs described in this section of the Plan have been allocated to the appropriate zoning districts for implementation.

SECTION XII

RECREATION & OPEN SPACES

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RECREATION & OPEN SPACES

INTRODUCTION

The provision of parks and open space areas for both passive and active recreation is very important to residents of and visitors to the community of Phoenix, and are also an important function of the community itself. Developed parks are most obviously beneficial, particularly if located strategically throughout the community and easily accessible to users of all ages. In addition to parklands, other open space areas are also important to the visual image of the community and to the preservation of natural resources.

The City of Phoenix is continuously changing, physically, economically, and socially. Many of the changes affect the residents directly and put greater demands on the City to provide new or expanded facilities for recreation. Phoenix will continue to grow in all age categories. There are growing numbers of young families with children and, at the other extreme, increasing numbers of elderly residents. Both groups have recreational needs that require appropriate facilities or areas, as will be discussed later. The City of Phoenix will have to continually monitor the recreational needs and trends of its residents and plan accordingly.

This section of the Plan is intended to provide an inventory of the City's recreational and open space areas or facilities, to point out other recreational opportunities in the general vicinity, to consider recreational facilities development standards and community needs to year 2000, and to establish policies aimed at meeting those needs.

RECREATIONAL GOAL

Statewide Planning Goal #8 (Recreational Needs) is:

"To satisfy the recreational needs of the citizens of the state and visitors."

In striving toward this goal, the City is attempting to establish a plan that is (1) in coordination with private enterprise, (2) in appropriate proportions to the population (user groups), (3) in such quantity, quality and location as is consistent with the availability of the resources to meet such requirements, and (4) in coordination with other local and regional needs and plans.

RECREATION PARTICIPATION & TRENDS

Before the specific discussion of local park and open space areas or local recreational needs, this section takes a broader look at state and regional recreational activities. From this, we will get an overview that may be helpful in projecting needs for Phoenix.

Figure XII-1 (Activity Popularity), provides a statewide overview of recreational activities. It shows the percentages of Oregon residents that participate in the listed activities, according to the 1975 Oregon Outdoor Recreation Demand Bulletin. As indicated, more people participate in picnicking than any other recreational activity — approximately three of every four. Camping, fishing and pleasure walking are also very popular. Bicycling and hiking are also quite high on the list. Most of these types of activities can be enjoyed in Phoenix or the surrounding area.

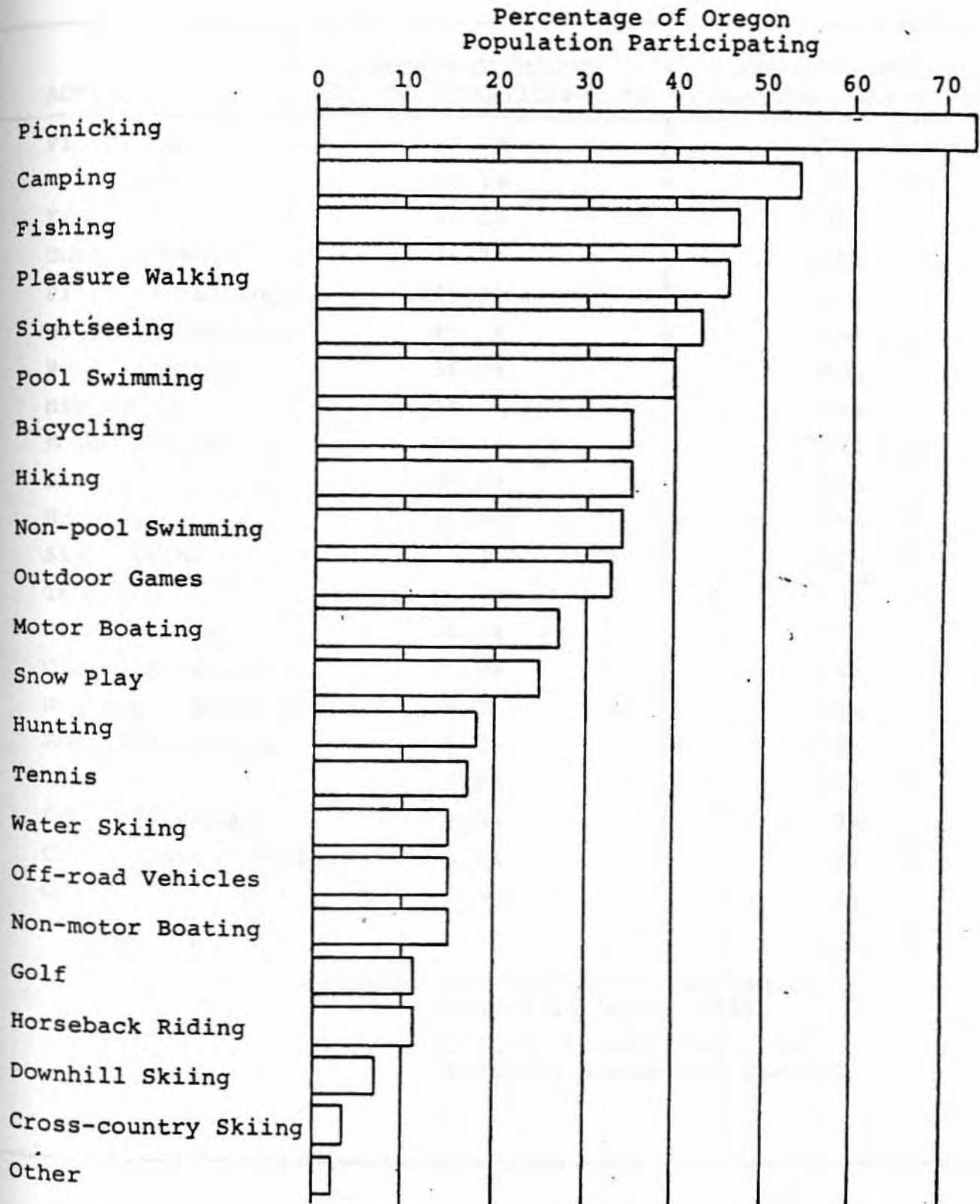
Figure XII-2 (Comparison of Recreation Participation Rates), provides a comparison between Jackson County and the State of Oregon for each of the most popular recreational activities. The County figures were derived from Jackson County's Recreation Element of the Comprehensive Plan. Again, picnicking showed the highest percentage of participants, followed by camping, fishing, outdoor games, and pleasure walking. A related activity that may not have been specifically included because of its fairly recent popularity is "jogging". This activity has grown significantly in recent years and requires facilities similar to those required for walking or bicycling, although school athletic tracks are also used.

The participation rate figures give an indication of the range of each listed activity and the level of participation within the County and State. They do not, however, show "frequency". For example, although 83 percent of all Jackson County residents participate in picnicking, many of these may go on a picnic only once or twice per year. In contrast, the frequency of other activities, such as bicycling, pleasure walking, or jogging, may be daily activities for many. In order to get a better feel for the participation rate, Figure XII-3 provides a "per capita" rate of participation. This is the average number of individual activity "occasions" during a year, if the total population participated, and was obtained by dividing the total number of participant occasions by the total population. This procedure results in the activities of pleasure walking and bicycling being the leaders, followed by outdoor games, pool swimming, and picnicking.

Considering these statistics, the Comprehensive Plan for Phoenix emphasizes the need for recreational facilities that will provide for the greatest needs, particularly facilities or areas for walking, jogging, bicycling, picnicking and other outdoor activities.

Fig. XII-1

ACTIVITY POPULARITY



Source: Oregon Outdoor Recreation Demand Bulletin, 1975.

Fig. XII-2

**COMPARISON OF
RECREATION PARTICIPATION RATES**

(Oregon & Jackson County)

ACTIVITY	PERCENT OF COUNTY RESIDENTS PARTICIPATING	PERCENT OF STATE RESIDENTS PARTICIPATING
Picnicking	82.9%	73%
Camping	62.1%	54%
Fishing	49.1%	47%
Outdoor Games	44.7%	33%
Pleasure Walking	43.3%	46%
Non-pool Swimming	42.3%	34%
Pool Swimming	36.9%	40%
Hiking	35.1%	35%
Motor Boating	32.4%	27%
Bicycling	31.1%	35%
Hunting	22.9%	18%
Sightseeing	21.2%	43%
Tennis	16.0%	17%
Water Skiing	15.4%	15%
Off-road Vehicles	15.0%	15%
Non-motor Boating	9.9%	15%
Horseback Riding	8.2%	11%
Golf	7.8%	11%
Downhill Skiing	5.5%	7%
Cross-country Skiing	2.7%	3%
Other	2.7%	2%

SOURCE: Oregon Outdoor Recreation
Demand Bulletin, 1975.

Jackson County Comp. Plan
Proposed Recreation Element

Fig. XII-3

JACKSON COUNTY
PER CAPITA PARTICIPATION

<u>ACTIVITY</u>	<u>TOTAL ACTIVITY OCCASIONS</u>	<u>PER CAPITA RATE</u>
1. Pleasure Walking	3,317,520	30.05
2. Bicycling	3,141,984	28.45
3. Outdoor Games	2,030,256	18.39
4. Pool Swimming	1,787,376	16.19
5. Picnicking	983,644	8.91
6. Fishing	716,496	6.49
7. Sightseeing	691,104	6.26
8. Off-road Vehicles	536,544	4.86
9. Camping	513,360	4.65
10. Non-pool Swimming	493,488	4.47
11. Tennis	483,552	4.38
12. Motor Boating	346,656	3.14
13. Hiking	327,888	2.97
14. Horseback Riding	284,832	2.58
15. Hunting	230,736	2.09
16. Water Skiing	178,848	1.62
17. Golf	130,272	1.18
18. Downhill Skiing	119,232	1.08
19. Non-motor Boating	85,008	0.77
20. Cross-country Skiing	19,872	0.18
Other	140,208	1.27

SOURCE: Jackson County Comp. Plan
Proposed Recreation Element

INVENTORY OF EXISTING FACILITIES & AREAS

Jackson County

The residents of Southern Oregon enjoy a wide range of recreational opportunities during all seasons of the year. Fishing, hunting, boating, hiking, cycling, camping, and many other recreational activities are available throughout the County and most are within a two-hour drive of Phoenix. In addition, there are such cultural activities as theaters, music and art festivals and exhibits, museums, and many other local activities in all Jackson County communities, most of which are within a half-hour drive or bus ride.

The following is a partial list of recreational and cultural opportunities in Jackson County that are easily accessible to the residents of Phoenix.

JACKSONVILLE

- Historical Community
- Peter Britt Music Festival
- Pioneer Village Museum
- Jacksonville Cemetery
- Jacksonville Museum (Old County Courthouse, 1883)
- Pioneer Days (June)
- Historic homes and buildings

MEDFORD

- Pear Blossom Festival (April) & Pear Blossom Run
- Music and Art activities and exhibits
- Two outdoor swimming pools (public)
- Tennis, golf, racquetball, etc.
- Theaters, clubs, cultural organizations

ASHLAND

- Oregon Shakespearean Festival
- Southern Oregon State College (various activities)
- Lithia Park & evening band concerts
- Arts & Crafts exhibits and galleries.

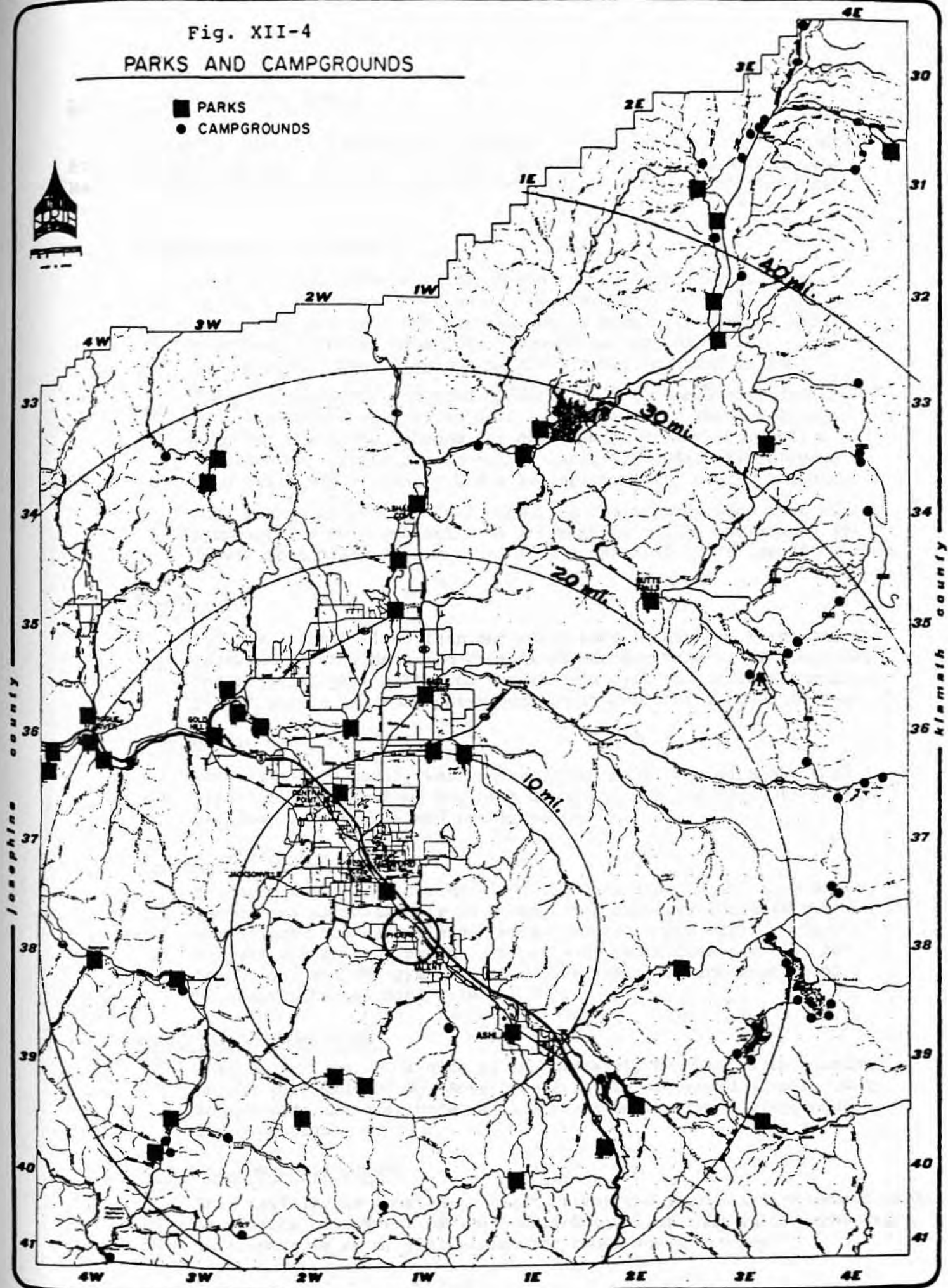
OTHER OPPORTUNITIES

- Mt. Ashland Ski Area
- Crater Lake (skiing, snowshoeing, sightseeing, hiking)
- Pacific Crest Trail (Hiking, Horseback Riding)
- Rogue River (Fishing, Rafting, Hiking)
- Jackson County Exposition Park (County Fair & many other events)
- Various Lakes (Boating, fishing, swimming, camping, hiking, etc.)
- Bear Creek Greenway (bicycling, hiking, nature study)

NOTE: Figure XII-4 on the following page shows the general location of parks and campgrounds throughout Jackson County.

Fig. XII-4
PARKS AND CAMPGROUNDS

- PARKS
- CAMPGROUNDS



LOCAL PARKS & OPEN SPACE

Cultural and recreational opportunities in the Phoenix area are provided primarily by the City and by the School District. Recreational facilities currently available in Phoenix are as follows:

PHOENIX PARK (Colver Road)

This is a new park facility of approximately 5.5 acres, located in the southwestern portion of the Community. This park has been developed over the past two years primarily through local volunteer efforts, donations of equipment and materials, and a landscaping grant of approximately \$14,000 received in 1983.

The park currently provides opportunities for baseball, soccer, and other field sports, as well as picnicking. The development plan for the park includes the development of a playground, a picnic area, pavillion, horseshoe facility, pedestrian/bicycle path (also for jogging), and a senior/community center building.

This park will be the focal point for the neighborhood that is proposed for this general area and will be easily accessible by Colver Road or by a path crossing the railroad to "B" or "C" Street.

CITY PARK

This is a small (less than one acre) park located on First Street adjacent to City Hall and Phoenix Elementary School. It includes the original jail cell from the Phoenix Jail (historic structure), picnic tables and some playground equipment with lawns and trees.

BICENTENNIAL PARK

This is also a small, vest-pocket type, park located along Main Street in the downtown business district. It includes off-street parking, a lawn area and picnic table.

PHOENIX HIGH SCHOOL

The high school is located along the west side of No. Rose Street and covers approximately 15 acres. The facility includes two gymnasiums, football field, track, tennis courts (2), and fields for various outdoor games. The outdoor facilities are open for public use and the gyms are also made available for some group or organizational activities.

PHOENIX ELEMENTARY SCHOOL

This school is on a site of approximately 8 acres, also located on the west side of No. Rose Street, north of Second Street. Outdoor fields are available, as are basketball courts, playground, and gymnasium.

CITY HALL/COMMUNITY CENTER

This facility is located on First Street and includes City administration and Police Department offices, City Council chamber which serves as a multi-purpose room, smaller meeting room, and a kitchen.

The Open Space Map (Fig. XII-5) identifies all major public and quasi-public open space properties within the Community and Urban Growth Boundary. The predominant owners of open space within these areas are the City, Jackson County, and the School District. The State might also be included in this list, if the I-5 Freeway is considered as open space. Smaller "public" areas on the map include public and quasi-public facilities as the Post Office, churches, the Grange Hall, the cemetery, and others.

The Bear Creek Greenway is the most obvious and significant single area in public ownership. The Greenway's land acquisition program in the Phoenix area is nearly complete and, when developed, the Greenway will provide a significant natural and recreational corridor through the community. The Greenway will include a variety of recreational opportunities, including a bikeway linking neighboring communities, thus expanding the recreational opportunities available to Phoenix residents.

The Coleman and Anderson Creek corridors are also noted on the Open Space Map. Both creeks are very small and adjacent lands are privately owned. Coleman Creek includes more trees and vegetation than does Anderson, and its natural character has been retained, although development has occurred along it. The City's policy has been to encourage the preservation of the natural area, particularly within the flood plain of the creek, and the Site Plan review process has helped to ensure quality development with no adverse impacts. Because of the ownership patterns and existing development, the City or County has no plans for public use of these two creeks. They are not considered suitable for the development of trails, bikeways, or other facilities which would necessitate land acquisition, continued maintenance and policing, and may result in more damage to the natural area than its present limited use.

The City of Phoenix does not provide an active recreation program. This is primarily due to a very limited budget. Because of the City's small size and limited financial resources, it is unlikely that the City will develop a recreation program in the near future. However, it is recommended (see policies) that the City periodically review its recreational needs and its financial status to determine the feasibility of supporting such a program, perhaps in cooperation with the school district or other entity.

Presently, the City of Phoenix has a ratio of 11.4 acres per 1,000 residents of park and open space lands, including all those areas mentioned above. The following discussion will help to determine what will be a realistic goal for parklands in the future.

Appendix

APPENDIX

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ORDINANCE NO. 557

AN ORDINANCE ADOPTING THE ZONING MAP
AND COMPREHENSIVE PLAN MAP
FOR THE CITY OF PHOENIX
AND DECLARING AN EMERGENCY

WHEREAS, ORS Chapter 197 and Statewide Planning Goals developed and administered by the State Land Conservation and Development Commission require the local preparation and use of a comprehensive plan and specific implementation measures that are consistent with and adequate to carry out the plan, and

WHEREAS, the City of Phoenix adopted said comprehensive plan and land use laws by Ordinance No. 506 in October, 1980, but without the completed zoning map and comprehensive plan map, and

WHEREAS, a series of public hearings have been held to study, revise and finalize the comprehensive plan and zoning maps, including public hearings before the Planning Commission and City Council, and during said public hearings, testimony and other evidence has been solicited, received and considered from all interested persons and groups, now, therefore,

THE CITY OF PHOENIX ORDAINS AS FOLLOWS:

SECTION 1. The City Council finds that the attached Zoning Map and Comprehensive Plan Map for the City of Phoenix are in conformance with the laws and requirements of the State of Oregon, are consistent with the Phoenix Comprehensive Plan and Zoning Ordinance, and are in the best interests of the residents of the City of Phoenix.

SECTION 2. The City Council hereby adopts the attached Zoning Map and Comprehensive Plan Map, which supersede any and all zoning

AN ORDINANCE TO AMEND THE COMPREHENSIVE PLAN FOR JACKSON COUNTY BY THE INCLUSION OF POLICIES RELATING TO ORGANIZATION OF LANDS IN THE PHOENIX AREA OF JACKSON COUNTY; ESTABLISHING AN URBAN GROWTH BOUNDARY LINE ON THE JACKSON COUNTY COMPREHENSIVE PLAN MAP AND ON COPIES OF THE JACKSON COUNTY ZONING ORDINANCE MAPS; DESCRIBING PROCEDURES FOR REVISION OF THE POLICIES AND BOUNDARY LINE; AND ADOPTING BY REFERENCE A PLANNING STUDY DOCUMENT FOR THE PHOENIX GROWTH AREA.

The Board of Commissioners for Jackson County, Oregon, ordains as follows:

(All matter in this ordinance is new; no portions of the existing Comprehensive Plan are to be deleted; no sections are amended in part.)

Section 1. The section of the Jackson County Comprehensive Plan entitled "Urban Areas" is amended by the addition of the following:

THE PHOENIX URBANIZABLE AREA

The Phoenix Urbanizable Area includes lands currently within the City and encompasses selected lands around the City which are planned for future City growth, and which are likely to require the extension of City services. The area is delineated by an urban growth boundary imposed on the County Comprehensive Plan Map and more specifically shown as an urban growth boundary line on a copy of the Jackson County Zoning Map. The County Zoning Map is considered a part of the City Comprehensive Plan for purposes of showing the location of the urban growth boundary line.

The policies, revision procedures, and other discussion noted in this section of the Plan were developed as part of a coordinated process involving the City and County governing bodies, affected agencies, and local citizens and planning advisory groups.

Policies: The following policies will guide the administration of the urban growth boundary for Phoenix:

- 1) An urban growth boundary adopted herein or hereinafter amended for the Phoenix area will establish the limits of urban growth to the year 2000.
 - A) City annexation shall occur only within the officially adopted urban growth boundary.
 - B) Specific annexation decisions shall be governed by the official annexation policy for the City of Phoenix. The City will provide an opportunity for the County to respond to pending requests for annexation.
 - C) Establishment of an urban growth boundary does not imply that all land included within the boundary will be annexed to the City.
- 2) A change in the use of urbanizable land from land uses designated on the Jackson County Comprehensive Plan to uses shown on the City Comprehensive Plan shall only occur upon annexation to the City.
 - A) Development of land for uses designated on the City Comprehensive Plan will be encouraged to occur on underdeveloped lands adjacent to or encompassed by the existing City limits prior to the conversion of other lands within the boundary.
 - B) Urban facilities and services must be adequate in condition and capacity to accommodate the additional level of growth, as allowed by the City Comprehensive Plan, prior to or concurrent with the land use changes.

Major revisions in boundary or policies will be consistent with needs to both the City and County Comprehensive Plans, and as such, are subject to a legislative review process.

A major revision shall include any boundary change that has widespread and significant impact beyond the immediate area, such as quantitative changes allowing for substantial changes in population or significant increases in resource impacts; qualitative changes in the land use itself, such as conversion of residential to industrial use; or spatial changes that affect large areas of many different ownerships. Any change in urbanization policies is considered a major revision.

Major revisions will be considered by the City and County at five year intervals from the date of adoption of the urban growth boundary and urbanization policies. If the City and County governing bodies find that circumstances prevail which have a significant effect on the public health, safety or general welfare of the community, a major revision could be considered at intervals of less than five years.

A request for a major revision can be initiated by an individual or group, citizen advisory committees, affected agencies, and governing bodies. The party who seeks the revision shall be responsible for filing adequate written documentation with the City and County governing bodies. Final legislative action on major revision requests shall be based on the following factors:

- 1) Demonstrated need for the change to accommodate unpredicted population trends, to satisfy urban housing needs, or to assure adequate employment opportunities;
- 2) The orderly and economic provision of urban facilities and services;
- 3) Maximum efficiency of land uses within the current urbanizable area;
- 4) Environmental, energy, economic and social consequences;
- 5) Compatibility of the proposed change with other elements of the City and County Comprehensive Plans; and,
- 6) The other Statewide Planning Goals.

Major revision proposals shall be subject to a mutual City and County review and an agreement process involving affected agencies, citizen advisory committees, and the general public.

Minor Boundary Line Adjustments

Minor adjustments to an urban growth boundary line may be considered subject to similar procedures used by the City and County in hearing zoning requests. A minor amendment is defined as focusing on specific individual properties and not having significant impact beyond the immediate area of the change.

Application for a minor boundary line amendment can only be made by property owners, their authorized agents, or by a City or County governing body. Written applications for amendments may be filed in the office of the Jackson County Department of Planning and Development on forms prescribed by the County. The standards for processing an application are as follows:

- 1) Documentation must exist indicating the minor adjustment is based on:
 - A) A demonstrated need for the change consistent with the urbanization policies of the City and County;
 - B) Maximum efficiency of land use and urban facilities and services; and,
 - C) The effect on the existing land use character in the immediate area of the request
- 2) Applications will be reviewed by the affected City and County Planning Advisory Committees annually.

BEFORE THE BOARD OF COMMISSIONERS
COUNTY OF JACKSON, STATE OF OREGON

IN THE MATTER OF THE ADOPTION OF AN
URBAN GROWTH BOUNDARY FOR THE CITY
OF PHOENIX AND FOR THE ADOPTION OF
URBANIZATION POLICIES AS AN AMEND-
MENT TO THE JACKSON COUNTY COMPRE-
HENSIVE PLAN

JACKSON COUNTY FILE
NO. CPR-11-78
FINDINGS OF FACT

INTRODUCTION

State-wide planning goal No. 14, "Urbanization", requires an urban growth boundary be established for the Phoenix area of Jackson County, through a coordinated planning process between the City and the County. This process has been completed, and the Jackson County Board of Commissioners and the City of Phoenix offer the following findings in support of the Phoenix Urban Growth Boundary and Urbanization Policy established by County Ordinance (Exhibit 1), dated July 26, 1978.

In February, 1977, an Urban Growth Boundary report (including an urban growth boundary proposal, proposed urbanization policies, and background data) was prepared for the City of Phoenix. This proposal was forwarded to affected agencies and made available for review by citizen's advisory committees and individual affected citizens.

A series of public meetings and study sessions were held by the City of Phoenix Planning Commission, the Jackson County Planning Commission, the City of Phoenix City Council, and the Jackson County Board of Commissioners; public testimony and comments were received concerning the Urban Growth Boundary and the urbanization policies.

The Jackson County Planning Commission and the Phoenix Planning Commission, after a public hearing in which property owners in the west and south-west sectors of the community were invited to participate in the establishment of an urban growth boundary, reached mutual agreement and recommended to the Board of Commissioners and the City Council an Urban Growth Boundary for the City of Phoenix.

The Board of Commissioners of Jackson County and the Phoenix City Council held a joint public hearing to receive testimony and consider the recommendations of the Planning Commissions. Upon review of the record and the inclusion of additional testimony received from the affected residents and agencies, the Board of Commissioners and the City Council reached a mutual agreement in the placement of an urban growth boundary for the City of Phoenix.

The Board of Commissioners of Jackson County and the Phoenix City Council held a joint public hearing to receive testimony and consider the recommendations of the Planning Commissions. Upon review of the record and the inclusion of additional testimony received from the affected residents and agencies, the Board of Commissioners and the City Council reached a mutual agreement in the placement of an urban growth boundary for the City of Phoenix.

The Jackson County Board of Commissioners and the Phoenix City Council reached an agreement concerning the Urbanization Policies for the City of Phoenix.

FINDINGS OF FACT

- 1) The Jackson County Board of Commissioners and the Phoenix City Council mutually determined that:
 - A) The area contained within the Urban Growth Boundary for the City of Phoenix will accommodate the projected growth to the year 2000.
 - B) There is sufficient land for all types of land use within the boundary to serve the land requirements of the city.

6) It was found that the utilization of agricultural soils, Class I through Class IV, was necessary to provide for the expansion of the City of Phoenix to meet its projected growth to the year 2000. A careful analysis of land use patterns, areas committed to urbanization, and needs of the community was made by the Board of Commissioners and the City Council. An exception to the agricultural requirements has been taken, and is made a part of these findings. The inclusion of agricultural lands was found to be necessary to meet the needs of the City of Phoenix. It was found that the Urban Growth Boundary, including agricultural lands, creates the minimum area necessary to meet the needs of the city. Careful consideration was given to the guidelines provided for the retention of agricultural lands, and only those areas which have been committed to urban or suburban uses, or which are infringed upon by urban uses, have been included in the Urban Growth Boundary.

It was found by the County Board of Commissioners and the Phoenix City Council that the majority of the area contained within the Urban Growth Boundary does include Class I through Class IV soils, as defined by the Soil Conservation Service.

7) It was found by the Board of Commissioners and the City of Phoenix Council that the intense urbanization of areas adjacent to active agricultural pursuits would create conflicts in land use. Serious consideration of the agricultural activities within the City of Phoenix, and the need to protect these fragile land use areas from urbanization, were an integral part of the consideration of the Urban Growth Boundary and policies for the City of Phoenix.

In evaluating the inclusion of agricultural lands in the Urban Growth Boundary for the City of Phoenix, it was found that it is necessary to establish a "buffering policy" to create a compatibility between urbanization and agricultural lands.

AGRICULTURAL LANDS EXCEPTION (LCDC GOAL NO. 3.)

The City of Phoenix has very little vacant and available land within the corporate boundaries for the projected expansion of the community. As a result, it was necessary to provide for community growth by the inclusion of agricultural lands within the Urban Growth Boundary.

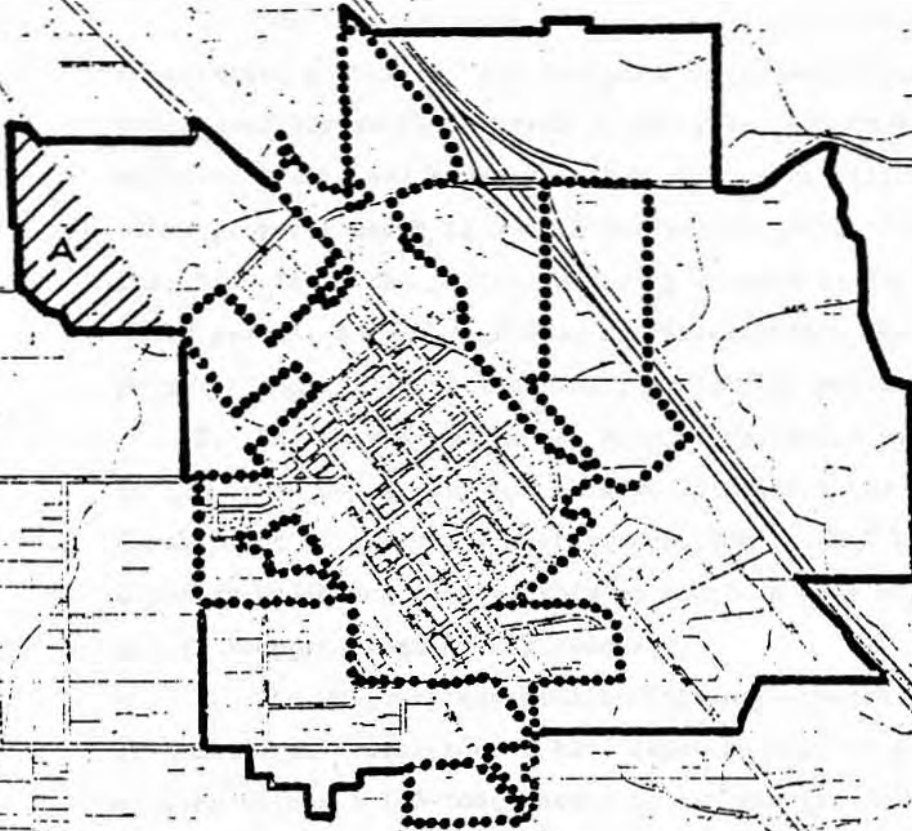
An examination of Phoenix and the immediate environs reveals there is one location which could accommodate future residential expansion in the community. This area contains soil classifications of V and VI, and was included in the Urban Growth Boundary but is not adequate in size to accommodate the future growth, and is limited to projected residential use. Further, the area identified in the south-east portion of the Urban Growth Boundary is on the fringe of the Boundary and will not be immediately available for urbanization. The extension of urban facilities to this area will be delayed until such time as it is economically possible and feasible to make these facilities available.

The long-term environmental consequences of including agricultural lands in the Urban Growth Boundary will be the conversion of these lands from agriculture and open space to urban uses. The application of the Urban Growth Boundary commits these areas for future urbanization and the expansion of the City of Phoenix. When consideration was given to the areas to be included, it was found that these areas have been committed for urbanization in the past by division of land to parcels that are no longer economically viable as agricultural units. Further, urbanization in these areas has created a suburban environment which makes it difficult to continue agricultural activities.

PHOENIX
URBAN GROWTH
BOUNDARY

●●● CITY LIMITS
□ URBAN GROWTH
BOUNDARY

NORTH
1:2000
2/22/79



BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR JACKSON COUNTY, OREGON:

AN ORDINANCE AMENDING THE LOCATION OF THE PHOENIX URBAN GROWTH BOUNDARY.

The Board of Commissioners has been requested by the City of Phoenix to amend the location of the Phoenix Urban Growth Boundary so as to include the land on which the wells which contain the city's water supply source are located, together with adjacent property of approximately 10.43 acres. The Board finds that inclusion of the additional area within the Urban Growth Boundary is justified because:

1. The City Engineer has been working on the city street circulation system and has designed the streets so that a road would come across the subject property and eventually cross the railroad tracks and connect with a road which will be built across other property which is within the present Urban Growth Boundary and which is in the process of being annexed by Phoenix. This would prevent a number of dead-end streets into the adjacent property and allow for a better traffic flow pattern.

2. The City Engineer has planned the water system so that it can be a loop system and this would require the annexation and development of the subject property. The Phoenix Urban Growth Boundary Ordinance permits city annexations only within the officially adopted Urban Growth Boundary.

3. The Oregon State Health Division requires that the owner of a municipal water source have legal control (e.g., an easement) of land within a 100-foot radius of a municipal well. The existing wells come within 90 feet of the south boundary line and, therefore, conflict with this requirement. The owner of the land adjacent to the south boundary of the site on which the municipal wells are located has indicated he will give the city a 10-foot easement which will provide for the protection of the municipal.

DATED this 25th day of October, 1978.

JACKSON COUNTY BOARD OF COMMISSIONERS

W. H. Ware
Chairman

Walter S. Dickel
Commissioner

Commissioner

ATTEST:

Lucia Anderson
Recording Secretary

PHOENIX COMPREHENSIVE PLAN

LIST OF SUPPORTING
DOCUMENTS & REFERENCES

1. PHOENIX LAND USE INVENTORY -- Staff report describing inventory and including statistical tables. This inventory was the basis for determining "available lands" for future development and the overall land use distribution proposed in the Plan. This brief report is included in the submitted materials and also summarized in the Plan.
2. LAND USE INVENTORY MAP (EXISTING LAND USE) -- This is a large colored map prepared for both analysis and measurements and for public presentations. It is available at City Hall.
3. JACKSON COUNTY COMPREHENSIVE PLAN -- Used as a resource for information and to ensure compatibility. This document is available at County Courthouse, City Hall, and RVCOG.
4. 1980 CENSUS -- Statistics provided by Southern Oregon Regional Services Institute (SORSI) in Ashland, which is the local data center.
5. Jackson County Economic Review, 1982 -- Oregon Employment Division; Dept. of Human Resources. Used as reference in viewing local economic trends.
6. Annual Economic Report, State of Oregon, 1982 -- See #5 above.
7. HUD Flood Insurance Program Flood Plain Maps -- Used in "Hazard Areas" section of Plan document.
8. Jackson County Soils Maps -- Available at County Planning Dept.
9. Oregon Dept. of Transportation -- Data provided on historic sites as shown on map in the Plan.
10. Jackson County Historical Society -- See #9 above.
11. Bear Creek Greenway Master Plan -- Prepared by Jackson County Parks Dept., Adopted by Jackson County on Dec. 1, 1982. Karen Smith, Greenway Coordinator.
12. Inventory of Phoenix Housing Stock -- Summary contained in Plan, including map on P.38.
13. Summary Characteristics of Governmental Units, 1982 -- Bureau of the Census. Data used in Housing Element of the Plan.
14. Bear Creek Area Transportation Study (BCATS), 1970 -- Basis for the City's circulation/transportation system. Available at RVCOG or U.S. Dept. of Transportation.
15. Demographic-School Facilities Study for Jackson County Education Service District and Josephine County School District, 1978 -- Existing and projected enrollment and facilities needs. Document is available at school district offices.
16. Land Development Ordinance, Jackson County Planning Dept., Adopted: Oct. 1982. Available from County Planning Dept. or RVCOG.

PHOENIX CITY OFFICIALS

ELECTED OFFICIALS

MAYOR

Otto Caster — P.O. Box 233, Phoenix, Oregon 97535
Phone: 535-2880

CITY COUNCIL MEMBERS

J. Allen Harris
Darrell Paxson
Don Skundrick
John Walker
Mike Kirkpatrick

APPOINTED OFFICIALS

PLANNING COMMISSION

Vivian Rogers, Chairperson — P.O. Box 391, Phoenix, OR 97535
Phone: 535-1381

Terry Helfrich
Jay Robinson
Clarice Mayfield
Carol McCollough
Jane Koelle

CITY STAFF

<u>CITY ADMINISTRATOR:</u>	Delbert McNerney Phoenix City Hall P.O. Box 666 Phoenix, OR 97535	PHONE: 535-1955
<u>BUILDING OFFICIAL:</u>	John Christopher Phoenix City Hall	PHONE: 535-1955
<u>CITY PLANNER:</u>	Ron W. Hough Rogue Valley C.O.G. P.O. Box 3275 Central Point, OR 97502	PHONE: 779-6785
<u>CITY ATTORNEY:</u>	Ron Salter 94 Third Street Ashland, OR 97520	PHONE: 482-4215
<u>MUNICIPAL JUDGE:</u>	James Wickre 221 W. Main, #2 Medford, OR 97501	PHONE: 772-3371

* Other employees, including Fire Chief, Police Chief and Utilities Foreman may be contacted through City Hall.

City of Phoenix
COMPREHENSIVE PLAN

LIST OF AFFECTED AGENCIES

Oregon Dept. of Geology and Mineral Industries 1069 State Office Bldg. Portland, Oregon 97201	Bear Creek Valley Sanitary Authority 3915 S. Pacific Highway Medford, Oregon 97501
Oregon Dept. of State Lands 1445 State Street Salem, Oregon 97310	Phoenix-Talent School Dist. #4 401 West 4th Street Phoenix, Oregon 97535
Oregon Dept. of Parks and Recreation (525 Trade St., S.E.) (Salem, Oregon 97310)	Rogue Valley Transportation District 4048 Crater Lake Avenue Medford, Oregon 97501
* Region 4 Parks Office P.O. Box 5309 Bend, Oregon 97701	Medford Water Commission City Hall Medford, Oregon 97501
Rogue Valley Council of Govts. P.O. Box #3275 Central Point, Oregon 97502	Land Conservation & Development Commission (LCDC) 1175 Court Street, N.E. Salem, Oregon
U.S. Soil Conservation Service 1133 S. Riverside Medford, Oregon 97501	AND: Dept. of Land Conservation & Development 201 W. Main Street Medford, Oregon 97501
OSU Extension Service 1301 Maple Grove Drive Medford, Oregon 97501	Oregon Dept. of Environmental Quality 201 West Main Medford, Oregon 97501
Oregon Dept. of Human Resources 318 Public Service Bldg. Salem, Oregon 97310	Oregon State Highway Division State Highway Building Salem, Oregon 97310
Farmers Home Administration 711 E. Main Medford, Oregon 97501	Oregon Dept. of Transportation 135 State Highway Building Salem, Oregon 97310
Talent Irrigation District 104 Valley View Talent, Oregon 97540	Oregon Dept. of Fish & Wildlife 5286 Table Rock Road Central Point, Oregon 97502

Oregon Dept. of Commerce
Housing Division
Labor & Industries Bldg.
Salem, Oregon 97310

Oregon Dept. of Economic Development
155 Cottage Street, N.E.
Salem, Oregon 97310

Richard Kahanek
Dept. of Economic Development
1012 S.E. Oak, #348
Roseburg, Oregon 97470

Department of Agriculture
Oregon State Extension Service
635 Capital Street, N.E.
Salem, Oregon 97310

Medford Irrigation District
1340 Meyers Lane
Medford, Oregon 97501

Oregon Dept. of Energy
528 Cottage Street, N.E.
Salem, Oregon 97310

Dept. of Housing & Urban Development
Region Office
520 S.W. 6th
Portland, Oregon 97204

Pacific Northwest Bell
Room 730, 421 S.W. Oak
Portland, Oregon 97204

Art Grandaw, Executive Director
Jackson Co. Housing Authority
239 Beatty Street
Medford, Oregon 97501

Fruit Growers League
P.O. Box #27
Medford, Oregon 97501

Director of Planning
City of Medford
City Hall
Medford, Oregon 97501

Director of Planning
City of Talent -- City Hall
Talent, Oregon 97540

Oregon State Dept. of Police
2700 N. Pacific Highway
Medford, Oregon 97501

Documents Section
SOSC Library
Southern Oregon State College
Ashland, Oregon 97520

Phoenix Public Library
110 W. Second Street
Phoenix, Oregon 97535

Jackson County Board of Commissioners
County Courthouse
Medford, Oregon 97501

Jackson County Planning Dept.
County Courthouse
Medford, Oregon 97501

Jackson Co. Parks & Recreation
80 E. Stewart
Medford, Oregon 97501

Pacific Power & Light Company
216 W. Main Street
Medford, Oregon 97501

CP National
229 W. Main Street
Medford, Oregon 97501

Medford Board of Realtors
33 N. Central #411
Medford, Oregon 97501

DEFINING NEEDS

In order to satisfy the needs of the State and visitors, as stated in Goal #8, each individual community must adequately plan for its own needs. The recreational needs of a community such as Phoenix are not easy to determine and project into the future. To assist in the process of determining needs, various governmental agencies assemble statistical data and provide guidance for local planning. The Jackson County Comprehensive Plan's Recreation Element provides data for the county as a whole. The State of Oregon prepares recreation plans and guidelines and publishes various bulletins on the subject. At the national level, the National Recreation and Parks Association (NRPA) provides standards. The NRPA recommends a general "rule of thumb" of 10 acres per 1,000 residents of the community for local park lands and 20 acres per 1,000 residents for regional park lands. Some communities exceed these standards, while others find them excessive and unrealistic. Phoenix is not required to adopt these standards, but the City must establish a policy that will guide the future provision of park lands and/or public open space.

The NRPA has also developed standards for the provision of specific facilities within urban parks. Although these will depend on the specific demand and community interests, the standards provide a good guideline for park planning purposes. The table on the following page is a summary of these standards.

Presently, the City has approximately six acres of public park land, for a ratio of about 2.6 ac./1,000 residents. Also, within the City and its urbanizable area, there are about 20 additional acres of open space, or public facilities. The majority of this area is within the Bear Creek Greenway, which is visible, but not really usable for recreational purposes. Another 23 acres is in the form of public school sites, most of which is usable outdoor area. So, combining the school sites with the existing public parks, we have a total of 29 acres, for a ratio of 12.6 ac./1,000 residents of mostly usable recreational area.

Based on the above analysis, it may be most appropriate for the City of Phoenix to adopt a park land standard of ten acres per 1,000 residents, provided public school grounds and facilities are included in the ratio and available for public use.

If the 10 ac./1,000 is used, Phoenix would need about 64 acres of park lands, or 35 acres in addition to areas currently available. The Bear Creek Greenway alone totals more than 85 acres and, by year 2000, the Greenway should include a bikeway and other recreational facilities and nature study areas. A new ten acre neighborhood park is also proposed in the residential area to the east of the freeway. With these improvements, the City will well exceed the 10 ac./1,000 standard.

Fig. XII-5

RECREATION FACILITIES NEEDS
ACCORDING TO NRPA STANDARDS

	STANDARD FACILITIES/ POPULATION	PHOENIX 1980 NEED	PHOENIX AT 10,000 POPULATION
Regulation Baseball Diamonds	1/6,000	0	1
Softball Diamonds	1/3,000	0	3
Adult, night-lighted Softball Diamonds	1/10,000	0	1
Basketball Courts	1/500	4	20
Youth Football & Soccer Fields	1/3,000	0	3
Tennis Courts	1/1,000	2	10
Swimming Pools 25m	1/10,000	0	1
50m	1/20,000	0	0
Community Centers	1/20,000	0	0
Neighborhood Centers	1/10,000	0	1
Track Fields	1/15,000	0	0
Off-road Vehicle Fac.	1/20,000	0	0
Golf Courses	1/25,000	0	0

Fig. XII-6

EXPECTED INCREASES
IN ACTIVITY DEMAND*

ACTIVITY	REGIONAL INCREASE	ACTIVITY	REGIONAL INCREASE
Picnicking	40.9%	Non-pool Swimming	29.3%
Camping	39.4%	Horseback Riding	28.5%
Snow Play/Skiing	36.6%	Golfing	28.1%
Sightseeing	35.6%	Walking & Hiking	27.9%
Water Skiing	32.4%	Bicycling	27.4%
Boating	32.1%	Hunting	26.7%
Outdoor Games	30.2%	Cultural Events	25.9%
Pool Swimming	29.3%	Fishing	25.3%

* Figures were generated for the District VIII
area, consisting of Jackson & Josephine Counties.

PARK DEVELOPMENT GUIDELINES

The Comprehensive Plan policies include reference to a "parks and recreation master plan" but do not provide any basis for such a plan. A master plan would provide the City with specific guidance, including goals, objectives and policies, to help ensure that these facilities are eventually provided. The Plan would discuss the various types of park facilities, various sizes of facilities or areas, what facilities should be included in each area, the service areas of each, and the general locations. The following is a brief summary of some of the basic park types for future reference:

PLAY-LOT, VEST-POCKET PARK & MINI-PARK

These are small areas developed and used for open space or recreational purposes, depending on the needs and opportunities of the neighborhood. They are typically used to supplement the limited yard areas of higher density developments and often use vacant lots or unused awkward portions of subdivisions or public rights-of-way. The primary drawback to these parks is the high cost of maintenance. It is usually preferable to have a larger neighborhood park than several mini-parks. However, these may be a good solution to meeting the needs of a major multi-family complex when provided by the developer within the complex for the use of and the maintenance by its residents.

NEIGHBORHOOD PARK

Neighborhood parks are generally 5 to 20 acres in size and are intended to serve the recreational needs of a single neighborhood having a population of 2,000 to 5,000. However, the size and service population can be varied according to the local characteristics of the community, physical boundaries, and other factors. The service radius of a neighborhood park should not be less than one-quarter mile, so that most patrons can walk or bicycle to it. Many communities plan their neighborhood parks in cooperation with the school district's facilities so that the parks and schools can both benefit from joint use opportunities and, together, they provide a focal point of the neighborhood as well as the primary activity center.

Phoenix Park on Colver Road could be considered a neighborhood park. It is at the low end of the size range at 5.5 acres, but is intended to serve the low end of the population range as well.

COMMUNITY PARK

These parks generally serve a population of up to 25,000 and provide space for activities that require more room than is available in smaller neighborhood parks. The State recommends that a community park leave about 30 percent of its area in a natural state for trails, nature study, or future expansion. Community parks are generally about 20 acres in size or about 2.5 acres for each thousand people it will serve. Phoenix will not need a community park until it reaches at least 6,000 people and such a facility is not proposed in this Plan. However, it should be included in a long-range park master plan.

REGIONAL PARK

The responsibility for providing for regional parks generally falls on the County. The Bear Creek Greenway could be considered a regional park facility in the Phoenix area, and is certainly considered a regional trails system, linking communities along Bear Creek. It will provide a number of recreational and open space benefits, including opportunities for bicycling, hiking, jogging, walking, nature study, picnicking, etc. The City's job will be to ensure that the residents of Phoenix will have adequate access to this facility in the future. Therefore, it is time to start planning for and acquiring pedestrian/bicycle path rights-of-way that will link the community with the Greenway's trail system. The NRPA recommends a standard of 20 ac./1,000 residents of regional parklands. The Bear Creek Greenway, extended beyond the City's UGB to the north and south, will exceed this ratio, although not all lands will be within the City itself, which is acceptable. It is not recommended that the City acquire any additional parklands for the Greenway itself. However, the City may wish to work with the County or State to assist in the planning and development of the Greenway, or to develop local facilities that will supplement it.

PARKLAND ACQUISITION

Regardless of whether or not the City has a park plan, it is worth very little if the City can't obtain the parkland it will need. The City's Comprehensive Plan already says that the City should consider establishing requirements for the dedication of open space land from developers, or fees in lieu of dedication. Demands for new park facilities will be the result of new subdivisions, apartments, and other residential development.

It is not uncommon for communities to require parkland dedication or fees as a condition of approval of these developments. The amount of land is directly related to the City's goals and policies (or standards) and is adjusted according to the development's impact on the park system. The fees in lieu of dedication are established according to the City's cost of acquiring the amount of land that would otherwise be dedicated. Without such a system, the current residents of Phoenix will probably end up paying the costs of acquiring future park sites to serve the future residents. This will be more and more costly as land prices increase. A policy has been included in this section of the Plan to address this issue.

PARK & OPEN SPACE POLICIES

1. The City shall continue to update data related to the present and future park and recreation needs and design facilities and areas that will satisfy those needs.
2. The City shall consider, as resources permit, the preparation of a parks and recreation master plan to guide the future land acquisition and development of parklands throughout the community.
3. The City shall work with the school district to coordinate program efforts to ensure the joint utilization of City

and district facilities with a minimum of costly and unnecessary duplication of services or facilities.

4. The City will include plans for the development of bikeways and pedestrian walkways, separate from motor vehicle traffic, in future revisions to the Comprehensive Plan or in future neighborhood or area specific plans.
5. The City will ensure that the special needs of the elderly, handicapped, and otherwise disadvantaged residents of the community are provided reasonable access to all public areas throughout the community, including parks.
6. The City will continue to ensure the protection of the natural environment along Coleman Creek through its site plan review procedure, as it has done in the past.
7. The City will continue to support the concepts outlined in the "Trails for Oregon -- A Plan for a Recreation Trails System", developed by the Parks and Recreation Branch of the Oregon Dept. of Transportation, and continue to take advantage of opportunities to provide local linkages with this system and the Greenway system.
8. The City will continue to encourage programs of athletic activity that will promote the health and well-being of Phoenix residents, especially those most popular major sports such as baseball, football, soccer, running, tennis, basketball, and swimming.
9. The City will utilize the State's gas tax allocation for bicycle trails, as available, and will continually monitor the availability of other funds that could be utilized for the development of the parks and recreation facilities.
10. The City will support the efforts of the Bear Creek Greenway Committee and Jackson County in the acquisition and development of the Greenway in accordance with the Greenway Master Plan.
11. The City will include the Greenway in all future park master plans for the community and will attempt to link local trail systems with those in the Greenway.
12. The City will strive to enhance the attractiveness of all public open space areas of the community through the requirement or provision of landscaping materials, trees, and proper maintenance. Such areas include all public buildings and facilities that are used by the public or that could be attractive assets to the community if properly designed and maintained.
13. The City will study the issue of park land dedication requirements or fees in lieu of dedication and, if found to be acceptable, will make appropriate changes to City development codes.

SECTION XIII
URBANIZATION

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SECTION XIII

URBANIZATION

INTRODUCTION

The Urban Growth Boundary (UGB) for Phoenix defines the area within which urban development and growth is expected to occur by year 2000. The lands outside the City limits but within the UGB are commonly referred to as "urbanizable" lands and will remain within the County's jurisdiction until annexed to the City and developed for urban uses to City standards.

Statewide planning goal #14 is:

"To provide for an orderly and efficient transition from rural to urban land use."

The initial establishment of the urban growth boundary, as well as changes to the boundary, are based on the consideration of seven factors, which will be discussed in greater detail later in this section.

Establishment of and changes to the boundary must be a cooperative process between the City and Jackson County. Lands within the UGB shall be considered available over time for urban uses with conversion to urban uses based on the consideration of the following:

1. Orderly, economic provision for public facilities and services;
2. Availability of sufficient land for the various uses to ensure choices in the market place;
3. LCDC goals; and
4. Encouragement of development within urban areas before conversion of urbanizable areas.

The Phoenix Comprehensive Plan has designated sufficient amounts of urbanizable land to accommodate its expansion needs to Year 2000. The Plan includes a balance of land use types, including housing, commercial, industrial, parks, etc. to provide for a population projection of 6,465. It should be pointed out here, that any 20-year plan is subject to periodic modification and revision, based on shifts in trends, policies, and other factors. This Plan is the City's blueprint for the future at this time. The Plan itself should be considered more important than the time-frame for which it was prepared. Such unforeseen occurrences as recessions or population booms will affect the timing of this plan, but should not significantly affect the land use allocations or physical content of the plan. This plan may be achieved by 1995, or perhaps not until 2010. Thus, periodic updates will help to keep the timing of the plan on track and will allow for fine-tuning along the way.

BACKGROUND OF THE UGB & COMPREHENSIVE PLAN

The Phoenix Urban Growth Boundary contains 1,032.7 acres. Of that total, 474.7 acres are within the present City limits and the remaining 558 acres are considered "urbanizable". Population growth within the UGB is expected to increase by 180 percent by year 2000, an increase of 4,156 persons. However, because of City growth and development policies and an emphasis on higher density housing areas, the needed land area is 117.5 percent greater than the area within the present City limits. The land uses proposed in this Comprehensive Plan, including residential densities, have been tailored to fit comfortably within the UGB and to include an appropriate balance of all land uses and housing types.

The Urban Growth Boundary for Phoenix was established in July, 1978, at which time an Urbanization Agreement between the City and Jackson County was adopted. The City then completed the text of its Comprehensive Plan for areas within the UGB and adopted that Plan and related regulatory measures on September 29, 1980. Although the text of the Plan was completed, the City did not have a Comprehensive Plan map and, due to a lack of professional staff and a planning budget, had to delay the map's completion.

In August, 1982, the City of Phoenix contracted with the Rogue Valley Council of Governments (RVCOG) for limited technical assistance, amounting to approximately 15 hours per month. The primary task of the contract planner was to provide planning support to the City Planning Commission, write staff reports, handle routine planning matters, and advise the City Council, as necessary. In addition, and as time permitted, the planner was also given the task of completing the Comprehensive Plan Map and Zoning Map and to get the Plan "package" ready for submittal to LCDC for compliance review.

On April 18, 1983, the Plan and Zoning maps were adopted by the City. Because of the time that had elapsed since original adoption of the Plan text, some other revisions were made to the text, including an update of the population projections and a Land Use Inventory. The revised document and related findings of fact were adopted on June 6, 1983 and the entire package was submitted to LCDC for review shortly thereafter.

The original urban growth boundary, as established by the City and County in 1978 was left intact. Although the City's population projection was increased in 1983, it was determined that there was sufficient land area within the UGB to make any expansion unnecessary. Since 1978 there have been two minor amendments to the UGB, one to include the City's well sites and another to include the remainder of a tax lot that was split unintentionally. The City feels that the UGB was placed in the most suitable and realistic location and that it will effectively serve the City's growth needs for many years with few, if any, amendments.

CONSIDERATION OF URBANIZATION FACTORS

In accordance with Goal #14, the establishment of the Phoenix urban growth boundary was based on consideration of the following seven factors:

1. DEMONSTRATED NEED TO ACCOMMODATE LONG-RANGE URBAN POPULATION GROWTH-REQUIREMENTS CONSISTENT WITH LCDC GOALS:

- A. The City of Phoenix has projected a year 2000 population of 6,465, which is an annual growth rate of 5.3 percent from the base year of 1980.
- B. The City of Phoenix grew at an annual rate of 5.5 percent from 1960 to 1980. The 1980-2000 projection is slightly lower than that rate to reflect the slowed growth and general economic problems of the early 1980s. It is anticipated that population growth and development will accelerate during the middle 1980s and eventually resume the historical trend.
- C. Future population is proposed to be accommodated in a variety of housing types, price ranges and densities, which is consistent with the objectives of Goal #10. The amount of residential land needed to accommodate those various densities and types of housing has been considered in determining the area needed for future growth.
- D. Phoenix is in a unique location between the larger cities of Medford and Ashland and on the Interstate 5 Freeway, Highway 99, and the Southern Pacific Railway line. This location makes Phoenix very attractive as a community in which to live and work. The locational advantages are also expected to result in a somewhat higher growth rate in Phoenix than will occur in most other Southern Oregon cities.
- E. Due to the current emphasis on "urban-centered growth", Jackson County's Comprehensive Plan and implementing measures will effectively limit rural growth and development and will result in greater development pressures in existing urban areas. The City of Phoenix has a responsibility to accommodate its fair share of new population growth and development, which is provided for in the Comprehensive Plan.

2. NEED FOR HOUSING, EMPLOYMENT OPPORTUNITIES, AND LIVABILITY:

- A. The City of Phoenix already has a wide range of housing opportunities, ranging from lower-cost apartment units to single-family hillside "view" homes. Other housing alternatives are also available, including condominiums and mobile homes. Residential neighborhoods include a combination of older areas and new subdivisions, all of which are well maintained, for the most part, relatively stable, quiet, and attractive. The City will continue to be a desirable residential community.
- B. Based on the identified needs documented in the Housing section of this Plan, the City plans to further diversify its housing stock to provide a greater balance of housing types and densities, in order to provide for the economic levels of future residents, and also to adequately accommodate the residential needs of the projected population.

C. The City of Phoenix has identified the following housing needs, by type, for the year 2000. (See Housing Section XI)

- Single-family (Conventional) ---- 1,078 D.U.
- Mobile Home (In parks) ----- 319 D.U.
- Mobile Home (In subdivisions)---- 240 D.U.
- Duplex (Two-family units) ----- 300 D.U.
- Multiple-family ----- 389 D.U.

D. In order to accommodate the year 2000 housing needs, the City has allocated 373.3 "net" acres for residential development within the UGB (including areas within the City). The overall "net" density, if the complete acreage is used, will be 6.3 dwellings per acre.

E. It has been determined that many of the 160 dwellings outside the City limits, but within the UGB, will remain on larger than typical sized urban lots. At least 78 of these units are "rural residential" dwellings associated with small hobby farms or small agricultural units that will be partitioned or subdivided as urbanization occurs. However, because of the need and desire for larger lot sizes, particularly in the southwestern portion of the urbanizable area, the density in this area is expected to be somewhat lower than densities of new subdivisions in other areas.

F. A significant portion of the future housing needs will be met within the present City limits on undeveloped acreages and vacant lots. A certain amount of "transitional" development will also occur which will tend to upgrade the housing stock while increasing density slightly. The Housing section of the Plan estimates that 494 new dwellings will be added within the present City limits by year 2000.

G. In order to ensure a greater range of housing opportunities, the City is proposing to lower the proportion of single-family dwellings to 45.6% of the housing stock and provide a more even distribution of other housing types, as shown in Figures XI-16 and XI-17 of the Housing section.

H. Phoenix currently has a very small industrial base, located primarily along the railroad frontage. There are much better locations for new industry within the UGB that are needed to provide new jobs and a stronger tax base for the community. The most promising of these sites are in the vicinity of the Fern Valley Road/I-5 Freeway Interchange. The City has designated lands in this area for light industry and commercial to take advantage of the transportation facility (freeway) and existing facilities such as the availability of utilities and services, and the major truck stop facility that has been developed on the east side of the freeway.

I. There is no land within the present City limits that is suitable or available for future industrial development.

J. Livability is a primary concern of the Comprehensive Plan and of City residents and officials. All land uses have been planned in

a manner that will minimize conflict and promote efficiency. The residential neighborhoods are of major concern and the Plan will help ensure that they remain quiet, comfortable, safe, and of the highest possible overall quality.

- K. Emphasis is given in the Plan to the preservation of the natural environment, specifically the Bear Creek Greenway, which will provide trails and recreational opportunities when development is completed. The Bear Creek Greenway, flood plain areas, and other environmental features have been figured into the land needs calculations for the establishment of the urban growth boundary. This combination of preservation and recreational opportunities will help increase the quality of the community and ensure a desirable environment in which to live, work, and play for decades to come.

3. ORDERLY AND ECONOMIC PROVISION FOR PUBLIC FACILITIES AND SERVICES:

- A. The basic circulation/transportation system for Phoenix already exists in the form of the I-5 Freeway, Highway 99, the railroad, and other major and secondary arterial streets. The design of the community around these facilities will be most cost effective and will necessitate only improvements and upgrading, rather than costly acquisition and new road systems. Local streets and major improvements to arterial streets will be required as development occurs, in accordance with the City's development ordinances.
- B. The City of Phoenix recently completed major improvements to its water system that will provide for the water needs of the City beyond year 2000.
- C. The City's sewer system is adequate to serve the needs of the projected growth and sewer system extensions will be made as development occurs. The Bear Creek Valley Sanitary Authority (BCVSA) system carries the waste to the Medford Treatment Plant, which is undergoing expansion to handle growth needs of all communities it serves.
- D. Phoenix Park is currently being developed and will provide for community recreation (and open space), particularly in the developing southwest portion of the community. The City has a park commission, budget, maintenance crew, and five percent of all annexation fees to toward the City's park system to ensure that future residents will be adequately served with recreational facilities.
- E. All other major public facilities and services needed to serve the City are provided for in the Public Facilities & Services section of this plan and will be adjusted appropriately as growth occurs. All public facilities and services will be monitored throughout the planning period to ensure the appropriate level of service at all times. The City's Site Review process also helps to ensure that facilities and services are provided at adequate levels.

4. MAXIMUM EFFICIENCY OF LAND USES WITHIN AND ON THE FRINGE OF THE EXISTING URBAN AREA:

- A. The City/County Urbanization Agreement provides for a coordinated

transition from rural to urban development as the City grows. Land that is currently within the City will be developed first, if possible, followed by lands adjacent to the City limits to avoid "leap-frogging".

- B. All areas within the proposed UGB can be provided with urban level services and facilities. These will be adequate in condition and capacity to serve the new growth prior to or concurrent with any land use changes or annexations, in accordance with City development and annexation policies.
- C. The existing framework of highways, arterial streets, and other transportation facilities will provide the basis for future growth, which will avoid costly and unnecessary acquisition and construction. Other utility systems will also be extended in a coordinated manner to avoid duplication and ensure the the proper capacities are maintained for further extensions of the systems.
- D. The development potential in the downtown (core) area of the community will be maximized by providing adequate opportunities for commercial development and expansion, and by locating higher density residential areas within easy walking distance of shopping and employment. A total of 190 multi-family dwellings are proposed to be added within the present City limits and all will be within walking distance (not more than four blocks) of the business district and shopping.
- E. The City has been careful to plan for fringe-area land uses that will be most compatible with agricultural uses outside the UGB, where they occur. Only low-density single-family residential lands will abut agricultural lands to minimize the numbers of dwellings and people that will be exposed to any potential conflicts.
- F. Concept illustrations are included in the Land Use Plan section (XIV) to show ways by which land use compatibility can be increased, both within the central portions of the community and along the fringes.

5. ENVIRONMENTAL, ENERGY, ECONOMIC AND SOCIAL CONSIDERATIONS:

- A. The Phoenix Comprehensive Plan is based, in part, on the concept of urban-centered growth, while ensuring the protection of existing environmental features, such as the Bear Creek Greenway which will become a major focal point of the community.
- B. With the exception of the Bear Creek corridor, there are no significant environmental features within the Phoenix UGB that would be adversely impacted by urban development. In fact, the concept of providing for growth within existing urban areas such as this one, will help ensure the protection of more valuable natural environments elsewhere.
- C. Energy conservation has been incorporated into the Phoenix Plan through the use of existing transportation facilities, the clustering of high densities near the City's business/shopping districts, and by other plan proposals that will promote walking and bicycling. The Greenway's bicycle facilities will also help promote energy-efficient forms of transportation, such as walking, jogging, or bicycling.
- D. Industrial areas are proposed in locations that will make the most efficient use of the rail and freeway facilities with minimal impact on residential areas.

- E. Phoenix is in need of an economic boost. The UGB is designed to include key sites for economic development, both commercial and industrial, utilizing both the freeway and the railroad for transportation. The City has proposed approximately 160 acres for commercial development and about 100 acres for industrial development by year 2000 (including existing development), which will allow new opportunities for much needed economic improvement.
- F. Social concerns include the City's emphasis on quality residential neighborhoods which are provided with an adequate level of park and recreational opportunities, public schools, police and fire protection, water, sewer, and all facilities and services needed to ensure a high quality residential environment.
- G. The City's efforts to provide a greater balance of housing within the community will have a positive social impact in the areas of affordability and adequate choice of housing type, size, density, location, and other factors that are important to the residents.
- H. The location of Phoenix in relation to the region also provides numerous social advantages, including opportunities for college education, arts, music, recreation, entertainment, and other cultural and social opportunities available locally or in nearby cities or areas. Thus, Phoenix is a very desirable location for new development and an attractive community in which to live.

6. RETENTION OF AGRICULTURAL LAND AS DEFINED, WITH CLASS I BEING THE HIGHEST PRIORITY FOR RETENTION AND CLASS VI THE LOWEST PRIORITY:

- A. Because of limited available and buildable lands within the City limits, Phoenix must expand outward to accommodate future growth. Areas least suitable for agricultural use are in the extreme south-eastern portion of the UGB and could not be served by facilities until growth has occurred to that point. Therefore, any expansion of Phoenix will unavoidably occur on Class I-IV soils.
- B. The long-term environmental consequences of including agricultural lands in the UGB will be the conversion of these lands to urban uses. The application of the UGB commits these areas for future urbanization in accordance with the land use Plan. When consideration was given to areas during the establishment of the boundary, it was found that most of the subject lands have already been committed to non-farm uses by past land divisions into parcels that are no longer economically viable as agricultural units. Also, this past partitioning has created a suburban environment that is not conducive to continued agricultural activities, although the soil classification may be appropriate.
- C. In establishing the UGB, Phoenix and Jackson County included only those lands necessary to provide for the projected land needs of the community and avoided larger blocks of viable farmland.
- D. It is the City's policy that all lands within the UGB that are still in agricultural uses will be encouraged to continue those uses, until such time as the land is needed for urban purposes. Even at that time, the decision to annex and convert the land to urban uses will be at the discretion of the property owner, with City approval.

- E. The Comprehensive Plan proposes only the lowest residential densities along the periphery of the UGB to minimize any potential impact on nearby farmlands. Buffering guidelines are included in the Land Use Plan section of this document to guide residential neighborhood planning and to minimize urban/rural conflicts.
- F. Urbanizable lands in the southwestern portion of the UGB consist of many small "rural-residential" homesites of one or two acres, or less. There are no major farm units in this area and most agricultural that exists is being pursued for personal use or as a hobby for extra income. This area, because of its density and need for public facilities, such as water and sewer, will benefit by eventual annexation to the City.
- G. Areas within the UGB on the east side of the freeway are, for the most part, not considered high priority agricultural areas. A small proportion of the area is actually in agricultural use of any kind with the remainder consisting of vacant land, some of which is swampy, and rocky hillside lands that are used for limited grazing.
- H. The Phoenix Plan and UGB have been designed to retain and avoid those agricultural areas of highest quality and potential and to include only those areas of marginal agricultural potential, but greatest need for urbanization. All affected property owners have been included in the planning efforts and have provided their expert opinions on the agricultural issues. The present UGB, therefore, is considered to be the most suitable and realistic boundary in which to accommodate the City's future growth, at least through year 2000.

7. COMPATIBILITY OF THE PROPOSED URBAN USES WITH NEARBY AGRICULTURAL ACTIVITIES:

- A. Agricultural areas east of the freeway are very limited, with the exception of scattered orchards. Urban development in that area will be low-density residential, oriented away from the agricultural operation. New residential streets will not follow the UGB, but will be within the boundary so that subdivisions can be oriented inward, which will minimize access to agricultural lands.
- B. Buffering concepts are included in the Land Use section of this Plan to guide development along the periphery of the UGB in the most suitable manner. In addition, the City/County urbanization agreement states that plans (and implementation measures) for areas on the periphery of the UGB may include provisions for:
 - Acquisition by public agencies;
 - Lower densities than allowed elsewhere in the City;
 - Use separators, such as setbacks;
 - Establishing criteria for determining compatibility of certain urban and certain rural uses; and
 - Other techniques deemed to be suitable by the City and County.
- C. Southwest of the City, the area is already divided into many small rural-residential lots. The proposed low-density development will have no adverse impact on these areas, or larger farm units to the west.

PLAN FOR URBANIZATION

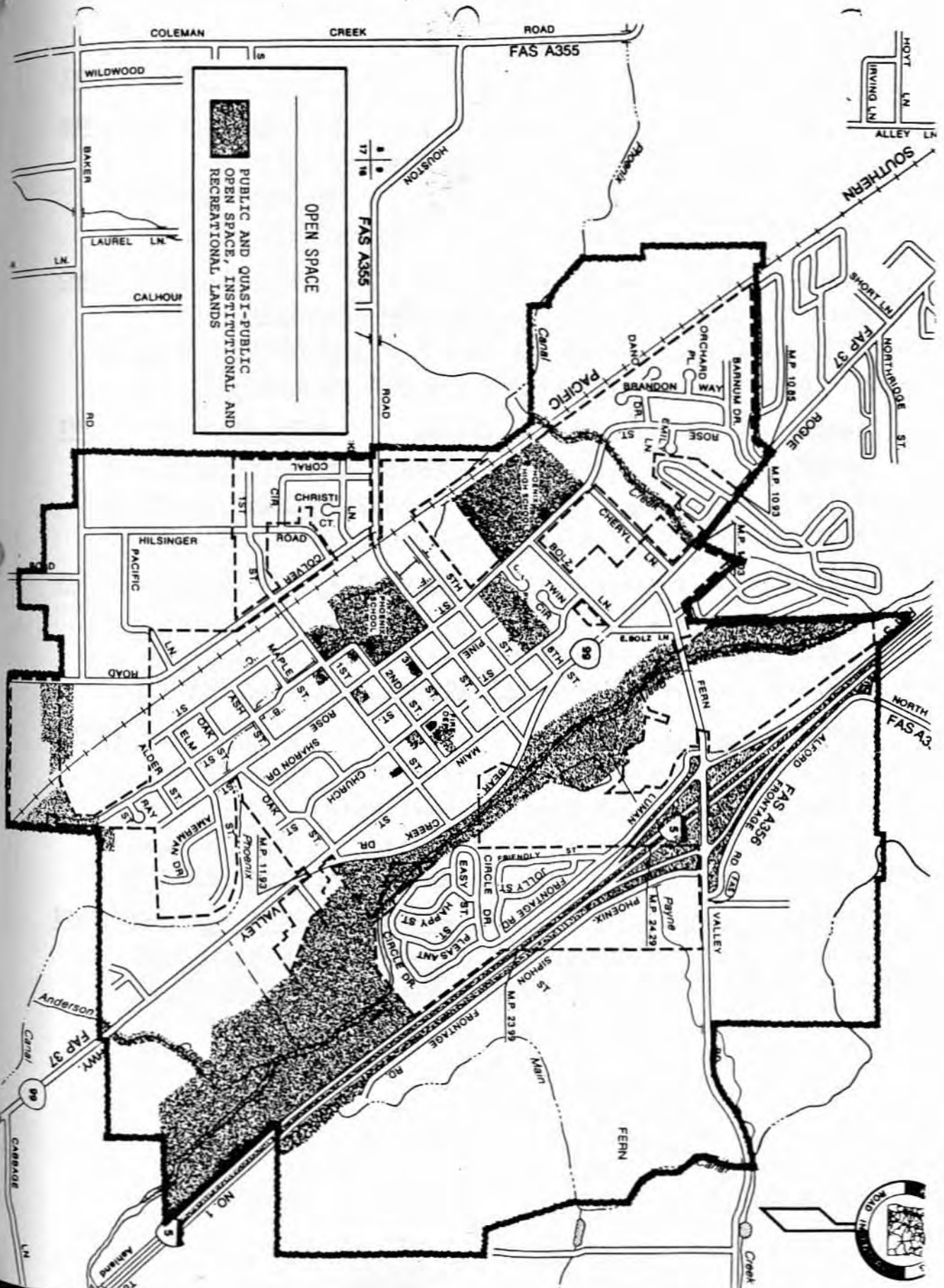
The Urban Growth Boundary for Phoenix was designed to accommodate the City's year 2000 population projection and related development needs. All major land uses have been projected into the future, as have residential uses by housing types and anticipated densities. These figures are included in the Housing section and Land Use Plan section of this document.

At the present time, Phoenix is accommodating a population of 2,309 on about 475 acres. The year 2000 projections show a population of 6,465 and 1,032 acres. According to the City's Plan, the year 2000 overall density would be about 6.3 persons per acre, compared to the present 4.9 persons per acre in the present City limits. The overall density will increase even with additional lands provided for non-residential purposes. The reason is that the year 2000 projections do not allow for vacant land being "left over" after the planning period, and there will also be a higher overall residential density.

The Urban Growth Boundary is shown on the Comprehensive Plan Map, which is included in the Land Use Plan section (XIV).

Annexation and amendments to the urban growth boundary are governed by state law and by the policies and procedures of the City/County urbanization agreement, which is contained in the appendix of this document. Provisions for periodic review and amendment of the Plan and UGB are contained in the Land Use Plan (Section XIV) of this document.

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Section XIV.
PHOENIX LAND USE PLAN

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SECTION XIV.
PHOENIX LAND USE PLAN

INTRODUCTION

This section of the Phoenix Comprehensive Plan describes, by major land use categories, the present patterns of land uses, guidelines for land use proposals, and the Land Use Plan for the year 2000, as illustrated on the Comprehensive Plan Map.

RESIDENTIAL LAND USES

Existing Development Patterns:

Approximately 30 percent of the City's total area (within the City limits) is presently being used for residential purposes. The community could best be described as a low-density community having a high percentage of single-family homes (65%) and mobile homes (23%). The remaining 12 percent of the housing stock consists of duplexes and multiple-family dwellings, which are well-dispersed throughout the central portions of the city. Although there are a few condominium developments and clustered apartment complexes, the City does not have what could be considered a high-density or multiple-family "neighborhood". According to the August, 1982 Land Use Inventory, the City has 482 single-family dwellings, 68 duplex units, 199 multi-family units, and 236 mobile homes, most of which are located in the Bear Lake Mobile Home Park between Bear Creek and the I-5 Freeway. (See Existing Residential Land Use Map)

Land Use Requirements:

Residential classifications are generally given a high priority in planning, and the preservation of the character and livability of residential neighborhoods is a primary concern of Phoenix and this Land Use Plan. The land requirements for residential development are probably the least demanding of all major land uses. Terrain and locations that would be unsuitable or undesirable for commercial, industrial or other uses are often very suitable for residential development. The following is an outline of the requirements for residential siting:

- A. Terrain with a variety, offering fairly level, rolling and hillside sites, depending on the topographical characteristics of the area and geologic hazards.
- B. Residential sites should be in close proximity to major streets to facilitate ease of access to shopping, employment, and other activities. The development should not overburden the existing transportation (street) system due to its location.

Fig. XIV-1

EXISTING
RESIDENTIAL
LAND USE

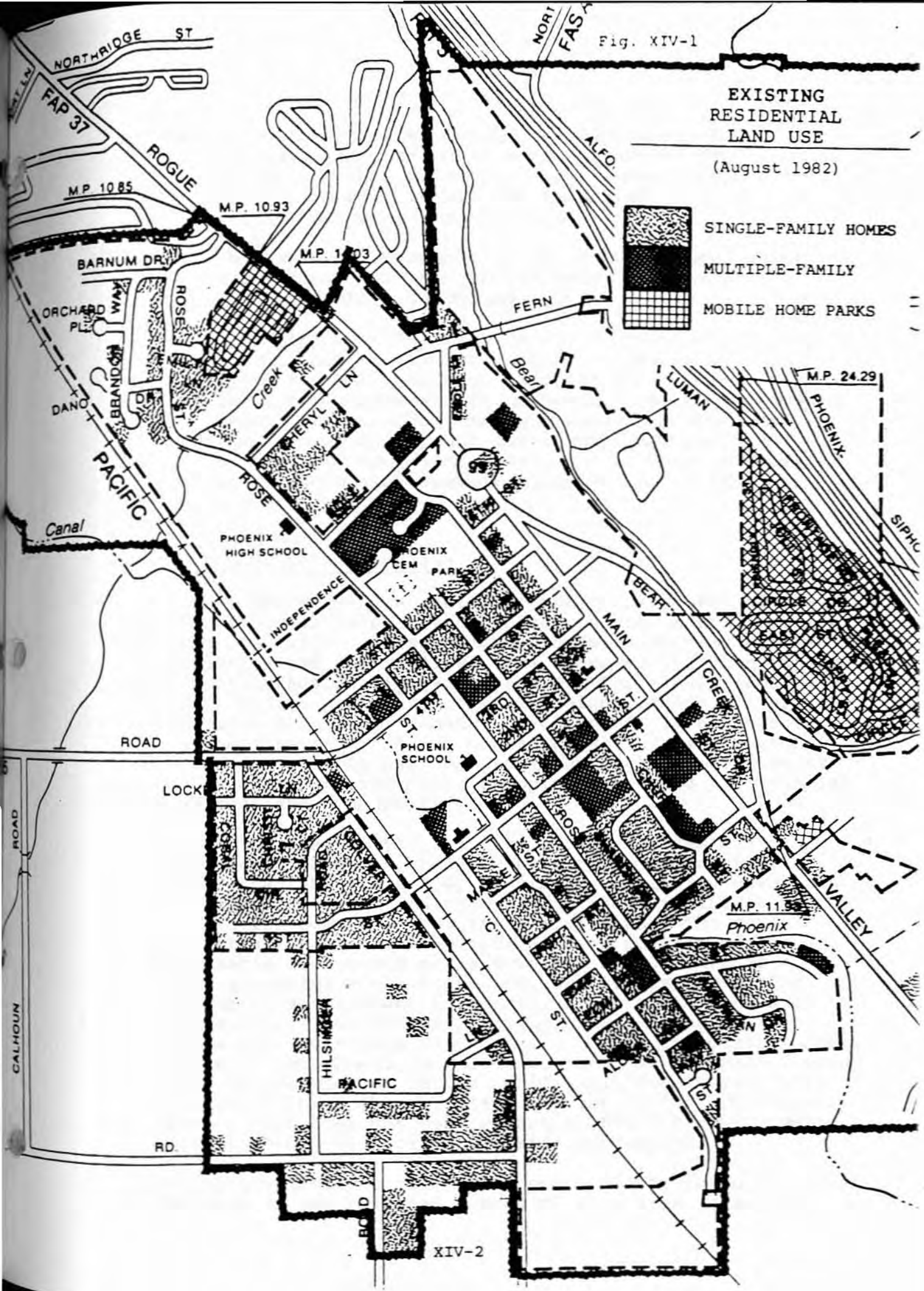
(August 1982)



SINGLE-FAMILY HOMES

MULTIPLE-FAMILY

MOBILE HOME PARKS



- C. Residential development should be supported by public and quasi-public facilities such as an adequate school system, churches, open space and recreational facilities. Further, it should be supported by adequate shopping facilities in close proximity.
- D. There should be an overall variety of housing types, sizes, price ranges, and other characteristics in the community to assure a choice in the marketplace.
- E. Residential densities should be a major factor in dictating the location of a proposed development. For example, the higher the density becomes, the closer the development should be located to major arterial highways, shopping and employment centers, and the major activity centers of the community. Lower density developments that generate less traffic and creates lower demands on the City's services and utilities can be more easily accommodated further from the City's core area.

Residential Land Use Plan:

The Comprehensive Plan calls for the preservation of the older and established neighborhoods in the central portion of the community. These neighborhoods, generally between Main Street and the railroad, are shown on the Plan map as Low Density Residential and zoned R-1 for single-family homes. On the periphery of these neighborhoods are areas designated for higher density development, in accordance with the site requirements stated above. This pattern of development will help ensure that the higher densities are located closer to the major shopping areas and the arterial streets of the community.

East of the freeway there are two areas for residential development. One is a hilltop area along the northern edge of the UGB. This area is already partially developed for residential uses and, because of the terrain, is not suitable for commercial or industrial uses. The other residential area is in the southeastern portion of the urbanizable area south of Fern Valley Road. This is a rather extensive area on the map, but is less extensive in terms of development potential. Much of this area is on hillsides. The Medford Irrigation Canal generally defines the lower edge of the hill. It is anticipated that, because of the slopes, access, and other development limitations, the density of future residential development will be somewhat lower than permitted by the zoning ordinance. However, this area has good potential for the development of a unique and attractive hillside neighborhood.

Low Density Residential is also proposed for the urbanizable area west of the railroad. Much of this area is already

divided into small acreages and is in "rural-residential" use. This area, as it continues to grow as a residential neighborhood, will gradually replace these rural type uses with urban development, but will not have any significant impact on agricultural lands within or outside the UGB.

Two major areas are shown on the Comprehensive Plan and Zoning Maps for High Density Residential development. One is along the south side of First Street between Church and "C" Streets. The other is along Coleman Creek north of Cheryl Road. These two areas represent the City's greatest future development potential for high-density development. During this twenty-year period, the number of multiple-family dwellings will approximately double with the majority of this development being located along First Street and Coleman Creek/Cheryl Road.

The Bear Lake Mobile Home Park, located between Bear Creek and I-5 Freeway is shown on the Comprehensive Plan as Medium Density. The overall density of this neighborhood falls into the medium classification, although it is a neighborhood of single-family dwellings. The zoning is R-3, not because the City is proposing higher density, but because mobile home parks of this type are permitted only in the R-3 zone. The Bear Lake Park has been given room to expand to the west in the future. A portion of this area is presently being used for the storage of recreational vehicles.

The following is a summary of the Land Use Plan for residential development in Phoenix, as it affects the numbers of dwelling units within the present City limits only.

Fig. XIV-2

PLAN IMPACT ON NUMBER OF DWELLING UNITS (Within Present City Limits)					
	EXISTING UNITS	% OF TOTAL	PROJECTED CHANGE	PROJECTED UNITS	% OF TOTAL
SINGLE-FAMILY	482	48.9%	+ 72	554	37.5%
DUPLEX	68	6.9%	+232	300	20.3%
MULTI-FAMILY	199	20.2%	+190	389	26.3%
MOBILE HOMES	236	24.0%	N/C	236	15.9%
TOTALS:	985	100.0%	+494	1,479	100.0%

The Phoenix Comprehensive Plan includes a total of 277.6 acres for residential purposes in the urbanizable area, in addition to the 194.9 acres within the present City limits. The proposed distribution of dwelling units, by type, is shown in the following table:

Fig. XIV-3

PLANNED DISTRIBUTION OF DWELLING UNITS				
DWELLING TYPE	WITHIN PRESENT CITY	WITHIN URBANIZABLE AREA	TOTAL DWELLING UNITS	OVERALL PERCENTAGE DISTRIBUTION
SINGLE-FAMILY	554	524	1,078	45.6%
DUPLEX	300	0	300	12.7%
MULTI-FAMILY	389	0	389	16.4%
MOBILE HOMES	236	363	599	25.3%
TOTALS:	1,479	887	2,366	100.0%

NOTE:

The table entitled "Comprehensive Plan Acreage Summary" is included at the end of this section of the Plan and includes proposed land use distributions for all residential categories.

The acreages, numbers of dwelling units, and distribution of those units, as proposed in the Comprehensive Plan and on the Plan Map will adequately provide for a choice of housing in the local marketplace, as proposed in the Housing section of this Plan. The residential neighborhoods, as shown in the Plan, will adequately accommodate the City's year 2000 population projection of 6,465.

COMMERCIAL LAND USES

Existing Development Patterns:

As of August, 1982, the City of Phoenix had 44.6 acres of developed commercial land within the City limits. The locations of these businesses are illustrated on the map entitled "Existing Commercial & Industrial Land Use" of the Economic Goals section of the Plan (p. 12).

For the most part, existing commercial development is concentrated along the City's primary arterial, Highway 99 (Main Street). The heart of the commercial core area extends from the shopping center at the intersection of Main and Cheryl southward to the south City limits near Oak Street. There is a scattering of residential uses and vacant commercial lands along this corridor, which provide good potential for future commercial expansion or "in-fill" development. The map entitled "Commercial & Industrial Expansion Opportunities" (p. 13) of the Economic section of this Plan illustrates the extent of these opportunities as proposed by the City's Plan and as provided by the Zoning ordinance and map.

Commercial orientation toward the highway has been beneficial to the City in that any commercial encroachment into nearby residential neighborhoods has been minimal and is not a serious problem. The Plan and Zoning will also help ensure that these neighborhoods are protected from the adverse impacts of commercial development and related traffic.

Fern Valley Road is the City's only access to the I-5 Freeway and areas east of the freeway. As the interchange areas are developed for planned commercial and industrial uses, Fern Valley Road will become increasingly valuable as a commercial corridor, serving both general and tourist commercial needs.

Land Use Requirements:

Commercial activities are usually confined to specific areas which provide a variety of shopping and opportunities for residents to compare prices, quality and brands, which also increases local commercial competition. The following requirements are designed to provide adequate support for commercial activities within the community:

- A. Central Business District: Should be centrally located within the community and on or adjacent to a major arterial street to provide ease of direct access, as well as maximum exposure to peak traffic flows and pedestrian activities. This district should include a combination of retail, professional, financial, and related services to maximize convenience and competition.

- B. Regional Business Center: Such a center may be located in Phoenix, but would not necessarily be limited to serving the needs of this community alone. A regional center requires easy freeway access and should be on or adjacent to a major arterial street. Adequate space for off-street parking is a must. Such a center may be oriented toward a special purpose, such as commercial retail sales and services, financial services, or professional/medical offices.
- C. Highway Service Center: These activities are limited to locations along the major arterials and in the vicinity of the freeway interchange. Service facilities might include truck stops, auto repair/service stations, restaurants, motels, other tourist accommodations, etc. Because these are often larger facilities that are special purpose and not always compatible with other retail sales businesses, these types of uses should be located at the periphery of the community and in the freeway interchange area rather than within the City's commercial core area.
- D. Neighborhood Convenience Center: In some cases, a small commercial service area may be appropriate within residential areas of the community to provide greater convenience to residents of the neighborhood. Such centers would be limited in size and inventory, would be located on one quadrant of a major street intersection, and should generally be at least one-half mile from the downtown commercial core area.

Commercial Land Use Plan:

The Comprehensive Plan calls for the preservation and strengthening of the downtown commercial core areas along Main Street. As shown on the map on page 13 of the Plan, a generous amount of land is proposed for commercial expansion and in-filling along this major corridor. At the same time, commercial activities are not proposed for any residential areas, although it is possible that a Neighborhood Convenience Center could be constructed at some time in the future if the need is generated. At this time, there is insufficient data on which to base such a need and any specific locations for convenience centers are not proposed.

The Comprehensive Plan calls for a total of about 200 acres of commercial development by year 2000, or about 160 "net" acres. This amounts to about 24.6 acres per 1,000 population, which is slightly greater than the present 19.4 acres per 1,000. This increase is justified by the facts that Phoenix has the suitable and available sites for commercial development, including a major freeway interchange; the City is very close to Medford and Ashland and provides an alternative location for new or growing businesses; and the City's water system has been greatly improved and it is now able to accommodate additional commercial development.

Probably the greatest commercial development opportunity in Phoenix is the area in the vicinity of the freeway interchange. It is the City's intention to take advantage of this opportunity by providing for the most suitable development. The existing Pear Tree Truck Stop facility has been very successful and intends to expand its facilities in the future. Other area property owners have indicated their intentions of eventually developing tourist-oriented commercial facilities in the area. The City is providing for these types of major development by its Plan Map designations and by proper zoning for these areas that is consistent with the Plan. Through good planning and appropriate development of these commercial areas, Phoenix residents will benefit by increased shopping and personal services, as well as increased employment opportunities and City tax revenues.

INDUSTRIAL LAND USES

Existing Development Patterns:

The Land Use Inventory conducted in August, 1982, found only 14.3 acres in industrial use within the City of Phoenix. That amounts to only 6.2 acres per 1,000 population, which is generally considered to be lower than ideal.

The map on page 12 of this document shows the locations of these industrial developments, which are located primarily along the corridor of the Southern Pacific Railroad. The large triangular area north of Houston Road (4th Street) and west of the railroad had been in industrial use, but was vacant at the time of the land use inventory, which means the City currently has even less industrial development than actually shown on the map.

Land Use Requirements:

Industrial siting requirements vary considerably, but are not often totally understood or provided for. Different types of facilities have unique site requirements of their own that may or may not be available in the Phoenix area. Unfortunately, the least desirable lands are often provided for industrial uses in some communities. This can limit that city's economic development potential and virtually eliminate it from consideration by many potential industries. The City of Phoenix is providing a variety of industrial siting opportunities to take advantage of both rail and freeway transportation facilities, as will be described later. The following provides some general industrial siting requirements for planning purposes:

- A. Terrain should be reasonably level or gently sloping, or capable of being graded without undue expense or serious

disturbance to the natural environment or drainage.

- B. Extensive Manufacturing: Sites provided for large modern single-story buildings and their accessory storage areas, loading and parking areas. Size should be a minimum of five acres, located near the fringe of the community and with good transportation access.
- C. Intensive Manufacturing: Should provide a variety of sites for modern, one- or multiple-story industrial buildings and accessory storage, loading and parking areas. Sites should be in fringe areas, on major arterial highways, and are generally five acres or smaller in size.
- D. Depending on the specific needs of the potential industry, easy and direct access should be available to the transportation system, including highway, freeway, and/or rail facilities.
- E. Should be reasonable and convenient access to and from the major residential areas of the community to serve the workforce of the community. The City's Transportation Plan should provide a suitable network of arterial streets that will connect the industrial sites to the neighborhoods.
- F. Should be adequate availability of the necessary public facilities, services and utilities that will be needed to serve the industry, including water, sewer, electricity, natural gas, etc.
- G. The potential industry should ensure that there is an adequate method of treating or otherwise disposing of chemical and solid wastes, as well as any other potentially hazardous effluents.
- H. City must ensure compatibility with surrounding land uses, with sufficient protection by land use regulations that will ensure community stability and a high quality environment.

Industrial Land Use Plan:

The Comprehensive Plan for Phoenix includes a variety of industrial sites for different types of industrial uses. The Plan Map shows 54.2 acres for Light Industrial development and 70.3 acres for General Industrial. The latter category consists of the less attractive "heavy" industrial uses that often need extensive outdoor storage areas and rail access. These areas are confined to the Southern Pacific Railroad corridor and, in most cases, are areas of already existing development. The only major exception is the area at the extreme northwest corner of the UGB on the west side of the railroad. This area was included in the UGB under a City/County agreement several years ago and is presently in orchard use. Because of access limitations to this site, it is possible that its development may not occur for some time, which will make the other proposed

sites more attractive in the immediate future.

Light Industrial sites are provided in two distinct and unique locations. The east side of the I-5 Freeway interchange is proposed for extensive light industrial development. These sites are very well suited for the purpose, have direct freeway access and exposure, and will have minimal adverse impact on other areas of the community. These are the only two industrial sites of their size in the community that are capable of major light industrial development.

Another area that has been set aside for light industrial development lies between Highway 99 and Bear Creek. Many of the properties along this portion of the highway are very deep. As a result, they are too deep for commercial development and not suitable for other types of development. The Plan proposes commercial frontage development along Highway 99 to a depth of approximately 300 feet. The rear portions of these deep lots could then be used for a variety of light manufacturing, storage, or commercial-related industrial uses. Such uses would not need highway frontage and exposure, but would still have good access to the street. This is a good location for light industrial uses in close proximity to residential neighborhoods to the west but with a minimum of possible adverse impacts.

The map on page 13 of the Economic Goal section of this document shows the proposed locations of all industrial areas of Phoenix.

PUBLIC & QUASI-PUBLIC LAND USES

Existing Development Patterns:

This category includes schools, parks & open space areas, irrigation and railroad rights-of-way, churches, public facilities, streets, etc. The Land Use Inventory found 166.2 acres devoted to these uses within the City limits, which is 35 percent of the City's total area. More than half of that total consisted of the City's street system and a small portion of the freeway that is within the City. The detailed breakdowns within this category are provided in the table on page 7 of this document.

The Parks & Open Space category is dominated by the Bear Creek Greenway, which parallels the freeway, and also includes two community parks and a cemetery.

The schools included in this total are Phoenix High School and the elementary, as well as administrative offices and related facilities.

City facilities include the City Hall, City yard, fire

station and library. Other public facilities include the Post Office, Grange Hall and the several churches that are not publicly-owned, but are open to the public and considered "quasi-public".

Land Use Requirements:

The public and quasi-public land uses are generally supportive of the other three major land use categories. These facilities will be located in areas having the need for these facilities. For example, open space and recreational areas should be provided in locations that are most convenient for the users of those facilities. As residential development increases, so will the need for park and recreation opportunities. High-density multiple-family developments might warrant the establishment of open space and recreation opportunities in very close proximity to provide for the needs and also to minimize travel to more distant facilities.

Regional facilities, such as the high school, are best located where the greatest need exists, with outlying students bused to and from the school. The school district is much larger than the City and serves the needs of the district from its local facilities. Future school facilities, if needed, should locate within or near the City, on relatively flat terrain, and should have adequate area for recreational facilities, off-street parking, etc.

Public & Quasi-public Land Use Plan:

Since many public facilities and services needs arise from other types of development, their provision will be nearly directly proportional to the degree of new development. Public streets will be provided as development occurs, as will extensions to the water and sewer lines and other utilities. Police, fire and other City services will be increased if and when the need arises. These needs will be assessed periodically.

No additional public schools are shown on the Plan Map. However, discussions with school district planners found that a doubling of Phoenix' population would probably necessitate an additional elementary school and the preferred location would be east of the freeway to accommodate the new residential neighborhood that would be developed there. As a result, ten acres for an elementary school site are included in the Plan's total acreage. The actual site cannot be proposed at this time and is not shown on the Plan map. It is anticipated that the site would be located south of Fern Valley Road, within the Low Density Residential area (R-1 zone) and north of the irrigation canal. No other new school facilities are proposed.

The City of Phoenix has already acquired a new public park site west of the railroad that will help to serve the future needs of west-side residents. This park is currently being developed for recreational purposes. To serve the needs of the proposed neighborhood east of the Freeway, a ten acre park is proposed and included in the acreage proposals. However, because a site has not been selected and will probably come, in part, from land dedication requirements, a specific park site is not shown on the Plan map at this time.

The Bear Creek Greenway is the most extensive natural open space corridor through the Phoenix area and the County has an adopted master plan for its protection and development for recreational and other suitable uses. The City may have some options in the future for the development of Greenway-related recreational facilities, such as local parks, inter-connecting bicycle paths, etc. Such facilities will be considered and planned for as part of the City's Master Plan for Parks and Recreation, which will be developed at a later date. Policies of the Transportation section of this Plan pertain to the future development of Greenway-related bicycle facilities and demonstrates the City's general support of the Greenway program.

Facilities such as churches, organizational meeting places, and other "quasi-public" facilities are not specifically planned for and sites are not proposed for these uses. It is understood that these types of uses are an integral and necessary part of the community and will be provided by the private sector to meet those needs. In most cases, they will be provided in commercial or residential zones, as provided by the City's Zoning Ordinance.

. . .

Fig. XIV-4
 COMPREHENSIVE PLAN
 ACREAGE SUMMARY

CATEGORY	PRESENT CITY LIMITS	URBANIZABLE AREA	TOTAL
LOW DENSITY RESIDENTIAL	144.3	249.4	393.7
MEDIUM DENSITY RESIDENTIAL	20.2	18.4	38.6
HIGH DENSITY RESIDENTIAL	30.4	9.8	40.2
GENERAL COMMERCIAL	109.6	44.2	153.8
TOURIST-COMMERCIAL	17.4	30.8	48.2
LIGHT INDUSTRIAL	1.1	53.1	54.2
GENERAL INDUSTRIAL	31.0	39.3	70.3
SCHOOLS	25.1	10.0	35.1
I-5 FREEWAY CORRIDOR	15.2	53.3	68.5
BEAR CREEK GREENWAY	17.6	68.1	85.7
OTHER PUBLIC & OPEN SPACE	32.3	12.1	44.4
TOTALS	444.2	588.5	1,032.7

NOTE: The above figures are "gross" acreages including streets and other rights-of-way.

4/83

LAND USE CONFLICTS

Introduction

Conflicts will exist where various land uses come together along zoning boundaries. These conflicts will exist not only internally, but also along the fringes of the Urban Growth Boundary and in the urbanizable areas outside the City limits.

To accommodate the various land uses in an integrated community, it is necessary to recognize the varying degrees of conflict between land use categories and, wherever possible, to minimize these conflicts by adequate separation or other "buffering" concepts.

The following is a discussion of land use sensitivity and potential conflict:

Urban Land Use

Single-family Residential

Single-family development is permitted under the City's R-1 zoning district, which provides for the lowest density of urban residential land use. These uses are extremely sensitive to most forms of intrusion such as dust, noise, vibration from industrial uses, pesticides, other chemicals, equipment operations, intensive irrigation and aerial crop dusting.

Multiple-family Residential

Duplexes, tri-plexes and other forms of multiple-family residential development are provided for in the City's R-2 and R-3 zoning districts. Because multiple-family developments are often renter-occupied, it is sometimes concluded that these residents have lower livability expectations, are less concerned about neighborhood overall quality and, therefore, are impacted to a lesser degree by the effects of land use conflicts. This is often not the case. All residents, whether owners or renters, share the same affects of land use conflicts. The greater numbers of residents in multiple-family developments often dictate locational advantages that may increase conflict potential. For example, it is usually advantageous to locate higher densities near major streets, shopping, employment, etc. In such cases, special design requirements may be needed to take advantage of the location but minimize the conflicts.

On the other hand, multiple-family residential developments are generally not suitable for areas adjacent to agricultural uses since any adverse impact from the farm operation will have a compounded impact on a high density development. For that reason, low-density residential uses are proposed for any residential area that abuts the Phoenix UGB and farmlands.

Commercial

Most commercial land uses are less sensitive than residential uses to the usual effects of land use conflicts. Businesses generally like to locate in high traffic areas where they can get maximum exposure and ease of access. These land uses are provided for in Phoenix' General Commercial (C-1) and Commercial-Tourist (C-T) zoning districts. In most cases, these uses are proposed for locations along major arterials, freeway interchange lands, and other areas of high traffic and activity. To some extent, commercial structures act as buffers between the major streets and nearby residential areas. In such cases, the primary concern will be to ensure that the commercial business itself does not adversely impact these residential uses.

Industrial

Urban industrial land uses are perhaps the most compatible with adjacent intensive agricultural land uses. They are also well-suited to high traffic/activity areas such as along arterials and the freeway interchange. Very few land uses conflict with industrial uses. However, industrial operations may adversely affect other uses, especially residential uses. In all cases, new industrial development will have to be carefully designed and properly located to ensure the minimum possible adverse impact and land use conflict.

Rural Land Use

For this discussion, rural lands are considered to be those outside the City limits of Phoenix and within the jurisdiction of Jackson County. Those rural lands that are presently within the UGB of Phoenix are planned for future urban level development. Those outside the UGB will remain rural until at least year 2000, unless Phoenix experiences unanticipated growth pressures and needs to amend the UGB before that time.

Jackson County has 25 zoning districts. Not all are rural-type districts. Only five districts of a rural nature are located in the Phoenix area and will be discussed below.

Exclusive Farm Use

The Exclusive Farm Use (EFU) zone of Jackson County is aimed at protecting the major farmlands of the County and is most compatible with state planning goal #3 (Agricultural Lands).

Because EFU lands include intensive agricultural operations, there are many potential conflicts between these and urban uses within the UGB (there are no EFU lands within the UGB). Any conflicts would occur along the boundary itself. Much of the land directly outside the UGB on both the east and west sides of the freeway are presently zoned for EFU. These farming operations are often adversely affected by human activities, including vandalism, off-road vehicles, motorcycles, theft, harassment of livestock, and others. It will be beneficial to minimize the residential density along the UGB and limit access into the farm areas from the urban areas.

Five-acre Residential

Jackson County has two five-acre residential zoning districts that are found in the vicinity of Phoenix. These are Farm Residential (F-5) and Rural Residential (RR-5). Although limited farming activity is permitted in both of these zones, they are not intended for large-scale farming but, rather, for low-density residential purposes in a rural atmosphere. The F-5 zone is more oriented toward the agricultural buffering of the EFU districts, while the RR-5 zone is more oriented toward rural-level hobby farming. Most of these zones are located within the Urban Growth Boundary and are planned for future conversion to urban uses. In most cases, the land use that will replace these uses will be R-1 low-density single-family, which will be most compatible with these rural uses and the transition will be relatively smooth. Since these smaller farm units do raise small crops and livestock, there is the potential for at least a limited degree of conflict from odors, dust, spray-drift, etc.

Suburban Residential

Also found in and around the Phoenix UGB are the County's Suburban Residential (SR-2.5 and SR-1) districts. These zones apply to areas already developed to these levels and areas within Urban Growth Boundaries that are planned for additional growth and "in-filling". These zones permit a limited degree of agricultural activity, but do not include intensive livestock raising. These areas will be most compatible with the future low-density residential growth of Phoenix with minimal conflict.

Minimizing Land Use Conflicts

Land use conflicts may be minimized in a number of ways, depending on the situation and uses involved. This Plan, on the following pages, shows some examples of land use "buffering" through the use of design, setbacks, lot sizes, landscaping and fencing. In addition, it is generally more acceptable to have land use changes taking place back-to-back, rather than facing each other across the street. This reinforces the stability of

neighborhoods and the character of the street. Residential uses facing other residential uses across the street help ensure that the street itself is used primarily for residential purposes, rather than a mix of residential, commercial, industrial or other traffic.

Fig. XIV-5
ZONING TO REDUCE
LAND USE CONFLICT

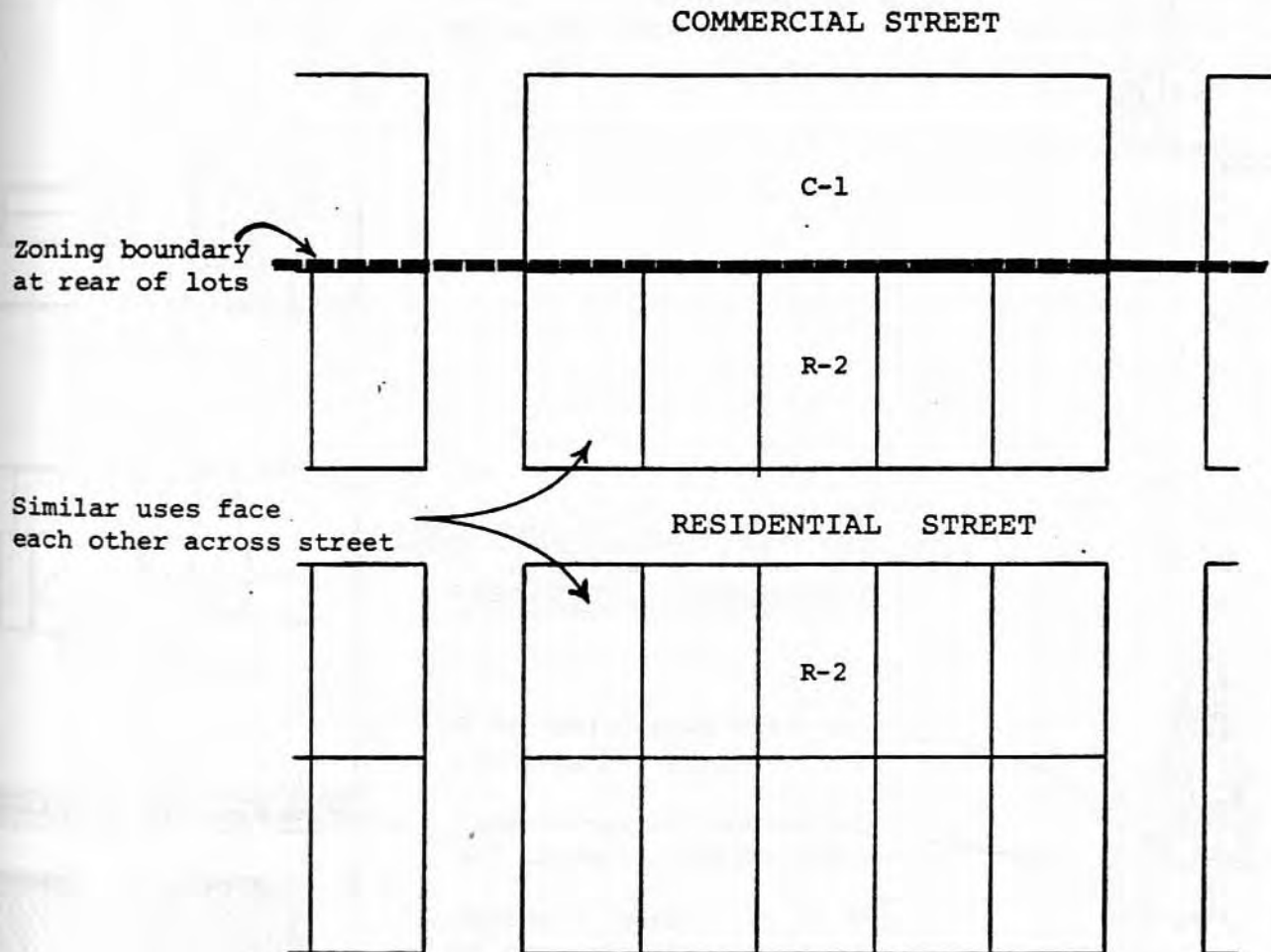
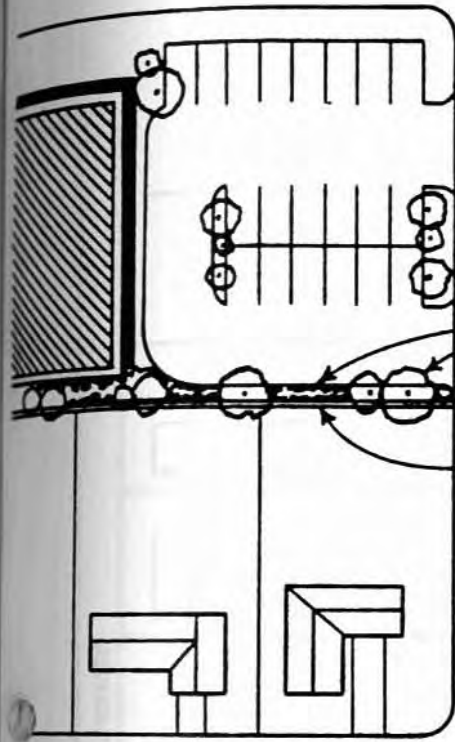


Fig. XIV-6

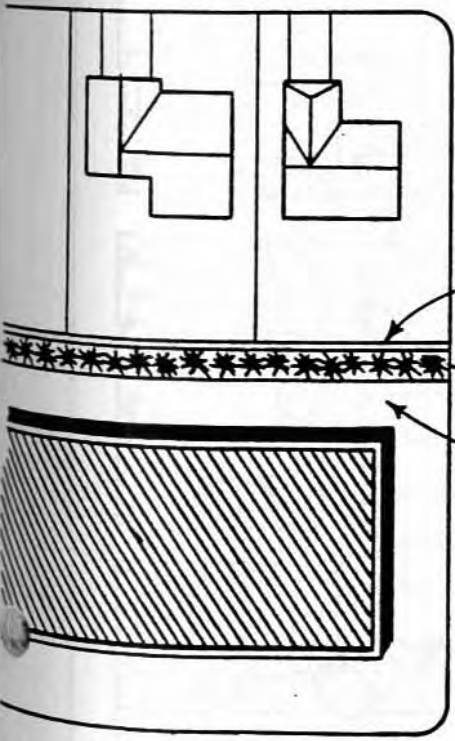
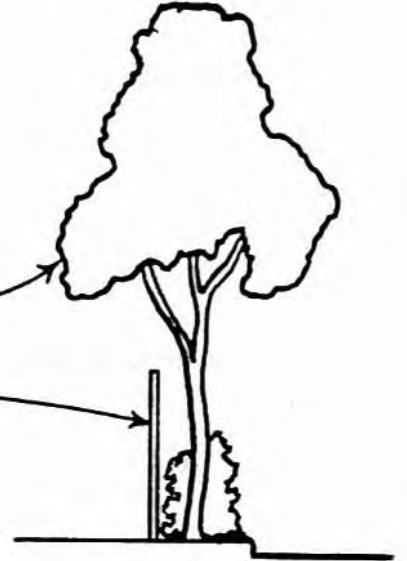
EXAMPLES OF
SEPARATION BY DESIGN



COMMERCIAL/RESIDENTIAL

Landscaping of trees and shrubs for visual buffer.

6 ft. solid wood fence or concrete block wall.



SINGLE/MULTI-FAMILY RESIDENTIAL
OR
RESIDENTIAL/INDUSTRIAL

6 ft. solid wood fence or concrete block wall.

Closely spaced landscaping and trees for visual barrier.

Increased setback as height of structure increases.

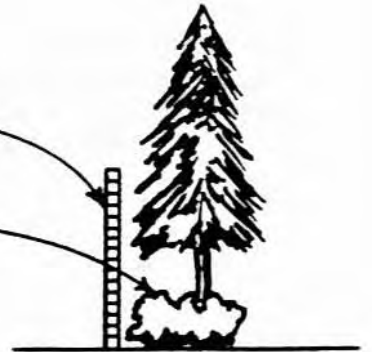
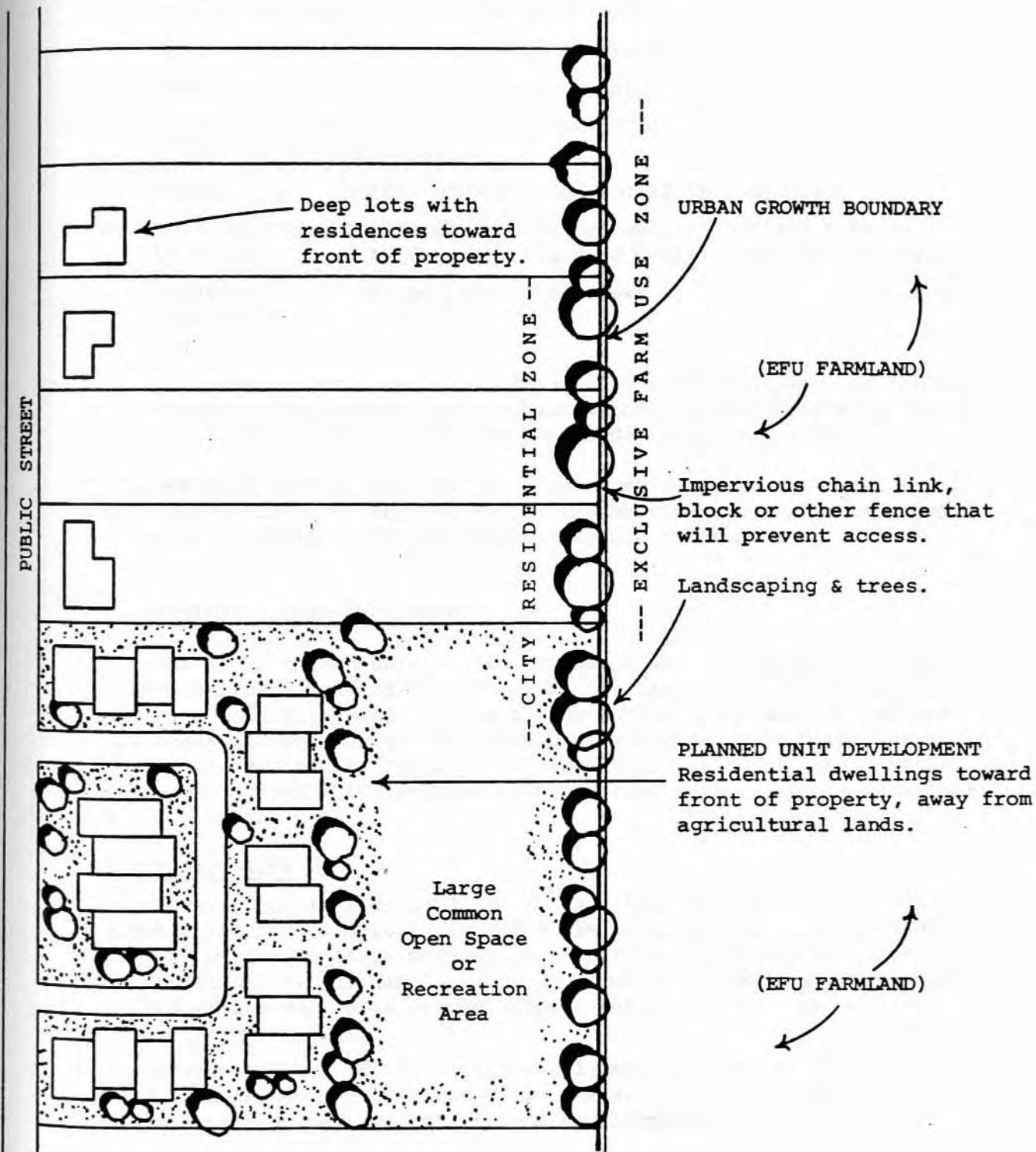


Fig. XIV-7
 EXAMPLES OF
 SEPARATION FROM
 AGRICULTURAL LANDS



PLAN/UGB AMENDMENT PROCEDURES

URBAN GROWTH BOUNDARY CHANGES

Goal #14 (URBANIZATION) requires that the establishment of and any subsequent changes to an urban growth boundary be based upon consideration of the following seven factors:

1. Demonstrated need to accommodate long-range urban population growth requirements consistent with LCDC goals;
2. Need for housing, employment opportunities, and livability;
3. Orderly and economic provision for public facilities and services;
4. Maximum efficiency of land uses within and on the fringe of the existing urban area;
5. Environmental, energy, economic and social consequences;
6. Retention of agricultural land as defined, with Class I being the highest priority for retention and Class VI the lowest priority;
7. Compatibility of the proposed urban uses with nearby agricultural activities.

All of these criteria were considered in the establishment of the UGB, as documented in Section XIII (Urbanization) of this document, and will be considered at the time of any proposed change in the UGB.

The establishment of the UGB was a cooperative process between the City and Jackson County. Any changes to the boundary must also be a joint process, as outlined in the City/County UGB management agreement.

COMPREHENSIVE PLAN AMENDMENTS

Section 12 of the Phoenix Zoning Ordinance includes provisions for the review and amendment of the Comprehensive Plan. The Plan's goals and policies, attitudes and desires of the public and community leaders, and needs and technology will continue to change through the years. This will necessitate periodic reviews of the Plan and implementing measures and probable amendments in order to keep the plan up-to-date and functional.

Major Revisions

Major revisions include land use changes that have widespread and significant impact beyond the immediate area, such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as conversion of residential to industrial use; or a spatial change that affects large areas or many different ownerships.

According to the guidelines of Goal #2, major revisions should not be made more frequently than every two years, if at all possible. However, areas experiencing rapid growth and development are encouraged to

provide for a frequent review so revisions can be made to keep the plan up-to-date as rapid changes in the community are occurring. The Phoenix Zoning Ordinance provides for a plan review at five-year intervals, beginning in 1985. Plan amendments would be made at those times. Section 12 also states, "If for compelling reasons a major map change review is warranted between the five year review process, City Council may authorize consideration and review of a proposal by majority vote."

Plan amendments may be considered when one or more of the following conditions occur:

1. New and/or updated data reflects a significant change or trend.
2. A policy omitted from the present plan.
3. A change in community attitude or technology reflects a new or changed public need.
4. Statutory or litigated changes that significantly affect the Plan.
5. A major error or inconsistency that is in existence in the present plan.
6. A change in statewide planning goals and policies.

Minor Revisions

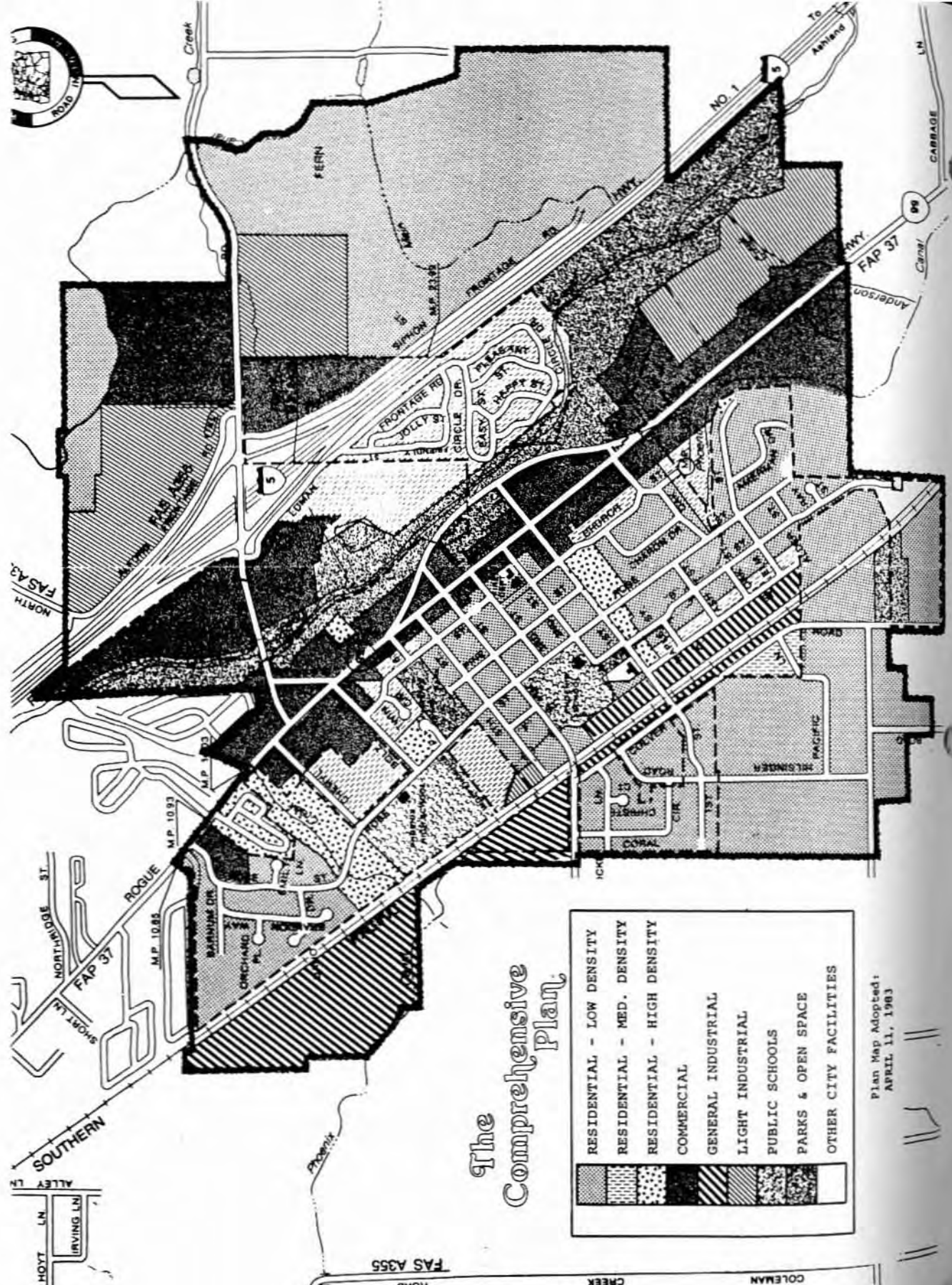
Minor changes in the Comprehensive Plan are those that do not have any significant effects outside or beyond the immediate area of the change. According to Goal #2, minor changes should not be made more frequently than once a year, if at all possible.

Section 12 of the City's Zoning Ordinance includes the following:

"Minor revisions may be proposed at any time. During the month of September each year, the Planning Commission will schedule a public hearing(s) for the accumulated minor map change requests as set forth in 'Procedure', with subsequent City Council action to follow. If compelling reasons for a minor map revision arise between the annual September hearings, the City Council, by majority vote, may approve consideration and review of the proposal as described in above 'Procedure'."

As required by Section 12, all major and minor amendments to the UGB or Comprehensive Plan involve public hearings and action by both the Planning Commission and City Council in order to provide for sufficient consideration of the proposal and to provide opportunities for citizen involvement in the process.

* * *



The Comprehensive Plan.

[Pattern: Dotted]	RESIDENTIAL - LOW DENSITY
[Pattern: Horizontal Lines]	RESIDENTIAL - MED. DENSITY
[Pattern: Vertical Lines]	RESIDENTIAL - HIGH DENSITY
[Pattern: Diagonal Lines (TL to BR)]	COMMERCIAL
[Pattern: Diagonal Lines (BL to TR)]	GENERAL INDUSTRIAL
[Pattern: Stippled]	LIGHT INDUSTRIAL
[Pattern: Cross-hatched]	PUBLIC SCHOOLS
[Pattern: White]	PARKS & OPEN SPACE
[Pattern: Dotted]	OTHER CITY FACILITIES

Plan Map Adopted:
APRIL 11, 1983



HOYT LN
IRVING LN
ALLEY LN
SOUTHERN

SHORT LN
NORTHKIDE ST
FAP 37
MP 1085
ROGUE
MP 1093

ROAD
FAS A355

CREEK
COLEMAN

To Ashland
No. 1
FAP 37
Anderson Hwy.
Canal
99
CABBAGE LN

FAS A3
NORTH

Creek

Promix

FERN

SIPHON

FRONTAGE HWY.

FRONTAGE HWY.

FRONTAGE HWY.

FRONTAGE HWY.

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SUBDIVISION AND LAND PARTITION ORDINANCE

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AN ORDINANCE PROVIDING SUBDIVISION AND OTHER LAND PARTITIONING STANDARDS AND PROCEDURES FOR THE CITY OF PHOENIX, OREGON.

The City of Phoenix ordains as follows:

ARTICLE 1

Section 1. PURPOSE. Articles 1 through V are enacted for the purpose of adopting subdivision and other land partitioning regulations for the City of Phoenix. The purpose of these regulations is to:

- (1) provide uniform procedures and standards for the division of land, encouraging well-planned subdivision development;
- (2) create livable neighborhoods within new subdivisions with all needed amenities and community facilities;
- (3) provide for streets, utilities and public areas and assure adequate sanitation and water supply;
- (4) provide for the protection, conservation and proper use of land, encouraging development in harmony with the natural environment;
- (5) improve land records and boundary monumentation;
- (6) insure equitable processing of subdivision plats and secure to the extent possible the goals and objectives of the Comprehensive Plan for the City of Phoenix, Oregon; and
- (7) protect the public health, safety and welfare.

Section 2. DEFINITIONS.

BIKEWAY. A right of way for bicycle traffic.

BLOCK. The land surrounded by streets and other rights of way other than an alley, or land which is designated as a block on any recorded subdivision map.

BOUNDARY SURVEY. A map made in sizes of 8½ inches by 13 inches or multiples thereof, of a permanent type of reproducible tracing. Maps shall show the following:

- (1) Location of survey by one-fourth section and Donation Land Claim Township and Range.
- (2) Date of the survey.
- (3) Scale of drawing and north point.
- (4) Basis of bearings, if available.
- (5) Initial point of survey giving ties to corner or corners of record.
- (6) All bearings or measured angles and distances separately indicated from those of record.
- (7) All monuments set and their relation to older monuments found. A detailed description of monuments found and set shall be included and all monuments set shall be separately indicated from those found.

BUFFER. A means to help reduce or prevent conflicts between incompatible land uses, including, but not limited to: special setbacks; lot coverage and height restrictions; screen plantings, fencing or walls; parks and/or open space; and natural topography.

BUILDING LINE. A line on a plat indicating the limit beyond which buildings or structures may not be erected.

CITY The City of Phoenix, a municipal corporation of the State of Oregon, where the provision involves a duty owed the City in either its governmental or its corporate capacity; otherwise, that officer, department or agency of the City indicated by the context; or where the context does not clearly indicate a specific officer, department or agency, then the City Council of said City.

DEVELOPMENT PLAN. Any plan, including amendments, adopted by the planning commission for the guidance of growth and improvements of the City.

EASEMENT. A grant of the right to use a strip of land for specific purposes.

EQUESTRIAN WAY. A right of way for equestrian traffic.

LOT. A unit of land created by a partition or subdivision intended as a unit for transfer of ownership or for development, designated by separate tax lot number recorded with the Jackson County recording officer, and normally containing no part of a street.

(a) Corner lot. A lot with at least two adjacent sides which abut streets other than alleys.

(b) Flag lot. A unit of land, which cannot be further partitioned, with no direct access to a public street except via a drive contained within the tax lot boundaries of said unit.

(c) Reversed corner lot. A corner lot with a side street line which is substantially a continuation of the front lot line of the first lot to its rear.

(d) Through lot. An interior lot having frontage on two parallel or approximately parallel streets other than alleys.

MAJOR LAND PARTITION. A partition which includes the creation of a road or street.

MAP. A diagram or drawing of a land partition.

MINOR LAND PARTITION. A partition which does not include the creation of a road or street.

NEGOTIATE. Any activity preliminary to the execution of a binding agreement for the sale of land in a subdivision or partition, including but not limited to advertising, solicitation and promotion of the sale of such land.

OWNER. A person having sufficient proprietary interest in the land sought to be divided to commence and maintain proceedings to divide same under Articles I through IV.

PARCEL. A unit of land that is created by a partitioning of land.

PARKS/OPEN SPACE, DEDICATED. An open space comprising open land area, either unimproved or developed to standards approved by the City of Phoenix, demonstrated on the Phoenix Comprehensive Land Use Plan and/or approved by the planning commission and City Council and dedicated through deeding or platting for public use, enjoyment and ownership. Improved pedestrian, bicycle and equestrian ways may be required.

PARKS/OPEN SPACE, UNDEDICATED. An open space comprising open land area, either unimproved or developed to standards approved by the City. Ownership and maintenance shall remain with a responsible organization with powers to cause and ability to

finance maintenance. Improved pedestrian, bicycle and/or equestrian ways may be required through undedicated open space. These ways may then become dedicated through deeding or platting, as required by the planning commission and City Council.

PARTITION LAND. To divide an area or tract of land into two or three parcels, within twelve months, when such area or tract of land exists as a unit or contiguous units of land under single ownership at the beginning of such twelve months, but not including:

(a) divisions of land resulting from the creation of cemetery lots; or

(b) any adjustment of a lot line by the relocation of a common boundary where an additional parcel is not created and the existing parcel reduced in size by the adjustment is not reduced below the minimum lot size established by any applicable zoning ordinance.

PEDESTRIAN WAY. A right of way for pedestrian traffic.

PERSON. An individual, firm, partnership, corporation, company, association, syndicate, branch of government, social or fraternal organization or any other group or combination acting as a legal entity, and including any trustee, assignee, or other similar representative thereof.

PLANNING COMMISSION. The planning commission of the City of Phoenix.

PLANNING OFFICE/DEPARTMENT. A department or agency of the City created or designated by the City Council to perform ministerial functions in the administration of the affairs of the planning commission; where no such department or agency has been so created or designated, reference thereto herein shall mean the City Council.

PLAT. A diagram, drawing, map or plan containing all the descriptions, locations, specifications, dedications, provisions and information concerning a subdivision, which is presented for approval.

PRIVATE ROAD. A road or driveway under private ownership, the intent of which is to provide access to one or more lots or parcels, and which travels through or alongside a separate ownership or potential separate ownership.

RIGHT OF WAY. The area between boundary lines of a street or other easement.

ROAD OR STREET. The entire width between the boundary lines of a public or private way to provide ingress or egress for vehicular and pedestrian traffic, and placement of utilities, to one or more lots, parcels, areas or tracts of land; including "highway," "lane," "place," "avenue," "alley," or similar designations.

(a) Alley. A narrow street through a block primarily for vehicular service access to the back or side of properties otherwise abutting or another street, to be used only as a secondary access to abutting properties.

(b) Arterial. A street of considerable continuity which is, primarily, for intercommunication between large areas.

(1) major arterial: A street which links the cities within the county, and connects to the intercounty and interstate system.

(2) minor arterial: a street which, together with major arterials, links the various city neighborhoods with intercounty and interstate road systems.

(c) Collector. A street supplementary to the arterial street system and a means of intercommunication between this system and smaller areas; used partly for through traffic and for access to abutting properties.

(d) Cul-de-sac (dead-end street). A short street having one end open to traffic and the other end terminated by a vehicle turnaround.

(e) Half street. A portion of the width of a street, usually along the edge of a subdivision, where the remaining portion of the street could be provided in another subdivision or land partition.

(f) Local or minor street. A street used primarily for access to abutting properties.

(g) Marginal access street. A minor street parallel and adjacent to a major arterial street, providing access to abutting properties but protected from through traffic.

ROADWAY. The portion of a street right of way developed for vehicular traffic.

SALE OR SELL. Includes every disposition or transfer of land in a subdivision or partition or an interest or estate therein.

SIDEWALK. A pedestrian walkway with permanent surfacing to City standards.

SUBDIVIDE LAND. To divide an area or tract of land into four (4) or more lots within twelve (12) months, when such parcel or tract or land exists as a unit or contiguous units of land under a single ownership at the beginning of such twelve (12) months.

SUBDIVIDER. A person commencing proceedings under Articles I through V of this ordinance to effect a subdivision of land hereunder for him- or herself or for another.

SUBDIVISION. Either an act of subdividing land or a tract of land subdivided as defined in this Section.

Section 3. SCOPE OF REGULATIONS. No person shall subdivide land, partition land by creation of a street or way, or engage in minor land partitioning without complying with this ordinance and the state law.

ARTICLE II

Section 1. PROCEDURE AND REQUIREMENTS.

(a) PURPOSE. It is the purpose of this Article to establish or define the procedural requirements for review of tentative and final plans for subdivisions and major and minor land partitions, and the person or agency charged with their administration; and to define in part the subdivider/developer responsibility.

(b) COMPLIANCE WITH LOCAL ORDINANCE PROVISIONS. A lot or parcel may be used, and a structure or part of a structure constructed, reconstructed, altered, occupied or used only as the zoning ordinance and any other applicable ordinances of the City of Phoenix permit.

(c) COMPLIANCE WITH STATE LAW.

(1) A person may negotiate to sell any parcel in a major partition or in a minor partition with respect to which approval of a tentative plan is required by any ordinance or regulation adopted under ORS 92.044 or 92.046, respectively, prior to the approval of the tentative plan for the major or minor partition; but no person may sell any parcel in a major partition or in a minor partition for which approval of a tentative plan is required by any ordinance or regulation adopted under ORS 92.044 or 92.046, respectively, prior to such approval. ORS 92.016 (2).

(2) No person shall sell any lot in any subdivision with respect to which approval is required by any ordinance or regulation adopted under ORS 92.044 and 92.048 until such approval is obtained. No person shall negotiate to sell any lot in a subdivision until a tentative plan has been approved. ORS 92.016 (1).

(3) No person shall sell any lot in any subdivision until the plat of the subdivision has been acknowledged and recorded with the recording officer of the county in which the lot is situated. ORS 92.025 (1)

(d) LARGE PARCELS MAY REQUIRE SUBDIVISION.

(1) When the lots of a partition can be further divided, the planning commission shall require a sketch of development plans for the tract of land. If the planning commission determines that the area or tract of land has been or is in the process of being subdivided, they can require full compliance with all subdivision regulations.

(2) Where the parcel to be subdivided or partitioned contains only part of the tract owned or controlled by the subdivider, the planning commission may require a sketch of a tentative layout for streets in the unsubdivided or partitioned portion.

Section 2.

MINOR AND MAJOR LAND PARTITIONS.

(a) Map and fee. The applicant for a minor or major land partition shall submit to the planning department three (3) copies of a preliminary map of the proposed partition and a non-refundable fee. The amount of the fee shall be established, and may be changed, by general resolution of the City Council. Pending the adoption of such a resolution, the fee shall be fifty dollars (\$50). In addition to the nonrefundable fee, the applicant shall be liable for the expense of engineering services provided by the City Engineer in reviewing the preliminary and final land partition maps. The applicant shall be billed directly by the City Engineer for these services. The applicant shall also pay any fees for recording maps and associated documents.

(b) Preliminary or "sketch" map. The preliminary map shall have a minimum size of 8½ by 11 inches and shall contain the following information:

- (1) Appropriate identification clearly stating the plan as a minor or major partition.
- (2) Name(s), address(es) and phone number(s) of the owner(s) of record, the person who prepared the map and, if appropriate, the surveyor.
- (3) Date, north point and scale of the drawing, and a sufficient written description to define the location and boundaries of the parcel to be partitioned.
- (4) A map describing the boundaries of all contiguous land in the same ownership.
- (5) The locations, names and existing widths of all streets and easements of way for land adjacent to and within the parcel to be partitioned. Relationship of all streets to any projected streets as shown on any development plan adopted by the planning commission.
- (6) The locations, widths and purposes of all existing and proposed public and private easements for drainage and public utilities.
- (7) The dimensions (to the nearest .01 acre) of the total area to be partitioned.
- (8) The number, dimensions (to the nearest .01 acre) and or proposed streets and utility easements.
- (9) Outline and location of existing buildings to remain in place.
- (10) County assessor's map number and tax lot number of property being partitioned.
- (11) The approximate location of areas subject to inundation or storm water overflow, all areas covered by water, and the location, width and direction of flow of all water courses.
- (12) An indication of the direction and approximate degree of slope.
- (13) A general description of property to be dedicated to the City or public.

(c) Acceptance of preliminary map. A preliminary map for a major or minor land partition will be accepted for consideration only if all of the information required in Section 2(b) is included therein.

(d) Administrative preliminary approval. The preliminary map shall be submitted to the City Engineer, city staff and city planners, who will check it with any development plans for the area. If the map conforms with the development plans, it may be administratively reviewed and approved by the planning staff if all of the following conditions are met:

- (1) The proposed partition contains three (3) or fewer parcels which cannot be further divided.
- (2) All parcels front on an existing street.
- (3) No parcels have been previously partitioned from the tract during the last twelve (12) months, calculated from the date of application.
- (4) No land in the partition will be dedicated to public use.
- (5) The land divider has signed, where appropriate, in favor of street improvements in accordance with Section 2(k) below.

(e) Preliminary approval by the Planning Commission. If the proposed partition does not appear to comply with the requirements for administrative preliminary approval, the preliminary map shall be submitted to the Planning Commission. The map will be approved when all of the following conditions are met:

- (1) The partitioning is not in conflict with any law, development plan, comprehensive plan, ordinance or resolution applicable to the land.
- (2) The tract of land has not been partitioned for twelve (12) months.
- (3) The development of the remainder of any adjoining land or access thereto will not be impeded.
- (4) The future use for urban purposes of the remainder of the tract under the same ownership will not be impeded.
- (5) The partitioning is in accordance with the design standards of Article III.
- (6) The land divider has signed, where appropriate, in favor of street improvements in accordance with Section 2(k) below.

(f) Preliminary approval of flag partitions. Partitions involving the creation of flag lots shall be approved by the Planning Commission when all of the following conditions are met:

- (1) Conditions (1) through (6) of Section 2(e) have been met.
- (2) The partition does not cause undue harm to adjacent property owners. Owners of abutting properties shall be notified of the Planning Commission meeting at which the proposed partition will be considered.
- (3) The flag drive has a minimum paved width of 18 feet. The drive shall be constructed so as to prevent surface drainage from crossing over sidewalks, other public ways, or adjacent parcels.

(4) Each flag lot has at least four (4) parking spaces situated in such a manner as to eliminate the necessity for backing out.

(5) Culverts and curb cuts have been minimized, where possible, through the use of common driveways.

(6) Both sides of the flag drive have been screened with a site-obscuring fence, wall, or evergreen hedge, when required at the discretion of the planning commission to preserve property values of adjacent owners. Screening shall comply with the provisions of Ordinance No. 371.

(7) A site plan has been approved by the planning commission. The site plan shall be approved provided the regulations of the zoning and subdivision ordinances are satisfied. Such a site plan may be included on the map required in Section 2(b) above, and shall contain the following information:

(a) the location of all proposed structures in the partition;

(b) the location of driveways, turnarounds, and parking spaces; and

(c) the location and type of screening.

(g) Conditions may be set. The planning commission may require dedication of land, easements, and other conditions or modifications in the preliminary plan necessary to conform to state laws, the standards of the subdivision ordinance and the comprehensive plan and other development plans for the area. In no event shall the planning commission require greater dedications or conditions than could be required if the property was subdivided.

(h) Disposition of preliminary map.

(1) When a preliminary map is denied, the denied plans shall be so certified by the planning staff (in routine administrative approval situations) or by the planning commission and returned to the applicant with the reasons therefore expressed in writing. Preliminary maps will be denied if the map requirements of Section 2(b) are not met.

(2) When a preliminary map has been approved, all copies shall be marked with the date and conditions, if any, of approval. Two (2) copies shall be returned to the applicant and one (1) copy shall be retained in the planning files. Approval of the preliminary map shall indicate the planning staff/planning commission's approval of the final map, provided there is no change in the map of partitioning as shown on the preliminary map and there is full compliance with all requirements set as conditions of preliminary map approval.

(i) Final map. Within one (1) year of the date of preliminary map approval, the applicant shall have the tract of land surveyed, pins set at all corners, and a final map submitted to the Planning Department.

- (1) The final map shall:
- a. incorporate any conditions or modifications of the map's preliminary approval;
 - b. be prepared by or under the supervision of a Registered Professional Land Surveyor or Engineer of the State of Oregon, who is qualified and experienced in land surveying;
 - c. be legibly drawn and printed on a sheet of paper the size of 18 inches by 24 inches with an additional three inch (3") margin on the left suitable for binding (overall size 18 inches by 27 inches); and
 - d. Be approved by the City Engineer prior to submission to the Planning Department.

(2) If the applicant has not completed the foregoing within the one (1) year period he or she must resubmit the partition for preliminary approval consideration.

(3) Final maps offered for approval shall not be accepted if the individual or agent of a corporation being responsible for the final map is acting simultaneously as the surveyor or engineer for the applicant or developer and for the entity having jurisdiction over the minor or major partitioning.

(j) Certification or approval before filing.

(1) Surveyor's certificate on minor land partitions shall be in conformance with the following:

I, _____, duly registered surveyor or engineer of the State of Oregon, certify that this map correctly represents the survey made under my direction and complies with the regulations of minor land partitions.

(_____
(Surveyor's or Engineer's name or stamp

(2) Dedication of easements for utilities and/or widening of streets may be made by separate document or on the face of the map. Statement of dedication by owner-developer shall have a signature attested to by notarization.

(3) When the planning staff advisor determines that the final map conforms to the final map requirements and the conditions, if any, of preliminary approval, he or she shall date and sign the final map.

(4) One (1) final map is to be returned to the applicant for filing with the county clerk and one (1) map for filing with the county surveyor. One (1) map shall be retained in the City's planning files.

(k) Exterior unimproved streets. When property being minor land partitioned is adjacent to or derives direct benefit from

(as determined by planning commission) an unimproved street, the land divider must either install the improvements specified below or must sign an agreement to consent to the improvement of such street when the City of Phoenix or Local Improvement District desires to improve the street. The agreement to sign in favor of street improvements will be filed with the City, with one copy to be filled with the minor land partition map at the county clerk's office and one copy to be attached to the deed to the property. When the land divider installs the improvements, the improvements shall pertain to only half the required right of way width fronting on the subject property, shall be installed at the expense of the land divider, and shall conform to the requirements below:

(1) The final elevation of the street shall be established as specified by the City Engineer except where the establishment of the elevation would produce a substantial variation in the level of the road surface. In this case, the lot's slopes shall be graded to meet the final street elevation.

(2) The street shall be graded (cut and filled) to its standard physical width.

(3) Drainage ditches shall be provided at the probable curb and gutter location.

(4) Pedestrian ways (unimproved sidewalks) shall be provided within the street right of way between the drainage ditch and the property line.

(5) The street shall be surfaced with compatible and durable road material as specified by the City Engineer.

(6) The developer shall be responsible for costs of review and inspection by the City Engineer.

Section 3. SUBDIVISIONS.

(a) TENTATIVE SUBDIVISION SKETCH. A subdivider shall submit a sketch to the Planning Department of a tentative scheme for the layout of the property to be subdivides. Following preliminary consultation and discussion, the subdivider may proceed to prepare a preliminary plat for submission to the planning commission.

(b) TENTATIVE MAP, INFORMATION STATEMENT AND FEE. The subdivider shall prepare a tentative map or preliminary plat together with improvement plans and other supplementary materials. Ten (10) copies of the tentative map and information statement shall be submitted to the Planning Department at least fifteen (15) days prior to the meeting of the planning commission at which consideration is desired, together with a filing fee.

(c) FEE. The subdivision tentative map shall be accompanied by a nonrefundable fee. The amount of the fee shall be established, and may be changed, by general resolution of the City Council. Pending the adoption of such a resolution, the fee shall be com-

puted as follows: \$150 for up to and including ten (10) proposed lots, plus ten dollars (\$10) for every additional lot over ten lots. In addition, the applicant shall be liable for the expenses of engineering and surveying services provided by the City Engineer in reviewing the tentative and final maps, improvement plans and information statement, and for expenses of legal services provided by the City Attorney in reviewing legal agreements and documents necessary for the processing of the subdivision as set forth in this ordinance. The applicant shall be billed directly by the City Engineer and City Attorney for these services, and the costs shall be paid as a condition precedent to certification of the final map by the planning commission.

(d) TENTATIVE MAP-REQUIRED DATA. The tentative map shall be drawn on a sheet eighteen by twenty-four (18 X 24) inches in one hundred (100) feet, or for areas over one hundred (100) acres, one (1) inch equals two hundred (200) feet; and such map shall contain the following information:

(1) Appropriate identification clearly stating that the map is a tentative map.

(2) Proposed name of subdivision. This name shall not duplicate or resemble the name of another subdivision in Jackson County and shall be approved by the planning commission.

(3) Date, north point and scale of drawing.

(4) Sufficient description to define the location and boundaries of the proposed subdivision in relation to existing plats and streets, and tract designation according to the Jackson County Assessor.

(5) A vicinity sketch map at a scale of 1" = 400' showing adjacent property boundaries, land use, and major physical features such as streets, railroads and watercourses for at least 800 feet from the subdivision boundaries.

(6) Names and addresses of the record owner(s) of the proposed subdivision, subdivider, registered engineer or licensed surveyor who prepared the map, and record owners of all contiguous land within 250 feet of the subdivision boundaries.

(7) The following existing conditions:

- a. The location, width, names and approximate radii of curves of all existing or platted streets or other public ways within or adjacent to the tract, together with easements and other important features such as section lines and corners, city boundary lines, and monuments;
- b. Contour lines where the data is made available by the City;
- c. Location and direction of all watercourses and areas subject to flooding;
- d. Existing uses of the property, including outline of any existing structures and their use, showing those which will remain after subdividing;

- e. Natural features, such as rock outcroppings, marshes, wooded areas, and isolated preservable trees; and
 - f. Zoning on and adjacent to the tract.
- (8) Proposed plan of subdivision, including:
- a. Proposed streets: Location, widths, approximate grades and radii of curves, and relationship of all streets to any projected streets as shown on any development plan adopted by the planning commission, or as may be suggested by the planning commission in order to assure adequate traffic circulation;
 - b. Easements: Location, widths and purposes of all proposed easements and public utility facilities, and relationship to existing easements in the subdivision and adjacent thereto;
 - c. Lots: Lot layout showing approximate dimensions and area in square feet of all lots, minimum lot size, and proposed lot and block numbers;
 - d. Proposed land use: Sites, if any, allocated for
 1. multiple family dwellings
 2. shopping centers
 3. churches
 4. industries
 5. parks, schools, playgrounds
 6. public or semi-public buildings
 7. open space
 8. other special uses.

Areas for public use approved by the commission shall be dedicated for such use and indicated on the final plat before recording.

e. INFORMATION STATEMENT. The following information shall be included in a statement to accompany the tentative map.

(1) A general explanation of the improvements and public utilities, including water supply and sewage disposal, proposed to be installed. Approximate plan and profiles of proposed sanitary sewers, storm drains and water distribution system, showing pipe sizes and location of valves and fire hydrants, all to conform to City standards.

(2) Typical cross-sections of proposed streets, showing widths of roadways, curbs, location and widths of sidewalks and location and size of utility mains.

(3) Public areas proposed, if any. A general description of property intended to be dedicated to the public, other than street rights of way, including a description of the adaptability of the area for uses contemplated and any proposed dedication restrictions.

(4) Tree planting proposed, if any.

(5) Proposed deed restrictions in outline form.

(f) PRELIMINARY REVIEW OF TENTATIVE PLAN.

(1) The planning office shall transmit one copy of the tentative plan to the City Council, and additional copies to the City Engineer, city departments and commissions, and other public officials as necessary. Each city department, upon receipt of a copy of the tentative map, shall examine the map for conformance with requirements coming within the authoritative scope of the department and, within six (6) days after receipt thereof, shall make a written report to the planning office. The planning staff shall prepare a report on the plat for submission to the planning commission. The report shall include information on zoning in the area and any data as appears pertinent to the planning commission's review of the plat.

(2) Copies of the tentative map shall be submitted to the following additional officials, and they will be given at least seven (7) days to review the plan and submit comments:

- a. The county surveyor and the county planning office.
- b. The irrigation district, if the property is within the district.
- c. The state highway division, if the property is adjacent to a state highway.
- d. The school district, if there is indication of school district interest in property development in the area.
- e. The local sanitary authority.
- f. The utilities, Telephone, Pacific Power & Light Gas, Cable, etc.

(g) PLANNING COMMISSION REVIEW AND APPROVAL OF TENTATIVE MAP.

(1) Following receipt by the planning commission of the planning staff's report on the tentative map, the planning commission shall hold a public hearing. Notice of the public hearing shall be published once in a newspaper of general circulation within the City of Phoenix not more than fourteen (14) days or less than three (3) days before said public hearing. In addition, owners of all property within 250 feet of the boundaries of the proposed subdivision shall be notified by mail of the public hearing, and notices shall be posted in four (4) public places within the City.

(2) The planning commission shall determine whether the tentative map is in conformance with the provisions of law and this ordinance. Action by the planning commission to approve, disapprove or conditionally approve the proposed subdivisions shall be based upon an adopted, written statement of findings, and shall be taken not later than sixty (60) days from the first regular planning commission meeting following submission of the plat. Approval of the tentative map shall indicate the planning commission's approval of the final plat provided there is no change in the plan of subdivision as shown on the preliminary plat and there is full compliance with all requirements of this ordinance. The tentative plan shall be disapproved if the map requirements of Section 3(D) of this Article are not met.

(3) The action of the planning commission shall be noted on three (3) copies of the tentative map, including reference.

to any attached documents describing the conditions of approval. One (1) copy shall be returned to the subdivider, one (1) shall be transmitted to the City Council, and the other retained in the planning office together with a memorandum setting forth the action of the commission.

(h) SUBMISSION OF FINAL MAP. The subdivider shall cause the proposed subdivision, or any part thereof, to be surveyed and a final map thereof prepared in conformance with the tentative map as approved or conditionally approved. A tracing and five (5) blue line or black line prints of the final map shall be submitted to the planning office, together with a fee of fifty dollars (\$50) within one (1) year after approval or conditional approval by the planning commission. The tracing and prints are in addition to those required by Oregon Statutes. An extension of time for filing of the final map may be granted by the planning commission, provided written application is made by the subdivider within one (1) year after action on the tentative map. Final maps offered for approval shall not be accepted if the individual or agent of a corporation being responsible for the final map is acting simultaneously as the surveyor or engineer for the applicant or developer and for the entity having jurisdiction over the subdivision.

(I) Information on final map. In addition to that otherwise specified by law, the following information shall be shown on the final plat:

- a. The date, scale, north point, legend, and controlling topography such as creeks, ditches, highways and railroad right of way;
- b. Legal description of the tract boundaries;
- c. Name and address of the owner, subdivider, and engineer or surveyor;
- d. Reference points of existing surveys identified, related to the plat by distances and bearings, and referenced to a field book or map as follows:
 1. Stakes, monuments or other evidence found on the ground and used to determine the boundaries of the subdivision,
 2. Adjoining corners of adjoining subdivisions, and
 3. Other monuments found or established in making the survey of the subdivision or required to be installed by provisions of this ordinance.
- e. The exact location and width of streets and easements intersecting the boundary of the tract;
- f. Lines with dimensions, bearings or deflection angles, radii, arcs, points of curvature and tangent bearings for tract, lot, and block boundaries, and street right of way and centerlines. Tract boundaries and street bearings shall be shown to the nearest ten (10) seconds with basis of bearings. All distances shall be shown to the nearest one-hundredth (0.01) feet. No ditto marks shall be used;

g. The width of the portion of streets being dedicated, the width of any existing right of way and the width on each side of the centerline. For streets on curvature, curve data shall be based on the street centerline and, in addition to centerline dimensions, the radius and central angle shall be indicated;

h. Easements denoted by fine dotted lines, clearly identified and, if already of record, its recorded reference; if an easement is not definitely located of record, a statement of the easement; the width of the easement, its length and bearing and sufficient ties to locate the easement with respect to the subdivision must be shown; if the easement with respect to the the map, it shall be properly referenced in the owner's certificate of dedication;

i. Lot numbers beginning with the number "I" in each block and numbered consecutively in a clockwise direction, unless in conflict with adjoining subdivisions;

j. Block numbers beginning with the number "I" and continuing consecutively without omission or duplication throughout the subdivision. The numbers shall be solid and of sufficient size and thickness to stand out and so placed as not to obliterate any figure. Block numbers in an addition to a subdivision of the same name shall be a continuation of the numbering in the original subdivision;

k. Land parcels to be dedicated for any purpose, public or provate, to be distinguished from lots intended for sale;

l. Building setback lines, if any are to be made a part of the subdivision restrictions;

(2) Certification. The following certificates shall appear on the final map as submitted. The certificates may be combined where appropriate.

a. A certificate signed and acknowledged by all parties having any record title interest in the land, consenting to the preparation and recording of the map.

b. A certificate signed and acknowledged as above, dedicating all parcels of land shown on the final map and intended for any public use, except those parcels which are intended for the exclusive use of the lot owners in the subdivision, their licensees, visitors, tenants and servants.

c. A certificate signed and acknowledged by the engineer or surveyor responsible for the survey and final map, the signature of such engineer or surveyor to be accompanied by his or her seal.

d. All other certifications now or hereafter required by law.

(3) Supplemental Information. At the time of the submission of the final map, the subdivider shall also submit the following:

a. A preliminary title report issued by a title insurance company in the name of the owner of the land, showing all parties who consent is necessary and their interest in the premises.

mises.

- b. Sheets and drawings showing the following:
 1. Traverse data, including the coordinates of the boundary of the subdivision and ties to section corners, donation land claim corners or city triangulation system, and showing the error of closure if any;
 2. The computation of all distances, angles and courses shown on the final map;
 3. Ties to existing monuments, proposed monuments, adjacent subdivisions, street corners and state highway stationing;
 4. Coordinates of all block corners and all street center points.
- c. A copy of any deed restrictions applicable to the subdivision.

(4) Form of Final Map. The final subdivision map shall be prepared in accordance with the provisions of this ordinance and state laws, including but not limited to ORS 92.080. All tracings required shall be in accordance with state standards, including but not limited to ORS 92.120.

(5) Approval by City Engineer. Upon receipt, the final map and other data submitted to the planning office shall be referred to the City Engineer for review. The City Engineer shall examine the map and other data to determine whether the subdivision as shown is substantially the same as it appeared on the tentative map as approved; that all the provisions of the law and of Articles I through V of this ordinance, applicable at the time of approval of the tentative map, have been complied with; and that the map is technically correct. The City Engineer may make checks in the field to verify that the map is sufficiently correct on the ground, and city representatives may enter the property for this purpose. If the City Engineer shall determine that full conformity has not been made, he shall advise the subdivider and the planning department of the changes or additions that must be made for these purposes, and shall afford the subdivider an opportunity to make the changes or additions. If the City Engineer determines that full conformity has been made, he shall so certify on the map and shall transmit the map to the planning office for submission to the planning commission.

(6) Final Approval by Planning Commission. Upon return of the final map by the city Engineer, the planning commission shall examine the same to determine whether the map conforms with the tentative map and with all changes permitted and all requirements imposed as conditions to its acceptance. If the planning commission does not approve the map, it shall advise the subdivider of the changes or additions that must be made for this purpose, and shall afford him or her an opportunity to make the same. If the planning commission determines that the map conforms to all requirements, it shall approve the plat by a majority of those present, and shall authorize the chairperson to certify approval by his or her signature thereon; but before

certifying its approval thereon, it shall require the subdivider to file the agreement for improvements or install the required improvements and to file the bond or make the deposit required in Section 3(j) of this Article. When the agreement and bond have been filed and approved as prescribed, the planning commission approval shall be endorsed upon the map.

(i) AGREEMENT FOR IMPROVEMENTS. Before planning commission approval is certified on the final map, the subdivider shall either install the required improvements or shall execute and file with the City Recorder an agreement between him or herself and the City, specifying the period within which he or she or an agent or contractor shall complete all improvement work required by or pursuant to this ordinance, and providing that if he or she shall fail to complete such work within such period, the City may complete the same and recover the full cost and expense thereof from the subdivider. The agreement shall also provide for reimbursement of the City by the subdivider for the cost of inspection by the City Engineer. This agreement may also provide for the construction of the improvements in units, for an extension of time under conditions therein specified and for the termination of the agreement upon the completion of proceedings under an assessment district act for the construction of improvements deemed by the City to be at least the equivalent of the improvements specified in the agreement and required to be constructed by the subdivider.

(j) BOND. I. The subdivider shall file one of the following with the agreement for improvements, to assure his or her full and faithful performance thereof:

a. A personal bond consigned by at least one additional person, who shall not be related to the subdivider by blood or marriage. The subdivider and cosigner shall submit evidence of financial responsibility, and the financial resources of those signing the bond shall provide reasonable assurance of the ability of the subdivider to proceed in accordance with the agreement.

b. A surety bond executed by a surety company authorized to transact business in the State of Oregon.

c. Cash.

(2) The assurance of full and faithful performance shall be for a sum approved by the City Council sufficient to cover the cost of the improvements, engineering, inspection and incidental expenses, and to cover the cost of replacement and repair of existing streets and other public improvements damaged in the development of the subdivision, and must be approved by the City as to form.

to reimburse the City for the cost of inspection, engineering and incidental expenses, and to cover cost of replacement and repair of existing streets or other improvements damaged in the development of the subdivision, the City shall call on the surety for reimbursement, or shall appropriate from any cash deposits funds for reimbursement. In any such case, if the amount of surety bond or cash deposit exceeds all cost and expense incurred by the City, it shall released the remainder of such bond or cash deposit, and if the amount of the surety bond or cash deposit is less than the cost and expense incurred by the City, the subdivider is liable to the City for such difference.

(k) FILING OF FINAL PLAT. The subdivider shall, without delay, submit the final plat for signatures of other public officials required by law. Approval of the final plat is null and void if the plat is not recorded within thirty (30) days after the date the last required signature has been obtained.

ARTICLE III

Section I STANDARDS.

(a) DESIGN STANDARDS AND PRINCIPLES OF ACCEPTABILITY. Sub-
divisions and partitions shall conform with any development
plans of the City and shall take into consideration any pre-
liminary plans made in anticipation thereof. The subdivision
or partition shall conform with the requirements of state laws
and the standards established by this ordinance.

(b) STREETS.

(1) General. The location, width and grade of streets
shall be considered in their relation to existing and planned
streets, to topographical conditions, to public convenience and
safety and in their appropriate relation to the proposed use of
the land to be served by such streets. Where location is not
shown in a development plan, the arrangement of streets in a
subdivision shall either:

 a. provide for continuation of appropriate projections
of existing streets in surrounding areas; or

 b. conform to a plan for the neighborhood approved
or adopted by the planning commission to meet a particular
situation where topographical, land use, or other conditions
make continuance or conformance to existing streets impractical.

(2) Minimum Right of Way and Roadway Widths.

 A. Unless otherwise approved by the planning commission
or indicated on a development plan, the width of streets and road-
ways in feet shall not be less than the minimum shown below:

<u>Type of street</u>	<u>Mininum Right of way</u>	<u>Minimum Roadway</u>
Major arterial	100	varies
Minor arterial	80	44
Light industrial local street	68	44
Collector street	80	48
Local street	50	36
Street ending in a permanent cul-de-sac	50	32
Radius for turnaround at end of cul-de-sac	50	42
Alley-private road	20	18

 b. When an area within a subdivision is set aside
for commercial purposes or is adjacent to commercial uses, or
where probable future conditions warrant, the commission may
require dedication of streets to a greater width than herein
otherwise provided.

 c. A boundary street may be half the minimum width
set forth above when it is apparent that the other half will
be dedicated from adjacent properties.

d. Where existing conditions, particularly the topography or the size and shaped of land parcels, make it otherwise impractical to provide buildable lots, the planning commission may accept a narrower right of way when suitable allowance is made for increased width at strategic locations for turning lanes, parking bays, or similar special design features.

e. Dead end streets which in the future may be extended shall have a right of way and roadway width that will conform to the development plan when extended.

(3) Alignment. All streets shall, as far as practical, be in alignment with existing streets by continuations of the center lines thereof. In no case shall the staggering of streets make "T" intersections so designed that a dangerous jog is created. Jogs of less than 125 feet on such streets, measured along the centerline of the intersected street, must be adjusted by curves of diagonals so that the alignment across the street is continuous.

(4) Future Extension of Streets. Where necessary to give access to or permit a satisfactory future subdivision of adjoining land, streets shall be extended to the boundary of the subdivision and the resulting dead end streets may be approved without a turnaround, or with a temporary turnaround. Reserve strips and street plugs may be required to preserve the objectives of street extentions. Reserve strips and street plugs shall be deeded in fee simple to the City of Phoenix, as directed, prior to final plat approval, under conditions approved by the planning commission. In the case reserve strips, such conditions may include an agreement to sign in favor of future street improvements for the property which would benefit thereby. If, in the opinion of the City Engineer, a traffic, pedestrian or safety hazard temporarily exists by the construction of a dead end street, he may direct that a barricade of adequate design be installed as one of the required improvement items for the subdivision or partition.

(5) Intersection Angles. Streets shall intersect one another at an angle as near to a right angle as practical, and no intersections of streets at angles of less than 75 degrees will be approved unless necessitated by topographical conditions. When intersections of other than 90 degrees are unavoidable, the right of way lines along the acute angle shall have a corner radius of 23 feet. All right of way lines at intersections with local streets shall have a corner radius of not less than 20 feet, and shall provide utility and sidewalk space, except as otherwise directed by the City Engineer.

(6) Existing Streets. Whenever existing streets adjacent to or within a tract are of inadequate width, additional right of way shall be provided, by dedication to the City, at the time of subdivision or partitioning except when existing land use prohibits street widening.

(7) Half Streets. Half streets, while generally not acceptable, may be approved where essential to the reasonable development of the subdivision or partition, when in conformity with the other requirements of these regulations, and when the planning commission finds it will be practical to require dedica-

tion of the other half when the adjoining property is subdivided or partitioned. Reserve strips and street plugs may be required to preserve the objectives of half streets.

(9) Cul-de-sacs. A cul-de-sac shall be as short as possible and shall in no event exceed 500 feet in length. All cul-de-sacs shall terminate in an approved turnaround.

(10) Street Names. No street name shall be used which will duplicate or be confused with the name of existing streets, except for extensions of existing streets. Street names and numbers shall conform to the established pattern in the City and the surrounding area and shall be subject to the approval of the planning commission.

(11) Grades and Curves. Grades shall not exceed six percent (6%) on major or minor arterials, ten percent (10%) on collector streets, or twelve percent (12%) on any other street, unless the planning commission finds that because of topographical conditions a steeper grade is necessary. In flat areas; finish street grades shall have a minimum slope of one-half of one percent (0.5%). Centerline radii of curves shall not be less than 300 feet on major arterials, 200 feet on minor arterials and collectors, or 100 feet on other streets.

(12) Planting Easements. Where approval of streets less than sixty (60) feet in width is granted, additional easements for street trees, shrubs, sidewalks and utilities may be required.

(13) Nonaccess and Marginal Access Streets. Where a subdivision or partition abuts or contains an existing or proposed arterial street, the planning commission may require marginal access streets, reverse frontage lots with suitable depth, screen planting contained in a nonaccess reservation along the rear property line, or such other treatment as may be necessary for adequate protection of residential properties and to afford separation of through and local traffic.

(14) Alleys.

a. Location. Alleys at least twenty (20) feet in width shall be provided in commercial and industrial districts, with adequate ingress and egress for truck traffic, unless other permanent provisions for access to offstreet parking and loading facilities are made as approved by the planning commission.

b. Intersections. Alley intersections and sharp changes in alignment shall be avoided. The corners of necessary alley intersections shall have a radius of not less than twelve (12) feet.

c. If the planning commission determines that the above standards are not adequate due to an unusual traffic situation or anticipated type of traffic, a greater standard may be required.

(15) Streets Adjacent to railroad Right of Way. Whenever the proposed subdivision contains or is adjacent to a railroad right of way, provision may be required for a street parallel to and on one or both sides of such right of way at a distance suitable for the appropriate use of the land between such streets

and the railroad. Such distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation and to provide sufficient depth to allow screen planting along the railroad right of way.

(c) BLOCKS.

(1) General. The lengths, widths and shapes of blocks shall be designed with due regard to providing adequate building sites suitable to the special needs of the type of use contemplated needs for convenient access, circulation, control and safety of street traffic, and limitations and opportunities of topography.

(2) Sizes. Blocks shall not exceed 1200 feet in length, except for blocks adjacent to arterial streets or unless the previous adjacent layout or topographical conditions justify a variation. The recommended minimum distance between intersections on arterial streets is 1800 feet. Blocks shall have a sufficient width to provide for two tiers of lots, except as otherwise provided hereafter.

(d) LOTS.

(1) Size and shape. The lot size, width, shape and orientation shall be appropriate for the location of the subdivision and for the type of development and use contemplated.

(2) Minimum lot sizes. Lot sizes shall conform to zoning regulations for the zone or zones in which the subdivision or land partition is located. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street surface and parking facilities required by the type of use and development contemplated.

(3) Through lots. Through lots shall be avoided except where essential to provide separation of residential development from major traffic arteries or adjacent non-residential activities or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten (10) feet and across which there shall be no right of access may be required along the line of lots abutting such a traffic artery or other disadvantageous use. Through lots with planting screens shall have a minimum average depth of 110 feet.

(4) Access. Lots without frontage on a street will not be permitted. Each lot shall abut upon a street other than an alley for a width of at least forty (40) feet, except in the case of lots located upon the curved portion of cul-de-sacs or other streets, or in the case where topography warrants narrower access, or in the case of a flag lot. In no case shall a lot abut upon a street for a width of less than twenty (20) feet.

(5) Resubdivision. In subdividing or partitioning tracts into large lots which at some future time are likely to be subdivided or partitioned, the location of lot lines and other details of the layout shall be such that resubdivision or partitioning may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets. Restriction of building locations

in relationship to future street rights of way shall be made a matter of record if the planning commission considers it necessary.

(6) Building Lines - Residential. If special building setback lines are to be established in the subdivision or partition, they should be shown on the subdivision or partition plan or included in the deed restrictions.

(7) Lot Grading. Lot grading shall conform to the following standards unless physical conditions demonstrate the propriety of other standards:

a. Cut slopes shall not be steeper than one and one-half (1½) feet horizontally to one (1) foot vertically.

b. Fill slopes shall not be steeper than two (2) feet horizontally to one (1) foot vertically.

c. Cut slopes and fill slopes along side and rear lot lines shall be planted with ground cover and shrubs or trees or by some other method approved by the planning commission.

d. Grading plans

(1) Lot grading plans shall be prepared and submitted for approval by the City Engineer.

(2) Lot grading plans shall show the following minimum information:

a) Flood plan information and boundaries if applicable, Elevation of yr. Floods.

b) Proposed top of foundation elevation of house.

c) Grade of lot around house.

d) Direction of water flow away from house.

e) Elevation of crawl space top of earth under each house shall be 1 foot higher than the top of elevation in front of the house as measured at the center line of the lot unless physical conditions demonstrate the propriety of other standards.

(e) EASEMENTS.

(1) Utility Easements. Underground easements for sewers, drainage, water mains, public utility installations and other like public purposes shall be dedicated, reserved or granted by the subdivider. Easements for utilities shall be a minimum of ten (10) feet in width and, when possible, centered on or bordering a rear lot line. The subdivider shall provide five (5) foot utility easements on both sides of a street with right of way of less than sixty (60) feet, and around all cul-de-sac turnarounds.

(f) PEDESTRIAN WAYS. When the planning commission determines pedestrian ways to be desirable for public convenience, such ways may be required to connect two cul-de-sacs between streets in long blocks, between streets and other public or semi-public lands or through major or minor greenway systems. In any block over 750 feet in length, a pedestrian way with a minimum width of eight (8) feet or combination pedestrian way, bicycle way and utility easement may be required through the middle of the block. If unusual conditions require blocks longer than 1200 feet, two (2) pedestrian ways may be required. Long blocks parallel to arterial streets may be approved without pedestrian ways if desirable in the interests of traffic safety.

(g) BICYCLE WAYS. Bicycle transportation shall be considered in all new subdivisions. When the planning commission determines

bicycle ways to be desirable for the public convenience, bicycle ways shall be required to connect residential neighborhoods, schools, parks, commercial areas and industrial areas. The location of bicycle ways shall be considered in their relation to existing and planned bicycle routes, to public convenience and safety, and in their appropriate relation to the proposed use of the land to be served by such bicycle access. Where location of bicycle ways is not shown in a development plan, they shall be located to provide for a continuation of existing or proposed bicycle routes or shall connect to streets which can be utilized safely by bicyclists.

(h) WATERCOURSES. Where a subdivision or partition is traversed by a watercourse, drainage way, channel or stream, there shall be provided a storm water easement or drainage right of way conforming substantially with the lines of the watercourse, and such further width as will be adequate for the purpose. If any portion of the ownership that is being subdivided or partitioned is within a flood hazard area as established by the zoning ordinance, the subdivision or partition and information provided for its evaluation shall be consistent with the requirements of the zoning and flood plan ordinances for development within a flood plain.

(i) LAND FOR PUBLIC PURPOSES.

(1) Due consideration shall be given by the subdivider or partitioner to the allocation of suitable areas for schools, parks and playgrounds to be dedicated for public use as per the City of Phoenix Comprehensive Land Use Plan.

(2) If the City has an interest in acquiring any portion of the proposed subdivision or partition for a public purpose, or if the City has been advised of such interest by a school district or other public agency, and there is a reasonable assurance that steps will be taken to acquire the land, then the planning commission may require that those portions of the subdivision be reserved for public acquisition, for a period not to exceed one (1) year, at a cost not to exceed the value of the land prior to subdivision.

(3) The planning commission may require the dedication of suitable areas for parks, open space and recreational areas that will be required for the use of the population which is intended to occupy the subdivision.

(j) BUFFERING. Whenever a tract of land to be subdivided or partitioned abuts or is adjacent to a less intense land use zone, the subdivider or partitioner shall provide a buffer sufficient to protect the integrity of the less intense land use and minimize the impact of the more intense proposed use. The type of buffer shall be considered in relation to existing and future land use, the degree of conflict between adjacent uses, and the amount of permanence desired. Buffers may consist of spatial separations, physical barriers, landscaping, natural topography or other features. The greatest amount of buffering shall be required where necessary to protect an agricultural resource. A subdivider or partitioner may be required by planning commission to provide buffering from a more intense land use when such buffering is necessary to protect the intent of the proposed use. Proposed buffers will be subject to the approval of the planning commission, who shall review the buffering for adequacy and appropriateness.

Section 2. IMPROVEMENTS.

(a) IMPROVEMENT PROCEDURES. In addition to other requirements, improvements shall conform to the requirements of this ordinance and improvement standards or specifications adopted by the City, and shall be installed in accordance with the following procedures:

(1) Work shall not be commenced until plans have been reviewed for adequacy and approved by the City. To the extent necessary for evaluation of the subdivision proposal, the plans may be required before approval of the final plat. All plans shall be prepared in accordance with requirements of the City.

(2) Work shall not be commenced until the City has been notified in advance, and if work has been discontinued for any reason, it shall not be resumed until the City has been notified.

(3) Required improvements shall be inspected by and constructed to the satisfaction of the City. The City may require changes in typical sections and details if unusual conditions arising during construction warrant such change in the public interest.

(4) Underground utilities, sanitary sewers and storm drains installed in streets by the subdivider shall be constructed prior to the surfacing of the streets. Stubs for service connections for underground utilities and sanitary sewers shall be placed to lengths that will avoid the need to disturb street improvements when service connections are made.

(5) A map showing public improvements as built shall be filed with the City Engineer upon completion of the improvements.

(b) IMPROVEMENT REQUIREMENTS. The following improvements shall be installed at the expense of the subdivider or partitioner in accordance with city requirements:

(1) Streets, and lot, street and perimeter monumentation.

(2) Drainage facilities adequate to serve the property and streets and to conduct the drainage into an adequate public drain facility approved by the City.

(3) Sanitary sewers and services.

(4) Water distribution lines and services, including hydrants

(5) Sidewalks in pedestrian ways.

(6) Street name signs.

(7) Street lights.

(8) Street trees.

(9) Railroad crossing improvements on, through or serving the subdivision.

(10) Underground utilities.

(II) Bicycle, equestrian, or special "ways."

All improvements shall be constructed to the subdivision or partition boundary unless otherwise indicated herein. Where dedicated or undedicated open space is proposed or provided, it shall be the subdivider's or partitioner's responsibility to provide, if required, standard public improvements to and through that open space.

Other public improvements installed at the option of the subdivider or partitioner shall conform to city requirements.

(c) STREETS.

(1) INTERIOR STREETS. All interior streets shall be graded for the entire right of way width, and roadways shall be improved with asphaltic concrete paving, concrete curbs and gutters, and drainage. The subdivider shall improve the extension of all subdivision streets to the center line of existing streets with which the subdivision streets intersect. When a subdivision street connects to a street which is improved to a lesser width or standard, the subdivision street shall be improved beyond the subdivision boundary a sufficient distance so as to provide a smooth transition.

(2) EXTERIOR UNIMPROVED STREETS. When part of a proposed subdivision or major land partition abuts an existing dedicated street not improved to the ultimate width and other standards required for streets within subdivisions, the abutting portions of said street shall be improved to such standards by the construction of a sidewalk, curb and gutter along the side adjacent to the subdivision, and also by paving the roadway from said curb to twelve (12) feet beyond centerline or to such lesser distances beyond centerline as the commission may deem necessary to provide a safe and adequate paved roadway for two-way vehicular traffic. In lieu of requiring improvements to twelve (12) feet beyond centerline, the planning commission may require that the property owner, or his or her representative, shall satisfy the minor land partition improvement requirements and sign an agreement in favor of improving said street in the future to full City standards as outlined in Section 2(k) of Article II.

(3) MONUMENTATION. Prior to City approval of the final subdivision plat or partition map, all perimeter and back lot line monumentation shall be installed and the installation of the front line and street centerline monumentation (along and within streets rights of way) guaranteed. Upon completion of street improvements, monuments shall be re-established at every street intersection and all points of tangency of street centerlines.

(d) DRAINAGE. Such grading shall be performed and drainage facilities installed conforming to city specifications as is necessary to provide proper drainage within the subdivision and other affected areas in order to assure healthful, convenient conditions for the residents of the subdivision and for the

general public. Drainage facilities in the subdivision shall be connected to drainage ways or storm sewers outside the subdivision. Dikes and pumping systems shall be installed if necessary to protect the subdivision and adjacent properties against flooding or other inundation. Any flood barriers proposed in a flood hazard area must conform to the requirements of any ordinance adopted by the City to prevent flood damage in flood hazard areas.

(e) SANITARY SEWERS. Sanitary sewer facilities connecting with the existing public sewer system shall be installed to serve each lot. No septic tanks or cesspools will be permitted in new subdivisions or land partitions within the City.

(f) WATER SYSTEM.

(1) A water system, including mains, valves, service' connections and fire hydrants, connecting the subdivision or partition to the City water system shall be installed in conformance with the requirements of City of Phoenix.

(2) The size, type and quality of materials and location of the lines shall be specified by the City Engineer and the construction will be supervised and inspected by the City Engineer.

(g) SIDEWALKS.

(1) A sidewalk at least four (4) feet in width shall be required on each side of all streets and in any pedestrian ways within the subdivision or partition, except as hereinafter provided.

(2) Sidewalk ramps shall be provided at all corners.

(3) Sidewalk installation shall be at the time of building construction and shall be the responsibility of the subdivider.

(4) When approving subdivision tentative plats, the planning commission may grant a variance as to location or width of a local street, when, in its opinion, such variation would be in conformance with the public health, safety and convenience.

(h) STREET NAME SIGNS. Street name signs for new streets shall be installed at all intersections according to city standards. Signs and installation shall be provided by the City, at the subdivider's expense.

(i) STREET LIGHTING. Safety street lighting shall be provided by the developer in coordination with the Pacific Power & Light Company street lighting plan. The developer will be responsible for providing the necessary ditches and bases for street lights, and for paying the required fee for poles and installation. The City will be responsible for the monthly energy fee only.

(j) STREET TREES. Street trees may be required by the planning commission and shall be in conformance with the City's street tree plan.

(k) RAILROAD CROSSINGS. Provision shall be made for all railroad crossings necessary to provide access to or circulation within the proposed subdivision, including the preparation of all documents necessary for application to the Oregon State Public Utilities Commissioner for the establishment and improvement of such crossing. The cost of such railroad crossing improvement, including but not limited to the construction of signals and other protective devices required by the Public Utilities Commissioner, shall, except for that portion payable by the railroad company, be borne by the subdivider.

(1) UNDERGROUND UTILITIES.

(I) Utility lines, including but not limited to electricity, communications, street lighting and cable television shall be required to be placed underground. No overhead utility facilities shall be permitted. Appurtenances and associated equipment such as surface-mounted transformers, pedestal-mounted terminal boxes, and meter cabinets may be placed above ground. This subsection shall apply only to utility lines which provide service within the area being subdivided or partitioned.

(2) The subdivider or partitioner shall be responsible for complying with the requirements of this section and shall make all necessary arrangements with the utility companies and other persons or corporations affected by installation of such underground lines and facilities, in accordance with the rules and regulations of the Public Utilities Commissioner of the State of Oregon.

(m) BICYCLE WAYS. Bicycle ways provided by the subdivider shall be constructed to standards approved by the City Engineer.

(I) A two-way bicycle path separated from automobile traffic shall have at least an eight (8) foot paved width.

(2) One-way bicycle lanes provided on a roadway shall have a minimum width of five (5) feet and shall be free of parked automobiles, dangerous drainage grates, and any other features which are hazardous to bicyclists. Bicycle lane strip and "bike lane" street markings shall be provided.

(3) Bicycle paths may not be established on sidewalks except in very unusual situations, because of conflicts with pedestrians, driveways, building entrances, and other obstructions. When allowed, bicycle paths will be established only on lightly used sidewalks that have few intersecting driveways, alleys and cross streets.

(4) Two-way on-street bicycle lanes will not be permitted.

(n) EQUESTRIAN WAYS. Equestrian ways provided by the subdivider shall be improved to standards approved by the City Engineer.

(o) FENCING. Fences, walls, hedges and screen plantings shall conform to the provisions of Phoenix Ordinance.

(p) SPECIFICATIONS FOR IMPROVEMENTS. The City Engineer shall prepare and submit to the City Council specifications to supplement the standards of this ordinance based upon engineering standards appropriate for the improvements concerned. Specifications shall be prepared for the construction of the following:

- (1) Streets, including related improvements such as curbs and gutters, shoulders and median strips, and including suitable provisions for necessary slop easements.
- (3) Sidewalks and sidewalk ramps in pedestrian ways.
- (4) Sanitary Sewer facilities
- (5) Public water supplies and water distribution systems
- (6) Bicycle lanes and bicycle paths.
- (7) Equestrian paths.

ARTICLE IV

Section I. CREATION OF STREETS AND WAYS. The creation of all streets and ways shall be in conformance with the requirements set forth in Articles II and III for subdivisions or major partitions except as provided herein.

(a) CREATION OF STREETS. The creation of a street shall be in conformance with the requirements set forth in Articles II and III of this ordinance, except that the planning commission may approve the creation of a street to be established by deed without full compliance to said requirements when any of the following conditions exist:

(1) The establishment of the street is initiated by the City Council and is declared essential for the purpose of general traffic circulation, and the partitioning of land is an incidental effect rather than the primary objective of the street.

(2) The tract in which the street is to be dedicated is an isolated ownership of one (1) acre or less.

(3) The tract in which the street is to be dedicated is an isolated ownership of such size and condition as to make it impractical to develop more than three (3) lots.

In those cases where approval of a street may be given without full compliance with the regulations of Articles II and III, a copy of the proposed deed shall be submitted to the City at least fifteen (15) days prior to the planning commission meeting at which consideration is requested. The deed and such information as may be submitted shall be reviewed by the planning commission and, if not in conflict with the standards of Articles II and III, may be approved with conditions necessary to preserve these standards.

(b) CREATION OF PRIVATE WAYS.

(1) Any easement of way providing access to property, which is created in order to allow the partitioning of land or to provide access to a pre-existing lot without access or with inadequate access, shall be in the form of either a street or a private way. A street shall be created only in conformance with Articles II and III or as provided in Section (a) above. A private way to be established by deed without full compliance with these regulations may be approved by the planning commission if it is the only reasonable method by which the rear portion of an unusually deep lot large enough to warrant partitioning into two (2) parcels may be provided with access.

(2) If, at the time an accessway is proposed, the existing lot is large enough so that three (3) or more parcels meeting the lot size minimums of the zoning ordinance in effect at the time may be created and two (2) or more of the parcels would not have frontage on an existing street, a private way will not be acceptable and a street shall be dedicated to the public.

(3) A private way shall be at least twenty (20) feet wide and surfaced with a dust free material as approved by the City Engineer.

(4) A copy of the proposed deed for creation of a private way shall be submitted to the City at least fifteen (15) days before the planning commission meeting at which consideration is requested. The document and such information as may be submitted shall be reviewed by the planning commission and may be approved if assurance of adequate utility and vehicular access is indicated.

ARTICLE V

Section I. VARIANCES AND EXCEPTIONS.

(a) AUTHORIZATION. The planning commission may authorize a variance to any of the requirements set forth in this ordinance so that substantial justice may be done and the public interest served, provided that such variance will not have the effect of nullifying the intent and purpose of a development plan or these regulations.

(b) APPLICATION. Application for a variance shall be made by petition of the subdivider or partitioner, stating fully the grounds of the application, the facts relied upon by the petitioner, and the reasons why a specific variance should be granted. The petition shall be filed with the tentative map of the subdivision or the preliminary map of the major or minor land partition. No variance will be considered after a final plat or map has been recorded.

(c) BASIC CONSIDERATIONS FOR A VARIANCE. Before a variance may be granted, the planning commission shall first determine:

(1) that there are special circumstances or conditions peculiar to the property under consideration, that are not common to all property in the area; and

(2) That the variance complies with the spirit and intent of these regulations and will not at present or hereafter be detrimental to the public welfare or injurious to other properties adjacent to or in the vicinity of the proposed subdivision or land partition; and

(3) that the variance is necessary for the preservation and enjoyment of a substantial property right of the petitioner and that extraordinary hardship would result from strict compliance with these regulations because of the special conditions or circumstances affecting the property.

(d) EXCEPTIONS IN THE CASE OF A PLANNED UNIT DEVELOPMENT. The planning commission may modify the standards and requirements of this ordinance if the subdivision plat comprises a planned unit development. Such modifications may include, but are not limited to, variations in types of buildings, siting of buildings, bulk and height of buildings, parking requirements, open space and density requirements. The planning commission shall determine that such modifications are not detrimental to the public health, safety and welfare, traffic circulation, open space and other features that may be required in the public interest.

(e) PLANNING COMMISSION ACTION ON VARIANCES. In granting a variance, the planning commission shall make a written record of its findings and the facts in connection therewith, and shall specifically and fully set

forth the variance granted and the conditions designated. Such findings shall be kept on file as a matter of public record.

Section 2. APPEALS.

(a) Any decision or requirement made by the City Engineer or staff advisor pertaining to this ordinance may be appealed to the planning commission. Application for appeal must be made in writing, stating the reasons for the appeal, and must be filed with the City within ten (10) days after the decision or requirement is made. The planning commission shall consider the appeal at a regular meeting within forty days from the date the appeal is filed. Public testimony will be accepted at the meeting when the appeal is reviewed. The planning commission may then overrule or modify the decision or requirement made by the City Engineer or staff advisor if the decision of the commission complies with the spirit and intent of the ordinance.

(b) A planning commission approval or disapproval on a subdivision tentative plan or major or minor land partition preliminary map may be appealed to the City Council. Application for appeal must be made in writing within ten (10) days after the date of the planning commission decision, and must state the reasons for the appeal. The appeal shall be scheduled for a public hearing no later than sixty (60) days from the date the appeal is filed with the City. Notice of the public hearing shall be published once in a newspaper of general circulation within the City of Phoenix, not more than fourteen (14) days or less than three (3) days before said public hearing. In addition, owners of all property within 250 feet of the boundaries of the proposed subdivision or land partition shall be notified by mail of the places within the City. The council may continue the hearing for good cause. The decision of the City Council relative to the appeal shall be final and binding upon the tentative plan or preliminary plat and upon the City. The appellant shall be liable for any additional costs actually and necessarily incurred by the City in the processing of the appeal, including but not limited to preparation of documents, posting and mailing of notices, publication of notice, professional engineering services, staff time, and other incidental expenses.

Section 3. PENALTIES: Violation of any section of this ordinance shall, upon conviction thereof, be punished by a fine of not more than \$350.00, or by imprisonment for not more than fifty (50) days, or both, for each day during which the violation continues.

Section 4. SEVERABILITY. The provisions of this ordinance are severable. If any section, sentence, clause, or phrase of this be invalid, the decision should not affect the validity of the remaining portions of this ordinance.

Section 5. REPEAL. Ordinance No.s 169, 373, and 374 be and they hereby are repealed.

Section 6. EMERGENCY CLAUSE. Pursuant to Section 35 of the Charter of the City of Phoenix, Oregon, an emergency is hereby declared to exist, and this ordinance shall take effect immediately upon its passage.

Passed by the council and approved by the mayor this _____th day of _____,

Mayor

Attest:

City Recorder

CITY OF PHOENIX

STREET LIGHTING REQUIREMENTS FOR NEW SUBDIVISIONS

Standard street lighting requirements for new subdivisions will be a 150 watt high pressure sodium luminaire. Luminaire will be mounted on a steel pole at 25'0" mounting height. All lighting circuits will be underground.

Developer Responsibility

The developer will bond the street lighting and the developer will install the street lighting system complete with underground circuits, foundation, poles, luminaires and circuit breaker panels. All material and hardware used by the developer will meet standard street lighting requirements. Number of units installed by developer will be the same as required for the subdivision prior to final plat approval.

The developer will furnish all trenching and backfill to facilitate the installation of street lighting circuits.

The developer is required to trench 3'0" from property line, inside 5'0" easement area, when trenching between house lots. This will protect lighting circuits later from damage caused by post hole augering on property lines for fences. Trench to have a minimum of 30" compacted cover over lighting cable; 4" of sand is required around lighting cable.

City of Phoenix Responsibility

The City will own, operate and maintain the lighting system.

Costs for electrical energy for street lighting will be paid by the City.

CONSTRUCTION INSPECTION POLICY

Standard Specifications for Construction

The Standard Specifications which are applicable to construction work within subdivisions are those titled "Standard Specifications for Public Works Construction" A.P.W.A. Oregon Chapter 1970 except as modified, supplemented, or superseded by any Special Provisions or Detailed Specifications. The applicable standard drawings are bound in this booklet.

Change Orders

Subsequent to the approval of the improvement plans by the City Engineer, no changes or alterations shall be made by the subdivider or the City without the expressed mutual consent of both parties. Standard Form 74-B shall be used when requesting changes.

Non-Compliance and Stop Work Orders

- 74-C Non-compliance - a warning issued by the City Engineer when work is not in conformance with plans and specifications.
- 74-D Stop Work Order - will be issued by the City Engineer when non-compliance notice is ignored or defective work remains uncorrected.

Final Inspection

Upon substantial completion of all utility installations and street construction, the subdivider shall schedule a final inspection with representatives of the subdivider, contractor, consulting engineer and City Engineer present. A list of uncompleted or unsatisfactory items will be submitted to the City Engineer upon completion of all the clean-up items.

DESIGN CRITERIA FOR
PAVING, SANITARY AND STORM SEWER PROJECTS

A. PREPARATION OF PLANS AND/OR MAPS

I. Streets and Sewers on Separate Plan and Profile

The storm and sanitary sewers may be shown together on the same sheet and the street design shall be shown on a separate plan.

2. Standard Size Drawings

Plans or maps shall be prepared on standard size drawings as follows:

8- $\frac{1}{2}$ " x 11"

11" x 17"

17" x 22"

22" x 34"

Federal-Aid Plan and Profile

3. Tracing Cloth or Mylar

Permanent material is to be used. All plans and profiles shall be prepared on top quality tracing cloth or mylar.

4. Federal Aid Sheets

Improvement projects and similar projects requiring both plans and profiles, standard federal-aid sheets may be used. The profiles shall be 10 x 10 per inch or Plate I.

5. Title Blocks

A standard City of Phoenix title block (available from the City) shall be placed in the lower right hand corner of all improvement drawings. The profile grid shall be removed from the title block area.

6. Legibility

Good drafting technique shall be used. All lettering and line work shall be of a quality and density that will provide high contrast reproduction. Ink is preferred.

7. North Arrow and Scale

A north arrow shall be shown with the scale of the drawing immediately below the arrow.

8. Vicinity map

A vicinity map shall be included on all sets of improvement drawings.

9. Legend

A legend defining all symbols used on used on the improvement plans shall be placed on the cover sheet.

10. Aerial Photo Maps

Aerial photography topographic maps may be used as a base map by making Ozalids or similar reproductions of the area needed on standard size sheets. Various reproduction mylars are available to obtain a solid or heavy background, or half tones on the background when emphasis is needed for the new work to be done on these tracings.

11. Street Names

Street names shall be shown on all maps and particularly on the tracings from the aerial topographic maps.

12. Project and Drawing Numbers

All maps, plans and drawings shall be assigned a number. Consulting engineers map obtain the project number from the City Engineer's office for each new project.

13. City Datum

All elevations shall be on City datum. A list of bench marks, their descriptions and locations and elevations are available in the City Engineer's office.

14. Stationing for Surveys, and Improvement Projects

Generally, stationing shall increase from the north to the south and from the west to the east. Unless there is a clear cut basis for using a 0+00 for a new survey, or continuation of an adjoining project, the origin of the stationing for the project shall be obtained from the City Engineer's office.

15. Survey Field Notes

The original copies of all survey field notes, including the notes for all construction work shall become the property of the City.

16. Submittal of Plans for Approval

All plans and specifications must be submitted to the City Engineer's office at least three weeks prior to the City Council meeting where approval by the Council is desired.

B. DESIGN CRITERIA FOR PAVING PROJECTS

1. Pavement Crown Slopes

Pavement crown slopes shall be 0.03 foot per foot between the centerline and the gutter line. Exceptions may be approved on street grades exceeding 8%.

2. Level Street Sections

Curb elevations on each side of the street should be at the same elevation. Where it is not possible to design a street section with the curbs on each side at the same elevation, the crown shall be located 7 feet from the face of the uphill curb.

A 3 line profile shall be prepared in either case.

3. Minimum and Maximum Grades

The minimum permissible grade is 0.35%. The maximum permissible grade is 12%.

4. Sidewalk and Planting Area Slope

The normal slope of both the sidewalk and the planting strip is a $\frac{1}{4}$ " per foot or 2% towards the curb. In some areas it may be permissible to increase the slope of the planting area to approximately 1 inch per foot or 8%, the maximum slope of the sidewalk and planter area away from the curb.

5. Sidewalks

Sidewalks shall be shown on the typical sections and also on the plans for all new subdivision developments.

6. Typical Sections

A typical section shall be shown on the plan for each street project showing depth of base material, thickness of asphalt pavement, location and width of sidewalks, location of pavement crown and pavement cross slopes.

7. Stationing

Stationing shall be shown along the centerline of the street with numerals for each 5 stations with ticks for individual stations. Stations shall also be shown at either the top or bottom of the profile graph.

8. Grade Line Data

Elevations at each change of grade, the percent of grade, and the length of vertical curves shall be shown on the profile.

9. Elevation on vertical Curves

All vertical curves shall start on even 50 foot stations where possible or on 25 foot stations. Where 25 foot station is used for beginning or end of vertical curve, a grade must be established in the field for this station. The elevation in hundredths shall be written on the profile for each 50 foot station.

10. Curvature Data

The stations at each end of the curbs shall be shown, with central angle, the degree of curvature, or the radii of the curve and the semi-tangent lengths shall be shown. Centerline street intersection stationing shall be shown for all intersections.

II. Intersection Details

A. Flat Plan

A flat plan showing curb return elevations and cul-de-sac details shall be shown on the plans.

12. Utilities

All existing or proposed surface or sub-surface utilities and improvements shall be shown on both plan and profile.

13. Extension of Topography

The information at the end of the project that might influence establishing future grades and also for side streets that might affect future grades shall be shown on the plan and profile.

Profiles of existing street pavements or proposed extensions shall be shown beyond the terminus of each end of the project for sufficient distance to establish a grade line to fit the existing or future extensions. Sufficient information shall be shown for cross streets to establish grade line.

14. Curb Returns

If a new project terminates at either end of a street that is not improved by curbs and gutters, a curb return shall be placed to grade and location to conform to a future street project and also adequate flares shall be provided.

15. Curb Inlet Locations

Curb inlets shall be located so they will not be in any existing or possible future crosswalks. Where possible, they shall be located to intercept the storm water before it travels around a curb return.

C. DESIGN CRITERIA FOR SANITARY SEWERS

I. Population Density

For computing capacities in sanitary sewers, the average family unit or lot in the subdivision shall be 3.5 persons per residential unit.

2. Design of Flow

For lateral sewers, the design flow shall be 350 gallons per capita per day. For interceptor sewers, the design flow shall be based on the 250 gallons per capita per day.

3. Minimum Diameter

All sanitary sewers excepting house connections shall be a minimum diameter of 8". Approval may be granted for the use of 6" pipe for the upper section of any lateral sewer which cannot or never will be extended, providing the length of such section does not exceed 250 feet.

4. Minimum Grades for Sanitary Sewer Pipe

The minimum grades for any particular type of sanitary sewer

pipe will be dependent upon the friction coefficient as per the manufacturer's recommendations. The minimum allowable velocity shall be 2 feet per second when the sewer is flowing half full.

5. Sewer Velocities

The minimum velocity allowable will be 3 feet per second and the velocities should not exceed 10 feet per second.

6. Drop-in Manhole Invert

A drop of 0.25 feet will normally be provided through every manhole invert to compensate for head loss.

7. Location of Manholes

- a. Every change in grade or alignment of sewers.
- b. Every point of change in size or elevation of sewer
- c. Every intersection or junction of sewer.
- d. Upper end of all lateral sewers.
- e. Maximum spacing of 500 feet with desirable maximum spacing of 400 feet.

8. Curb Inlet Connections and Spacing

Connections from the curb inlets to the storm sewers shall be 12" of pipe and shall be made into a manhole.

The following criteria will control the spacing of curb inlets;

- a. Water shall not flow more than 3" deep in the concrete gutter.
- b. Quantity of water received at the inlet shall not exceed the capacity of the inlet.

9. Concrete Box Culverts

Concrete box culverts shall be special items which should receive preliminary approval by the City Engineer before final drawings are made. Generally, standard drawings provided by the State Highway Department or the American Public Works Association may be used for these structures.

10. Design Criteria for Water Mains

- a. All water mains and fire hydrant stubs require a minimum 36" cover.
- b. Normal size of lateral for residential area is 6" except that 8" may be required to meet domestic service and fire protection at a dead-ended main.
- c. Street centerline station may be used as reference station for water line, valve, fire hydrant and water service.

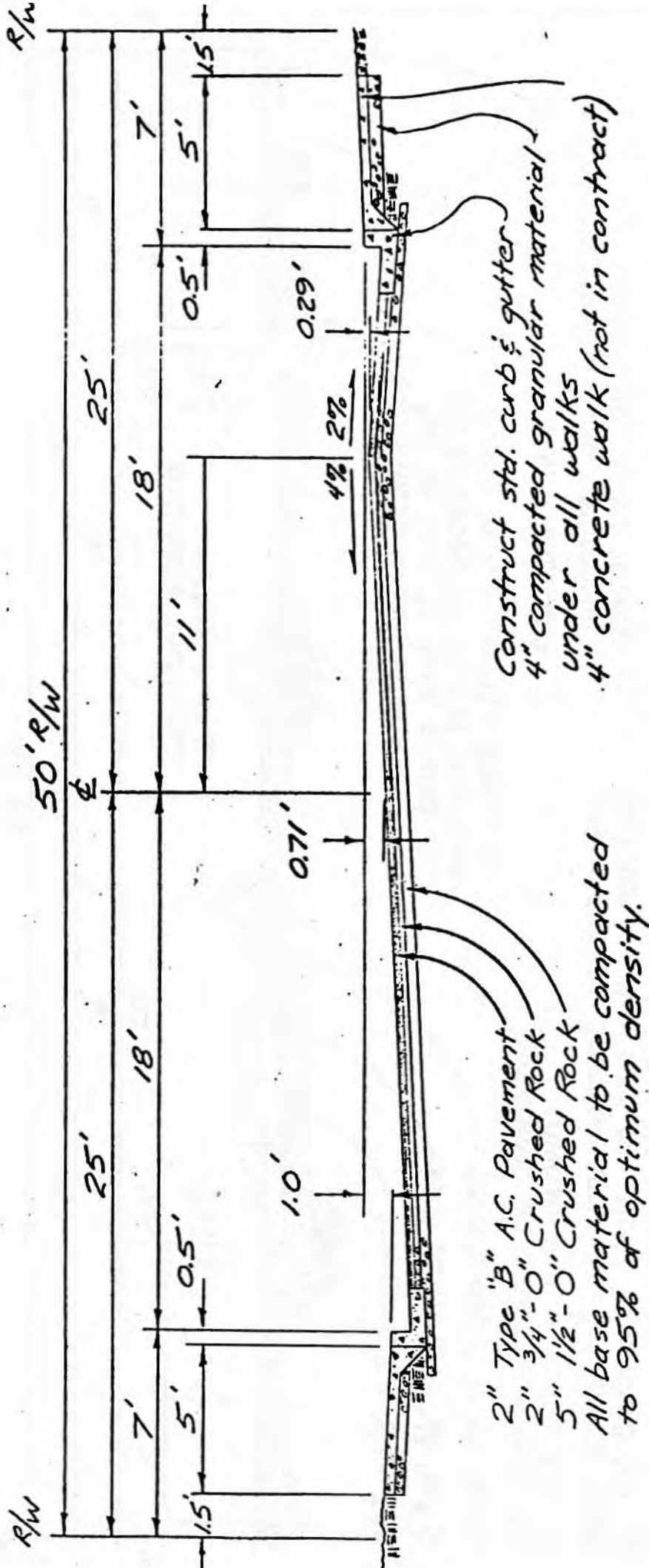
d. Hydrants shall be located at street intersection as nearly as possible. Hydrants shall be evenly distributed with not to exceed 166,000² feet in high value districts and 160,000 Feet² in residential districts. Maximum fire hydrant spacing in residential areas shall not exceed 500 feet.

e. Water mains shall be Asbestos cement pipe class 150 conforming to A P W A standard (-400 and (-600 fire underwriters approved.

f. All service taps will be made by the City of Phoenix.

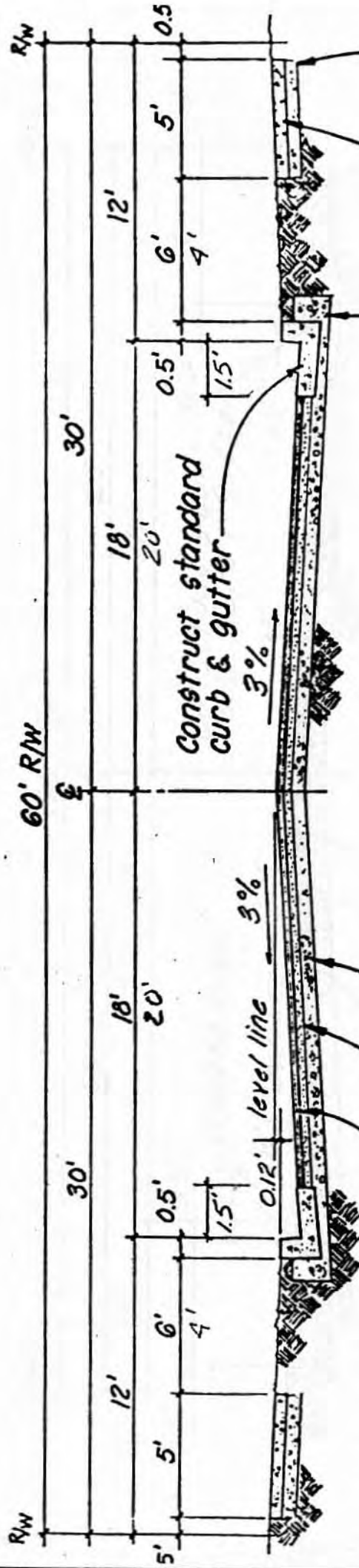
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OFFSET - CROWN STREET SECTION ~ 50' R/W

1" = 5'



2" Type 'B' A.C. pavement
 2" of 3/4"-0" Crushed Rock
 5" of 1 1/2"-0" Crushed Rock

All base material to be compacted to 95% of maximum density.

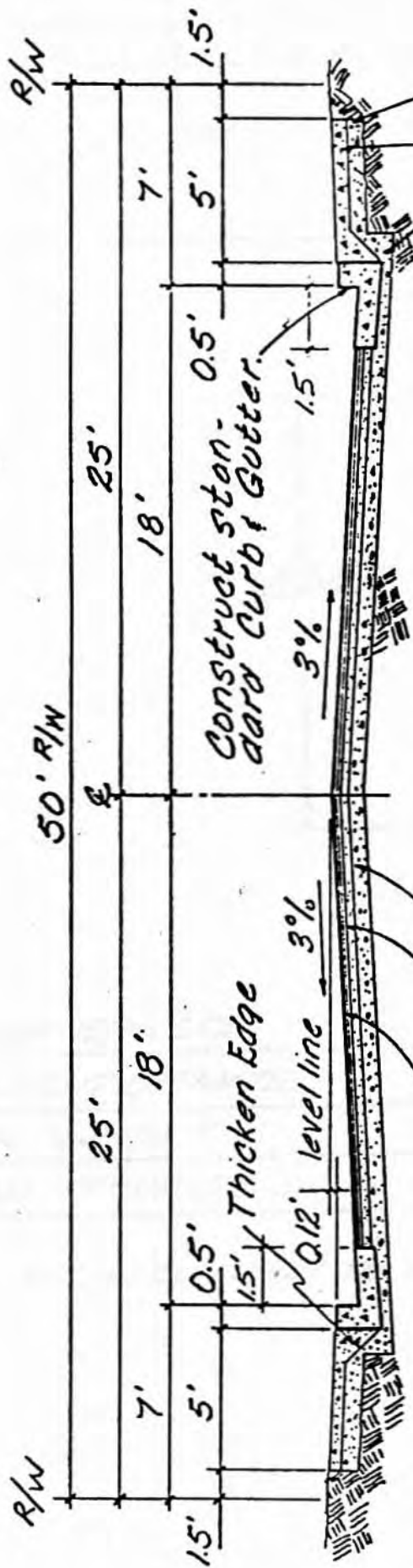
NOTE: Where soil conditions warrant, as determined by the Engineer, a shale sub-base will be required.
 New Section: 2" A.C., 2" of 3/4"-0" Crushed rock, 4" of 1 1/2"-0" Crushed rock, 8" shale.

Base rock to be placed & compacted 1ft. behind back of curb in cut sections; 3ft. in fill sections, up to 3 inches from finished grade

4" Concrete walk

4" Compacted granular material typical under all walks

TYPICAL STREET SECTION ~ 60' R/W Not to Scale



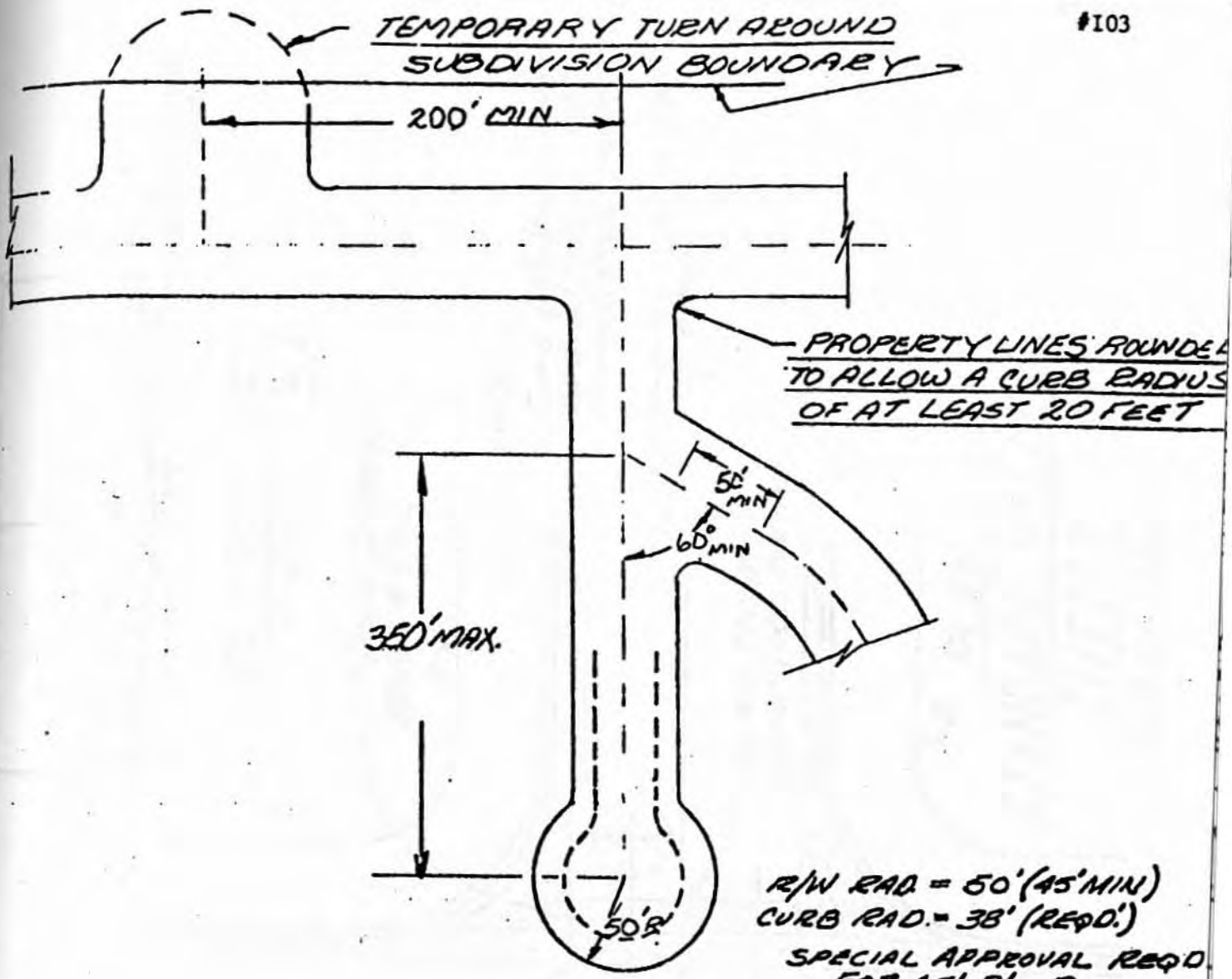
Base rock to be placed & compacted 1ft. behind back of curb in cut sections; 3ft. in fill sections, up to 3" from finished grade.

4" Concrete Walk
 4" Compacted granular material typical under all walks.

2" Type B' A.C. Pavement.
 2" of 3/4" - 0" Crushed Rock
 5" of 1/2" - 0" Crushed Rock
 All base material to be compacted to 95% of maximum density.

Note: Where soil conditions warrant, as determined by the Engineer, a Shale sub-base will be required.
 New Section: 2" A.C., 2" of 3/4" - 0" Crushed rock, 4" of 1/2" - 0" Crushed rock, 8" Shale.

TYPICAL STREET SECTION ~ 50' R/W Not to scale



	LOCAL	COLLECTOR	ARTERIAL
DESIGN SPEED	25	35	35
MIN. SIGHT DISTANCE	200	200	250
MAX. GRADE *	12%	12%	10%
Ø RADI AT CURVES	100'	200'	300'

* WILL ALLOW DEVIATION TO 18% WITH ENGINEERING SUPPORT DATA

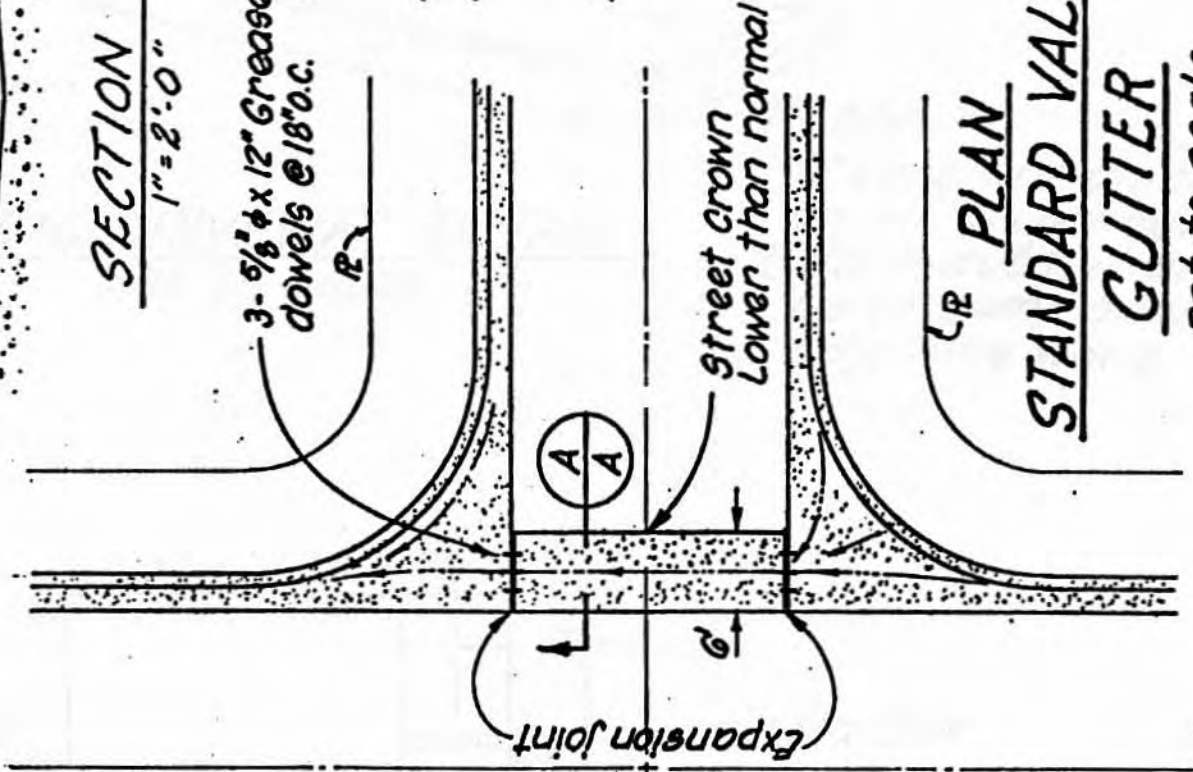


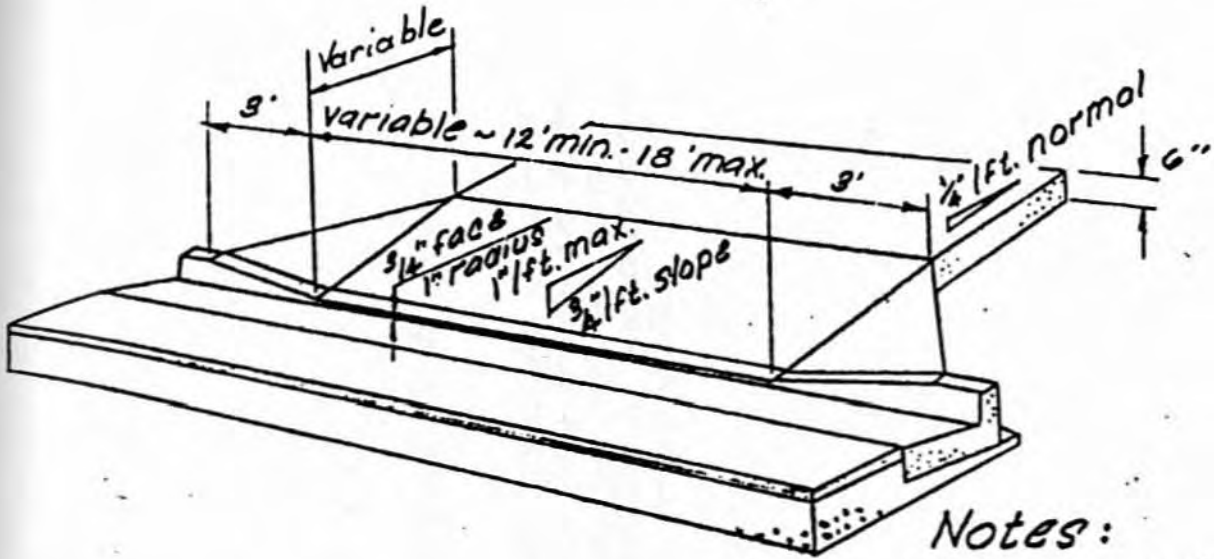
SECTION A-A
1" = 2'-0"

3- 5/8" ϕ x 12" Greased dowels @ 18" o.c.

Notes:

1. Curb & Valley Gutter spandrels to be monolithic pours.
2. direction of flow.

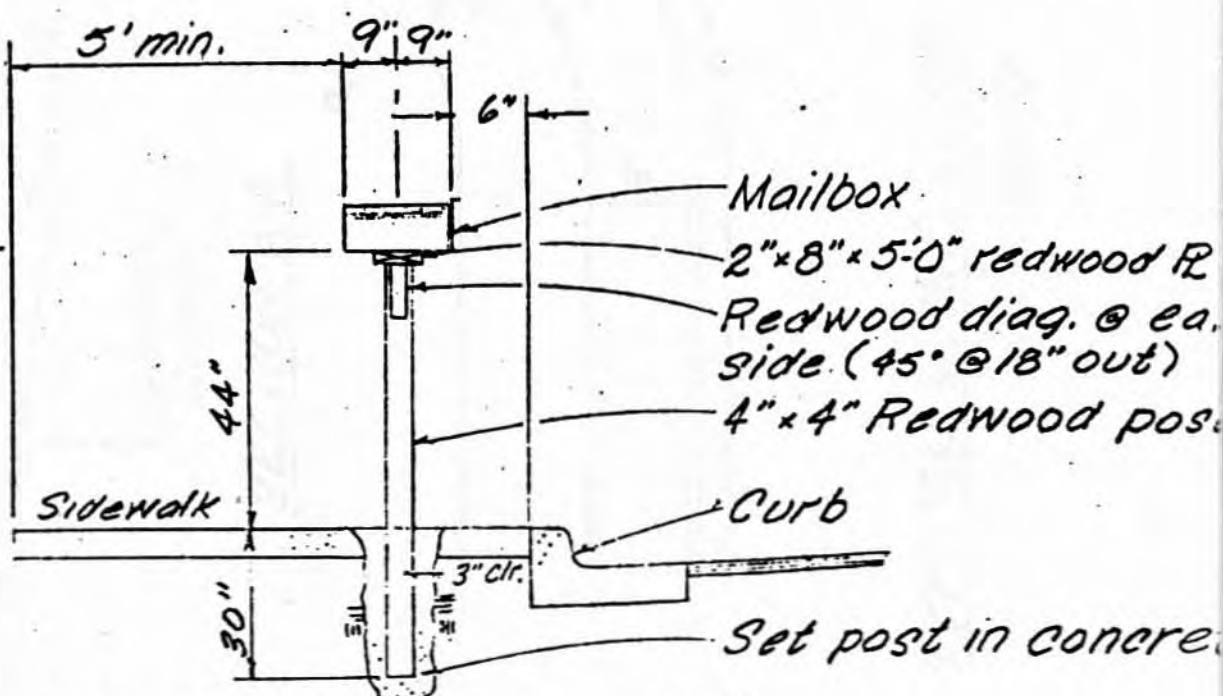




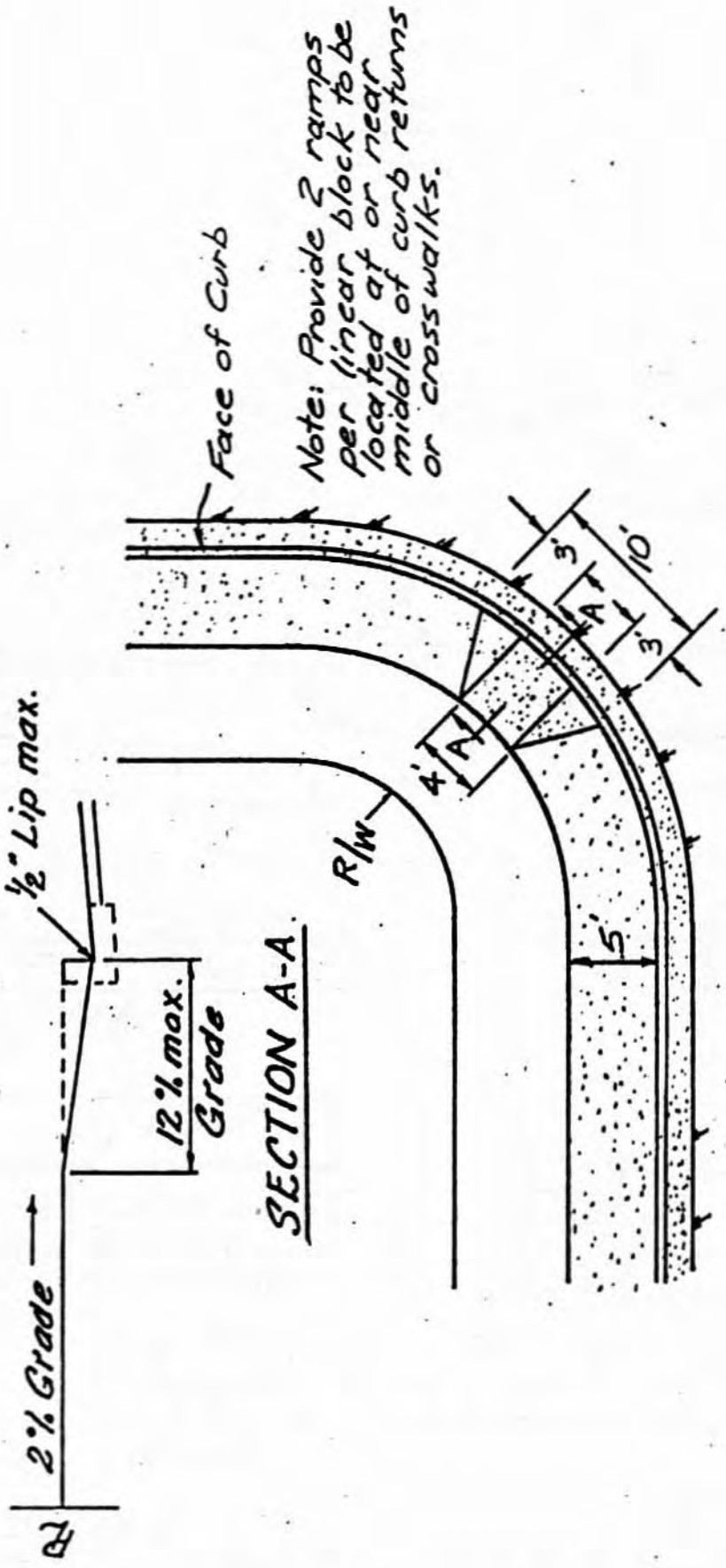
- Notes:
1. 6" concrete thickness on all driveways
 2. Curb cuts, if any, to be of same quality as adjoining work

TYPICAL DRIVEWAY DETAIL
not to scale

Note: If sidewalk is adjacent to curb then a 5' min. clear sidewalk must be provided around mailbox.



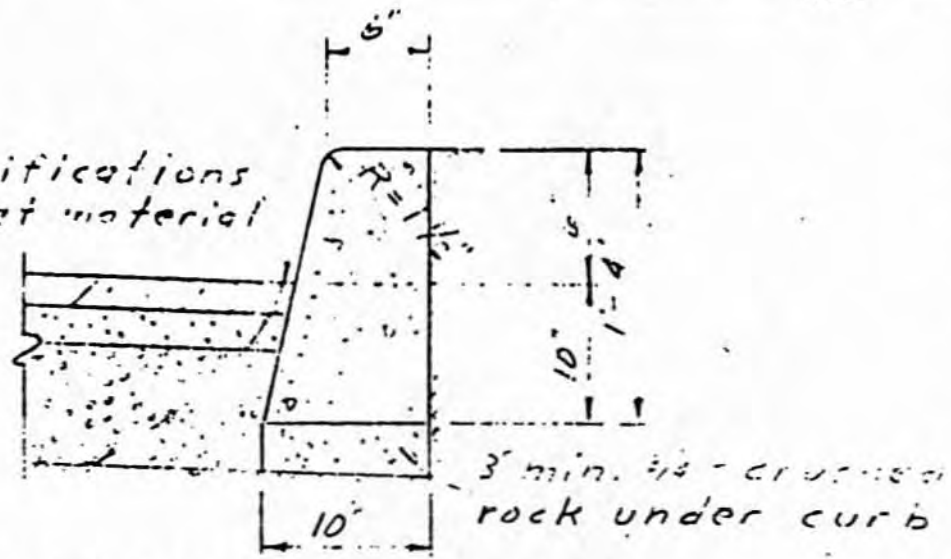
Note: See Site Plan for Locations
TYPICAL MAILBOX POST DETAIL ~ not to scale



TYPICAL WHEELCHAIR RAMP DETAIL

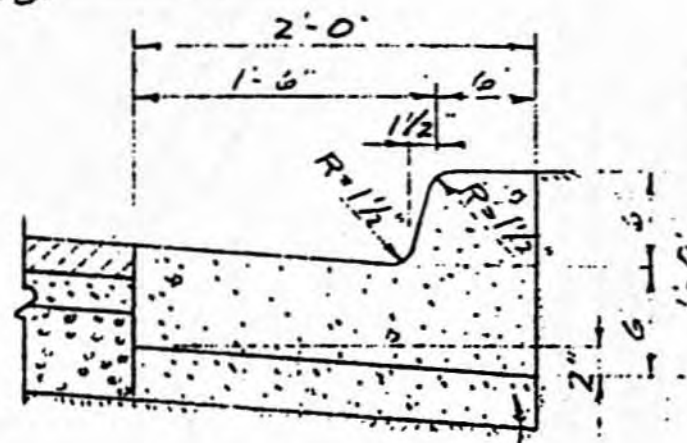
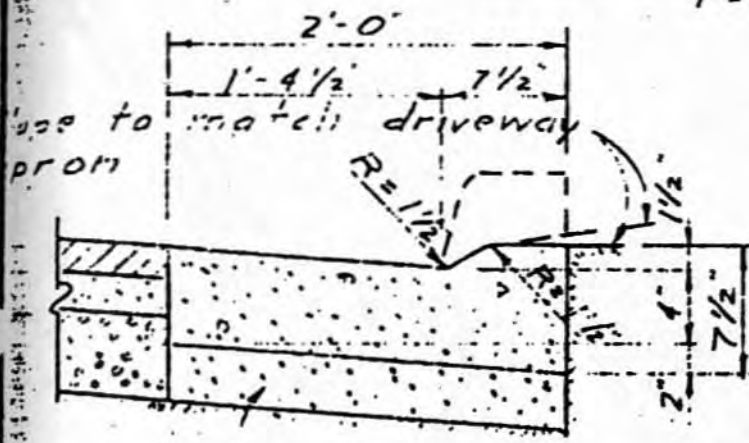
not to scale

Note:
See specifications
for street material



STANDARD CURB

1"=1'-0"

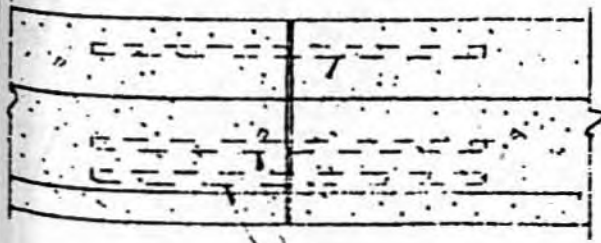


3" min. 3/4 - crushed rock under curb

STANDARD CURB & GUTTER FOR ALLEYS & DRIVEWAYS

1"=1'-0"

STANDARD CURB & GUTTER



3-1/2" ϕ Rods x 24' long.
Project 12" into each section.
Wrap one end in greased paper.

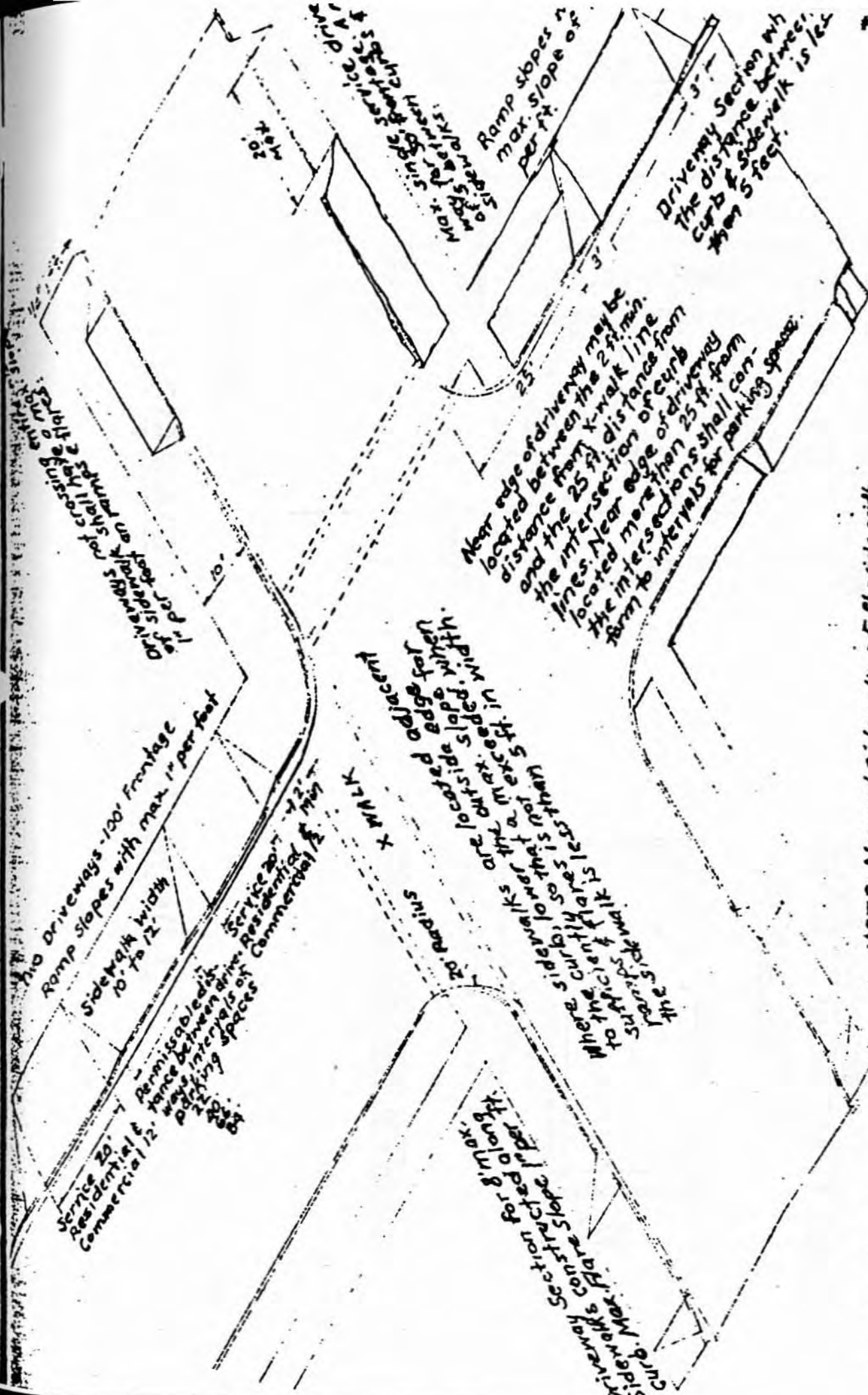
FRONT

END

STANDARD DOWEL WHERE CURB POUR IS 10' OR LESS

1"=1'-0"

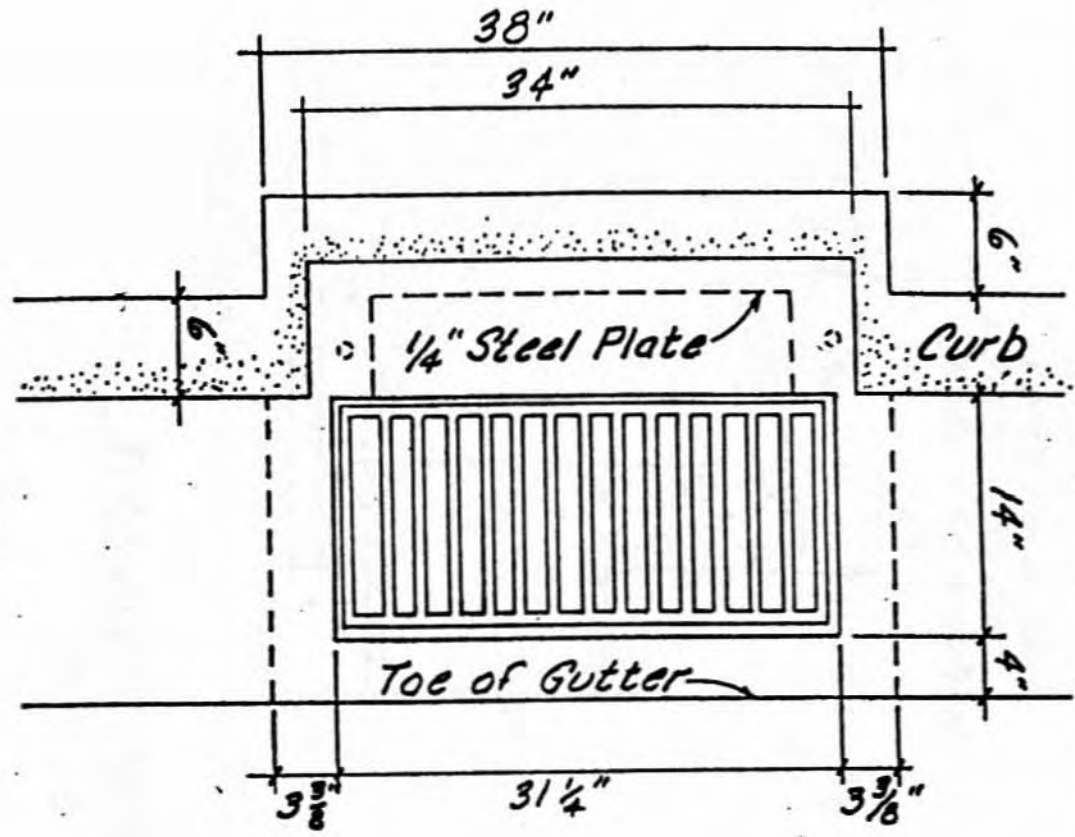
TYPES OF DRIVEWAY & SECTION



NOTE: Normal sidewalk is 5 ft. wide with 1/4" per ft. slope. Where top of curb is considerably below normal lawn area, the parking strip may slope from sidewalk to top of curb 1" per ft. maximum.

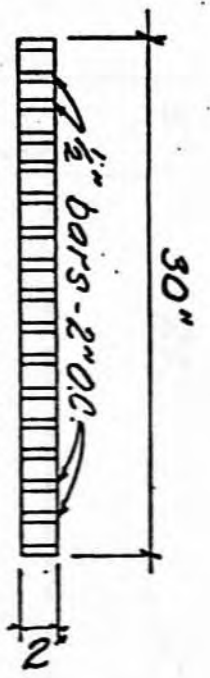
A map or sketch showing proposed

Max. Single Driveway for 120 ft. frontage
 Service Residential 30'
 Commercial 24'

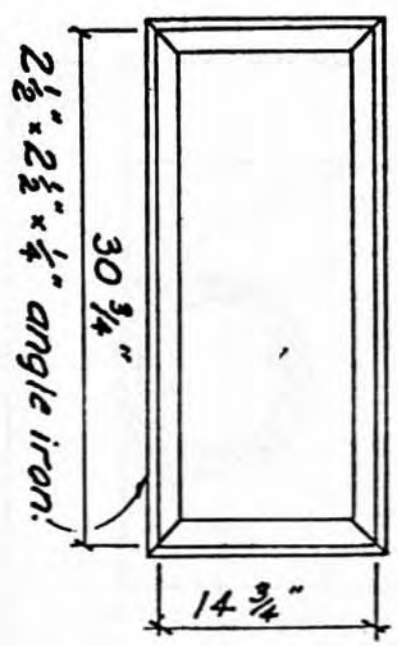


PLAN

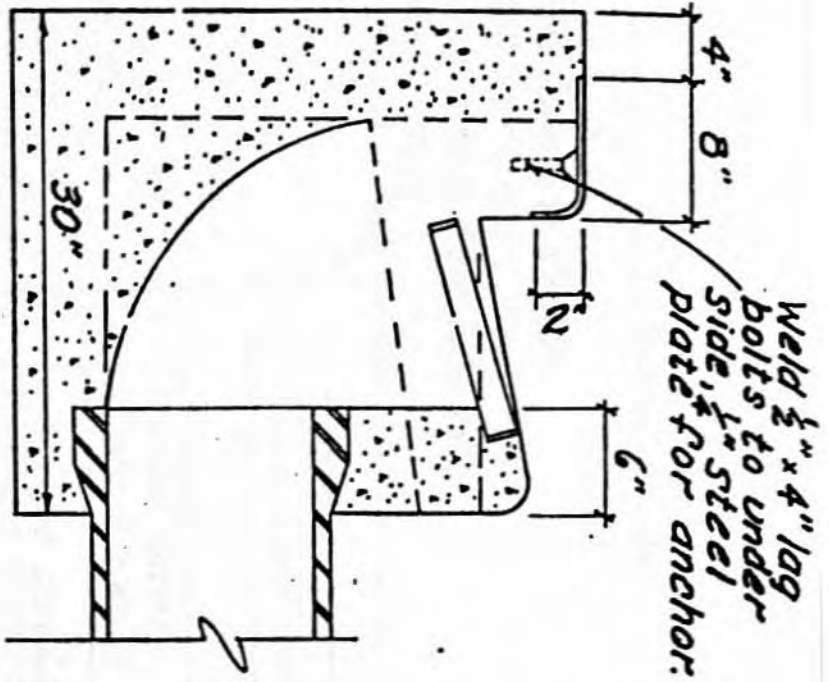
STANDARD CURB INLET DETAILS
not to scale



GRATE DETAIL



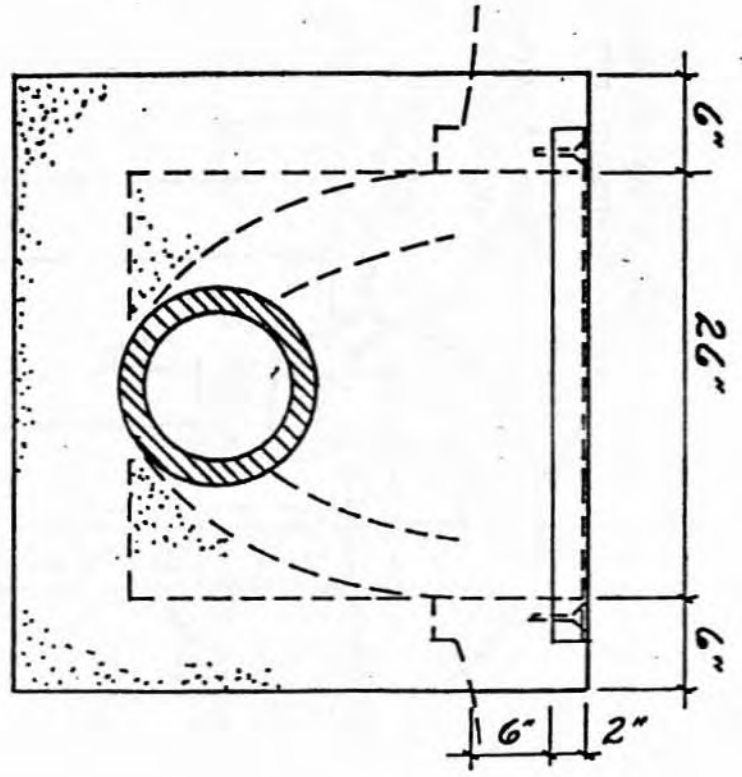
GRATE FRAME DETAIL



SECTION

STANDARD CURB INLET DETAILS

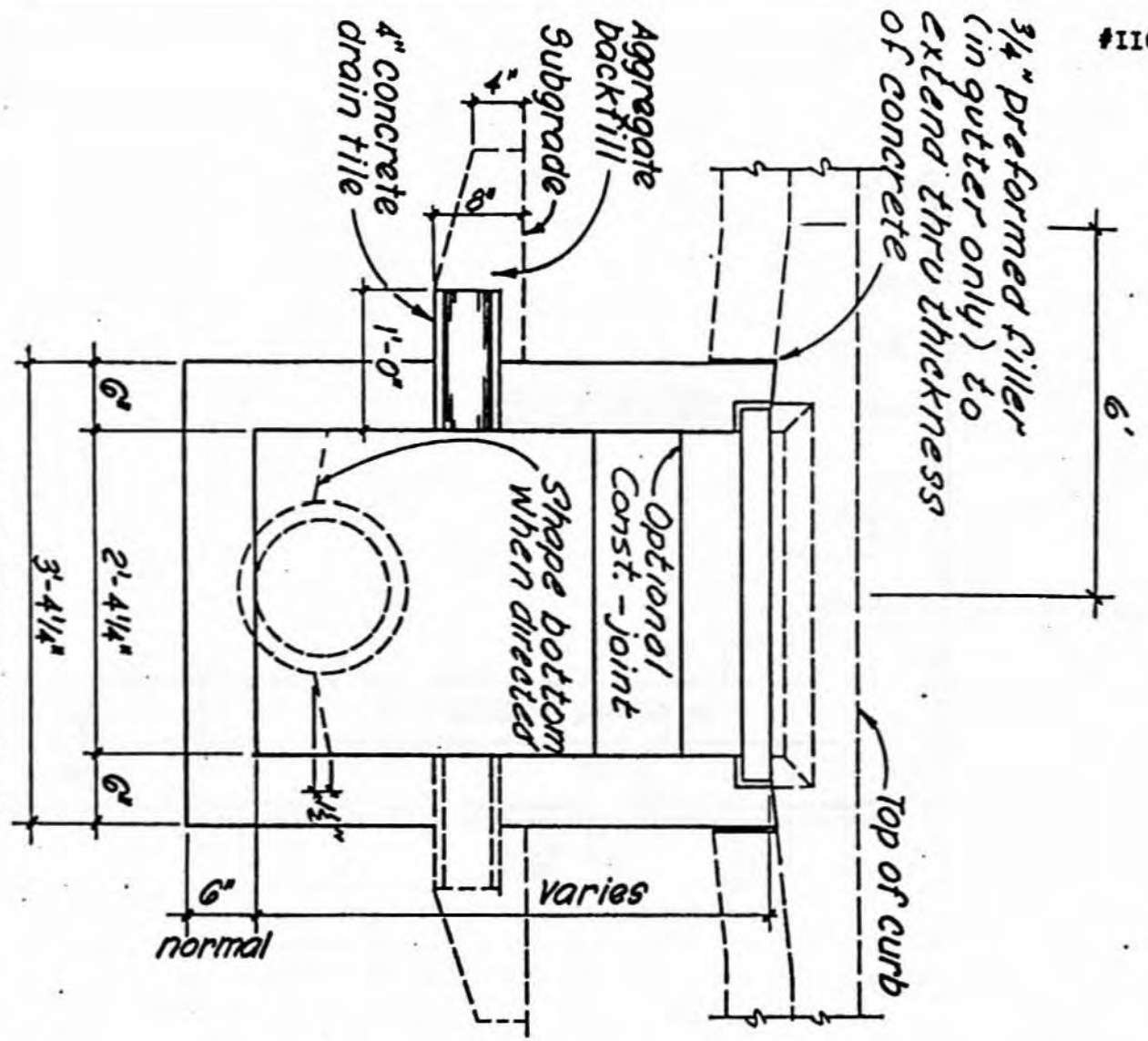
not to scale



ELEVATION

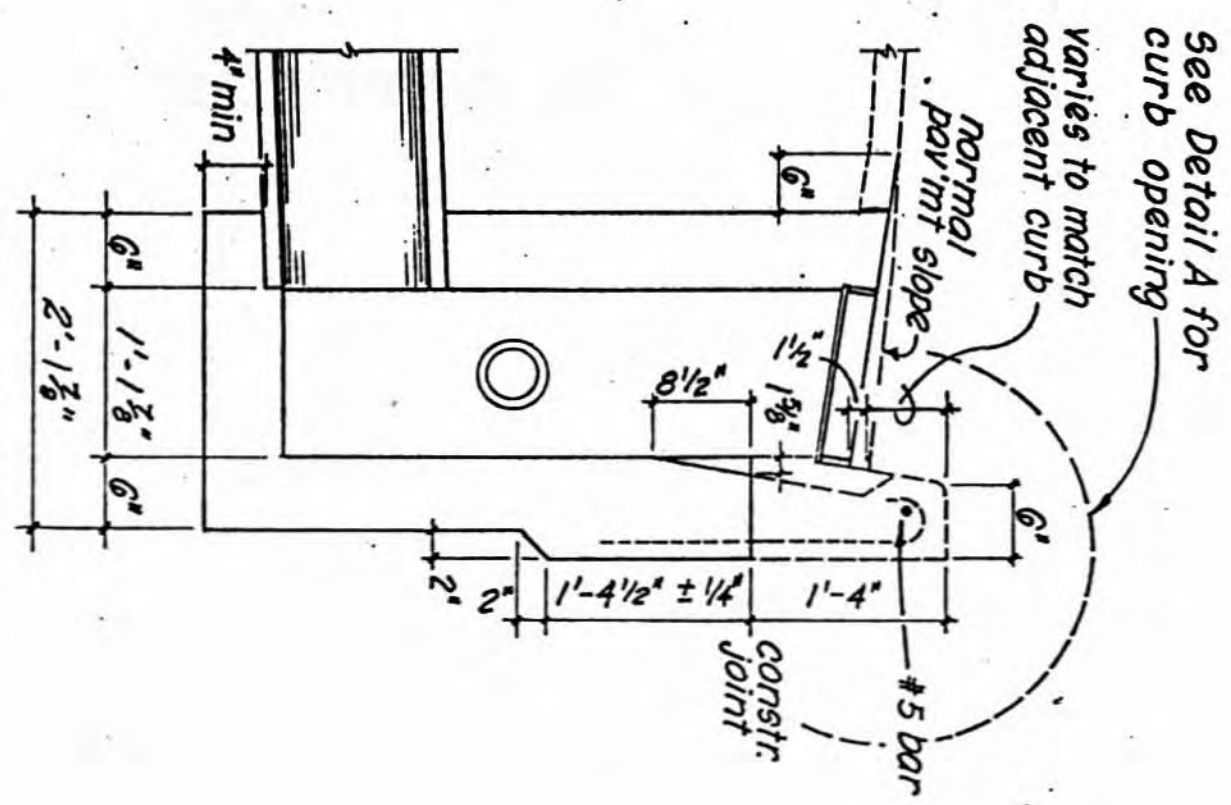
CI-2

DETAILS - CURB INLET TYPE 08 (OS&HD)



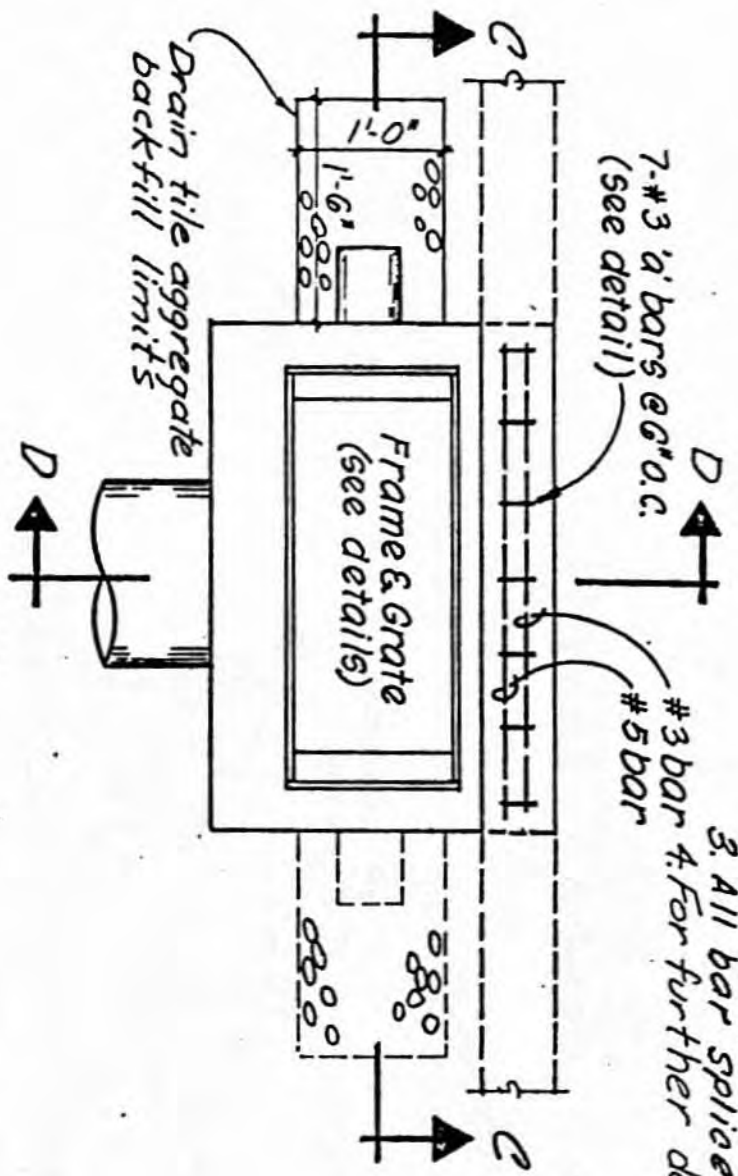
SECTION C-C

DETAILS - CURB INLET TYPE CG (OSHHD)



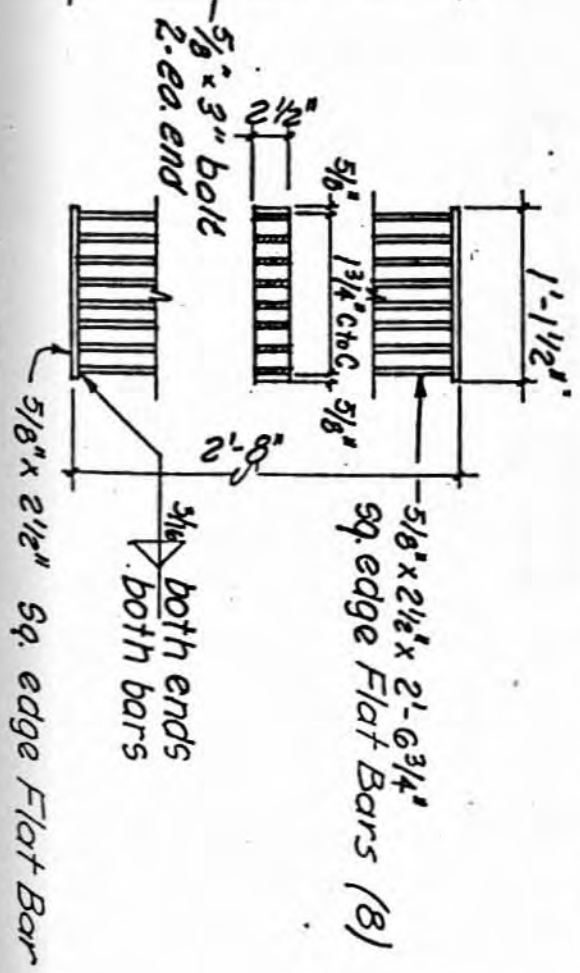
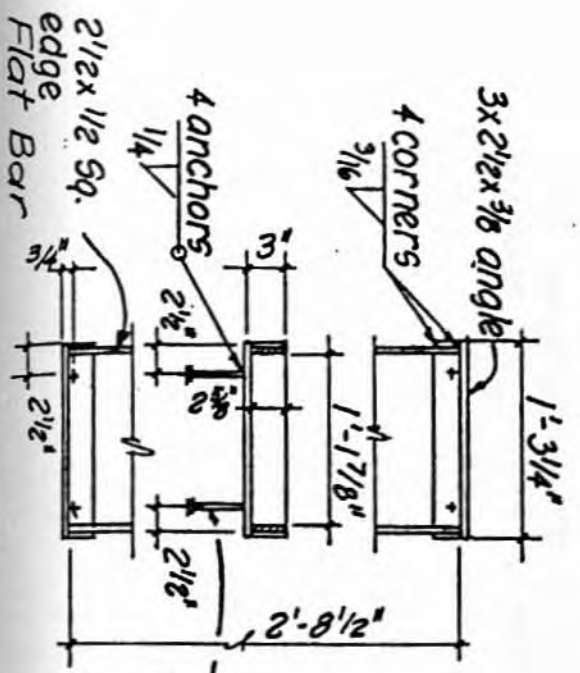
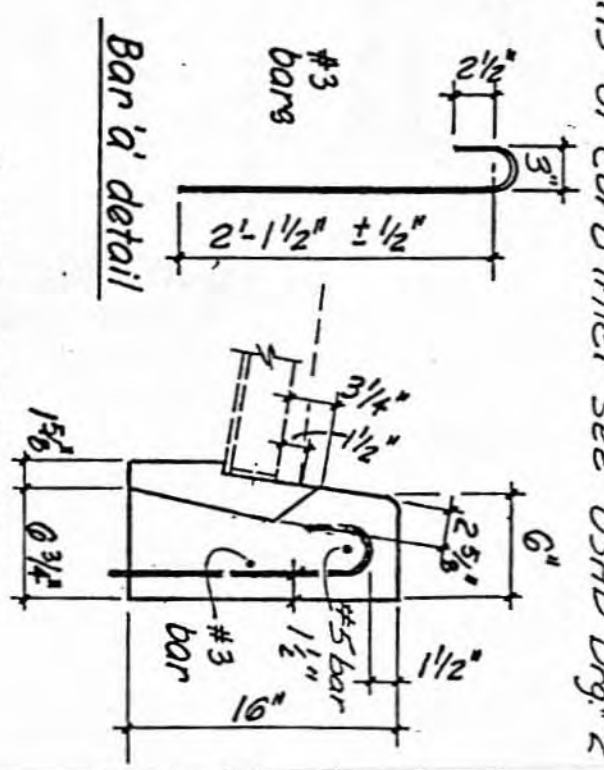
SECTION D-D

2. All bars to be placed 1/2" clear of nearest face of concrete unless shown or noted otherwise
3. All bar splices shall be 20 diameters.
4. For further details of curb inlet see OSHD Drg. #2



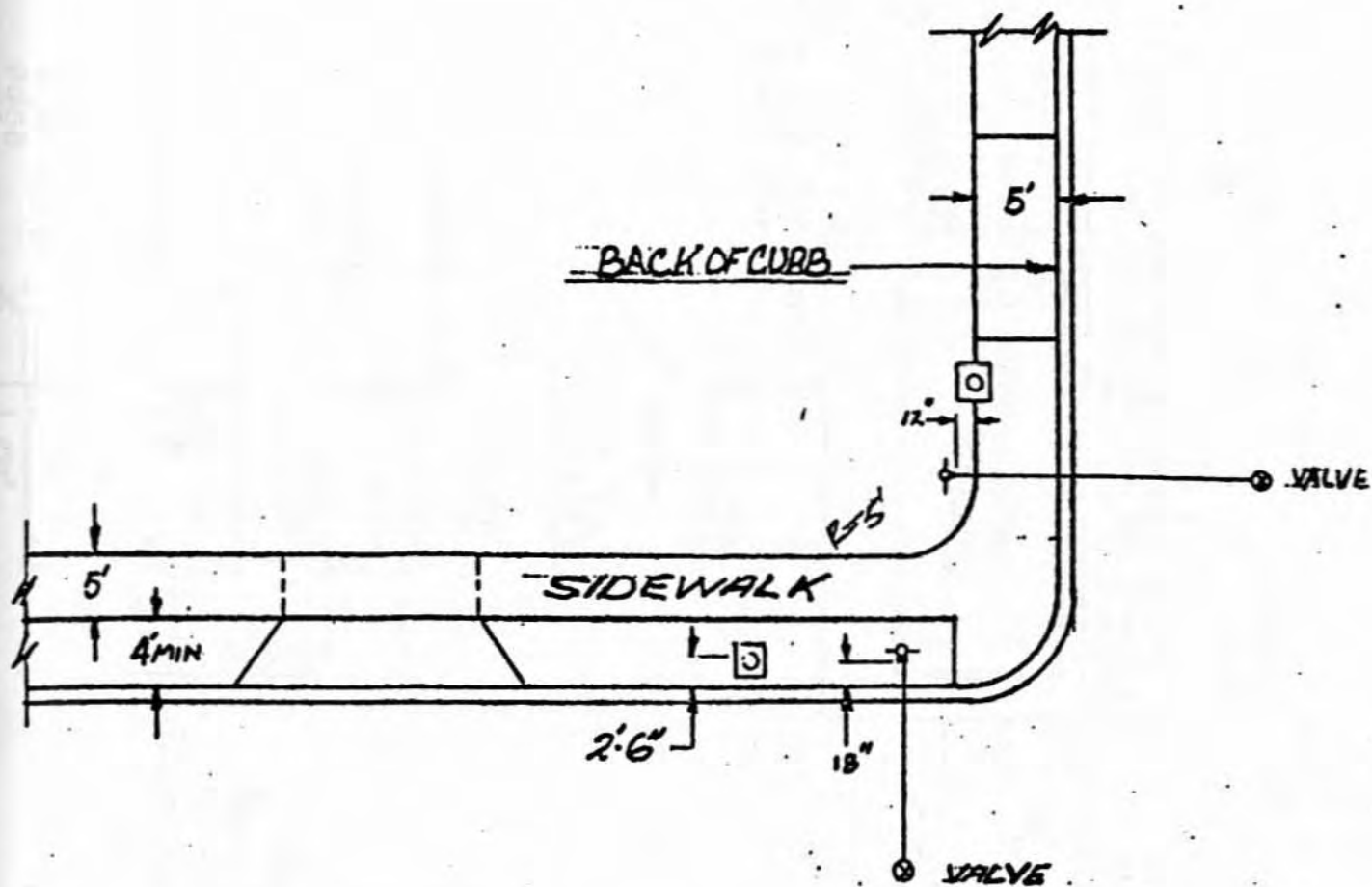
PLAN

**CURB OPENING
DETAIL A**



RAIL

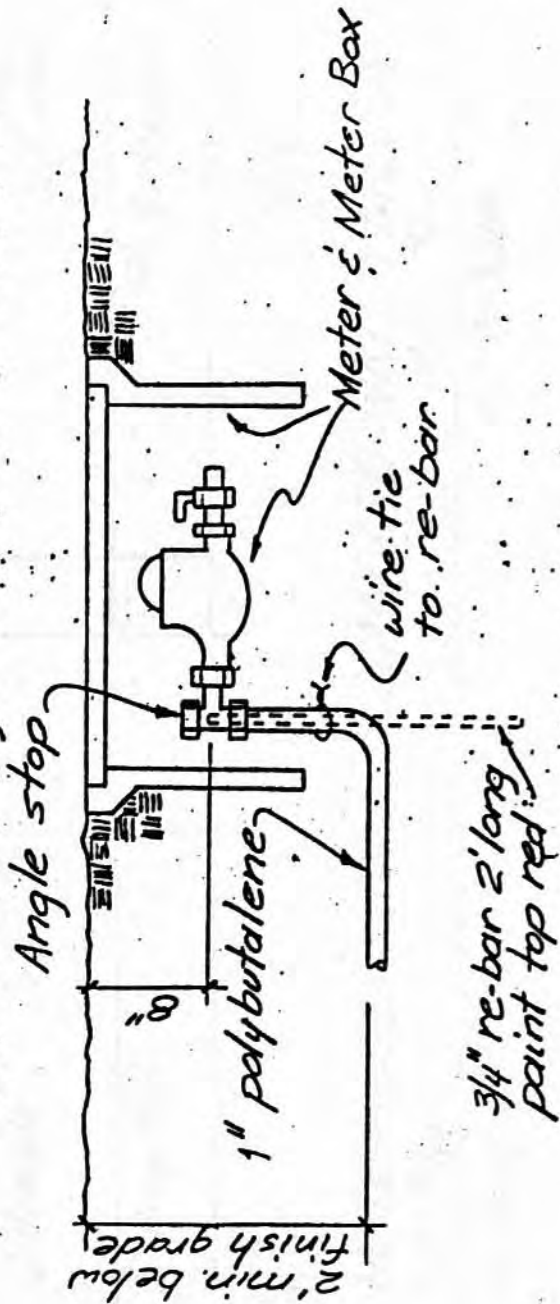
GRATE



♀ FIRE HYDRANT

□ LIGHT POLE FOUNDATION 2'x2'

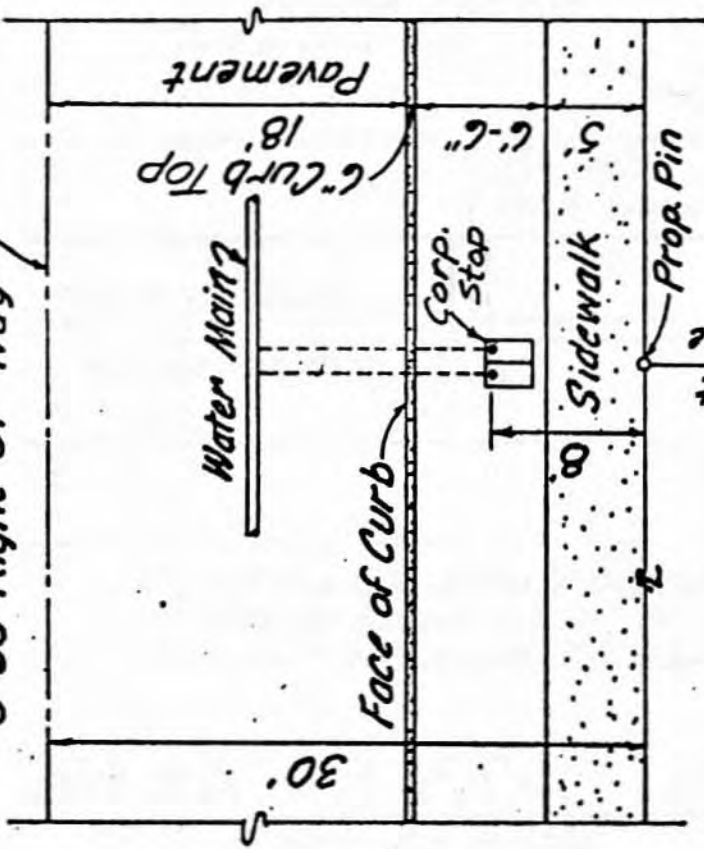
Note: The City of Phoenix will tap and lay service connections in conformance with Ordinance No. 457. All charges to be paid by developer.



WATER SERVICE DETAILS

No Scale

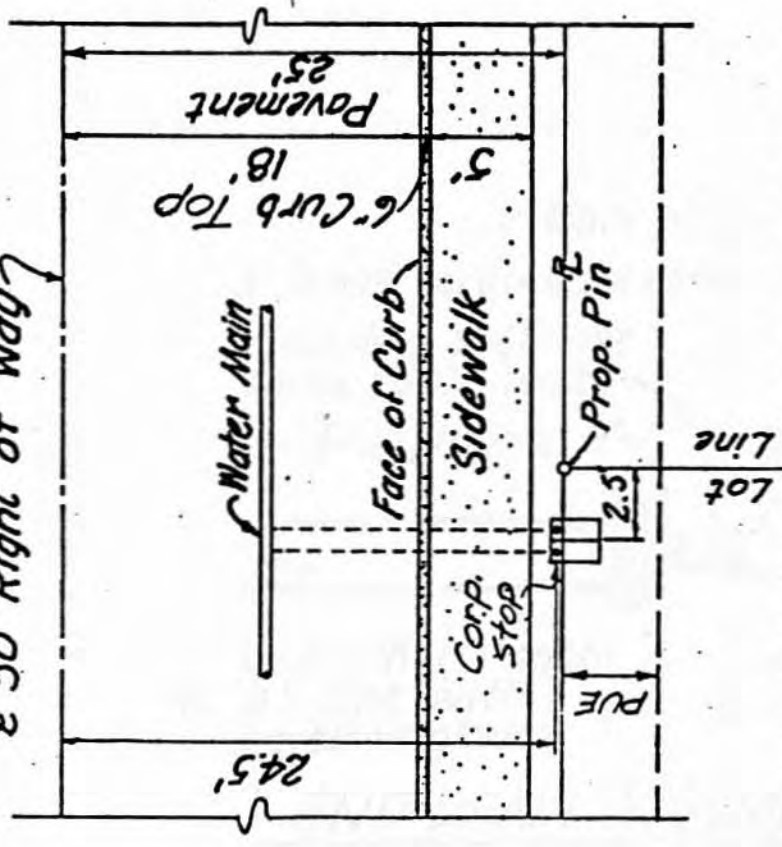
± 60' Right of Way



STANDARD WATER METER LOCATION
60' R/W

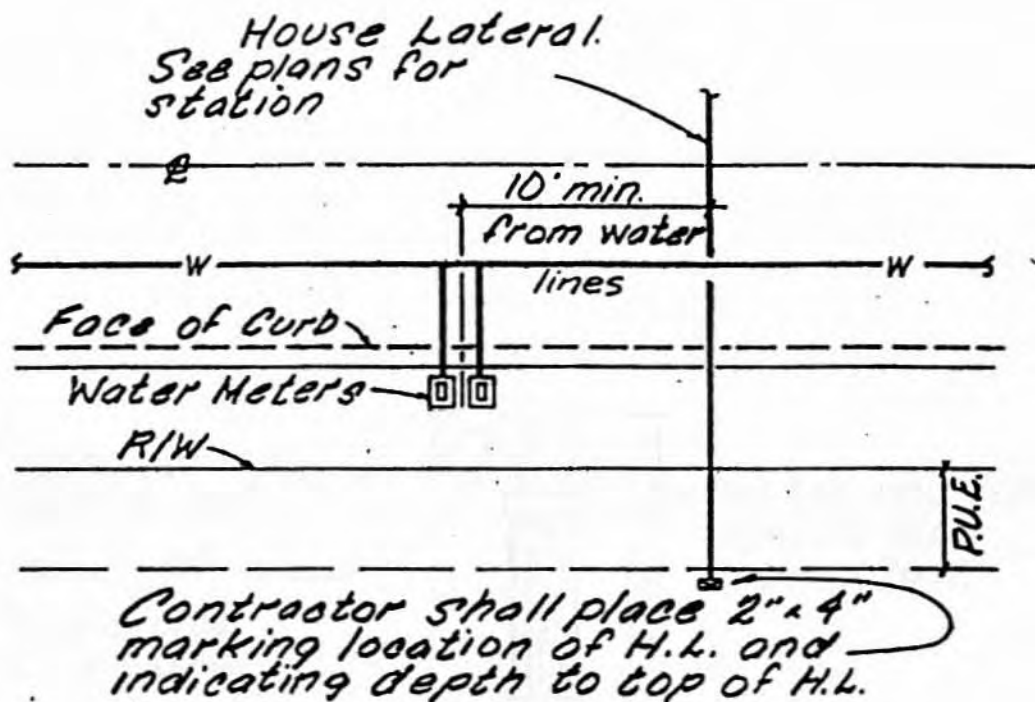
Not to Scale

± 50' Right of Way

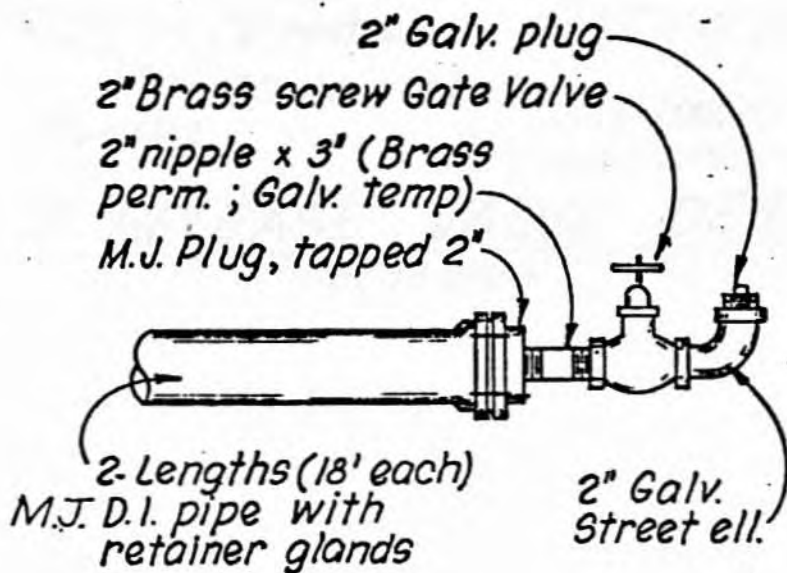


STANDARD WATER METER LOCATION
50' R/W

Not to Scale

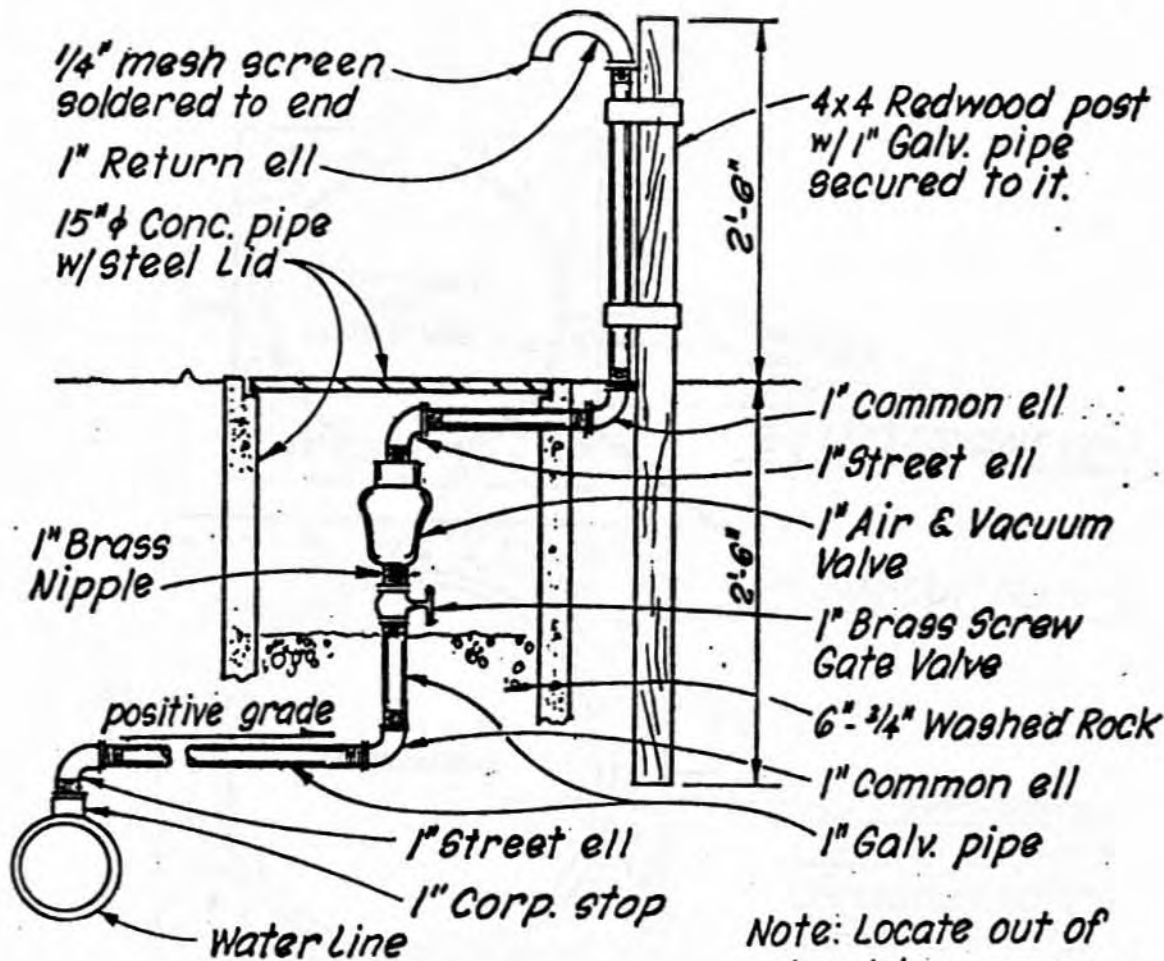


HOUSE LATERAL LOCATION
not to scale



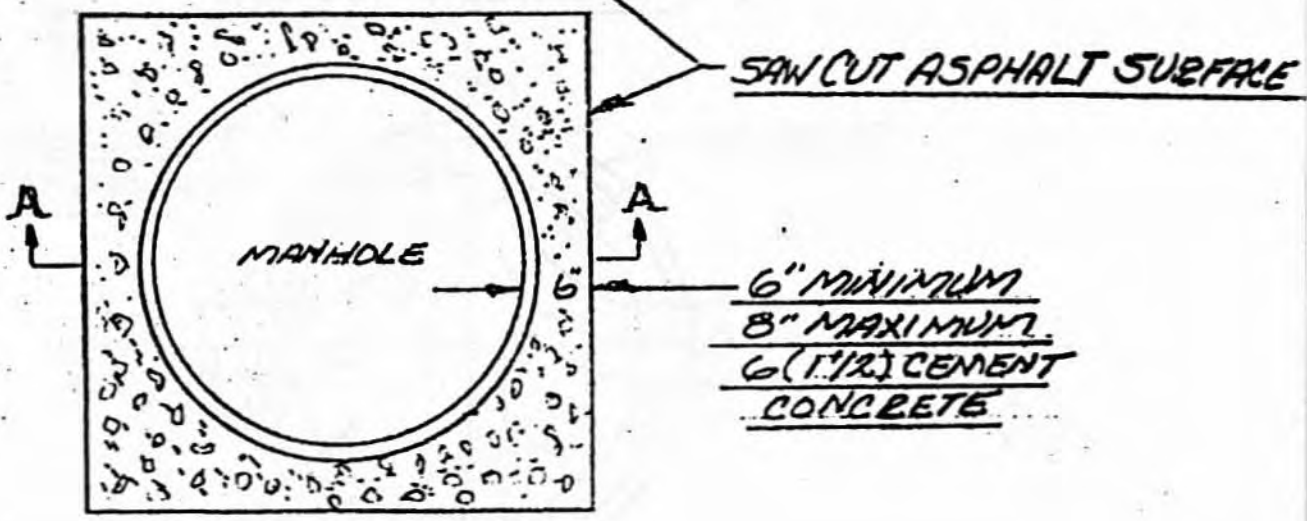
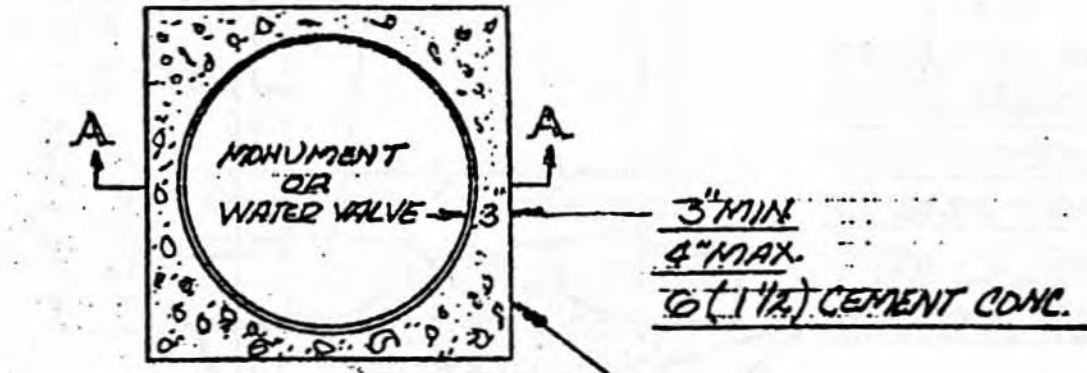
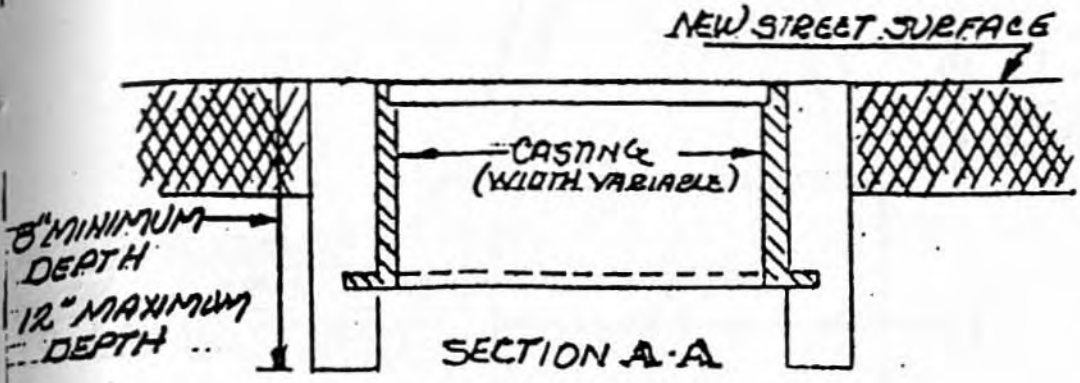
END DRAIN ASSEMBLY

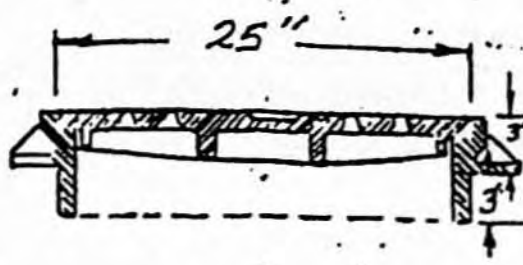
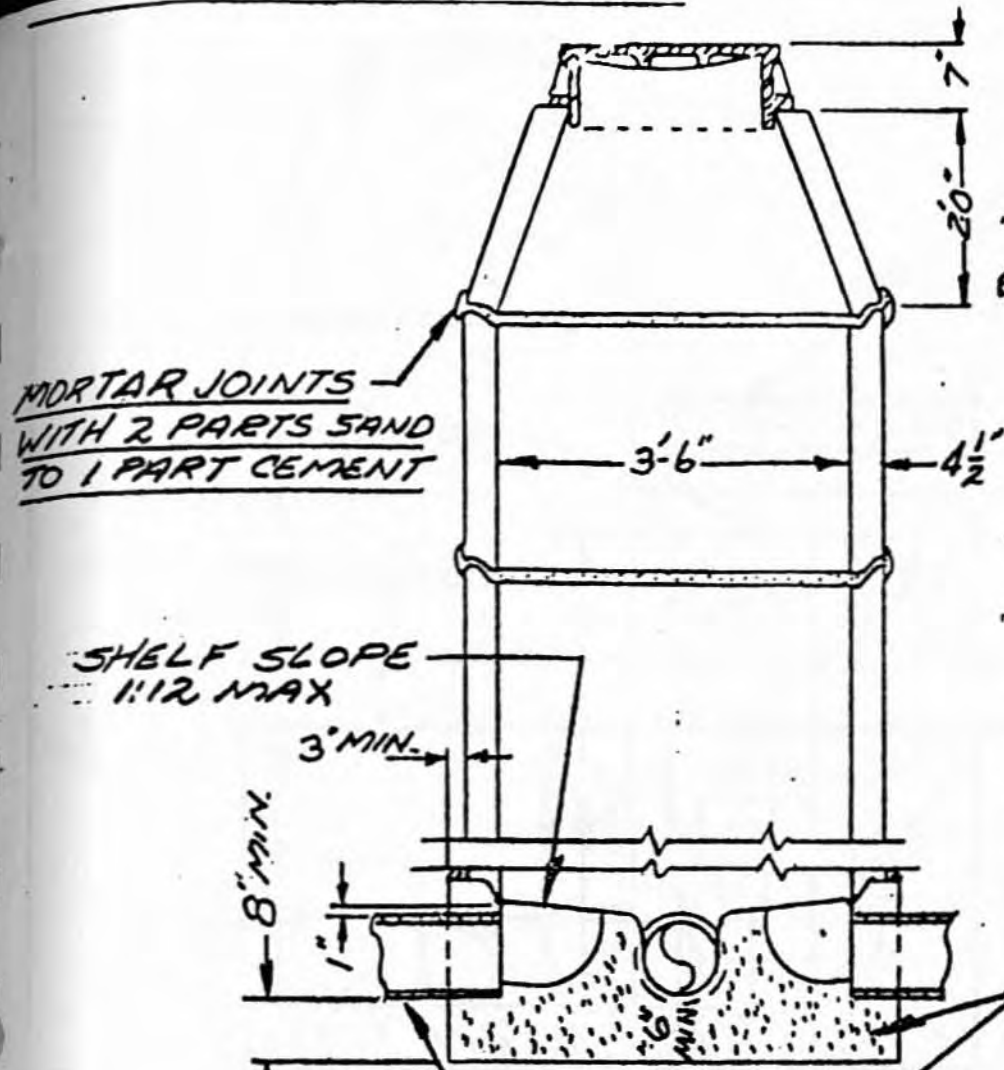
Not to Scale



AIR RELEASE VALVE DETAIL

Not to Scale

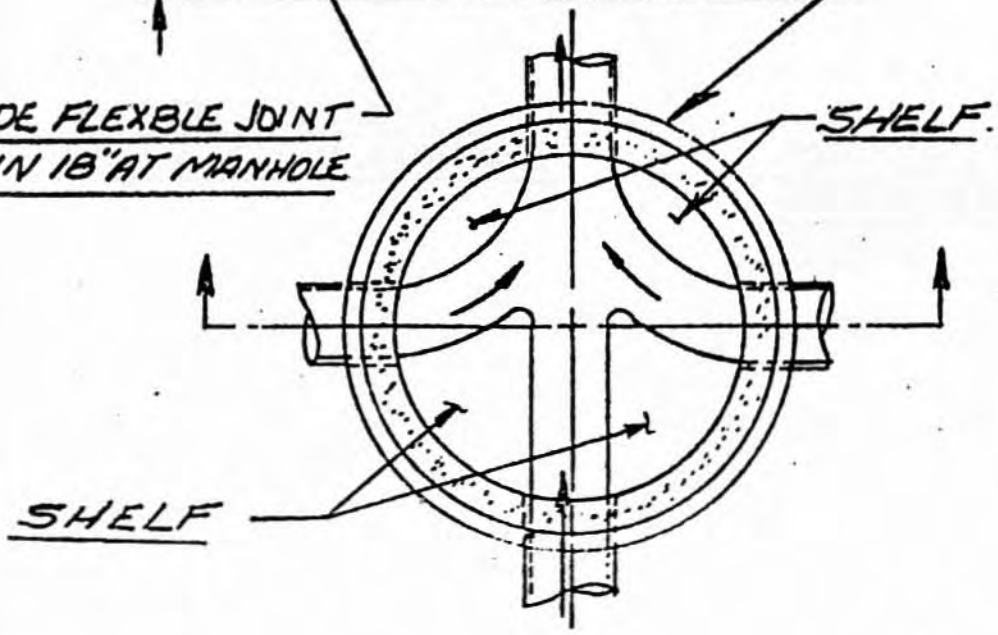




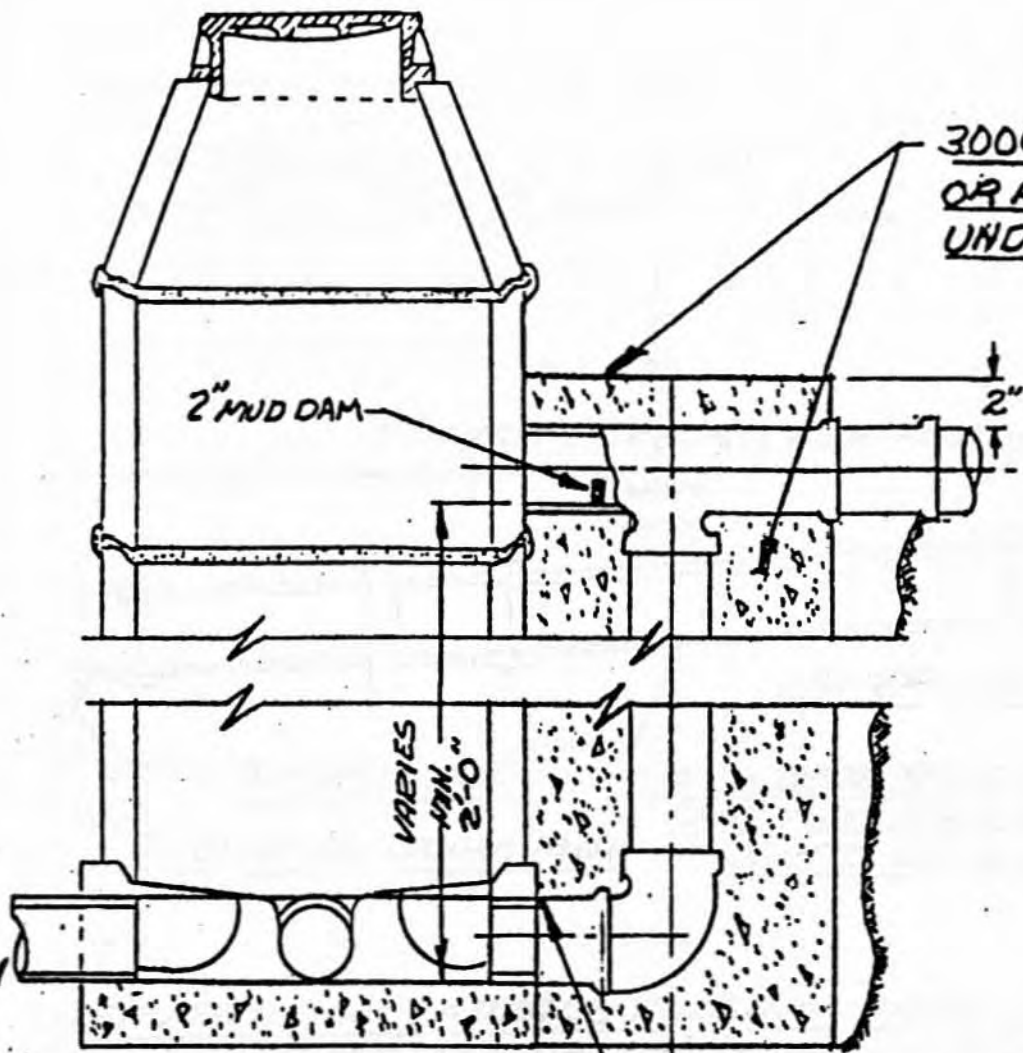
1.75
37
2.13

3000 PSI CONC. BASE
FOUR AGAINST UN-
-DISTURBED EARTH
UNLESS COMPACTED
FILL IS REQUIRED
BY THE ENGINEER

PROVIDE FLEXIBLE JOINT
WITHIN 18" AT MANHOLE



2.3



3000 PSI CONC. FORME
OR FOUR AGAINST
UNDISTURBED EART

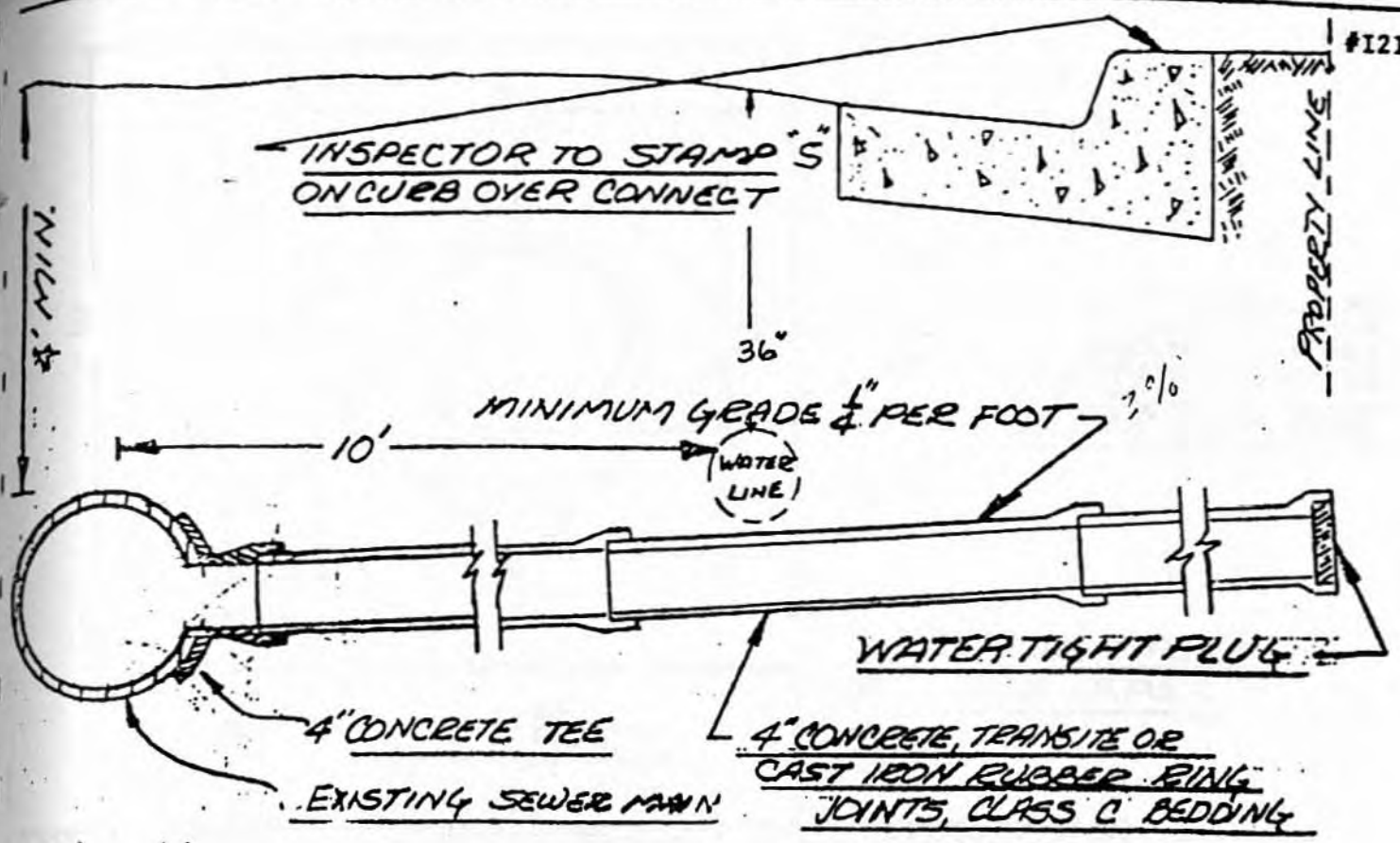
2" MUD DAM

2" T

VARIES
MIN. 2'-0"

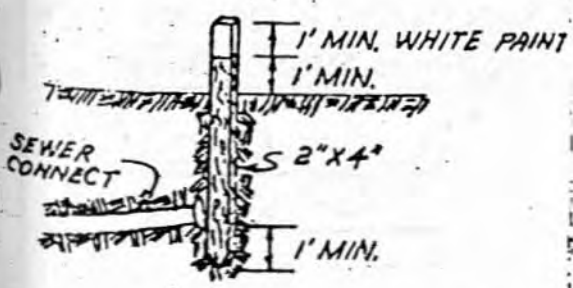
PROVIDE FLEXIBLE JOINT
WITHIN 18" AT MANHOLE

MATCH PIPE CROWNS
WHEN PIPES ARE DIFFEREN
SIZES.

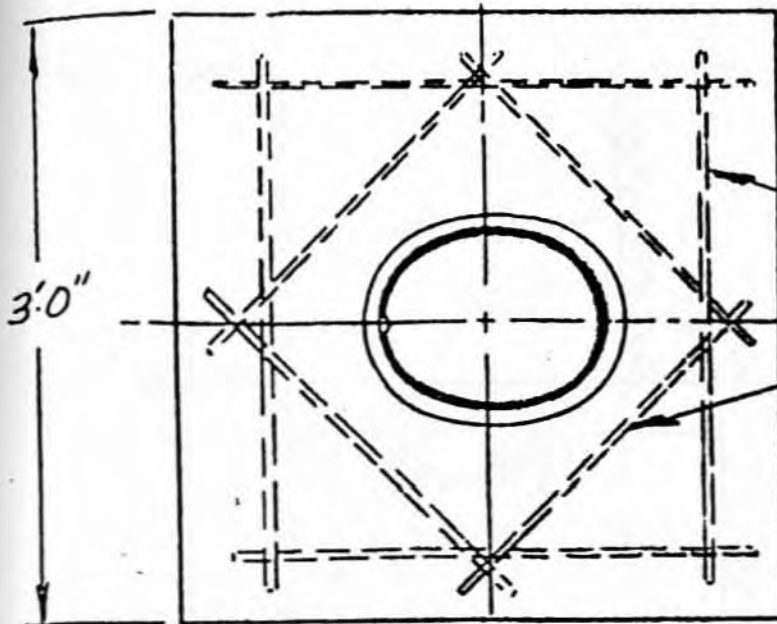


NOTE:

- 1) SEWER MAINS OR LATERALS PASSING UNDER PROPOSED OR EXISTING WATER MAINS SHALL BE CONSTRUCTED OF ASBESTOS - CEMENT, OR CAST IRON SOIL PIPE WITH O RING TYPE RUBBER GASKETED JOINTS.
- 2) SEWER MAINS OR LATERALS PASSING OVER PROPOSED OR EXISTING WATER MAINS SHALL CONSIST OF CEMENT LINED DUCTILE IRON PIPE FOR A DISTANCE OF 9 FEET ON EITHER SIDE MEASURED PERPENDICULAR TO THE WATER MAIN CENTER LINE.
- 3) SEWER MAINS AND WATER PIPES SHALL BE SO DESIGNED TO PROVIDE FOR CROSSING OF AT LEAST A 45 DEGREE ANGLE AND THE SEWER MAIN SHALL PASS UNDER THE WATER LINE WHENEVER POSSIBLE.
- 4) PARALLEL WATER AND SEWER LINES SHOULD BE LOCATED AT LEAST 10 FEET APART HORIZONTALLY WHEN THE SEWER LINE IS LESS THAN 18" LOWER THAN THE WATER LINE. IN NO INSTANCE SHALL THEY BE LAID IN THE SAME TRENCH.

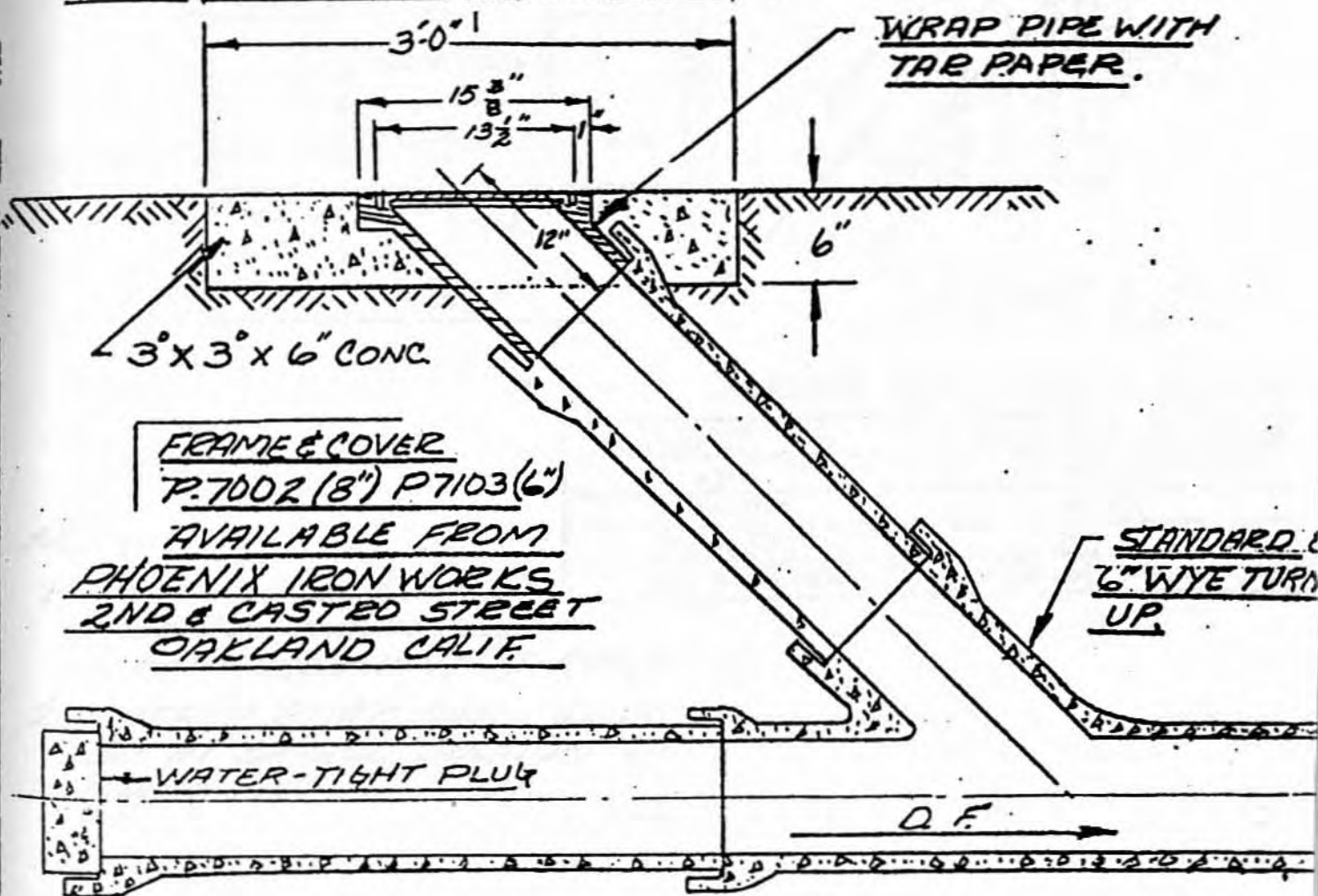


CONNECT MARKER DETAIL



#4 REBAR TOP
REBAR PARALLEL
TO SIDES BOTTOM
REBAR DIAGONAL

WRAP PIPE WITH
TAR PAPER.



3" x 3" x 6" CONC.

FRAME & COVER
P.7002 (8") P7103 (6")

AVAILABLE FROM
PHOENIX IRON WORKS
2ND & CASTRO STREET
OAKLAND CALIF.

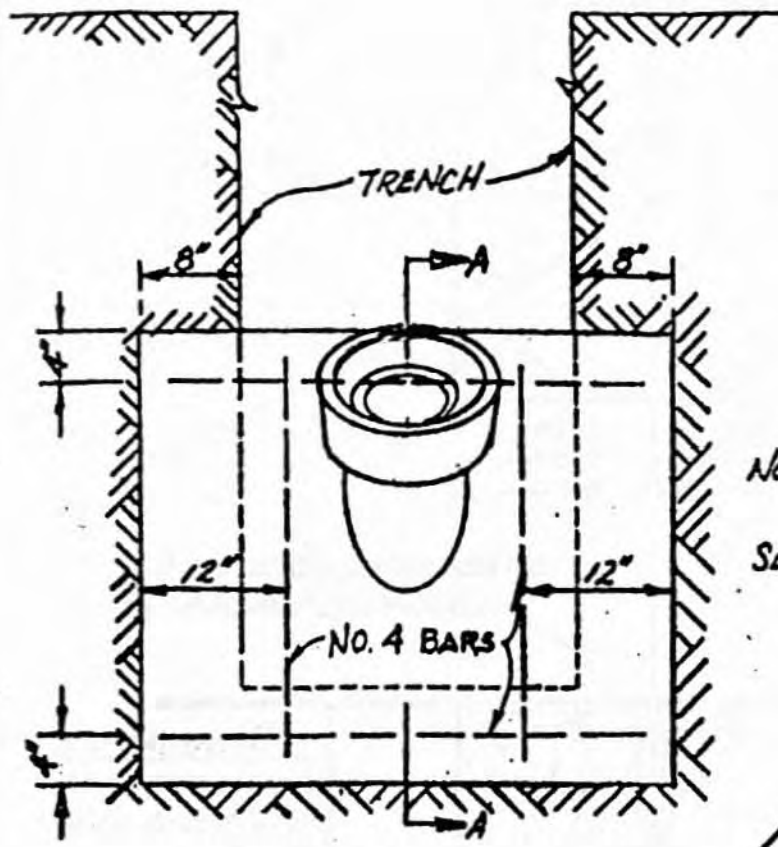
STANDARD 6"
WYE TURN
UP.

WATER-TIGHT PLUG

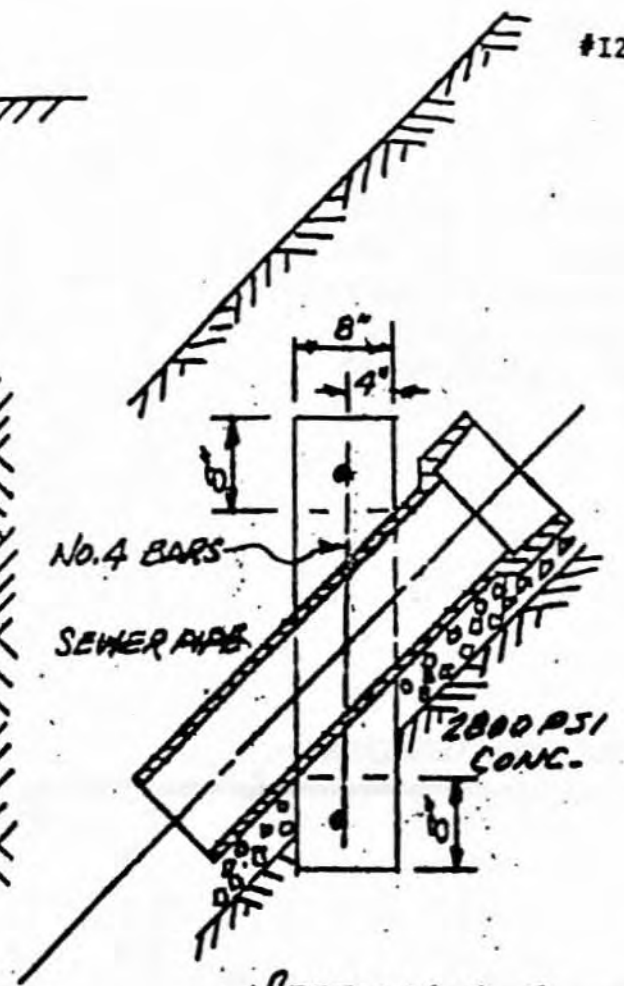
D.F.

EXTEND 8" ENOUGH TO
CLEAR SLAB & PLUG

SIDE VIEW
1" = 1'-0"



END VIEW



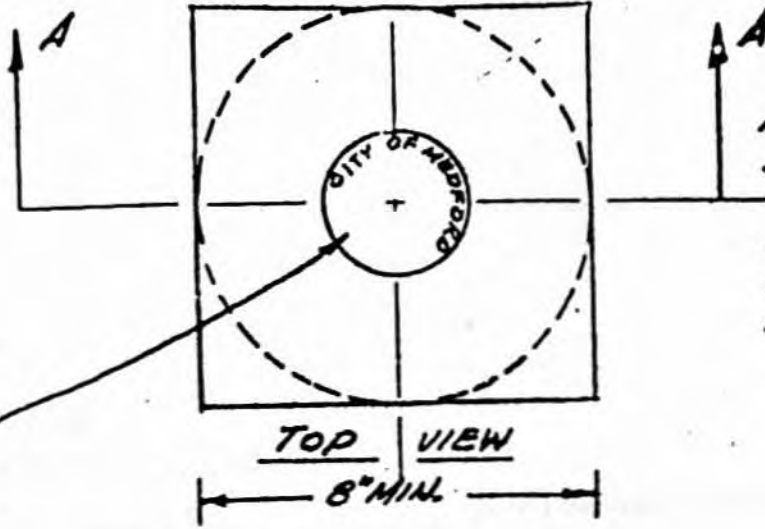
SECTION A-A

SPACING FOR ANCHOR BLOCKS

SLOPE %	APPROX. SPACING
0-19	NONE REQD.
20-34	35 FT.
35-50	25 FT.
51-MORE	15 FT. OR SPECIAL DESIGN

NOTE:

1. FOR 4" PIPE, ANCHOR IS REQD. AS SHOWN, EXCEPT NO REINFORCEMENT IS REQD.
2. ANCHOR BLOCK SHALL ALWAYS BE IN BARREL SECTION OF PIPE & NOT AT JOINT.

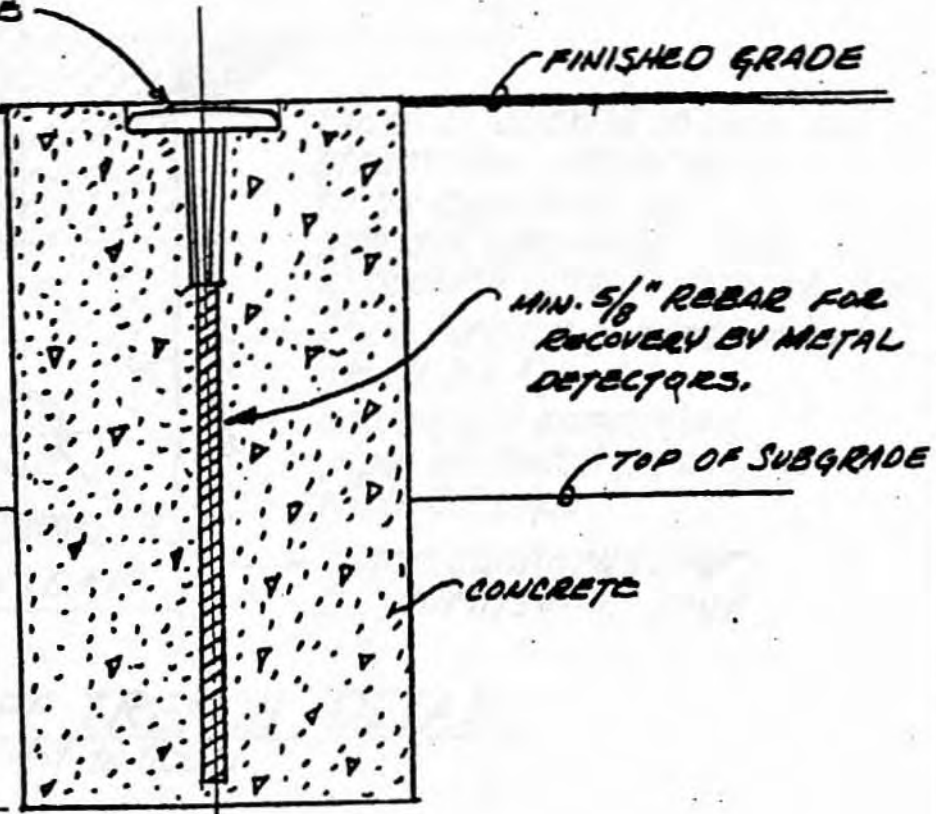


MONUMENT MAY BE SQUARE OR ROUND, CAST IN PLACE. CONCRETE WITH LAMP BLACK ADDED IN TOP 1"

BRASS DISC., RECESSED 1/4" BELOW SURFACE

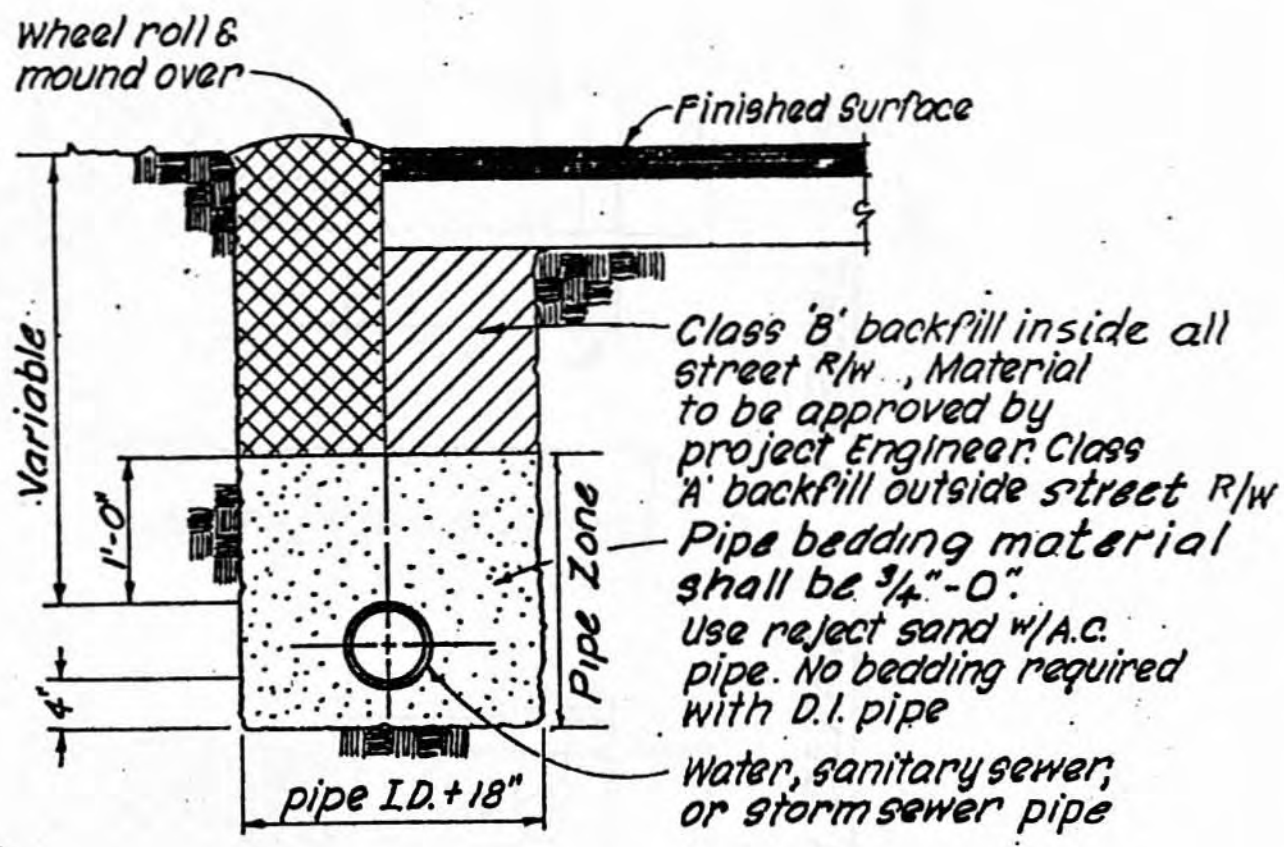
MONUMENTS PLACED @:

- 1) STREET & INTERSECTIONS
- 2) BEGINNING OF CURVE ON $\frac{1}{2}$
- 3) END OF CURVE ON $\frac{1}{2}$
- 4) ON $\frac{1}{2}$ @ END OF SUB STREET THAT IS 150' OR LONGER FROM ITS $\frac{1}{2}$ INTERSECTION WITH THE INTERSECTING STREET.
- 5) AT RADIUS POINT OF CUL-DE-SAC.
- 6) ON OFFSET CUL-DE-SAC @ BOTH $\frac{1}{2}$ TAN. POINT & @ RAD. POINT.
- 7) ANY EXISTING MONU. THAT IS DISTURBED OR DESTROYED SHALL BE REPLACED.
- 8) AT ANY OTHER POINTS THAT THE CITY ENGINEER MAY REQUIRE MONUMENTS TO BE PLACED.



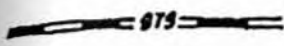
MIN. 5/8" REBAR FOR RECOVERY BY METAL DETECTORS.

SECTION A-A

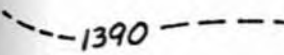


TYPICAL PIPE TRENCH DETAIL
Not to Scale

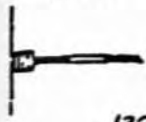
GRADING PLAN LEGEND



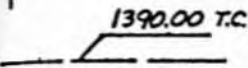
Storm Drain Pipe



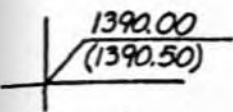
Original Ground Contour



Curb Inlet



Curb Top Elevation



Finished Grade Elev. @ Lot Corner
(Existing Grade Elev. @ Lot Corner)

20

Lot Numbers

③

Block Numbers



Drainage Swale Showing Direction
of Drainage.

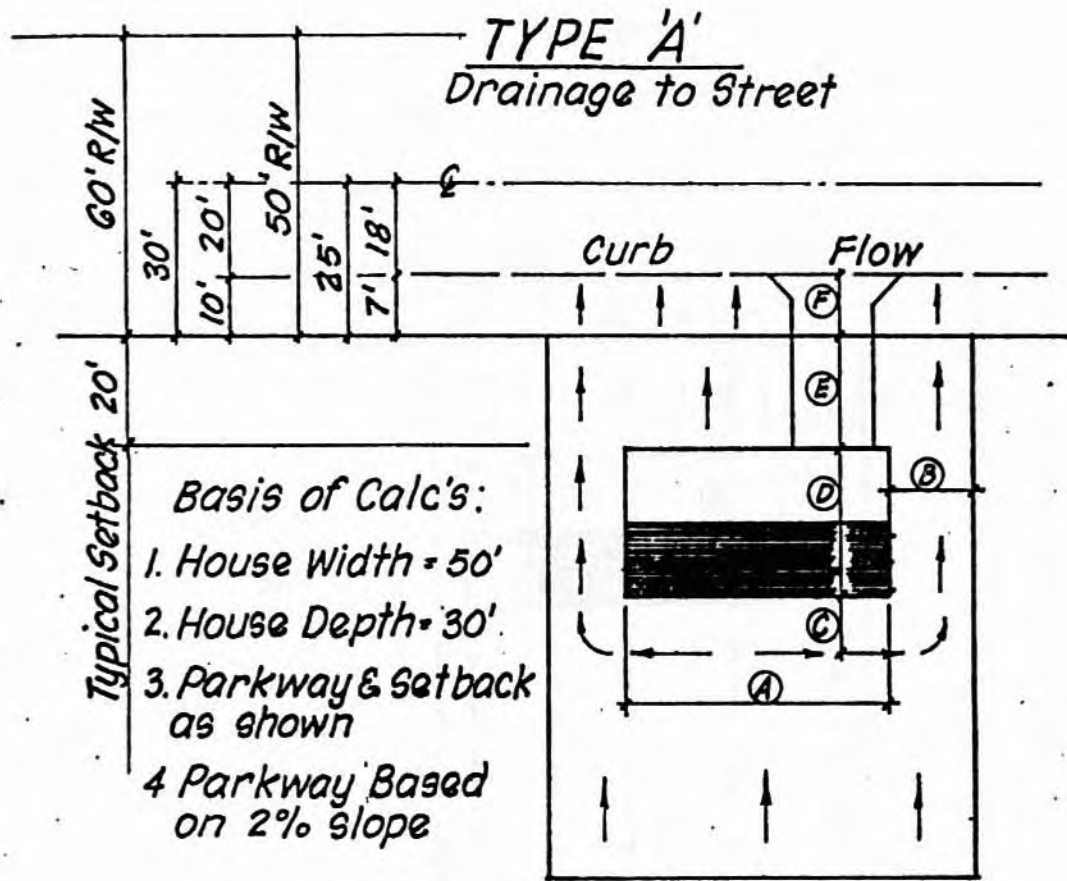


Storm Sewer Manhole



⊕ Deduct 0.67' from foundation elevation.
for Finished Grade elevation around house

Proposed minimum top of foundation
elevation and type of Lot drainage

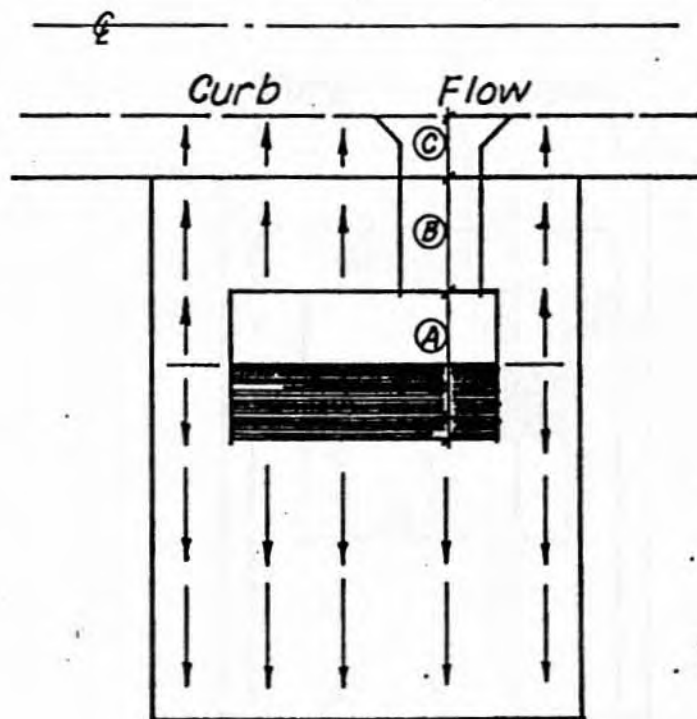


1. $.02 \times [\frac{1}{2}(A+B)+C+D+E+F] + 1.17 =$ amount to be added to highest front curb top elev. to obtain top of foundation elev.
2. Warped Lot (over 1' difference, side to side)
 $[(A+\frac{1}{2} B+C+D+E+F) \times .02] + 1.17 =$ amount to be added to lowest front curb top elev to obtain top of foundation elev.

GENERAL NOTES FOR ALL TYPES OF GRADING

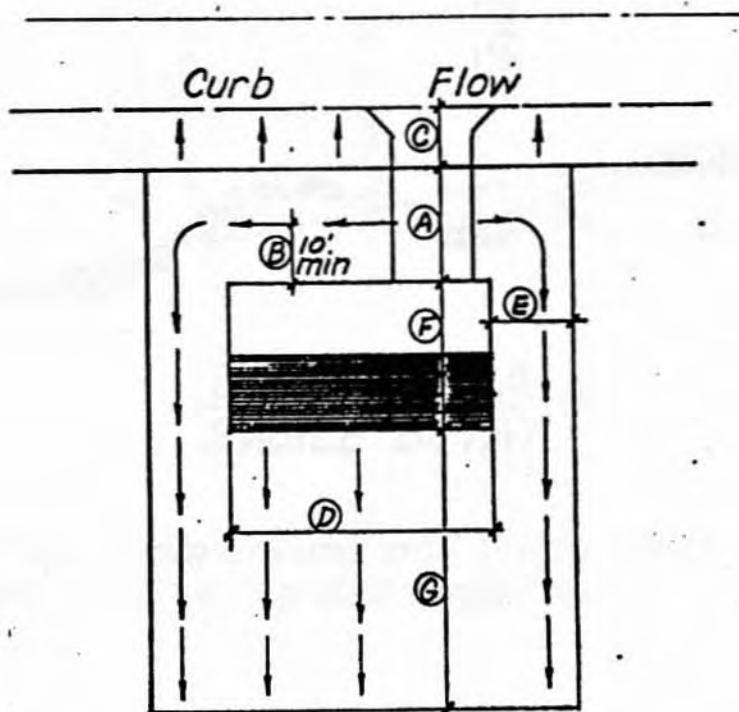
1. Based on 2% minimum slope of Swale & a 10' min. protective slope around House of 5%.

TYPE 'B'
Split Flow-Front & Rear

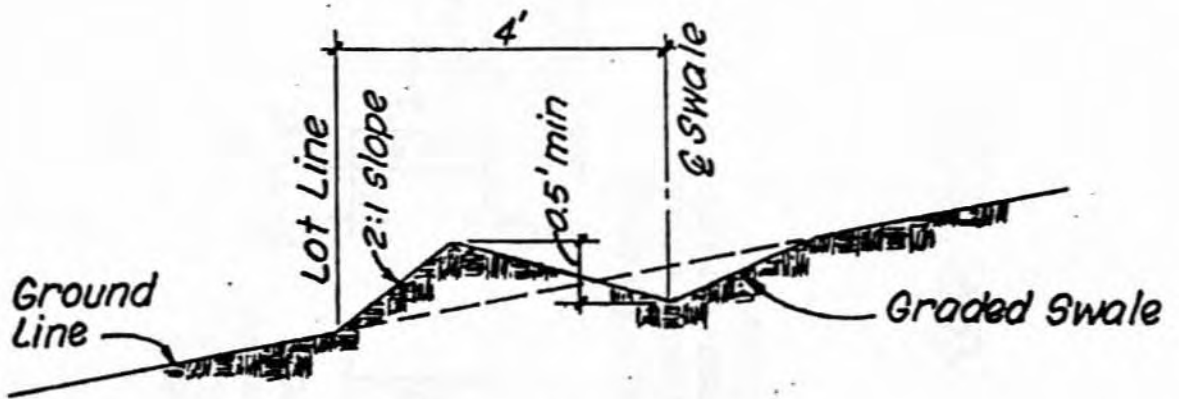


1. $[(A+B+C) \times .02] + 1.17 =$ amount to be added to highest front curb top elev. to obtain top of foundation elev.
2. Warped Lot (over 1' difference side to side.) Add above amount to lowest front curb top elev. to obtain top of foundation elev.

TYPE 'C'
Drainage to Rear of Lot

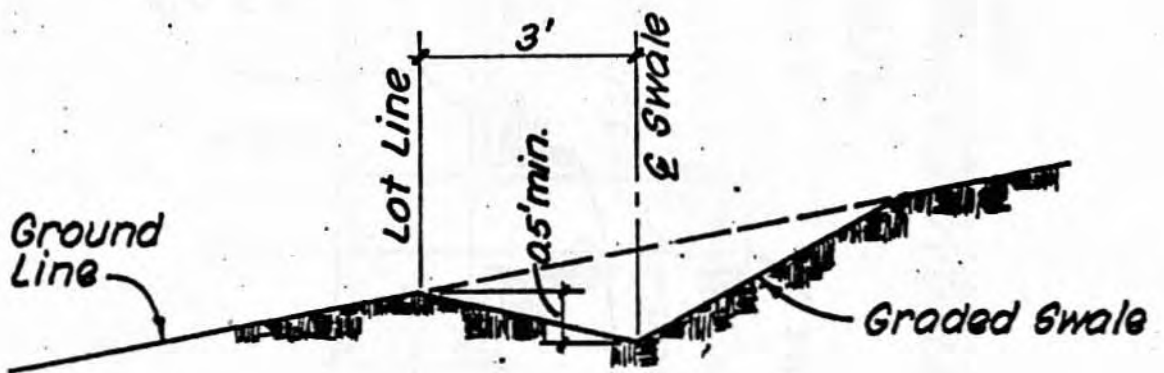


1. $C \times .02 - .12 (A - B) + 1.17 =$ amount to be added to highest front curb top elev. to obtain top of foundation elev.
2. Warped Lot (over 1' difference side to side). $(D + \frac{1}{2}E + B + F + G) \times .02 + 1.17 =$ amount to be added to lowest rear lot elev. to obtain top of foundation elevation.



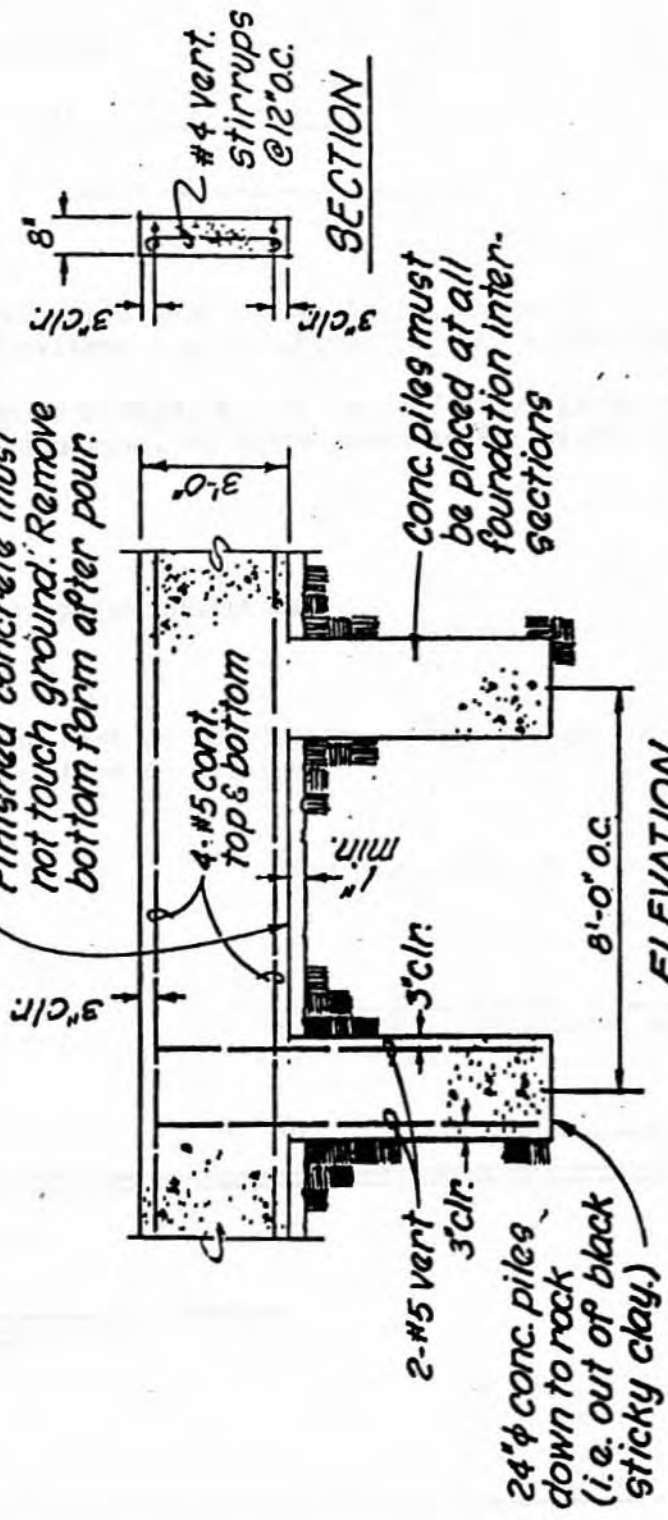
SECTION A-A
SWALE DETAIL

NOTE: Wrap Swale around any utility boxes or structures obstructing drainage flow.



SECTION B-B
SWALE DETAIL

*Do not pour on clay soil.
Finished concrete must
not touch ground. Remove
bottom form after pour.*



SECTION

ELEVATION

TYPICAL FOOTING FOUNDATION REQUIRED

Not to Scale

Handwritten notes:
1. 1/2" dia. rebar
2. 1/2" dia. rebar
3. 1/2" dia. rebar
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98. 1/2" dia. rebar
99. 1/2" dia. rebar
100. 1/2" dia. rebar

DEPARTMENT OF PUBLIC WORKS

CITY OF PHOENIX

REQUEST FOR CHANGE FROM APPROVED

PLANS

TRACT OR PRIVATE DEVELOPMENT

TO: City Engineer, City of Phoenix
City Hall
Phoenix, Oregon 97535

Date: _____ 19____
Sheet _____ of _____ Sheets

Re: _____

Dear Sir:

It is hereby requested that the following change(s) from the approved plans and/or specifications for the above project be approved:

(Describe proposed change; attach revised drawings where grade or other design changes are requested, or where required for clarity)

The reason for the proposed change is:

It is understood that no work may be undertaken on this change until approved copy of this form is received.

Very truly yours,

Contractor, Developer, or Consultant

By _____, Title _____

Approval Recommended:

Project Inspector

Approved:

City Engineer

Date _____, 19____

DEPARTMENT OF PUBLIC WORKS

CITY OF PHOENIX

WARNING OF NON-COMPLIANCE

PROJECT _____

CONTRACTOR _____

ENGINEER (PRIVATE) _____

DEVELOPER _____

REFERENCES (ORDINANCE AND/OR SPECIFICATION) _____

LOCATION _____

DESCRIPTION _____

PHOTOS TAKEN _____ DATE _____

WARNING ISSUED BY _____

INSPECTOR _____ DATE _____ TIME _____

WARNING RECEIVED _____

CONTRACTOR _____

ENGINEER (PRIVATE) _____

DEVELOPER _____ DATE _____ TIME _____

NOTICE LIFTED _____ DATE _____

(INSPECTOR)

DEPARTMENT OF PUBLIC WORKS

CITY OF PHOENIX

STOP WORK NOTICE

PROJECT _____

CONTRACTOR _____

ENGINEER (PRIVATE) _____

DEVELOPER _____

REFERENCES (ORDINANCE AND/OR SPECIFICATION) _____

location _____

DESCRIPTION _____

PHOTOS TAKEN _____ DATE _____

WARNING ISSUED BY
INSPECTOR _____ DATE _____

In accordance with the specifications and for the reasons stated above, the performance of work on the part of this project indicated below shall be suspended until further notice from the Engineer.

Portion where work shall be suspended _____

STOP NOTICE ISSUED

ENGINEER _____ DATE _____ TIME _____

STOP NOTICE RECEIVED

CONTRACTOR
ENGINEER (PRIVATE)
DEVELOPER _____ DATE _____ TIME _____

NOTICE LIFTED _____ DATE _____
(ENGINEER)

4. Information on the tentative map(continues)
- Location of all streets and alleys in adjacent properties
 - Names of record owners of all contiguous land
 - Approximate location of all existing and proposed easements and public utility facilities except water and sewer
 - Approximate location of all existing easements in adjacent properties
 - Approximate lot lay out
 - Approximate dimension of each lot
 - Numbering of all lots and blocks
 - Set back lines (if any)
 - Outline of any existing buildings and their use, showing those which will remain
 - Contour lines where data is made available by the City
 - City boundary lines (if adjacent to City limits)
 - Approximate location of all areas subject to inundation or storm water overflow
 - Location of all water courses
 - High water elevations at flood flow of all water courses
 - Width of all water courses
 - The direction of flow of all water courses
 - Any area to be filled or site graded
 - Location of subdivision in respect to section and township lines
 - Location of subdivision in respect to adjacent property and major physical features (e.g., streets, railroads, water courses)
 - If it is impractical to show above features on the tentative map, a key map will be shown
5. Information to be included in the statement from subdivider to accompany map
- Explanation of proposed improvements and public utilities
 - Public areas proposed (if any)
 - Tree plantings
 - Draft of proposed restrictive covenants
 - Written request for variance from any specific subdivision requirements and statement of facts supporting such variance

PHOENIX ZONING ORDINANCE

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ZONING ORDINANCE
City of Phoenix, Oregon
Ordinance No. _____

An ordinance establishing zoning districts, zoning maps and zoning district regulations and providing penalties for violation for the City of Phoenix and declaring an emergency:

SECTION I
GENERAL PROVISIONS

- 1.100 Purpose
- 1.200 Compliance
- 1.300 Interpretation
- 1.400 Definitions
- 1.500 Zoning Classifications (Districts)
- 1.600 Zoning Map

1.000 Purpose

The purpose of this Zoning Ordinance is to provide an implementing tool for the City of Phoenix Comprehensive Plan; to classify and regulate land uses, location and use of buildings and structures relative to land use and to one another; to encourage the most appropriate use of land; to conserve and stabilize the value of property; to provide adequate open space, recreation and public safety; to control development in that the necessary elements of water, sewer, streets, open space, and other public facilities can be properly provided; and to promote the health, safety and welfare of the residents of Phoenix.

1.200

It shall be unlawful for any person, firm, organization or corporation to erect, construct, establish, move into, alter, enlarge or use or

cause to be used any building, structure, improvement or premises located in any zoning district described in this ordinance contrary to the provisions of that district or this ordinance.

1.300 Interpretation

Where provision of this ordinance is less restrictive than a provision of an additional ordinance or other requirement of the City, the provision or requirement which is the most restrictive shall govern.

1.400 Definitions

As used in this ordinance, the following words and phrases shall mean:

Accessory Use, Accessory Structure - The use or structure incidental and subordinate to the primary use of the property and located on the same lot as the primary use.

Alley - A public or private way affording a secondary means of access to abutting properties; not a primary street.

Apartment - A single dwelling unit within a multiple-family structure or complex.

Basement - A sub-grade structure, part of a building, having more than one-half its height below the adjoining finish grade.

Billboard - Any sign, notice or advertisement not on the same lot as the advertised use or structure and any secondary structures used for such a purpose.

Building - A structure but not a mobile home, built for the support, shelter or enclosure of persons, animals, chattels or property of any kind, and having a fixed foundation.

City Engineer - "The designated City Engineer of the City of Phoenix as determined by the City Council."

Contiguous - Adjoining or abutting.

Clinic - A medical services structure not designed for overnight housing of patients.

Dwelling Unit - Any building or portion of a building designed for use as a residence.

Single-family dwelling: one dwelling unit, usually a single

building, designed for residential use.

Low-density, multi-family dwelling (Duplex): two dwelling units contained in one building designed for residential use.

Medium-density, multi-family dwelling (Triplex, 4-plex): three or four dwelling units contained in the same building or complex designed for residential use.

High-density, multi-family dwelling (apartments, condominiums): five or more dwelling units contained in the same building, structure, or complex and designed for residential use.

Frontage - That portion of a parcel of property which abutts a dedicated public street or highway.

Home Occupation - A use conducted entirely within a residential building which is clearly incidental and secondary to the use of the building or residential dwelling.

Junkyard (Salvage Yard) - Any place where waste, discarded or salvaged materials are bought, sold, exchanged, stored or otherwise disposed of, including auto wrecking yards, used lumber yards, outdoor storage yards (any salvaged or salvagable materials).

Grade - The average elevation of finished ground elevation at the centers of all walls of a building; except that if a wall is parallel to and within five feet of a sidewalk, the sidewalk elevation nearest the center of the wall shall constitute the ground elevation.

Height of Building - The vertical distance from the grade to the highest point of the coping of a flat roof, to the deck line of a mansard roof, or to the center height between the highest and lowest points of other types of roofs.

Livestock - Domestic animals customarily raised or kept for profit or other commercial purposes; includes cattle, sheep, horses, pigs and fowl.

Lot - A parcel or tract of land.

Lot Area - Total horizontal area within the lot lines of a lot, exclusive of streets and easements with access to other property.

Lot, Corner - A lot abutting two or more streets, other than an

alley, at their intersection.

Lot Line - The property line bounding a lot.

Lot Line, Front - The lot line separating the lot from the street; in the case of a corner lot, the lot line is the shortest line along abutting streets.

Lot Line, Rear - The lot line which is opposite or most distant from the front lot line; in the case of irregular, triangular or other-shaped lots, the line parallel to and maximum distance from the front lot line.

Lot Line, Side - Any lot line not a front or rear lot line.

Lot Width - The average horizontal distance between side lot lines, ordinarily measured parallel to the front lot line.

Mobile Home - A vehicular or portable structure which is constructed for movement on public highways, which is designed for use as a residence, and which does not conform to the requirements of the Uniform Building Code.

Mobile Home Park - A defined parcel of ground which is operated as a business; a place for the parking or siting of two or more occupied mobile homes or recreational vehicles in accordance with the provisions of this ordinance and the Mobile Home Ordinance of the City of Phoenix.

Mobile Home Subdivision - A parcel of ground, subdivided under the provisions of the Subdivision Ordinance of the City of Phoenix, with the provision that the lots may be sold for individual home-sites for single-family mobile home units.

Non-Conforming Use, Structure - A lawful existing structure or use at the time of this ordinance or when any amendment thereto becomes effective, which does not conform to the requirement of the zone in which it is located.

Owner - An owner of property or the authorized agent of an owner.

Person - A natural person, a firm, partnership, association, social or fraternal organization, corporation, trust, estate, receiver, syndicate, branch of government or any group or combination of people acting as a unit.

Recreational Vehicle-A trailer, mobile home, or other vehicular or portable unit which is intended for human occupancy designed for vacation or recreational purposes, not residential use.

Street-A public right-of-way for vehicular and pedestrian traffic.

Structural Alteration-A change to the supporting members of a structure, including bearing walls, foundations, partitions, columns, beams, girders, or any structural change to the roof or exterior walls,

Structure-Structure shall mean any structure as defined in the Oregon Uniform Building Code. Any use constructed or built, or any piece of work artificially built up or composed of parts joined together in some definite manner, and placed on a building or a lot.

Yard-An open space on a lot as measured from lot line to buildings, which is unobstructed from the ground upward.

1.500 Zoning Classifications (Districts)

For the purposes of this Ordinance, the City is divided into zoning districts, designated as follows:

<u>Zoning District</u>	<u>Map Symbol</u>
Single-family Residential (1)	R-1
Multi-family Residential (2)	R-2
Multi-family Residential (3)	R-3
Mixed Use (4)	M-X
General Commercial (5)	C-1
Commercial, Tourist (6)	C-T
Light Industrial (7)	L-I
Industrial (8)	I
Bear Creek Greenway (9)	BCG

1.600 Zoning Map

A. The location and boundaries of the zones designated in Section 1.500 are hereby established as shown on the map entitled "Zoning Map of the City of Phoenix," dated with the effective

date of this Ordinance and signed by the Mayor and City Recorder and hereinafter referred to as the "Zoning Map."

- B. A signed copy of the Zoning Map is maintained on file in the office of the City and is hereby made a part of this Code. Any revisions or replacements of said map, when duly entered, signed and filed with the City Recorder as authorized in Subsection 3 of this article, become part of this Ordinance.
- C. When the zoning of any area is changed by the City Council in the manner prescribed in this Ordinance, the Mayor shall cause the official Zoning Map to be revised so that it accurately portrays said change and shall endorse on the Map adjacent to said revision the number of the ordinance by which the change is effected, provided that failure to so revise said Map shall not affect the validity of any zone change. The Council may, from time to time, direct the replacement of said Zoning Map or any portion thereof which would include all lawful changes of zone or city boundaries to date. Such map or portion thereof filed as a replacement shall bear the number of the ordinance authorizing the same and shall bear detailed authenticated signatures of the Mayor and City Recorder.
- D. In making a determination where uncertainties exist as to boundaries of any of the aforementioned Districts as shown on said District Map, the following rules shall apply:
 - 1. Where the district boundaries approximately follow streets, alleys or highways: In cases where district boundaries are indicated as approximately following the center line or right-of-way line of streets, alleys or highways, such lines shall be construed to be such district boundaries.
 - 2. Vacation of public ways: Whenever any street, alley or other public way is vacated in the manner authorized by law, the Zoning District adjoining each side of the street,

alley or public way shall be automatically extended to the center of the former right-of-way and all of the area included in the vacation shall then and henceforth be subject to all regulations of the extended districts.

- 3. Where boundaries approximately follow lot lines: In cases where district boundaries are indicated as approximately following lot lines, such lot lines shall be construed to be said boundaries. If a district boundary divides a lot into two or more districts, the entire lot shall be placed into the district that accounts for the greater area of the lot by adjustment of the district boundary.

2-101 Single-Family
 2-102 Professional Office
 2-103 Commercial Office
 2-104 Low-Density Residential
 2-105 Medium-Density Residential
 2-106 High-Density Residential
 2-107 Industrial, Medium-Density
 2-108 Heavy Industrial

2-109 Office, Professional
 2-110 Office, General
 2-111 Office, Executive
 2-112 Office, Industrial
 2-113 Office, Retail
 2-114 Office, Wholesale
 2-115 Office, Manufacturing
 2-116 Office, Distribution

2-117 Office, Professional
 2-118 Office, General
 2-119 Office, Executive
 2-120 Office, Industrial
 2-121 Office, Retail
 2-122 Office, Wholesale
 2-123 Office, Manufacturing
 2-124 Office, Distribution

SECTION 2
ZONING DISTRICT DEFINITIONS

2.100 R-1, Single-family Residential

- 2.101 Purpose.
- 2.102 Permitted Uses.
- 2.103 Conditional Uses.
- 2.104 Lot Requirements.
- 2.105 Height Requirements.
- 2.106 Parking.
- 2.107 Fences, Walls, Hedges and Screen Plantings.

2.200 R-2, Multi-family Residential

- 2.201 Purpose.
- 2.202 Permitted Uses.
- 2.203 Conditional Uses.
- 2.204 Lot Requirements.
- 2.205 Signs.
- 2.206 Parking.
- 2.207 Fences, Walls, Hedges and Screen Planting.
- 2.208 Site Review.

2.300 R-3, Multi-family Residential

- 2.301 Purpose.
- 2.302 Permitted Uses.
- 2.303 Conditional Uses.
- 2.304 Lot Requirements.
- 2.305 Signs.
- 2.306 Parking.
- 2.307 Fences, Walls, Hedges and Screen Plantings.
- 2.308 Site Review.

2.400 M-X, Mixed Use

- 2.401 Purpose.
- 2.402 Permitted Uses.
- 2.403 Conditional Uses.
- 2.404 Residential Density.
- 2.405 Lot Requirements.
- 2.406 Signs.
- 2.407 Off-street Parking.
- 2.408 Special Development Requirements.

2.500 C-1, General Commercial

- 2.501 Purpose.
- 2.502 Permitted Uses.
- 2.503 Conditional Uses.
- 2.504 Lot Requirements.
- 2.505 Signs.
- 2.506 Fences, Walls, Hedges and Screen Plantings.
- 2.507 Off-street Parking and Loading.
- 2.508 Other Required Conditions.

2.600 C-T, Commercial-Tourist

- 2.601 Purpose.
- 2.602 Permitted Uses.
- 2.603 Conditional Uses.
- 2.604 Parking.
- 2.605 Signs.
- 2.606 Landscaping.
- 2.607 Other Required Conditions.
- 2.608 Site Review.

2.700 L-I, Light Industrial

- 2.701 Purpose.
- 2.702 Permitted Uses.
- 2.703 Planning Commission Action.
- 2.704 Yard Requirements.
- 2.705 Landscaping and Maintenance of Grounds.
- 2.706 Signs.
- 2.707 Off-street Parking and Loading.
- 2.708 Other Required Conditions.
- 2.709 Site Review.

2.800 I, Industrial

- 2.801 Purpose.
- 2.802 Permitted Uses.
- 2.803 Planning Commission Action.
- 2.804 Yard Requirements.
- 2.805 Landscaping and Maintenance of Grounds.
- 2.806 Signs.
- 2.807 Off-street Parking and Loading.
- 2.808 Other Required Conditions.
- 2.809 Site Review.

2.900 BCG, Bear Creek Greenway

- 2.901 Purpose.
- 2.902 Permitted Uses.
- 2.903 Conditional Uses.
- 2.904 Lot Requirements.
- 2.905 Height Limitations.
- 2.906 Signs.
- 2.907 Fences, Walls, Hedges and Screen Plantings.
- 2.908 Off-street Parking.
- 2.909 General Requirements.

ORDINANCE NO. 683

ORDINANCE AMENDING THE PHOENIX ZONING ORDINANCE NO. 506 BY ADDING TO SECTION 1.400 DEFINITIONS AND SECTION 2.102 PERMITTED USES, FOR MANUFACTURED HOME REQUIREMENTS, AND DECLARING AN EMERGENCY.

WHEREAS, the Phoenix Planning Commission and City Council worked with staff to develop standards for manufactured homes in the R-1, Single Family Residential zoning district.

WHEREAS, the Phoenix Planning Commission conducted a public hearing on the proposal on November 26, 1990, and the City Council conducted a public hearing on December 3, 1990, to accept public comments on the proposal; now, therefore,

THE CITY OF PHOENIX ORDAINS AS FOLLOWS:

Section 1. The Phoenix Zoning Ordinance is amended by adding "Manufactured Home" to 1.400, Definitions, and by adding to Section 2.102, which is attached and by this reference incorporated herein as Exhibit "A"; and which is hereby made effective in the City of Phoenix from and after January 1, 1991, which is the effective date of this ordinance.

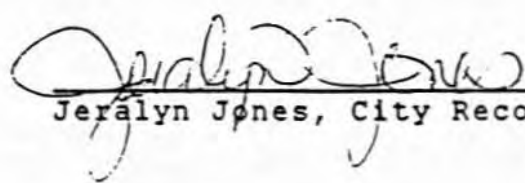
Section 2. It is hereby adjudged that this ordinance is necessary for the immediate preservation of the public health and safety of the people of the City of Phoenix. An emergency is declared to exist and this ordinance shall be in full force and effective by January 1, 1991.

Passed and adopted by the City Council and signed by me in authentication thereof this 7th day of January, 1991.



Otto Caster, Mayor

Attest:



Jerilyn Jones, City Recorder

EXHIBIT "A"

400 DEFINITIONS

Manufactured Home. A residential structure that is primarily factory built with a Department of Housing and Urban Development (HUD) label certifying that the structure is constructed in accordance with the National Manufactured Housing Construction and Safety Standards Act of 1974, as amended on August 22, 1981, and subsequent amendments thereafter, if any."

2.102 Permitted Uses

D. Manufactured homes on individual lots, subject to the following requirements:

1. The manufactured home must be multisectional and enclose at least 1,000 square feet and a minimum 24 foot width, not including garage, carport, or eaves, and;
2. Must be located not more than 12 inches above grade on an excavated and back-filled foundation style skirting that encloses the perimeter of the structure with either a cement wall or concrete block, and;
3. Have a minimum roof slope of 3:12 with either composition wood (shakes/shingles), or tile roof, and;
4. Have exterior siding consisting of either painted or stained wood, or aluminum or vinyl siding that is textured to simulate wood, and;
5. The manufactured home shall be certified by the manufacturer to have an exterior thermal envelope meeting performance standards which reduce levels equivalent to the performance standards required of single family dwellings constructed under the state building code as defined in ORS 455.010, and;
6. The manufactured home shall include an attached or detached minimum one car enclosed garage, constructed to conform to the style of the primary residence, including the general pattern, shape, texture, and color of the dwelling, and;
7. The manufactured home shall be placed only on that portion of a parcel that does not exceed a slope of 10% prior to excavation or fill on the parcel."

2.100 R-1, Single-family Residential

2.101 Purpose.

To protect and stabilize the low-density character of existing single-family home neighborhoods, while also providing opportunities for growth and the development of new single-family home neighborhoods.

2.102 Permitted uses.

The following uses and their accessory uses are permitted on tax lots within the R-1 zoning district of Phoenix:

- A. Single-family dwellings.
- B. Mobile homes in subdivisions designed and approved for such dwellings and consisting of a minimum of two (2) acres.
- C. Planned Unit Development, in accordance with Section 10.

2.103 Conditional uses.

The following uses and their accessory uses are permitted on a lot in the R-1 zoning district when authorized in accordance with Section 3:

- A. More than one single-family dwelling, provided each dwelling has a minimum of 6,000 square feet of lot area and an unobstructed accessway of not less than fifteen (15) feet in width to a public street.
- B. Single-family attached dwellings on separate tax lots, but attached along a common property line.
- C. Schools, nursery schools, preschools and similar public or private educational facilities.
- D. Recreational facilities or areas, including parks and playgrounds that are open and available to the general public.
- E. Public facilities, such as governmental buildings, utilities, public service facilities or similar uses.
- F. Churches and church schools.
- G. Home occupations, in accordance with Section 17.

2.104 Lot Requirements.

The following lot development requirements shall be observed:

- A. The minimum lot area shall be six thousand (6,000) square feet.
- B. The front yard shall have a minimum depth of twenty (20) feet.
- C. Side yards shall be a minimum of five (5) feet, except that a corner lot abutting a public street shall be a minimum of fifteen (15) feet.
- D. The side yard opposite a single-family attached dwelling shall be a minimum of ten (10) feet, except that a side yard of a corner lot abutting a public street shall be twenty (20) feet.

- E. The rear yard shall have a minimum depth of ten (10) feet for a primary structure and five (5) feet for auxiliary structures, such as garages, carports, sheds, etc.
- F. The minimum lot width shall be fifty (50) feet.
- G. Not more than forty percent (40%) of the total lot area shall be covered by buildings in the R-1 district. To determine lot coverage, garages and carports are considered to be buildings, but open patio areas intended for outdoor activities are not, even if partially or totally covered.
- H. No dwelling unit, regardless of type or size, that is moved onto a lot in the City of Phoenix for residential purposes, shall be occupied until it has been determined by the City Building Official to be in compliance with the current building or manufacturing code for that type of dwelling unit.

2.105 Height Requirements.

No building or other structure shall be erected, enlarged, or structurally altered to exceed a height of two and one-half (2½) stories or thirty-five (35) feet, whichever is less.

2.106 Parking.

- A. Two (2) off-street parking spaces shall be provided for each dwelling in the R-1 district, in accordance with Section 7, Parking.
- B. All new residential construction, or major renovation costing more than fifty percent (50%) of the total assessed value of the property and improvements, shall include all driveways and parking areas to be finished with concrete, asphalt or similar solid material.

2.107 Landscaping, Fences and Walls.

- A. All areas of a lot that are not occupied by structures, patios, parking areas or other improvements shall be landscaped and continuously maintained in a safe and attractive manner, with the exception of seasonal garden areas that are temporarily out of production.
- B. All trees and shrubs shall be consistent with the requirements of Section 6, Street Trees.
- C. Fences, walls, hedges or other screen planting shall not exceed four (4) feet in height within the front yard setback area.
- D. Fences, walls, hedges, or other screen planting shall not exceed six (6) feet in height in any side or rear yard area.
- E. Fence height shall be measured from the finished grade on the side having the highest elevation, or from the top of a retaining wall, provided the wall does not extend above the finished grade.

2.108 Signs.

- A. Signs permitted in the R-1 district include private residence nameplates; political advertising for a candidate or ballot measure; a sign advertising the property for sale, rent or lease; and temporary signs such as those advertising a private garage sale or similar activity.

- B. Signs not permitted in the R-1 district include those advertising a product or service; off-premise advertising for a business at another location; and signs related to home occupations.
- C. No sign in the R-1 district shall exceed sixteen (16) square feet in surface area, or thirty-two (32) square feet if a multi-sided sign.
- D. No sign in the R-1 district shall be constructed of glass or other material that might be hazardous or easily vandalized.
- E. Signs in the R-1 district shall not be roof-mounted or, if free-standing, shall not extend higher than eight (8) feet above ground.
- F. No sign shall include flashing, blinking, or moving lights, nor shall any sign include horns, musical devices, recorded messages or other audio or visual features that may disturb the peace and privacy of the neighborhood's residents.

2.200 R-2, Multi-family Residential

2.201 Purpose.

To provide for a suitable environment for family life at a slightly higher density than permitted in the R-1 district, and to provide opportunities for the development of attached housing, duplexes, and other alternatives to the conventional single-family home that may better meet the financial needs and market demands of Phoenix households.

2.202 Permitted Uses.

The following uses and their accessory uses are permitted on tax lots within the R-2 zoning district of Phoenix:

- A. Single-family dwellings.
- B. Single-family attached dwellings on separate tax lots, but attached along a common property line.
- C. Duplexes, subject to the square footage lot requirements of Section 2.204 and Section 8, Site Review.
- D. Mobile homes in subdivisions designed and approved for such dwellings and consisting of a minimum of two (2) acres.
- E. Planned Unit Development, in accordance with Section 10.

2.203 Conditional Uses.

The following uses and their accessory uses are permitted in the R-2 district when authorized in accordance with Section 3, Conditional Use Permit Requirements:

- A. Three-unit structures (triplex), subject to the square footage requirements of Section 2.204 and Site Review.
- B. Schools, nursery schools, preschools and similar public or private educational facilities.

- C. Recreational facilities or areas, including parks and playgrounds that are open and available to the general public.
- D. Churches and church schools.
- E. Public facilities, such as governmental buildings, utilities, public service facilities and similar uses.
- F. Home occupations, in accordance with Section 17.

2.204 Lot Requirements.

The following lot development requirements shall be observed:

- A. Minimum lot areas shall be as follow:
 1. The minimum lot area in the R-2 district shall be five thousand (5,000) square feet.
 2. Single-family attached dwellings on separate lots shall have a minimum of five thousand (5,000) square feet for each lot and the dwellings shall be attached along the shared property line.
 3. The minimum lot area for a duplex (two-family) structure shall be eight thousand (8,000) square feet.
 4. The minimum lot area for a triplex (three-family) structure shall be eleven thousand (11,000) square feet.
- B. Yard area setbacks shall be as follow:
 1. The front yard area shall have a minimum depth of twenty (20) feet.
 2. Side yards shall be a minimum of five (5) feet, except that a side yard of a corner lot abutting a public street shall be fifteen (15) feet.
 3. The side yard opposite a single-family attached dwelling shall be a minimum of ten (10) feet, except that a side yard of a corner lot abutting a public street shall be twenty (20) feet.
 4. The rear yard shall have a minimum depth of ten (10) feet for a primary structure and five (5) feet for an auxiliary structure such as a garage, carport, shed, etc.
 5. The minimum lot width shall be fifty (50) feet.
- C. Not more than fifty percent (50%) of the total lot area shall be covered by buildings in the R-2 district. To determine lot coverage, garages and carports are considered to be buildings, but open patio areas intended for outdoor activities are not, even if partially or totally covered.
- D. No dwelling unit, regardless of type or size, that is moved onto a lot in the City of Phoenix for residential purposes, shall be occupied until it has been determined by the City Building Official to be in compliance with the current building or manufacturing code for that type of dwelling.

2.205 Height Requirements.

No building or other structure shall be erected, enlarged, or structurally altered to exceed a height of two and one-half stories or thirty-five (35) feet, whichever is less.

2.206 Parking.

- A. Two (2) off-street parking spaces shall be provided for each dwelling unit in the R-2 district and all other Parking requirements shall be in conformance with Section 7, Parking.
- B. All new residential construction, or major renovation costing more than fifty percent (50%) of the total assessed value of the property and improvements, shall include all driveways and parking areas to be finished with concrete, asphalt or similar solid material.

2.207 Landscaping, Fences and Walls.

The requirements pertaining to landscaping, fences and walls in the R-2 zoning district are the same as those required in Section 2.107 of the R-1 zoning district, with the following additions:

- A. All trash cans, receptacles, dumpsters and outdoor storage areas in the R-2 district shall be screened from public view by fencing, landscaping, or other effective means.

2.208 Signs.

Sign requirements for the R-2 zoning district are the same as those set forth in Section 2.108 for the R-1 district.

2.300 R-3, Multi-family Residential2.301 Purpose.

To provide opportunities for the development of such housing alternatives as apartments, condominiums, and other types of housing that may be built at higher densities than permitted in other residential districts and at lower costs per dwelling unit. The R-3 districts are intentionally located along arterial streets and near the downtown area for ease of access to shopping, community facilities, public transportation, and other services that make this district especially suitable for high-density housing that is particularly attractive to young married couples, single persons, elderly households, and those without personal transportation.

2.302 Permitted Uses.

The following uses and their accessory uses are permitted on tax lots within the R-3 zoning district of Phoenix:

- A. Single-family dwellings.
- B. Single-family attached dwellings on separate tax lots, but attached along a common property line.
- C. Duplexes (two-family), triplexes (three-family) and other multiple-family structures within the density limitations of this district.
- D. Mobile homes in subdivisions designed and approved for such dwellings and consisting of a minimum of two (2) acres.
- E. Planned Unit Development, in accordance with Section 10.

2.303 Conditional Uses.

The following uses and their accessory uses are permitted in the R-3 zoning district when authorized in accordance with Section 3, Conditional Use Permit Requirements:

- A. Churches and church schools.
- B. Nursery schools, preschools and similar child care or educational facilities.
- C. Recreational facilities or areas, including parks and playgrounds, that are open and available to the general public.
- D. Nursing and convalescent homes.
- E. Hospitals and community health centers.
- F. Public facilities, such as governmental buildings, utilities, public service facilities or similar uses.
- G. Mobile home parks, subject to the provisions of adopted mobile home park development guidelines and standards.
- H. Buildings exceeding thirty-five (35) feet in height.
- I. Home occupations, in accordance with Section 17.

2.304 Lot Requirements.

The following lot development requirements shall be observed.

- A. The minimum lot area shall be five thousand (5,000) square feet.
- B. Single-family attached dwellings on separate lots shall have a minimum of five thousand (5,000) square feet for each lot and the dwellings shall be attached along the shared property line.
- C. The minimum lot area for a duplex (two-family) structure shall be seven thousand (7,000) square feet.
- D. The minimum lot area for any residential structure containing three or more dwelling units shall be nine thousand (9,000) square feet and the total development shall not exceed an overall density of twenty-five (25) dwelling units per gross acre.
- E. Yard area setbacks shall be as follow:
 1. The front yard area shall have a minimum depth of twenty (20) feet.
 2. Side yards shall be a minimum of five (5) feet, except that a side yard abutting a public street shall be a minimum of fifteen (15) feet.
 3. The side yard opposite a single-family attached dwelling shall be a minimum of ten (10) feet, except that a side yard of a corner lot abutting a public street shall be twenty (20) feet.
 4. The rear yard shall have a minimum depth of ten (10) feet for a primary structure and five (5) feet for auxiliary structures such as garages, carports, sheds, laundry rooms, recreational facilities, game rooms, exercise rooms, and similar structures that are not used as a part of the residential dwelling, or connected thereto.
 5. The side and rear yard setback requirements shall be increased by ten (10) feet for each ten (10) feet of building height over thirty-five (35) feet.

- F. Not more than fifty percent (50%) of the total area shall be covered by buildings in the R-3 district. To determine lot coverage, garages and carports are considered to be buildings, but open patio areas intended for outdoor activities are not, even if partially or totally covered.
- G. No dwelling unit, regardless of type or size, that is moved onto a lot in the City of Phoenix for residential purposes, shall be occupied until it has been determined by the City Building Official to be in compliance with the current building or manufacturing code for that type of dwelling unit.

2.305 Height Requirements.

Structures to a maximum height of thirty-five (35) feet are permitted in the R-3 zoning district. Structures exceeding thirty-five feet in height must be approved by the Planning Commission in accordance with Section 3, Conditional Use Permit Requirements.

2.306 Parking.

- A. Two (2) off-street parking spaces shall be provided for each dwelling unit in a single-family, two-family, or three-family residential structure.
- B. One and three-fourths off-street parking spaces shall be provided for each dwelling unit in a structure containing, or development consisting of, four or more dwelling units.
- C. Off-street parking shall be provided in accordance with Section 7, Parking, and all driveways and parking areas shall be finished with concrete, asphalt, or other similar solid material. Surfaces of dirt, gravel, sand, grass or similar materials shall not be approved.

2.307 Landscaping, Fences and Walls.

- A. A site-obscuring solid fence of wood, masonry or other materials shall be provided along all property lines that abut other privately owned lands, or public lands other than street rights-of-way (front yard areas excepted). The fence shall be a minimum of five (5) feet in height and continuously maintained in a sound and attractive manner.
- B. Chain-link or other wire type fences may be approved by the Site Review Board or Planning Commission, if supplemented by hedges, vines, or other landscaping that will cover or effectively screen the fence from view.
- C. All setback areas not used for driveways or other uses shall be landscaped according to a landscaping/irrigation plan for the entire project, approved by the Planning Commission or Site Plan Review Board.
- D. A minimum of thirty percent (30%) of the gross land area of the project shall be landscaped or maintained in natural open space. Driveways, roads, and parking areas shall not be considered open space. Pedestrian walkways, bikeways, outdoor living or patio

areas, gardens, and outdoor recreational areas or facilities shall be included in the calculations of landscaped area.

- E. All multiple-family projects, other than those that cater exclusively to elderly residents, shall include a specific open space outdoor area for the purpose of exercise, play or other recreational activities for residents of the development. This area shall consist of a minimum of one thousand (1,000) square feet or twenty (20) square feet per dwelling unit, whichever is greater, and developments having fewer than ten (10) dwelling units are exempt from this requirement.
- F. All trees and shrubs shall be consistent with the requirements of Section 6, Street Trees.
- G. Fence height shall be measured from the finished grade on the side having the highest elevation, or from the top of a retaining wall, provided the wall does not extend above the finished grade.
- H. All trash cans, receptacles, dumpsters and outdoor storage areas in the R-3 zoning district shall be screened from public view by fencing, landscaping, or other effective means.

2.308 Signs.

Sign requirements for the R-3 zoning district are the same as those set forth in Section 2.108 for the R-1 district.

* * *

ZONING ORDINANCE AMENDMENT TO:

Section 2.100

Section 2.200

Section 2.300

ADOPTED BY ORDINANCE NO. 583

DATE: January 7, 1985

2.400 M-X, Mixed Use

2.401 Purpose

The M-X zoning district is intended to provide for flexibility in the types and design of urban development in transitional areas between residential and less restrictive districts and in locations that may be appropriate for a mixture of residential and compatible non-residential development because of the area's unique or unusual characteristics.

2.402 Permitted Uses

The following are permitted uses in the M-X zoning district and, with the exception of single-family residences, all new construction is subject to approval by the Site Review Board or City Planning Commission, in accordance with Section 8 (Site Review) of the Zoning Ordinance.

- A. Single-family dwellings.
- B. Duplex.
- C. Adult foster care facility.
- D. Professional Offices, including: architect/designer, engineer, planner, accountant, attorney, insurance, real estate, contractor, and business/financial consultants.
- E. Medical Office Uses, including: dentist, optometrist, physical therapist, hypnotist, physician, or other practitioner of the healing arts.
- F. Personal Service Uses, including: barber shop, beauty salon, self-service laundry, shoe repair, small appliance repair, and answering service.
- G. Photographic and art studios, excluding retail sales of supplies.
- H. Accessory uses, including: off-street parking, signs, fences, storage facilities, etc., that are necessary and appropriate for the reasonable use of the property.
- I. Planned Unit Developments, subject to the provisions of Section 10.
- J. Other uses not specified above, if the Planning Commission finds them to be similar to and compatible with the uses listed above and consistent with the purpose of this district.

2.403 Conditional Uses

The following uses may be permitted, subject to Section 3 requirements:

- A. Multiple-family residential structures and uses, including: apartments, condominiums, rooming houses and boarding houses.
- B. Nursing and convalescent homes.
- C. Nursery schools, kindergartens, and day-care facilities.

- D. Public, parochial, and private schools, including business, technical, trade schools, or other similar facilities.
- E. Governmental structures and uses, including: public parks, fire stations, libraries, recreational facilities, storage facilities, and other similar uses, excluding repair and maintenance shops.
- F. Churches.
- G. Non-business, non-profit clubs, lodges, and fraternal organizations.
- H. Animal hospitals, veterinary clinics; provided that all animals are kept within the structure and not boarded for non-medical reasons.
- I. Convenience market to serve the surrounding neighborhood.
- J. Limited manufacturing; provided all work is done within a structure and any outdoor storage of materials or products is not visible to the public.
- K. Public storage mini-warehouses.
- L. Any combination of residential, commercial or industrial uses within the same structure.
- M. Off-street parking lots to serve properties outside the district.
- N. Any permitted use that is submitted to the Planning Commission by staff because of a potential for land use conflicts and the need for more extensive review with possible development conditions.

2.404 Residential Density

The density and development restrictions of the R-3, Multiple-family Residential zoning district shall apply for any development other than single-family or duplex residences.

2.405 Lot Requirements

- A. Single-family and two-family residential dwellings shall be on lots having a minimum of 5,000 square feet in area and a frontage of not less than fifty feet on a public street. A lot having a width of less than fifty feet or an area of less than 5,000 square feet at the time of the passage of this ordinance may be occupied by one single-family dwelling and its accessory uses, provided all yard requirements are observed.
- B. The minimum lot size for non-residential uses is the same as above.
- C. Front Yard: The front yard shall have a minimum setback of ten feet from the front property line, except that a twenty foot setback shall be required for lots fronting on a non-arterial residential street.
- D. Side Yards: There is no required side yard setback, except when the property abuts a residential use or a residential zoning district, in which case there shall be a minimum of ten feet for a building less than 25 feet in height and a 15 foot setback for a building 25 feet or greater in height.

- E. Rear Yard: Same as requirements for side yards.
- F. Lot Coverage: The maximum coverage by buildings and structures shall be fifty percent of the total lot area. Required off-street parking areas and landscaped areas are not considered buildings or structures for these calculations.

M-X

2.406 Signs

Signs shall be permitted in the M-X zoning district as follows:

- A. No signs are permitted for single-family or two-family residential uses, nor for home occupations.
- B. Temporary signs for the sale or lease of property are permitted, provided they do not exceed ten square feet in size, or twenty square feet in the case of a two-sided sign.
- C. Signs on non-residential property that fronts on a residential street or in close proximity to a residential neighborhood shall be for identification only, nonilluminated, no larger than ten square feet in area or twenty square feet if a two-sided sign, and shall be subject to approval at the Site Review process.

2.407 Off-street Parking

As provided in Section 7 (Parking), or as determined as needed by the Site Review Board or Planning Commission.

2.408 Special Development Requirements

- A. Any commercial or industrial development adjacent to a residential use of any kind shall provide a solid wall or fence six feet in height along the property line of the residential use.
- B. Any residential development adjacent to a commercial or industrial use of any kind shall provide a solid wall or fence six feet in height along the property line of the commercial or industrial use.
- C. There shall be no emissions of odorous, toxic or noxious matter or dust, nor noise or vibrations, in such quantities as to be readily detectible from any point beyond the immediate property.
- D. Any business, service, repair, processing, storage or other non-residential use or activity abutting or facing a lot in a residential zoning district shall be conducted wholly within an enclosed building, unless screened from the residential zone by a sight-obscuring fence or wall at least six feet in height. No outdoor storage shall be permitted within the front yard area.
- E. Any use requiring four or more off-street parking spaces shall provide for an off-street turn-around area to eliminate backing onto the street.
- F. Any development proposal, other than single-family residences, must be accompanied by a landscaping plan showing trees, ground cover, drainage, irrigation system, and other information necessary for Site Review Board approval.

- G. Any outdoor lighting shall be directed onto the property and shall not shine onto adjacent residential properties without written consent of the affected property owner.
- H. When abutting a residential use or zoning district, or when across a non-arterial residential street from a residential zoning district, a proposed non-residential development in the M-X zone shall be designed to be visually and aesthetically compatible with the residential character of the area, including building size, height, shape, building materials, colors, and landscaping. The development's architectural design shall be submitted for approval by the Site Review Board or Planning Commission.

* * *

2.500 C-1, GENERAL COMMERCIAL

2.501 Purpose.

The purpose of the C-1 district is to provide for the development of the central business district and other centrally-located and easily accessible commercial areas that are intended to accommodate a mixture of retail businesses, services, and professional offices to serve the general commercial and retail needs of the community and surrounding areas.

2.502 Permitted Uses.

The following uses are permitted outright in the C-1 district, subject to Site Plan Review and other applicable development standards or code requirements that might apply:

A. Professional and financial, including:

1. Banks and other financial institutions.
2. Accounting and bookkeeping.
3. Real Estate, escrow, title, and related property services.
4. Insurance, investment and financial counseling services.
5. Legal services.
6. Architects, engineers, surveyors and similar services.
7. Medical offices, out-patient clinics and similar services.
8. Business and Professional management services and counseling.
9. Photographic and art studios and galleries.
10. Television and radio broadcasting studio.
11. Corporate, professional or governmental offices.

B. Personal Services, including:

1. Barber and beauty shops.
2. Tailor shops.
3. Shoe repair shops.
4. Self-service laundry.
5. Small appliance repair.
6. Locksmith.
7. Personal or group counseling services.
8. Photo processing pick-up booth.
9. Travel agency.
10. Taxicab dispatch office.
11. Ambulance and other emergency services.
12. Taxidermist.
13. Photocopy services and commercial printing shops.
14. Elec., plumbing, heating, air-cond., and related services.
15. Art and music schools or instruction classes.
16. Non-industrial business or vocational schools.
17. Physical fitness, martial arts, and body conditioning center or club.
18. Clubs and organizational meeting facilities.
19. Mortuary.
20. Hotels and motels.

21. Furniture and motor vehicle upholstery shops.
22. Private and public parking lots.
23. Automobile service stations.
24. Minor auto repair services, excluding paint shops.

C. Retail sales, service and rental, including:

1. Department stores.
2. Variety stores.
3. Furniture.
4. Drugs, health foods and vitamins.
5. Health and physical fitness equipment.
6. Sporting goods.
7. Books and stationery.
8. Office supplies.
9. Gifts and notions.
10. Audio, including records, tapes and related equipment.
11. Video, including tapes and related equipment.
12. Computers and related equipment and software.
13. Small appliances.
14. Delicatessen.
15. Pastry or confectionery.
16. Retail bakery and dough-nut shop.
17. Meat, poultry, fish and seafood.
18. Dairy products.
19. Convenience market.
20. Supermarket (food sales primarily).
21. Glass & mirrors.
22. Major appliances.
23. Hardware and home improvement centers.
24. General apparel, including footwear.
25. Specialty apparel.
26. Jewelry.
27. Clocks and watches.
28. Bicycles and related equipment.
29. Hobby and crafts and related supplies.
30. Fabric, yarn and general sewing supplies.
31. Indoor florist and garden supplies.
32. Paint and related equipment.
33. Home/office furnishings, other than major furniture items.
34. Leather goods and luggage.
35. Pet supplies, including small animal sales within enclosed structure.
36. Photographic and art supplies, including framing services.
37. Cleaning and janitorial supplies and equipment.
38. Wallcovering, floorcovering, curtains, and similar products.
39. Electrical and plumbing supplies.
40. Heating and air conditioning equipment.
41. Second hand store, excluding outdoor and automotive sales.
42. Pawn shop.
43. Antique shop.
44. Monument sales and inscription service.
45. Automotive parts sales, excluding outdoor sales.
46. Marine equipment, excluding boats and outdoor sales.

- D. Entertainment; eating and drinking places, including:
1. Sit-down restaurants (without alcoholic beverages).
 2. Dinner houses (including alcoholic beverages with Council approval).
 3. Drive-in and walk-in fast food establishments.
 4. Dough-nut shops.
 5. Other specialty food sales, including catering services.
 6. Mobile food vendors (with site plan approval and consent of prop. owner).
 7. Movie theater (indoor).
 8. Bowling lanes.
 9. Ice or roller skating rink.
 10. Dancing facilities, other than those serving alcoholic beverages.
 11. Billiard/pool center.
 12. Video game arcade or similar amusement center.
 13. Miniature golf course.
 14. Museum, gallery, or other display facilities.
- E. Planned Unit Development in accordance with Section 10.
- F. Apartments or other residential uses, if located above permitted commercial uses.

2.503 Conditional uses.

The following uses and their accessory uses are permitted in the C-1 district only when authorized by the Planning Commission in accordance with the Conditional Use Permit requirements of Section 3:

- A. Automobile, truck and boat sales lots (new or used).
- B. Motor homes, campers, trailers, and other recreational vehicles sales or rental lots.
- C. Mobile home sales lots.
- D. Car wash.
- E. Major automotive repair, including body/fender, motors, transmissions, auto painting and battery service.
- F. Tire sales and repair, excluding recapping and manufacturing.
- G. Heavy equipment sales and rental.
- H. Government and utility buildings and structures, other than offices.
- I. Feed, seed, and fuel sales.
- J. Outdoor sales of wood, stone, tile, masonry, or other hardware products.
- K. Animal hospital (veterinary clinic) within enclosed building.
- L. Lounge, bar, or tavern (individually or in conjunction with a restaurant, dinner house, club, meeting hall, dance hall, or other facility).
- M. Any use listed as a "permitted use", but that includes outdoor sales or storage of products or merchandise.
- N. Any "permitted use" that is not typical of that type of use, and that is referred by staff or City Council to the Planning Commission for review.
- O. Other uses not specified above which are determined by the Planning Commission to be similar and compatible with the above uses.

2.504 Lot Requirements.

- A. Lot Area: 5,000 sq. ft. minimum.
- B. Lot Width: 50 ft. minimum
- C. Lot Depth: 100 ft. minimum
- D. Setbacks from property lines:
 - 1. Front Yard Setback: No setback required.
 - 2. Side Yard Setback: No setback required, except when abutting any residential zoning district in which case a setback of at least ten (10) feet shall be required.
 - 3. Rear Yard Setback: No setback required, except when abutting any residential zoning district in which case a setback of at least ten (10) feet shall be required.
- E. Lot Coverage: No minimum requirement.

2.505 Signs.

- A. One (1) free-standing sign is permitted, not to exceed 100 square feet in area and not to exceed 35 feet in height, measured from the finish grade at the sign's support structure.
- B. Additional signs may be flush-mounted against the building, provided such signs do not exceed a total aggregate area of 200 square feet.
- C. Signs painted directly onto the building without a physical frame shall be measured to include the total area of the message, logo, border other pictures or symbols, or combinations thereof, not to exceed a total aggregate area of 200 square feet.
- D. No sign shall extend above the roofline of any building.
- E. No sign shall be directly attached to any tree, hedge, or other vegetation, but shall have its own structural support to the ground.

2.506 Fences, Walls, Hedges and Screen Plantings.

- A. Any fences, walls, hedges or screen plantings located in a C-1 district shall not exceed three feet in height in any front yard area, nor six feet in any side or rear yard area.

2.507 Off-street parking and loading.

- A. Off-street parking and loading areas shall be provided in accordance with the requirements of Zoning Ordinance Section 7, "Parking".

2.600 C-T, COMMERCIAL-TOURIST

2.601 Purpose.

The purpose of the C-T district is to provide opportunities for the development of a variety of commercial uses with emphasis on the locational needs of tourist-related businesses and services to the traveling public and particularly in the vicinity of the Interstate 5 Freeway interchange to maximize convenience and visibility.

2.602 Permitted Uses.

The following uses are permitted outright in the C-T district, subject to Site Plan Review and other applicable development standards or code requirements that might apply:

A. Tourist accommodations, including:

1. Hotels.
2. Motels.
3. Recreational Vehicle Parks.
4. Meeting/convention facilities.

B. Eating and drinking, including:

1. Restaurants and dinner houses (with or without alcoholic beverages).
2. Lounge or bar, when included within a hotel, motel, or restaurant.
3. Convenience market.
4. Dough-nut shop or bakery for on-site sales.
5. Drive-in or walk-in fast food establishment.
6. Delicatessen.
7. Specialty food outlets.
8. Pastry or confectionery.

C. Entertainment or recreation, including:

1. Movie theater.
2. Billiard or pool center.
3. Miniature golf course.
4. Museum.
5. Art or Photography gallery.
6. Entertainment or recreational facilities related to a hotel, motel, or recreational vehicle park that are intended primarily or exclusively for their guests.

D. Commercial sales, service and rental, including:

1. Gifts and notions, including souvenir items.
2. Specialty apparel.
3. Jewelry.
4. Tourist-oriented convenient shopping centers containing any of the uses listed in Section 2.602 and other uses which the Planning Commission determines to be similar to and compatible with the permitted uses and with the purpose of this district.

- (a) Barber and beauty shops.
- (b) Tailor and shoe repair shops.
- (c) Self-service laundry.
- (d) Photo processing pick-up booth.
- (e) Travel agency, or other tourist information services.
- (f) Physical fitness or body conditioning facilities and spas.

E. Planned Unit Development in accordance with Section 10.

2.603 Conditional Uses.

The following uses and their accessory uses are permitted in the C-T district only when authorized by the Planning Commission in accordance with the Conditional Use Permit requirements of Section 3:

- A. Campgrounds, picnic areas, and similar outdoor facilities.
- B. Recreational vehicle sales, rental, or service businesses.
- C. Automobile service stations, including minor repair and parts.
- D. Temporary or short-term uses that do not conform to the requirements of this district, but that will provide for a public need or service for a specified period of time, if determined by the Planning Commission to be compatible with other uses permitted in this district.
- E. Any use listed as a "permitted use", but that includes outdoor sales or storage of products or merchandise.
- F. Other uses not specified above which are determined by the Planning Commission to be similar and compatible with the above uses and with the purpose of this district.

2.604 Lot Requirements.

- A. Lot Area: 10,000 sq. ft. minimum.
- B. Lot Width: 50 ft. minimum.
- C. Lot Depth: 100 ft. minimum.
- D. Setbacks from property lines:
 - 1. Front Yard Setback: 20 ft. minimum.
 - 2. Side Yard Setback: 10 ft. minimum.
20 ft. minimum when abutting a public street.
 - 3. Rear Yard Setback: 10 ft. minimum.
- E. Lot Coverage: No requirements.

2.605 Signs.

- A. All signs located within 660 feet of the right-of-way of Interstate 5 and U.S. Highway 99 may be subject to the standards and requirements of the State of Oregon. In any case involving a conflict between the City and State sign standards, the more restrictive shall apply.

- B. One free-standing sign is permitted for each tax lot or for each parcel, which is considered to be two or more contiguous tax lots in the same ownership. A free-standing sign shall be no higher than thirty-five (35) feet, as measured from the finish grade to the highest part of the sign. The total visible area of the sign shall not exceed 200 sq. ft.
- C. Rooftop signs shall be no larger than 200 sq. ft. and shall extend no higher than ten (10) feet above the highest part of the roof.
- D. Additional signs may be flush-mounted against a building, provided such signs do not exceed a total aggregate area of 200 sq.ft., or ten percent of the building's exterior wall surface on which the signs are attached, whichever is greater.
- E. Signs painted directly onto the building without a physical frame shall be measured to include the total area of the message, logo, border other pictures or symbols, or combinations thereof, not to exceed a total aggregate area of 200 square feet.
- F. No sign shall be directly attached to any tree, hedge, or other vegetation, but shall have its own structural support to the ground or to a building.

2.606 Fences, walls, hedges and screen plantings.

- A. Any fences, walls, hedges or screen plantings located in a C-T district shall not exceed three feet in any front yard area, nor six feet in any side or rear yard area.

2.607 Off-street parking and loading.

- A. Off-street parking and loading areas shall be provided in accordance with the requirements of Zoning Ordinance Section 7, "Parking".

Adapted by Ord. 638
on 9/21/87

2.650 C-H, COMMERCIAL-HIGHWAY

2.651 Purpose.

The purpose of the C-H district is to provide opportunities for the development of "heavy commercial" uses, including light manufacturing and processing businesses, as well as other compatible land uses that are best suited to a major highway location for ease of access and visibility, but that are less suited to the retail and business environment of the central business district.

2.652 Permitted Uses.

The following uses are permitted outright in the C-H district, subject to Site Plan Review and other applicable development standards or code requirements that might apply:

1. Auto parts, retail and wholesale.
2. Automotive and furniture upholstery.
3. Automotive repair, including body shops, transmissions, mufflers, and similar services, with the exception of painting.
4. Appliance sales and service.
5. Electrical, plumbing, heating and air conditioning, and related sales and service.
6. Photocopying and printing services and supplies.
7. Automobile service stations.
8. Truck and heavy equipment sales and service.
9. Business and vocational schools, including industrial.
10. Furniture refinishing and assembling.
11. Furniture sales and rental, including office, medical, and other special purpose furniture.
12. Animal hospital (veterinary clinic) within enclosed structure.
13. Food and dairy products outlets and distribution facilities.
14. Glass and mirror sales and service.
15. Hardware and home improvement center within enclosed structure.
16. Bicycle sales and service.
17. Motorcycle, snowmobile and other small engine sales and service.
18. Florist and garden supplies.
19. Nursery, including outdoor sales of plants and landscaping supplies.
20. Paint and related equipment sales, service and rental.
21. Cleaning and janitorial supplies.
22. Wallcovering, floorcovering, curtains, and similar products.
23. Military surplus, except motor vehicles and explosives.
24. Second hand store, within enclosed structure.
25. Antique store.
26. Pawn shop.
27. Monument sales and inscription services.
28. Marine equipment sales and service, except outdoor boat sales.
29. Feed, seed and fuel sales, within enclosed structure.
30. Mini-warehouses for personal storage.
31. Government and utility buildings and structures, with exception of maintenance yards.

2.654 Lot requirements.

- A. Lot Area: 10,000 sq.ft. minimum.
- B. Lot Width: 50 ft. minimum.
- C. Lot Depth: 100 ft. minimum.
- D. Setbacks from property lines:
 - 1. Front Yard Setback: 5 ft. minimum to parking lot.
20 ft. minimum to buildings.
 - 2. Side Yard Setback: 5 ft. minimum.
10 ft. minimum when abutting a public street.
 - 3. Rear Yard Setback: 10 ft. minimum.
- E. Lot Coverage: No requirement.

2.655 Signs.

- A. All signs located within 660 feet of the right-of-way of Interstate 5 and U.S. Highway 99 may be subject to the standards and requirements of the State of Oregon. In any case involving a conflict between the City and State sign standards, the more restrictive shall apply.
- B. One free-standing sign is permitted for each tax lot or for each parcel, which is considered to be two or more contiguous tax lots in the same ownership. A free-standing sign shall be no higher than thirty-five (35) feet, as measured from the finish grade to the highest part of the sign. The total visible area of the sign shall not exceed 200 sq.ft. (400 sq. ft. when both sides of a two-sided sign are combined), not including support structures.
- C. Rooftop signs are prohibited in the C-H district and no sign that is attached to a building shall extend above the highest point of the structure or roofline.
- D. Wall or other flush-mounted signs are unrestricted in number, provided such signs do not exceed a total aggregate area of 200 sq.ft., or ten percent of the building's total exterior wall surface on which the signs are attached or painted, whichever is greater.
- E. Signs painted directly onto the building without a physical frame shall be measured to include the total area of the message, logo, border other pictures or symbols, or combinations thereof, not to exceed a total aggregate area of 200 square feet, or ten percent of the building's total exterior wall surface, whichever is greater.
- F. No sign shall be directly attached to any tree, hedge, or other vegetation, but shall have its own structural support to the ground or to a building.

- C. It shall be the responsibility of the property owner to contain and dispose of drainage resulting from development of the property.

2.608 Site Review

Refer to Section 8, "Site Review."

2.700 L-I, Light Industrial

2.701 Purpose

To provide opportunities for the economic development of the community, not to disturb or cause a deterioration of the environment or livability by the siting of the industrial property. The district is intended to provide for the location of heavier commercial and light industrial uses.

2.702 Permitted Uses

The following uses and their accessory uses are permitted outright:

- A. Printing, publishing and bookbinding.
- B. Sign manufacture and repair.
- C. Manufacture of electric, electronic or optical instruments or devices.
- D. Manufacture of artificial limbs, dentures, hearing aids, surgical instruments and dressings, and other devices employed by the medical and dental professions.
- E. Building of marine pleasure craft.
- F. Carpenter shop.
- G. Coin machine manufacture and repair.
- H. Administrative educational and other related activities and facilities in conjunction with a permitted use.
- I. Scientific research or experimental development of materials, methods, or products, including engineering and laboratory research.
- J. Light fabrication and repair shops such as blacksmith, cabinet, electric motor, heating, machine, sheet metal, upholstery, welding, auto body, and auto and truck repair.
- K. Mini warehouse, cold storage and ice manufacture.
- L. Assembly, manufacturing, or preparation of articles and merchandise from the following previously prepared types of materials: bone, canvas, cellophane, cloth, cork, feathers, felt, fiber, fur, glass, hair, horn, lacquer, leather, paper, plastics, precious metals or stones, shell textiles, tobacco, wax, wood (excluding sawmills or woodworking shops), yarns and paint not employing a boiling process.

- M. Manufacture of figurines and pottery of similar ceramic products using only previously pulverized clay.
- N. Manufacture of musical instruments, novelties, rubber or metal stamps, toys.
- O. Offices appurtenant to and serving permitted uses.
- P. Public utility buildings and yards.
- Q. Other uses similar to those listed above, which are consistent with the purpose of the Light Industrial Zone and will not have a detrimental effect upon neighboring uses, where permitted by the Planning Commission after written application.
- R. Uses customarily incidental to any of the above uses, including the usual accessory buildings, such as incidental storage facilities and the like, providing they meet all requirements contained herein.
- S. The following uses must be reviewed and approved by the Planning Commission:
 - 1. Stone monument manufacture.
 - 2. Manufacture and processing of food products.
 - 3. Any development adjoining or adjacent to a residential zone, shall be reviewed and approved by the Planning Commission.
 - 4. Buildings or combinations of buildings over 15,000 square feet.
- T. Planned development as per Section 10.

2.703 Planning Commission Action

Upon receipt of a conditional use permit application, the Planning Commission shall hold a public hearing in accordance with conditional use permit procedure to consider the industrial use application. To grant an industrial conditional use permit, the Planning Commission shall determine the following:

- A. The proposed use will not materially detract from the surrounding area or be detrimental to adjacent land or uses.
- B. The proposed use will cause no environmental hardships within the community, including but not limited to:
 - 1. Noise
 - 2. Vibration

cont'd

3. Odor
 4. Smoke
 5. Glare
 6. Visual blight
- C. Adequate Off-street parking if provided with acceptable design standards.
- D. Appeals: The applicant may appeal a decision of the Planning Commission to the City Council. An appeal must be filed in writing within 15 days after the decision of the Planning Commission. The Council shall then hold a public hearing as prescribed by the Oregon Revised Statutes prior to rendering a decision on such an appeal.

2.704 Yard Requirements

The following lot requirements shall be observed.

- A. Front yard: The front yard shall have a depth of not less than twenty (20) feet.
- B. Side yard: No minimum side yard or rear yard.
- C. No minimum lot area or lot width.
- D. There shall be no maximum lot coverage by a building or buildings.
- E. In the Light Industrial Zone, the maximum building or structural height shall be thirty-five (35) feet.

2.705 Landscaping and Maintenance of Grounds

- A. Properties abutting residentially zoned properties shall provide and maintain a dense evergreen landscape buffer, which attains a mature height of at least six (6) feet, excluding front setback or such other screening methods or measures as prescribed by the Planning Commission during the site review process.
- B. Any open area adjacent to streets and those abutting residentially zoned properties shall be effective, as determined by the Planning Commission, landscaping and other yards and unused property shall be maintained as not to be a nuisance or a hazard to any properties adjacent to the Light Industrial Zone.
- C. Exterior lighting shall be shielded from abutting residential zones.

2.706 Signs

- A. In the Light Industrial Zone, one free standing sign, with minimum 10 feet setback not exceeding twenty-five (25) feet in height shall be allowed. No sign shall be more than forty-five (45) square feet in size.
- B. Signs placed flat against buildings shall not extend beyond the roof lines nor parapet wall, nor exceed thirty-two (32) square feet in size.
- C. Signs shall not be internally illuminated when adjacent or abutting a residential zone.
- D. Signs shall not be of the flashing light type.

2.707 Off-Street Parking and Loading

Each application for industrial construction whether it is new construction or an expansion of an existing plant shall be cause for the applicant to provide sufficient off-street parking to accommodate the entire plant including, but not limited to employee parking, visitor parking and truck parking. The following are the industrial parking requirements:

- A. Off-street parking shall be provided at the rate of one (1) space per employee per maximum shift plus one (1) space for every 500 feet of retail service area with fractional spaces to be rounded off to the next whole number and there shall be one (1) off-street loading zone for every 20,000 square feet of building area or combination of buildings with fractional spaces to be rounded off to the next whole number.
- B. All off-street parking and loading areas shall be covered with a minimum of two inches of Class B asphaltic concrete over approved base to be approved by the City Engineer in accord with reasonable engineering standards.
- C. No parking shall be in the required front yard area.

2.708 Other Required Conditions

Conditions required of all uses in the Light Industrial Zone:

- A. Any use or portion thereof causing noise or vibration or producing intense heat or glare shall be performed in such a manner as not to create a nuisance or hazard to any property adjacent to the Light Industrial Zone.

- B. There shall be no emissions of odorous, toxic or noxious matter or dust, in such quantities as to be readily detectible from any point outside the Light Industrial Zone so as to produce a public nuisance or hazard.
- C. All materials, including wastes shall be stored and all grounds maintained, in a manner which will not attract or aid the propagation of insects or rodents or create a health hazard.
- D. All business, services, repair, processing, storage or merchandise display abutting or facing a lot in a residential zone shall be conducted wholly within an enclosed building, unless screened from the residential zone by a sight obscuring hedge, wall or fence permanently maintained and at least six (6) feet in height, (excluding front setback).
- E. Access points from a public street to properties in the Light Industrial Zone shall be so located as to minimize traffic congestion on arterials and to avoid directing traffic onto local access streets of a primarily residential character.
- F. The open storage of materials and equipment is permitted under the following condition only:
 - 1. The stored material or equipment is not visible from the property abutting the Light Industrial Zone.
 - 2. The stored material or equipment is not visible from the street in front of the permitted use.

2.709 Site Review

Refer to section 8, "Site Review."

2.800 I, Industrial

2.801 Purpose

Refer to 2.701 of Light Industrial designation.

2.802 Permitted Uses

An Industrial application must be reviewed and approved by the full Planning Commission. Any Industrial facility not listed in Light Industrial will be considered for Industrial, except for the following areas of use (not to be considered in any case):

cont'd

- A. Abattoir
- B. Acid manufacture
- C. Cement, lime, gypsum or plaster-of-Paris manufacture
- D. Distillation of bones
- E. Explosives, manufacture or storage
- F. Fat rendering
- G. Fertilizer manufacture
- H. Garbage, offal or dead animal reduction or dumping
- I. Gas manufacture
- J. Glue manufacture
- K. Petroleum refining
- L. Smelting of tin, copper, zinc, or iron ores
- M. Stock yards
- N. Tannery
- O. Storage or bailing of rags, paper, iron or junk
- P. Used car junk area

Planned development will be allowed as per Secion 10.

2.803 Planning Commission Action -

Refer to 2.703 of Light Industrial designation.

2.804 Yard Requirements

Refer to 2.704 of Light Industrial designation.

2.805 Landscaping and Maintenance of Grounds

Refer to 2.705 of Light Industrial designation.

2.806 Signs

Refer to 2.706 of Light Industrial designation.

2.807 Off-Street Parking and Loading

Refer to 2.707 of Light Industrial designation.

2.808 Other Required Conditions

Refer to 2.708 of Light Industrial designation.

2.809 Site Review

Refer to Section 8, "Site Review."

DRAFT

ZONING ORDINANCE AMENDMENT
TO ADD BEAR CREEK GREENWAY DISTRICT

2.900 BCG, Bear Creek Greenway

2.901 Purpose

To provide for environmental preservation and limited development within the portion of the Bear Creek Greenway that lies within the City limits and urban growth boundary of Phoenix. The district is intended to protect the public health and safety, preserve the natural environment of the Bear Creek corridor, encourage the implementation of the Bear Creek Greenway Plan, provide for limited recreational uses, and ensure the continued preservation of fish and wildlife habitat within the riparian environment of the creek.

2.902 Permitted Uses

The following uses are permitted in the BCG zoning district:

- A. Public parks and nature study areas.
- B. Paths and trail systems for the use of pedestrians, bicyclists, and equestrians, but not including motorized vehicles.
- C. Uses or structures that are customarily appurtenant to a permitted use, such as off-street parking, maintenance buildings, etc.

2.903 Conditional Uses

The following uses may be conditionally permitted in the BCG zoning district, in accordance with the provisions of Section 3 of the Zoning Ordinance:

- A. Recreational or stream-oriented facilities or activities that the Planning Commission may find to be compatible with the purpose of this section and with the Bear Creek Greenway Plan.
- B. Public or municipally-owned facilities that the Planning Commission determines to be compatible with the purpose of this section.
- C. Agricultural uses other than livestock.
- D. Mining or aggregate removal.

2.904 Lot Requirements

The area included in this zoning district is in public ownership, or proposed for public acquisition. No minimum lot requirements are necessary for the types of development that might occur within this district.

2.905 Height Limitations

Any structure proposed to exceed fifteen (15) feet in height shall be subject to Planning Commission review and approval.

2.906 Signs

Signs shall be permitted for identification, information, or direction only. In no case shall a sign be permitted that advertises products or services of any kind. All signs shall be designed for maximum visual and aesthetic compatibility with the Greenway environment and are subject to Planning Commission review and approval.

2.907 Fences, Walls, Hedges and Screen Plantings

Physical improvements that are obviously man-made and would impair the free movement of people or wildlife within the Greenway are discouraged, but may be permitted when required to solve a specific problem or serve a special purpose, and when designed to be visually and aesthetically compatible with the Greenway environment. Any fence, wall, hedge, or screen planting is subject to review and approval by the Planning Commission.

2.908 Off-street Parking

Off-street parking shall be required as a part of any recreational or other facility that could reasonably be expected to generate automobile trips or require automobile access. The number of parking spaces will be determined by the Planning Commission on the basis of statistical or other evidence provided by City staff or the applicant.

2.909 General Requirements

The area designated on the Comprehensive Plan map and Zoning Map of the City of Phoenix as Bear Creek Greenway shall be preserved to the maximum extent practicable in its natural condition. No person, firm, or corporation, whether public or private, shall cause or permit any excavation, fill, stream diversion, removal of vegetation, or other alteration of the natural environment of the Greenway, nor encroach upon any part thereof with buildings, footings, retaining walls, bridges, piers, abutments, dams, diversion weirs, rip-rap, or any other physical feature without first securing the express written consent of the Phoenix Planning Commission. Application for such consent shall be made in writing and any conditions of approval shall be based on the purposes of this

(PROPOSED AMENDMENT)

SECTION 3

CONDITIONAL USE PERMIT REQUIREMENTS

- 3.100 Purpose
- 3.200 Authority
- 3.300 Application Procedure
- 3.400 Existing Conditional Uses
- 3.500 Action & Criteria
- 3.600 Conditions & Restrictions
- 3.700 Appeal
- 3.800 Effect
- 3.900 Violation & Revocation of Permit

3.100 Purpose. Conditional uses, as listed in each of the zoning district descriptions of the Phoenix Zoning Ordinance, may be permitted, subject to the granting of a conditional use permit by the City Planning Commission. Because of their unusual characteristics, variety of types or designs, or the special characteristics of the areas in which they may be located, conditional uses require special consideration so that they may be properly located with respect to the objectives of the City's codes and plans, and with respect to their potential impact on surrounding properties.

3.200 Authority. The Phoenix Planning Commission shall have the authority to approve, approve with conditions, disapprove, or revoke conditional use permits, subject to the provisions of this section.

3.300 Application Procedure. A property owner or any interested person may make application for a conditional use permit in the manner prescribed by the City and on forms provided for that purpose. Such application shall be accompanied by a legal description of the property affected, site plans as required by Section 8, and an application fee in the amount established by the City Council. No part of the application fee shall be refundable.

3.400 Existing Conditional Uses.

A. Uses that are classified as conditional uses in the zoning district in which they are located and that were in existence prior to the effective date of this ordinance shall conform to the requirements of this section as they pertain to any change in the use, lot area, or alteration of the structure.

B. Uses that are classified as conditional uses in the zoning district in which they are located shall obtain a conditional use permit for any "substantial alteration", which includes any modification to the use, structure(s), or premises which will change the use, increase the intensity of the operation, increase the floor area or the space occupied by the use, or which is likely to result in an increase in noise, odors, traffic, dust or other potentially adverse impacts on abutting properties or on the neighborhood. Alterations that are found to be not substantial by the City planner or Planning Commission, will be permitted without the necessity of a new conditional use permit application.

3.500 Action & Criteria.

A. Before a conditional use permit is granted, it shall be considered at a properly advertised public hearing before the Planning Commission, with all property owners within a two hundred foot radius of the subject tax lot(s) being notified individually by mail of the hearing.

B. The Planning Commission may grant a conditional use permit when it has found that the establishment, maintenance, or operation of the use applied for will not be detrimental to the health, safety, or general welfare of persons residing or working in the surrounding neighborhood and will not be detrimental or injurious to the property and improvements in the neighborhood or to the general welfare of the City.

C. The Planning Commission shall render a decision within sixty (60) days of the filing of a complete application. The decision of the Planning Commission shall be final, unless appealed to the City Council.

3.600 Conditions & Restrictions. In permitting a conditional use permit, the Planning Commission may impose, in addition to those regulations and standards expressly specified in this code, other conditions found necessary to protect the best interests of the surrounding property or neighborhood, or the City. Such conditions may include the following:

- (A) Adjustments to the lot size or yard requirements as needed to best accommodate the proposed use, provided lots or yard areas are not made smaller than the minimum dimensions, as stated for the zoning district.
- (B) Increasing street widths to accommodate traffic volumes or parking needs of the proposed use.
- (C) Controlling the locations and number of vehicular access points to the property.
- (D) Requiring additional parking or loading areas.
- (E) Limiting the number and size of signs.
- (F) Limiting the coverage or height of buildings when needed to prevent obstruction to views and reduction of light and air to adjacent properties.
- (G) Requiring minor structural modifications when necessary to reduce noise or glare and to ensure that the development will be in character with the surrounding area.
- (H) Requiring landscaping or usable recreational open space in the case of a multi-family or mobile home park development to provide for the residents' recreational needs and to ensure an attractive development.
- (I) Requiring public improvements, such as street widening, curbs, gutters, sidewalks, public water and sewer lines, storm drains, and street lighting in accordance with City standards and improvement policies.

3.700 Appeal. The applicant or any other interested person may appeal a decision of the Planning Commission to the City Council. The appeal must be filed in writing within ten (10) days after the applicant has been notified of the Planning Commission's decision. The City Council shall then conduct a public hearing and render a final decision on the appeal. An appeal shall be accompanied by a nonrefundable fee, as established by the City Council.

3.800 Effect. No building permit or other permit shall be issued for the use or development of property subject to a conditional use permit until seven (7) days after the approval of the conditional use permit by the Planning Commission. An appeal of the Planning Commission's decision shall automatically stay the issuance of all permits until such appeal has been completed. The Planning Commission, or City Planner, shall notify the applicant for a conditional use permit in writing of the Planning Commission's decision within five (5) business days of that decision.

3.900 Violation & Revocation of Permit.

- (A) A conditional use permit shall become void after one year after approval, or after such greater or lesser time as specified as a condition of approval, unless within that time the required construction, alteration or expansion has been commenced and diligently pursued, or unless the permitted activity is being regularly conducted on the premises and in accordance with all conditions of approval and other City regulations.
- (B) At the request of the applicant, and for reasons found by the Planning Commission to be justified, the conditional use permit may be extended for any period of time, not exceeding one year, to allow the applicant to conform to the requirements of "A" above.
- (C) The Planning Commission, on its own motion, may revoke any conditional use permit for noncompliance with conditions set forth in the granting of the permit after first holding a public hearing and giving the proper notice of the hearing. The foregoing shall not be the exclusive remedy, and it shall be unlawful and punishable hereunder for any person to violate any condition imposed by a conditional use permit.

SECTION 4
NONCONFORMING USES

DEFINITION

A lawfully existing structure or use at the time of this ordinance, or any amendment thereto, which does not conform to the requirements of the zone in which it is located is considered a "nonconforming use" and is subject to the requirements of this section.

GENERAL REQUIREMENTS

- A. Regardless of the type of use, routine or necessary repairs or maintenance to a nonconforming structure or premises is encouraged for health, safety and aesthetic purposes.
- B. Repairs shall not include major rehabilitation or replacement of structural members with the intent of prolonging the life of a nonconforming structure.
- C. No nonconforming structure shall be moved, enlarged, or physically altered unless required by law, or unless such action will eliminate the nonconformity.
- D. Any use, whether within a conforming or nonconforming structure, shall not be altered or expanded unless such a change will eliminate or reduce the nonconformity.
- E. A nonconforming use which has been terminated for a period of six (6) months or longer shall be considered abandoned and the premises shall thereafter be used only for uses permitted in that zoning district, or conditionally permitted by the Planning Commission. Also, any nonconforming use that is replaced by a conforming use for any length of time shall not revert to a nonconforming use.
- F. A structure destroyed by any cause, or partially destroyed in excess of fifty percent (50%) of its assessed value shall only be replaced with a structure that fully conforms to the requirements of this ordinance.
- G. For the purposes of this section, all residential structures that were legally established are considered to be generally compatible with other residential uses in any residential zone. Therefore, only requirements A, C, and D shall apply to a residential nonconforming structure or use within a residential zone.

SECTION 5

VARIANCES

- 5.100 Application
- 5.200 Planning Commission Action
- 5.300 Variance Authority
- 5.400 Standards
- 5.500 Appeals
- 5.600 Notification
- 5.700 Appeals, General

A variance may be granted from practical difficulties, severe grades, geologic conditions, and other considerations which make a strict application of this ordinance to cause unnecessary hardship on property owners. A variance may not be granted which would allow a use which is not permitted in the zoning district in which the land is located.

5.100 Application. The property owner may make application for variance. Said application shall be made to the Planning Commission on a form provided by the City. The application shall contain the following:

- A. Description of the property (metes and bounds, legal description, as well as a general description).
- B. A plot plan indicating the existing circumstances and proposed use.
- C. Identification of adjacent owners and usage within 200 feet.
- D. Statements of reasons why a variance should be granted.
- E. Required fee as set forth by Council resolution.

5.200 Planning Commission Action. Before the variance is acted upon by the Planning Commission, a public hearing will be held in accordance with the requirements of the Oregon Revised Statutes.

The Planning Commission may approve, approve with conditions, or disapprove the application. In approving a variance, the Planning Commission may impose any conditions it deems necessary to protect the health, safety and welfare of the surrounding property owners.

The Planning Commission shall render a decision within sixty (60) days after receipt of the application. A variance shall become null and void after one (1) year from date of approval if not utilized in the manner approved by the Planning Commission.

5.300 Variance Authority. The Planning Commission is hereby delegated the authority to approve, approve with conditions, or disapprove any proposed variance.

5.400 Standards. Prior to the approval of any variance request, the Planning Commission shall make the following findings:

- A. Exceptional and extraordinary conditions apply to the property that generally do not apply to other property in the same zone or district.
- B. The variance is necessary to preserve the property rights of the other owner substantially to those held by other property owners in the same zone or vicinity.
- C. The granting of a variance will not be materially detrimental to the intent of this ordinance.
- D. The variance granted is the minimum variance from the provision of the ordinance which will resolve the hardship.

5.500 Appeals. The applicant may appeal the decision of the Planning Commission to the City Council. An appeal must be filed in writing within ten (10) working days after the notification to the applicant of the decision of the Planning Commission. The City Council shall then hold a public hearing as prescribed by O.R.S. prior to rendering a decision on such an appeal.

5.600 Notification. The Planning Commission shall notify the applicant of a variance action in writing within fifteen (15) working days after the decision has been rendered.

5.700 Appeals, General. The Planning Commission shall have the authority to hear and decide appeals from administrative interpretations. In hearing and deciding appeals, the Planning Commission shall so interpret the ordinance as to carry out the express purpose of the zoning district or section of the ordinance involved.

Any appeals from administrative decision relating to the enforcement or interpretation of this ordinance shall be made in writing to the Planning Commission within fifteen (15) days after the decision. The Planning Commission shall consider the appeal within sixty (60) days. Any interpretation of this ordinance shall be in resolution form, signed by the Chairman of the Planning Commission. An appeal of the action of the Planning Commission may be filed with the City Council within fifteen (15) days of the action taken by the Planning Commission. The City Council shall hear the appeal within sixty (60) days and render a decision.

SECTION 6

STREET TREES

- 6.100 Planting Trees or Shrubs
- 6.104 Street Tree Plans
- 6.108 Certain Trees Prohibited
- 6.112 Trimming and Pruning of Trees
- 6.120 Right of Appeal
- 6.124 Damage to Trees in Public Place Prohibited
- 6.128 Enforcement

6.100 Planting Trees or Shrubs

No trees or shrubs shall be planted in or removed from any public parking/planting strip or other public place in the city without permission from the City Council or their duly authorized representative.

6.104 Street Tree Plan

- A. All trees and shrubs hereafter planted in any public parking strip or other public place in the city shall conform as to the species and location to the street tree plan for the public space, street, or portion thereof.
- B. Street tree plans for streets or public places within shall be adopted by resolution of the City Council on recommendation of the City Planning Commission. These plans shall consist of maps of the streets, blocks, or portions of streets and public places where the planting is permitted, and shall by appropriate legends and symbols specify the species and location of the trees and shrubs which may be planted along each street or block, or portion thereof, or public place shown by the map thereof.
- C. In formulating and adopting street tree plans, the public safety in the use of streets, sidewalks, and public places, the protection and preservation of public improvements and the beautification of the public places shall be taken in consideration by the following means:
 - 1. Species of trees and shrubs shall be chosen with due regard to their size, appearance, rate and manner of growth and

other characteristics, and to size, nature, and construction and traffic volume on the street or other public places involved.

2. Regulations regarding location and setback of trees permitted in public parking strips and other public places shall be adopted with due regard to traffic visibility, utility line clearance, and relative location of public paving and other facilities.

6.108 Certain Trees Prohibited

No person shall plant in any public parking strip the following trees: poplar, willow, conifer, cottonwood, fruit trees, nut trees, or ailanthus. No person shall plant willow, cottonwood, or poplar trees anywhere in the city unless the City Council or their duly authorized representative approves the site as one where the tree roots will not interfere with a public sewer.

6.112 Trimming and Pruning of Trees

The City Council or their duly authorized representative may cause to be trimmed, pruned, or removed, any trees, shrubs, plants, or vegetation in any parking strip or public place, or may require any property owner to trim, prune, or remove any trees, shrubs, plants, or vegetation in parking strip abutting upon the owner's property, and failure to comply within 30 days' notice by the city, shall be deemed a violation of this code.

6.120 Right of Appeal: Appeal Procedure

Appeals from orders made under section 6.112 may be made to the City Council, as specified by the city code.

6.124 Damage to Trees in Public Place Prohibited

Subject to the provisions of sections 6.112 or 6.120, no person shall abuse, destroy or mutilate any tree, shrub, or plant in a public parking strip or in any other public place, or attach or place any rope or wire (other than one used to support a young or broken tree), sign, poster, handbill, or other thing to or on any tree growing in a public place, or cause or permit any wire charge with electricity to come into contact with any tree,

or allow any gaseous liquid, or solid substance which is harmful to trees to come in contact with their roots or leaves.

6.128 Enforcement

The City Council or their duly authorized representative shall be charged with enforcement of sections 6.100 to 6.124.

SECTION 7. OFF-STREET PARKING AND LOADING REQUIREMENTS

- 7.100 Purpose
- 7.200 Application
- 7.300 Off-street Parking Required
- 7.400 Development Standards
- 7.500 Number of Parking Spaces Required
- 7.600 Joint Use of Parking Areas
- 7.700 Off-street Loading Facilities
- 7.800 Recreational Vehicles

7.100 PURPOSE

Each type of land use and development can expect to generate an identifiable demand for parking. Commercial and industrial uses often require truck loading areas or facilities for deliveries that should be provided for in the basic design. This Section is intended to assist property owners, developers, and the City of Phoenix in assessing those parking and loading demands and to set standards for the provision of off-street parking and loading facilities to minimize traffic congestion and related hazards, and also to reduce the need to use public rights-of-way for private parking purposes.

7.200 APPLICATION

- A. No building or other permits for development in Phoenix shall be issued until plans have been submitted and approved to provide for the anticipated off-street parking and loading requirements in accordance with the standards of this Section.
- B. Off-street parking and loading proposals may be submitted as a part of the overall Site Plan, in accordance with the provisions of Section 8 of the Zoning Ordinance, or submitted as a separate plan.
- C. Applications for business licenses shall be reviewed to determine whether or not adequate parking and loading is provided. However, a new or relocated business that is deficient in parking may be approved if it's parking demands are similar to or less than those of the previous occupant of the commercial or industrial building. A new or relocated business with parking demands more than those of the previous occupant of a commercial or industrial building shall be reviewed under the procedures of 7.300(C).

7.300 OFF-STREET PARKING REQUIRED

- A. Off-street parking spaces shall be required of all new development in the City of Phoenix in accordance with the requirements and standards of this Section.

7. Small Car Adjustment. In parking lots containing twenty (20) or more parking spaces, up to twenty (20) percent of those spaces may be approved for compact cars by the Planning Commission. Such spaces may be reduced in size to a width of 7 1/2 feet and a depth of 15 feet. Aisle width may not be reduced. Compact spaces shall be grouped together and clearly identified by a sign permanently affixed immediately in front of each space containing the notation "COMPACT CARS ONLY", or similar wording.
8. Surfacing. All parking areas containing four or more parking spaces shall be surfaced with asphalt, concrete or similar pavement to provide a surface that is durable and dust-free and shall be constructed to provide for proper drainage of surface water.

B. Off-street parking standards for single-family and duplex residential development shall include the following, in addition to those standards listed above which may apply:

1. The driveway width for a single-family, two-family, or mobile home on a private lot shall be ten (10) feet.
2. A single-family or duplex lot fronting on a major arterial street or highway shall have an on-site turn-around to prevent backing into the flow of traffic.
3. All residential driveways, with the exception of additional areas for recreational vehicles, boats, etc., shall be paved with asphalt or concrete extending to the road pavement.
4. The access driveway of a flag lot shall not be used to meet off-street parking requirements, but shall be paved and kept open, and unobstructed.
5. Parking areas shall be designed and constructed to prevent vehicles from overhanging public walkways, public or adjacent private property, or from restricting the visibility of traffic on a public road. Curbs or wheel stops may be required by the Planning Commission.

7.500 NUMBER OF PARKING SPACES REQUIRED

- A. The table entitled "OFF-STREET PARKING REQUIREMENTS" of this Section shall provide the basis for determining the parking demand and minimum space requirements for various types of land uses. Uses not listed will be compared to the most similar listed use, in terms of parking characteristics, as determined by the Planning Commission.
- B. The figures entitled "PARKING STANDARDS" and "DESIGN GUIDELINES" shall be used as the minimum design standards for parking facilities within the City of Phoenix.

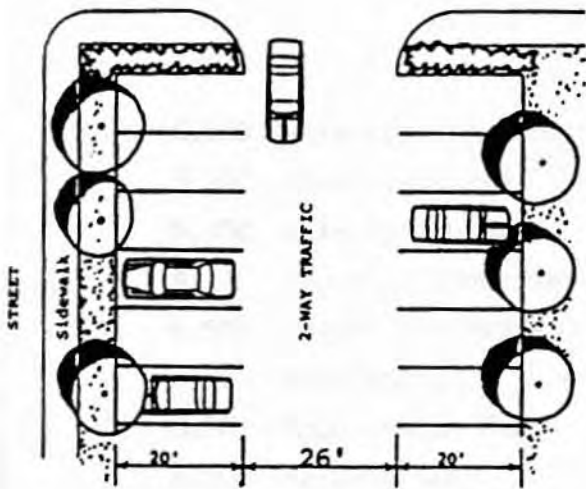
3. Improvements and surfacing of the loading space(s) shall be the same as those of the other parking areas on the property. The Planning Commission may require adjustments to established standards for good reason but, at a minimum, shall require a durable and dust free surface that is properly drained and that will prevent the tracking of mud, dirt, gravel or other materials onto public streets and highways.

7.800 RECREATIONAL VEHICLES

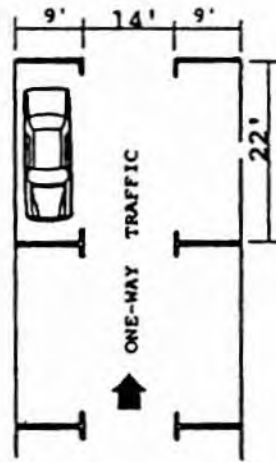
- A. The following regulations pertain to recreational vehicles parked outside recreational vehicle parks, mobile home parks, or other areas that are specifically designed for such vehicles:
 1. It shall be unlawful to occupy a recreational vehicle for sleeping or living purposes on a public street or right-of-way for any length of time within the City of Phoenix.
 2. A recreational vehicle may be parked on private property and used for sleeping and cooking purposes by guests of the residents of the premises for a period not to exceed sixteen (16) consecutive days within any three-month period of the year. Such recreational vehicle shall have self-contained sewage facilities, or the visitors shall utilize the facilities of their host's residence.
 3. 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, unless otherwise approved for such use by the City.
 4. Any unoccupied recreational vehicle that is not in use shall not be stored on any roadway or within any public right-of-way or upon any public property.
 5. A recreational vehicle shall not be used as a guest house, a caretaker's residence, nor as the 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.
 6. A recreational vehicle shall not occupy a space within an approved mobile home park unless that space has been specifically approved by the City for short-term recreational vehicle use.

OFF-STREET PARKING REQUIREMENTS

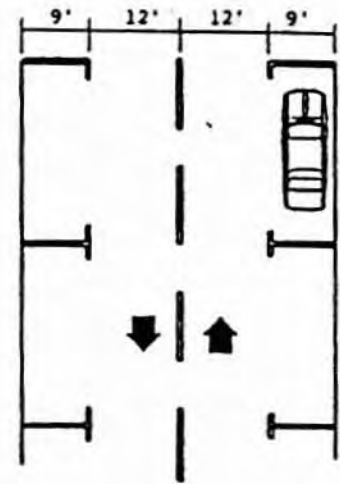
TYPE OF USE	REQUIREMENT
<u>RECREATIONAL/ENTERTAINMENT</u>	
<ul style="list-style-type: none"> ● Stadiums ● Theaters and Auditoriums ● Assembly Halls and Meeting Rooms 	<p>1 space for each 60 sq. ft. of gross floor area, or 1 space per 4 seats or 8 feet of bench length, whichever is greater.</p>
<ul style="list-style-type: none"> ● Skating Rinks ● Dance Halls ● Pool Halls ● Bowling Alleys ● Arcades 	<p>1 space for each 100 sq.ft. of gross floor area, plus one space per employee.</p>
<u>INSTITUTIONAL AND PUBLIC/QUASI-PUBLIC</u>	
<ul style="list-style-type: none"> ● Child Care Centers ● Kindergartens ● Parochial or Private Schools 	<p>1 space per employee, plus 1 space per 5 children contemplated. Minimum of 3 spaces. 1 driveway, designed for continuous flow of passenger vehicles for loading and unloading.</p>
<ul style="list-style-type: none"> ● Churches 	<p>1 space for every 4 seats or every 8 feet of bench length in the main sanctuary.</p>
<ul style="list-style-type: none"> ● Clubs and Lodges 	<p>Spaces to meet the combined requirements of the uses being conducted.</p>
<ul style="list-style-type: none"> ● Libraries ● Museums ● Art galleries 	<p>1 space for each 400 sq. ft. of floor area, plus 1 space for each employee.</p>
<ul style="list-style-type: none"> ● Hospitals 	<p>1½ spaces (rounded up) for each bed.</p>
<ul style="list-style-type: none"> ● Nursing Homes ● Homes for the aged. ● Group care homes. 	<p>1 space for each 2 beds for patients, and/or residents.</p>
<ul style="list-style-type: none"> ● Elementary or Jr. High Schools and equivalent private and parochial schools 	<p>1 space per employee, OR 1 space per 6 students at capacity, OR for each 12 ft. of bench length in the auditorium or assembly room, whichever is greater.</p>
<ul style="list-style-type: none"> ● High Schools and equivalent private and parochial schools. 	<p>1 space per employee, plus 1 space for each 6 students at capacity, OR 1 space per 4 seats or 8 ft. of bench length in the main auditorium, whichever is greater</p>
<ul style="list-style-type: none"> ● Colleges, Universities, Comc'l. adult schools, Technical, Music and art, schools, etc. 	<p>1 space for each 5 students, at classroom capacity.</p>
<ul style="list-style-type: none"> ● Welfare or Correctional Inst. 	<p>1 space for each 5 beds.</p>
<ul style="list-style-type: none"> ● Passenger Terminals (bus, rail) 	<p>1 space for each 2000 sq.ft. floor area for first 10,000 sq.ft., plus 1 space for each additional 10,000 sq.ft.</p>



RIGHT ANGLE 90 DEGREE

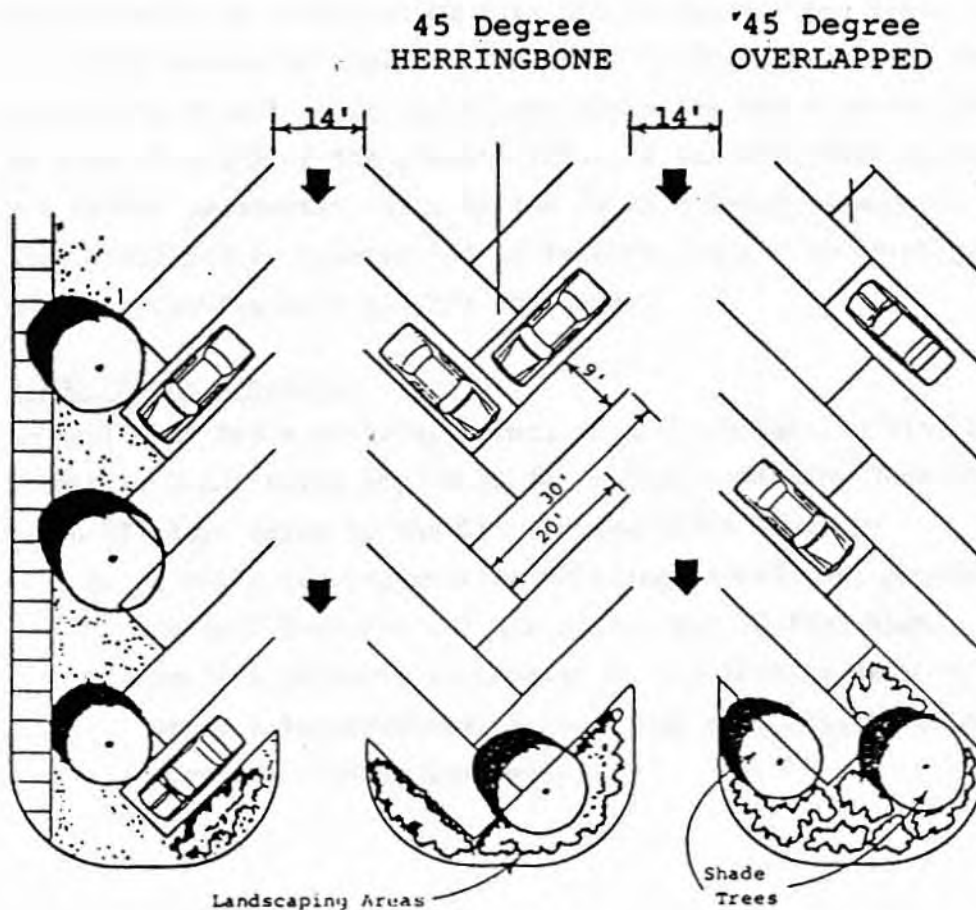


PARALLEL
(1-WAY TRAFFIC)



PARALLEL
(2-WAY TRAFFIC)

Design Guidelines



SECTION 8
SITE REVIEW

- 8.100 Site Approval Required
- 8.200 Plans Required
- 8.300 Site Review Board
- 8.400 General Standards
- 8.500 Review Procedure
- 8.600 Compliance
- 8.700 Application Fee
- 8.800 Re-Hearings
- 8.900 Appeals

8.100 Site Approval Required

No building permit shall be issued for new work or construction or reconstruction or expansion until site approval has been obtained as set forth herein. The requirements of this section do not apply to single family dwellings not to any modification which does not change the use or intensity of operation or does not increase floor area. However, the requirements do apply in the event of reconstruction, expansion or remodeling of all other structures where the new construction is valued at more than 50% of the present value of the structure as assessed on the latest assessment rolls by the Jackson County Assessor. This section shall not be interpreted to require changes to development existing on the effective date of this ordinance.

8.200 Plans Required

An applicant for a building permit that is subject to site review shall submit at least three copies of the following to the Phoenix City Hall seven (7) days prior to the Site Review Board meeting:

- A. A scale drawing showing existing structures, general topography, natural features and all trees over 12 feet high. If the project property is located in a federally defined floodplain area, a topographical contour map must also be submitted with accurate contour intervals.

- B. A Site Plan drawn to scale showing the proposed layout of all structures, including their elevations, square footage and number of units, as well as all other improvements including driveways, pedestrian walks, recreation or common areas, landscaping, fences, walls, off-street parking, loading areas and railroad tracks. The Site Plan shall indicate the location of entrances and exits and the direction of traffic flow into and out of off-street parking and loading areas, the location and size of each parking space and each loading berth, and areas for turning and maneuvering vehicles. The Site Plan shall indicate how utility service, irrigation for landscaping and drainage are to be provided. Unless exceptional circumstances exist the Site Review Board shall decide each application submitted to it at its first meeting, that is seven (7) days or more after the plans have been submitted as set forth herein.

8.300 Site Review Board

Site Plans shall be submitted to and approved by a Site Review Board which shall consist of at least three members of the Planning Commission and it shall meet on the second and fourth Mondays of each calendar month. If the Site Review Board determines that a development is large or will have a substantial impact on the city, then the determination shall be made by the Planning Commission and not by the Site Review Board.

8.400 General Standards

- A. A landscape and underground irrigation plan shall be prepared showing types, placement and sizes of plantings and all irrigation facilities which shall be subject to approval of the Site Review Board or Planning Commission, as the case may be.
- B. Parking shall not be permitted in the required setback areas, except as provided in the Parking ordinance which is Section 6 hereof.

8.500 Review Procedure

In approving an Application for a Building Permit, the Review Board or Planning Commission may impose any, all, or any part of the following conditions:

- A. Require the value of landscaping to be between 1-1 $\frac{1}{2}$ % and 5% of the total construction cost.
- B. Require view obscuring shrubbery, walls or fences along property lines and around unsightly areas such as trash and equipment storage areas.
- C. Require the retention of and clearances from specified trees, rocks, water ponds or courses and other natural features.
- D. Require the City Engineer's approval of a grading plan and/or drainage plan for the collection and transmission of drainage. All to be in accord with reasonable engineering standards.
- E. Require size, placement and grades for pedestrian and vehicle access. All to be in accordance with reasonable engineering standards.
- F. Require sidewalks, dedication of rights-of-way for streets and pedestrian ways and easements for utilities and waterways, or slopes.
- G. Restrict the height of buildings to 35 feet, if necessary for the preservation of the character of the neighborhood or for other reasons necessary for the protection of the public health, safety and welfare.
- H. Require fire hydrants either on-site or off-site with protective barricades so as to provide an adequate fire protection system for the city as necessitated by the development.
- I. Require the type and placement of lights for outdoor circulation and parking facilities.
- J. Require off-street parking to provide sufficient parking for the vehicles that will be using the premises.

8.600 Compliance

- A. Any development subject to this ordinance shall be carried out

in accordance with the approved plans and conditions imposed by the Site Review Board or Planning Commission, as the case may be, and shall be maintained in a good condition as a continuous condition of use and occupancy. Any premises subject to this ordinance that is not maintained in a good condition shall be a violation of the Zoning Ordinance and subject the owner to the penalties provided for in the Zoning Ordinance. The building official shall not grant a Certificate of Use and Occupancy or release utilities unless and until satisfied of substantial compliance with the approved plans. Any approval or permit granted pursuant to this ordinance shall be deemed automatically revoked if not used and the improvements completed within two years of the date of issuance.

- B. However, the building official may, unless otherwise directed by the Planning Commission or Site Review Board, release a temporary certificate of use and occupancy and a temporary release of utilities provided there is proof that the owner has furnished bonding and entered into a contract with a reputable installer for the completion of the landscaping and other design requirements within a specified time satisfactory to the Planning Commission or Site Review Board, as the case may be, and that there remains nothing for the owner to do prior to installation.

8.700 Cost and Application Fee

The costs for the review process are to be paid by the applicant. A non-refundable fee shall be paid to the City of Phoenix as follows:

- A. Duplexes - \$20.00 per unit.
- B. Apartments or condominiums - \$15.00 per unit.
- C. Commercial or shopping centers - the Application Fee to be determined by the City Engineer and to be an amount to cover the costs of the Plan Review and advice to the Planning Commission and Site Review Board as given by the City Engineer and his assistants.

8.800 Re-Hearings

Any conditions imposed by the Site Review Board may be reconsidered at the discretion of the Planning Commission upon written request by the applicant.

8.900 Appeals

- A. Any appeal from a decision of either the Site Review Board or Planning Commission shall be in writing and shall be filed with the City Council within fifteen (15) days after the decision of the Planning Commission or Site Review Board. Such appeal shall set forth the reasons therefor. There shall be an Appeal Fee of \$50 to cover the costs involved.
- B. A public hearing shall be scheduled before the City Council for determination of the appeal with the notice requirements to be in accord with the Zoning Ordinance. The Council may delete requirements, add to requirements or make such other determinations as it feels to be appropriate in the light of the facts produced at the public hearing.

ORDINANCE NO. 660

AN ORDINANCE AMENDING THE PHOENIX ZONING ORDINANCE NO. 506
SECTION 8.500, SITE REVIEW PROCEDURE
AND DECLARING AN EMERGENCY

WHEREAS, the Phoenix Planning Commission worked with staff to amend site review procedures, and

WHEREAS, the Phoenix Planning Commission conducted a public hearing on the amendment on December 11, 1989 and the Phoenix City Council conducted a public hearing on December 18, 1989; now, therefore,

THE PEOPLE OF THE CITY OF PHOENIX ORDAIN AS FOLLOWS:

Section 1. The Phoenix Zoning Ordinance No. 506, Section 8.500 is amended as follows:

"K. Require street improvements as necessary for the welfare and safety of traffic circulation in the City. The Board may require street improvements, bonding/letter of credit, and/or the recordation of a deferred improvement agreement."

Section 2. It is hereby adjudged that this Ordinance is necessary for the immediate preservation of the public health and safety of the people of the City of Phoenix. An emergency is declared to exist and this Ordinance shall be in full force and effect from and after the date of its passage and approval by the Mayor.

PASSED and adopted by the City Council and signed by me in authentication thereof this 18th day of DECEMBER, 1989.

APPROVED:



Otto Caster, Mayor

ATTEST:



Jerilyn Jones, City Recorder

SECTION 9

AMENDMENTS

9.100 Applications

9.101 Planning Commission Action

9.102 City Council Action

Amendments such as zone change requests, boundary changes, or other changes of any of the provisions contained herein, may be initiated by the City Council, the Planning Commission by its own motion, or by the request of a property owner.

9.100 Applications

An application by the property owner may be tendered to amend this ordinance by filing an application provided by the City to the City Recorder. This application shall contain:

- A. Name and address of the applicant.
- B. Description of the property (metes and bounds, legal description, and general description).
- C. Present and proposed zoning if appropriate.
- D. Adjacent property owner identification and land use.

9.101 Planning Commission Action

The Planning Commission shall study the proposed amendment, hold a public hearing according to O.R.S. 277.600, and, in addition, notify all adjacent property owners within 200 feet by mail seven (7) days prior to the hearing, if the proposed amendment involves a district boundary change. Failure to send a notice or failure of a property owner to receive such notice shall not invalidate the proceedings.

9.102 City Council Action

The City Council shall, upon receipt of a recommendation from the Planning Commission, hold a public hearing within sixty (60) days of the Commission action. Public hearing and notice thereof shall be the same as that prescribed for the Planning Commission, above.

At the conclusion of its public hearing, the City Council may enact an ordinance enacting the amendment or may, by motion, deny the amendment. The City Council shall render a decision within sixty (60) days of the public hearing.

SECTION 10

PLANNED DEVELOPMENT

- 10.100 Purpose
- 10.101 Permitted Uses
- 10.102 Application
- 10.103 Planning Commission Action
- 10.104 Findings Required

10.100 Purpose

To provide a development alternative which has the flexibility to allow a diversity of land use in an efficient and environmentally-sound manner.

10.101 Permitted Uses

Any land use consistent with the Comprehensive Plan designation and approved by the Planning Commission. Residential developments shall be allowed to provide a variety of housing types consistent with the density designations on the land use plan.

10.102 Application

Application shall be made in writing to the Planning Commission. The application shall provide the following:

- A. Findings of fact sufficient to meet the requirements of this Ordinance and applicable law.
- B. A description of the project and the developer's intent, including a time schedule for development.
- C. A development plan sufficient in detail to allow the Planning Commission to review and determine the adequacy of:
 - 1. landscaping
 - 2. parking
 - 3. access and internal roadways
 - 4. parking, screening and buffering
 - 5. architecture and style of buildings
 - 6. setbacks
 - 7. impact to adjacent properties

- D. Names and addresses of adjacent property owners within 200 feet.
- E. Land uses adjacent to the proposed PD
- F. Proof of ownership or interest of the applicant in the subject property.

10.103 Planning Commission Action

Within sixty (60) days from the receipt of a complete application, the Planning Commission shall hold a public hearing to consider the request, and shall:

- A. Approve the application;
- B. Approve the application with conditions;
- C. Deny the application with findings giving reasons for the denial.

By mutual consent of the applicant and the Planning Commission, a PD application may be continued beyond the 60-day period.

10.104 Findings Required

The Planning Commission shall consider and make the following findings prior to the approval of any PD application:

- A. The PD is in compliance with the Comprehensive Plan.
- B. The proposed use does not infringe on the light, air, and privacy rights of adjacent properties.
- C. The PD design is adequate to meet the parking, landscaping, buffering, and architectural intent of the Comprehensive Plan and Zoning Ordinance.
- D. The PD provides, to the fullest practical extent, mitigation measures to any adverse impact created by the development.

SECTION 11

CONDOMINIUM/UNIT OWNERSHIP REQUIREMENTS

Prior to the sale of any condominium or unit ownership residential unit, as defined in ORS 91.505, the unit must have received tentative and final plot approvals by the Planning Commission, as described in the City of Phoenix Subdivision Ordinance.

SECTION 12

REVIEW AND AMENDMENT PROCEDURES

- 12.100 Comprehensive Plan Review and Amendment Procedures
- 12.200 Plan Goals and Policies
- 12.300 Land Use Plan Map

Time evolves new conditions and factors that may alter the ability, usefulness, and credibility of a long-range plan. A plan's goals and policies represent present day attitudes, data, and technology; and therefore, the plan should have the ability to be reviewed and changed in an effective manner so as not to destroy what has been accomplished. The following processes are so designed to accomplish this concern:

12.100 Comprehensive Plan Review and Amendment Procedures

Data Inventory:

- A. Primary Responsibility: Staff
- B. Initiator: Staff
- C. Review Responsibilities: Planning Commission, Affected Agencies
- D. Final Action: City Council
- E. Procedure: Data update is a continuing process and the primary responsibility of staff to collect such data. When there is a significant influx of new data that should be incorporated within the plan, such changes should be prepared and presented by staff for review by the Planning Commission and all affected agencies. The proposal should then be forwarded to the City Council with all recommendations, modifications, and comments. Notice for public hearings shall be published once a week for two successive weeks prior to the date of the hearing in a newspaper of general circulation in the city.
- F. Frequency: Minor changes affecting only data may be initiated and acted upon at any time.

12.200 Plan Goals and Policies

- A. Primary Responsibility: Planning Commission, City Council

- B. Initiator of Amendment: Planning Commission, City Council
- C. Type of Change: Major
- D. Review Responsibility: Planning Commission, Affected Agencies
- E. Final Action: City Council
- F. Procedure: An amendment should be considered when one or more of the following conditions occur:
 - 1. New and/or updated data reflects a significant change or trend.
 - 2. A policy omitted from present plan.
 - 3. A change in community attitude or technology reflects a new or changed public need.
 - 4. Statutory or litigated changes that significantly affect plan.
 - 5. A major error or inconsistency that is in existence with present plan.
 - 6. A change in statewide planning goals and policies.

The proposed amendment shall be reviewed by the Planning Commission with respect to the statewide goals and policies and general community welfare. The Planning Commission may request a public hearing which then should be noticed by publication of public hearing for two successive weeks prior to date of said hearing in a newspaper of general circulation in the City.

The proposed amendment will then be forwarded, with all recommendations, to the City Council and affected agencies. The City Council shall then hold a public hearing, noticed as above, and a majority vote shall be required to enact the new amendment.

- G. Frequency: Changes to the goals and policies are major revisions and may be proposed at any time. At a time to be determined in 1985, and each subsequent fifth year, the plan shall be reviewed with respect to effectiveness, applicability, and community needs and attitudes.

12.300 Land Use Plan Map

Major Revision: A major revision to the map is considered to have wide-spread and significant impact beyond the immediate area of change.

- A. Primary Responsibility: Planning Commission, City Council

- B. Initiator of Amendment: Private Individual or Group, Affected Agency, Planning Commission, City Council
- C. Type of Change: Major
- D. Review Responsibility: Planning Commission, Affected Agencies
- E. Final Action: City Council
- F. Procedure: Requests for major map revisions shall be first presented to the Planning Commission. Statewide and City goals and policies shall be the primary criteria utilized for reviewing such a request. The Planning Commission may request a public hearing, in which case would be notice of public hearing published once each week for two successive weeks prior to date of hearing in a newspaper of general circulation in the City. The proposal with all recommendations will then be sent to all affected agencies for review.

The proposal will then be forwarded, with all recommendations, to the City Council. The City Council will hold a public hearing, as described above, prior to taking final action on the amendment request. A majority vote of the City Council is required to enact the amendment.

- G. Frequency: Major Land Use Plan Map revisions may be proposed at any time. Commencing in 1985 and on each subsequent fifth year, during the major Plan review, consideration for major map changes will be considered. If for compelling reasons a major map change review is warranted between the five year review process, City Council may authorize consideration and review of a proposal by majority vote.

Minor Revisions: Minor revisions to the General Land Use Plan Map are those that the property/properties in question will have little or no significant impact on the surrounding properties or beyond the immediate area.

- A. Primary Responsibility: Planning Commission
- B. Initiator of Request: Private Individual or Group, Affected Agency, Planning Commission, City Council
- C. Type of Change: Minor
- D. Review Responsibility: Planning Commission
- E. Final Action: City Council

- F. Procedure: Requests for a minor map amendment shall first be made to the Planning Commission. The Planning Commission shall hold a public hearing on the proposed Amendment. Notice for the public hearing shall be published once each week for two successive weeks prior to the hearing in a newspaper of general circulation in the City. The Planning Commission recommendations should be forwarded to the City Council, which will hold a public hearing in a procedure as described above, and render a final decision.
- G. Frequency: Minor revisions may be proposed at any time. During the month of September each year, the Planning Commission will schedule a public hearing(s) for the accumulated minor map change requests as set forth in "Procedure," with subsequent City Council action to follow. If compelling reasons for a minor map revision arise between the annual September hearings, the City Council by majority vote may approve consideration and review of the proposal as described in above "Procedure."

SECTION 13

SEVERABILITY AND PENALTY

13.100 Severability

13.200 Penalty

13.100 Severability

Provisions of this ordinance are hereby declared to be severable. If any section, subsection, paragraph, sentence, clause or phrase of this ordinance is adjudged by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of the remaining portions of this ordinance.

13.200 Penalty

Any person violating this ordinance, upon conviction thereof, shall be punished by imprisonment not to exceed thirty (30) days or by a fine not to exceed \$100 (one hundred dollars), or both.

DECLARING AN EMERGENCY. It is hereby judged and declared that existing conditions are such that this ordinance is necessary for the immediate preservation of the public peace, health, and safety, and owing to the urgent necessity for providing an adequate zoning ordinance for the City of Phoenix, an emergency is hereby declared to exist and this ordinance shall take effect and be in full force and effect immediately upon its passage.

Passed by the City Council, City of Phoenix, Oregon, this _____ day of _____, 19__.

Approved by the Major of the City of Phoenix, this _____ day of _____, 19__.

Attest: _____, City Recorder

City of Phoenix
ZONING ORDINANCE

SECTION 14
CONVERSION PLAN REGULATIONS

PURPOSE & REQUIREMENTS

All lands within the urban growth boundary of the City of Phoenix are intended for future annexation and development to urban standards and densities. In some cases, land divisions and limited development will occur prior to annexation. It is the intent of this ordinance to assure that any such land divisions will be designed to maximize the long-range urban development potential of the parcel and general area and will not preclude further divisions, development or urban use of adjacent properties. The required Conversion Plan will also assure that any development of streets or utilities will be easily integrated into the urban system when the property is eventually annexed to the City.

The applicant for any land division within the urban growth boundary of the City of Phoenix that will result in a lot or parcel smaller than ten acres is required to submit a Conversion Plan for City approval prior to application to Jackson County. Upon the City's approval of the Conversion Plan, Jackson County will accept and process the application for the subdivision, land partition or other division in accordance with its Land Development Ordinance requirements. Jackson County, in consideration of the City's recommendations, may require standards or other conditions of approval that will assure that future development and subsequent partitioning are in accordance with the City's Comprehensive Plan or other specific development plans that may be in effect for the subject area.

PROCEDURE FOR APPROVAL

Any application to Jackson County for a land division within the Phoenix urban growth boundary shall include the City's prior approval of a Conversion Plan for the entire parcel to be divided. The City's recommendation shall be made a part of the application to the County and, if not included, the application will be considered incomplete and will not be processed.

The following process shall be completed by the City of Phoenix prior to application to the County for a land division within the Phoenix UGB:

1. CONVERSION PLAN

There shall be submitted to the City of Phoenix three copies of a map, drawn to scale, at a size no smaller than 11" x 17" and in a clear black and white reproducible format. The map may be accompanied by a narrative or other documentation that cannot be easily shown on the map. The map and related documentation shall contain the following information:

- A. The date, north point, scale, and Assessor's tax lot identification.
- B. The boundaries and dimensions of the parcel to be divided.
- C. Name and address of the owner of record, person representing the owner (if applicable), and person who prepared the map.
- D. An indication of the total acreage or square footage of the parcel being divided.
- E. The County zoning district in which the property is located and the City's Comprehensive Plan designation and future zoning district, as shown on the official Zoning Map of Phoenix.
- F. Show the locations, names, pavement widths and right-of-way widths of all public streets in the vicinity of the subject property. Also show the locations, widths and purposes of any other easements on or near the property.
- G. Show the locations and sizes of any utilities, including water lines, sewer lines, storm drains, utility poles, etc., that are on or within 200 feet of the subject property.
- H. Show the outline, dimensions and specific locations of all existing structures and indicate which, if any, will be removed.
- I. In cases where the slope on any portion of the subject property exceeds ten percent, show topographic details (contour lines).
- J. Show the proposed lots that would result from the proposed land division and clearly indicate those lot boundaries and dimensions.
- K. Using dashed lines, show a proposal for the future subdivision or partitioning of the entire property to urban levels, in accordance with the City's future zoning of that property, or the density levels projected by the City's Comprehensive Plan. Those future lots shall be no smaller than allowed by the applicable zoning district, nor shall they exceed the minimum lot size requirement by more than fifty percent.
- L. Show proposed building locations, if known or planned.
- M. Show the locations of future streets, utility lines, and other

SECTION 16

HISTORIC PRESERVATION OVERLAY ZONE

- 16.100 Description & Purpose.
- 16.200 Definitions.
- 16.300 Historic Review Board.
- 16.400 Designation of Historic Buildings or Sites.
- 16.500 Exterior Remodeling of an Historic Building.
- 16.600 Demolition and Condemnation of Historic Buildings.
- 16.700 General Provisions.

16.100 DESCRIPTION & PURPOSE. It is public policy of the City of Phoenix that the protection, enhancement, perpetuation and continued use of sites and improvements of a special historical or aesthetic interest or value is in the best interests of the community. Also, the preservation of significant historic sites and buildings is a community responsibility and related implementing measures are required by the State of Oregon and by statewide planning goal #5. The purposes of this section are to:

- A. Provide for the preservation and protection of sites and improvements within the community of Phoenix that reflect or represent elements of the City's cultural, social, economic, political or architectural history;
- B. Safeguard the City's historic, aesthetic and cultural heritage as embodied and reflected in such improvements and areas.
- C. Complement the efforts of the Southern Oregon Historical Society, State of Oregon, and other organizations or individual efforts aimed at historical preservation.
- D. Foster civic pride in the beauty and accomplishments of the past.
- E. Carry out the provisions of LCDC Goal #5.

16.200 DEFINITIONS. For the purposes of this Section, the following terms are defined as follow:

- A. Alterati) The addition to, removal of or from, or physical modification or repair of, any exterior part or portion of a landmark or structures in an Historic District, including signs.
- B. Architectural Significance. To have "architectural significance", the site or structure (1) portrays the environment of a group of people in an era of history characterized by a distinctive architectural style; (2) embodies those distinguishing characteristics of an

architectural-type specimen; (3) is the work of an architect or master builder whose individual work has influenced the development of the City; or (4) contains elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.

C. Board. The word "Board" shall mean the Historic Review Board.

D. Demolish. To raze, destroy, dismantle, deface or in any other manner cause partial or total ruin of a designated landmark or structure in an Historic District or elsewhere in the community.

E. Exterior. Any portion of the outside of a landmark or building or structure, or any addition thereto. Any portion of the building that is visible from the outside.

F. Historical Significance. The structure or district (1) has character, interest or value, as part of the development, heritage or cultural characteristics of the City, State, or Nation; (2) is the site of an historic event with an effect upon society or of notable interest; (3) is identified with a person or group of persons who had some influence on society; or (4) exemplifies the cultural, political, economic, social or historic heritage of the community.

16.300 HISTORIC REVIEW BOARD. The Phoenix Planning Commission will function in the capacity of Historic Review Board, until such time as the City Council determines that a separate body is needed for this purpose. The Planning Commission will accept and schedule items of historical interest on its regular meeting agenda and act on them accordingly.

16.400 DESIGNATION OF HISTORIC BUILDINGS OR SITES.

A. All sites listed in Section VI. HISTORIC RESOURCES of the Phoenix Comprehensive Plan as (1) State of Oregon Inventory, (2) Southern Oregon Historical Society Markers, or (3) Other Significant Sites, and included on the City's Historic Inventory Map are considered to be "designated" buildings or sites in Phoenix.

B. The City Council, after recommendation by the Historic Review Board, may designate new historic buildings or sites and direct that they be included on the Historic Inventory Map. New designations shall be made through the following procedure:

(1) Upon receipt of a request to have a particular building or site designated a Site of Historical Significance, the Board shall schedule a public hearing, shall advertise the hearing in a newspaper of local distribution, and shall notify the owners of all tax lots that fall within a radius of 200 feet of the subject property by letter.

- (2) The Historic Review Board shall conduct the public hearing and provide adequate opportunity for comments from all interested parties. Any written correspondence pertaining to the issue shall also be entered into the record and considered by the Board.
- (3) The Board shall consider the proposal based on the five criteria listed as the "purposes" of this section under 16.100 and shall submit its recommendation to the City Council, along with minutes of the meeting and any additional documentation.
- (4) The City Council may conduct a public hearing or choose to agree with the findings and recommendation of the Board in lieu of a public hearing. If the City Council determines that the building or site meets the review requirements set forth in section 16.100 it may designate the building or site as "Historic".
- (5) Following designation of a new building or site, City staff shall add that building or site to the City's Historic Inventory Map in the Comprehensive Plan in accordance with the City's minor amendment procedures and schedule.
- (6) City designation of an historic site or structure shall not be interpreted as a recommendation for state, national or other formal recognition as an historic site or structure.

16.500 EXTERIOR REMODELING OF AN HISTORIC BUILDING.

- A. Before a building permit is issued for the enlargement or any exterior alteration or remodeling of any designated historic building, the applicant shall be subject to a Site Plan review in accordance with the requirements and procedures of Section 8 of the Zoning Ordinance and conducted by the Historic Review Board. If the Board determines that the proposed alterations constitute a significant change in the appearance of the building that may conflict with its original character or architectural style, the Board may schedule a public hearing in accordance with 16.400-B above.
- B. At least fourteen (14) days prior to the scheduled Site Review, the applicant shall submit three (3) copies of plans drawn to scale and showing the following:
 - (1) Architectural rendering showing the exterior appearance of the building following the remodeling or alterations.
 - (2) Floor Plans and list of materials and specifications of work to be done.
 - (3) Plans and photos or renderings of all exterior landscaping, lighting (location, direction and type) and signing.
- C. The Board shall render a decision to grant, grant with conditions, or deny the remodeling proposal. The decision shall be based on findings that pertain to the criteria listed in 16.100 of this section. Failure of the Board to act and make a decision on this request within forty-five (45) days of submittal of a complete application shall constitute approval of the plans as submitted by the applicant.

- D. All modifications or enlargements or other exterior alternations to an historic building shall include designs, materials, and finishes that are of a type that will be similar to the original design, materials or finishes and that will enhance or preserve the historic character and value of the building.
- E. Plans approved shall apply until work is completed. Any changes in approved plans shall be submitted to the City for consideration by the Board.
- F. The applicant may appeal a decision of the Historic Review Board to the City Council, if the appeal is in writing and submitted within fifteen (15) calendar days of the Board's decision.
- G. An appeal may also be made to the City Council of a Board decision by a person or persons other than the applicant, if presented in the same manner as specified in item "F" above. Building permits shall not be issued during the fifteen day appeal period.

16.600 DEMOLITION AND CONDEMNATION OF HISTORIC BUILDINGS.

- A. No historic building or other structure shall be demolished unless so authorized by the City Council. The applicant for the demolition of an historic structure shall submit the following items to the City as part of the application:
 - (1) Names and addresses of the applicant, owners of the structure, owners of the property, and other persons involved.
 - (2) Tax lot description and map showing the location of the structure within the City.
 - (3) A statement explaining the reason or reasons why the building is proposed for demolition.
 - (4) Photographs of each elevation (side) of the building with the dates the photographs were taken. One copy is sufficient.
- B. The Historic Review Board shall schedule and conduct a public hearing to consider the request and to provide opportunities for public input.
- C. The Board, in arriving at its decision, shall take into consideration at least the following criteria:
 - (1) The present state of repair of the building and the reasonableness of estimated restoration costs.
 - (2) The character of the neighborhood in which the structure is located and its influence on or importance to other historic structures.
 - (3) The City's Comprehensive Plan for the area and the importance to the community of other planned land uses.
 - (4) Alternatives to demolition, including preservation and relocation.
- D. The Board will submit its decision, recommendations, findings, and other supporting documentation to the City Council, which will

either:

- (1) Permit the building to be demolished; or
 - (2) Suspend issuance of permission to demolish for a fixed number of days not to exceed one hundred twenty (120) days from the date of application when it is determined that:
 - (a) It is in the best interests of preserving community historical values; and,
 - (b) There is reason to believe that a program or project may be undertaken which could result in public or private acquisition of the building or which could cause the building to be restored or preserved.
- E. The City Council, upon request, may extend the suspension period for an additional one hundred eighty (180) days, if there is reason to believe that a program or project may be undertaken to save the historic structure.
- F. If the suspension period has elapsed and the applicant has not withdrawn the application to demolish, then the applicant may demolish the historic building in accordance with City ordinances pertaining to demolition and public safety.
- G. If a historic building for which permission has been granted for demolition, has not been demolished within one year from the date permission was granted, then permission to demolish has become null and void and the applicant may request an extension of time for a period not to exceed six months from the date the permission becomes null and void.

16.700 GENERAL PROVISIONS.

- A. CONDEMNATION. Before the City takes any action to condemn a building or structure designated as an historic building, the Historic Review Board shall review the report of the City Council relating to the building's condition. The Board shall then provide a recommendation to the City Council prior to the Council's final decision.
- B. RECORDS OF DEMOLISHED BUILDINGS. If a designated historic building is to be demolished, the City shall first:
- (1) Attempt to gather a pictorial or graphic history of the building or site with any additional data as may be available.
 - (2) Upon permission of the owner, obtain artifacts from the building or site which it deems worthy of preservation. Such items may be submitted to the City museum or other appropriate location.
 - (3) Notify persons or agencies, such as the Jacksonville Museum, or the Southern Oregon Historical Society, who may be interested in the historical significance of the building.

C. REMOVAL OF DESIGNATION. Removal of a historic site or building from the list or Historic Inventory Map of Section VI of the Comprehensive Plan shall be subjected to the provisions of Section 16.400 and shall include public hearings, as determined by the Board.

D. SIGNS & PLAQUES. The owner of a designated historical building or site may install, or approve the installation, of an identification plaque or marker indicating the name, date, architect or other appropriate information about the property, provided that the size, materials, design, location and text of such plaque or marker is approved by the Historic Review Board.

* * *

SECTION 17
HOME OCCUPATIONS

DEFINITION

A "Home Occupation" is defined as a use conducted entirely within a residential building or within an area zoned for residential uses which is incidental and secondary to the primary residential use of the premises.

GENERAL REQUIREMENTS

- A. No person shall commence or carry on a home occupation in any residential (R) zoning district without first obtaining a conditional use permit authorizing the specific activity to take place, naming the person or persons who will be conducting the activity, and specifying any conditions attached to the granting of the permit by the Planning Commission beyond those stated herein.
- B. No conditional use permit for a home occupation shall be transferred or assigned, nor shall the permit authorize any person other than named therein to commence or carry on the occupation for which the permit was issued.
- C. Any permit issued for a home occupation may be revoked by the Planning Commission when it has been found that any condition imposed has been or is being violated, or when it has been found that the occupation is being conducted in violation of any State statute or City ordinance, in a disorderly manner, to the detriment of the public, or when the occupation is being carried out by a person other than that named on the permit.
- D. Permits shall expire one (1) year after the date of issuance, unless the applicant applies for and is granted a renewal by the Planning Commission. Provided there are no changes in the use, such application may be in the form of a letter and the Planning Commission will act on the renewal as a routine agenda item with no additional charge to the applicant. However, if the applicant proposes to alter or expand

the home occupation, such action will require a new conditional use permit application, which will be processed per Section 3 of the Zoning Ordinance.

E. A home occupation shall be conducted only in zoning districts which permit or conditionally permit such uses and shall be conducted in conformity with all of the following criteria:

1. The home occupation shall be conducted by a member or members of the family residing on the property as an incidental use to the primary residential use. No additional person or persons shall be employed.
2. The home occupation shall be conducted solely within the confines of the residential structure or its garage. No additional structures shall be constructed for the purpose of the non-residential use.
3. If the home occupation is conducted in a structure, such as a garage, that is required by the City for off-street parking or other required residential use, the home occupation shall not eliminate that required use of the space.
4. The home occupation shall not require or have utility services beyond those required for the residential use.
5. The home occupation shall not encourage customer or client visits to the dwelling that would result in neighborhood vehicular traffic levels above those levels normally generated by residential uses.
6. The electrical, plumbing, or structural elements of the dwelling shall not be significantly altered in order to accommodate the home occupation.
7. The home occupation shall not result in noise levels greater than normally found in the residential neighborhood. The Planning Commission may impose hours of operation conditions if it determines that the use of tools or other activities may in any way cause disturbance to neighbors.
8. Any temporary storage of equipment or materials that cannot be stored within a structure shall be stored only in the rear yard area and only if that area is screened from view by a solid fence or vegetative screen six feet in height.
9. The yards, landscaping and exterior of the structure(s) shall not be altered from their residential character in order to make the site appear to be a commercial or industrial business.
10. No signs whatsoever shall be allowed.

ANNEXATION

The following documents are being provided for your review and consideration.

1. ANNEXATION ORDINANCE

An ordinance establishing procedures, requirements, and fees for annexation to the City of Phoenix.

2. APPLICATION FOR ANNEXATION

A proposed format for an annexation application to include all the basic information needed to process an annexation request.

3. SITE IMPROVEMENT AGREEMENT

An agreement form between the City and an applicant which might be used for a number of applications, including annexations, site reviews, conditional use permits, home occupations, etc. It could be used whenever conditions of approval are attached.

Prepared by:
Ron Hough - City Planner

- Submitted to Planning Commission:
April 23, 1984
- Submitted to City Council:
May 7, 1984

ORDINANCE NO. _____

AN ORDINANCE ESTABLISHING PROCEDURES,
REQUIREMENTS, AND FEES FOR ANNEXATIONS
TO THE CITY OF PHOENIX

The City of Phoenix ordains as follows:

Section 1. PURPOSE. The purpose of this ordinance is to ensure that annexations are conducted in conformance with ORS Chapter 197 and the City's Comprehensive Plan; to require deposits to cover the City's initial costs of processing an application for annexation; to require an annexation fee to be paid to the City upon annexation to partially compensate the City for required capital improvements and services necessitated by the annexation; and to establish application and approval procedures and requirements.

Section 2. APPLICATION FOR ANNEXATION. No proceeding to annex any area to the City of Phoenix shall be initiated until a completed Application for Annexation and required deposit have been submitted to the City and accepted by the City Administrator. The applicant shall be the owner of record of the subject property, or his/her designated representative, as demonstrated in writing along with the owner's written consent to annexation. Separate application forms must be submitted by each property owner within the proposed annexation area, except that joint owners of the same tax lot may be included on a single application form. Signatures of all owners of record on the application form shall signify their consent to the annexation.

Section 3. FINDINGS OF FACT. Findings of fact, as required in the Application for Annexation, shall be submitted at the time of filing and shall address the entire annexation area, as proposed. Findings of fact shall address the requirements of each applicable statewide planning goal until such time as the City's Comprehensive Plan is acknowledged by the State Land Conservation and Development Commission, after which time the findings shall specifically address all appropriate sections of the Comprehensive Plan.

Section 4. ANNEXATION WITHOUT CONSENT. The City may annex an "island" area that is surrounded by, but outside of, the City of Phoenix, irrespective of consent by residents or owners of property within that area. Such an annexation shall be justified on the basis of a local documented or potential health or safety hazard, to ensure the orderly and equitable provision of public improvements, utilities and community services, to further the growth and development of the community in accordance with the City's Comprehensive Plan, or other reasons as determined by the City Council and incorporated in the findings of fact for the annexation.

Section 5. CONTRACT ANNEXATION. When determined to be a significant economic advantage to the community, or necessary for the provision of public facilities and services, the City Council may opt for a "contract" annexation. Under this procedure, the applicant is still responsible for all administrative costs, filing and annexation fees, and submittal of a completed Application for Annexation form. The applicant(s), the City of Phoenix, and Jackson County will then enter into an agreement specifying the improvements to be made, schedule for completion of the planned development, and other conditions of annexation. The annexation area will be re-zoned to the County's FA, Future Annexation, zoning district, development and improvements will occur to City standards, and the annexation will be completed following completion of the development, at which time a change to City zoning will also occur.

Section 6. ANNEXATION POLICY. In accordance with the City/County urbanization agreement of July 26, 1978, and the intent of the City to include an element of reasonableness in the process of annexation, the following policies shall be considered:

- 1) Annexation shall occur only within the officially adopted Urban Growth Boundary and shall include only areas that are contiguous to the City limits of Phoenix.
- 2) Annexation decisions shall be governed by the policies and procedures of the City and opportunities shall be provided for response by Jackson County and other affected agencies.

- 3) Urban facilities and services must be adequate in condition and capacity to accommodate the additional level of growth anticipated in the area to be annexed.
- 4) All properties annexed to the City of Phoenix shall eventually be improved to City standards, including but not limited to street improvements, curbs, gutters, storm drains, sewer and water lines, sidewalks, street lighting, and other improvements as determined to be appropriate by the City's engineer and approved by the City Council. If such required improvements are not proposed at the time of annexation, then the annexation agreement shall specify that they shall be installed at the time of partitioning, subdivision, development, or other time as approved by the City Council.
- 5) In the case of an annexation based on an existing or potential public health or safety hazard, the City may require only those improvements that will resolve the problem at the time of annexation, and may defer all other improvements until a later time, or to correspond with a future land use action as described in #4 above.
- 6) In cases where a developer is required to install public improvements of a size larger than necessary for his own development in order to provide for the orderly development of the overall area, the City may determine that difference in cost and provide for its reimbursement through proportionate charges to other developments or annexations that subsequently occur in the general vicinity and that will benefit from those improvements.

Section 7. ANNEXATION AREA PROPOSAL. The area proposed for annexation to the City of Phoenix shall be located within the Urban Growth Boundary and shall be contiguous to the City limits. Also, in order to achieve a triple-majority, as described in ORS 222.170, more than one-half of the property owners within the proposed annexation area must consent in writing, must own more than one-half of the total land area, and that land area must represent more than one-half the total assessed valuation of the total annexation area. The City Council, at the time of approval of the annexation, has the authority to adjust the boundaries of the annexation area within the limitations of this triple-majority rule.

Section 8. FILING FEE. The Application for Annexation shall be accompanied by a filing fee in the amount of five hundred dollars (\$500), which is a deposit to be used in paying all the costs incurred by the City in the processing of the annexation application, including but not limited to engineering, planning and attorney's fees, costs of publication and notification of property owners and affected agencies. The required filing fee may be adjusted by the City Administrator in accordance with the complexity and anticipated costs of processing the application. Any portion of the filing fee that is not expended will be refunded and, if the costs exceed the amount of fees collected, the applicant(s) will be required to pay the additional costs incurred.

Section 9. ANNEXATION FEE. An annexation fee based on three-quarters of a cent per square foot of land area shall be obtained from each property owner upon annexation, except that the following types of lands shall not be included in the fee determination:

- 1) Floodway areas — as delineated on National Flood Insurance rate maps;
- 2) Established and publicly-owned parklands and recreation areas, including lands within the Bear Creek Greenway;
- 3) Parklands proposed for dedication to the City for public use, and accepted in writing by the City;
- 4) Public and quasi-public lands used or reserved for the provision of utilities or community facilities or services;
- 5) Lands within dedicated street or other transportation rights-of-way.

Section 10. DEFERRAL OF FEES. The City Council may defer the filing and annexation fees in cases where the annexation is for the purpose of alleviating an existing or potential public health or safety hazard and the associated fees would result in a financial hardship for the affected property owners. In such cases, the annexation agreement shall specify when those deferred fees shall be paid. Required fees shall not be deferred for the purpose of "economic convenience", as an incentive to annex, nor to allow those funds to be used for development or other purpose.

Section 11. PUBLIC HEARINGS REQUIRED. Upon receipt of a complete Application for Annexation and required filing fees, a public hearing shall be scheduled for the City Planning Commission. This and any additional hearings, as found to be necessary by the Planning Commission shall be advertised in accordance with the City's notification procedures for public hearings. Following the hearing(s) and deliberation, the Planning Commission shall make a written report to the City Council, addressing relevant statewide planning goals and the goals and policies of the City's Comprehensive Plan, and expressing its conclusion as to the proposed annexation's consistency with those goals and policies. Upon receipt of the Planning Commission's report, the City Council shall schedule a public hearing. Notice of the hearing shall be published once a week for two successive weeks in a newspaper of general circulation in Phoenix, shall be posted for the same length of time in four public places in the City, and shall be sent to all owners of record of all tax lots, within and outside the City limits, that fall within a two-hundred foot radius of the exterior boundary of the proposed annexation area. The notification list of property owners shall be compiled from Jackson County Assessor's records or more current City files, if available, and the failure of a property owner to receive notice of the hearings shall not invalidate any action subsequently taken by the City in the matter.

Section 12. FILING AND WITHDRAWAL. It shall be the duty of the City Administrator to ensure that all records, transcripts and reports of annexations are filed as required by statute, and to take the necessary actions to withdraw the annexed areas from special service districts within the time prescribed by law and in accordance with the City Council's final decision.

PASSED by the Council and approved by the mayor this
_____ day of _____, 1984.

Mayor

ATTEST:

City Administrator

APPLICATION FOR ANNEXATION

City of Phoenix

1. APPLICANT INFORMATION
2. OWNER(S) OF RECORD INFORMATION
3. CONSULTANT, ATTORNEY, OR REPRESENTATIVE
4. COMP. PLAN DESIGNATION
5. CITY ZONING
6. ASSESSOR'S IDENTIFICATION
7. AREA/PROPERTY DESCRIPTION
8. PUBLIC IMPROVEMENTS (Check-off)
9. SPECIAL DISTRICTS (Check-off)
10. PROPERTY IDENTIFICATION MAP
11. NOTIFICATION LIST
12. LAND USE DESCRIPTION
13. ZONING (Agreement)
14. FINDINGS OF FACT
15. LEGAL DESCRIPTION
16. PUBLIC IMPROVEMENTS PLAN
17. PUBLIC IMPROVEMENTS FINANCING/SCHEDULING
18. APPLICATION FILING FEE
19. AGREEMENT & SIGNATURES

Complete application package accepted from applicant on:

Date: _____, 19____

Accepted By: _____

PUBLIC HEARING DATES:

Planning Commission: _____, 19____

City Council: _____, 19____

APPLICATION FOR ANNEXATION

— City of Phoenix —

The filing of this application, along with other related materials as required by the City, will initiate the City's procedure for the consideration of the identified lands for annexation to the City of Phoenix. Please answer each question as completely as possible.

1. APPLICANT	Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Phone: Home: _____ Business: _____
2. OWNER(S) OF RECORD (If other than the applicant)	Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Phone: Home: _____ Business: _____
3. CONSULTANT, ATTORNEY, OR OTHER REPRESENTATIVE	Name: _____ Address: _____ City: _____ State: _____ Zip: _____ Phone: _____
4. COMPREHENSIVE PLAN DESIGNATION:	_____
5. CITY ZONING MAP DESIGNATION:	_____
6. ASSESSOR'S IDENTIFICATION:	Township: _____ Range: _____, Section: _____, Tax Lot(s): _____, _____, _____, _____
7. AREA/PROPERTY DESCRIPTION:	Please use the following space to give a brief description of the property proposed for annexation, including its general location, present use, size, etc.

8. PUBLIC IMPROVEMENTS — Please check the boxes that most accurately describe the existing conditions on the subject property:

A. WATER SYSTEM

- City water system.
- Other water district lines.
- Private well.
- No water source presently available.
- OTHER: (Explain: _____)

B. SEWER SYSTEM

- City sewer system available on property.
- BCVSA sewer line available on property.
- Septic system presently being used.
- No sewer system on property.

C. STORM DRAINS

- Underground storm drain system available.
- Open ditches carry storm run-off.
- Natural creek on or adjacent to property.
- No drainage facilities.

D. PUBLIC STREETS

Subject property has frontage on:

- Paved public street or highway.
- Unimproved (not paved) public road.
- Unimproved private road.
- Right-of-way only — No existing road.
- No right-of-way for future public road access.

E. CURBS & GUTTERS

- Existing along street frontage.
- No curbs or gutters.

F. SIDEWALKS

- Existing (good condition)
- Existing (poor or deteriorating condition)
- No sidewalks

G. STREET LIGHTING

- Street light on or within 100 feet of property.
- No street light within 100 feet of property.

9. SPECIAL DISTRICTS — In which of the following special districts is the subject property located?

- Water District _____
- Irrigation District _____
- Bear Creek Valley Sanitary Authority (BCVSA)
- School District No. 4 (Phoenix-Talent)
- Fire District No. 5
- OTHERS: _____

10. PROPERTY IDENTIFICATION MAP (Attachment)

Provide Jackson County Assessor's Maps to show the specific location, identification, and dimensions of the subject property in relation to streets, highways, and adjacent properties. (Available at City Hall)

11. NOTIFICATION LIST (Attachment)

In order to comply with the legal requirements for annexations, a list of the names & addresses of all property owners within the proposed annexation area and within a 200 foot radius of the annexation area must be provided. *(This information may be partially obtained at City Hall — for those tax lots within the City limits)*

12. LAND USE DESCRIPTION

A. Describe the present use of the subject property and adjacent properties, including buildings, structures, etc. (May may be included, if helpful):

B. Describe any plans or contemplated changes in the use of the subject property following annexation:

13. ZONING

A. What is the County's present zoning classification on the subject property?

B. The City's Zoning Map determines the zoning of the property upon annexation. Do you agree with this zoning designation?

YES — I agree with the proposed City zoning.

NO — I do not agree with the proposed City zoning and this application includes a request for amendments to the City's Comprehensive Plan and Zoning Map.

14. FINDINGS OF FACT (Attachment)

It is the applicant's responsibility to prepare findings of fact and to present evidence in support thereof. Because of the extremely technical nature of this process, it is recommended that the applicant obtain assistance from an attorney or land use specialist. The applicant is further advised that, if his case is not properly presented, it could result in the annexation being overturned by the courts or by the Land Use Board of Appeals.

15. LEGAL DESCRIPTION (Attachment)

A legal description of each tax lot included in the proposed annexation area must be furnished.

16. PUBLIC IMPROVEMENTS PLAN

In accordance with the City's land development codes and standards, the applicant shall submit a "preliminary" Public Improvements Plan that shows the routing of all water, sewer, and/or storm drain lines and the extent and location on or near the property of all other public improvements that are proposed, such as street widening, curbs, gutters, sidewalks, street lighting, etc. It is suggested that this preliminary plan be prepared by a licensed engineer.

17. PUBLIC IMPROVEMENTS FINANCING & SCHEDULING

Cost estimates shall be provided for any and all proposed public improvements and a method of financing those improvements shall be presented. The applicant shall also provide a time schedule for the installation of the public improvements.

18. APPLICATION FILING FEE

At the time of filing a complete Application for Annexation, the applicant(s) shall also pay the filing fee. Unless otherwise adjusted by the City Administrator, as in the case of an unusual or difficult annexation, the filing fee shall be \$500 per property owner within the proposed annexation area. The ordinances of the City of Phoenix provide for the applicant(s) to pay all costs incurred by the City in processing the application, including engineering, planning, and attorney's fees, costs of publication/notification, and other related costs. These fees are payable by the applicant whether or not the application is granted. The filing fee is considered a deposit to go toward these costs. Any portion not used will be refunded. If the costs exceed the amount of fees collected, the applicants may be required to pay an additional amount.

The "application fees" should not be confused with the "annexation fee", which is based on three-fourths of a cent per square foot and will be included in the final annexation agreement between the applicant(s) and City.

19. AGREEMENT & SIGNATURES

The applicant agrees that, if the City becomes involved in litigation or proceedings before the LCDC or the Land Use Board of Appeals that in any way result from the applicant's application or the process of the application or the granting of this request for annexation, the applicant will pay all legal expenses incurred by the City and hold the City harmless from any loss whatsoever.

The applicant recognizes that the loyalties of the City's engineer, planner, and attorney are all to the City of Phoenix and not to the applicant. If there is a conflict between the applicant and City, these individuals will work for the best interests of the City.

I (we) confirm that all information hereby provided to the City of Phoenix is complete and accurate to the best of my (our) knowledge.

Date: _____

Date: _____

FLOODPLAIN REGULATIONS

CITY OF PHOENIX, OREGON

Sections:

- 15.38.010 Definitions.
- 15.38.011 Base flood.
- 15.38.012 Development.
- 15.38.013 Flood.
- 15.38.014 Flood Hazard Boundary Map.
- 15.38.015 Flood Insurance Rate Map.
- 15.38.016 Floodway, regulatory.
- 15.38.017 Floor, habitable.
- 15.38.018 Mobile home.
- 15.38.019 Substantial improvement.
- 15.38.025 Designation of flood areas.
- 15.38.030 Permit for development in flood area
- 15.38.035 Permit procedure.
- 15.35.040 Structural elevation data.
- 15.38.045 Regulation of structures in flood hazard areas.
- 15.38.050 Land development standards in a flood hazard area.
- 15.38.055 Additional mobile home land development standards.
- 15.38.060 Facility standards in a flood hazard area.
- 15.38.065 Land grading standards in a flood hazard area.
- 15.38.070 Appeals board.
- 15.38.075 Technical variances.
- 15.38.080 Historic variance.
- 15.38.085 Hardship variance.
- 15.38.090 Evaluation of variance applications.
- 15.38.095 Granting of variances.

- 15.38.100 Records of Variances.
15.38.105 Regulations not a guarantee.

15.38.010 DEFINITIONS.

As used in this chapter, the following words and phrases shall have the meanings ascribed to them in this chapter.

15.38.011 BASE FLOOD.

"Base flood" means inundation during periods of higher than normal streamflow, high winds, or combination thereof, that has a one percent chance of being equalled or exceeded in any given year.

15.38.012 DEVELOPMENT.

"Development" means a manmade change to improved or unimproved real estate including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavating or drilling operations.

15.38.013 FLOOD.

"Flood" means a general and temporary condition of partial or complete inundation of normally dry land areas from the overflow of surface waters, or the unusual and rapid accumulation or runoff of surface waters from any source.

15.38.014 FLOOD HAZARD BOUNDARY MAP.

"Flood Hazard Boundary Map" means an official map of the community furnished by the Federal Insurance Administration, labeled a Flood Hazard Boundary Map and delineating the boundaries of the special hazard areas.

15.38.015 FLOOD INSURANCE RATE MAP.

"Flood Insurance Rate Map" means an official map of the community furnished by the Federal Insurance Administration, labeled a

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Flood Insurance Rate Map and delineating both the zones applicable to the community.

15.38.016 FLOODWAY, REGULATORY.

"Regulatory floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the waters of a base flood.

15.38.017 FLOOR, HABITABLE.

"Habitable floor" means a floor usable for living purposes, which includes working, sleeping, eating, cooking or recreation, or a combination thereof. A floor used only for storage purposes is not a habitable floor.

15.38.018 MOBILE HOME.

"Mobile Home" means a structure, transportable in one or more sections, which is built on a permanent chassis and designed to be used with or without a permanent foundation when connected to the required utilities. It does not include recreational vehicles or travel trailers.

15.38.019 SUBSTANTIAL IMPROVEMENT.

"Substantial improvement" means any repair, reconstruction or improvement of a structure, the cost of which equals or exceeds fifty percent of the market value of the structure either before the improvement or repair is started or, if the structure has been damaged and is being restored, before the damage occurred.

15.38.025 DESIGNATION OF FLOOD AREAS.

A1 The area of this city that is within a flood hazard area as now or hereafter constituted by being shown on the Flood Hazard Boundary Map or the Flood Insurance Rate Map which is in effect as published by the Federal

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Insurance Administration shall be subject to the requirements of this chapter.

- B. Whenever sufficient data for a portion of a watercourse have been provided to permit the designation of a regulatory floodway, the city shall adopt boundaries for a regulatory floodway. The floodway designated shall be designed to carry the waters of the base flood without increasing the water surface elevation of the flood at any point more than one foot above the established base flood elevation. The area of this city within an adopted regulatory floodway shall be subject to the additional requirements of this chapter for the preservation of such floodway.

15.38.030 PERMIT FOR DEVELOPMENT IN FLOOD AREA.

- A. No person shall construct, reconstruct or install a development, install a mobile home, or divide land in a flood hazard area unless a permit has been received for the work. Except for improvement of an existing structure which is less than substantial as determined by the building official, no permit shall be issued unless the work will be reasonably safe from flooding and otherwise complies with this chapter and other ordinances.
- B. The value of work shall not be included in determining whether or not a permit application is for a substantial improvement if it is the minimum work required to comply with state or local health, sanitary or safety codes.
- C. If the improvement of an existing structure is determined to be less than substantial, it shall comply with the same requirements as for a substantial improvement, except that compliance with regulations found to

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be unreasonably burdensome according to standards adopted by the city council shall be waived.

- D. Before granting a permit required by this section, the city manager shall determine that other permits have been obtained that are required by federal or state law.

15.38.035 PERMIT PROCEDURE.

- A. Before submitting an application for a permit required by Section 15.38.020, the applicant shall review the best available information on flood conditions affecting the land. The city shall keep on file in the office of the city manager the best information known to the city manager. If the applicant has access to additional information and can establish its reliability, the city manager may permit its use, providing the information is not in conflict with data provided by the Federal Insurance Administration. The applicant shall use the information in preparing the application and to demonstrate compliance with the requirements of this chapter.
- B. Once base flood elevation data are available and until a regulatory floodway has been adopted, the application shall show that the proposed development, when combined with other existing uses and potentially allowed development, will not increase the water surface elevation of the base flood more than one foot above the established base flood elevation at any point in the flood hazard area.
- C. Once a regulatory floodway is adopted for the area, instead of compliance with Section 15.38.0258, the application shall show that

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the development will not encroach within the regulatory floodway in a manner that would cause an increase in flood levels during a period of base flood discharge.

- D. When a proposed development includes an alteration or relocation of a watercourse, the application shall describe a program of watercourse maintenance, in addition to describing the nature of the alteration or relocation. Upon issuing a permit involving watercourse alteration or relocation, the city engineer shall notify the officials of an adjacent upstream or downstream city or county and the State Department of Land Conservation and Development that the permit has been issued. Evidence of the notification also shall be submitted to the Federal Insurance Administration.

15.38.040 STRUCTURAL ELEVATION DATA.

- A. An application for a building permit for a new or substantially improved structure or for a mobile home installation permit shall contain the following data referenced to mean sea level:
1. The level of the lowest habitable floor and of any basement floor whether or not intended to be habitable;
 2. The level to which the structure is to be floodproofed, if applicable.
- B. A statement shall accompany the elevation data noting whether or not the structure contains a basement.
- C. The information required by this section shall be maintained in the files.

15.38.045 REGULATION OF STRUCTURES IN FLOOD HAZARD AREAS.

- A. If a building or other structure is constructed or substantially improved or a mobile home

- is installed in a flood area, it shall be:
1. Designed and adequately anchored to prevent flotation, collapse or lateral movement of the structure;
 2. Constructed with materials and utility equipment resistant to flood damage;
 3. Constructed by methods and practices that minimize flood damage.
- B. The lowest habitable floor, and any basement floor whether or not the basement is intended to be habitable, of a new or substantially improved residential structure and the floor of a newly installed mobile home shall be elevated at least one foot above the base flood level shown on the Flood Insurance Rate Map, unless a greater height is required to comply with subsection E2 of this section. However, subject to the requirements of Section 15.38.055, the floor level of a mobile home installed on a site existing on March 1, 1982, may be at a lower level if compliance is not practical as determined by the building official.
- C. Unless the lowest floor elevation, including a basement floor, is one foot above the base flood elevation, a newly constructed or substantially improved nonresidential structure shall be designed so that the structure is substantially impermeable to the passage of water and otherwise floodproofed, at least to a level two feet above the base flood level. The structural components shall have the capacity of resisting hydrostatic and hydrodynamic loads and effects of buoyancy.
- D. When floodproofing is utilized for a structure, a registered engineer or licensed architect shall certify that the floodproofing

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method is adequate to withstand the flood depths, pressures, velocities, impact and uplift forces and other factors associated with the base flood and otherwise conforms to the floodproofing standards of the State Structural Speciality Code in effect at the time of construction.

E. A newly constructed or substantially improved structure in a 'A' zone of a flood hazard area shall comply with the following additional requirements:

1. The space below the lowest floor shall be free of obstructions or be constructed with a breakway wall designed to collapse under stress.
2. The enclosed space shall not be used for human habitation.
3. Fill shall not be used for structural support of the building.
4. The structure shall be elevated on adequately anchored pilings or columns, and securely anchored to the piles or columns so that the lowest portion of the structural members of the lowest floor is elevated to or above the base flood level.
5. A registered engineer or licensed architect shall certify that to withstand velocity waters, the structure has been anchored securely to adequately anchored pilings or columns.

F. Unless the site on which a mobile home is to be installed is above the base flood level, a mobile home or an addition to a mobile home shall be anchored to resist flotation, collapse and lateral movement as follows:

1. Over-the-top ties shall be provided at each of the four corners of the mobile home, with two additional ties per side at intermediate locations, except that a mobile home that is less than fifty feet long need have only one additional tie per side.
2. Frame ties shall be provided at each corner of the home with five additional ties per side at intermediate points, except that a mobile home less than fifty feet long need have only four additional ties per side.
3. All components of the anchoring system, including ties, shall be capable of carrying a force of four thousand eight hundred pounds.

15.38.050 LAND DEVELOPMENT STANDARDS IN A FLOOD HAZARD AREA.

- A. In addition to compliance with Sections 15.38.055 and 15.38.060, a subdivision or other new land development within a flood hazard area shall be designed and constructed to minimize flood damage, including special provisions for adequate drainage to reduce exposure to flood hazards.
- B. A land development which will alter or relocate a watercourse shall be designed, constructed and maintained to retain the flood-carrying capacity of the watercourse.
- C. A subdivision proposal or other proposed new land development greater than either fifty lots or five acres shall include data showing the base flood elevation.

15.38.055 ADDITIONAL MOBILE HOME LAND DEVELOPMENT STANDARDS.

- A. Except in the locations described in subsection B of this section, a site for a mobile home that is in a flood hazard area shall comply with the following:
 1. The mobile home stand on a site shall be elevated on compacted fill or on pilings so that the floor of the mobile home will be one foot above the base flood elevation level.
 2. Adequate surface drainage shall be provided.
 3. Access for a hauler shall be provided.
 4. If the mobile home stand is elevated on pilings, the stand

shall be large enough to permit steps. Piling foundations shall be placed in stable soil no more than ten feet apart and lateral reinforcement shall be provided for pilings extending more than six feet above ground level.

- B. Provisions of subsection A of this section are not applicable to a mobile home site in an existing mobile home park or in an existing subdivision which by deed restriction limits the use of lots to the installation of mobile homes, provided that continuously since prior to October 19, 1981, the site has had the following improvements:
1. It abuts a roadway suitable for all-weather travel.
 2. It has been leveled to permit a mobile home installation.
 3. Connections to a water supply and sewage disposal system exist on the site.
- C. A site for a mobile home also shall comply with subsection A of this section if it is in an existing mobile home part which has, after October 19, 1981, undergone repairs, reconstruction or improvements on streets, utilities and pads that cost at least fifty percent of the value of the streets, utilities and pads before construction.
- D. The placement of a mobile home in the regulatory floodway is prohibited. However, a site existing within a mobile home park may be used, provided that prior to October 19, 1981, the site has had the improvements described in subsection B of this section, or prior to the date the regulatory floodway was designated, the site has had such improvements and has been otherwise approved as complying with the standards of subsection A of this section. A mobile home installed on such site shall be a single-wide unit with wheels and tongue in place.

15.38.060 FACILITY STANDARDS IN A FLOOD HAZARD AREA.

- A. A public utility or facility associated with a subdivision or other new land development within a flood hazard area shall be designed, located and constructed to minimize or eliminate flood damage and to avoid raising the water elevation in a regulatory floodway.

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- B. A new replacement water supply system shall be designed, located and constructed to minimize or eliminate infiltration of floodwaters into the system.
- C. A new or replacement sanitary sewage system shall be designed, located and constructed to minimize or eliminate infiltration of floodwaters into the system and discharges from the system into the floodwaters.
- D. An on-site septic tank system or other individual waste disposal system shall be located to avoid impairment or contamination during flooding.

15.38.065 LAND GRADING STANDARDS IN A FLOOD HAZARD AREA.

- A. When required by the building official, the application for a grading or excavation permit shall be accompanied by two sets of plans or specifications and other supporting data considered necessary to act on the application.
- B. After review of a grading or excavation permit application, the application shall be denied if it is determined that:
 1. The proposed excavation, filling or other grading does not comply with Section 15.38.055B and a regulatory floodway has not been designated that is applicable to the area;
 2. The proposed excavation, filling or other grading will raise the water elevation in a designated floodway.

15.38.070 APPEALS BOARD.

The Appeals Board shall be the City Council unless a different board is designated by the City Council. An appeal may be made when a person believes there is an error in any requirement, decision, or determination of the City Engineer or Building Official in the enforcement or administration of this Chapter. An application may be made to the Appeals Board for a variance as provided by Sections 15.38.075 through 15.38.085.

15.38.075 TECHNICAL VARIANCES.

A technical variance for hardship relief from the requirements of Sections 15.38.045B and 15.38.055A1 of this Chapter may be granted for new construction and for improvements to existing structures which could not otherwise be authorized, provided

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the construction or improvements are to be erected or installed on a parcel of land of one-half acre or less in size, contiguous to and more or less surrounded by lots with existing structures constructed below the minimum floor elevation established for flood protection purposes. A parcel of land in excess of the one-half acre that is in one ownership on October 19, 1981, is not excluded from the granting of a technical variance, but the justification required for issuing a variance increases as the size of the property under one ownership increases and shall be granted only if required to equalize circumstances, considering previously developed land adjacent to the parcel for which a variance could be sought.

15.38.080 HISTORIC VARIANCE.

A variance for historic preservation may be granted for the reconstruction, rehabilitation or restoration of a structure listed on the National Register of Historic Places or the State Inventory of Historic Places.

15.38.085 HARDSHIP VARIANCE.

A hardship variance as described in Section 15.38.075 or as necessary to protect an owner's constitutional right to use property shall be granted upon finding all of the following:

- A. There is a good and sufficient cause due to no fault of the applicant;
- B. Failure to grant the variance would result in exceptional hardship to the applicant;
- C. The variance is the minimum necessary, considering the flood hazard, to afford relief.

15.38.090 EVALUATION OF VARIANCE APPLICATIONS.

In reviewing an application for a variance, the Appeals Board shall consider technical evaluations, standards specified in other sections of this Chapter, other relevant factors and each of the following:

- A. The danger that materials may be swept onto other lands to the injury of others;
- B. The danger to life and property due to flooding or erosion damage;

- C. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
- D. The importance of the services provided by the proposed facility to the community;
- E. The necessity to the facility of a waterfront location, where applicable;
- F. The availability of alternative locations, not subject to flooding or erosion damage, for the proposed use;
- G. The relationship of the proposed use to the area floodplain management program;
- H. The safety of access to the property in times of flood for ordinary and emergency vehicles;
- I. The expected height, velocity, duration, rate of rise and sediment transport of the floodwaters expected at the site;
- J. The costs of providing governmental and utility services during and after flood conditions including maintenance and repair of public utilities and facilities such as sewer, gas, electrical and water systems, streets and bridges.

15.38.095 GRANTING OF VARIANCES.

- A. If the findings warrant, the Appeals Board may grant a variance, providing the variance shall not result in increased flood heights, additional threats to public safety or extraordinary public expense.
- B. An applicant to whom a variance is granted shall be given written notice that the structure is permitted. The notice shall designate the elevation of the lowest floor compared to the base flood elevation and shall advise the applicant that the cost of flood insurance will be commensurate with the increased risk resulting from any reduced floor elevation authorized by the variance.
- C. Such conditions may be attached to the granting of a variance as the appeals board deems necessary to further the purpose of this chapter.

15.38.100 RECORDS OF VARIANCES.

The building official shall maintain the records of actions on appeals and variance applications and shall report variances to the Federal Insurance Administration upon request.

15.38.105 REGULATIONS NOT A GUARANTEE.

The degree of flood protection afforded by the provisions of this Chapter is considered reasonable for regulatory purposes and is based upon engineering and scientific methods of study. Larger floods than those anticipated by these provisions may occur on occasion or the flood height may be increased by human or natural causes, such as log jams or bridge openings restricted by debris. The identification of areas subject to flooding pursuant to the provisions of this chapter does not imply that lands outside such areas will be free from flooding or flood damage. This chapter shall not create liability on the part of the City or any officer or employee thereof for any flood damages that result from reliance on the provisions or designations of this chapter or any administrative decisions lawfully made thereunder.

ORDINANCE NO. 642

AN ORDINANCE AMENDING THE PHOENIX ZONING ORDINANCE NO. 506
BY ADDING A SECTION 18, BUFFERING AND SCREENING REQUIREMENTS
AND DECLARING AN EMERGENCY

WHEREAS, the Phoenix Planning Commission worked with staff to refine the city's Commercial Zoning Districts, including a new Commercial Highway District for some parcels along South Pacific Highway, evaluated the need to rezone some land in this area R-3 to meet requirements of HB 2259, and make needed corresponding changes to the Comprehensive Plan and Zoning Maps throughout 1987, and

WHEREAS, the Phoenix Planning Commission conducted public hearings on the draft districts and plan and zone changes in February, March, and November 1987, and

WHEREAS, the new C-H, Commercial Highway Zoning District provides for some heavy commercial uses and automobile oriented uses as well as some light industrial uses, and

WHEREAS, the Phoenix Planning Commission has also considered the potential for land use conflicts between zoning districts in several parts of the city from August to November 1987, considered ways to reduce these conflicts through special buffering and screening requirements in addition to setbacks between zoning districts, and conducted a public hearing to accept additional public comments on November 23, 1987, now, therefore,

THE CITY OF PHOENIX ORDAINS AS FOLLOWS:

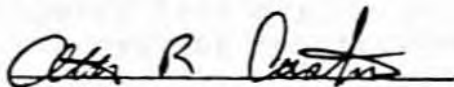
Section 1. The Phoenix Zoning Ordinance No. 506 is amended by adding a new Section 18, Buffering and Screening Requirements, which is attached and by this reference incorporated herein as Exhibit "A" and which is hereby made effective in the City of Phoenix from and after the effective date of this Ordinance.

Section 2. It is hereby adjudged that this Ordinance is necessary for the immediate preservation of the public health and safety of the people of the City of Phoenix. An emergency is declared to exist and this Ordinance shall be in full force and effect from and after the date of its passage and approval by the Mayor.

Passed and adopted by the City Council and signed by me in authentication thereof this 4 day of January, 1988.

APPROVED:

ATTEST:


Mayor


City Recorder

ORD 642

EXHIBIT "A"

PHOENIX ZONING ORDINANCE

SECTION 18 - BUFFERING AND SCREENING REQUIREMENTS

Section 18.100 - Purpose

To reduce the impacts of noise, dust, commercial and industrial activities and other uses that may reduce land use compatibility on adjacent conforming uses which are of a different type, buffering and screening will be required along boundaries between different zoning districts. The property owner is responsible for the establishment and maintenance of buffering and screening in accord with the requirements of this section unless the use in the abutting zoning district has already provided said buffering and screening in compliance with the standards of this section.

Section 18.200 - Buffering and Screening Requirements

A. A buffer consists of a horizontal distance from between the building's foundation and property line which may only be occupied by screening, utilities and landscaping materials. The standard buffering distance between various zoning districts is identified in the buffer area requirements in the Buffer Matrix in Section 18.300. The distances in the buffer matrix are in addition to the yard setback requirements and landscaping requirements, unless they can be waived or reduced as provided in this section.

B. Within the buffer areas screening is required and may consist of:

1. At least one (1) row of deciduous or evergreen trees or a mixture of each, not less than ten (10) feet high or 1-1/2" caliper in size at time of planting, and spaced not more than fifteen (15) feet apart for columnar type trees and 30 feet for round headed trees, and at least one (1) row of evergreen shrubs spaced not more than five (5) feet apart which will grow to form a continuous hedge at least five (5) feet in height within five (5) years of planting, with lawn, garden, low growing evergreen shrubs, evergreen ground cover or vegetable or rock mulch covering the balance of the property.

2. A masonry wall at least five (5) feet in height along the property line may be substituted for the buffering and screening requirements.

C. When the following situations exist, the buffering and screening may be reduced or eliminated or alternative means of providing the desired screening may be instituted.

1. Existing Screening. If the abutting use has provided buffering in compliance with this section, buffering and screening need not be provided along the abutting boundary.

2. Arterial or Collector Street. In cases where a proposed land use is separated from an abutting zone by an arterial or collector street, the buffering and screening along this common boundary may be reduced or waived.

3. Solar Access. When it is demonstrated that required screening will shade south facing walls or roofs on-site or off-site on December 21st between the hours of 9 a.m. and 3 p.m., alternative means of screening may be proposed.

4. Alternative Plan. In lieu of these standards, the owner may prepare a detailed plan and specifications for landscaping and screening, including plantings, fences, walls, walks and other features designed to afford the degree of needed buffering. Such plans and specifications shall be submitted to the Planning Commission for review and approved, found consistent with the purposes of this section.

Section 18.300 - Buffer Matrix

Numbers in the matrix refer to distance in feet.

<u>ZONING DISTRICT OF PROPOSED USE</u>	<u>ZONING DISTRICT OF ABUTTING USE</u>									
	R-1	R-2	R-3	M-X	C-1	C-T	C-H	L-I	I	BCG
R-1	0	0	0	10	10	10	10	20	30	10
R-2	0	0	0	10	10	10	10	20	30	10
R-3	0	0	0	10	10	10	10	20	30	10
M-X	10	10	10	0	10	10	10	20	30	10
C-1	10	10	10	10	0	0	0	10	20	10
C-T	10	10	10	10	0	0	0	10	20	10
C-H	10	10	10	10	0	0	0	10	20	10
L-I	20	20	20	20	10	10	10	0	10	20
I	30	30	30	30	20	20	20	10	0	30
BCG	10	10	10	10	10	10	10	20	30	0