



Community & Economic Development Department
220 N. Main Street / P.O. Box 330
Phoenix, Oregon 97535
(541) 535-2050

STAFF REPORT & DECISION

File: SP24-03, Type II Site Design Review

Location: 72, 100, 112 and 124 Northridge Terrace; 38-1W-09BA-1800, 1900, 2000, 2200

Land Use District: High Density Residential (R-3)

Date Notice of Application mailed: July 12, 2024

Date of Decision: August 16, 2024

I. APPLICANT

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1175 E Main St Ste 2E
Medford, OR 97504

II. OWNER INFORMATION

Esteban Gonzalez
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Central Point, OR 97502



III. PROJECT INFORMATION

The proposal is for an apartment complex with 28 dwelling units. Prior to 2020, this tract was developed with three multi-family buildings according to assessor records.

A. Surrounding Land Uses:

North: Residential (UR-30)

South: Residential (UR-30)

East: Residential (UR-30)

West: Residential (UR-30)

B. Comprehensive Plan Land Use Designation: Residential

C. Property Zoning: High Density Residential (R-3)

IV. COMPLIANCE WITH APPLICABLE CRITERIA

Overall, the application on review met applicable submittal criteria and PLDC development standards.

In order to approve the request, findings must be made showing consistency with all applicable criteria. The Applicant submitted a narrative addressing the standards and criteria of Chapters 2.2, 3.1-3.9, 3.12, and 4.2 along with a preliminary site plan. The applicant submitted a general narrative describing the project, providing findings, site plan, elevations and other preliminary documents for City consideration. PLDC approval criteria for Site Design Review in relation to the Applicant's submittal are summarized in the staff report and addressed in detail in the findings that follow.

CHAPTER 2 – LAND USE DISTRICTS

Chapter 2.2 – Residential Districts (R-1, R-2, R-3, HO)

2.2.1 – Purpose

A. Intent:

4. *The R-3 High Density Residential zone mandates a minimum density of 12 units per acre. At this density, single-family detached development is unlikely, giving way instead to common wall (townhouse/rowhouse) and multi-family projects which are more likely to include shared parking and common open space.*

Table 2.2.2. Development Standards in Residential Zones				
Residential Density	R-1	R-2	R-3	Notes
Minimum units per acre	5.5	8	12	Density is calculated on a project scale and is "net" (calculated after ROW dedication)
Maximum units per acre	8	30	None	Density calculations may be rounded on sites larger than one acre
Minimum area per unit	1000	750	500	Primary dwelling unit, measured in conditioned square feet.
Setbacks				
Primary Structure	R-1	R-2	R-3	
Front Minimum	15	10	10	See 2.2.4 for additional setback details
Front Maximum	30	20	20	
Front-Side	10	10	10	Street-facing side yard on corner lots
Side	5	4	4	
Rear	10	5	5	May be combined for zero-lot-line SF-D in all zones
				May be reduced to 5' for alley garage in R-1
Accessory Structures	R-1	R-2	R-3	See 2.2.8.I.
Front	20	20	20	No accessory structures permitted in front (incl. front-side) of primary structure constructed after adoption of this Code. Accessory structures may be permitted on lots where a pre-existing primary structure has a setback of more than twice the minimum.
Front-Side	10	10	10	
Side	3	3	3	Note - Structural/Fire Codes may require increased setbacks depending on construction type.
Rear	3	3	3	
Garage/Carport Face facing public ROW	20	20	20	Attached or Detached, all zones. Measure from garage door or equivalent for carports.
Alley Garage/Carport	5	5	5	Garage or carport is required for all new SF-D, all zones.
Maximum Lot Coverage, all structures	50%	60%	75%	See 2.2.5. See definition and graphic.
Maximum Height	35	45	None	See 2.2.5. See definition and graphic.
Permitted, Conditional and Non-Permitted Uses/Structures				
Residential	R-1	R-2	R-3	
Single Family Detached	P	P	P	Side setbacks combined; structure abuts lot line on one side
SF-D zero lot line	P	P	P	
Single Family Attached	P	P	P	See 2.2.9.D
Condominium	P	P	P	See ORS Chapter 100
Accessory Dwelling Unit (ADU)	P	X	X	See 2.2.9.A.
Manufactured Home (on individual lot)	P	P	X	See 2.2.9.B.
Manufactured Home Park	P	P	P	See 2.2.9.C.
Duplex, Triplex, Fourplex	P	P	P	See 2.2.9.D.
Multi-family	P	P	P	See 2.2.9.E.

FINDING: The subject tract is zoned R-3 and is 1.02 acres according to County mapping data. As proposed, there are 28 dwelling units; -or- 27 units per acre. Multi-family structures (apartment buildings) are proposed, and are permitted in the R-3 zone. The setback provisions of this section cannot be met with property lines as currently platted. Page 2 of the Applicant's Narrative indicates that the tract is to be consolidated into one parcel. As a condition of approval, prior to issuance of building permits, the applicant shall make application for a lot consolidation with Community & Economic Development, upon approval, a copy of the Recorded Replat will be submitted to Community & Economic Development. **The standards are met with conditions.**

2.2.7 – Building and Site Orientation

- A. *Purpose. The following standards are intended to orient buildings close to streets to promote human-scale development, slow traffic down, and encourage walking in neighborhoods. Placing residences and other buildings close to the street also encourages security and safety by having more "eyes on the street."*
- B. *Applicability. This Section applies to single-family attached townhouses that are subject to Site Design Review (3 or more attached units); multi-family housing; neighborhood commercial buildings; and public and institutional buildings, except that the standard shall not apply to buildings that do not receive the public (e.g., buildings used solely for storage or for housing mechanical equipment, and similar uses.)*
- C. *Building orientation standards. All developments subject to this subsection shall be oriented toward a street when the lot is of sufficient size to allow for this. The building orientation standard is met when all of the following criteria are met:*

1. *Compliance with the setback standards in Table 2.2.2.*
 2. *The primary façade of the primary structure shall be built parallel to the principal frontage line to the maximum extent possible.*
 3. *All buildings shall have their primary entrances oriented toward the street. Multi-family and neighborhood commercial building entrances may include entrances to individual units, lobby entrances, or breezeway/courtyard entrances (i.e., to a cluster of units or commercial spaces). Alternatively, a building may have its entrance oriented to a side yard when a direct pedestrian walkway is provided between the building entrance and the street in accordance with the standards in Chapter 3.2 – Access and Circulation. In this case, at least one entrance shall be provided not more than 20 feet from the closest sidewalk or street.*
 4. *Parking shall be located in the rear of the building unless lot configuration makes this impracticable. If parking is not located in the rear, it shall be located on the side of the building. Side parking shall be set back 20 feet from the street right-of-way and screened from view with landscaping.*
- D. Off-street parking**
1. *Off-street vehicular parking shall be provided as required in Chapter 3.4...*
 - ...3. *A three-foot or wider path that is physically separated from the driveway shall be provided from the sidewalk to the front door.*
 4. *On-street parking available along the frontage lines that correspond to each lot may be counted toward up to 50% of the parking requirement of the building on the lot for common-wall and multifamily residential uses exceeding ten units per acre, and for Accessory Dwelling Units.*
 5. *Parking shall be accessed by an alley or rear lane, when such are available. Parking may be accessed from the primary or secondary frontage by means of a driveway for all single family detached lots/structures.*
 6. *Within all common-wall and multifamily developments, a minimum of one (1) bicycle rack place shall be provided for every 10 vehicular parking spaces.*
 7. *Open shared parking areas shall not be located in the front setback, excepting driveway aprons and access aisles. Garages accessed from the street may be accessed directly from the street; shared parking areas shall be accessed from a common driveway.*

FINDING: (B) The proposal is for multi-family housing, therefore the provisions of this section apply. (C)(1) All setbacks can be met subject to conditions of approval. (2) Sheet A1.1 indicates the primary façade of the primary structure to be oriented parallel to the frontage line. (3) Primary entrances are oriented to the street. (4) Due to unusual (narrow) lot dimensions, parking is located in the side yard. (D)(1) Off-street parking standards of Chapter 3.4 are met, and have been addressed in separate findings herein below. (3) The site plan shows a physically separated path extending from the public sidewalk to the front entrances. (4) on-street parking is neither proposed nor required. (5) An alley or rear lane is not present to potentially serve this development. (6) Bicycle parking standards of Chapter 3.4 are met, and have been addressed in separate findings herein below. (7) Open parking areas are proposed in the side setback. **The standards are met with conditions.**

2.2.8 – Architectural Standards

- A. *Purpose. Architectural standards are intended to encourage detailed, human-scale design and afford the flexibility to use a variety of building styles.*
- B. *Applicability. This section applies to all of the following types of buildings and shall be applied during Site Design Review:*
 1. *Single-family attached townhouses that are subject to Site Design Review (three or more attached units);*
 2. *Multi-family housing;*
 3. *Public and institutional buildings; and*

4. *Neighborhood commercial and mixed-use buildings.*
- C. *Standards. All buildings subject to this section shall comply with all of the following standards. The graphics provided with each standard are intended to show examples of how to comply. Other building styles and designs can be used to comply so long as they are consistent with the text of this section. An architectural feature (i.e., as shown in the graphics) may be used to comply with more than one standard.*
1. *Building Form. The continuous horizontal distance of individual buildings, as measured from end-wall to end-wall, shall not exceed 80 feet. All buildings shall incorporate design features such as offsets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building surfaces, as shown in the above figure. Along the vertical face of a structure, such features shall occur at a minimum of every 40 feet, and on each floor shall contain at least two of the following features:*
 - a. *Recess (e.g., deck, patio, courtyard, entrance or similar feature) that has a minimum depth of four feet;*
 - b. *Extension (e.g., floor area, deck, patio, entrance, or similar feature) that projects a minimum of two feet and runs horizontally for a minimum length of four feet; and/or*
 - c. *Offsets or breaks in roof elevation of two feet or greater in height.*
 2. *Eyes on the Street. All exterior walls visible from a street right of way shall provide doors, porches, balconies, windows, and/or other architectural features. A minimum of 60 percent of front (i.e., street-facing) elevations, and a minimum of 30 percent of side and rear building elevations, as applicable, shall meet this standard. Percent of elevation is measured as the horizontal plane (linear feet) containing doors, porches, balconies, terraces, and/or windows. The standard applies to each full and partial building story.*
 3. *Detailed Design. All buildings shall provide consistency in architectural design treatment along all exterior walls (i.e., front, rear and sides). Detailed design shall be provided by using at least three of the following architectural features on all elevations, as appropriate for the proposed building type and style (may vary features on rear/side/front elevations):*
 - a. *Dormers*
 - b. *Gables*
 - c. *Recessed entries*
 - d. *Covered porch entries*
 - e. *Cupolas or towers*
 - f. *Pillars or posts*
 - g. *Eaves (min. 6-inch projection)*
 - h. *Off-sets in building face or roof (minimum 16 inches)*
 - i. *Window trim (minimum 4-inches wide)*
 - j. *Bay windows*
 - k. *Balconies*
 - l. *Decorative patterns on exterior finish (e.g., scales/shingles, wainscoting, ornamentation, and similar features)*
 - m. *Decorative cornices and roof lines (e.g., for flat roofs)*
 - n. *An alternative feature providing visual relief, similar to options “a”–“m.”*

FINDING: (B) The provisions of this section are applicable because the proposal is for multi-family housing. (C)(1) The Elevations (Sheets A1.3-A6.1) show that buildings feature end walls no greater than 80' broken by covered stairwells. Building facades include balconies, and various other horizontal and vertical interruptions to the flat plane. The roofs are broken up by the incorporation of gables and extended eave lines. (2) Exterior walls feature a combination of doors, porches, balconies, windows and other architectural features that meet the required minimum percentages. (3) The proposed buildings provide consistency in design through the use of gables, recessed entries, posts, eaves, building and roof offsets, window trim and balconies. (4)

Repetition of residential facades is reduced through the use of multi-family buildings of different size and color. **The standards are met.**

2.2.9 – Special Standards for Certain Uses

This Section supplements the standards contained Sections 2.2.1 through 2.2. 8. It provides standards for the following land uses in order to control the scale and compatibility of those uses within the Residential District:

E. Multi-family housing. Multi-family housing means housing that provides more than three dwellings on an individual lot (e.g., multiplexes, apartments, condominiums, etc.). New multi-family developments shall comply with all of the following standards:

- 1. Building Mass Supplemental Standard. The maximum width or length of a multiple family building shall not exceed 150 feet (from end-wall to end-wall).*
- 2. Common open space standard. Inclusive of required setback yards, a minimum of 20 percent of the site area shall be designated and permanently reserved as common open space in all multiple family developments. The site area is defined as the lot or parcel on which the development is planned, after subtracting any required public land dedication and public and private streets. Sensitive lands and historic buildings or landmarks open to the public and designated by the Comprehensive Plan may be counted toward meeting the common open space requirements.*
- 3. Private open space standard. Private open space areas shall be required for ground-floor and upper-floor housing units based on all of the following standards:*
 - a. All ground-floor housing units shall have front or rear patios or decks measuring at least 48 square feet. Ground-floor housing means the housing unit entrance (front or rear) is within 5 feet of the finished ground elevation (i.e., after grading and landscaping);*
 - b. All upper-floor housing units shall have balconies or porches measuring at least 48 square feet. Upper-floor housing means housing units that are more than 5 feet above the finished grade;*
 - c. Private open space areas shall be oriented toward common open space areas and away from adjacent single-family residences, trash receptacles, parking and drives to the greatest extent practicable; and*
- 4. Exemptions. Exemptions may be granted when these developments are within a quarter mile (measured walking distance) of a public park and there is a direct, accessible (i.e., Americans With Disabilities Act-compliant), and maintained pedestrian trail or sidewalk between the site and the park. An exemption shall be granted only when the nearby park provides an active recreation area such as a ball field, children's play area, sports court, track, or similar facility.*
- 5. Trash receptacles. Trash receptacles and recycling areas shall be oriented away from adjacent residences and shall be screened with a solid masonry wall not less than 6 feet in height.*

FINDING: (1) As shown on the elevations, the building mass does not exceed 150ft because it is interrupted by covered stairwells. (2) Sheet A1.2 indicates over 15,000ft² of Common Open Space is proposed. (3) Sheet A1.2 indicates 50 square feet of open space per unit. (5) The site plan shows trash receptacles being oriented away from residences; the narrative indicates that these areas will feature enclosures meeting the requirements of this section. **The standards are met.**

CHAPTER 3 – DESIGN STANDARDS

Chapter 3.2 – Access and Circulation

3.2.2 - Vehicular Access and Circulation

- C. Traffic Study Requirements. The City or other agency with access jurisdiction may require a traffic study prepared by a licensed traffic engineer to determine access,*

circulation, and other transportation requirements. (See also, Chapter 3.5.2 – Transportation Standards.)

FINDING: Staff has reviewed the threshold standards of Chapter 3.5 in separate findings herein below, and finds that a Traffic Impact Study is not required for this project – being essentially a reconfiguration of multi-family residential development lost to the Alameda Drive Fire. **The standard is met.**

- D. *Conditions of Approval. The City or other agency with access permit jurisdiction may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, Access and Circulation installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street and highway system. Access to and from off-street parking areas shall not permit backing onto a public arterial or collector street.*
- E. *Access Options.*
1. *When new vehicle access is required for development, access shall be provided by one of the following methods (a minimum of 10 feet per lane is required). These methods are options to the developer/subdivider, unless one method is specifically required by Chapter 2 (i.e., under “Special Standards for Certain Uses”).*
 - b. *Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., shared driveway). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.*
If it is not possible to provide access by one of the above methods, access may be provided from a public street adjacent to the development parcel. If possible, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing standards in Sections F and H, below. Owner/developer may be required to create a common access easement to allow joint use of a driveway, parking area, or other circulation as a condition of development approval...
- F. *Access Spacing. Access to and from off-street parking areas shall not permit backing onto a public street, with the exception of single-family driveway with access onto local streets only. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:*

Table 6: 3.2.2.F – General Driveway/Intersection Spacing Standards

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

1. *Minimum driveway spacing is measured from the edge of the driveway at the curb line to the edge of the next driveway at the curb line. Driveway separation from public street intersections is measured from the nearest edge of the driveway at the curb line to the intersecting street right-of-way.*
2. *If a development is unable to meet the access spacing standards in Subsection F, above, then the driveway must be as far from the other driveway or street intersection as possible. The Planning Commission shall require, at a minimum,*

that driveways be located outside the functional area of the intersection, even if such a distance would be greater than that set forth in the above table.

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

FINDING: (E)(1) As shown on Sheet A1.1, the proposed driveways measure 20ft and ~25ft in width and will connect to Northridge Terrace. This is a public street that the City Transportation System Plan classifies as a 'Local' road. (F) As configured, the proposed driveway will not facilitate backing onto the public street, and there is over 300ft between the nearest driveway and Highway 99. (G) Two access points are proposed and are acceptable for multi-family development. As a condition of approval, prior to issuance of building permits, the applicant shall obtain a City encroachment permit for the construction of the two driveways. **The standard is met with conditions.**

- J. Driveway Openings. Driveway openings shall be the minimum width necessary to provide the required number of vehicle travel lanes (10 feet for each travel lane). The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians:...*
 - ... 3. Multiple family uses with more than eight dwelling units, and off-street parking areas with 16 or more parking spaces, shall have a minimum driveway width of 24 feet, and a maximum width of 30 feet. These dimensions may be increased if the Planning Director determines that more than two lanes are required based on the number of trips generated or the need for turning lanes.*
 - 5. Driveway Aprons. Driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive. Driveway aprons shall conform to ADA standards for sidewalks and pathways, which require a continuous route of travel that is a minimum of three feet in width, with a cross slope not exceeding two percent.*

FINDING: As shown on Sheet A1.1, the proposed driveways measure 20ft and ~25ft in width and will connect to Northridge Terrace. As a condition of approval, the applicant shall provide a revised site plan showing both driveways developed to a minimum width of 24ft. As a condition of

approval, prior to issuance of certificate of occupancy, driveways shall be installed in accordance with the approved site plan, driveway aprons shall be constructed to conform with ADA standards for sidewalks and pathways shall be installed. **The standard is met with conditions.**

- K. *Fire Access and Parking Area Turn-arounds . Parking areas shall provide adequate aisles or turn-around areas for public safety, service, and delivery vehicles so that all vehicles may enter the street in a forward manner. (The City's Fire Chief may exempt turn-around requirements for fire trucks if compliance with the Fire Code is maintained.) For requirements related to cul-de-sacs, please refer to Chapter 3.5.2 – Transportation Standards, Section M.*

FINDING: Fire District #5 has reviewed the application, no changes to access/parking have been called for. However the District has provided separate conditions that will need to be addressed prior to issuance of building permits. **The standard is met.**

- M. *Vision Clearances. The vision clearance setback shall be measured from curb line or where no curb line exists, from edge of pavement. No signs, structures, or vegetation in excess of three feet in height shall be placed in vision clearance areas, as shown below. The Planning Director may increase the minimum vision clearance area upon finding that more sight distance is required (i.e., due to Police Department requirements, traffic speeds, roadway alignment, topography, etc.).*

FINDING: The proposed development involves the creation of a driveway, which requires a vision clearance triangle of 15ft. A review of the site plan (Sheet A1.1) and landscape plan (Sheet L0.0) indicate there are no vertical obstructions in the required vision clearance area. **The standard is met.**

- N. *Construction. The following development and maintenance standards shall apply to all driveways and private streets:*
1. *Surface Options. Driveways, parking areas, aisles, and turn-arounds may be paved with asphalt or concrete surfacing. Paving surfaces shall be subject to review and approval by the Building Official.*

FINDING: As shown on Sheet A1.1, all drive aisles, parking areas and sidewalks are proposed to be surfaced with asphalt or concrete. As a condition of approval, the applicant shall provide a revised site plan showing both driveways developed to a minimum width of 24ft. As a condition of approval, prior to issuance of certificate of occupancy, driveways shall be installed in accordance with the approved site plan, driveway aprons shall be constructed to conform with ADA standards for sidewalks and pathways shall be installed. **The standard is met with conditions.**

3.2.3 - Pedestrian Access and Circulation

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

- b. *Safe and convenient. Bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.*
- c. *For commercial, industrial, mixed use, public, and institutional buildings, the primary entrance is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance...*
- 3. *Connections within Development. For all developments subject to Site Design Review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable. Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.*
- 4. *Pathways shall have adequate lighting for safety purposes. The City may require lighting as a condition of development review.*

FINDING: (1) The pathway system extends throughout the development site and connects to adjacent properties as shown on the site plan. (2) The proposed pathways provide for reasonably direct, straight-line travel and, are reasonably free from hazards (crosswalks are shown to connect pathways where needed to span drive aisles). (3) The proposed site plan shows pathways connecting to all building entrances (4) Pathway lighting is shown on Sheet A1.2. **The standard is met.**

- B. *Design and Construction. Pathways shall conform to all of the standards in 1-5:*
 - 1. *Vehicle/Pathway Separation. Where pathways are parallel and adjacent to a driveway or street (public or private), they shall be raised six inches and curbed, or separated from the driveway/street by a five-foot minimum strip with bollards, a landscape berm, or other physical barrier. If a raised path is used, the ends of the raised portions must be equipped with curb ramps.*
 - 2. *Crosswalks. Where pathways cross a parking area, driveway, or street, they shall be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping. An example of contrasting paving material is the use of a concrete crosswalk through an asphalt driveway. If painted striping is used, it shall consist of thermo-plastic striping or a similar type of durable application. Crosswalks on state highway facilities shall be developed in coordination with the Oregon Department of Transportation (ODOT), shall be designed to state standards, and may require an Intergovernmental Agreement (IGA) to address maintenance responsibilities.*
 - 3. *Pathway Surface. Pathway surfaces shall be concrete, asphalt, brick/masonry pavers, or other durable surface, at least six feet wide, and shall conform to ADA requirements. Multi-use paths shall be the same materials, at least 10 feet wide. (See also Chapter 3.5.2 – Transportation Standards for public, multi-use pathway standard.)*
 - 4. *Accessible routes. Pathways shall comply with the Americans with Disabilities Act, which requires accessible routes of travel.*

FINDING: (1) The site plan shows that pathways are proposed in some areas that are adjacent to a driveway or street. As a condition of approval, prior to issuance of certificate of occupancy, all pathways parallel and adjacent to a driveway or street shall be installed with elevation or separation in compliance with PLDC § 3.2.3(B)(1). (2) The proposed site plan shows one pathway to cross a parking area. As a condition of approval, prior to issuance of certificate of occupancy, the pathway crossing the parking area must be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping. If painted striping is used, it shall consist of thermo-

plastic striping or a similar type of durable application. (3) The site plan shows pathways are to be 5 feet in width; a minimum pathway width of 6' is required. As a condition of approval, prior to the issuance of building permits, the applicant shall provide a revised site plan that identifies all pathways as being 6' wide (or greater). As a condition of approval, prior to issuance of certificate of occupancy, the pathways shall be installed according to the revised site plan and surfaced in accordance with PLDC § 3.2.3(B)(3). (4) Pathways will be reviewed at time of building permits to ensure compliance with ADA standards. As a condition of approval, prior to issuance of building permits, the pathways must be reviewed and approved by the City Building Official to verify compliance with the Americans with Disabilities Act. **The standards are met with conditions.**

3.3.3 - New Landscaping

- A. *Applicability. This Section shall apply to all developments requiring Site Design Review, and other developments with required landscaping.*
- B. *Landscaping Plan Required. A landscape plan is required. All landscape plans shall conform to the requirements in 4.2.5 – Site Design Review Application Submission Requirements, Section B.5 (Landscape Plans). All landscape and irrigation plans must be reviewed and approved by the Planning Director, unless the conditions of the project specifically require Planning Commission approval.*
- C. *Landscape Area Standards. The minimum percentage of required landscaping equals:*
 - 1. *Residential Districts. 20 percent of the site.*
 - 2. *City Center District. 10 percent of the site.*
 - 3. *Commercial Districts. A minimum of 20 percent of the site shall be landscaped.*
 - 4. *Industrial Districts. 20 percent of the site.*
- D. *Landscape Materials. Landscape materials include trees, shrubs, ground cover plants, non-plant ground covers, and outdoor hardscape features, as described below:*
 - 1. *Natural Vegetation. Natural vegetation shall be preserved or planted where practicable.*
 - 2. *Plant Selection. A combination of deciduous and evergreen trees, shrubs, and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions. As necessary, soils shall be amended to allow for healthy plant growth.*
 - 3. *Non-native, invasive plants, as per Chapter 3.3.2 – Landscape Conservation, Section B, shall be prohibited.*
 - 4. *Hardscape features, such as patios, decks, plazas, etc., may cover up to 20 percent of the required landscape area; except in the City Center District where hardscape features may cover up to 50 percent of the landscape area. Swimming pools, sports courts, and similar active recreation facilities may not be counted toward fulfilling the landscape requirement.*
 - 5. *Non-plant Ground Covers. Bark dust, chips, aggregate or other non-plant ground covers may be used, but shall cover no more than 20 percent of the area to be landscaped. Coverage is measured based on the size of plants at maturity or after two years of growth, whichever comes sooner.*
 - 6. *Tree Size. Trees shall have a minimum caliper size of 1.5 inches at DBH or greater, or be six feet or taller, at time of planting.*
 - 7. *Shrub Size. Shrubs shall be planted from 5-gallon containers or larger.*
 - 8. *Ground Cover Size. Ground cover plants shall be sized and spaced so that they grow together to cover a minimum of 75 percent of the underlying soil within three years.*
 - 9. *Significant Vegetation. Significant vegetation preserved in accordance with Chapter 3.3.2 – Landscape Conservation may be credited toward meeting the minimum landscape-area standards. Credit shall be granted on a per square foot basis. The Street Tree standards of Chapter 3.3.4 – Street Trees may be waived when trees preserved within the front yard provide the same or better shading and visual quality as street trees would otherwise provide.*

10. *Storm Water Facilities. Storm water facilities (e.g., detention/retention ponds and swales) shall be landscaped with water tolerant, native plants.*

FINDING: (A) The application is for a Site Design Review, therefore this section is applicable. (B) The applicant has submitted a detailed landscape and irrigation plan that provides all information required by 4.2.5. (C) The applicant narrative indicates that 54% of the subject property will be used for landscaping and open space. (D) The landscape plan shows a mix of trees, shrubs, ground cover plants, non-plant ground covers, and outdoor hardscape features as shown on Sheet L1.1. The trees and shrubs meet the minimum size specifications. As a condition of approval, prior to issuance of certificate of occupancy, the applicant shall install landscaping in accordance with the approved landscape plan. **The standards are met with conditions.**

E. Landscape Design Standards.

All yards, parking lots, and required street tree planter strips shall be landscaped in accordance with the provisions of this Chapter. Landscaping shall be installed with development to provide erosion control, visual interest, buffering, privacy, open space, shading, and wind buffering, based on the following standards:

1. *Yard Setback Landscaping. Landscaping shall satisfy the following criteria:*
 - a. *Use shrubs and trees as windbreaks, as appropriate;*
 - b. *Retain natural vegetation, as practicable;*
 - c. *Define pedestrian pathways and open space areas with landscape materials;*
 - d. *Provide focal points within a development, such as signature trees (i.e., large or unique trees), hedges and flowering plants;*
 - e. *Use trees to provide summer shading within common open space areas, and within front yards when street trees cannot be provided;*
 - f. *Use a combination of plants for yearlong color and interest;*
 - g. *Use landscaping to screen outdoor storage and mechanical equipment areas, and to enhance graded areas such as berms, swales, and detention/retention ponds.*
 - h. *If the applicant is able to prove that the view shed is impaired, the shrubs may be used instead of trees.*
2. *Parking areas. A minimum of eight percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or ground cover plants. "Evenly distributed" means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. At a minimum, one tree per five parking spaces total shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces. All landscaped areas shall have minimum dimensions of eight feet by 19 feet and all tree wells shall have minimum dimensions of four feet by four feet to ensure adequate soil, water, and space for healthy plant growth. Trees planted within parking areas shall be a minimum of 2-inch caliper trees, unless the landscape plan includes a dense planting of varying sized trees.*

FINDING: (1) The proposed Landscape Plan provides a diverse assortment and distribution of trees, shrubs and ground cover. (2) Staff has reviewed Sheet L0.0, the parking area perimeter features 50% landscaping. There are 20 exposed parking stalls and 15 parking area trees proposed. Landscape islands have been provided to ensure rows of not more than 12 contiguous spaces. **The standards are met.**

3. *Buffering and Screening Required. Buffering and screening are required under the following conditions:*
 - b. *Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas, and Automobile-Oriented Uses. All mechanical equipment, outdoor storage and manufacturing, and service and delivery areas, shall be screened from view from all public streets and Residential districts.*

FINDING: Staff was unable to locate mechanical equipment on the site plan. As a condition of approval, prior to the issuance of building permits, the applicant shall provide a revised site plan that identifies the location of all mechanical equipment and the design of the required mechanical equipment buffering/screening. As a condition of approval, prior to the issuance of certificate of occupancy, the applicant shall install mechanical screening in accordance with the revised site plan. **The standard is met with conditions.**

3.3.4 – Street Trees

Street trees shall be planted for all developments that are subject to Land Division or Site Design Review. Requirements for street tree planting strips are provided in Chapter 3.5.2 – Transportation Standards. Planting of unimproved streets shall be deferred until the construction of curbs and sidewalks.

- B. *Caliper Size. The minimum caliper size at planting shall be 1.5 inches at DBH, based on the American Association of Nurserymen Standards.*
- C. *Spacing and Location. Street trees shall be planted within existing and proposed planting strips, and in sidewalk tree wells on streets without planting strips. Street tree spacing shall be based upon the type of trees selected and the canopy size at maturity. In general, trees shall be spaced no more than 30 feet apart, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers.*
- D. *Soil Preparation, Planting, and Care. The developer shall be responsible for planting street trees, including soil preparation, ground cover material, staking, and temporary irrigation for two years after planting. Street trees shall be planted after the house is finished. The developer shall also be responsible for street tree care (pruning, watering, fertilization, and replacement as necessary) during the first two years after planting. The lot or parcel landscaping shall be completed within six months of occupancy. If the lot or parcel is to be landscaped by the developer, the developer shall have the option of having an account for landscaping which would allow the home owner to decide on types of vegetation.*
- E. *Assurances. The City shall require the developer to provide a performance and maintenance bond in an amount determined by the City Planner, to ensure the planting of the trees and care during the first two years after planting...*

FINDING: The multi-family project is subject to Site Design Review, therefore, Street Trees are required. The Landscape Plan shows street trees are proposed, and the Applicant's Narrative indicates they will be installed as a condition of approval. As a condition of approval, prior to issuance of certificate of occupancy, the applicant shall plant Street Trees in accordance with the approved Landscape Plan. (B) Street Tree Caliper size is to be a minimum of 1 and 1/2" as shown on Sheet L1.0 (C & G) The landscape plan shows Street Trees are to be planted at 30ft intervals. (D) Details on ongoing plant care have not been provided in the application. As an ongoing condition of approval, for a period of two (2) years following initial planting, the applicant shall be responsible for planting the street trees, including soil preparation, ground cover material, staking, irrigation, pruning, fertilization and replacement as necessary. **The standard is met with conditions.**

Chapter 3.4 – Vehicle and Bicycle Parking

3.4.3 – Vehicle Parking Standards

- A. *Number of Spaces Required.* The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 3.4.3.A.
- B. *Parking Location and Shared Parking.*
 - 1. *Location.* Vehicle parking is allowed only on approved parking shoulders (streets), within garages or carports (no temporary or tarp carports are allowed), or on driveways or parking lots that have been developed in conformance with this code. Specific locations for parking are indicated in Chapter 2 for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). (See also, Chapter 3.2 – Access and Circulation).
- C. *Maximum Number of Parking Spaces.* The number of parking spaces provided by any particular use in ground surface parking lots shall not exceed the required minimum number of spaces provided by this Section by more than 5%.
- D. *Parking Stall Standard Dimensions and Compact Car Parking.* All off-street parking stalls shall be improved to conform to City standards for surfacing, stormwater management, and striping. Standard parking spaces shall conform to the dimensions in Figure 3.4.3.E.
- E. *Disabled Person Parking Spaces.* The following parking shall be provided for disabled persons, in conformance with the Americans with Disabilities Act. Disabled parking is included in the minimum number of required parking spaces in Section A, above.

FINDING: (A) Per recent changes to state law (OAR 660-012-0440), the City is no longer permitted to require parking within one-half mile of ‘frequent transit corridors.’ Therefore, this subsection is not enforceable. (B) Parking/maneuvering areas are proposed, and are located as required by Chapter 2. (C & E) The proposed use is a ‘*multi family use*,’ with 28 2-bedroom units. 2-bedroom units call for 1.75 spaces. Therefore, the maximum parking spaces, including ADA parking spaces, would be forty-nine (49). The applicant proposes forty-five (45) parking spaces. (D) All parking stalls have been reviewed for compliance with the dimensional requirements of this section. As a condition of approval, prior to certificate of occupancy, drive aisles and parking areas will be inspected to ensure they meet standards for surfacing, stormwater management and striping. **The standard is met with conditions.**

3.4.4 – Bicycle Parking Requirements

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

- A. *General Bicycle Parking Requirement.* Bicycle parking shall be provided for all new multiple family residential developments (4 units or more), commercial, industrial and institutional uses, in the following manner:
 - 1. *The minimum number of required bicycle parking spaces is listed in Table 3.4.4.*

FINDING: Multifamily dwellings containing four or more dwelling units require 1.1 spaces per dwelling unit. There are two (2) multi-family buildings proposed, each contains 4 units or more. Because 28 dwelling units are proposed, this calls for 31 bicycle parking spaces; 25% (8 spaces) are to be for short-term use, and 75% (23 spaces) are to be for long-term use. The applicant narrative indicates that thirty-four (34) bicycle parking spaces are proposed. As a condition of approval, prior to issuance of certificate of occupancy, bicycle parking shall be installed in accordance with the approved Site Plan. **The standard is met with conditions.**

Chapter 3.5 – Street and Public Facilities Standards

3.5.2 – Transportation Standards

- A. *No Development shall occur unless the development has frontage or approved access to a public street, in conformance with the provisions of Chapter 3.2 – Access and Circulation, and the following standards are met:*
1. *Streets within or adjacent to a development shall be improved in accordance with the Transportation System Plan and the provisions of this Chapter.*
 2. *Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this Section, and public streets shall be dedicated to the applicable city, county or state jurisdiction;*

FINDING: (1 & 2) The subject tract has frontage on Northridge Terrace, a public street under the jurisdiction of the City. Northridge Terrace has been improved with curb, gutter and sidewalks. **The standards are met.**

4. *The purpose of this subsection is to coordinate the review of land use applications with roadway authorities and to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule, which requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities. The following provisions also establish when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; the required contents of a Traffic Impact Analysis; and who is qualified to prepare the analysis.*
5. *When a Traffic Impact Analysis is Required. The City or other road authority with jurisdiction may require a Traffic Impact Analysis (TIA) as part of an application for development, a change in use, or a change in access. A TIA shall be required where a change of use or a development would involve one or more of the following:*
 - a. *A change in zoning or a plan amendment designation;*
 - b. *The road authority indicates in writing that the proposal may have operational or safety concerns along its facility(ies);*
 - c. *An increase in site traffic volume generation by 200 Average Daily Trips (ADT) or more;*
 - d. *An increase in peak hour volume of a particular movement to and from a street or highway by 10 percent or more; or*
 - e. *An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day;*
 - f. *The location of an existing or proposed approach or access connection does not meet minimum spacing or sight distance requirements or is located where vehicles entering or leaving the property are restricted, or such vehicles are likely to queue or hesitate at an approach or access connection, creating a safety hazard;*
 - g. *A change in internal traffic patterns may cause safety concerns; or*
 - h. *A TIA is required by ODOT pursuant with OAR 734-051.*

FINDING: (4) City of Phoenix is the roadway authority of Northridge Terrace, accordingly, this application has been noticed to Public Works and the City Engineer. (5) A traffic impact study has not been required by the City because the proposed multi-family development does not reach any of the thresholds listed above. Prior to 2020, the subject tract was developed with 12 multi-family dwellings. Low Rise multi-family dwelling units generate 6.74 average daily trips each; an increase of 16 dwelling units would result in 107.84 increased average daily trips. **The standards are met.**

Chapter 3.6 – Signs

3.6.3 - Applicability and Exemptions

Sign Permit Required. All signs visible from the public right-of-way or private areas accessible to the public within the City of Phoenix shall be subject to the provisions of this Chapter.

FINDING: The application submittals indicate a business sign will be proposed. As an ongoing condition of approval, signage will be subject to separate review, as prescribed by PLDC Chapter 3.6. **The standard is met with conditions.**

Chapter 3.8 – Storm and Surface Water Management Standards

3.8.1 – Purpose and Applicability

- B. Applicability. No permit for construction of new development or tenant improvements that result in impervious cover greater than 500 square feet within the city and urban growth boundary shall be issued until effects on stormwater management are evaluated. The level of review varies according to the affected area:*
- 3. 5000+ square feet. A comprehensive stormwater study that conforms to the stormwater management manual shall be submitted for approval.*
 - 4. Areas smaller than 500 square feet may require review, and a greater level of review for properties between 500 and 4999 square feet may be necessary when the site is identified as having especially sensitive conditions, including but not limited to wetlands and steep slopes.*

FINDING: (3) According to the applicant's engineer, the proposed site design plan does not include the development of more than 5,000 square feet of new impervious surface. As the Phase II Permit holder for the City of Phoenix, Rogue Valley Sewer Services indicates that Stormwater Management will not be required for redevelopment that does not involve a net increase of 5,000 square feet of impervious surface area. **The standard is met.**

Chapter 3.9 – Erosion Prevention and Sediment Control

3.9.1 – Applicability and Purpose

- B. Applicability. An erosion prevention and sediment control plan shall be required and approved by the city engineer under any of the following circumstances:*
- 2. Prior to Site Design Review, in accordance with Chapter 4.2 – Development Review and Site Design Review.*
 - 3. Prior to approval of any building or grading permit that results in: a. Disturbance of 500 square feet or more of land surface.*
- Nothing in this Section shall relieve any person from the obligation to comply with the regulations or permits of any federal, state, or local authority.*

FINDING: The proposed development includes the disturbance of more than 500 square feet of land surface and requires Site Design Review in accordance with Chapter 4.2. As the Phase II Permit holder for the City of Phoenix, processing of erosion control permits for properties over 1 acre in size shall be administered and approved by Rogue Valley Sewer Services prior to onsite construction or the disturbance of any land surface. Approval of the required 1200cn Permit meets the standards of this section. As a condition of approval, prior to construction, the applicant shall provide a copy of a 1200cn (erosion control) Permit approved by Rogue Valley Sewer Services. **The standard is met with conditions.**

Chapter 3.12 – Outdoor Lighting

3.12.3 – Lighting area classifications

Different types of land uses, activities, and operations require different levels of ambient lighting. Lighting zones are hereby determined according to the land use district in which a particular property is located. Table 3.12.3 defines lighting area classifications by land use district map designation and describes each lighting zone in terms of its purpose and suitability for certain types and intensities of outdoor lighting.

3.12.7 – Standards for residential lighting.

- A. *General Requirements. For residential properties including multiple family residential properties not having common areas, all outdoor luminaires shall be fully shielded, 100% cutoff and shall not exceed the allowed lumen output in Table G, row 2.*
- B. *Exceptions.*
 - 1. *One partly shielded or unshielded luminaire at the main entry, not exceeding the allowed lumen output in Table G row 2.*
 - 2. *Any other partly shielded or unshielded luminaires not exceeding the allowed lumen output in Table G row 3.*
 - 3. *Low voltage landscape lighting aimed away from adjacent properties and not exceeding the allowed lumen output in Table G row 4.*
 - 4. *Shielded directional flood lighting aimed so that direct glare is not visible from adjacent properties and public and private streets and pedestrian ways and not exceeding the allowed lumen output in Table G row 5.*
 - 5. *Open flame gas lamps.*
 - 6. *Lighting installed with a vacancy sensor, where the sensor extinguishes the lights no more than 15 minutes after the area is vacated, provided that the luminaire is shielded, 100% cutoff.*
 - 7. *Lighting exempt per Section 3.12.5.*
- C. *Requirements for Residential Landscape Lighting.*
 - 1. *Shall comply with Table G.*
 - 2. *Shall not be aimed onto adjacent properties.*

FINDING: The applicant's narrative indicates that the parking areas will feature Outdoor Lighting that includes 16' high light standards with lights covered to preserve the night sky. As an ongoing condition of approval, all outdoor luminaires will remain fully shielded, 100% cutoff and feature lumen values consistent with the illumination standards of PLDC § 3.12.7. **The standard is met with conditions.**

CHAPTER 4 – APPLICATIONS AND REVIEW PROCEDURES

Chapter 4.2 – Development Review and Site Design Review

4.2.5 – Site Design Review Application Submission Requirements

- A. *All of the following information is required for Site Design Review application submittal:*
 - 2. *Proposed site plan. The site plan shall contain the following information, if applicable:*
 - a. *North arrow and scale*
 - b. *The proposed development site, including boundaries, dimensions, and gross area;*
 - c. *The name and address of project designer, engineer, surveyor, and/or planner, if applicable.*
 - d. *The location, size, and species of trees having a 2" diameter that are proposed to be removed or modified by the development;*
 - e. *The location and dimensions of all proposed public and private streets, drives, rights of-way, and easements;*
 - f. *The location and dimensions of all existing and proposed structures, utilities, pavement, and other improvements on the site. Setback dimensions for all existing and proposed buildings shall be provided on the site plan;*
 - g. *The location and dimensions of entrances and exits to the site for vehicular, pedestrian, and bicycle access;*
 - h. *The location and dimensions of all parking and vehicle circulation areas (show striping for parking stalls and wheel stops, as applicable);*

- i. Pedestrian and bicycle circulation areas, including sidewalks, internal pathways, pathway connections to adjacent properties, and any bicycle lanes or trails;
- j. Loading and service areas for waste disposal, loading, and delivery;
- k. Outdoor recreation spaces, common areas, plazas, outdoor seating, street furniture, and similar improvements;
- l. Location, type, and height of outdoor lighting;
- m. Location of mail boxes, if known;
- n. Location of bus stops and other public or private transportation facilities.

FINDING: The proposed site plan provides all the required information listed above. The proposal meets -or can meet with conditions of approval- the provisions of § 4.2.5. **The standard is met with conditions.**

4.2.6 – Site Design Approval Criteria

The Planning Director shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application:

- A. *The application is complete, as determined in accordance with Chapter 4.1 – Types of Applications and Review Procedures and Chapter 4.2.5 – Site Design Review Application Submission Requirements, above.*

FINDING: The applicant's proposal was deemed complete on July 12, 2024. **The standard is met.**

- B. *The application complies with the all of the applicable provisions of the underlying Land Use District (Chapter 2), including: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses;*

FINDING: The applicant's proposal meets or can meet with conditions of approval the provisions of the underlying Land Use District (Chapter 2). **The standard is met with conditions.**

- C. *The applicant shall be required to upgrade any existing development that does not comply with the applicable land-use district standards, in conformance with Chapter 5.3 – Non-Conforming Uses and Developments;*

FINDING: The applicant's proposal is located on vacant land. Chapter 5.3 – Non-Conforming Uses and Developments does not apply to this property. All proposed development meets the current zoning code regulations or can meet with conditions of approval. **The standard is not applicable.**

- D. *The application complies with the Design Standards contained in Chapter 3. All of the following standards shall be met:*
 - Chapter 3.2 – Access and Circulation ▪ Chapter 3.3 – Landscaping, Street Trees, Fences, and Walls
 - Chapter 3.4 – Vehicle and Bicycle Parking
 - Chapter 3.5 – Street and Public Facilities Standards
 - Chapter 3.6 – Signs
 - Chapter 3.7 – Environmental Constraints
 - Chapter 3.8 – Storm and Surface Water Management Standards
 - Chapter 3.9 – Erosion Prevention and Sediment Control
 - Chapter 3.10 – Other Design Standards

FINDING: The applicant's proposal meets or can meet with conditions of approval the provisions of the Design Standards contained in Chapter 3. **The standard is met with conditions.**

VI CONCLUSION/DECISION

As proposed, the site development plan meets or can meet with conditions, the applicable standards set forth in the Phoenix Land Development Code and as enumerated in this staff report. The request is **TENTATIVELY APPROVED** subject to the conditions of approval below.

VII CONDITIONS OF APPROVAL

PRIOR TO THE ISSUANCE OF BUILDING PERMITS

1. Parcel Consolidation: the applicant shall make application for a lot consolidation with Community & Economic Development, upon approval, a copy of the Recorded Replat will be submitted to Community & Economic Development.
2. Revised Site Plan: the applicant shall provide a revised site plan:
 - Showing both driveways developed to a minimum width of 24ft.
 - That identifies all pathways as being 6' wide (or greater).
 - That identifies the location of all mechanical equipment and the design of the required mechanical equipment buffering/screening
3. Encroachment Permit: the applicant shall obtain a City encroachment permit for the construction of the two driveways
4. Pathways, ADA Compliant: the pathways must be reviewed and approved by the City Building Official to verify compliance with the Americans with Disabilities Act.

PRIOR TO CONSTRUCTION

5. Erosion Control Permit: the applicant shall provide a copy of a 1200cn (erosion control) Permit approved by Rogue Valley Sewer Services.

PRIOR TO CERTIFICATE OF OCCUPANCY

6. Driveways, Installed: driveways shall be installed in accordance with the approved site plan, driveway aprons shall be constructed to conform with ADA standards for sidewalks and pathways shall be installed.
7. Pathways, Separation: all pathways parallel and adjacent to a driveway or street shall be installed with elevation or separation in compliance with PLDC § 3.2.3(B)(1).
8. Pathway, Marked: the pathway crossing the parking area must be clearly marked with contrasting paving materials, humps/raised crossings, or painted striping. If painted striping is used, it shall consist of thermo-plastic striping or a similar type of durable application
9. Pathways, Construction: pathways shall be installed according to the revised site plan and surfaced in accordance with PLDC § 3.2.3(B)(3)
10. Landscaping, Installed: the applicant shall install landscaping in accordance with the approved landscape plan.
11. Driveway Aprons, ADA Compliant: driveway aprons that conform with ADA standards for sidewalks and pathways shall be installed.
12. Landscaping, Installed: the applicant shall install landscaping in accordance with the approved landscape plan.
13. Street Trees, Installed: the applicant shall plant Street Trees in accordance with the approved Landscape Plan.
14. Mechanical Screening: the applicant shall install mechanical screening in accordance with the revised site plan.
15. Parking Area Improvements: drive aisles and parking areas will be inspected to ensure they meet standards for surfacing, stormwater management and striping.
16. Bicycle Parking, Installed: bicycle parking shall be installed in accordance with the approved Site Plan.

ONGOING CONDITIONS OF APPROVAL

17. Street Tree Care and Maintenance: for a period of two (2) years following initial planting, the applicant shall be responsible for planting the street trees, including soil preparation, ground cover material, staking, irrigation, pruning, fertilization and replacement as necessary.
18. Sign Permits: Signage will be subject to separate review, as prescribed by PLDC Chapter 3.6.
19. Outdoor Lighting: all outdoor luminaires will remain fully shielded, 100% cutoff and feature lumen values consistent with the illumination standards of PLDC § 3.12.7.

COMMUNITY AND ECONOMIC DEVELOPMENT



By: Jeff Wilcox
Associate Planner

Date: August 16, 2024