

**BURDEN OF PROOF
STATEMENT FOR APPLICATION FOR
NELSON COMMERCIAL BUILDING – FREEMAN RD.
CENTRAL POINT, OREGON**

Applicant: Cliff Woodruff Construction
1075 Plumtree Ln
Grants Pass, OR 97526
Phone: (541) 479-3621

Owner: Nelson Investment Enterprises, LLC
210 Valle Vista Dr
Grants Pass, OR 97448
(541) 908-1401

Representatives: Rhine-Cross Group, LLC
112 N 5th Street, Suite 200
PO BOX 909
Klamath Falls, OR 97601
Phone: (541) 851-9405

Location: The property is located on the SE corner of Freeman Road and Bigham Drive

Address: 63 Bigham Drive, Central Point, OR 97502

Reference Parcel No.: Tax Lot 700 Map No. 37-2W-2CD

Comp. Plan Designation: Commercial

Zoning Designation: C-4 – Tourist & Office Professional Commercial Zoning

Property Size: ±1.26 Acres

Proposal: Site-plan approval of a mixed-use commercial building approximately 13,072 square feet in size with associated drive access aisle and parking lot.

Date: February 2019

PROJECT OVERVIEW & DESCRIPTION

The applicant intends to develop 1.26 acres of the property as a multi-use commercial development, in accordance with the requirements of the Central Point Municipal Code (CPMC). The entire property consists of multiple lots on which are sited multiple older residential dwellings. The site is bounded to the north and east by Freeman Road, beyond which is existing commercial uses including restaurants, retail, and professional offices. To the west is Bigham Drive, a local access street beyond which is residential uses. The southern boundary of the project also abuts existing residential zoning and uses. The site enjoys direct access to Freeman Road and Bigham Drive.

The site is currently developed with multiple old residential units that are planned to be completely demolished for this project. Fire protection services are provided by the City of Central Point. The site is served by Central Point Water Service, Rogue Valley Sewer Services storm drainage and sanitary sewer. Other utilities readily available are power, telephone, and cable TV all existing within the right of way of Freeman Rd and Bigham Dr.

The site consists of Agate-Winlo Complex (#6B), with hydrologic soil classifications listed as 'C' according to the NRCS soil survey maps for Jackson County. The site is currently being utilized for residential uses with multiple structures that are planned to be demolished as part of this project. The site is located on Panel No. 41029C – 1768F of the Flood Insurance Rate Map (FIRM) for Jackson County. All portions of the property are located outside of any mapped flood zones.

The subject property is currently designated as Commercial Use by the Central Point Comprehensive Plan with the underlying Zoning being C-4 – Tourist & Office Professional Commercial. The proposal will be for a single building with a mix of retail, professional office, and dentist office uses that are all permitted within the C-4 zoning.

This application for a commercial development is subject to both City and State criteria and standards and is processed and reviewed by the City administratively, pursuant to Central Point Municipal code. Accordingly, the applicant shall address all of the applicable criteria and standards of the Central Point Municipal code that pertain to Development Requirements of this commercial site plan.

CENTRAL POINT MUNICIPAL CODE (CPMC)

I. TITLE 17: ZONING

17.44 C-4 Tourist and Office-Professional District

17.44.010 Purpose.

The C-4 district is intended to provide for the development of concentrated tourist commercial and entertainment facilities to serve both local residents and traveling public, and also for the development of compatible professional office facilities. C-4 development should occur at locations that will maximize ease of access and visibility from the Interstate 5 freeway and major arterial streets and to be convenient to the users of Expo Park, the airport, and downtown. (Ord. 1946 (part), 2011; Ord. 1882 (part), 2006; Ord. 1436 §2(part), 1981).

Response: The applicant is submitting a preliminary site plan application to the City proposing a new commercial building that will contain a mix of uses including retail, professional office and a dentist office.

17.44.020 Permitted uses.

The following uses are permitted in the C-4 district:

- A. General professional and financial offices, including, but not limited to:
 - 1. Banks and similar financial institutions;
 - 2. Accounting and bookkeeping offices;
 - 3. Real estate offices;
 - 4. Insurance company offices;
 - 5. Legal services;
 - 6. Architectural and engineering services;
 - 7. Professional photo or art studios;
 - 8. Counseling services;
 - 9. Corporate or government offices;
 - 10. Medical/dental offices;
 - 11. Veterinary clinics.
- B. Tourist and entertainment-related facilities, including but not limited to:
 - 1. Convenience market, meat, poultry, fish and seafood sales; fruit and beverage stands;
 - 2. Drugstores;
 - 3. Automobile service station, automobile and recreational vehicle parts sales and repairs, and truck rentals;
 - 4. Motel and hotel;
 - 5. Walk-in movie theater;
 - 6. Bowling alley;
 - 7. Photo and art galleries;
 - 8. Photo processing pickup station;
 - 9. Travel agencies;
 - 10. Barber and beauty shops;
 - 11. Sit-down restaurants or dinner houses (including alcohol);
 - 12. Cocktail lounges and clubs serving alcoholic beverages;
 - 13. Tavern with beer only;

14. Commercial parking lot;
15. Community shopping centers which may include any of the permitted uses in this section and may also include but not be limited to:
 - a. Supermarkets;
 - b. Department stores;
 - c. Sporting goods;
 - d. Books and stationery;
 - e. Gifts, notions and variety;
 - f. Florists;
 - g. Leather goods and luggage;
 - h. Pet sales and related supplies;
 - i. Photographic supplies;
 - j. Health food;
 - k. Self-service laundry;
 - l. Antique shop;
 - m. Delicatessen;
 - n. Pastry and confectionery;
 - o. General apparel;
 - p. Shoes and boots;
 - q. Specialty apparel;
 - r. Jewelry;
 - s. Clocks and watches, sales and service;
 - t. Bakery, retail only;
 - u. Bicycle shop;
 - v. Audio, video, electronic sales and service;
 - w. Printing, lithography and publishing;
16. Mobile food vendors;
17. State-regulated package liquor stores;
18. Other uses not specified in this or any other district, if the planning commission finds them to be similar to the uses listed above and compatible with other permitted uses and with the intent of the C-4 district as provided in Section 17.60.140, Authorization for similar uses;
19. Large retail establishments. (Ord. 2014 §6, 2015; Ord. 1946 (part), 2011; Ord. 1900 §2(part), 2007; Ord. 1882 (part), 2006; Ord. 1835 §1, 2003; Ord. 1823 §4(part), 2001; Ord. 1736 §2, 1996; Ord. 1727 §2, 1995; Ord. 1720 §1, 1995; Ord. 1684 §44, 1993; Ord. 1615 §37, 1989; Ord. 1511 §6, 1984; Ord. 1436 §2(part), 1981).

Response: At the time of this application no specific uses are proposed other than the Dentist Office. Specific uses will apply for Tenant Improvement with the City as they are proposed, and all anticipated tenants will fall under the permitted uses of this section unless a conditional use is applied for in conjunction with the Tenant Improvement.

17.44.040 Site plan and architectural development standards.

Development within the C-4 district shall be subject to the site and architectural standards set forth in Chapter 17.75, Design and Development Standards. (Ord. 1946 (part), 2011; Ord. 1823 §4(part), 2001; Ord. 1436 §2(part), 1981).

Response: The applicant is submitting a floor plan and conceptual elevations with this application that show that the proposed building will meet the architectural standards listed in Chapter 17.75. See also discussion in section 17.75 below.

17.44.050 General use requirements.

A. Uses that are normally permitted in the C-4 district but that are referred to the planning commission for further review, per Section 17.44.030(A)(19), Conditional uses, will be processed according to application procedures for conditional use permits. No use shall be permitted and no process, equipment or materials shall be used which are found by the planning commission to be harmful to persons living or working in the vicinity by reason of odor, fumes, dust, smoke, cinders, dirt, refuse, water-carried waste, noise, vibration, illumination or glare, or are found to involve any hazard of fire or explosion.

B. All businesses, services and processes shall be conducted entirely within a completely enclosed structure, with the exception of off-street parking and loading areas, outdoor eating areas, service stations, outdoor recreational facilities, recreational vehicle overnight facilities, and other compatible activities, as approved by the planning commission.

C. Open storage of materials related to a permitted use shall be permitted only within an area surrounded or screened by a solid wall or fence having a height of six feet; provided that no materials or equipment shall be stored to a height greater than that of the wall. (Ord. 1946 (part), 2011; Ord. 1436 §2(part), 1981. Formerly 17.44.060)

Response: The preliminary siteplan shows the proposed building that will be used for a mix of retail, professional office, and dentist office uses. Each use will be conducted entirely within the enclosed structure. The only open material storage area is the trash enclosure which will be screened entirely by split face block CMU and gates having a height of six feet.

17.44.060 Signage standards.

Signs in the C-4 district shall be permitted and designed according to provisions of Section 17.75.050, Signage standards, and Chapter 15.24, Sign Code. (Ord. 1946 (part), 2011; Ord. 1615 §16, 1989; Ord. 1436 §2(part), 1981. Formerly 17.44.070).

Response: The commercial center sign will be submitted under a separate permit and will follow the requirements listed above.

17.44.070 Off-street parking.

Off-street parking and loading spaces shall be provided as required in Chapter 17.64, Off-Street Parking and Loading, and developed to the standards set forth in Section 17.75.039, Off-street parking design and development standards. (Ord. 1946 (part), 2011; Ord. 1436 §2(part), 1981. Formerly 17.44.080).

Response: The proposed development will include the construction of a parking lot and drive aisle that service 56 total parking stalls. Based on calculations listed in section 17.75039 the required parking shall be between 46 minimum to 58 maximum stalls. See discussion below for more specific discussion of off-street parking and loading.

17.60 General Regulations

17.60.015 Paving of open areas.

In all commercial and industrial zones, all open areas utilized by vehicles, or used as sales or storage areas, shall be surfaced with pavement or otherwise treated so that no dust is created by the uses. This requirement shall be applicable to all development whenever a site plan is required or a change in use occurs. (Ord. 1684 §52, 1993).

Response: The proposed parking lot and access aisles are all proposed to be paved with asphalt surfacing.

17.60.090 Special setback requirements.

To permit or afford better light, air and vision on more heavily traveled streets, to protect arterial streets and to permit the eventual widening of streets, to preserve the natural beauty and distinctive character of creeks and other water drainage channels (hereinafter referred to as "creeks") and to protect both public and private property adjacent to creeks from flood damage, the following special setback lines are established along all secondary and major arterial streets and highways, as identified in the comprehensive plan, and along all creeks. No building, structure, or parking area shall be erected or maintained within such setback areas, with the exception that fences may be erected and maintained within street setback areas in accordance with Chapter 17.57.

D. In any C-4, C-5 and M-2 district the street setback line shall be:

1. Fifty feet distant from the centerline of any secondary arterial or highway;
2. Sixty feet distant from the centerline of any major arterial street or highway.

Response: Freeman Road fronting the proposed development is classified as an arterial street. Therefore the 50-foot setback from the centerline of Freeman Road applies and is being met by this proposal, see site-plan for specific dimensions.

17.60.100 Projections from buildings.

Bay windows, cornices, eaves, canopies, sunshades, gutters, chimneys, flues, belt courses, leaders, sills, pilasters, lintels, ornamental features and other similar architectural features may project not more than twenty-four inches into a required yard or into a required open space as established by coverage standards. (Ord. 1981 §3 (Exh. C) (part), 2014; Ord. 1436 §2(part), 1981).

Response: The foundation of the proposed buildings all meet the minimum setback requirements. Specific architectural features will project from this minimum setback as allowed under this section.

17.60.120 Clear-vision areas--Measurement.

A. A clear-vision area shall consist of a triangular area two sides of which are lot lines measured from the corner intersection of the street lot lines for a distance specified in the public works standards, or, where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection, and so measured, and the third side of which is a line across the corner of the lot adjoining the nonintersecting ends of the other two sides.

B. The minimum clear-vision areas for the various zoning districts shall be as set forth in the Standard Specifications and Uniform Standard Details for Public Works Construction Manual. (Ord. 1684 §57, 1993; Ord. 1436 §2(part), 1981).

Response: No public street intersections are proposed with this site plan. The proposed access driveways to Freeman Road and Bigham Drive will meet the required clear-vision standards of the Public Works Construction Manual.

17.60.130 Access.

Each lot shall abut a minimum frontage of forty feet upon a public street, other than an alley, with the exception of padlots and lots fronting on a cul-de-sac, which may be permitted a reduced frontage of not less than thirty feet, provided all driveway and off-street parking requirements of Chapter 17.64 can be met. This section is not intended to prohibit the creation or development of flag lots. (Ord. 1746 §1, 1996; Ord. 1684 §58, 1993; Ord. 1436 §2(part), 1981).

Response: The proposed site-plan will combine a number of existing lots into one larger commercial parcel that has over 400 feet of frontage on Freeman Road and 160 feet of frontage on Bigham Drive.

17.64 Off-street Parking and Loading

17.64.030 Off-street loading.

A. In all districts for each use for which a building is to be erected or structurally altered to the extent of increasing the floor area to equal the minimum floor area required to provide loading space and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, there shall be provided off-street loading space in accordance with the standards set forth in Table 17.64.01, Off-Street Loading Requirements.

Response: Table 17.64.01 requires loading areas for retail building that are over 12,500 sq.ft. in size, or office buildings that are over 50,000 sq. ft in size. The commercial building proposes a mix of uses including approximately 2800 sq.ft. reserved for a dental office. Therefore, the building will not meet any of the minimum thresholds for an off-street loading area and therefore one is not proposed on the site-plan.

17.64.040 Off-street parking requirements.

All uses shall comply with the number of off-street parking requirements identified in Table 17.64.02A, Residential Off-Street Parking Requirements, and Table 17.64.02B, Non-Residential Off-Street Parking Requirements. For residential uses the off-street parking requirements are stated in terms of the minimum off-street parking required. For non-residential uses the off-street parking requirements are presented in terms of both minimum and maximum off-street parking required. The number of off-street parking spaces in Table 17.64.02B, Non-Residential Off-Street Parking, may be reduced in accordance with subsection B of this section, Adjustments to Off-Street Vehicle Parking.

The requirement for any use not specifically listed shall be determined by the community development director on the basis of requirements for similar uses, and on the basis of evidence of actual demand created by similar uses in the city and elsewhere, and such other traffic engineering or planning data as may be available and appropriate to the establishment of a minimum requirement.

A. Calculation of Required Off-Street Parking. Off-street parking facility requirements set forth in Table 17.64.02A, Residential Off-Street Parking Requirements, and Table 17.64.020B, Non-Residential Off-Street Parking Requirements, shall be applied as follows:

1. Where the application of the schedule results in a fractional requirement it shall be rounded down to the lowest whole number.
2. For purposes of this chapter, gross floor area shall not include enclosed or covered areas used for off-street parking or loading, or bicycle facilities.
3. Where uses or activities subject to differing requirements are located in the same structure or on the same site, or are intended to be served by a common facility, the total parking requirement shall be the sum of the requirements for each use or activity computed separately, except as adjusted through the site plan and architectural review process under the provisions of subsection (B) of this section. The community development director, when issuing a permit(s) for multiple uses on a site, may restrict the hours of operation or place other conditions on the multiple uses so that parking needs do not overlap and may then modify the total parking requirement to be based on the most intense combination of uses at any one time.
4. Where requirements are established on the basis of seats or person capacity, the building regulations provisions applicable at the time of determination shall be used to define capacity.
5. Where residential use is conducted together with or accessory to other permitted uses, applicable residential requirements shall apply in addition to other nonresidential requirements.
6. The parking requirements outlined in Table 17.64.02A, Residential Off-Street Parking Standards, and Table 17.64.020B, Non-Residential Off-Street Parking Requirements, include parking for handicapped persons shall be provided pursuant to the requirements of subsection C of this section, Accessible Parking Requirements.

Response: The parking calculation shown on the proposed site-plan meet the requirements listed above for non-residential uses.

B. Adjustments to Non-Residential Off-Street Vehicle Parking. The off-street parking requirements in Table 17.64.02B, Non-Residential Off-Street Parking Requirements, may be reduced, or increased in any commercial (C) or industrial (M) district as follows:

1. Reductions. The maximum off-street parking requirements may be reduced by no more than twenty percent.

Response: The total number of parking stalls required based on the estimated ratio of uses is 58. The allowed 20% reduction would reduce the total amount required to 46. The applicant is proposing a total of 56 parking stalls. The 20% allowable reduction is not being maximized to allow flexibility in the ratio of proposed retail and professional office uses.

2. Increases. The off-street parking requirements may be increased based on a parking demand analysis prepared by the applicant as part of the site plan and architectural review process. The parking demand analysis shall demonstrate and documents justification for the proposed increase.

Response: The applicant is not requesting an increase in the maximum parking allowed for the proposed uses.

C. Accessible Parking Requirements. Where parking is provided accessory to a building, accessible parking shall be provided, constructed, striped, signed and maintained as required by ORS 447.233, and Section 1106 of the latest Oregon Structural Specialty Code as set forth in this section.

1. The minimum number of accessible parking spaces shall be provided for all uses in accordance with the standards in Oregon Structural Specialty Code, Minimum Number of Accessible Parking Spaces. Accessible parking spaces shall be counted toward meeting off-street parking requirements in Tables 17.64.02A and 17.64.02B, Residential and Non-Residential Off-Street Parking Requirements. The accessible parking requirements are minimum requirements and are not subject to reductions per subsection (B)(1) of this section.

Response: OSSC requires 1 accessible parking stall for every 25 supplied stalls. There are 56 proposed stalls, which requires that 3 of them be accessible and at least one of those three must be van accessible. The site plan shows three accessible stalls in which 2 of them are van accessible. The site does not have enough parking stalls proposed to list any of the stalls as wheelchair only.

D. Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land in any commercial (C) or industrial (M) district may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses); and provided, that prior to the issuance of any building permit for the property that the right of joint use is

evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. The city may approve owner requests for shared parking through the site plan and architectural review process.

Response: The site plan parking calculations do not propose to list any of the stalls as being shared between the uses or any neighboring properties. Calculations are provided based on the estimated ratio of retail and professional office use within the mixed-use commercial building.

E. Off-Site Parking. Except for single-family dwellings, the vehicle parking spaces required by this chapter may be located on another parcel of land, provided the parcel is within three hundred feet of the use it serves and the city has approved the off-site parking through the site plan and architectural review process. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument in the same manner as set forth in subsection (A)(3) of this section.

Response: All parking stalls are located on the subject property.

F. Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street automobile parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (see subsection D of this section, Shared Parking).

Response: The site-plan parking calculations are provided based on the estimated ratio of retail and professional office use within the mixed-use commercial building.

G. Compact Car Adjustment.

1. Any parking lot or otherwise required public parking area containing ten or more parking spaces shall be eligible for a compact car adjustment, provided all requirements of this chapter are adequately met.

2. Up to, but not exceeding, twenty-five percent of the total number of required parking spaces may be designed and provided for the parking of compact cars.

3. All compact parking spaces must be identified for compact parking only. Compact parking spaces shall be designed in accordance with the minimum standards set forth in Section 17.75.039(B), Parking Stall Minimum Dimensions.

Response: The applicant is not proposing any compact parking stalls.

H. Change of Use. Prior to the change of use of a building or structure the applicant shall demonstrate that adequate parking spaces are available to accommodate the new use(s) as required in this chapter.

Response: The applicant understands this analysis will be required if a change of use is ever applied for.

I. Bicycle Parking. Bicycle parking shall be provided in accordance with Table 17.64.04, Bicycle Parking Requirements.

Response: Based on the estimated ratio of 6000 sq.ft. of retail and 7000 sq.ft. of professional office, there are 9 bicycle parking stalls required. The stalls are proposed to be located at the front entry of the building on the proposed paver entry surface.

17.72 Siteplan and Architectural Review

17.72.010 Purpose.

The purpose of site plan and architectural review is to review the site, landscape, and architectural plans of the proposed use, structure or building to determine compliance with this title, and to promote the orderly and harmonious development of the city, the stability of land values and investments, and the general welfare, and to promote aesthetic considerations, and to help prevent impairment or depreciation of land values and development by the erection of structures or additions or alterations thereto without proper attention to site planning, landscaping and the aesthetic acceptability in relation to the development of neighboring properties. (Ord. 1946 (part), 2011; Ord. 1436 §2(part), 1981).

17.72.020 Applicability.

No permit required under Title 15, Buildings and Construction, shall be issued for a major or minor project, as defined in this section, unless an application for site plan and architectural review is submitted and approved, or approved with conditions, as set forth in this chapter.

A. Exempt Projects. Except as provided in subsection (B)(3) of this section the following projects do not require site plan and architectural review:

1. Single-family detached residential structures;
2. Any multiple-family residential project containing three or less units;
3. Landscape plans, fences, when not part of a major project;
4. Storage sheds, patio covers, garages and carports, decks, gazebos, and similar non-occupied structures used in conjunction with residential uses; and
5. Signs that conform to a previously approved master sign program for the project site.

Exempt projects are required to comply with all applicable development standards of this chapter.

Response: The proposed commercial project is not exempt and the applicant is applying for a commercial site-plan approval under the applicable sections of the Central Point Municipal Code.

B. Major Projects. The following are "major projects" for the purposes of the site plan and architectural review process and are subject to Type 2 procedural requirements as set forth in Chapter 17.05, Applications and Types of Review Procedures:

1. New construction, including private and public projects, that:
 - a. Includes a new building or building addition of five thousand square feet or more;
 - b. Includes the construction of a parking lot of ten or more parking spaces; or
 - c. Requires one or more variances or conditional use permits and, in the judgment of the director, will have a significant effect upon the aesthetic character of the city or the surrounding area;
2. Any attached residential project that contains four or more units;
3. Any minor project, as defined in subsection C of this section, that the director determines will significantly alter the character, appearance, or use of a building or site.

Response: The proposed commercial application qualifies as a Major Project and will therefore follow the applicable sections of the Central Point Municipal Code.

C. Minor Projects. Except when determined to be an exempt project or a major project pursuant to subsections A and B of this section respectively, the following are defined as "minor projects" for the purposes of site plan and architectural review, and are subject to the Type I procedural requirements of Chapter 17.05, Applications and Types of Review Procedures:

1. New construction, including private and public projects, that involves a new building or building addition of less than five thousand square feet;
2. Signs that meet all applicable standards as set forth in Section 17.75.050, Signage standards;
3. Exterior remodeling within the commercial or industrial zoning districts when not part of a major project;
4. Parking lots less than ten parking spaces;

5. Any project relating to the installation of cabinets containing communications service equipment or facilities owned and operated by a public utility and not subject to Section 17.60.040, Antenna standards;
6. Minor changes to the following:
 - a. Plans that have previously received site plan and architectural review approval;
 - b. Previously approved planned unit developments;
7. At the discretion of the director any changes to previously approved plans requiring site plan and architectural review.

As used in this subsection, the term "minor" means a change that is of little visual significance, does not materially alter the appearance of previously approved improvements, is not proposed for the use of the land in question, and does not alter the character of the structure involved. At the discretion of the director if it is determined that the cumulative effect of multiple minor changes would result in a major change, a new application for site plan and architectural review is required. All minor changes must comply with the development standards of this chapter. (Ord. 1946 (part), 2011; Ord. 1745 §1, 1996; Ord. 1730 §1, 1995; Ord. 1717, 1995; Ord. 1702 §3, 1994; Ord. 1684 §63, 1993; Ord. 1615 §§52, 54, 1989; Ord. 1436 §2(part), 1981).

Response: The proposed commercial application does not qualify as a Minor Project; therefore, this section is not applicable.

17.72.030 Information required.

Application for site plan and architectural review shall be made to the community development department and shall be accompanied by the application fee prescribed in the city of Central Point planning department fee schedule. The application shall be completed, including all information and submittals listed on the official site plan and architectural review application form. (Ord. 1946 (part), 2011; Ord. 1685 §65, 1993; Ord. 1436 §2(part), 1981).

Response: The applicant is submitting a commercial Site Plan Application according to the requirements of the Community Development Department and the Central Point Municipal Code. The applicant will submit the required fee with the application.

17.72.040 Site plan and architectural standards.

In approving, conditionally approving, or denying any site plan and architectural review application, the approving authority shall base its decision on compliance with the following standards:

- A. Applicable site plan, landscaping, and architectural design standards as set forth in Chapter 17.75, Design and Development Standards;
- B. City of Central Point Department of Public Works Department Standard Specifications and Uniform Standard Details for Public Works Construction;

C. Accessibility and sufficiency of fire fighting facilities to such a standard as to provide for the reasonable safety of life, limb and property, including, but not limited to, suitable gates, access roads and fire lanes so that all buildings on the premises are accessible to fire apparatus. (Ord. 1946 (part), 2011; Ord. 1702 §4, 1994; Ord. 1684 §67, 1993; Ord. 1436 §2(part), 1981).

Response: The applicant intends to meet the requirements listed above, see site plan and other sections of this Burden Of Proof for specific discussions.

17.72.050 Conditions on site plan and architectural review approval.

The approving authority may attach to any site plan and architectural review approval given under this chapter specific conditions, or restrictions, deemed necessary to protect the public health, safety or welfare including, but not limited to, the following:

A. Construction and installation of any on-site or off-site improvements, including but not limited to sidewalks, curbs, gutters, streets, bikeways, street signs and street lights, traffic control signs and signals, water, storm drainage, sanitary sewer, and park and recreation improvements. In requiring off-site improvements, the city shall find that the improvements are reasonably related to the development and would serve a public purpose such as mitigating the negative impact of the proposed development.

All improvements required under this subsection shall be made at the expense of the applicant, and shall conform to the provisions of the City of Central Point Department of Public Works Department Standard Specifications and Uniform Details for Public Works Construction. However, the city, in its discretion, may modify such standards and determine site-specific design, engineering and construction specifications when appropriate in the particular development;

B. An agreement by the owner of the property to waive, on his or her behalf, and on behalf of all future owners of the land, any objection to the formation of a local improvement district which may be formed in the future to provide any of the improvements specified in subsection A of this section;

C. An agreement by the owner of the property to enter into a written deferred improvement agreement providing that one or more of the improvements specified in subsection A of this section shall be made by the owner at some future time to be determined by the city;

D. Any agreement entered into pursuant to subsections B or C of this section shall be recorded in the county recorder's office and shall be intended to thereafter run with the land, so as to bind future owners of the lands affected to the conditions of the agreement. Any and all recording costs shall be the responsibility of the applicant; and

E. Any other conditions deemed by the city to be reasonable and necessary in the interests of the public health, safety or welfare. (Ord. 1946 (part), 2011; Ord. 1684 §68, 1993).

Response: The applicant understands that these conditions may be imposed with the approval of the commercial site plan.

17.72.060 Building permit issuance--Plan change.

A. No building permit will be issued for the construction without the prior approval by the approving authority which will be noted on the first page of the plans.

B. Any change or deviation from the plans approved by the approving authority without the written approval of the community development director shall be considered a violation. (Ord. 1946 (part), 2011; Ord. 1684 §69, 1993; Ord. 1436 §2(part), 1981).

Response: The applicant understands the above listed requirements if any plan deviation is proposed from the approved site plan, site plan construction drawings, or building construction drawings.

17.75 Design and Development Standards

17.75.031 General connectivity, circulation and access standards.

The purpose of this section is to assure that the connectivity and transportation policies of the city's Transportation System Plan are implemented. In achieving the objective of maintaining and enhancing the city's small town environment it is the city's goal to base its development pattern on a general circulation grid using a walkable block system. Blocks may be comprised of public/private street right-of-way, or accessways.

A. Streets and Utilities. The public street and utility standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction shall apply to all development within the city.

Response: The proposed commercial building intends on connection to existing public streets and utilities within Freeman Road and Bigham Drive. No public utility or street extensions are proposed with this development.

B. Block Standards. The following block standards apply to all development:

1. Block perimeters shall not exceed two thousand feet measured along the public street right-of-way, or outside edges of accessways, or other acknowledged block boundary as described in subsection (B)(4) of this section.

2. Block lengths shall not exceed six hundred feet between through streets or pedestrian accessways, measured along street right-of-way, or the pedestrian accessway. Block dimensions are measured from right-of-way to right-of-way along street frontages. A block's perimeter is the sum of all sides.

3. Accessways or private/retail streets may be used to meet the block length or perimeter standards of this section, provided they are designed in accordance with this section and are open to the public at all times.

4. The standards for block perimeters and lengths may be modified to the minimum extent necessary based on written findings that compliance with the standards are not reasonably practicable or appropriate due to:

- a. Topographic constraints;
- b. Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
- c. Major public facilities abutting the property such as railroads and freeways;
- d. Traffic safety concerns;
- e. Functional and operational needs to create large commercial building(s); or
- f. Protection of significant natural resources.

Response: No new streets are proposed with this commercial development; therefore, this section does not apply.

C. Driveway and Property Access Standards. Vehicular access to properties shall be located and constructed in accordance with the standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 320.10.30, Driveway and Property Access.

Response: Two new access driveways are proposed with this commercial development, one to Freeman Road on the southeast side and one to Bigham Drive on the northwest side of the development. Four existing driveway aprons will be removed from Freeman Road and three existing driveway aprons to Bigham Drive will be removed as part of this project. All new driveway aprons will be constructed according to the specifications in the Central Point Public Works Standard Details.

D. Pedestrian Circulation. Attractive access routes for pedestrian travel shall be provided through the public sidewalk system, and where necessary supplemented through the use of pedestrian accessways as required to accomplish the following:

1. Reducing distances between destinations or activity areas such as public sidewalks and building entrances;
2. Bridging across barriers and obstacles such as fragmented pathway systems, wide streets, heavy vehicular traffic, and changes in level by connecting pedestrian pathways with clearly marked crossings and inviting sidewalk design;
3. Integrating signage and lighting system which offers interest and safety for pedestrians;
4. Connecting parking areas and destinations with retail streets or pedestrian accessways identified through use of distinctive paving materials, pavement striping, grade separation, or landscaping.

Response: A sidewalk exists along Freeman Road fronting the proposed commercial development. One new pedestrian connection to this existing sidewalk is proposed on the southeast side near the access driveway. A sidewalk does not exist along Bigham Drive fronting the project, and there is currently not enough existing right of way to facilitate a public widening to include a sidewalk. The applicant is therefore choosing to dedicate an additional 5' of right of way along Bigham Drive, and construct a 5' wide attached sidewalk for the length of the developed frontage. A pedestrian connection will be proposed to this new street side sidewalk at the northwest corner of the proposed development.

E. Accessways, Pedestrian. Pedestrian accessways may be used to meet the block requirements of subsection B of this section. When used pedestrian accessways shall be developed as illustrated in Figure 17.75.01. All landscaped areas next to pedestrian accessways shall be maintained, or plant materials chosen, to maintain a clear sight zone between three and eight feet from the ground level.

Response: Although not required, the pedestrian access way will be continuous through the developed site and connect the new public sidewalk on Bigham Drive with the existing public sidewalk on Freeman Road.

F. Retail Street. Retail streets may be used to meet the block requirements of subsection B of this section. When used retail streets shall be developed as illustrated in Figure 17.75.02.

Response: The applicant is not proposing a retail street within the development; therefore, this section is not applicable.

17.75.035 Commercial site design and development standards.

A. Commercial Site Design Standards. The lot area, dimension, set back, and coverage requirements for development within commercial districts shall be subject to the standards set forth in Table 17.75.01.

Response: The commercial site plan proposes to consolidate 7 existing lots into one commercial property approximately 1.26 acres in size. Once consolidated, the site plan will meet all of the requirements listed in Table 17.75.01 for the C-4 zone.

17.75.039 Off-street parking design and development standards.

All off-street vehicular parking spaces shall be improved to the following standards:

A. Connectivity. Parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent sites unless as a result of any of the following such connections are not possible:

1. Topographic constraints;
2. Existing development patterns on abutting property which preclude a logical connection;
3. Traffic safety concerns; or
4. Protection of significant natural resources.

Response: The proposed parking lot and access aisle will provide connectivity between Bigham Drive and Freeman road through the development. No connections are proposed to the south as these properties are developed residential properties zoned residential, which would preclude logical connection as listed in subsection (2) above.

B. Parking Stall Minimum Dimensions. Standard parking spaces shall conform to the following standards and the dimensions in Figure 17.75.03 and Table 17.75.02; provided, that compact parking spaces permitted in accordance with Section 17.64.040(G) shall have the following minimum dimensions:

1. Width--Shall be as provided in column B in Table 17.75.02;
2. Length--Shall reduce column C in Table 17.75.02 by no more than three feet.

Response: The site-plan proposes 90-degree parking stalls that are a minimum width of 9 feet and a minimum depth of 20 feet when fronting a sidewalk and minimum depth of 18 feet when fronting landscape where overhang is possible. The drive aisles are a consistent width of 26 feet and will accommodate two-way traffic. All of these dimensions exceed the minimum parking requirements listed in the code sections above.

C. Access. There shall be adequate provision for ingress and egress to all parking spaces.

Response: A 26' wide access aisle is proposed through the site that provides continuous connection between Bigham Drive and Freeman Road, as well as providing adequate access to each parking stall.

D. Driveways. Driveway width shall be measured at the driveway's narrowest point, including the curb cut. The design and construction of driveways shall be as set forth in the Standard Specifications and Public Works Department Standards and Specifications.

Response: Two 24' wide driveway aprons are proposed, one connecting to Bigham Drive and one connecting to Freeman Road. Each driveway will be constructed according to the specifications listed in the Central Points Public Works Standards.

E. Improvement of Parking Spaces.

1. When a concrete curb is used as a wheel stop, it may be placed within the parking space up to two feet from the front of a space. In such cases, the area between the wheel stop and landscaping need not be paved, provided it is maintained with appropriate ground cover, or walkway. In no event shall the placement of wheel stops reduce the minimum landscape or walkway width requirements.

Response: The applicant is not proposing any wheel stops to be placed within the parking stalls. All parking stalls will be encompassed by a continuous curb line that separates the parking lots with the proposed landscape or sidewalk areas.

2. All areas utilized for off-street parking, access and maneuvering of vehicles shall be paved and striped to the standards of the city of Central Point for all-weather use and shall be adequately drained, including prevention of the flow of runoff water across sidewalks or other pedestrian areas. Required parking areas shall be designed with painted striping or other approved method of delineating the individual spaces, with the exception of lots containing single-family or two-family dwellings.

Response: All off-street parking will be paved with asphalt and striped with white paint according to the Central Point standards. Drainage from impervious surfaces will be collected and routed to an onsite stormwater facility for treatment and detention prior to release to the existing public drainage system located in Freeman Road.

3. Parking spaces shall be designed so that no backing movements or other maneuvering within a street or other public right-of-way shall be necessary, except for one- and two-family dwellings with frontage on a local street per the city of Central Point street classification map.

Response: All onsite parking is designed so that vehicular backing and maneuvering movements are contained within the development.

4. Any lighting used to illuminate off-street parking or loading areas shall be so arranged as to direct the light away from adjacent streets or properties.

Response: All onsite lighting will be designed to point downward onto the proposed parking and maneuvering areas, and lighting will be minimized near the existing residential uses and adjacent streets.

5. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining the lines through points twenty feet from their intersection.

Response: See site-plan for vision clearance triangles meeting the above requirements.

6. Parking spaces located along the outer boundaries of a parking lot shall be contained by a curb or a bumper rail so placed to prevent a motor vehicle from extending over an adjacent property line, a public street, public sidewalk, or a required landscaping area.

Response: All parking stalls will be encompassed by a continuous curb line that separates the parking lots with the proposed landscape or sidewalk areas.

7. Parking, loading, or vehicle maneuvering areas shall not be located within the front yard area or side yard area of a corner lot abutting a street in any residential (R) district, nor within any portion of a street setback area that is required to be landscaped in any commercial (C) or industrial (M) district.

Response: All parking and maneuvering areas are located outside of the required 15' wide landscape strip along Freeman Road, as well as the required 10' setback from the abutting residential zones to the south.

8. Except as provided in subsection (E)(3) of this section, all uses, including one- and two-family dwellings on arterial and collector streets, shall provide adequate vehicle turnaround and maneuvering area through the use of aisle extensions and/or turnaround spaces as illustrated in Figure 17.75.04 and 17.75.05. Functionally equivalent turnaround and maneuvering designs may be permitted by the approving authority through the site plan and architectural review process.

Response: The main parking lot is designed with a drive through access aisle that connects Bigham Drive with Freeman road. A smaller auxiliary parking lot exists on the south side of the site, the dead end of which is only 70' long with the access aisle connecting to the drive through access aisle and not the public street. Therefore, the turnaround requirement is not applicable to this development.

F. Limitation on Use of Parking Areas. Required parking areas shall be used exclusively for vehicle parking in conjunction with a permitted use and shall not be reduced or encroached upon in any manner. The parking facilities shall be so designed and maintained as not to constitute a nuisance at any time, and shall be used in such a manner that no hazard to persons or property, or unreasonable impediment to traffic, will result.

Response: The applicant is proposing to use the parking lot for parking and no other parking lot uses are proposed.

G. Parking/Loading Facility Landscaping and Screening. Parking lot landscaping shall be used to reinforce pedestrian and vehicular circulation, including parking lot entries, pedestrian accessways, and parking aisles. To achieve this objective the following minimum standards shall apply; however, additional landscaping may be recommended during the site plan and architectural review process (Chapter 17.72). All parking lots shall be landscaped in accordance with the following standards:

1. Perimeter and Street Frontage Landscaping Requirements. The perimeter and street frontage for all parking facilities shall be landscaped according to the standards set forth in Table 17.75.03.

Response: Freeman Road is considered an arterial and therefore the 15' wide landscape area applies to this development along this frontage. Additionally, the commercial site abuts a residential zone and therefore the 10' wide landscape area applies to this development along the southern boundary.

2. Terminal and Interior Islands. For parking lots in excess of ten spaces all rows of parking spaces must provide terminal a minimum of six feet in width to protect parked vehicles, provide visibility, confine traffic to aisles and driveways, and provide a minimum of five feet of space for landscaping. In addition, when ten or more vehicles would be parked side-by-side in an abutting configuration, interior landscaped islands a minimum of eight feet wide must be located within the parking row. For parking lots greater than fifty parking spaces, the location of interior landscape island shall be allowed to be consolidated for planting of large stands of trees to break up the scale of the parking lot.

The number of trees required in the interior landscape area shall be dependent upon the location of the parking lot in relation to the building and public right-of-way:

- a. Where the parking lot is located between the building and the public right-of-way, one tree for every four spaces;
- b. Where the parking lot is located to the side of the building and partially abuts the public right-of-way, one tree for every six spaces;
- c. Where the parking lot is located behind the building and is not visible from the public right-of-way, one tree for every eight spaces.

Response: The parking lot is designed with landscape islands that are a minimum of 8' wide for every 10 parking stalls. These islands will be planted according to the requirements listed above.

3. Bioswales. The use of bioswales within parking lots is encouraged and may be located within landscape areas subject to site plan and architectural review. The tree planting standards may be reduced in areas dedicated to bioswales subject to site plan and architectural review.

Response: Bio swales are proposed along the street frontages as well as the landscape area abutting the residential zone. The applicant will request that the tree planting standards be reduced to facilitate the functioning ability of the bio swales (i.e. providing adequate sunlight to the required swale plantings).

H. Bicycle Parking. The amount of bicycle parking shall be provided in accordance with Section 17.64.040 and constructed in accordance with the following standards:

1. Location of Bicycle Parking. Required bicycle parking facilities shall be located on-site in well lighted, secure locations within fifty feet of well-used entrances and not farther from the entrance than the closest automobile parking space. Bicycle parking shall have direct access to both the public right-of-way and to a main entrance of the principal use. Bicycle parking may also be provided inside a building in suitable, secure and accessible locations. Bicycle parking for multiple uses (such as in a commercial center) may be clustered in one or several locations.

Response: All bicycle parking stalls are proposed to be located on the front entry paver area which will be well let and closest to the main entry points of the building.

2. Bicycle Parking Design Standards. All bicycle parking and maneuvering areas shall be constructed to the following minimum design standards:

a. Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as a motor vehicle parking area or with a minimum of a three-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers or similar material). This surface will be maintained in a smooth, durable and well-drained condition.

b. Parking Space Dimension Standard. Bicycle parking spaces shall be at least six feet long and two feet wide with minimum overhead clearance of seven feet.

c. Lighting. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use.

d. Aisles. A five-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.

e. Signs. Where bicycle parking facilities are not directly visible from the public rights-of-way, entry and directional signs shall be provided to direct bicycles from the public rights-of-way to the bicycle parking facility.

Response: The bicycle parking stalls will meet the requirements listed above.

3. Exceptions to Bicycle Parking. The approving authority may allow exceptions to the bicycle parking standards as part of the site plan and architectural review process in connection with the following:

a. Temporary uses such as Christmas tree sales; or

b. Uses that do not generate the need for bicycle parking per a bicycle parking demand analysis that demonstrates and documents justification for the proposed reduction. (Ord. 2034 §§14, 15, 2017; Ord. 2014 §11, 2015; Ord. 1946 (part), 2011).

Response: The applicant is not requesting an exemption to the bicycle parking requirements.

17.75.042 Commercial building design standards.

The following design standards are applicable to development in all commercial zoning districts, and are intended to assure pedestrian scale commercial development that supports and enhances the small town character of the community. All publicly visible buildings shall comply with the standards set forth in this section.

A. Massing, Articulation, Transparency, and Entrances.

1. Building Massing. The top of the building shall emphasize a distinct profile or outline with elements such as a projecting parapet, cornice, upper level setback, or pitched roofline.

Response: The applicant is proposing parapet walls as well as raised awning roofs at each end and the corner of the proposed building to meet the massing standard.

2. Facade Articulation. Facades longer than forty feet and fronts on a street, sidewalk, accessway or residential area shall be divided into small units through the use of articulation, which may include offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs, or other elements of the building's mass.

For purposes of complying with the requirements in this subsection "facade articulation" shall consist of a combination of two of the following design features:

- a. Changes in plane with a depth of at least twenty-four inches, either horizontally or vertically, at intervals of not less than twenty feet and not more than forty feet; or
- b. Changes of color, texture, or material, either horizontally or vertically, at intervals of not less than twenty feet and not more than one hundred feet; or
- c. A repeating pattern of wall recesses and projections, such as bays, offsets, reveals or projecting ribs, that has a relief of at least eight inches.

Response: The front and street side of the building will be articulated with foundation offsets as well as façade treatments to meet this standard.

3. Pedestrian Entrances. For buildings facing a street, a primary pedestrian entrance shall be provided that is easily visible, or easily accessible, from the street right-of-way, or a pedestrian accessway. To ensure that building entrances are clearly visible and identifiable to pedestrians the principal entry to the building shall be made prominent with canopies or overhangs.

To achieve the objectives of this subsection the design of a primary entrance should incorporate at least three of the following design criteria:

- a. For building facades over two hundred feet in length facing a street or accessway provide two or more public building entrances off the street;
- b. Architectural details such as arches, friezes, tile work, murals, or moldings;
- c. Integral planters or wing walls that incorporate landscape or seating;

- d. Enhanced exterior light fixtures such as wall sconces, light coves with concealed light sources, ground-mounted accent lights, or decorative pedestal lights;
- e. Prominent three-dimensional features, such as belfries, chimneys, clock towers, domes, spires, steeples, towers, or turrets; and
- f. A repeating pattern of pilasters projecting from the facade wall by a minimum of eight inches or architectural or decorative columns.

Response: The building is proposed to house multiple tenants, which provide multiple entrances facing Freeman Road on the front and street side of the building. Additionally, emergency and service rear exits will be provided at the rear of the building.

4. Transparency. Transparency (glazing) provides interest for the pedestrian, connects the building exterior and interior, puts eyes on the street/parking, promotes reusability, and provides a human-scale element on building facades. The transparency standard applies to a building's principal facade. Projects subject to this section shall meet the following glazing requirements:

- a. A minimum of forty percent of a facade wall face area, the area from finished ground floor elevation to twelve feet above finished floor elevation, shall be comprised of transparent glazing from windows or doors. Reflective or tinted glass or film is not permitted on ground floor facade windows. The forty percent minimum transparency requirement may be reduced through the site plan and architectural review process upon demonstration that a proposed alternative design achieves the transparency objectives. See subsection (A)(4)(e) of this section for alternative design solutions.

Response: The applicant is proposing windows along the front and street side of the building that meets this standard.

- b. The second floor must provide a minimum of twenty-five percent glazing between three and eight feet, as measured from that story's finished floor level. The twenty-five percent minimum transparency requirement may be reduced through the site plan and architectural review process upon demonstration that the proposed alternative design achieves the transparency objectives. See subsection (A)(4)(e) of this section for alternative design solutions

Response: A second floor is not proposed with this building.

c. If a single-story building has a facade taller than twenty feet, the facade area above fifteen feet is subject to the same window requirement as the second floor requirement in subsection (A)(4)(b) of this section.

Response: The building height is proposed to remain under 20 feet except for architectural massing elements discussed in the subsection above.

d. Any building wall facade that is built up to an interior mid-block property line is not required to have glazing on that facade if no prohibitions and no contractual or legal impediments exist that would prevent a building being constructed on the adjacent property up to the wall of the facade.

Response: The applicant is proposing not to meet the glazing standard for the rear portion of the building that faces the residential properties. This property line will be screened with a 6' high CMU block wall as required by CPMC.

e. Where transparent windows are not provided on at least forty percent of a building wall facade (or portions thereof) to meet the intent of this section, at least three of the following elements shall be incorporated:

- i. Masonry (but not flat concrete block);
- ii. Concrete or masonry plinth at wall base;
- iii. Belt courses of a different texture and color;
- iv. Projecting cornice;
- v. Projecting awning/canopy (minimum four-foot overhang);
- vi. Decorative tile work;
- vii. Trellis containing planting;
- viii. Artwork of a scale clearly visible from the associated right-of-way;
- ix. Vertical articulation;

- x. Lighting fixtures;
- xi. Recesses or bays;
- xii. Use of other architectural elements not listed that is demonstrated to meet the intent of this section.

Response: The street side frontage of Bigham Drive is residential in nature and therefore windows will be limited along this frontage. The applicant will propose the use of other architectural elements along this side of the building as allowed in this subsection of the code.

5. Wall Faces. As used in this section there are three types of wall faces. To ensure that buildings do not display unembellished walls visible from a public street or residential area the following standards are imposed:

a. Facade Wall Face. Facade wall faces greater than forty feet in length shall be divided into small units through the use of articulation, which may include offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhangs, or other elements of the building's mass.

For purposes of complying with the requirements in this subsection facade wall faces shall consist of a combination of two of the following design features:

- i. Changes in plane with a depth of at least twenty-four inches, either horizontally or vertically, at intervals of not less than twenty feet and not more than forty feet; or
- ii. Changes of color, texture, or material, either horizontally or vertically, at intervals of not less than twenty feet and not more than one hundred feet; or
- iii. A repeating pattern of wall recesses and projections, such as bays, offsets, reveals or projecting ribs, that has a relief of at least eight inches at intervals of not less than twenty feet and not more than forty feet.

b. Building Wall Face. As applicable each building wall face shall be given architectural treatment to meet the intent of this section by using three or more of the following:

- i. Varying rooflines with one foot or greater changes of height at least every forty feet;

- ii. Transparent windows that comprise at least forty percent of the visible facade;
- iii. Secondary entrances that include glazing and landscape treatment;
- iv. Balconies;
- v. Awnings/canopies;
- vi. Planted trellises;
- vii. Projecting cornices at least twelve inches in height;
- viii. Variation in building form and materials demonstrated to meet the intent of this section.

c. Other Wall Faces. Other wall faces abutting residential areas shall comply with the requirements for building wall faces. Other wall faces not abutting residential areas are exempt from this section.

Response: See preliminary elevations submitted with the site-plan application for conformance with the above requirements.

6. Screening of Service Areas and Rooftop Equipment. Publicly visible service areas, loading zones, waste disposal, storage areas, and rooftop equipment (mechanical and communications) shall be fully screened from the ground level of nearby streets and residential areas within two hundred feet; the following standards apply:

a. Service Areas.

- i. A six-foot masonry enclosure, decorative metal fence enclosure, a wood enclosure, or other approved materials complementary to adjacent buildings; or
- ii. A six-foot solid hedge or other plant material screening as approved.

Response: The proposed trash area will be screened with a 6' high split face CMU block wall and gate.

b. Rooftop Equipment.

i. Mechanical equipment shall be screened by extending parapet walls or other roof forms that are integrated with the architecture of the building. Painting of rooftop equipment or erecting fences are not acceptable methods of screening.

ii. Rooftop-mounted voice/data transmission equipment shall be integrated with the design of the roof, rather than being simply attached to the roof-deck.

Response: Mechanical equipment will be located on the rooftop and screened with parapet walls as required by this subsection.