

**STAFF REPORT**  
December 6, 2016**AGENDA ITEM (File No. 16021)**

---

Consideration of a Site Plan and Architectural Review application for the construction of a 43,000 square foot corporate headquarters and light fabrication facility for Rogue Valley Microdevices. Rogue Valley Microdevices proposes to operate in the Thoroughfare Commercial (C-5) zoning district. The project site is located at 4901 Biddle Rd., and is defined on the Jackson County Assessor's map as 37S 2W 01C, Tax Lot 802.

**Applicant:** Rogue Valley Microdevices, Inc.; **Agent:** Jay Harland, CSA Planning.

**Approval Criteria:** CPMC 17.72, Site Plan & Architectural Review

**SOURCE**

---

Stephanie Holtey, Community Planner II

**BACKGROUND**

---

Rogue Valley Microdevices, Inc. ("Applicant") is a microelectronics manufacturing company that intends to relocate its current operation in Medford to a 2.24 acre site on Biddle Road ("Property"). The proposed location is Lot 3 of a three (3) lot tentative partition (File No. 16005) approved in April 2016 (Attachment "A").

The Property is currently planned and zoned for Tourist and Office Professional (C-4) uses; light fabrication is not a permitted use in the C-4 district. The Property is in the process of both a land use and zone change to Thoroughfare Commercial (C-5). Light fabrication is outright permitted in the C-5 zone per CPMC 17.43.020(F). Due to the limited use of hazardous materials processes associated with the fabrication of small electronic wafer boards, the Community Development Director referred the application to the Planning Commission as a conditional use per CPMC 17.46.030 (File No. 16023). Pending approval of the above actions, the Applicant requests Site Plan & Architectural Review approval for the site development.

**Project Description:**

The Applicant proposes to construct a 43,000 square foot light manufacturing building consisting of 24,000 square feet of production area on one level and 19,000 square feet of office area on two levels (Attachment "B-1"). The offices are located in the front of the building nearest Biddle Road and the light fabrication operations in the back nearest to USF Reddaway Trucking, an industrial use (Attachment "B-3", and "B-4").

The Property has frontage on Biddle Road and adjoins a private retail street to the east and a private access drive to the south. The primary façade and main pedestrian entry (North Elevation) front Biddle Road and the main parking area (35 spaces). Access at this location is from the private retail street, which has limited access to Biddle Road (right-in/right-out). Secondary parking (11 spaces) is behind the building (South Elevation) with two points of access from the private retail street and

access drive. The southerly private drive provides full access (right-in/left-in, right-out/left out) onto Hamrick Road. A one-way loading drive parallels the west building elevation and provides access to two loading bays.

Architecturally the structure has a modern design that provides variation in building materials to distinguish the manufacturing (i.e. painted tip-up concrete) and office (i.e. stucco) uses. Elements such as recessed windows, sun shades/canopies and inset panels mitigate building mass on the North, East and West elevations (Attachment “B-2”). The color palette is off-white, dark blue/black and matte stainless steel.

## **ISSUES**

---

There are three (3) issues relative to the application as follows:

1. **Legal Lot Status.** At the time of this review, the 2.24 acre project site has been tentatively approved but not legally created. Since the Southern Oregon Specialty Veterinary Center occupies the parent parcel (Tentative Lot 1), construction activities may not commence until the final plat is recorded.

*Comment: The Applicant’s findings state that the tentative plan improvements are underway with completion of the final plat anticipated within the next couple of months. Staff recommends the lot legality issue be resolved with a condition of approval requiring final plat completion prior to building permit issuance.*

2. **Parking Adjustment.** Per Table 17.64.02B, the required amount of parking for a manufacturing facility is determined based on either the number of employees per shift or the square footage of gross floor area, whichever is greater. In this case, 86 parking spaces are required. The Applicant’s parking plan proposes 46 spaces. To meet the off-street parking interior landscape requirements (See Issue 3a), the applicant may lose one (1) space in the secondary parking lot south of the building resulting in 45 spaces. Provision of 45-46 spaces does not meet the minimum/maximum parking requirement.

*Comment: As part of the Conditional Use Permit (File No. 16023), the Applicant requested a parking reduction on the basis that strict application of the code requirement would significantly increase the number of parking spaces needed for the proposed use. The Applicant’s Findings (Attachment “C”) state that the a maximum of 35 people will occupy the building at any time, including employees and visitors. Based on a Parking Demand Analysis using the Institute of Traffic Engineers (ITE) Manual, the manufacturing use will generate 34-51 parking spaces (Attachment “C”, Exhibit 16). The parking plan with 45-46 spaces falls within the range generated by the ITE manual and the Central Point Municipal Code, and is therefore considered acceptable.*

3. **Off-Street Parking Landscape Requirements.** Proposed off-street parking lot landscaping improvements are not consistent with the requirements for interior islands and tree planting per CPMC 17.75.039(G)(2):

- a. **Interior Islands.** CPMC 17.75.039(G)(2) requires landscape islands a minimum of 8-ft wide be placed within parking rows that contain ten (10) or more spaces. Four

(4) interior islands that are 4-ft wide are dispersed throughout the front (North) parking lot. The proposed islands do not meet the minimum width for interior landscape islands. The south parking lot behind the building (South Elevation) has an 11 space parking row and does not meet the interior landscaping requirement for islands.

*Comment: Based on staff’s review, the interior landscape requirements can be met with minor modifications to the parking lot configuration (i.e. adding and modifying islands). The landscape islands within the north parking lot can be consolidated into two (2) 8-ft islands without losing any parking spaces. However, the addition of an interior island in the south parking lot appears to result in the loss of one (1) space. As demonstrated in the Applicant’s parking demand analysis (Attachment “D”), a total of 45 parking spaces would remain within the acceptable range of parking generated by the use.*

*Staff recommends a revised Site Plan be submitted at the time of building permit application demonstrating compliance with the interior landscape requirements per CPMC 17.75.039(G)(2).*

- b. **Trees.** CPMC 17.75.039(G)(2)(a-c) provides the tree planting requirements for off-street parking lot interior landscape areas (i.e. terminals and islands). The number of trees required is a function of the parking lot visibility from the public realm. Highly visible parking lots require more trees than those that are located away from public rights-of-way (i.e. behind buildings).

The north parking lot is between the primary building façade and Biddle Road and requires 1 tree for every four (4) spaces. There are 35 spaces requiring eight (8) trees; however, only two (2) are shown on the landscape plan (Attachment “B-5”). The south parking lot is behind the building and requires one (1) tree for every eight (8) spaces resulting in one (1) tree for the 10-11 space parking row. No trees are shown on the landscape plan at this location. Table 1 shows the tree planting requirements for each parking area.

<b>Table 1. Tree Requirement Status</b>				
<b>Parking Lot Location</b>	<b>No. Spaces</b>	<b>Trees Required</b>	<b>Trees Proposed</b>	<b>Difference (+/-)</b>
North	35	8	2	(-6)
South	45-46	1	0	(-1)

*Comment: Staff recommends that a revised Landscape Plan be submitted at the time of building permit application demonstrating compliance with the interior landscape requirements for trees per CPMC 17.75.039(G)(2)(a) and (c).*

**FINDINGS OF FACT AND CONCLUSIONS OF LAW**

The Site Plan and Architectural Review application for the proposed Rogue Valley Microdevices development has been evaluated for compliance with the Site Plan and Architectural Review criteria

set forth in Chapter 17.72 of the Central Point Municipal Code and found to comply, as evidenced by the Applicant's Findings (Attachment "C").

### **CONDITIONS OF APPROVAL**

---

1. Site Plan and Architectural Review approval is subject to designation of the project site (37S 2W 01C, TL 802) as Commercial Thoroughfare and C-5; and approval of a Conditional Use Permit (File No. 16023). Failure to obtain any of the required land use approvals shall result in the denial of this site plan and architectural review application.
2. At the time of building permit application, the applicant shall submit a revised site plan and landscape plan demonstrating compliance with the off-street parking lot landscape requirements in CPMC 17.75.039(G)(2). Modifications that alter the site layout may be subject to CPMC 17.09, Modifications to Approved Plans.
3. Prior to building permit issuance, the final plat for the Tail Light Properties Minor Partition (File No. 16005) shall be approved by the City of Central Point and recorded by the Jackson County Assessor.
4. The Applicant shall comply with agency conditions as listed in the:
  - a. Rogue Valley Sewer Services letter dated November 16, 2016 (Attachment "E").
  - b. Jackson County Roads letter dated November 16, 2016 (Attachment "F").

### **ATTACHMENTS**

---

Attachment "A" – Area Plan with Tentative Partition Plan  
Attachment "B-1" – Site Plan  
Attachment "B-2" – Architectural Elevations  
Attachment "B-3" – 1<sup>st</sup> Floor Plan  
Attachment "B-4" – 2<sup>nd</sup> Floor Plan  
Attachment "B-5" – Landscape & Irrigation Plan  
Attachment "B-6" – Civil Site Grading & Utility Plan  
Attachment "C" – Applicant's Findings, with Exhibits 1-16.  
Attachment "D" – Application Clarification Memo from CSA Planning dated November 29, 2016  
Attachment "E" – Rogue Valley Sewer Services letter dated November 16, 2016  
Attachment "F" – Jackson County Roads letter dated November 16, 2016  
Attachment "G" – Resolution No. 839

### **ACTION**

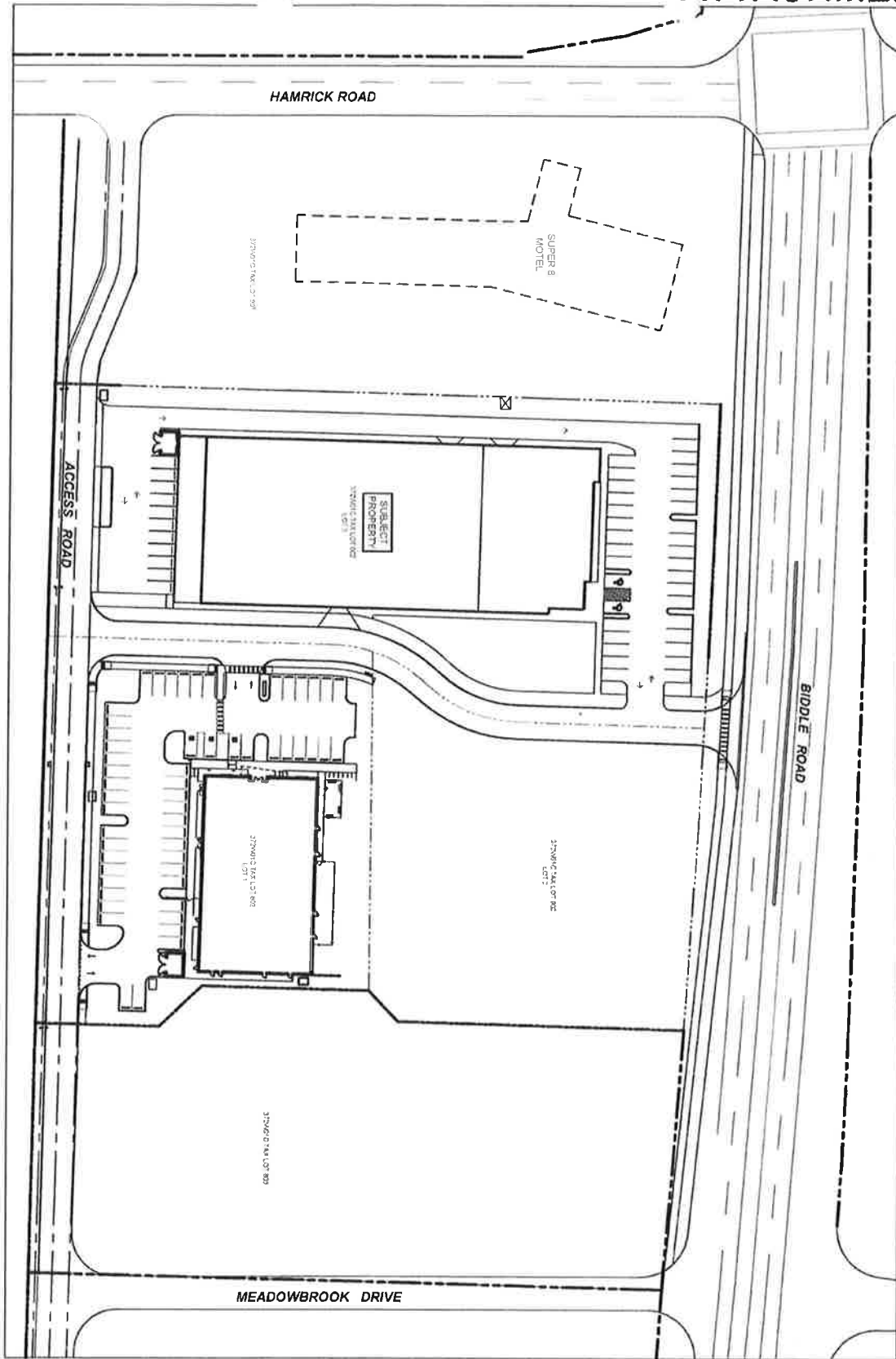
---

Consider the Site Plan and Architectural Review application and 1) approve; 2) approve with conditions; or 3) deny the application.

### **RECOMMENDATION**

---

Approve the Rogue Valley Microdevices Site Plan & Architectural Review with conditions as recommended in the Staff Report dated December 6, 2016, and contingent on the approvals of the Comprehensive Plan Amendment (File No. 16025), the Zone Change Amendment (File No. 16024), and Conditional Use Permit (File No. 16023).



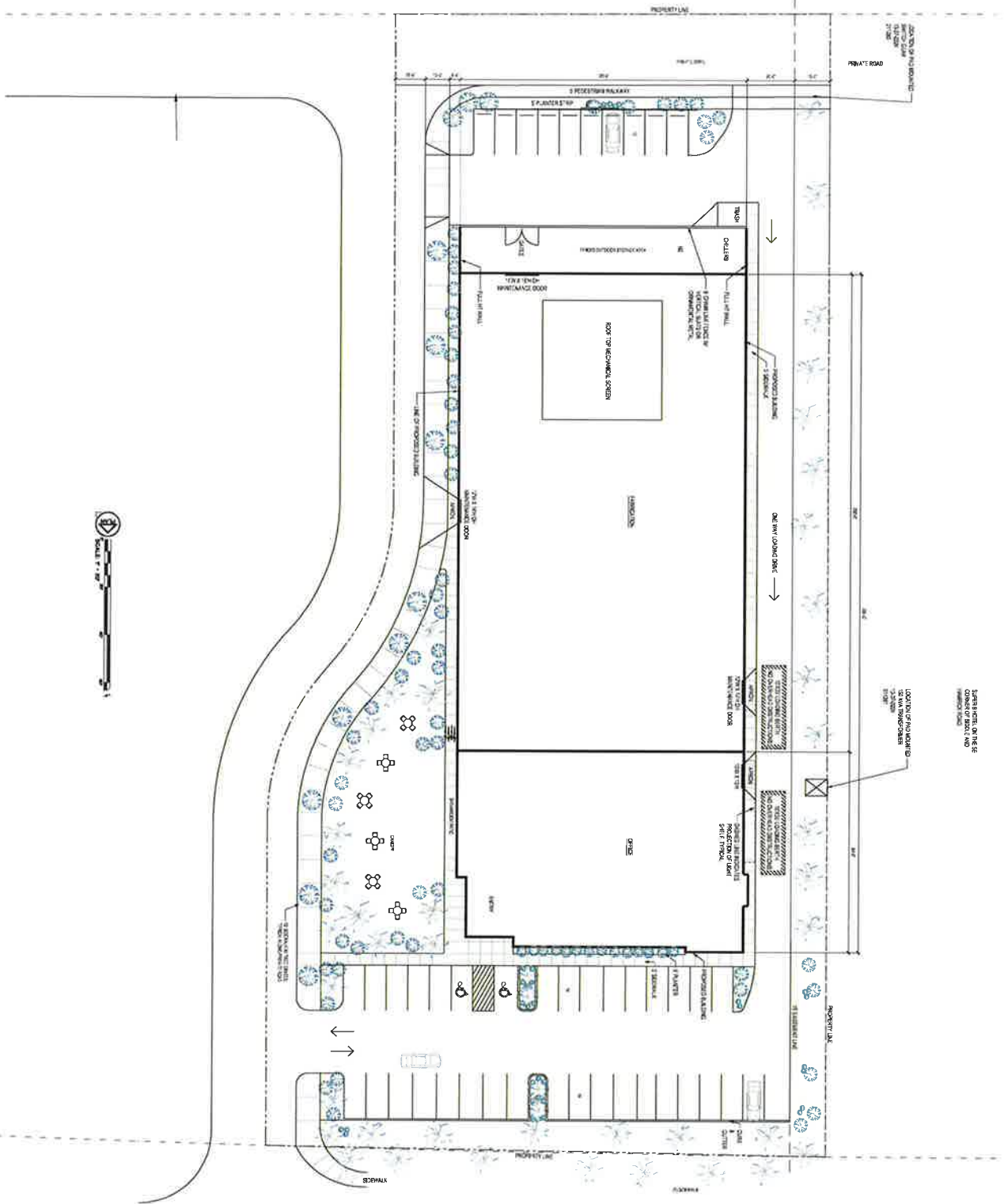
1

DATE 9/9/2017  
SCALE 1:800

AREA PLAN

**ROGUE VALLEY MICRODEVICES**





Bidle Road

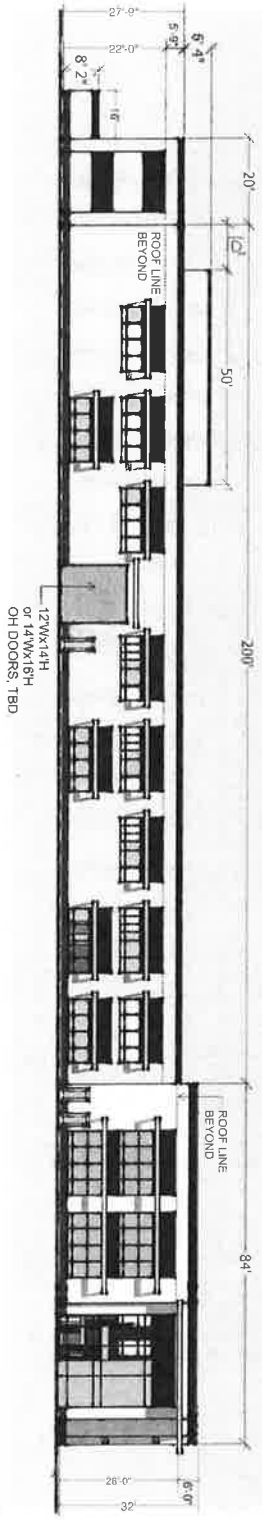
NOT FOR CONSTRUCTION	
DATE: 08/20/2018	SCALE: AS SHOWN
DESIGNER: STRAUS & SEIBERT	CHECKED: SAFTI
DRAWN BY: SAFTI	DATE: 08/20/2018

**ROGUE VALLEY  
MICRODEVICES**  
4601 BIDDLE-TAX LOT 802  
CENTRAL POINT, OREGON

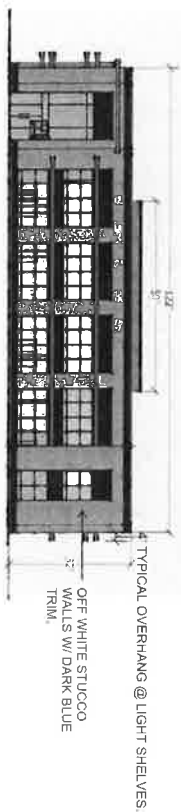
**STRASUS & SEIBERT**



ARCHITECTS/ENGINEERS/LANDSCAPE ARCHITECTS  
1000 W. MAIN ST. SUITE 100  
CENTRAL POINT, OR 97502  
PH: 531.247.1111 FAX: 531.247.1112



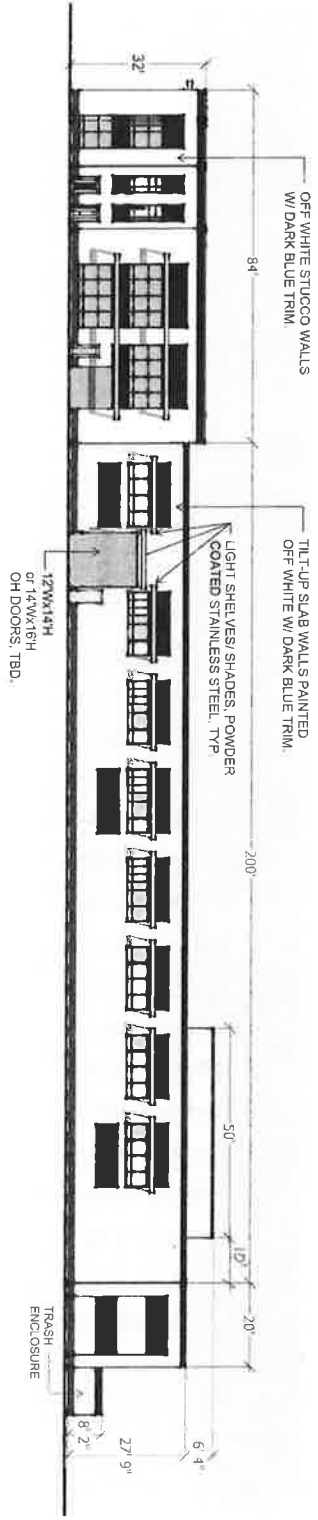
EAST ELEVATION



NORTH ELEVATION

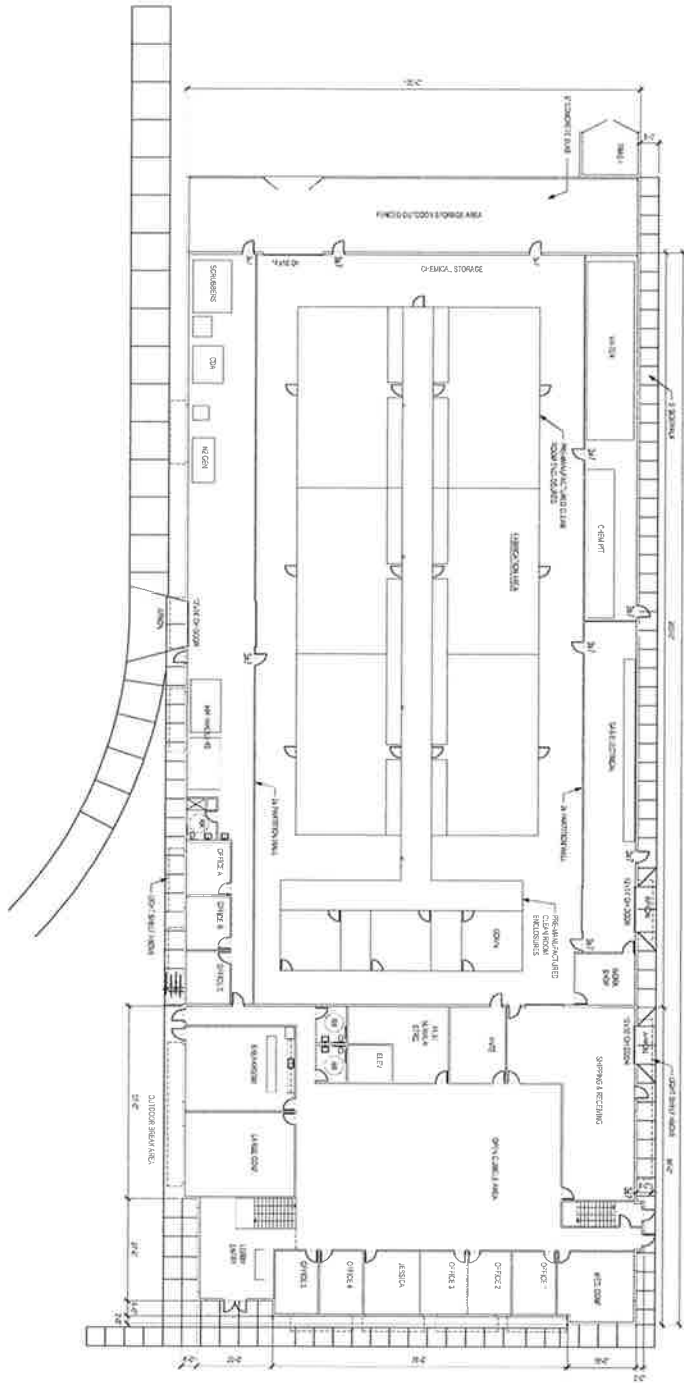


SOUTH ELEVATION



WEST ELEVATION

ROGUE VALLEY MICRODEVICES  
 CENTRAL POINT, OREGON  
 EXTERIOR ELEVATIONS  
 STRAUS & SEBERT ARCHITECTS

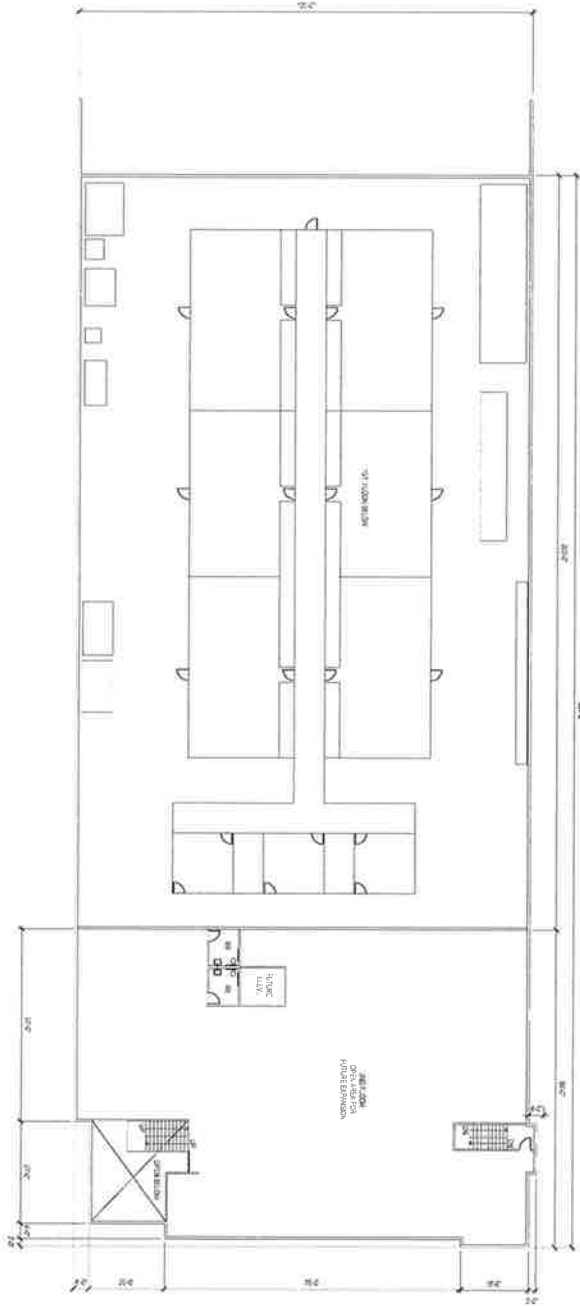


1st FLOOR PLAN  
SCALE: 1/8" = 1'-0"

<p><b>NOT FOR CONSTRUCTION</b></p>	<p>PROJECT: ROYAL</p> <p>DATE: 08/11/2008</p>	<p><b>STRAUS &amp; SEIBERT</b></p> <p>ARCHITECTS</p> <p>1000 N. 10TH ST. SUITE 100 ASTORIA, OREGON 97103 TEL: 360.325.1111 WWW.STRAUS-SEIBERT.COM</p>
	<p>OWNER: ROYAL</p> <p>DESIGNER: STRAUS &amp; SEIBERT</p> <p>DATE: 08/11/2008</p>	

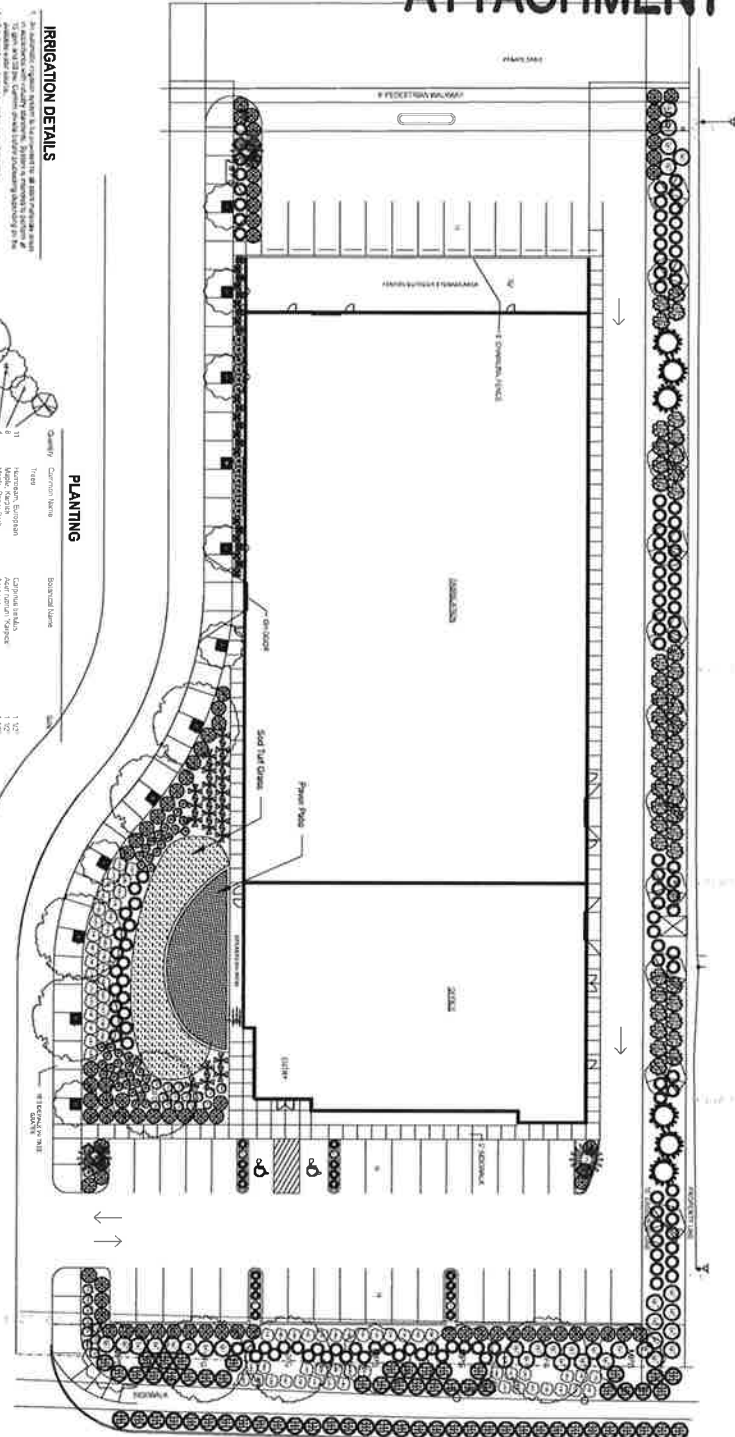
**ROGUE VALLEY MICRODEVICES**  
4601 BIDDLE-TAX LOT 802  
CENTRAL POINT, OREGON





202 FLOOR PLAN  
SCALE: 1/8" = 1'-0"

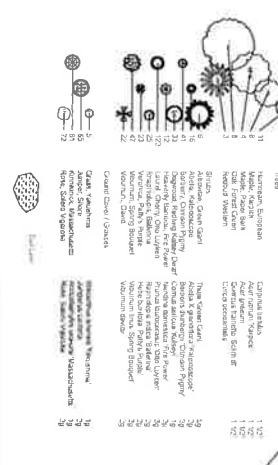
 <p><b>STRAUS &amp; SEIBERT</b> ARCHITECTS LLP</p> <p>1700 NE Oregon St., Suite 200 Central Point, OR 97514 Phone: 541.343.8888</p>	<p><b>ROGUE VALLEY MICRODEVICES</b> 4601 BIDDLE-TAX LOT 802 CENTRAL POINT, OREGON</p>	<p>NOT FOR CONSTRUCTION</p>
	<p>DATE: 11/20/2018 DRAWN BY: [Name] CHECKED BY: [Name]</p>	<p>1/8" = 1'-0"</p>



**IRRIGATION DETAILS**

1. Irrigation system shall be designed to meet the water requirements of the plants to be installed in the landscape.
2. The system shall be designed to provide adequate water to the plants during the growing season.
3. The system shall be designed to provide adequate water to the plants during the dormant season.
4. The system shall be designed to provide adequate water to the plants during the winter season.
5. The system shall be designed to provide adequate water to the plants during the spring season.
6. The system shall be designed to provide adequate water to the plants during the summer season.
7. The system shall be designed to provide adequate water to the plants during the fall season.
8. The system shall be designed to provide adequate water to the plants during the winter season.
9. The system shall be designed to provide adequate water to the plants during the spring season.
10. The system shall be designed to provide adequate water to the plants during the summer season.
11. The system shall be designed to provide adequate water to the plants during the fall season.
12. The system shall be designed to provide adequate water to the plants during the winter season.
13. The system shall be designed to provide adequate water to the plants during the spring season.
14. The system shall be designed to provide adequate water to the plants during the summer season.
15. The system shall be designed to provide adequate water to the plants during the fall season.
16. The system shall be designed to provide adequate water to the plants during the winter season.
17. The system shall be designed to provide adequate water to the plants during the spring season.
18. The system shall be designed to provide adequate water to the plants during the summer season.
19. The system shall be designed to provide adequate water to the plants during the fall season.
20. The system shall be designed to provide adequate water to the plants during the winter season.

**PLANTING**



**GRADING**

1. All grading shall be in accordance with the local and state codes.
2. The grading shall be designed to provide adequate drainage for the site.
3. The grading shall be designed to provide adequate drainage for the site.
4. The grading shall be designed to provide adequate drainage for the site.
5. The grading shall be designed to provide adequate drainage for the site.
6. The grading shall be designed to provide adequate drainage for the site.
7. The grading shall be designed to provide adequate drainage for the site.
8. The grading shall be designed to provide adequate drainage for the site.
9. The grading shall be designed to provide adequate drainage for the site.
10. The grading shall be designed to provide adequate drainage for the site.
11. The grading shall be designed to provide adequate drainage for the site.
12. The grading shall be designed to provide adequate drainage for the site.
13. The grading shall be designed to provide adequate drainage for the site.
14. The grading shall be designed to provide adequate drainage for the site.
15. The grading shall be designed to provide adequate drainage for the site.
16. The grading shall be designed to provide adequate drainage for the site.
17. The grading shall be designed to provide adequate drainage for the site.
18. The grading shall be designed to provide adequate drainage for the site.
19. The grading shall be designed to provide adequate drainage for the site.
20. The grading shall be designed to provide adequate drainage for the site.

**PLANTING**

1. All planting shall be in accordance with the local and state codes.
2. The planting shall be designed to provide adequate drainage for the site.
3. The planting shall be designed to provide adequate drainage for the site.
4. The planting shall be designed to provide adequate drainage for the site.
5. The planting shall be designed to provide adequate drainage for the site.
6. The planting shall be designed to provide adequate drainage for the site.
7. The planting shall be designed to provide adequate drainage for the site.
8. The planting shall be designed to provide adequate drainage for the site.
9. The planting shall be designed to provide adequate drainage for the site.
10. The planting shall be designed to provide adequate drainage for the site.
11. The planting shall be designed to provide adequate drainage for the site.
12. The planting shall be designed to provide adequate drainage for the site.
13. The planting shall be designed to provide adequate drainage for the site.
14. The planting shall be designed to provide adequate drainage for the site.
15. The planting shall be designed to provide adequate drainage for the site.
16. The planting shall be designed to provide adequate drainage for the site.
17. The planting shall be designed to provide adequate drainage for the site.
18. The planting shall be designed to provide adequate drainage for the site.
19. The planting shall be designed to provide adequate drainage for the site.
20. The planting shall be designed to provide adequate drainage for the site.

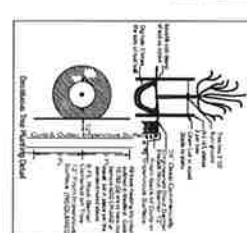
**GRADING**

1. All grading shall be in accordance with the local and state codes.
2. The grading shall be designed to provide adequate drainage for the site.
3. The grading shall be designed to provide adequate drainage for the site.
4. The grading shall be designed to provide adequate drainage for the site.
5. The grading shall be designed to provide adequate drainage for the site.
6. The grading shall be designed to provide adequate drainage for the site.
7. The grading shall be designed to provide adequate drainage for the site.
8. The grading shall be designed to provide adequate drainage for the site.
9. The grading shall be designed to provide adequate drainage for the site.
10. The grading shall be designed to provide adequate drainage for the site.
11. The grading shall be designed to provide adequate drainage for the site.
12. The grading shall be designed to provide adequate drainage for the site.
13. The grading shall be designed to provide adequate drainage for the site.
14. The grading shall be designed to provide adequate drainage for the site.
15. The grading shall be designed to provide adequate drainage for the site.
16. The grading shall be designed to provide adequate drainage for the site.
17. The grading shall be designed to provide adequate drainage for the site.
18. The grading shall be designed to provide adequate drainage for the site.
19. The grading shall be designed to provide adequate drainage for the site.
20. The grading shall be designed to provide adequate drainage for the site.

NOTE: IF THIS SHEET IS LESS THAN 24" X 36" IT HAS BEEN REDUCED AND IS NOT TO SCALE.



Biddle Road



L1

SCALE 1" = 20'

**ROGUE VALLEY MICRODEVICES**  
4601 BIDDLE ROAD TAX LOT 802  
CENTRAL POINT, OREGON 97502

**Madara Design Inc**  
Landscape Design & Consultation  
2394 Wells Fargo Rd  
Central Point, Or 97502  
541-864-7055





BEFORE THE PLANNING COMMISSION AND  
CITY COUNCIL

FOR THE CITY OF CENTRAL POINT

STATE OF OREGON

IN THE MATTER OF A REQUEST FOR A  
CONDITIONAL USE PERMIT, SITE PLAN  
AND ARCHITECTURAL REVIEW FOR A  
LIGHT FABRICATION FACILITY. THE  
SUBJECT TRACT IS LOCATED AT 4901  
BIDDLE ROAD WHICH IS ON THE  
SOUTH SIDE OF BIDDLE ROAD  
BETWEEN HAMRICK AND TABLE ROCK  
ROAD IMMEDIATELY EAST OF THE  
SUPER 8 MOTEL. THE PROPERTY IS  
LOCATED IN THE CITY OF CENTRAL  
POINT AND IS MORE SPECIFICALLY  
IDENTIFIED AS TAX LOT 802 IN  
TOWNSHIP 37 SOUTH, RANGE 2 WEST  
(WM), SECTION 01C.

PROPOSED FINDINGS OF FACT  
AND CONCLUSIONS OF LAW

*Applicants' Exhibit 2*

Applicant/ Owners:  
**Rogue Valley Microdevices, Inc.**  
**Tail Lite Properties, LLC**

Agent: **CSA Planning, Ltd.**

I

**NATURE OF THE APPLICATION**

The Applicants request a Site Plan and Architectural Review for the building and site plan for the proposed Rogue Valley Microdevices corporate headquarters building. In addition, based upon information in the Pre-Application Conference Report, per staff's recommendation the Applicant is also applying for a conditional use permit based on the nature of the business and its parking needs.

Rogue Valley Microdevices corporate headquarters building is proposed to be located on Lot 3 of the tentative partition plan which is the western half of an approved land division. The infrastructure for the partition plat is under construction now. It is possible, if not likely, that the final plat will be completed contemporaneous with the review of this subject application. The partition plat includes a retail street running from Biddle Road to the southern private access road. A new veterinary clinic was approved for Lot 1 at the southeast corner of the property and is currently under construction. The approved tentative plat actually included two alternate lot layouts, "A-1" and "A-2". Tail Lite Properties, Inc. is constructing "A-2" consistent with the approved alternative that supports the proposed Rogue Valley Microdevices headquarters use.



**Findings of Fact and Conclusions of Law**

Applicant: Rogue Valley Microdevices, Inc. and Tail Lite Properties, LLC

---

The request for the CUP is based on two things. First, the business uses small amounts of hazardous materials for its fabrication of small electronic wafer boards. Second, the parking calculations per the code are not aligned with the actual need for this building and use. Therefore the Applicant requests a conditional use permit that allows for its small scale handling of hazardous materials and for the proposed amount of parking.



II

**EVIDENCE SUBMITTED WITH THE APPLICATIONS**

---

Applicant herewith submits the following evidence with its land use application:

- Exhibit 1.** Completed application forms and Duly Executed Limited Powers of Attorney from Applicants and Owners authorizing CSA Planning, Ltd. to act on their behalf.
- Exhibit 2.** These proposed findings of fact and conclusions of law, demonstrating how the application complies with the applicable substantive criteria of Central Point' s Land Development Ordinance
- Exhibit 3.** Applicants' Demonstration of Compliance with Applicable Development Standards
- Exhibit 4.** Jackson County Assessor Plat Map 37-2W-01C
- Exhibit 5.** Comprehensive Land Use Plan Map
- Exhibit 6.** Proposed Comprehensive Land Use Plan Map
- Exhibit 7.** Zoning Map on Aerial Photo
- Exhibit 8.** Proposed Zoning Map
- Exhibit 9.** Area Plan (depicting Approved In-Process Project and Proposed Development)
- Exhibit 10.** Letter Evaluating Transportation Impacts from Plan Amendment and Zone Change, Southern Oregon Transportation Engineering.
- Exhibit 11.** Survey of Existing Conditions; *Pariani Land Surveying, February 9, 2015.*
- Exhibit 12.** Site Photos and Site Photo Key Map
- Exhibit 13.** Proposed Site Development Plans:
  - Exterior Building Elevations
  - Site Plan
  - Floor Plan
  - C-1 Civil Plan
  - L-1 Landscape Plan
- Exhibit 14.** Tentative Partition Plat Notice of Decision and Staff Report with Exhibit A-2
- Exhibit 15.** Development Transportation Impact Analysis, Southern Oregon Transportation Engineering
- Exhibit 16.** Parking Demand Analysis, Southern Oregon Transportation Engineering



III

**RELEVANT SUBSTANTIVE APPROVAL CRITERIA**

The relevant substantive Central Point Zoning Ordinance (CPZO) criteria prerequisite to approving a Conditional Use Permit, Site Plan and Architectural Review are recited in relation to the proposed development on Parcel 3:

**CITY OF CENTRAL POINT ZONING ORDINANCE (CPZO)**

**CONDITIONAL USE PERMIT REVIEW CRITERIA**

**17.46.060 General requirements.**

- A. Uses that are normally permitted in the C-5 district but that are referred to the planning commission for further review, per Section 17.46.030(26), 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. No use shall be permitted and no process, equipment or materials shall be used unless in compliance with all applicable state and federal environmental, health and safety regulations.
- D. Whenever feasible, buildings shall be located toward the rear of the lot with parking toward the street in the front yard area for easy access and to minimize traffic noise at the rear of the property, especially when the rear property line abuts a residential (R) district. (Ord. 1684 §46, 1993; Ord. 1615 §44, 1989; Ord. 1436 §2(part), 1981).

**17.46.010 Purpose.**

The C-5 district is intended to provide for commercial and business uses that are most appropriately located along or near major highways or thoroughfares, and are largely dependent upon highway visibility and easy vehicular access. (Ord. 1883 (part), 2006; Ord. 1436 §2(part), 1981).

**17.46.020 Permitted uses.**

The following uses are permitted in the C-5 district:

- F. Light fabrication, such as:
  - 1. Light fabrication, assembly, packaging, mail-order sales and wholesale sales of consumer goods, and
  - 2. Light fabrication and repair shops such as blacksmith, cabinet, electric motor, heating, machine, sheetmetal, signs, stone monuments, upholstery and welding;

**17.46.030 Conditional uses.**

The following uses are permitted in the C-5 district when authorized in accordance with Chapter 17.76:

- 26. Permitted uses that are referred to the planning commission by city staff because they were found to exhibit potentially adverse or hazardous characteristics not normally found in uses of a similar type or size;

**17.76.040 Findings and conditions.**

The planning commission in granting a conditional use permit shall find as follows:

- A. That the site for the proposed use is adequate in size and shape to accommodate the use and to meet all other development and lot requirements of the subject zoning district and all other provisions of this code;
- B. That the site has adequate access to a public street or highway and that the street or highway is adequate in size and condition to effectively accommodate the traffic that is expected to be generated by the proposed use;
- C. That the proposed use will have no significant adverse effect on abutting property or the permitted use thereof. In making this determination, the commission shall consider the proposed location of improvements



**Findings of Fact and Conclusions of Law**

Applicant: Rogue Valley Microdevices, Inc. and Tail Lite Properties, LLC

---

on the site; vehicular ingress, egress and internal circulation; setbacks; height of buildings and structures; walls and fences; landscaping; outdoor lighting; and signs;

- D. That the establishment, maintenance or operation of the use applied for will comply with local, state and federal health and safety regulations and therefore will not be detrimental to the health, safety or general welfare of persons residing or working in the surrounding neighborhoods and will not be detrimental or injurious to the property and improvements in the neighborhood or to the general welfare of the community based on the review of those factors listed in subsection C of this section;
- E. That any conditions required for approval of the permit are deemed necessary to protect the public health, safety and general welfare and may include:
  - 1. Adjustments to lot size or yard areas as needed to best accommodate the proposed use; provided the lots or yard areas conform to the stated minimum dimensions for the subject zoning district, unless a variance is also granted as provided for in Chapter 17.13,
  - 2. Increasing street widths, modifications in street designs or addition of street signs or traffic signals to accommodate the traffic generated by the proposed use,
  - 3. Adjustments to off-street parking requirements in accordance with any unique characteristics of the proposed use,
  - 4. Regulation of points of vehicular ingress and egress,
  - 5. Requiring landscaping, irrigation systems, lighting and a property maintenance program,
  - 6. Regulation of signs and their locations,
  - 7. Requiring fences, berms, walls, landscaping or other devices of organic or artificial composition to eliminate or reduce the effects of noise, vibrations, odors, visual incompatibility or other undesirable effects on surrounding properties,
  - 8. Regulation of time of operations for certain types of uses if their operations may adversely affect privacy of sleep of persons residing nearby or otherwise conflict with other community or neighborhood functions,
  - 9. Establish a time period within which the subject land use must be developed,
  - 10. Requirement of a bond or other adequate assurance within a specified period of time,
  - 11. Such other conditions that are found to be necessary to protect the public health, safety and general welfare

**SITE PLAN AND ARCHITECTURAL REVIEW CRITERIA**

**Chapter 17.72**

**SITE PLAN AND ARCHITECTURAL REVIEW**

**17.72.020 Applicability.**

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;

**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;





**Findings of Fact and Conclusions of Law**

Applicant: Rogue Valley Microdevices, Inc. and Tail Lite Properties, LLC

---

- 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.



IV

**FINDINGS OF FACT**

---

The following facts are established and found to be true with respect to this matter:

1. **Ownership/Applicant:** Tax Lot 802 is owned in fee simple by Tail Lite Properties, LLC. Rogue Valley Microdevices is in contract to purchase Lot 3 of the subject property. Agent CSA Planning, Ltd. is submitting this application on behalf of the property owner and contract purchaser.
2. **Location:** The subject property is located on the south side of Biddle Road between Hamrick Road and Table Rock Road. The property is identified as Tax Lot 802 in Township 37 South, Range 02 West (W.M.), Section 01C. The site address is 4901 Biddle Road, Central Point, OR.
3. **Parcel Size:** Tax Lot 802 currently has 4.87 acres. *See*, Exhibit 4.
4. **Comprehensive Plan Map Designation / Zoning:** Designated *Tourist and Office Professional / Zoned C-4 Tourist and Office Professional*. *See*, Exhibits 5 and 7.
5. **Proposed Comprehensive Plan Map Designation / Zoning:** Designation proposed to be amended to Thoroughfare Commercial and to change the zone to C-5. *See*, Exhibits 6 and 8.
6. **Existing Frontage and Access:** The subject property has frontage along its northern boundary on Biddle Road. Biddle Road is classified in the TSP as an arterial. Tax Lot 802 also has access easements on the access drives that run south from Biddle Road along Tax Lot 803 and along the southern boundaries of Tax Lots 801, 802 and 803 and intersecting with Hamrick Road. These private commercial accesses were reviewed and approved by Central Point at the time of land division that created the parent parcel. A private north-south Retail Street has been approved to intersect with Biddle Road approximately mid-block between existing accesses. The Retail Street will have right-in/right-out only access with a median in Biddle Road and is currently under construction.
7. **Lot Legality:** Tax Lot 802 was created through two partitions. Tax Lot 800 was divided through partition *P-03-2004* into three parcels in 2004, and in 2005 the resulting Parcel 2 was subdivided into three lots, of which Tax Lot 802 was Lot 1. In 2007 a lot line adjustment was made to the border between Tax Lots 802 and 803 creating its current configuration. In April of 2016, the City of Central Point approved a tentative partition plat to divide Tax Lot 802 into three separate parcels. The proposed conditional use permit and site plan review are directed at Parcel 3 of the approved tentative land division; it is possible, if not probable, that the final plat will be recorded prior to completion of the subject land use review.
8. **Previous Planning Permits:**  
*File No. 16004* - Site Plan and Architectural Review which approved a veterinary clinic on Parcel 1 of the land division *and File No. 16005*- Tentative Partition were approved April 14, 2016.
9. **Existing Development:** The property is currently vacant but construction of the Retail Street and the veterinary clinic has begun.



**10. Land Uses on Abutting Properties and Surrounding Area:**

Overview of area: The stretch of Biddle Road/East Pine Street ("BR/EPS") that is east of the Interstate-5 in Central Point is an employment area with a mix of commercial uses right along BR/EPS on the south side with some industrial uses further to the south. Except for a small portion of a larger residential area near Meadowbrook Drive and Orchard View Avenue, the north side of BR/EPS is primarily undeveloped employment designated property; further to the north is the Jackson County Expo (fairgrounds), the Central Point East residential area, and some legacy County development patterns. There are a mix of developed and undeveloped properties between the interstate and Table Rock Road.

**East:** To the east of the subject property is vacant land owned by Les Schwab. Further to the east is additional vacant employment land that is marketed for sale. This land has a Comprehensive Plan Map of Thoroughfare Commercial and is zoned C-5

**North:** Across Biddle Road is the Dulany property. This property has a single family dwelling on it and is under developed in relation to its plan designation. The property is planned Tourist and Professional Office and is zoned C-4. The land to the northeast is planned and zoned for residential uses and has been developed with single-family dwellings. Land to the northwest is a large vacant 21 acre site planned Tourist and Office Professional and zoned C-4.

**South:** South of the subject property across the private commercial access drive is the USF Reddaway warehouse logistics facility. This facility is planned General Industrial and zoned M-2.

**West:** Immediately to the west is the Super 8 Motel. This site is planned Tourist and Office Professional and is zoned C-4. Further to the west is some vacant commercial land across Hamrick Road and a road maintenance yard further to the southwest.

11. **Topography:** The subject property is essentially level, sloping very gently to the north.
12. **Water Facilities and Services:** Underground water utilities exist at the west property line and along the utility and access easement along the southern portion of the property. These water facilities are available for connection.
13. **Sanitary Sewer Facilities and Services:** Underground sanitary sewer utilities exists in the utility easements along the south portion of the property and are available for connection.
14. **Power and Natural Gas:** Underground power is available from Pacific Power and underground gas is available from Avista Utilities and the same exist in the utility easements along the south portion of the property and are available for connection.
15. **Fire and Police Protection:** The subject properties are located within and are served by Fire District No. 3. Police service is provided by the City of Central Point Police Department.
16. **Wetlands, Streams and floodplain:** The subject property does not contain any jurisdictional wetlands per Jackson County GIS Services. The subject property does not contain any streams or floodplains per Jackson County GIS Services.
17. **Storm Drainage Facilities and Services:** Underground storm drainage lines are located in Biddle Road and in the private access easement and utility area on the south portion of the property. These storm drain lines are available for connection. The approval of the prior



land division necessitated construction of a stormwater detention facility on Lot 2 of the partition which is planned to handle a significant portion of the Rogue Valley Microdevices' storm drainage needs, see Exhibit 13, Sheet C-1.

**18. Transportation and Access:**

**A. Access and Circulation:** Access to the site is via a private retail street that is under construction and was approved under Planning File No. 16005. The retail street intersects with Biddle Road and is a right-in-right-out intersection allowing in-movement from the west and out-movement to the east onto Biddle Road. A concrete median in Biddle Road will be constructed in conjunction with the new retail street. Access coming from the east will be from a left turn onto the private street connection opposite Meadowbrook and then right along the private access drive to the south and then a right onto the private retail street. Access out of the site to the west will involve a right turn onto the private retail street and then out the private access drive along the south property line to a right turn on Hamrick then to the signal where a left can be made onto East Pine Street.

The office driveway is located on the private retail street. It is somewhat close to the intersection with Biddle Road but there is adequate room for at least two stacked vehicles and it is a right into the site so no queuing at this location is expected. The other access onto the site is via two large driveways to the south access drive; the wide driveways are needed to get semi-trucks into the back parking lot area and then out onto the private access drive. These south driveways will be truck vehicle access points; smaller trucks that use the west service drive will exit via the front office parking lot access point.

**B. Transportation Impacts from Proposed Development:** The Applicant's traffic engineer also prepared a traffic impacts analysis that analyzes the proposed Rogue Valley Microdevices project, see Exhibit 15. That analysis was an update to the Southern Oregon Veterinary Specialty Center analysis done for that project which is now under construction. In the prior analysis, Parcel 3 was assumed to be a future site for a 25,000 square foot specialty retail center, along with the veterinary clinic and an assumed sit down restaurant on the remaining Parcel 2. The updated analysis continues to assume the sit down restaurant on Parcel 2 and assumes the veterinary clinic use on Parcel 1 but substitutes the Rogue Valley Microdevices use for Parcel 3. This results in a reduced trip generation of the entire site of 53 P.M. peak hour trips.

The results of the analysis show that the transportation system can accommodate the proposed use in conformance with all applicable performance standards.

**19. Proposed Development Project:**

The proposed Rogue Valley Microdevices corporate headquarters and light fabrication facility has the following features:

**A. Design Scheme:** The approach to the building is to create a modern and attractive high-tech light manufacturing building. The building is proposed to contain a 10,000 square foot clean room within a 24,000 square foot production area and the building will have approximately 19,000 square feet of accessory office space on two levels. Being a high-tech facility, the interior is a purpose built design that reflects workflow needs and the demands of the clean room.



The nature of the interior layout dictates the location of certain outdoor connections in terms of entrance location, delivery doors and access to the accessory office uses. Overall, the exterior is a modern, but relatively simple flat-roofed commercial building with several attractive architectural elements on the main façade and attractive materials on all elevations. See, Exhibit 13.

**B. Vehicle Parking and Loading:** The project proposes 46 parking spaces. The application is requesting an adjustment to the off-street parking standards as part of the Conditional Use Permit approval (pursuant to special conditions of approval that may be imposed under 17.76.040(E)(3)) because a strict application of the code would require significantly more parking than is expected to be needed by the use. There is a wide disparity between the two calculation methods for the parking requirements. The employee calculation method for industrial uses yields a need for approximately 18 spaces. The gross floor area method would require 84 spaces, one for every 500 square feet of gross floor area, which is difference of over 60 parking spaces. The proposed 46 spaces is between the two need calculation methods and is projected to be adequate for the use. It is expected that this amount of parking will be adequate to allow for nearly doubling of the size of the company within the new space, which is the largest it can be within the new facility. A parking demand analysis has been prepared by Southern Oregon Transportation Engineering for this submittal and is located in Exhibit 16.

Industrial uses of 37,501 square feet to 50,000 square feet are required to have four loading berths; the actual fabrication area is 24,000 square feet which would require four berths. The site plan and building elevations depict four overhead loading doors for the facility. Two overhead doors are located on the west elevation along the service drive. These will be accessed by forklift for semis from the main rear parking lot and by smaller delivery vehicles such as FedEx and UPS. This entire circulation area on the west side of the building could be considered a series of loading berths, in which case the site has the equivalent of 8 loading berths just on this side. One overhead door loading location on the east elevation, trucks could use this for delivery from the private retail street although this would be expected to be a rare occurrence; primarily this would be accessed by forklift on the occasion when equipment needed to be loaded on the east side of the clean room. The fourth overhead door is shown on the south elevation and this berth will generally be used by a forklift off-loading from a semi-trailer truck parked in the rear lot.

**C. Bike Parking:** The code requires four bike parking spaces. The covered bike parking spaces will be under a canopy area located at the outdoor break area.

**D. Landscaping:** This high-tech light manufacturing facility is proposed to be fully landscaped at the time of development, see Exhibit 13, Sheet L-1. The proposed landscaping is extensive for an industrial use and is proposed in a manner that will allow it to blend well with commercial uses in the area. The 10-foot sidewalk with tree wells on the retail street will create an attractive streetscape for this private street. The planting scheme includes a number of mass plantings that will create an attractive landscape throughout the year.

**20. Conditional Use Permit Findings:** Even though the proposed use could properly be approved as a permitted use under Use F – Light Fabrication. The planning staff has the authority to refer uses to the Planning Commission as a Conditional Use Permit. The Pre-Application indicated the Staff's intent to refer the application to the Planning Commission





for Conditional Use Permit approval. The City of Central Point has conditional use permit criteria that require specific findings. Applicant's agent provides the below testimony as evidence to address such required findings and this testimony may be relied upon as substantial evidence; CSA Planning are experts in Oregon Land Use Planning and have experience as a professional planning firm for over 35 years.

**A. Lot Size and Configuration:** A site plan has been submitted concurrent with the proposed use. The proposed design can be found to be in compliance with applicable sections of the code and the site plan shows the use can be accommodated on the site. The only aspects of the size of the lot and proposed development are relatively minor issues relating to parking supply and the storm drainage. A portion of the storm drainage detention for the building is being placed in the swale on the northeast lot; this swale was designed to accommodate drainage from the Rogue Valley Microdevices building in accordance with private agreements between the parties. The other minor issue is parking supply. The parking supply issue is largely a function of the code's methods for calculating parking demand. The two methods vary widely, but the code requires the "higher" method to be used; applicant has requested the City approve an adjustment to the off-street parking requirements based upon the unique characteristics of the proposed use pursuant to CPMC 17.76.040(E)(3). With approval of this parking supply adjustment, the proposed development will satisfy all applicable City development requirements on the subject lot.

**B. Traffic and Access:** See transportation and access findings and related evidence elsewhere in the application submittal.

**C. Effects on Abutting Property:** Analysis of abutting properties are analyzed by direction:

i. **North:** Lands to the north are across Biddle Road, which is a major arterial roadway. The north building elevation is where the accessory office uses are located and the design and appearance of this portion of the buildings is similar to two-story office buildings permitted in the zone and serves to further buffer uses to the north. Given the intensity of the Biddle Road use and the low-intensity office use of the northern third of the building, no adverse effects on properties to the north are expected. Signage, landscaping and outdoor lighting will be similar on the north elevation to uses permitted in the zone and effect on lands to the north will not be adverse.

ii. **Northeast:** Land to the northeast is a vacant lot that will be created by recording the final plat for Planning File No. 16005. The resulting lot will be across the private retail street from Rogue Valley Microdevices. Also, there will be a bioswale adjacent to the retail street that will further separate the uses as will the large landscape area on the east side of the building. The northern two-thirds of this lot will be adjacent to the office use of the building. The bioswale is required to be a minimum length which moves the access to the vacant lot south in a location where the driveways will be separated. Even though the driveways will be offset they will be offset in the direction that still allows for smooth traffic flow because the left-outs of each parking lot will not conflict with one another. The access separation will be adequate for all movements to see one another in an appropriate manner. Signage, landscaping and outdoor lighting will be similar when viewed



from the northeast and compared to uses permitted in the zone and effect on the parcel to the northeast will not be adverse.

- iii. Southeast:** Land to the southeast is under construction for a veterinary clinic. The owner of the veterinary clinic is the owner of the subject development property. The veterinary clinic's front entrance will face the east elevation where there are high windows throughout and a single roll-up door; that particular roll-up door is expected to be used on a limited basis but is necessary to provide forklift access to the outside of the building on that side to the clean-room. There will be approximately 115 feet of separation from the east wall to the veterinary clinic entrance. The veterinary clinic provides emergency 24-hour animal care and the lighting and development of the Rogue Valley Microdevices building is expected to enhance lighting and safety in the area during night operations. The design of the building includes a full height exterior wall on the back of the building to screen the outdoor equipment area at the back of the building. Because Tail Lite LLC (a limited liability company owned by the owners of Southern Oregon Veterinary Specialty Center) is the seller of the property to Rogue Valley Microdevices, they have coordinated the designs of their respective buildings to assure compatibility between the respective uses and designs. Signage, landscaping and outdoor lighting will be similar when viewed from the southeast and compared to uses permitted in the zone and effect on the parcel to the southeast will not be adverse.
- iv. South:** Land to the south is a private access road and further to the south is the USF Reddaway trucking facility. This is a warehousing, trucking and freight handling facility. A 6 foot high block fence with landscaping runs the entire length of the parcel's southern boundary. The Rogue Valley Microdevices project is designed so that the outdoor equipment and primary loading areas face this industrial trucking use to the south. Industrial trucking uses are not aesthetically sensitive uses and are noisy themselves with a considerable area devoted to outdoor storage. Signage, landscaping and outdoor lighting will be similar to other commercial outdoor storage and loading areas when viewed from the south and are similar and typical of industrial uses to the south.
- v. West:** Land to the west is occupied by the Super 8 Motel. This is a 3-story hotel with internal access halls to the individual room. Each room appears to have its own Packaged Terminal Air Conditioner unit (PTAC) below windows on its east elevation. The proposed design includes a full height wall extension in the back of the building to shield noise sources from the hotel and to visually screen this equipment. All other noise producing equipment is roof mounted behind parapet walls on the roof and this HVAC equipment is similar from a noise and visual perspective to other HVAC equipment that is typical of other commercial and light manufacturing buildings in the area. The proposed building is 32 feet in height which is tall enough to limit the number of rooms looking down on a roof structure to only the top floor and even that floor will primarily be looking across and not down on the roof structure. Virtually all of the second and third stories would look down on a roof structure to the east if the site were developed with a single-story retail use. There is considerable separation between the two buildings, approximately 100 feet. The project will be adding landscaping along the west property line that will serve to screen and separate the two uses. The proposed



service drive aisle is expected to be used infrequently and almost exclusively during the day which should minimize the potential for conflicts with patrons at the Super 8. Lighting on the west elevation will consist of shielded sconce lighting aimed downward that will serve to create a safe space without any direct lighting impacts to the Super 8 motel. The Rogue Valley Microdevices project design has thoughtfully considered the abutting Super 8 motel use and has been designed in a manner that will minimize potential adverse impacts to a level that is equal or less than what would otherwise be expected from development of uses outright permitted in the C-5 zone (or the C-4 zone for that matter if the site were not re-designated).

**D. Compliance with Local, State and Federal Health and Safety Regulations:** Rogue Valley Microdevices takes appropriate precautions to comply with applicable health and safety requirements. DEQ conducts periodic unannounced inspections for regulation compliance. In these inspections, no major corrections have been required. All gaseous wastes are vented through a scrubber at their current site to remove particulate emissions according to industry best practices design. All gas process inputs are within an enclosed system and the storage tanks will be located within a storage cabinet that also vents to the scrubber in the event of any leak. The design of the building is such that a closed catchment system exists in the floor so that any liquid spill drains to the catchment system where it can be containerized and picked up for off-site disposal. From a sewage standpoint, Medford's Regional Wastewater Reclamation plant has an inspector on staff and this person routinely conducts inspections to evaluate the quantity and type of effluent released into the sanitary sewer to assure it is in compliance with applicable discharge requirements. Rogue Valley Microdevices self-reports to DEQ annually and transmits a hazardous waste reduction plan that identifies ways for operation to reduce the use of hazardous waste for each unit of production.

Rogue Valley Microdevices has internal controls in place that involve weekly self-inspections for items such as labelling, dates, seal connections, container conditions, etc. From the standpoint of handling materials from the delivery trucks to the facility, this has been taken into account with the design of the building with the external circulation and roll-up doors to allow for direct forklift routes from delivery trucks to storage locations. Roll-up door heights are specifically designed to assure adequate clearance when moving materials. All materials are palletized and shipped in containers that are designed for the particular material being handled. Rogue Valley Microdevices has an employee, Dan Swanson, who is certified to provide forklift training so that all operators are properly trained and he is also available in-house for ongoing supervision.

With respect to safety, the Medford Fire Department regularly conducts inspections at the site. None of these Fire Department inspections have ever resulted in significant corrections except in an instance where a new system was installed in accordance with department directions and a later inspection determined that direction was incorrect. In this circumstance, Rogue Valley Microdevices promptly implemented the correction at their sole expense.





V

**CONCLUSIONS OF LAW**

---

**CITY OF CENTRAL POINT ZONING ORDINANCE (CPZO)**

The following conclusions of law and ultimate conclusions are reached under each of the relevant substantive criteria which are recited verbatim and addressed below. The conclusions of law are supported by Applicants' evidentiary exhibits at Section II – including Applicants' review of applicable development standards (Exhibit 3) and the findings of fact as set forth in Section IV herein above.

**CONDITIONAL USE PERMIT REVIEW CRITERIA**

**17.46.060 General requirements.**

- A. Uses that are normally permitted in the C-5 district but that are referred to the planning commission for further review, per Section 17.46.030(26), 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.

**Conclusions of Law:** The City concludes that the proposed use has been referred to the planning commission for further review per section 17.46.030(26). The City herewith incorporates and adopts the below conclusions of law where compliance with each of the relevant conditional use permit criteria is demonstrated. Furthermore and based upon the evidence in Section II and the findings of fact in Section IV, the City concludes all processes, equipment and materials will operate in a manner that will not be harmful to persons living or working in the vicinity and specifically concludes as follows:

- With respect to odors and fumes, the release of any gasses from systems and processes are vented through a scrubber that removes contaminants to levels acceptable to DEQ and DEQ conducts periodic unannounced visits to verify proper operation and compliance.
- With respect to dust, smoke, cinders and dirt, such matters are the bane of the microelectronics industry and not only are there no such discharges the industry goes to great lengths to remove any presence of such things in the air.
- With respect to refuse, solid waste is similar to waste from most any office or commercial use and is simply placed in the dumpster for proper disposal by Rogue Disposal and Recycling.
- With respect to liquid wastes, the processes are designed with great care to be a closed system for hazardous wastes so that spend liquids end up in sealed drums and are transported off-site for specialty processing and disposal. The closed system is further designed with a liquid catchment system so that any spill that might occur



drains to the catchment system where it can be collected into sealed drums for disposal. For water wastes that are allowed to go into the sanitary sewer system, these wastes are carefully monitored and inspected by staff of the regional water reclamation facility on a regular basis.

- With respect to noise, most all of the noise generating machinery is located inside of the building with exception of the standard HVAC to serve the office on the roof and the chillers that are located in the back of the building. The full height wall extensions on the back of the building are specifically designed to trap and direct any chiller noise away from the potentially noise sensitive use of the Super 8 motel and direct it toward the USF Reddaway site which is a trucking and warehousing facility that is not especially noise sensitive and is a source of noise itself.
  - Like dust, vibration is a major concern of the industry and not only will vibration not be produced, every effort is made by the industry to eliminate any source of vibration whatsoever.
  - With respect to illumination and glare, the proposed use does not represent any significant source of illumination or glare that is different from any number of other commercial uses that are outright permitted in the zone and compliance with the City's design requirements for lighting will assure no such impact will occur.
  - With respect to fire and explosion hazards, the City concludes this is not an absolute standard because most all commercial and light industrial uses involve some degree of fire hazard. Rather, the City interprets this provision to require acceptable levels of risk based upon the fire code requirements and any additional requirements of the Fire District 3. The City concludes the use has operated in compliance with all such requirements at its present location in the City of Medford and it can feasibly and will comply with such requirements in Fire District 3 to assure the risk of fire or explosion is minimized and is not substantially greater than is typically experienced for other commercial and industrial uses in the area.
- B. **No use shall be permitted and no process, equipment or materials shall be used unless in compliance with all applicable state and federal environmental, health and safety regulations.**

**Conclusions of Law:** Based upon the findings of fact in Section IV demonstrating Rogue Valley Microdevices has a track record of compliance and performs due diligence to assure future and ongoing compliance, the City concludes the proposed use can feasibly and will operate in compliance with all applicable state and federal environmental, health and safety regulations.

- D. **Whenever feasible, buildings shall be located toward the rear of the lot with parking toward the street in the front yard area for easy access and to minimize traffic noise at the rear of the property, especially when the rear property line abuts a residential (R) district. (Ord. 1684 §46, 1993; Ord. 1615 §44, 1989; Ord. 1436 §2(part), 1981).**



**Conclusions of Law:** The City concludes the building is sited toward the rear of the lot to allow for the main parking lot to be located in the front of the building, however the parking and loading area near the rear of the building is also necessary for truck circulation. Moreover, the City observes at this location that the rear of the lot is not the most noise sensitive because the rear of the lot abuts an industrial zone and a lot developed with a trucking and warehousing use.

**17.46.010 Purpose.**

The C-5 district is intended to provide for commercial and business uses that are most appropriately located along or near major highways or thoroughfares, and are largely dependent upon highway visibility and easy vehicular access. (Ord. 1883 (part), 2006; Ord. 1436 §2(part), 1981).

**Conclusions of Law:** The City concludes the Rogue Valley Microdevices use is consistent with this purpose in significant part because the use is a highly specialized use that requires easy vehicular access to the entire labor market in the region which the C-5 in this location will provide.

**17.46.020 Permitted uses.**

The following uses are permitted in the C-5 district:

- F. Light fabrication, such as:
  - 1. Light fabrication, assembly, packaging, mail-order sales and wholesale sales of consumer goods, and
  - 2. Light fabrication and repair shops such as blacksmith, cabinet, electric motor, heating, machine, sheetmetal, signs, stone monuments, upholstery and welding;

**Conclusions of Law:** The City concludes the Rogue Valley Microdevices use is a light fabrication use that involves low volumes of total materials and precision manufacturing to produce custom microelectronics and such use can be considered a permitted use in the C-5 zone, but due to some of the chemical processes associated with the fabrication activities the staff referred the use a conditional use in the Pre-Application Conference summary.

**17.46.030 Conditional uses.**

The following uses are permitted in the C-5 district when authorized in accordance with Chapter 17.76:

- 26. Permitted uses that are referred to the planning commission by city staff because they were found to exhibit potentially adverse or hazardous characteristics not normally found in uses of a similar type or size;

**Conclusions of Law:** The City concludes that the staff referred the use as a conditional use in the Pre-Application Conference summary based upon the chemical processes associated with the use.

**17.76.040 Findings and conditions.**

The planning commission in granting a conditional use permit shall find as follows:

- A. That the site for the proposed use is adequate in size and shape to accommodate the use and to meet all other development and lot requirements of the subject zoning district and all other provisions of this code;



**Conclusions of Law:** Based upon the findings of fact in Section IV, the City concludes the site is adequate in size and shape to accommodate the use. The City further concludes the site size and shape is adequate because an adjustment to the off-street parking requirements is warranted as may be conditioned under CPMC 17.76.040(E)(3) based on the analysis of parking demand in Exhibit 16 prepared by Southern Oregon Traffic Engineering that estimates parking demand for the proposed use to be between 29 and 50 spaces and the proposed 46 spaces is adequate to handle the need.

- B. That the site has adequate access to a public street or highway and that the street or highway is adequate in size and condition to effectively accommodate the traffic that is expected to be generated by the proposed use;

**Conclusions of Law:** Based upon the traffic analysis in Exhibit 15, the City concludes the site has adequate access to the public street system and the street is adequate in size and condition to handle the traffic expected to be generated by the use.

- C. That the proposed use will have no significant adverse effect on abutting property or the permitted use thereof. In making this determination, the commission shall consider the proposed location of improvements on the site; vehicular ingress, egress and internal circulation; setbacks; height of buildings and structures; walls and fences; landscaping; outdoor lighting; and signs;

**Conclusions of Law:** Based upon the analysis of potential impacts on abutting properties prepared by Applicant's professional land use planning consultant in Section IV Finding 21(C) herewith incorporated and adopted, the City concludes that the proposed use will have no significant adverse effect on abutting property or permitted uses thereof.

- D. That the establishment, maintenance or operation of the use applied for will comply with local, state and federal health and safety regulations and therefore will not be detrimental to the health, safety or general welfare of persons residing or working in the surrounding neighborhoods and will not be detrimental or injurious to the property and improvements in the neighborhood or to the general welfare of the community based on the review of those factors listed in subsection C of this section;

**Conclusions of Law:** Based upon the summary of permitting and compliance with applicable local, state, and federal health and safety regulations and the analysis of effects on abutting properties prepared by Applicant's professional land use planning consultant in Section IV Finding 21(C)&(D) both herewith incorporated and adopted, the City concludes that the proposed use can feasibly and will comply with all applicable regulations and that compliance with such will regulations, together with the design of the building and layout of the proposed use, will assure that the proposed microelectronics use will not be detrimental or injurious to the property and improvements in the neighborhood or the general welfare of the community will have no significant adverse effect on abutting property or permitted uses thereof.

- E. That any conditions required for approval of the permit are deemed necessary to protect the public health, safety and general welfare and may include:
  - 1. Adjustments to lot size or yard areas as needed to best accommodate the proposed use; provided the lots or yard areas conform to the stated minimum dimensions for the subject zoning district, unless a variance is also granted as provided for in Chapter 17.13,
  - 2. Increasing street widths, modifications in street designs or addition of street signs or traffic signals to accommodate the traffic generated by the proposed use,



**Findings of Fact and Conclusions of Law**

Applicant: Rogue Valley Microdevices, Inc. and Tail Lite Properties, LLC

---

3. Adjustments to off-street parking requirements in accordance with any unique characteristics of the proposed use,
4. Regulation of points of vehicular ingress and egress,
5. Requiring landscaping, irrigation systems, lighting and a property maintenance program,
6. Regulation of signs and their locations,
7. Requiring fences, berms, walls, landscaping or other devices of organic or artificial composition to eliminate or reduce the effects of noise, vibrations, odors, visual incompatibility or other undesirable effects on surrounding properties,
8. Regulation of time of operations for certain types of uses if their operations may adversely affect privacy of sleep of persons residing nearby or otherwise conflict with other community or neighborhood functions,
9. Establish a time period within which the subject land use must be developed,
10. Requirement of a bond or other adequate assurance within a specified period of time,
11. Such other conditions that are found to be necessary to protect the public health, safety and general welfare

**Conclusions of Law:** With respect to off-street parking, the City concludes that it has the authority under CPMC 17.76.040(E)(3) to adjust the parking requirements based upon the unique requirements of the use. The City concludes the Applicant has provided a specific parking demand analysis prepared by an Oregon Registered Professional Engineer with expertise in transportation that demonstrates the base code requirement of 84 spaces would far exceed the number of spaces required to serve the 85<sup>th</sup> percentile demand estimated to be 50 parking spaces. Based upon this analysis in Exhibit 16, the City concludes the proposed 46 spaces is an adequate number of parking spaces that will appropriately serve the requested conditional use.

With the exception of the adjustment to the parking requirements for the unique characteristics of the proposed use, the Applicant believes the City can and should apply its standard and customary conditions of approval for similar developments and that such standard and customary conditions of approval will be adequate to protect the public health, safety and general welfare.

\* \* \* \* \*

**APPROVAL CRITERIA FOR SITE DEVELOPMENT PLAN**

**Chapter 17.72**

**SITE PLAN AND ARCHITECTURAL REVIEW**

**17.72.020 Applicability.**

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;





**Conclusions of Law:** The City concludes the proposed building is new and is approximately 43,000 square feet and therefore requires a site plan review.

**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;

**Conclusions of Law:** The City herewith incorporates and adopts Applicant's Exhibit 3 Demonstration of Compliance with Applicable Development standards, and based thereupon, concludes the application is in compliance with all applicable site plan, landscaping and architectural design standards in Chapter 17.75, except for the adjustment to the off-street parking requirements imposed through a condition of approval under the Conditional Use Permit standards at CPMC 17.76.040(E)(3).

B. City of Central Point Department of Public Works Department Standard Specifications and Uniform Standard Details for Public Works Construction;

**Conclusions of Law:** The City concludes that the proposed project is located on a discreet parcel that is newly created with most all public improvements necessary for the development already in place but that any additional new public improvements, such as additional storm drainage facilities, can feasibly and will be constructed in accordance with the Central Point Department of Public Works Standard and Specifications and the 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.

**Conclusions of Law:** The City concludes that the design of the project provides for adequate fire access. Most all of the entire building is within 150 feet of the private retail street travel surface with the exception of the northwest corner of the building. The parking drive aisle in the north parking lot is more than 20-feet wide and provides 20-feet of clear space for access within 150 feet of the northwest corner of the building. Additional access is available at the back of the building in the semi-truck loading area. And while less than 20-feet in width, the drive aisle along the west boundary is also adequate width for one-way fire apparatus access.

\* \* \* \* \*



VI

**SUMMARY OF APPLICANTS' STIPULATIONS**

---

Applicants herewith agree to stipulate to the following, which they agree to observe if the same are attached as conditions to approval of the subject site plan review application:

**Stipulation 1:** *[RESERVED- The applicant did not identify the need for specific stipulations for the subject application but may supplement the initially submitted findings with certain stipulations if the same are found to be necessary during the course of the review process]*

VII

**ULTIMATE CONCLUSIONS; DECISION**

---

Based upon the record and the foregoing findings of fact and conclusions of law, it is concluded that the applications for Site Development Plan approval and Conditional Use Permit approval are consistent with the requirements of all of the relevant substantive approval criteria which have been addressed hereinabove.

Respectfully submitted on behalf of Applicant and Property Owner,

CSA Planning, Ltd.



---

Jay Harland  
Principal

October 17, 2016



## **APPLICANT'S EXHIBIT 3**

### **DEMONSTRATION OF COMPLIANCE WITH APPLICABLE DEVELOPMENT STANDARDS**

---

The relevant approval standards applicable to the site development plan review are recited verbatim below followed by findings to establish compliance with the same:

#### **CITY OF CENTRAL POINT ZONING ORDINANCE (CPZO)**

#### **Title 17 Zoning**

##### **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.

**Compliance Discussion:** Parking areas are proposed to be paved.

##### **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.

**Compliance Discussion:** The proposed parking lot is located approximately 72 feet from the centerline of Biddle Road, a major arterial street. This exceeds the required street setback line for a major arterial street.

##### **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).

**Compliance Discussion:** The proposed building is adequately setback such that no intrusions into the required yards will occur that might be more than 24 inches.

##### **17.60.110 Clear-vision areas--Establishment.**

A clear-vision area shall be maintained on the corners of all property at the intersection of two streets or a street and a railroad. A clear-vision area shall contain no planting, fence, wall, structure or temporary or permanent obstruction exceeding three and one-half feet in height, measured from the top of the curb, or





**APPLICANTS' EXHIBIT 3**

**Demonstration of Compliance with Applicable Development Standards**

Applicant: Rogue Valley Microdevices, Inc and Tail Lite Properties LLC

---

where no curb exists, from the established street centerline grade, except that trees exceeding this height may be located in this area, provided all branches and foliage are removed to a height of eight feet above the grade.

**Compliance Discussion:** The proposed building is not within a clear vision area and no landscaping is proposed that would affect a clear vision area.

**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).

**Compliance Discussion:** Parcel has 134 feet of frontage on Biddle Road.

**17.60.135 Landscaping requirements.**

For all land use applications that require site plan approval, the Community Development Director may, in its discretion, attach as a condition of approval, reasonable landscaping requirements designed to beautify the development. (Ord. 1684 §59, 1993).

**Compliance Discussion:** Applicant's plans depict proposed landscaping which will create an attractive and desirable project.

**ROGUE VALLEY MICRODEVICES LOADING/ PARKING REQUIREMENTS**

---

**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.

**TABLE 17.64.01 OFF-STREET LOADING REQUIREMENTS**

Use Categories	Off-Street Loading Berth Requirement (fractions rounded up to the closest whole number)
INDUSTRIAL, WAREHOUSING AND WHOLESALING	
Sq. Ft. of Floor Area	No. of Loading Berths Required
12,501-25,000	2

B. A loading berth shall not be less than ten feet wide, thirty-five feet long and have a height clearance of twelve feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

**Compliance Discussion:** The proposed use has no need for standard loading berths, as the goods produced are shipped out by delivery truck at irregular intervals rather than primarily semi-trailer trucks. The business typically has delivery vans coming three times daily. To accommodate van deliveries, the design includes a 350 foot long loading drive with two central loading doors on the



**APPLICANTS' EXHIBIT 3**

**Demonstration of Compliance with Applicable Development Standards**

Applicant: Rogue Valley Microdevices, Inc and Tail Lite Properties LLC

---

west side, so that delivery trucks can be staged and unloaded without blocking the surrounding roads or access drives. This drive is 15 feet wide and is the length of eight of the standard loading berths.

Occasional semi-trailer truck delivery unloading will be accommodated on the north side of the south parking lot. Semis are unloaded by forklift. A gate in the fence provides access to a loading door is located in the south wall of the building. This approach to loading will function well for the business and meets the basic intention of the code, to ensure that unloading trucks are accommodated on-site and will not block roadways. A fourth loading door is located on the east side for occasional equipment deliveries. Forklifts will be used to bring materials from the south parking lot to this door.

**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.

**TABLE 17.64.02B  
NON-RESIDENTIAL OFF-STREET PARKING REQUIREMENTS**

Use Categories	Minimum and Maximum Vehicle Parking Requirement (fractions rounded down to the closest whole number)
<b>INDUSTRIAL and MANUFACTURING</b>	
Assembly and Manufacturing	2 spaces per each 3 employees on the 2 largest shifts*, or 1 space per each 500 square feet of gross floor area, whichever is greatest. (*1 space per employee if the business has only one shift).

**Compliance Discussion:** This use has two approaches for calculating the number of required parking spaces. The company has multiple overlapping shifts with a projected future maximum of 30 employees. This being the case, the 2 spaces per each 3 employees on the 2 largest shifts applies. The maximum number of employees that would be present on a shift is projected to be 27, therefore this approach with two spaces per three employees would require 18 parking spaces.

Approach 2 -The proposed building is 43,000 gross floor area. At 1 space per each 500 square feet of gross floor area, 86 spaces would be required.

Table 17.64.02B requires the greatest number of parking spaces for the two options be used, which would be 86 spaces. 46 spaces are proposed, therefore the minimum requirement is not met. See Section B for request for reduction of from the maximum requirement.



**APPLICANTS' EXHIBIT 3**

**Demonstration of Compliance with Applicable Development Standards**

Applicant: Rogue Valley Microdevices, Inc and Tail Lite Properties LLC

---

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.
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.

**Compliance Discussion:** The Applicant is requesting an adjustment in the number of parking spaces required through the conditional use permit process, pursuant to CPMC 17.76-.040(E)(3). See Exhibit 16. The project proposes 46 spaces, which is between the two extremes identified by code, 18 and 86. It is a number that is more than one and a half times the number of employees that would be present at any one time. The Applicant requests that this alternative number of spaces be approved as part of the CUP approval, see the main findings document where detailed findings and conclusions of law addressing the requested adjustment are provided.

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 1104 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 Table 17.64.03, Minimum Number of Accessible Parking Spaces. Parking spaces used to meet the standards in Table 17.64.03, Minimum Number of 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 set forth in Table 17.64.03, Minimum Number of Accessible Parking Spaces, are minimum requirements and are not subject to reductions per subsection (B)(1) of this section;
2. Accessible parking shall be located in close proximity to building entrances and shall be designed to permit occupants of vehicles to reach the entrance on an unobstructed path or walkway; and
3. Accessible spaces shall be grouped in pairs where possible.

Required accessible parking spaces shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities; signs shall be posted directly in front of the parking space at a height of no less than forty-two inches and no more than seventy-two inches above pavement level. Van spaces shall be specifically identified as such.

**TABLE 17.64.03**

**MINIMUM NUMBER OF ACCESSIBLE PARKING SPACES**

<b>ORS 447.233 Total Number of Parking Spaces Provided (per lot)</b>	<b>Total Minimum Number of Accessible Parking Spaces (with 60" access aisle, or 96" aisle for vans*)</b>	<b>Van Accessible Parking Spaces with min. 96" wide access aisle</b>	<b>Accessible Parking Spaces with min. 60" wide access aisle</b>
26 to 50	2	1	1

**Compliance Discussion:** The project proposes the required two accessible spaces and one of which is van accessible with a 96" wide aisle. Accessible parking is provided in the front parking lot only, as it provides primary access to the building for staff and visitors.



**APPLICANTS' EXHIBIT 3**

**Demonstration of Compliance with Applicable Development Standards**

Applicant: Rogue Valley Microdevices, Inc and Tail Lite Properties LLC

---

**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.

**Compliance Discussion:** No compact spaces are proposed.

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

Land Use	Minimum Required	Minimum Covered
Manufacturing	2 spaces, or 0.15 space per 1,000 sq. ft., whichever is greater	100%

**Compliance Discussion:** 6 bike parking spaces are provided of which all are covered.

**Chapter 17.75  
DESIGN AND DEVELOPMENT STANDARDS**

**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.

**Compliance Discussion:** The property proposes taking access from the abutting retail street to the east and access drive to the south rather than taking access from its frontage on Biddle Road. Driveway will be constructed to meet the City of Central Point Public Works specifications for driveways.

**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.

**Compliance Discussion:** The parcel is on the west side of the Retail Street. A new ten foot wide concrete sidewalk with tree grates per figure 17.75.02 will be installed, running from Biddle Road to the southern access drive. Direct walkways connect from this sidewalk to the entrances of the building and parking lots.





### **APPLICANTS' EXHIBIT 3**

#### **Demonstration of Compliance with Applicable Development Standards**

Applicant: Rogue Valley Microdevices, Inc and Tail Lite Properties LLC

---

#### **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.

**Compliance Discussion:** All parking lots are connected by way of the retail street and southern the private access road. Ultimately, the purpose of this criterion is to assure that higher order City Streets are not used for access between adjacent commercial sites and nothing about the proposed layout requires travel on higher order roads to access adjacent lots and the only adjacent lot is the Super 8 Motel and there is not anticipated to be any interaction between that use and the microelectronics use at the subject site.

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.

**Compliance Discussion:** Proposed spaces meet the minimum dimensions.

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

**Compliance Discussion:** The design includes 24-foot drive aisles in both parking lots. Both lots have direct access to access drives that connect to the local streets. In addition, a one-way drive provides circulation from the rear lot to the front on the west side of the building.

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.

**Compliance Discussion:** Appropriate driveway widths are proposed. Proposed driveways can and will meet Central Point's standard specifications.

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.

**Compliance Discussion:** Wheelstops are proposed and the area between the wheelstop and curb will be paved; this area is not being counted toward the landscaping requirements nor is it reducing the 5-foot sidewalk requirement.



### **APPLICANTS' EXHIBIT 3**

#### **Demonstration of Compliance with Applicable Development Standards**

Applicant: Rogue Valley Microdevices, Inc and Tail Lite Properties LLC

---

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.

**Compliance Discussion:** Parking space use will be used only for vehicle parking related to the building's use.

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.
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.
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.

**Compliance Discussion:** Perimeter landscaping can and will meet standards. Required plantings where the parking lots abut the Retail Street will be provided. The project proposes to use the bioswales on the adjacent parcel for a significant portion of the stormwater detention and management and this has been agreed to between the owners.

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



### **APPLICANTS' EXHIBIT 3**

#### **Demonstration of Compliance with Applicable Development Standards**

Applicant: Rogue Valley Microdevices, Inc and Tail Lite Properties LLC

---

- 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.
3. Exceptions to Bicycle Parking. The community development director may allow exceptions to the bicycle parking standards in connection with temporary uses or uses that do not generate the need for bicyclists parking such as Christmas tree sales and mini-storage units.

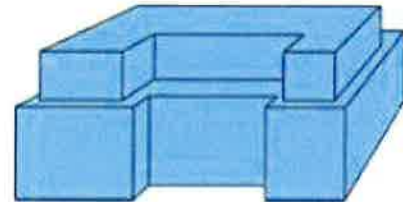
**Compliance Discussion:** The project proposes 6 bike parking spaces. All spaces will be covered and located immediately adjacent to the building entrance. Adequate aisles are provided and the outdoor lighting will make all bike parking areas adequately lit.

#### **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.
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.

**Compliance Discussion:** The proposed building incorporates a number of elements to provide for façade articulation. The front office portion on the north side of the building has several window bays on each side, which are then divided further through mullion patterns and projecting solar shades. The long southern portion of the building includes several window bays at the ground level and more at the upper level to bring daylight into the 2-story fabrication area. These window



**APPLICANTS' EXHIBIT 3**

**Demonstration of Compliance with Applicable Development Standards**

Applicant: Rogue Valley Microdevices, Inc and Tail Lite Properties LLC

---

bays are also further articulated through mullion patterns and projecting solar shades. The final bay at the south end is more of a vertically articulated bay, distinguishing it from the others

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.

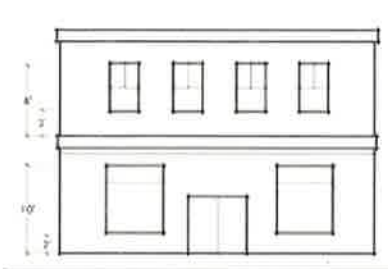
To achieve the objectives of this subsection the design of a primary entrance should incorporate at least three of the following design criteria:

- 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.

**Compliance Discussion:** The main pedestrian entry is located in the northeast corner in a distinct tall building element that is composed mainly of glass. A flat canopy projects out near the top of the element distinguishing it from the other building elements. Secondary building entrances are located on the east and west facades. Each has a steel and glass door, will have a wall sconce adjacent, and is entered from the abutting sidewalk or path.

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.



- 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.



### **APPLICANTS' EXHIBIT 3**

#### **Demonstration of Compliance with Applicable Development Standards**

Applicant: Rogue Valley Microdevices, Inc and Tail Lite Properties LLC

---

- 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.
- 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.
- 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.

**Compliance Discussion:** The north-facing Biddle Road front façade complies with the transparency requirements. Its 840 square feet of glazing in a 1440 wall area provides 58.3% transparency on the first floor. At the second floor within the band between 3 feet and 6 feet above the finished floor there is 428 square feet of glazing in a 600 foot wall area, which provides 71.3% transparency. The façade meets and exceeds the standard.

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.



**APPLICANTS' EXHIBIT 3**

**Demonstration of Compliance with Applicable Development Standards**

Applicant: Rogue Valley Microdevices, Inc and Tail Lite Properties LLC

---

**Compliance Discussion:** The façade wall face is the north elevation facing Biddle Road; this façade is extensively articulated and includes all of the required elements.

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.

**Compliance Discussion:** The design of these faces provides a variety of architectural treatments that enliven the long sidewalls of the building. Glass comprises 23.5% of the east building wall face and 14.5% of the west building face is transparent. Louvered solar shades project out over each window. Both walls have variation in building form and height along the length of the wall, as well as secondary entrances that include glazing.

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.

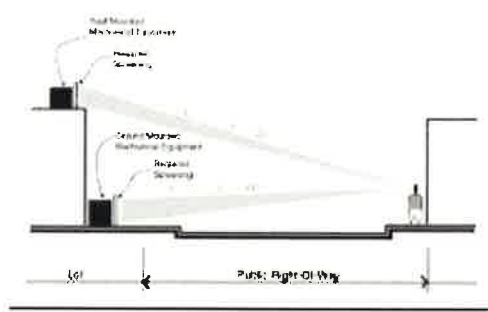
**Compliance Discussion:** The south wall is actually an open equipment bay that runs the full width to accommodate equipment supporting the fabrication work. It faces the access road and abutting truck freight terminal, and does not face any public road or residential area. A six-foot tall fence with aluminum slats is planned across the entire face to close off access to the equipment from the parking area and screen any outdoor storage. Gates and a roll-up door are located on this face to accommodate loading of equipment. Walls at the east and west ends of the equipment area are full height to shield the view of the equipment from the public road. The proposed waste disposal area is located adjacent to the southwest corner and will be screened with an enclosure pursuant to "i" above.



**APPLICANTS' EXHIBIT 3**

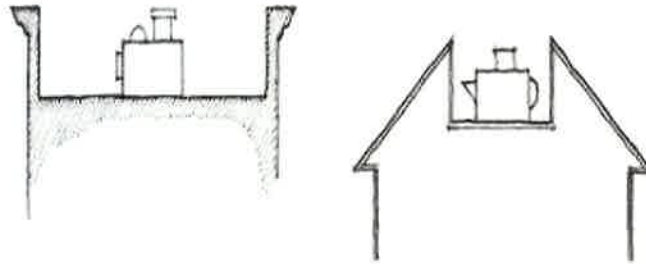
**Demonstration of Compliance with Applicable Development Standards**

Applicant: Rogue Valley Microdevices, Inc and Tail Lite Properties LLC



**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.



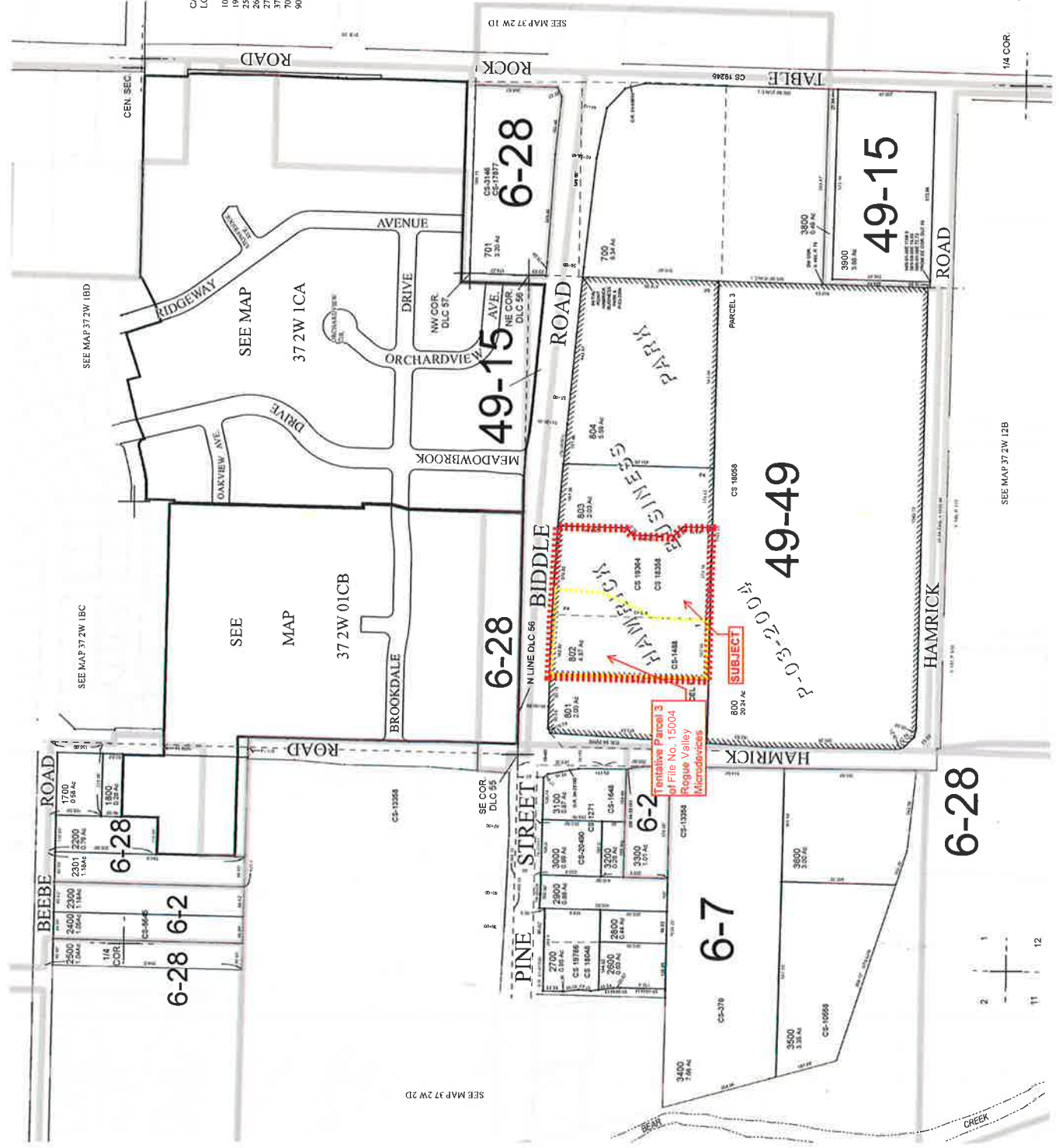
**Compliance Discussion:**

The roof top HVAC equipment is set back from the roof edge to prevent visibility from the ground. A full height mechanical equipment shield is also being provided around the units. The site plan shows the location of the of the mechanical rooftop equipment screen.

**EXHIBIT 4**

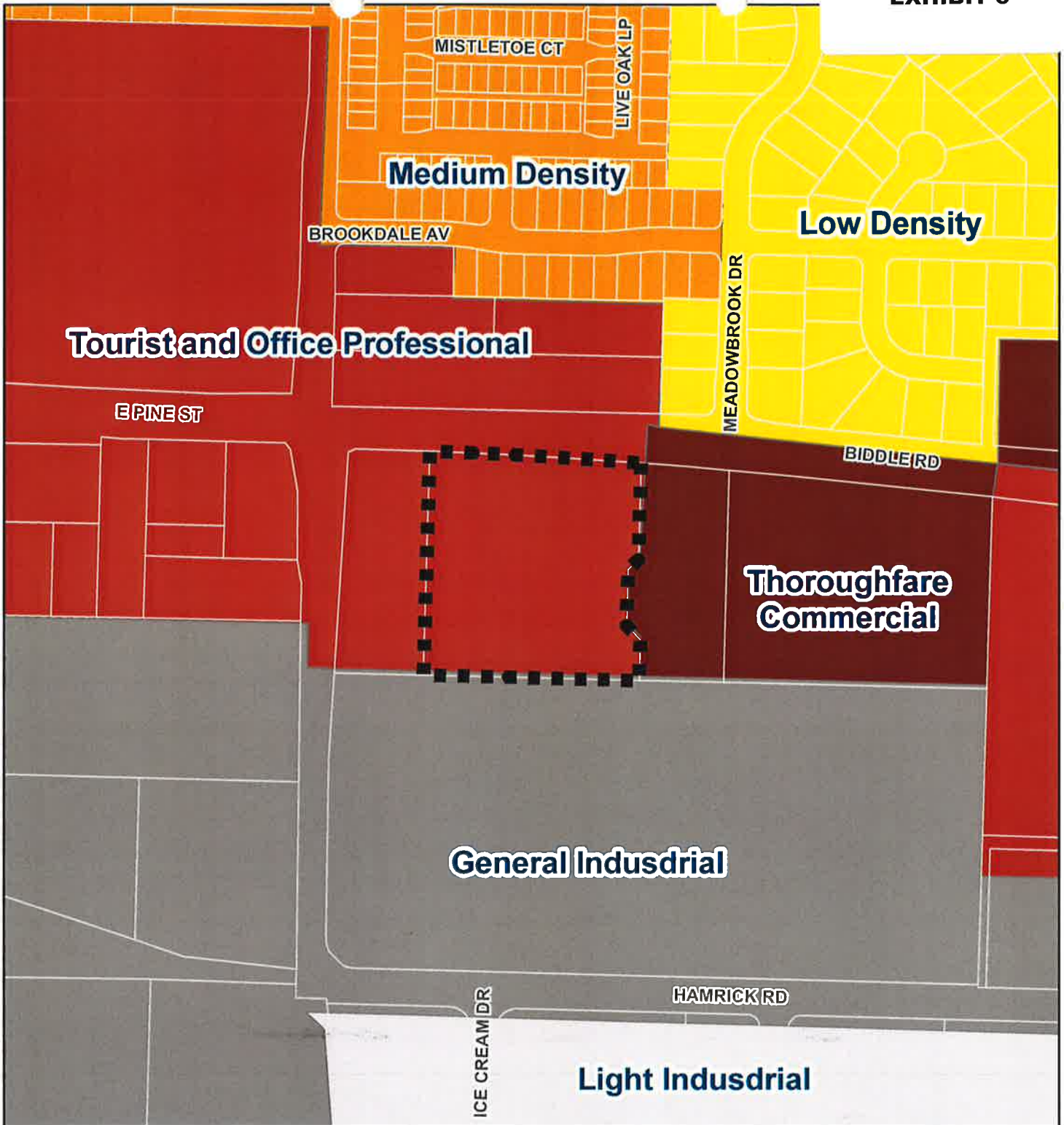
S.W.1/4, SEC.1, T.37S., R.2W., W.M.  
JACKSON COUNTY  
1" = 200'

FOR ASSESSMENT AND  
TRACTION ONLY



CANCELLED TAX  
LOT NUMBERS:  
100 THRU 601  
1900-2100 REMAPPED TO 371W01CB  
2302  
2600  
2700  
3100  
702  
900-1600 REMAPPED TO 371W








Subject\_Property

Tax Lots

**Central Point Comp Land Use Plan**

-  General Industrial
-  Light Industrial
-  Low Density Res.

-  Medium Density Res.
-  Thoroughfare Commercial
-  Tourist and Office Professional

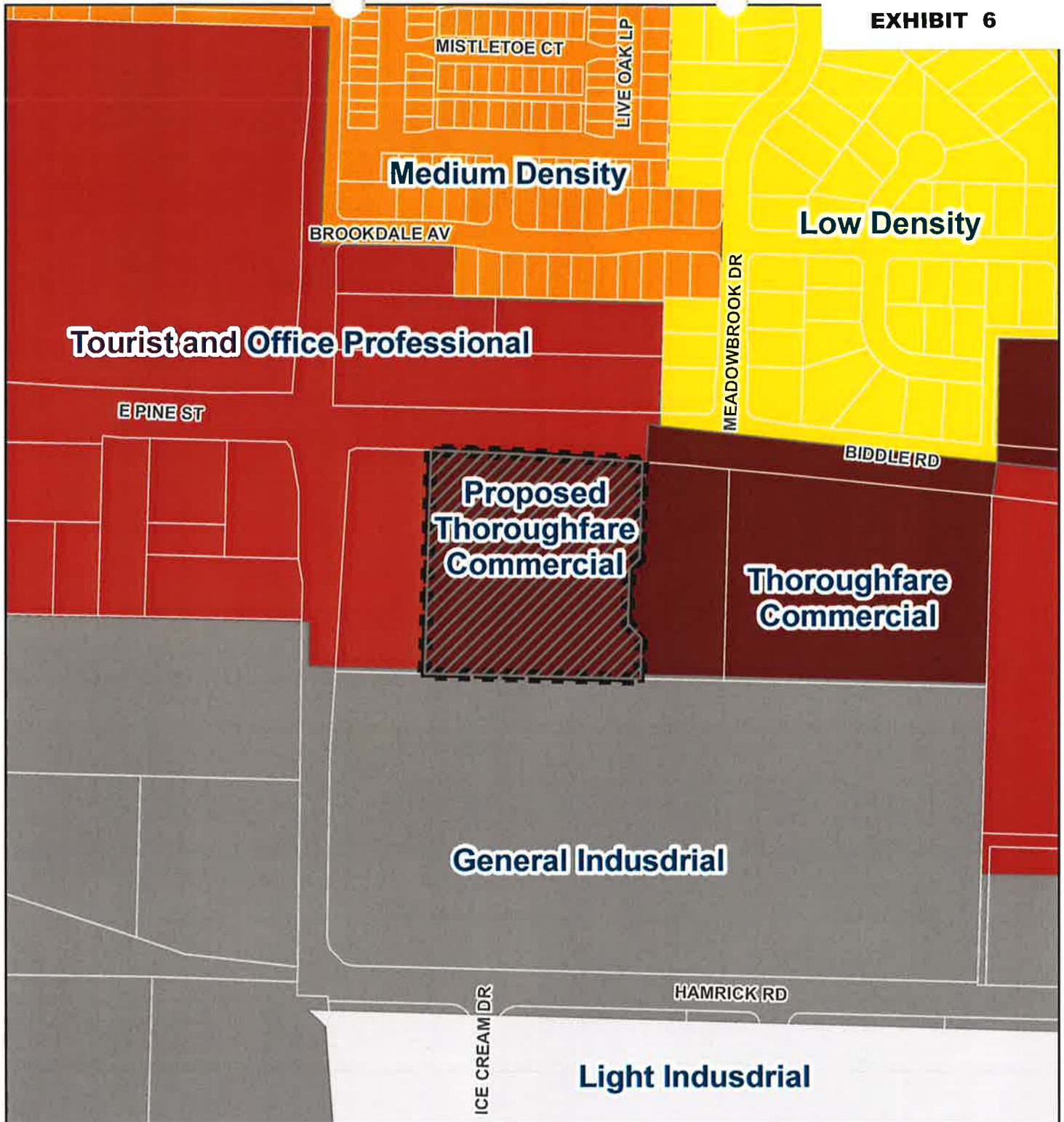
Print Date: 3-15-2016; Source: CSA Planning, Ltd; Jackson County GIS; City of Central Point GIS

**Existing Comprehensive Plan Map**

Comprehensive Plan Amendment / Zone Change  
Rogue Valley Microdevices & Tail Lite Properties LLC  
37-2W-01C-802






300 150 0 300 Feet



Subject\_Property

Tax Lots

**Central Point Comp Land Use Plan**

-  General Industrial
-  Light Industrial
-  Low Density Res.

-  Medium Density Res.
-  Thoroughfare Commercial
-  Tourist and Office Professional

Print Date: 3-15-2016; Source: CSA Planning, Ltd; Jackson County GIS; City of Central Point GIS

**Proposed Comprehensive Plan Map**

Comprehensive Plan Amendment / Zone Change  
 Rogue Valley Microdevices &  
 Tail Lite Properties LLC  
 37-2W-01C-802






300 150 0 300 Feet







2012 Aerial

-  Subject\_Property
-  Tax Lots
-  Zoning Outline



## Existing Zoning Map On Aerial Photo




Comprehensive Plan Amendment / Zone Change  
Rogue Valley Microdevices &  
Tail Lite Properties LLC  
37-2W-01C-802

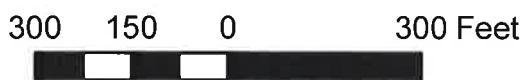






2012 Aerial

-  Subject\_Property
-  Tax Lots
-  Zoning Outline

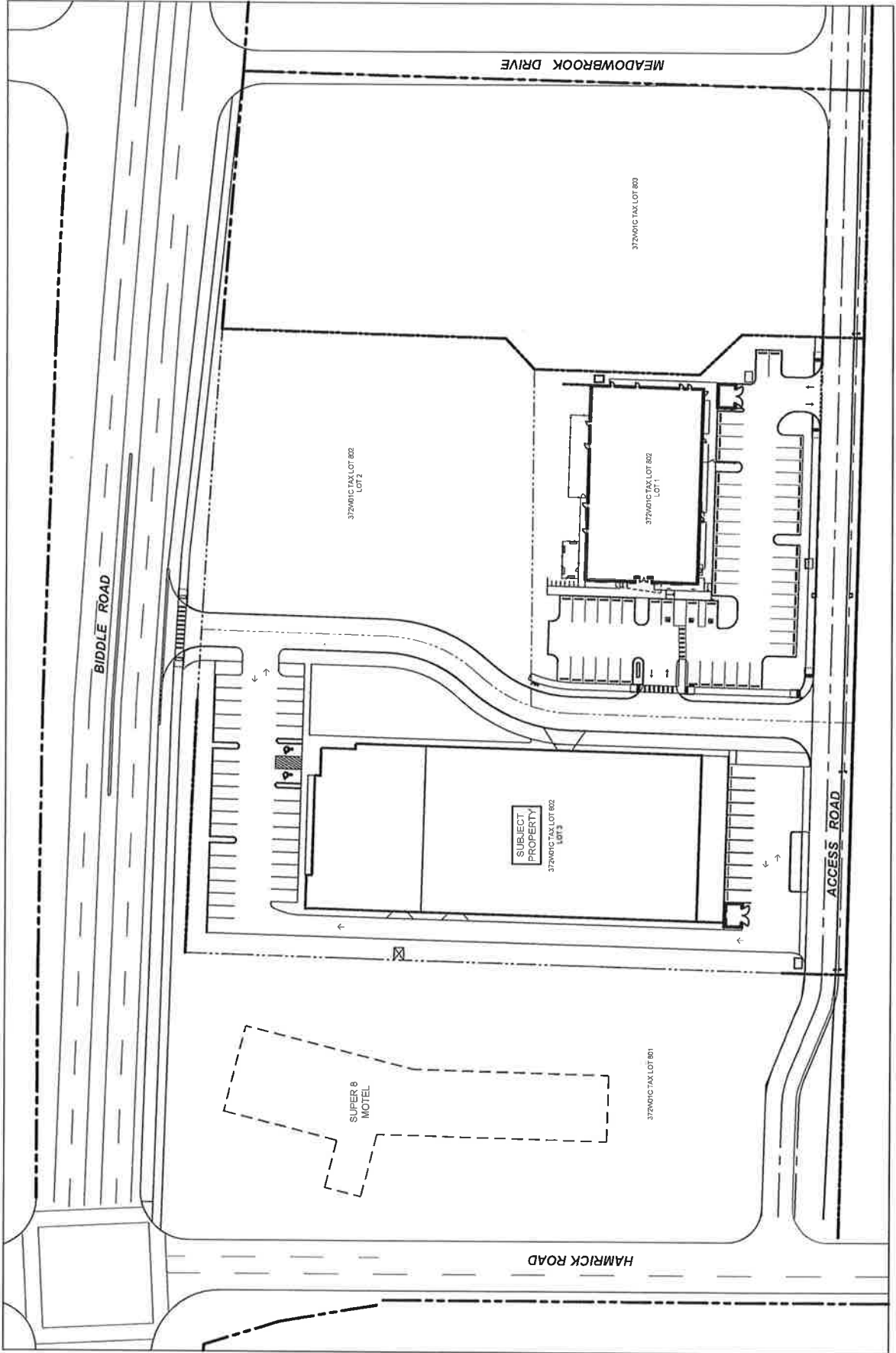


## Proposed Zoning Map On Aerial Photo

Comprehensive Plan Amendment / Zone Change  
Rogue Valley Microdevices &  
Tail Lite Properties LLC  
37-2W-01C-802



**EXHIBIT 9**



**ROGUE VALLEY MICRODEVICES**

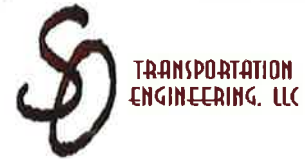
**AREA  
PLAN**

**DATE** 9/9/2017

**SCALE** 1:800

**1**





**S.O. Transportation  
Engineering, LLC**

112 Monterey Drive  
Medford, OR 97504

Telephone 541.941.4148  
Fax 541.535.6873

Kwkp1@Q.com

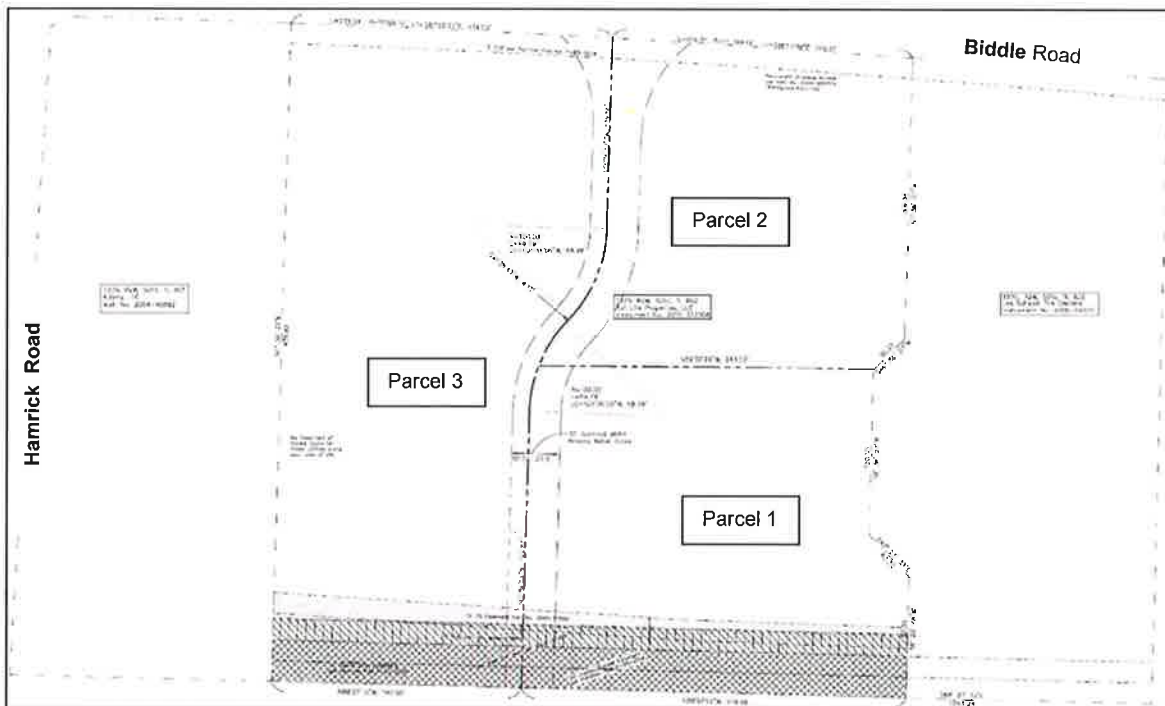
**Memorandum**

To: Matt Samitore, Central Point Public Works Director  
Date: 05/16/2016  
Subject: C4 to C5 Zone Change Traffic Findings and Conclusions

Southern Oregon Transportation Engineering, LLC evaluated impacts for a proposed zone change from C-4 to C-5 on Township 37S Range 2W Section 02, tax lot 802 in Central Point, Oregon. The parcel is located along the south side of Biddle Road west of Hamrick Road adjacent to Super 8.

**Existing Site**

Tax lot 802 is currently vacant and has tentative plat approval to be split into three parcels. There's a planned veterinary center on the southeast corner (Parcel 1) that has land use approval and is currently under review for building permits. Access to the site is provided to Biddle Road and through an internal lane to Hamrick Road that is expected to be constructed contemporaneously with the site work for the veterinary building.



**Zone Change from C-4 and C-5**

The current C-4 zoning district is intended to provide for the development of concentrated tourist commercial and entertainment facilities that will maximize ease of access and visibility from the Interstate 5 freeway and major arterial streets, while the C-5 zoning district provides for commercial and business uses that are most appropriately located along or near major highways or thoroughfares. Both zoning districts allow banks, offices, convenience markets, drugstores, restaurants, supermarkets, sporting goods stores, retail stores, liquor stores, veterinary clinics, and shopping centers to name some of the higher traffic generating uses. The C-5 zoning district allows light fabrication, assembly, packaging, and wholesale sales of consumer goods that are not permitted in the C-4 zoning district. Other differences include art schools, pawnshops, gymnasiums, and nurseries. The C-4 zoning district permits engineering services, legal services, art studios, and counselling

---

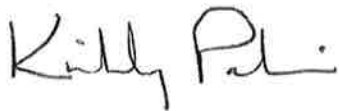
services, which are not permitted in the C-5 zone. As can be seen, non-permitted uses in both zones are the lower traffic generating uses. A full list of permitted uses for each zoning district is attached.

**Conclusions**

Traffic generations for both C-4 and C-5 zoning districts were compared and determined to have comparable, potential impacts to the transportation system. No change in the potential for additional traffic is estimated to occur as a result of the proposed zone change from C-4 to C-5.

If you have any questions or need additional information, please feel free to contact me.

Respectfully,



---

Kimberly Parducci, PE PTOE  
Firm Principal  
Southern Oregon Transportation Engineering, LLC

Cc: Michael Wang, PE (ODOT)  
Mike Kuntz, PE (Jackson County)

Attachments: C4 and C5 permitted uses





**Chapter 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).

**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;

B. Tourist and entertainment-related facilities, including:

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 the following uses:
  - 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. 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).

#### **17.44.030 Conditional uses.**

---

A. The following uses are permitted in the C-4 district when authorized in accordance with Chapter 17.76,

Conditional Use Permits:

1. Campgrounds and recreational vehicle overnight facilities;
2. Drive-in movie theater;
3. Golf course/driving range;
4. Ice and roller skating rinks;
5. Dance halls;
6. Billiard/pool halls;
7. Miniature golf courses;
8. Amusement center (pinball, games, etc.);
9. Nonindustrial business/vocational schools;
10. Physical fitness/conditioning center; martial arts schools;
11. Carwash;
12. Taxicab dispatch office;
13. Ambulance/emergency services;
14. Day care center;

15. Drive-in fast food outlets;

16. Other specialty food outlets;

17. Television and radio broadcasting studio;

18. Accessory buildings and uses customarily appurtenant to a permitted use, such as incidental storage facilities, may be permitted as conditional uses when not included within the primary building or structure;

19. Permitted uses that are referred to the planning commission by city staff because they were found to exhibit potentially adverse or hazardous characteristics not normally found in uses of a similar type and size.

B. Uses other than those listed above may be permitted in a C-4 district when included as a component of a commercial, tourist, or office-professional planned unit development that consists predominantly of uses permitted in the zone and is planned and developed in accordance with Chapter 17.68, Planned Unit Development (PUD). These uses shall include the following:

1. Department stores;

2. Sporting goods;

3. Books and stationery;

4. Gifts, notions and variety;

5. Florists;

6. Leather goods and luggage;

7. Pet sales and related supplies;

8. Photographic supplies;

9. Health food;

10. Self-service laundry;



11. Antique shop;
12. Delicatessen;
13. Pastry and confectionery;
14. General apparel;
15. Shoes and boots;
16. Specialty apparel;
17. Jewelry;
18. Clocks and watches, sales and service;
19. Bakery, retail only;
20. Bicycle shop;
21. Audio, video, electronic sales and service; and
22. Printing, lithography and publishing. (Ord. 1946 (part), 2011; Ord. 1900 §2(part), 2007; Ord. 1835 §2, 2003; Ord. 1823 §4(part), 2001; Ord. 1511 §7, 1984; Ord. 1436 §2(part), 1981).

---

**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).

---

**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).

**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).

**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).

**Chapter 17.46**  
**C-5, THOROUGHFARE COMMERCIAL DISTRICT**

Sections:

- [17.46.010](#) Purpose.
- [17.46.020](#) Permitted uses.
- [17.46.030](#) Conditional uses.
- [17.46.040](#) Height regulations.
- [17.46.050](#) Area, width and yard requirements.
- [17.46.060](#) General requirements.
- [17.46.070](#) Signs and lighting of premises.
- [17.46.080](#) Off-street parking.

**17.46.010 Purpose.**

---

The C-5 district is intended to provide for commercial and business uses that are most appropriately located along or near major highways or thoroughfares, and are largely dependent upon highway visibility and easy vehicular access. (Ord. 1883 (part), 2006; Ord. 1436 §2(part), 1981).

**17.46.020 Permitted uses.**

---

The following uses are permitted in the C-5 district:

A. Professional and financial, including:

1. Banks and similar financial institutions,
2. Real estate, insurance, and similar offices,
3. Contractor's offices,
4. Medical services, clinics and laboratories;

B. Personal services, including:

1. Self-service laundry and laundry pickup stations,
2. Photo processing pickup stations,
3. Photo processing laboratories,

4. Small appliance service,
5. Printing, lithography and publishing,
6. Locksmith,
7. Taxicab dispatch office,
8. Ambulance/emergency services,
9. Art and music schools,
10. Business/vocational schools,
11. Physical fitness/conditioning center, martial arts schools,
12. Carwash,
13. Automobile and truck service stations and repair shops,
14. Auto and furniture upholstery shops,
15. Veterinary clinics (within enclosed structure),
16. Barber shops,
17. Beauty salons,
18. Manicure salons;

C. Retail outlets, including:

1. Auto and truck sales (new and used),
2. Tire sales and service,
3. Glass and mirror sales and service,
4. Wallcovering, floorcovering, curtains, etc.,
5. Major appliances sales and service,

6. Hardware sales,
7. Monument sales,
8. Supermarket,
9. Convenience market,
10. Drugstore,
11. Feed, seed and fuel (within enclosed structure),
12. Electrical and plumbing supplies,
13. Heating and air-conditioning equipment,
14. Stone, tile and masonry supplies,
15. Nursery and gardening materials and supplies,
16. Antique shop,
17. Art and engineering supplies,
18. Pawnshop,
19. Sit-down restaurants, including service of beer, wine and liquor,
20. Drive-in fast food establishments,
21. Tavern, beer sales only,
22. Public/quasi-public utilities and services,
23. Florist sales,
24. Pet sales,
25. General apparel,
26. Furniture sales, including used furniture,

27. Sporting goods sales, including firearms,

28. State-regulated package liquor stores,

29. Community shopping centers, which may include any of the permitted uses in this section and the C-4 district,

30. Large retail establishment eighty thousand square feet or less as defined in Section 17.08.010,  
Retail establishment, large;

D. Tourist/recreational-oriented uses, including:

1. Hotel and motel,

2. Walk-in theater (fully enclosed),

3. Bowling alley,

4. Ice and roller skating rinks,

5. Dancehalls (nonalcoholic),

6. Billiard/pool hall,

7. Miniature golf,

8. Club and organizational meeting facilities;

E. Commercial parking lots:

1. Recreational vehicle storage lots;

F. Light fabrication, including:

1. Light fabrication, assembly, packaging, mail-order sales and wholesale sales of consumer goods, and

2. Light fabrication and repair shops such as blacksmith, cabinet, electric motor, heating, machine, sheetmetal, signs, stone monuments, upholstery and welding;



G. 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 within the intent of the C-5 district. (Ord. 1883 (part), 2006; Ord. 1736 §3, 1996; Ord. 1727 §3, 1995; Ord. 1721 §1, 1995; Ord. 1701 §1, 1994; Ord. 1698 §1, 1994; Ord. 1697 §1, 1994; Ord. 1695 §1, 1993; Ord. 1687 §1, 1993; Ord. 1684 §45, 1993; Ord. 1511 §8, 1984; Ord. 1452 §1, 1982; Ord. 1436 §2(part), 1981).

**17.46.030 Conditional uses.**

---

The following uses are permitted in the C-5 district when authorized in accordance with Chapter 17.76:

1. Automobile and truck paint shops;
2. Recreational vehicle overnight facilities;
3. Drive-in movie theater;
4. Heavy equipment sales and service;
5. Mobile home and recreational vehicle sales;
6. Boats and marine equipment sales and service;
7. Motorcycle and snowmobile sales and service;
8. Dinner houses and restaurants serving alcoholic beverages;
9. Cocktail lounges and clubs;
10. Other specialty food outlets, mobile food vendors;
11. Meat, fish, poultry and seafood, light processing and sales;
12. Dairy products sales;
13. Paint and related equipment and supplies;
14. Cleaning and janitorial supplies;
15. Secondhand store or thrift shop;

16. Mortuary;
17. Amusement center (pinball, games, etc.);
18. Manufacturing for on-premises sales;
19. Taxidermist;
20. Auction house (excluding livestock);
21. Wholesaling of permitted use products;
22. Adult businesses, as defined in Chapter 5.24;
23. Small engine sales and service;
24. Vocational, technical and trade schools, including facilities related to industrial trades;
25. Accessory uses and buildings customarily appurtenant to a permitted use, such as incidental storage facilities, may be permitted as conditional uses when not included within the primary building or structure;
26. Permitted uses that are referred to the planning commission by city staff because they were found to exhibit potentially adverse or hazardous characteristics not normally found in uses of a similar type or size;
27. Large retail establishments greater than eighty thousand square feet as defined in Section 17.08.010,  
Retail establishment, large;
28. Regional shopping centers. (Ord. 1883 (part), 2006; Ord. 1701 §2, 1994; Ord. 1695 §2, 1993; Ord. 1511 §9, 1984; Ord. 1450 §1, 1982; Ord. 1436 §2(part), 1981).

**17.46.040 Height regulations.**

---

No building or structure shall exceed thirty-five feet in height in the C-5 district. (Ord. 1436 §2(part), 1981).

**17.46.050 Area, width and yard requirements.**

---

A. Lot Area. No requirements except as necessary to comply with applicable yard and parking and loading requirements.

B. Lot Width. The minimum lot width shall be fifty feet.

C. Lot Depth. The minimum lot depth shall be one hundred feet.

D. Front Yard. The front yard shall be a minimum of ten feet and shall be maintained as landscaped open space. When off-street parking is located in the front yard area, the landscaped strip may be reduced to not less than six feet with planning commission approval of the site plan.

E. Side Yard. The side yard shall be a minimum of five feet, except when abutting structures are proposed with a common wall that complies with the Uniform Building Code.

F. Rear Yard. No rear yard shall be required in the C-5 district except when the rear lot line abuts property in a residential (R) district and then the rear yard shall be a minimum of twenty feet. Where property in the C-5 district is separated from property in a residential (R) district by a public alley or street, no rear yard setback shall be required.

G. Lot Coverage. No requirements except as necessary to comply with applicable yard, parking and loading requirements. (Ord. 1436 §2(part), 1981).

#### **17.46.060 General requirements.**

---

A. Uses that are normally permitted in the C-5 district but that are referred to the planning commission for further review, per Section 17.46.030(26), 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. No use shall be permitted and no process, equipment or materials shall be used unless in compliance with all applicable state and federal environmental, health and safety regulations.

C. Wherever the side or rear property lines of a parcel in the C-5 district abut parcels in a residential (R) district, a solid wall or fence, vine-covered open fence or compact evergreen hedge six feet in height shall be located on that property line and continuously maintained to ensure effective buffering and visual screening between the two land uses. Where a public alley or street separates the two properties, the barrier or screen shall be placed on the C-5 property at the time of construction and may include driveway and pedestrian openings to the alley or street, as approved by the planning commission.

D. Whenever feasible, buildings shall be located toward the rear of the lot with parking toward the street in the front yard area for easy access and to minimize traffic noise at the rear of the property, especially when the rear property line abuts a residential (R) district. (Ord. 1684 §46, 1993; Ord. 1615 §44, 1989; Ord. 1436 §2(part), 1981).

**17.46.070 Signs and lighting of premises.**

---

A. No illuminated sign or lighting standard used for the illumination of premises shall be so designed and installed that its direct rays are toward or parallel to a public street or highway or directed toward any property that lies within a residential (R) district.

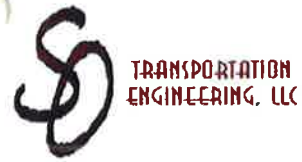
B. No red, green or amber lights or illuminated signs may be placed in such a location or position that they could be confused with, or may interfere with, any official traffic control device, traffic signal or directional guide signs.

C. Signs in the C-5 district shall be permitted and designed in accordance with Chapter 15.24 and with Section 17.60.110. (Ord. 1615 §17, 1989; Ord. 1436 §2(part), 1981).

**17.46.080 Off-street parking.**

---

Off-street parking and loading space shall be provided as required in Chapter 17.64. (Ord. 1436 §2(part), 1981).



## Memorandum

To: Matt Samitore, Central Point Public Works Director  
Date: 10/04/2016  
Subject: C4 to C5 Zone Change Additional Traffic Findings

### S.O. Transportation Engineering, LLC

112 Monterey Drive  
Medford, OR 97504  
Telephone 541.941.4148  
Fax 541.535.6873  
Kwkp1@Q.com

Additional information was requested by the City of Central Point regarding a proposed zone change from C4 to C5 on Township 37S Range 2W Section 02, tax lot 802 in Central Point, Oregon. A previous memorandum was prepared in May of 2016 that concluded the two zoning districts (C4 and C5) had comparable, potential impacts to the transportation system. This memorandum explains this in more detail and serves as an addendum to the first memorandum.

### C4 and C5 Zoning Districts

The C4 and C5 zoning districts both allow development of concentrated commercial uses, but differ in how they are located. Where C4 typically provides for maximized ease of access and visibility from the Interstate 5 freeway and major arterial streets, C5 provides for uses most appropriately located along or near major highways or thoroughfares. As stated in the previous memorandum, both zoning districts allow banks, offices, convenience markets, drugstores, restaurants, supermarkets, sporting goods stores, retail stores, liquor stores, veterinary clinics, and shopping centers to name some of the higher traffic generating uses. The highest permitted traffic generator in either zone is a convenience market, which is shown in the ITE *Trip Generation* to generate 52.41 trips per 1000 square feet during the p.m. peak hour. There are other uses that are outright permitted in one zone but a conditional use in the other. However, both zones are built out with these types of uses in a manner that balances out potential trip generations. Overall, the highest and best uses in C5 are not shown to generate any more traffic than C4.

### Traffic Impact Analysis Applicability

The City of Central Point Public Works Standards and Specifications require a traffic impact analysis for a land use application that involves one or more of the following actions in 320.10.03 (3)(a-g). These include:

a) A change in zoning or plan amendment designation that generates 300 average daily trips (ADT) more than the current zoning;

*The proposed zone change from C4 to C5 is shown to generate no additional traffic to the transportation system.*

b) Any proposed development or land use action that a road authority, including the city, Jackson County or ODOT, states may have operational or safety concerns along its facilities;

*There are no known operational or safety concerns as a result of the proposed zone change.*

c) An increase in site traffic volume generation by 250 average daily trips (ADT) or more, or 25 peak hour trips;

*Not applicable at the time of zone change, but is being addressed with the proposed development application.*

d) An increase in peak hour volume of a particular movement to and from the State highway by 20 percent or more;

*An access analysis is not applicable at the time of zone change, but is being addressed with the proposed development application. However, the site does not take access from a State highway and*

*the projected trip volumes for any movements at the I-5 interchange would be less than 20% of the total volume of any of those movements.*

e) An increase in use of adjacent streets by vehicles exceeding twenty thousand pounds gross vehicle weight by 10 vehicles or more per day;

*Not applicable at the time of zone change, but is being addressed with the proposed development application.*

f) The location of the access driveway does not meet minimum sight distance requirements, as determined by the city engineer, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the state highway, creating a safety hazard at the discretion of the community development director; or

*Not applicable at the time of zone change, but is being addressed with the proposed development application. No new direct access to the public street system is requested or required to serve the development on the land subject to the zone change.*

g) A change in internal traffic patterns that, at the discretion of the Public Works Director, may cause safety problems, such as back-up onto a street or greater potential for traffic accidents.

*Not applicable at the time of zone change, but is being addressed with the proposed development application. Nothing pertaining to the zone change application would be expected to allow development that would cause changes to internal traffic patterns that would create or worsen any safety problems on the public street system.*

### **Transportation Planning Rule**

The State Transportation Planning Rule (TPR) requires changes to land use plans and land use regulations (i.e. Comprehensive Plan Map Amendments and Zoning Map Amendments) to be consistent with the function and capacity of existing and planned transportation facilities. Oregon Administrative Rule (OAR) 660-012-0060 subsection 1 states:

- (1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:
  - (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
  - (b) Change standards implementing a functional classification system; or
  - (c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
    - (A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
    - (B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
    - (C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

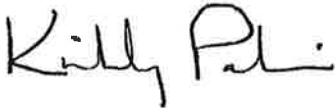


**Conclusions**

The proposed zone change and comprehensive plan map amendment from C4 to C5 on Township 37S Range 2W Section 02, tax lot 802 is concluded to generate no increase in traffic to the transportation system. The proposed plan amendment and zone change will, therefore, not significantly affect any existing or planned transportation facility nor will it result in types or levels of travel or access that are inconsistent with the functional classification of any existing or planned transportation facility such that it would not meet the performance standard identified in the City's Transportation System Plan (TSP) or Comprehensive Plan. Additionally, the plan/zoning amendment does not meet the Public Works Traffic Impact Analysis (TIA) Applicability requirements as set forth in section 320.10.03 (3)(a-g) of their Standards and Specifications, and does not warrant any further traffic analysis.

In conclusion, the application for plan and zoning amendment are found to be in compliance with the City of Central Point Comprehensive Plan pursuant to the Central Point Land Development Code, and are shown to be consistent with the Transportation Planning Rule (TPR). No further analysis is shown to be required.

Respectfully,



---

Kimberly Parducci, PE PTOE  
Firm Principal  
Southern Oregon Transportation Engineering, LLC



Attachments: C4 and C5 permitted use comparisons  
OAR 660-012-0060

Permitted Use	C4	C5	Highest and Best Uses - ITE
Banks	Yes	Yes	24.3 PM / 1000 SF
Accounting Offices	Yes	No	
Real Estate Offices	Yes	Yes	
Insurance Offices	Yes	Yes	
Legal Services	Yes	No	
Engineering Services	Yes	No	
Photo and Art Studio	Yes	No	
Counselling services	Yes	No	
Govt Offices	Yes	No	
Medical/Dental Offices	Yes	No	
Convenience Market	Yes	Yes	52.41 PM / 1000 SF
Drugstore	Yes	Yes	13.87 PM / Fuel Sta.
Auto/Truck Service Station	Yes	Yes	
Auto/Tire sales and repairs	Yes	Yes	
Motel/Hotel	Yes	Yes	
Walk-in Movie Theater	Yes	Yes	
Bowling alley	Yes	Yes	
Photo/Art Gallery	Yes	No	
Photo Processing Station	Yes	Yes	
Travel Agency	Yes	No	
Barber/beauty shop	Yes	Yes	
Sit-down restaurant	Yes	Yes	9.85 PM / 1000 SF
Cocktail Lounge	Yes	CU	11.34 PM / 1000 SF
Tavern	Yes	No	11.34 PM / 1000 SF
Commercial parking lot	Yes	Yes	
Community Shopping Center	Yes	Yes	
Supermarket	Yes	Yes	9.48 PM / 1000 SF
Department store	Yes	Yes	
Sporting goods	Yes	Yes	
Bookstore	Yes	Yes	
Florist	Yes	Yes	
Leather Goods	Yes	No	
Pet Sales	Yes	Yes	
Photo supplies	Yes	Yes	
Health food	Yes	Yes	
Self-service Laundry	Yes	Yes	
Antique shop	Yes	Yes	
Delicatessen	Yes	Yes	
Pastry	Yes	Yes	
General Apparel	Yes	Yes	
Shoes and Boots	Yes	Yes	
Jewelry	Yes	Yes	
Clock sales	Yes	Yes	
Bakery	Yes	Yes	

Permitted Use	C4	C5	Highest and Best Uses - ITE
Bicycle shop	Yes	Yes	Potentially high - varies
Audio/Video sales	Yes	Yes	
Printing and publishing	Yes	Yes	
Mobile food vendors	Yes	CU	
Liquor store	Yes	Yes	
Ice/Skating Rink	CU	Yes	
Dance Hall	CU	Yes	
Billiard/pool Hall	CU	Yes	
Miniature Golf	CU	Yes	
Business Schools	CU	Yes	
Physical Fitness Center	CU	Yes	
Carwash	CU	Yes	
Taxicab Office	CU	Yes	
Ambulance Services	CU	Yes	
Drive-in Fast Food	CU	Yes	
Contractors Office	No	Yes	
Medical Clinic & Lab	No	Yes	
Appliance Service	No	Yes	
Locksmith	No	Yes	
Art/Music/Business School	No	Yes	
Upholstery Shop	No	Yes	
Veterinary Clinic	Yes	Yes	
Tire Sales	No	Yes	
Glass/Mirror Sales	No	Yes	
Large Retail Establishments	No	Yes	
RV Storage	No	Yes	
Light Fabrication	No	Yes	
Hardware Sales	No	Yes	
Monument Sales	No	Yes	
Feed, seed, fuel	No	Yes	
Electrical/Plumbing Supplies	No	Yes	
Heating & Air Equipment	No	Yes	
Stone/Tile Supplies	No	Yes	
Nursery	No	Yes	
Antique shop	No	Yes	
Pawnshop	No	Yes	
Public Utilities	No	Yes	
Furniture Sales	No	Yes	

32.65 PM / 1000 SF

(b) Affected cities and counties that do not have acknowledged plans and land use regulations as provided in subsection (a) of this section, shall apply relevant sections of this rule to land use decisions and limited land use decisions until land use regulations complying with this amended rule have been adopted.

(5) Cities and counties shall update their TSPs and implementing measures as necessary to comply with this division at each periodic review subsequent to initial compliance with this division. Local governments within metropolitan areas shall amend local transportation system plans to be consistent with an adopted regional transportation system plan within one year of the adoption of an updated regional transportation system plan or by a date specified in the adopted regional transportation system plan.

(6) The director may grant a whole or partial exemption from the requirements of this division to cities under 10,000 population and counties under 25,000 population, and for areas within a county within an urban growth boundary that contains a population less than 10,000. Eligible jurisdictions may request that the director approve an exemption from all or part of the requirements in this division. Exemptions shall be for a period determined by the director or until the jurisdiction's next periodic review, whichever is shorter.

(a) The director's decision to approve an exemption shall be based upon the following factors:

(A) Whether the existing and committed transportation system is generally adequate to meet likely transportation needs;

(B) Whether the new development or population growth is anticipated in the planning area over the next five years;

(C) Whether major new transportation facilities are proposed which would affect the planning areas;

(D) Whether deferral of planning requirements would conflict with accommodating state or regional transportation needs; and

(E) Consultation with the Oregon Department of Transportation on the need for transportation planning in the area, including measures needed to protect existing transportation facilities.

(b) The director's decision to grant an exemption under this section is appealable to the commission as provided in OAR 660-002-0020 (Delegation of Authority Rule)

(7) Portions of TSPs and implementing measures adopted as part of comprehensive plans prior to the responsible jurisdiction's periodic review shall be reviewed pursuant to OAR chapter 660, division 18, Post Acknowledgment Procedures.

Stat. Auth.: ORS 183, 197.040 & 197.245

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.610 - 197.625, 197.628 - 197.646, 197.712 & 197.717

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 1-1993, f. & cert. ef. 6-15-93; LCDC 4-1995, f. & cert. ef. 5-8-95; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 2-2000, f. & cert. ef. 2-4-00; LCDD 3-2004, f. & cert. ef. 5-7-04; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06

**660-012-0060**

### **Plan and Land Use Regulation Amendments**

(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);

(b) Change standards implementing a functional classification system; or

(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.

(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or

(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.

(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.

(a) Adopting measures that demonstrate allowed land uses are consistent with the planned function, capacity, and performance standards of the transportation facility.

(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements or services adequate to support the proposed land uses consistent with the requirements of this division; such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.

(c) Amending the TSP to modify the planned function, capacity or performance standards of the transportation facility.

(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.

(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if the provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without assuring that the allowed land uses are consistent with the function, capacity and performance standards of the facility where:

(a) In the absence of the amendment, planned transportation facilities, improvements and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the identified function, capacity or performance standard for that facility by the end of the planning period identified in the adopted TSP;




(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;








Tentative Parcel 3  
of File No. 15004

 Subject Property      2012 Aerial  
 Tax Lots  
 Photo Location & Direction

300    150    0                      300 Feet



## Photo Key Map

Comprehensive Plan Amendment / Zone Change  
Rogue Valley Microdevices & Tail Lite Prop LLC  
37-2W-01C-802





Print Date: 03-15-2016; Source: CSA Planning, Ltd;  
Jackson County GIS; City of Central Point GIS





1 Looking South along Biddle Rd. across subject property



2 Looking Northeast along Biddle Rd. at area across Biddle Rd.



3 Looking Southwest along Biddle Rd. across adjoining lot and subject property



4 Looking Northeast along southern property line across subject property

## Legend

2

Photo ID  
Number

## Site Photos

Comprehensive Plan Amendment /  
Zone Change  
Rogue Valley Microdevices &  
Tail Lite Properties LLC  
37-2W-01C-802



CSA Planning, Ltd.



**5** Looking Northwest across adjoining lot and subject property



**6** Looking Southwest across adjoining lot and subject property



**7** Looking Southeast along Biddle Rd. across adjoining property and subject property



**8** Looking Southwest along Biddle Rd. across adjoining property and subject property

**Legend**

**2**

**Photo ID  
Number**

**Site Photos**

Comprehensive Plan Amendment /  
Zone Change  
Rogue Valley Microdevices &  
Tail Lite Properties LLC  
37-2W-01C-802



**CSA Planning, Ltd**

**EXHIBIT 13**



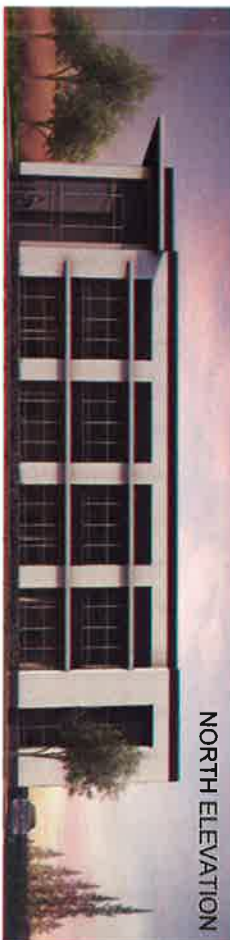
EAST ELEVATION



WEST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

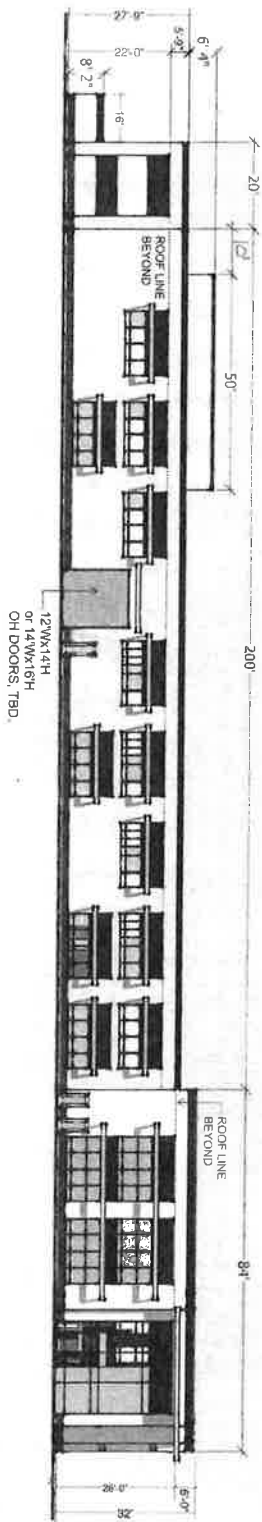


NORTHEAST PERSPECTIVE

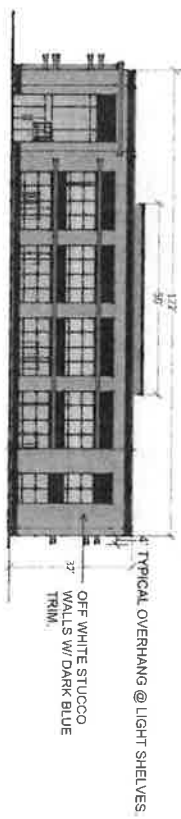
**ROGUE VALLEY MICRODEVICES**  
CENTRAL POINT, OREGON  
EXTERIOR ELEVATIONS  
STRAUS & SEIBERT ARCHITECTS



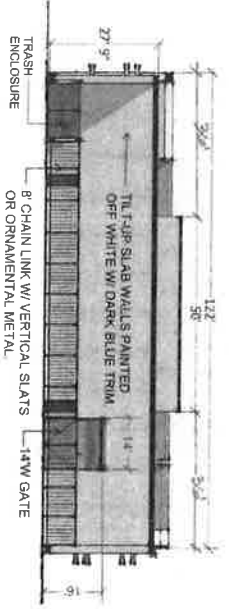




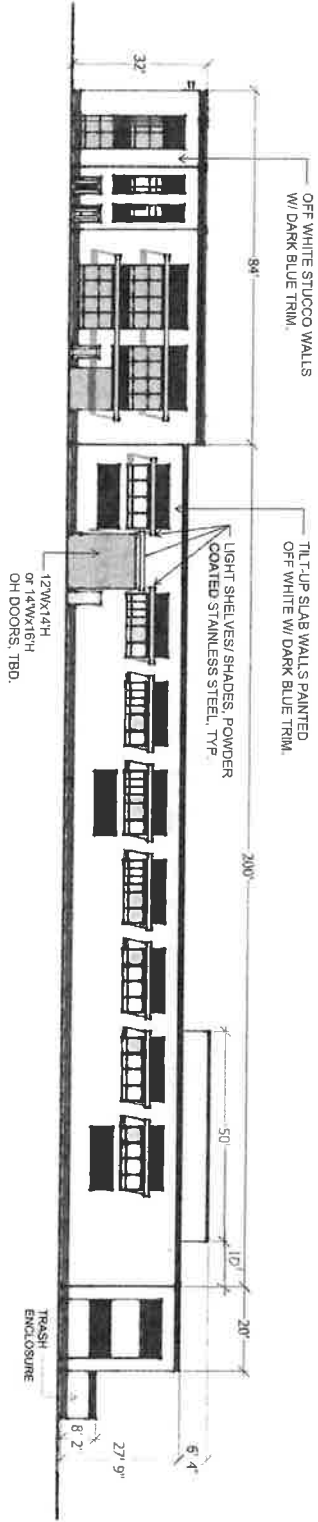
EAST ELEVATION



NORTH ELEVATION



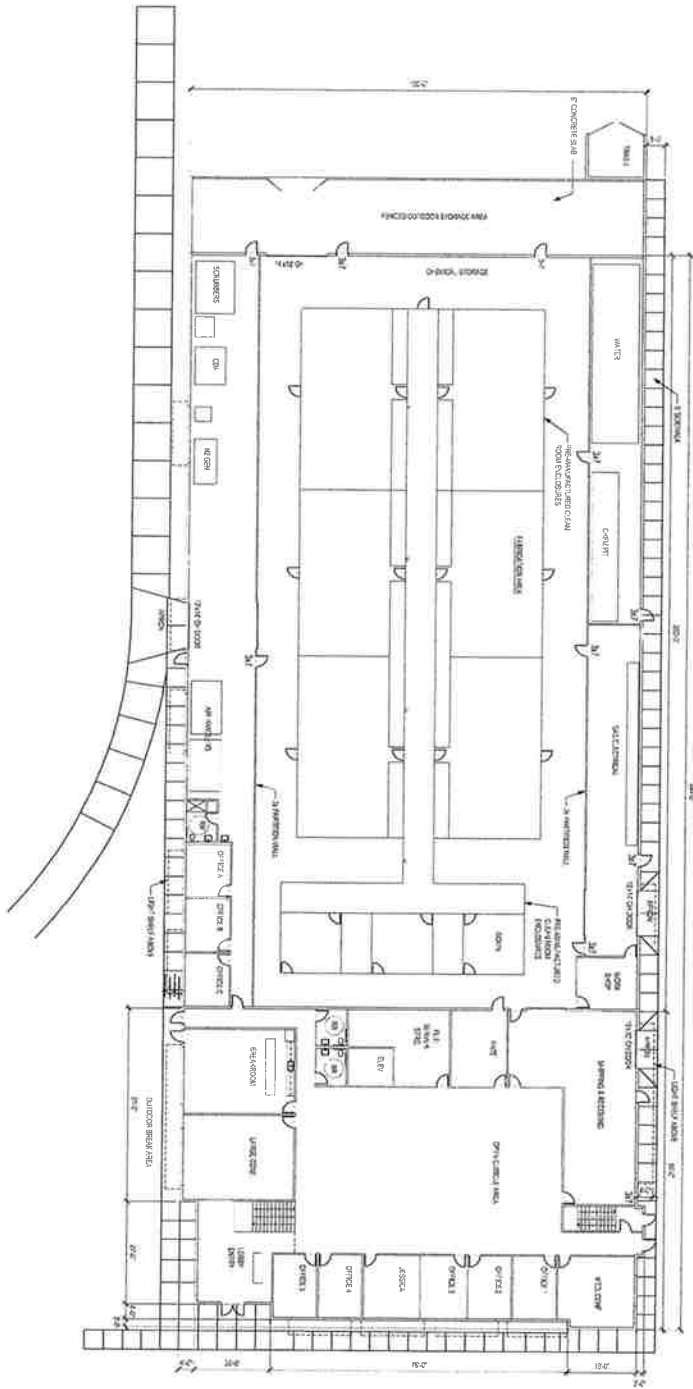
SOUTH ELEVATION



WEST ELEVATION

**ROGUE VALLEY MICRODEVICES**  
**CENTRAL POINT, OREGON**  
**EXTERIOR ELEVATIONS**  
 STRAUS & SEIBERT ARCHITECTS





1st FLOOR PLAN

**NOT FOR CONSTRUCTION**

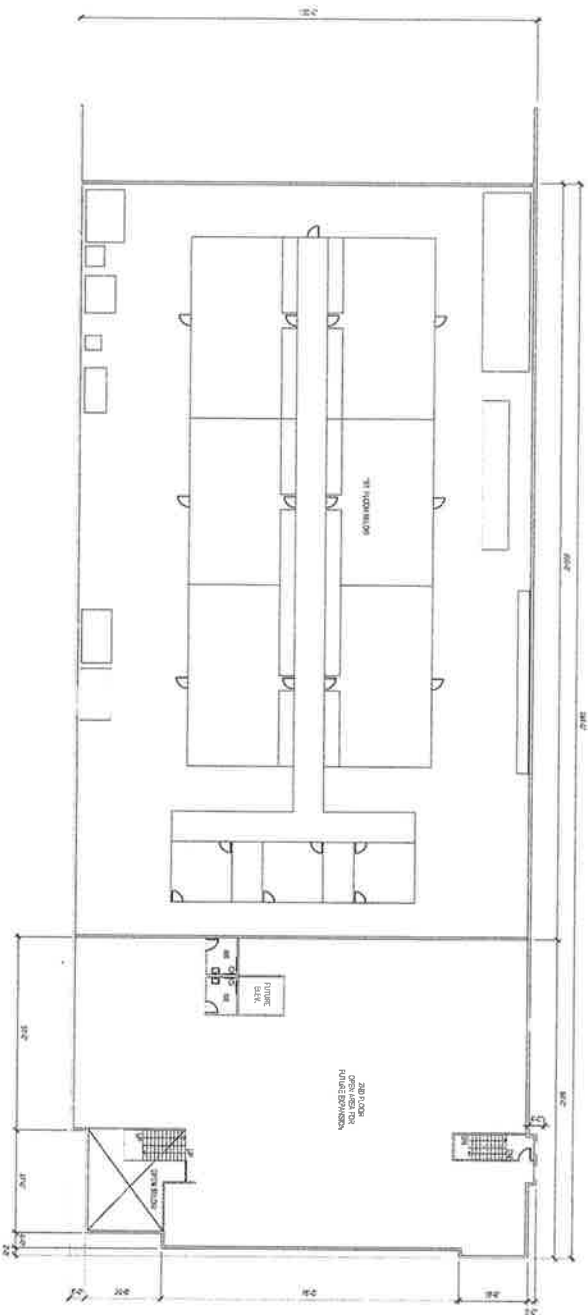
DATE: 12/20/08

PROJECT: 0813


**ROGUE VALLEY MICRODEVICES**  
 4601 BIDDLE-TAX LOT 802  
 CENTRAL POINT, OREGON

**STRAUS & SEIBERT**

ARCHITECTS LLP  
 1000 N. 10th Street  
 Astoria, Oregon 97103  
 Phone: 503.325.1111  
 Fax: 503.325.1112



2nd FLOOR PLAN  
Scale: 1/8" = 1'-0"

 <p><b>STRAUS &amp; SEIBERT</b> ARCHITECTS, L.P. 1000 N. W. 11th St. Portland, OR 97204 (503) 228-1111</p>	<p><b>ROGUE VALLEY MICRODEVICES</b> 4601 BIDDLE-TAX LOT 802 CENTRAL POINT, OREGON</p>	<p><b>NOT FOR CONSTRUCTION</b></p>
	<p>NO. 151000 DATE: 04/12</p>	





City of Central Point, Oregon

140 So. Third St., Central Point, Or 97502  
541.664.3321 Fax 541.664.6384  
www.ci.central-point.or.us



Planning Department

Tom Humphrey, AICP,  
Community Development Director/  
Assistant City Administrator

April 14, 2016

Jay Harland  
CSA Planning, Ltd.  
4497 Brownridge Ste. 101  
Medford, OR 97504

RE: Tail Lite Properties Site Plan & Architectural Review (File No. 16004)

Dear Mr. Harland:

This correspondence serves as a **Notice of Decision** that on April 14, 2016 the Central Point Community Development Director approved:

The Site Plan and Architectural Review application for construction of an 11,605 s.f. veterinary clinic and site improvements subject to conditions of approval set forth in the staff report dated April 11, 2016.

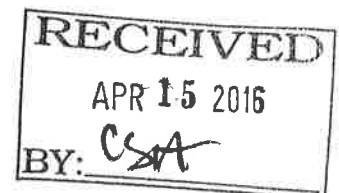
A complete copy of the of the Community Development Director's decision can be obtained at the City of Central Point Planning Department located at 140 South Third Street, Central Point, OR 97502.

The final date for filing an appeal is ten (10) days from the date this letter was mailed. All appeals must be in written form consistent with the procedures set forth in Section 17.05.300(G) of the Central Point Municipal Code.

Sincerely,

  
Tom Humphrey, AICP  
Community Development Director

Enclosure





STAFF REPORT  
April 11, 2016

**AGENDA ITEM (File No. 16004)**

---

Consideration of a Site Plan and Architectural Review application for the construction of a 11,605 square foot veterinary clinic, including 55 parking spaces and site landscape improvements. The 1.42 acre site is Lot 1 of a proposed Tentative Partition application (File No. 16005) within the Tourist and Office Commercial (C-4) zoning district. The project site is located on property identified on the Jackson County Assessor's Map as 37S 2W 01C, Tax Lot 802. **Applicant:** Tail Lite Properties, LLC; **Agent:** Jay Harland, CSA Planning, Ltd.

**SOURCE**

---

Stephanie Holtey, Community Planner II

**BACKGROUND**

---

The applicant proposes to construct an 11,605 s.f. veterinary clinic on Biddle Road, just east of the Super 8 Motel (Attachment "A-1"). It is a single-story structure and includes a dog run (Attachment "A-2"). The proposed structure is to be the new location for Southern Oregon Specialty Veterinary Center, an advanced care and emergency services clinic serving southern Oregon and northern California.

The project is located at the southeast corner of 4901 Biddle Road. The applicant is requesting approval of a three (3) lot partition, including construction of a new private retail street, (File No. 16005) concurrent with this application. The proposed veterinary clinic will occupy proposed Lot 1 pending final plat approval, which will take access from Hamrick Road via an existing private street and Biddle Road by way of the proposed retail street.

The primary façade frontage and main pedestrian entry (West Elevation) is along the proposed retail street (Attachment "A-5"). The dog run is on the North Elevation, and parking is on the West and South Elevations. Architecturally the building consists of painted stucco, ground level and stepped wall metal panels with canopy overhangs. The colors will be red, off-white, bronze and metallic silver.

**ISSUES**

---

Four (4) issues were identified relative to this application as follows:

1. **Parking Adjustment.** The proposed parking plan provides for 55 parking spaces, which exceeds the maximum 46 spaces allowed per CPMC 17.64.040. The applicant is requesting an increase to the parking allowance per Section 17.64.040(B)(2).

*Comment: The applicant's findings (Attachment "B") provide qualitative justification for the proposed parking adjustment based on lack of nearby on-street parking availability and the nature of the use (i.e. 24/7 emergency and specialized care services). The applicant's findings*



are further supported by the ITE Parking Generation 3<sup>rd</sup> Edition, which includes a study with an observed parking demand ratio of 1.6 spaces per 1,000 s.f. of Gross Floor Area (GFA) and 1.4 spaces per employee. Based on the proposed building size and the typical number of employees on any given shift, (i.e. 25-32 employees) the parking demand is expected to range between 48-58 parking spaces. Since the proposed parking plan is within the range for expected parking, staff recommends that the parking adjustment is justified.

**2. Landscaping.** The proposed landscape plan has been evaluated against the minimum landscape requirements of Section 17.75.039(G). Identified discrepancies are noted below:

- a. **Perimeter.** The perimeter planting area adjacent to the north property line is 3-ft in width, which does not meet the minimum 10-ft planting area required for commercial land uses.

*Resolution:* As conditioned, the proposal shall either demonstrate compliance with the minimum planting area standard, or the applicant may record a cross access easement to provide future vehicular and pedestrian access with the adjoining lot to the north. Although the applicant's findings state that cross access is not deemed necessary, providing for a connection at this location would be consistent with vehicular and pedestrian connectivity requirement per CPMC 17.75.039(A), and provide for a temporary non-conformity until such time development occurs north of the project site.

**Interior.** The parking plan proposes a parking row with eleven (11) contiguous spaces, inconsistent with CPMC 17.75.039(G)(2). This section requires an interior landscaped island within a parking row when ten (10) or more vehicles would be placed in an abutting configuration.

*Resolution:* As conditioned, the parking layout shall be revised to comply with the interior landscaping requirements. This can be achieved by relocating the interior island west of the proposed location.

- 3. Outdoor Dog Run.** The site plan illustrates an outdoor dog run and play area ("Dog Run") north of the proposed structure (Attachment "A-2"). The code provides for limited outdoor activities in the C-4 zoning district, and does not specifically include dog runs. The applicant requested a code interpretation to determine the proposed Dog Run as a compatible use in the C-4 zone. As proposed, the Dog Run is for limited use (i.e. one dog at a time, tethered and supervised) to provide for the safety of personnel and animals.

*Comment:* The Community Development Director considered the code interpretation request and determined that the "Dog Run" is a compatible activity as proposed. The favorable interpretation was presented to the Planning Commission at the April 5, 2016 Planning Commission meeting and no issues were raised. Due to the location of the proposed outdoor activities in relation to other commercial properties, staff recommends visual screening of the dog run and play area with a continuous evergreen hedge or other similar plantings.

4. **Block Standard.** The existing private street and block configuration permitted as Partition P-03-2004 is legally non-conforming.

*Comment: To meet the current block standards per CPMC 17.75.031(B), the existing private street must be developed as a retail street per CPMC 17.75.031(B)(3) and 17.75.031(F). The tentative plat approval (File No. 16005), per Condition No. 1, requires that the private street be improved to retail street standards at the time of development for Lots 1 and 3. The proposed site plan complies with the block standard and tentative plat as conditioned.*

## FINDINGS

---

The proposed veterinary clinic has been reviewed for compliance with the applicable standards and criteria in Chapter 17.64, 17.72, and 17.75 and found to comply per the applicant's findings (Attachment "B").

## CONDITIONS OF APPROVAL

---

1. Prior to building permit issuance, the applicant shall:
  - a. Demonstrate compliance with the parking lot perimeter landscape standards set forth in CPMC 17.75.039(G)(1) by either:
    - i. Providing a copy of a recorded cross access easement with Lot 2; or,
    - ii. Submitting a revised site plan and landscape plan illustrating a minimum 10-foot planter width planted with at least 3 trees and 15 shrubs per 100-feet.
  - b. Submit a revised site plan and landscape plan demonstrating compliance with:
    - i. The interior parking lot landscaping standard set forth in CPMC 17.75.039(G)(2);
    - ii. Tentative Partition (File No. 16005) Condition No. 1 requiring that the existing private street be developed as a retail street per CPMC 17.75.031(F).
  - c. Submit a revised landscape plan to provide a landscape screen around the proposed dog run and dog play area. The landscape screen shall be a continuous evergreen hedge or other similar landscape materials.
  - d. Coordinate with the Rogue Valley International-Medford Airport for compliance with the requested noise easement (Attachment "G").
2. Prior to certificate of occupancy, the applicant shall receive final plat approval for File No. 16005 and provide a copy of the recorded final plat to the Community Development Department.
3. Signage shall be subject to a separate review.
4. The applicant shall comply with conditions as listed in the Public Works Department Staff Report dated March 29, 2016 (Attachment "C").

5. The applicant shall comply with condition as listed in the Jackson County Staff Report dated April 5, 2016 (Attachment "D").
6. The applicant shall comply with conditions as listed in the Rogue Valley Sewer Services Staff Report dated March 29, 2016 (Attachment "E").
7. The applicant shall comply with conditions as listed in the Building Department Comments dated April 5, 2016 (Attachment "F").

## **ATTACHMENTS**

---

Attachment "A-1" – Overall Site Plan  
Attachment "A-2" – Site Plan  
Attachment "A-3" – Proposed Floor Plan  
Attachment "A-4" – Roof Plan  
Attachment "A-5" – Exterior Building Elevations  
Attachment "A-6" – Site Grading and Utility Plan  
Attachment "A-7" – Landscape Plan  
Attachment "B" – Applicant's Findings  
Attachment "C" – Public Works Staff Report  
Attachment "D" – Jackson County Roads Staff Report  
Attachment "E" – Rogue Valley Sewer Services Staff Report  
Attachment "F" – Building Department Comments  
Attachment "G" – Rogue Valley International-Medford Airport Comments

## **ACTION**

---

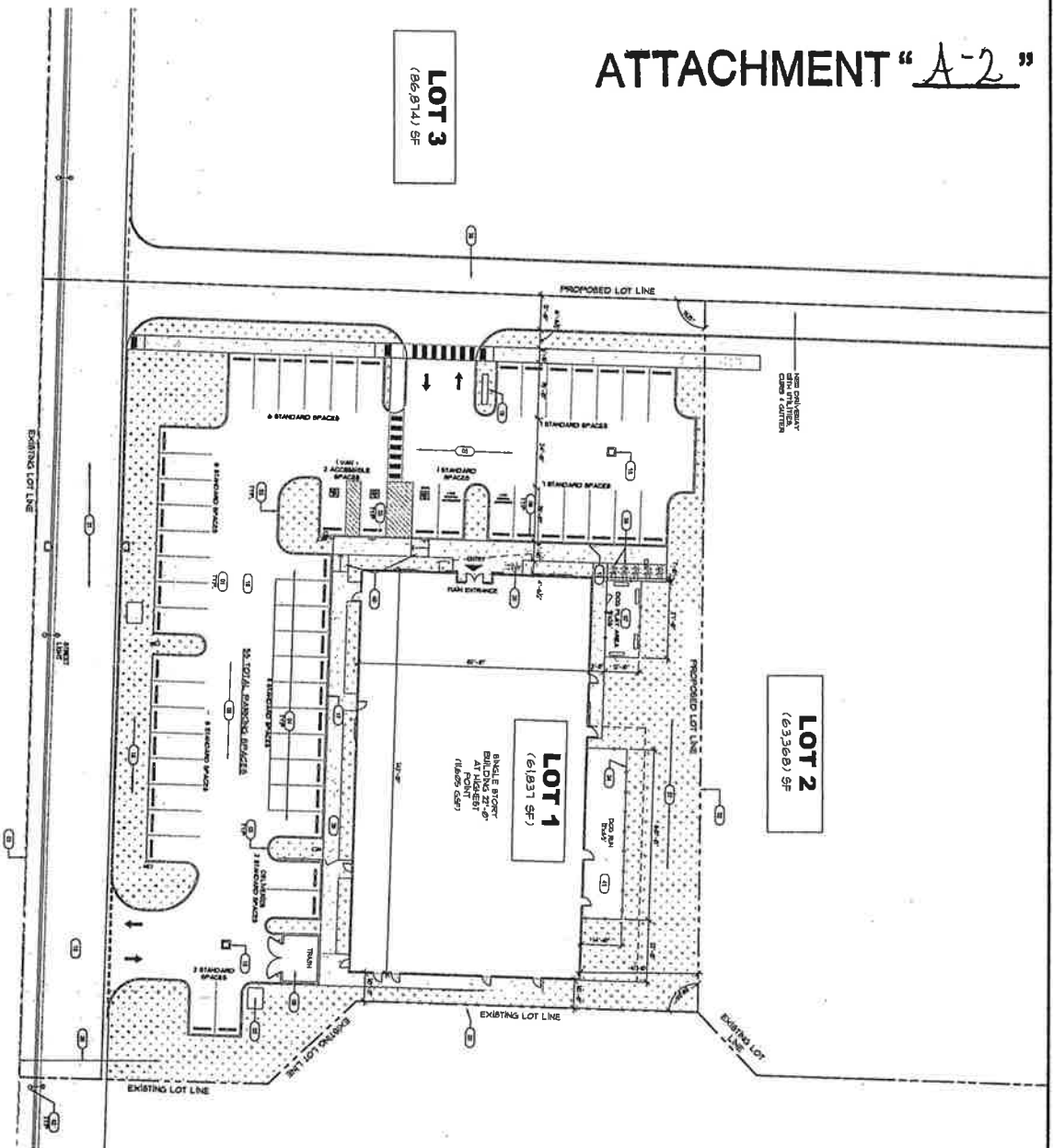
Consider the proposed Site Plan & Architectural Review application and 1) approve; 2) approve with revisions; or 3) deny the application.

## **RECOMMENDATION**

---

Approve the Site Plan & Architectural Review application for the Southern Oregon Specialty Veterinary Center per the Staff Report dated April 11, 2016.

# ATTACHMENT "A-2"



NOTE: IF THIS SHEET IS LESS THAN 30" X 42" IT HAS BEEN REDUCED AND IS NOT TO SCALE.

NORTH  
 SITE PLAN  
 SCALE: 1/8" = 1'-0"

LES SCHWAB

**SHEET NOTES**  
 1. SEE ALSO PER A. HANCOCK'S COMMENTS FOR ADDITIONAL INFORMATION.  
**PARKING**  
 CITY OF CENTRAL POINT, OREGON ZONING CODE CHAPTER 17. SECTION 17.08.020 TABLE 17.08.020 (1) 1,164 SF (GROSS BUILDING AREA) / 200 = 47 SPACES  
 2. ACCESSIBLE SPACES (SEE TYPICAL ACCESSIBLE SPACES SHEET) 11/19/2018 (MAY 2018)

**SHEET NOTES**  
 1. SEE FUNCTIONAL PROGRAM, ARCHITECTURAL, MECHANICAL, ELECTRICAL, AND PLUMBING APPROPRIATE.

**PARKING COUNT**

STANDARD SPACES	47
ACCESSIBLE SPACES	11
TOTAL	58

**SYMBOL LEGEND**

Symbol	Description
Circle with dot	PROPOSED LIGHT FIXTURE
Circle with 'X'	EXISTING LIGHT FIXTURE
Circle with 'A'	ACCESSIBLE SPACES
Circle with 'S'	STANDARD SPACES
Circle with 'B'	BUILDING
Circle with 'D'	DRIVEWAY
Circle with 'E'	EXISTING LOT LINE
Circle with 'P'	PROPOSED LOT LINE
Circle with 'R'	REAR YARD
Circle with 'T'	TERRACE
Circle with 'V'	VEGETATION
Circle with 'W'	WATER
Circle with 'Y'	YARD
Circle with 'Z'	ZONING

## SITE PLAN & ARCHITECTURAL REVIEW

**JAMES CONSULTING MANAGEMENT**  
 1000 N. 10TH ST., SUITE 100  
 CENTRAL POINT, OREGON 97502  
 (541) 866-1111  
 www.jamesconsulting.com

**CLIENT:**  
 NEW VETERINARY CLINIC  
 1000 N. 10TH ST., SUITE 100  
 CENTRAL POINT, OREGON 97502  
 (541) 866-1111

**PROJECT ADDRESS:**  
 1000 N. 10TH ST., SUITE 100  
 CENTRAL POINT, OREGON 97502

**DATE:**  
 11/19/2018

**SCALE:**  
 1/8" = 1'-0"

**PROJECT NUMBER:**  
 18-001

**DESIGNER:**  
 JAMES CONSULTING MANAGEMENT

**DATE:**  
 11/19/2018

**SCALE:**  
 1/8" = 1'-0"

**PROJECT ADDRESS:**  
 1000 N. 10TH ST., SUITE 100  
 CENTRAL POINT, OREGON 97502

**DATE:**  
 11/19/2018

**SCALE:**  
 1/8" = 1'-0"

**PROJECT NUMBER:**  
 18-001

**DESIGNER:**  
 JAMES CONSULTING MANAGEMENT

PROJECT TITLE  
**NEW VETERINARY CLINIC**

SHEET TITLE  
**SITE PLAN**

SHEET NO.  
**A-101**

# Rogue Valley Microdevices Site Development

## Traffic Impact Analysis

September 9, 2016

Prepared By:



*TRANSPORTATION  
ENGINEERING, LLC*

*SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC*

## Chapter 17.64 OFF-STREET PARKING AND LOADING<sup>1</sup>

Sections:

17.64.010 Purpose.

17.64.020 Applicability.

17.64.030 Off-street loading.

17.64.040 Off-street parking requirements.

### **17.64.010 Purpose.** SHARE

It is the purpose of this chapter, through the management of off-street parking, loading and bicycle spaces, to manage auto dependence and encourage the use of alternative transportation modes in accordance with the policies and strategies of the city's transportation system plan.

The following regulations are established, in accordance with the transportation system plan, to provide for the number of off-street parking, loading and bicycle spaces for new uses and enlargement of existing uses in connection with the use of land permitted by this zoning ordinance. The requirements and standards set forth in this chapter are intended to ensure the usefulness of parking, loading and bicycle facilities, protect the public safety, and to mitigate potential adverse impacts on adjacent land uses. (Ord. 1946 (part), 2011; Ord. 1436 §2(part), 1981).

### **17.64.020 Applicability.** SHARE

In all districts, in connection with any use whatsoever, there shall be provided at the time any building or structure is erected, enlarged or increased in capacity, or the use is changed or increased in intensity, off-street parking spaces for automobiles, off-street loading, and bicycle parking facilities for the enlarged or increased portion in the case of an addition or for the building, structure or use in other cases, in accordance with the requirements herein. All parking shall be developed and maintained to the standards set forth in Section 17.75.039, Off-street parking design and development standards. (Ord. 1946 (part), 2011).

### **17.64.030 Off-street loading.** SHARE

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.

**TABLE 17.64.01 OFF-STREET LOADING REQUIREMENTS**

<b>Use Categories</b>	<b>Off-Street Loading Berth Requirement (fractions rounded up to the closest whole number)</b>
<u>INDUSTRIAL, WAREHOUSING AND WHOLESALING</u>	
Sq. Ft. of Floor Area	No. of Loading Berths Required
Less than 12,500	1
12,501--25,000	2
25,001--37,500	3
37,501--50,000	4
Over 50,000	5 plus 1 for each additional 50,000 sq. ft.
<u>RETAIL, RESTAURANTS, HOSPITALS, AND OTHER GOODS HANDLING</u>	
Sq. Ft. of Floor Area	No. of Loading Berths Required
Less than 12,500	0
12,501--60,000	1
60,001--100,000	2
Over 100,000	3 plus 1 for each additional 80,000 sq. ft.

**TABLE 17.64.01 OFF-STREET LOADING REQUIREMENTS (Continued)**

<b>Use Categories</b>	<b>Off-Street Loading Berth Requirement (fractions rounded up to the closest whole number)</b>
<u>OFFICES, HOTELS AND OTHER NONGOODS HANDLING USES</u>	
Sq. Ft. of Floor Area	No. of Loading Berths Required
0--50,000	0

**TABLE 17.64.01 OFF-STREET LOADING REQUIREMENTS (Continued)**

Use Categories	Off-Street Loading Berth Requirement (fractions rounded up to the closest whole number)
50,001--200,000	1
Over 200,000	2 plus 1 for each 100,000 sq. ft.

B. A loading berth shall not be less than ten feet wide, thirty-five feet long and have a height clearance of twelve feet. Where the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.

C. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than is required to adequately meet the needs of the use.

D. Off-street parking areas used to fulfill the requirements of this title shall not be counted as required loading spaces and shall not be used for loading and unloading operations, except during periods of the day when not required to meet parking needs.

E. In no case shall any portion of a street or alley be counted as a part of the required parking or loading space, and such spaces shall be designed and located as to avoid undue interference with the public use of streets or alleys. (Ord. 1946 (part), 2011; Ord. 1436 §2(part), 1981. Formerly 17.64.020).

**17.64.040 Off-street parking requirements.**  SHARE

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.

**TABLE 17.64.02A**

**RESIDENTIAL OFF-STREET PARKING REQUIREMENTS**

Use Categories	Minimum Vehicle Parking Requirement (fractions rounded down to the closest whole number)
<b>RESIDENTIAL</b>	
Single-Family Residential	2 spaces per dwelling unit, both of which must be covered.
Accessory Dwelling Unit	1 space per accessory dwelling unit.
Two-Family	2 spaces per dwelling unit, both of which must be covered.
Multiple-Family	1 space per studio or 1-bedroom unit;
	1.5 spaces per 2-bedroom unit; and
	2 spaces per 3+-bedroom unit.
	plus 1 guest parking space for each 4 dwelling units or fraction thereof.
Mobile Home Parks	2 spaces per dwelling unit on the same lot or pad as the mobile home (may be tandem); plus 1 guest space for each 4 mobile homes.
Residential Home	2 spaces per dwelling unit, both of which must be covered.
Residential Facility	.75 spaces per bedroom.
Congregate (Senior) Housing	.5 spaces per dwelling unit.
Boarding Houses, Bed and Breakfast	1 space per guest unit; plus 1 space per each 2 employees.

**TABLE 17.64.02B**

**NON-RESIDENTIAL OFF-STREET PARKING REQUIREMENTS**

Use Categories	Minimum and Maximum Vehicle Parking Requirement (fractions rounded down to the closest whole number)
----------------	--

**TABLE 17.64.02B**

**NON-RESIDENTIAL OFF-STREET PARKING REQUIREMENTS**

Use Categories	Minimum and Maximum Vehicle Parking Requirement (fractions rounded down to the closest whole number)
<b>COMMERCIAL LODGING</b>	
Hotel or Motel	1 space per guest unit; plus 1 space per each 2 employees. Units having kitchen facilities shall provide 2 spaces per unit with kitchen.
<b>INSTITUTIONS</b>	
Welfare or Correctional Institutions	1 space per 5 beds for patients or inmates.
Group Living such as Convalescent Hospitals, Nursing Home	1 space per each 2 beds for patients or residents bedrooms.
Hospital	3 spaces per each 2 beds, determined by the maximum design capacity of the facility.
<b>PLACES OF PUBLIC ASSEMBLY</b>	
Churches, Chapels, Mortuaries	1 space per 75 sq. ft. of main assembly area; or per Chapter 17.72, Site Plan and Architectural Review
Libraries, Museum, Art Gallery	1 space per 400 sq. ft. of net floor area; plus 1 space per each 2 employees
<b>SCHOOLS</b>	
Day Care Center, Preschool	1 space per employee; plus 1 space per 5 children the facility is designed or intended to accommodate. No requirements for facilities caring for 5 or fewer children simultaneously.
Elementary and Junior High Schools (public and private/parochial)	3 spaces per classroom, or 1 space per 4 seats in the main auditorium, gymnasium, or other place available for public assembly, whichever is greater.
High Schools, Colleges, and Trade Schools (public and private/parochial)	1 space per each 5 students, based on the design capacity of the facility, or 1 space per 4 seats in the main auditorium, gymnasium, or other place available for public assembly, whichever is greater.
<b>COMMERCIAL AMUSEMENT and ENTERTAINMENT</b>	
Theaters, Amphitheaters, Stadiums	1 space per each 4 fixed seats or 8 feet of bench length.

TABLE 17.64.02B

NON-RESIDENTIAL OFF-STREET PARKING REQUIREMENTS

Use Categories	Minimum and Maximum Vehicle Parking Requirement (fractions rounded down to the closest whole number)
Bowling Alley	5 spaces per lane; plus 1 space per each 2 employees. Other uses in the building shall be calculated separately per Section 17.64.040(F), Mixed Uses.
Dancehall, Skating Rink	1 space per each 100 square feet of net floor (or ice) area or fraction thereof; plus 1 space per each 2 employees.
Swimming Pool	1 space per each 100 square feet of pool surface area.
<b>GENERAL COMMERCIAL</b>	
Retail Stores, Personal Services	1 space per each 200 square feet of net floor area (excluding storage and other non-sales or non-display areas).
Furniture, Appliances	1 space per each 500 square feet of gross floor area.
Automobile, Boat, Manufactured Home and Recreational Vehicle Sales, Service, and Rental	1 space for each employee on the major shift; plus 2 spaces for each service bay; plus 1 space per each 300 square feet of showroom area; plus 1 space per each 2,000 square feet of used or new vehicle sales area, or other outdoor sales area.
Nurseries, Gardening and Building Materials	1 space for each employee on the major shift; plus 2 spaces for each service bay; plus 1 space per each 300 square feet of showroom area; plus 1 space per each 2,000 square feet of used or new vehicle sales area, or other outdoor sales area.
Service and Repair Shops	1 space per each 300 square feet of gross floor area.
Eating and Drinking Establishments	10 spaces per 1,000 sq. ft. of gross floor area.
Restaurants, Fast Food	1 space per 100 feet of gross floor area, plus 3 stacking spaces for drive-through window.
<b>OFFICE - PROFESSIONAL</b>	
Banks and other Financial Institutions	1 space per 300 square feet of gross floor area. In no case shall there be fewer than 3 spaces provided.
General and Professional Offices	1 space per 250 square feet of gross floor area.
Medical/Dental Offices	1 space per 250 square feet of gross floor area.

**TABLE 17.64.02B**

**NON-RESIDENTIAL OFF-STREET PARKING REQUIREMENTS**

Use Categories	Minimum and Maximum Vehicle Parking Requirement (fractions rounded down to the closest whole number)
<b>INDUSTRIAL and MANUFACTURING</b>	
Assembly and Manufacturing	2 spaces per each 3 employees on the 2 largest shifts*, or 1 space per each 500 square feet of gross floor area, whichever is greatest. (*1 space per employee if the business has only one shift).
Warehousing and Storage	2 spaces per each 3 employees on the 2 largest adjacent shifts*, or 1 space per each 1,000 square feet of gross floor area, whichever is greater. (*1 space per employee if the business has only one shift).
Industrial Vehicles	1 space for each vehicle kept or operated in connection with the use.

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.

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.

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.

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.

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.

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.

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).

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.

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.

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

**TABLE 17.64.04 BICYCLE PARKING REQUIREMENTS**

Land Use	Minimum Required	Minimum Covered
<b>Residential</b>		
Single-Family Residential	NA	NA
Multi-Family Residential, General	1 space per unit	100%
Multi-Family Residential, Congregate Housing, or with Physical Disabilities	1 space per 5 units	100%
<b>Institutional</b>		
Schools, Elementary	4 spaces per classroom	100%
Schools, Junior High/Middle School	4 spaces per classroom	100%
Schools, Senior High	8 spaces per classroom	100%
College/Trade School	1 space per 4 students (plus 1 space per student housing room/unit)	100%
Transit Centers/Park and Ride Lots	5% of automobile parking spaces	100%
Religious Institutions	1 space per 40 seat capacity	25%
Hospitals	1 space per 5 beds	75%
Medical/Dental Offices	2 spaces, or 1 space per 1,000 sq. ft., whichever is greater	25%
Libraries/Museums, etc.	2 spaces, or 1 space per 1,000 sq. ft., whichever is greater	25%
<b>Commercial</b>		

**TABLE 17.64.04 BICYCLE PARKING REQUIREMENTS**

<b>Land Use</b>	<b>Minimum Required</b>	<b>Minimum Covered</b>
Retail Sales	0.33 spaces per 1,000 sq. ft.	50%
Auto-Oriented Sales	2 spaces, or 0.33 spaces per 1,000 sq. ft., whichever is greater	10%
Groceries/Supermarkets	0.33 spaces per 1,000 sq. ft.	10%
Office	2 spaces, or 1 space per 1,000 sq. ft., whichever is greater	10%
Restaurant	1 space per 1,000 sq. ft.	25%
Drive-In Restaurant	1 space per 1,000 sq. ft.	25%
Shopping Center	0.33 spaces per 1,000 sq. ft.	50%
Financial Institutions	2 spaces, or 0.33 spaces per 1,000 sq. ft., whichever is greater	10%
Theaters/Auditoriums, etc.	1 space per 30 seats	10%
<b>Industrial</b>		
Industrial Park	2 spaces, or 0.1 space per 1,000 sq. ft., whichever is greater	100%
Warehouse	2 spaces, or 0.1 space per 1,000 sq. ft., whichever is greater	100%
Manufacturing, etc.	2 spaces, or 0.15 space per 1,000 sq. ft., whichever is greater	100%

(Ord. 2028 §3, 2016; Ord. 2002 §2 (Exh. A) (part), 2015; Ord. 1946 (part), 2011).

Home | < | >

**The Central Point Municipal Code is current through Ordinance 2028, passed July 28, 2016.**

Disclaimer: The City Recorder's Office has the official version of the Central Point Municipal Code. Users should contact the City Recorder's Office for ordinances passed subsequent to the ordinance cited above.

Pursuant to the charter and Ordinance 1969, all references throughout the code to "city administrator" have been changed to "city manager."

City Website: <http://www.centralpointoregon.gov/>

City Telephone: (541) 664-3321

Hi Kim,

Here is an overview of the information you requested:

Employees: 20 at main location

Shifts:	5:00 a.m. – 2:00 p.m.	2 Employees
	6:00 a.m. – 3:00 p.m.	1 Employee
	7:00 a.m. – 4:00 p.m.	6 Employees
	8:00 a.m. – 5:00 p.m.	4 Employees
	9:30 a.m. – 6:30 p.m.	3 Employees
	11:00 a.m. – 8:00 p.m.	2 Employee
	3:00 p.m. – Midnight	2 Employees

Of the 20 employees, 13 of them spend most of their day in the fabrication/manufacturing area, but also have desk space in the office. The remaining 7 work in the office area.

On average, half of the employees may leave the office on a daily basis for approximately 1 hour for lunch, errands, etc. The time is dependent on the shift.

The daily deliveries are:

	10:00 – 11:00 a.m.	3 Deliveries: FedEx, UPS, FedEx
Ground	2:30 p.m.	2 Pick-ups: FedEx and UPS
	4:00 p.m.	1 Pick-up: FedEx Ground

Weekly deliveries are:

Average of 2 semi-truck deliveries per week

Our public/customer interaction, in person, is very minimal. We have meetings at our facility on average twice per month.

Let me know if you have any questions. I'm happy to elaborate further as needed.

Best regards,  
JoAnn Martin  
Rogue Valley Microdevices, Inc.

Hi Kim,

Laid out the probable increases by shift for Rogue V Micro, as follows:

<u>Shifts:</u>	<u>Employees</u>
5 am – 2 pm	3
6 am – 3 pm	1
7 am – 4 pm	9
8 am – 5 pm	6
9:30 am – 6:30 pm	5
11 am – 8 pm	3
3 pm – Midnight	<u>3</u>

TOTAL 30

Maximum number of people there at any one time is: 27

Square footage:

Fabrication:	23,595 net sq ft
1 <sup>st</sup> Floor Office:	9,535 net sq ft
2 <sup>nd</sup> Floor Office:	<u>8,975 net sq ft</u>
Total:	42,104 net sq ft

**CSA Planning, LTD,**

*Beverly Thruston, AIA*  
*Associate Planner*

4497 Brownridge Terrace #101  
Medford, OR 97504  
Phone: 541/779-0569 Fax/l 541/779-0114



# Land Use: 140 Manufacturing

## Description

Manufacturing facilities are areas where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research and associated functions. General light industrial (Land Use 110) and industrial park (Land Use 130) are related uses.

## Database Description

- Average parking supply ratios: 1.3 spaces per 1,000 square feet (sq. ft.) gross floor area (GFA) (three study sites) and 1.3 spaces per employee (three study sites).
- Average site employment density: 1.0 employee per 1,000 sq. ft. GFA (three study sites).

Parking demand counts were only submitted between 10:00 and 11:00 a.m. and between 2:00 and 3:00 p.m.

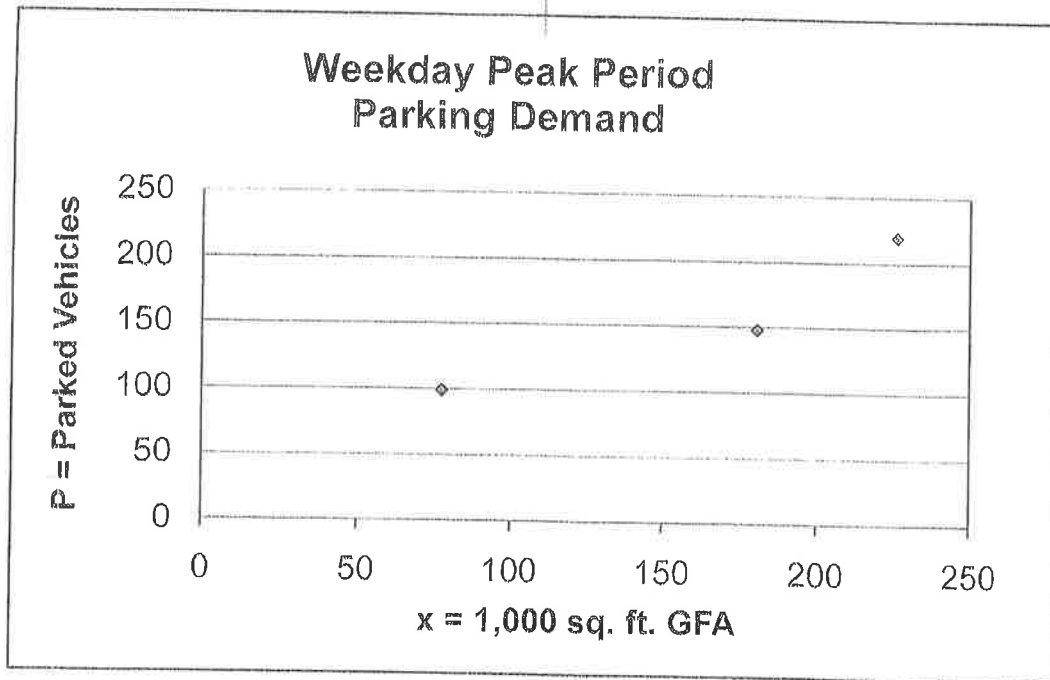
## Study Sites/Years

Bellevue, WA (1991); Kent, WA (1991)

# Land Use: 140 Manufacturing

## Average Peak Period Parking Demand vs. 1,000 sq. ft. GFA On a: Weekday

Statistic	Peak Period Demand
Peak Period	2:00–3:00 p.m.
Number of Study Sites	3
Average Size of Study Sites	165,000 sq. ft. GFA
Average Peak Period Parking Demand	1.02 vehicles per 1,000 sq. ft. GFA
Standard Deviation	0.23
Coefficient of Variation	23%
Range	0.82–1.27 vehicles per 1,000 sq. ft. GFA
85th Percentile	1.18 vehicles per 1,000 sq. ft. GFA
33rd Percentile	0.92 vehicles per 1,000 sq. ft. GFA

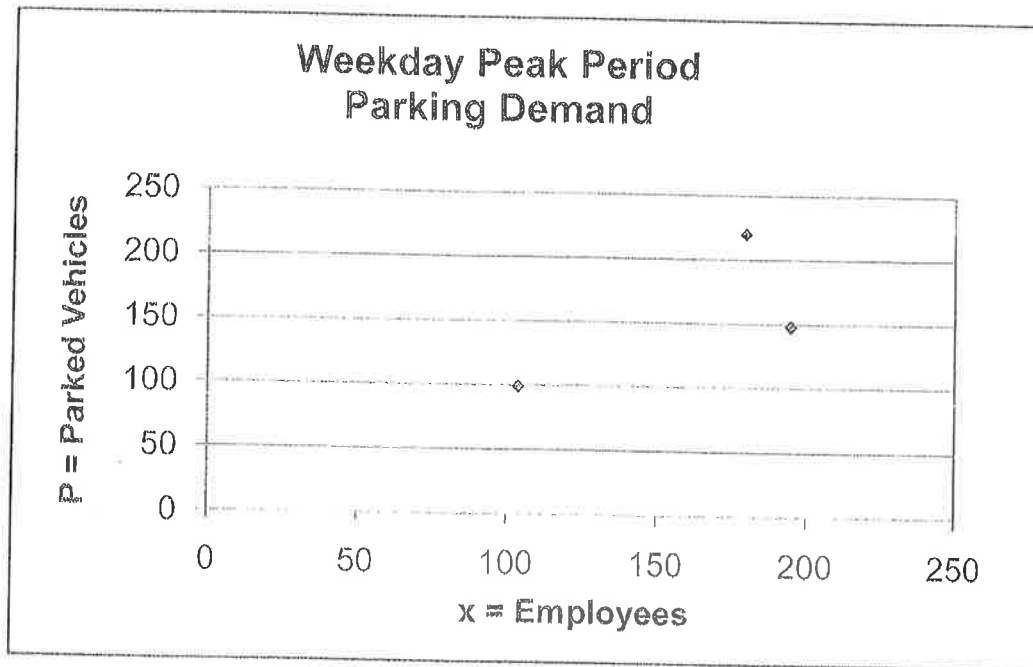


◆ Actual Data Points

# Land Use: 140 Manufacturing

## Average Peak Period Parking Demand vs. Employees On a Weekday

Statistic	Peak Period Demand
Peak Period	2:00–3:00 p.m.
Number of Study Sites	3
Average Size of Study Sites	160 employees
Average Peak Period Parking Demand	0.97 vehicles per employee
Standard Deviation	0.24
Coefficient of Variation	24%
Range	0.75–1.22 vehicles per employee
85th Percentile	1.14 vehicles per employee
33rd Percentile	0.88 vehicles per employee



◆ Actual Data Points

## SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

319 Eastwood Drive - Medford, Or. 97504 – Phone (541) 608-9923 – Email: Kwkp1@Q.com

November 22, 2016

Jessica Gomez, Rogue Valley Microdevices, Inc.  
943 Automation Way, Suite F  
Medford, Oregon 97504

RE: Parking Demand for Rogue Valley Microdevices Headquarters

Dear Jessica,

Upon your request, Southern Oregon Transportation Engineering, LLC evaluated the parking demand for the proposed Microdevices building located within the Hamrick Business Park southeast of Hamrick Road and Biddle Road in Central Point, Oregon. Information from the City of Central Point, Microdevices, and the Institute of Transportation Engineers (ITE) *Parking Generation*, 4<sup>th</sup> edition handbook was compared to determine the minimum number of parking spaces to meet the demand of Microdevice's manufacturing use. The land use considered in the City of Central Point and ITE requirements were 140 – Manufacturing.

### **Parking Requirements**

#### City of Central Point need calculation methods:

Minimum number of required parking spaces for manufacturing land use in Table 17.64.02B:

Manufacturing - 1 space per 500 square feet =  $1 \times (43,000/500) = 86$  spaces

Or 2 space per 3 employees (largest shift) =  $2 \times (27/3) = 18$  spaces

***Total range of spaces based on size and number of employees = 18-84 spaces***

#### Microdevices parking assessment:

Largest shift – 27 employees potentially overlapping between 5:00 am – Midnight

Deliveries estimated at 3 potentially overlapping during the day from Fed Ex and UPS

Normal trips from outside public is zero, but bi-monthly meetings are estimated to bring parking demand up to 35 spaces with regular employees plus visitors.

***Total estimated potential occupancy at one time = 35 spaces***

#### ITE parking demand:

Weekday Peak Period

Average Demand = Observed peak period demand expressed as a rate

85<sup>th</sup> % Demand = The point at which 85 percent of the values fall at or below

Land Use	Unit	Size	Average Peak Period Demand	85 <sup>th</sup> % Demand	Average Peak Period Demand (spaces)	85 <sup>th</sup> % Demand (spaces)
					<b>Total</b>	<b>Total</b>
140 - Manufacturing	1,000 SF	43	1.02	1.18	44	51
140 - Manufacturing	Employees	30	0.97	1.14	29	34
<b>Total Range (spaces)</b>					<b>29 - 51</b>	

Note: SF=Square Feet

## **Parking Assessment**

The information published by the ITE provides a guide to planners and designers regarding parking demand. Average rates, 85<sup>th</sup> percentile demands, and other measures are provided to help determine the most reliable parking demand when local data is not available. In this case, local data is provided and supports a parking demand within the range provided by the ITE. Rogue Valley Microdevice’s local data shows a potential need of 35 spaces when their facility is maximized.

The goal with parking is to strike a balance between an oversupply of parking and an undersupply of parking. Providing enough parking for a maximized situation ensures that drivers will seldom be unsuccessful in finding a parking space, but it also creates waste when a facility isn’t operating at maximum. As more parking is provided, more cars take advantage of it and fewer people use public transportation. As the number of cars increase, so does road congestion. In response, local governments then pay for increased wear and tear on the roads.

Failing to address the oversupply of parking creates many of the same problems that minimum parking requirements were supposed to solve (e.g. sprawl, poor economic environment, loss of investment). A balance is struck when there are enough parking spaces to accommodate recurrent peak-parking demand, but additional spaces do not undercut current transit ridership, nor a city’s financial ability to meet other public needs and obligations.

## Conclusion

The average parking demand in the ITE shows the need for 44 spaces for proposed development. The 85<sup>th</sup> percentile parking demand shows 51 spaces. Local data for Rogue Valley Microdevices shows a potential need of 35 spaces when their facility is maximized. All of these parking demands are similar. In contrast, the City's parking requirement of 86 spaces would likely serve more than the maximum need of the proposed facility which would result in an excess of parking spaces the majority of time. The proposed site plan for Rogue Valley Microdevices proposes 46 spaces, which provides 31% more than what local data shows is necessary when maximized. It is our conclusion that the proposed number of spaces (46) is adequate to meet the demand of the proposed development without creating an excess number of under-utilized spaces.

Sincerely,



Kimberly Parducci PE, PTOE

**Southern Oregon Transportation Engineering, LLC**



Attachments: City of Central Point Municipal Code  
Microdevices Local Data  
ITE Parking Generation data sheets


**CSA Planning, Ltd**

 4497 Brownridge, Suite 101  
 Medford, OR 97504

 Telephone 541.779.0569  
 Fax 541.779.0114

Bev@CSAplanning.net

**Memorandum**

To: Stephanie Holtey/ Molly Bradley  
 City of Central Point  
 Community Development Department

Date: November 29, 2016

Subject: Request for Clarification  
 Rogue Valley Microdevices  
 File Nos. 16022-16024

This memo is in response to your request for clarification on several items in our submittal for Rogue Valley Microdevices.

1. **Square Footage:** Two different square footage numbers were unintentionally included in our initial submittal due to a last minute change which did not get reflected all the way through. The correct total is 43,000 square feet. This total is divided as follows:

- Fabrication/Production area: 24,000 sf (includes the clean room)
  - Related office space: 19,000 sf
- 43,000 sf total

The first and second floor plans are attached as requested.

2. **Parking Analysis:** The parking analysis and Exhibit 3 have been updated to show the revised square footage. See attached.
3. **Loading Requirements:** Per the calculations sent to CSA on this matter, the City applies loading based on the number of square feet in the Fabrication area.

Use Categories	Off-Street Loading Berth Requirement (fractions rounded up to the closest whole number)
INDUSTRIAL, WAREHOUSING AND WHOLESALING	
Sq. Ft. of Floor Area	No. of Loading Berths Required
12,501-25,000	2

Based on this, with a 24,000 square foot Fabrication area only 2 loading berths are required. Two berths are located on the loading access drive and serve the Shipping/Receiving area and the Fabrication area. All loading activities are coordinated by the Shipping staff. Both meet the 10 foot by 35 foot dimension standards.

4. **Architectural Elevations:** Attached are revised elevations with additional notes and dimensions as requested. As none of the light shelves over the loading doors project out into the loading berth areas, therefore clearance is not issue.
5. **Building Materials:** Building materials are noted on the updated elevations. To further expand the description of materials:
  - The Office portion of the building is of standard construction with a stucco finish, painted off-white.
  - The Fabrication portion of the building will have tilt-up concrete walls with a skim coat painted off-white to match the Office portion.





- 
- The accent trim color where shown on the drawings will be a very dark blue. This includes the parapet coping and the inset panels where shown above and below the windows.
  - The base around the building is comprised of a concrete curb with a charcoal gray band above it.
  - Window and door frames are to be clear anodized aluminum.
  - Exterior light shelves/shades are to be metal, powder-coated to look like matte stainless steel.
6. **Parking Lot revisions:** The parking lot layouts have been revised to match the standard requirements for parking islands. The parking lot to the south had 11 spaces, but due to the island requirements has been reduced by one space so that no more than 10 spaces are contiguous. This removal reduces the total spaces to 45. The Applicant feels that the original layout for each lot is preferable to that which is being submitted now to meet this code section.

Please let us know if you have any further questions on the project. Thank you for your review.

Regards,

CSA Planning, Ltd.

A handwritten signature in blue ink, reading 'Beverly Thruston'. The signature is fluid and cursive, with a long horizontal stroke extending to the right. It is positioned above a thin horizontal line.

Beverly Thruston, AIA  
Associate

CSA/bt M-Clarifications-112216.docx

cc. File



## ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 7502-0005  
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

**November 16, 2016**

Stephanie Holtey  
City of Central Point Planning Department  
155 South Second Street  
Central Point, Oregon 97502

**Re: File 16021-SPR, Rogue Valley Microdevices – Tax Lot 802, Map 372W01C (REF: 16023-CUP)**

Sewer service to the proposed development can be had by making a service connection to the existing 8 inch sewer main which crosses the southerly portion of the subject property. The permit for this connection will be issued by RVSS upon payment of related development fees.

The project is within the Phase 2 stormwater quality area and must comply with stormwater quality requirements outlined in the Regional Stormwater Design Manual.

The proposed development appears to disturb more than 1 acre of land so will require an NPDES 1200-CN permit prior to the start of any ground disturbing activities.

Rogue Valley Sewer Services requests that approval of this development be subject to the following conditions:

Prior to the start of construction:

1. Applicant must obtain a sewer permit from RVSS for the new connections. Sewer permits will be issued upon payment of related development fees.
2. Applicant must obtain an NPDES 1200-CN erosion and sediment control permit from RVSS.
3. Applicant must have all erosion and sediment control measures in place prior to any ground-disturbing activities.
4. Applicant must submit a stormwater management plan demonstrating compliance with the regional Stormwater Design Manual for review and approval by RVSS.

During Construction

1. Applicant must sequence construction so that the permanent stormwater quality features are installed first and will be operational when stormwater enters them.
2. Applicant must fence off and protect stormwater quality features from equipment traffic.
3. Applicant must comply with conditions of 1200-CN and sewer connection permits.

K:\DATA\AGENCIES\CENTPT\PLANNG\SITEPLANREVIEW\2016\16021\_ROGUE  
MICRODEVICES.DOC

Prior to final acceptance of project:

1. Applicant must have new sewer laterals inspected and approved by RVSS.
2. Applicant must have all stormwater quality facilities, including vegetation when applicable, inspected and approved by RVSS.
3. Applicant must record an operations and maintenance agreement for all new stormwater quality features.

At the conclusion of construction RVSS will issue a final acceptance letter indicating that all sanitary sewer and stormwater requirements have been met.

Feel free to call me if you have any questions.

*Carl Tappert*

Carl Tappert, PE  
Manager



# JACKSON COUNTY

## Roads

### Roads Engineering

Kevin Christiansen  
Construction Manager

200 Antelope Road  
White City, OR 97503  
Phone: (541) 774-6255  
Fax: (541) 774-6295  
christike@jacksoncounty.org

[www.jacksoncounty.org](http://www.jacksoncounty.org)

November 16, 2016

Attention: Stephanie Holley  
City of Central Point Planning  
140 south Third Street  
Central Point, OR 97502

RE: Site Plan and Architectural Review on Biddle Road – a county-maintained road.  
Planning File: 16021; 37-2W-01C Tax Lot 802.

Dear Stephanie:

Thank you for the opportunity to comment on this Site Plan and Architectural Review on a 4.87 acres site in the C-4 – Tourist and Office Professional zoning district for a proposed 33,490 square foot light manufacturing facility. The property is located at 4601 Biddle Road. Jackson County Roads offers the following comments:

1. Jackson County will allow a new private road with right-in/right-out access to Biddle Road as shown in the applicant's submittal. Jackson County will require the right-in/right-out access be controlled by installation of a median island in Biddle Road.
2. Utility Permits are required from Roads for any utility work within the county road right-of-way.
3. Biddle Road is a County Minor Arterial and is maintained by the County. The Average Daily Traffic count was 7,528 for eastbound lanes 450 east of Hamrick Road on August 20, 2012 and 7,430 on August 25, 2014 450 feet east of Hamrick Road. As a comparison of capacity for Biddle Road, the capacity of a two lane suburban road with ten foot lanes and no shoulders is 8,832 ADT.
4. If county storm drain facilities are to be utilized, the applicant's registered Engineer shall provide a hydraulic report and plans for review and approval by Jackson County Roads. Storm drainage runoff is limited to that area currently draining to the County storm drainage system. Upon completion of the project the developer's Engineer shall certify that the construction of the drainage system was constructed per the approved plan. A copy of the certification shall be sent to Kevin Christiansen at Jackson County Roads.
5. The applicant shall submit construction drawings to Jackson County Roads and obtain county permits if required.
6. We would like to be notified of future development proposals, as county permits may be required.
7. We concur with any right-of-way dedicated.
8. Roads recommend the removal of any existing driveways not being used on Biddle Road and replacing them with new curb, gutter and sidewalk.
9. Jackson County Roads requests a TIS that addresses impacts at the site access. If mitigations are recommended they shall be required.
10. Jackson County's General Administration Policy #1-45 sets forth the County's position as it relates to the management of County roads located within existing or proposed city limits or Urban Growth Boundaries (UGB). The County has no current plans for improvements to Biddle Road. Jackson County Roads recommends that the city request road jurisdiction.

Sincerely,

Kevin Christiansen  
Construction Manager

PLANNING COMMISSION RESOLUTION NO. 839

A RESOLUTION APPROVING A SITE PLAN AND ARCHITECTURAL REVIEW  
APPLICATION FOR ROGUE VALLEY MICRODEVICES, INC.

(FILE NO. 16021)

**WHEREAS**, the applicant has submitted a site plan and architectural review application to develop an 2.24 acre site within the C-5, Commercial Thoroughfare zone with a 43,000 square foot Rogue Valley Microdevices corporate headquarters and light fabrication facility; and

**WHEREAS**, on December 6, 2016, the City of Central Point Planning Commission conducted a duly-noticed public hearing on the application, at which time it reviewed the Staff Report and heard testimony and comments on the application; and

**WHEREAS**, the Planning Commission's consideration of the application is based on the standards and criteria applicable to Site Plan and Architectural Review in accordance with Section 17.72, Design and Development Standards in accordance with Section 17.75, and Off-Street Parking and Loading in accordance with Section 17.64 of the Central Point Municipal Code; and

**WHEREAS**, after duly considering the proposed use, it is the Planning Commission's determination that, subject to compliance with conditions as set forth in the Revised Staff Report (Exhibit "A") dated December 6, 2016, the application does comply with applicable standards and criteria for approval of the site plan and architecture; and

**NOW, THEREFORE, BE IT RESOLVED**, that the City of Central Point Planning Commission, by this Resolution No. 839, does hereby approve the Site Plan and Architectural Review application for Rogue Valley Microdevices, Inc.. This approval is based on the findings and conditions of approval as set forth on Exhibit "A", the Planning Department Staff Report dated December 6, 2016 and the Applicant's Findings of Fact and Conclusions of Law as set forth in Exhibit "B," including attachments incorporated herein by reference.

**PASSED** by the Planning Commission and signed by me in authentication of its passage this 6<sup>th</sup> day of December, 2016.

\_\_\_\_\_  
Planning Commission Chair

ATTEST:

\_\_\_\_\_  
City Representative