

# SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

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

<b>Land Use</b>	<b>Unit</b>	<b>Size</b>	<b>Average Peak Period Demand</b>	<b>85<sup>th</sup> % Demand</b>	<b>Average Peak Period Demand (spaces)</b>	<b>85<sup>th</sup> % Demand (spaces)</b>
					<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,

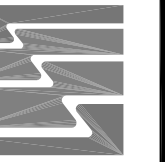


Kimberly Parducci PE, PTOE

**SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC**

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





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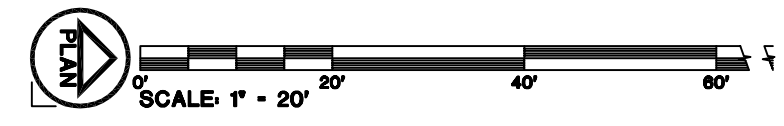
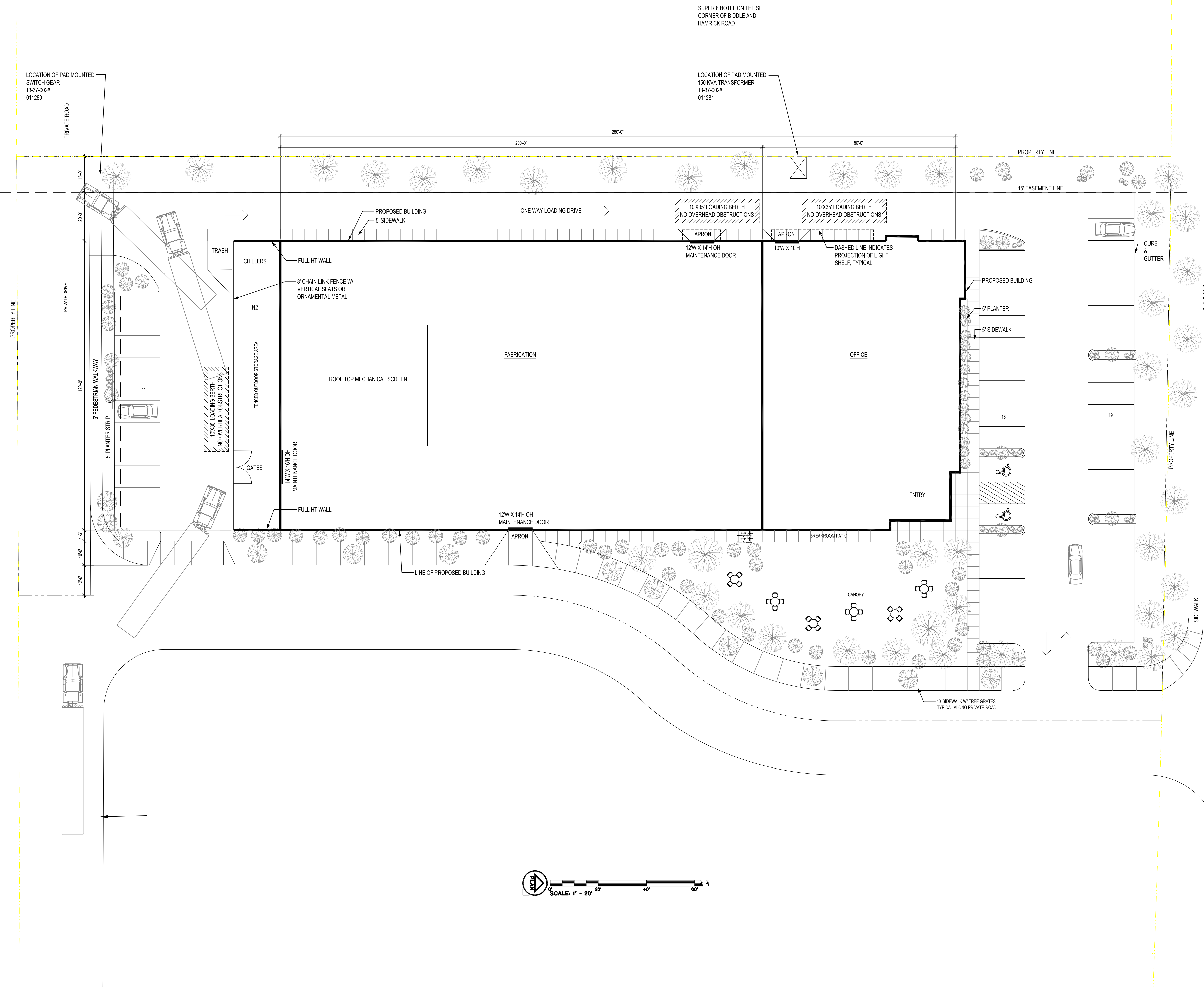
**ROGUE VALLEY  
MICRODEVICES**  
4601 BIDDLE-TAX LOT 802  
CENTRAL POINT, OREGON

ONE INCH  
AT FULL SCALE

**NOT FOR  
CONSTRUCTION**

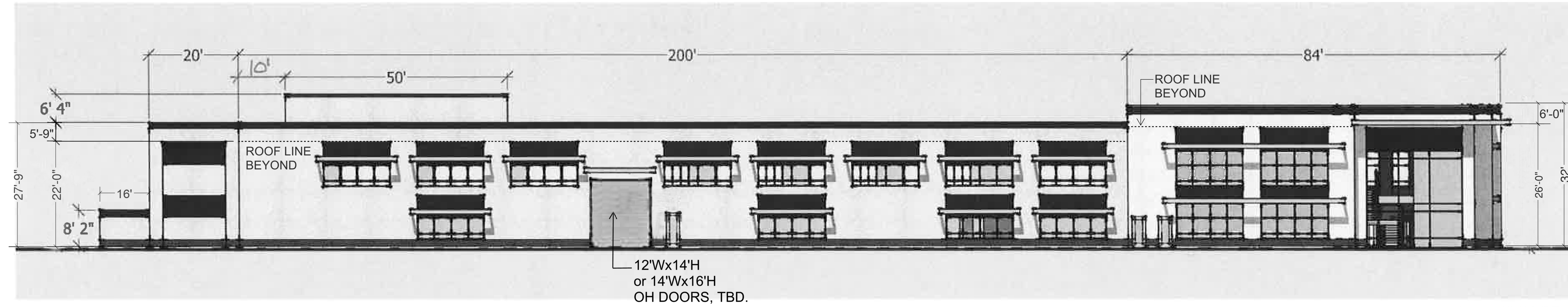
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ISSUE: 10.11.2016

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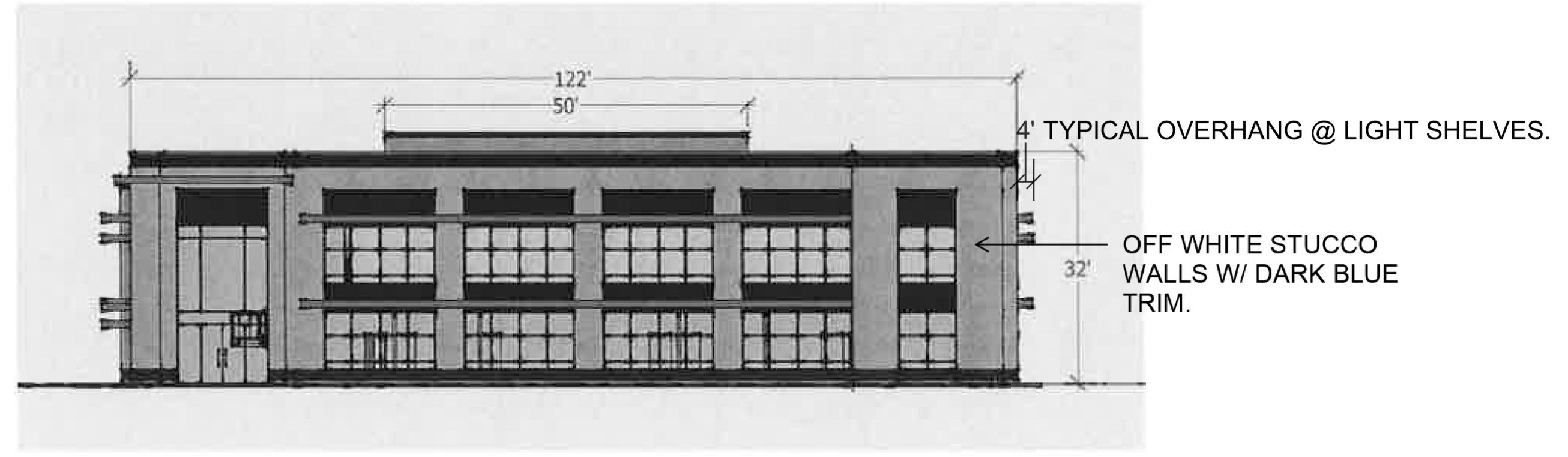


Biddle Road

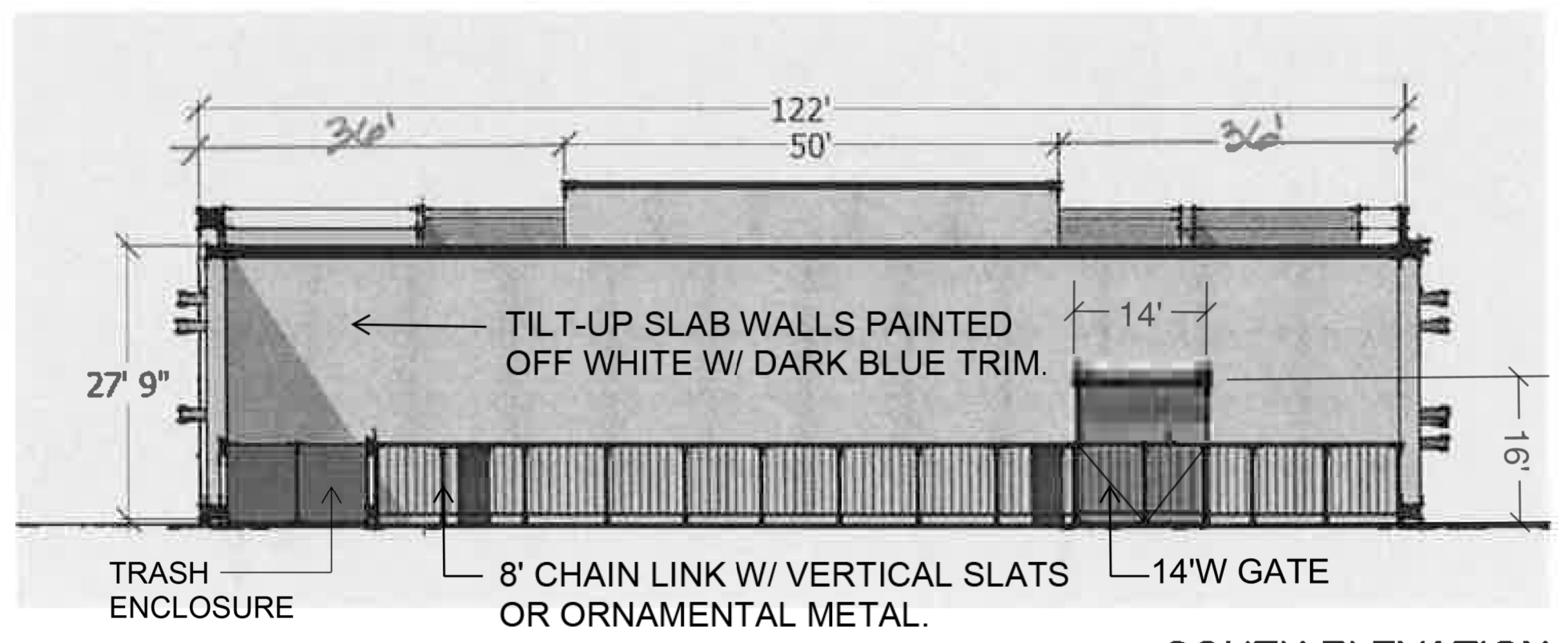




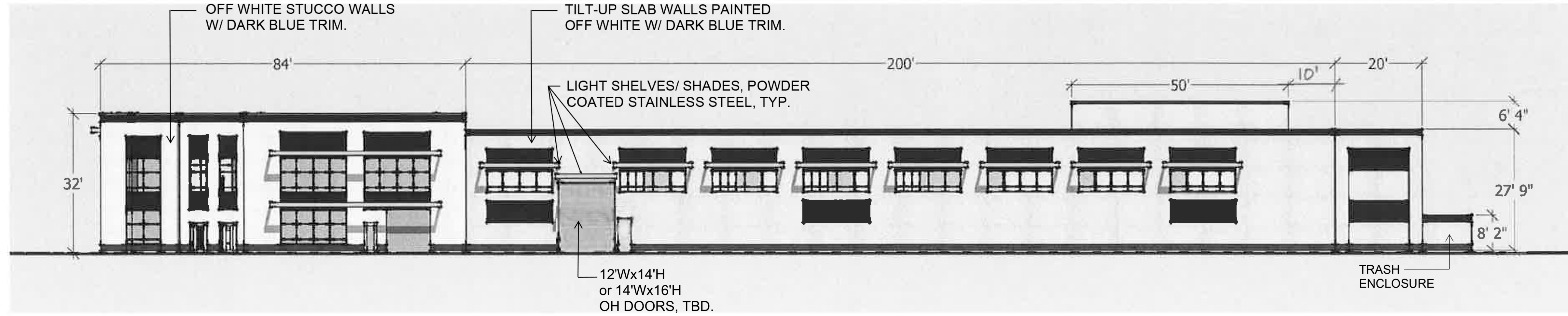
EAST ELEVATION



NORTH ELEVATION



SOUTH ELEVATION



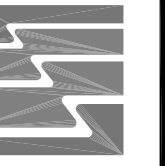
WEST ELEVATION

# ROGUE VALLEY MICRODEVICES

## CENTRAL POINT, OREGON

### EXTERIOR ELEVATIONS

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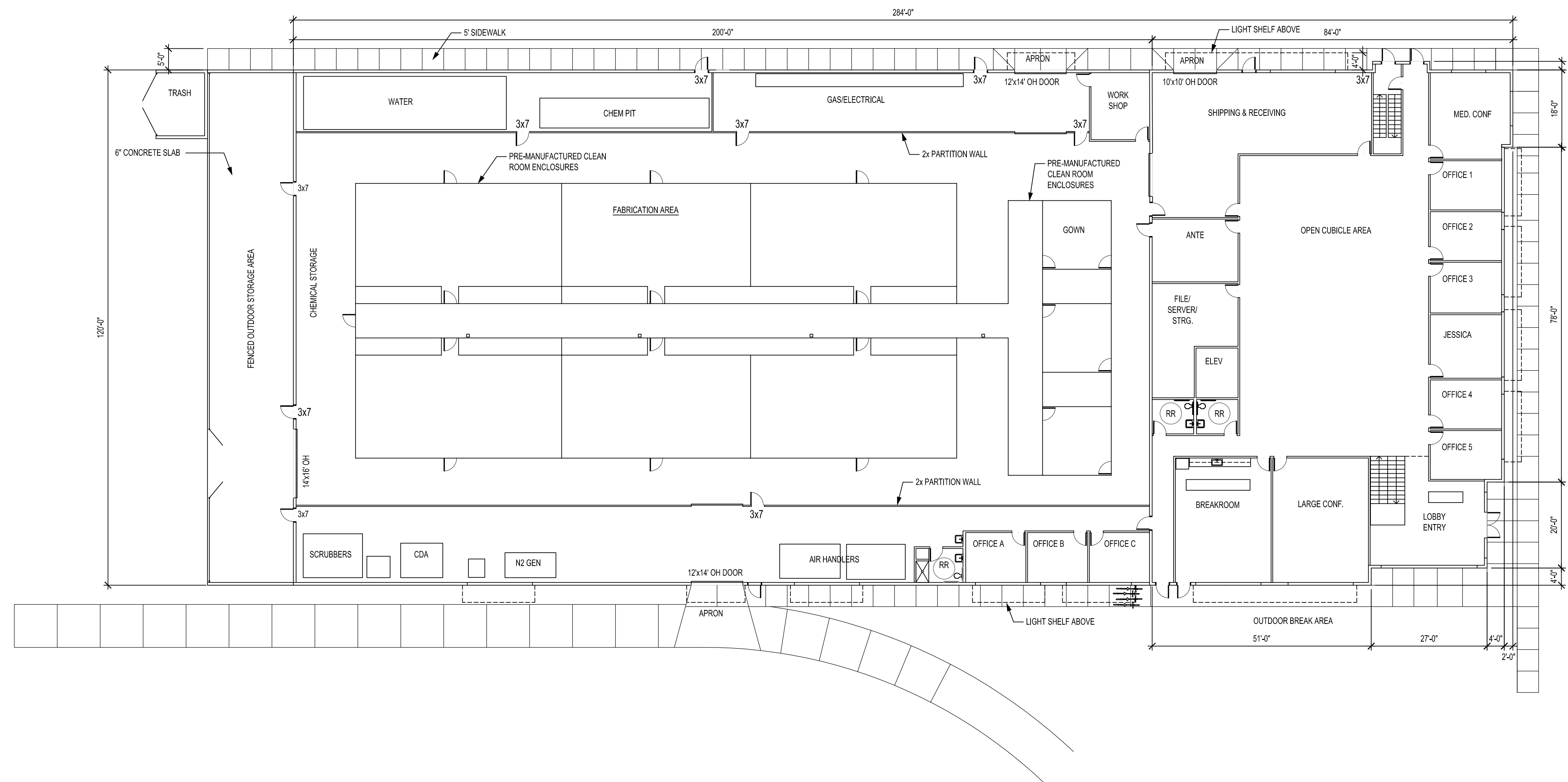
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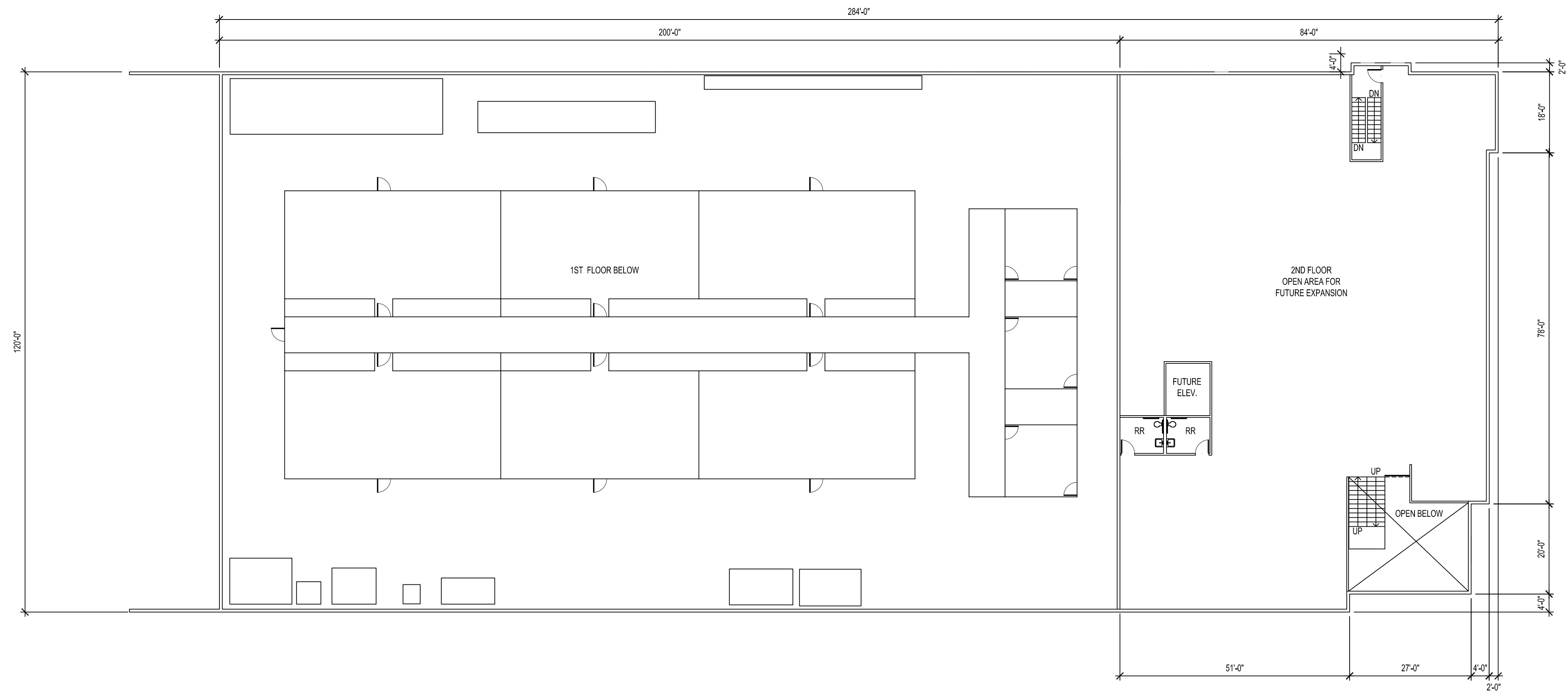
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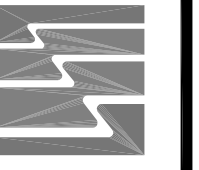


**1st FLOOR PLAN**  
SCALE: 1/16" = 1'-0"

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**2nd FLOOR PLAN**  
 SCALE: 1/16" = 1'-0"



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