

STAFF REPORT
August 4, 2015

AGENDA ITEM (File No. 15014)

Consideration of a Site Plan and Architectural Review application for the construction of a mini-warehouse facility. The 1.99 acre site is zoned TOD GC, General Commercial/M-1, Industrial and is identified on the Jackson County Assessor's Map as 37 2W 10AA, Tax Lot 6700, 6800, and 6900. The Applicant has elected to apply the M-1 zoning standards to this application. **Applicant:** Steve Varhola; **Agent:** Bill Philp.

SOURCE

Stephanie Holtey, Community Planner II

BACKGROUND

The applicant proposes to construct a 42,300 square foot/248-unit mini-warehouse facility between South Haskell and Amy Street. The project consists of six (6) storage buildings and a 1,150 square foot Manager's Office (Attachment "A").

The primary façade (West Elevation) fronts South Haskell Street and includes gated access to the site, the Manager's Office (Attachment "B") and Building #4 (Attachment "C"). Pedestrian access is provided along Amy Street (East Elevation) and the on the interior property line (South Elevation).

Architecturally the Manager's Office is consistent with the design standards for residential construction within the Transit Oriented Development Districts and Corridors. Each of the storage buildings is split face CMU with a repeating pattern of fluted pilasters. The colors will be dark and light grey. The applicant has indicated that the site will be secured with a 6-foot wrought iron fence.

ISSUES

There are three issues relative to this application as follows:

1. **Lot Consolidation.** At this time the project site consists of three (3) separate lots. To approve the project as proposed, the applicant will be required to legally consolidate the parcels. As conditioned, a lot line adjustment to consolidate the parcels will be required prior to building permit issuance.
2. **Construction Phasing Plan.** The Applicant submitted a construction phasing plan for the project (Attachment "D"). It is the applicant's objective to obtain a Certificate of Occupancy for each building (Phase 1) and to finish site paving required per Section 17.75.039(E)(2) 6 to 12 months

(Phase 2) following project completion. Although Section 17.75.039(E)(2) provides the City with flexibility to allow deferral of public improvements, it does not authorize the same for private improvements required by the code.

As conditioned, the applicant will be required to pave and stripe all areas utilized for off-street parking, access and maneuvering of vehicles in accordance with Section 17.75.039(E)(2) prior to certificate of occupancy. At the applicant's discretion, achievement of this standard may be applied on a project-wide basis or pursuant to a revised phasing plan that is acceptable to the City. The Building Department may require a separate building permit for each phase of development and may incur additional fees.

3. **Future Expansion.** The applicant is considering expanding the proposed mini-storage warehouse facility to include the adjoining parcel to the north, which is currently under separate ownership. The expansion would impact the current site plan and architectural review approval relative to Building #5 and the proposed stormwater treatment facility (North Elevation). Expansion of the mini-storage warehouse facility and modification to approved plans will require the following land use approvals:
 - a. Site Plan and Architectural Review. Project expansion will require a site plan and architectural review pursuant to Section 17.72.020(B).
 - b. Major Modification Approval. Changes to the current site plan relative to approved stormwater management facilities will be subject to approval of a Major Modification per Section 17.09.300. The Major Modification may be reviewed concurrently with the Site Plan and Architectural Review application for the expansion, and will require written concurrence by Rogue Valley Sewer Services.
 - c. Lot Consolidation. As a condition of the Site Plan and Architectural Review, the applicant shall consolidate the parcels comprising the project site through the lot line adjustment process.

To accommodate potential project expansion, Building #5 is reserved for future construction. If the adjoining parcel is not acquired, then Building #5 shall be constructed as proposed.

FINDINGS

As conditioned, the proposal can be found to comply with Site Plan and Architectural Review and Design Standards set forth in Chapters 17.72 and 17.75 of the Central Point Municipal Code (Attachment "Planning Department Supplemental Findings").

CONDITIONS OF APPROVAL

1. Prior to building permit issuance, the applicant shall:

- a. Complete a lot line adjustment to consolidate the lots comprising the project site.
 - b. Complete a development agreement with the City relative to ornamental lighting per the Public Works Staff Report dated July 27, 2015.
 - c. Provide the City with a copy of the recorded Public Utility Easement per the Public Works Staff Report dated July 27, 2015.
2. Prior to certificate of occupancy, the applicant shall:
- a. Pave and stripe all areas utilized for off-street parking, access and maneuvering of vehicles in accordance with Section 17.75.039(E)(2) of the Central Point Municipal Code. If this standard is not achieved on a project wide basis, the applicant shall:
 - i. Submit a revised phasing plan acceptable to the City prior to building permit issuance. The phasing plan shall describe and illustrate the phases of development, including buildings and associated paving areas, as necessary to demonstrate compliance with this standard.
 - ii. The applicant shall be responsible for any additional fees associated with development phasing.
 - b. Complete frontage improvements on South Haskell Street per the Public Works Staff Report dated July 27, 2015.
 - c. Submit a copy of a recorded Noise Easement to the Community Development Department.
3. Conditions as listed in the Rogue Valley Sewer Services Staff Report dated July 22, 2015.
4. For the Lot Consolidation the applicant shall retain a licensed land surveyor to assure that no monuments are disturbed or destroyed in accordance with ORS 209.150 per the Jackson County Surveyor's correspondence dated July 20, 2015.
5. For any future expansion of the mini-storage facility, the applicant shall:
- a. Obtain Site Plan and Architectural Review approval in accordance with Section 17.72.020(B) prior to issuance of any building permits;
 - b. Submit a Major Modification request to modify the approved site and/or architectural plans relative to approved stormwater management facilities in accordance with Section 17.09.300. The applicant shall obtain written authorization from Rogue Valley Sewer Services to modify approved stormwater management facilities.
 - c. For the Site Plan and Architectural Review, the applicant shall complete a Lot Line Adjustment to consolidate the lots comprising the expanded project site.

ATTACHMENTS

Attachment "A-1" – Site Plan

Attachment "A-2" – Architectural Elevations, Floor Plan (Office)

Attachment "A-3" – Architectural Elevations, Floor Plan (Building #4)

Attachment "A-4" – Floor Plan (Buildings #1-3, 5)

Attachment "A-5" – Architectural Elevations, Floor Plan (Buildings #1-3, 5-6)

Attachment "A-6" – Landscape Plan

Attachment "B" – Construction Phasing Plan

Attachment "C" – Applicant's Findings

Attachment "D" – Parks & Public Works Department Staff Report

Attachment "E" – Rogue Valley Sewer Services Staff Report

Attachment "F" – Jackson County Surveyor Correspondence

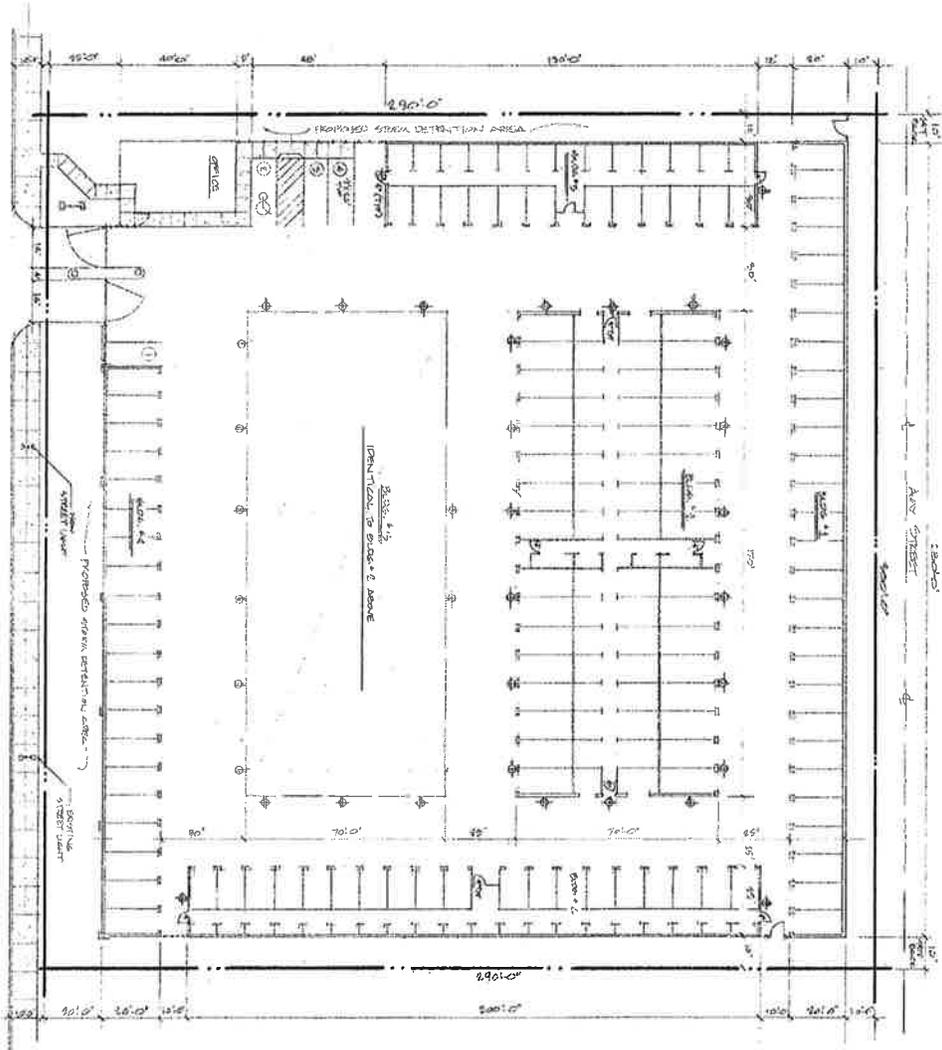
Attachment "G" – Planning Department Supplemental Findings

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 mini-warehouse facility per the Staff Report dated August 4, 2015.



SITE PLAN

37 S. 28th AVE - T.L. 6700



STORAGE - R. US

Date	
Scale	
Drawn	
Job	
Sheet	
of 5 Sheets	

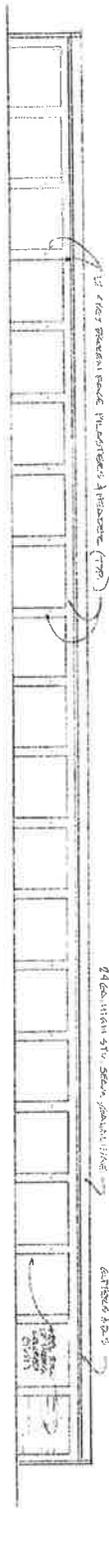
AS	SHOUBASH



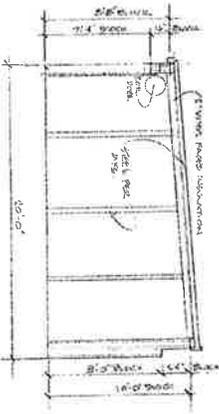
BLD'6'4 - WEST ELEV. 1/8" = 1'-0"



BLD'6'4 - EAST ELEV. 1/8" = 1'-0"



BLD'6'4 - X-SECT. 1/8" = 1'-0"



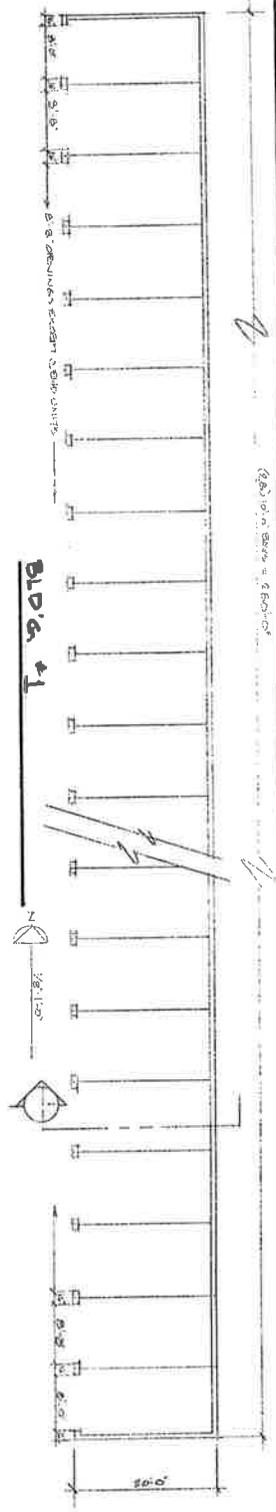
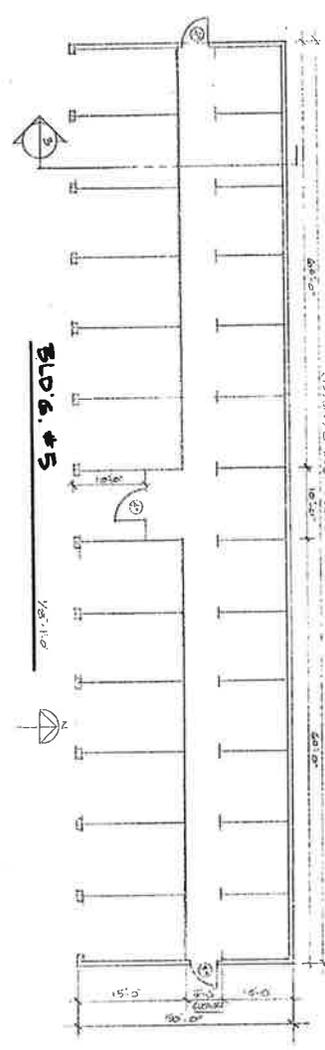
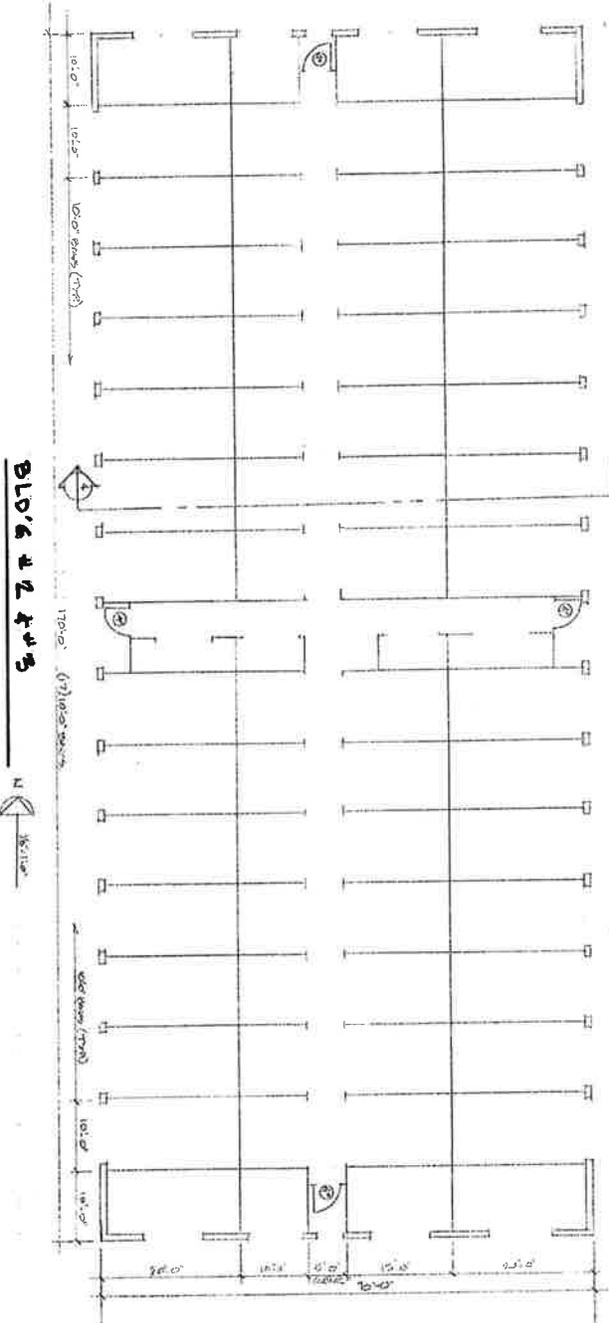
BLD'6'4 - NORTH ELEV. 1/8" = 1'-0"
South ELEV. REVERSED



PRELIMINARY
Not for construction purposes

NO.	DATE	BY	DESCRIPTION
1			
2			
3			
4			
5			
6			
7			
8			
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10			

STORAGE - R.U.s

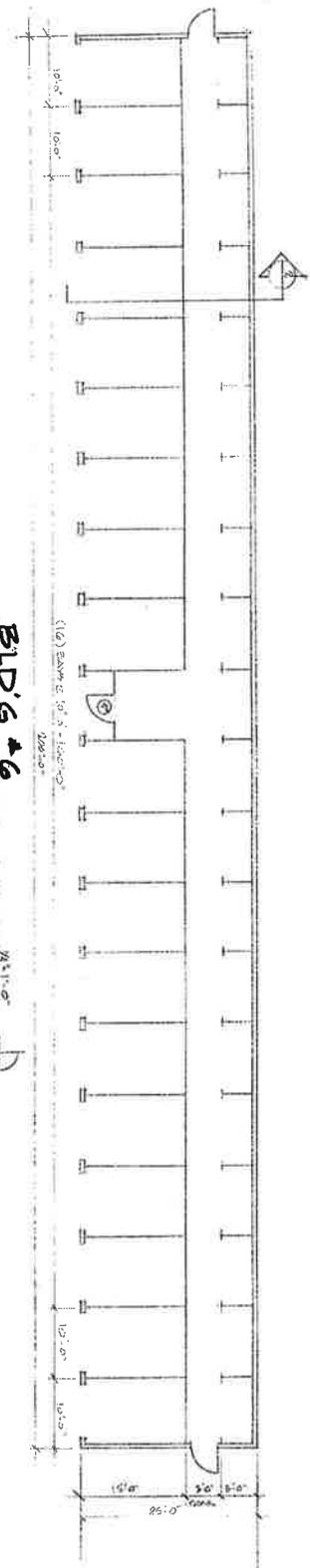


PRELIMINARY
 NOT FOR CONSTRUCTION PURPOSES

Sheet	A
Scale	1/8" = 1'-0"
Date	
Drawn	
Checked	
By	
Scale	

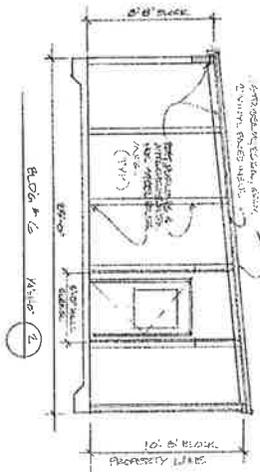
STORAGE-R-US

NO.	
DESCRIPTION	

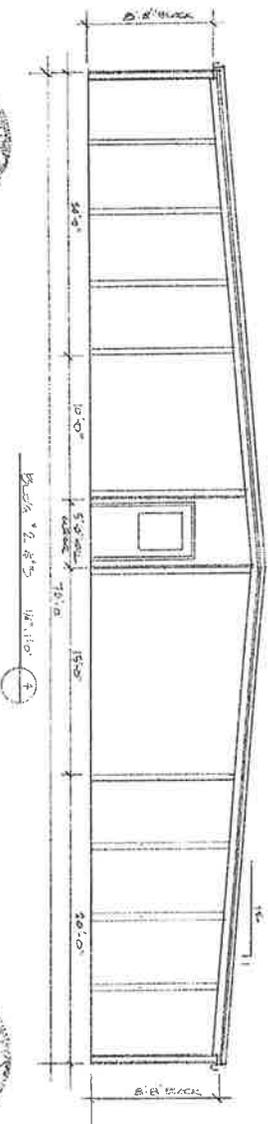
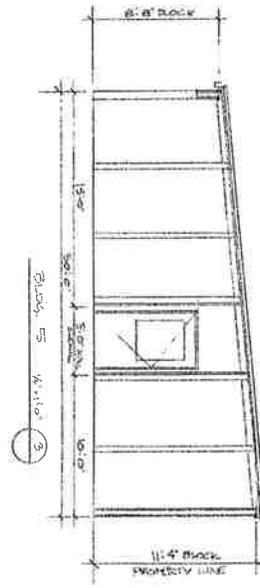


BLDG # 6

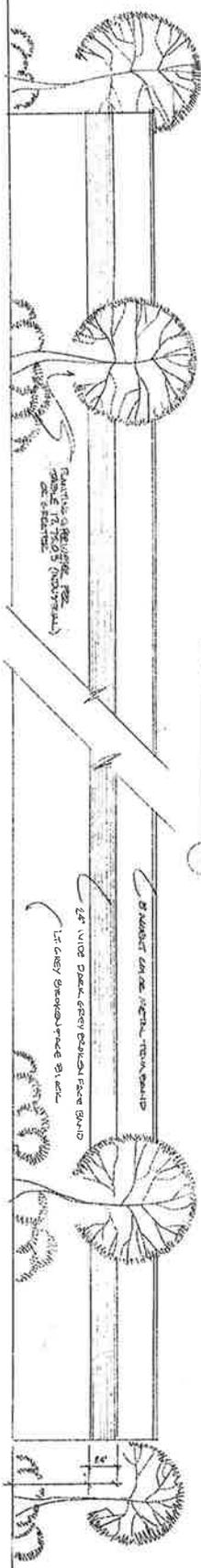
W. Side



BLDG # 1 W. Side



TYPICAL NORTH SOUTH EAST ELEVATION
(REINFORCED WALLS)



PRELIMINARY
NOT FOR CONSTRUCTION PURPOSES

DATE	BY	CHKD	APP'D	REVISED
01/15/2010	SS			
02/15/2010	SS			

STORAGE - R-US

LEGEND

- TREES
- PA MISTLENET WALTER VOR GINOKA
 - KA L. VANDERHOEF/ELDER SANDERSON
 - ES GINOKA / ERNO GINOKA
 - TP CHINQUE PERRON/FRANCO CHAI
 - RY DUBREY SAGE/FRANCO CHAI
 - LA UNTEREINER/SAGE/FRANCO CHAI
- GRASSES
- FR L. VANDERHOEF/ELDER SANDERSON
 - TR L. VANDERHOEF/ELDER SANDERSON
 - EE SANDERSON/ELDER SANDERSON
 - SE SANDERSON/ELDER SANDERSON
 - RE SANDERSON/ELDER SANDERSON
 - RO SANDERSON/ELDER SANDERSON
 - LO SANDERSON/ELDER SANDERSON

NOTES

MINIMUM 2' SPACE BETWEEN PLANTINGS

ALL PLANTINGS TO BE ADAPTED TO LOCAL CLIMATE AND SOIL CONDITIONS

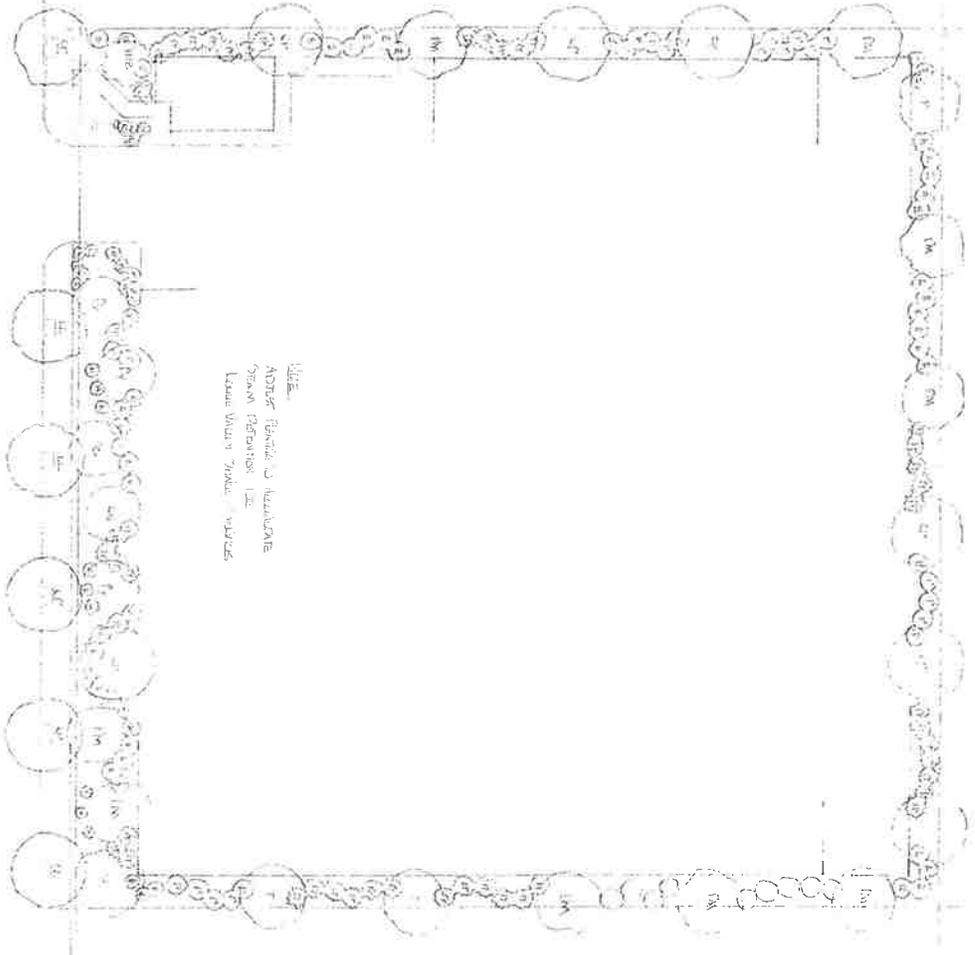
Notes on plants

FRANCO CHAI SANDERSON FR. A.L. LANDSCAPE ARCHITECTS

PLANTING WATER PLANTS FOR TERRACE - MINIMUM 1' LINE SPACING WITH PLANTS IN A LANDSCAPE PLANTER FROM 15' FROM EDGE OF TERRACE

PLANTING ESTABLISHED TO TERRACE CONCRETE - IF AVAILABLE, PLANT WITHIN 12" OF TERRACE

PLANTING CONCRETE WITHIN 12" FROM LANDSCAPE TO LANDSCAPE



NOTE

ADJUST PLANTING TO MAINTAIN 3' FROM TERRACE AND 12" FROM WALLS



Storage R Us Phase Plan

Phase 1: The 50 foot driveway entrance area off of Haskell Street will be finished and completed with concrete during Phase 1

Phase 2: Lanes "A" through "E" are to be finished with concrete during Phase 2. These concrete lanes are scheduled to be finished 6 to 12 months after buildings are constructed. It is necessary to have all underground pipes, drainage apparatus, electric wiring, and any underground utilities installed prior to laying concrete. We anticipate this to take 6 to 12 months.

Concrete is being utilized instead of asphalt due to the durability aspect, aesthetic appeal and more efficient drainage.

Dust will be monitored constantly and we will continuously control dust issues during all phases of construction.

We request Certificate of Occupancies upon completion of construction of each building (otherwise known as units.) This will allow us to financially expedite the construction and finish in a timely manner.

Once Phase 1 is completed, we wish to complete all aspects of Phase 2 in its entirety as soon as possible.

Type II Application for

Storage –R –Us

37-2W-10AA- T.L. 6900 / Amy Street

Proposal:

The applicant had previously submitted a Pre-App, File # 15014. A meeting was held with the Planning Department and other entities. Planning has addressed the concerns of the agencies and code related items from that meeting. Applicant hereby submits the following information and preliminary drawings to comply with those concerns.

Applicant owns 1.99 acres of land currently zoned M-1/ TOD. The Applicant wishes to adhere to the normal base zone requirements of M-1. However, the buildings and design of the Haskell Street Streetscape will be designed using the TOD standards at the request of the Planning Department as well as to assure neighborhood compatibility.

Attached are preliminary drawings for a 42,300 sq. ft./ 248 Unit Mini-warehouse project which has the following design elements:

1. **FACILITY** : 42,300 Sq. Ft. of storage area with 248 units combined. The exterior walls will be broken face C.M.U. The block wall on Haskell St. will be highlighted with fluted broken face pilasters similar to the commercial projects on Hwy. 99. The back and side property line walls will be broken face block.
2. **OFFICE**: On site managers office, 1150 sq. ft., which will be designed similar to the housing across the street on Haskell St.
3. **LANDSCAPING**: Extensive landscaping proposed at the required setbacks. The landscaping shall be designed per the T.O.D. district standards on Haskell St. and the industrial standards on the perimeter property lines.
4. **TRASH ENCLOSURES**: No trash enclosures, small residential cans will be kept in a storage facility for the office use only.

5. **EXTERIOR LIGHTING:** Wall mounted LED lights that meet the “Night Sky” certification. The lighting will be confined to the two interior buildings #2 and #3. The City has requested a street light and the owner will install that per Public Works.

6. **PARKING:** Four (4) onsite identified parking spaces with parking provided for the individual storage units in front of each unit. The staging area for approaching vehicles at the gate will be 32 feet deep.

7. **STREET VACATION:** Applicant *will not* submit a Street Vacation request for Amy Street.

8. **STORM RUNOFF:** Storm detention/ water quality will be designed utilizing the ten foot setback on the north property line as well as the Haskell Street setback should it be required per standard engineering design practices.

9. **BYCYCLE PARKING:** Due to the nature of the business, no bike parking has been provided, however, a covered unit next to the manager’s office could serve as a location should it be required.

10. **FENCING:** All fencing connecting the buildings together as well as the security gates shall be ornamental wrought iron, six to seven feet in height.

11. **BUSINESS HOURS:** Hours of operations have not been determined but will be within the timeline of 6am to 9pm.

12. **Building breakdown:**

Bldg.#1 : 5600 sf ----- 28 units

Bldg #2: 11,900 sf----- 68units

Bldg #3: 11,900 sf----- 68 units

Bldg #4: 4,000 sf----- 20 units

Bldg #5: 3,900 sf----- 25 units

Bldg #6: 5,000 sf----- 39 units

13. **Fire access:** A Knox box shall be attached to the front entry gate as well as pad locks on the man gates on the East side of the development. Applicant has had extensive conversations and meetings with Fire District #3 to comply with their requests.

14. Managers Office: The manager's office has been designed using materials equal or better than the residences to the west of the project. A porch has been incorporated into the streetscape.

15. Architecture: The buildings facing Haskell Street demonstrates the mix of different material and textures to facilitate compatibility with Section 17.67.070.

16. Streetscape: The design standards of 17.67.050 and 17.67.070 will be met by the following design. The storage portion of the Haskell Streetscape utilizes a design of different colored block as well as alternate textures. Included in the design will be two shades of broken face CMU, Fluted broken face CMU and a metal contrasting color band at the top of the wall. Pilasters at 40 feet on center will be utilized to achieve a sense of division. A contrasting block color band will be implemented at the top of the wall to provide a visually interesting feature. Incorporated in the Streetscape is a Manager's office with a residential appearance, ornamental wrought iron gates, tree wells, ornamental street lights and extensive landscaping.

17. Signage: The owner will work closely with the Planning Department to address the location, size and illumination of the facility sign.

Conclusion:

The Owner has attempted to address the concerns of the City as outlined in their Summery Report of May 20, 2015 with regards to Pre-App File # 15014.

In order to expedite the process, the Owner / Applicant is available to address any concerns the Planning Department may have. It is the intent of the owner to have a facility that will show owner pride, great curb appeal and will be an asset to the surrounding area and Central Point.



Public Works Department

Matt Samitore, Director

Staff Report

July 27, 2015

AGENDA ITEM:

Mini-Storage South Haskell Street

Traffic:

The applicant is proposing a 42,300 SF Mini-Warehouse, ITE Category 151. The type of use generates 11 peak hour trips (PHT). A Traffic Impact Analysis (TIA) is only required for applications that will generate more than 25 PHT, thus a TIA is not required for this development.

Issues:

1. Infrastructure – Water, sewer, and storm drain are available to the site.
2. Sidewalks and landscape row – No sidewalks or landscape rows are along the property frontage.
3. Lighting – This section of South Haskell is required to have standard Transit Oriented Development (TOD) ornamental lighting.

Existing Infrastructure:

Water: There is an existing 8-inch waterline in South Haskell Street. An additional 4-inch line is on Amy Street.

Streets: South Haskell Street is a Minor Collector. The right of way in front of the subject property is 60 feet wide which meets the city standard for retrofits.

Stormwater: There is a 12-inch storm line in South Haskell Street.

Conditions of Approval:

1. Frontage Improvements – Prior to certificate of occupancy, the applicant will need to upgrade the section of South Haskell Street along the frontage to City Collector Standards with sidewalks and tree wells as shown on the site plan. Applicant's site plan adequately addresses these concerns.
2. Ornamental Lighting – Applicant will need to install a new base meter cabinet to service this development project and other potential projects on S. Haskell. Applicant will need to install conduit to extend to the north boundary of their project to allow for future lights to the North. Applicant shall receive 100% SDC Street Credits for this work. A development agreement will need to be completed detailing this project prior to issuance of a building permit.

3. Public Utility Easement – Applicant will verify a Public Utility Easement (PUE) exists on their site. If a PUE does not exist, creation of a PUE will be required prior to issuance of a building permit.
4. PW Standards and Specifications – Applicant shall use the 2014 revised Public Works Standards and Specifications for all new construction drawings.



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

July 22, 2015

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

Re: File 15014-Storage R Us, Tax Lots 6700, 6800, 6900, Map 372W10AA

Sewer service is available to the subject property from 8 inch main lines located on both Haskell and Amy Streets. There is adequate capacity in either of these mains to serve the proposed development.

The subject property is within the NPDES MS4 Stormwater Quality area managed by RVSS.

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

1. Applicant must obtain a sewer permit from RVSS prior to making any sewer connection.
2. Applicant must submit a stormwater management plan in accordance with the regional Stormwater Design Manual for review and approval by RVSS prior to the start of construction.
3. Applicant must obtain a construction site erosion and sediment control permit (NPDES 1200-CN) from RVSS prior to any ground disturbing activities.
4. Applicant must comply with all permit and plan approval conditions prior to the issuance of building occupancy.

Feel free to call me if you have any questions.

Carl Tappert

Carl Tappert, PE
Manager

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US.DOC

Stephanie Holtey

From: SURVEYOR <Surveyor@jacksoncounty.org>
Sent: Monday, July 20, 2015 6:42 PM
To: Stephanie Holtey
Subject: RE: Action Needed: Request for Agency Comments on Land Use Application

Stephanie,

Under ORS 209.150 a licensed Land Surveyor should be retained as part of the construction process to ensure no survey monuments are disturbed or destroyed.

Documentation should be provided by a Land Surveyor that this has occurred.

Thank you,

Scott Fein, PLS, CWRE, CFEDS

County Surveyor

Jackson County Surveyor's Office

feinsd@jacksoncounty.org

541-774-6190

www.co.jackson.or.us/surveyor

From: Stephanie Holtey [<mailto:Stephanie.Holtey@centralpointoregon.gov>]

Sent: Monday, July 20, 2015 4:54 PM

To: Chad Piler; David.McFadden@avistacorp.com; Jeff Wedman (jeff.wedman@centurylink.com); Jeff Wedman (roberta.robison@centurylink.com); Marcy Black; Mark Northrop (MarkN@jcf3.com); Matt Samitore; Pacific Power & Light (Aaron.Gratias@pacificcorp.com); Rogue River Valley Irrigation District (rrvid@rrvid.org); Rogue Valley Transportation District (ptownsend@rvtd.org); SURVEYOR; US Postal Service - Central Point (nickolas.c.eufemi@usps.gov); Carl Tappert (ctappert@rvss.us); Jennie Morgan; dbaker@roguedisposal.com

Subject: Action Needed: Request for Agency Comments on Land Use Application

Importance: High

Good afternoon,

The City has received a Site Plan & Architectural Review application for a 248-unit mini-warehouse facility consisting of 42,300 square feet of storage area and an administrative building on a 1.99 acre project site. The request for comments and application information are attached to this email for your review.

If you have any questions, please feel free to contact me. Thank you.

Sincerely,

Stephanie Holtey, CFM
 Community Planner II
 City of Central Point
 140 South 3rd Street
 Central Point, OR 97502
 Desk: (541) 664-7602, Ext. 244
 Fax: (541) 664-6384
www.centralpointoregon.gov

**FINDINGS OF FACT
AND CONCLUSIONS OF LAW
File No.: 15014**

**Consideration of a Site Plan & Architectural Review
to construct the Storage R Us mini-storage warehouse facility**

Applicant:)	Findings of Fact
Steve Varhola)	and
101 Corcoran Lane)	Conclusion of Law
Central Point, OR 97502)	

**PART 1
INTRODUCTION**

The applicant proposes to construct a 42,300 square foot, 248-unit mini-storage warehouse facility. The proposal consists of six (6) buildings and a 1,150 square foot on-site office. Other improvements associated with the proposal include:

- Parking lot with 4 spaces;
- Perimeter landscape improvements; and,
- Street frontage improvements on South Haskell Street.

The site plan and architectural review request is a Major Project, which is processed using Type II application procedures. Type II procedures set forth in Section 17.05.300 provide the basis for decisions upon standards and criteria in the development code and the comprehensive plan, when appropriate.

The project site is located in the M-1, Industrial zoning district and is subject to the standards and criteria set forth in CPMC 17.72, Site Plan and Architectural Review and CPMC 17.75, Design and Development Standards.

The following findings address each of the standards and criteria as applies to the proposed application for the mini-storage warehouse facility.

**PART 2
ZONING ORDINANCE**

17.72.020 Applicability

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

- A. Exempt Projects. Except as provided in subsection (B)(3) of this section the following projects do not require site plan and architectural review:
1. Single-family detached residential structures;
 2. Any multiple-family residential project containing three or less units;
 3. Landscape plans, fences, when not part of a major project;
 4. Storage sheds, patio covers, garages and carports, decks, gazebos, and similar non-occupied structures used in conjunction with residential uses; and

5. Signs that conform to a previously approved master sign program for the project site.

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

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

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

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

1. New construction, including private and public projects, that involves a new building or building addition of less than five thousand square feet;
2. Signs that meet all applicable standards as set forth in Section 17.75.050, Signage standards;
3. Exterior remodeling within the commercial or industrial zoning districts when not part of a major project;
4. Parking lots less than ten parking spaces;
5. Any project relating to the installation of cabinets containing communications service equipment or facilities owned and operated by a public utility and not subject to Section 17.60.040, Antenna standards;
6. Minor changes to the following:
 - a. Plans that have previously received site plan and architectural review approval;
 - b. Previously approved planned unit developments;
7. At the discretion of the director any changes to previously approved plans requiring site plan and architectural review.

As used in this subsection, the term “minor” means a change that is of little visual significance, does not materially alter the appearance of previously approved improvements, is not proposed for the use of the land in question, and does not alter the character of the structure involved. At the discretion of the director if it is determined that the cumulative effect of multiple minor changes would result in a major change, a new application for site plan and architectural review is required. All minor changes must comply with the development standards of this chapter.

Finding 17.72.020: *The proposed Mini-Storage Warehouse project includes new construction of six (6) storage buildings totaling 42,300 square feet, a 1,150 square foot office building and four (4) parking spaces. The proposal qualifies as a Major Project, and is being processed using Type II administrative procedures.*

Conclusion 17.72.020: *Consistent.*

17.72.030 Information Required

Application for site plan and architectural review shall be made to the community development department and shall be accompanied by the application fee prescribed in the city of Central Point planning department fee schedule. The application shall be completed, including all information and submittals listed on the official site plan and architectural review application form.

Finding 17.72.030: *The Mini-Storage Warehouse application was reviewed for completeness and accepted as complete per the notice of completion dated July 9, 2015.*

Conclusion 17.72.030: *Consistent.*

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.

Finding 17.72.040(A): *The project proposal has been reviewed against all applicable criteria in Chapter 17.75, as demonstrated in the subsequent findings and conclusions, and found to comply as conditioned.*

Conclusion 17.72.040(A): *The proposal complies as conditioned.*

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

Finding 17.72.040(B): *The Public Works Department reviewed the application for compliance with the Standard Specifications and Uniform Standards Details for Public Works Construction and listed conditions of approval to ensure consistency with the same per the Staff Report dated July 27, 2015.*

Conclusion 17.72.040(B): *The proposal complies as conditioned.*

- C. Accessibility and sufficiency of firefighting 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.

Finding 17.72.040(B): *Fire District #3 evaluated the proposal and determined that the proposal complies with the applicable accessibility and fire suppression requirements.*

Conclusion 17.72.040(B): *Consistent.*

17.75.031 General Connectivity, Circulation and Access Standards

The purpose of this section is to assure that the connectivity and transportation policies of the city's Transportation System Plan are implemented. In achieving the objective of maintaining and enhancing the city's

small town environment it is the city's goal to base its development pattern on a general circulation grid using a walkable block system. Blocks may be comprised of public/private street right-of-way, or accessways.

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

Finding 17.75.031(A): *The proposed site development fronts South Haskell Street, a Collector. Per the Public Works Department Staff Report dated July 27, 2015 the proposed site plan complies with the required street frontage requirements for Collector Streets.*

Conclusion 17.75.031(A): *Consistent.*

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

1. Block perimeters shall not exceed two thousand feet measured along the public street right-of-way, or outside edges of accessways, or other acknowledged block boundary as described in subsection (B)(4) of this section.
2. Block lengths shall not exceed six hundred feet between through streets or pedestrian accessways, measured along street right-of-way, or the pedestrian accessway. Block dimensions are measured from right-of-way to right-of-way along street frontages. A block's perimeter is the sum of all sides.
3. Accessways or private/retail streets may be used to meet the block length or perimeter standards of this section, provided they are designed in accordance with this section and are open to the public at all times.
4. The standards for block perimeters and lengths may be modified to the minimum extent necessary based on written findings that compliance with the standards are not reasonably practicable or appropriate due to:
 - a. Topographic constraints;
 - b. Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
 - c. Major public facilities abutting the property such as railroads and freeways;
 - d. Traffic safety concerns;
 - e. Functional and operational needs to create large commercial building(s); or
 - f. Protection of significant natural resources.

Finding 17.75.031(B): *The proposed site development fronts South Haskell Street and Amy Street and does not create new blocks. The existing street network was established in accordance with block standards in effect at that time.*

Conclusion 17.75.031(B): *Not applicable.*

- 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.

Finding 17.75.031(C): *The project has direct access from South Haskell Street. The proposed driveway provides two 14-ft lanes to accommodate two-way traffic. The proposed access has been evaluated by the*

Public works Department and determined to comply with the applicable location and dimensional standards for driveways and property access per the Staff Report dated July 27, 2015.

Conclusion 17.75.031(C): *Consistent.*

- 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.

Finding 17.75.031(D): *The proposed mini-storage facility is secured and intended primarily for vehicle access; however, the proposal includes construction of a 10-foot wide sidewalk with tree wells that connects to the on-site Manager's Office building (West Elevation).*

Conclusion 17.75.031(D): *Consistent.*

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

Finding 17.75.031: *The project proposal does not involve the creation of pedestrian accessways as defined in this Chapter.*

Conclusion 17.75.031: *Not applicable.*

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 site 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.

Finding 17.75.039(A): *The project has direct pedestrian access to the Manager's Office from South Haskell Street along the west property boundary. Gated vehicle access is provided from South Haskell Street. Given the secured nature of the proposed use, vehicular and pedestrian connectivity with adjoining properties is not appropriate for the proposed use and associated site development. Sufficient pedestrian circulation is provided along the street frontage and within the site.*

Conclusion 17.75.039(A): *Consistent.*

- 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.

Finding 17.75.039(B): *The project has been evaluated against the minimum parking stall dimensions and found to comply.*

Conclusion 17.75.039(B): *Consistent.*

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

Finding 17.75.039(C): *The proposed parking has been evaluated for adequate access and has been found to comply.*

Conclusion 17.75.039(C): *Consistent.*

- 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.

Finding 17.75.039(D): *The project site is served by one two-way driveway that has been evaluated by the Public Works Department and found to comply with the applicable standards set forth in the Public Works Department Standards and Specifications.*

Conclusion 17.75.039(D): *Consistent.*

- 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.

Finding 17.75.039(E)(1): *The proposal does not utilize concrete curbs as a wheel stop.*

Conclusion 17.75.039(E)(1): *Not applicable.*

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

Finding 17.75.039(E)(2): *The applicant submitted a request to phase construction of the mini-storage warehouse facility. The objective of the phasing plan is to obtain a certificate of occupancy for each structure prior to completing paving as required by Section 17.75.039(E)(2). There are no provisions in the Municipal Code that allow deferment of private development improvements. As conditioned, the applicant will be required to pave all vehicle access, maneuvering and parking areas prior to certificate of occupancy. However, the City may*

consider a revised construction phasing plan to achieve the applicant's objectives while achieving the parking space improvement standards of this section.

Conclusion 17.75.039(E)(2): *Complies as conditioned.*

3. Parking spaces for uses other than one- and two-family dwellings shall be designed so that no backing movements or other maneuvering within a street or other public right-of-way shall be necessary.

Finding 17.75.039(E)(3): *The proposed parking and vehicle maneuvering areas are within the secured portion of the site and will not impact the public right-of-way.*

Conclusion 17.75.039(E)(3): *Consistent.*

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

Finding 17.75.039(E)(4): *The proposal provides for wall mounted LED lights that meet the "Night Sky" certification. These will be mounted on Buildings #2 and #3, which are interior to the site and will not impact adjoining properties.*

Conclusion 17.75.039(E)(4): *Consistent.*

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

Finding 17.75.039(E)(5): *The proposal does not include any service drives.*

Conclusion 17.75.039(E)(5): *Not applicable.*

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

Finding 17.75.039(E)(6): *Proposed parking spaces behind the office building are contained by a curb to prevent a motor vehicle from extending over the property line or into required landscape areas.*

Conclusion 17.75.039(E)(6): *Consistent.*

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

Finding 17.75.039(E)(7): *The proposed parking areas are located outside required setback areas.*

Conclusion 17.75.039(E): *Consistent.*

- 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.

Finding 17.75.039(F): *The proposed parking areas are for the exclusive use of the mini-storage warehouse facility employees and clients.*

Conclusion 17.75.039(F): *Consistent.*

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.

Finding 17.75.039(G)(1): *The proposal has been evaluated against the perimeter and street frontage landscaping requirements and found to comply.*

Conclusion 17.75.039(G)(1): *Consistent.*

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.

Finding 17.75.039(G)(2): *The proposal does not include a parking lot in excess of 10 spaces.*

Conclusion 17.75.039(G)(2): *Not applicable.*

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.

Finding 17.75.039(G)(3): *A bioswale is utilized along the north perimeter of the off-street parking area to provide both stormwater management and landscape screening. There are two trees at each end of the proposed parking area, which spans 36 feet. No reduction to the tree planting requirement is necessary as the proposal complies with the tree planting requirements in Table 17.75.03.*

Conclusion 17.75.039(G)(3): *Consistent.*

- 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:
 - 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. 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. (Ord. 1946 (part), 2011).

Finding 17.75.039(H): *Due to the nature of the mini-storage business, bicycle parking is not provided.*

Conclusion 17.75.039(H): *Not applicable.*

17.72.043 Industrial Building Design Standards

Reserved.

Finding 17.75.039(G)(3): *Design standards for industrial building design have not been established.*

Conclusion 17.75.039(G)(3): *Not applicable.*

PART 3 SUMMARY CONCLUSION

As evidenced in findings and conclusions, the proposed mini-storage warehouse facility site plan and architectural plan is consistent with applicable standards and criteria in the Central Point Municipal Code as conditioned.