

January 10, 2023

Item Summary

Consideration of a Conditional Use Permit application to allow the expansion of the Oregon State Police facility at 4500 Rogue Valley Highway. The project site is within the Employment Commercial (EC) zoning district in the Transit Oriented Development (TOD) District and is identified on the Jackson County Assessor's Map as 37S 2W 03BD Tax Lot 900.

Applicant: JE Dunn Construction (Kyle Boehnlein) & DLR Group Architecture (Kent Larson);

Agent: Richard Stevens & Associates, Inc. (Clark Stevens).

Associated Files: SPAR -22007, VAR-22002

Staff Source

Justin Gindlesperger, Community Planner II

Background

In 1996, the Oregon State Police facility on Rogue Valley Highway received Conditional Use Permit and Site Plan and Architectural Review permit approval. At that time the property was within the Residential Two-Family (R-2) zone. The CUP was looking specifically at potential impacts of the proposed use establishment and operation on surrounding residential uses (existing and planned). At this time, the applicant is requesting a Conditional Use Permit (CUP) to expand the Oregon State Police District 3 Headquarters located along Rogue Valley Highway. in accordance with the EC land use requirements per CPMC 17.65.050(F), Table 1.

Conditional Uses are generally those that have unique characteristics and require special consideration of potential impacts to surrounding properties. In this case, the Oregon State Police use is a public facility within a zone that is generally considered to provide retail, service and office use that is walkable and pedestrian oriented. The OSP facility is by nature is a 24-hour emergency services use that is more automobile dependent than most permitted uses in the zone due to the coming and going of patrol vehicles. The primary issues that include those associated with physical improvements (e.g. lighting) and operation (e.g. traffic, noise, etc.).

Project Description

The applicants are proposing to construct an approximately 24,340 square foot addition to the existing building. The site plan (Attachment "A-1"), landscape plan (Attachment "A-2"), lighting plan (Attachment "A-3") and the building and elevation drawings (Attachment "A-4") depict the location of the existing structure, the location of the proposed building additions, parking and

circulation areas, the impound area, on site lighting, and areas for stormwater treatment and landscaping.

ISSUES

There are two (2) issues relative to this project as set forth below:

1. **Neighborhood Compatibility:** Expansion of the OSP facility will add new building area, shared gated access with Skyrman Park and a new impound yard in the rear yard area. Tree removal, lighting and proposed construction must be evaluated with regard to neighborhood compatibility.

Comment: The existing use was permitted as a conditional use, recognizing the unique characteristics of the use and its potential effects on surrounding properties. The initial approval documented the conflicts with the adjacent frontage along a high-volume roadway. Specifically, few uses can take advantage of highway frontage, whereas a public facility of this nature is compatible with and would improve the frontage. The proposed CUP will continue the prior use with increased service levels to meet regional needs. The proposed development will resolve nonconforming building design, and parking lot location and design. Although pedestrian access is limited for this use, the proposal includes enhanced pedestrian facilities to connect people from the public right-of-way to a new pedestrian plaza near the building entrance. These aspects of the development proposal balance needs of this particular use with the multimodal transportation objectives of the zone and TOD along the highway frontage. .

Per the Applicant's Findings the project location and proposed design provides ample landscaping to separate the existing adjacent uses including the Labor Temple and Pacific Power Substation to the south and Skyrman Arboretum to the north. Existing and proposed landscaping provides a view buffer and mitigates any potential noise impacts on/off the property associated with 24-hour vehicle access.

Based on the existing development patterns, noise impacts of the area, and amount of traffic on Rogue Valley Highway, staff concurs with the Applicant's Findings. The proposed expansion of the Oregon State Police facility does not conflict with or adversely impact adjacent properties. No further action is recommended.

2. **Traffic Mitigation:** The Applicant's Traffic Impact Analysis (TIA) examined trip generation calculations for the proposed expansion and considered the effects on the adjacent streets with current and future traffic volumes. Intersection operations and safety conditions were evaluated to address potential impacts.

Comment: Per the TIA, there are no additional traffic impacts associated with future traffic volumes. The only impact is an existing conflict between the Skyrman Arboretum park sign at the entrance to Skyrman Park and required site distance to the north. Staff recommends Condition of Approval No. 1 requiring the applicant to coordinate with the

Parks & Public Works Department to relocate the sign out of the sight triangle to provide adequate sight distance when the driveway is widened.

Findings of Fact & Conclusions of Law

The Oregon State Police Conditional Use Permit has been evaluated against the applicable Conditional Use Permit Criteria set forth in CPMC 17.66 and 17.76 and found to comply as conditioned and as evidenced in the Applicant's Findings of Fact (Attachments "B").

Conditions of Approval

1. Prior to Public Works Final Inspection, the applicant shall coordinate the relocation of the Skyrman Park sign out of the sight triangle as required per the Traffic Impact Analysis.

Attachments

Attachment "A-1" – Master Site Plan
Attachment "A-2" – Landscape Plan
Attachment "A-3" – Lighting Plan
Attachment "A-4" – Building Elevations
Attachment "B" – Applicant's Findings
Attachment "C" – Traffic Impact Analysis
Attachment "D" – Resolution No. 901

Action

Open a public hearing and consider the proposed Conditional Use Permit application and 1) approve; 2) approve with revisions; or 3) deny the application.

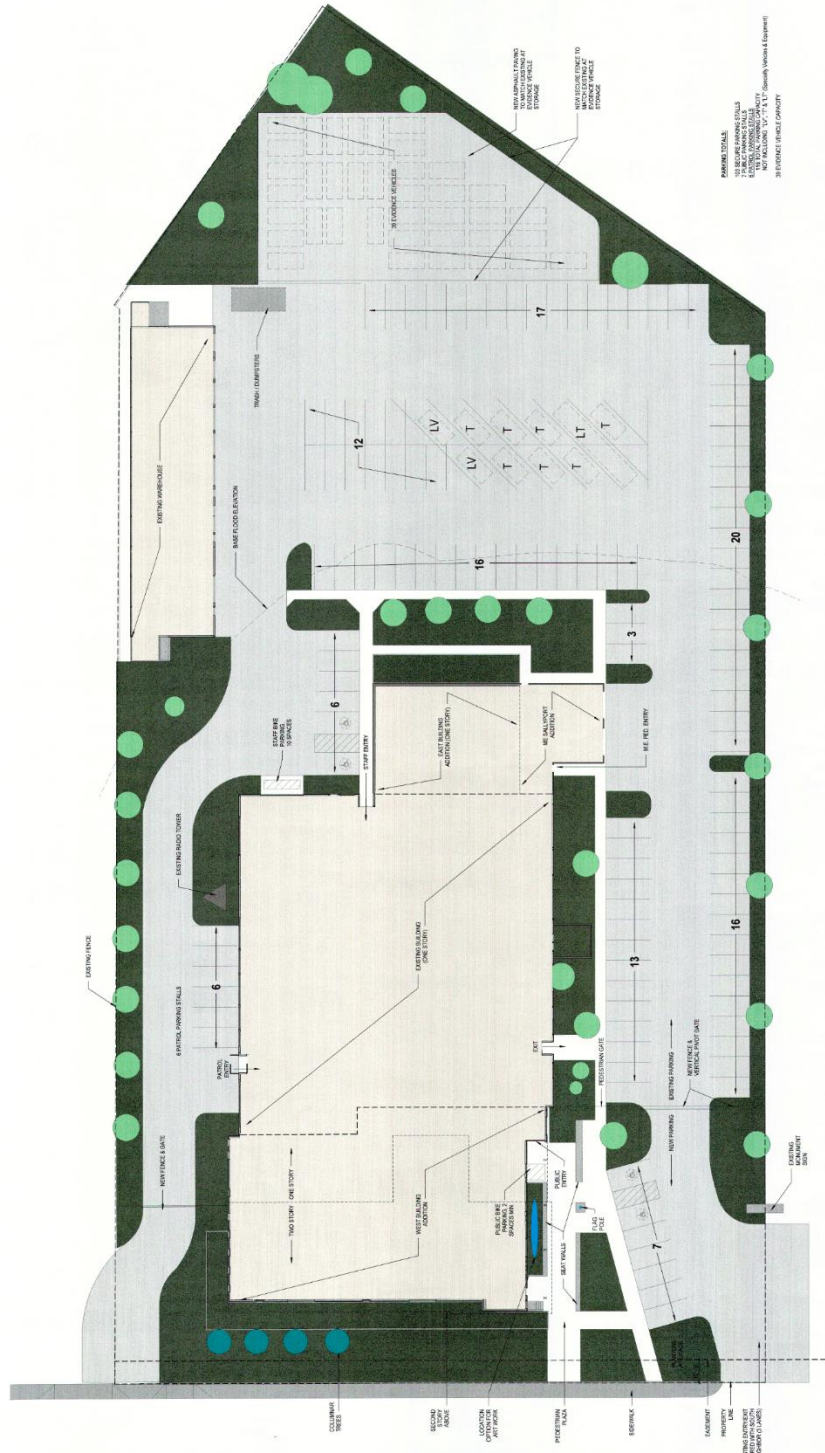
Recommendation

Approve Resolution No. 901, a Resolution recommending approval of the Conditional Use Permit application for the Oregon State Police.

Recommended Motion

I move to approve Resolution No.901, a Resolution recommending approval of the Conditional Use Permit application for the Oregon State Police development plan per the Staff Report dated January 10, 2023.

ATTACHMENT "A-1"



PARKING TOTALS
 374 EXISTING SPACES
 281 NEW SPACES
 654 TOTAL SPACES
 28 PARKING SPACES CAPACITY

THIS CONCEPTUAL PLAN AND ALL
 ASSOCIATED TYPING AND DIMENSIONS ARE
 SUBJECT TO FINAL REVIEW AND
 APPROVAL BY THE DESIGNER.
 ANY MODIFICATIONS TO THE PLAN SHALL
 BE MADE BY THE DESIGNER.

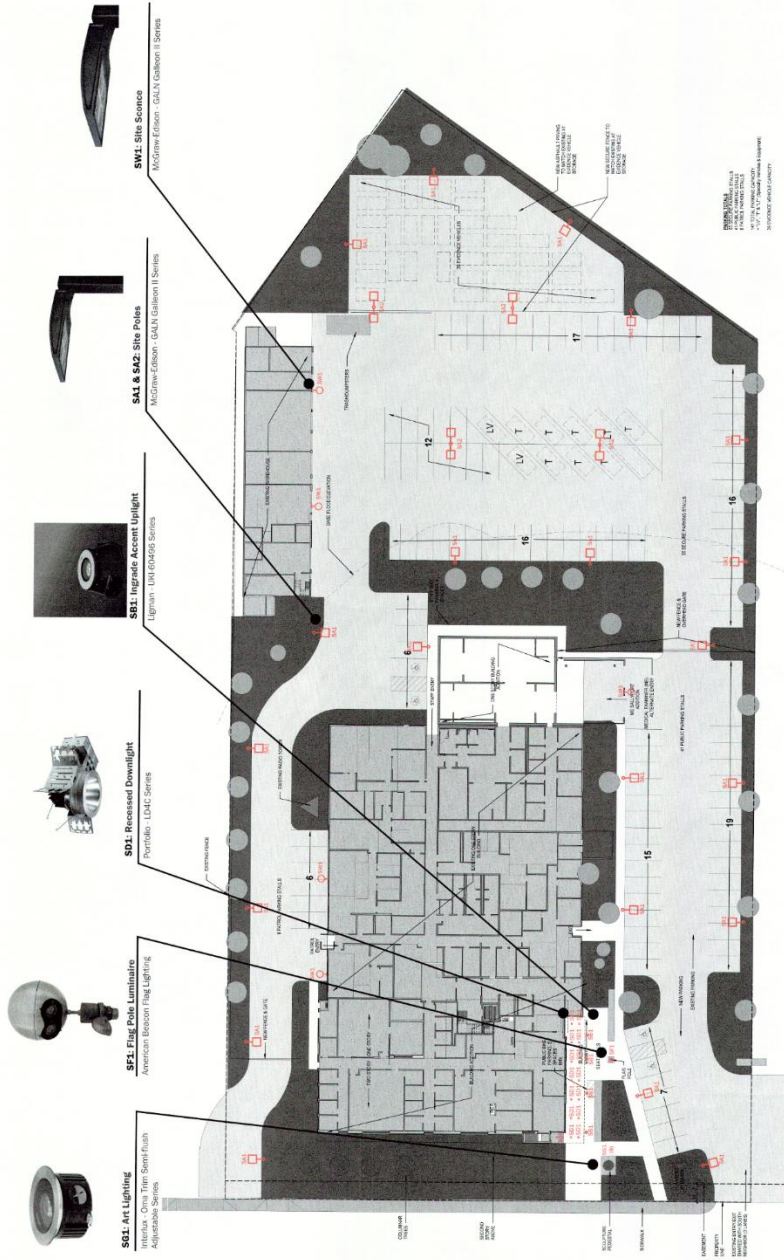
MASTER SITE PLAN
 OFFICE ADDITION
 OREGON STATE POLICE

LU-1
 11.15.2022

DLR GROUP

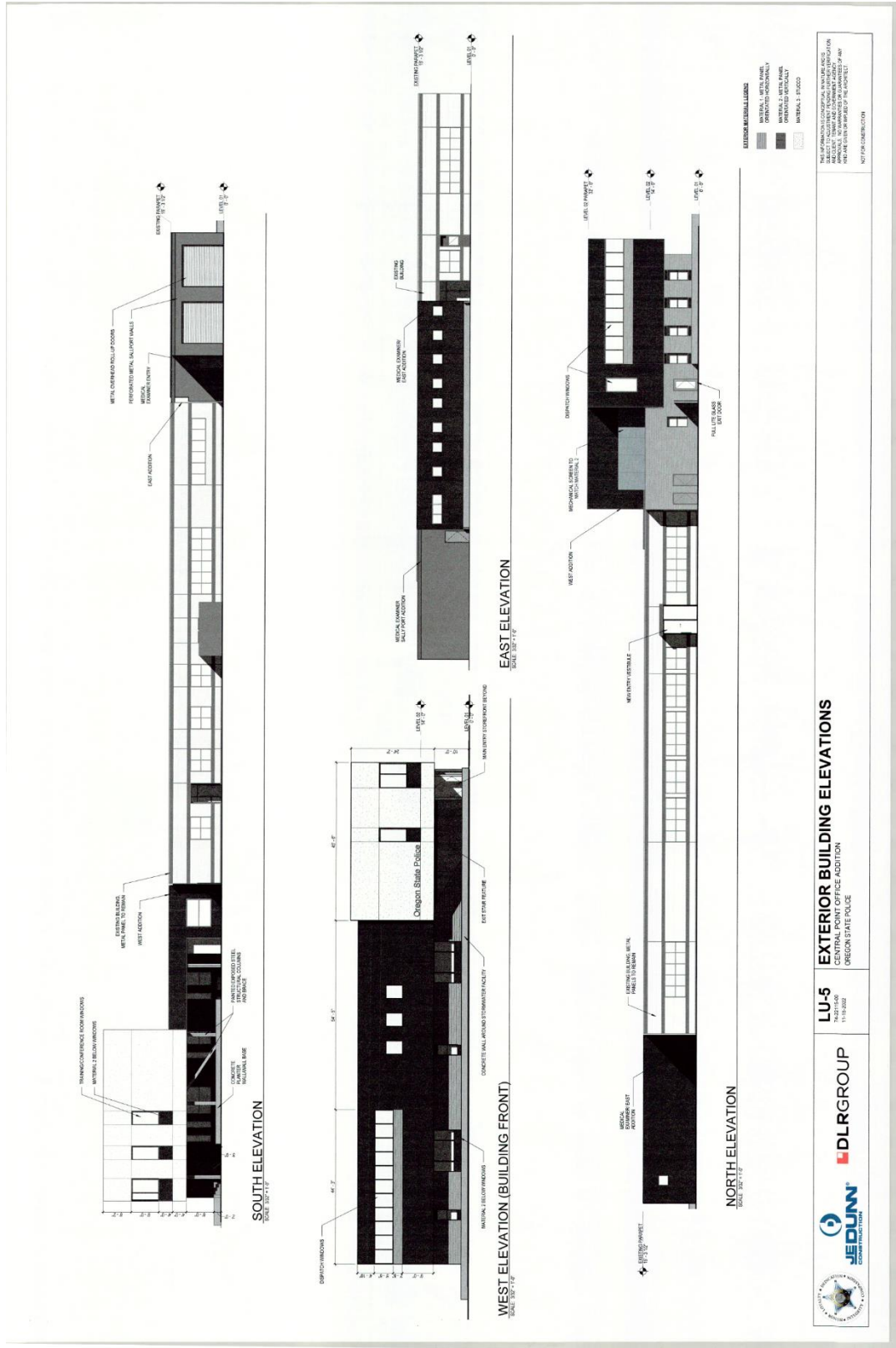


Proposed Site Plan
 0 20 40 80 Feet



Proposed Site Plan - Lighting

	<p>DLR GROUP</p>	<p>LU-3 1500000 SQUARE FEET</p>	<p>SITE LIGHTING PLAN CENTRAL POINT OFFICE ADDITION OREGON STATE POLICE</p>	<p>THIS IS AN ARCHITECTURAL, IN-PLANT AND IN-OUTDOOR LIGHTING PLAN. IT IS NOT A CONTRACT DOCUMENT. IT IS A PRELIMINARY DESIGN AND SHALL BE SUBJECT TO THE APPROVAL AND REVIEW OF THE ARCHITECT. IT IS NOT FOR CONSTRUCTION.</p>
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LU-5 **DLR GROUP** **JEDUM** **CONSTRUCTION**

EXTERIOR BUILDING ELEVATIONS
CENTRAL POINT OFFICE ADDITION
OREGON STATE POLICE

BEFORE THE PLANNING COMMISSION FOR THE
CITY OF CENTRAL POINT, OREGON

IN THE MATTER OF AN APPLICATION)	
FOR AN AMENDMENT TO AN APPROVED)	
CONDITIONAL USE PERMIT LOCATED AT)	
4500 ROGUE VALLEY HWY; DESCRIBED)	FINDINGS OF FACT
AS T.37S-R.2W-S.03BD, TAX LOT 900;)	AND
CONSISTING OF 3.57 ACRES; OREGON)	CONCLUSIONS
DEPARTMENT OF GENERAL SERVICES/)	
OREGON STATE POLICE, PROPERTY)	
OWNERS; RICHARD STEVENS & ASSO-)	
CIATES, INC., AGENTS)	

RECITALS:

Owner-	Oregon State Police Oregon Department of General Services 3565 Trelstad Salem, OR 97317	
Applicants-	Kyle Boehnlein JE Dunn Construction 424 NW 14 th Ave. Portland, OR 97209	Kent Larson DLR Group Architecture 110 SW Yamhill Street, Ste. 105 Portland, OR 97204
Engineers-	Malia Waters ZCS Engineering 45 Hawthorne Street Medford, OR 97504	Kim Parducci Southern Oregon Transportation 319 Eastwood Drive Medford, OR 97504
Landscaper-	Greg Covey & Alan Pardee CoveyPardee Landscape Architects 295 East Main, No. 8 Ashland, OR 97520	
Consultant-	Richard Stevens & Associates, Inc. PO Box 4368 Medford, OR 97501 (541) 773-2646	

INTRODUCTION:

The purpose of this Type 3 review for a Modification to Approved Plans and Conditions of Approval application is to expand the existing Oregon State Police (OSP) facility located at 4500 Rogue Valley Hwy. The OSP facility currently consists of approximately 25,450 square feet (sq.ft.) of Gross Floor Area (GFA). The design team has prepared a site plan, see Exhibit A, that reflects an expansion of approximately 24,340 sq.ft. GFA, for a total of approximately 49,790 sq.ft. GFA upon completion of the project. This expansion of the facility will be conducted in stages with the new 2-story area being the first area for development. The applicants have provided a site plan, landscape plan and preliminary civil engineering plans for review, see Exhibit "A" attached. The site plan and engineering plan have considered storm water detention and discharge facilities for the additional impervious improvements on the subject property upon completion.

The subject property contains 3.57 acres that has the Comprehensive Land Use Plan designation as TOD District/Mixed Use, and is zoned TOD/EC within the City of Central Point. Section 17.65.050, Table 1 Central Point Municipal Code (CPMC) lists a Public Facility as a conditional use within the EC zone, which is the primary use of the facility. The expanded OSP facility will also include a Forensics Lab, Medical Examiner's operations and a patrol trooper area as associated uses, which are typically not made available to the public.

The applicants have prepared and submitted a site plan for this CUP amendment review, along with architectural elevations, landscape plan and preliminary grading/engineering plans for the Site Plan and Architectural Review (SPR) application to be reviewed concurrently with this CUP amendment application, see Exhibit "A" attached. A Class C variance application is also being requested to be reviewed concurrently with these applications for not meeting the front yard setback standard for the TOD/EC district.

APPLICABLE APPROVAL STANDARDS AND CRITERIA:

The application procedures and applicable approval standards for a Modification to Approved Plans and Conditions of Approval for an existing CUP within the EC district are listed in Chapters 17.09, 17.66 and 17.76 CPMC. The existing OSP facility was reviewed and approved for a CUP, SPR and a variance for the communication tower by the City of Central Point in 1996.

CHAPTER 17.09:

17.09.200, Modifications-Applicability:

(A) This chapter applies to all development applications approved through the provisions of this title, including:

(4) Conditional use permits;

17.09.300, Major modifications:

(A) Major Modification Defined. The community development director shall determine that a major modification(s) is required if one or more of the changes listed below are proposed:

(3) A change in setbacks or lot coverage by more than ten percent, provided the resulting setback or lot coverage does not exceed that allowed by the land use district;

(4) A change in the type and/or location of accessways, drives or parking areas affection off-site traffic;

(5) An increase in the floor area proposed for nonresidential use by more than fifteen percent where previously specified;

(B) Major Modification Applications; Approval Criteria. An applicant may request a major modification using a Type II or Type III review procedure, as follows:

(1) Upon the community development director determining that the proposed modification is a major modification, the applicant shall submit an application form, filing fee and narrative, and a site plan using the same plan format as in the original approval. The community development director may require other relevant information, as necessary, to evaluate the request.

Discussion:

The Community Development Director has determined that this CUP amendment application is a major modification with the existing and proposed site improvements. The site plans prepared by the applicants' design team demonstrates that lot coverage is increased greater than 10%, an additional shared accessway is proposed towards the north with Skyrman Park/Arboretum, and that the GFA is increased more than 15% from the 1996 CUP approval.

Based on this determination, the applicants have submitted the applicable application form, filing fee and these findings of fact. Within Exhibit "A", the applicants have provided a site plan, preliminary civil engineering plans and a schematic landscape plan to demonstrate compliance.

FINDINGS:

The City of Central Point finds that the applicants have submitted for a Type 3 major modification application for the proposal to expand the existing OSP facility, as determined by the Community Development Director, consistent with Section 17.09.300 CPMC.

CONCLUSION:

The City of Central Point concludes that the Community Development Director has determined that this expansion for the OSP facility is a major modification to an approved CUP and that the applicants have submitted the required information and fees for review, in compliance with Section 17.09.300 CPMC.

CHAPTER 17.66:

17.66.030(A), Application Types:

(A)(2), Site Plan and Architectural Review.

The provisions of Chapter 17.72, Site Plan and Architectural Review, shall apply to permitted and limited uses within the TOD district and corridor. For site plan and architectural review applications involving two or more acres of land, a master plan approval, as provided in this chapter, shall be approved prior to, or concurrently with, a site plan and architectural review application.

Discussion:

The subject property consists of 3.57 acres, and the existing use of the property as a public facility for OSP operations is a conditional use within the TOD/EC district. The applicants have prepared and submitted a site plan with this CUP amendment review, along with architectural elevations, landscape plan and preliminary grading/engineering plans for the SPR application to be reviewed concurrently with this CUP amendment application. Based on the surrounding development, uses and separate ownerships, Planning Staff has waived the master plan review for the subject property.

(A)(4), Conditional Use.

Conditional uses shall be reviewed as provided in Chapter 17.76, Conditional Use Permits.

Discussion:

The applicants findings and conclusions addressing Chapter 17.76 are provided below, demonstrating compliance.

17.66.050(D), Conditional Use.

(D)(1) A conditional use application shall be approved when the approval authority finds that the following criteria are satisfied or can be shown to be inapplicable:

- (a) *The provisions of Chapter 17.76, Conditional Use Permits; and*
- (b) *The proposed conditional use complies with the approved TOD district or corridor master plan for the property, if required; and*
- (c) *Chapter 17.67, Design Standards – TOD District and TOD Corridor.*

Discussion:

The applicants findings and conclusions addressing Chapter 17.76 are found below. Planning Staff has waived the requirement for a Master Plan; therefore, Subsection 17.66.050(D)(1)(b) is not applicable. The applicants and the design team have addressed the TOD District design standards in Chapter 17.67 CPMC within the SPR application, submitted concurrently with this CUP application.

CONCLUSIONS:

The City of Central Point concludes that the applicants have provided and submitted a site plan for the SPR application addressing Chapters 17.67 and 17.72 to be reviewed concurrently with this CUP amendment application. The City of Central Point also concludes that the applicants have addressed the applicable criteria in Chapter 17.76 for an amendment to the existing approved CUP.

CHAPTER 17.76:

17.76.010, Purpose:

In certain districts, conditional uses are permitted subject to the granting of a conditional use permit. Because of their unusual characteristics or the special attributes of the area in which they are to be located, conditional uses require special consideration so that they may be properly located with respect to the objectives of the zoning title and their effect on surrounding properties.

17.76.040, Findings and conditions:

- (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:*

Discussion:

The subject property consists of 3.57 acres zoned TOD/EC. The site plans submitted by the applicants' design team demonstrate that all building improvements for the OSP Facility expansion exceed the minimum setback standards of the Code and there is sufficient area to meet the minimum parking standards and landscaping standards.

FINDING:

The City of Central Point finds that the subject property is of sufficient size and orientation to accommodate the proposed expansion. All building setbacks exceed the TOD/EC development standards and there is sufficient area to meet the parking and landscaping standards, consistent with Section 17.76.040 CPMC.

(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:

Discussion:

The subject property currently has a single shared access with the Teamsters Labor Facility along the southern boundary, which will remain. A second shared access is being proposed along the northern boundary that will be shared with S kyrman Park / Arboretum entry. This northern entry will be improved to accommodate both the OSP facility and the park uses to ensure safe access is maintained onto Rogue Valley Highway. The applicants have retained Ms. Kim Parducci with Southern Oregon Transportation Engineering, Inc. to analyze the increase in traffic generation with the existing public street conditions, (see attached traffic analysis, Exhibit "C"). The traffic analysis concluded that there are no adverse impacts created at the study intersections, driveways and left turn queuing movements on the transportation system.

FINDING:

The City of Central Point finds that based on the traffic analysis submitted by Ms. Parducci with Southern Oregon Transportation Engineering and the proposal for a second shared access with S kyrman Park, no off-site improvements are warranted. The traffic analysis demonstrates that the public highway and local street system has adequate capacity to accommodate the proposed expansion of the OSP facility.

(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:

Discussion:

Attached to this application in Exhibit "B" is a 100' Buffer Map, which identifies the abutting properties, structures and uses. The proposed expansion of the OSP facility is generally

towards the west towards Rogue Valley Highway, and east towards Griffin Creek and the associated 100-year floodplain on vacant land, which is also abutting towards the south and owned by the Teamsters Labor Facility. No significant adverse impact on existing or potential future uses were found on the abutting properties to the east and west.

The properties to the north contain the Skyrman Park /Arboretum and a vacant parcel zoned LMR within the City. With the retention of the mature perimeter landscaping with trees and hedges, an existing OSP structure adjacent to the common northern boundary and the existing 6-foot perimeter privacy fence, no significant adverse impacts were determined, considering the location of the proposed expansion improvements. Based on the traffic analysis submitted by Ms. Parducci, no access impacts were identified on the shared driveway and internal traffic circulation. All setbacks and height standards for the proposed expansion are in compliance with the Code, which ensures any potential adverse impacts will be mitigated.

The property to the south is also zoned TOD/EC, is occupied by the Teamsters Labor Facility, and is already developed. This site shares the existing accessway from Rogue Valley Highway with OSP, and based on the traffic analysis prepared by Ms. Parducci, no identified conflicts with ingress/egress and internal/merging traffic movements and circulation were identified. The abutting property to the south has existing parking facilities also along the common boundary line for their individual and separate uses, which does not create any impacts.

All lighting fixtures and locations are planned to be shielded and directed to not have an adverse impact on neighboring properties. The only new sign is planned to be mounted on the OSP facility. No adverse impacts with the proposed lighting and signage were found.

FINDING:

The City of Central Point finds that the proposed expansion and use will not have a significant adverse effect on the abutting properties or their permitted uses. The proposed locations of improvements/expansion on the site, the shared vehicular accessways, exceeding setback standards, with the retention of mature landscaping, 6-foot perimeter privacy fence, outdoor lighting and signs that are designed and planned to not create any adverse impacts.

(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 general welfare of the community based on the review of those factors listed in subsection C of this section:

Discussion:

The OSP facility, being a public facility with state employees, is required to be in compliance with all local, state and federal health and safety regulations, to ensure the public health, safety and general welfare for the occupants of the structure. The applicants are working with both the Public Works Department and Fire District #3 to ensure that the proposed structure will not be injurious to the abutting neighborhood or the community. Typically, OSP is an asset to the community by providing for public safety on the state highways. The applicants' design and the engineering required for the structure will meet current building code standards to demonstrate the general welfare will not be impacted in the neighborhood.

The design team and engineers established appropriate locations for improvements/expansion on the site, the shared vehicular accessways, exceeding setback standards, with the retention of mature landscaping, 6-foot perimeter privacy fence, outdoor lighting and signs that are designed and planned to also demonstrate the general welfare will not be impacted.

FINDING:

The City of Central Point finds that the design and engineering required for the building expansion will not be detrimental or injurious to the neighborhood. In addition, with this structure being a state owned and operated public facility, they are required to comply with all local, state and federal health and safety codes. The proposed locations of improvements/expansion on the site, the shared vehicular accessways, exceeding setback standards, with the retention of mature landscaping, 6-foot perimeter privacy fence, outdoor lighting and signs are designed and planned to not impact the general welfare on abutting properties.

(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:

Discussion:

The applicants are in agreement that if there are any new identified surrounding conditions or conflicts/impacts with the proposed expansion as listed within this section, the applicants are in agreement to any reasonable conditions of approval to mitigate the impact to protect the public health, safety and general welfare.

FINDING:

The City of Central Point finds that the applicants are in agreement to conditions of approval that mitigate an identified condition or impact with the proposed expansion of the OSP facility.

CONCLUSIONS:

The City of Central Point concludes that this Modifications to Approved Plans and Conditions of Approval application, which amends an approved CUP, meets the standards and approval criteria for an expansion of the OSP facility.

The City of Central Point concludes that the subject property is of sufficient size and orientation to accommodate the proposed expansion. All building setbacks exceed the TOD/EC development standards and there is sufficient area to meet the parking and landscaping standards, consistent with Section 17.76.040 CPMC.

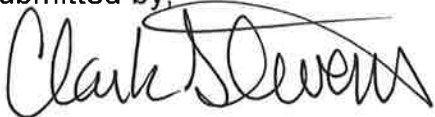
The City of Central Point concludes that the traffic analysis has demonstrated that the public highway and local street system has adequate capacity and safety to accommodate the proposed expansion of the OSP facility.

The City of Central Point concludes that the proposed improvement/expansion areas located on the subject property, the shared vehicular accessways, exceeding setback standards, with the retention of mature perimeter landscaping, 6-foot perimeter privacy fence, outdoor lighting and signs are designed and planned to not create any adverse impacts on the surrounding neighborhood, and to be in compliance with all local, state and federal health and safety codes.

SUMMARY:

Upon review of the Findings and Conclusions above, with the attached site plans, mapping and information for the proposed expansion of the OSP facility, the City of Central Point can conclude that this application for a Modifications to Approved Plans and Conditions of Approval for an amendment to an approved CUP has addressed the applicable approval criteria as outlined in Chapters 17.09 and 17.76 CPMC.

Submitted by,

A handwritten signature in black ink, appearing to read "Clark Stevens". The signature is fluid and cursive, with a large loop at the end.

Richard Stevens & Associates, Inc.

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

319 Eastwood Drive - Medford, Or. 97504 – Phone (541) 941-4148 – Email: Kim.parducci@gmail.com

November 8, 2022

Matt Samitore, Public Works Director
City of Central Point
Public Works Department
140 S. 3rd Street
Central Point, OR 97502

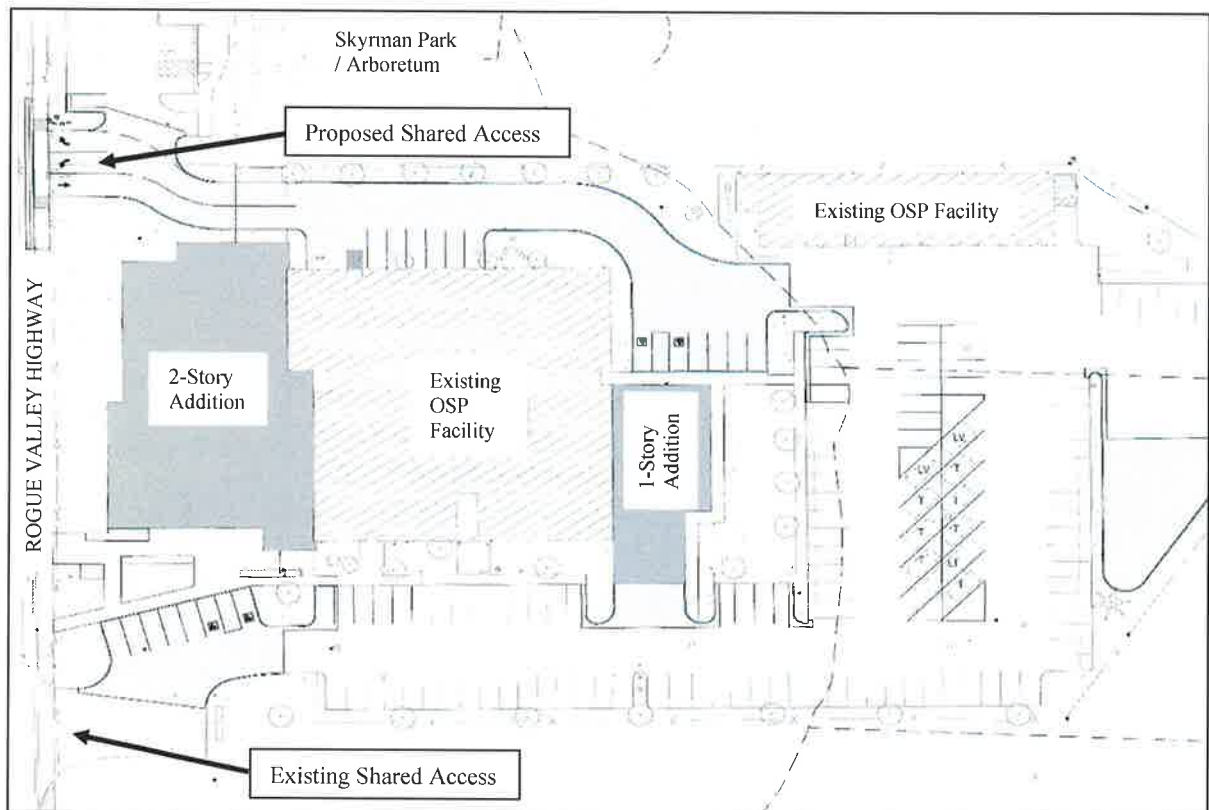
RE: Oregon State Police Building Expansion – Traffic Analysis

Dear Matt,

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis for a proposed Oregon State Police (OSP) building expansion at 4500 Rogue Valley Highway (OR 99) in Central Point. The subject parcel is 3.57 acres located at 372W03BD, Tax Lot 900. The existing OSP building is approximately 25,450 square feet (SF) in size. The proposed new OSP building will be approximately 51,000 SF.

Background

Access to the site is currently provided on OR 99 through a shared access with the Teamsters to the south. North of the site is the Skyrman Park / Arboretum. Upon re-development, an additional shared access is proposed through the park site. See below.



Rogue Valley Highway (OR 99) at the existing OSP site is under City of Central Point jurisdiction. It carries a functional classification of Principal Arterial and is estimated in 2022 to carry approximately 6,800 average daily trips (ADT) with a carrying capacity of 10,000-40,000 ADT. A Principal Arterial for the City of Central Point is designed to link major activity centers, have the highest traffic volumes, serve the longest trips, and be integrated with local and regional arterials. They are commonly partially or fully access controlled. At the subject property, OR 99 is a five-lane fully improved facility with curb, gutter, sidewalk, and striped bike lanes.

Traffic Count Data

Manual traffic counts were gathered in June and September of 2022 at study area intersections. The a.m. and p.m. peak hours were shown to occur from 7:15-8:15 a.m. and 3:30-4:30 p.m. Count data was seasonally adjusted to represent design hour volumes, and one year of growth was added to develop design year 2023 no-build conditions. Growth was determined by historical data using counts from 2019 and 2022. Manual counts and volume development sheets are provided in the attachments.

Crash History

Crash data for the most recent 5-year period was gathered from ODOT's Crash Analysis Unit. Crash data was analyzed to identify crash patterns that could be attributable to geometric or operational deficiencies, or crash trends of a specific type that would indicate the need for further investigation along OR 99. Crash rates were also compared to the ODOT critical crash rate to determine whether additional analysis is necessary. Tables 1 and 2 provide a summary of results. Crash data is provided in the attachments. There were no reported collisions along OR 99 at the existing OSP shared driveway or the Skyrman Park / Arboretum access.

Intersection	2016	2017	2018	2019	2020	Total Crashes	AADT	Crash Rate	ODOT 90 th %
Twin Creeks / OR 99	0	0	0	0	2	2	6,800	0.161	0.860

Intersection	Collision Type					Severity		
	Rear-End	Turning	Angle	Other	Ped/Bike	Non-Injury	Injury	Fatal
Twin Creeks / OR 99	1	1	0	0	0	1	1	0

There were two reported collisions at the intersection of Twin Creeks Crossing and OR 99 within the most recent five-year period. Of these collisions, one was a rear-end collision and one a turning collision. One resulted in minor injury while the other in property damage only. Both occurred in 2020 on Thursdays during daylight hours, but there are no other similarities. One occurred under dry conditions and the other under wet conditions. No pattern of crashes is identified. Neither of the crashes involved pedestrians or cyclists, nor resulted in severe injury or fatality. The intersection is not shown to have a crash rate higher than the ODOT critical crash rate. No further investigation is shown to be necessary.

Trip Generation

Trip generation calculations for the proposed OSP building expansion were prepared utilizing local data. The Institute of Transportation Engineers (ITE) *Trip Generation* 11th Edition did not have any land uses that provided a good match. When a good match is not provided, ITE recommends gathering local data. Local data was gathered in June of 2022 at the existing OSP site to develop a trip rate per 1000 SF during the a.m. and p.m. peak hours. The trip rate was then applied to the expanded building square footage to estimate additional trips or the net increase in trips to the transportation system. Results are provided in Table 3. Count data is provided in the attachments.

Local Data	Unit	Size	AM Rate	AM Peak Hour			PM Rate	PM Peak Hour		
				Total	In	Out		Total	In	Out
<i>Existing Facility</i>										
OSP - Existing	1000 SF	25.45	0.75	19	16	3	0.86	22	8	14
<i>Proposed Facility</i>										
OSP - Proposed	1000 SF	51.00	0.75	38	32	6		44	16	28
Net Trip Increase				+19	+16	+3		+22	+8	+14

SF = square feet

Trip Distribution and Assignment

Trip distributions to/from the site were assumed to follow existing traffic splits taken from manual count data. This resulted in roughly 25% to/from the north and 75% to/from the south during the a.m. peak hour and 15% to/from the north and 85% to/from the south during the p.m. peak hour. Half of the net new trips were distributed through a proposed shared access to the north with the Stryker Park / Arboretum that will be widened as part of development. The other half were distributed through the existing shared access with the Teamsters to the south. Trip distributions are provided on Figure 1 in the attachments.

Design Year 2023 No-Build and Build Intersection Operations

The study area consists of site driveways and the signalized intersection of Twin Creeks Crossing / OR 99. The City of Central Point performance standard for intersections on arterials is a level of service “D” or better. Design year 2023 no-build and build conditions were evaluated within the study area to determine what impact, if any, proposed development will have on the transportation system. A summary of results is provided in Table 4 during the a.m. and p.m. peak hours. Design year 2023 no-build and build traffic volumes are provided on Figures 2 and 3 in the attachments.

Intersection	Jurisdiction	Performance Standard	Traffic Control	AM Peak Hour		PM Peak Hour	
				No-Build	Build	No-Build	Build
Twin Creeks / OR 99	City	LOS D	Signal	A	A	A	A
OSP-Teamsters / OR 99	City	None	TWSC	B, WBL	B, WBL	C, WBL	C, WBL
Arboretum / OR 99	City	None	TWSC	B, WBLR	B, WBL	B, WBLR	B, WBL

LOS = Level of Service, TWSC = two-way stop-controlled, WBL = westbound left, WBLR = westbound left/right
 Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show all intersections and site driveways operate acceptably (within City performance standards) under design year 2023 no-build and build conditions during both peak hours. No change in intersection operation is shown to occur as a result of proposed development trips. Synchro output sheets are provided in the attachments.

Design Year 2023 No-Build and Build Queuing and Blocking

Queue lengths are reported as the average, maximum, or 95th percentile queue length. The 95th percentile queue length is used for design purposes and is the queue length reported in this analysis. Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths under design year 2023 no-build and build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 5 for applicable movements during the a.m. and p.m. peak hours.

Intersection Movement	Available Link Distance (Feet)	AM Peak Hour		PM Peak Hour	
		No-Build	Build	No-Build	Build
<u>Twin Creeks / OR 99</u>					
Eastbound Left	225	75	75	50	50
Eastbound Right	225	50	50	50	50
Northbound Left	500	75	75	75	75
Northbound Through	850	50	50	50	50
Southbound Through	525	75	75	75	75
Southbound Right	175	25	25	25	25
<u>OSP-Teamsters / OR 99</u>					
Southbound Left	225	25	25	25	25
Westbound Left	50	25	25	50	50
Westbound Right	50	25	25	25	25
<u>Arboretum / OR 99</u>					
Southbound Left	100	0	0	0	25
Westbound Left/Right	50	25	---	25	---
Westbound Left	50	---	25	---	25
Westbound Right	50	---	25	---	25

Note: Exceeded queue lengths are shown in bold, italic

Results of the queuing analysis show all intersection and driveway links continue to support 95th percentile queue lengths under design year 2023 no-build and build conditions during both peak hours. The southbound left turn movement on OR 99 at the proposed shared driveway with the Arboretum increases from zero to 25 feet during the p.m. peak hour, which is the equivalent of one vehicle. No other changes are shown to occur as a result of proposed development trips. Full queuing reports are provided in the attachments.

Sight Distance

Access to the site is proposed through an existing, shared driveway with the Teamsters to the south and a shared driveway with the Skyрман Arboretum to the north. The Skyрман Park / Arboretum access will be widened as a result of development and include a westbound left and right turn movement. OR 99 at both driveways is flat and straight with a posted speed of 45 miles per hour (mph).

The minimum stopping sight distance (SSD) recommended by American Association of State Highways and Transportation Officials (AASHTO) for a facility with a posted speed of 45 miles per hour is 360 feet. The desirable intersection sight distance (ISD) is 500 feet. The City of Central Point minimum sight distance and clear vision requirement for a 40 mph facility is 400 feet (Table 300-5 of the Public Works Standards and Specifications). Field measurements showed sight distance being > 1000 feet in both directions at the shared driveway with the Teamsters. At the shared driveway with the Skyрман Park/ Arboretum, sight distance is limited to the south by a gate and to the north by a park sign. When the driveway is widened to the south, an existing power pole will be relocated to the north and the gate will be removed entirely, but the park sign will continue to restrict sight distance to the north. It is our recommendation to work with the City of Central Point to relocate the park sign out of the sight triangle to provide adequate sight distance. Street views are provided below.

Looking south from Teamsters Driveway



Looking north from Teamsters Driveway



Looking south from Arboretum Driveway



Looking north from Arboretum Driveway



Access Spacing Standards

No new access is proposed on OR 99. The existing access to the S kyrman Park / Arboretum is proposed as a shared driveway with OSP as part of site re-development. This is proposed in lieu of using an access on the north property line of the OSP site, which would not meet access spacing standards. The City of Central Point access spacing standard on an arterial street is a minimum of 300 feet (Table 300-4 of the Public Works Standards and Specifications) and is approved at the discretion of the Public Works Director. The minimum access spacing standard is shown to be met between the two shared driveways.

Conclusions

The findings of the traffic analysis conclude that the proposed Oregon State Police (OSP) building expansion from 25,450 SF to approximately 51,000 SF can be approved without causing adverse impacts on the transportation system. The traffic analysis evaluated intersection and driveway operations, queuing, crash history, sight distance, and access spacing standards. One safety improvement was identified at the proposed, shared driveway with the Skyman Park / Arboretum. The park sign on the north side of the driveway currently restricts sight distance to the north. It is our recommendation to work with Public Works to relocate the park sign out of the sight triangle to provide adequate sight distance when the driveway is widened. No other operational or safety concerns were identified as a result of proposed development.

This concludes our traffic analysis. Please feel free to contact me if you have any questions or need additional information.

Sincerely,



Kimberly Parducci PE, PTOE

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC



Attachments: Site Plan
Figures
Count Data
Crash Data
Synchro/SimTraffic Output
Public Works Standards and Specifications

Cc: Client

ATTACHMENTS

Attachments and supporting data not included in Staff Report. All supporting attachments and supplemental information available upon request.

PLANNING COMMISSION RESOLUTION NO. 901

A RESOLUTION OF THE PLANNING COMMISSION APPROVING A CONDITIONAL USE PERMIT FOR A PUBLIC FACILITY ON LANDS WITHIN THE EMPLOYMENT COMMERCIAL (EC) ZONING DISTRICT.

(File No: CUP-22002)

WHEREAS, the applicant has submitted an application for approval of a Conditional Use Permit to expand an existing conditional use for a public facility within the Employment Commercial zoning district; and

WHEREAS, on January 10, 2023 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 application has been found to be consistent with the approval criteria applicable to Conditional Use Permits in accordance with Section 17.76 of the Central Point Municipal Code; and per conditions noted in the Staff Report dated January 10, 2023; and

NOW, THEREFORE, BE IT RESOLVED that the City of Central Point Planning Commission by Resolution No. 901 does hereby approve the Conditional Use Permit application for the Oregon State Police. This approval is based on the findings and conditions of approval as set forth in Exhibit "A," the Planning Department Staff Report dated January 10, 2023, including attachments incorporated by reference.

PASSED by the Planning Commission and signed by me in authentication of its passage this 10th day of January, 2023.

Planning Commission Chair

ATTEST:

City Representative