



PLANNING COMMISSION AGENDA

January 10, 2023 - 6:00 p.m.

Email planning@centralpointoregon.gov
to request a Zoom link for virtual participation

I. MEETING CALLED TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

Planning Commission members, Tom Van Voorhees (chair), Jim Mock, Pat Smith, Kay Harrison, Brad Cozza, Robin Stroh

IV. CORRESPONDENCE

V. MINUTES

Review and approval of the December 6, 2022 Planning Commission meeting minutes.

VI. PUBLIC APPEARANCES

VII. BUSINESS

- A. Public hearing and consideration of a Conditional Use Permit application to expand an existing conditional use for a public facility within the Employment Commercial zoning district. The project site is located at 4500 Rogue Valley Highway and is identified on the Jackson County Assessor's Map as 37S 2W 03BD Tax Lot 900. **File No.** CUP-22002.
Applicant: JE Dunn Construction (Kyle Boehnlein) & DLR Group Architecture (Kent Larson);
Agent: Richard Stevens & Associates, Inc. (Clark Stevens).
- B. Public hearing and consideration of a Site Plan and Architectural Review application for site improvements at the Oregon State Police District 3 Headquarters that include building additions, constructing site access and circulation improvements, landscaping and stormwater treatment facilities. The project site is located at 4500 Rogue Valley Highway and is identified on the Jackson County Assessor's Map as 37S 2W 03BD Tax Lot 900. **File No.** SPAR-22007.
Applicant: JE Dunn Construction (Kyle Boehnlein) & DLR Group Architecture (Kent Larson);
Agent: Richard Stevens & Associates, Inc. (Clark Stevens).
- C. Public hearing and consideration of a Class "C" Variance to the standards in CPMC 17.65.050(E) "Dimensional Standards" and Table 2 "TOD District Zoning Standards" for building additions to the Oregon State Police District 3 Headquarters. The 3.58 acre site is located at 4500 Rogue Valley Highway and is identified on the Jackson County Assessor's map as 37S 2W 03BD, Tax Lot 900. **File No.** VAR-22002. **Applicant:** JE Dunn Construction (Kyle Boehnlein) & DLR Group Architecture (Kent Larson); **Agent:** Richard Stevens & Associates, Inc. (Clark Stevens).

VIII. DISCUSSION

IX. ADMINISTRATIVE REVIEWS

X. MISCELLANEOUS

- A. Planning Commissioner Reports.

XI. ADJOURNMENT

Individuals needing special accommodations such as sign language, foreign language interpreters or equipment for the hearing impaired must request such services at least 72 hours prior to the Planning Commission meeting. To make your request, please contact the City Recorder at 541-423-1026 (voice), or by e-mail at: deanna.casey@centralpointoregon.gov .

Si necesita traductor en español o servicios de discapacidades (ADA) para asistir a una junta publica de la ciudad por favor llame con 72 horas de anticipación al 541-664-3321 ext. 201.

City of Central Point
Planning Commission Meeting Minutes
December 6, 2022

I. MEETING CALLED TO ORDER AT 6:00 P.M. II.

Pledge of Allegiance

III. ROLL CALL

Commissioners Tom Van Voorhees (chair), Jim Mock, Kay Harrison, Pat Smith, Robin Stroh and Brad Cozza were present.

Also in attendance were Planning Director Stephanie Holtey, Public Works Director Matt Samitore, Greg Graves, Construction Services Supervisor, Community Planner Justin Gindlesperger, Consultant Miranda Barrus (Kittleson & Associates) (virtually) and Planning Secretary Karin Skelton

IV. CORESPONDENCE

Revisions to Items No. 2 (File No. PAR-22001) and No. 3 (File No. SPAR – 22006) of the agenda

MINUTES

Kay Harrison made a motion to approve the October 4 2022 minutes as presented. Robin Stroh seconded the motion. ROLL CALL: Kay Harrison, yes; Jim Mock, yes; Pat Smith yes; Brad Cozza, yes, Robin Stroh, yes. Motion passed.

V. PUBLIC APPEARANCES

None from the public.

Chair Tom Van Voorhees announced the resignation of Commissioner Amy Moore and commended her on her years of service to the City.

VI. BUSINESS

A. Public hearing and consideration of a Major Comprehensive Plan Amendment updating the Transportation System Plan (TSP). File No. CPA-22001. Approval Criteria: CPMC 17.96.500. Applicant: City of Central Point.

Tom Van Voorhees read the rules for a legislative hearing. The Commissioners had no conflicts of interest to declare.

Planning Director Stephanie Holtey gave an overview of the Transportation System Plan (TSP) and the proposed updates. She explained the purpose of the TSP and said the amendments address the 2021 Urban Growth Boundary (UGB) Amendment by adding projects identified in the UGB Traffic Impact Analysis to the Capital Improvement Project list and removing projects that have been completed.

She reviewed the revisions which included updating historic revenue sources and funding forecast until 2030, incorporating new equity criteria into transportation project prioritization, amending the transportation project list to remove completed projects and adding new projects from recent UGB expansion along with modernizing all maps.

She reviewed the consultants' technical memorandums, which covered the funding forecast, equity analysis and capital improvement project list. She explained the three funding scenarios the consultants proposed. She said the Citizen's Advisory Committee has unanimously expressed approval of the ideal funding scenario.

Ms. Holtey stated in addition to updating the Capital Improvement Project list, there were minor changes made throughout the document but the changes were primarily limited to Chapters 7 and 12.

The Public Hearing Was Opened

There were no public comments

The Public Hearing was closed.

Brad Cozza made a motion to approve Resolution 897 a Resolution approving an amendment to the Central Point Comprehensive Plan updating the Transportation System Plan. Kay Harrison seconded the motion.

The commissioners reviewed the projects and their prioritization.

ROLL CALL: Kay Harrison, yes; Jim Mock, yes; Pat Smith yes; Brad Cozza, yes, Robin Stroh, yes. Motion passed.

B. Public hearing and consideration of a Tentative Partition Plan to consolidate three (3) properties and divided the consolidated lot into two (2) parcels, including dedication and extension of Federal Way, a Standard Local Street, to the intersection of Table Rock/Airport Road. File No. PAR-22001. Approval Criteria: CPMC 16.10 and 16.36. Applicant: BH DevCo (Steve Backman).

Mr. Van Voorhees read the rules of a Quasi-judicial hearing, stating the next three items would be governed by these rules. The commissioners had no bias, ex parte contact or conflict of interest to declare.

Ms. Holtey explained the annotated findings which contained information relative to both the Partition and the Site Plan and Architectural Review application were revised to eliminate references to the Site Plan Architectural Review application. She said the draft resolution and Trip Generation memo were attached to the revised staff report.

Ms. Holtey presented an overview of the Tentative Land Division application. She explained the two step application process and the approval criteria. She explained the proposal would include an extension of Federal Way and Airport Road to the Table Rock/Airport Road intersection. She said it will be necessary to provide access to adjoining properties to the south and the applicant has agreed to work with the landowners and Public Works on this.

She said the City and County have reviewed the intersection and she presented the scenario which they had agreed would provide the best traffic control. She explained the typical path from tentative plan to final plat and an alternate path which would provide the applicant flexibility in the timing of public improvements and private site development. She said the Applicant was requesting to use the alternate path.

The public hearing was opened

Applicant Steve Backman gave a brief overview of the project.

There were no public comments.

The public hearing was closed.

Kay Harrison made a motion to approve Resolution 898, the Tentative Partition Plan and Lot Consolidation at 3791 Table Rock Road per the Revised Staff Report dated December 6, 2022, with the added condition to complete signal phasing time prior to final plat approval and issuance of certificate of occupancy for any future development on the parcels. Pat Smith Seconded the motion.

ROLL CALL: Kay Harrison, yes; Jim Mock, yes; Pat Smith yes; Brad Cozza, yes, Robin Stroh, yes. Motion passed.

C. Public hearing and consideration of a Site Plan and Architectural Review application to develop a warehouse and ground distribution facility on Parcel 1 of Tentative Partition No. PAR-22001. File No. SPAR-22006. Approval Criteria: CPMC 17.48, 17.64, 17.72. Applicant: BH DevCo (Steve Backman)

Mr. Van Voorhees reminded everyone that the rules for a quasi-judicial hearing remained as previously stated. The commissioners had no conflict of interest, ex parte contact or bias to declare.

Ms. Holtey explained the findings were revised to eliminate all references to the partition application. She said there is an updated parking demand analysis and the trip generation memorandum.

Ms. Holtey gave an overview of the Site Plan and Architectural Review Application and the approval criteria. She said the application was for an 87,750 square foot warehouse and ground distribution facility. She reviewed the components of the site layout and architecture. She reviewed the building elevations, noting there were no specific architectural standards for this zone. She noted there were three issues: timing of the site improvements relative to the final plat, the parking plan and the landscape plan. She said the conditions of approval address the issues and assure that the building permits will not be issued until a development agreement is executed and a surety bond posted. Additionally it will be necessary to submit a revised landscape plan replacing eleven arborvitae trees with more wildfire resistant plants and adding the required number of street frontage trees along Table Rock and the new road extension for Federal Way/Airport Road.

The public hearing was opened

Applicant Steve Backman gave a brief overview of the project.

There were no public comments.

The Public Hearing was closed.

The Commissioners discussed safety and lighting for the property.

Robin Stroh made a motion to approve with conditions of the revised staff report Dated December 6, 2022 adding an additional condition to revise the landscape plan to provide the required number of trees along Table Rock Road and Federal Way and Airport Road Street frontage. Kay Harrison seconded the motion.

ROLL CALL: Kay Harrison, yes; Jim Mock, yes; Pat Smith yes; Brad Cozza, yes, Robin Stroh, yes. Motion passed

D. Public hearing and consideration of a Floodplain Development Permit to complete channel restoration improvements in Horn Creek. File No. FP-22001. Approval Criteria: CPMC 8.24.200. Applicant: City of Central Point

Mr. Van Voorhees stated the rules for a quasi- judicial hearing remained as previously read. The commissioners had no conflict of interest, ex parte contact or bias to declare.

Mr. Gindlesperger explained the project was for a floodplain development permit and no-rise analysis to authorize channel restoration activities in the regulatory floodway for Horn Creek. He said the improvements will establish a natural channel in the floodway for Horn Creek to bypass an existing culvert at risk of failure. He explained the difference between the floodplain and the flood way. He said this will cause no increase to flood height, it complies with FEMA guidance, it improves the habitat along Horn Creek and reduces risks by eliminating the failing culvert.

The public hearing was opened.

Todd Marinau, Mendolia Way

Mr. Marineau asked if the proposed channel restoration would change the flood plain. Mr. Gindlesperger said the floodplain would not be increased. Mr. Marineau mentioned the retention pond was not well maintained and the neighborhood was concerned about flood runoff.

Kevin & Nikki Campbell, Donna Way (virtually)

Mr. and Mrs. Campell expressed gratitude to the City for the attention to this situation. They stated they had lost several feet of their property due to erosion from the creek.

Wendy Misik, Donna Way (virtually)

Ms. Misik expressed concern about construction timing and location of crews and equipment accessing the creek. Greg Graves responded stating the access would be off Mendolia Way. He said the project would last a few weeks at most.

The Public hearing was closed.

Brad Cozza made a motion to approve Resolution 900 with the change of the term "removal" to the term "decommission" of the existing culvert. Kay Harrison seconded the motion.

ROLL CALL: Kay Harrison, yes; Jim Mock, yes; Pat Smith yes; Brad Cozza, yes,
Robin Stroh, yes. Motion passed

DISCUSSION

VIII. ADMINISTRATIVE REVIEWS

X. MISCELLANEOUS

A.

XI. ADJOURNMENT

Pat Smith moved to adjourn the meeting. Brad Cozza seconded the motion.
Meeting was adjourned at 8:16 p.m.

Tom Van Voorhees, Planning Commission Chair

OREGON STATE POLICE CONDITIONAL USE PERMIT

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 impact 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 Skyman 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

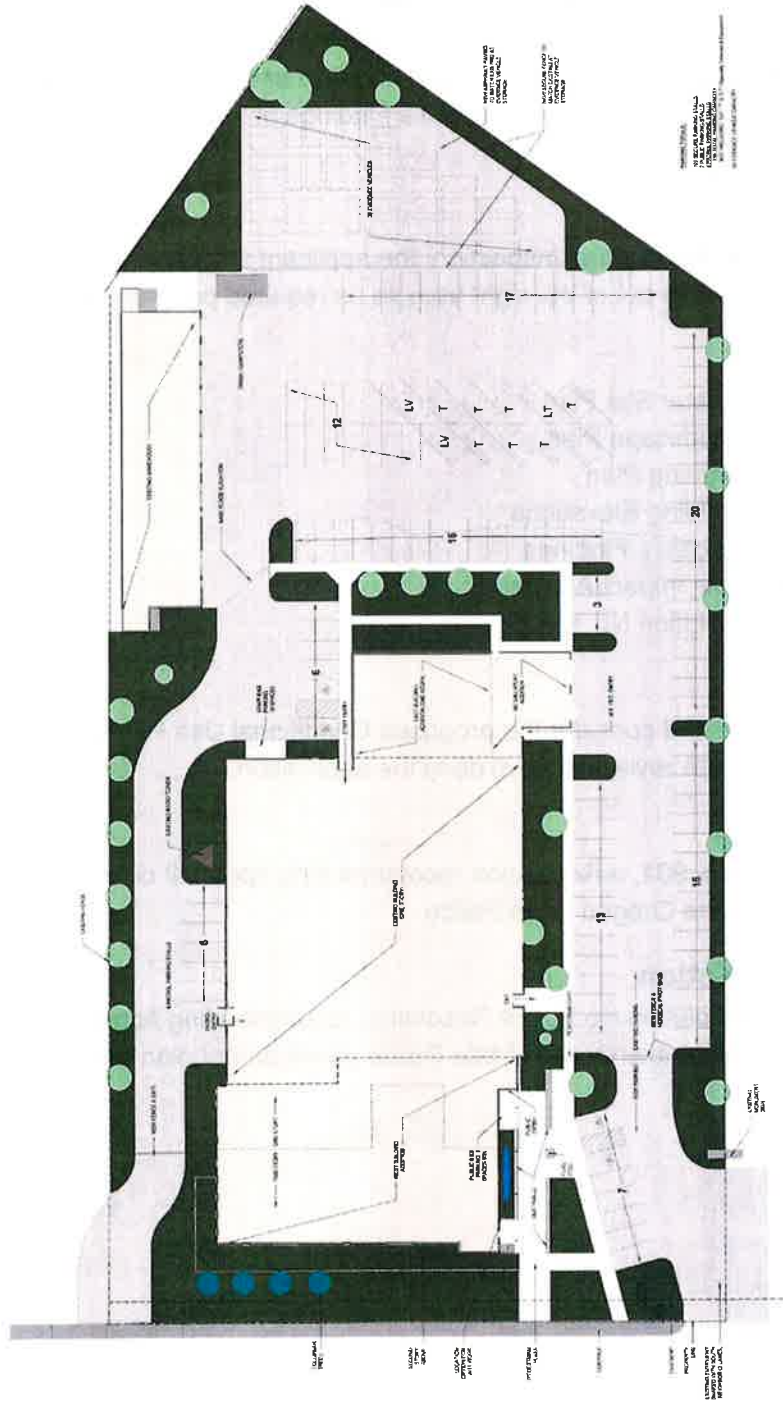
Open a public hearing and consider the proposed Conditional Use Permit application and 1) approve; 2) approve with revisions; or 3) deny the application.

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.

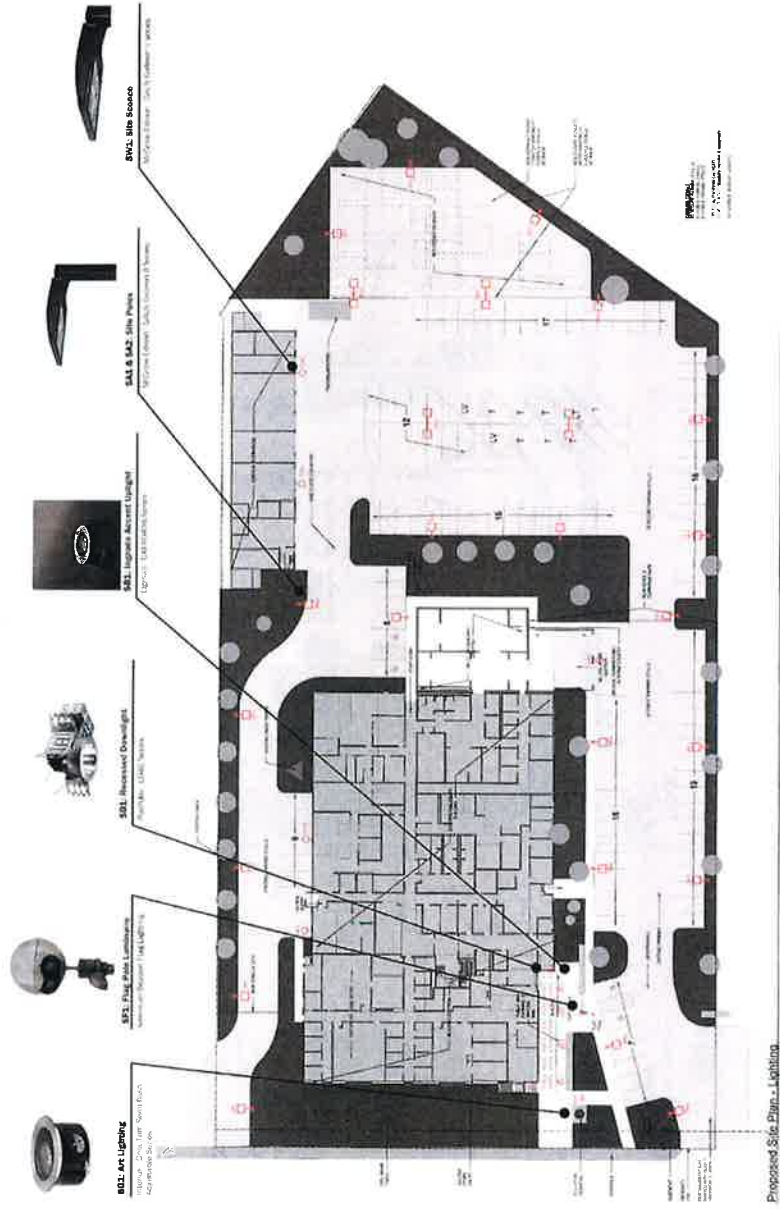


Proposed Site Plan
 0 10 20 30 40 50 Feet




MASTER SITE PLAN
 CENTRAL POINT OFFICE ADDITION
 GROUND FLOOR PLAN

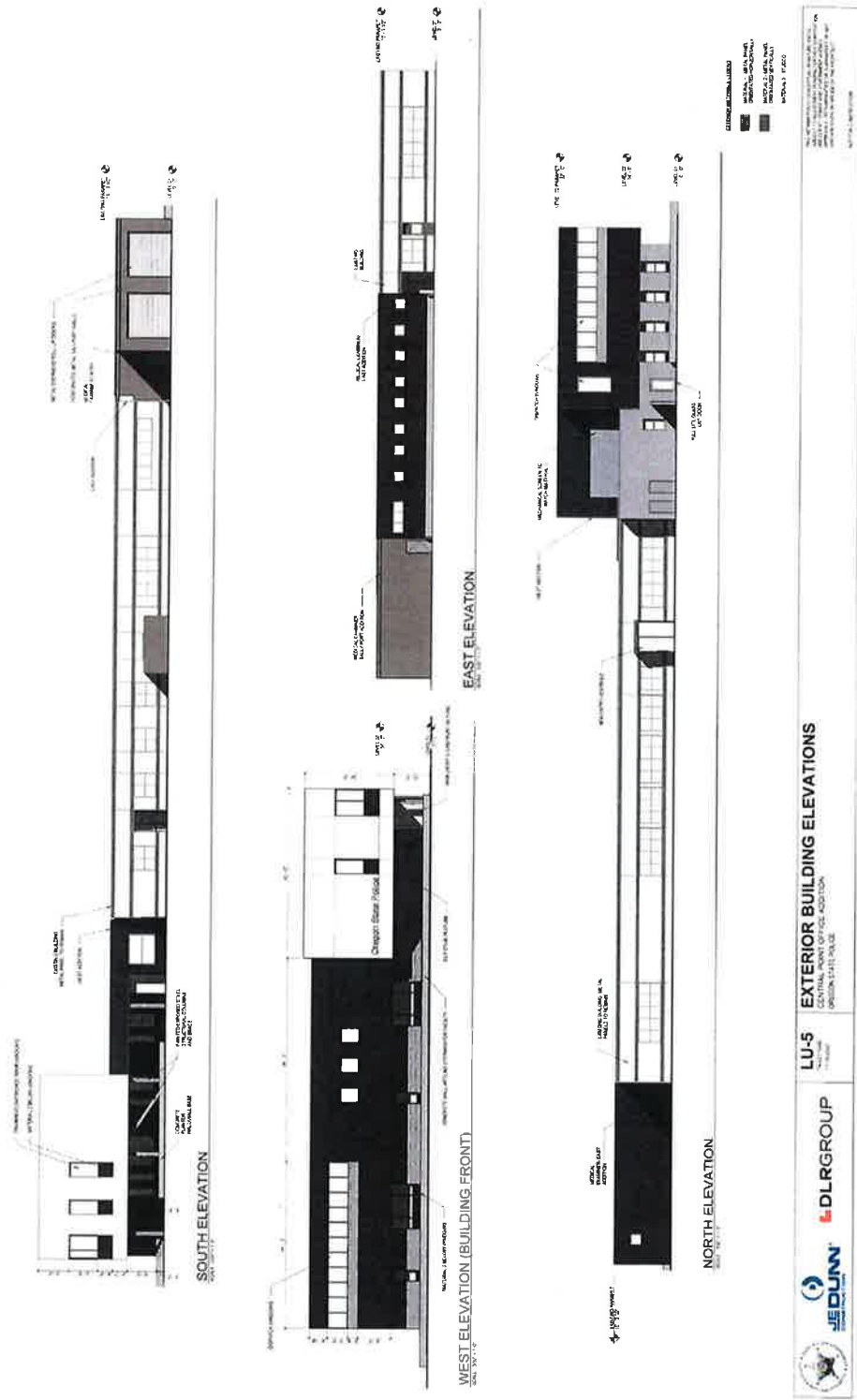
ALL DIMENSIONS ARE IN FEET AND INCHES.
 ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
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LU-3 **SITE LIGHTING PLAN**
 CENTRAL POINT OFFICE ADDITION
 GREENSBORO PLAZA

ALL DIMENSIONS ARE IN FEET AND INCHES.
 DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR.



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-)	
<u>CIATES, INC., AGENTS</u>)	

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 affecting 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 S kyrman 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 Skyrman 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 Skyrman 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,



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

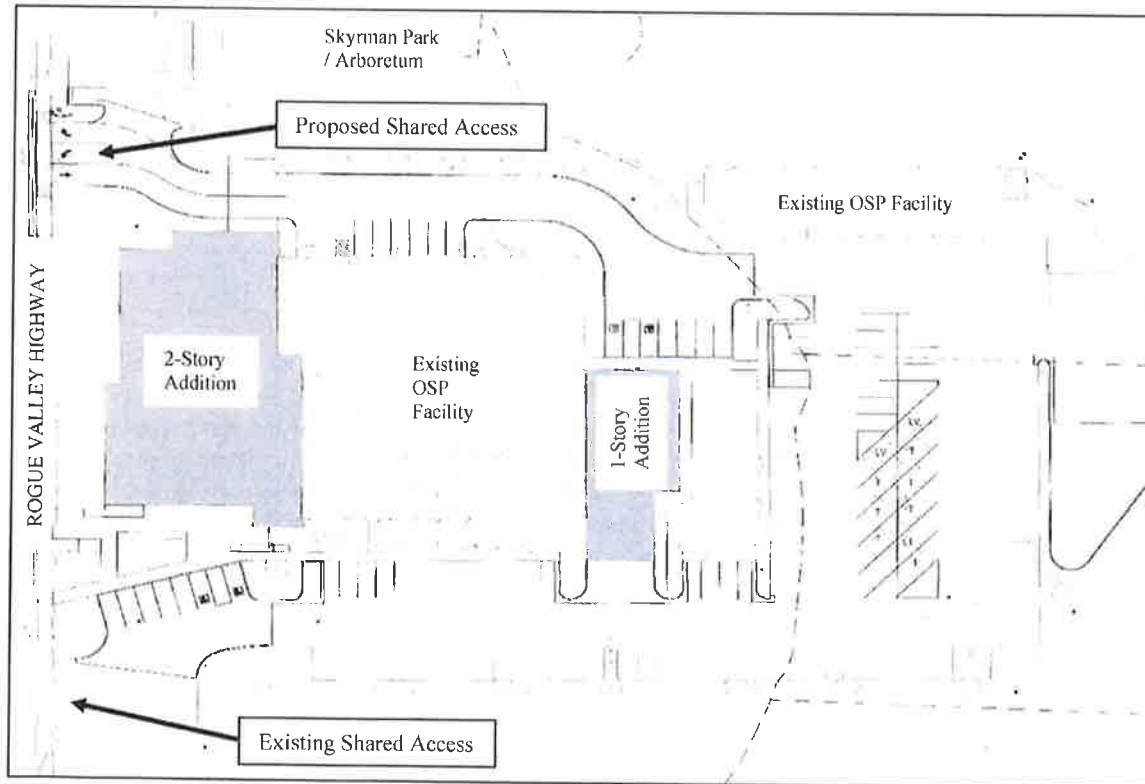
RE: Oregon State Police Building Expansion – Traffic Analysis

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 Skyman Park / Arboretum access.

Table 1 - Study Area Intersection Crash Rates, 2016-2020

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

Table 2 - Crash History by Type, 2016-2020

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.

Table 3 – Development Trip Generations

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 Skyrman 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.

Table 4 – Design Year 2023 No-Build and Build Intersection Operations

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, WBL.R	B, WBL	B, WBL.R	B, WBL

LOS = Level of Service, TWSC = two-way stop-controlled, WBL = westbound left, WBL.R = 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.

Table 5 – Design Year 2023 No-Build and Build 95th Percentile Queue Lengths

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 Skyrman Arboretum to the north. The Skyrman 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 Skyrman 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

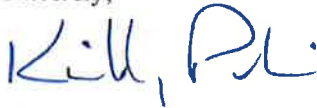
No new access is proposed on OR 99. The existing access to the S kyrman Park / Arboretum is proposed as a shared driveway with OSP as part of site re-development. This is proposed in lieu of using an access on the north property line of the OSP site, which would not meet access spacing standards. The 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

SITE PLAN AND ARCHITECTURAL REVIEW OREGON STATE POLICE

January 10, 2023

Item Summary

Consideration of site improvements at the Oregon State Police facility that include constructing building additions, site access and circulation improvements, and enhancing landscape and stormwater management. The 3.59 acre site is located at 4500 Rogue Valley Highway 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: CUP -22002, VAR-22002

Staff Source

Justin Gindlesperger, Community Planner II

Background

In 1996, the State of Oregon received approval to construct the Oregon State Police District 3 Headquarters in its current location at 4500 Rogue Valley Highway (Resolution No. 341). At that time, the property was zoned Two-Family Residential (R-2) pre-dating establishment of the Transit Oriented Development (TOD) District design and development standards currently in effect. Consequently, the location of the existing building does not conform to the applicable setback standards in CPMC 17.65.050, Zoning Regulations – TOD District and does not meet the operational needs of the Oregon State Police. The approval in 1996 noted that the initial site design was not a full buildout of the site, providing room for a future expansion.

Project Description

The Applicant is seeking Site Plan and Architectural Review approval to expand the facility including a new access along the northern property boundary, an increase to the impound yard in the rear of the property, and additional landscape areas and fencing. The approximately 24,340 square foot facility expansion includes a two (2) story addition to the front facade, facing Rogue Valley Highway, and a single-story expansion to the rear of the building towards Griffin Creek (Attachment "A-1"). Public parking will be re-located to the south side of the building. Stormwater management facilities and landscaping will replace the existing off-street parking area and complete improvements along the front of the property.

Access/Circulation

The project will have two (2) points of access from Rogue Valley Highway: the existing shared access along the south side of the property, and a proposed access along the northern property

boundary that will be shared with Skyrman Park, a City-owned public open space. The new gated access to the north is proposed for patrol vehicles and employees only. Street frontage improvements along the Rogue Valley Highway are existing and no additional improvements are required.

Building Design

As depicted on the Building Plans (Attachment "A-4"), the proposed building addition along the frontage features a recessed entrance, windows, exposed exterior columns. The second story addition is cantilevered to break up the long horizontal façade. Material articulation includes changes to color, textures, and materials to provide visual interest and scale. Varied rooflines are used to break up massing and vertical orientation consistent with the TOD building design standards.

Landscape & Lighting Plans

The Landscape Plan (Attachment "A-2") depicts existing mature vegetation along the northern property boundary, the southern property boundary, and to the east of the impound yard. The proposal maintains existing vegetation and adds new landscaping around the building additions, as well as the areas between the public parking area and the right-of-way, and within the pedestrian entrance plaza. The applicants also propose to repair and replace the landscape areas impacted near the north access through Skyrman Park.

The Lighting Plan (Attachment "A-3") depicts the location of proposed on site lighting. Per the plan and Applicant's Findings (Attachment "B"), the proposed lighting is directed downward to minimize impacts to adjacent properties or streets.

ISSUES

There are six (6) issues relative to this application as follows:

1. **Building Materials.** As required in CPMC 17.67.070(D), the exterior walls of all building facades along pedestrian routes are to be constructed of suitable durable building materials. The Building Elevations (Attachment "A-4") depict exterior materials consisting of metal panels.

Comment: Whereas CPMC 17.67.070(D) lists prohibited building materials that include corrugated metal with other nondurable materials, the Applicant's Supplemental Findings (Attachment "C") note that the proposed metal siding is constructed of steel featuring durable finishes, concealed fasteners and multiple articulation profiles. Corrugated metal is typically galvanized roof sheeting with exposed fasteners and a wavy 'S' pattern throughout the installation.

Based on the Applicant's Findings and material samples supplied, staff finds the use of the metal panels, along with other materials such as stucco, on the building complies with the building material requirements in CPMC 17.67.070(D). No action is recommended.

2. **Parking Plan.** The proposed parking plan provides 116 parking spaces including 7 public parking spaces, 103 employee parking spaces, and 6 spaces for patrol vehicles. Based on the proposed finished floor area, vehicle parking will be provided at a rate of approximately 1 space/500 square feet. The number of parking spaces exceeds the minimum number required for employees on the largest shift (89 employees). Whereas parking standards are generally reflected in an absolute minimum/maximum number, CPMC 17.65.050(F)(3) and Table 3 list the number of required spaces for Public Facilities to be determined through the SPAR review.

Comment: As required in the Transportation Planning Rule, OAR 660-012, parking mandates are no longer considered for properties within ½ mile of frequent transit service. The subject property is within the Frequent Transit Corridor and parking requirements are not applicable to the project. Based on the new rules governing off-street parking and the Applicant's Findings, the proposed parking plan is justified. No action is recommended.

3. **Traffic Mitigation:** The Applicant's Traffic Impact Analysis (TIA) examines trip generation and considers the effects of the proposed facility expansion 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, the park sign at the entrance to S kyrman Park limits sight distance to the north. Staff recommends Condition of Approval No. 2(a) 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.

4. **Floodplain Development/Fence Requirements.** The property is located along Griffin Creek and the location of the proposed fence is within the Special Flood Hazard Area (SFHA), zone AE – areas with a 1% annual chance of flooding. As noted in CPMC 8.24.260, fences may be permitted in Zone AE, provided they are constructed in a manner that does not restrict flood waters.

Comment: Staff recommends Condition of Approval No. 1(c) requiring the applicant to obtain a Floodplain Development Permit and include details on fence materials and construction consistent with standards in CPMC 8.24.260(A).

5. **Front Yard Setback/Class "C" Variance.** The site plan for the proposed building addition and site improvements does not comply with the front yard setback as required by CPMC 17.65.050(F) and Table 2 of the same section.

Comment: Approval of the front yard setback is subject to approval of a Class "C" Variance and will be presented to the Planning Commission as a subsequent agenda item (File No. VAR-22002). As recommended in Condition No. 1(f), approval of the Site Plan and Architectural Review and issuance of building permits depends on approval of

the Variance. If the Variance is not supported, the Applicant shall be required to revise the proposal and obtain approval of a Major Modification in accordance with CPMC 17.09, Modifications to Approved Plans and Conditions of Approval.

6. **Stormwater Management.** The building additions and site improvements create new impervious surface areas that require on site stormwater management facilities. Per the Public Works Department (Attachment "D"), the applicant will need to demonstrate compliance with the Rogue Valley Stormwater Quality Design Manual for water quality and quantity treatment.

Comment: Staff recommends a condition of approval Nos. 1(d) and 2(b) and (d) requiring the Applicant to submit a Stormwater Management Plan to the Public Works for review and approval prior to building permit issuance.

Findings of Fact & Conclusions of Law

The Oregon State Police Site Plan and Architectural Review has been evaluated against the applicable Site Plan and Architectural Review Criteria set forth in CPMC 17.66 and CPMC 17.72 and found to comply as conditioned and as evidenced in the Applicant's Findings of Fact (Attachments "B") and the Applicant's Supplemental Findings (Attachment "C").

Conditions of Approval

1. Prior to building permit issuance for the building additions, the applicant shall satisfy the following conditions of approval:
 - a. Receive approval of a Class "C" Variance granting relief from the setback standards per CPMC 17.65.050(F) and Table 2 of the same section;
 - b. Submit revised site plan and building elevations demonstrating compliance with the setback standards per CPMC 17.65.050(F) and Table 2 of the same section;
 - c. Obtain a Floodplain Development Permit for improvements within the SFHA.
 - d. Demonstrate compliance with the following conditions listed in the Public Works Department Staff Report (Attachment "E"):
 - i. Submit a stormwater management plan for the expanded parking lot demonstrating compliance with the MS4 Phase II stormwater quality standards.
 - ii. Submit Civil Improvement Drawings demonstrating the protection of public infrastructure and a plan for relocating utilities required for the proposed shared access with Skyrman Park.
 - iii. Pay all System Development Charges and permit fees.

- e. Demonstrate compliance with the Fire District #3 Staff Report (Attachment "F"), including:
 - i. Providing minimum turning radius of 28-feet on corners and a minimum 20-foot gate width at entrances for emergency vehicle access.
 - ii. Assuring compliance with requirements for fire hydrant locations and minimum fire flows.
 - iii. A Knox Box on the building is required.
 - f. Obtain approval of a Class "C" Variance of the front yard setback required per CPMC 17.65.050(F), Table 2 or submit a Major Modification application to demonstrate conformance with the required setback.
2. Prior to Public Works Final Inspection, the applicant shall demonstrate compliance with the following:
- a. Coordinate the relocation of the Skyrman Park sign out of the sight triangle to provide adequate sight distance when the entrance is widened.
 - b. Complete stormwater management improvements per the Stormwater Management Plan approved by the Public Works Department. The Engineer-of-Record shall certify that the construction of the drainage system was constructed per the approved plans.
 - c. Complete civil improvements per the Civil Improvement Drawings approved by the Public Works Department.
 - d. Record an operations and maintenance agreement for all new stormwater quality features.

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" – Applicant's Supplemental Findings

Attachment "D" – Traffic Impact Analysis

Attachment "E" – Public Works Department Staff Report, dated 01/03/2023

Attachment "F" – Fire District No. 3 Staff Report, dated 01/03/2023

Attachment "G" – Rogue Valley Sewer Services Staff Report, dated 12/28/2022

Attachment "H" – Resolution No. 902

Action

Open a public hearing and consider the proposed Site Plan & Architectural Review application and 1) approve; 2) approve with revisions; or 3) deny the application.

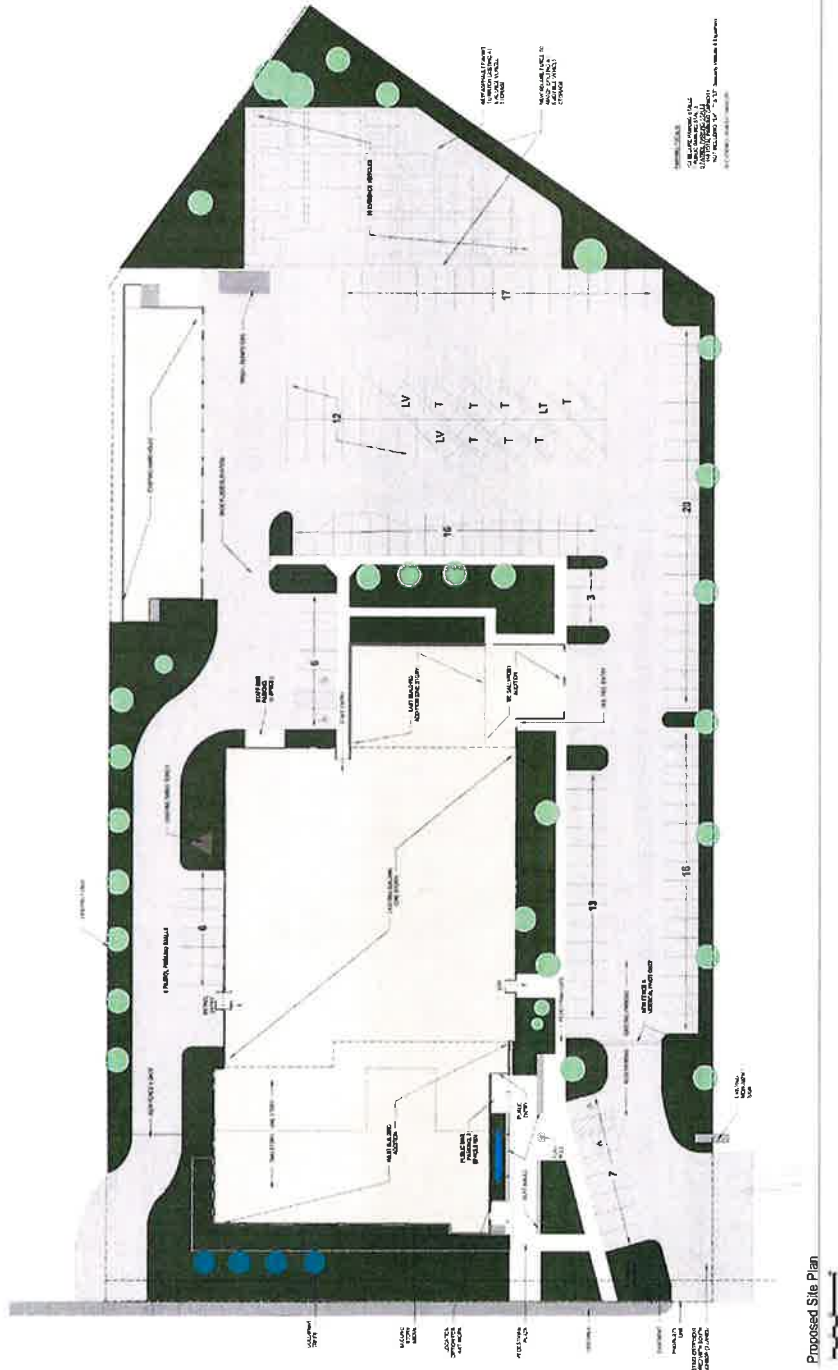
Recommendation

Approve Resolution No. 902, a Resolution recommending approval of the Site Plan & Architectural Review application for the Oregon State Police development plan.

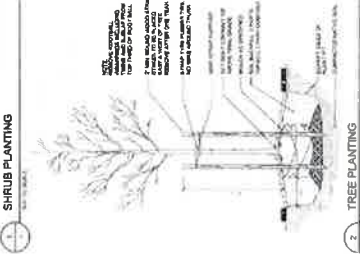
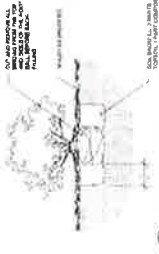
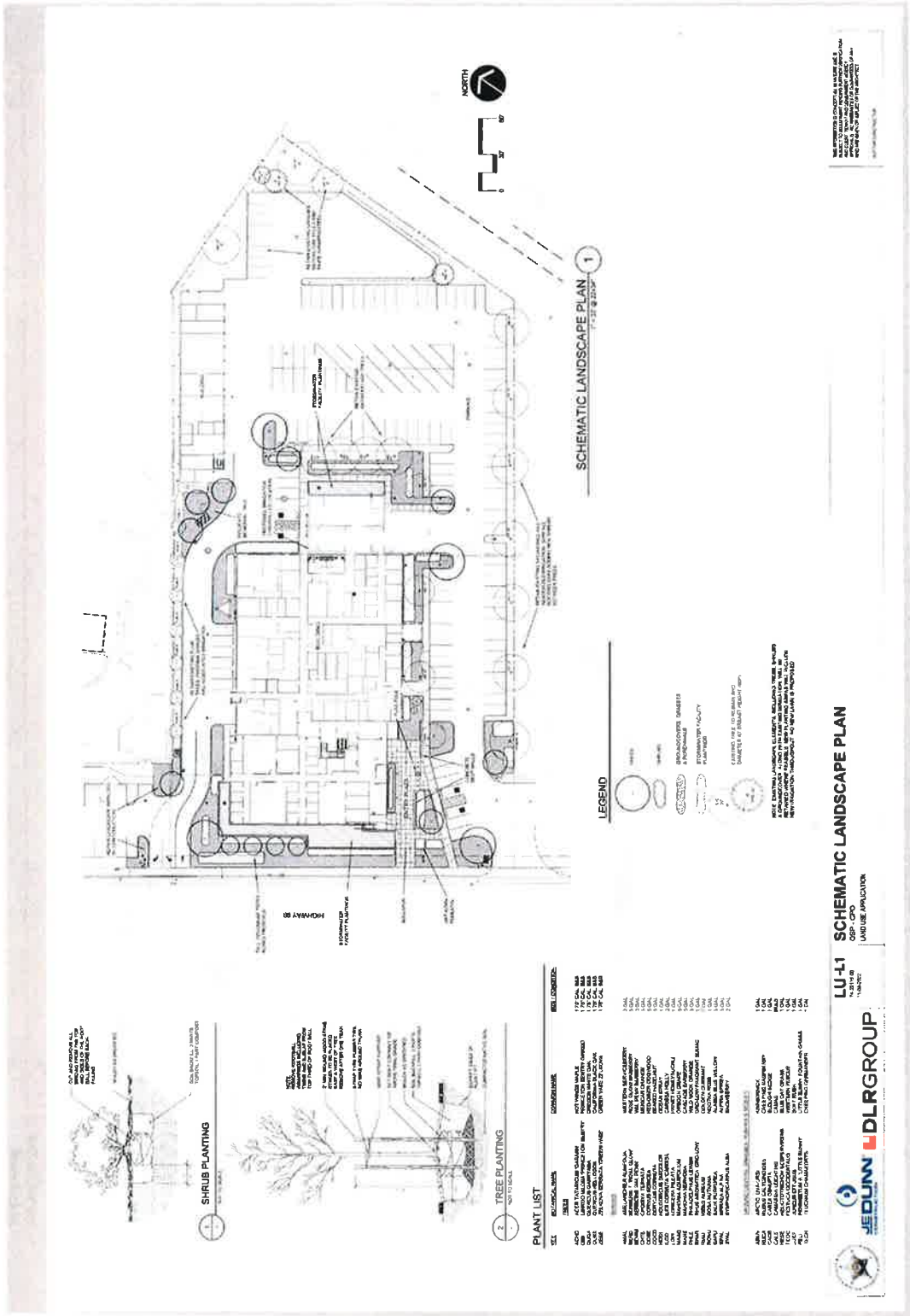
Recommended Motion

I move to approve Resolution No.902, a Resolution recommending approval of the Site Plan & Architectural Review application for the Oregon State Police development plan per the Staff Report dated January 10, 2023.

ATTACHMENT "A-1"



		<p>LU-1 LAND USE PERMITS</p>	<p>MASTER SITE PLAN CENTRAL POINT OFFICE ADDITION OREGON STATE POLICE</p>	<p>DATE: 10/15/2014 DRAWN: J. BROWN CHECKED: J. BROWN APPROVED: J. BROWN PROJECT NO: 14-0001 SHEET NO: 1 OF 1</p>
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PLANT LIST

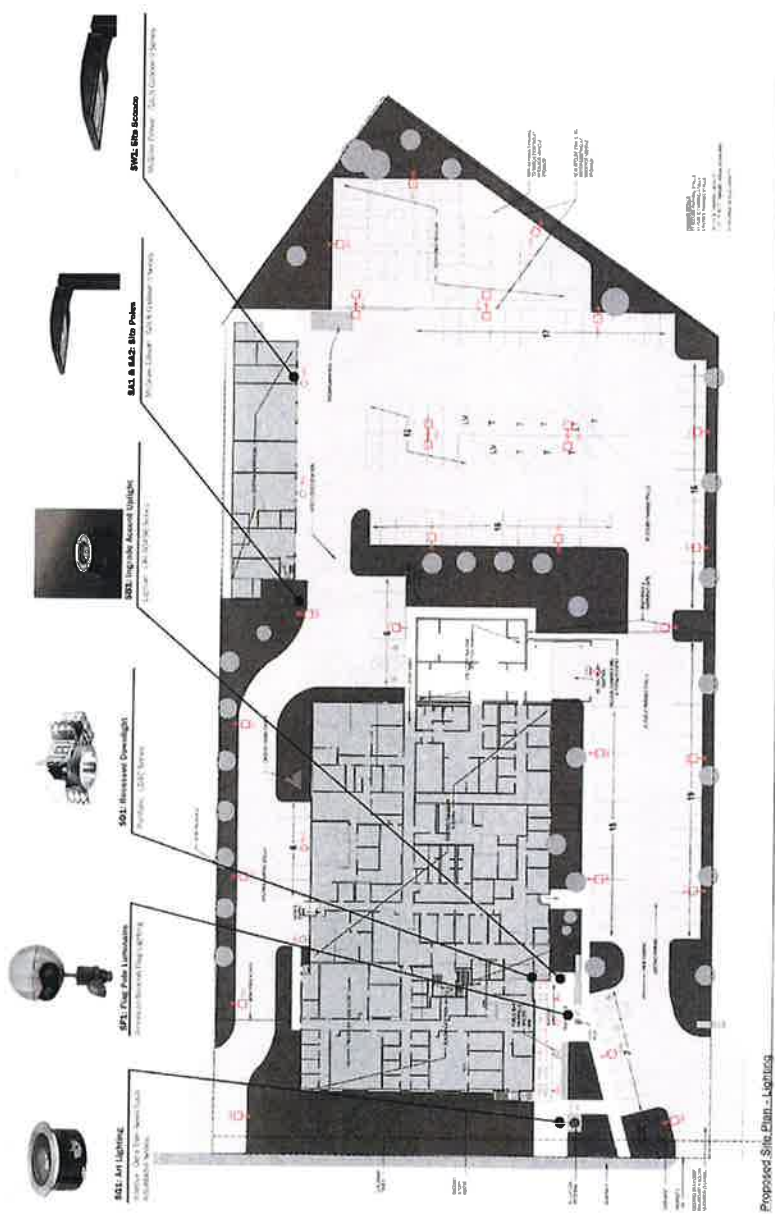
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13	ALNUS GLABRA	ALNUS GLABRA	12'-0" - 18'-0"
14	AMELANORHYZON	AMELANORHYZON	12'-0" - 18'-0"
15	ARJUNIA	ARJUNIA	12'-0" - 18'-0"
16	BEETUL	BEETUL	12'-0" - 18'-0"
17	BETULA	BETULA	12'-0" - 18'-0"
18	BETULA	BETULA	12'-0" - 18'-0"
19	BETULA	BETULA	12'-0" - 18'-0"
20	BETULA	BETULA	12'-0" - 18'-0"
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22	BETULA	BETULA	12'-0" - 18'-0"
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UNIVERSITY OF ILLINOIS AT CHICAGO
 ARCHITECTURAL & LANDSCAPE ARCHITECTURE
 1100 S. MICHIGAN AVE., SUITE 1000
 CHICAGO, IL 60607
 TEL: 312.996.3100
 WWW.UIC.EDU

SCHEMATIC LANDSCAPE PLAN
 LAND USE APPLICATION

LU-11
 UNIVERSITY OF ILLINOIS AT CHICAGO
EDLUNN DLARGROUP

ATTACHMENT "A-3"



Proposed Site Plan - Lighting



LU-3 SITE LIGHTING PLAN
CENTRAL POLICE OFFICE RESTORATION
OREGON STATE POLICE

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THE INFORMATION CONTAINED HEREIN IS FOR YOUR INFORMATION ONLY AND IS NOT BEING PROVIDED TO YOU BY THE PROJECT TEAM AS PART OF THE PROJECT TEAM'S OBLIGATION TO YOU. IT IS NOT BEING PROVIDED TO YOU AS A CONTRACT DOCUMENT. IT IS NOT BEING PROVIDED TO YOU AS A CONTRACT DOCUMENT. IT IS NOT BEING PROVIDED TO YOU AS A CONTRACT DOCUMENT.

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

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

FINDINGS OF FACT
AND
CONCLUSIONS

RECITALS:

Owner- Oregon State Police
Oregon Department of General Services
3565 Trelstad
Salem, OR 97317

Applicants- Kyle Boehnlein Kent Larson
JE Dunn Construction DLR Group Architecture
424 NW 14th Ave. 110 SW Yamhill Street, Ste. 105
Portland, OR 97209 Portland, OR 97204

Engineers- Malia Waters Kim Parducci
ZCS Engineering Southern Oregon Transportation
45 Hawthorne Street 319 Eastwood Drive
Medford, OR 97504 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 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 and applicants have prepared a site plan (see Exhibit A), that reflects an expansion of approximately 24,340 sq.ft. GFA, for a total building size of approximately 49,790 sq.ft. GFA upon completion of the project. The current site plan and floor plan reflects a total of 49,790 sq.ft. of GFA. This expansion of the facility will be conducted in stages with the new 2-story area being the first area for development. The applicants' design team have provided a site plan, architectural elevations, lighting plan, landscape plan and preliminary civil engineering plans for review, see Exhibit "A".

The subject property contains 3.57 acres that has the Comprehensive Land Use Plan designation as TOD District/Mixed Use, and is zoned TOD/Employment Commercial (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. See Exhibit "B" for property information and mapping.

The applicants design team have prepared and submitted a site plan, architectural elevations, lighting plan, landscape plan and preliminary grading/engineering plans for the Site Plan and Architectural Review (SPR) as a major project application. Also provided is a Demo Site Plan, sheet LU-2, that reflects the areas impacted with the proposed development and the vegetation/trees that will be removed that are colored in red. As can be seen on the Demo Site Plan, retention of the mature trees, hedges and vegetation is accomplished to the greatest extent to preserve the landscape requirements and perimeter buffering.

A Modification to Approved Plans and Conditions of Approval (CUP amendment) application has also been submitted to be reviewed concurrently with this SPR application. A variance application is also being requested, to be reviewed concurrently with this SPR application for not meeting the front yard setback standard within the TOD/EC district.

APPLICABLE APPROVAL STANDARDS AND CRITERIA:

The application procedures and applicable approval standards for a Major Site Plan and Architectural Review within the TOD/EC district are listed in Chapters 17.66 and 17.72 CPMC. The existing OSP facility was reviewed and approved for a CUP, SPR and a variance for the communication tower existing onsite by the City of Central Point in 1996.

CHAPTER 17.72:

17.72.020, Applicability:

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

(1) New construction, including private and public projects, that:

(a) Includes a new building or building addition of five thousand square feet or more;

17.72.040, Site Plan and architectural standards:

(A) Applicable site plan, landscaping, and architectural design standards as set forth in Chapter 17.75, Design and Development Standards;

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

(C) Accessibility and sufficiency of fire fighting facilities to such a standard as to provide for the reasonable safety of life, limb and property, including, by not limited to, suitable gates, access roads and fire lanes so that all buildings on the premises are accessible to fire apparatus.

Discussion:

The applicants have prepared a site plan and landscaping plan for the subject property, in its entirety, consistent with the development standards in Chapter 17.75 CPMC. In addition, the applicants have prepared building architectural elevation plans that are consistent with the building design standards in Chapter 17.75 CPMC.

The applicants have worked with the Central Point Public Works Department, particularly with the new shared access/driveway with Skyrman Park adjacent to the northern boundary of the subject property, to meet access spacing requirements. The access separation from the southern shared entry to the northern entry is calculated at 300 feet, meeting the minimum access spacing standard.

The applicants have also been in communications with Marshal Mark Northrop, Fire District #3, regarding aerial fire truck requirements, access road standards and gates. The applicants have designed the site plan to meet these fire code standards, and will continue to work with Fire District #3 to ensure compliance with the fire code.

FINDINGS:

The City of Central Point finds that the applicants have prepared a site plan and a landscape plan for the subject property. Also provided are architectural plans/elevations consistent with the standards in Chapter 17.75 CPMC.

The City of Central Point finds that the applicants have been working with both the Public Works Department and Fire District #3 to ensure safe access and public safety for the OSP facility.

CONCLUSIONS:

The City of Central Point concludes that the applicants have provided a site plan, landscape plan, and architectural building elevations that are in compliance with Chapter 17.75 CPMC, and that the applicants have been, and will continue to, work with the Central Point Public Works Department and Fire District #3 to ensure sufficient access and safety is provided. This SPR application is in compliance with the applicable standards found in Chapter 17.72 CPMC.

CHAPTER 17.66:

17.66.030, Application and review:

- (A)(1) TOD District or Corridor Master Plan. Master plan approval shall be required for:*
(b)(ii) An increase in commercial gross floor area of ten percent or two thousand square feet, whichever is greater:

Discussion:

As can be seen on the attached site plans in Exhibit A, the gross floor area expansion does exceed both the 2,000 sq.ft. and the 10% of GFA thresholds for requiring a SPR application. Planning Staff has determined that the Master Plan review is waived, as the surrounding properties are already developed and having separate ownerships and uses, along with the presence of Griffin Creek adjacent to the subject site, deeming a master plan impractical.

FINDING:

The City of Central Point finds that the proposed expansion of the OSP facility does exceed the GFA requirement for warranting a formal Type 3 Major Project SPR application to be submitted. However, it is not feasible to create a master plan for the area; therefore, the Master Plan Review has been waived.

- (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 contains greater than 2 acres of land area for the subject property. However, the Master Plan review has been waived by the Planning Staff, as the surrounding area is already developed and having separate ownerships, along with the presence of Griffin Creek adjacent to the subject site. The applicable standards and criterion listed in Chapter 17.72 are addressed above by the applicants, and the design team narrative attached.

FINDING:

The City of Central Point finds that applicants have addressed the provisions of Chapter 17.72 for a Site Plan and Architectural Review application.

CONCLUSIONS:

The City of Central Point concludes that a master plan is not practical and has been waived for review, and that the applicants have prepared these findings and site plans in compliance with the standards and criterion in Section 17.66.030 CPMC.

17.66.050, Application approval criteria:

- (A) TOD District or Corridor Master Plan. A master plan shall be approved when the approval authority finds that the following criteria are satisfied or can be shown to be inapplicable:*
- (1) Sections 17.65.040 and 17.65.050, relating to the TOD district;*
- (B) Site Plan and Architectural Review. A site plan and architectural review application shall be approved when the approval authority finds that the following criteria are satisfied or can be show to be inapplicable:*
- (1) The provisions of Chapter 17.72, Site Plan and Architectural Review, shall be satisfied; and*
 - (2) The proposed improvements comply with the approved TOD district or corridor master plan for the property, if required; and*
 - (3) Chapter 17.67, Design Standards – TOD District and TOD Corridor.*

Discussion:

Planning Staff has waived the submittal for a Master Plan, due to the surrounding existing development and uses. However, the applicant has addressed the master plan standards and criteria, to further demonstrate compliance with the Code provisions.

In regards to Section (A)(1) addressing Section 17.65.040(B)(1), the primary uses for the OSP facility as a Public Facility are offices and supportive services for public safety agencies with the various departments within the structure, meeting the intent of the EC district. There will be no automobile oriented activities, or pedestrian travel on the subject property, these activities will remain and are located within the public road right-of-way.

Section 17.65.050, Table 1 provides the list of uses allowed within the EC district. The table does list a Public Facility as a conditional use within the EC district. An amendment to the approved CUP application, which is processed as a Modifications to Approved Plans and Conditions of Approval application, is also submitted to be reviewed concurrently with this SPR application.

Section 17.65.050(F) and Table 2 provides for the development standards within the TOD district. Other than the front yard setback requirement being 0' min/max, all other development standards are in compliance. The front yard setback is currently nonconforming at approximately 110 feet. The 2-story portion of the expansion will be placing the front elevation closer to the public road to be far more conforming at approximately 33 feet from the public road right-of-way. Due to not fully meeting the 0' setback, the applicants are required to request a variance to the front yard setback, which is submitted with this SPR application for concurrent review.

Section 17.65.050(F)(3) and Table 3 provides for the parking requirements within the TOD district. Table 3 lists Public Facilities; however, the minimum number of parking spaces are to be determined by the Planning Commission as part of the SPR and/or CUP applications. The attached site plan reflects 7 public parking spaces near the public entry, 103 secure staff/employee parking spaces and 6 OSP patrol car spaces (total passenger vehicle parking spaces is 116). OSP officers and medical examiner's personnel, typically drive official vehicles to their houses, or other locations, when off-duty or not in use, reducing the need for personal vehicle parking. Due to this facility generally not being available to the public, other than public offices with very limited visitors to the subject site, the applicants are requesting the Planning Commission to approve the 1 space / 500 sq.ft. GFA standard, for a supportive services provider serving public service agencies. The OSP facility only needs sufficient parking for the staff/employees present at the largest shift (89 parking spaces), with a minimal number of parking spaces available to the public.

As identified on the site plan there are 7 parking spaces with 2 H/C accessible spaces available to the public, with 2 bicycle parking spaces adjacent to the public entry also provided. The minimum of 2 bicycle parking spaces is based on having only approximately 950 sq.ft. of lobby area available to the public. 10 additional bicycle parking spaces are provided at the northeast corner of the structure, near the main staff/employee entrance.

Table 17.64.04 provides the bicycle parking requirements; however, there is no standard identified for a Public Facility use. Several uses are allowed to provide .33 spaces per

1,000 sq.ft., which equates to a minimum of 16 spaces (49.78 X .33 = 16.42). Per the provisions in Section 17.75.039(H)(3) CPMC, the applicants desire to request an exception or modify the number of spaces needed with a basic bicycle parking analysis. As mentioned above, less than 1,000 sq.ft. of lobby area is available to the public which requires a minimum of 2 bicycle spaces, this standard is met. However, the employee/staff bicycle parking area is provided with a bike rack suitable for 10 bicycles for several employees that choose to ride bicycles, which will also be located within the secured area of the property. Several users, OSP officers and medical examiner's personnel, typically drive official vehicles to their houses, or other locations, when off-duty or not in use, reducing the need for bicycle facilities and personal vehicle parking. Therefore, the applicants are requesting an exception to place a total 12 bicycle parking spaces, from the 16 prescribed spaces, in two separate locations on the subject property.

FINDINGS:

The City of Central Point finds that there are offices and supportive services for public safety agencies provided within the proposed OSP facility, which is consistent with Section 17.65.040 CPMC. The City of Central Point also finds that with the requested variance for the front yard setback, the site plan is in compliance with the development standards and the minimum vehicle and bicycle parking needs and standards as determined by the Planning Commission. These standards are consistent with Section 17.65.050(A)(1) CPMC.

(2) Sections 17.65.060 and 17.65.070, relating to the TOD corridor; NOT APPLICABLE

(3) Chapter 17.67, Design Standards- TOD District and TOD Corridor;

Discussion:

The purpose of Chapter 17.67 is to complement and support efficient and sustainable land development, to reduce auto reliance and to increase transit use as required by the Oregon Transportation Planning Rule. In addition, Section 17.67.030 provides that if there is a conflict between the standards of Chapter 17.67 and other requirements of this title, the design standards of Chapter 17.67 shall prevail.

Section 17.67.040(A) provides the public street standards within the TOD District, which are: block length, block perimeters, public alleys and major pathways, are to be provided to the Code requirements. However, as prescribed within subsection (A)(5), if these standards are not practical, they can be modified. Due to the provisions of subsection (A)(5)(e), functional and operational needs to create a large building with a needed secure area with fencing and gates, and subsection (A)(5)(f), for protection of significant natural resources, being Griffin Creek and its associated riparian corridor and floodplain, it is not

feasible to meet block length or block perimeter standards with these conditions existing. The pedestrian/bike accesses are located within the public street right-of-way for Rogue Valley Highway, which will be preserved.

Section 17.67.050(A) requires all off-site structures, including associated improvements, to be identified and addressed within 100 feet of the subject property boundaries. Attached, please find the 100' Buffer Map (see Exhibit "B") that identifies the subject property and adjacent improvements with building footprints provided. As seen on the 100' Buffer Map, only storage sheds, which are present on the Teamsters Labor property towards the south, are identified, and an accessory structure is present on the Skyrman Park property towards the north. The adjacent surrounding properties' future development potential is primarily inhibited by Griffin Creek and the associated 100-year floodplain, which is evident with the development pattern of properties towards the north. With the building expansion areas exceeding the minimum setback standards and preserving the established and mature perimeter landscaping, the proposed expansion of the OSP facility does preserve the livability and uses in the neighborhood, consistent with TOD District purposes.

Section 17.67.050(K) prescribes the landscaping standards for the TOD District. As seen in Exhibit "A" LU-2, Demo Site Plan, perimeter landscaping is existing and will be preserved to the greatest extent. The trees identified in red on the plan are proposed to be removed due to construction impacts, with the other existing mature trees and hedges proposed to remain. There will be no changes to the parking areas to the south or east, other than some restriping, and there are no changes to the existing mature landscaping and existing fencing along the perimeter of the subject property. As seen in Exhibit "A" LU-L1, Schematic Landscape Plan, additional landscaping of trees, shrubs and ground cover is proposed to meet the parking area landscaping requirements for the new public parking area, patrol car area and the main staff/employee entry. Street trees are not currently existing and are not feasible, due to the major power transmission lines existing within the PUE adjacent to the road right-of-way. However, large columnar deciduous trees are proposed adjacent to a portion of the front elevation to soften the large wall appearance along the front elevation.

An applicant, the DLR Group, has prepared a Narrative that also addresses the applicable site design standards in Section 17.67.050, the building design standards in Section 17.67.070, and the commercial building design standards in Section 17.75.042 CPMC, which demonstrates consistency with the applicable standards. See attached DLR Group narrative.

FINDINGS:

The City of Central Point finds that due to the size of the structure and the presence of Griffin Creek and the associated riparian corridor and floodway, it is not practical to provide public streets to meet block length and perimeter standards. The City of Central Point also finds that the discussions above and the narrative provided by the DLR Group addressing the site design

standards, landscaping standards and the building design standards, are consistent with the applicable sections of the CPMC.

(4) Chapter 17.60, General Regulations, unless superseded by Section 17.65.040 through 17.65.070;

Discussion:

The only requirement that may be applicable is Section 17.60.090(E) CPMC for special setback requirements from creeks. The subject property and proposed improvements are located outside of the Griffin Creek 25-foot riparian corridor and the associated floodway. A portion of the property is located within the 100-year floodplain; however, there is no new upright building construction proposed within the 100-year floodplain. There is an existing 6-foot perimeter chain link fence with slats along the exterior of the subject property boundaries for security purposes located within the floodplain. There are no changes proposed to the exterior perimeter fencing to adversely impact the 100-year floodplain and warrant a floodplain study. The only improvements within the floodplain are lighting standards, a new stormwater catch basin, additional interior security fencing for evidence vehicles and additional paving which will be finished at existing grade to not have any change to the Base Flood Elevation. Only a Type 1, administrative review may be warranted, consistent with Chapter 8.24 CPMC, to confirm site improvements and construction will not change the floodplain boundary.

FINDING:

The City of Central Point finds that the only applicable provision is Section 17.60.090(E) for creek setbacks. The proposed site plan will not have any adverse impact to Griffin Creek, riparian corridor and floodway. There are no changes proposed to the existing fencing along the perimeter of the subject property. The applicants agree to provide a Type 1 administrative review for the light fixtures and paving activities within the 100-year floodplain, if warranted.

(5) Section 17.65.050, Table 3, TOD District and Corridor Parking Standards, and Chapter 17.64, Off-Street Parking and Loading;

Discussion:

Section 17.65.050(F)(3) and Table 3 provides for the parking requirements within the TOD district. Table 3 lists Public Facilities; however, the minimum number of parking spaces are to be determined as part of the SPR and/or CUP applications by the approving authority, Planning Commission. The site plan reflects 116 total passenger vehicle parking spaces for the project. Due to the OSP facility generally not being available to the public, other than public offices with very limited visitors to the subject site, the applicants

are requesting the Planning Commission to approve the 1 space / 500 sq.ft. GFA (49,790 divided by 500 = 99.58, or minimum 100 spaces), for a supportive services provider serving public service agencies. The OSP facility only needs sufficient parking for the staff/employees present at the largest shift (89 parking spaces), with minimal number of parking spaces available to the public. As identified on the site plan there are 7 parking spaces available to the public with 2 bicycle parking spaces adjacent to the public entry also provided. There are 103 parking spaces for the staff/employees of the OSP facility and 10 bicycle parking spaces are provided within the secured area of the subject property. Also provided are 6 OSP patrol car parking spaces and at least 6 large vehicle/truck parking spaces. The total number of all vehicle parking spaces is 122.

Section 17.64.030(A) CPMC provides the off-street loading standards. The proposed OSP facility will contain 49,790 sq.ft. GFA. Table 17.64.01 CPMC lists the requirements for "Offices, Hotels and other Nongoods Handling Uses", such as the OSP facility, for structures between 0-50,000 sq.ft. is 0 off-street loading berths.

FINDING:

The City of Central Point finds that the applicants are requesting the 1 parking space per 500 sq.ft. of building GFA standard to be approved by the Planning Commission, which is a similar number to other uses within Table 3, Section 17.65.050 CPMC. The City of Central Point also finds that loading berths are not required for being less than 50,000 sq.ft., in compliance with Section 17.64.030(A) CPMC.

(6) Chapter 17.70, Historic Preservation Overlay Zone; NOT APPLICABLE

(7) Chapter 17.76, Conditional Use Permits, for any conditional uses proposed as part of the master plan.

Discussion:

The existing use of the subject property and the proposed expansion of the 49,790 sq.ft. GFA facility does require a modification to the approved CUP for a Public Facility, being the Oregon State Police. The applicants have prepared and submitted the Modifications to Approved Plans and Conditions of Approval application to be reviewed concurrently with this SPR application, as part of the Master Plan.

FINDING:

The City of Central Point finds that the existing use on the subject property is a Public Facility, which is listed as a conditional use within the EC district, and that the applicants have submitted an application for a modification to the approved plans for the expansion of the OSP facility.

CONCLUSIONS:

The City of Central Point concludes that the existing OSP facility is an allowed conditional use within the EC district and that the applicants design team have prepared a site plan, elevation plans and landscaping plan that are in compliance with the applicable standards of Sections 17.65.040 and 17.65.050, with the approved variance requested to the front yard setback.

The City of Central Point concludes that the Narrative prepared by the DLR Group is consistent with the applicable site design standards in Section 17.67.050, the building design standards in Section 17.67.070, and the commercial building design standards in Section 17.75.042 CPMC.

The City of Central Point concludes that if Chapter 8.24 is applicable for improvements within the 100-year floodplain, the applicants are agreeable to submit a Type 1 review to confirm there is no change to the Base Flood Elevation for Griffin Creek.

The City of Central Point concludes that the applicants requested the Planning Commission approve the 1 space / 500 sq.ft. GFA, for the proposed 49,790 sq.ft. OSP facility, and have demonstrated that this ratio provides sufficient parking for the staff/employees present at the largest shift. The site plan identifies 7 parking spaces available to the public with 2 bicycle parking spaces adjacent to the public entry. There are 103 parking spaces for the staff/employees of the OSP facility and 10 bicycle parking spaces are provided within the secured area. Also provided are 6 OSP patrol car parking spaces and at least 6 large vehicle/truck parking spaces. The total number of all vehicle parking spaces is 122, which meets the minimum number of parking spaces (100 spaces) for the proposed OSP facility.

The City of Central Point concludes that the applicants have addressed applicable standards and approval criteria for a Site Plan and Architectural Review application, in compliance with Section 17.66.050 CPMC.

SUMMARY:

Upon review of the Findings and Conclusions above, with the attached site plans, maps and information for the proposed expansion of the OSP facility, the City of Central Point can conclude that this application for an amendment to an approved SPR has addressed the applicable approval criteria as outlined in Chapters 17.09 and 17.66 CPMC, and is consistent the design standards within Chapter 17.67.

Submitted by,

A handwritten signature in black ink that reads "Clark Stevens". The signature is written in a cursive style with a prominent loop at the end of the last name.

Richard Stevens & Associates, Inc.



DLR Group Architecture & Engineering Inc.
an Oregon corporation

110 Southwest Yamhill Street, Suite 105
Portland, OR 97204

December 27, 2022

Project Name: Oregon State Police – Central Point Office Facility Expansion & Renovation Land Use Submittal
File No.: SPAR-22007, CUP-22002, VAR-22002

On November 30th, 2022 the City of Central Point Community Development's Community Planner II Justin Gindlesperger identified items in the Oregon State Police (OSP) – Central Point Office Addition Land Use Submittal as not meeting applicable review criteria. Emails between DLR Group's Architect, Kelli Stewart and Justin Gindlesperger were exchanged to clarify how to address the identified code inconsistencies. The following narrative accompanies the attached revised sheet LU-7, EXTERIOR MATERIALS, that was submitted in the previous Land Use Submittal. A narrative of the proposed revisions is as follows:

CPMC 17.67.070 (D)(1)(d)

"To balance horizontal features on longer facades, vertical building elements shall be emphasized."

RESPONSE: The architectural character of the existing-to-remain portion of the Oregon State Police Facility has a strong horizontal orientation due to the massing and metal panel façade pattern. The new building addition will have a prominent cantilever along the West façade which will create a strong horizontal massing feature. To balance the horizontality of the massing, a taller 2nd floor cantilevered box and an exit stair with diagonal articulation will interrupt the horizontality. A metal panel rainscreen system will be applied to the remaining horizontally oriented façade with all joints and reveals oriented vertically.

CPMC 17.67.070(D)(1)(h):

"The exterior walls of all building facades along pedestrian routes, including side or return facades, shall be of suitable durable building materials including the following: stucco..., beveled or ship-lap or other narrow-course horizontal boards or siding, vertical board-and-batten siding, ..., or similar materials which are low maintenance, weather resistant, abrasion-resistant, and easy to clean. Prohibited building materials include the following: plain concrete, plain concrete block, corrugated metal, unarticulated board siding, ..., EIFS, and similar quality, nondurable materials."

RESPONSE: We acknowledge that corrugated metal is a prohibited building material and want to clarify that none of the proposed materials are corrugated metal: Corrugated metal is typically a flimsy +/- 30 gauge galvanized roofing sheet with a wavy 'S' profile and exposed fasteners. The

ELEVATE the
HUMAN EXPERIENCE
THROUGH DESIGN

metal panels we are proposing will have durable finish coatings in two different colors, concealed fasteners, a variety of stepped profiles to increase visual interest and vertical articulation. They will be provided in 22 gauge steel to prevent "oil-canning". This type of metal panel is frequently used on high-quality, valued buildings such as schools and cultural centers. Stucco is also proposed adjacent to the metal panels.

CMPC 17.75.042(A)(2)(b)

"Changes of color, texture, or material, either horizontally or vertically, at intervals of not less than twenty feet and not more than one hundred feet."

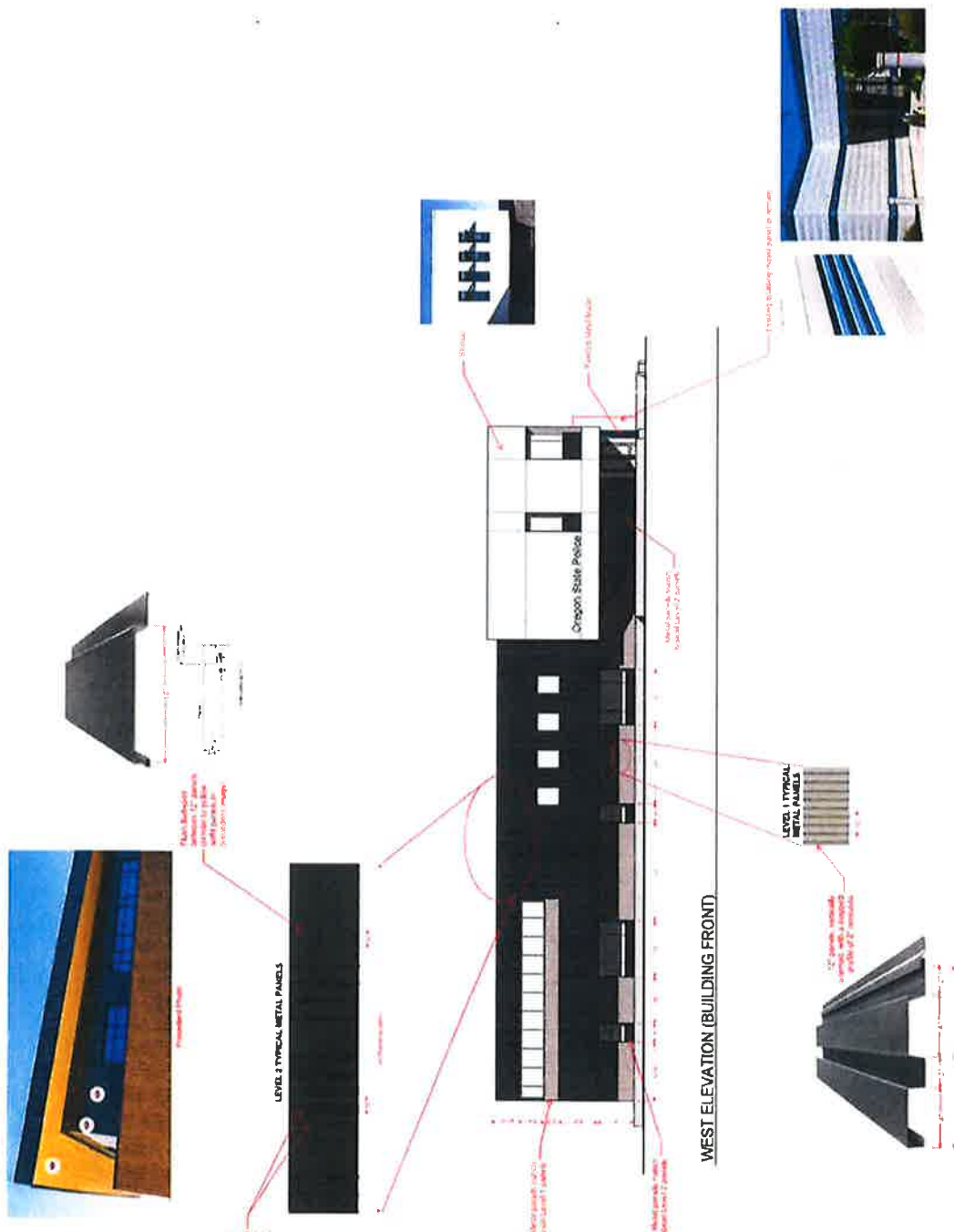
RESPONSE: Per attached sheet LU-7 EXTERIOR MATERIALS, there are two typical metal panel applications referred to as "LEVEL 1 TYPICAL" and "LEVEL 2 TYPICAL". These two types differ in color and pattern.

At Level 1, the use LEVEL 2 TYPICAL panels are incorporated below windows to increase vertical articulation. LEVEL 2 TYPICAL panels are also used at the feature exit stair to emphasize the diagonal movement of the horizontal mass above as it descends. Interval lengths are indicated in the dimensions on the front elevation shown on sheet LU-7 attached.

At Level 2, the rhythmic metal panel pattern repeats at 20' horizontal intervals and stops at the cantilevered stucco box. LEVEL 2 TYPICAL panels are used below the ribbon windows to add vertical height and align with adjacent windows.

SEE ATTACHMENT LU-7 EXTERIOR MATERIALS.

ELEVATE *the*
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MATERIALS/Color Reference Legend

Sherrin Williams 7640 Eterni Stroke	LEVEL 1 TYPICAL METAL PANELS*
Sherrin Williams 7068 Just One	LEVEL 2 TYPICAL METAL PANELS*
Sherrin Williams 7005 Pure White Stucco	
Sherrin Williams 6520 Loyal Blue	
	PAINTED STEEL

THE INFORMATION CONTAINED HEREIN IS FOR THE EXCLUSIVE USE OF THE CLIENT AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT.

EXTERIOR MATERIALS
 CENTRAL POINT OFFICE RENOVATION & ADDITION
 OREGON STATE POLICE CONTRACT #PC-27-40008511

LU-7
 DUE 2 24/2024
 13-27-2022

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

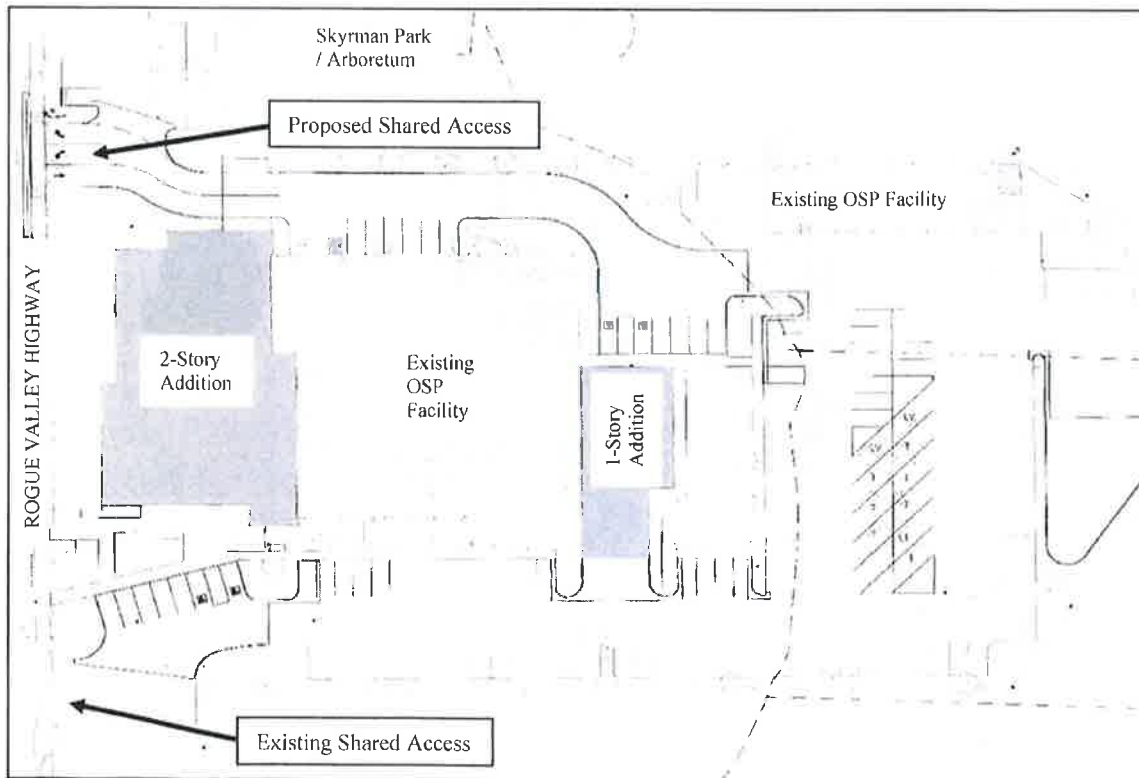
RE: Oregon State Police Building Expansion – Traffic Analysis

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 Skyman Park / Arboretum access.

Table 1 - Study Area Intersection Crash Rates, 2016-2020

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

Table 2 - Crash History by Type, 2016-2020

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.

Table 3 – Development Trip Generations

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 Skeyrman 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.

Table 4 – Design Year 2023 No-Build and Build Intersection Operations

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, WBL.R	B, WBL	B, WBL.R	B, WBL

LOS = Level of Service, TWSC = two-way stop-controlled, WBL = westbound left, WBL.R = 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.

Table 5 – Design Year 2023 No-Build and Build 95th Percentile Queue Lengths

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 Skyrman Arboretum to the north. The Skyrman 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 Skyrman 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 data, attachments and supplemental information available upon request.

PUBLIC WORKS STAFF REPORT

January 3, 2023

AGENDA ITEM: Oregon State Police (SPAR-22007)

Site Plan 24,340 sq. ft Police/Government Office Addition- 4500 Rogue Valley Hwy (37S2W03BD, Tax Lot 900).

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

Traffic:

The Applicant submitted a traffic impact analysis to the City of Central Point. The memo looked at the existing traffic movements and future growth patterns at Twin Creeks Crossing and Rogue Valley Highway and how the revised access would affect those movements. The analysis concluded the two driveways would function with no affect on the intersection. The analysis also concluded that the shared driveway thru Skyrman Park would need amended to an at grade driveway and the signage associated with the park would need to be moved in order to accommodate site vision. Public Works concurs with this analysis.

Existing Infrastructure:

Water: There is an 12-inch water line in Rogue Valley Highway

Streets: Rogue Valley Highway is a five lane arterial. Twin Creeks Crossing is a 4 lane arterial.

Stormwater: There is a 12-inch storm drain line in Rogue Valley Highway.

Background:

The Applicant is proposing a 24,340-square-foot addition to the current complex.

Issues:

The main issue with the site plan is the proposed shared driveway with Skyrman Arboretum/Park. The shared driveway is required because of access management onto Rogue Valley Highway. The City agrees to the shared driveway, but any additional costs regarding the access will be the responsibility of the applicant.

Conditions of Approval:

Prior to the building permit issuance and the start of construction activities on the site, the following conditions shall be satisfied:

1. Utility Relocation –The Applicant shall work with the City of Central Point to relocate power and telecommunications for the revised shared driveway in Skyrman Park.
2. Skyrman Arboretum/Park – Applicant shall pay for the cost to relocate the sign for Skyrman Park/Arboretum.

3. Erosion and Sediment Control – The proposed development will disturb more than one acre and require an erosion and sediment control permit (NPDES 1200-C) from the Department of Environmental Quality (DEQ). The Applicant shall obtain a 1200-C permit from DEQ and provide a copy to the Public Works Department.
4. Stormwater Management Plan – The Applicant shall submit and receive approval for a stormwater management plan from the Public Works Department. The Stormwater Plan shall demonstrate compliance with the Rogue Valley Stormwater Quality Design Manual for water quality and quantity treatment. Construction on site must be sequenced so that the permanent stormwater quality features are installed and operational when stormwater runoff enters.

Prior to the final inspection and certificate of occupancy, the Applicant shall comply with the following conditions of approval:

1. PW Standards and Specifications – Applicant shall comply with the standards and specifications of the public work for construction within the right of way.
2. Stormwater Quality Operations & Maintenance– The Applicant shall record an Operations and Maintenance Agreement for all new stormwater quality features and provide a copy of the Public Works Department's recorded document.

Justin P. Gindlesperger

From: Mark Northrop <MarkN@jctfd3.com>
Sent: Tuesday, January 3, 2023 10:17 AM
To: Justin P. Gindlesperger
Subject: Re: Request for Agency Comments on Land Use Applications - CUP-22002, SPAR-22007, VAR-22002

[EXTERNAL EMAIL] DO NOT CLICK links or attachments unless you recognize the sender and know the content is safe.

Justin:

Here are my comments. Nothing new

1. The minimum turning radius for corners is 28 feet
2. The minimum gate width is 20 feet with an approved system for FD access such a Knox Box Button or siren activation.
3. If the 2nd floor is taller than 30 feet Arial Apparatus access may be required.
4. Fire flow is construction type is Vb will be 6,000gpm. this will require 4 hydrants. This number can be reduced to 1,500 if sprinkled, then only one hydrant will be required.
5. A Knox Box on the building will be required.
6. If any portion of the building is 400 feet or 600 if sprinkled from a hydrant, an additional hydrant may be required.



DFM Mark Northrop, IAAI, CFI
Jackson County Fire District 3
8383 Agate Rd, White City, OR 97503
MarkN@jctfd3.com
Office: 541.831.2776
Cell 541.660.7689
www.jctfd3.com



ROGUE VALLEY
SEWER SERVICES
CLEAN WATER - HEALTHY COMMUNITIES

ATTACHMENT "G"

December 28, 2022

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

Re: SPAR-22007-CUP-22002-VAR-22002 – State Police, Map 37 2W 03BD, Tax Lot 900,

There is an existing 8 inch sewer main extended to the SE corner of the subject property and the existing buildings are served from a 6" service connected to the existing main. Sewer service for the proposed buildings can be had by connecting to the existing service for the property.

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

1. The applicant must submit architectural plumbing plans to RVSS for the calculation of SDC fees.
2. The applicant must pay all related fees prior to construction.

Feel free to call me if you have any questions.

Sincerely,

Nicholas R Bakke, PE
District Engineer

PLANNING COMMISSION RESOLUTION NO. 902

A RESOLUTION OF THE PLANNING COMMISSION APPROVING A SITE PLAN AND ARCHITECTURAL REVIEW FOR OREGON STATE POLICE ON LANDS WITHIN THE EMPLOYMENT COMMERCIAL ZONING DISTRICT.

(File No: SPAR-22007)

WHEREAS, the applicant has submitted a site plan and architectural review application that includes constructing site access, building additions, and circulation and parking lot improvements on a 3.59 acre site within the Employment Commercial zoning district and within the Transit Oriented Development (TOD) District, identified on the Jackson County Assessor's map as 37S 2W 03BD, Tax Lots 900, Central Point, Oregon; and

WHEREAS, the Planning Commission's consideration of the application is based on the standards and criteria applicable to Site Plan and Architectural Review in accordance with Section 17.66 and Design and Development Standards in accordance with Section 17.67; and

WHEREAS, on January 10, 2023, at a duly noticed public hearing, the City of Central Point Planning Commission considered the Applicant's request for Site Plan and Architectural Review approval, at which time it reviewed the Staff Report and heard testimony and comments on the application; and

NOW, THEREFORE, BE IT RESOLVED that the City of Central Point Planning Commission by Resolution No. 902 does hereby approve the Site Plan and Architectural Review application for the Oregon State Police, 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

OREGON STATE POLICE VARIANCE

January 10, 2023

Item Summary

Consideration of a Class "C" Variance application to the front yard setback standard in Table 2 "TOD District Zoning Standards" in CPMC 17.65.050(F) for the development of a building addition to the existing Oregon State Police facility. The 3.59 acre site is located at 4500 Rogue Valley Highway in the Employment Commercial (EC) zone and the Transit Oriented Development (TOD) District overlay. The subject property 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:** CUP-22002, SPAR -22007

Staff Source

Justin Gindlesperger, Community Planner II

Background

The Applicant is proposing construct a 24,420 square foot addition to the existing Oregon State Police facility aim to coordinate services and increase the efficiency of emergency response and services (See Files CUP-22002 and SPAR-22007). The proposal places the new building 33-ft from the front property line. The minimum/maximum front yard setback in the Employment Commercial (EC) zone is 0-ft, does not meet the TOD District zoning standards per Table 2, CPMC 17.65.050 and is subject to approval of a Class "C" Variance.

Project Description

The existing building primary façade is oriented towards Rogue Valley Highway/Highway 99 and located 110-feet from the front property line. A parking lot occupies this area. When the site was initially developed, the minimum front yard setback was 20-feet and parking areas were allowed between the right-of-way and the primary building facade. Since that time, the zoning designation and development requirements have changed making it legally nonconforming to the 0-ft maximum setback standard and the parking location. The proposal reduces the existing nonconformities by expanding the footprint towards the public right-of-way and relocating the existing parking area to the side of the building (Attachments "B-1", "B-2" and "C").

The variance request is to allow the building to be setback from the front yard by 33-feet as needed to accommodate the proposed building addition and provide additional stormwater treatment facilities for the increased impervious area and security typical for the use.

General Variance Discussion

Variations are generally very difficult to justify. If approved, a variance allows development to occur contrary to the requirements of a specific code standard. To approve a variance, the Planning Commission must consider all evidence and testimony received and determine that six (6) approval criteria set forth in CPMC 17.13.500(C) are met. The criteria are set forth below and addressed in the Applicant's Findings (Attachment "C"):

1. The proposed variance will not be materially detrimental to the purposes of the Zoning Code, to any other applicable policies and standards and to other properties in the same zoning district or vicinity.
2. A hardship to development exists which is peculiar to the lot size or shape, topography, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g., the same zoning district);
3. The use proposed will be the same as permitted under this title and city standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land;
4. Existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks, will not be adversely affected any more than would occur if the development occurred as specified by the subject code standard;
5. The hardship is not self-imposed; and
6. The variance requested is the minimum variance that would alleviate the hardship.

Issues

There are three (3) issues relative to this project as set forth below:

1. **Hardship.** The OSP variance request states that the hardship to development is a 10-ft PUE that is exclusive of building construction, stormwater treatment requirements and security needs for the use.

Comment: As noted in the Applicant's Findings (Attachment "C") and Supplemental Findings (Attachment "D"), the property has unique characteristics that prevent the building from complying with the standard setback for the EC zoning district. The 10-ft PUE was established prior to development on the site and current regulations prohibit locating structures in a PUE.

The applicant's engineer has stated in the Applicant's Supplemental Findings (Attachment "D") that the stormwater treatment requirements coupled with the existing systems necessitate the proposed location of the facilities. As shown on the Site and Landscape Plans (Attachment "B-1", "B-2", "B-3"), the area needed for stormwater treatment occupies 22-ft necessitating the 33-ft setback.

In addition to conflicts with regulations concerning PUEs and stormwater treatment, the Applicant's Supplemental Findings reference federal guidelines for siting sensitive public

buildings. According to the evidence supplied, critical emergency service uses such as this require increased setbacks from public right-of-way due to minimize potential security threats. The Oregon State Police facility is a critical emergency services and public safety facility that serves Central Point and broader region. Failure to grant the variance is inconsistent with federal guidelines.

Based on the evidence in the record and the above analysis, staff recommends that there is a hardship to development of the subject property and is not self-imposed.

2. **Material Detriment.** The OSP proposal places the expanded building footprint 33-feet from the front property line contrary to the 0-ft maximum setback.

Comment: The existing facility is legally nonconforming to the front yard setback, parking lot location and design, and building design. As demonstrated in the Applicant's Site Plan, Landscape Plan and Building Design Plan, all nonconforming situations on the site will be eliminated except the front yard setback. This nonconformity will be reduced from 110-ft to 33-ft. The hardship resulting in the need for this variance includes conflicting regulations that prohibit structures from public utility easements and requirements to provide stormwater treatment for impervious surface areas. The locations of existing easements and needed facilities conflict with the applicant's ability to locate the building on the property line as required in the EC zone.

Variations are designed to provide flexibility when circumstances prevent reasonable development and appropriate use of land, including but not limited to the need to facilitate fire and police protection, provide adequate community facilities and to promote health, safety, general welfare of the community.¹ The overarching purpose of the TOD District is to promote efficient and sustainable development that increases transit and pedestrian travel. The EC zone specifically is intended for retail, service and office uses that "are oriented and complementary to pedestrian travel" and generally discourages automobile oriented uses. Although the variance would allow development further from the sidewalk than required, the proposed site development establishes enhanced pedestrian facilities to promote convenient and comfortable travel from the right-of-way to the building entrance. By not granting the variance, the existing facility cannot be expanded to provide needed community facilities and pedestrian connectivity needed to promote transit ridership. Based on these facts, staff recommends that granting the variance is not materially detrimental to the purposes of the code or surrounding properties.

3. **Minimum Necessary Variance to Front Yard Setback.** The proposed setback for the front of the building addition is approximately 33-ft from the public right-of-way, where the required minimum/maximum setback is 0-feet.

Comment: There are three (3) site development constraints associated with this

¹ CPMC 17.13.100

application that are the basis for determining whether the variance request is the minimum necessary:

- a. **Public Utility Easement.** , There is an existing 10-foot wide Public Utility Easement along the Rogue Valley Highway frontage (Attachment "B-1" & "B-2"). The easement was dedicated for electrical facilities as part of Partition Plat No. P-95-1993. The easement currently contains major power transmission lines with cable and telephone lines attached.

Comment: In accordance with CPMC 16.24.030(A)(1)(a), structures are not permitted to be built within a public utility easement. In the TOD, this has been typically addressed by providing required public utility easements along alleys or alternative locations that do not conflict with site design standards. Since this property was developed prior to establishing the TOD and the site's location adjoins Griffin Creek including high risk flood hazard areas, alternative locations are not feasible. This development constraint in itself requires a 10-ft minimum setback for any structures placed on this site.

- b. **Stormwater Treatment Facilities.** The addition of impervious surfaces associated with the new building additions and parking area modifications, require stormwater treatment . As shown on the Civil Site Plan (Attachment "B-2"), the area between the proposed building addition and the street right-of-way is lower than street level. The development proposes to use this area as a collection for runoff and incorporates stormwater management features.

Comment: Based on the Applicant's Findings, the optimal location for the stormwater treatment facility is within the front yard. The proposed stormwater treatment facility is anticipated to occupy at least 22-feet between the front of the building and the right-of-way. Together with landscaping and the 10-ft PUE, the minimum distance needed between the front property line and the building façade is 33-feet as requested.

- c. **Facility Security.** As noted in the Applicant's Findings (Attachment "C"), the site design considers security needs for the OSP facility. Physical site design strategies provide additional separation from public roads and include physical barriers to inhibit vehicular encroachment onto the buildings.

Comment: The security needs are accommodated by the physical distance between the public realm and the primary façade by a combination of landscaped open space, stormwater treatment and a pedestrian plaza that balances public access and hardscape security barriers between the street and building. Based on the Applicant's Findings (Attachment "C") the proposed 33-ft site layout is the minimum necessary to meet all other applicable development standards and provide for the security level that is acceptable to the OSP.

Based on the evidence in the record and the above analysis, staff recommends that the applicant's requested variance is the minimum necessary to alleviate the hardship.

Findings of Fact & Conclusions of Law

The Oregon State Police Class "C" Variance has been evaluated against the applicable criteria set forth in CPMC 17.13 and found to comply as conditioned and as evidenced in the Applicant's Findings of Fact (Attachments "C"), the Applicant's Supplemental Findings (Attachment "D") and the Staff Report dated January 10, 2023.

Conditions of Approval

None.

Attachments

Attachment "A" – Project Location Map

Attachment "B-1" – Master Site Plan

Attachment "B-2" – Overall Civil Site Plan

Attachment "B-3" – Overall Landscape Plan

Attachment "C" – Applicant's Restated Findings and Exhibits

Attachment "D" – Applicant's Supplemental Findings

Attachment "E" – Resolution No. 903

Action

Conduct the public hearing and consider the Class "C" Variance application. The Planning Commission may 1) approve; 2) approve with revisions; or 3) deny the application.

If the Planning Commission finds there is insufficient evidence to take one of these actions at the January meeting, the Planning Commission may continue the public hearing to a date and time specific as necessary to allow the applicant to respond to any issues or questions and update their findings.

Recommendation

Approve the Class "C" Variance application subject to the recommended condition of approval set forth in the Staff Report dated January 10, 2022 and the Applicant's Findings in Attachment "C."

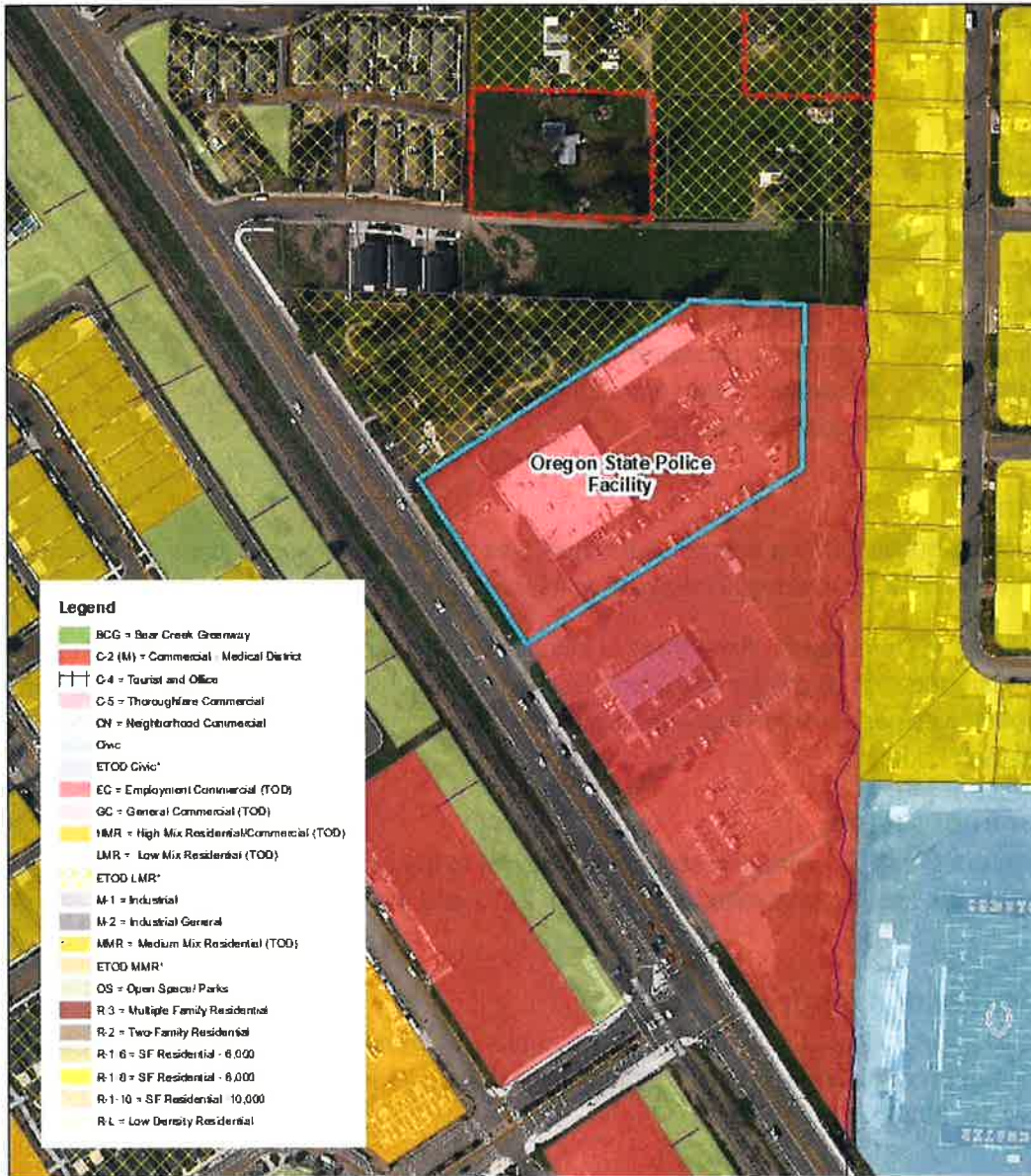
Recommended Motion

I move to approve Resolution No.903, a Resolution recommending approval of the Class "C" Variance application for the Oregon State Police development plan per the Staff Report dated January 10, 2023.



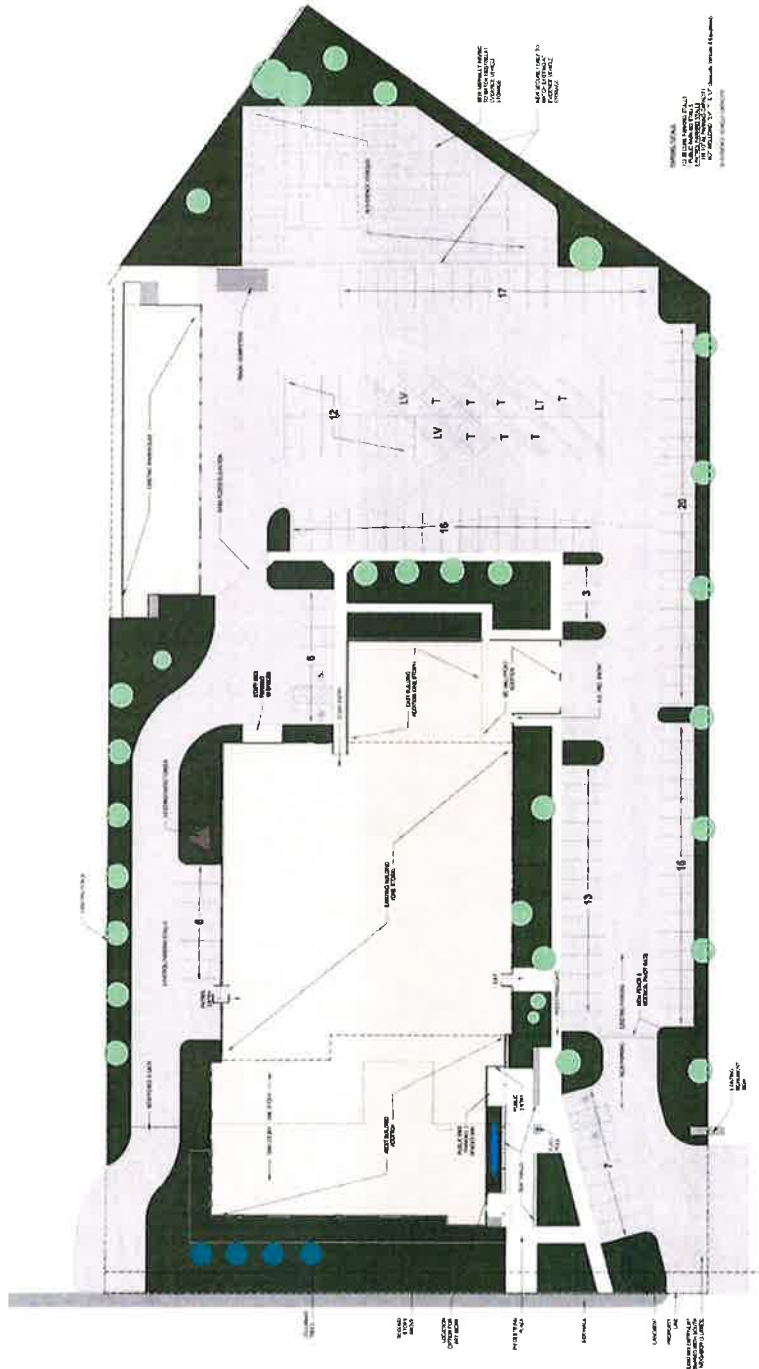
**Oregon State Police Facility Expansion
Building Addition & Site Improvements**

Project Location & Zoning Map
CUP-22002, SPAR-22007, VAR-22002



0 100 200 400 Feet

Map Created: 12/19/2022
By: J. Gindlesperger



Proposed Site Plan

DLR GROUP

JE DUNN
CONSULTANTS

LU-1
LAND USE PLAN

MASTER SITE PLAN
CENTRAL POINT OFFICE ADDITION
CENTRAL POINT TOWNSHIP

DATE: 10/15/2014

SCALE: AS SHOWN

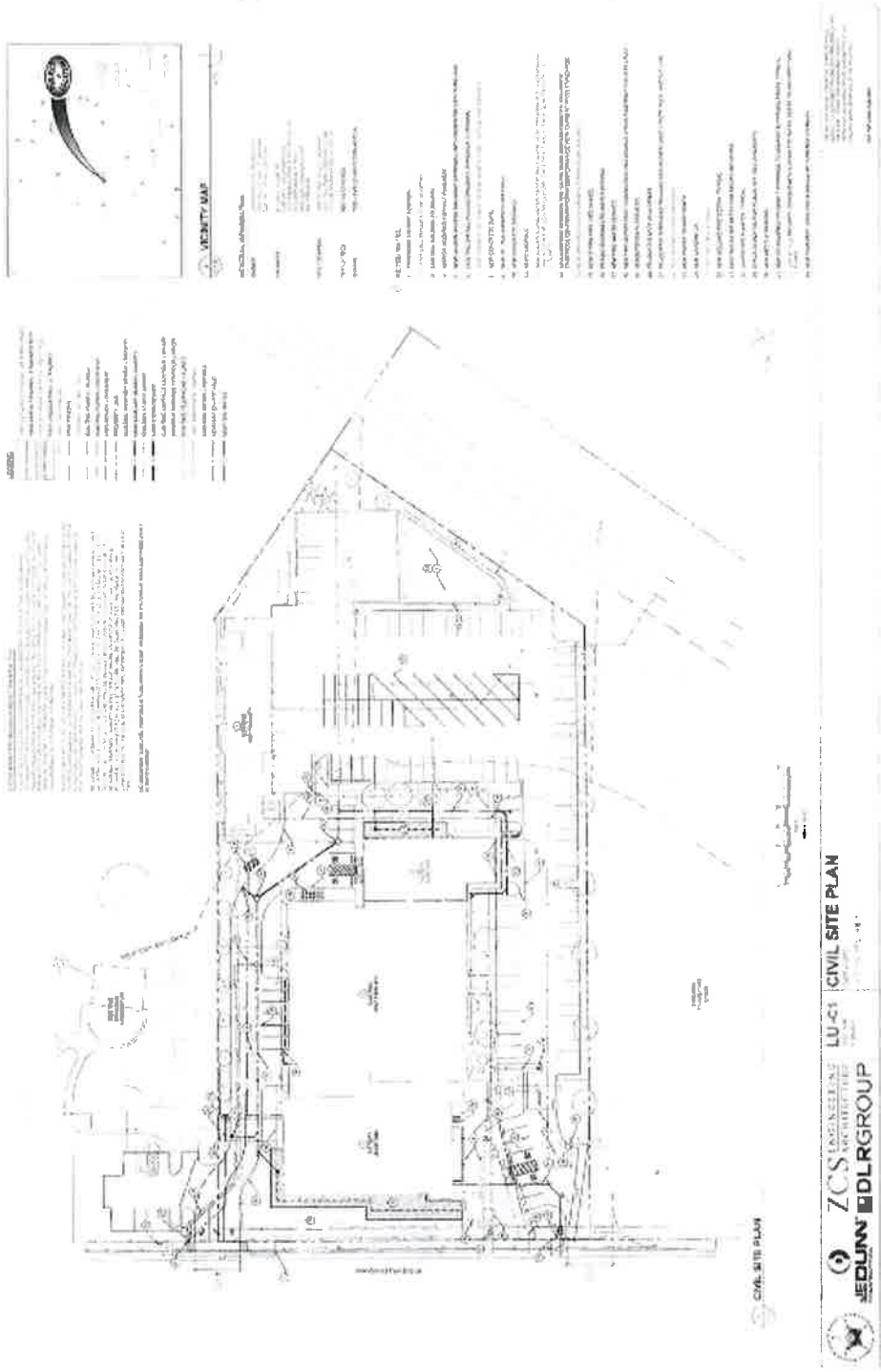
PROJECT NO: 14-001

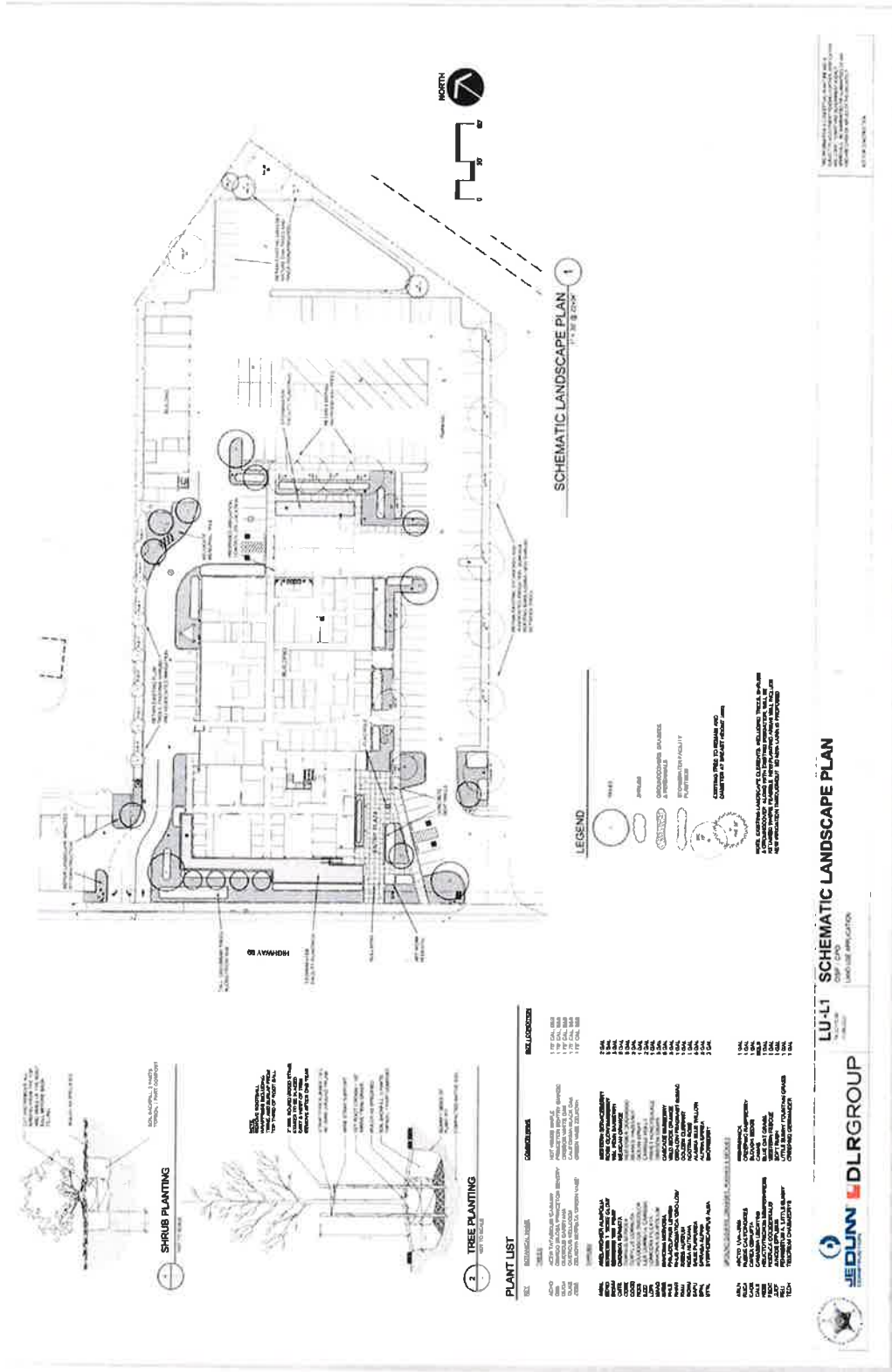
PREPARED BY: JED

CHECKED BY: JED

APPROVED BY: JED

DATE: 10/15/2014



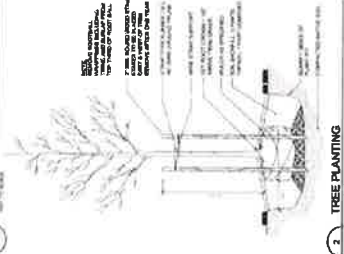


LEGEND

- TREE (AS SHOWN)
- SHRUB (AS SHOWN)
- COMMERCIAL PLANTS
- PLANTING IN GROUND
- PLANTING IN CONTAINER

CONTAINER PLANTS TO BE PLANTED AND MAINTAINED AS PER THE PLANT LIST. ALL PLANTS TO BE PLANTED IN GROUND SHALL BE MAINTAINED AS PER THE PLANT LIST.

SHRUB PLANTING



TREE PLANTING

TREE	COMMON NAME	SIZE/LOCATION
1.00	12\"/>

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

IN THE MATTER OF AN APPLICATION)	
FOR A VARIANCE TO THE FRONT YARD)	
SETBACK ON PROPERTY 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-)	
<u>CIATES, INC., AGENTS</u>)	

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 Class C variance is to take an exception to the prescribed front yard setback standard for the TOD/EC district. The proposed expansion of the Oregon State Police (OSP) facility is located at 4500 Rogue Valley Highway and currently consists of approximately 25,450 square feet (sq.ft.) of Gross Floor Area (GFA). The expansion reflects an increase of approximately 24,340 sq.ft. GFA, for a total of approximately 49,790 sq.ft. GFA upon completion of the project. The applicants have provided a site plan, landscape plan, and preliminary civil engineering plans in Exhibit "A", with mapping and photos for review in Exhibit "B". The subject property contains 3.57 acres and 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(F) provides the development standards within the TOD district. The front yard setback is currently nonconforming to the TOD/EC district standard, being at approximately 110 feet. The 2-story portion of the expansion will be placing the front elevation closer to the public road to be far more conforming by being located at approximately 33 feet from the public road right-of-way. An existing 10-foot easement is present along the frontage of the subject property, and contains major power transmission lines, with telephone and cable lines also present in the easement. Additionally, stormwater management is proposed between the building addition and the public road right-of-way. Due to the nature of the existing facility and the users being government employees, and proposed expansion standards, additional spatial separation from public roads with physical barriers are warranted for the protection of the structure and security for the employees/staff present, which have been incorporated into the site plan design with concrete planters to prevent vehicular encroachments on the facility. Due to not being able to meet the 0' setback, as a result of the easement and stormwater management design, along with the need to provide protection and security to the OSP staff, the applicants are required to request a variance to the front yard setback.

The applicants have also prepared and submitted a site plan for a Modification to Approved Plans and Conditions of Approval / Conditional Use Permit amendment review, along with architectural elevations, landscape plan and preliminary grading/engineering plans for the Site Plan and Architectural Review (SPR) application. This variance application is 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 variance are listed in Chapter 17.13 CPMC. Based on the review standards in Section 17.13.300 for a Class A variance, and Section 17.13.400 for a Class B variance, it is confirmed that a Class C variance application is appropriate for review. The approval standards and criteria for a Class C variance are listed in Section 17.13.500 CPMC.

CHAPTER 17.13:

17.13.500, Class C variances:

(A) Applicability. Class C variance requests are those that do not conform to the provisions of Sections 17.13.300 and 17.13.400 (Class A and Class B), and that meet the criteria in subsection (A)(1) through (4) of this section. Class C variances shall be reviewed using a Type III procedure, in accordance with Chapter 17.05.

(A)(1) The Class C variance standards apply to individual platted and recorded lots only.

(A)(2) The Class C variance procedure may be used to modify a standard for three or fewer lots, including lots yet to be created through a partition process.

(A)(3) An applicant who proposes to vary a standard of lots yet to be create through a subdivision process may not utilize the Class C variance procedure. Approval of a planned unit development shall be required to vary a standard for lots yet to be created through a subdivision process where a specific code section does not otherwise permit exceptions.

(A)(4) A variance shall not be approved that would vary the "permitted uses" or "prohibited uses" of a zoning district.

Discussion:

The subject property was created in its current configuration by a land partition approved by the City of Central Point in 1993. Attached (see Exhibit B) is a recorded final partition plat, P-95-1993, recorded in the Jackson County Surveyor's Office as Survey No. 13716, demonstrating the subject property is a lawfully created individual platted and recorded parcel, consistent with subsection (A)(1). This variance request is strictly for the subject property as it currently exists and there are no further land divisions proposed, consistent with subsections (A)(2) and (A)(3). The existing OSP facility is an allowed use within the TOD/EC district. The proposed expansion of this OSP facility will not modify the allowed uses and prohibited uses within Table 1, Section 17.65.050 CPMC, consistent with subsection (A)(4).

FINDINGS:

The City of Central Point finds that the subject property was lawfully created by an approved partition that was properly recorded, and that there is no land division proposed with this expansion request, which is requested specifically for the subject property. The OSP facility is listed as a conditional use within Section 17.65.050, Table 1 CPMC, and this variance will not change the permitted or prohibited uses within the TOD/EC district.

The City of Central Point finds that this variance request is in compliance with Section 17.13.500(A) CPMC.

CONCLUSIONS:

The City of Central Point concludes that the subject property has a properly recorded partition plat and that the variance requested is for the subject site only. The applicants are not proposing any land divisions on the subject property and that the requested variance will not modify the allowed uses within the code. The City of Central Point concludes that this Class C variance is in compliance with Section 17.13.500(A) CPMC.

(C) Approval Criteria. The city shall approve, approve with conditions, or deny an application for a variance based on all of the following criteria:

(1) The proposed variance will not be materially detrimental to the purposes of this code, to any other applicable policies and standards, and to other properties in the same zoning district or vicinity;

Discussion:

The applicants have provided site plans, preliminary civil engineering plans and a landscape plan to demonstrate that there will be no significant impacts to other properties in the vicinity. The requested variance to the front yard setback standard is due to the 10-foot electrical easement along the frontage of the subject property, for spatial separation for protection and security, and stormwater management, and will not be injurious to any other applicable development standards, or to the purposes of the code.

FINDINGS:

The City of Central Point finds that the applicants have submitted site plans, a topographic survey and the partition plat, which demonstrates the requested variance will not be harmful to other development standards or to the purposes of the code. In addition, approval of the variance will not have a negative impact on other properties in the vicinity, in compliance with Section 17.13.500(C)(1) CPMC.

(2) A hardship to development exists which is peculiar to the lot size or shape, topography, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g., the same zoning district);

Discussion:

The subject property consists of 3.57 acres zoned TOD/EC, similar to other properties to the south. As seen on the topographic survey and the partition plat attached in Exhibit "B", there is an existing 10-foot easement along the frontage of the subject property, which contain major power transmission lines, also with telephone and cable lines attached, serving the community and the City of Central Point. The property owner and applicants have no control of this easement and are unable to modify this existing site condition, which is a hardship to meet prescribed site development standards. The topography of the site, being virtually flat at the development area, also dictates additional stormwater management design with retention and treatment, based on preliminary civil engineering, to meet current stormwater quality standards.

FINDING:

The City of Central Point finds that the subject property does contain a hardship with the presence of a 10-foot power easement, which the applicants have no control to adjust, and there is a need to provide additional area for sufficient stormwater facilities, in compliance with Section 17.13.500(C)(2) CPMC.

(3) The use proposed will be the same as permitted under this title and city standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land;

Discussion:

The existing OSP facility is an allowed conditional use within the TOD/EC district, as identified within Table 1, Section 17.65.050 CPMC. The proposed front yard setback will be approximately 33 feet, which is far more conforming to the standards of the code compared with the existing 110-foot setback. With the electrical easement present, needed storm drainage facilities and the needed public safety for the OSP employees/staff within the facility, the proposed 33-foot setback, that is requested by the applicants is the minimum setback needed to alleviate the hardship.

FINDING:

The City of Central Point finds that the requested 33-foot setback has been minimized to the greatest extent, due to the presence of the electrical easement, the need for sufficient area for storm drain facilities and the safety of the employees/staff present within the OSP facility, in compliance with Section 17.13.500(C)(3) CPMC.

(4) Existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks, will not be adversely affected any more than would occur if the development occurred as specified by the subject code standard;

Discussion:

Locating the proposed structure approximately 33 feet from the public road right-of-way, versus the required 0' setback, does not affect any surrounding properties, any natural resources, traffic with shared accessway locations and internal circulation, and the adjacent Skyrman Park. The northern, southern and eastern setbacks currently exceed the code standards, and considering the existing surrounding properties site conditions and uses, a 33-foot front yard setback will not have an adverse impact on existing conditions.

Based on the preliminary civil engineering, additional area is needed within the front yard for stormwater management due to additional impervious surfaces being proposed, particularly at the 2-story expansion location. The additional setback area is actually a benefit, and needed to meet current stormwater retention and treatment standards, prior to discharging into Griffin Creek.

FINDING:

The City of Central Point finds that the proposed expansion with a 33-foot front yard setback will not affect the surrounding properties, nor any traffic, natural resources and parks, in compliance with Section 17.13.500(C)(4) CPMC.

(5) The hardship is not self-imposed;

Discussion:

The hardship is due to the existing electrical easement present, which is a site condition that the property owners and applicants have no control of; therefore, the hardship is not a self-imposed request. In addition, OSP facilities, similar to other government buildings and offices, are subject to a higher level of risk, and have recently warranted physical site design strategies for greater personnel safety for the OSP employees/staff within the facility. Additional spatial separation from public roads with physical barriers are warranted and being requested, which have been incorporated into the site plan design with concrete planters to prevent vehicular encroachments/attacks on the structure.

FINDING:

The City of Central Point finds that the requested variance is not self-imposed with the presence of the electrical easement, and needed safety and security, in compliance with Section 17.13.500(C)(5) CPMC.

(6) The variance requested is the minimum variance that would alleviate the hardship.

Discussion:

OSP facilities throughout the state, along with other government buildings and offices, have recently needed greater personnel safety for the government employees/staff within their facilities. Therefore, physical site design strategies by providing additional spatial separation from public roads to provide physical barriers are warranted to prevent vehicular encroachments/attacks onto the building. Other government building locations have used upright bullards or large boulders between the public road and building to inhibit vehicular encroachment. However, the applicants' design team have deemed this to not meet the intent of the TOD overlay and instead are utilizing concrete planters strategically located between the public road and building, which are designed to stop oncoming vehicles and provide a more pleasing visual appearance from the public street. These planters will also provide for storm water retention and treatment from the roof drains of the proposed structure. When considering the existing power easement, the need for safety of government employees/staff, providing for additional area for storm drainage, while providing aesthetic visual pleasing concrete barriers with planters, the requested 33-foot front yard setback is the minimum feasible variance needed to relieve the hardship.

FINDING:

The City of Central Point finds that the applicants are requesting a 33-foot front yard setback, which is the minimum necessary to ensure government personnel safety and sufficient stormwater facilities, in compliance with Section 17.13.500(C)(6) CPMC

CONCLUSIONS:

The City of Central Point concludes that this variance request to the front yard setback will not be harmful to other properties in the vicinity and will not be detrimental to the purposes of the code.

The City of Central Point concludes that the existing 10-foot electrical easement and providing personnel safety is a hardship for meeting the prescribed 0' front yard setback, which the property owners and applicants have no control.

The City of Central Point concludes that the requested 33-foot front yard setback is minimized to the greatest extent, due to the existing electrical easement and needed spatial separation for safety of the employees/staff present on-site.

The City of Central Point concludes that the proposed 33-foot setback will not affect surrounding properties, traffic movements, natural resources and parks.

The City of Central Point concludes that the hardship is not self-imposed, due to the existing easement and warranted public safety.

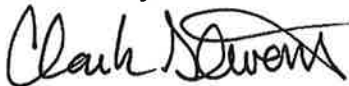
The City of Central Point concludes that due to the warranted public safety of government employees and staff, with the existing electrical easement and needed stormwater facilities, it is demonstrated that the requested 33-foot front yard setback is the minimum separation necessary to alleviate the hardship.

The City of Central Point concludes that the applicants have addressed the approval criteria and have demonstrated compliance with Section 17.13.500(C) CPMC.

SUMMARY:

Upon review of the Findings and Conclusions above, with the attached site plans and evidence for the proposed expansion of the OSP facility, the City of Central Point can conclude that this application for a Class C variance has addressed the applicable approval criteria and demonstrated compliance as outlined in Chapter 17.13 CPMC.

Submitted by,



Richard Stevens & Associates, Inc.



RICHARD STEVENS & ASSOCIATES, INC.

P.O. Box 4368
Medford, OR 97501

244 S. Grape Street
Phone: (541) 773-2646
Fax: (541) 858-8947

E-mail: clark@rsaoregon.com
Website: rsaoregon.com

Justin Gindlesperger, Planner II
Central Point Community Development
140 S. Third Street
Central Point, OR 97502

January 2, 2023

RE: OSP Facility Expansion, Variance Hardship

Mr. Gindlesperger,

This supplemental information is provided to further justify the applicants request for a variance to the front yard setback. As stated within the applicants' variance application and findings, employee personnel safety is of great importance, along with the protecting the structure itself. Attached, please find a reference to a publication from FEMA, Risk Management Series, which the design team used to address potential attacks onto the structure. This publication contains 272 pages of information, which is found online, that the applicant has provided only portions for review and justification for the variance request.

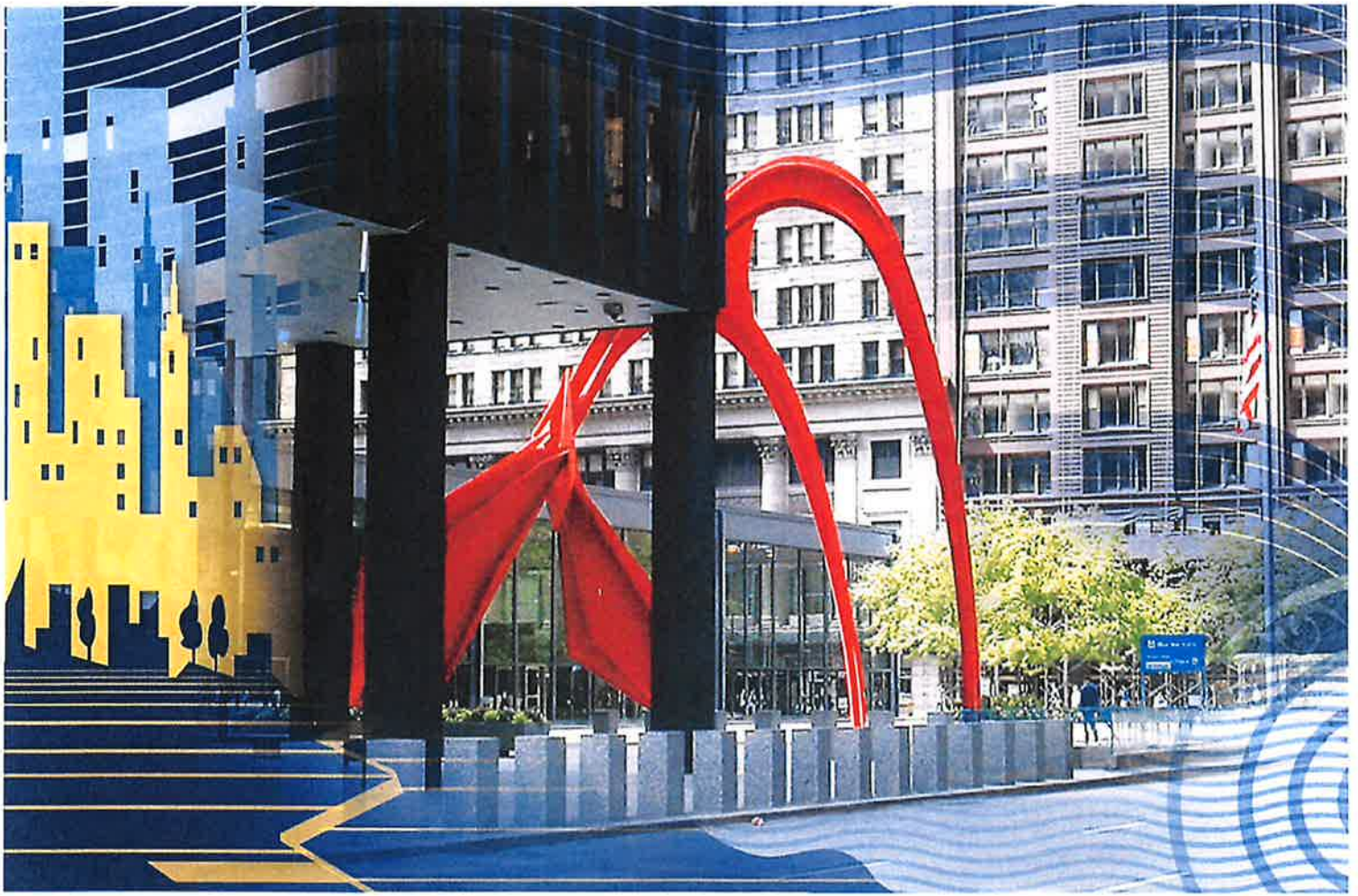
FEMA evaluated several past attacks and provided a "Lesson Learned" summary from those occurrences. A common comment made by FEMA is that shorter setbacks could have a greater adverse impact to the structure from vehicle attacks. In addition, providing crash barriers with planters as an obstacle was chosen to assist with the stormwater storage needed with the expansion on the subject property. Stormwater detention and treatment is of great importance with the water quality standards mandated by the state, particularly with the direct discharge into Griffin Creek. See ZCS Memo attached, explaining the importance for this area. Also, the stormwater facilities are needed in the front yard to not have a direct impact / disturbance with the floodplain associated with Griffin Creek, which would require a flood study to demonstrate compliance.

The applicants' design team have assessed the risks and have incorporated several of the physical attack mitigation options into the site plan, which are requested to reduce the hardship from the 0' setback standard to the greatest extent, by locating the expanded structure closer to Rogue Valley Highway at 33' from the right-of-way boundary.

Submitted by,

A handwritten signature in black ink that reads 'Clark Stevens'. The signature is written in a cursive, flowing style.

Richard Stevens & Associates, Inc.
Clark Stevens



Risk Management Series

Site and Urban Design for Security

Guidance Against Potential Terrorist Attacks

FEMA 430 / December 2007



FEMA



However, in November 1995 a car bomb with the equivalent of about 220 pounds of TNT exploded in the courtyard of the Office of the Program Manager of the Saudi Arabia National Guard in Riyadh.

As a consequence, the U.S. military reviewed the force protection measures in the theater, and in Dhahran the 4404th Wing took action to increase the level of protection. The perimeter was completely surrounded by Jersey barriers and the alert status was raised. The setback between the roadway and the buildings was approximately 80 feet. Senior U.S. officials had concluded that the upper limit on a terrorist bomb that could be smuggled into Saudi Arabia was no higher than the 220-pound device used at Riyadh the previous year. Traffic patterns were reset and lengthened, road stars and tire shredders were put place, and barriers and a bunker sealed the entry way.

LESSONS LEARNED

Risk – Threat Rating

- Showed importance of threat assessment and fallacy of relying on past experience.

Risk – Asset Value

- As housing units for U.S. military personnel, the asset value was high.

Risk – Vulnerability Rating

- Higher standard of structural redundancy reduced overall damage.
- Casualties reduced by location of egress stairs at the back of the building away from potential blast sources.

Security Design – First Layer of Defense

- Showed importance of alert surveillance by guards.
- Showed importance of well-anchored barriers.
- Showed that non-anchored barriers can have a negative effect on building security.

Security Design – Second Layer of Defense

- Showed importance of adequate setback: a shorter setback would have resulted in much more structural damage.

Security Design – Third Layer of Defense

- Precast concrete bearing wall system prevented what might have been a total building collapse given the size of the blast.
- Showed importance of structural redundancy: the structure was highly redundant.
- Showed importance of strong building envelope: the outer buildings' envelopes were not severely damaged.

Community Context

- Use of large trees could have had good aesthetic effect in the arid climate and at the same time interfered with blast pressures.

LESSONS LEARNED

Risk – Threat Rating

- Threat rating considered low.

Risk – Asset Value

- The U.S. Embassy in Tanzania is a high asset value.

Risk – Vulnerability Rating

- The reduction of setback from a State Department requirement of 100 feet to a range between 25-75 feet could have affected the vulnerability rating.

Security Design – First Layer of Defense

- The vehicle carrying the bomb failed to penetrate the perimeter because of the presence of a water truck that blocked its entry.

Security Design – Second Layer of Defense

- At the time of the explosion, the car was about 35 feet from the building. The second line of defense was not tested since the car failed to breach the first line of defense.

Security Design – Third Layer of Defense

- The 35-foot setback outside the chancery wall proved to be adequate to protect the building from major collapse even though the structure was severely damaged.

Community Context

- Several nearby buildings were damaged, including the ambassador's residence.
- Dozens of vehicles were destroyed.

SOURCES:

US STATE DEPARTMENT, REPORT OF THE ACCOUNTABILITY REVIEW BOARD, BOMBINGS OF THE US EMBASSIES IN NAIROBI, KENYA AND DAR ES SALAAM, TANZANIA, FROM [HTTP://WWW.STATE.GOV/WWW/REGIONS/AFRICA/BOARD_OVERVIEW.HTML](http://www.state.gov/www/regions/afrika/board_overview.html);

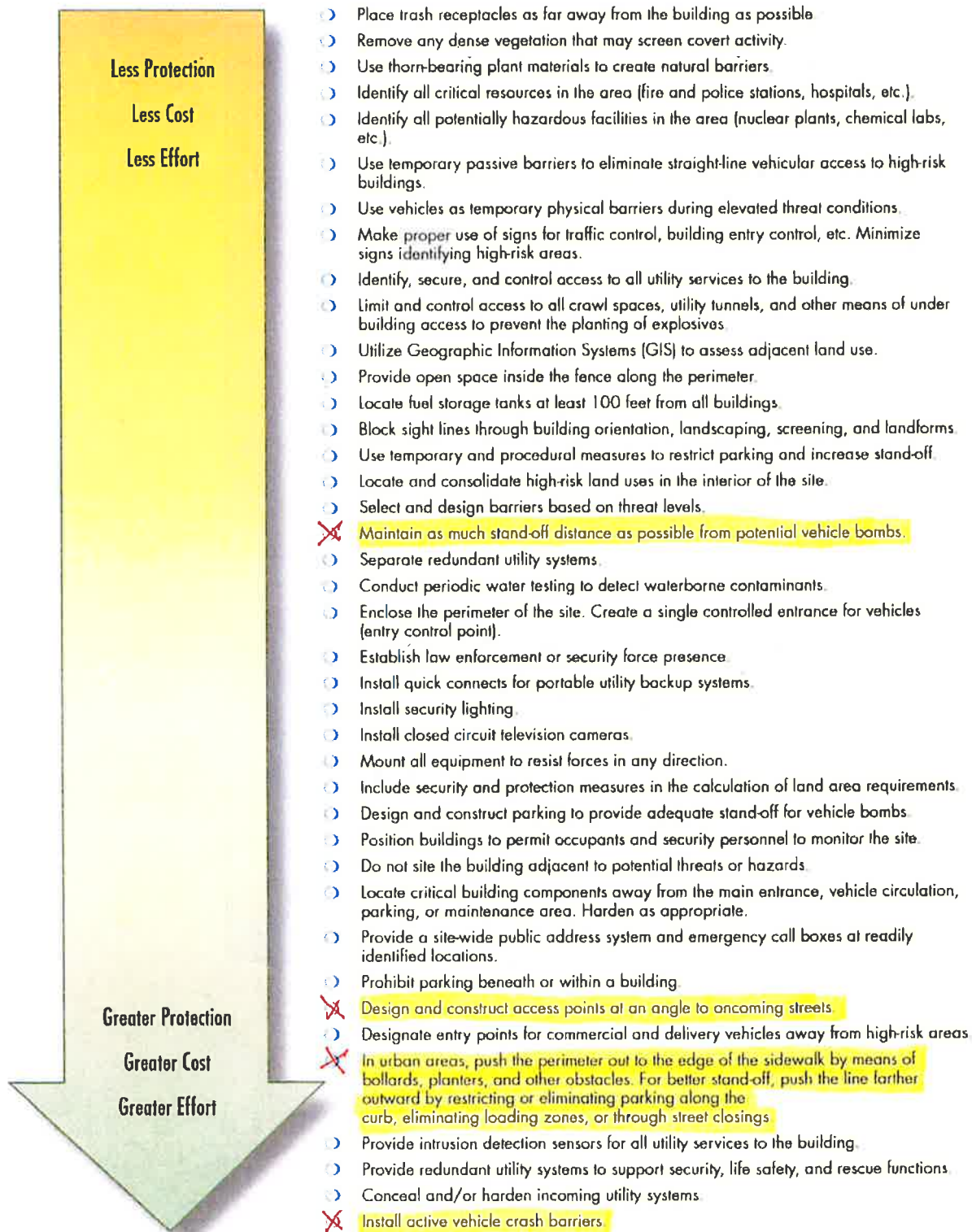


Figure 2-16:
Mitigation options for site and layout design arranged in approximate order (top to bottom) of least to greatest protection, cost, and effort.

SOURCE: FEMA 426

Cost control is an area where the limited experience of security design and implementation presents a current problem. Comprehensive cost data is hard to obtain due to the relatively recent status of security design. Relatively little work has been published on the analysis of the comparative costs of alternative solutions, such as land costs for stand-off versus hardened structures, or the cost of physical solutions versus security operations. Non design options such as the comparative risks (and cost to mitigate) of different locations and tenant mixes, and the amount of increased rent that tenants are willing to pay for increased security improvement, must be subject to analysis and evaluation to enable a comprehensive risk management plan to be developed.

Cost management should be based on local cost information procured before the design process for budgeting purposes and during the design process for cost management purposes. Construction costs fluctuate and rapidly become out of date. Published indices attempt to ameliorate this problem, but they tend to be very broad in scope and are not very useful in application to a specific project. The state of the local market at the time of bidding and construction often has a major effect on cost.¹

2.6 CONCLUSION

This chapter has provided a summary of the FEMA Risk Assessment procedure, which has been successfully used on many hundreds of buildings that belong to various government agencies.

The summary is intended to explain the general concepts of the procedure; for implementation of a complete risk assessment process, the reader should use the detailed guidance in FEMA 452. In addition, the reader is referred to FEMA 455, *Handbook for Rapid Visual Screening*. This procedure has been developed for use in assessing the risk of terrorist attack on standard commercial buildings in urban or semi-urban areas, and is intended to be applicable nationwide for all conventional building types. It can be used to identify the level of risk for a single building, or the relative risk among buildings in a portfolio, community, or neighborhood as a prioritization tool for further risk management activities.

Similarly, the sections on explosive forces and cost have presented an introduction to these issues as a background to the design of risk mitigation measures. Designers involved in security design need to have a general understanding of the concepts behind these two important topics of analysis.

¹ Some portions of this section are based on a paper by Douglas Hall, Smithsonian Institute, entitled "A Performance Based Design Methodology for Designing Perimeter Vehicle Barriers for Existing Facilities Using the ISC Security Design Criteria"



Memo

To: Clark Stevens, RSA Inc.
From: Josh Modin & Malia Waters *JM*
CC: Sy Allen, PE
Date: January 2, 2023
Re: Central Point Oregon State Police – Frontage Elevated Stormwater Rain Garden

The new elevated stormwater rain garden along the west building face (Rogue Valley Highway frontage) at the Central Point Oregon State Police serves multiple purposes. First and foremost, the rain garden has been engineered to meet the City of Central Point requirements for both stormwater detention and treatment (through filtration). Based on the size and location of the new building addition, it has been strategically placed to collect the roof runoff from said addition. It has also been sized appropriately to collect, treat, and discharge stormwater runoff to the existing on-site system. It's an elevated rain garden in order to have positive flow via gravity to a relatively shallow existing stormwater system. If the rain garden wasn't elevated, it wouldn't be possible to meet all the City requirements for treatment and detention for the new scope of work. The large area of the planter is necessary for the required storage volume based on our calculations/storm report (under separate cover).

ZCS provides design and construction documents all over the State of Oregon for developments such as this. We specialize in emergency service facilities and, unfortunately, heavy consideration of building protection from vehicle crashes has become of the utmost importance. Often on busy highways such as this, it's accidental crashes. But we continue to see purposeful attacks towards our first responders. As such, it's now common practice to try and hold building setbacks such that we can provide landscape spaces between vehicular travel ways to dissipate speed, as well as integrate building crash protection systems. In this case, the concrete retaining walls of the elevated stormwater rain garden.

As noted above, the elevated stormwater rain garden is providing significant effects to our natural resources through stormwater treatment and detention, with discharge immediately and directly into Griffin Creek, while meeting all the requirements of the City of Central Point. The concrete retaining walls for the rain garden provide added value and protection to our first responders and our tax dollar investment into a much-needed improvement at the Central Point Oregon State Police facility.

**PLANNING COMMISSION RESOLUTION NO. 903
A RESOLUTION APPROVING A CLASS "C" VARIANCE TO THE FRONT
YARD SETBACK STANDARDS IN CPMC 17.65.050(E)**

Applicant: Oregon State Police
(File No. VAR-22002)

WHEREAS, the Applicant submitted an application for a Class "C" Variance to construct an addition to the existing Oregon State Police District 3 Headquarters outside the maximum 0-foot front yard setback along Rogue Valley Highway;

WHEREAS, on January 10, 2023 at a duly noticed public hearing, the Central Point Planning Commission considered the Applicant's request for a Class "C" Variance to the front yard setback standards per CPMC 17.65.050(E);

WHEREAS, the Planning Commission has considered and finds that adequate findings have been made demonstrating that issuance of the variance is consistent with the criteria set forth in CPMC 17.13.500(C).

NOW, THEREFORE, BE IT RESOLVED that the City of Central Point Planning Commission by Resolution No. 903 hereby approves the Class "C" Variance request based on the findings and conditions of approval as set forth in Exhibit 1, the Planning Department Staff Report dated January 10, 2023 including attachments thereto herein 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