

**CITY OF CENTRAL POINT
City Council Meeting Agenda
September 13, 2012**

Next Res. 1343
Next Ord. No. 1966

**Central Point
City Hall
664-3321**

City Council

Mayor
Hank Williams

Ward I
Bruce Dingler

Ward II
Kelly Geiger

Ward III
Ellie George

Ward IV
Allen Broderick

At Large
Carol Fischer
Kay Harrison

Administration
Phil Messina, City
Manager
Chris Clayton, Assistant
City Manager
Deanna Casey, City
Recorder

**Community
Development
Department**
Tom Humphrey, Director

Finance Department
Bev Adams, Director

Human Resources
Barb Robson, Director

**Parks and Public Works
Department**
Matt Samitore, Director
Jennifer Boardman,
Manager

Police Department
Kris Allison, Chief

I. REGULAR MEETING CALLED TO ORDER – 7:00 P.M.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. SPECIAL RECOGNITION

V. PUBLIC APPEARANCES

VI. CONSENT AGENDA

Page 2 - 9 A. Approval of August 9, 2012 Council Minutes

VII. ITEMS REMOVED FROM CONSENT AGENDA

VIII. BUSINESS

11 - 41 A. Public Discussion - Central Point East Subdivision Curb
Ramp Issue (Clayton)

43 B. Contract Approval for Stormwater Master Plan
(Samitore)

45 C. Planning Commission Report (Humphrey)

IX. MAYOR'S REPORT

X. CITY MANAGER'S REPORT

XI. COUNCIL REPORTS

XII. DEPARTMENT REPORTS

XIII. EXECUTIVE SESSION - ORS 192.660(2)(d) Labor Negotiations

The City Council may adjourn to executive session under the provisions of **ORS 192.660(2)(d) Labor Negotiations**. Under the provisions of the Oregon Public Meetings Law, the proceedings of an executive session are not for publication or broadcast.

XIV. ADJOURNMENT

Consent Agenda

**CITY OF CENTRAL POINT
City Council Meeting Minutes
August 9, 2012**

I. REGULAR MEETING CALLED TO ORDER

Mayor Williams called the meeting to order at 7:00 p.m.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL: Mayor: Hank Williams
Council Members: Allen Broderick, Bruce Dingler, Carol Fischer, Kay Harrison, and Ellie George were present.
Kelly Geiger was absent.

City Manager Phil Messina; City Attorney Paul Nolte; Police Chief Kris Allison; Community Development Director Tom Humphrey; Parks and Public Works Director Matt Samitore; and City Recorder Deanna Casey were also present.

IV. PUBLIC APPEARANCES

Fire District No. 3 Chief Peterson presented the quarterly report for the district. Central Point crews continue to go on the most calls for the district. He explained the call volumes district wide along with Central Point specific volumes. He explained the adopted strategies for the district.

Rick Samuelson, Judy's Central Point Florist.
Mr. Samuelson stated that the Council has before them a proclamation designating September 5, 2012, as Good Neighbor Day. He appreciates that the Council has always supported this event and encourages them to approve the Consent Agenda and the Proclamation.

Nathan Smith, Firefighter/Paramedic District 3.
Mr. Smith wanted to thank the Council for their support of the Fill the Boot Event in Central Point. It is a great fund raising event and half of those funds came from the intersections in Central Point.

V. CONSENT AGENDA

- A. Approval of July 26, 2012, City Council Minutes
- B. Approval of Good Neighbor Day Proclamation

Bruce Dingler made a motion to approve the Consent Agenda as presented. Carol Fischer seconded. Roll call: Allen Broderick, yes, Bruce Dingler, yes; Carol Fischer, yes; Kay Harrison, yes; Hank Williams, yes; and Ellie George, yes. Motion approved.

VI. ITEMS REMOVED FROM CONSENT AGENDA

VII. PUBLIC HEARINGS, ORDINANCES AND RESOLUTIONS

A. Public Hearing - Resolution No. 1342, To Annex 5.93 Acres, Located at 600 Beebe Road and Identified on the Jackson County Assessor's Map as 37 2W 02 Tax Lot 3100, Applicant: Shepherd of the Valley Catholic Church

Community Development Director Tom Humphrey explained this is a public hearing regarding the annexation of the Shepherd of the Valley Catholic Church. This property is located at 600 Beebe Road and has been initiated by the property owner. All annexation criteria has been met, the city is authorized under ORS 222.120 to hold a public hearing without an election as long as the annexation is a full consent annexation which this is.

The City has received written consent, the property is contiguous to city limits and within the Urban Growth Boundary. Public Works has reviewed the existing public facilities and their proximity to the annexation area and concluded that public facilities can be provided or extended to the site. The annexation has been duly noticed and advertised as a public hearing for tonight's City Council Meeting.

The Church does plan to expand the church once the annexation and site plan approval have been processed. They have worked with the adjoining property owners who are not interested in annexing at this time to create lot line adjustments creating a small sliver of land to provide access to the lot behind the Church. There was discussion regarding the options of forced annexation in regards to the property surrounding this proposal. In order to force these properties to annex we would need to put it before the Voters of Central Point. The most cost effective way would be to annex all areas within the urban growth boundary at the same time, not just one specific area.

Mayor Williams opened the Public Hearing at 7:24 p.m.

Herb Farber, Representative for the Applicant

Mr. Farber stated that the alley exists so that the property owner in the back has legal access to his property. The Church wishes to annex because the City of Central Point is easier to work with then Jackson County Planning Department. They do plan to expand the church and also the parking area. The Resolution before the Council is not for the site plan approval, this is only regarding the annexation of the property. The

site plan approval and conditions will come before the Planning Commission at a later date.

Earnest Mingus, Beebe Road Resident.

Mr. Mingus is not against the annexation of the Catholic Church. He disagrees with the Public Works assessment that the infrastructure at the intersection of Beebe Road and Hamrick can handle any increase in traffic. That intersection should have been upgraded years ago according to Transportation System Plan for Central Point. He stated there are accidents at that intersection and believes the annexation should be delayed until the upgrades have been completed by the City. The Church should not be responsible for something the City should have done years ago.

Parks and Public Works Director Matt Samitore explained the transportation service plan and stated that we have had zero growth over the last few years. Growth creates improvements. We have had no funds to invest in this intersection. The site plan and intersection improvements will be discussed during the site plan approval process. The property owners do not need to annex into the city to make improvements. If they apply for building permits with Jackson County the City will have little say in the process and improvements would not be made to the intersection.

Bret Moore, Buck Point Street Resident and church member

Mr. Moore is in favor of the annexation. The Annexation meets the criteria and should be annexed. The site plan will be worked on later as part of the process and traffic issues will be discussed. The only time people currently park on Beebe Road is during religious holidays a few times a year. As a rule there are no traffic jams because of the church services. He feels that the landscaping along one corner of Beebe/Hamrick could be in the site triangle and in the right of way. If that issue could be fixed there would be less of an issue for traffic and would be very cost effective for the City.

Public Hearing was closed at 7:49 p.m.

Council would be interested in seeing options for the Hamrick/Beebe intersection in regards to traffic control. This would be a good topic for a future Study Session.

Bruce Dingler made a motion to approve Resolution No. 1342, To Annex 5.93 Acres, Located at 600 Beebe Road and Identified on the Jackson County Assessor's Map as 37 2W 02 Tax Lot 3100, Applicant: Shepherd of the Valley Catholic Church. Kay Harrison

seconded. Roll call: Allen Broderick, yes, Bruce Dingle, yes; Carol Fischer, yes; Kay Harrison, yes; Hank Williams, yes; and Ellie George, yes. Motion approved.

B. Second Reading, Ordinance No. 1964, An Ordinance Adopting the Greater Bear Creek Valley Regional Plan, Including Adoption of a Regional Plan Element as a New Element of the City of Central Point Comprehensive Plan, An Amendment to the Land Development Ordinance Chapter 17.71 Agricultural Buffering, an Amendment to the Official Comprehensive Plan Land Use Map Designating the Urban Reserve Areas, and Approval of an Urban Reserve Management Agreement Between Jackson County and the City of Central Point

Community Development Director Tom Humphrey stated there were no recommended changes at the first reading of an Ordinance to adopt the Regional Plan which includes the new element of the Comprehensive Plan and Agricultural Buffering. The Ordinance also approves the Council to sign the Urban Reserve Management Agreement between Jackson County and the City of Central Point.

The Council held a public hearing on July 26, and accepted public testimony for and against the recommendation to adopt the Greater Bear Creek Valley Regional Plan, Comp Plan Amendments, and Chapter 17.71. After the public testimony the Council moved the ordinance to second reading with no changes.

Kay Harrison made a motion to approve Ordinance No. 1964, An Ordinance Adopting the Greater Bear Creek Valley Regional Plan, Including Adoption of a Regional Plan Element as a New Element of the City of Central Point Comprehensive Plan, An Amendment to the Land Development Ordinance Chapter 17.71 Agricultural Buffering, an Amendment to the Official Comprehensive Plan Land Use Map Designating the Urban Reserve Areas, and Approval of an Urban Reserve Management Agreement Between Jackson County and the City of Central Point. Allen Broderick seconded. Roll call: Allen Broderick, yes, Bruce Dingle, yes; Carol Fischer, yes; Kay Harrison, yes; Hank Williams, yes; and Ellie George, yes. Motion approved.

C. Second Reading, Ordinance No. 1965, An Ordinance Adding Section 5.34.025 to the Central Point Municipal Code to Require Pawnbrokers and Second Hand Dealers to Retain Property Prior to Resale

Police Chief Kris Allison explained that there were no recommended changes at the first reading of an ordinance stipulating that businesses such as Pawnbrokers and Second Hand Dealers be required to retain items they purchase for a certain amount of time before resale is allowed. This will give the victim time to report it stolen, the police time to get it in the system and search the database. There were no recommended changes at the first reading.

Kay Harrison made a motion to approve Ordinance No. 1965, An Ordinance Adding Section 5.34.025 to the Central Point Municipal Code to Require Pawnbrokers and Second Hand Dealers to Retain Property Prior to Resale. Ellie George seconded. Roll call: Allen Broderick, yes, Bruce Dingler, yes; Carol Fischer, yes; Kay Harrison, yes; Hank Williams, yes; and Ellie George, yes. Motion approved.

VIII. BUSINESS

A. Appointment of Parks and Recreation Commission Chair

Parks and Public Works Director Matt Samitore stated that with the passing of County Assessor Kerry Bradshaw Central Point also lost a very active community member. He had also been the Central Point Parks and Recreation Chair for several years. His passing leaves the Chair position vacant on the Parks and Recreation Commission and a vacancy on the Commission. Staff recommends Mark Ludwiczak as the new Chair. Mark has been very active as a committee member since he was appointed in 2010; he attends all fundraising events and meetings on a regular basis.

Allen Broderick made a motion to appoint Mark Ludwiczak as Parks and Recreation Committee Chair. Ellie George seconded. Roll call: Allen Broderick, yes, Bruce Dingler, yes; Carol Fischer, yes; Kay Harrison, yes; Hank Williams, yes; and Ellie George, yes. Motion approved.

B. Planning Commission Report

Community Development Director Tom Humphrey presented the Planning Commission Report for August 7, 2012:

- The Commission denied a request to remove a tree and directed staff to trim and repair it. They accepted recommendations from City Staff and Ms. Grosenbach to remove the mature tree that has had some damage done to it and is dropping fruit in a sidewalk landscape strip. The code directs that the Planning Commission review requests and authorize tree removal. In this case the Commission found that the tree was healthy and did not jeopardize the safety of the public.

- The Commission considered the Minor Modification to the Tentative Map for North Village Phases 1 and 2 in Twin Creeks. The City has approved previous extensions for this subdivision however, the adoption of new Flood Insurance Rate Maps and Changes to the City's Flood Damage Prevention Ordinance necessitated modifications to the Tentative Map and more stringent conditions for this extensive request.
- There was discussion of East Pine Street Master Plan – Residential Density Options. The Commission was introduced to preliminary TOD-related land use work that planning staff is performing at the direction of the City Council. Staff is evaluating the possibility of using residential density targets that the City committed itself to in the Regional Plan. Higher densities have been used successfully in Twin Creeks and may make sense on the east side of the freeway if the City creates another TOD. The Commission wants staff to return with some possible scenarios at future meetings

There was discussion regarding the need for a motion to accept or approve the Planning Commission report. City Attorney Paul Nolte stated that there is an appeal period and the Council could appeal a decision of the Planning Commission but by the time this report is usually presented that time has passed. The need for a motion is no longer necessary because of changes to CPMC administrative review processes. Community Development Director Tom Humphrey stated that he would be happy to prepare a report for the Council the day after a Planning Commission so they would know what decisions were made and can request a review if they feel it necessary.

Allen Broderick made a motion to accept the Planning Commission Report for August 7, 2012 as presented. Carol Fischer seconded. Roll call: Allen Broderick, yes, Bruce Dingle, yes; Carol Fischer, yes; Kay Harrison, yes; Hank Williams, yes; and Ellie George, yes. Motion approved.

IX. MAYOR'S REPORT

Mayor Williams reported that he attended a Medford Water Commission meeting and the Oregon Mayor's Conference. There were 18 State Department Heads in attendance for one on one discussion time. It was educational for the attendees.

X. CITY MANAGER'S REPORT

City Manager Phil Messina reported that there are no items for a Study Session or second Council meeting for August. A motion to cancel the August 23rd Council meeting is in order.

Allen Broderick made a motion to cancel the August 23, 2012 Council meeting. Ellie George seconded. Roll call: Allen Broderick, yes, Bruce Dingle, yes; Carol Fischer, yes; Kay Harrison, yes; Hank Williams, yes; and Ellie George, yes. Motion approved.

XI. COUNCIL REPORTS

Council Member Allen Broderick reported that the green house on N. 2nd Street needs to be removed. It is in bad shape and the owners have not been able to fix it. We have had complaints about this place in the past and nothing has been done. He would like to see the City remove this hazard. He attended the D.A.R.E Cruise and noticed participants were confused about how to enter the event. There should be a designated entrance point for those who are registered to be in the cruise.

Council Member Kay Harrison reported that:

- she attended the service for Kerry Bradshaw. It is a shame to lose such an active community member.
- She is working with RVCOG on their performance reviews.
- She has not heard any MPO reports from Mike Quilty recently. If he is going to be on those committees to represent Central Point we should have a schedule of reports. Mr. Messina stated that he would contact Mr. Quilty to provide a report to the Council.

Council Member Bruce Dingler asked when the yellow curbs would be painted on Pine Street. Mr. Samitore stated that he would find out the schedule for Pine Street.

Council Member Carol Fischer reported that she attended the Citywide Yard Sale at Pfaff Park.

Council Member Ellie George reported that she attended a meeting regarding the curb issue in Central Point East. This issue will come before the Council next month for further discussion.

XII. DEPARTMENT REPORTS

Community Development Director Tom Humphrey reported that:

- The city has mark ups on options for Pine Street improvements. He presented handouts to the Council members to review prior to a study session on this topic in September.
- He will be meeting with local businesses regarding the next round of boot camp exercises. They are still showing excitement in the program.

Chief Kris Allison reported that:

- The department participated in Shop with a Cop event at Target and was able to help local children shop for school supplies.
- A lot of positive things happening in the department. Police Explorers went to Seaside to compete against other explorer teams in state competition. Our kids did a great job and we are very proud to support them.
- She will be attending a meeting with Fire District No. 3 to discuss partnership opportunities through the community.
- There will be a police department open house on September 15th from 10 a.m. to 2 p.m. the public to meet the officers and tour the lab.

Parks and Public Works Director Matt Samitore reported that:

- We will be cutting the creek starting Monday as a phase to the Water Reservoir.
- We will be noticing 200 residents in Central Point East in regards to the curb issue. This will be advertised to come before the council for discussion in September.

XIII. EXECUTIVE SESSION - None

XIV. ADJOURNMENT

Allen Broderick moved to adjourn, Carol Fischer seconded, all said "aye" and the Council Meeting was adjourned at 8:54 p.m.

The foregoing minutes of the August 9, 2012, Council meeting were approved by the City Council at its meeting of September 13, 2012.

Dated:

Mayor Hank Williams

ATTEST:

City Recorder

[Return to Agenda](#)

Public Discussion

Central Point East

Curb Ramp



Staff Report

Administration Department
Phil Messina, City Manager
Chris Clayton, Assistant City Manager
Deanna Casey, City Recorder
Barb Robson, Human Resources Director

TO: City Council

FROM: Chris Clayton, Matt Samitore

AGENDA DATE: September 9th, 2012

SUBJECT: Central Point East Subdivision Curb Ramp Issue

BACKGROUND:

Beginning in the late 1990's multiple phases of the Central Point East Subdivision were developed using "rolled curb" (see attached photo/standard drawing). Although economical for builders and developers, rolled curb provides a cost saving to developer/builders because it does not require replacement when a driveway apron location is determined by and individual property owner; the rolled curb design presents a variety of issues for adjacent property owners. These issues include limited drainage opportunities from adjacent private property, difficult navigation by passenger type vehicles, and reduced property, infrastructure and pedestrian protection from vehicles in the traveled way.

In an effort to mitigate the navigation issue (jarring when entering or exiting a driveway), a number of property owners have purchased removable "Bridjit" style (see attached product information) rubber ramps and placed them in the curb line/public right-of-way. While extremely effective at alleviating the jarring that occurs when entering or exiting a driveway, these ramps also create several public right-of-way concerns and are a violation of the current City of Central Point Municipal Code (CPMC). Property owners currently using the Birdjit style ramps have been contacted by the Central Point Community Services Officer and warned of the (CPMC) violation. After receiving an opportunity to remove the ramps without citation, the property owners were given a second warning that included a timeline for issuance of a citation for non-removal/compliance.

PROPOSAL:

In an effort to continue using the Birdjit style ramps and avoid citations, multiple property owners have requested that City Staff bring the issue to City Council for direction on a possible Central Point Municipal Code Amendment. Section 12.20 of the Central Point Municipal Code prohibits the following:

12.20.020 Prohibited.

A. It is unlawful for any person to place or allow in or over any alley, street or sidewalk, or any street or alley right-of-way, whether improved or not, any of the following:

1. Any garbage or refuse of any nature, provided, however, that garbage or refuse in enclosed containers may be temporarily placed within the street right-of-way upon garbage collection days;

2. Any building, fence, or other structure, including items which are by design intended to be portable, provided however, that fences (subject to subsection B of this section) and mailboxes may be placed in a right-of-way, at the owners expense, if the same do not impede sight distance necessary for the safe use of the street, alley, driveway or sidewalk by vehicular or pedestrian traffic, and further provided that the same shall be removed upon the request of the city.

Should the City Council direct Staff to amend section 12.20.020 of the CPMC to accommodate the Birdjit style ramps, Staff would suggest amending the code to allow the Public Works Director to issue right-of-way-encroachment permits that allow certain structures to be placed in public rights-of-way. The Public Works Director would retain the authority to issue and revoke permits in the best interest of the Public.

NEGATIVE IMPACTS:

1. As the public record reflects, many residents of Central Point East find the ramps unsightly.
2. While the Bridjit style ramps contain a small orifice to accommodate gutter flow, the 2.5-inch diameter orifice will not accommodate the 10-year storm flows required by the Central Point Public Works Standards and Specifications. Furthermore, during heavy rainfall events, the Bridjit style ramps will direct gutter flow into the traveled way.
3. The Bridjit style ramps are heavy and constructed from durable material; however, these ramps prevent the City's street sweeper from cleaning the entire street.

POSITIVE IMPACTS:

1. The property owners using Birdjit style ramps are attempting to avoid the jarring that occurs when entering and exiting their driveway. The installation of these ramps has produced a smoother transition from the driveway apron to the public right-of-way.

FISCAL IMPACT:

1. If the Council directs staff to amend the current code and issue an annual right-of-way encroachment permit for each of these ramps a small amount of revenue will be generated. Approximately 15 property owners have installed the ramps and if required to obtain an annual right-of-way encroachment permit (\$50.00), the total amount of annual revenue would equal \$750.00. The generated revenue would cover staff time to perform routine inspections and observe the ramps during significant rainfall events.

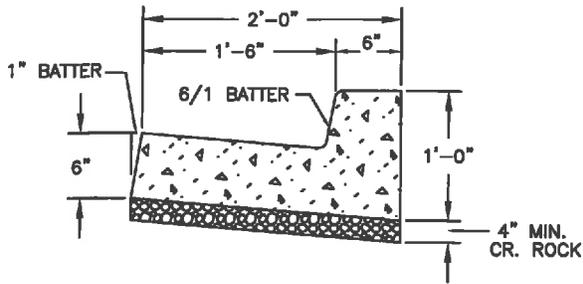
RECOMMENDATION:

1. Direct Staff to enforce the current Central Point Municipal Code that **does not** allow portable structures in the public right-of-way.
2. Direct Staff to prepare a Central Point Municipal Code amendment allowing the Public Works Director to permit certain portable structures in the public right-of-way.

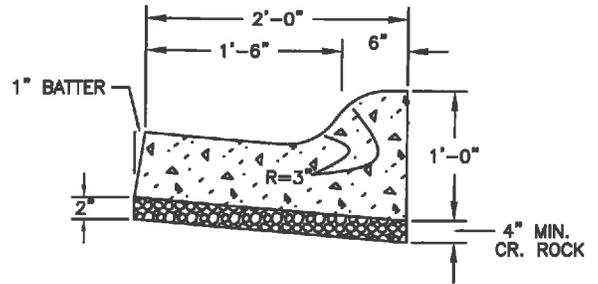
ATTACHMENTS:

1. Rolled Curb Standard Drawing/Photo
2. Birdjit curb ramp product information.
3. Public input on the curb ramp issue.
4. Photos of currently install “Birdjit” style ramps.

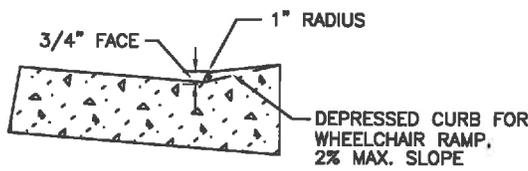
[Return to Agenda](#)



STANDARD
CURB AND GUTTER

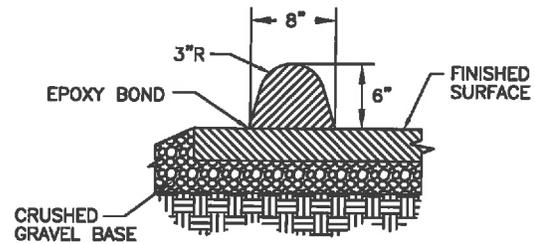


ROLLED CURB
AND GUTTER

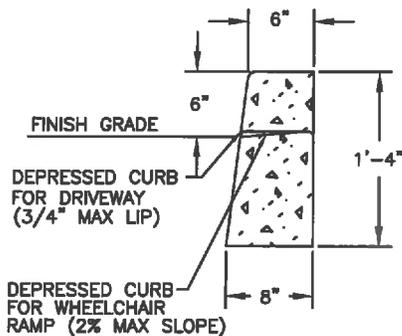


(OTHER DIMENSIONS SAME AS STANDARD CURB)

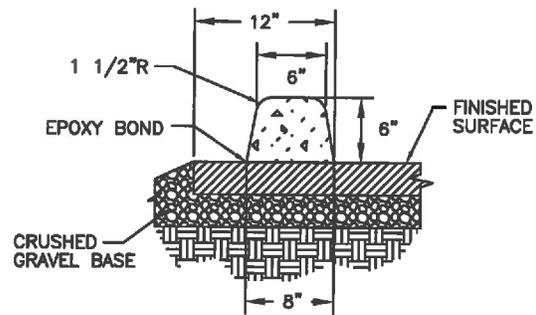
DROPPED CURB
AT DRIVEWAYS



EXTRUDED AC
BONDED CURB



STRAIGHT CURB



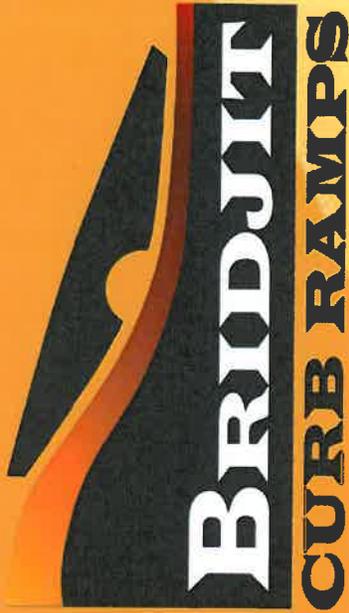
EXTRUDED CONCRETE
BONDED CURB

NOTES:

1. ALL RADII SHALL BE 3/4" EXCEPT AS OTHERWISE SHOWN.
2. ISOLATION JOINTS SHALL BE PLACED ONLY AS SPECIFIED.
3. CONTROL JOINTS SHALL BE PLACED AT 10' INTERVALS AND SHALL EXTEND AT LEAST 50% THROUGH THE CURB OR CURB AND GUTTER.
4. A CONTROL JOINT SHALL BE PLACED ALONG AND OVER WEEP HOLE THROUGH THE CURB AND THROUGH THE SIDEWALK.
5. WHEN SIDEWALKS ARE CONSTRUCTED, EXTEND 3" PIPE TO BACK OF SIDEWALK AND INSTALL COUPLING.

FILE: CP-A-6B.DWG

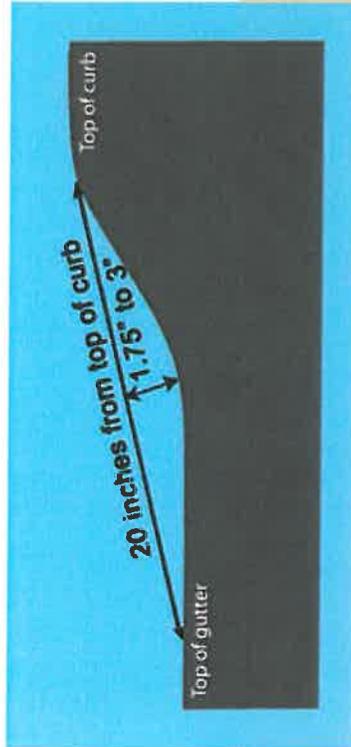
CHECKED	DATE
APPROVED	DATE
REVISED	DATE



**YOUR ROLLED CURB DRIVEWAY ENTRY SOLUTION!
THE NO JAR TO YOUR CAR CURB SOLUTION!**

What is “BRIDJIT”?

BRIDJIT is an innovative product that bridges-the-gap between the street and a rolled curb driveway entry, reducing the “jar to your car”. Made in the USA, BRIDJIT is an environmentally “green” product, made from recycled tires.



The Rolled Curb Facts

- A majority of the North American housing developments built after 1980 were completed with less expensive rolled curb driveway entrances.
- Rolled curb driveway entrances allow developers to market various home designs, and to place the entrance anywhere on the lot.
- This translates to an estimated nine millions homes, across the U.S. and Canada that have a rolled curb driveway entrance.
- The result of this curb design can be a bone jarring shock when cars enter and exit the driveway. This is regulated by the speed in which the vehicle is driven, the weight of the vehicle, wheel base, condition of suspension, and diameter of tires.



The Rolled Curb Facts Cont.

- The results:
 - Misaligned wheels, increased tire wear, and decreased gas mileage.
 - Higher probability of severe damage to steering components, wheels, exhaust systems, and ground attachments.
 - A negative impact on all vehicle occupants.
- With more of today's vehicles utilizing a lower profile design and reduced impact absorbing low profile tires, rolled curb driveway entries have become a widespread liability.



The Rolled Curb Facts Cont.

CAP091212



- Streets in older subdivisions are now being repaved without grinding down the original pavement. This raises the crown of the street and the rear of the vehicles. The result is an increased angle of entry at the curb which creates impact issues with vehicles that never existed before.
- Lack of knowledge, understanding and concern by homeowners about their rolled curb driveway entry, particularly over the amount of damage being done to their vehicles. Most homeowners are unaware that a viable, cost effective and "green" solution exists.

Page 19



Primary Features of BRIDJIT:

- 80% of the normal impact caused by common rollover style driveway entry curbs is typically eliminated, significantly diminishing impact to your vehicle and occupants.
- BRIDJIT assists in maintaining gas mileage and reduces damage done to steering components, alignment, and damage to low profile tires and wheels, reducing maintenance costs and tire wear.
- Payback for your investment for BRIDJIT is estimated to be as little as one year or less, based on individual driving habits and vehicle durability



BRIDJIT'S Added Features:

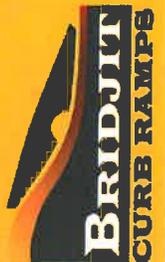
- Built in full length waterway for normal drainage.
- Angled ends aid in guiding excessive water flow and assists in eliminating buildup of debris.
- BRIDJIT has sloped ends that ease vehicles up and over when parking parallel to the curb.
- To meet the needs of your driveway, additional four foot long BRIDJIT sections can be added to the basic three piece set.



Installation is easy



- BRIDJIT is easily joined together with provided bolts and should not require additional mounting efforts.
- BRIDJIT can be easily flipped out of the way for periodic cleaning.
- BRIDJIT is designed to be unaffected by street cleaning equipment .



BRIDJIT Videos

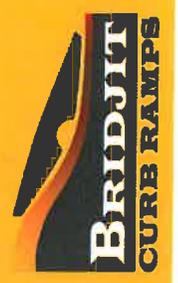
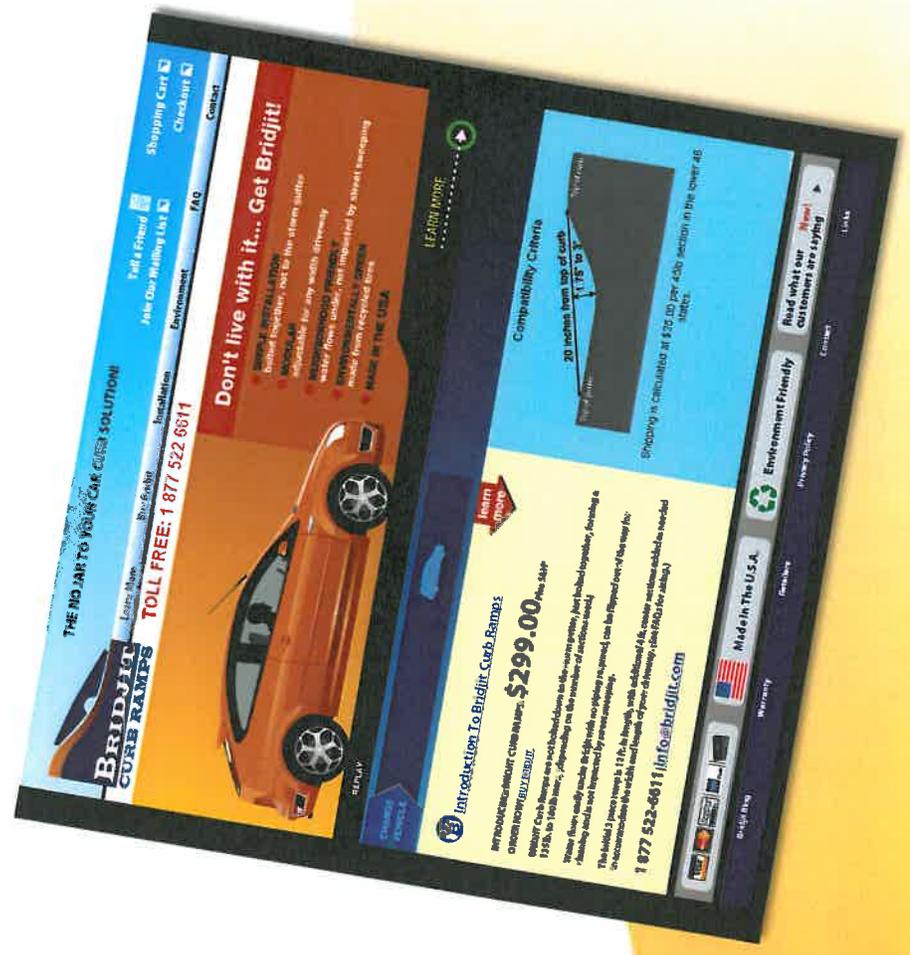
Watch our
installation,
benefits,
testimonial and
overview videos.



BRIDJIT Website

A place to learn
about and explore
BRIDJIT Curb
Ramps

www.bridjit.com



Gallery of Images

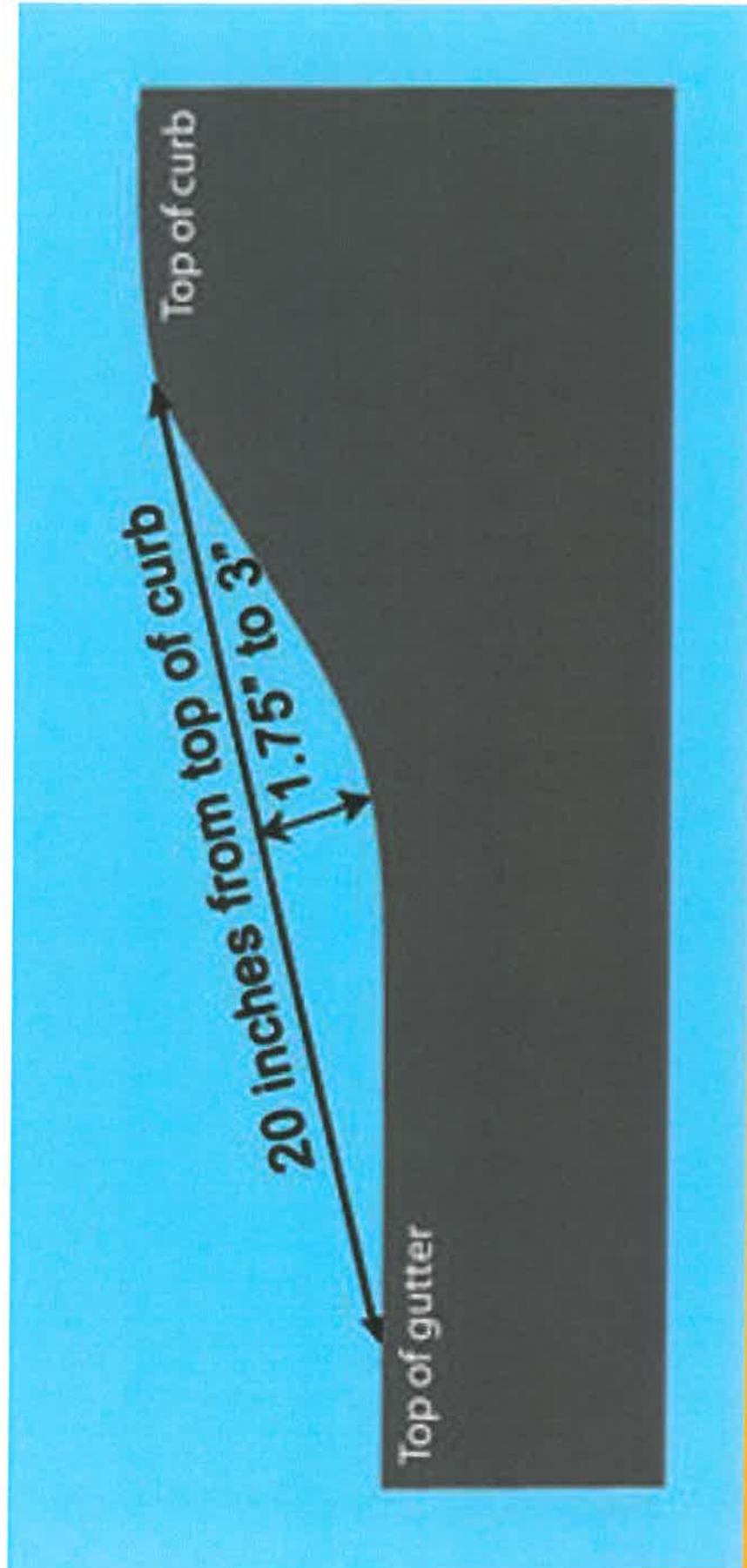


Press Releases

- **Bridjit Curb Ramps Leads Sustainability Effort By Manufacturing Its Product From Recycled Tires**
- **New Video From Bridjit Curb Ramps Illustrates Cost Effective Solution for Rolled Curb Driveways**
- **The Practical Christmas/Birthday/Father's Day Gift For The Car Enthusiast With A Roll-over Curb Driveway**
- **Bridjit Curb Ramp Helps Smooth Driveway Entry for Cars, Pickups, SUVs, Motorcycles, RVs, Golf Carts, Boat Trailers, and Converted Vans**



Compatibility Criteria



Contact Us Today

John Curry
Bridjit Curb Ramps Inc.

Kent WA 98031

425-246-8023

www.bridjit.com

info@bridjit.com



SIGN UP FOR OUR ENEWSLETTER

FOLLOW US ON:



Myron and Jana Harvey
134 Meadowbrook Dr.
Central Point, OR 97502

[Return to Agenda](#)

Chris Clayton, Assistant City Manager and City Council
Administration Department
City of Central Point
140 South Third Street
Central Point, OR 97502

August 3, 2012

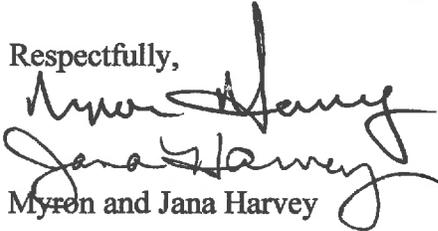
Dear Mr. Clayton and City Council Members,

Thank you for allowing a meeting where we can discuss the Bridjit curb ramps. We hope you will see what a help they are to all of us and not a hindrance in any way to the city. Unfortunately, we are unable to attend the meeting on August 9 regarding the Bridjit curb ramps due to a prior commitment, but would like to share our thoughts on this matter.

We bought our ramps last December as they seemed to be a wonderful solution to our rolled curbs and how hard they can be on our vehicles. We had them for six months, including during the rainy season of spring, and never had any problems with them. We had no idea that the city might have a problem with them until we received a warning from Ron Barnett on July 2. Since a street sweeper had been through that day, we thought he might have been the one to have a problem with them. Since then, we have found out that Bridjit tested them extensively with street sweepers, and we have been told that the street sweeper can go right over the top of them with no problem. They also have a drainage channel underneath that allows water to drain through. We have not had a problem with them draining or things plugging them.

We were told by Mr. Barnett that these are an obstruction just like a basketball hoop, but we have a hard time seeing this reasoning. They do not obstruct anything as water can go under them and the street sweeper can go over them. Not only do they not obstruct anything, but they are very helpful in getting our cars, RV and motorcycle up over the curb. We would invite you to look at them and try them out in our neighborhood. The difference is absolutely amazing! Please consider allowing them in our city.

Respectfully,



Myron and Jana Harvey

Chris Clayton

From: Linda Borum <lindaborum@yahoo.com>
Sent: Thursday, August 09, 2012 9:50 AM
To: Chris Clayton
Subject: Fw: Rubber Curb Mats

Central point east . com

----- Forwarded Message -----

From: Linda Borum <lindaborum@yahoo.com>
To: "chrisclayton@centralpointoregon.gov" <chrisclayton@centralpointoregon.gov>
Sent: Wednesday, August 8, 2012 11:06 AM
Subject: Rubber Curb Mats

Hi, My husband and I live in the White Oak Subdivision which is a extension of the Central Point East Subdivison. Recently several "curbing mats" have been placed in the gutters throughout the streets. It is my understanding from Ron Barnett with code inforcement that a meeting is going to be held in regards to weather or not they will be allowed to be placed throughout subdivisions in the area, as well as the city. We were hoping to get the date and time of the meeting to be able to attend. The following are some but I am sure not all of the reasons these should not be allowed in cities.

1. Flooding due to difficulty of drainage for gutters, the holes in the mats would eventually fill with debre and water which would create drainage problems.
2. Dirt and refuge would eventually collect on ends and around the mats. Which would result in streetsweepers having diffuculty maintaining the streets. They do not move, cars eventually do, we also have in place a 48 hr. window for parking with our CC&R's as well as city laws.
3. If one person uses them, anyone could purchase and use them in the subdivision, which would certainly add to the problem.
4. There is a possible danger for children or adults riding bikes, especially in the evening hours.
5. They are ugly.

We realize the people who have purchased the mats may be upset regarding the investment they have made, but why did they not call the city before deciding to put them in the street? We would never dream of putting something like that in a city street withou prior approval. As well our CC&R's state that the front of the homes in the subdivision cannot be altered without prior approval from the board.

There is also concern that if they are not allowed people will attempt to "restructure" their driveways, this would severely damage the continuity of the neighborhood. Any "installation" of driveways would result in different color variations on cement, different types of workmanship and quality depending on who did the job, if in fact it could be done. Your help and consideration in this matter would be greatly appreciated.

Thank you,

Linda and David Borum



City of
Saskatoon

Infrastructure Services
Department

[click here to go to shercomindustries.com](http://shercomindustries.com)

January 13, 2004

File No. 6000-9

Shane Olson, BSA Econ
CEO Shecom Industries
Box 313
Saskatoon, SK S7K 3J7

Dear Shane:

Re: Use of Shercom Industries Curb Ramps

Shercom Industries' Curb Ramp product has been promoted by the City of Saskatoon for a number of years as an acceptable method of improving the transition between the road and sidewalk at legal crossing areas.

Many modern vehicles, particularly cars, have trouble mounting steep rolled curbs that were constructed in the 1960's and 1970's. Curbs constructed in that era were designed for cars, which were much larger than the average car on the road today. In addition, climates that subject subgrades to freeze/thaw cycles can result in movement in all sidewalks, which can cause the curbs to become steeper than originally designed.

As a result many homeowners construct asphalt or concrete ramps to ease the transition between the road and sidewalk. These permanent ramps are illegal and can be removed at the homeowner's cost when City Bylaws are enforced.

The Curb Ramps offered by Shercom Industries are common in Saskatoon. They are removable and allow water to flow through them. In rolled curb areas, the City of Saskatoon promotes the use of these removable ramps as an acceptable compromise between the prohibition in the Bylaw and the practical matter of people getting into their driveway without damaging their vehicles. We do not promote or condone their use in areas where there is no legal crossing (i.e. vertical curb), but to my knowledge the Shercom product has never been used in this application in the City of Saskatoon.

I have no reason to believe that our policies will ever be changed in such a way that use of these types of ramps will be discouraged. The cost of sidewalk replacement is simply too high. I believe that the City of Saskatoon will continue to not only allow but also promote ramps of this style for many years.

Yours truly,

Jeff Jorgenson, P. Eng.
Roadways Section Manager
JJ:mst

City Hall Saskatoon, Saskatchewan S7K 0J5 Phone (306) 975-2454
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2012/07/26 01:15 pm

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Page 36



2012/07/26 01:16 pm



2012/07/26 01:16 pm



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2012/07/26 01:18 pm

2012/07/26 01:20 pm





2012/07/26 01:21 pm

Contract Approval for Stormwater Master Plan

Staff Report



Public Works Department

Matt Samitore, Director
Stephanie Holtey, Flood/Stormwater
Coordinator

September 13, 2012

Agenda item

A contract with Brown & Caldwell to develop the Central Point Stormwater Master Plan.

Background

The City of Central Point requested statements of qualifications (RFQ) from interested firms regarding the development of the Central Point Stormwater Master Plan. The qualifications based selection process was implemented in accordance with ORS 279A.065.

Four firms submitted statements, which were scored by a team of reviewers in the Public Works Department. A summary of the scoring results are provided in the table below.

Central Point Stormwater Master Plan RFQ Scoring Summary					
	Reviewer 1	Reviewer 2	Reviewer 3	Reviewer 4	Total Points
AMEC	65	88	84	85	322
Brown & Caldwell	91	93	91	89	364
Keller & Associate	88	89	82	87	346
SHN/Hardy	87	86	86	75	334

Verbal negotiations with Brown and Caldwell commenced upon completion of the scoring process. A mutually agreed upon scope of work, budget and schedule has been established and is included in the Professional Services Agreement attached to this report. The contract establishes a not to exceed amount of \$118,802 to complete the master plan for adoption at the May 9, 2013 City Council meeting. The plan will include an evaluation of the existing system to identify deficiencies, prioritize corrective actions, as well as address State and Federal environmental requirements.

Issues

There are no issues associated with the contract.

Recommendation

Approve the contract between the City of Central Point and Brown and Caldwell to authorize development of the Central Point Stormwater Master Plan.

[Return to Agenda](#)

Business Planning Commission Report



PLANNING DEPARTMENT MEMORANDUM

Date: September 13, 2012
To: Honorable Mayor & Central Point City Council
From: Tom Humphrey AICP, Community Development Director
Subject: Planning Commission Report

The following items were presented by staff and discussed by the Planning Commission at a regularly scheduled meeting on September 4, 2012.

- A. Discussion of East Side (TOD) Master Plan – Residential Density Options.** The Planning Commission continued its discussion of TOD-related land use planning that staff is performing at the direction of City Council. The analysis is more practical now that RPS is proceeding to the State for acknowledgement. The Commission considered *residential density targets* that the City committed itself to in the Regional Plan. Higher densities have been used successfully in Twin Creeks and the Commission agreed that these densities and the corresponding design requirements also make sense on the east side of the freeway. Twin Creeks and the East side Urban Growth Boundaries (UGBs) are the two remaining residentially zoned areas where the City can continue to grow. After comparing the TOD zoning densities with the City’s traditional zoning densities, the Commission directed staff to proceed with a plan that would increase densities consistent with the Regional Plan but without exceeding trip generation targets that are in the City’s Transportation Systems Plan (TSP).
- B. Consideration of East Pine Street Corridor Refinement Plan – Streetscape Design Alternatives.** The Planning Commission was given a copy of Technical Memorandum #6 at their last meeting and this document was reviewed and discussed to obtain their informal input and recommendation. The memo compares and evaluates three design alternatives (A-C) that illustrate “before and after” views for two four-lane and a three-lane scenario for Pine Street in the Downtown. After considering each alternative in light of the street *function* and the Downtown’s *potential for economic revitalization*, the Commission favored Alternative B which recommends narrowing the existing four lanes in order to widen and landscape the sidewalks. A public open house and another meeting of the Project Oversight Committee is planned.

[Return to Agenda](#)