

**EXHIBIT “A”
SUPPLEMENTAL FINDINGS
SITE PLAN AND ARCHITECTURAL REVIEW
37-2W-11BC TAX LOTS 5000, 5200, 5301, 5302 and 5303**

A. Proposal.

Jackson County School District No. 6 (“Applicant”), is the owner of certain real property located in Jackson County (City of Central Point), Oregon, and commonly known as Township 37 South, Range 2 West, Section 11BC, Tax Lots 5000, 5200, 5301, 5302 and 5303 (“the subject property”). The Applicant is proposing conversion of the old Asante Central Point Hospital campus located at 615 S. 2nd Street for a new Kindergarten through 2nd grade school. Renovations and additions will be made to two of the three existing buildings on site. The school will have 12 classrooms, a gymnasium/multi-use space, full kitchen, cafeteria space, administrative and support staff offices, common areas, and outdoor educational spaces. The site has existing access from both 1st and 2nd Streets and a new site access point is proposed in the northeastern corner of the development from Hopkins Road, parking lot reconfigurations are also proposed. (“the Application”).

B. Schedule of Exhibits.

The following Exhibits have been submitted in support of this Application, which by this reference are incorporated herein and deemed a part of the Application:

EXHIBIT “A”:	Supplemental Findings
EXHIBIT “B”:	Site Plan
EXHIBIT “C”:	Assessor’s Map
EXHIBIT “D”:	Aerial Photograph
EXHIBIT “E”:	Plans (Structural / Lighting / Landscape & Drainage)
EXHIBIT “F”:	Traffic Impact Analysis
EXHIBIT “G”:	Geotechnical Report
EXHIBIT “H”:	Exterior Lighting Data Sheet
EXHIBIT “I”:	Legal Description
EXHIBIT “J”:	Agent Authorization

C. Background.

The subject property totals approximately 6.68 acres in size, zoned “Civic” and is currently developed with an old hospital campus. The subject property is within the Air Quality Management Area (AQMA). There are no significant geological features such as slopes, creeks, or wetlands located on the subject property. Underground City water, sewer, natural gas, storm sewer, and above ground electricity currently supply the site and all structures and updates the stormwater facility are also proposed. The subject property is not within the Transit Oriented Development (TOD) district or corridor. A property line adjustment application has also been submitted for concurrent review to correct multiple boundary line encroachments.

D. Applicable Standards and Criteria.

The standards applicable to this Application are set forth in CPMC; 17.29, 17.64, 17.75, and 17.72, which are set forth as follows:

1. CPMC 17.29 Civic District. The applicable provisions of CPMC 17.29 are set forth as follows:

17.28.040 Civic use types.

E. Schools.

Public and private kindergarten, primary, elementary, middle, junior high, or high schools that provide state mandated basic education and colleges and trade schools. [CPMC 17.29.040]

Applicant’s Findings: The subject property is located within the Civic zoning district. The proposal is for a public kindergarten through 2nd grade school. Consequently, the proposed redevelopment and use contained within, are permitted the Civic zoning district pursuant to CPMC 17.29.040

2. CPMC 17.72.020 Applicability. The applicable provisions of CPMC 17.72.020 are set forth as follows:

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; [17.72.020 (B)]

Applicant’s Findings: The proposal is for redevelopment and renovation of the existing 27,785 square foot medical campus to be converted to a kindergarten through 2nd grade school. The subject property contains three (3) structures however, building “C” is not included in the current site plan review for the school use. Expansion of the first floor and addition of a second floor on existing building “B” and upgrades to existing building “A” are proposed. The renovations and additions proposed for buildings “A” and “B” equal 29,770 square feet, thus the threshold of 17.72.020(B)(1)(a) is exceeded and the proposal is therefore subject to the Type 2 procedural requirements.

3. CPMC 17.64 Off Street Parking and Loading. The applicable provisions of CPMC 17.64 are set forth as follows:

17.64.20 Applicability

In all districts, in connection with any use whatsoever, there shall be provided

at the time any building or structure is erected, enlarged or increased in capacity, or the use is changed or increased in intensity, off-street parking spaces for automobiles, off-street loading, and bicycle parking facilities for the enlarged or increased portion in the case of an addition or for the building, structure or use in other cases, in accordance with the requirements herein. All parking shall be developed and maintained to the standards set forth in Section 17.75.039, Off-street parking design and development standards. [CPMC 17.64.020]

Applicant's Findings: This Section is addressed separately herein. All parking shall be developed and maintained to the standards set forth in Section 17.75.039

17.64.030 Off-street loading.

A. In all districts for each use for which a building is to be erected or structurally altered to the extent of increasing the floor area to equal the minimum floor area required to provide loading space and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, there shall be provided off-street loading space in accordance with the standards set forth in Table 17.64.01, Off-Street Loading Requirements. [CPMC 17.64.030]

CPMC Table 17.64.01

Use Categories	Off-Street Loading Berth Requirement (fractions rounded up to the closest whole number)
<u>OFFICES, HOTELS AND OTHER NONGOODS HANDLING USES</u>	
Sq. Ft. of Floor Area	No. of Loading Berths Required
50,001--200,000	1

Applicant's Findings: The total resultant square footage of buildings "A" and "B" will be 55,577 square feet. Per CPMC table 17.64.01, one loading space is required. As an alternative to a "berth" or "loading space", the Applicant proposes use of a designated "loading lane" for deliveries. The lane is situated on the on the western side of the property and is the westernmost of the three (3) lanes located between buildings "A" and "B". The other two (2) adjacent lanes are devoted to student drop off and pickup (See Exhibit "B").

17.64.040 Off-street parking requirements.

All uses shall comply with the number of off-street parking requirements identified in Table 17.64.02A, Residential Off-Street Parking Requirements, and Table 17.64.02B, Non-Residential Off-Street Parking Requirements. For residential uses, the off-street parking requirements are stated in terms of the minimum off-street parking required. For non-residential uses, the off-street parking requirements are presented in terms of both minimum and maximum

off-street parking required. The number of off-street parking spaces in Table 17.64.02B, Non-Residential Off-Street Parking, may be reduced in accordance with subsection B of this section, Adjustments to Non-Residential Off-Street Vehicle Parking. [CPMC 17.64.040]

CPMC Table 17.64.02B

Use Categories	Minimum and Maximum Vehicle Parking Requirement (fractions rounded down to the closest whole number)
SCHOOLS	
Elementary and Junior High Schools (public and private/parochial)	3 spaces per classroom, or 1 space per 4 seats in the main auditorium, gymnasium, or other place available for public assembly, whichever is greater.

Applicant’s Findings: An assembly space (gymnasium) containing 288 seats is proposed. The school will have a total of 24 classrooms; 3×24 (classrooms) = 72 parking spaces; $288 \div 4 = 72$ parking spaces. Either way, the calculation yields the same number of required spaces and therefore, 72 parking spaces are required.

There are 50 parking spaces located on the subject property, 4 of which are ADA accessible. There are 30 parking spaces located on Tax Lots 5301 and 5302 (37-2W-11BC), which are owned by the Applicant. To comply with the above-stated parking space requirements, Applicant proposes to record a declaration of exclusive easement for the exclusive use of 22 parking spaces located on Tax Lots 5301/5302. Prior to any occupancy of the building located on Tax Lots 5301/5302, Applicant acknowledges that Applicant will be required to construct an additional 22 parking spaces on the subject property.

4. CPMC 17.75 Design and Development Standards. The applicable provisions of CPMC 17.75 are set forth as follows:

CPMC 17.75.031 General connectivity, circulation and access standards.

C. Driveway and Property Access Standards.

Vehicular access to properties shall be located and constructed in accordance with the standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 320.10.30, Driveway and Property Access.

[CPMC 17.75.031(C)]

Applicant’s Findings: The proposal includes improvements within the right of way at the intersection of South 4th Street and Hopkins Road to incorporate a new double-wide driveway apron to provide vehicular access to the residential property located north of the subject property (635 2nd Street) and bus-only ingress to the school. Minor improvements to the existing driveway apron at South 1st Street are also proposed to better serve the primary egress point from the site for cars, buses, and emergency vehicles (*See Exhibit “B”*). All proposed development effecting property access shall be located and constructed in accordance with the standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 320.10.30.

See the attached Traffic Impact Analysis (**Exhibit “G”**) for details regarding safety, number of trips, and potential neighborhood impacts.

D. Pedestrian Circulation.

Attractive access routes for pedestrian travel shall be provided through the public sidewalk system, and where necessary supplemented through the use of pedestrian accessways as required to accomplish the following:

- 1. Reducing distances between destinations or activity areas such as public sidewalks and building entrances;**
- 2. Bridging across barriers and obstacles such as fragmented pathway systems, wide streets, heavy vehicular traffic, and changes in level by connecting pedestrian pathways with clearly marked crossings and inviting sidewalk design;**
- 3. Integrating signage and lighting system which offers interest and safety for pedestrians;**
- 4. Connecting parking areas and destinations with retail streets or pedestrian accessways identified through use of distinctive paving materials, pavement striping, grade separation, or landscaping.**
[CPMC 17.75.031(D)]

Applicant’s Findings: The subject property is somewhat of an “island” and almost entirely surrounded by residential dwelling units with very little street and public sidewalk frontage, with the only points of ingress and egress located at; the northwest corner of tax lot 5200 where South 2nd Street dead ends at the school parking lot; on the southwest end of tax lot 5200 from South 1st Street; and the newly proposed entrance (for pedestrian and school bus traffic only) to be located in the northeast corner of tax lot 5303. Although the site is not for public use nor general pedestrian travel, considerations of this section of the code have been applied to the site design. Specifically; the proposal incorporates a raised sidewalk that is designed to connect from school grounds through the parking lot to South 2nd Street; raised crosswalks are also provided between buildings A and B, please see **Exhibit “B”** and page E1.02 of **Exhibit “E”**, attached hereto.

CPMC 17.75.039 Off-street parking design and development standards.

All off-street vehicular parking spaces shall be improved to the following standards:

A. Connectivity.

Parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent sites unless as a result of any of the following such connections are not possible:

- 1. Topographic constraints;**
- 2. Existing development patterns on abutting property which preclude a logical connection;**

3. Traffic safety concerns; or

4. Protection of significant natural resources.

[CPMC 17.75.039(A)]

Applicant's Findings: The proposed use is new, however; the subject property was previously developed as a hospital campus. The current proposal utilizes the existing paved parking lot area located on the north end of tax lots 5200 and 5300, no new parking lots are proposed. The existing parking lot will slightly reconfigured and re-striped. The parking area is not designed to accommodate vehicular and pedestrian connections to adjacent sites because it is for a school and because CPMC 17.75.039(F) precludes such. The site is entirely surrounded by single family residences with the exception of a Jackson County Fire District #3 firehouse across from the entrance/exit from the subject property located on South 1st Street (*See Exhibits "B"*).

B. Parking Stall Minimum Dimensions.

Standard parking spaces shall conform to the following standards and the dimensions in Figure 17.75.03 and Table 17.75.02; provided, that compact parking spaces permitted in accordance with Section 17.64.040(G) shall have the following minimum dimensions:

1. Width--Shall be as provided in column B in Table 17.75.02;

2. Length--Shall reduce column C in Table 17.75.02 by no more than three feet.

[CPMC 17.75.039(B)]

Applicant's Findings: All proposed parking is situated at a 90° angle. Per CPMC Table 17.75.02 the parking spaces are required to be 9 feet in width and 19 in length. Table 17.75.02 allows a reduction of two (2) feet in length of a parking space when a curb is being utilized for a wheel stop. The use of curbs as wheel stops is proposed and therefore, the parking space dimensions proposed are 9 feet in width by 17 feet in length. Please see **Exhibit "B"**, attached hereto, for location and situation (angle) of parking spaces.

C. Access.

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

[CPMC 17.75.039(C)]

Applicant's Findings: As proposed, there will be adequate provision for ingress and egress to all parking spaces, from the northwest and southwest vehicular and pedestrian entrance and exit points. Directional arrows through the site and parking areas are identified on page one (1) of **Exhibit "B"**. The same directional arrows will be marked on the pavement at the time of restriping.

D. Driveways.

Driveway width shall be measured at the driveway's narrowest point, including the curb cut. The design and construction of driveways shall be as set forth in the Standard Specifications and Public Works Department Standards and Specifications. [CPMC 17.75.039(D)]

Applicant's Findings: Driveway width will be measured at the driveway's narrowest point, including the curb cut. The design and construction of the new driveway, and any modifications necessary to existing driveways, will be completed as set forth in the Public Works Department Standards and Specifications.

E. Improvement of Parking Spaces.

- 1. When a concrete curb is used as a wheel stop, it may be placed within the parking space up to two feet from the front of a space. In such cases, the area between the wheel stop and landscaping need not be paved, provided it is maintained with appropriate ground cover, or walkway. In no event shall the placement of wheel stops reduce the minimum landscape or walkway width requirements.**
- 2. All areas utilized for off-street parking, access and maneuvering of vehicles shall be paved and striped to the standards of the city of Central Point for all-weather use and shall be adequately drained, including prevention of the flow of runoff water across sidewalks or other pedestrian areas. Required parking areas shall be designed with painted striping or other approved method of delineating the individual spaces, with the exception of lots containing single-family or two-family dwellings.**
- 3. Parking spaces shall be designed so that no backing movements or other maneuvering within a street or other public right-of-way shall be necessary, except for one- and two-family dwellings with frontage on a local street per the city of Central Point street classification map.**
- 4. Any lighting used to illuminate off-street parking or loading areas shall be so arranged as to direct the light away from adjacent streets or properties.**
- 5. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining the lines through points twenty feet from their intersection.**
- 6. Parking spaces located along the outer boundaries of a parking lot shall be contained by a curb or a bumper rail so placed to prevent a motor vehicle from extending over an adjacent property line, a public street, public sidewalk, or a required landscaping area.**
- 8. Except as provided in subsection (E)(3) of this section, all uses, including one- and two-family dwellings on arterial and collector streets, shall provide adequate vehicle turnaround and maneuvering area through the use of aisle extensions and/or turnaround spaces as illustrated in Figure 17.75.04 and 17.75.05. Functionally equivalent turnaround and maneuvering designs may be permitted by the approving authority through the site plan and architectural review process. [CPMC 17.75.039(E)]**

Applicant's Findings: CPMC Table 17.75.02 allows reduction in the required length (19 feet) of parking spaces when a curb is used as a wheel stop. Curbs are proposed for wheel stops in all parking stalls on site and the Applicant will utilize this allowance to reduce the parking spaces to 17 feet in length. All parking areas will be paved and striped, with spaces delineated as required by section 17.75.039(B), to the standards of the city of Central Point for all-weather use and will be adequately drained, including prevention of the flow of runoff water across sidewalks or other pedestrian areas (See Page C4 of Exhibit "E"; "drainage plan", attached hereto). Parking has been designed such that no backing movements or other maneuvering within a street or other public right-of-way will occur. A lighting plan and luminaire schedule are provided on pages E1.02 and E0.03 of Exhibit "E", attached hereto. The lighting plan identifies the location of all parking lot lighting. All lighting used to illuminate off-street parking or loading areas is arranged as to direct the light away from adjacent streets or properties. The proposed LED parking lot lighting will be mounted on 20 foot posts and utilizes an external glare shield mount, which will collect any lighting not cast downward (See Exhibit "H"). Service drives are located between buildings A and B and not within any vicinity of any of the existing and proposed access points. Parking spaces located along the northern boundary of the parking lot will be contained by a curb or a bumper rail. Adequate turn around is available throughout the parking area and a two-way access lane encircles the school campus (See Exhibit "B").

F. Limitation on Use of Parking Areas.

Required parking areas shall be used exclusively for vehicle parking in conjunction with a permitted use and shall not be reduced or encroached upon in any manner. The parking facilities shall be so designed and maintained as not to constitute a nuisance at any time, and shall be used in such a manner that no hazard to persons or property, or unreasonable impediment to traffic, will result. [CPMC 17.75.039(F)]

Applicant's Findings: Required parking areas will be used exclusively for vehicle parking in conjunction with the school use alone and will not be reduced or encroached upon in any manner. The parking facilities have been so designed and will be upgraded and maintained as not to constitute a nuisance at any time, and will only be used in such a manner that no hazard to persons or property, or unreasonable impediment to traffic, will result.

G. Parking/Loading Facility Landscaping and Screening.

Parking lot landscaping shall be used to reinforce pedestrian and vehicular circulation, including parking lot entries, pedestrian accessways, and parking aisles. To achieve this objective the following minimum standards shall apply; however, additional landscaping may be recommended during the site plan and architectural review process (Chapter 17.72). All parking lots shall be landscaped in accordance with the following standards:

1. Perimeter and Street Frontage Landscaping Requirements.

The perimeter and street frontage for all parking facilities shall be landscaped according to the standards set forth in Table 17.75.03.

2. Terminal and Interior Islands.

For parking lots in excess of ten spaces all rows of parking spaces must provide terminal a minimum of six feet in width to protect parked vehicles, provide visibility, confine traffic to aisles and driveways, and provide a minimum of five feet of space for landscaping. In addition, when ten or more vehicles would be parked side-by-side in an abutting configuration, interior landscaped islands a minimum of eight feet wide must be located within the parking row. For parking lots greater than fifty parking spaces, the location of interior landscape island shall be allowed to be consolidated for planting of large stands of trees to break up the scale of the parking lot.

The number of trees required in the interior landscape area shall be dependent upon the location of the parking lot in relation to the building and public right-of-way:

- a. Where the parking lot is located between the building and the public right-of-way, one tree for every four spaces;
- b. Where the parking lot is located to the side of the building and partially abuts the public right-of-way, one tree for every six spaces;
- c. Where the parking lot is located behind the building and is not visible from the public right-of-way, one tree for every eight spaces.

Applicant’s Findings: Please see sheet L4.0 of **Exhibit “E”** attached hereto, which identifies demonstrates compliance with the requirements of this section.

3. Bioswales.

The use of bioswales within parking lots is encouraged and may be located within landscape areas subject to site plan and architectural review. The tree planting standards may be reduced in areas dedicated to bioswales subject to site plan and architectural review. [CPMC 17.75.039(G)]

Applicant’s Findings: A bioswale is proposed onsite however, it is not located within the parking area and thus, the tree planting standards are not reduced with this proposal.

H. Bicycle Parking.

The amount of bicycle parking shall be provided in accordance with Section **17.64.040** and constructed in accordance with the following standards:

CPMC Table 17.64.04

Land Use	Minimum Required
Institutional	
Schools, Elementary	4 spaces per classroom

Applicant's Findings: There are 24 classrooms therefore, per CPMC Table 17.64.04; 48 bicycle parking spaces are required.

1. Location of Bicycle Parking.

Required bicycle parking facilities shall be located on-site in well lighted, secure locations within fifty feet of well-used entrances and not farther from the entrance than the closest automobile parking space. Bicycle parking shall have direct access to both the public right-of-way and to a main entrance of the principal use. Bicycle parking may also be provided inside a building in suitable, secure and accessible locations. Bicycle parking for multiple uses (such as in a commercial center) may be clustered in one or several locations.

Applicant's Findings: All bicycle parking areas are located in well lit, secure locations within fifty feet of a well-used entrances (See Exhibits "B" and sheet L1.1 of Exhibit "E").

2. Bicycle Parking Design Standards.

All bicycle parking and maneuvering areas shall be constructed to the following minimum design standards:

a. Surfacing.

Outdoor bicycle parking facilities shall be surfaced in the same manner as a motor vehicle parking area or with a minimum of a three-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers or similar material). This surface will be maintained in a smooth, durable and well-drained condition.

b. Parking Space Dimension Standard.

Bicycle parking spaces shall be at least six feet long and two feet wide with minimum overhead clearance of seven feet.

c. Lighting.

Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use.

d. Aisles.

A five-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.

e. Signs.

Where bicycle parking facilities are not directly visible from the public rights-of-way, entry and directional signs shall be provided to direct bicycles from the public rights-of-way to the bicycle parking facility.

Applicant's Findings: Bicycle parking facilities will be surfaced conic paving with integrated color + 16 grit silicone carbide, sealed, with a minimum of a three-inch thickness of hard surfacing. Bicycle parking spaces will be at least six feet long and two feet wide with minimum overhead

clearance of seven feet. Lighting will be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use (*See sheet E1.02 of Exhibit “E”*). A five-foot aisle for bicycle maneuvering will be provided and maintained beside or between each row of bicycle parking. Necessary signage will be provided to direct bicycle traffic to the bicycle parking areas.

3. Exceptions to Bicycle Parking.

The approving authority may allow exceptions to the bicycle parking standards as part of the site plan and architectural review process in connection with the following:

- b. Uses that do not generate the need for bicycle parking per a bicycle parking demand analysis that demonstrates and documents justification for the proposed reduction. (Ord. 2034 §§14, 15, 2017; Ord. 2014 §11, 2015; Ord. 1946 (part), 2011). [CPMC 17.75.039(H)]**

Applicant’s Findings: No exceptions to the bicycle parking standards are proposed.

E. Conclusion.

Based upon the findings set forth herein and the evidence submitted in conjunction with this Application, the District respectfully contends that the applicable standards and criteria have been met and the Application should be approved.

Dated this 17th day of November 2020.

O’CONNOR LAW, LLC

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