



STAFF REPORT
March 26, 2019

AGENDA ITEM: VII-B (File No. SPAR-19001)

Consideration of a Site Plan and Architectural Review application for the construction of a 10,200 square foot fire station, including parking and landscape areas, at 1909 Scenic Avenue. The 1.76 acre site is within the Civic zoning district and is identified on the Jackson County Assessor’s Map as 37S 2W 03AB Tax Lots 4400, 4500 and 4600. **Applicant:** Fire District 3; **Agent:** Matt Small; Kistler, Small & White Architects.

SOURCE

Justin Gindlesperger, Community Planner II

BACKGROUND

The project area consists of three (3) properties that are located along the south side of Scenic Avenue, north of the Scenic Middle School site. A Zone Map Amendment to change the zoning designation of the property from Residential Single Family (R-1-8) to Civic was approved by the Central Point City Council on March 14, 2019 by Ordinance No. 2055. The use of the property for a public facility (fire station) is subject to a Conditional Use Permit review and approval (CUP-19001).

Project Description:

The current application is a Site Plan and Architectural Review for the construction of a 10,200 square foot fire station. The site plan for the proposed development includes parking, landscaping, street frontage improvements along Scenic Avenue and the extension of Rock Way to the south (Attachment “A-1”).

The extension of Rock Way provides the primary access to the site and improves the overall circulation for the middle school during peak pick up and drop off times. On site circulation is provided by a one-way drive aisle with 45-degree parking located along the south and west of the building. The apparatus bays feature a pull-through design so fire trucks will enter the site from Rock Way and access Scenic Avenue directly from the front of the building.

The building is a single story building, with the roof above the apparatus bay extending to 27-feet in height, and the main façade of the structure facing north towards Scenic Avenue. The facades of the building are articulated with variations vertically and horizontally that includes variations in color and material (Attachment “A-2”).

ISSUES

There are two (2) issues relative to the proposal as follows:

1. **Property Lines.** Through the review of the project, it was noted that the proposal occupies three (3) legal tax lots. The proposed structure is located across the common property boundary between the lots. Structures are not permitted to cross property lines.

Comment: As required per the Conditional Use Permit (File No. CUP-19001), the applicant shall legally adjust or consolidate the lots as necessary to avoid conflicts between the structure and the property lines.

2. **Traffic Mitigation.** The applicant’s Traffic Impact Analysis (TIA) examined trip generation calculations for the proposed fire station and considered the effects on adjacent streets with current and future traffic volumes. Intersection operations and safety conditions were evaluated to address potential impacts and noted the following:
 - a. **Intersection Capacity and Level of Service.** The TIA studied the efficiency of area intersections that may be influenced by traffic from the proposed fire station. The intersection at Scenic Avenue and Upton Road was initially shown to operate below an acceptable level of service per City standards. Further analysis, including a stop sign delay study, shows that the intersection is operation within acceptable standards and the traffic from the fire station will not further degrade the operating efficiency of the intersection below acceptable levels of service. No mitigation is required at this time.
 - b. **Turn Lane Criteria.** Left and right turn lanes were evaluated along Scenic Avenue to determine whether turn lane criteria is met to require additional turn lanes along Scenic Avenue following the construction of the fire station. Following the construction of the fire station, the number of westbound vehicles projected to turn left during peak hours warrants a left-turn lane along Scenic Avenue at Rock Way and the intersection of Scenic Middle School.

Comment: As required per the Conditional Use Permit (File No. CUP-19001), the applicant shall complete the frontage improvements along Scenic Avenue, including restriping Scenic Avenue to include a two-way left turn lane from the Scenic Middle School driveway east to the existing left turn lane of Upton Road.

FINDINGS OF FACT AND CONCLUSIONS OF LAW

The Fire District 3 Scenic Avenue Fire Station Site Plan and Architectural Review has been evaluated for compliance with the applicable Site Plan and Architectural Review Criteria set forth in CPMC 17.72 and CPMC 17.75 and found to comply as conditioned and as evidenced in the Applicant’s Findings (Attachment “B”).

CONDITIONS OF APPROVAL

1. Prior to building permit issuance, the applicant shall:
 - a. Demonstrate compliance with the following conditions listed in the Public Works Department Staff Report (Attachment “D”):

- i. Submit a landscape and irrigation plan for landscape and street tree installation along Scenic Avenue and the Rock Way extension.
 - ii. Submit civil improvement plans to the Public Works Department for the street frontage improvements and street construction. The applicant shall use the 2014 revised Public Works Standards and Specifications for all new construction drawings.
 - iii. Submit a stormwater management plan for the entire tax lot demonstrating compliance with the MS4 Phase II stormwater quality standards.
 - iv. Any modifications to the site plan necessary to meet stormwater quality requirements shall be subject to CPMC 17.09, Modifications to Approved Plans and Conditions of Approval.
 - v. Apply for an erosion and sediment control permit (NPDES 1200-CN) and provide a copy to the Public Works Department.
 - vi. Pay all System Development Charges and permit fees.
 - b. Demonstrate compliance with the following conditions listed in the Rogue Valley Sewer Services Staff Report (Attachment "C"):
 - i. Submit construction plans, prepared per RVSS standards, for approval.
 - ii. Obtain a sewer service permit from RVSS. This permit will be issued by RVSS upon submittal of appropriate plans and payment of appropriate fees.
2. Prior to Public Works Final Inspection, the applicant shall demonstrate compliance with the following:
 - a. Complete Scenic Avenue frontage improvements and construction of Rock Way as required per the civil improvement and landscape and irrigation plans approved by the Public Works Department.
 - b. Complete stormwater management improvements per the Stormwater Management Plan approved by the Public Works Department.
 - c. Record an operations and maintenance agreement for all new stormwater quality features.
 - d. Pay all System Development Charges and permit fees.

ATTACHMENTS

Attachment "A-1" – Site Plan

Attachment "A-2" – Architectural Elevations

Attachment "A-3" – Floor Plan

Attachment "A-4" – Landscape Plan

Attachment "B" – Applicant's Findings

Attachment "C" – Parks & Public Works Department Staff Report dated 03-19-2019

Attachment "D" – Rogue Valley Sewer Services Staff Report dated 03-20-2019

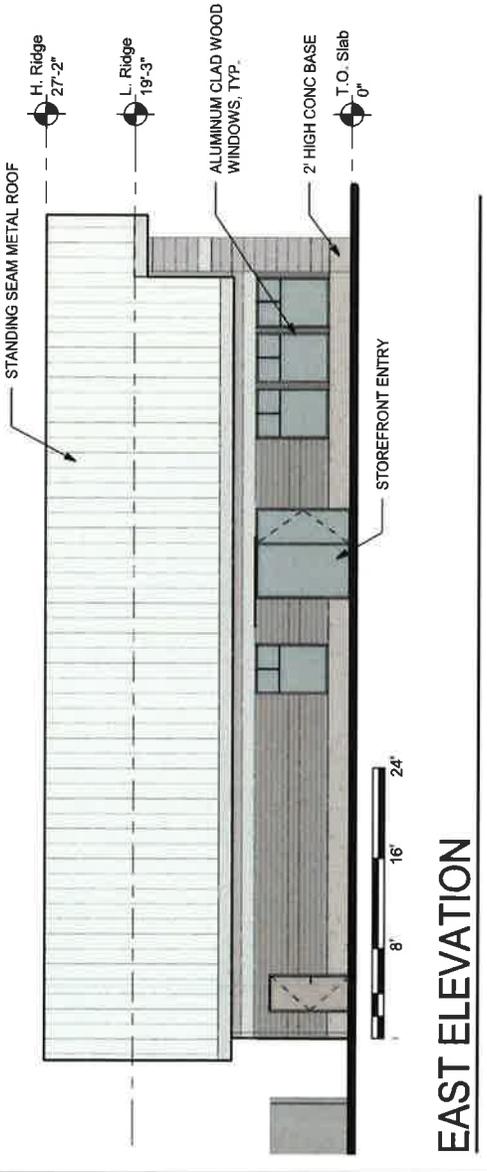
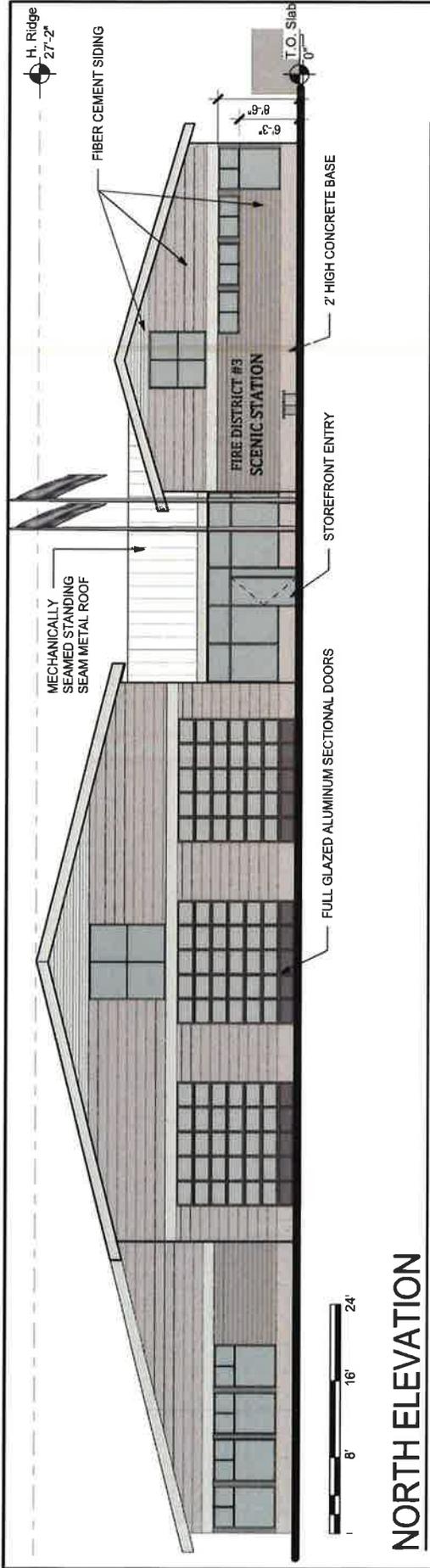
Attachment "E" – Resolution No. 869

ACTION

Consideration of Resolution No. 869, Site Plan & Architectural Review application for Fire District 3 and 1) approve; 2) approve with modifications; or 3) deny the application.

RECOMMENDATION

Approve Resolution No. 869, Site Plan & Architectural Review for Fire District 3 per the Staff Report dated April 2, 2019, including all attachments thereto.



SD-03

01/21/19
Soderstrom Architects

EXTERIOR ELEVATIONS

CENTRAL POINT FIRE STATION
JACKSON COUNTY FIRE DISTRICT #3



SD-04

EXTERIOR ELEVATIONS

CENTRAL POINT FIRE STATION

JACKSON COUNTY FIRE DISTRICT #3

01/21/19

Soderstrom Architects

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Project: New Scenic Avenue Fire Station

JCFD3 – New Scenic Avenue Fire Station Site Plan and Architectural Review Project Narrative & Findings of Fact

SECTION 1 – PROJECT NARRATIVE

Project:

- New +/-10,200 sq ft, six bay fire station, landscaping, driveways and Rock Way road extension.

Project Location:

- 1909 Scenic Avenue. Project site is on the south side of Scenic Avenue and north of the existing Scenic Middle School. The new station will be located between the middle school and Scenic Avenue.

Map + Tax Lot:

- 37S 2W 3ab, Tax Lots: 4500, 4600
- To accomplish the project objectives, coordination is required between Jackson County Fire District 3 (JCFD3) and the adjoining landowners, including the Housing Authority of Jackson County (HAJC) (TL 4700 and 4800) and School District 6 (SD6) (TL 4300 and 4400).

Zoning:

- Civic

Project Intent:

- Construct a new fire station serving the Central Point area. The new station will improve response times significantly to areas currently served by other JCFD3 stations. In addition, the new facility will contain a classroom available to the public and a fire wise landscaped demonstration area.

Background and Special Considerations:

- The design and location of the proposed fire station has required close collaboration between three separate property owners with each entity owning property affected by the proposed design. These entities include, Jackson County Fire District 3, School District 6 and the Housing Authority of Jackson County. Each property owner has reviewed the proposed design and have agreed to adjusting the property lines as necessary to accommodate the proposed design.

- **Rock Way Extension:** An extension to Rock Way Street is proposed. The new road would extend south to Scenic Middle School, intersecting the existing school parking lot. This new extension will serve the new fire station, improve vehicular circulation for Scenic Middle School and provide future access to housing proposed by HAJC to be located east of the fire station and the Rock Way extension. The design team and the Fire District have worked extensively with the Central Point Public Works Department to assure a safe extension is provided meeting city standards. The construction of the extension will be phased, allowing JCFD3 to construct the portion of the road serving the station now and having HAJC come in later and finish their half when they are ready to build. Phasing the extension minimizes the initial expense for the fire district. The middle school will be accessible via the extension in each phase. There are no utilities planned or required in the Rock Way extension.
- **Lot Line Adjustment/Consolidation:** The project involves (3) separate property Owners, JCFD3, HAJC and SD6 and the proposed project spans properties owned by all three Owners. This will require adjustments to the existing property lines.
- **A Traffic Impact Analysis** has been prepared and a copy of the report is included with these findings.

Provided below are responses to the application approval criteria in Central Point Municipal Code Chapter 17.72, Site Plan and Architectural Review.

SECTION 2 – SITE PLAN AND ARCHITECTURAL REVIEW (CPMC 17.72)
17.72.020 Applicability

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

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

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

Finding CPMC 17.72.020(A): As evidenced by these application submittal documents, the application has been submitted to the City for review in accordance with this section.

Conclusion CPMC 17.72.020(A): Consistent.

- 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. Include a new building or building addition of five thousand square feet or more;

b. Include the construction of a parking lot of ten or more parking spaces; or
c. Requires one or more variances or conditional use permits and, in the judgment of the director, will have a significant effect upon the aesthetic character of the city or the surrounding area;

2. Any attached residential project that contains four or more units;
3. Any minor project, as defined in subsection C of this section, that the director determines will significantly alter the character, appearance, or use of a building or site.

Finding CPMC 17.72.020(B): The proposed project includes the construction of a new, 10,200 square foot fire station, extensive site work including landscaping and vehicular circulation/parking and therefore is considered a "major project". Per CPMC 17.05.100, Table 1, Site Plan and Architectural Review (Major Project) is subject to the Type II review procedures set forth in CPMC 17.05.300. As evidenced by the application submittal documents, the application has been submitted to the City for review in accordance with these procedures.

Conclusion CPMC 17.72.020(B): Consistent.

- C. Minor Projects. Except when determined to be an exempt project or a major project pursuant to subsections A and B of this section respectively, the following are defined as "minor projects" for the purposes of site plan and architectural review, and are subject to the Type I procedural requirements of Chapter 17.05, Applications and Types of Review Procedures:
1. New construction, including private and public projects, that involves a new building or building addition of less than five thousand square feet;
 2. Signs that meet all applicable standards as set forth in Section 17.75.050, Signage standards;
 3. Exterior remodeling within the commercial or industrial zoning districts when not part of a major project;
 4. Parking lots less than ten parking spaces;
 5. Any project relating to the installation of cabinets containing communications service equipment or facilities owned and operated by a public utility and not subject to Section 17.60.040, Antenna standards;
 6. Minor changes to the following:
 7. Plans that have previously received site plan and architectural review approval;
 8. Previously approved planned unit developments;
 9. At the discretion of the director any changes to previously approved plans requiring site plan and architectural review.

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

Finding CPMC 17.72.020(C): Not Applicable.

Conclusion CPMC 17.72.020(C): Not Applicable.

17.72.030 Information Required.

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

Finding CPMC 17.72.030: A completed Site Plan and Architectural Review Application form has been submitted along with the following: \$3100 application fee, Architectural Site Plan (with legal description), Architectural Elevations, Landscape Plan, Irrigation Plan, written authority from Property Owner, these Findings of Fact, Traffic Impact Analysis, Preliminary Stormwater Management Plan and mailing labels.

Conclusion CPMC 17.72.030: Consistent.

17.72.040 Site Plan and Architecture Standards.

In approving, conditionally approving, or denying any site plan and architectural review application, the approving authority shall base its decision on compliance with the following standards:

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

Finding CPMC 17.72.040(A): See Section 3, Design and Development Standards Findings.

Conclusion CPMC 17.72.040(A): Consistent.

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

Finding CPMC 17.72.040(B): All pertinent details and construction elements will be constructed to the City of Central Point's Public Works standards. A civil engineer is included as part of the project team.

Conclusion CPMC 17.72.040(B): Consistent.

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

Finding CPMC 17.72.040(C): The proposed facility is a new fire station with fire apparatus on the premises and sufficient access to this apparatus as demonstrated in the attached Site Plan.

Conclusion CPMC 17.72.040(C): Consistent.

SECTION 3 - 17.75 DESIGN AND DEVELOPMENT STANDARDS

Address the proposal's compliance with standards in CPMC 17.75 below. If a standard is not applicable, check the "N/A" box and explain why the standard doesn't apply in the "Finding" section.

CPMC 17.75.031 General Connectivity, Circulation & Access

Standard	N/A	Finding
17.75.031(A) Streets & Utilities	<input type="checkbox"/>	<i>The Rock Way extension will be constructed to the City of Central Point standards. There are no utilities proposed or required for the Rock Way extension. The existing stormwater system along Scenic Avenue will be replaced with a new system including curb/gutter and catch basins matching the system in place on Scenic Avenue east of the site.</i>
17.75.031(B) Block Standards	X	No new blocks will be created.
1. Block Perimeter	X	No new blocks will be created.
2. Block Length	X	No new blocks will be created.
3. Accessways and/or Private/Retail Streets	X	No new blocks will be created.
4. Modification of block perimeters and length	X	No new blocks will be created.
17.75.031(C) Driveway and Property Access Standards	<input type="checkbox"/>	All new access and driveways will be constructed in accordance with the City of Central Point standards.
17.75.031 (D) Pedestrian Circulation	<input type="checkbox"/>	A new sidewalk is proposed along the fire station's Scenic Avenue frontage matching the existing sidewalk east of the site. An entry plaza fronting Scenic Avenue will present a safe, pleasant entry into the proposed facility.
17.75.031(E) Accessways, Pedestrian	X	No new blocks will be created.
17.75.031(F) Retail Streets	X	No new blocks will be created.

CPMC 17.75.035 Commercial Site Design & Development Standards

Standard	N/A	Finding
17.75.035(A) Commercial Site Design per Table 17.75.01 (Below)	<input type="checkbox"/>	That the proposed fire station meets these standards.

Table 17.75.01 Commercial Site Development Standards

	C-N	C-2(M)	C-4	C-5
Lot Area	N/A	N/A	N/A	N/A
Lot Width	N/A	N/A	N/A	50 ft.
Lot Depth	N/A	N/A	N/A	100 ft.
Setbacks				
Front Yard	N/A	15 ft.	N/A	N/A
Side Yard	N/A	5 ft.	N/A ¹	N/A ¹
Rear Yard	N/A	N/A	N/A ^{2,3}	N/A ^{2,3}
Lot Coverage	50%	50%	N/A	N/A
Bldg. Height	35 ft.	35 ft.	60 ft.	35 ft.

1. Unless otherwise demonstrated at time of site plan and architectural review approval wherever the side or rear yard property lines of a commercially zoned parcel abut parcels in a residential district, a solid wall or fence, vine-covered

open fence or compact evergreen hedge six feet in height shall be located on that property line and continuously maintained to ensure effective buffering and visual screening between the two land uses.
2. Where abutting a residential zone the rear yard setbacks shall be a minimum of ten feet.
3. Except when the rear property line abuts any residential district or any unincorporated lands, the rear yard shall be increased by one-half foot for each foot of building height in excess of twenty feet.

CPMC 75.039 Off-Street Parking Design and Development Standards

Standard	N/A	Finding
17.75.039(A) Connectivity	<input type="checkbox"/>	The proposed parking areas connect to the neighboring middle school and future housing development via the proposed Rock Way extension.
17.75.039(B) Parking Stall Minimum Dimensions	<input type="checkbox"/>	Per CPMC 17.75.039, Table 17.75.02 for 90 degree parking the required dimensions are as follows: 1. Width: 9'-0". 2. Length: 19'-0". Proposed parking stall widths are 9'-0" and lengths 19'-0" with 24"-0" aisle widths.
17.75.039 (C) Access	<input type="checkbox"/>	Parking areas are served by a minimum 24'-0" deep access aisle and direct access to on-site vehicular circulation.
17.75.039(D) Driveways	<input type="checkbox"/>	Per current City of Central Point Public Works standard drawing A-10 driveways shall be 12'-0" to 50'-0" wide. There are three driveways – two of them are within drawing A-10's limitations at 24'-0" and 36'-0" wide. The third driveway serves the apparatus bay and is 58'-4" wide, exceeding the standard's limitations. The extra width is required to adequately serve the three-bay apparatus space.
17.75.039(E) Improvement of Parking Spaces	<input type="checkbox"/>	The criteria for this section are met as evidenced by the responses below.
1. Concrete curb wheel stops	X	Wheel stops are not being used.
2. Paving and striping requirements	<input type="checkbox"/>	The proposed parking areas are paved and graded such that stormwater will be directed into an on-site stormwater drainage system. Individual parking spaces are delineated with painted stripes.
3. Design for uses other than one and two family dwellings	<input type="checkbox"/>	Parking spaces are designed so that no backing movements or other maneuvering within a street or other public right-of-way is necessary.
4. Lighting for off-street parking and loading areas	<input type="checkbox"/>	The lighting of the proposed parking areas will be achieved by way of pole lights erected adjacent to each parking area. Each light fixture will be directed downward to eliminate light spilling onto adjacent properties and/or streets.
5. Service drive minimum clearance area	<input type="checkbox"/>	Vision clearance "triangles" have been provided at each of the service driveways.
6. Perimeter off-street parking space containment	X	There are no proposed perimeter off street parking spaces proposed.
7. Parking, loading, or maneuvering setback limitations	<input type="checkbox"/>	There are no parking spaces proposed within the required setbacks.

8. Vehicle turnaround and maneuvering requirements.	<input checked="" type="checkbox"/>	The facility has no parking areas that directly access a street.
17.75.039(F) Limitation on Use of Parking Areas.	<input type="checkbox"/>	The proposed parking areas are designed exclusively for the use of parking. They are paved with stormwater drainage incorporated into the design and concrete sidewalks directing pedestrians to the primary entries of the building.
17.75.039(G) Parking/Loading Facility Landscaping and Screening.	<input type="checkbox"/>	The criteria for this section are met as evidenced by the responses below.
1. Perimeter and Street Frontage Landscaping Requirements	<input type="checkbox"/>	Meets standard.

Table 17.75.03 Parking/Loading Facility Perimeter and Street Frontage Landscaping Standards

	Min. Planting Area Width	Plants Required per 100 Lineal Ft of Abutting Property	
		Trees	Shrubs
Street Frontage			
Arterial/Collector	15 ft.	4	20
Local	10 ft.	3	15
Perimeter (Abutting) Land Use			
Residential	20 ft.	4	20
Commercial	10 ft.	3	15
Industrial	5 ft.	2	10

2. Terminal and Interior Islands	<input checked="" type="checkbox"/>	Proposed parking areas do not exceed ten parking spaces.
3. Bioswales	<input checked="" type="checkbox"/>	The stormwater management for the project will direct all stormwater to a detention/treatment pond located outside of the parking areas.
17.75.039(H) Bicycle Parking	<input type="checkbox"/>	CPMC 17.64.40, Table 17.64.04 does not specify a number of bicycle parking spaces required for a fire station. In lieu of a specified number the Applicant proposes to meet the 2 spaces or 1 space per 1,000 sq. ft. whichever is greater requirements typical of other, similar facilities. Calculating the required number of spaces therefore: 10,200 sq. ft./1000 sq. ft. = 10.2 bicycle parking spaces required. The Applicant is proposing 10 bicycle spaces.
1. Location of Bicycle Parking	<input type="checkbox"/>	Ten bicycle parking spaces are provided at the northeast corner of the building near the entry into the proposed classroom and near the main public entry into the facility. The parking is attached to and accessed from a proposed concrete sidewalk.
2. Bicycle Parking Design Standards	<input type="checkbox"/>	As evidenced below the proposed bicycle parking areas have been designed per the City of Central Point standards.
a. Surfacing	<input type="checkbox"/>	The parking surface will be concrete.
b. Parking Space Dimension Standard	<input type="checkbox"/>	A single bicycle rack is proposed able to accommodate ten bicycles. The concrete surface is proposed to be 6'-

		6" deep by 14'-0" wide to easily accommodate the bicycles.
c. Lighting	<input type="checkbox"/>	The bike rack will be lighted via a proposed street light to be located at the southwest corner of Scenic Avenue and the proposed Rock Way extension.
d. Aisles	<input type="checkbox"/>	A 5'-0" maneuvering area is provided by the adjacent sidewalk.
e. Signs	<input checked="" type="checkbox"/>	The bike rack is located on the front/entry side of the facility facing Scenic Avenue and will be readily visible from the primary rights of way and the main facility entry.
3. Exceptions to Bicycle Parking	<input checked="" type="checkbox"/>	Exceptions to the bicycle parking codes are not requested.

CPMC 17.75.042 Commercial Building Design Standards

Standard	N/A	Finding
17.75.042(A) Massing, Articulation, Transparency and Entrances	<input type="checkbox"/>	
1. Building Massing	<input type="checkbox"/>	The top of the building is emphasized by a series of gabled roofs, each clearly articulating the building space below it.
2. Façade Articulation	<input type="checkbox"/>	The front, Scenic Avenue façade is roughly 145'-0" in length and therefore must comply with this standard. The façade articulation is accomplished by dividing the building into three primary building components each having its own gable roofline. In addition, the front façade is staggered with offsets of 5'-6", 8'-4" and 15'-6". The building façade is further articulated with a consistent 24" tall concrete base and varying exposures of cementitious horizontal siding above. The siding is divided by a horizontal band at header height creating two distinct areas on the facade and allowing a change in color and siding exposures.
3. Pedestrian Entrances	<input type="checkbox"/>	The main pedestrian entrance for the station faces Scenic Avenue. It is identified by a change in direction of the roofline as well as a setback of the front façade. The recessed area and overhang from the roof clearly define this area as the main entrance. In addition there are planter areas on each side of the entrance – the symmetry of these planters further define the location of the main entry as do two, prominent flag poles located near the entrance.
4. Transparency	<input type="checkbox"/>	The intent of this section is met as demonstrated in the responses 4a. – 4e. below.
a. Ground Floor Façade Wall Area	<input type="checkbox"/>	The percentage of transparent glazing proposed for the façade wall is 46% as follows: Total Wall = 1,746 s.f. X 40% = 698.4 s.f. Total proposed glazing = 810.06 s.f. > 698.4 s.f.

b. Second Floor	<input checked="" type="checkbox"/>	The facility is one story.
c. Single-story building facades greater than 20-feet	<input type="checkbox"/>	The percentage of transparent glazing proposed for the "second floor" of the façade wall is 25% as follows: Total Wall (above 15'-0" and between 3"-0" and 8'-0") = 117.08 s.f. X 25% = 29.3 s.f. Total proposed glazing = 29.3 s.f. = 29.3 s.f.
d. Wall facades built to interior mid-block property line	<input checked="" type="checkbox"/>	The building does not have a wall built to an interior mid-block property line.
e. Alternative design solutions	<input checked="" type="checkbox"/>	Not applicable. The proposed building includes transparent windows on the front façade in excess of the 40% requirement.
5. Wall Faces.	<input type="checkbox"/>	The intent of this section is met as demonstrated in the responses 5a. – 5c. below.
a. Façade Wall Face	<input type="checkbox"/>	This criterium is met as the building's front façade has three setbacks greater than 24" and gabled roofs. In addition the front façade has three changes in color and material creating three distinctive horizontal bands. The three bands include 1. a concrete base, 2. horizontal siding matching the header heights of the windows painted gray and 3. another band of horizontal siding painted a lighter shade of gray separated from the lower band with a trim board painted with an even lighter shade of gray.
b. Building Wall Face	<input type="checkbox"/>	The intent of this section is met by providing the following: <u>East Wall Face:</u> 1. Gable roof provides a varying roof height. 2. A secondary, glazed, storefront entrance is provided on this elevation. 3. The form of the wall face includes a 24'-0" setback and a sloped roof and the materials include a 2'-0" tall concrete base, standing seam metal roofing and horizontal cementitious siding. <u>West Wall Face:</u> 1. Gable roof provides a varying roof height. 2. A secondary, glazed, storefront type entrance is provided on this elevation. 3. The form of the wall face includes two 7'-0" setbacks and a sloped roof and the materials include a 2'-0" tall concrete base, standing seam metal roofing and horizontal cementitious siding. <u>South Wall Face:</u> 1. Varying rooflines by using gabled roofs. 2. Three glazed secondary entrances are provided. 3. Variation of building form and materials demonstrated by the following: Form: wall face is comprised of two distinctive three-dimensional forms defined by changes in rooflines and setbacks. Material: use of a metal roofing, concrete base and two types of horizontal siding.
c. Other Wall Faces	<input checked="" type="checkbox"/>	No other walls abut a residential area.
6. Service Area & Rooftop Equipment Screening	<input type="checkbox"/>	The criteria for this section is met as demonstrated in the responses below.

a. Service Areas	<input type="checkbox"/>	There are two on grade service areas proposed – one for HVAC units and one for a compressor. Each area will be enclosed by 6'-0" tall concrete masonry walls and metal gates.
b. Rooftop Equipment	<input checked="" type="checkbox"/>	There will be no roof mounted equipment.

In conclusion, we believe the application submittal package demonstrates compliance with the approval criteria for zone map amendments in the Central Point Municipal Code. If you have any further questions, please feel free to contact me.

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PUBLIC WORKS STAFF REPORT

March 20, 2018

AGENDA ITEM:

SPAR-18001 – 10,200 sq. ft. Fire Station

Traffic:

The applicant is proposing a 10,200 sq. ft. fire station. A Traffic Impact Analysis (TIA) threshold is 25 PHT. A TIA was conducted by Southern Oregon Transportation. The results of the study show a center turn lane is needed from the intersection of Upton Road and Scenic Avenue west to the Scenic Middle School entrance. This center turn lane will allow for better overall circulation to the individual properties and queuing for traffic along Scenic Avenue. The intersection of Upton Road and Scenic Avenue is currently operating at a level of service “D” and is expected to continue to function in that capacity. Public Works will continue to monitor the intersection as development applications in the area are submitted. Public Works concurs with the analysis.

Existing Infrastructure:

Water: There is 12 inch line in Scenic Avenue.
Streets: Scenic is a two lane collector.
Storm Water: There is 12” Storm Drain line at the east side of the project site.

Issues:

There are two main issues:

1. Scenic Avenue Improvements: The Fire District has agreed to improve the south side of Scenic Avenue in front of the subject site west to the entrance to Scenic Middle School. The City would like the street fully improved and has agreed to fund the improvements along the north side of Scenic Avenue. An Intergovernmental Agreement (IGA) will need to be finalized based upon the engineers estimate and actual construction costs.
2. Storm Drain Improvements – There is no storm drain immediately in front of the project site. The existing 12 inch line will need to be extended at the applicant’s expense.

Conditions of Approval:

1. PW Standards and Specifications – Applicant shall comply with the public works standards and specifications for construction within the right of way.

2. Street Tree/Landscape Plan – Applicant will need to prepare a landscaping and irrigation plan to be reviewed and approved by the City for the existing landscape row.
3. Public Utility Easement - Applicant will need to dedicate a 10' Public Utility Easement (PUE) along the Scenic Avenue frontage.
4. Scenic Avenue Construction – Applicant shall work with the City on an Intergovernmental Agreement for shared costs associated with the improvements along the north side of Scenic Avenue.
5. Scenic Avenue Center Turn Lane – Per the TIA findings and conclusions, the Scenic Avenue center turn lane shall be extended from the intersection of Upton Drive and Scenic Avenue west to the Scenic Middle School entrance.
6. Phasing – Proposed phasing of public improvements is not permitted. All infrastructure, including Scenic Avenue improvements and Rock Way construction, shall be completed prior to a final inspection by the Public Works Department.
7. Stormwater Management. – The project is within the Phase 2 stormwater quality area and will require a stormwater management plan that is in accordance with the Rogue Valley Stormwater Quality Design Manual (RVSQDM). An operations and maintenance agreement for all new stormwater quality features is required. Construction on site must be sequenced so that the permanent stormwater quality features are installed and operational when stormwater runoff enters.
8. Erosion Control. – The proposed development will disturb more than one acre and will require an erosion and sediment control permit (NPDES 1200-CN) from the Department of Environmental Quality (DEQ).



ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 7502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

March 19, 2018

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

Re: SPR 19001 & CUP-19001, Fire Dist 3, Tax Lots 4400, 4500 & 4600, Map 37 2W 03AB
Ref: PRE 18005

The existing property is currently served by a 4 inch sewer connection to the 8 inch main along Scenic Avenue. The existing service may be used for the development if found to be in good working condition. If the service is not in good condition it must be abandoned per RVSS standards and a new tap must be provided.

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

Prior to the start of construction:

1. Applicant must provide civil construction plans for RVSS review.
2. Applicant must provide architectural plumbing plans for the calculation of related SDC fees.
3. Applicant must obtain a sewer connection permit or sewer tap and abandonment permit from RVSS as applicable.
4. Applicant must pay related sewer connection fees.

During Construction:

1. Sewer facilities must be constructed and inspected per RVSS standards.

Feel free to contact me with any questions.

Nicholas R. Bakke

Nicholas R. Bakke, PE
District Engineer

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Attachment "D"

PLANNING COMMISSION RESOLUTION NO. 869

A RESOLUTION OF THE PLANNING COMMISSION APPROVING A SITE PLAN AND ARCHITECTURAL REVIEW FOR A FIRE STATION ON LANDS WITHIN THE CIVIC ZONING DISTRICT.

(File No: SPAR-19001)

WHEREAS, the applicant has submitted a site plan and architectural review application to develop a 10,200 square foot fire station on a 1.76 acre site within the Civic zoning identified on the Jackson County Assessor's map as 37S 2W 03AB, Tax Lots 4400, 4500 and 4600, 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 17.72 and Design and Development Standards in accordance with Section 17.75; and

WHEREAS, on April 2, 2019, 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. 869 does hereby approve the Site Plan and Architectural Review application for Fire District 3, based on the findings and conditions of approval as set forth in Exhibit "A," the Planning Department Staff Report dated April 2, 2019, including attachments incorporated by reference.

PASSED by the Planning Commission and signed by me in authentication of its passage this 2nd day of April, 2019.

Planning Commission Chair

ATTEST:

City Representative