



**CITY OF CENTRAL POINT
PLANNING COMMISSION AGENDA
May 5, 2020 - 6:00 p.m.**

I. MEETING CALLED TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

Planning Commission members, Mike Oliver (chair), Tom Van Voorhees, Amy Moore, Jim Mock, Pat Smith, Kay Harrison, Chris Richey

IV. CORRESPONDENCE

V. MINUTES

Review and approval of the February 4, 2020 Planning Commission meeting minutes.

VI. PUBLIC APPEARANCES

VII. BUSINESS

- A. Public Hearing to consider a Tentative Plan for the development of an 8-lot commercial subdivision. The project site is located in the C-4, Tourist and Office Professional commercial zoning district and is identified on the Jackson County Assessor's map as 37 2W 01C, Tax Lot 700. Applicant: South Salem, LLC, Agent: Rogue Planning & Development Services, LLC

- B. Public Hearing to consider a Comprehensive Plan and Zoning Map Amendment to change the zoning designation on multiple properties south of Bush Street between South 4th and South 1st Streets from C-2(M) Commercial-Medical to R-1-6 (Residential Single Family) and Civic. The properties involved in this application are identified on the Jackson County Assessor's map as 37S 2W 11BC, Tax Lots 800 through 5000 and 37S 2W11BL, Tax Lots 100-700. Applicant: City of Central Point

VIII. DISCUSSION

- A. Development Update

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

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

IX. ADMINISTRATIVE REVIEWS

X. MISCELLANEOUS

XI. ADJOURNMENT

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**City of Central Point Planning
Commission Minutes
February 4, 2020**

I. MEETING CALLED TO ORDER AT 6:04 P.M

II. ROLL CALL

Commissioners Mike Oliver (chair), Tom Van Voorhees, Amy Moore, Pat Smith, Chris Richey and Kay Harrison and Jim Mock were present. Also in attendance were: Tom Humphrey, Community Development Director, Justin Gindlesperger, Community Planner and Karin Skelton, Planning Secretary.

PLEDGE OF ALLEGIENCE

III. CORRESPONDENCE

Letter dated January 24, 2020 from Jackson County regarding Grant Road annexation

IV. MINUTES

Kay Harrison made a motion to approve the January 7, 2020 minutes. Pat Smith seconded the motion. ROLL CALL: Tom Van Voorhees, yes; Kay Harrison, yes; Amy Moore, abstain; Jim Mock, yes; Chris Richey, yes; Pat Smith, yes; Motion passed.

V. PUBLIC APPEARANCES

There were no public appearances.

VI. BUSINESS

- A. Public Hearing for a Zone Map Change application. The zoning is proposed for change from Employment Commercial (TOD) to General Commercial (TOD). The 0.99 acres are located in the western portion of the City's downtown corridor. The project Site is identified on the Jackson County Assessor's map as 37-2W-10AA, Tax Lots 6000 and 6100, Zoning Map and Zoning Code Text Amendments; and CPMC 17.65 TOD Districts and Corridors.**

Planning Commission Chair Mike Oliver stated this item is a public hearing and he read the rules for a quasi-judicial hearing. The commissioners had no conflicts of interest, ex parte contact or bias to declare.

Community Development Director Tom Humphrey stated this item was presented to the Planning Commission as a discussion item at the January 7, 2020 meeting. At that time the city was waiting for the traffic analysis to be completed. The Commissioners directed him to proceed with the public hearing as soon as the traffic study was complete. At this time the analysis has been completed and it has been concluded the zone change will add no additional traffic issues. He explained the differences between the Employment Commercial zone and the General Commercial zone stating the General Commercial zone allows manufacturing and sales on the property whereas the Employment Commercial zone only allows retail sales. He said the purpose of this change is to comply with the comprehensive plan, the transportation planning rule and to facilitate expansion of a local business. He said it is compatible with the surrounding area. The commissioners had no questions.

The public hearing was opened.

Craig Nelson, Medford

Mr. Nelson said he was the facility maintenance manager of the Rogue Creamery. The Creamery intends to develop the property to expand their business. There were no questions.

The public hearing was closed.

Mr. Humphrey reviewed the differences in the zones. The Commissioners discussed the various businesses in the area and concluded the change would not affect traffic or existing businesses.

Pat Smith made a motion to approve Resolution 878, a zone map change application to change from Employment Commercial (TOD) to General Commercial (TOD). Kay Harrison seconded the motion. ROLL CALL: Tom Van Voorhees, yes; Kay Harrison, yes; Amy Moore, yes; Jim Mock, yes; Chris Richey, yes; Pat Smith, yes; Motion passed.

B. Public Hearing of an Annexation application at 3364 Grant Road to add 3.16 acres of land into the City limits of low density residential development. The property is identified on the Jackson County Assessor's map as 37S 2W 10 BC Tax Lot 2200. Applicant: WL Moore Construction, Inc. Agent: Herb Farber. File No Annex-19001. Approval Criteria: ORS 222.125 (Annexation by consent for all owners of land and majority of electors): Proclamation of Annexation as well as CPMC 1.20 Annexation Procedures.

Mike Oliver said the rules for a quasi-judicial hearing remained as previously stated. Amy Moore said she was a principal at WL Moore Construction, Inc. and recused herself. There were no other conflicts of interest, bias or ex parte contact declared.

Mr. Humphrey said this application is to annex land from the UGB and will increase the low density residential inventory. The property is 3.16 acres located at 3664 Grant Road and is a single tax lot. Including the Right of Way the annexed property will total 3.44 acres. There is an irrigation pond on the site which will be addressed at the time of development. He explained the city cannot evaluate the property until it is annexed. He gave examples of other subdivisions that had originally contained ponds and wetlands and how those had been developed in the past.

Mr. Humphrey referred to the letter from Jackson County. He said the original submittal for the annexation included a site plan showing a subdivision. He said the County provided comments regarding roads, traffic and infrastructure. Those issues would be addressed at the time a tentative plat was submitted. At this time the only issue was annexation. He added the property would be zoned R-1-10 which was low density. He added Public Works has indicated there are sufficient services in proximity to the property.

Mike Oliver asked Chris Richey to read the County's letter into the record. Mr. Richey did so. Mr. Humphrey explained how the jurisdiction of the roads would change at the time of the UGB amendment.

Amy Moore

Ms. Moore stated she was a principal with WL Moore Construction and would be happy to answer any questions. She reviewed the proposed plans stating there were mature trees on the property and they would retain as many as possible.

Public Hearing was opened.

Daniel Coontz, Blue Heron Dr.

Mr. Coontz said he was very concerned about the development of that property. He said there were two easements on his property and he wanted more information about utility construction. He was upset that there would be trees removed. He also wanted information regarding the pond on the property.

Robin Garnica, Mendolia Way

Ms. Garnica said her property is on the east side of the subject property and is lower than the subject property. She was concerned about drainage and how that was going to be handled. She also asked for information regarding the R-1-10 zone

Mr. Humphrey explained the annexation is the first step in the process. The development would come at a later date and would be a duly noticed public hearing and concerns regarding development would be appropriate at that time. The applicant would then be able to demonstrate how these issues will be addressed. He said there would be a public hearing on this annexation at the City Council meeting on February 13, 2020 and everyone was welcome to attend.

The commissioners clarified the annexation was only to decide if the application met the criteria to bring the land into the city limits and did not address any other issues.

Mr. Coontz asked if Ms. Moore was a member of the Planning Commission and if that was a conflict. Mike Oliver said she was but she had recused herself and would not vote on this application.

Chris Richey made a motion to recommend approval of the annexation application at 3364 Grant Road to add 3.16 acres of land into the City limits of low density residential development . Pat Smith seconded the motion.

The commissioners discussed the annexation process and noticing requirements. Several members of the audience expressed concern about negative impacts on surrounding properties.

Roll Call: Tom Van Voorhees, yes; Kay Harrison, yes; Jim Mock, yes; Chris Richey, yes; Pat Smith, yes; Motion passed.

VII. DISCUSSION

Hazard Mitigation Plan update

Community planner Justin Gindlesperger said this update is a review of the risk assessment portion of the Hazard Mitigation Plan. He said the purpose of the plan is to prepare the city and its residents to be able to recover quickly from any loss or damage. He said the risk assessment process includes identification of hazards, assessment of vulnerability and risk analysis. The hazards the city is subject to are earthquake, flood, wildfire, severe weather, drought, volcanic eruptions and landslides. He said vulnerability is assessed by evaluating the overlap between natural hazards and community assets such as people, economy, built environment and natural environment. The process of analyzing risk takes into account exposure analysis, historical analysis and scenario analysis. He provided examples of each type of analysis. He then

showed how each hazard is ranked (high, medium or low risk) and which ones the city would be most susceptible to.

The commissioners discussed the different hazards.

Mr. Gindlesperger stated the next steps will be to draft mitigation strategies and action items. He hoped the plan would be completed by summer. He said after the plan has been approved by the City, it would need to be approved by the State and FEMA.

B. Planning Update

- Central Point Station at Twin Creeks. It is a mixed use building with commercial use on the first floor and residential on the upper floors.
- Domino's Pizza is moving ahead with the lot line adjustment for the property on Freeman Court

VIII. ADMINISTRATIVE REVIEWS

IX. MISCELLANEOUS

X. ADJOURNMENT

Tom Van Voorhees moved to adjourn the meeting. Pat Smith seconded the motion. All members said "aye". Meeting was adjourned at 7:40 p.m.

Planning Commission Chair

ITEM VII-A: CONSIDERATION OF AN 8-LOT TENTATIVE SUBDIVISION PLAN ON 7.01 ACRES AT THE SOUTH WEST CORNER OF TABLE ROCK AND BIDDLE ROAD.



STAFF REPORT

May 5, 2020

AGENDA ITEM: VII-A File No. PAR-20001

Consideration of a Subdivision Tentative Plan for the development of an eight (8) lot commercial subdivision in the Tourist and Office-Professional (C-4) Zoning District. The project site is located at 4245 Table Rock Road on property identified on the Jackson County Assessor's Map as 37 2W 01C Tax Lot 700. **Applicant:** South Salem, LLC; **Agent:** Rogue Planning & Development Services, LLC

STAFF SOURCE:

Justin Gindlesperger, Community Planner II

BACKGROUND:

The applicant is proposing an eight (8) lot commercial subdivision on an approximately 7.01 acre property at the southwest corner of Biddle Road and Table Rock Road (Attachment "A-1"). The subdivision will provide for a variety of commercial uses with common access and circulation that will function as a shopping center. Future developments on the individual lots will be subject to land use and Site Plan and Architectural Review requirements.

Biddle and Table Rock Road are Jackson County Major Arterial roadways that require consolidated access drives to serve the proposed lots. This is accomplished with a Private Retail Street that provides east/west connectivity between Hamrick and Table Rock Road through existing development to the west. As shown on the Tentative Plan, the Private Retail Streets have been designed to meet the City's block length standards.

Water and sewer utilities are located just west of the subject property (Attachment "A-2"). Separate services are required for each parcel and will require mainline extensions into the property from the existing utility mains. Storm water facilities are located within the existing retail street to the west of the site (Attachment "A-3").

ISSUES:

There are two (2) issues relative to this application as follows:

1. **Traffic Impact Analysis (TIA).** The applicant's Traffic Impact Analysis (TIA) examined trip generation calculations for the proposed commercial subdivision and considered the effects on adjacent streets with current and future traffic volumes. Per the TIA, the queue lengths at the approaches following construction of the commercial subdivision will impact traffic on the adjacent streets.

Comment: Comments from Jackson County Roads recommends limiting the turning movements from the development to right-in, right-out, left-in (RIROLI) at the approaches to the public streets. Staff recommends Condition No. 2(b) requiring the applicant to complete the access improvements along Biddle Road and Table Rock Road in accordance with Jackson County requirements.

2. **Block Perimeter.** The newly created block, located north of the proposed retail street and west of the retail street connecting to Biddle Road, is 2,153 feet in perimeter and exceeds the 2,000 foot block perimeter standard in CPMC 17.75.031(B)(1).

Comment: In accordance with CPMC 17.75.031(B)(4)(d), the block perimeter standard may be modified due to traffic safety concerns. The Private Retail Street access on Table Rock is 455-ft from the intersection of Table Rock and Biddle Road. Although the typical intersection spacing distance is 300-ft, the increased distance was deemed necessary to increase safety and traffic movement. Staff recommends this adjustment to the block perimeter be approved as proposed to minimize potential traffic safety concerns.

FINDINGS:

The proposed tentative plan has been reviewed against all applicable sections of 16.10, 16.24 and 17.75 of the Central Point Municipal Code and found to comply as conditioned in the Staff Report dated May 5, 2020, the Applicant's Findings (Attachment "B") and the Planning Department Supplemental Findings (Attachment "D").

CONDITIONS OF APPROVAL:

Prior to Final Plat approval, the applicant shall:

1. Provide documentation from the Jackson County Surveyor's Office that the name of the proposed subdivision is unique relative to other approved land divisions in Jackson County.
2. Demonstrate compliance with all agency conditions of approval including the following:
 - a. Satisfy conditions of approval in the Public Works Staff Report dated April 15, 2020 (Attachment "E").
 - b. Satisfy conditions of approval in the Jackson County Roads and Engineering Staff Report, dated April 27, 2020 (Attachment "F").
 - c. Comply with conditions of approval provided by the Rogue Valley Sewer Services in a letter dated April 10, 2020 (Attachment "G").

ATTACHMENTS:

Attachment "A" – Tentative Plan Map
Attachment "B" – Application Narrative
Attachment "C" – Traffic Impact Analysis, dated 02-24-2020
Attachment "D" – Planning Department Supplemental Findings
Attachment "E" – Parks & Public Works Department Staff Report, dated 04-15-2020
Attachment "F" – Jackson County Roads and Engineering Department Staff Report, dated 04-27-2020
Attachment "G" – Rogue Valley Sewer Services Staff Report, dated 04-10-2020
Attachment "H" – Resolution No. 879.

ACTION:

Consideration of Resolution No. 879 for the Table Rock Crossing Subdivision Tentative Plan and 1) approve; 2) approve with revisions; or 3) deny the application.

RECOMMENDATION:

Approve the Table Rock Crossing Subdivision Tentative Plan per the Staff Report dated May 5, 2020.

South Salem LLC

Crossroads Community Shopping Center

A Commercial Subdivision



February 20, 2020

FINDINGS of FACT

**Tentative Plan Application for an eight-lot subdivision for a phased
Community Shopping Center**

Subject Property

Address: 4245 Table Rock Road
Map & Tax Lot: 37 2W 01 C; 700 (Parcel 1)
Comprehensive Plan Designation: Commercial: Tourist and Office
Zoning: C-4: Tourist and Office

Property Owner: South Salem LLC
PO BOX 4460
Medford, OR 97501

Agent: Rogue Planning & Development Services, LLC
Amy Gunter
33 N Central Avenue, Suite 213
Medford, OR 97501

Land Surveyor: Hoffbuhr and Associates
Darrell Huck
880 Golf View Drive, Suite 201
Medford, OR 97504

Request:

Request for Tentative Plan approval to allow for an eight-lot subdivision to accommodate for a Community Shopping Center. The Crossroads Community Shopping Center conceptually demonstrates the layout and development of the property. Subsequent applications for Site Plan and Architectural Review approval to allow for the development of the lots within the subdivision as the development plans progress will be obtained.

Property Description:

The subject property is located at 4245 Table Rock Road, Central Point Oregon, (37S 2W 01C; TL#700). The property is Parcel #2, vacant, 7.01-acre parcel at the southwest corner of Table Rock Road and Biddle Road. A partition to divide a two-acre parcel at the northwest corner of the property and develop a car wash and oil change facility. (This plat has not been recorded yet but is anticipated in this month – see figure 4).

The subject property is bound by Table Rock Road along the east property line and Biddle Road along the north property line. Hamrick Road is approximately 360-feet to the south of the subject property.

There are existing and proposed private retail streets that extend from Hamrick Road to the property's west boundary. Along the west boundary of the subject property, shared with the property to the west, a private retail street was approved with the previous partition and site plan review approval.

Table Rock Road is a County Arterial and is maintained by Jackson County.

Biddle Road is a County Minor Arterial and it is also maintained by Jackson County. There are curb, gutter, sidewalk, and utilities present along the frontages. The driveway curb cut was relocated to the western property line as part of the frontage improvements.

The property is at the edge of the city of Central Point Urban Growth Boundary and the city limits. The property is zoned Commercial / Tourist (C-4). The adjacent property to the south (TL#3900) is outside of the City limits but is shown as the City of Central Point, Manufacturing (M-2). The property to the north and northwest, across Biddle Road, is a mixture of General Commercial and Residential. The properties to the east, across Table Rock Road, are zoned Jackson County Commercial. The Rogue Valley Airport, airport-related businesses, hotels, and office buildings are further east on Biddle Road.

There are no floodplains, wetlands or other significant natural features on the property that would prevent the development of the property. There is a grove of large stature pine and cedar trees on the property. These trees have been evaluated by an arborist and it is recommended that the trees be removed.

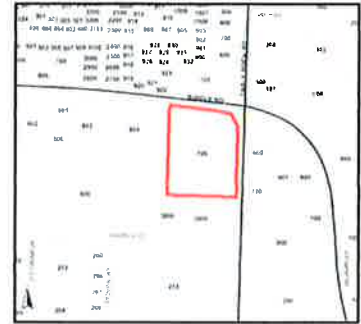


Figure 1: Vicinity Map



Figure 2: Central Point Zoning Map

Detailed proposal:

The proposal is to subdivide the 7.01-acre parcel (Figure 4) into an eight-lot subdivision to accommodate a Neighborhood Shopping Center, the Crossroads Community Shopping Center.

Parcel 1 is a recently approved partition and site plan and architectural review, conditional use permit for an oil change and carwash facility (PAR-19002 and SPAR-19002).

The proposed subdivision provides for eight developable parcels that comply with site design and layout standards in the C-4, Commercial: Tourist and Office zone for the development of neighborhood shopping center. Footprints areas totaling 54,595 square feet are proposed. The proposed uses include an anchor store, mixed uses (office, retail, other sales), fast food with drive-thru. The shopping center provides a group of commercial building areas of various sizes and types of building area to accommodate development of allowed uses within a shopping center.

As the individual uses develop, Site Plan and Architectural Review will be proposed to demonstrate that the development complies or can demonstrate compliance with the layout proposed herein or with a revision that demonstrates compliance with the city of Central Point standards for commercial development. No buildings will exceed the maximum height in the zone of 60-feet.

A private retail street is proposed to provide internal circulation. The private retail street will be extended through the property, and to connect to the existing east/west private retail street that extends to Hamrick Road. The retail street also intersects with the approved north/south retail street that provides access to and from Biddle Road. This portion of the private retail street is along the west property line of Parcel 1 on the partition plat in Figure 4.

Adequate transportation facilities are provided within the public rights-of-way and via the private retail street to accommodate the anticipated vehicular traffic. A Traffic Impact Analysis for the Community Shopping Center has been provided with the application. The TIA addresses the uses and the future trip generation. The intersections of the private retail street exceed the minimum separation of 300-feet. The block length through the private retail street is 652.95-feet. This slightly exceeds the maximum block length for vehicular traffic. This is due to a jog in the retail street to separate the intersection on Table Rock Road to accommodate turning and stacking movements for future traffic impacts. Pedestrian and bicycles will be able to traverse the interconnected parking lot system to reduce distances traveled.

There are transit accommodations along Table Rock Road. A new stop was installed with the development of Hamrick Road and Table Rock Road with the development of Costco, less than 500-feet south of the subject property.

We believe the proposed subdivision of the C-4 zoned land will accommodate at neighborhood shopping center that will provide convenience shopping for the day to day needs of the consumers in the immediate neighborhoods. The proposed layout accommodates for building areas that exceed 50,000

square feet and are less than the maximum of 100,000 square feet of gross floor areas. There is one anchor tenant space proposed in the concept layout that is less than 60 percent of the total gross floor area.

Thank you for your consideration.

Respectfully,

Amy Gunter
Rogue Planning & Development Services, LLC
541-951-4020

Attachments:

Land Partition Findings of Fact
Assessor Map: Attachment A
Legal Description: Attachment B
Existing Deed: Attachment C
Tentative Partition Plat
Conceptual Subdivision Layout
Conceptual Grading & Drainage Plan: C.1
Conceptual Utility Plan: C.2

Findings addressing the criteria from the City of Central Point Land Development ordinance can be found on the following pages. For clarity, the Central Point Land Development Ordinance criteria are in Times New Roman font and the findings in Calibri.

Findings of Fact

16.10 - Tentative Plans

Finding:

The proposal is to allow for a subdivision of the 7.01-acre parcel at the intersection of Biddle Road and Table Rock Road. A tentative subdivision plan demonstrates the layout of the proposed commercial subdivision. There are no minimum lot dimensions, lot areas, lot coverages, in the C-4 zone. The subdivision layout provides for the adequate area to development the property to the standards of a neighborhood shopping center.

A proposed conceptual development plan of a neighborhood shopping center has been provided with the application. The shopping center site plan provides for the development of the east to west private retail street that crosses the property to connect with the east west connection that exists across the adjacent properties to the west and leads to Hamrick Road.

The Shopping Center layout is intended to accommodate a gross floor area of not less than 50,000 and not more than 100,000 gross floor area. The shopping center is conceptually proposed to provide for 54,595 square feet of structures with lot areas, drive isles and access, parking areas, and landscape buffer areas devoted to development of permitted and conditional uses of the C-4 zoning district.

Each lot of the subdivision will provide for a separate site design review application as necessary by the standards. Future lot development will demonstrate compliance with the conceptual development plan and associated Traffic Impact Analysis.

A private retail street is proposed to provide internal circulation. The private retail street will be extended through the property, and to connect to the existing east/west private retail street that extends to Hamrick Road. The retail street also intersects with the approved north/south retail street that provides access to and from Biddle Road. This portion of the private retail street is along the west property line of Parcel 1 on the partition plat in Figure 4.

Adequate transportation facilities are provided within the public rights-of-way and via the private retail street to accommodate the anticipated vehicular traffic. A Traffic Impact Analysis for the Community Shopping Center has been provided with the application. The TIA addresses the uses and the future trip generation.

Utility, access and maintenance easements for the private retail street that is proposed through the community shopping center will be provided with the survey plat map.

A separate application for the development of a Firestone Complete Auto Care and Tire facility with associated site improvements has been filed. This development and the associated private retail street

provide the vehicular, pedestrian and bicycle connection through the property to the retail street network in the vicinity.

16.10.070 Explanatory information.

A. A vicinity map showing all existing subdivisions, streets and unsubdivided land ownerships adjacent to the proposed subdivision and showing how proposed streets may be connected to existing streets;

Finding:

A vicinity map from the Jackson County Assessor is included in the application. The existing private retail street system through the adjacent properties to the west will connect through the development.

B. Proposed deed restrictions in outline form;

Finding:

The property has existing deeds and easements. These will continue and will be demonstrated on the final plat of the partition plan.

The public utility easements will remain along the frontages of the property. Private utility easements will be provided within the subdivision and provided for on the final partition plat.

The easement for the retail street will be created providing cross access, mutual ingress/egress, maintenance, and other standard access easement language.

A title report associated with the approved minor land partition is set to be recorded in February. A revised title report will provide for the easements of record on the 7.01-acre parcel. The draft subdivision plan provides for public utility easement in the private retail street, public access of the private retail street, access from the private retail street to the development pads of the Community Shopping Center.

C. Approximate centerline profiles showing the proposed finished grade of all streets, including the extensions for a reasonable distance beyond the limits of the proposed subdivision;

Finding:

The property is nearly level and the centerline profile of the Private Retail Street that connects to an existing Private Retail Street appears unnecessary.

D. The approximate location and size of all proposed and existing water and sewer lines and storm drainage systems. (Ord. 1650(part), 1990).

Finding:

A preliminary grading and utility plan is provided with the application. The utility plan provides details regarding where the connections for the proposed water, sewer and storm drainage lines of the private retail street. Conceptual stub out locations for the Community Shopping Center pad lots are provided.

16.24.010 Blocks--Length, width, and shape.

The lengths, widths, and shapes of blocks shall be designed with due regard to providing adequate building sites suitable to the special needs of the type and use contemplated, needs for convenient access, circulation, control and safety of street traffic and limitations and opportunities of topography.

Finding:

The lengths, widths, and shapes of the block are designed with regards to providing adequate building sites for the development of a Neighborhood Shopping Center. The access points onto Biddle Road and Table Rock Road are dictated by the standards of Jackson County. The proposed private retail street intersections dictate the block lengths and dimensions.

16.24.020 Blocks--Sizes.

Blocks shall not exceed twelve hundred feet in length except blocks adjacent to arterial streets or unless the previous adjacent layout or topographical conditions justify a variation. The recommended minimum distance between intersections on arterial streets is three hundred feet.

Finding:

No block length in the development exceeds 1200-feet. Two of the blocks are adjacent to arterial streets and the separation from the intersection of the arterial streets increases the block length and perimeters. The intersections of Table Rock Road and Biddle Road and the private retail streets exceed 300-feet.

The proposed private retail street connections through the community shopping center slightly exceed the block perimeters with 2,200-feet. This is due to the shifting of the private retail street intersection south of the Biddle Road and Table Rock Road intersections. The jog in the retail street adds additional distance.

The proposed block lengths through the development exceed the 600-foot block length rule. The intersection of the private retail street that traverses Parcel 2, the 7.01-acre area of the commercial subdivision and community shopping center, will have a more than 600-foot block length to Table Rock and Biddle Road. Additionally, the block perimeter exceeds 2,000 feet. This is due to the separation standards from the intersection to the street and the sight-lines on Table Rock Road. The private retail street and connected parking lot system allow for pedestrians and bicycles to cross the site without following the block boundaries, only automobiles will be restricted to the private retail street and arterial street intersections.

The intersection of the retail street that traverses Parcel 2, will have a more than 600-foot block length to Table Rock and Biddle Road. This is due to the presence of the major arterial streets, and intersection alignment issues, separation from the intersection to the street, and sight-lines on Table Rock Road and Biddle Road.

16.24.030 Blocks--Easements.

A. Utility Lines. Easements for electric lines or other non-city-owned public utilities may be required, and shall be a minimum of ten feet in width located on the exterior portion of a single property. Easements for city utilities (i.e., water, storm drain and sanitary sewer mains) shall be a minimum of fifteen feet in width located on the exterior portion of a single property. Tie-back easements six feet wide by twenty feet long shall be provided for utility poles along lot lines at change of direction points of easements.

1. Structures Located within a City Utility Easement.

a. Except for public utilities and for signs when developed in accordance with Chapter 15.24 (Sign Code), no person shall locate, construct, or continue to locate a structure (as defined in Chapter 16.08) within a city utility easement (as defined in Chapter 16.08), except as provided in subsections (A)(1)(b) and (A)(2) of this section.

b. Notwithstanding the foregoing, the city may approve fencing, concrete block walls/fencing, retaining walls, and similar fencing/wall structures that are otherwise in compliance with the building code, and with the clearance provisions noted herein, over an easement subject to the following requirements:

i. Said fencing or wall structures that interfere with the installation, maintenance, access, or operation of a public utility or city utility may be removed by the utility provider or the city at the sole cost of owner.

ii. Any replacement or relocation of the fencing or wall structures shall be at the sole cost of the property owner or occupant.

iii. Owners and occupants of property shall not be entitled to compensation for damages related to removal of the fencing or wall structures.

2. Grass, Asphalt, and Concrete Installed within a City Utility Easement.

a. Subject to the limitations of the building code, lawful owners and occupants of property may install grass, asphalt and concrete within a city utility easement.

b. In the course of installing, accessing, maintaining, or operating its facilities in a city utility easement, a public utility or the city, as the case may be, may move or remove any asphalt, concrete, or vegetation located within said easement. After the same are moved or removed and after completion of the necessary work, the grass, asphalt or concrete shall be repaired and replaced in a reasonable manner at the sole cost of the public utility or city.

c. Owners and occupants of property shall not be entitled to compensation related to damages to grass, asphalt, or concrete so long as the repairs and replacement are done in a reasonable manner and in a reasonable time frame.

Finding:

It is not anticipated that there will be any construction within public utility easement excepting the circumstances outlined herein.

B. Watercourses. Where a subdivision is traversed by a watercourse, drainage way, channel or stream, there may be required a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse, and such further width as will be adequate for the purpose. Streets, parkways or access roads parallel to major watercourses may be required.

Finding:

Not applicable.

C. Pedestrian Ways. In any block over seven hundred fifty feet in length a pedestrian way may be required. The minimum width of the pedestrian right-of-way must be at least six feet in width which shall be hard surfaced through the block and curb to curb in order to provide easy access to schools, parks, shopping centers, mass transportation stops or other community services. If conditions require blocks longer than twelve hundred feet, two pedestrian ways may be required for combination pedestrian way and utility easement. When essential for public convenience, such ways may be required to connect to cul-de-sacs. Long blocks parallel to arterial streets may be approved without pedestrian ways if desirable in the interests of traffic safety.

Finding:

Pedestrian access is provided through the proposed Community Shopping Center development parking areas. The pedestrian sidewalks are provided at six-feet within the development and have clear access to both arterial streets. Sidewalks are provided along both sides of the private retail street and sidewalks to city standards are or will be provided around the perimeter of the development as the properties develop.

16.24.040 Lots--Uses.

A. The city may, in its discretion, deny approval for the creation of any lot by any manner if the effect of such creation of lot would be to facilitate perpetuation of a nonconforming use.

Finding:

The uses proposed and futures uses are all conforming uses in the C-4 zone.

B. No lot shall be created unless it is in compliance with all applicable provisions of this code.

Finding:

All proposed lots will comply with the standards of the C-4 zone.

The Commercial Site Design Standards found in 17.75.035, detail that there are no minimum lot areas, width or depths.

Future site development through Site Plan and Architectural Review will demonstrate compliance with any yard setback standards, building heights and other requirements from the commercial design standards.

16.24.050 Lots--Size and determination.

Lot sizes shall conform with the zoning ordinance and shall be appropriate for the location of the subdivision and for the type of development and use contemplated. In the case of irregular lots, the width shall be measured along the front building line. In no case shall the average depth be more than two and one-half times the width. Corner lots for residential use shall have sufficient width to permit appropriate building setback from and orientation to both streets.

Finding:

No minimum lot sizes in the zone.

A. In areas that cannot be connected to sewer lines, minimum lot sizes shall be sufficient to permit sewage disposal by an engineered system in accordance with Department of Environmental Quality, Jackson County environmental quality section, and public works standards. Such lot sizes shall conform to the requirements of the Jackson County environmental quality section.

Finding:

Adequate public sewer service is available to the proposed lots within the subdivision.

B. Where property is zoned and planned for business or industrial use, other widths and areas may be required, at the discretion of the city. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

Finding:

The Crossroads Community Shopping Center's is a neighborhood shopping center. The conceptual development plan demonstrates that adequate parking areas and drive aisles for the potential uses within the shopping center are provided.

16.24.060 Through lots.

Through lots shall be avoided except where essential to reduce access to primary or secondary arterial streets or streets of equivalent traffic volume, reduce access to adjacent nonresidential activities, or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten feet may be required along the line of lots abutting such adjacent street. There shall be no right of access across such planting screen easements.

Finding:

Not applicable

16.24.070 Lot side lines.

The side lines of lots shall run at right angles to the street upon which the lots face, as far as practicable, or on curbed streets they shall be radial to the curve.

Finding:

All lot lines run at right angles to the streets and private retail street.

16.24.080 Large lot subdivision.

In subdividing tracts into large lots which at some future time are likely to be resubdivided, the location of lot lines and other details of the layout shall be such that the resubdivisions may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets or other utilities. Restrictions of building locations in relationship to future rights-of-way shall be made a matter of record if the city considers it necessary.

Finding:

Not applicable

16.36.030 Requirements.

A. All major and minor land partitions may, as a condition of approval, provide for improvements including curbs, gutters, asphalt streets, sidewalks, underground utilities and such other improvements as shall be deemed appropriate and necessary by the city council as a condition of approval, with all such improvements to meet the standards required for subdivisions under this title.

Finding:

The majority of the public infrastructure was recently installed with the frontage improvements along Table Rock Road. Utilities are available in the public right-of-way of the roads and in the proposed 15-foot wide public utility easements along the frontages of the property. The future sidewalk connections will be installed along the frontages as the sites develop.

Underground utilities installed in streets will be constructed before the surfacing the retail street. Stubs for service connections for underground utilities will be placed to reduce the necessity for

disturbing the street improvements when future service connections are made. Easements for public and private utilities will be provided on the subdivision plat.

A private, 12-inch water line that exists within the existing east / west private retail street. An eight-inch line connects to the site's northern boundary. A water circulation plan under the direction of the City of Central Point Public Works Director will be completed to provide hydrants and adequate service connections throughout the development area.

The property is within the Phase 2 Stormwater Quality Area and a stormwater management plan that complies with the Rogue Valley Stormwater Quality Design Manual for water quantity and quality is provided. The proposal for the private retail street accommodates much of the stormwater generated on as an above bioswale. Each lot will need to address their stormwater facilities. These will likely include above ground swales in conjunction with underground detention facilities. The Stormwater service is available to the site from a 24-inch storm drain line that exists 260-feet west of the project site within the existing private driveway.

Sanitary sewer service is available to the west of the project site. This 8-inch line will be extended through the private retail street to accommodate the development of each of the sites.

B. In the case of major partitions, all streets or roads shall be improved to meet the standards required for subdivisions under this title, and shall be dedicated to the city in the same manner as subdivision roads and streets.

Finding:

The request is for Subdivision. The subdivision request includes a private retail Street to provide east to west connectivity through the site.

Biddle Road is a County Minor Arterial and was recently improved from the intersection of Biddle and Table Rock Road, west to the I-5 freeway interchange. Table Rock Road is a County Arterial. Table Rock Road also was recently improved with curb, gutter, sidewalk, storm drainage, and street lighting. Both Table Rock Road and Biddle Road are maintained by Jackson County.

The Private Retail Street is not proposed to be dedicated to the City but is proposed to be installed per the improvement standards.

Required by five-foot curb tight sidewalks are proposed along the north side of the private retail street with a ten-foot landscape buffer between sidewalk and lot development areas. The south side of the private retail street proposes a five-foot hardscape planter and a five-foot sidewalk. The site plan accommodates a six-foot sidewalk in both instances due to anticipated code changes that will require a six-foot sidewalk. Until that time, a five-foot sidewalk and larger planter areas will be provided.

C. Partition improvements shall be constructed prior to approval of the final partition plat unless, in the city's sole discretion, deferral is allowed. In all cases of deferral, the applicant shall either execute an agreement for improvements and comply with the bond requirements of Section [16.12.070](#) and [16.12.080](#) of this title, or shall execute a deferred improvement agreement, which shall be in a form and contain such terms as are specified by city and shall be recorded and be binding upon and run with the land and bind the applicant and all successors in interest.

Finding:

All subdivision related improvements will be constructed to provide vehicular access through the property. Permits for the driveway access from Table Rock Road will be obtained from Jackson County.

The landscape is proposed along Table Rock Road frontage behind the sidewalk. The vegetation will be irrigated and maintained in a weed-free condition.

C-4, Tourist and Office Professional District:

17.44. Community shopping centers which may include any of the permitted uses in this section and may also include but not be limited to:

- a. Supermarkets;
- b. Department stores;
- c. Sporting goods;
- d. Books and stationery;
- e. Gifts, notions and variety;
- f. Florists;
- g. Leather goods and luggage;
- h. Pet sales and related supplies;
- i. Photographic supplies;
- j. Health food;
- k. Self-service laundry;
- l. Antique shop;
- m. Delicatessen;
- n. Pastry and confectionery;
- o. General apparel;
- p. Shoes and boots;
- q. Specialty apparel;
- r. Jewelry;
- s. Clocks and watches, sales and service;
- t. Bakery, retail only;
- u. Bicycle shop;
- v. Audio, video, electronic sales and service;
- w. Printing, lithography and publishing;

Finding:

The proposal use of the property is for a neighborhood shopping center, the Crossroads Community Shopping Center. The envisioned uses fall with the categories listed as permitted uses in the C-4 district.

All development of the individual lots within the subdivision will demonstrate compliance with the standards 17.44, 17.64, 17.75 and the development standards for public infrastructure improvements of the city of Central Point.

Design and Development Standards

17.75.031 General connectivity, circulation and access standards.

The purpose of this section is to assure that the connectivity and transportation policies of the city's Transportation System Plan are implemented. In achieving the objective of maintaining and enhancing the city's small town environment it is the city's goal to base its development pattern on a general circulation grid using a walkable block system. Blocks may be comprised of public/private street right-of-way, or accessways.

Finding:

The Table Rock Road frontage of the subdivision was recently improved Biddle Road is proposed to be improved as the site develops. Throughout the development, there is a primary east to the west connection provided via the private retail street. The private retail street will have street-like improvements installed along the north side of the the development because of the proposed development of Phase 1 (Premier Oil) and Phase 2, Firestone. The retail street is proposed to have a five-foot curbside sidewalk and a ten-foot landscape buffer to the parking areas. Along the south side, a temporary bioswale to accommodate storm drainage facilities.

A. Streets and Utilities. The public street and utility standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction shall apply to all development within the city.

Finding:

Table Rock Road along the frontage of the property has been improved with curb, gutter, sidewalk, utility installations, etc.

The private retail street is proposed to be connected to the existing private retail street that exists as an east/west connection from Hamrick Road (where parallel to Table Rock Road) as part of a pending commercial shopping center proposal for the 7.01-acre parcel. This private retail street will intersect with a north/south, private retail street connection (approved access for Premier Oil).

Landscape medians and buffering and an interconnected five-foot-wide sidewalk system are provided through the development to provide pedestrian connectivity to the public street system. (Note: the conceptual subdivision plan demonstrates a six-foot-wide sidewalk through the development, this is in

the event of anticipated code changes). As proposed with the individual developments, a five-foot sidewalk is proposed.

The proposed development will comply with all utility standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction.

B. Block Standards. The following block standards apply to all development:

1. Block perimeters shall not exceed two thousand feet measured along the public street right-of-way, or outside edges of accessways, or other acknowledged block boundary as described in subsection (B)(4) of this section.

Finding:

The proposed private retail street connections through the community shopping center slightly exceed the block perimeters with 2,200-feet. This is due to the shifting of the private retail street intersection south of the Biddle Road and Table Rock Road intersections. The jog in the retail street adds additional distance.

2. Block lengths shall not exceed six hundred feet between through streets or pedestrian accessways, measured along street right-of-way, or the pedestrian accessway. Block dimensions are measured from right-of-way to right-of-way along street frontages.

Finding:

The proposed block lengths through the development exceed 600-feet.

The intersection of the retail street that traverses Parcel 2, will have a more than 600-foot block length to Table Rock and Biddle Road. This is due to the presence of the major arterial streets, and intersection alignment issues, separation from the intersection to the street, stacking distances, and sightlines on Table Rock Road and Biddle Road.

3. Accessways or private/retail streets may be used to meet the block length or perimeter standards of this section, provided they are designed in accordance with this section and are open to the public at all times.

Finding:

A private retail street system is used to attempt to meet the block length and perimeter standards. The retail street has been designed per the requirements of this code.

4. The standards for block perimeters and lengths may be modified to the minimum extent necessary based on written findings that compliance with the standards are not reasonably practicable or appropriate due to:

Finding:

The proposed block lengths through the development exceed the 600-foot block length rule. The intersection of the private retail street that traverses Parcel 2, the 7.01-acre area of the commercial subdivision and community shopping center, will have a more than 600-foot block length to Table Rock and Biddle Road. Additionally, the block perimeter exceeds 2,000 feet. This is due to the separation standards from the intersection to the street and the sight-lines on Table Rock Road. The private retail street and connected parking lot system allow for pedestrians and bicycles to cross the site without following the block boundaries, only automobiles will be restricted to the private retail street and arterial street intersections.

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.

Finding:

The proposed civil improvements throughout the development will comply with all utility standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction. The Traffic Impact Analysis will be reviewed by Jackson County Roads. The driveway access reservation will be made with Jackson County Roads upon approval of the development.

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:

Finding:

There will be a complete sidewalk system along both public street frontages of the property. Through the development, there are private retail streets and an interconnected parking lot system proposed. These streets are proposed to have landscape buffers and sidewalk systems with sidewalk and parking lot crossings that are distinguished from the driving surface to provide pedestrian connectivity through the property.

Pedestrian scale streetlights and directional signage will provide interest and safety for pedestrians.

E. Accessways, Pedestrian. Pedestrian accessways may be used to meet the block requirements of subsection B of this section. When used pedestrian accessways shall be developed as illustrated in Figure

17.75.01. All landscaped areas next to pedestrian accessways shall be maintained, or plant materials chosen, to maintain a clear sight zone between three and eight feet from the ground level.

Finding:

The pedestrian accessways provided through the development in the parking areas and along the Private Retail Street will reduce the block length as a pedestrian can bisect the development vs. an automobile which must stay on the driving surfaces.

All landscape areas will be professionally designed, installed and maintained. The plant materials sections provide for clear sight zones and to provide safety and security throughout the sight. Vision clearance triangles will be maintained at the intersections.

F. Retail Street. Retail streets may be used to meet the block requirements of subsection B of this section. When used retail streets shall be developed as illustrated in Figure 17.75.02.

Finding:

The private retail street is proposed to attempt to meet the block requirements of subsection B. The retail street is proposed to connect to existing retail streets developed on the adjacent properties. Utility, access and maintenance easements for the private retail street that is proposed through the community shopping center will be provided with the survey plat map.

OFFICE OF RECORD OF DESCRIPTION
OFFICE OF COUNTY ASSESSOR, JACKSON

RP 1 173

ACCOUNT NUMBER

362W11-1800

362W11 01800

SECTION _____	TOWNSHIP _____ S	RANGE _____	W.M. _____	MAP NO. <u>11</u>
LOT _____	BLOCK _____	THIS INFORMATION FOR ASSESSMENT AND TAXATION PURPOSES ONLY		
TAX LOT NUMBER <u>14</u>	NO. _____	ADDITION _____		

INDENT EACH NEW COURSE TO THIS LINE

LEGAL DESCRIPTION

DEED

YEAR

Hull, ~~Elmer R.~~ & Lelah and ~~Lawrence D.~~ & Ann
Commencing at the northeast corner of D.L.C. 42 in Sec. 11, Twp 36 South, Range 2 West of the W.M., and from said corner running

1946
1960
1962

west on the north boundary of said claim 29 chains and 76 links; thence

south 53 chains and 71 links; thence

south 89°45' east along south boundary of claim 29 chains and 76 links to the southeast corner of said claim; thence

north on the east boundary of said claim 53 chains and 83 links to the place of beginning.

Excepting that portion of said premises sold to Scott V. Davis, described as the "south half of the east half" of D.L.C. 42, in Twp 36 South, of Range 2 West of the W.M., 80 acres, more or less, together with a strip of land 25 feet in width, beginning at the southeast corner of the north half of the east half of said D.L.C. and running thence

north to the intersection of the County Road.

Also, excepting land described in Vol. 202 page 284, of the Deed Records of JCO.

Less tax lot 362W11-1801

73-09930

JV 7309686

Pa
1946
1960
1962
Be
O.R.

73-09930

EXHIBIT "A"

Beginning at the northeast corner of donation land claim No. 42, township 36 south, range 2 west of the Willamette Meridian in Jackson county, Oregon; thence west along the north boundary of said claim, 29 chains and 76 links; thence south, 53 chains and 71 links; thence south $89^{\circ}45'$ east along the south boundary of said claim, 29 chains and 76 links to the southeast corner of said claim; thence north on the east boundary of said claim, 53 chains and 83 links to the place of beginning, containing 160 acres, more or less.

EXCEPTING THEREFROM that portion of said premises sold to Scott V. Davis, described as the "southhalf of the east half" of donation land claim no. 42 in township 36 south, range 2 west of the Willamette Meridian, containing 80 acres, more or less, together with a strip of land 25 feet in width, beginning at the southeast corner of the north half of the east half of said donation land claim, and running thence north to an intersection with the original southwesterly right-of-way line of Table Rock (county) road.

ALSO EXCEPTION THEREFROM the following described tract, to-wit:

Beginning at a concrete monument with bronze disc located at the northeast corner of donation land claim no. 42, township 36 south, range 2 west of the Willamette Meridian in Jackson county, Oregon; thence along the north boundary of said claim, south $89^{\circ}52'35''$ west, 323.74 feet; thence south $0^{\circ}25'20''$ east, 264.11 feet; thence south $37^{\circ}39'30''$ east, 39.81 feet; thence south $0^{\circ}52'$ east 193.72 feet; thence north $89^{\circ}34'20''$ east, 295.49 feet to the east boundary of said claim; thence north $0^{\circ}06'40''$ west, 487.80 feet to the point of beginning, containing 3.50 acres, more or less.

TOGETHER with a mutual ingress-egress easement 20 feet in width, being 10 feet on each side of the following centerline, to-wit:

Commencing at the northeast corner of donation land claim no. 42, township 36 south, range 2 west of the Willamette Meridian in Jackson county, Oregon; thence along the north boundary of said claim, south $89^{\circ}52'35''$ west, 323.74 feet; thence south $0^{\circ}25'20''$ east, 264.11 feet to the true point of beginning of said easement; thence south $37^{\circ}39'30''$ east, 39.81 feet; thence south $0^{\circ}52'$ east, 20.00 feet and there terminating.

73-09930

Together with an easement for the purpose of repairing, maintaining and operating the irrigation ditches and control valves which are located on the remaining property of sellers so that purchaser may be able to irrigate the orchard property which is the subject of this sale. Said easement, in any event, shall terminate not later than June 1, 1998.

SUBJECT TO:

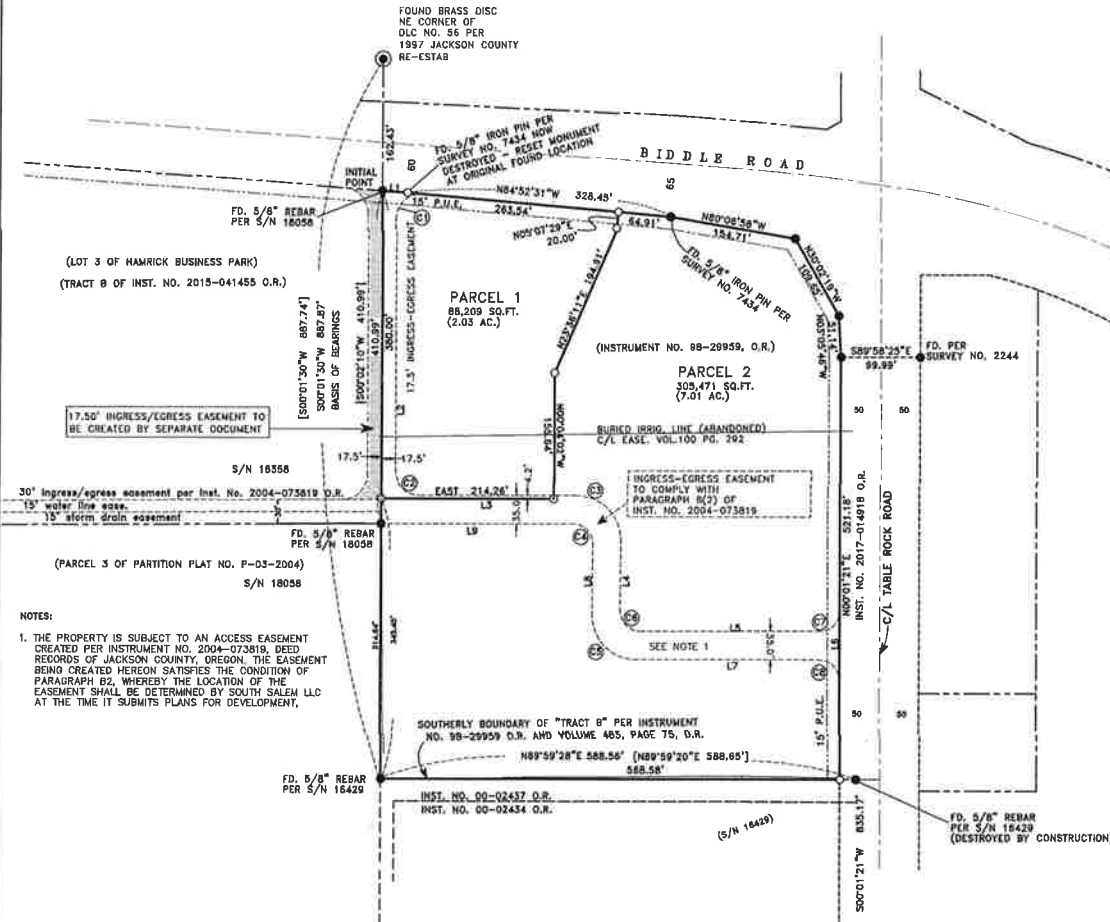
1. That part lying within public roads.
2. Existing rights of way for ditches and canals.
3. Right of way for the transmission and distribution of electricity, and for other purposes, granted to The California Oregon Power Company, a California corporation, by instrument recorded April 18, 1953 in volume 379, page 369 of the deed records of Jackson county, Oregon.
4. Right of way for the transmission and distribution of electricity, and for other purposes, granted to Pacific Power and Light Company, a corporation, by instrument recorded March 11, 1970 as No. 70-01903 of the official records of Jackson county, Oregon.
5. The effect of said property, or some portion thereof, lying within the boundaries of the Table Rock Improvement Company, and rights, liens and assessments resulting therefrom.

9 Exhibit "A"
Page 2 of 2

PARTITION PLAT NO. _____

LOCATED IN:
IN THE SW 1/4 OF SECTION 1, T37S, R2W, WM,
CITY OF CENTRAL POINT, JACKSON COUNTY, OR.

FOR:
SOUTH SALEM, L.L.C.
P.O. BOX 4460
MEDFORD, OR. 97501



NOTES:
1. THE PROPERTY IS SUBJECT TO AN ACCESS EASEMENT
CREATED PER INSTRUMENT NO. 2004-073819, DEED
RECORDS OF JACKSON COUNTY, OREGON. THE EASEMENT
BEING CREATED HEREON SATISFIES THE CONDITION OF
PARAGRAPH B2, WHEREBY THE LOCATION OF THE
EASEMENT SHALL BE DETERMINED BY SOUTH SALEM LLC
AT THE TIME IT SUBMITS PLANS FOR DEVELOPMENT.

HOFFBUHR & ASSOCIATES, INC.
880 GOLF VIEW DRIVE, SUITE 201
MEDFORD, OREGON 97504
(541)778-4641

BY: DARRELL L. HUCK PLS No. 2023
SCALE: 1 inch = 100' JULY 29, 2019
BASIS OF BEARING: SURVEY NO. 16429

- = Set 5/8"x24" Iron reinforcing pin with plastic cap stamped "D. Huck LS 2023"
- ⊗ = Set 5/8"x30" Iron reinforcing pin with plastic cap stamped "D. Huck LS 2023"
- = Found 5/8" Iron rebar per Survey No. 22744 unless noted otherwise
- ⊙ = Found brass cap monument

PUE = Easement for public utilities, storm drainage, irrigation, gas, water, electric, telephones, cable television and sanitary sewer, construction and maintenance

O.R. = Official Records, Jackson County, Or.
D.R. = Dead Records, Jackson County, Or.
S/N = Survey Number

[-] = Record per Survey No. 16429
[-] = Record per Survey No. 18058

CURVE	RADIUS	DELTA	LENGTH	BEARING	CHORD
C1	30.00'	89°02'26"	49.79'	N47°34'30"E	44.23'
C2	30.00'	80°01'30"	47.14'	S44°59'14"W	42.44'
C3	55.00'	87°28'22"	86.82'	N44°46'49"W	78.08'
C4	25.00'	87°28'22"	39.48'	S44°46'49"W	35.46'
C5	55.00'	87°28'14"	86.88'	S44°46'13"E	78.11'
C6	25.00'	87°27'14"	39.48'	N44°46'18"W	35.61'
C7	25.00'	87°25'47"	39.24'	S44°26'14"W	35.33'
C8	25.00'	87°04'13"	39.30'	S42°00'46"E	35.33'

LINE	BEARING	LENGTH
L1	N88°47'58"W	31.34'
L2	N02°01'30"E	311.92'
L3	EAST	189.77'
L4	N00°28'22"E	84.22'
L5	S88°27'08"W	220.81'
L6	N02°01'24"E	85.00'
L7	N88°27'08"E	225.78'
L8	S00°28'22"W	88.72'
L9	WEST	239.35'

I certify this plat to be an exact copy of the original

SURVEYOR

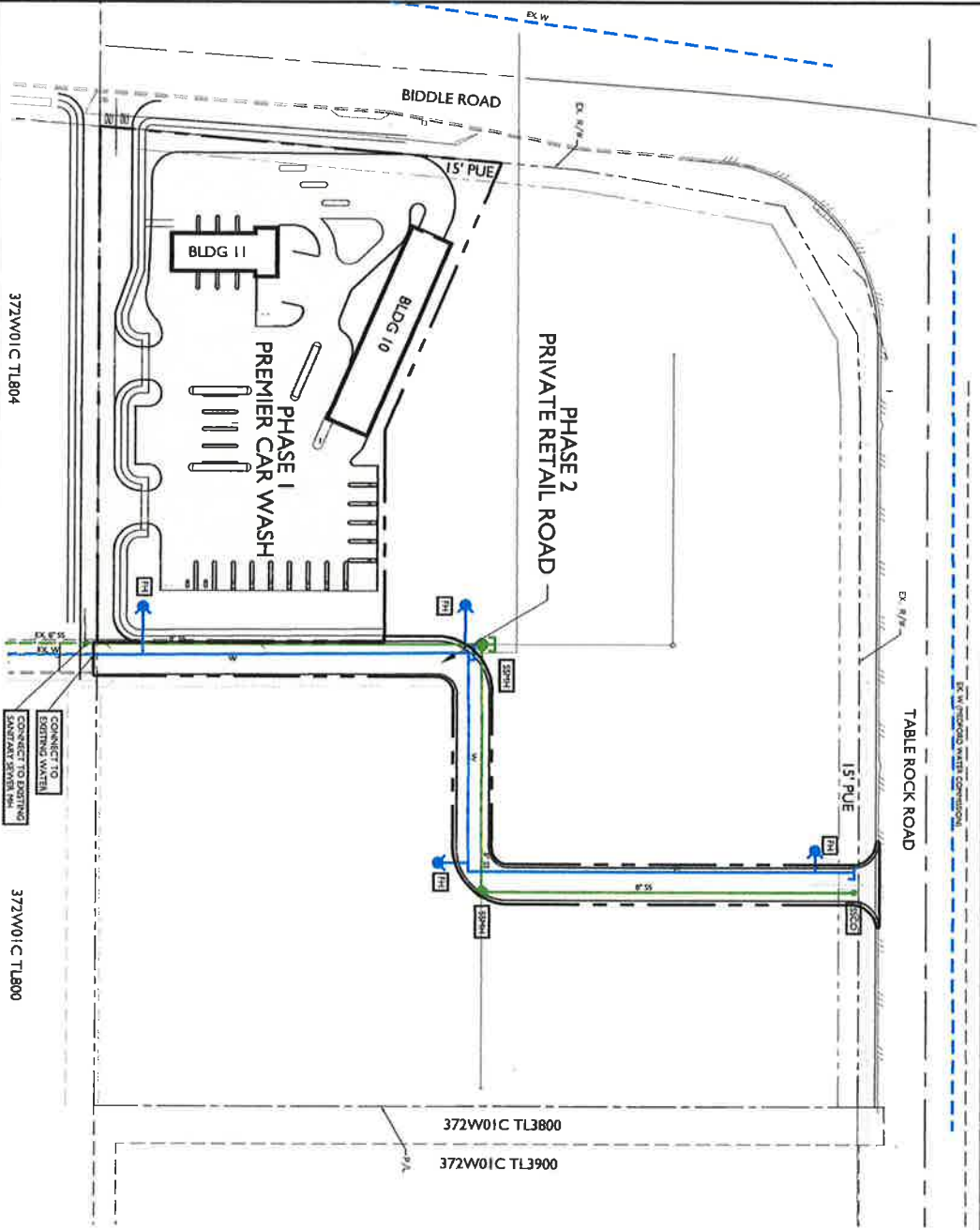
REGISTERED PROFESSIONAL LAND SURVEYOR

ELECTRONIC COPY

OREGON
FEBRUARY 4, 1983
DARRELL L. HUCK
593

Expired 6/30/2081
(18082pt wh2.dwg)
SHEET 2 OF 2

1:100 Scale
 1/4" = 1'-0" Scale
 1/8" = 1'-0" Scale
 1/16" = 1'-0" Scale
 1/32" = 1'-0" Scale
 1/64" = 1'-0" Scale
 1/128" = 1'-0" Scale
 1/256" = 1'-0" Scale
 1/512" = 1'-0" Scale
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15" W PROPOSED WATER CONVECTION

TABLE ROCK ROAD

PHASE 2
PRIVATE RETAIL ROAD

BIDDLE ROAD

PHASE 1
PREMIER CAR WASH

BLDG 10

BLDG 11

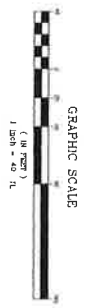
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372W01C TL804

372W01C TL800

- LEGEND**
- EXISTING WATER MAIN
 - EXISTING FIRE HYDRANT (EFH)
 - PROPOSED WATER MAIN
 - PROPOSED FIRE HYDRANT (FH)
 - PROPOSED SEWER MANHOLE OR CLEANOUT (SMH/SSCO)
 - PROPOSED SANITARY SEWER MAIN
 - EXISTING SANITARY SEWER MAIN



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FAX: 636.375.3300

DESIGNED BY:	DATE:
DATE:	DATE:
DATE:	DATE:
DATE:	DATE:

CONNECT TO EXISTING SANITARY SEWER MAIN	DATE:
CONNECT TO EXISTING WATER	DATE:

NO. REVISION	DATE



EXHIBIT C.2
CITY OF CENTRAL POINT
TABLE ROCK COMMERCIAL CENTER
CONCEPTUAL UTILITY PLAN

Table Rock Road Commercial Development Type III Procedure

Traffic Impact Analysis

February 28, 2020

Prepared By:



*TRANSPORTATION
ENGINEERING, LLC*

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC

Table Rock Road Commercial Development Type III Procedure

Traffic Impact Analysis

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Prepared By:

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I. EXECUTIVE SUMMARY

Summary

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis for a proposed commercial development on the southwest corner of Table Rock Road and Biddle Road in Central Point, Oregon. Phase 1 on the subject property has already been approved and includes a quick lube and automated carwash. The remaining site is proposed to include 54,595 square feet (SF) of commercial development or shopping center uses. Access to the site is proposed from Biddle Road and Table Rock Road. North-south (N-S) and east-west (E-W) internal roads are also proposed to Biddle Road and Hamrick Road.

The proposed 54,595 SF commercial development is estimated to be constructed by the year 2025 and generate 229 primary trips to the transportation system during the p.m. peak hour. Phase 1, which includes a quick lube and automated car wash, is included as additional background traffic in the existing year 2020 no-build, design year 2025 no-build, and future year 2038 no-build scenarios. Five study area intersections were evaluated under existing year 2020, design year 2025, and future year 2038 conditions to determine what impacts the proposed 54,595 SF commercial development may have on the transportation system.

Conclusions

The findings of the traffic impact analysis conclude that the proposed commercial development can be approved with recommended improvements without creating adverse impacts to the transportation system. Results of the analysis are as follows:

1. All study area intersections operate acceptably under existing year 2020 and design year 2025 no-build and build conditions during the p.m. peak hour. The intersection of Hamrick Road / East Pine Street exceeds its performance standard under future year 2038 no-build and build conditions. By the future year 2038, improvements are planned in the local area, including a Gebhard Road extension to East Pine Street with signalization. When this occurs, traffic is expected to decrease specifically in the eastbound left and southbound right turn movements at Hamrick Road / East Pine Street. It is our expectation that future mitigation for this intersection, with different improvement scenarios, will be determined when the City prepares a Transportation System Plan (TSP) Update in the next few years.
2. Right turn lane criterion was evaluated at proposed access points on Biddle Road and Table Rock Road. A right turn lane is not shown to be warranted on Table Rock Road under any analysis scenario. A right turn lane is shown to be warranted on Biddle Road under year 2025 build conditions. If acquiring off site right of way to construct this turn lane proves to be difficult, this improvement can be delayed until the property to the west develops. This is not considered a high-level safety concern.
3. Queue lengths in the future year 2038 build scenario are shown to potentially impact the full movement access (referred to as the N-S Internal Road) with Biddle Road. It is concluded that the full movement access may need to be restricted by this time. This should be further discussed with Jackson County.

The proposed 54,595 SF commercial development on the southwest corner of Biddle Road and Table Rock Road is shown to be in compliance with the Central Point Comprehensive Plan and Land Development Code. Streets that serve the subject property will accommodate projected p.m. peak hour traffic volumes within acceptable levels of service with identified improvements.

II. INTRODUCTION

Background

Southern Oregon Transportation Engineering, LLC prepared a traffic analysis for a proposed commercial development on the southwest corner of Biddle Road and Table Rock Road in Central Point, Oregon. A quick lube and automated car wash are pre-approved on the northwest corner of the property (as Phase 1 development) and expected to be constructed in 2020. The remaining property is proposed to include 54,595 SF of commercial development.

A limited traffic analysis is required by the City of Central Point in their land development code section 17.05.900 to address impacts for a type III procedural application. Jackson County also requires an analysis because Table Rock Road and sections of Biddle Road within the study area are under County jurisdiction. The scope of the analysis includes evaluating impacts to the surrounding transportation system under existing, development build year, and future year conditions. The study area was determined by the City and County to include all access points to the site and the following intersections:

1. Hamrick Road / East Pine Street
2. Meadowbrook Drive / Biddle Road
3. Table Rock Road / Biddle Road
4. Hamrick Road / Table Rock Road

Access to the site is proposed from Biddle Road and Table Rock Road. North-south (N-S) and east-west (E-W) internal roads are also proposed to Biddle Road and Hamrick Road.

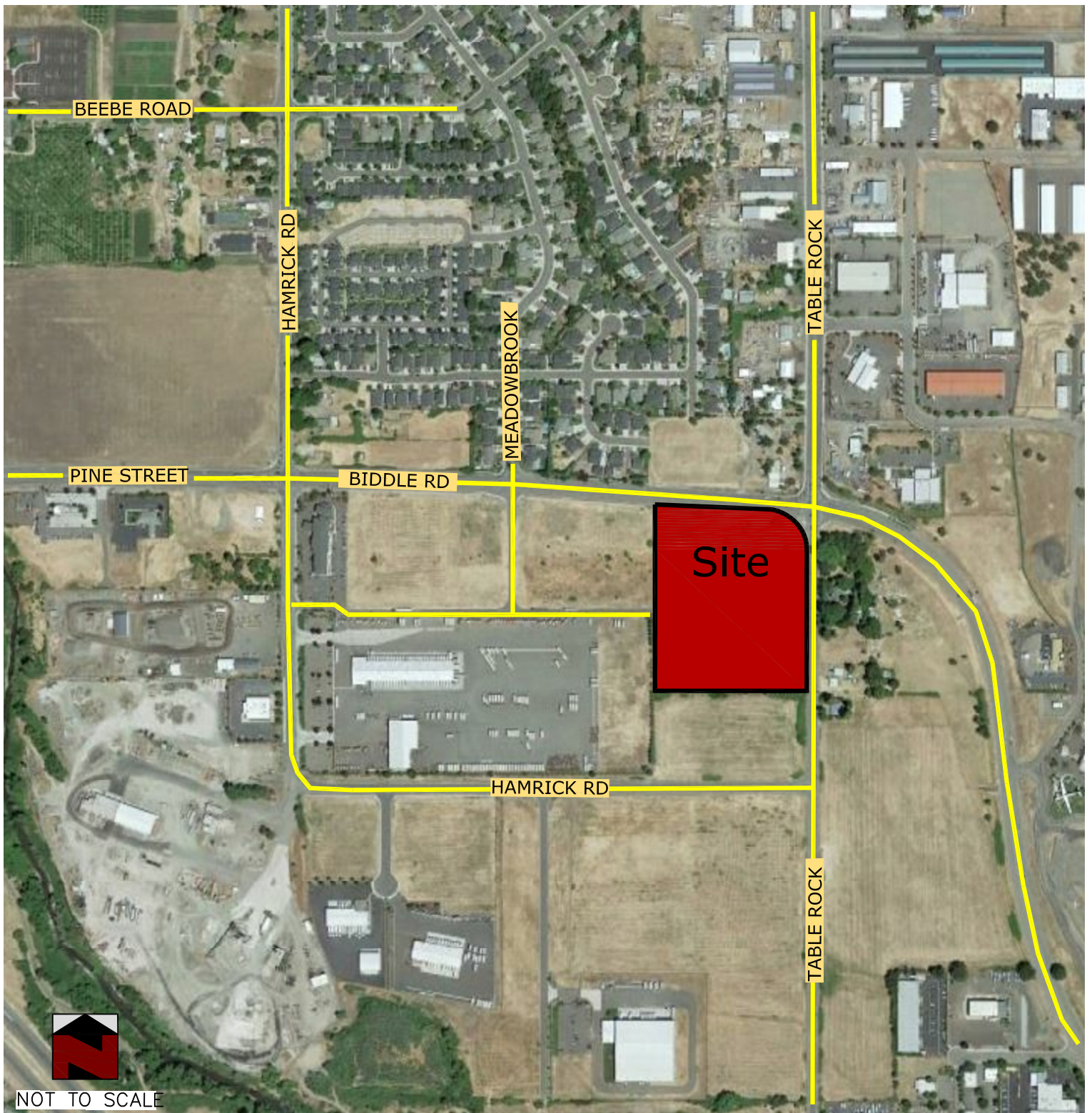
Project Location

The subject property is located on the southwest corner of Biddle Road and Table Rock Road on Township 37S Range 2W Section 01, tax lot 700 in Central Point, Oregon. Refer to Figures 1 and 2 for a vicinity map and site plan.

Project Description

The subject property is zoned C-4 for tourist and office-professional commercial developments. It is currently vacant. Phase 1 development, which included a quick lube and automated car wash, was approved in 2019 and is scheduled to be constructed in 2020. For purposes of this analysis, Phase 1 development was considered as background traffic in year 2020 no-build, design year 2025 no-build, and future year 2038 no-build scenarios. Remaining site development includes 54,595 SF of commercial or shopping center uses. The commercial development is estimated to generate 229 primary trips to the transportation system during the p.m. peak hour.

Figure 1 : Vicinity Map

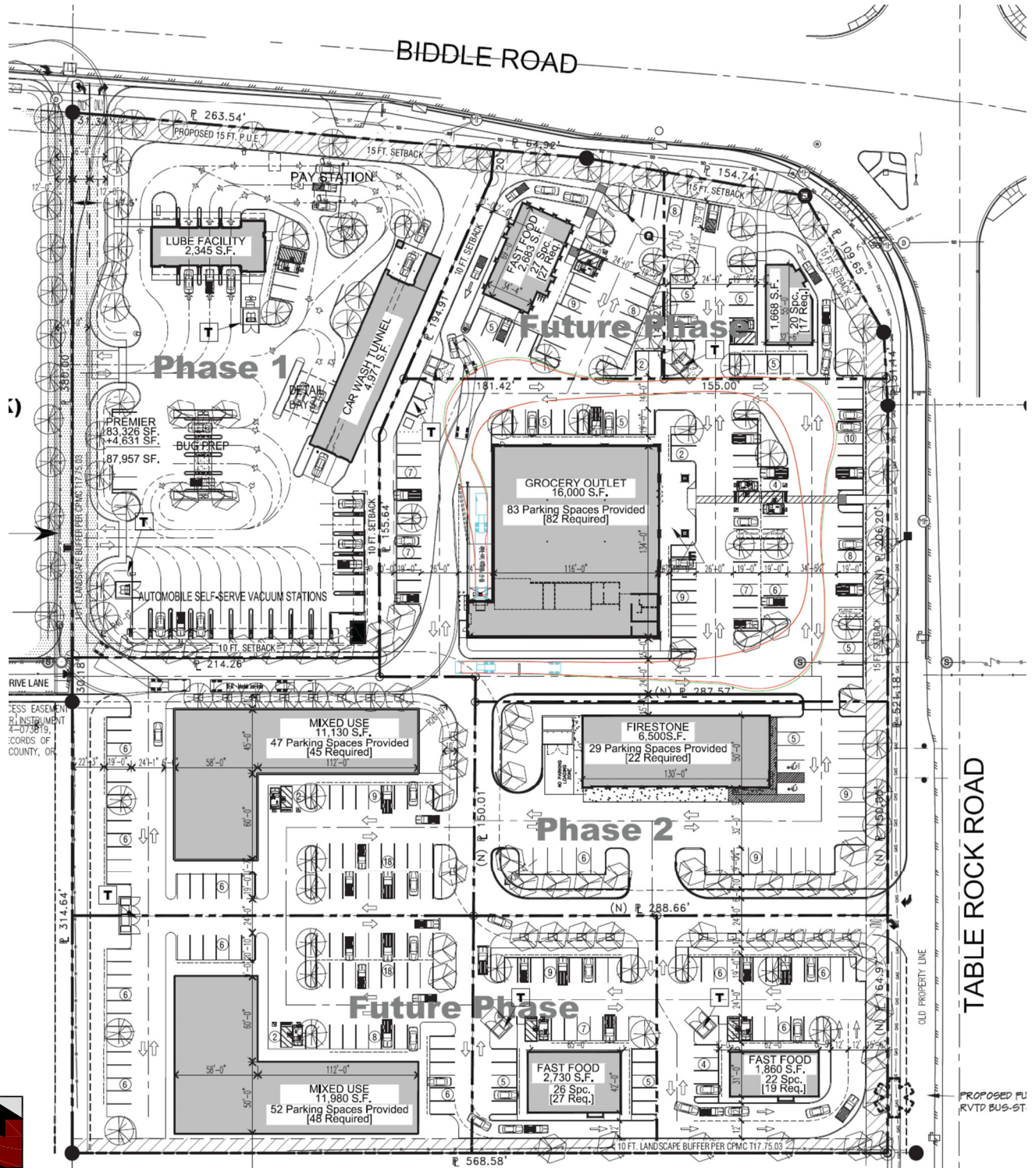


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***Table Rock Road
Commercial Development
Traffic Impact Analysis
Central Point, Oregon***

Figure 2 : Conceptual Site Plan



NOT TO SCALE



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**Table Rock Road
Commercial Development
Traffic Impact Analysis
Central Point, Oregon**

III. EXISTING YEAR 2020 NO-BUILD CONDITIONS

Site Conditions

The subject property is located on the southwest corner of Biddle Road and Table Rock Road on Township 37S Range 2W Section 01, tax lot 700 in Central Point, Oregon. The site is currently vacant. Access is proposed on Biddle Road and Table Rock Road.

Roadway Characteristics

The project study area includes intersections and driveways on Hamrick Road, Table Rock Road, Meadowbrook Drive, Biddle Road and East Pine Street. A full movement access on Biddle Road (through a N-S Internal Road) and a right-in, right-out, left-in access on Table Rock Road is considered in the analysis for site circulation. Study area intersections and driveways are analyzed in accordance with City of Central Point and Jackson County standards.

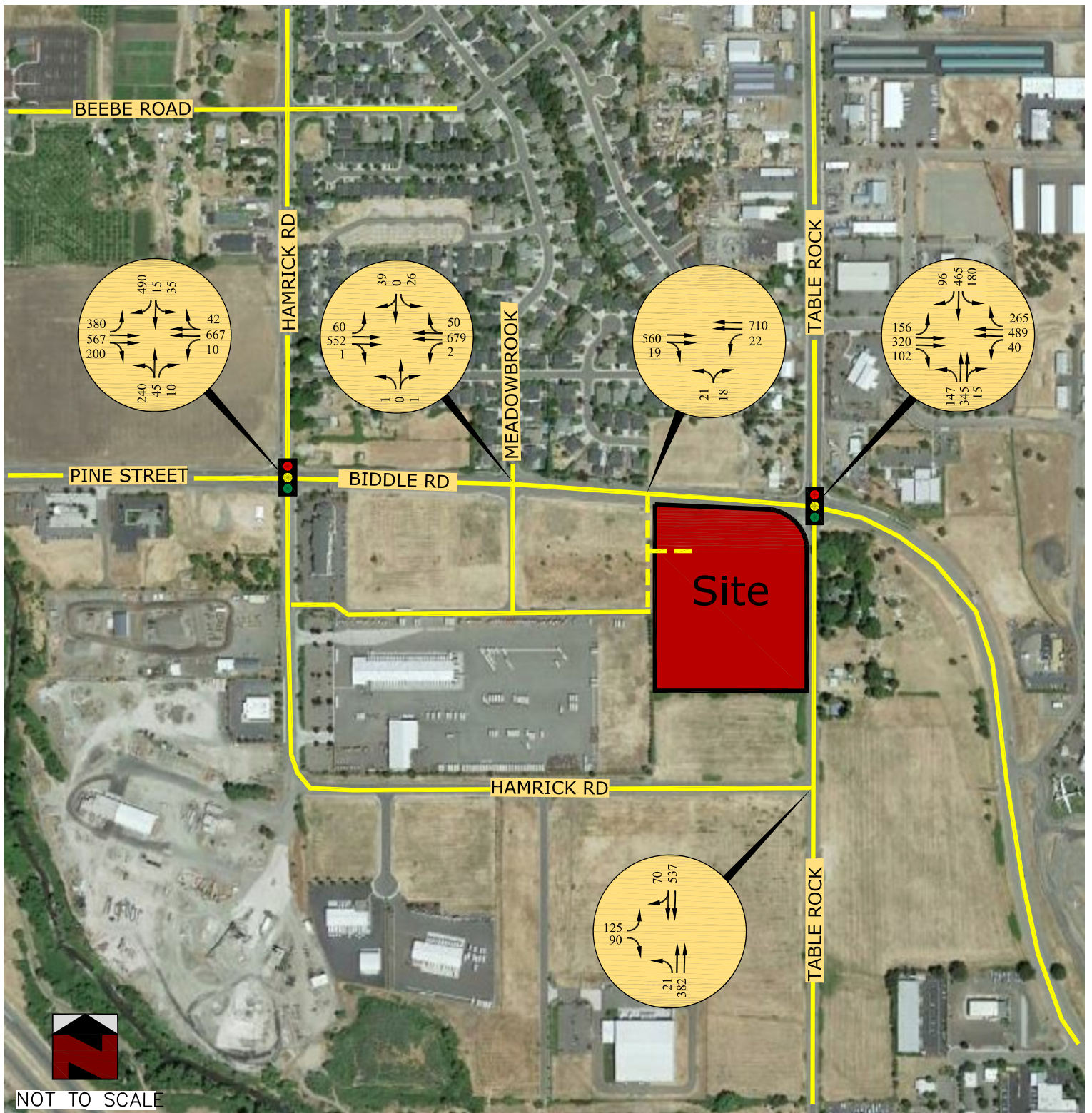
Table 1 provides a summary of existing roadway classifications and descriptions in the study area.

Table 1 - Roadway Classifications and Descriptions					
Roadway	Jurisdiction	Functional Classification	Lanes	Operational Standard	Posted Speed (MPH)
East Pine Street	City of Central Point	Minor Arterial	5	LOS D V/C 0.95	35
Biddle Road	Jackson County	Minor Arterial	5	V/C 0.95	35-45
Hamrick Road	City of Central Point	Local	2	LOS D	30-40
Meadowbrook Drive	City of Central Point	Local	2	LOS D	25
Table Rock Road	Jackson County	Minor Arterial	2-5	V/C 0.95	45

Traffic Counts

Manual traffic counts (3-6pm) were collected in August of 2019 at study area intersections with the exception of Hamrick Road/Table Rock Road, which was counted in February of 2020. Year 2019 counts were seasonally adjusted and then increased by 2% to account for one year of growth, which is consistent with growth in the Exit 33 Interchange Area Management Plan (IAMP) and Costco study. In comparing 2019 counts to more recent 2020 counts, it doesn't appear that growth is occurring at that high of a rate but 2% is used to develop year 2020, design year 2025, and future year 2038 no-build conditions to be consistent with other analyses in the area. Additional background growth included approved Phase 1 development trips. Refer to Figure 3 for year 2020 no-build traffic volumes during the p.m. peak hour. Counts are provided in Appendix A.

Figure 3 : Year 2020 No-Build Traffic Volumes, PM Peak Hour



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Intersection Capacity and Level of Service

Intersection capacity calculations were conducted utilizing the methodologies presented in the *Highway Capacity Manual (HCM 6th Edition)*. Capacity and level of service calculations for signalized and unsignalized intersections were prepared using “SYNCHRO” timing software.

Level of service quantifies the degree of comfort afforded to drivers as they travel through an intersection or along a roadway section. The level of service methodology was developed to quantify the quality of service of transportation facilities. Level of service is based on total delay, defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. Level of service ranges from “A” to “F”, with “A” indicating the most desirable condition and “F” indicating an unsatisfactory condition. The HCM LOS designations for stop-controlled intersections are provided in Table 2. The HCM LOS designations for signalized intersections are provided in Table 3.

Table 2 – HCM Level of Service Designations for Stop-Controlled Intersections	
Level of Service	Delay Range
A	< 10
B	>10 – 15
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	> 50

Table 3 – HCM Level of Service Designations for Signalized Intersections	
Level of Service	Delay Range
A	< 10
B	>10 – 20
C	>20 – 35
D	>35 – 55
E	>55 – 80
F	> 80

Streets within the study area are under City of Central Point and Jackson County jurisdiction. The City of Central Point requires all study area intersections to operate at acceptable levels of service (LOS). The minimum acceptable level of service for signalized intersections and unsignalized intersection movements is LOS “D”. Jackson County’s operational standard considers a volume-to-capacity (V/C) ratio standard. The acceptable performance standard for signalized and unsignalized intersections per the Jackson County Transportation System Plan is a v/c ratio no greater than 0.95 within the boundary of the Metropolitan Planning Organization (MPO) and 0.85 outside of the MPO boundary. All intersections under Jackson County jurisdiction are within the MPO. Mitigation is, therefore, required at study area intersections operating below a LOS “D” if under City jurisdiction and a v/c ratio of 0.95 if under Jackson County jurisdiction.

Year 2020 No-Build Intersection Operations

Study area intersections were evaluated under existing year 2020 no-build conditions during the p.m. peak hour. Results are summarized in Table 4.

Intersection	Performance Standard	Traffic Control	Year 2020 No-Build
Hamrick Road / East Pine Street	LOS D, V/C 0.95	Signal	C, 0.85
Meadowbrook Drive / Biddle Road	LOS D, V/C 0.95	TWSC	C, 0.19 SBL
Table Rock Road / Biddle Road	V/C 0.95	Signal	0.63
Hamrick Road / Table Rock Road	V/C 0.95	TWSC	0.31 EBL
N-S Internal Road / Biddle Road	V/C 0.95	TWSC	C, 0.06 NBL

LOS = level of service, V/C = volume-to-capacity, TWSC = two-way stop controlled, EBL = eastbound left, SBL = southbound left, NBL = northbound left

Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show all study area intersections operate acceptably (within performance standards) under existing year 2020 no-build conditions during the p.m. peak hour. Refer to Appendix C for synchro output sheets.

Year 2020 No-Build 95th Percentile Queuing

Queuing is the stacking up of vehicles for a given lane movement, and it can have a significant effect on roadway safety and the overall operation of a transportation system. Long queue lengths in through lanes can block access to turn lanes, driveways, and minor street approaches, as well as spill back into upstream intersections. As a result of this, the estimation of queue lengths is an important aspect of the analysis process for determining how a transportation corridor operates.

Queue lengths are reported as the average, maximum, or 95th percentile queue length. The 95th percentile queue length is used for design purposes and is the queue length reported in this analysis. Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths. Queues were evaluated at study area intersections under existing year 2020 no-build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 5 for the p.m. peak hour.

Intersection / Movement	Available Link Distance (Ft)	95 th Percentile Queue Lengths	Exceeded or Blocked Roadway
East Pine Street / Hamrick Road			
Eastbound Left	400	300	-
Eastbound Through/Right	675	175	-
Westbound Left	300	25	-
Westbound Through/Right	825	250	-
Northbound Left ¹	450	250	-
Northbound Through/Right ¹	450	75	-
Southbound Left/Through	350	125	-
Southbound Right	200	225	-

Table 5 Continued – Year 2020 No-Build 95th Percentile Queue Lengths, PM Peak Hour

Intersection / Movement	Available Link Distance (Ft)	95th Percentile Queue Lengths	Exceeded or Blocked Roadway
Meadowbrook / Biddle Road			
Eastbound Left	200	50	-
Eastbound Through/Right	825	0	-
Westbound Left	385	25	-
Westbound Through/Right	1100	0	-
Northbound Left	100	25	-
Northbound Through/Right	425	25	-
Southbound Left	100	50	-
Southbound Through/Right	375	50	-
Table Rock Road / Biddle Road			
Eastbound Left	425	225	-
Eastbound Through/Right	525	125	-
Eastbound Right	200	50	-
Westbound Left	150	75	-
Westbound Through/Right	1400	200	-
Westbound Right	250	125	-
Northbound Left	425	125	-
Northbound Through/Right	1025	150	-
Southbound Left	650	150	-
Southbound Through/Right	650	200	-
Hamrick Road / Table Rock Road			
Eastbound Left	225	100	-
Eastbound Right	1000	50	-
Northbound Left	300	50	-
Northbound Through	400	0	-
Southbound Through/Right	1025	25	-
N-S Internal Road / Biddle Road			
Eastbound Through/Right	500	0	-
Westbound Left	100	25	-
Northbound Left	400	50	-
Northbound Right	100	50	-

Note: Exceeded performance standards are shown in bold, italic

1. Planned improvements (south approach restriped with a left turn and through/right lane) considered in place

Results of the queuing analysis show no study area intersection queue lengths are exceeded under existing year 2020 no-build conditions during the p.m. peak hour. Queue lengths were field verified specifically at the signalized intersections of Hamrick Road / Pine Street and Table Rock Road / Biddle Road during the peak hour, and then adjusted in our model (with decreased saturation flow rates) until the output was consistent with observations. The eastbound left and eastbound through queue lengths on Biddle Road at Table Rock Road were the only queues that reported lower 95th percentile queue lengths, but the reported max queue lengths were a good match to field conditions so those queues are reported in Table 5. Refer to Appendix C for a full queuing and blocking report.

Crash History

Crash data for the most recent 5-year period was provided from ODOT’s crash analysis unit. Results were provided for the period of January 1, 2013 through December 31st, 2017. Crash data was analyzed to identify crash patterns that could be attributable to geometric or operational deficiencies, or crash trends of a specific type that would indicate the need for further investigation at an intersection. Study area intersection crash rates were also compared to 90th percentile rates using the HCM prediction model. Tables 6 and 7 provide a summary of results. Crash data is provided in Appendix B.

Table 6 - Study Area Intersection Crash Rates, 2013-2017

Intersection	2013	2014	2015	2016	2017	Total Crashes	ADT	Crash Rate	ODOT 90 th %
Hamrick / E Pine Street	5	2	1	7	5	20	26,650	0.411	0.860
Meadowbrook / Biddle	1	0	0	1	0	2	13,700	0.080	0.408
Table Rock / Biddle	3	3	4	7	4	21	25,800	0.446	0.860
Hamrick / Table Rock	0	0	0	0	0	0	12,200	0.000	0.293

Table 7 - Crash History by Type, 2013-2017

Intersection	Collision Type				Severity		
	Rear-End	Turning /Angle	Other	Pedestrian/Bicyclist	Non-Injury	Injury	Fatal
Hamrick / E Pine Street	6	13	1	0	10	10	0
Meadowbrook / Biddle	0	1	1	0	1	1	0
Table Rock / Biddle	18	2	1	0	7	14	0
Hamrick / Table Rock	0	0	0	0	0	0	0

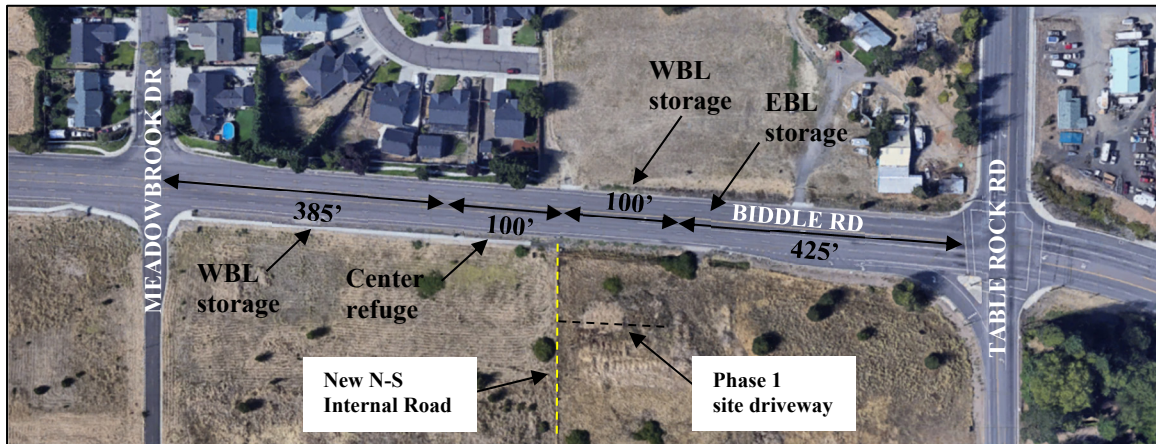
The highest crash frequency occurred at the intersections of Hamrick Road / E Pine Street and Table Rock Road / Biddle Road. At Hamrick Road / E Pine Street, 65% of collisions were turning or angle collisions, 30% were rear-end, and 5% were fixed-object. At Table Rock Road / Biddle Road, 86% were rear-end collisions and 10% were turning or angle. Of the rear-end collisions, 12 of 17 were northbound on Table Rock Road and five were southbound likely from congestion on Table Rock Road. Turning and angle collisions were split from the north and south and involved permissive left turning vehicles. Turning movement and angle collisions are common at signalized intersections with protected/permissive turning movements and at unsignalized intersections with center turn lanes. Rear-end collisions are common under congested conditions. More than half of the collisions resulted in injury at Table Rock Road / Biddle Road and 50% at Hamrick Road / East Pine Street, but none resulted in fatalities. There was a more serious injury (INJA) at Table Rock Road / Biddle Road in September of 2015 involving a driver northbound with a driver making a southbound left turn movement. The southbound left turning driver failed to yield right-of-way. None of the study area intersection crash rates reached the 90th percentile rate or were identified as a SPIS site.

Widening improvements on Table Rock Road south of Biddle Road and intersection striping changes have occurred since the last year of available crash data was reported (2017). Congestion, specifically along Table Rock Road, has decreased as a result of widening

improvements. Costco traffic has also normalized in the area. No further investigation is shown to be necessary.

Biddle Road Access Point

A full movement access on Biddle Road has been approved for Phase 1 development, which will eventually become a N-S Internal Road that connects to an existing E-W Internal Road from Hamrick Road to the subject property. The existing E-W Internal Road currently ends just west of the subject property but will be extended to the N-S Internal Road as part of the proposed 54,595 SF shopping center development. The full-movement access on Biddle Road will be located approximately 525 feet west of Table Rock Road (measured from stop bar) and 485 feet east of Meadowbrook Drive. The traffic movements that need to be monitored include the eastbound left, through, and right turn queue lengths on Biddle Road at Table Rock Road, and the westbound left turn queue length on Biddle Road at Meadowbrook Drive. Queue lengths from these traffic movements could spill back and impact the Biddle Road access. An aerial is shown below.



The westbound left turn movement at Meadowbrook Drive is shown to have a 95th percentile queue length of 25 feet under existing conditions. Similarly, the eastbound left, through, and right turn movements are shown to have 95th percentile queue lengths of 225 feet, 125 feet, and 50 feet, respectively. Queue lengths were field verified to make sure the model simulations were reporting accurate queue lengths. Results show that no existing queue length from either direction is shown to reach or impact the proposed development access on Biddle Road under year 2020 no-build conditions (including Phase 1 development) during the p.m. peak hour.

IV. DESIGN YEAR 2025 NO-BUILD CONDITIONS

Design Year 2025 No-Build Description

Design year 2025 no-build conditions represent development build year conditions for a study area without consideration of proposed development trips. This condition is evaluated to determine how a study area will be impacted by area background growth. Background growth in the analysis, as previously stated, was kept consistent with growth used in the I-5 Exit 33 IAMP and Costco study for consistency. Growth (~2% per year) was determined using model runs provided by ODOT's Transportation Planning Analysis Unit (TPAU). Additionally, trips from Phase 1 development (quick lube and automated car wash) were included. Refer to Figure 4 for design year 2025 no-build traffic volumes during the p.m. peak hour.

Design Year 2025 No-Build Intersection Operations

Study area intersections were evaluated under design year 2025 no-build conditions during the p.m. peak hour. Results are summarized in Table 8.

Intersection	Performance Standard	Traffic Control	Year 2025 No-Build
Hamrick Road / East Pine Street	LOS D, V/C 0.95	Signal	C, 0.90
Meadowbrook Drive / Biddle Road	LOS D, V/C 0.95	TWSC	C, 0.22 SBL
Table Rock Road / Biddle Road	V/C 0.95	Signal	0.69
Hamrick Road / Table Rock Road	V/C 0.95	TWSC	0.37 EBL
N-S Internal Road / Biddle Road	V/C 0.95	TWSC	C, 0.07 NBL

LOS=Level of Service, V/C=Volume-to-Capacity, TWSC=Two-way stop controlled, EBL=eastbound left, SBL=southbound left, NBL=northbound left

Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show all study area intersections continue to operate acceptably (within performance standards) under design year 2025 no-build conditions during the p.m. peak hour. Refer to Appendix D for synchro output sheets.

Design Year 2025 No-Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths at study area intersections under design year 2025 no-build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 9 for the p.m. peak hour.

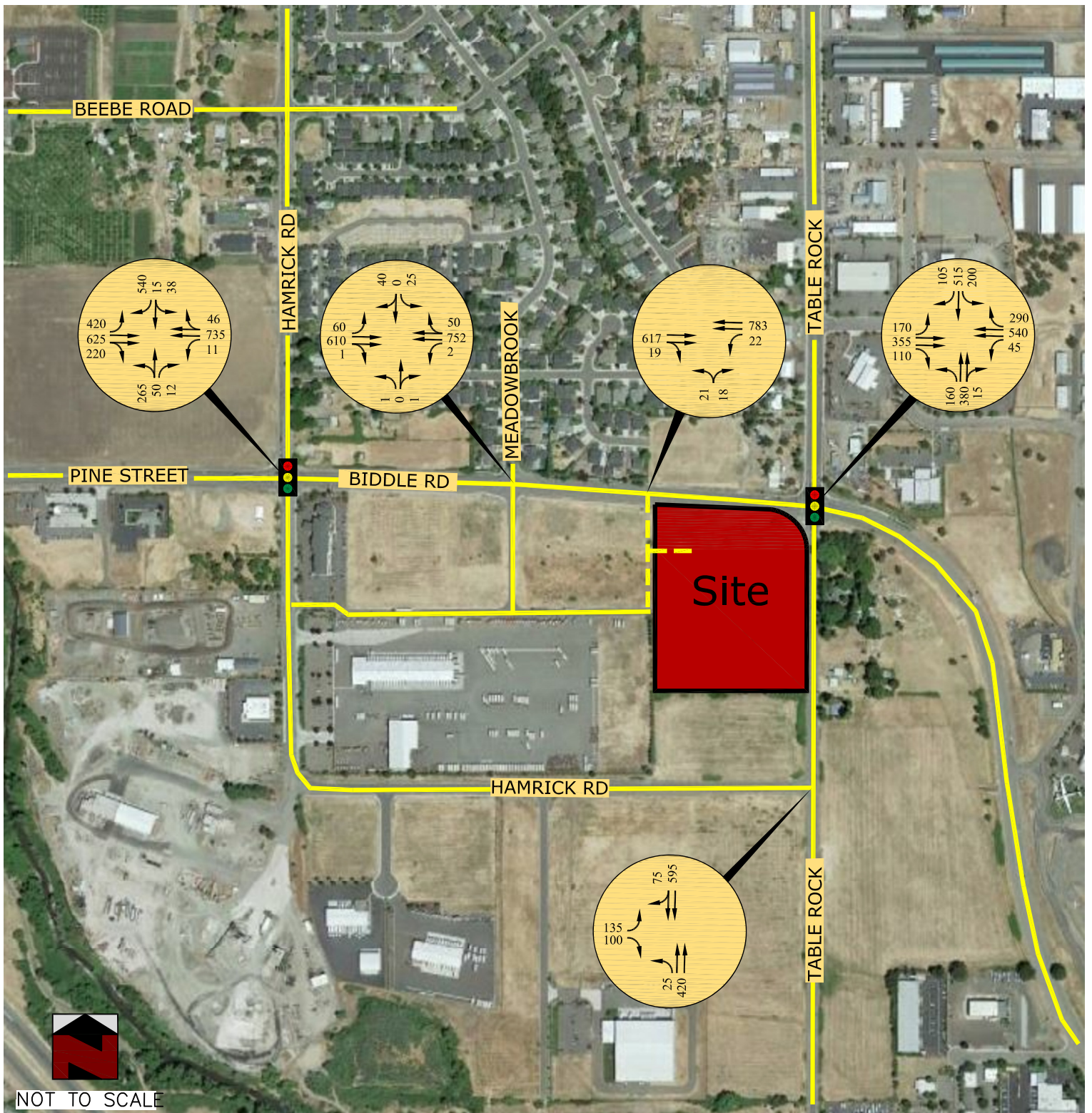
Table 9 – Design Year 2025 No-Build 95th Percentile Queue Lengths, PM Peak Hour			
Intersection / Movement	Available Link Distance (Ft)	95th Percentile Queue Lengths	Exceeded or Blocked Roadway
East Pine Street / Hamrick Road			
Eastbound Left	400	450	-
Eastbound Through/Right	675	225	-
Westbound Left	300	25	-
Westbound Through/Right	825	275	-
Northbound Left ¹	450	275	-
Northbound Through/Right ¹	450	75	-
Southbound Left/Through	350	125	-
Southbound Right	200	275	-
Meadowbrook / Biddle Road			
Eastbound Left	200	50	-
Eastbound Through/Right	825	0	-
Westbound Left	385	25	-
Westbound Through/Right	1100	0	-
Northbound Left	100	25	-
Northbound Through/Right	425	25	-
Southbound Left	100	50	-
Southbound Through/Right	375	50	-
Table Rock Road / Biddle Road			
Eastbound Left	425	275	-
Eastbound Through/Right	525	150	-
Eastbound Right	200	50	-
Westbound Left	150	75	-
Westbound Through/Right	1400	200	-
Westbound Right	250	125	-
Northbound Left	425	125	-
Northbound Through/Right	1025	150	-
Southbound Left	650	175	-
Southbound Through/Right	650	225	-
Hamrick Road / Table Rock Road			
Eastbound Left	225	100	-
Eastbound Right	1000	50	-
Northbound Left	300	50	-
Northbound Through	400	0	-
Southbound Through/Right	1025	25	-
N-S Internal Road / Biddle Road			
Eastbound Through/Right	500	0	-
Westbound Left	100	25	-
Northbound Left	400	50	-
Northbound Right	100	50	-

Note: Exceeded performance standards are shown in bold, italic

1. Planned improvements (south approach restriped with a left turn and through/right lane) considered in place

Results of the queuing analysis show no study area intersection queue length is exceeded under design year 2025 no-build conditions during the p.m. peak hour. The eastbound left turn queue length on Biddle Road at Table Rock Road increases from 225 feet to 275 feet, but this is still well below the 425 feet of available storage length. The westbound left turn queue length on Biddle Road at Meadowbrook Drive stays the same (25 feet). The westbound left turn queue length on Biddle Road at the N-S Internal Road also stays the same (25 feet). The N-S Internal Road, therefore, continues to operate acceptably as a full movement access on Biddle Road under design year 2025 no-build conditions during the p.m. peak hour. Refer to Appendix D for a full queuing and blocking report.

Figure 4 : Design Year 2025 No-Build Traffic Volumes, PM Peak Hour



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V. SITE TRAFFIC

Trip Generation

Trip generation calculations for the proposed 54,595 SF commercial development were prepared utilizing the Institute of Transportation Engineers (ITE) *Trip Generation*, 10th Edition. ITE rates were used for land use code 820 – Shopping Center. Pass-by trips were considered in accordance with ITE recommended practices. No internal trip reductions were taken. Table 10 provides a summary of trip generations. ITE graphs are provided in Appendix B.

Land Use	Unit	Size	PM Peak Rate	PM Trips	PM Peak Hour			
					Total	% In	In	% Out
820 – Shopping Center	1000 SF	54,595	Fitted	347	0.48	167	0.52	180
34% Pass-by				(118)		(59)		(59)
Total Primary Trips				229		108		121

SF = Square Feet

Trip Distribution and Assignment

Development trips were distributed in accordance with existing traffic volumes within the study area and engineering judgement. Roadway volumes were compared in the local project vicinity to estimate the percentage of trips going to and coming from Hamrick Road, East Pine Street, Biddle Road, Meadowbrook Drive, and Table Rock Road. This resulted in 15% to/from the north on Hamrick Road, 30% to from the west on East Pine Street, 5% to/from Meadowbrook Drive, 15% to/from the north on Table Rock Road, 10% to/from the south on Table Rock Road, and 20% to/from the east on Biddle Road. Refer to Figure 5 for shopping center development trip distributions and assignments during the p.m. peak hour.

Proposed Access Points

Under design year 2025 no-build and build conditions, a full movement access via a N-S Internal Road exists at Biddle Road. A second access is proposed on Table Rock Road under design year 2025 build conditions approximately 450 feet south of Biddle Road and 600 feet north of Hamrick Road. This access is proposed as a right-in, right-out, left-in access.

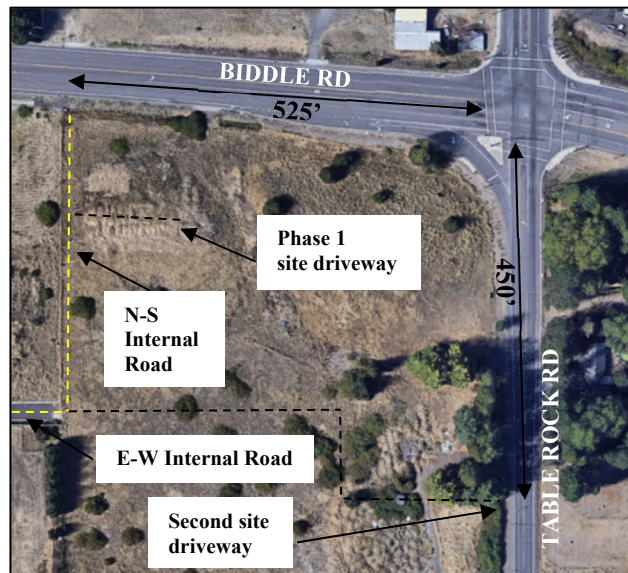
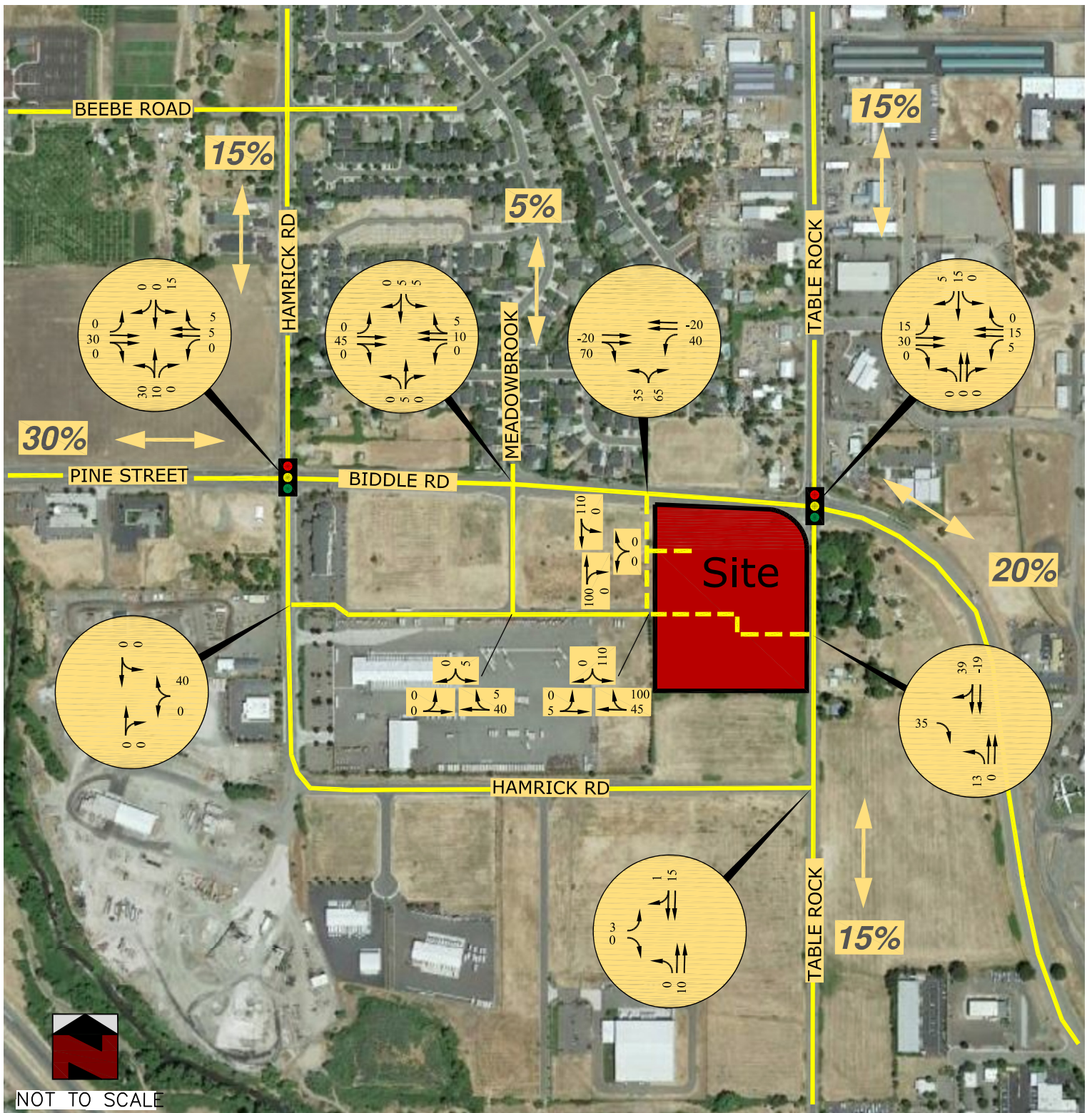


Figure 5 : Shopping Center Trip Assignments, PM Peak Hour



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VI. DESIGN YEAR 2025 BUILD CONDITIONS

Design Year 2025 Build Description

Build conditions represent no-build conditions for a study area with the addition of proposed development trips considered. Build conditions are compared to no-build conditions to determine what impacts and/or mitigation measures will result from proposed development. Build conditions in year 2025 are for a 54,595 SF commercial/shopping center development.

Design Year 2025 Build Intersection Operations

Design Year 2025 build traffic volumes were evaluated at study area intersections during the p.m. peak hour to compare impacts. Results are summarized in Table 11.

Table 11 – Design Year 2025 Build Intersection Operations, PM Peak Hour			
Intersection	Performance Standard	Traffic Control	Year 2025 Build
Hamrick Road / East Pine Street	LOS D, V/C 0.95	Signal	C, 0.94
Meadowbrook Drive / Biddle Road	LOS D, V/C 0.95	TWSC	C, 0.28 SBL
Table Rock Road / Biddle Road	V/C 0.95	Signal	0.72
Hamrick Road / Table Rock Road	V/C 0.95	TWSC	0.38 EBL
N-S Internal Road / Biddle Road	V/C 0.95	TWSC	C, 0.20 NBL
Site Access / Table Rock Road	V/C 0.95	TWSC	0.06 EBR

LOS=Level of Service, V/C=Volume-to-Capacity, TWSC=Two-way stop controlled, EBL=eastbound left, EBR=eastbound right, SBL=southbound left, NBL=northbound left

Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show all study area intersections continue to operate acceptably (within performance standards) under design year 2025 build conditions during the p.m. peak hour. Small changes occur at the signalized intersections of Hamrick Road/ E. Pine Street and Table Rock Road / Biddle Road, but both continue to meet their performance standard. The new site driveway on Table Rock Road is shown to have minor delay with the critical movement being the eastbound right turn movement. The critical movement (northbound left) v/c ratio at the N-S Internal Road intersection with Biddle Road increases from a v/c ratio of 0.07 (LOS C) to 0.20 (LOS C) as a result of proposed shopping center development, but continues to meet the County performance standard. Synchro output sheets are provided in Appendix E for further reference.

Design Year 2025 Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths at study area intersections under design year 2025 build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 12 for the p.m. peak hour.

Table 12 – Design Year 2025 Build 95th Percentile Queue Lengths, PM Peak Hour			
Intersection / Movement	Available Link Distance (Ft)	95th Percentile Queue Lengths	Exceeded or Blocked Roadway
East Pine Street / Hamrick Road			
Eastbound Left	400	450	-
Eastbound Through/Right	675	250	-
Westbound Left	300	25	-
Westbound Through/Right	825	300	-
Northbound Left ¹	450	350	-
Northbound Through/Right ¹	450	75	-
Southbound Left/Through	350	175	-
Southbound Right	200	300	-
Meadowbrook / Biddle Road			
Eastbound Left	200	50	-
Eastbound Through/Right	825	0	-
Westbound Left	385	25	-
Westbound Through/Right	1100	0	-
Northbound Left	100	25	-
Northbound Through/Right	425	25	-
Southbound Left	100	50	-
Southbound Through/Right	375	50	-
Table Rock Road / Biddle Road			
Eastbound Left	425	275	-
Eastbound Through/Right	525	175	-
Eastbound Right	200	50	-
Westbound Left	150	75	-
Westbound Through/Right	1400	225	-
Westbound Right	250	125	-
Northbound Left	425	150	-
Northbound Through/Right	1025	150	-
Southbound Left	650	175	-
Southbound Through/Right	650	250	-
Hamrick Road / Table Rock Road			
Eastbound Left	225	100	-
Eastbound Right	1000	50	-
Northbound Left	300	50	-
Northbound Through	400	0	-
Southbound Through/Right	600	25	-
N-S Internal Road / Biddle Road			
Eastbound Through/Right	500	25	-
Westbound Left	100	50	-
Northbound Left	400	75	-
Northbound Right	100	75	-
Site Access / Table Rock Road			
Eastbound Right	200	50	-
Northbound Left	450	25	-
Southbound Through/Right	450	0	-

Note: Exceeded performance standards are shown in bold, italic

1. Planned improvements (south approach restriped with a left turn and through/right lane) considered in place

Results of the queuing analysis show small increases in queue lengths at study area intersections under design year 2025 build conditions during the p.m. peak hour. The northbound left turn queue length on Hamrick Road at East Pine Street increases to 350 feet from additional traffic using the E-W Internal Road when leaving the commercial development. Similarly, the northbound left and right turn queue lengths on the N-S Internal Road at Biddle Road increase as

a result of additional traffic from the commercial development, but no significant changes are shown to occur. Refer to Appendix E for a full queuing and blocking report.

Design Year 2025 Access Points

Site access points under design year 2025 build conditions are shown to operate acceptably with additional traffic from shopping center development. The full movement access on Biddle Road, which becomes the N-S Internal Road connection to the E-W Internal Road from Hamrick Road, experiences a small increase in delay (northbound left turn movement) of 17 seconds to 20 seconds with a v/c ratio increase of 0.07 to 0.20, but these are considered minor changes. The new site access on Table Rock Road is shown to have an average delay of 11 seconds in the eastbound right turn movement and 9 seconds in the northbound left turn movement. Our simulations and intersection operations output show both access points on Biddle Road and Table Rock Road operating acceptably with build out of the shopping center in year 2025. Nothing indicates a need to restrict the full movement access on Biddle Road as a result of shopping center traffic under this analysis scenario. If, at any time, queue lengths on Biddle Road increase to a point that having a full movement access between Table Rock Road and Meadowbrook Drive becomes problematic, however, the County has the right to restrict access to the N-S Internal Road. Until that occurs, there's a benefit to having more access options for drivers because it preserves capacity at surrounding intersections.

Table Rock Road Sight Distance

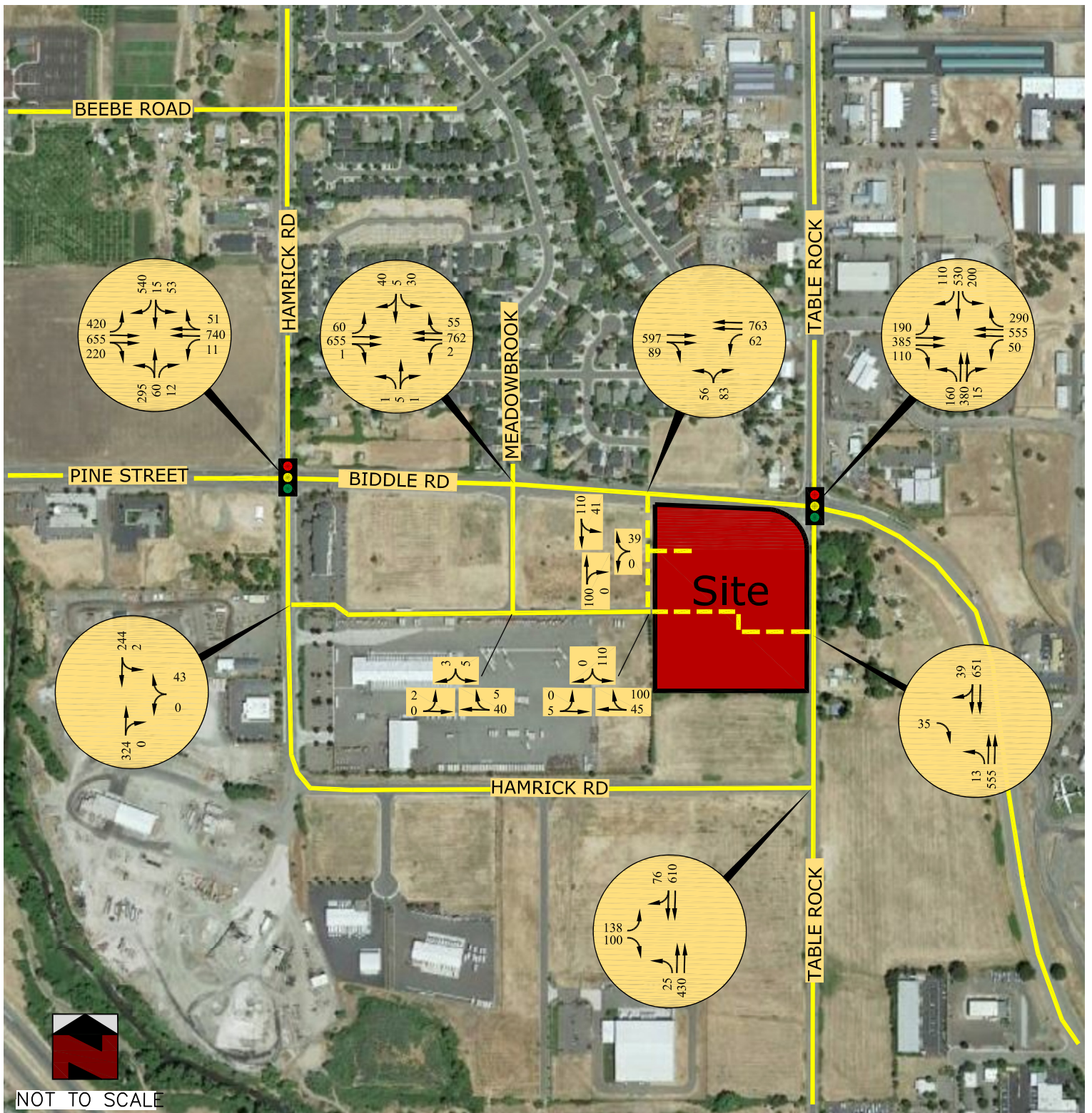
The new site access on Table Rock Road is proposed as a right-in, right-out, left-in access. The movements that need visual clearance include the eastbound right and northbound left turn movements. Table Rock Road is straight and flat in this section. Sight distance is unrestricted for both movements and shown to be adequate.

Design Year 2025 Build Turn Lane Criterion

Right Turn Lane

Right turn lane criterion was evaluated on Biddle Road at the N-S Internal Road and on Table Rock Road at the proposed site driveway during the p.m. peak hour to determine whether right turn deceleration lanes are necessary under design year 2025 build conditions for the eastbound and southbound movements, respectively. Results of the analysis show criterion is met on Biddle Road and, therefore, warrants a deceleration lane. This may be determined to be difficult, however, because the street frontage needed for the turn lane is off site. From our perspective, the right turn lane is not a high safety concern because there are two eastbound travel lanes on Biddle Road, which reduces the potential for rear-end collisions. If the off-site frontage is not able to be obtained for a right turn lane and Jackson County cannot condemn it, then construction of a right turn lane can be delayed until the property to the west develops without creating significant safety concerns. Criterion was not shown to be met on Table Rock Road. Refer to Appendix H for right turn lane graphs.

Figure 6 : Design Year 2025 Build Traffic Volumes, PM Peak Hour



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VII. FUTURE YEAR 2038 NO-BUILD & BUILD CONDITIONS

Future Year 2038 No-Build and Build Description

Future year 2038 no-build conditions represent development build year conditions without consideration of build development trips. Future year 2038 build conditions represent no-build conditions with the addition of development trips considered. Growth between design year 2025 and future year 2038 was developed using a 2% annual growth, as stated previously in this report. Study area intersections were then balanced. Refer to Figures 7 and 8 for future year 2038 no-build and build traffic volumes during the p.m. peak hour.

Future Year 2038 No-Build and Build Intersection Operations

Study area intersections were evaluated under future year 2038 no-build and build conditions during the p.m. peak hour. Results are summarized in Table 13.

Table 13 – Future Year 2038 No-Build and Build Intersection Operations, PM Peak Hour				
Intersection	Performance Standard	Traffic Control	Future Year 2038 No-Build	Future Year 2038 Build
Hamrick Road / East Pine Street	LOS D, V/C 0.95	Signal	D, <i>1.12</i>	<i>E, 1.14</i>
Meadowbrook Drive / Biddle Road	LOS D, V/C 0.95	TWSC	C, 0.38 SBL	C, 0.53 SBL
Table Rock Road / Biddle Road	V/C 0.95	Signal	0.90	0.93
Hamrick Road / Table Rock Road	V/C 0.95	TWSC	0.61 EBL	0.64 EBL
N-S Internal Road / Biddle Road	V/C 0.95	TWSC	C, 0.09 NBL	D, 0.25 NBL
Site Access / Table Rock Road	V/C 0.95	TWSC	NA	0.07 EBR

LOS=Level of Service, V/C=Volume-to-Capacity, TWSC=Two-way stop controlled, EBL=eastbound left, EBR=eastbound right, SBL=southbound left, NBL=northbound left

Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show the signalized intersection of Hamrick Road / East Pine Street exceeding its performance standard under future year 2038 no-build and build conditions. All other study area intersections are shown to operate acceptably with and without proposed shopping center development trips. By the future year 2038, planned improvements in the local area, including a Gebhard Road connection to East Pine Street, are expected to re-route traffic at the intersection of Hamrick Road / East Pine Street. Re-routing is specifically expected to decrease traffic in the eastbound left and southbound right turn movements. Once these improvements are in place, it can be determined whether additional mitigation is necessary at Hamrick Road / East Pine Street. If the Gebhard Road connection does not occur by the future year 2038, then required mitigation will likely include a second eastbound left turn lane on East Pine Street and possibly an additional westbound receiving lane for the southbound right turn movement on Hamrick Road. These improvements have been previously discussed in the Exit 33 IAMP and other studies. It is our conclusion that specific mitigation for this intersection, if shown to be necessary, will likely be determined when the City prepares a Transportation System Plan (TSP) Update in the next few years. Refer to Appendices F and G for synchro output sheets.

Future Year 2038 No-Build and Build 95th Percentile Queuing

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths at study area intersections under future year 2038 no-build and build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 14 for the p.m. peak hour.

Table 14 – Future Year 2038 No-Build and Build 95th Percentile Queue Lengths, PM Peak Hour				
Intersection / Movement	Available Link Distance (Ft)	95th Percentile Queue Lengths No-Build	95th Percentile Queue Lengths Build	Exceeded or Blocked Roadway
East Pine Street / Hamrick Road				
Eastbound Left	400	600	625	Bank Driveway
Eastbound Through/Right	675	275	300	-
Westbound Left	300	100	100	-
Westbound Through/Right	825	525	625	-
Northbound Left ¹	450	375	500	E-W Internal Road
Northbound Through/Right ¹	450	100	175	-
Southbound Left/Through	350	250	275	-
Southbound Right	200	325	325	Right Turn Storage
Meadowbrook / Biddle Road				
Eastbound Left	200	75	75	-
Eastbound Through/Right	825	0	0	-
Westbound Left	385	25	25	-
Westbound Through/Right	1100	0	0	-
Northbound Left	100	25	25	-
Northbound Through/Right	425	25	25	-
Southbound Left	100	50	50	-
Southbound Through/Right	375	50	50	-
Table Rock Road / Biddle Road				
Eastbound Left	425	275	325	-
Eastbound Through/Right	525	200	225	-
Eastbound Right	200	75	75	-
Westbound Left	150	75	100	-
Westbound Through/Right	1400	300	300	-
Westbound Right	250	225	250	-
Northbound Left	425	200	250	-
Northbound Through/Right	1025	225	225	-
Southbound Left	650	250	250	-
Southbound Through/Right	650	350	425	-
Hamrick Road / Table Rock Road				
Eastbound Left	225	200	225	-
Eastbound Right	1000	200	175	-
Northbound Left	300	50	50	-
Northbound Through	400	0	0	-
Southbound Through/Right	1025/600	25	25	-
N-S Internal Road / Biddle Road				
Eastbound Through/Right	500	25	25	-
Westbound Left	100	50	50	-
Northbound Left	400	50	75	-
Northbound Right	100	50	75	-
Site Access / Table Rock Road				
Eastbound Right	200	-	50	-
Northbound Left	450	-	25	-
Southbound Through/Right	450	-	0	-

Note: Exceeded performance standards are shown in bold, italic

1. Planned improvements (south approach restriped with a left turn and through/right lane) considered in place

Results of the queuing analysis show three traffic movements exceed their available storage lengths at the intersection of Hamrick Road / East Pine Street under future year 2038 no-build and build conditions. These include the southbound right turn, eastbound left turn, and northbound left turn movements. No other traffic movements at study area intersections are shown to exceed their storage length. Refer to Appendices F and G for a full queuing and blocking report.

Future Year 2038 Build Turn Lane Criterion

Right Turn Lane

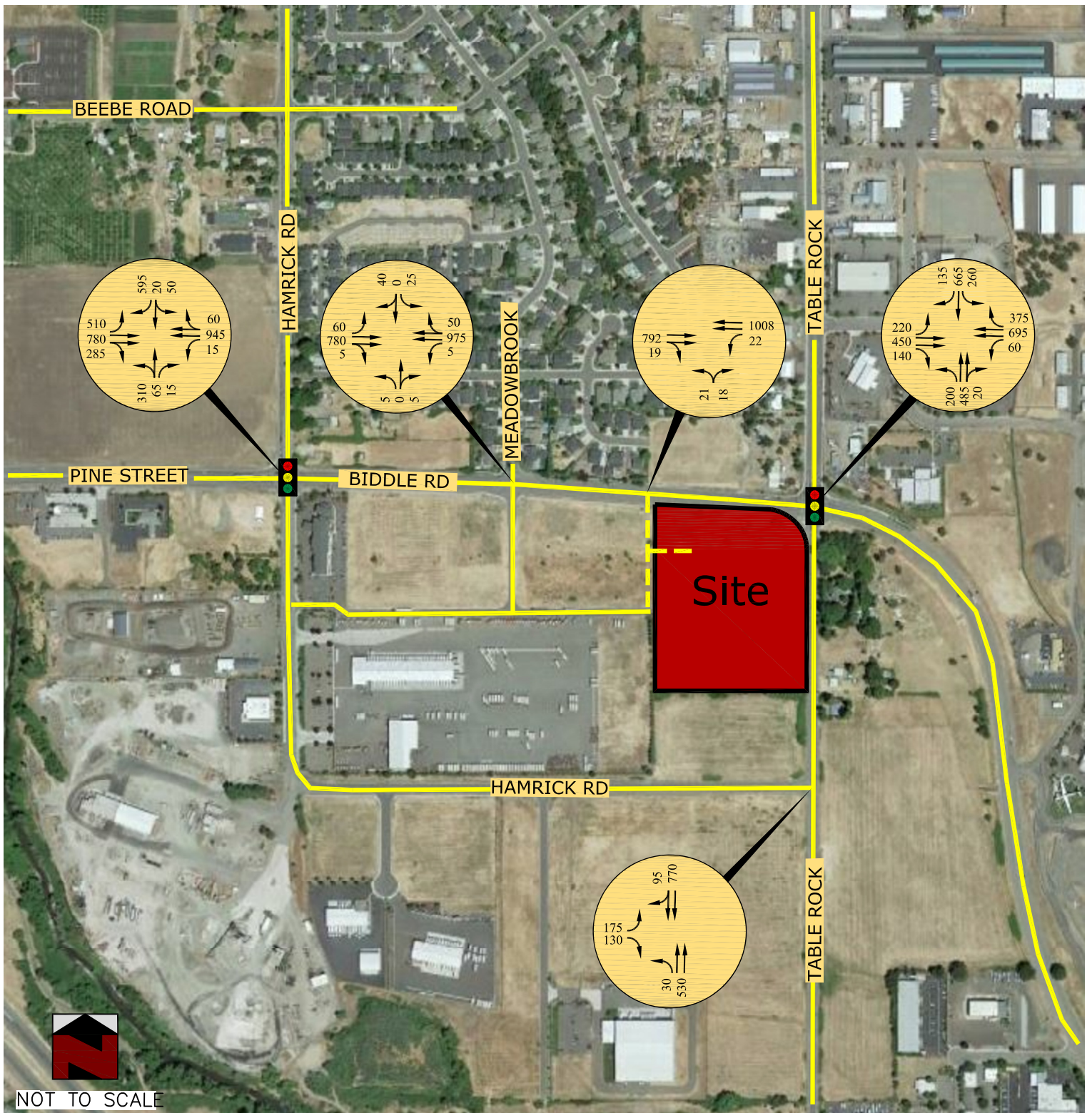
Right turn lane criterion was evaluated on Biddle Road and shown to be met under design year 2025 build conditions, so this was not re-evaluated under future conditions. Turn lane criterion was evaluated on Table Rock Road at the proposed site access under future year 2038 build conditions. Results of the analysis show criterion is not met on Table Rock Road as a result of shopping center development and a turn lane is not warranted. Refer to Appendix H for right turn lane graphs.

Future Year 2038 Access Operations

Under future year 2038 no-build and build conditions, a full movement access on Biddle Road and a right-in, right-out, left-in access on Table Rock Road was considered. Both access points were evaluated and shown to operate acceptably (within City of Central Point and Jackson County performance standards). The eastbound left turn queue on Biddle Road at Table Rock Road is shown to increase from 275 feet to 325 feet under build conditions. The available storage distance, assuming 100 feet of storage for the westbound left turn movement on Biddle Road at the N-S Internal Road, is approximately 425 feet. This leaves approximately 100 feet of margin before the back to back queue lengths overlap within the available storage length. Based on this, it is our conclusion that the N-S Internal Road access on Biddle Road may need to be restricted under future year 2038 build conditions. It is our recommendation to discuss this further with Jackson County.

The right-in, right-out, left-in site access on Table Rock Road is located over 400 feet south of Biddle Road. The northbound left turn queue length on Table Rock Road at Biddle Road is the queue that could potentially impact the northbound left-in movement at this access. The northbound left turn queue length at Table Rock Road / Biddle Road is reported to increase from 200 feet to 250 feet under future year 2038 build conditions, which is well below the allowable storage length. Based on this, it is our conclusion that the proposed site access can remain as evaluated without creating any adverse impacts to the transportation system.

Figure 7 : Future Year 2038 No-Build Traffic Volumes, PM Peak Hour

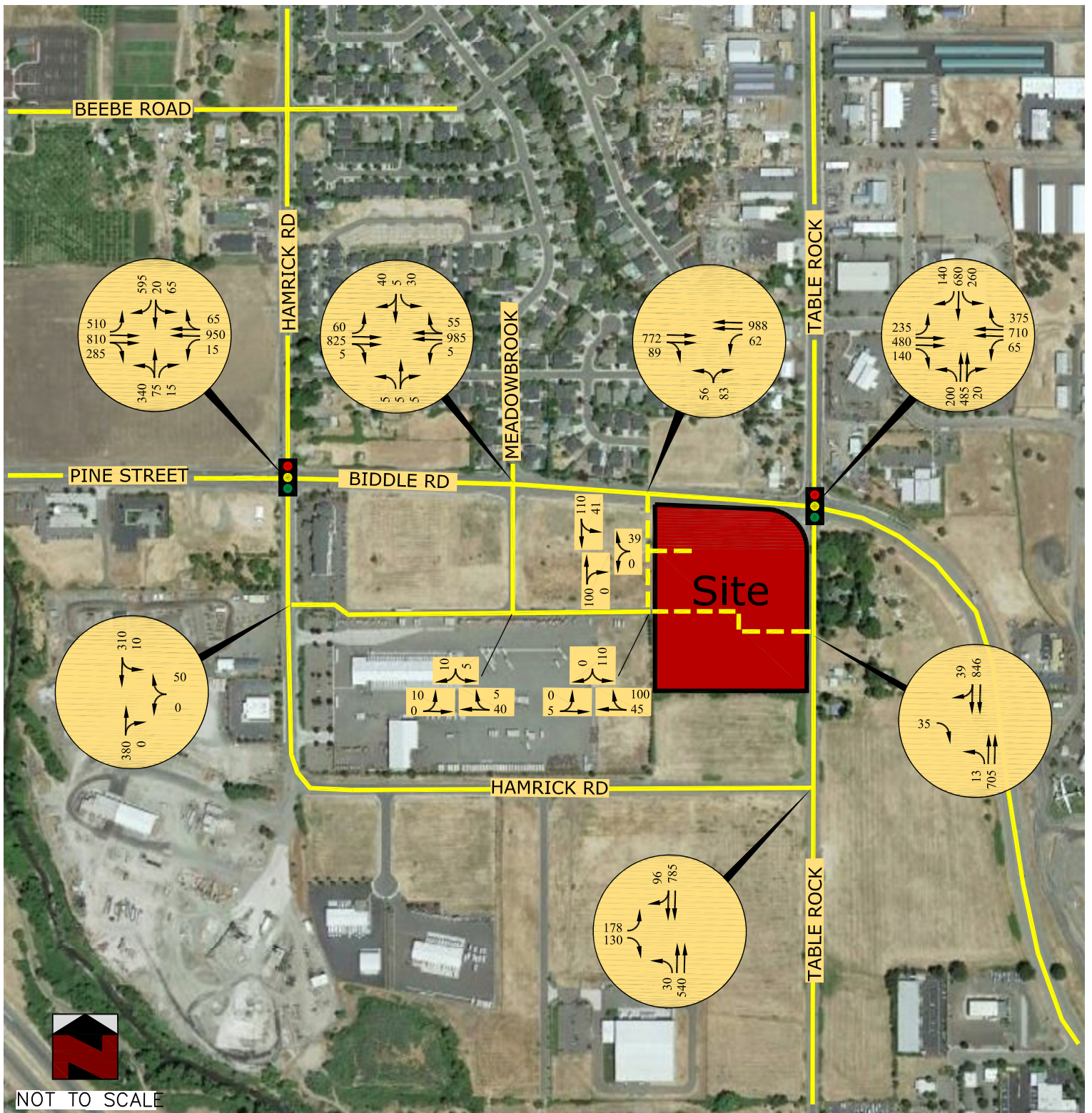


**SOUTHERN OREGON
TRANSPORTATION ENGINEERING, LLC**

Medford, Oregon 97504
 ph 541.608.9923 fax 541.535.6873
 email: kim.parducci@gmail.com

**Table Rock Road
Commercial Development
Traffic Impact Analysis
Central Point, Oregon**

Figure 8 : Future Year 2038 Build Traffic Volumes, PM Peak Hour



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**Table Rock Road
Commercial Development
Traffic Impact Analysis
Central Point, Oregon**

VIII. CONCLUSIONS

Conclusions

The findings of the traffic impact analysis conclude that the proposed commercial development can be approved with recommended improvements without creating adverse impacts to the transportation system. Results of the analysis are as follows:

1. All study area intersections operate acceptably under existing year 2020 and design year 2025 no-build and build conditions during the p.m. peak hour. The intersection of Hamrick Road / East Pine Street exceeds its performance standard under future year 2038 no-build and build conditions. By the future year 2038, improvements are planned in the local area, including a Gebhard Road extension to East Pine Street with signalization. When this occurs, traffic is expected to decrease specifically in the eastbound left and southbound right turn movements at Hamrick Road / East Pine Street. It is our expectation that future mitigation for this intersection, with different improvement scenarios, will be determined when the City prepares a Transportation System Plan (TSP) Update in the next few years.
2. Right turn lane criterion was evaluated at proposed access points on Biddle Road and Table Rock Road. A right turn lane is not shown to be warranted on Table Rock Road under any analysis scenario. A right turn lane is shown to be warranted on Biddle Road under year 2025 build conditions. If acquiring off site right of way to construct this turn lane proves to be difficult, this improvement can be delayed until the property to the west develops. This is not considered a high-level safety concern.
3. Queue lengths in the future year 2038 build scenario are shown to potentially impact the full movement access (referred to as the N-S Internal Road) with Biddle Road. It is concluded that the full movement access may need to be restricted by this time. This should be further discussed with Jackson County.

The proposed 54,595 SF commercial development on the southwest corner of Biddle Road and Table Rock Road is shown to be in compliance with the Central Point Comprehensive Plan and Land Development Code. Streets that serve the subject property will accommodate projected p.m. peak hour traffic volumes within acceptable levels of service with identified improvements.

Table Rock Road Commercial Development Type III Procedure

APPENDICES A-I

February 28, 2020

Due to the length of the document of the document Appendices A-I have been removed and are available upon request.

Prepared By:

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC



*SOUTHERN OREGON
TRANSPORTATION ENGINEERING, LLC*

*Medford, Oregon 97504
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**PLANNING DEPARTMENT SUPPLEMENTAL FINDINGS OF FACT
AND CONCLUSIONS OF LAW
File No.: SUB-20001**

**Before the City of Central Point Planning Commission
Consideration of a Tentative Plan for the Table Rock Crossing Subdivision**

Applicant:) Findings of Fact
South Salem, LLC) and
PO Box 4460) Conclusion of Law
Medford OR 97501)

**PART 1
INTRODUCTION**

The applicant submitted a tentative plan application (Type III) for the Table Rock Crossing Subdivision to subdivide 7.01 acres into eight (8) commercial lots (“Application”). The property is located within the Tourist and Office Professional (C-4) zoning district.

A subdivision tentative plan is reviewed as a Type III application. Type III applications are reviewed in accordance with procedures provided in Section 17.05.400, which provides the basis for decisions upon standards and criteria in the development code and the comprehensive plan, when appropriate.

The standards and criteria for the proposal are set forth in CPMC Title 16, Subdivisions, and Chapter 17.75, Development and Design Standards. The following findings address each of the standards and criteria as applies to the subdivision tentative plan.

**PART 2
SUBDIVISIONS**

Title 16 of the Central Point Municipal Code (CPMC) establishes standards and criteria for land division applications including tentative plans and final plats. The sections of CPMC 16 applicable to the Application are:

Chapter 16.10 - Tentative Plans.

This section of code provides design standards and principles of acceptability, the information required on a tentative plan map and other supplementary material that may be required for review of the application.

Finding CPMC 16.10: *The tentative plan, as represented by Attachment “A-1” of the Planning Department Staff Report dated April 28, 2020, has been reviewed for compliance with the*

requirements of Chapter 16.10 and found to contain all the necessary information. As a condition of approval, the applicant is required to submit a subdivision plat name from the Jackson County Surveyor.

Conclusion CPMC 16.10: *Complies as conditioned.*

CPMC 16.20.020 Streets – Generally

Streets created by subdivisions and partitions shall be designed and constructed in conformance with the requirements of the city’s comprehensive plan, this code, the city’s public works standards, and all conditions established by the city.

Finding CPMC 16.20: *Access to the proposed subdivision will be provided by a new Retail Street, which provides access to Table Rock Road and Biddle Road with a connection to Hamrick Road through existing developments to the west. The Retail Streets are designed to minimum construction standards, provides landscape rows and sidewalk connections throughout the site. Internal circulation will be provided by access easements*

Conclusion CPMC 16.20: *As evidenced by the Tentative Plan and Parks & Public Works Staff Report referenced above, the proposed retail streets are designed and planned for construction consistent with City standards.*

Chapter 16.24, Blocks and Lots—Design Standards

The lengths, widths and shapes of blocks shall be designed with due regard to providing adequate building sites suitable to the special needs of the type and use contemplated, needs for convenient access, circulation, control and safety of street traffic and limitations and opportunities of topography.

Finding CPMC 16.24: *While the proposed perimeter block length of 2,152-feet exceeds the maximum perimeter block length of 2,000 feet, the standards may be modified due to traffic safety concerns. The intersection of the private street along Table Rock Road was increased from the 300-foot minimum to 455-feet to increase safety and traffic movement along Table Rock Road, and accounts for the increase in perimeter block length.*

Conclusion CPMC 16.24: *Complies.*

PART 3 ZONING ORDINANCE

The purpose of Title 17 of the CPMC is to encourage the most appropriate use of land, promote orderly growth of the city, and promote public health, safety, convenience and general welfare. The sections of CPMC 17 applicable to the application are:

Chapter 17.05, Applications and Types of Review Procedures

This Chapter establishes standard decision-making procedures that enable the city, the applicant, and the public to review applications and participate in the local decision making process. There are four

(4) types of review procedures, Type I, II, II, and IV that are applied to land use and development applications in Table 17.05.100.1. It also establishes when a Traffic Impact Analysis (TIA) is required.

***Finding CPMC 17.05:** As identified in Table I, Section 17.05.100.1 a subdivision tentative plan is reviewed using Type III procedures. The application has been noticed and processed in accordance with the Type III review procedures per Section 17.05.400. A TIA was submitted by Southern Oregon Transportation for the proposed development in accordance Section 17.05.900.*

***Conclusion CPMC 17.05:** Complies.*

Chapter 17.75, Design and Development Standards

CPMC 17.75.031 General Connectivity, Circulation and Access Standards

The purpose of this section is to assure that the connectivity and transportation policies of the city's Transportation System Plan are implemented. In achieving the objective of maintaining and enhancing the city's small town environment it is the city's goal to base its development pattern on a general circulation grid using a walkable block system. Blocks may be comprised of public/private street right-of-way, or accessways.

***Finding CPMC 17.75.031:** The proposed development will use private retail streets to provide connections to the public streets. The private streets will also permit the development to meet the perimeter block length standards and provide connections from Hamrick Road through existing developments to the west*

While the proposed perimeter block length of 2,152-feet exceeds the maximum perimeter block length of 2,000 feet, the standards may be modified due to traffic safety concerns. The intersection of the private street along Table Rock Road was increased from the 300-foot minimum to 455-feet to increase safety and traffic movement along Table Rock Road, and accounts for the increase in perimeter block length.

The Retail Streets are designed to minimum construction standards, provide landscape rows and sidewalk connections throughout the site. Internal circulation for vehicles and pedestrians will be provided by access easements

***Conclusion CPMC 17.75.031:** Complies.*

PART 4 SUMMARY CONCLUSION

As evidenced in Planning Department Supplemental Findings, the proposed tentative plan application for the Table Rock Crossing Subdivision is, as conditioned in the Staff Report dated May 5, 2020, in compliance with the applicable criteria set forth in Title 16 and Title 17 of the Central Point Municipal Code.



PUBLIC WORKS STAFF REPORT

April 15, 2020

AGENDA ITEM:

SUB- 20001 –8 lot commercial subdivision

Traffic:

The applicant is proposing an 8 lot commercial subdivision. The City uses the Institute of Transportation Engineers (ITE) Volume 10 for scoping Traffic Impact Analysis (TIA). The threshold is 25 PHT, on a particular intersection, or can be required as part of a conditional use permit. A TIA was completed by Southern Oregon Transportation for this use. Access to the site is controlled by Jackson County Roads on both Table Rock Road and Biddle Avenue. They are allowing right in and out on and left in on both movements. The TIA also points out that at a future year more improvements are needed at Hamrick and Biddle/Pine. The City is working on a plan to expand the intersection as well as future north bound movements via a Gebhard Road project. Both are scheduled to be completed during the planning horizon.

Existing Infrastructure:

Water: There is 8 inch waterline in the private drive to the west of the development
 Streets: Table Rock and Biddle Road are major arterial streets owned and maintained by Jackson County. The private drive to the west is a private retail street.
 Storm Water: There is 24” Storm Drain line in the private drive that has adequate capacity for the proposed development. Jackson County also has a line on Biddle that may be accessible.

Issues:

There are two main issues:

1. Reciprocal Access – The application shows public access thru the subject site. Permanent easements for the development of the private retail street and the access to the west are needed for access, circulation and vehicular movements.
2. Storm Utility Connection - The proposed development shows connection to the Jackson County storm drain system. There is limited capacity in this system, so it will be necessary for the applicant to coordinate with Jackson County to determine if any of the storm run-off associated with this development can be connected to the existing system.

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. Jackson County – Applicant shall obtain all the necessary approvals from Jackson County Roads for the construction of a new access for the private retail street on to Table Rock Road and for any public utility connections.
3. Landscape Row - The applicant will be required to install a landscape row with street trees on the Biddle Road and Table Rock Road frontage. Maintenance of that landscape row is required by the adjoining property owner, in this case each individual lot, per CPMC.
4. Storm Water Quality - 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.
5. Erosion Control. – The proposed development will disturb more than one acre and will require an erosion and sediment control permit (NPDES 1200-C) from the Department of Environmental Quality (DEQ).



JACKSON COUNTY

Roads

Roads
Engineering

Chuck DeJanvier
Construction Engineer

200 Antelope Road
White City, OR 97503
Phone: (541) 774-6255
Fax: (541) 774-6295
dejanvca@jacksoncounty.org

www.jacksoncounty.org

April 27, 2020

Attention: Justin Gindlesperger
City of Central Point Planning
140 south Third Street
Central Point, OR 97502

RE: Subdivision tentative plat for an 8-lot commercial subdivision on
Table Rock Road at Biddle Road– county-maintained roads.
Planning File: SUB-20-001- Revision 1; 37-2W-01C Tax Lot 700

Dear Justin:

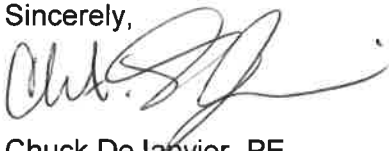
Thank you for the opportunity to comment on consideration of a Subdivision tentative plan for an 8-lot commercial subdivision on an approximately 7-acre property within the C-4 zoning district at 4245 Table Rock Road. Jackson County Roads offers the following comments:

1. Prior to opening of this phase, Jackson County requests the Biddle Road full movement access be modified to a right-in, right-out, left-in (RIROLI) lane. The turn and receiving lanes shall have adequate queuing to ensure safe and efficient operation of the intersection during the first year of opening. This work will require a Minor Road Improvement Permit from Jackson County.
2. Prior to opening of this phase, Jackson County requests construction of a right-in, right-out, left-in (RIROLI) lane on Table Rock Road. This work will require a Minor Road Improvement Permit from Jackson County.
3. The applicant shall submit construction drawings including the median designs for review, comment and approval prior to the project pre-construction meeting
4. Jackson County reserves the right to restrict the left-in accesses at any time if either became a safety concern in the judgement of Jackson County. Further it is likely this restriction will be required at one or both locations within 20 years.
5. If frontage improvements are required, the applicant shall obtain a minor road improvement permit from Jackson County Roads Sidewalk placement on Biddle Road frontage if required should be directly behind the curb. Jackson County Roads does not maintain planter strips.
6. Roads requires the removal of any existing driveways not being used on either Table Rock Road or Biddle Road and replacing them with new curb, gutter and sidewalk. If curb, gutter and sidewalk is not existing, it will be required.
7. Utility Permits are required from Roads for any utility work within the county road right-of-way. On longitudinal trenches within a travel lane 100' or greater in length, unless otherwise approved by the Engineer, the existing pavement shall be removed and replaced to full paving-

machine width (normally 10'-12') for a travel lane restoration. Drag boxes or other pull-type asphalt spreaders will not be permitted for longitudinal trench pavement replacement.

8. Per Oregon Revised Statute 209.150, any survey monuments of record removed, disturbed or destroyed within the permit area must be referenced prior to construction and replaced after construction by a registered professional land surveyor. All costs associated with this surveying work are the responsibility of the permit holder
9. Biddle Road is a County Minor Arterial and is maintained by the County. The Average Daily Traffic count was 9,984 for eastbound lanes 450 east of Hamrick Road on July 31, 2018 and 9,677 for westbound lanes on July 31, 2018 450 feet east of Hamrick Road.
10. Table Rock Road is a County Arterial and is maintained by the County. The Average Daily Traffic count was 20,723 750 north of Biddle Road on July 9, 2018.
11. If county storm drain facilities are to be utilized, the applicant's registered Engineer shall provide a hydraulic report and plans for review and approval by Jackson County Roads. Storm drainage runoff is limited to that area currently draining to the County storm drainage system. Upon completion of the project the developer's Engineer shall certify that the construction of the drainage system was constructed per the approved plan. A copy of the certification shall be sent to Chuck DeJanvier at Jackson County Roads.
12. We would like to be notified of future development proposals, as county permits may be required.
13. We concur with any right-of-way dedicated.

Sincerely,



Chuck DeJanvier, PE
Construction Engineer



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

April 10, 2020

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

Re: SUB-20001, Table Rock Crossing, Tax Lot 700, Map 37 2W 01C

The existing property currently does not have sewer service. There is an existing 8 inch sewer main and manhole just west of the subject property. Sewer service for the proposed development will require a sewer main extension into the property from the existing manhole. Sewer connection permits will be issued upon acceptance of the sewer main and payment of related fees.

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

1. The applicant must provide sewer construction plans prepared per RVSS standards for review and approval.

Feel free to call me with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Nick Bakke", with a long horizontal flourish extending to the right.

Nicholas R. Bakke, PE
District Engineer

PLANNING COMMISSION RESOLUTION NO. 879

A RESOLUTION OF THE PLANNING COMMISSION APPROVING A TENTATIVE PLAN FOR AN 8 LOT SUBDIVISION TO BE KNOWN AS TABLE ROCK CROSSING.

(File No: SUB-20001)

WHEREAS, the applicant has submitted a tentative plan application to create an 8 lot subdivision consisting of commercial property identified on the Jackson County Assessor’s map as 37S 2W 01C, Tax Lot 700, Central Point, Oregon; and

WHEREAS, the project site is located in the C-4, Tourist and Office Professional zoning district; and

WHEREAS, the application has been found to be consistent with the applicable approval criteria set forth in Title 16, Subdivisions and Title 17, Zoning, and per conditions noted in the Staff Report dated May 5, 2020; and

WHEREAS, on May 5, 2020, at a duly noticed public hearing, the City of Central Point Planning Commission considered the Applicant’s request for Tentative Plan approval for Table Rock Crossing.

NOW, THEREFORE, BE IT RESOLVED that the City of Central Point Planning Commission by Resolution No. 879 does hereby approve the Tentative Plan application for Table Rock Crossing, based on the findings and conditions of approval as set forth in Exhibit “A,” the Planning Department Staff Report dated May 5, 2020, including attachments incorporated by reference.

PASSED by the Planning Commission and signed by me in authentication of its passage this 5th day of May, 2020.

Planning Commission Chair

ATTEST:

City Representative

ITEM VII-B: CONSIDERATION OF A COMPREHENSIVE PLAN AND ZONE MAP CHANGE ON 12.12 ACRES INVOLVING SEVERAL PROPERTIES FROM COMMERCIAL MEDICAL (C-2(M)) TO RESIDENTIAL SINGLE FAMILY (R-1-6) AND CIVIC.



STAFF REPORT

May 5, 2020

AGENDA ITEM: File No. CPA-19006

Public Hearing to Consider a Comprehensive Plan Amendment and Zone Map Change application to change the zoning designation on multiple properties totaling 12.12 acres south of Bush Street between South 4th and South 1st Streets from C-2(M) Commercial-Medical to R-1-6 (Residential Single Family) and Civic. The project area is identified on the Jackson County Assessor's map as 37 2W 11BC, Tax Lots 800 through 5000 and 37S 2W 11BL, Tax Lots 100-700. **Applicant:** City of Central Point.

STAFF SOURCE:

Tom Humphrey AICP, Community Development Director

BACKGROUND:

The City is initiating minor comprehensive plan and zone map amendments in an area identified as the *C2M Land Use Study Area* in the Land Use Element of the City's Comprehensive Plan. This area has been in transition since the close of the Asante Medical Facility. The Asante property and adjoining home sites were designated for Commercial-Medical uses in the past but this designation is no longer applicable. At the time the Land Use Element was being considered for adoption in 2018 the Asante Corporation was negotiating the sale of their property and it is clear with its sale to School District #6 that the property will no longer be used for medical purposes.

The School District asked the City to initiate a zone change for their property alone but under the circumstances the City considers it wise to eliminate the medical zoning designation altogether. Since there are many single family homes in the C-2(M) zoning district, residents and property owners may wish to have their commercial zoning changed to residential zoning at no expense to them. The change will allow residents to maintain their single family homes or duplexes and to add ADUs if they choose. It will also allow the future expansion of School District #6 facilities. In consideration of this application, there are four criteria that should be addressed:

1. **Statewide Planning Goals.** A finding of consistency with the applicable statewide planning goals applies to both major and minor amendments to the Comprehensive Plan (reference CPMC, Chapter 17.96.500 Approval criteria). The proposed Comprehensive Plan Land Use revision and Map change constitute an amendment to employment and residential land uses in Central Point. In each case the City has performed a Buildable Lands Inventory the results of which support these changes.

The changes are compatible with 1) a Civic Goal: *To include in each land use category sufficient public lands for land uses related to community public facilities, such as city hall, public schools, community centers, etc.* and 2) a Residential Goal: *To preserve the value and character of older-single-family neighborhoods through proper zoning, including reasonable efforts to encourage maintenance and rehabilitation as an alternative to transitional development at higher densities.* Staff believes that proposed changes are consistent with Statewide Planning Goal 2 – Land Use Planning (Attachment B).

2. **Comprehensive Plan Compliance.** The current land use plan designation for the property is Commercial Medical and was designated a study area in the Comprehensive Plan Land Use Element because it was an area in transition. The proposed Low Density Residential and Civic land use and zoning designations would be consistent with the existing and the proposed uses in the neighborhood. The properties in question will be given more realistic land use categories that have been adopted by the City and are consistent with City goals, policies and actions.
3. **Compatibility with Surrounding Land Uses and Zoning.** The proposed zone map amendment occurs on thirty three (33) lots south of Bush Street between South 4th and South 1st Streets. South 2nd Street is the main entrance into the School District property. This is an established neighborhood of predominantly single family homes which is contiguous to other neighborhoods of single family homes and civic uses to the north, south and east.

Property owners and lenders have periodically questioned the legal non-conforming status of homes in this area during property sales and refinancing. This typically hasn't proven to be a problem in the C-2(M) zoning district but it will be much clearer in the future if the homes were zoned exclusively residential. Preliminary staff analysis indicated that rezoning will not change property tax assessment.

4. **Traffic Impacts/Transportation Planning Rule Compliance.** The State Transportation Planning Rule (TPR) in OAR 660-012-0060 requires changes to land use plans and land use regulations (i.e. Comprehensive Plan Map Amendments and Zoning Map Amendments) to be consistent with the function and capacity of existing and planned transportation facilities. The City contracted with a local engineering group (Ausland) who evaluated the impact the comp plan and zone change will have on traffic within the vicinity (Attachment (“C”). Their conclusion is that the proposed amendments will generate more daily trips than the current land use designations. Upon further investigation it appears that trips generated from homes in the *existing* zoning district were not included in the analysis. They do show up in the *proposed* zoning district. If assumptions are reexamined, there should be no net increase in Daily Trips from one zone to the next. The Planning Department Supplemental Findings (Attachment “B”) reflect the conclusions in the engineer’s analysis.

ISSUES:

Staff is awaiting an answer from the traffic consultant and a resolution of assumptions used for the traffic analysis.

ATTACHMENTS:

Attachment “A” – Comprehensive Plan and Zoning Maps

Attachment “B” – Planning Department’s Findings

Attachment “C” – Ausland Group Traffic Impact Analysis

Attachment “D” – Resolution No. 880 (Distributed at a later date)

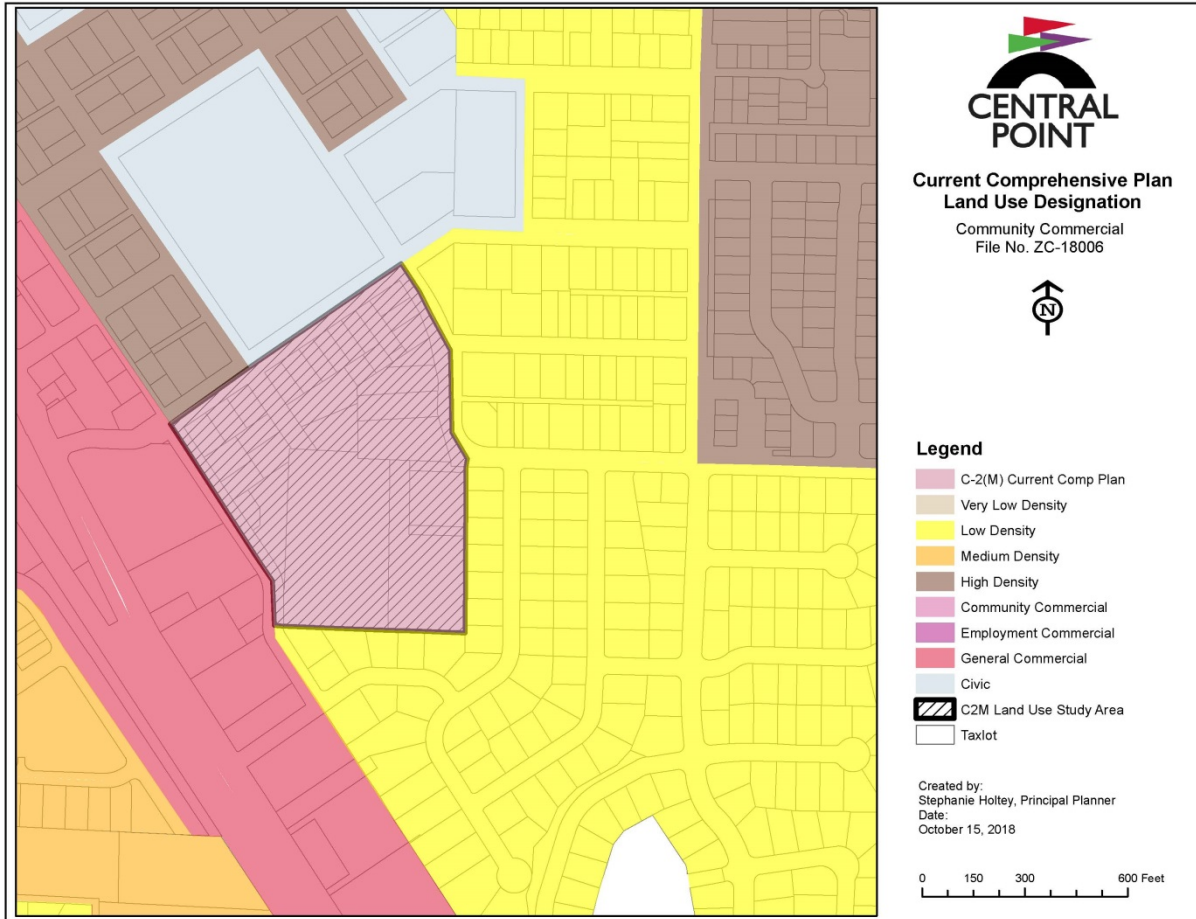
ACTION:

Open public hearing and consider the proposed amendment to the Zoning Map, close public hearing and 1) recommend approval to the City Council; 2) recommend approval with revisions; or 3) deny the application.

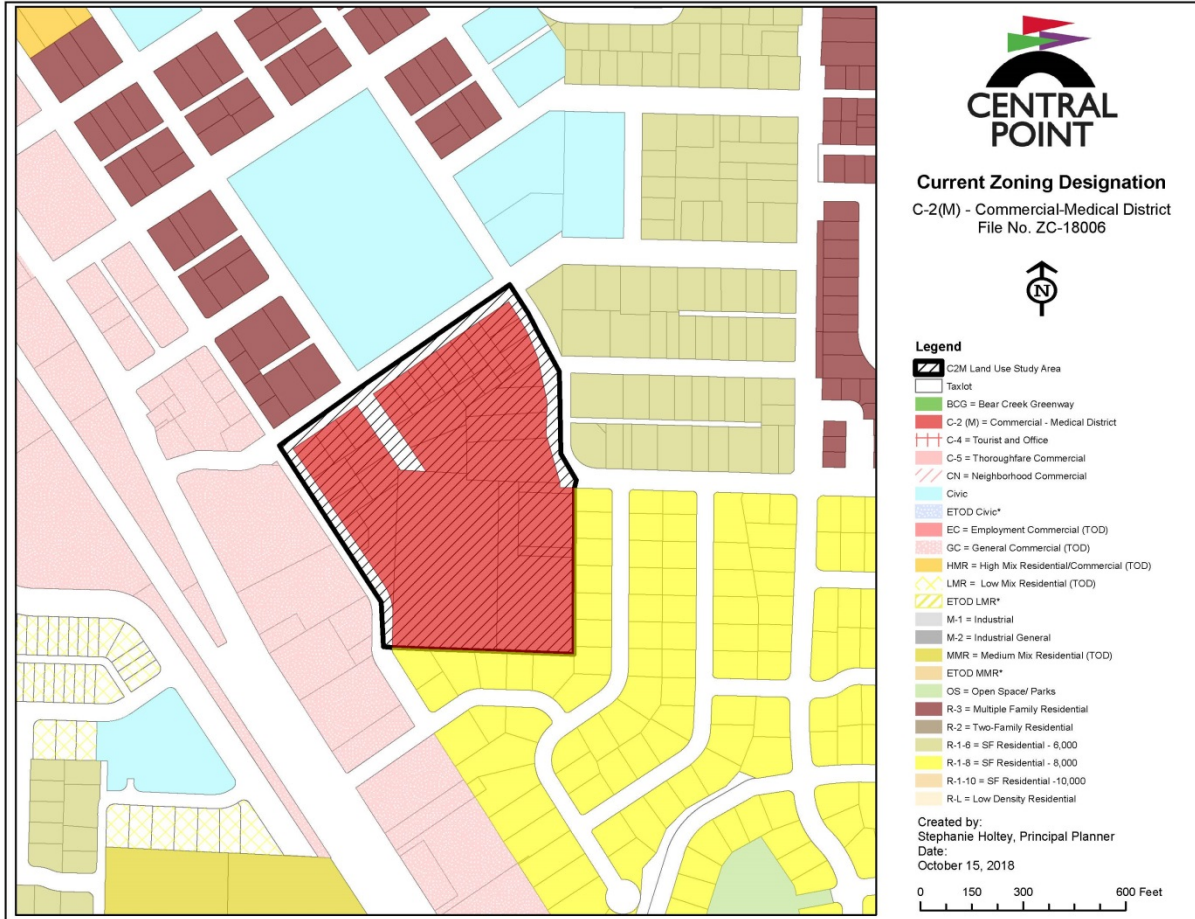
RECOMMENDATION:

Recommend approval of Resolution No. 880 Per the Staff Report dated May 5, 2020 and supported by Findings of Fact.

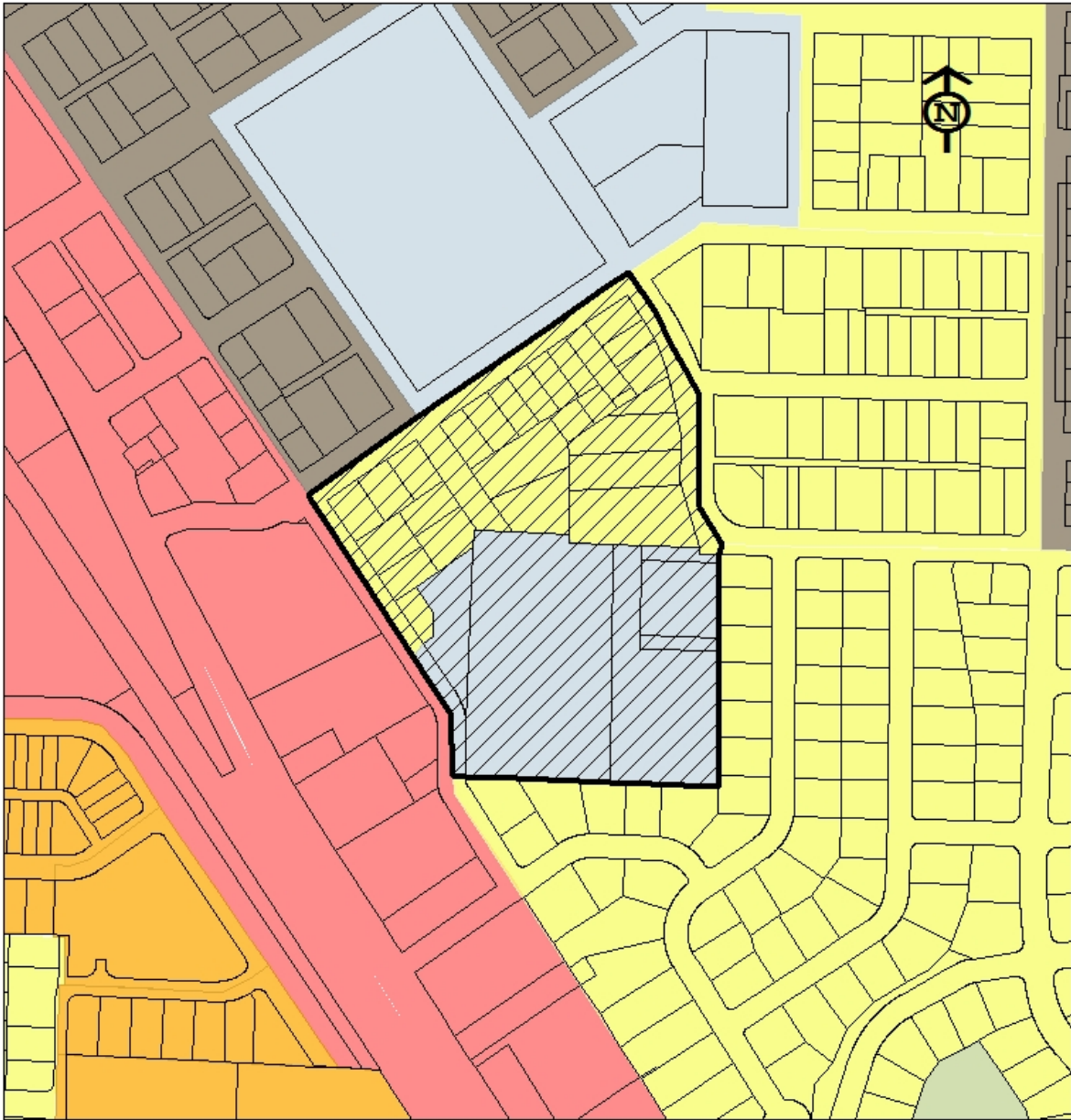
Current Comprehensive Plan Map



Current Zone Designation Map












Proposed Comprehensive Plan Designation

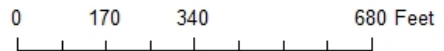


Proposed Land Use Designation



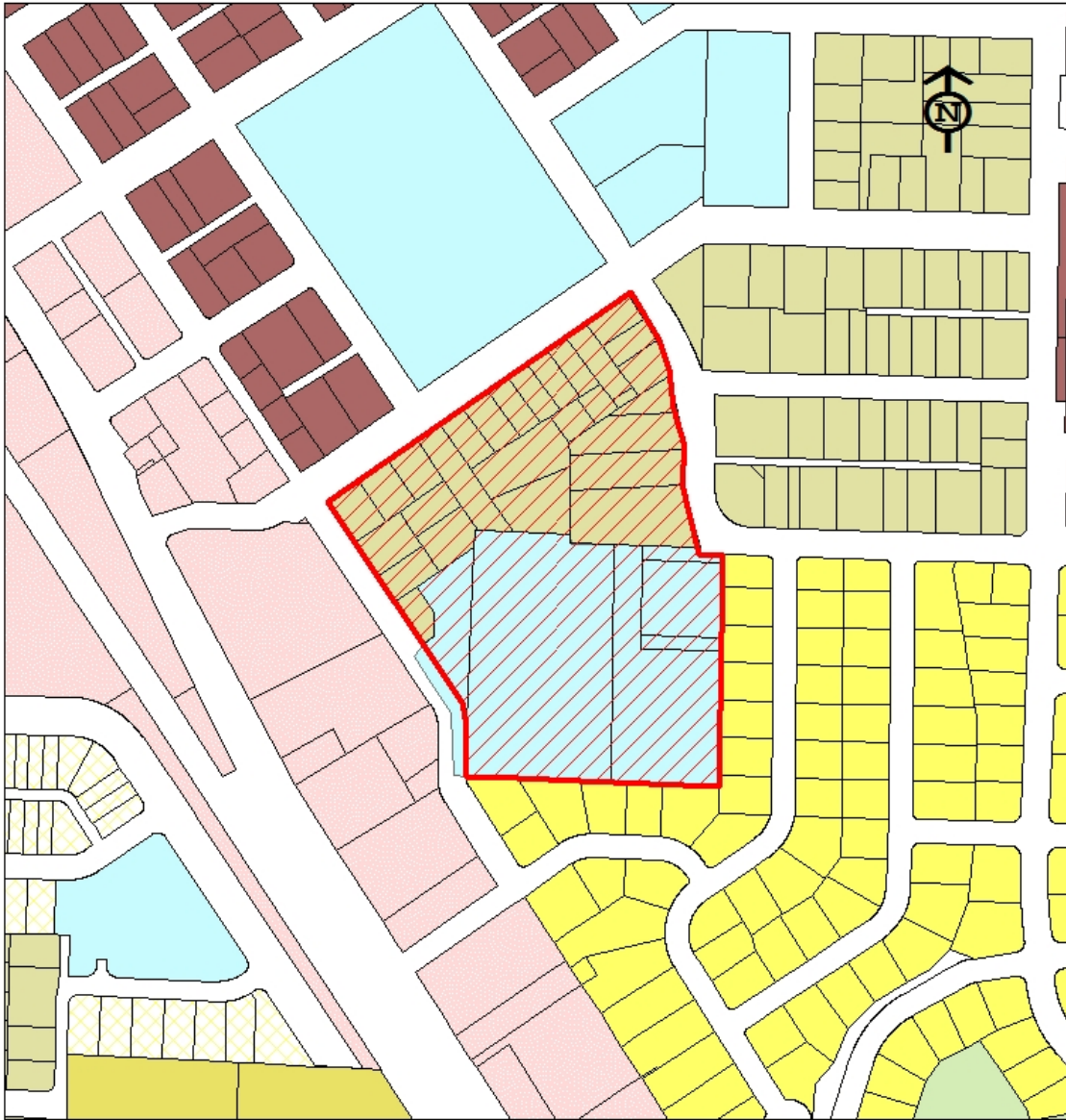
Legend

- | | |
|--|--|
|  Taxlots |  Low Density |
|  Study Area |  High Density |
|  OS |  Commercial |
|  Very Low Density |  Civic |
|  Medium Density | |



Created by:
Eileen Mitchell, Community Planner 1
Date: 9/30/2019

Proposed Zoning Map Change



Proposed Zoning Designation



Legend

- Study Area
- Taxlot
- Civic
- GC (TOD)
- LMR (TOD)
- MMR (TOD)
- OS
- R-3
- R-1-6
- R-1-8

0 170 340 680 Feet

Created by:
Eileen Mitchell, Community Planner 1
Date: 11/12/2019

**FINDINGS OF FACT
AND CONCLUSIONS OF LAW
File No. CPA-19006**

Before the City of Central Point Planning Commission

Consideration of a Comprehensive Plan Amendment and Land Use Redesignation on multiple properties totaling 12.12 acres south of Bush Street between South 4th and South 1st Streets. The property is identified on the Jackson County Assessor’s map as 37S2W 11BC, Tax Lots 800 through 5000 and 37S 2W 11BL, Tax Lots 100-700.

Applicant:

City of Central Point and) Findings of Fact
Central Point School District #6) and Conclusion of Law

**PART 1
INTRODUCTION**

The above referenced tax lots are proposed to be redesignated and rezoned to low density residential and civic uses to conform with existing residential activity and to allow the redevelopment of a former medical facility for civic activity. The proposal will not have a widespread and significant impact beyond the immediate area. These findings have been prepared with the understanding that both the Comprehensive Plan (Map) and Zoning Map will be changed to become consistent with one another.

The Comprehensive Plan Amendment involves a quasi-judicial map amendment, which is processed using Type III application procedures. These procedures are set forth in Section 17.05.400 and provide the basis for decisions upon standards and criteria in the development code and the comprehensive plan, when appropriate.

Applicable development code criteria for this Application include:

- 1. Statewide Planning Goals
- 2. Comprehensive Plan
- 3. State Transportation Planning Rule
- 4. CPMC, Chapter 17.96

Findings will be presented in six (6) parts addressing the requirements of Section 17.05.400 as follows:

- 1. Introduction
- 2. Statewide Planning Goals
- 3. Comprehensive Plan
- 4. Statewide Transportation Rule
- 5. Zoning Ordinance
- 6. Summary Conclusion

**PART 2
STATEWIDE PLANNING GOALS**

A finding of consistency with the applicable statewide planning goals applies to both major and minor amendments to the Comprehensive Plan (reference CPMC, Chapter 17.96.500 Approval criteria).

Goal 2: Land Use Planning

PART I – PLANNING

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions ...

Finding: The proposed Comprehensive Plan Land Use revision and Map change constitute an amendment to employment and residential land uses in Central Point. In each case the City has performed a Buildable Lands Inventory the results of which support these changes. The changes are compatible with a Civic Goal: *To include in each land use category sufficient public lands for land uses related to community public facilities, such as city hall, public schools, community centers, etc.* and a Residential Goal: *To preserve the value and character of older-single-family neighborhoods through proper zoning, including reasonable efforts to encourage maintenance and rehabilitation as an alternative to transitional development at higher densities.* The proposed language reflects land use changes made by the City over time and identifies current land uses and zones approved by the City and acknowledged by the state. The Oregon Department of Land Conservation and Development was notified of this Comprehensive Plan Amendment and has not yet commented.

Conclusion: Consistent with Statewide Planning Goal for Land Use Planning.

PART 3 COMPREHENSIVE PLAN

The Comprehensive Plan Land Use Map currently designates the properties in question as the C2M Land Use Study Area and the land use application proposes to re-designate this land for Low Density Residential and Civic uses to match neighborhood designations. This area has been in transition since the close of the Asante Medical Facility. The Asante property and adjoining homesites were designated for Commercial-Medical uses but this designation no longer applicable. At the time the Land Use Element was being considered for adoption the Asante Corporation was negotiating the sale of their property and it is clear with its sale to School District #6 that the property will no longer be used for medical purposes.

Finding: The properties in question will be given land use categories that have been adopted by the City and are consistent with City goals, policies and actions.

Conclusion: Consistent.

PART 4 STATEWIDE TRANSPORTATION RULE

Section 660-012-0060(1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:

a) *Change the functional classification of an existing or planned transportation facility;*

b) Change standards implementing a functional classification system; or

c) As measured at the end of the planning period identified in the adopted transportation system plan:

(A) Allow types or levels of land uses that would result in levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;

(B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or

(C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

Finding 660-012-0060(1)(a): The proposed plan amendment and zone change does not change the functional classification of an existing or planned transportation facility. The proposed zone change from C-2(M) to R-1-6 and Civic will not necessitate a change to any of the surrounding street classifications. Bush Street and South 1st, 2nd and 4th Streets are all local residential streets.

Conclusion 660-012-0060(1)(a): No significant affect.

Finding 660-012-0060(1)(b): A traffic analysis was performed for the proposed plan amendment and zone change however an error in an assumption of existing conditions rendered an incorrect conclusion about daily trips generated. Once the assumption is corrected it is expected that there will be no or an insignificant increase in daily trips from the existing zoning to the proposed zoning. Consequently, the proposed amendments will not cause a change to standards implementing the City's transportation system.

Conclusion 660-012-0060(1)(b): No significant affect.

Finding 660-012-0060(1)(c)(A): The proposed plan amendment and zone change will not cause an increase in land uses that would result in levels of travel or access that would be inconsistent with the City's functional street classification system for existing and planned transportation facilities.

Conclusion 660-012-0060(1)(c)(A): No significant affect.

Finding 660-012-0060(1)(c)(B): There are no known operational or safety concerns as a result of the proposed land use amendment and zone change. The proposed zone change will not reduce the performance of any existing or planned transportation facilities below the minimum acceptable performance standard identified in the Master Plan, or in the City's Transportation System Plan.

Conclusion 660-012-0060(1)(c)(B): No significant affect.

Finding 660-012-0060(1)(c)(C): The proposed plan amendment and zone change will not cause the worsening of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the Master Plan or

Comprehensive Plan. No capital improvements are scheduled in the City's TSP nor are they anticipated in this sector of the community.

Conclusion 660-012-0060(1)(c)(C): No significant affect.

PART 5 ZONING ORDINANCE

17.10.300 Quasi-judicial amendments.

A. Applicability of Quasi-Judicial Amendments. Quasi-judicial amendments are those that involve the application of adopted policy to a specific development application or code revision, and not the adoption of new policy (i.e., through legislative decisions). Quasi-judicial zoning map amendments shall follow the Type III procedure, as governed by Section 17.05.400, using standards of approval in subsection B of this section. The approval authority shall be as follows:

- 1. The planning commission shall review and recommend land use district map changes that do not involve major amendments;*
- 2. The planning commission shall make a recommendation to the city council on an application for a comprehensive plan map amendment. The city council shall decide such applications; and*
- 3. The planning commission shall make a recommendation to the city council on a land use district change application that also involves a comprehensive plan map amendment application. The city council shall decide both applications.*

Finding 17.10.300(A): A plan amendment and zone change application has been submitted to redesignate 12.12 acres from Commercial-Medical to Low Density Residential and Civic. The proposal will not have a widespread and significant impact beyond the immediate area. The proposal will be considered by the planning commission and a recommendation will be made to the City Council for final decision.

Conclusion 17.10.300(A): Consistent.

B. Criteria for Quasi-Judicial Amendments. A recommendation or a decision to approve, approve with conditions or to deny an application for a quasi-judicial amendment shall be based on all of the following criteria:

- 1. Approval of the request is consistent with the applicable statewide planning goals;*

Finding 17.10.300(B)(1): See Part 2, Statewide Planning Goals findings and conclusions.

Conclusion 17.10.300(B)(1): Consistent

- 2. Approval of the request is consistent with the Central Point comprehensive plan;*

Finding 17.10.300(B)(2): See Part 3, Comprehensive Plan findings and conditions.

Conclusion 17.10.300(B)(2): Consistent.

3. *The property and affected area is presently provided with adequate public facilities, services and transportation networks to support the use, or such facilities, services and transportation networks are planned to be provided in the planning period; and*

Finding 17.10.300(B)(3): Public facilities, services and transportation networks have been established pursuant to the City's TSP and are sufficient to serve the allowable uses. The proposal will not significantly increase the demand on public facilities over the current uses.

Conclusion 17.10.300(B)(3): Consistent.

4. *The change is in the public interest with regard to neighborhood or community conditions, or corrects a mistake or inconsistency in the comprehensive plan or land use district map regarding the property which is the subject of the application.*

Finding 17.10.300(B)(4): The proposed plan amendment and zone change are consistent with Strategic Planning goals, are in the interest of the community, are compatible with surrounding land uses and correct inconsistencies in the Comprehensive Plan and zoning maps.

Conclusion 17.10.300(B)(4): Consistent.

17.10.600 Transportation planning rule compliance.

Section 660-012-0060(1) *Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:*

- a) Change the functional classification of an existing or planned transportation facility;*
- b) Change standards implementing a functional classification system; or*
- c) As measured at the end of the planning period identified in the adopted transportation system plan:
 - (A) Allow types or levels of land uses that would result in levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;*
 - (B) Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or*
 - (C) Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.**

Finding 17.10.600(1): See Part 4, Statewide Transportation Planning Rule findings and conclusions.

Conclusion: Consistent.

PART 6 SUMMARY

Conclusion: As evidenced in findings and conclusions, the proposed plan amendment and zone change are consistent with applicable standards and criteria in the Central Point Municipal Code, including the Statewide Planning Goals (where applicable), Comprehensive Plan, and Statewide Transportation Planning Rule.



March 17, 2020

Tom Humphrey AICP
City of Central Point
 130 S. 3rd. Street
 Central Point, OR 97502

**Re: Traffic Impacts of Comprehensive Plan & Zone Change for Former Asante Property
 (CPA-19006, Map 37-2W-11BC)**

Dear Mr. Humphrey,

This letter provides a summary of findings regarding the traffic impact of the pending Comprehensive Plan Amendment and Zone Change for the former Asante property located south of Bush Street between S. 1st Street and S. 4th Street (Map 37-2W-11BC).

BACKGROUND

A Comprehensive Plan Amendment (CPA) and Zone Change (ZC) joint application has been submitted for the subject properties, which include the former Asante property (formerly Cascade Community Hospital) and 24 existing single-family residential properties. The current land use designation is proposed to change from Commercial-Medical District (C-2(M) Zone) to a mix of Residential-Low Density (R-1-6) and Civic (C), as the Jackson County School District 6 has acquired this property. These properties and the changes are as depicted in Figures 1-4.

TRIP GENERATION ANALYSIS

The pending CPA and ZC require an assessment of the potential traffic increase from the proposed land use changes. Accordingly, we began our trip generation analysis by looking at the existing land use scenario versus the proposed scenario. We then matched up the land use categories (per the Central Point Municipal Code) with the most similar classifications in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition. Utilizing the ITE data for each classification, we were able to calculate the total number of daily trips, as well as AM and PM peak trips. In some cases, the ITE allows for "pass-by" trips... a reduction in the number of daily trips. However, since this pass-by reduction only applies to commercial and retail developments it has no effect in these scenarios. The trip counts are summarized in Table A.

3935 Highland Avenue
 Grants Pass, OR 97526
 office: 541.476.3788

321 Mill Street, Ste #3
 Eugene, OR 97401
 office: 541.345.1094

130 A Street, Ste #6F
 Ashland, OR 97520
 office: 541.482.0923

WWW.AUSLANDGROUP.COM

Figure 1. Current Comprehensive Plan Map

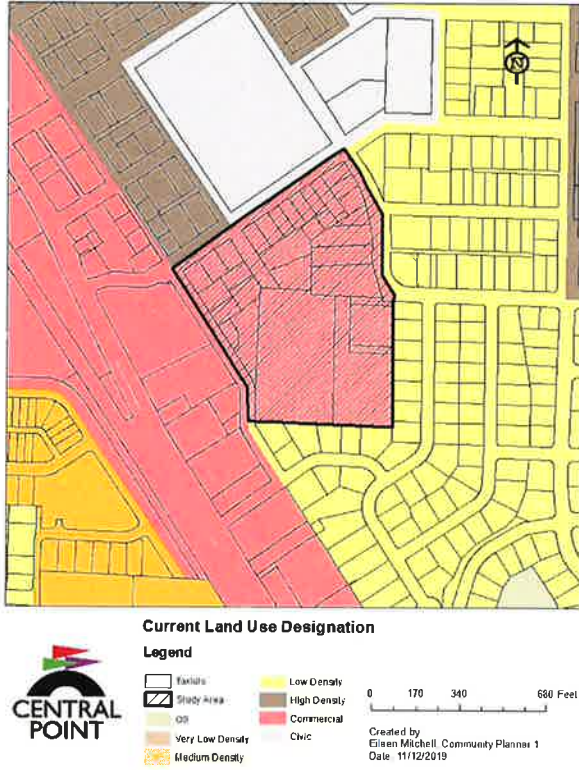


Figure 2. Proposed Comprehensive Plan Map

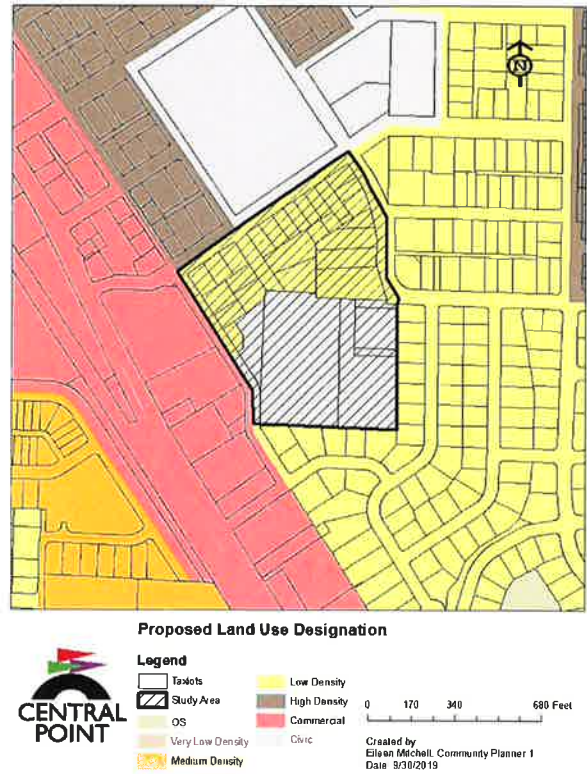


Figure 3. Current Zoning Map

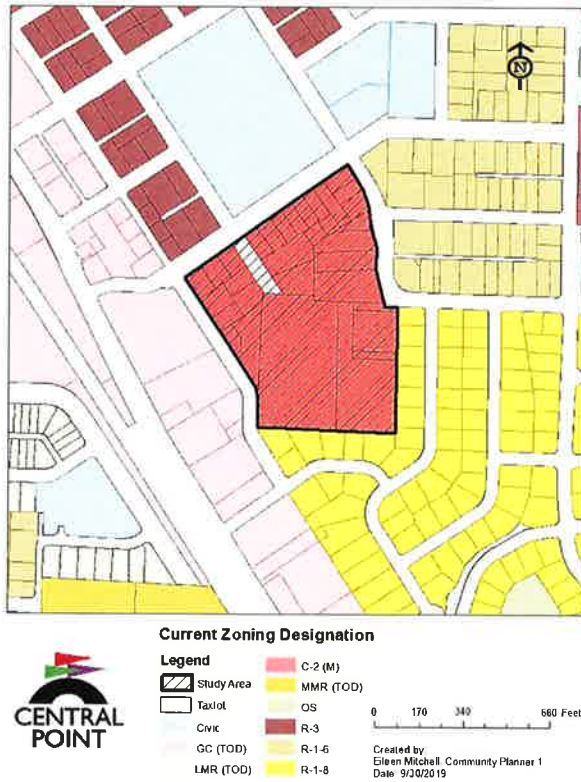


Figure 4. Proposed Zoning Map



Table A – Estimated Trip Generation (Weekday Daily, AM and PM Peak)

	Existing	Proposed		Net Change (Prop-Exist)
Zoning	C-2(M)	R-1-6	Civic	
Land Use	Commercial Medical District	Residential Low Density	Civic	
Tax Lot	All Tax Lots in Study Area	TL100-1900, 2000- 2500, 4800, 5100	TL 5000-5303	
ITE Land Use	Hospital	Single-Family Detached	Elementary School	
ITE Code	610	210	520	
Building Size (KSF)	25.90	0.00	25.90	0.00
Dwelling Units	0.00	24	0	24
Lot Size (AC)	12.12	5.53	6.59	0.00
Daily Trip Rate (Trip/KSF or Trip/DU)	13.22	9.52	15.43	-
Daily Trips	342.40	228.48	399.64	285.72
Passby Reduction	0%	0%	0%	-
Daily Trips w/ Passby Reduction	342.40	228.48	399.64	285.72
Daily Trips/Acre	28.25	41.32	60.64	73.71
AM Peak Trip Rate (Trip/KSF or Trip/DU)	0.95	0.75	5.2	-
AM Peak Trips	24.61	18.00	134.68	128.08
AM Peak Trips w/ Passby Reduction	24.61	18.00	134.68	128.08
PM Peak Trip Rate (Trip/KSF or Trip/DU)	0.93	1	1.21	-
PM Peak Trips	24.09	24.00	31.34	31.25
PM Peak Trips w/ Passby Reduction	24.09	24.00	31.34	31.25

References: Trip Generation Manual, 9th Ed., Institute of Transportation Engineers, 2012
 Trip Generation Handbook, 2nd Ed., Institute of Transportation Engineers, 2004.

CONCLUSION

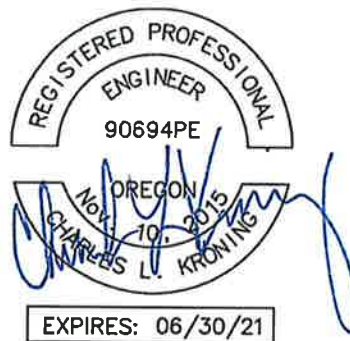
Per Table A, the Existing land use scenario generates 342 daily trips, and the Proposed scenario generates 628 daily trips. This results in an increase of 286 daily trips, in addition to an increase of 128 AM peak trips, and an increase of 31 PM peak trips. Therefore, there is definitely an increased traffic impact for the pending CPA and ZC on the subject parcels.

Per the City of Central Point Municipal Code Article 17.05.900 Traffic Impact Analysis; a traffic impact analysis (TIA) is required if a non-residential development is projected to generate an increase in peak hour volume of a particular movement to and from the state highway by twenty percent or more, or increase in site traffic volume generation of two hundred fifty (250) average daily trips (ADT) or more. Since the pending CPA and ZC generate an increase of 285 daily trips, **a TIA is required.**

Sincerely,

Charles Kroning

Charles L. Kroning, PE
 Sr. Civil Engineering Manager



PLANNING COMMISSION RESOLUTION NO. 880

A RESOLUTION FORWARDING A FAVORABLE RECOMMENDATION TO THE CITY COUNCIL TO APPROVE COMPREHENSIVE PLAN AND ZONE MAP AMENDMENTS ON MULTIPLE PROPERTIES FROM COMMERCIAL-MEDICAL C-2(M) TO RESIDENTIAL SINGLE FAMILY, R-1-6 AND CIVIC ON 12.12 ACRES LOCATED SOUTH OF BUSH STREET BETWEEN SOUTH 4TH AND SOUTH 1ST STREETS.

(37S 2W 11BC, Tax Lots 800 through 5000 and 37S 2W 11BL, Tax Lots 100-700)

File No. CPA-19006
Applicant: City of Central Point

WHEREAS, the Comprehensive Plan Land Use Map is proposed to re-designate the property identified by the Jackson County Assessor's Map as 37S 2W 11BC Tax Lots 800 through 5000 and 37S 2W 11BL, Tax Lots 100 to 700 as Low Density Residential (R-1-6) and Civic; and

WHEREAS, the proposed R-1-6 and Civic zoning is consistent with the Comprehensive Plan and surrounding land uses; and

WHEREAS, adequate public services and transportation networks are available to the site; and

WHEREAS, the proposed zone change from C-2(M) to R-1-6 and Civic has been determined to be consistent with the State Transportation Planning Rule.

NOW, THEREFORE, BE IT RESOLVED, that the City of Central Point Planning Commission, by this Resolution No. 880, does recommend that the City Council approve the change of zone on the property identified by the Jackson County Assessor's Map as 37S 2W 11BC Tax Lots 800 through 5000 and 37S 2W 11BL, Tax Lots 100 to 700. This decision is based on the Staff Report dated May 5, 2020 including Attachments A through D attached hereto by reference and incorporated herein.

PASSED by the Planning Commission and signed by me in authentication of its passage this 5th day of May, 2020.

Planning Commission Chair

ATTEST:

City Representative