



**CITY OF CENTRAL POINT  
PLANNING COMMISSION AGENDA  
May 3, 2016 - 6:00 p.m.**

**I. MEETING CALLED TO ORDER**

**II. ROLL CALL**

Planning Commission members Chuck Piland (Chair), Mike Oliver, Tom Van Voorhees, Rob Hernandez, Elisabeth Powell, Craig Nelson Sr., and Kay Harrison

**III. CORRESPONDENCE**

**IV. MINUTES**

Review and approval of April 5, 2016 Minutes.

**V. PUBLIC APPEARANCES**

**VI. BUSINESS**

- A. Consideration of Resolution No. 830 forwarding a favorable recommendation to the City Council to approve A Conceptual Land Use and Transportation Plan for CP-3, An Urban Reserve Area of the City of Central Point, **File No. 15030.**

**VII. DISCUSSION**

- A. Urban Renewal – East Pine Street Streetscape update

**VIII. ADMINISTRATIVE REVIEWS**

**IX. MISCELLANEOUS**

**X. ADJOURNMENT**

**City of Central Point  
Planning Commission Minutes  
April 5, 2016**

**I. MEETING CALLED TO ORDER AT 6:05 P.M.**

**II. ROLL CALL**

Commissioners Chuck Piland, Craig Nelson, Tom Van Voorhees, Kay Harrison, Rob Hernandez and Mike Oliver were present. Also in attendance were: Tom Humphrey, Community Development Director, and Karin Skelton, Planning Secretary. Elisabeth Powell was absent

**PLEDGE OF ALLEGIENCE**

**III. CORRESPONDENCE**

None

**IV. MINUTES**

Kay Harrison made a motion to approve the minutes of the February 2, 2016 Planning Commission Meeting as presented. Tom Van Voorhees, seconded the motion: ROLL CALL: Craig Nelson, yes; Tom Van Voorhees, yes; Rob Hernandez: abstained, Kay Harrison, yes; Mike Oliver, yes. Motion passed.

**V. PUBLIC APPEARANCES**

None

**VI. BUSINESS**

**A. Consideration of a Conceptual Land Use and Transportation Plan for Urban Reserve Area CP-3**

Tom Humphrey stated that the City's Regional Plan Element includes a provision that prior to expansion of the urban growth boundary into an urban reserve area it is necessary to adopt a conceptual land use and transportation plan for the affected urban reserve area. The city received a request to add Urban Reserve Area CP-3 to the City's UGB for additional job creation. The City Council responded to this request by passing a Resolution of Intent to initiate a UGB amendment.

He informed them that the City currently has eight urban reserve areas and there are concept plans for four of them. City staff conducted a preliminary discussion with the Planning Commission in November to create a concept plan that reflects local land use expectations and remedies for traffic congestion that land uses may generate. The Commission and the Citizen's Advisory Committee each participated in a planning 'charrette' to come up with land use and transportation scenarios for the concept plan. Staff has crafted two land use plans for the Commission to consider.

The City agreed to an employment/open space split in the Regional Plan (42% and 58% respectively). Of the 36 acres in CP-3 there are 15 acres that can be considered for employment under the Regional Plan and 21 acres for open space. There are 1.88 acres zoned for residential use given the existence of several multi-and single-family homes between Gebhard Road and Bear Creek. The question is whether to take residential acreage out of the employment total or out of the open space total.

He advised the Commissioners that if the residential area was zoned open space it would downgrade the properties. If the TOD zoning was implemented, it would accommodate the residents, give them multiple options and would add value to their land should they annex into the City.

He requested the Commission's input regarding alternative uses, indicating that consideration should be given to the various constraints that exist in this area (e.g. natural, physical and political boundaries).

The Planning Commission discussed various options with regard to the location of a bridge over Bear Creek, the extension of Beebe Road and the impact the improvements would have on traffic.

Mr. Humphrey explained the differences between the current zoning which was C-4 as opposed to using the TOD zoning of GC. He said that the GC zoning would be the most versatile. The Planning Commissioners expressed a preference for the TOD – GC zoning.

The Commissioners expressed the desire to continue to make the Greenway easily accessible. They felt that as the area was developed, people might be encouraged to ride bikes to work along the Greenway.

Mr. Humphrey suggested that the Planning Commission consider the type of traffic that would be generated by different uses allowed in each zone.

Kay Harrison stated that it might be an idea to collaborate with the County to create a plan that would work to enhance the Expo and its events and create a safe traffic plan for increased load during events as well as regular daily traffic concerns.

Various options for the location of the extension of Gebhard Road were discussed.

Mr. Humphrey stated that he would create two separate concept plans and traffic circulation plans using the input from the Planning Commission and the Citizen's Advisory Committee. He suggested sending the proposed plans to ODOT, Jackson County and the DLCD for comment and bring them to the Planning Commission in May so they could make a recommendation to the City Council. He added that once a conceptual plan had been recommended, a traffic study would be done utilizing the proposed plan.

Mike Oliver made a motion to direct staff to contact affected agencies for comment and return in May for a formal recommendation to the City Council. Tom Van Voorhees seconded the motion. ROLL CALL: Mike Oliver, yes; Kay Harrison, yes; Tom Van Voorhees, yes; Craig Nelson, yes; Rob Hernandez, yes. Motion Passed.

## **VII. DISCUSSION**

### **A. Costco Conditional Use Application**

Mr. Humphrey updated the Planning Commission regarding the proposed Costco Conditional Use Application. He stated that the City Council had affirmed the Planning Commission's recommendation in favor of the application and that the two individuals who had appealed the original decision of the Planning Commission had 21 days from the date of Council's decision (March 25, 2016) in which to file an appeal with LUBA. If that was the case, the City would be asking for attorney's fees and costs to be awarded should they prevail.

Dan O'Connor, City Attorney, explained the appeals procedure to the Planning Commission.

### **B. Urban Renewal – East Pine Street Streetscape**

Mr. Humphrey advised the Planning Commission that the Development Commission had approved funding for the engineering design work on East Pine Street. He showed a map of the downtown area and indicated that the improvements would run on Pine Street from 6<sup>th</sup> Street to Front Street. Mr. Humphrey stated that Adkins Engineering has been selected for the project and they would be meeting with the City to discuss the phases of the project. He

noted that the actual cost of the improvements would determine the timing and how many phases would be implemented. He added that there would be opportunities for stakeholders to give input and those meetings would be open to the public.

The Commissioners mentioned that currently E. Pine Street was not particularly attractive and that many of the storefronts needed updating. Mr. Humphrey said that there were plans to contact business owners and let them know about loan options available to them for improvements. He added that there was a Downtown Façade study that had been compiled several years ago that that might be a resource for some of the business owners. The work would most likely begin after Christmas, probably in the spring of 2017. He said that Adkins Engineering had plans to do the improvements on one side of the street at a time in order to cause as little inconvenience to businesses as possible.

### **C. Director's Code Interpretation Regarding Outdoor "Dog Run "**

Mr. Humphrey explained to the Commissioners the different types of land use review procedures. He explained that this application, for a veterinary clinic which included an outdoor dog run, was a type II procedure which was decided by the Community Development Director. He added that he wanted to bring the matter before the Commissioners for their information and comments. He stated that the proposed dog run would be used strictly for the purpose of allowing animals to relieve themselves in a controlled and safe environment. He said that all dogs would be on a leash and accompanied by an attendant. The run would provide containment should a dog escape his leash and would also provide a protected environment for the animals and employees who were attending them. He stated that the animals would utilize the run for very limited periods of time. Any animals that were retained overnight for recovery purposes would be housed inside the building.

Mr. Humphrey informed the Planning Commission that a chef from Ashland and his wife have decided to open a sit down coffee shop on Pine Street by the Human Bean.

He also informed them that The Big House has now been taken over by the Tea House, and the small unit in the rear is being used to make tamales. It is not a restaurant though.

## **VIII. ADMINISTRATIVE REVIEWS**

None

## **IX. MISCELLANEOUS**

**X. ADJOURNMENT**

Mike Oliver made a motion to adjourn, Tom Van Voorhees seconded. All commissioners said "aye". Meeting adjourned at 7:25 p.m.

The foregoing minutes of the April 5, 2016 Planning Commission meeting were approved by the Planning Commission at its meeting on the \_\_\_\_\_ day of May, 2016.

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Planning Commission Chair

**CONSIDERATION OF RESOLUTION NO. 830 FORWARDING A FAVORABLE RECOMMENDATION TO THE CITY COUNCIL TO APPROVE A CONCEPTUAL LAND USE AND TRANSPORTATION PLAN FOR CP-3, AN URBAN RESERVE AREA OF THE CITY OF CENTRAL POINT, FILE NO. 15030**



**STAFF REPORT**

May 3, 2016

**AGENDA ITEM: File No. 15030**

Consideration of Resolution No. 830 forwarding a favorable recommendation to the City Council to approve a Conceptual Land Use and Transportation Plan for Urban Reserve Area CP-3. **Applicant:** City of Central Point.

**STAFF SOURCE:**

Tom Humphrey AICP, Community Development Director

**BACKGROUND:**

The City’s Regional Plan Element includes a provision that prior to expansion of the urban growth boundary into an urban reserve area it is necessary to adopt conceptual land use and transportation plans for the affected urban reserve. The City received a request to add Urban Reserve Area CP-3 to the City’s UGB for additional job creation. The City Council responded to this request by passing a Resolution of Intent to initiate a UGB Amendment which has precipitated this Conceptual Plan.

City staff conducted a preliminary discussion with the Planning Commission in November to create a concept plan that reflects local land use expectations and remedies for traffic congestion that land uses may generate. The Commission and the Citizen’s Advisory Committee each participated in a planning ‘charrette’ to come up with land use and transportation scenarios for the concept plan. Staff crafted a few land use and transportation plans in Attachment A for the Commission to consider. Last month the Commission directed staff to disseminate the East Pine Street Area Concept Plan to affected agencies for comment and return in May for a formal recommendation to City Council. City staff have also shared the plan with local area planners who have offered one more circulation scenario to be considered.

**ISSUES:**

The City agreed to an employment/open space split in the Regional Plan (42% and 58% respectively). Of the 36 acres in CP-3 there are 15 acres that can be considered for employment under the Regional Plan and 21 acres for open space. Upon further reflection, it appears that the City should advocate for 1.88 acres of residential given the existence of multi- and single-family homes between Gebhard Road and Bear Creek. If pursued, the question is whether to take residential acreage out of the employment total or out of the open space total. Each of the scenarios reflect a reduction in open space rather than in the employment acreage.

The Commission will once again be asked for their inputs about the alternative uses being proposed on pages seven (7) through ten (10) of Attachment A. Consideration should be given to the various constraints that exist in this area (e.g. natural, physical and political boundaries). Under Implementation Guidelines (page 5), staff is also interested in the Commission’s opinion about revised policies being recommended to the City Council.

Public Comment on the CP-3 Conceptual Plan will also be received at the MPO Technical Advisory Committee this month and later at the MPO Policy Committee.

**EXHIBITS/ATTACHMENTS:**

- Attachment “A” – East Pine Street Area Concept Plan (CP-3)
- Attachment “B” - Planning Commission Resolution No. 830

**ACTION:**

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Discuss the draft Conceptual Plan and 1) support it as presented; or 2) support it with revisions.

**RECOMMENDATION:**

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Approve Resolution No. 830 forwarding a favorable recommendation to the City Council to approve the CP-3 Concept Plan.

Tuesday April 26, 2016 Draft

# **EAST PINE STREET AREA CONCEPT PLAN**

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***A CONCEPTUAL LAND USE AND  
TRANSPORTATION PLAN FOR***

***CP-3***

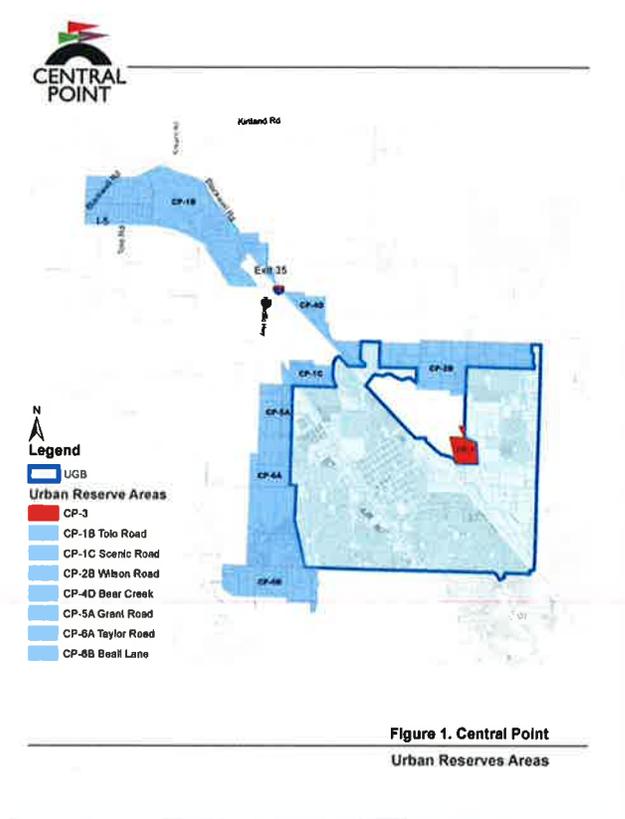
***AN URBAN RESERVE AREA OF THE CITY OF  
CENTRAL POINT***

City of Central Point

Adopted by City Council Resolution No. \_\_\_\_, June, 2016

## PART 1. INTRODUCTION

As part of the Regional Plan Element<sup>1</sup> it is required that the City prepare and adopt for each of its eight (8) Urban Reserve Areas (URAs) a Conceptual Land Use Plan<sup>2</sup> and a Conceptual Transportation Plan<sup>3</sup> prior to or in conjunction with an Urban Growth Boundary (UGB) amendment within a given URA. This document addresses both conceptual plans, which are collectively referred to as the *CP-3 Concept Plan* (*‘Concept Plan’*). Figure 1 illustrates CP-3’s relationship to the City and the other URAs.



As used in this report the term ‘concept plan’ refers to a document setting forth a written and illustrated set of general actions designed to achieve a desired goal that will be further refined over time as the planning process moves from the general (concept plan) to specific site development. In the case of CP-3, the goal to be achieved is a first generation refinement of how the land use distributions and applicable performance indicators of the Greater Bear Creek Valley Regional Plan (GBCVRP) will be applied.

The concept plan is a general land use guide prepared in accordance with, and intended to facilitate implementation of the Regional Plan Element. It does not address compliance with the Oregon Statewide Land Use Planning Goals, applicability of land use planning law, or comprehensive plan compliance.

<sup>1</sup> City of Central Point Ordinance 1964

<sup>2</sup> City of Central Point Comprehensive Plan, Regional Plan Element, Section 4.1 Performance Indicators, subsection 4.1.7

<sup>3</sup> City of Central Point Comprehensive Plan, Regional Plan Element, Section 4.1 Performance Indicators, subsection 4.1.8

These items will be appropriately addressed at some other time as the area's planning proceeds through UGB amendment, annexation, zoning, site plan approval, and ultimately development, with each step being guided by the *Concept Plan*.

The *Concept Plan* illustrates the City's basic development program for CP-3; which is presented in Part 2 of this document. The remainder of the document (Part 3) is dedicated to providing background information used in preparation of the *Concept Plan*, including findings of compliance with the land use distribution and applicable Performance Indicators in the City's Regional Plan Element.

In summary the *Concept Plan* has been prepared in accordance with the Regional Plan Element and Greater Bear Creek Valley Regional Plan including all applicable performance indicators set forth in these documents. The development concept for CP-3 compliments and supports local and regional objectives relative to land use distribution and needed transportation corridors identified in the *Greater Bear Creek Valley Regional Plan*.

## **PART 2. THE CONCEPT PLAN**

The long-term objective for CP-3 is that it will develop in uses that are complimentary to those in the immediate area such as Bear Creek Greenway, open space and *tourist commercial* uses. The URA's proximity to the I-5 interchange, Bear Creek and the Jackson County Expo both restrict and invite active and passive uses. The small portion (1.9 ac) on the east side of Bear Creek is residential, is an exception to the Regional Plan allocations and seems better suited to the City's residential zoning east of Gebhard Road. The Concept Plan is comprised of two elements:

### **a. The Conceptual Land Use Plan ('Land Use Plan')**

The primary objective of the Land Use Plan is to refine the land use categories and spatial distribution of those categories throughout CP-3. This is necessary because the Regional Plan Element only addresses land use in terms of general land use types, i.e. residential, employment, etc., and percentage distribution of the land use.

The Regional Plan Element distributes land uses within CP-3 into two basic land use classifications; employment (42%) and Open Space/Parks (58%). Employment land includes three categories: retail, industrial, and public. The Land Use Plan for CP-3 refines these allocations by aligning them with the appropriate Comprehensive Plan Land Use and Zoning designations in the City's Comprehensive Plan. Those designations are illustrated in Figure 2, and tabulated in Table 1 as follows:

- i. **Industrial.** The Comprehensive Plan’s industrial designation is intended to ‘establish a strong and diversified sector’ and to ‘maximize new development opportunities’. Land Use is broken down into a new industrial category that was used in another URA.
  - Business Park (Business Offices and Service Commercial) which is compatible with and closely related to uses permitted in the City’s M-1 and M-2 zoning but is developed independent of those zones.
- ii. **Commercial.** The Comprehensive Plan’s commercial designation in this case is intended to meet the needs of the traveling public and local entrepreneurs. However, an East Side Transit Oriented Development (TOD) Commercial designation can also be assigned given the URA’s proximity to mixed use zoning.
  - Tourist and Office Professional District, intended to provide for the development of concentrated tourist commercial and entertainment facilities to serve both local residents and traveling public and also for the development of compatible professional office facilities;
  - General Commercial (TOD-GC), Commercial and industrial uses are primarily intended for this district. Activities which are oriented and complementary to pedestrian travel and transit are also encouraged.
- iii. **Public.** Parks and Open Space designation is consistent with the Regional Plan Element and allows for the continued use and improvement of the Bear Creek Greenway system, natural drainage and agricultural buffers. It also provides opportunities for passive recreational/open space use.

**Table 1 Proposed Land Use Zoning by Acreage**

Township/Range/Section	Acreage	Future Zoning	Future Comp Plan	Current Ownership
362W02	1.88	TOD-MMR	TOD Residential	
362W02D	14.45	B-P/TOD-GC	Business Park / Commercial	
362W02D	19.67	Bear Creek Greenway	Public/Open Space	
<b>TOTAL ACRES</b>	<b>36.00</b>			

## **b. The Conceptual Transportation Plan ('Transportation Plan')**

The regionally significant transportation documents affecting CP-3 are Interstate 5 (I-5), Interchange Area Management Plan (IAMP-33) and the Bear Creek Greenway Management Plan. The *Concept Plan* identifies these plans (Figure 2, CP-3 Concept Plan) and includes policies that encourage the thoughtful development of the interchange and surrounding properties.

## **c. Implementation Guidelines**

The following guidelines are intended to serve as future action items:

**Policy CP-3.1 Land Use:** At time of inclusion in the City's urban growth boundary (UGB) the property will be shown on the City's General Land Use Plan Map as illustrated in the CP-3 Concept Plan, Figure 2 except where the concept plan depicts a designation that does not currently exist in the City's Comprehensive Plan. In such cases, the City may apply a designation it deems appropriate under its current map designations.

**Policy CP-3.2 Transportation:** At time of inclusion in the City's urban growth boundary (UGB) the local street network plan, road alignments and transportation improvements identified in various state plans will be included in the City's Transportation System's Plan (TSP) as illustrated in the CP-3 Concept Plan, Figure 2 and where feasible. The City has adopted IAMP 33 as a Comprehensive Plan amendment.

**Policy CP-3.3 Adjacent Transit Oriented Development (TOD) district land uses:** CP-3's proximity to the Eastside TOD allows the City to consider both TOD and conventional land use designations. **The TOD Commercial designation is more generous in accommodating a variety of employment options including retail and service commercial uses and light manufacturing. A TOD land use designation is preferred.**

**Policy CP-3.4: Committed Residential Density:** At time of UGB Expansion into CP-3, the county zoned residential land will be designated higher density residential land to afford property owners more options for future development and to be compatible with adjacent city designations. Land designated for residential use was not originally contemplated for CP-3 but land owner participation in recent development proposals suggest it is better to preserve their land in residential uses **rather than change it to either Open Space/Park designations or employment designations.**

**Policy CP-3.5 Forest/Gibbon Acres Unincorporated Containment**

**Boundary:** The City and Jackson County will have adopted an agreement (Area of Mutual Planning Concern) for the management of Forest/Gibbon Acres.

**Policy CP-3.6 Agricultural Mitigation/Buffering:** At time of UGB Expansion into CP-3, the City and County will coordinate with RRVID to identify, evaluate and prepare potential mitigation. The City will implement agricultural buffers in accordance with adopted ordinances at the time of annexation.

**Policy CP-3.7 Traffic Mitigation:** The City will follow access management standards from its TSP and the Interchange Area Management Plan (IAMP) for property on Penger Road. Whenever possible, cross-access easements and an internal street network will be encouraged.

**Policy CP-3.8 Bear Creek Greenway Enhancements:** Access to the Greenway from employment-based land uses is desirable and should be facilitated as part of site development for both Open Space/Park designations and for employment designations. If property from which the Greenway is currently accessed redevelops, an alternative recreational access should be incorporated as part of the land use plan.



**Figure 2. Land Use**  
**CP-3 Concept Plan**

<b>Legend</b>	 BCG = Bear Creek Greenway
<b>CP URAs</b>	 GC = General Commercial (TOD)
	 ETOD (MMR)
CP-3	 OS = Open Space/ Parks

Document Name: CP-3 Land Use



**Figure 2. Land Use**

**CP-3 Concept Plan**

Legend	 BCG = Bear Creek Greenway
CP URAs	 BS = Business Park
 CP-3	 C-4 = Tourist and Office
	 ETOD MMR*
	 OS = Open Space/Parks

Document Name: CP-3 Land Use



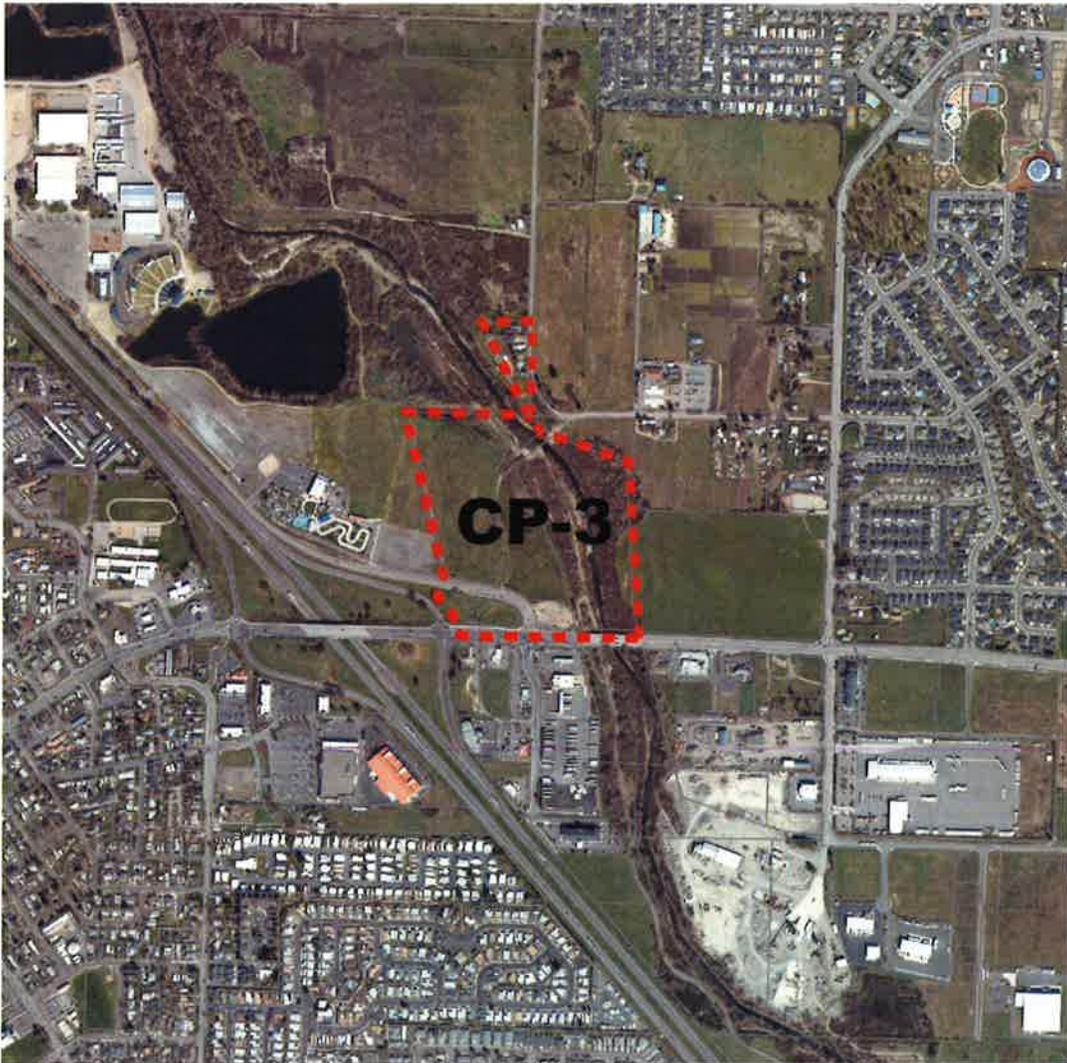
**Figure 2. Land Use**  
**CP-3 Concept Plan**

<b>Legend</b>	 BCG = Bear Creek Greenway
	 BS = Business Park
<b>CP URAs</b>	 C-4 = Tourist and Office
	 ETOD MMR*
CP-3	 OS = Open Space/ Parks



**Figure 2. Land Use**  
**CP-3 Concept Plan**

Legend	 BCG = Base Creek Greenway
CP URAs	 GC = General Commercial (TOD)
	 ETOD MRF
CP-3	 OS = Open Space/Parks



**Figure 3. Aerial Map  
CP-3 Concept Plan**

### **PART 3. SUPPORT FINDINGS**

The findings present in this section provide both background information and address the Regional Plan Element's Performance Indicators.

#### **a. Current Land Use Characteristics**

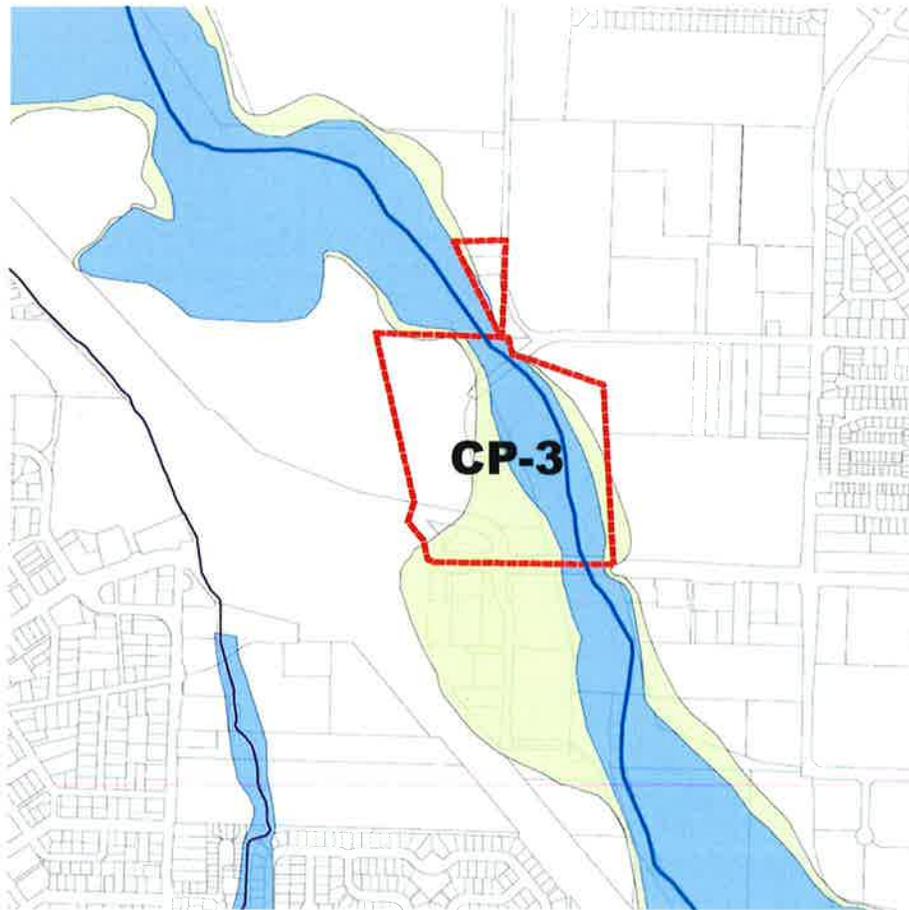
This section describes the general character of CP-3 in its current condition.

**Natural Landscape:** CP-3 is traversed by Bear Creek which bisects the URA from the northwest to the southeast. Environmentally sensitive land straddles the creek on the east and west. Topographically, the land in CP-3 rises 10 to 15 feet from Bear Creek which runs through the URA.

In spite of the creek and wetlands present in the URA, a significant percentage of two tax lots are subject to the flood hazards as shown in Figure 4. Those areas that are subject to flood zones will be required to perform mitigation if developed in land use other than Greenway or Open Space. The County's land use designation of Aggregate Resource (AR) undoubtedly anticipated mining and gravel extraction.

**Cultural Landscape:** CP-3 is principally oriented to Bear Creek and the Interstate-5 (I-5) interchange. Aggregate quarries operate south of the boundaries of CP-3. Limited farming is done east of Bear Creek but the area is all within the Central Point Urban Growth Boundary.

Jackson County Expo property is located to the northeast of the URA and none of the County property is part of a future URA. Future Expo development is guided by a master plan and the land uses within CP-3 could support activities at the fairgrounds (i.e. hotels/motels, restaurants, etc.).



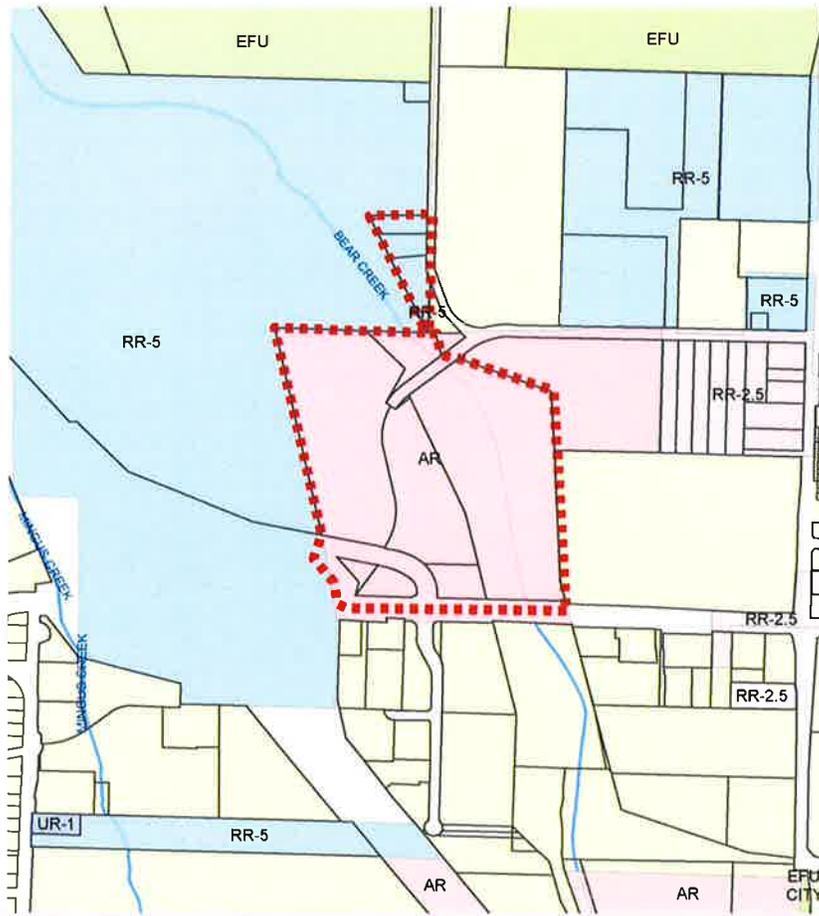
**Figure 4. Flood Hazards**

**CP-3 Concept Plan**

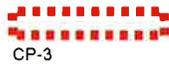
Legend	
	<b>Flood Zones</b>
	A Zone (100 yr)
	X Shaded (500 yr)
	CP-3

**b. Current Land Use Designations & Zoning**

Jackson County zoning acknowledges the unique geographic features of CP-3 by designating land for both General Industrial and Interchange Commercial uses. The area's proximity to the interstate and the railroad justified these land use designations originally and they are expanded in the Greater Bear Creek Valley Regional Plan under the general category of Employment land. The land uses in the County's plan are as shown in Figure 5.



Legend



Jackson Co Zoning

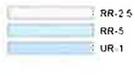


Figure 5. Zoning

CP - 3 Concept Plan

A comparison of the existing and proposed land uses are reflected in Table 2.

Table 2 Current and Proposed Zoning				
Assessors No.	Acreage	County Zoning	City Zoning	City Comp Plan
	1.88	RR-5	<i>TOD-MMR</i>	TOD
	14.45	AR	<i>TOD-GC</i>	General Commercial
	11.4	AR	<i>BCG</i>	
<b>TOTAL ACRES</b>	<b>36.0</b>			

The proposed city zoning will be exclusively employment based in keeping with the Regional Plan.

### **c. Existing Infrastructure**

#### ***Water***

Currently, public water service is available to CP-3 from Beebe Road and E Pine Street.

#### ***Sanitary Sewer***

CP-3 is in the RVSS service area and there is a trunk line that runs north and south through the Bear Creek Greenway and it ties in to one on Beebe Road (Figure 6). More lines will have to be extended to the area to serve employment based needs.

#### ***Storm Drainage***

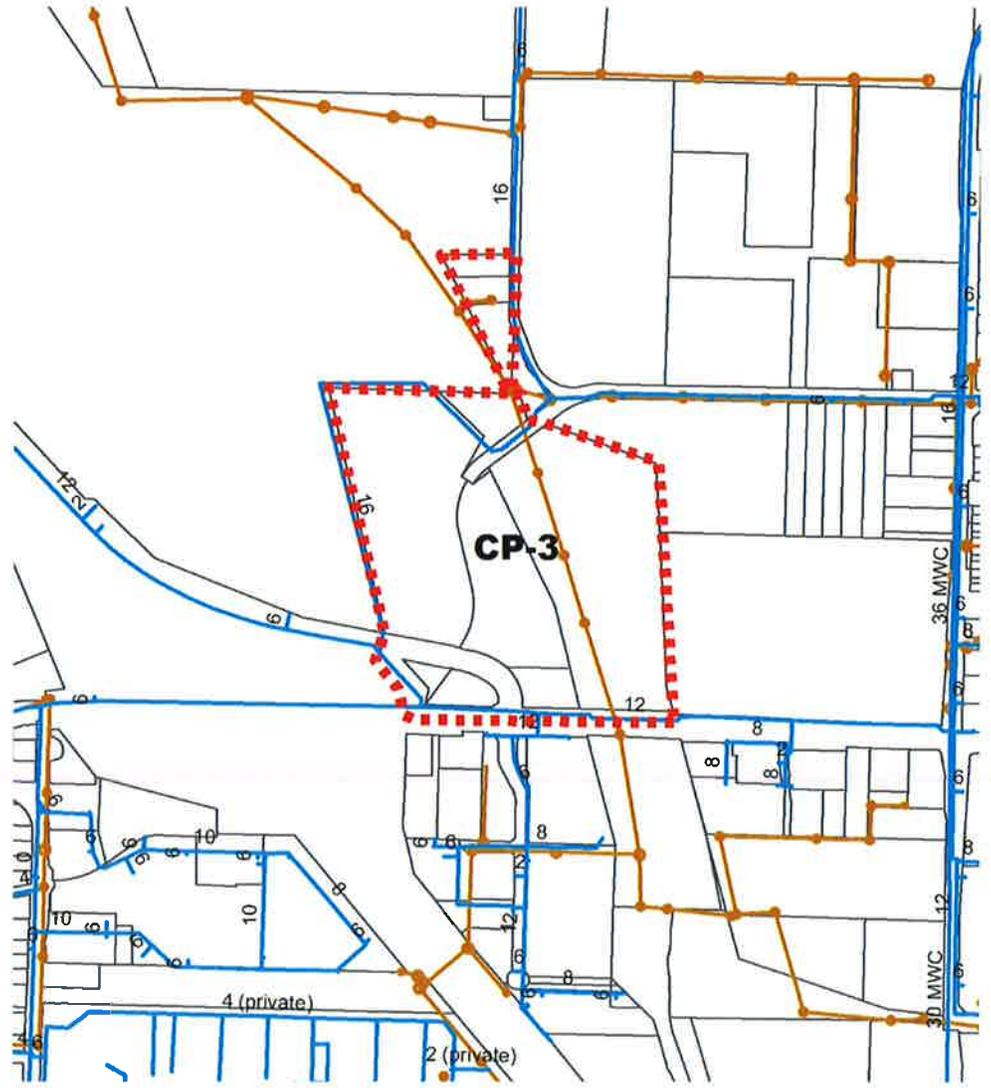
CP-3 does not have an improved storm drainage system and relies upon natural drainage and drainage from road improvements to channel water to Bear Creek.

#### ***Street System***

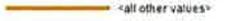
CP-3 is accessed via I-5 Exit 33, East Pine Street and Peninger Road with the expectation that the Beebe Road/Gebhard Road connection will be extended west across Bear Creek in the vicinity of an old bridge alignment. *IAMP 33 and the City's TSP dictate the nature of improvements over the next 20 year period. These documents call for an internal circulation plan which the concept plan proposes in Figure 2. The Bear Creek Greenway will be extended through URA CP-3 by taking advantage of open space and floodways in Jackson County that is owned by the Oregon Department of Transportation.*

#### ***Irrigation District***

CP-3 is located within the Rogue River Valley Irrigation District (RRVID). Irrigation water is transferred via natural means. There are no dedicated irrigation canals within the URA.



**Legend**

-  CP-3
-  Central Point Waterlines
-  <all other values>

**Figure 6. Utilities**

CP - 3 Concept Plan

#### d. Performance Indicators

Implementation of the Regional Plan Element is guided by a series of twenty-two (22) primary and twenty-one (21) secondary performance indicators<sup>4</sup>, not all of which are applicable to all urban reserve areas. Table 3 identifies the primary Performance Indicators applicable to the CP-3 Concept Plan.

**Table 3 Performance Indicators Specific to Conceptual Plans**

No.	Description	Applicability	
		Yes	No
4.1.1	County Adoption		X
4.1.2	City Adoption	X	
4.1.3	Urban Reserve Management Agreement	X	
4.1.4	Urban Growth Boundary Management Agreement	X	
4.1.5	Committed Residential Density	X	
4.1.5.1	Minimum Residential Density Standards	X	
4.1.6	Mixed-Use/Pedestrian Friendly Areas	X	
4.1.7	Conceptual Transportation Plan	X	
4.1.7.1	Transportation Infrastructure	X	
4.1.8	Conceptual Land Use Plan	X	
4.1.8.1	Target Residential Density	X	
4.1.8.2	Land Use Distribution	X	
4.1.8.3	Transportation Infrastructure	X	
4.1.8.4	Mixed Use/ Pedestrian Friendly Areas	X	
4.1.9	Conditions Specific to Certain URAs	X	
4.1.9.1	CP-1B, IAMP Requirement		X
4.1.9.2	CP-4D, Open Space Restriction		X
4.1.9.3	CP-4D, Roadways Restriction		X
4.1.9.4	CP-6B, Institutional Use Restriction		X
4.1.9.5	Central Point URA, Gibbon/Forest Acres	X	
4.1.10	Agricultural Buffering	X	
4.1.11	Regional Land Preservation Strategies		X
4.1.12	Housing Strategies		X
4.1.13	Urban Growth Boundary Amendment	X	
4.1.13.1	UGB Expansions Outside of URAs		
4.1.14	Land Division Restrictions		X
4.1.14.1	Minimum Lot Size		X
4.1.14.2	Cluster Development		X
4.1.14.3	Land Division & Future Platting		X
4.1.14.4	Land Divisions & Transportation Plan	X	
4.1.14.5	Land Division Deed Restrictions		X
4.1.15	Rural Residential Rule		X
4.1.16	Population Allocation		X
4.1.17	Greater Coordination with RVMPO	X	

<sup>4</sup> City of Central Point Comprehensive Plan, Regional Plan Element, Section 4.1 Performance Indicators

4.1.17.1	Preparation of Conceptual Transportation Plan	X	
4.1.17.2	Protection of Planned Transportation Infrastructure	X	
4.1.17.3	Regionally Significant Transportation Strategies	X	
4.1.17.4	Supplemental Transportation Funding	X	
4.1.18	Future Coordination with RVCOG	X	
4.1.19	Expo		X
4.1.20	Agricultural Task Force	X	
4.1.21	Park Land	X	
4.1.22	Buildable Lands Definition		X

**e. Applicable Performance Indicators**

The following addresses each applicable performance indicator per Table 3:

**4.1.2. City Adoption.** The City has incorporated the Greater Bear Creek Valley Regional Plan (GBCVRP) into the Central Point Comprehensive Plan as the Regional Plan Element.

**Finding:** The GBCVRP has been taken into account in the preparation of this Conceptual Plan.

**Conclusion 4.1.2:** Complies.

**4.1.3. Urban Reserve Management Agreement.** An URMA was adopted by the City when it adopted its Regional Plan Element.

**Finding:** The URMA has been taken into account in the preparation of this Conceptual Plan.

**Conclusion 4.1.3:** Complies.

**4.1.4. Urban Growth Boundary Management Agreement.** The UGBMA between Central Point and Jackson County was revised to institutionalize and direct the management of Forest/Gibbon Acres as an Area of Mutual Planning Concern. Other changes in the agreement add an *intent and purpose* statement, align procedural language with the County Comprehensive Plan and obligate the City and County to involve affected Irrigation Districts in the land use planning process.

**Finding:** The UGBMA has been taken into account in the preparation of this Conceptual Plan.

**Conclusion 4.1.4:** Complies.

**4.1.5. Committed Residential Density.** Land that is within a URA or currently within an Urban Growth Boundary (UGB) but outside the existing City Limit shall be built, at a minimum, to the following residential densities. This requirement can be offset by increasing the residential density in the City Limit.

**Table 4. REGIONAL PLAN ELEMENT MINIMUM DENSITY REQUIREMENT FOR CENTRAL POINT**

City	Dwelling Units per Gross Acre 2010-2035	Dwelling Units per Gross Acre 2036-2060
Central Point	6.9	7.9

4.1.5.1. Prior to annexation, each city shall establish (or, if they exist already, shall adjust) minimum densities in each of its residential zones such that if all areas build out to the minimum allowed the committed densities shall be met. This shall be made a condition of approval of a UGB amendment.

**Finding:** Of the 36 acres in CP-3 the Regional Plan doesn't reserve any acreage for residential use. The 1.88 acre area being proposed consists of three parcels (36 2W 02 TL 2600, 2601, 2602), which are currently developed in both multi- and single-family residential use.

The *Concept Plan* applies the City's TOD-Medium Mix Residential (TOD-MMR) land use and zoning to this property on the basis that the MMR zoning:

- Is consistent with the existing Residential land use designation and zoning for the area immediately to the east (White Hawk Mixed-Use Master Plan); and
- The property abuts rural residential lands to the north and west which is in the county and outside of a URA and a UGB.

The MMR zoning district has a minimum density of 11.0 dwelling units per gross acre, which is above the committed average minimum density required in the Regional Plan Element (See Table 4 above).

In Table 5 an accounting of the Gross Buildable Acreage within the City/UGB by zoning, current minimum allowable density per gross acre for each zoning district, minimum dwelling unit yield, and the average minimum density per gross acre defines the City's current minimum build-out density. Based on current zoning the City's Gross Buildable Acreage is capable of accommodating a minimum build-out density of 7.1 units per gross acre, which exceeds the current planning period's minimum 6.9, but is less than the long-term planning period's 7.9, required in the Regional Plan Element. Table 5 further illustrates (Adjusted Totals) that the use of MMR zoning in CP-3, when added to the City's current gross buildable acreage, does not reduce but rather contributes to the average minimum gross density.

**Conclusion:** Complies. With the use of the MMR zoning the City's committed density is essentially unchanged and remains compliant with the current planning period's required minimum residential density standard. The City acknowledges that in order to maintain both the current and long-term planning period's minimum density requirement that:

- 1) Higher density zone changes may need to occur within the City as necessary to increase the average minimum density identified in Table 5;
- 2) Future residential densities in the remaining URA Conceptual Land Use Plans will need to either meet or exceed the minimum established densities in the Regional Plan Element; or
- 3) A combination of the above.

Table 5. Buildable Residential Lands & Minimum Density by Zoning District			
Zoning	Gross Buildable Acres	Min. Housing Yield	Minimum Density/Gross Acre
R-L	14.63	18	1.2
R-1-6	57.02	177	3.1
R-1-8	36.16	83	2.3
R-1-10	13.78	22	1.6
R-2	14.20	67	4.7
R-3	51.16	563	11.0
LMR	72.33	340	4.7
MMR	52.82	601	11.0
HMR	25.05	545	23.4
City/UGB Total	337.16	2,414	7.16 Average Density
CP-3			
MMR	1.88	21	11.0
Adjusted Totals	339.04	2,435	7.18 Adjusted Average Density

**4.1.6. Mixed Use/Pedestrian Friendly Areas.** For land within a URA, each city shall achieve the 2020 Benchmark targets for employment (Alternative Measure No. 6) as established in the most recently adopted RTP.

**Finding:** The Regional Transportation Plan (RTP) Appendix B, Page 10 lists a 44% mixed-use employment target for new development by 2020. New land use categories in the Conceptual Plan can be adapted to create walkable/mixed use neighborhoods in CP-3.

**Conclusion 4.1.6:** Complies.

**4.1.7. Conceptual Transportation Plans.** Conceptual Transportation Plans shall be prepared early enough in the planning and development cycle that the identified regionally significant transportation corridors within each of the URAs can be protected as cost-effectively as possible by available strategies and funding. A Conceptual Transportation Plan for a URA or appropriate portion of a URA shall be prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies, and shall be adopted by Jackson County and the respective city prior to or in conjunction with a UGB amendment within that URA.

**4.1.7.1. Transportation Infrastructure.** The Conceptual Transportation Plan shall identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the Region (including intra-city and inter-city, if applicable).

**Finding:** The regionally significant transportation project within CP-3 is the Beebe Road extension and bridge over Bear Creek. Additionally, the Interchange Area Management Plan for Exit 33 (IAMP-33) identifies public improvements and projects that have been taken into consideration as part of the CP-3 Conceptual Plan. The Bear Creek Greenway system, which is predominantly pedestrian and bicycle oriented affects part but not all of CP-3. The Concept Plan acknowledges the proximity of the Bear Creek Greenway system. The plan generally represents an enhanced local street network and access management improvements that are proposed in IAMP-33.

**Conclusion 4.1.7.1:** Complies.

**4.1.8. Conceptual Land Use Plans:** A proposal for a UGB Amendment into a designated URA shall include a Conceptual Land Use Plan prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies for the area proposed to be added to the UGB as follows:

**4.1.8.1. Target Residential Density:** The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential densities of Section 4.1.5 above will be met at full build-out of the area added through the UGB amendment.

**Finding:** See Finding 4.1.5.

**Conclusion:** Complies.

**4.1.8.2. Land Use Distribution.** The Conceptual Land Use Plan shall indicate how the proposal is consistent with the general distribution of land uses in the Regional Plan, especially where a specific set of land uses were part of the rationale for designating land which was determined by the Resource Lands Review Committee to be commercial agricultural land as part of a URA

**Finding:** As illustrated in Table 4 the proposed land use distributions in the CP-3 Concept Plan are consistent with those presented in the Regional Plan Element.

**Conclusion 4.1.8.2:** Complies.

**TABLE 6. CP-3 URBAN RESERVE LAND-USE TYPE COMPARISON\***

	Residential	Aggregate	Resource	Open Space/Parks	Employment	Total
Regional Plan Element	0% (0 Ac)	0% (0 Ac)	0% (0 Ac)	58% (21 Ac)	42% (15 Ac)	100% (36 Ac)
CP-3 Concept Plan	5% (1.9 Ac)	0% (0 Ac)	0% (0 Ac)	55% (19.6Ac)	40% (14.5Ac)	100% (36 Ac)

\* All acreage figures rounded to nearest whole number.

**4.1.8.3. Transportation Infrastructure.** The Conceptual Land Use Plan shall include the transportation infrastructure required in Section 4.1.7 above.

**Finding:** The required transportation infrastructure per 4.1.7 is included in the CP-3 Concept Plan (see Finding 4.1.7).

**Conclusion 4.1.8.3:** Complies.

**4.1.8.4. Mixed Use/Pedestrian Friendly Areas.** For land within a URA, each city shall achieve the 2020 Benchmark targets for employment (Alternative Measure No. 6) as established in the most recently adopted RTP.

**Finding:** The Regional Transportation Plan (RTP) Appendix B, Page 10 lists a 44% mixed-use employment target for new development by 2020. New land use categories in the Conceptual Plan can be adapted to create walkable/mixed use neighborhoods in CP-3.

**Conclusion 4.1.8.4:** Complies.

**4.1.9. Conditions.** The following conditions apply to specific Urban Reserve Areas:

**4.1.9.5 Central Point URA, Gibbon/Forest Acres.** Prior to the expansion of the Central Point Urban Growth Boundary into any Urban Reserve Area, the City and Jackson County shall adopt an agreement (Area of Mutual Planning Concern) for the management of Gibbons/Forest Acres Unincorporated Containment Boundary.

**Finding:** The City has coordinated with Jackson County and entered into an Area of Mutual Planning Concern Agreement prior to a UGB expansion into CP-3.

**Conclusion 4.1.9.5:** Complies

**4.1.10. Agricultural Buffering.** Participating jurisdictions designating Urban Reserve Areas shall adopt the Regional Agricultural Buffering program in Volume 2, Appendix III into their Comprehensive Plans as part of the adoption of the Regional Plan. The agricultural buffering standards in Volume 2, Appendix III shall be adopted into their land development codes prior to a UGB amendment.

**Finding:** CP-3 does not adjoin EFU zoned lands along any of its borders (see Figure 5). Natural buffering occurs along the natural stream channel of Bear Creek and along public rights-of-way. Some buffering has been shown in the Concept Plan in the form of Bear Creek Greenway land use (see Figure 2). During the design/development phase, the City will implement its Agricultural Buffering Ordinance to mitigate potential land use conflicts.

**Conclusion 4.1.10:** Complies.

**4.1.13. Urban Growth Boundary Amendment.** Pursuant to ORS 197.298 and Oregon Administrative Rule 660-021-0060, URAs designated in the Regional Plan are the first priority lands used for a UGB amendment by participating cities.

**Finding:** The Regional Plan Element includes a provision that requires adoption of a concept plan prior to urban growth boundary expansion into an urban reserve area. The area coming into the UGB is part of the urban reserve for which this Conceptual Plan has been prepared and therefore complies with the Regional Plan and the priority system of the ORS and OAR.

**Conclusion 4.1.13:** Complies.

**4.1.14. Land Division Restrictions.** In addition to the provisions of Oregon Administrative Rule 660-021-0040, the following apply to lots or parcels which are located within a URA until they are annexed into a city:

4.1.14.4. Land divisions within a URA shall not be in conflict with the transportation infrastructure identified in an adopted Conceptual Transportation Plan.

**Finding:** The CP-3 Concept Plan was prepared in collaboration with Jackson County and the RVMPO. Policies in the City-County UGBMA ensure continued notification and coordination of infrastructure with proposed land divisions.

**Conclusion 4.1.14.4:** Complies.

**4.1.17. Greater Coordination with the RVMPO.** The participating jurisdictions shall collaborate with the Rogue Valley Metropolitan Organization (RVMPO) to:

4.1.17.1. Prepare the Conceptual Transportation Plans identified in Section 4.1.7.

4.1.17.2. Designate and protect the transportation infrastructure required in the Conceptual Transportation Plans identified in Section 4.1.7 to ensure adequate transportation connectivity, multimodal use, and minimize right of way costs.

4.1.17.3. Plan and coordinate the regionally significant transportation strategies critical to the success of the adopted Regional Plan including the development of mechanisms to preserve rights-of-way for the transportation infrastructure identified in the Conceptual Transportation Plans; and

4.1.17.4. Establish a means of providing supplemental transportation funding to mitigate impacts arising from future growth.

**Finding:** The RVMPO Technical Advisory Committee (TAC) determined that Conceptual Plan CP-3 complies with the Regional Plan Part 3- Goals, Policies and Potential Actions. The TAC voted unanimously to endorse CP-3 and to support its implementation.

**Conclusion 4.1.17:** Complies.

**4.1.18. Future Coordination with the RVCOG.** The participating jurisdictions shall collaborate with the Rogue Valley Council of Governments on future regional planning that assists the participating jurisdictions in complying with the Regional Plan performance indicators. This includes cooperation in a region-wide conceptual planning process if funding is secured.

**Finding:** The CP-3 Concept Plan was prepared in collaboration with the RVCOG.

**Conclusion 4.1.18:** Complies.

**4.1.20. Agricultural Task Force.** The Agricultural Task Force shall develop a program to assess the impacts on the agricultural economy of Jackson County arising from the loss of agricultural land and/or the ability to irrigate agricultural land, which may result from Urban Growth Boundary Amendments. The Agricultural Task Force shall also identify, develop and recommend potential mitigation measures, including financial strategies to offset those impacts. Appropriate mitigation measures shall be applied to Urban Growth Boundary Amendment proposals.

**Finding:** The efforts of the County's Agricultural Task Force were considered in the preparation of this plan. The CP-3

Concept Plan is consistent with the Regional Plan Element, is consistent with the City-County UGBMA (which directs consultation with affected irrigation districts during UGB planning) and is also consistent with new policies found in Jackson County's Agricultural Lands Element resulting from ATF recommendations.

**Conclusion 4.1.20:** Complies.

**PLANNING COMMISSION RESOLUTION NO. 830**

**A RESOLUTION ACKNOWLEDGING COMPLETION AND ACCEPTANCE OF THE CONCEPTUAL LAND USE PLAN AND CONCEPTUAL TRANSPORTATION PLAN FOR THE URBAN RESERVE AREA DESIGNATED AS CP-3**

**WHEREAS**, on August 9, 2012 by Ordinance No. 1964 the City Council adopted City of Central Point Regional Plan Element; and

**WHEREAS**, in accordance with Sections 4.1.7 and 4.1.8 prior to, or in conjunction with, the expansion of an urban growth boundary the City shall adopt both a Conceptual Transportation Plan and a Conceptual Land Use Plan for the URA; and

**WHEREAS**, the City is preparing to expand its Urban Growth Boundary into CP-3 and has prepared the necessary Conceptual Transportation Plan and Conceptual Land Use Plan (the "Concept Plan"); and

**WHEREAS**, the Concept Plan, as illustrated in Exhibit "A", has been determined to comply with all applicable performance indicators identified in Section 4.1 of the Regional Plan Element.

**NOW, THEREFORE, BE IT RESOLVED**, that the City of Central Point Planning Commission, by Resolution No. 830, does hereby accept, and forward to the City Council, a recommendation to approve the Concept Plan for CP-3 as per attached Exhibit "A" and forward to Jackson County for final adoption.

**PASSED** by the Planning Commission and signed by me in authentication of its passage this 3rd day of May, 2016.

Approved by me this 3rd day of May, 2016

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Planning Commission Chair

ATTEST:

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