

**City of Central Point
Planning Commission Minutes
July 7, 2015**

I. MEETING CALLED TO ORDER AT 6:00 P.M.

II. ROLL CALL

Commissioners Chuck Piland, Craig Nelson, Kay Harrison, Tim Schmeusser, Tom VanVoorhies were present. Also in attendance were: Tom Humphrey, Community Development Director, Don Burt, Planning Manager, Stephanie Holtey, Community Planner and Karin Skelton, Planning Secretary,

III. CORRESPONDENCE

None

IV. MINUTES

Craig Nelson made a motion to approve the minutes of the May 7, 2015 Planning Commission Meeting. Kay Harrison seconded the motion: ROLL CALL: Craig Nelson, yes; Kay Harrison, yes; Tom Van Voorhees, abstained; Tim Schmeusser, abstained; Chuck Piland, yes: Motion passed.

V. PUBLIC APPEARANCES

None

VI. BUSINESS

Don Burt introduced information regarding a preferred alternative route for the Gebhard Road Extension. He said that the City's Development Commission commissioned a consultant to assist with the evaluation of route alternatives for the southerly extension of Gebhard Road to East Pine Street. The purpose of the evaluation of route alternatives was to pre-define a route prior to development that would preclude the southerly extension of Gebhard Road.

In February a public workshop was conducted to discuss and identify route alternatives. Most of the workshop participants were stakeholders within the Study Area. There were fourteen (14) options prepared by the workshop participants. Each of the identified route alternatives were compared and consolidated into four basic options

On June 17, 2015 Staff held another workshop, inviting property owners within and adjacent to the Study Area. All invitees were provided with a copy of the draft *Gebhard Road Alignment*

Study. At the workshop each of the four options were presented and discussed. At the end of the workshop a vote was taken on each of the options. The consensus was for Option C, followed by Option B-1. A variation on Option C was also discussed, as well as an Option D.

Procedurally, the *Gebhard Road Alignment Study* was presented to the Planning Commission for discussion and an Option consensus only. At the August 4, 2015 Planning Commission meeting a recommendation will be voted on and forwarded to the City Council for final consideration. Once accepted by the City Council the preferred route will be included in the next update of the City's Transportation System Plan.

Mr. Burt stated that the City would not develop the road. He reviewed the different options for the Planning Commission. He stated that Option C, the preferred option of the stakeholders, included 2 roundabouts to slow traffic.

Jim Hanks, a traffic analyst, explained that roundabouts have advantages over traditional intersections. They are safer, as they require slower speeds to navigate, and accidents would be of a glancing variety rather than a T-bone impact. He stated the size of the roundabout was important. If it was too big it would not slow traffic enough, and if it was too small it would be impossible for large vehicles to navigate. The roundabouts also give the neighborhood an identity, and allow developers options as to where streets can be located.

PUBLIC HEARING OPENED

Nicki Gottuh addressed the Planning Commission asking for clarification as to whether the original Gebhard road depicted on the map of Option C would continue to be usable. Mr. Burt answered that it would.

Bob Mayers of Peoples Bank addressed the Planning Commission. He asked if the roundabouts would be built by the developers, and what would happen if several land parcels were developed at different times.

Mr. Burt replied that until all properties were developed there would be a traditional intersection. He also stated that anything over a normal residential street improvement cost would probably be paid for by the City out of System Development Charges (SDC's).

Tom Humphrey added that there is currently a roundabout on Taylor Road which works quite well. He said he believed that some of the funds for that roundabout came from SDC's.

Regina Nelson asked the Planning Commission why leaving the road "as is" would not work.

Mr. Burt responded that because of the development, the road would require two turns which would force drivers to stop, turn left for a short distance, then stop again and turn right. This would be awkward for motorists.

Tom VanVoorhees asked if there wasn't an air quality issue also with cars starting and stopping at stop signs.

Jim Hanks replied that there was, in fact, an environmental impact in the stopping and starting of vehicles at a traditional intersection. It used more gas to stop and start, which increased emissions from the cars.

Kay Harrison asked about future plans for Gebhard Road to the north when that area began developing.

Mr. Burt said that at this point in time we are only dealing with the Southern portion of Gebhard Road. Future development at the north end of Gebhard Road would be dealt with at a later date.

Martin Mingus addressed the Planning Commission. His concern was that roundabouts would be dangerous for bikes and for pedestrians as there are no bike lanes in the roundabouts. Additionally, he said that there would be no real incentive for drivers on Gebhard road to take the roundabout instead of going straight on Gebhard. It was his opinion that roundabouts would not really help traffic. Additionally he stated that option D was not really a good option as it would have a road running next to his orchard where the spraying of chemicals would get on cars.

Jim Hanks responded that with regard to the bikes and pedestrians in the roundabout, there would be ramps to the sidewalk for the bikes to get out of the traffic and crosswalks would be placed to allow pedestrians to cross in an environment where traffic was only coming from one direction which would be safer.

Mr. Burt Asked the Planning Commission for a recommendation as to which of the Options they would recommend to the City Council as their preferred option. All Commissioners preferred Option C.

Tom VanVoorhees made a motion to recommend Option C to the City Council. Craig Nelson seconded the motion. ROLL CALL: Tim Schmeusser, yes; Tom Van Voorhees, yes; Craig Nelson, yes; Kay Harrison, yes. Motion passed.

PUBLIC HEARING CLOSED.

Planning Commission Chair Chuck Piland declared a short break in the proceedings.

The Planning Commission meeting reconvened. Stephanie Holtey introduced The White Hawk Development Master Plan. She informed the Commissioners that there had been a meeting with the applicants today wherein certain issues had been identified and discussed.

She stated that as the first master plan in the ETOD, the land use and circulation patterns would influence development on surrounding properties. Of primary significance to the ETOD area is the southerly extension of Gebhard Road to provide north/south connectivity between Wilson Road and East Pine Street.

Ms. Holtey stated that the White Hawk Master Plan provides a mix of three housing types on lands zoned MMR and a public park on land zoned LMR .

The proposal is within the minimum and maximum density allowed on the site. The Building Design Plan is architecturally consistent with the building design standards required in the

TOD. Proposed parking for each housing type meets the minimum parking standards in the TOD.

There would also be a community building, swimming pool and landscaped courtyards, as well as a 4.22 acre public park. It is the applicant's objective to implement development of the master plan in 2 to 4 phases over a 5-year period.

Primary access to the Master Plan area is provided from both Beebe Road and Gebhard Road via proposed White Hawk Way and Beebe Park Drive. Additional circulation includes two minor local streets, public sidewalks, minor pedestrian access ways and a network of private parking lot/driveways surrounding the apartment structures.

Ms. Holtey stated that a review of the Preliminary Master Plan identified three (3) major issues that must be addressed prior to approval of the Preliminary Master Plan, and four (4) minor issues that shall be addressed prior to approval of the final master plan.

Major Issues

1. **Contaminated Soils, Proposed Public Park Site.** The Preliminary Master Plan noted the presence of soil contamination in the northeast quadrant of the project site. It was the Report's finding that within the northeast quadrant of the project site, which includes the proposed public park site, there was evidence of arsenic and DDT contamination in excess of the State's acceptable risk level. The Report addressed mitigation options that included the Applicant's preferred alternative, including:
 - A. A 2-foot topsoil cap on the public park site;
 - B. A long-term maintenance plan for the 2-foot topsoil cap remediation; and
 - C. A deed restriction to assure the long-term effectiveness of any approved soil remediation plan.

At this time, based on the limited information regarding mitigation planning, the cost of mitigation and the long-term maintenance commitment required for the proposed park site, the City is not in a position to commit to acceptance of the proposed park site for public use. Further, the timing and cost of the soil mitigation must be coordinated with the proposed phasing plan demonstrating that soil mitigation is feasible and the cost of remediation is reasonably distributed across the proposed project phases.

Resolution: Based on insufficient information on the extent of soil remediation and therefore the uncertainty of the City's willingness to accept the park site at this time, it is Staff's recommendation that the Planning Commission continue the public hearing on the Preliminary Master Plan to a date specific allowing the applicant adequate time to either:

- A. Provide an updated Environmental Plan that addresses soil remediation, specifically addressing the type of mitigation proposed; including mitigation costs, mitigation timing as part of the overall development project, long-term

maintenance requirements and costs, and the deed restriction language and area/lots subject to the deed restriction. The revised Environmental Plan must be coordinated with and acceptable to the City; or

- B. Modify the Preliminary Master Plan to eliminate the public park proposal. It will still be necessary for the applicant to modify the Environmental Element prior to Final Master Plan approval to provide sufficient detail for the City to determine the feasibility of proposed mitigation measures, as well as the Preliminary Master Plan addressing the alternative use of the park site.
2. **Transportation System Plan (TSP).** The applicant's findings do not address the City's TSP, particularly as pertains to the southerly extension of Gebhard Road. The applicant has prepared a plan addressing neighborhood circulation, but neither the proposed neighborhood circulation plan, nor the Preliminary Master Plan narrative address the TSP and the future extension of Gebhard Road. The City is currently preparing a study identifying a preferred route.

Resolution: Prior to approval of the Preliminary Master Plan the applicant shall address the TSP, and revise the Preliminary Master Plan narrative to address a southerly route for Gebhard Road, as part of the Neighborhood Circulation Plan including the extent and timing of improvements; or include in revised findings an argument against the City's pending preferred Gebhard Road alignment.

3. **Shallow Well Mitigation.** As part of the applicant's Environmental Plan they address potential impacts of the project on shallow wells in the general project area. Although the report states that the potential impacts are not likely to occur, the following mitigation options were suggested:
 - A. Coordinate with the landowner of a 13-foot deep irrigation well located 270 feet from the project site to determine if it is still in service and monitor the well's water levels during construction;
 - B. Reduce the permeability of the sewer trench backfill by adding 5 percent (dry weight) bentonite to the backfill in plugs at the low end of each segment; and
 - C. Provide quality control during construction to assure the sewer lines have a tight seal and will not leak.

The potential impacts to adjacent wells are a concern because the same impacts identified in the applicant's report occurred following construction of the Beebe Road storm sewer line in 1997. Long-term reduction in the water table depth and subsequent loss of water and subsidence impacted farming operations and caused property damages in the vicinity of the White Hawk site.

Resolution: Prior to approval of the Preliminary Master Plan amend the Environmental Plan narrative to include the APEX report, the well mapping, and proposed vs. possible mitigation measures.

Kay Harrison asked if the soil contamination would affect the nearby wells. Ms. Holtey responded that at this time there was not enough information to make that determination but that testing the wells would be a good idea.

Ms. Holtey then presented the minor issues that had been identified.

4. **Phasing Plan: Internal Street Network.** The Phasing Plan needs to clearly delineate the location and timing of development phases in relation to street improvements, including soil remediation, park development and transfer, and right-of-way dedication to the City. The Applicant's Findings provide for up to four (4) development phases, including two phases for the apartments, and two phases for the duplexes and townhouses. Further instruction in the master plan narrative will need to describe how the public improvements will be staged as part of the tentative partition plat process.

Resolution: As a condition of the Preliminary Master Plan, the applicant will be required to amend the Transportation and Circulation Plan and Site Plan, including the narrative, to delineate the phases of development and associated public and private street improvements.

Hamrick – Beebe Road Signalization. Currently the Beebe Road/Hamrick Road intersection provides an acceptable level of service (LOS D). However, the applicant's Transportation Impact Analysis (TIA) shows that the proposed development, at build-out, would generate 2,274 average daily trips (ADT), which would reduce the level of service to unacceptable levels (LOS F) warranting intersection signalization

Resolution: Prior to approval of the Preliminary Master Plan the applicant shall provide an updated TIA based on the proposed development phasing plan. The updated TIA will need to include the final traffic impacts relative to each phase of development, at what point the Beebe and Hamrick Road intersection will warrant signalization and the percentage allocation of signalization cost to the project.

5. **Disposition and Development Agreement (DDA).** Prior to approval of a Final Master Plan a DDA between the Developer and the City will be necessary to establish the roles, responsibilities, timing and financial assurances relative to all proposed public improvements, including: 1) Internal street network; 2) Beebe and Hamrick Road signalization; 3) Beebe and Gebhard Road Improvements; 4) Soil Remediation; and, 5) Proposed Public Park.

Resolution. As a condition of the Preliminary Master Plan the Applicant will be required to complete a DDA with the City prior to approval of the Final Master Plan.

Final Master Plan. Although not an issue the need for a final Master Plan needs to be understood. The Applicant has noted in the findings that the application currently under consideration is for a preliminary master plan approval. As mentioned, there are a number of issues that need to be further addressed before either the Preliminary Master Plan or a final master plan can be approved

Ms. Holtey stated that at this time staff is not recommending approval of the Preliminary Master Plan until the following amendments to the Plan have been completed, accepted by the City, and presented to the Planning Commission at the August 4, 2015 meeting or date specific as agreed to by the applicant:

1. To justify use of the proposed park as a public park, the Applicant shall amend the Environmental Plan to provide a soil remediation plan coordinated with and acceptable to the City. Submittal of this information may be deferred as a condition of Preliminary Master Plan approval if the applicant elects to propose alternative use for the site. At a minimum the Environmental Plan and Preliminary Master Plan narrative shall include the following:
 - a. A soil remediation plan addressing mitigation measures, timing and cost;
 - b. Long-term maintenance requirements, including timing and costs; and,
 - c. Language for the required deed restriction and area/lots subject to the deed restriction.
2. The Transportation and Circulation Plan and Preliminary Master Plan Narrative shall be amended to address the Transportation System Plan (TSP) relative to the southerly extension of Gebhard Road per the preferred Gebhard Road route identified by the Planning Commission at the July 7, 2015 meeting, or workable alternative(s), including the extent and timing of improvements.
3. The Environmental Plan narrative shall be amended to include the proposed shallow well mitigation measures, per the APEX report .Well data shall be provided as part of the Environmental Plan.
4. A Development Phasing Plan for each anticipated phase of development, including location and timing of associated public and private street improvements relative to the land division process, shall be set forth in the Preliminary Master Plan narrative, and illustrated on the Site Plan, the Transportation and Circulation Plan and tentative plat .
5. An updated Traffic Impact Analysis shall be provided that identifies the final traffic impacts for each phase of development, including when the Beebe/Hamrick Road Intersection would warrant signalization and the associated percentage cost allocation to the project.

The recommended Preliminary Master Plan amendments are the minimum necessary to resolve the major issues identified in the Staff Report. This would not preclude staff's ability to further condition the Preliminary Master Plan.

Commissioner Piland Invited the Applicant to address the Planning commission.

Ralph Tauran, Architect for the applicant showed the Commissioners the preliminary designs for the different housing types in the project. He indicated that the street circulation proposed would allow for large courtyards between buildings.

He stated that the roundabouts would take up some of the room currently planned for apartment buildings and that he estimated the applicant would probably lose about 25 units in order to accommodate the road and roundabouts.

He informed the Commissioners that the current plan for the development would include 20% 3 bedroom units, 40% 2 bedroom units and 40% one bedroom units. The primary target group was younger families.

He stated the apartment buildings would be separated by courtyards. The duplexes would each have a 2 car garage. The Townhomes would be in groups of 4 and would each have a two car garage and 4 parking spaces per unit. The park area would include a soccer field.

Tony Weller from People's Bank addressed the Planning Commission. He stated that although they were going to ask for a continuance they wanted to give the presentation to expose the Planning Commission to the project concept.

Mr. Weller said that with regard to the questions about the well water impact, they could seal the trenches off periodically during the storm drain construction, which would make it so the water couldn't follow the trench and "de-water" the area. That was one recommendation to alleviate the water issue. He said they wanted to be sure there would not be an impact on the ground water.

He also addressed the contamination in the park area. He stated that DEQ had indicated that the contamination saturation was more than 2 feet and less than 5 feet. At this point the plan was to remove the contaminated soil and put a 2 foot cap on it, which would make it safe for use.

The planning commission agreed that the design was attractive and pedestrian traffic seemed to be well addressed.

Mr. Weller went on to explain the phasing of the development would be decided by the developer. The apartments would probably get done first. Additionally he said that the public improvements would be constructed by the Developers. They were partitioning the property in order to be able to allow a developer to come in and begin work on the apartments. He stated that there was a Developer who was currently interested in the project and the phasing of the project would also come from the Developers.

Mr. Weller stated that the City needed a development agreement regarding how the project would proceed, and that one of the requirements was that the park needed to be completed prior to the issuance of any building permits. He said that the soil cap for the park area would come from the apartment construction site and would be primarily the responsibility of the Developer.

He also stated that the current estimate for traffic trips per day was about 2200.

THE PUBLIC HEARING WAS OPENED.

Martin Mingus asked for confirmation of the 2200 trips per day estimate. He then stated his concern that the dust from the excavation and capping of the park area would spread the arsenic through the air. He suggested that any nearby residents should be informed prior to the work commencing.

He suggested that the area wells should be tested before the work begins. He referenced the hardships and lawsuit that occurred during a previous development in the area. His concern was that something similar might happen if it was not addressed prior to commencing work.

Mr. Mingus then stated that he firmly believed that the current traffic on Hamrick & Beebe Road is over capacity. He said that the last traffic study did not take into account the increased traffic load on the weekends, especially Sundays when people were attending the local church. Additionally, he was concerned that until the extension of Gebhard road was completed, any traffic generated by the White Hawk project would need to use Beebe Road and Gebhard Road and would overload those roads. He stated that unless the landowners who held land in the areas of the proposed extension agreed to sell their land, there would be no extension of Gebhard Road.

Mr. Mingus indicated that most of the shallow wells in the area were put in prior to 1950 and that the State kept no records of wells before 1950.

Tony Weller said that they would look into getting information to the property owners and would look into getting the existing wells tested. He also said that they were looking 3-5 years out to begin construction of the apartment buildings.

David Webb addressed the Planning Commission. He stated he lives next to the development. His concern was that when the development puts in the storm drain, he and other nearby residents will lose their well water. He referenced a previous development which caused local residents to lose their water. He stated that the DEQ had previously studied wells in the area and his water had been tested and found to be good. He was concerned that some sort of contamination might happen during the excavation and capping of the park area. He said that he firmly believed that if the project was built, he would lose his water. He suggested the development be redesigned to relocate the park and the storm drain.

Tony Weller responded that People's bank would be looking into issuing letters to all neighboring properties to get information regarding wells and alert the neighboring property owners about any well testing program that was implemented.

Chuck Piland asked for an estimated projection time for starting development.

Tony Weller said he believed that it would be about 3 years before the apartment site would be developed. He said his best estimate would be 3-5 years.

Kay Harrison made a motion to continue the public hearing for the White Hawk Master Plan to September 1, 2015. Craig Nelson seconded the motion. ROLL CALL: Tim Schmeusser, yes; Tom Van Voorhees, yes; Craig Nelson, yes; Kay Harrison, yes. Motion passed.

Stephanie Holtey introduced the White Hawk Partition Plat, intended to partition the property into three parcels. She stated that approval of the Master Plan was necessary

prior to approving the partition. She asked that the White Hawk Partition application be continued to the September 1, 2015 meeting.

Public Hearing was opened

No comments

Tom Van Voorhees made a motion to continue the public hearing for the partition plat to the September 1, 2015 planning commission meeting. Kay Harrison seconded the motion. ROLL CALL: Tim Schmeusser, yes; Tom Van Voorhees, yes; Craig Nelson, yes; Kay Harrison, yes. Motion passed.

Don Burt Introduced Amendments to Title 17 of the Municipal Code.

He stated that periodically it comes to the attention of City staff that the Zoning Code is in need of some minor adjustment to improve its clarity, and hence its administration. At this time staff is proposing eleven (11) minor amendments:

Amendment 1, Section 17.08.010 Definitions, specific and 17.08.410 TOD District and Corridor Definitions and Uses

Added the following definitions:

- “NAICS - North American Industrial Classification System”. This term is being used in Amendment 9.
- “Senior Housing” previously not defined in either 17.08.010 or 17.08.410, but used in the Zoning Ordinance.
- “Independent Living” defined as a type of Senior Housing
- “Assisted Living” defined as a type of Senior Housing
- “Personal Care” defined as a type of Senior Housing
- “Nursing Facility” currently not defined, but used in the Zoning Ordinance.

The definitions related to Senior Housing have been added to address the different types of senior housing being provided in today’s market. The proposed change does not alter current policy.

Amendment 2, Section 17.24 R-2 District

17.24.020 Permitted Uses amended to clarify that all permitted residential uses must comply with the R-2 districts minimum and maximum density standards.

17.24.020(A) amended to read “Single-family detached” eliminating the language “One single-family dwelling”. This was done to clarify that single-family detached dwellings are permitted but subject to compliance with density standards. This is necessary to assure that the City meets its density objectives as set forth in the Regional Plan Element.

17.24(C) amended to remove reference to "One two-family dwelling" and replace with "Duplex and single-family attached dwellings" as used in the R-3 district.

Amendment 3, Section 17.28 R-3 District

Section 17.28.020(A) and (B) Permitted Uses amended to eliminate as permitted uses single-family detached dwellings and manufactured homes. These two uses cannot meet the density requirements of the R-3 district and are therefore not a use consideration.

Amendment 4, Section 17.32 C-N District

17.32.020(A) Permitted Uses amended to remove "other than those related to health care" for professional and office uses. There was no rational reasoning for this restriction.

17.32.020(H) Permitted Uses amended to add statement regarding "Other uses not specified. . ." used in other zoning districts.

Amendment 5, Section 17.37 C-2(M) District

17.37.020(A) Permitted Uses amended to delete "including" to be replaced with "such as" to convey similarity in intended use.

17.37.020(E) Permitted Uses amended to add statement regarding "Other uses not specified. . ." used in other zoning districts.

Amendment 6, Section 17.44 C-4 District

17.44.020(A) Permitted Uses amended to add veterinary clinics as a permitted use as previously approved by the Planning Commission (File No. 15007).

17.44.020(B) Permitted Uses amended to include the following language to the general description of permitted uses "but not limited to". This clarifies the intent of the language to provide examples of uses permitted.

Amendment 7, Section 17.46 C-5 District

17.46.020(A)(B)(C)(D) amended to include the "but not limited to language"
17.46.020(F) amended to remove the word "including" and replace with "such as" which is broader in application, but retains the descriptive intent in permitted light industrial use types.

Amendment 8, Section 17.57 Fences

17.57.020(B)(2) General Regulations amended to replace "Fences over six feet tall" with "Fences over seven feet tall" This amendment was precipitated by a change in the Building Code.

17.57.020(C) General Regulations, Table "Fence Regulations" amended to add a maximum height limitation of six (6) feet.

17.57.020(C) General Regulations, Table "Fence Regulations" amended to delete language "Chain Link Fencing, Apace-Board-Type Fencing, etc." to be replaced with "Fences in Floodplain or Drainage Easements". The intent is to regulate fencing in a floodplain or drainage easement, not the type of fencing.

17.57.020(C) General Regulations, Table "Fence Regulations" amended to add a maximum height limitation of six (6) feet. The six (6) foot maximum height limitation has been standard practice.

17.57.020(C) General Regulations, Table "Fence Regulations" explanation (a-1) amended to remove reference to "6' fence" and replaced with "7' fence" per prior modifications.

17.57.020(C) General Regulations, Table "Fence Regulations" explanations (b, c, & d) to remove the asterisks. The asterisks have no known meaning or reference.

17.57.020(C) General Regulations, Table "Fence Regulations" explanation (c) added language referencing sight distance code section.

17.57.020(C) General Regulations, Table "Fence Regulations" explanation (e) added language regarding impeding or diverting water through drainage easements.

17.57.020(C) General Regulations, Table "Fence Regulations" explanation (f) modified language regarding variances.

Amendment 9, Section 17.60 General Regulations

17.60.140(A)(1) Authorization for Similar Use amended to add reference to the NAICS. This legitimizes the City's prior use of the NAICS as a source for determining use similarity.

17.60.140(A)(2) Authorization for Similar Use amended removing the "not anticipated . . ." criteria. This particular criterion is not of value in determining use similarity. It is impracticable for a land use code to consider and track all uses.

Amendment 10, 17.65.050 Zoning Regulations – TOD District and 17.65.060 Land Use – TOD Corridors

17.65.050, Table 1 amended to allow personal service oriented uses in the MMR and HMR district subject to being located on the ground floor of a multiple-family building or as second story offices when located adjacent to an EC district. This applies the same criteria as used for professional offices in the MMR and HMR district.

17.65.060, Table 4 amended to allow personal service oriented uses in the MMR district subject to being located on the ground floor of a multiple-family building. This applies the same criteria as used for professional offices in the MMR TOD Corridor.

17.65.050, Table 1 and 17.65.060, Table 4 amended explanation L3 to read "Permitted in existing commercial building or new construction and clarified area limitation of 10,000 sq. ft. as a maximum. The intent of this amendment is for clarification, particularly as pertains to existing commercial buildings.

Amendment 11, Section 17.75.039 Off-Street Parking Design and Development Standards

17.75.039 Off-Street Parking Design and Development Standards amended to add minimum compact parking spaces. The Zoning Ordinance currently refers to and allows compact parking, but does not identify the minimum dimensions for compact parking.

Mr. Burt stated that all of the proposed amendments were administrative amendments which were necessary for the clear, concise, and consistent use of the Zoning Ordinance. The amendments do not result in policy changes.

Tim Schmeusser made a motion to approve Resolution 819. Tom Van Voorhees seconded the motion. ROLL CALL: Tim Schmeusser, yes; Tom Van Voorhees, yes; Craig Nelson, yes; Kay Harrison, yes. Motion passed.

Tom Humphrey advised the Commissioners that amendments to Central Point's Transportation Systems Plan (TSP) would be reviewed at the next Planning Commission meeting. He stated the TSP was last updated in 2008. He said for the last several years the state had been working on Interchange Area Management Plans (IAMP) for exit 35 at Tolo which is outside the city limits and was approved by the Oregon Transportation Commission, and exit 33. The City Council did approve the IAMP for exit 35 because it was a condition for us expanding the UGB out to Tolo. The resolution they adopted directed staff to incorporate it into the TSP as soon as possible. Depending on how things progress with Gebhard Road that may also be included. He said that currently Central Point was developing in a way that highlighted a community feel and that roundabouts, as discussed in regard to Gebhard Road, played a part in that they facilitated that small town community feeling.

It was suggested that in the future staff might provide overlays for proposed roundabouts to show the difference in size and placement with regard to traditional intersections. This would allow a much clearer picture for the Commissioners when discussing future roundabouts.

Tom Van Voorhees asked Mr. Humphrey to clarify for the Commissioners the probability of the Picolos not selling their property for the Gebhard Road expansion and the impact that would have on the plans.

Mr. Humphrey responded that the Picolos' property actually had a paved road on it. Additionally they have acquired some property out in Tolo with the understanding that at some point the area was going to develop and they would need to relocate to Tolo. So as stakeholders, they have been involved all along in the planning process for this development.

It was mentioned that in the development of that area, the bridge across the creek was important for traffic flow in and out of the area. Mr. Humphrey responded that currently there have been 2 conceptual plans completed for the City's urban reserves. CP3, which is at Peninger Road would include the bridge crossing.

VIII. ADMINISTRATIVE REVIEWS

None

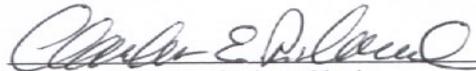
IX. MISCELLANEOUS

None

X. ADJOURNMENT

Tom Van Voorhees made a motion to adjourn. Kay Harrison seconded the motion. All members said "aye". Meeting adjourned

The foregoing minutes of the July 7, 2015 Planning Commission meeting were approved by the Planning Commission at its meeting on the 1 day of September, 2015.



Planning Commission Chair