



**CITY OF CENTRAL POINT/JACKSON COUNTY
PLANNING COMMISSION AGENDA
September 1, 2015 - 6:00 p.m.**

I. MEETING CALLED TO ORDER

II. ROLL CALL

Planning Commission members Chuck Piland (Chair), Mike Oliver, Tim Schmeusser, Tom Van Voorhees, Susan Szczesniak, Craig Nelson Sr. and Kay Harrison

III. CORRESPONDENCE

IV. MINUTES

Review and approval of August 4, 2015 Minutes.

V. PUBLIC APPEARANCES

VI. PUBLIC HEARINGS

- A.** Consideration of a Class C Variance request to reduce the rear yard and special stream setback on two legally platted lots to development single family residences on each lot consistent with the provisions of the LMR-Low Mix Residential zone. The project site is located south of Taylor Road contiguous to Griffin Creek and is identified on the Jackson County Assessor's Map as 37S 2W10AB Tax Lots 1801 and 1802. **File No. 15023. Applicant:** Paul Williams.
- B.** Consideration of the White Hawk Transit Oriented Development (TOD) master plan. The 18.91 acre project site is in the Eastside TOD district east of Gebhard Road and north of Beebe Road, and is identified on the Jackson County Assessor's Map as 37S 2W 02 Tax Lots 2700 and 2701. The project site is within the LMR—Low Mix Residential (2.69 acres) and MMR—Medium Mix Residential (16.22 acres) zoning districts. **File No. 14004. Applicant:** People's Bank of Commerce; Agent: Tony Weller, CES|NW.
- C.** Consideration of a Tentative Partition Plat to create three (3) parcels in the LMR-Low Mix Residential and MMR-Medium Mix Residential zoning districts within the Eastside Transit Oriented Development district on property identified on the Jackson County Assessor's map as 37S 2W 02 Tax Lot 2700. **File No 14016. Applicant:** People's Bank of Commerce; Agent: Tony Weller, CES|NW.
- D.** Consideration of an Amendment to the Comprehensive Plan, Transportation

System Plan (TSP) to incorporate the Interchange Area Management Plans (IAMPs) for I-5 Exits 33 and 35. **Applicant:** City of Central Point.

VII. DISCUSSION

1.

2.

VIII. ADMINISTRATIVE REVIEWS

IX. MISCELLANEOUS

X. ADJOURNMENT

**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 thing 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 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 _____ day of _____, 2015.

Planning Commission Chair

Consideration of a Class C Variance request to reduce the rear yard and special stream setback on two legally platted lots to development single family residences on each lot consistent with the provisions of the LMR-Low Mix Residential zone. The project site is located south of Taylor Road contiguous to Griffin Creek and is identified on the Jackson County Assessor's Map as 37S 2W10AB Tax Lots 1801 and 1802

STAFF REPORT

STAFF REPORT
September 1, 2015

AGENDA ITEM: File No. 15023

Consideration of a Class C Variance request to reduce rear yard and special stream setback to allow construction of a single family dwelling on two legally platted lots. The project site is located south of Taylor Road contiguous to Griffin Creek and is identified on the Jackson County Assessor's map as 37S 2W, Tax Lots 1801 and 1802. The zoning designation of the site is Low Mix Residential (LMR) within the Transit Oriented Development District. **Applicant: Paul Williams**

STAFF SOURCE:

Stephanie Holtey, Community Planner II

BACKGROUND:

The applicant submitted a Class C variance request to the rear yard and special stream setback to allow development of single family residences on two (2) legally created lots (Tax Lots 1801 and 1802) in the LMR—Low Mix Residential zoning district.

At the time the lots were created in 2005 (File No. 05021), the floodway and special stream setback limited the building footprint on both lots. However, both Tax Lot 1801 and 1802 were developable (Figure 1).

In 2011 the Federal Emergency Management Agency (FEMA) published a revised Flood Insurance Rate Map that substantially increased the floodway impacts to Tax Lots 1801 and 1802. As a result, development potential on both lots was significantly diminished (Figure 2).

At this time the applicant is requesting a variance to the LMR rear yard and special stream setback requirements as

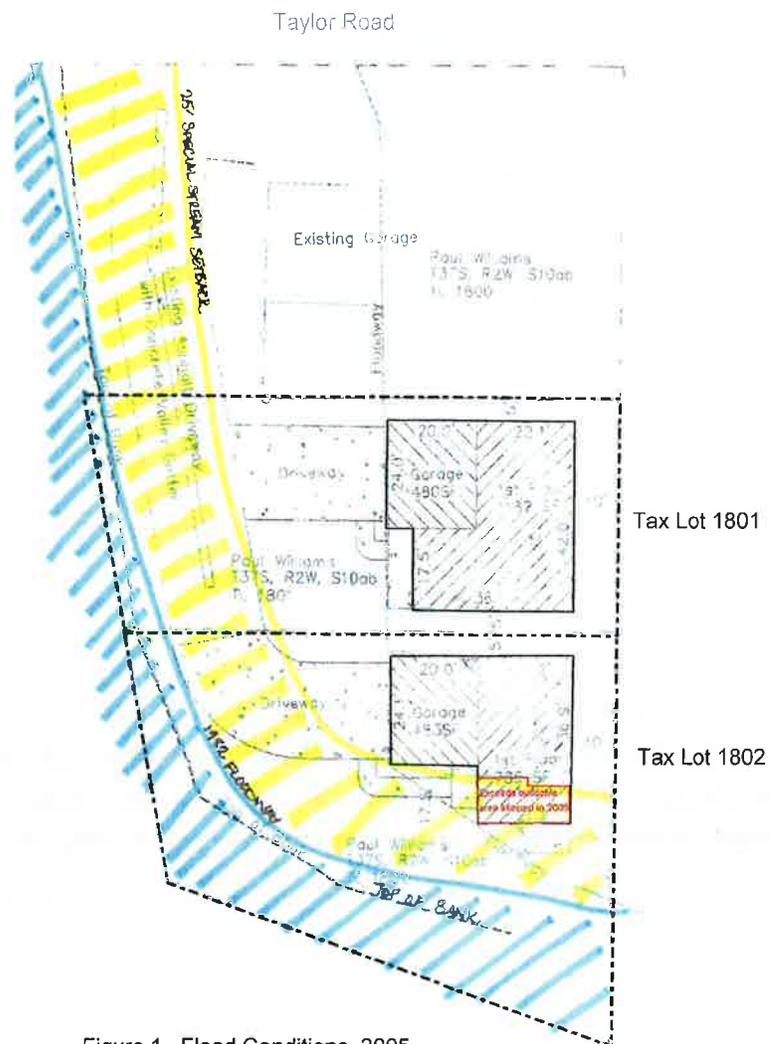


Figure 1. Flood Conditions, 2005

as proposed in the Applicant's Findings (Attachment "A") is consistent with the floodway development requirements of CPMC 8.24.200.

ISSUES:

There are two issues relative to this application:

1. **Minimum Variance Necessary, Tax Lot 1802.** To grant approval of the variance request, the applicant must demonstrate that the exception to the code standard is the minimum necessary to provide relief from the hardship. In the case of the southerly parcel (Tax Lot 1802/ Parcel 3), the variance request would provide the applicant with a building footprint that is 46.5% larger than the buildable area available at the time of final plat approval ("original building envelope"). The original buildable envelope is buildable and respects the effective floodway boundary. As conditioned, the minimum variance recommended to alleviate the hardship of Tax Lot 1802 is authorization to construct a single family residence consistent with the original building envelope.
2. **Emergency Egress.** There is an existing legally non-conforming private drive located along the westerly boundary of the project site within the floodway. Staff is recommending an alternate egress route be provided outside of the floodway as a precautionary safety measure. At this time, all three lots within the Williams Partition are owned by the applicant. To minimize potential safety concerns during flood events, it is recommended that the applicant dedicate an emergency egress easement from Taylor Road to Tax Lot 1802 prior to building permit issuance (Attachment "C").

FINDINGS:

As conditioned, the proposal can be found to comply with Class C variance approval criteria set forth in Chapter 17.13 of the Central Point Municipal Code (Attachment "F" - Planning Department Supplemental Findings).

CONDITIONS OF APPROVAL:

1. Prior to building permit issuance, the applicant shall record an emergency egress easement from Taylor Road to Tax Lot 1802 and provide a copy of the same to the Community Development Department. The easement shall be an unobstructed pathway located along the rear property lines no less than 5-feet wide.
2. Driveways constructed in the regulatory floodway shall have a finished grade that is equivalent to the pre-development/existing grade. The applicant shall demonstrate compliance with this requirement as follows:
 - a. A grading plan shall be submitted at the time of building permit application illustrating the existing and finished grades proposed on the site.
 - b. Prior to certificate of occupancy, the applicant shall provide written documentation from a licensed land surveyor verifying the finished grades within the regulatory floodway are equal to or less than the pre-development/existing grades.
3. The building envelope on Tax Lot 1802 shall be limited to the building envelope in effect at the time of final plat approval.

ATTACHMENTS:

Attachment "A" – Proposed Site Plan

Attachment "B" – Applicant's Findings

Attachment "C" – Emergency Egress Easement Location

Attachment "D" – Planning Department Supplemental Findings

Attachment "E" – Resolution No. 821

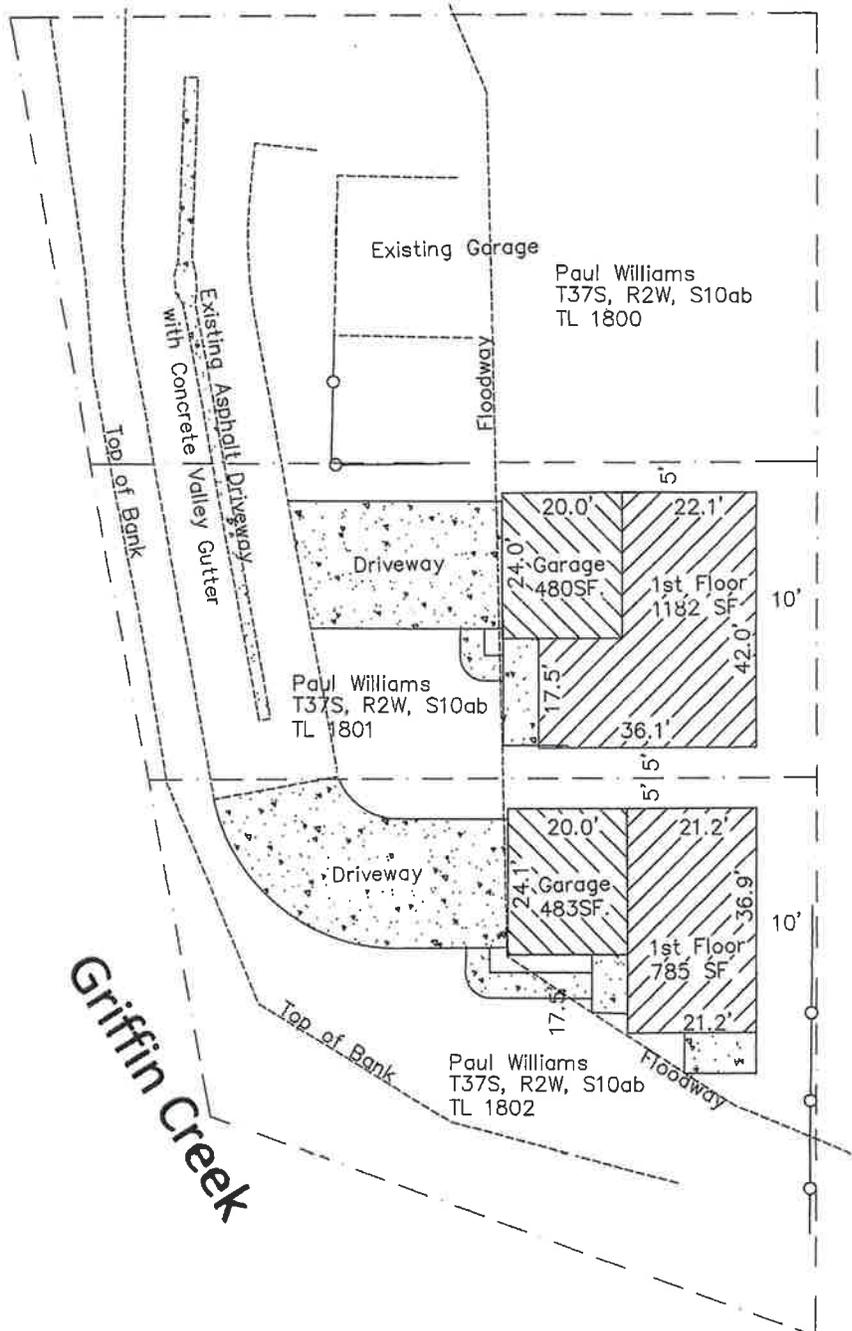
ACTION:

Consideration of a Class C Variance to the rear yard and special stream setback on two legally created lots, and 1) approve; 2) approve with conditions; or, 3) deny the request.

RECOMMENDATION:

Approve Resolution 821 approving the Class C Variance per the Staff Report dated September 1, 2015.

Taylor Road



005



v

Findings of Fact: Addressing criteria set forth in City of Central Point general regulations 17.30.500 (c) class C variances.

The intent of this application is to apply for and obtain approval for a class C variance, allowing construction of two residence within the 25 foot setback of the floodway.

In 2005 the applicant was successful in partitioning the property in to 3 developable tax lots per Partition Plat P-85-2005. Initially, the floodway was located outside of the applicant's building envelope, but in 2011, FEMA mapped the floodway to resulting in the majority of the applicants lawfully created tax lots to be included in the floodway.

Ideally, the applicant would like to construct a house on the easterly portion of each of these 2 tax lots, (T37S, R2W, 10AB, TL1801 & TL1802). Without a class C variance these 2 tax lots would not be developable. Also, as an important part of the variance, is to apply for and obtain a reduction of the 15' setback from the rear (east) tax lot line to a 10' setback. Without this variance, the developable space for a house would be only 16'-17' more/less for the depth of the house. An approved variance with a 10' setback, allows the house depth to be 21'-22' more or less. Each of these lots would have an access driveway to the residence as depicted on the proposed site plan. The driveway will be constructed within the 25 foot setback. To alleviate any no-rise analysis concerns, the applicant has agreed to construct those proposed driveway in a manner that would result that the finished driving surface to match the existing grade as it exists today. The construction material of that driveway will be of pervious pavers or similar materials. Ultimately, the finished driveway will be the same elevation as existing grade, the only change being the driving surface. The riparian area along these lots are an important part of the marketability to the applicant and all reasonable measures will be taken to mitigate any impacts to Griffin Creek

C. Approval Criteria. The city shall approve, approve with conditions, or deny an application for a variance based on all of the following criteria:

- 1. The proposed variance will not be materially detrimental to the purposes of this code, to any other applicable policies and standards, and to other properties in the same zoning district or vicinity;*

Response: By allowing this class C variance, those properties adjacent to the 2 tax lots are developed in similar fashion as this proposed development. No negative impacts to the properties in the area or in conflict with any other applicable policies and standards.

2. A hardship to development exists which is peculiar to the lot size or shape, topography, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g., the same zoning district);

Response: Initial FEMA mapping had less impact to these 2 lots. By FEMA remapping this floodway, the floodway area was expanded to include more of these properties, resulting in a negative impact, causing an economic hardship by the nature of the proximity of the creek and existing topography. The applicant was in no way in control of the remapping, nor have they modified the topography of the site and has suffered hardships as a result.

3. The use proposed will be the same as permitted under this title and city standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land;

Response: The development of these 2 tax lots has been the same intent since they were platted in 2005. What has changed is the downsizing of the floorplan to accommodate the smaller developable area available. The proposed improvements will conform to all current city and county requirements and regulations.

4. Existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks, will not be adversely affected any more than would occur if the development occurred as specified by the subject code standard;

Response: By developing these 2 lots, there will be no negative impacts to the existing drainage of Griffin Creek, which runs abutting these tax lots to the west and south. As a result of the improvements, the large existing deciduous and evergreen trees will remain and enhanced with additional shade trees, native to this area. Also added will be lawn or ground cover to minimize erosion, runoff and minimizing any impacts to Griffin Creek. The existing, invasive blackberry shrubs will be reduced to the extent possible. As identified earlier, the driveway will be constructed of pervious materials such as pavement, pavers, (see attached exhibit B) or similar approved materials and will treat any storm water runoff that may be generated by the proposed residences.

5. The hardship is not self-imposed; and

Response: The hardship created is a result of existing topography and FEMA mapping modifications, (See Exhibit C) both of which are completely out of the control of the applicant. Thus the hardship is not self-imposed.

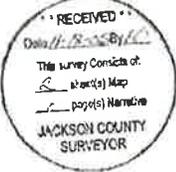
6. *The variance requested is the minimum variance that would alleviate the hardship.*

Response: These requested variances are the least amount of variance allowing for a fair and reasonable developable, economic use of the land and as a result, alleviating the hardship.

Also worth noting, is the City of Central Point had a hydraulic analysis perform in 2010 to determine what effects to the floodway would be if the existing culvert system was replaced by a bridge. Those findings indicated that the floodway would be reduce and nearly removing all of the applicants property from the floodway.

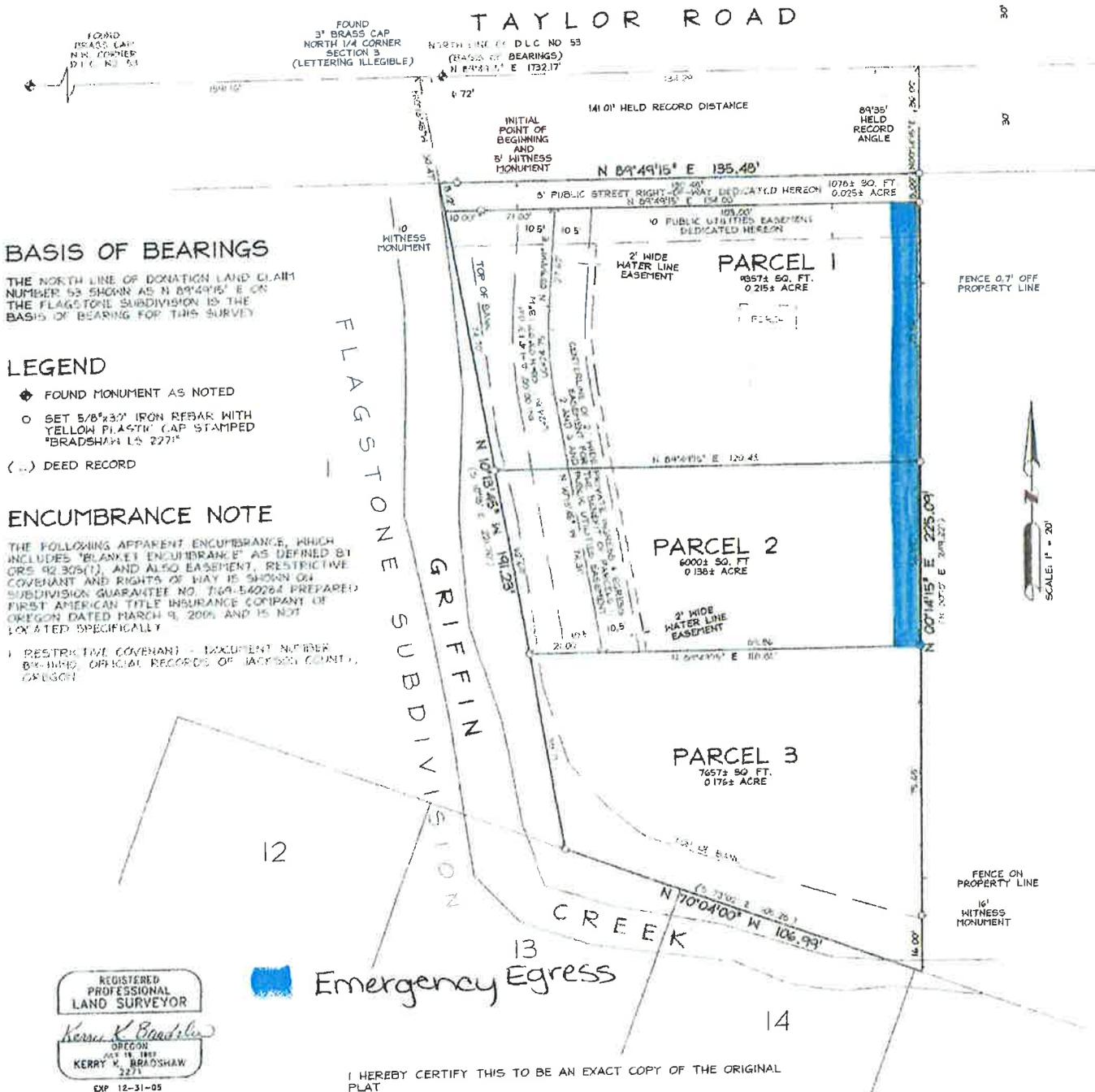
PARTITION PLAT NO. 1-85-2005

LOCATED IN
THE NORTHEAST QUARTER OF SECTION 10,
TOWNSHIP 37 SOUTH, RANGE 2 WEST,
WILLAMETTE MERIDIAN
CITY OF CENTRAL POINT,
JACKSON COUNTY, OREGON



FOR
PAUL WILLIAMS
1985 TAYLOR ROAD
CENTRAL POINT, OREGON 97502
AUGUST 4, 2005

SURVEY BY:
 **TIMBERLINE
LAND SURVEYING
INCORPORATED**
KERRY K. BRADSHAW L.S. 2271
P.O. BOX 3064
CENTRAL POINT OREGON 97502
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FINDINGS OF FACT
AND CONCLUSIONS OF LAW
File No.: 15023

Consideration of a Class "C" Variance to the Rear Yard and
Special Stream Setback on two Legally Created Lots in the Low Mix Residential Zoning District

Applicant:) Findings of Fact
Paul Williams) and
1985 Taylor Road) Conclusion of Law
Central Point, OR 97502)

PART 1
INTRODUCTION

The applicant proposes to develop two legally created lots with single family residences as permitted in the LMR, Low Mix Residential Zoning District. At the time the lots were created in 2005, the project site was located in a Special Flood Hazard Area (SFHA) with minor floodway impacts (Exhibit 1). In 2011 the Federal Emergency Management Agency (FEMA) published a revised Flood Insurance Rate Map that substantially increased the floodway impacts to each lot comprising the project site (Exhibit 2). Due to these changes and application of the required rear yard and special stream setback, development of each lot is prohibited. At this time the applicant is requesting a Class "C" Variance to the rear yard and Special Stream Setback to allow development of each lot with a single family residence (Exhibit 3).

The Class "C" Variance request is subject to Type III application procedures. Type III procedures set forth in Section 17.05.400 provide the basis for decisions upon standards and criteria in the development code and the comprehensive plan, when appropriate.

The project site is located in the LMR, Low Mix Residential zoning district and is subject to the standards and criteria set forth in CPMC 17.13, Exceptions to Code Standards.

The following findings address each of the standards and criteria as applies to the proposed application for the variance request.

PART 2
ZONING ORDINANCE

17.13.200 Applicability

- A. Exceptions and Modifications versus Variances. A code standard of approval criterion ("code section") may be modified without approval of a variance if the applicable code section expressly allows exceptions or modifications. If the code section does not expressly provide for exceptions or modifications, then a variance is required to modify that code section and the provisions of this chapter apply.
- B. Combining Variances with Other Approvals; Permit Approvals by Other Agencies. Variance requests may be combined with and reviewed concurrently by the city approval body with other land use and development applications (e.g., development review, site design review, subdivision, conditional use, etc.); however, some variances may be subject to approval by other permitting agencies, such as ODOT in the case of state highway access.

- C. Types of Variances. As provided in Sections [17.13.300](#), [17.13.400](#) and [17.13.500](#), there are three types of variances (Class A, B, or C). The type of variance required depends on the extent of the variance request and the discretion involved in the decision-making process

***Finding 17.13.200(A-C):** The proposed variance to the rear yard and special stream setback applies to two legally platted lots in the Williams Partition. Because the proposal affects more than one lot, and the applicable code sections (CPMC 17.60.090 and CPMC 17.65) do not expressly allow exceptions or modifications of the setback standards, the exception request is a Class "C" Variance.*

***Conclusion 17.13.200(A-C):** Consistent.*

17.13.500 Class C Variances

- A. Applicability. Class C variance requests are those that do not conform to the provisions of Sections 17.13.300 and 17.13.400 (Class A and Class B), and that meet the criteria in subsections (A)(1) through (4) of this section. Class C variances shall be reviewed using a Type III procedure, in accordance with Chapter 17.05:

1. The Class C variance standards apply to individual platted and recorded lots only.

***Finding 17.13.500(A)(1):** The variance request applies to two legally created lots within the Williams Partition (Land Use File No. 05021), which was recorded on November 18, 2005.*

***Conclusion 17.13.500(A)(1):** Consistent.*

2. The Class C variance procedure may be used to modify a standard for three or fewer lots, including lots yet to be created through a partition process.

***Finding 17.13.500(A)(2):** The variance request applies to two legally created lots within the Williams Partition (Land Use File No. 05021).*

***Conclusion 17.13.500(A)(2):** Consistent.*

3. An applicant who proposes to vary a standard for lots yet to be created through a subdivision process may not utilize the Class C variance procedure. Approval of a planned unit development shall be required to vary a standard for lots yet to be created through a subdivision process where a specific code section does not otherwise permit exceptions.

***Finding 17.13.500(A)(3):** The variance request does not apply to a subdivision yet to be created.*

***Conclusion 17.13.500(A)(3):** Not applicable.*

4. A variance shall not be approved that would vary the "permitted uses" or "prohibited uses" of a zoning district.

***Finding 17.13.500(A)(4):** Approval of the variance to reduce the rear yard and special stream setback would allow construction of a single-family dwelling on each lot consistent with the "permitted uses" in the LMR—Low Mix Residential zoning district.*

***Conclusion 17.13.500(A)(4):** Consistent.*

- B. Approval process. Class C variances shall be processed using a Type III procedure, as governed by Section 17.05.400, using the approval criteria in subsection C of this section. In addition to the

application requirements contained in Section 17.05.400, the applicant shall provide a written narrative or letter describing his/her reasoning for the variance, why it is required, alternatives considered, and compliance with the criteria in subsection C of this section.

Finding 17.13.500(B): *The Class C variance application was accepted as complete on August 3, 2015 and is being processed using Type III procedures in accordance with Section 17.05.400. A duly noticed public hearing was held on September 1, 2015.*

Conclusion 17.13.500(B): *Consistent.*

- C. Approval Criteria. The city shall approve, approve with conditions, or deny an application for a variance based on all of the following criteria:
1. The proposed variance will not be materially detrimental to the purposes of this code, to any other applicable policies and standards, and to other properties in the same zoning district or vicinity;

Finding 17.13.500(C)(1): *A as set forth below, authorization of this variance will not be materially detrimental to this code, other applicable policies and standards or to other properties in the same zoning district or vicinity:*

a. ***Code.***

- i. *Transit Oriented Development (TOD). The Transit Oriented Development district zoning standards were established to promote the efficient and sustainable use of land and increase transit use. Of all of the zones within the TOD district, the LMR—Low Mix Residential zone is the lowest density residential zone that envisions single family detached dwellings as the principal use. Authorization of the variance request will not be materially detrimental to the LMR zone or the TOD district. On the contrary, reducing the minimum rear yard and special stream setback to allow single family construction is consistent with the purpose and intent of the LMR zone and the TOD district.*
- ii. *Special Stream Setback. The special stream setback was established to preserve the natural beauty and distinctive character of streams and to protect both public and private property from flood damage. The variance request would reduce the special stream setback; however, the applicant proposes to offset any impacts to the stream corridor and riparian environment by preserving existing deciduous and evergreen trees and enhancing both sites with new native trees, shrubs and ground covers. Since the current site conditions would be improved beyond existing conditions, the proposal would not adversely affect the aesthetic quality or character of the Griffin Creek environment.*
- iii. *Flood Damage Prevention. New construction in the SFHA is subject to floodplain development construction standards set forth in CPMC 8.24.250. Although the authorization of the variance would not be materially detrimental to the flood damage prevention construction standards in Chapter 8.24, there are concerns relative to site access via the legally non-conforming drive in the effective floodway. According to the FEMA Flood Insurance Study, flood water elevation is expected to range between 3.8 and 7.1 feet per second on the site with water depths up to 2.0 feet. A study of the flood benefits associated with replacement of the Taylor Road culvert over Griffin Creek with a free span bridge found reductions to floodway width at the project site comparable to 2005 flood conditions (Exhibit 4). According to the Public Works Department, the culvert replacement is identified in the City's 30-year Capital Improvement Program. Interim emergency egress recommended until the culvert replacement is completed as a precautionary safety measure. As conditioned, the applicant will be required to dedicate*

an emergency access easement along the easterly boundary of Parcels 1 and 2 of the Williams Partition sufficient to allow pedestrian evacuation if necessary (Exhibit 5).

- b. **Applicable Policies and Standards.** There are no polices or standards in the Comprehensive Plan Environmental Element that prohibit development in the SFHA, provided that such development is protected in accordance with the flood damage prevention provisions of CPMC 8.24. Authorization of the variance request would allow residential construction in the SFHA subject to CPMC 8.24 floodplain development standards consistent with the applicable policies and standards of the Comprehensive Plan and Central Point Municipal Code.*
- c. **Other Properties in the Same Zoning District or Vicinity.** The LMR zoning district establishes single family residential units as “permitted use.” Granting the variance request to reduce the rear yard and special stream setback as necessary to accommodate the minimum building envelope necessary to construct a single family dwelling on each lot is consistent with the LMR zone and existing uses in the vicinity of the project site.*

Conclusion 17.13.500(C)(1): *Complies as conditioned.*

- 2. A hardship to development exists which is peculiar to the lot size or shape, topography, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g. the same zoning district);

Finding 17.13.500(C)(2): *The basis of the variance request is a hardship caused by changes to the regulatory floodway in 2011 that expanded the special stream setback on both parcels. At the time of final plat approval, each lot had sufficient buildable area to allow the low density single family residential development intended in the LMR district. Unlike other properties in the vicinity, floodway revisions restrict development on the applicant’s parcels. These changes were beyond the control of the applicant.*

Conclusion 17.13.500(C)(2): *Complies as conditioned.*

- 3. The use proposed will be the same as permitted uses under this title and city standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land;

Finding 17.13.500(C)(2): *It is the applicant's intent to develop each parcel with a single family residence consistent with the “permitted uses” in the LMR zoning district. Authorization of this variance request will allow the applicant to enjoy reasonable economic use of the land consistent with the zoning code and existing uses in the vicinity by constructing two residences. As conditioned, site development shall comply with the flood damage prevention provisions of CPMC 8.24.*

Conclusion 17.13.500(C)(2): *Complies as conditioned.*

- 4. Existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks will not be adversely affected any more than would occur if the development occurred as specified by the subject code standard;

Finding 17.13.500(C)(2): *The project site consists of two vacant parcels adjacent to Griffin Creek. Existing vegetation includes ground cover and deciduous and evergreen trees. Unlike surrounding properties, non-native Himalayan blackberry plants do not occupy the stream bank or riparian area. The applicant is proposing to preserve the existing trees on the site and to enhance the riparian environment by planting additional native trees, shrubs and ground cover. As proposed, authorization of the variance*

would allow single family residential construction in a manner that preserves and restores natural resources on the site beyond what is normally required. These mitigation measures are sufficient to offset the impacts of the construction activities on Griffin Creek.

Conclusion 17.13.500(C)(2): *Consistent.*

5. The hardship is not self-imposed; and,

Finding 17.13.500(C)(2): *The project site consists of two legally created lots. Revision of the FEMA Flood Insurance Rate Map for Central Point modified the floodway and special stream setback impacts to the parcels. The site constraints enacted following final plat approval create a hardship that is beyond the applicant's control.*

Conclusion 17.13.500(C)(2): *Consistent.*

6. The variance request is the minimum variance that would alleviate the hardship.

Finding 17.13.500(C)(2): *The applicant is proposing to construct residences on Tax Lot 1801 and 1802 with a building footprint of 1,162 and 1,268 square feet respectively. As shown in the table below, the proposed building envelope for Tax Lot 1801 represents approximately a 76% reduction in the building area as compared pre-2011 site development potential. It is the minimum variance recommended to alleviate the hardship on this lot.*

Building Envelope	Tax Lot 1801 (Square Feet)	Difference (%)	Tax Lot 1802 (Square Feet)	Difference (%)
Original (2005)	2,250	N/A	865.5	N/A
Revised Floodway (2011)	541.8	-75.92	172	-80.13
Proposed (2015 Variance Request)	1,162	-48.36	1,268	46.50
Conditional (2015 Recommendation)	N/A	N/A	865.5	0

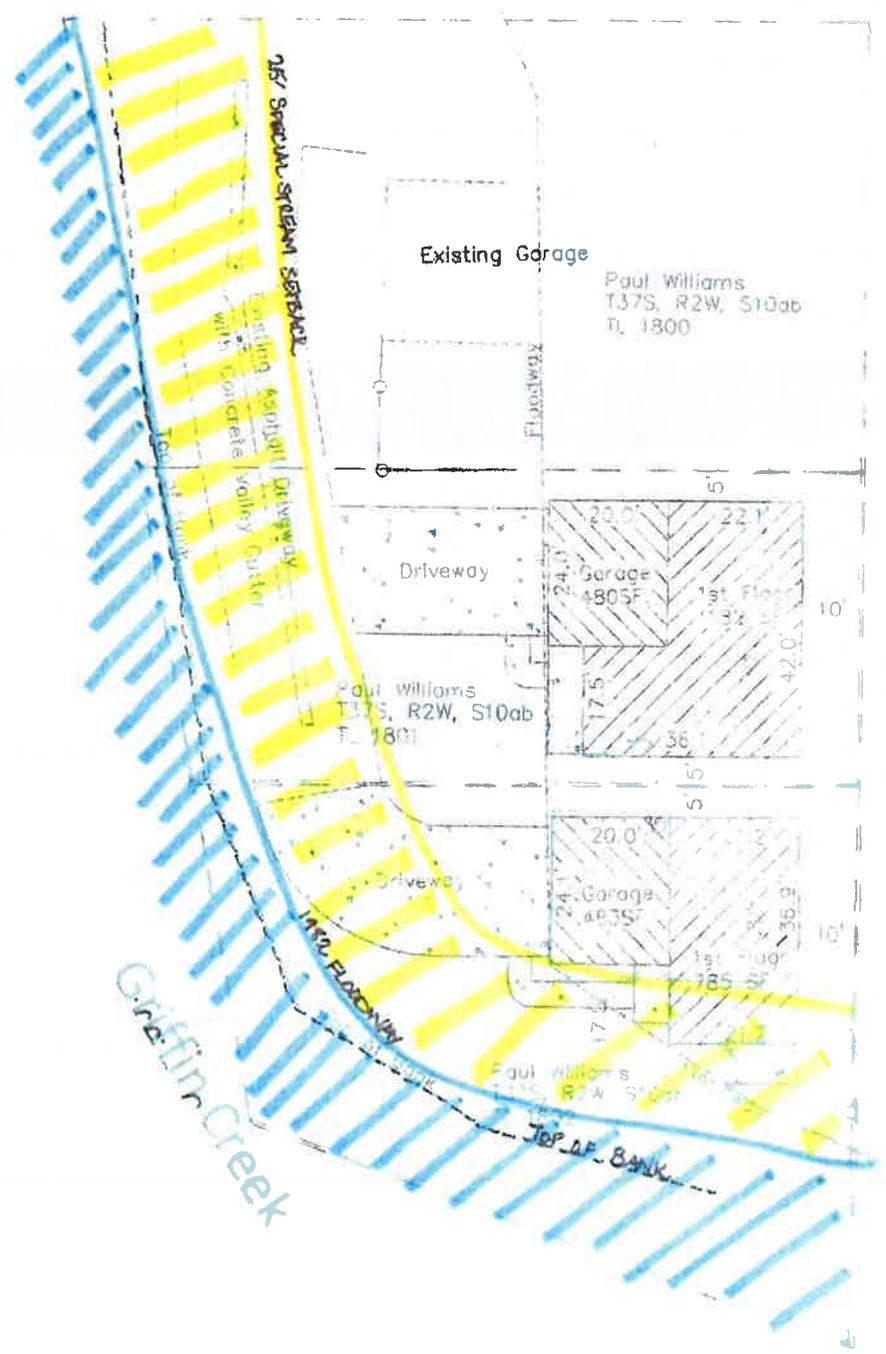
The proposed building envelope for Tax Lot 1802 represents a 46.5% increase in buildable area as compared to pre-2011 site development potential. There are sufficient house plans that would fit the original buildable envelope while respecting the effective floodway boundary. As conditioned, the minimum variance recommended to alleviate the hardship on Tax Lot 1802 is authorization to construct a single-family residence consistent with the original building envelope.

Conclusion 17.13.500(C)(2): *Complies as conditioned.*

PART 3 SUMMARY CONCLUSION

As evidenced in findings and conclusions, the Class C variance is consistent with applicable standards and criteria in the Central Point Municipal Code as conditioned.

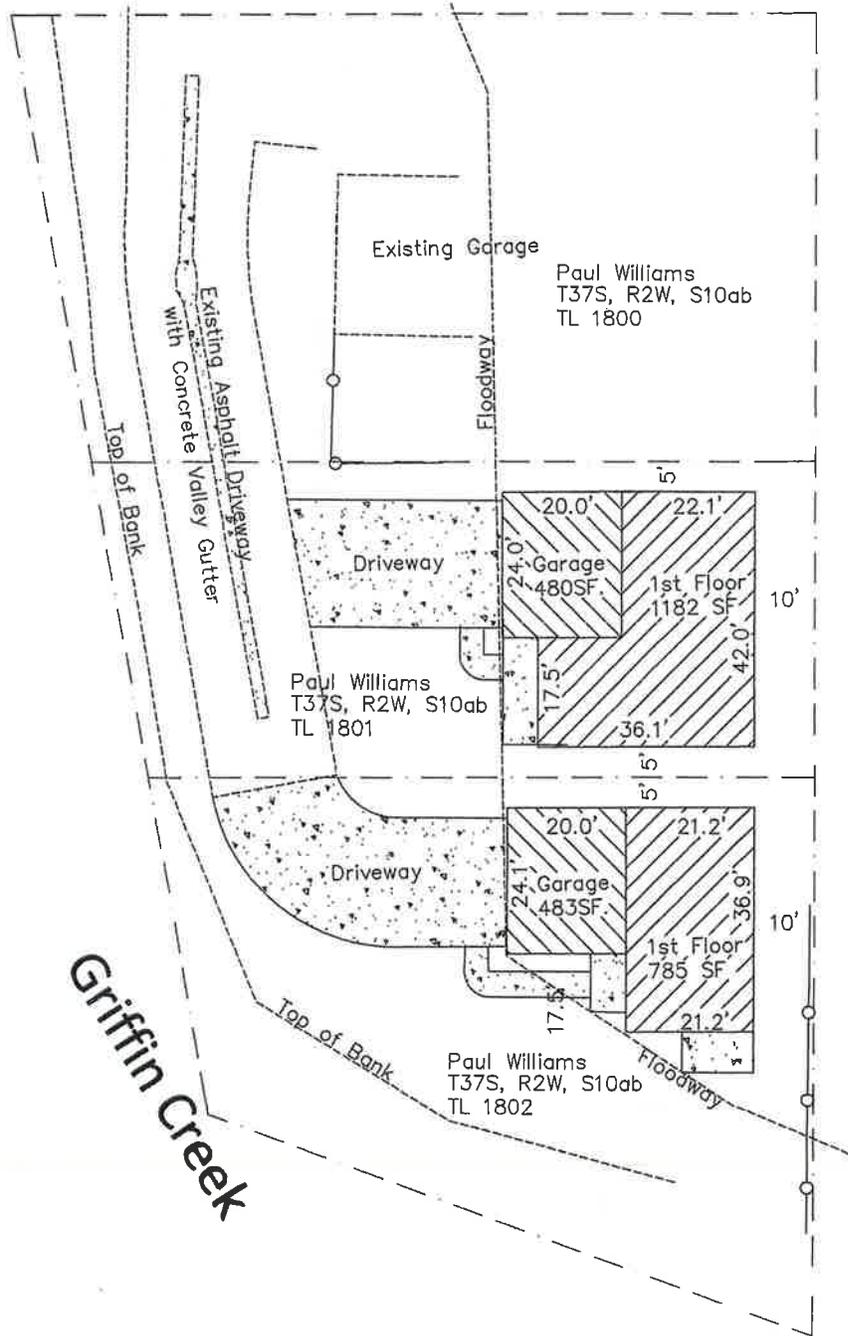
Taylor Road



Taylor Road



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Memorandum

Northwest Hydraulic Consultants
16300 Christensen Road, Suite 350
Seattle, WA 98188
206.241.6000
206.439.2420 (fax)

DATE: February 1, 2010
TO: Stephanie Holtey, CFM
COMPANY/AGENCY: City of Central Point, Oregon
FROM: Peter Brooks, P.E.
SUBJECT: Griffin Creek Floodway Mitigation

PROJECT: 21757

Introduction

Northwest Hydraulic Consultants (NHC) was retained by the City of Central Point to perform a hydraulic analysis on Griffin Creek between Taylor Avenue and West Pine Street. The objective is to evaluate the potential benefits; namely, a reduction in the FEMA regulatory floodway width, associated with increasing the size of the culvert openings at the West Pine Street and Taylor Avenue crossings of Griffin Creek.

Background

NHC previously completed a Flood Insurance Study (FIS) of Griffin Creek for the City of Central Point and the Federal Emergency Management Agency (FEMA). The results of this FIS were included as part of the Preliminary Jackson County Digital Flood Insurance Rate Map (DFIRM) which was released for public review in the summer of 2009 (FEMA 2009). Results on Griffin Creek, in the vicinity of Taylor Avenue and West Pine Street, indicate extensive flooding and overtopping of each of the roadways during the 100-year flood event. Furthermore, the FEMA encroachment analysis yielded broad floodway delineations extending into adjacent public and residential areas near each crossing, with widths ranging from 210 to 450 feet.

Hydraulic Analysis

To perform this analysis, NHC utilized the Griffin Creek HEC-RAS hydraulic model developed for the original FIS (this model has been reviewed and accepted by FEMA). The model was revised to replace the existing culvert structures at Taylor Avenue and West Pine Street (19-ft x 9-ft and 19-ft x 6-ft, concrete box culverts, respectively) with bridge structures. It was assumed the bridge deck for each structure would be located at the existing road grade on each side of the bridge, and the bridge deck would be 2-ft deep.

In addition to replacing the culverts with bridge structures, modifications were also made to the cross-section geometries immediately upstream and downstream of the crossings. First, cross-sections were widened 5 to 15 feet to account for bank re-grading that would likely occur if the bridges were installed. Figure 1a-b illustrates the cross-section modifications made at each crossing. Second, bed slopes were re-graded to remove accumulations of sediment upstream and scour holes downstream of the existing culverts. Were the bridges to be installed, the

existing channel would likely adjust to a more uniform gradient. Figure 2 illustrates channel re-grading made at each crossing.

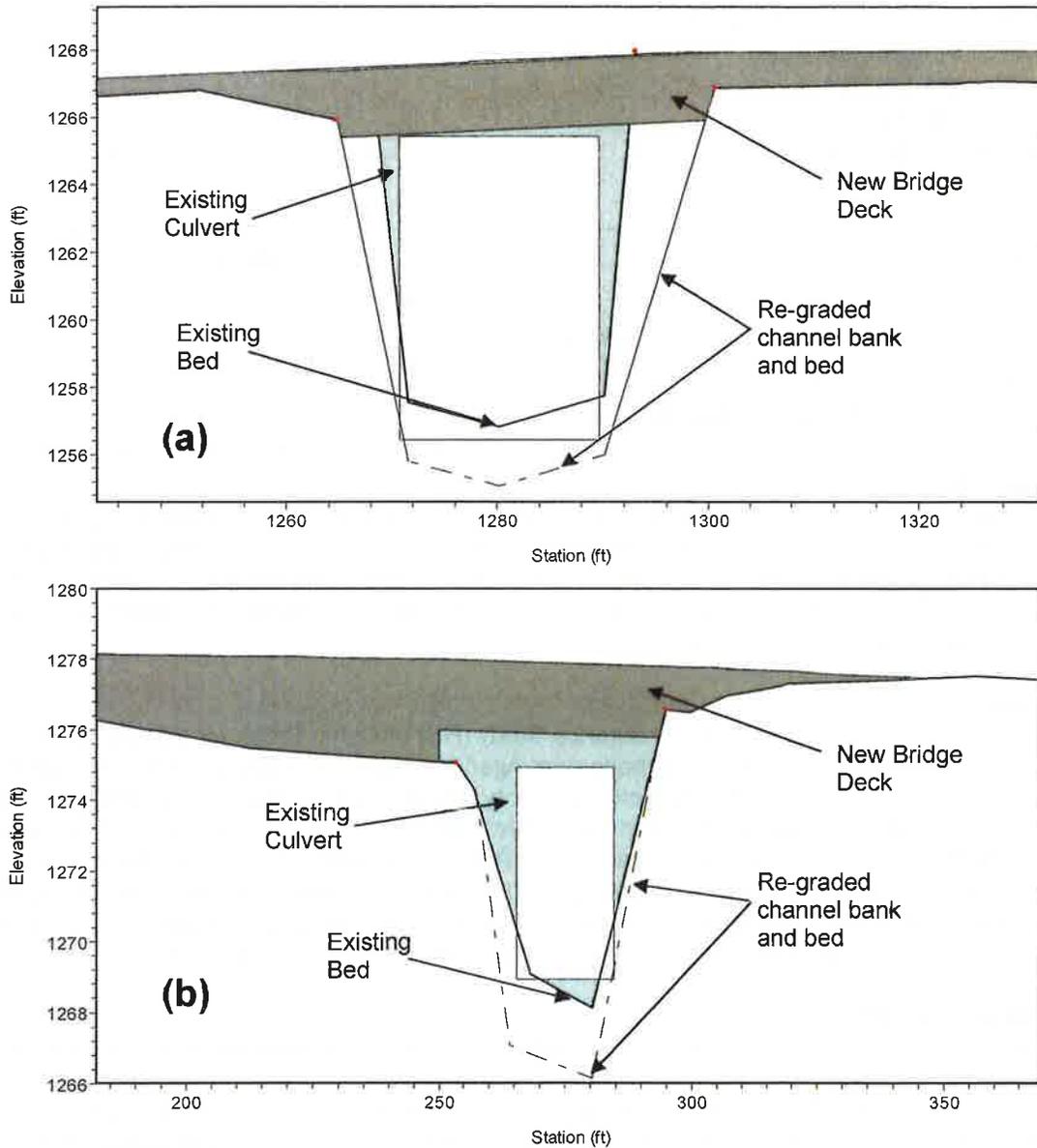


Figure 1. Bridge and cross-section modifications at (a) Taylor Avenue, and (b) West Pine Street.

Findings

Results of the hydraulic analysis indicate some improvement of flood conditions as a result of replacing the existing box culverts with bridge structures. With the added conveyance of the bridge structure, as well as channel revisions, maximum reductions in water surface elevations for the 100-year event, are seen to be approximately 0.7 feet at Taylor Avenue, and 0.9 feet at West Pine Street. Figure 2 compares the computed 100-year water surface profile for the existing (with culverts), and re-evaluated (with bridges) conditions.

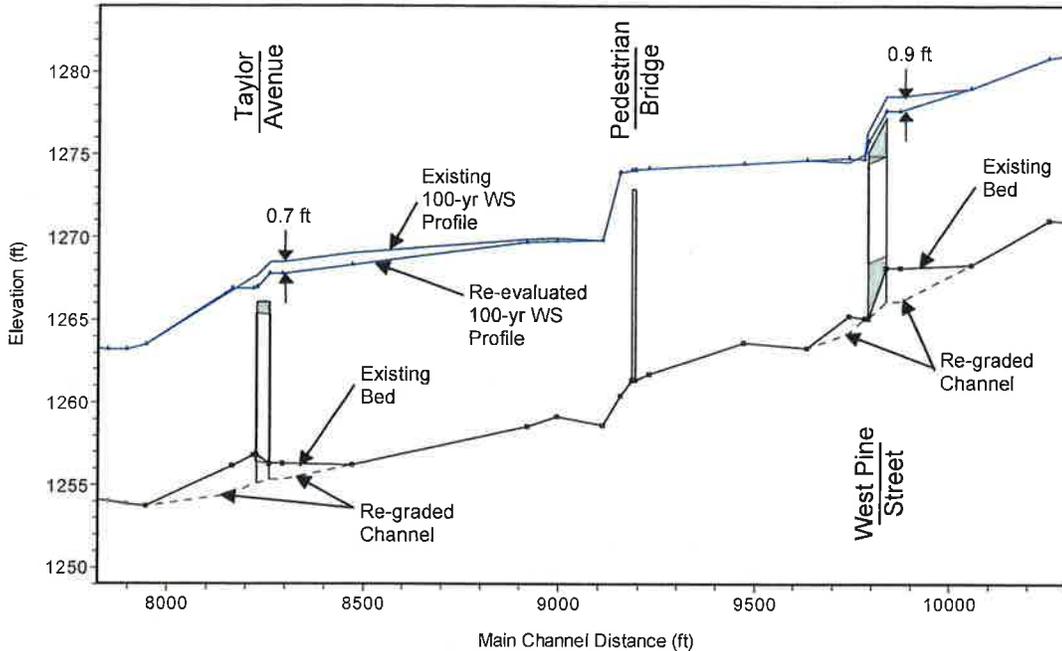


Figure 2. Comparison of computed 100-year water surface for existing and re-evaluated conditions.

A reduction in flood elevations continues upstream of Taylor Avenue for approximately 1,250 feet, but with decreasing magnitude further from the crossing. At West Pine Street, the decrease in flood elevation is isolated to only 200 feet upstream of the crossing. Regardless, the reduction in flood level does not result in a substantial reduction in floodplain extent near each of the crossings. As reported in FEMA (2009), much of the overbank 100-year flooding, primarily on the left bank, was determined to be shallow (< 1 ft), thus it was designated as Zone X. The only location where a measurable difference in flood extent occurs is on the right bank near the Taylor Avenue crossing, between cross-sections X and Z. Similarly, a 1.0 to 1.3 foot drop in the 500-year flood elevation does not result in significant change to the 500-year floodplain delineation. Figure 3 illustrates a comparison of the existing and re-evaluated 100-year floodplain.

The hydraulic analysis does result in improvement to the FEMA regulatory floodway at each crossing. The floodway width near Taylor Avenue is reduced from approximately 210 ft to 75 ft, effectively removing three to four residential structures from the delineation. At West Pine Street the floodway width is reduced from a maximum of approximately 460 ft to 170 ft, but only results in the removal of one apartment building complex (right bank) from the delineation. Figure 3 also illustrates a comparison of the existing and re-evaluated FEMA regulatory floodway.

Floodway width improvements downstream of West Pine Street are likely hampered by hydraulic conditions near the confluence with Daisy Creek and the existing pedestrian bridge, between cross-sections Z and AA. Currently, there appears to be a hydraulic constriction here that results in a significant rise in water surface elevation (see Figure 2). Removing or reducing this constriction may reduce flood extents and floodway widths. Therefore, we recommend additional analysis to determine the potential benefits of modifying the pedestrian bridge. Furthermore, upstream of West Pine Street the channel is observed to have a relatively steep slope and low banks. Both of these conditions contribute to why the floodway improvement at West Pine Street is limited to the immediate vicinity of the crossing.

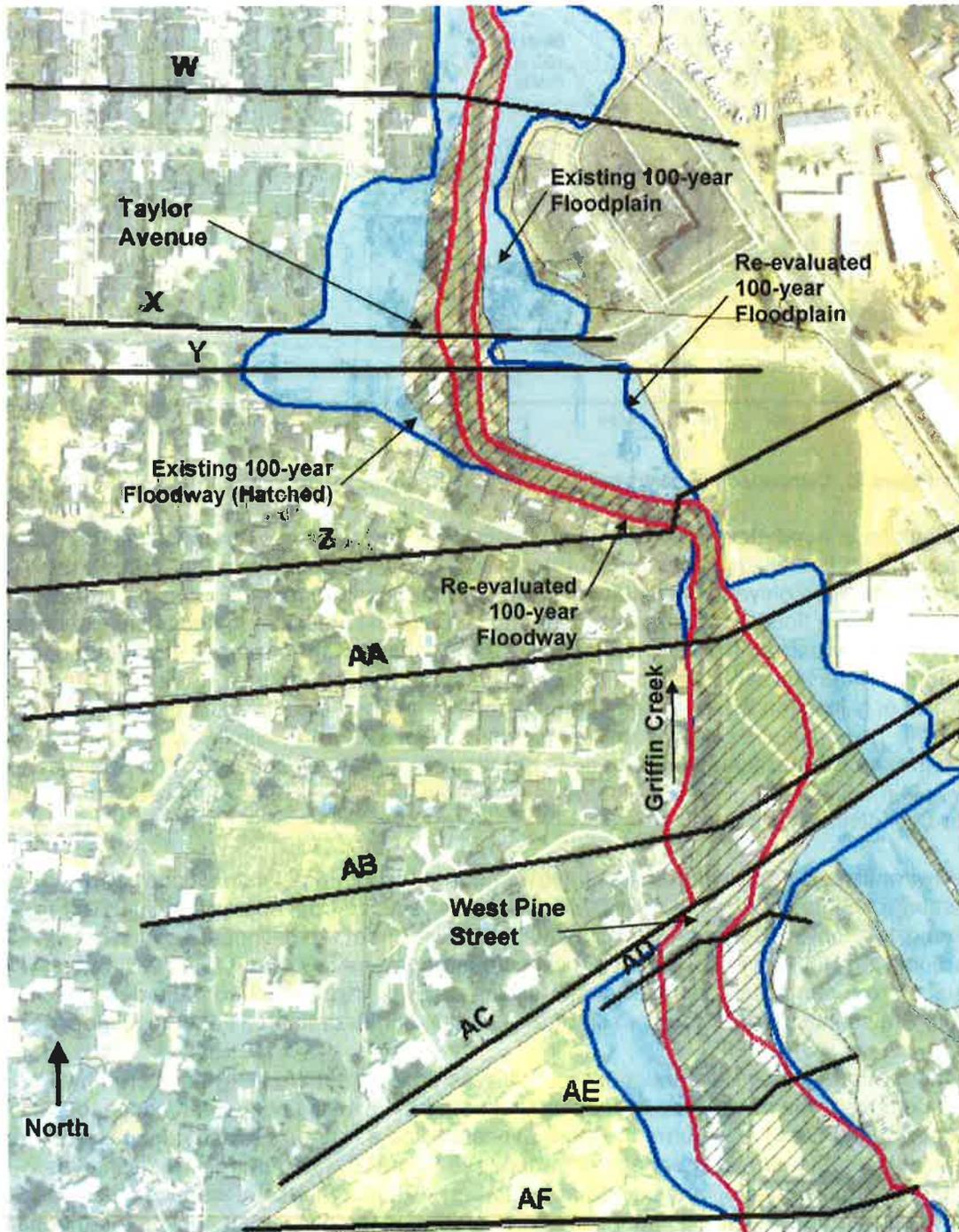


Figure 3. Comparison of existing and re-evaluated 100-year floodplain and floodway.

Conclusion

The hydraulic analysis considering the bridge replacements at Taylor Avenue and West Pine Street shows moderate reductions to flood levels and floodway widths, but only limited improvements to flood extents. Floodway improvements are more pronounced at Taylor Avenue than at West Pine Street; however, this is likely the result of downstream hydraulic controls rather than the bridge replacement itself. Future investigations are recommended to evaluate possible solutions to hydraulic limitations both upstream and downstream of the West Pine Street crossing, including modifications to the existing pedestrian bridge.

It should also be noted that any potential culvert replacements or other flood improvements in this reach would not have an impact on conditions downstream; namely, in the vicinity of the Twin Creeks development.

References

Federal Emergency Management Agency (FEMA). 2009. "Flood Insurance Study – Jackson County, Oregon and Incorporated Areas". Preliminary FIS Report released July 1.

PARTITION PLAT NO. 1-85-2005

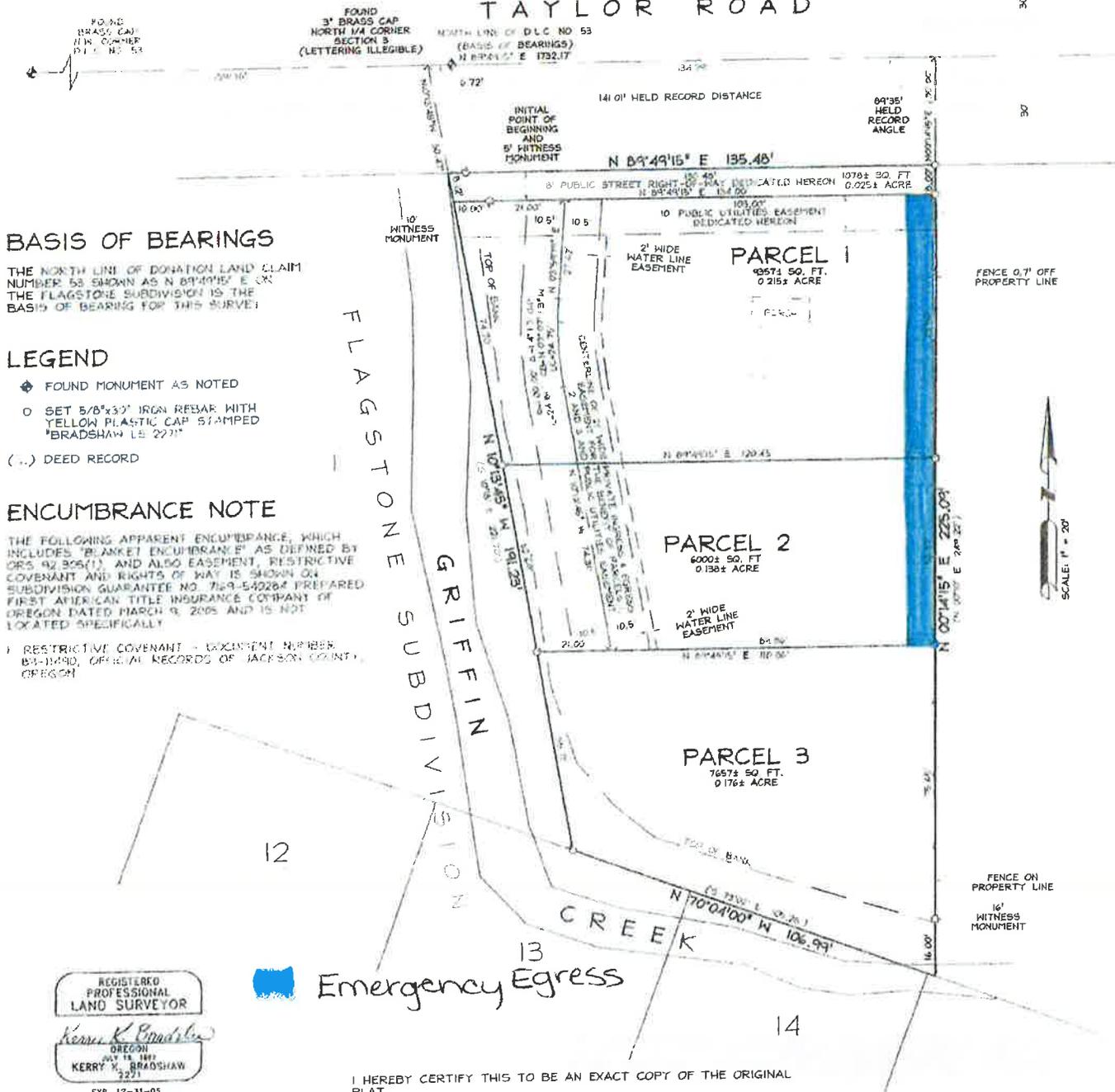
LOCATED IN THE NORTHEAST QUARTER OF SECTION 10, TOWNSHIP 37 SOUTH, RANGE 2 WEST, WILLAMETTE MERIDIAN CITY OF CENTRAL POINT, JACKSON COUNTY, OREGON



FOR PAUL WILLIAMS 1985 TAYLOR ROAD CENTRAL POINT, OREGON 97502 AUGUST 4, 2005

SURVEY BY: TIMBERLINE LAND SURVEYING INCORPORATED KERRY K. BRADSHAW L.S. 2271 P.O. BOX 3064 CENTRAL POINT OREGON 97502 (541)664-7810 CELL 944-6692

TAYLOR ROAD



BASIS OF BEARINGS THE NORTH LINE OF DONATION LAND CLAIM NUMBER 53 SHOWN AS N 89°49'15" E ON THE FLAGSTONE SUBDIVISION IS THE BASIS OF BEARING FOR THIS SURVEY

- LEGEND: FOUND MONUMENT AS NOTED, SET 5/8"x3/32" IRON REBAR WITH YELLOW PLASTIC CAP STAMPED 'BRADSHAW L.S. 2271', DEED RECORD

ENCUMBRANCE NOTE THE FOLLOWING APPARENT ENCUMBRANCE, WHICH INCLUDES 'BLANKET ENCUMBRANCE' AS DEFINED BY ORS 92.305(1), AND ALSO EASEMENT, RESTRICTIVE COVENANT AND RIGHTS OF WAY IS SHOWN ON SUBDIVISION GUARANTEE NO. 769-540284 PREPARED FIRST AMERICAN TITLE INSURANCE COMPANY OF OREGON DATED MARCH 9, 2005 AND IS NOT LOCATED SPECIFICALLY



I HEREBY CERTIFY THIS TO BE AN EXACT COPY OF THE ORIGINAL PLAT



STAFF REPORT

TO: City Council

FROM: Planning Department

DATE: 11/15/2017

SUBJECT: [Illegible]

PROJECT: [Illegible]

[Illegible text]

[Illegible text]

[Illegible text]

[Illegible text]

[Illegible text]

[Illegible text]

Consideration of the White Hawk Transit Oriented Development (TOD) master plan. The 18.91 acre project site is in the Eastside TOD district east of Gebhard Road and north of Beebe Road, and is identified on the Jackson County Assessor's Map as 37S 2W 02 Tax Lots 2700 and 2701. The project site is within the LMR—Low Mix Residential (2.69 acres) and MMR—Medium Mix Residential (16.22 acres) zoning districts



STAFF REPORT

September 1, 2015

AGENDA ITEMS: File No. 14004

Consideration of a Transit Oriented Development (TOD) preliminary master plan on 18.91 acres in the Eastside TOD district. The project site is located east of Gebhard Road and north of Beebe Road, and is identified on the Jackson County Assessor's Map as 37S 2W 02 Tax Lots 2700 and 2701. The project site is within the LMR—Low Mix Residential (2.69 acres) and MMR—Medium Mix Residential (16.22 acres) zoning districts. **Applicant:** People's Bank of Commerce; **Agent:** Tony Weller, CES|NW.

STAFF SOURCE:

Don Burt, Planning Manager
Stephanie Holtey, Community Planner II

BACKGROUND:

The Planning Commission considered the White Hawk Master Plan application at the July 7, 2015 meeting. At that time staff recommended the applicant complete Master Plan amendments as necessary to resolve major issues relative to environmental mitigation and transportation. The public hearing was opened and testimony given by the applicant and neighborhood residents. The public hearing was continued to September 1, 2015 as necessary for the applicant to submit amended exhibits to resolve the major issues identified in the staff report.

Amended Master Plan exhibits were submitted on August 24, 2015, including revisions to the Master Plan, findings, transportation exhibit and environmental documentation. Timing of the submittal relative to the Planning Commission meeting on September 1st precludes staff's ability to evaluate the revised submittal as necessary to make a recommendation. A 60-day time extension for the land use application deadline was requested by the applicant, which requires a final decision on the application at the October 6, 2015 meeting. To assure a complete evaluation of the updated exhibits and the opportunity for public testimony, staff recommends that the public hearing be opened to allow public testimony, if any, and continue the hearing until October 6th.

ATTACHMENTS:

Attachment "A" – Extension Letter

ACTION:

Consider the White Hawk Preliminary Master Plan application and Open the public hearing, receive testimony and continue the hearing to October 6, 2015 to allow staff sufficient time to evaluate the revised submittal per the July 7, 2015 Staff Report.

RECOMMENDATION:

Continue the public hearing for the White Hawk Preliminary Master Plan application to October 6, 2015 as necessary to update the Master Plan exhibits per the Staff Report dated July 7, 2015.



July 9, 2015

Mr. Don Burt AICP
Planning Manager
City of Central Point
140 S 3rd Street
Central Point, OR 97502

RE: WHITE HAWK MASTER PLAN (File No. 14015 and 14016)

Dear Mr. Burt:

Per our discussion earlier this week, we are requesting a 60-day time extension for the 120 day limit for the land use decision on this project. The reason for the extension is to allow the project team and staff time to respond to the Planning Commission's identification of the preferred Gebhard Road alignment and the other issues identified in the staff report for the July 7th, Planning Commission hearing.

The project team appreciates staff's efforts and assistance with this project. If you have any questions in this regard please do not hesitate to call.

Thank you for your assistance in this matter.

Sincerely,
CESNW, Inc.


Anthony R. Weller, P.E., P.L.S.
President

Cc: John Boyd, Peoples Bank
Bob Mayers, Peoples Bank
Ralph Tahrn

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CESNW, INC.
13190 SW 68TH PARKWAY, STE. 150, TIGARD, OR 97223
503.968.6655 TEL 503.968.2595 FAX WWW.CESNW.COM

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CEJRW

July 8, 2012

Mr. Don Barlow
Product Manager
City of Council Bluffs
100 S. 2nd Street
Council Bluffs, IA 52801

Re: WHITE HAWK MASTER PLAN (see No. 16613 and 2701)

Dear Mr. Barlow:

Per our discussion earlier this week, we are requesting a 60-day time extension for the 150 day final site plan decision on this project. The reason for the extension is to allow the project team and staff time to respond to the Planning Commission's identification of the proposed Gebhard Road alignment and the other issues identified in the staff report for the July 7th Planning Commission meeting.

The project team appreciates staff's efforts and assistance with this project. If you have any questions in the next several days, do not hesitate to call.

Thank you for your assistance in this matter.

Sincerely,
CEJRW, Inc.


Anthony H. York, P.E., V.P.
President

John Dwyer, Director
Bob Meyer, Project Manager
1818 1st Street

Consideration of the White Hawk Transit Oriented Development (TOD) master plan. The 18.91 acre project site is in the Eastside TOD district east of Gebhard Road and north of Beebe Road, and is identified on the Jackson County Assessor's Map as 37S 2W 02 Tax Lots 2700 and 2701. The project site is within the LMR—Low Mix Residential (2.69 acres) and MMR—Medium Mix Residential (16.22 acres) zoning districts



STAFF REPORT
September 1, 2015

AGENDA ITEMS: File No. 14016

Consideration of a Tentative Partition Plan to create three (3) parcels in the LMR—Low Mix Residential and MMR—Medium Mix Residential zoning districts within the Eastside Transit Oriented Development (TOD) District on property identified as 37 2W 02 Tax Lot 2700. **Applicant:** People's Bank of Commerce; **Agent:** Tony Weller, CES|NW.

STAFF SOURCE:

Don Burt, Planning Manager
Stephanie Holtey, Community Planner II

BACKGROUND:

The Planning Commission considered the White Hawk Tentative Partition application at the July 7, 2015 meeting. Since the proposed tentative plat is contingent on approval of the White Hawk Master Plan, the Planning Commission opened and continued the public hearing as necessary for the applicant to complete the required corrections to the Master Plan.

On a prior agenda item, it was recommended that the master plan supporting the proposed tentative partition plat be continued. It is appropriate to continue the tentative partition plat to allow additional time for corrections per comments on the Master Plan.

ACTION:

Consider the White Hawk Tentative Partition Plat application and continue the public hearing to October 6, 2015 to allow the applicant time to amend the tentative plat consistent with an approved master plan per the Staff Report dated July 7, 2015; or deny the application.

RECOMMENDATION:

Continue the public hearing for the White Hawk Tentative Partition Plat application to October 6, 2015 as necessary to update the tentative plat consistent with the White Hawk Master Plan.



START REPORT
September 1, 2015

AGENDA ITEM: 11.01.01

Consideration of a Resolution to amend the Comprehensive Plan and TSP to incorporate the Interchange Area Management Plans (IAMPs) for I-5 Exits 33 and 35. The Resolution is attached as an exhibit to the agenda. The Resolution is attached as an exhibit to the agenda. The Resolution is attached as an exhibit to the agenda.

STAFF SOURCE:

Community Development
Community Development Division

RECOMMENDATION:

The Planning Commission is recommended to approve the Resolution to amend the Comprehensive Plan and TSP to incorporate the Interchange Area Management Plans (IAMPs) for I-5 Exits 33 and 35. The Resolution is attached as an exhibit to the agenda. The Resolution is attached as an exhibit to the agenda.

To your knowledge, the Resolution is not in violation of any applicable laws, rules, or regulations. It is recommended that the Resolution be approved. It is recommended that the Resolution be approved. It is recommended that the Resolution be approved.

ACTION:

Consider the Resolution to amend the Comprehensive Plan and TSP to incorporate the Interchange Area Management Plans (IAMPs) for I-5 Exits 33 and 35. The Resolution is attached as an exhibit to the agenda. The Resolution is attached as an exhibit to the agenda.

RECOMMENDATION:

Consider the Resolution to amend the Comprehensive Plan and TSP to incorporate the Interchange Area Management Plans (IAMPs) for I-5 Exits 33 and 35. The Resolution is attached as an exhibit to the agenda. The Resolution is attached as an exhibit to the agenda.

Consideration of an Amendment to the Comprehensive Plan, Transportation System Plan (TSP) to incorporate the Interchange Area Management Plans (IAMPs) for I-5 Exits 33 and 35.



STAFF REPORT
September 1, 2015

AGENDA ITEM: File No. 15019

Consideration of an Amendment to the Comprehensive Plan, Transportation System Plan (TSP) to incorporate the Interchange Area Management Plans (IAMPs) for I-5 Exits 33 and 35. **Applicant:** City of Central Point.

STAFF SOURCE:

Tom Humphrey AICP , Community Development Director

BACKGROUND:

The adoption of the proposed Amendment would acknowledge collaborative transportation planning work done by the state to protect the operation of its interchanges at I-5 Exits 33 and 35. The City Council passed a Resolution (No. 1396) in May 2014 to approve the Seven Oaks Interchange Area Management Plan (IAMP-35) and direct staff to amend the TSP to include its projects, policies and development standards.

In the meantime the State completed the IAMP for I-5 Exit 33 at Pine Street and has asked that the City adopt it prior to being adopted by the Oregon Transportation Commission (OTC) later this year. Both IAMPs can be adopted by the City by formally amending the TSP which is part of the City's Comprehensive Plan. The amendment is not intended to be a wholesale change since the TSP was updated in December 2008. The IAMPs will be referenced in the TSP and selected goals, policies and project lists will be revised. It should be noted that once the TSP is amended some special conditions in the TOD District (Section 17.65.025.A) of the zoning code will be removed. The language was the self-imposed trip cap the City agreed to when it adopted the Eastside TOD. The Department of Land Conservation and Development (DLCD) and ODOT have both been notified of this amendment.

ISSUES:

Proposed amendments to the comprehensive plan, including urban growth boundary amendments, are categorized as either major or minor amendments as defined in Section 17.10.300. Staff has determined that this action is a Major amendment. Major amendments are legislative policy decisions that establish by law general policies and regulations for future land use decisions, such as revisions to the zoning and land division ordinance that have widespread and significant impact beyond the immediate area.

The IAMPs that are being incorporated by reference into the City's TSP are each predicated upon land use, population and employment assumptions that are established in land use, zoning and/or conceptual plans. The Management Strategies and Actions listed in the IAMPs are expected to be used by the City and are understood to be policies that the City will follow. You will note that some policy statements are being added or amended in Attachment A. There are also projects being added and/or amended in Tables 7.4 and 7.6 of the same attachment. Proposals for major revisions are processed as a Type IV procedure per Section 17.05.500. The final approval authority is the city council after review and recommendation by the planning commission.

A recommendation or a decision to approve or to deny an application for an amendment to the comprehensive plan is based on written findings and conclusions that address the following criteria:

- A. Approval of the request is consistent with the applicable statewide planning goals;
- B. Approval of the request is consistent with the Central Point comprehensive plan; and
- C. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule.

The development and preparation of the IAMPs for both interchanges used local land use plans and policies as the framework for projecting transportation demand and subsequent improvements to mitigate the impacts of that demand. Citizen involvement was invited and encouraged through the creation of a Project Focus Group made up of property owners, business managers, real estate and banking representatives.

FINDING: Pursuant to OAR 660-12-006(1)(a-c) and (2)(a-d), the amendment to the City’s acknowledged Comprehensive Plan and land use regulations is consistent with the identified function, capacity and levels of service of local and regional transportation facilities and with Oregon Statewide Planning Goals #1, #2 and #12 – Citizen Involvement, Land Use and Transportation respectively.

Central Point and Jackson County followed policies and procedure in their Urban Growth Boundary Management Agreement when providing ODOT with the land use assumptions used for IAMP 35. ODOT, Jackson County EXPO, RVCOG and DLCD were involved in formulating the land use assumptions for IAMP 33.

FINDING: Pursuant to ORS 197.040(2)(e) and OAR 660-030-0060, the City has coordinated its planning efforts with the State to assure compliance with goals and compatibility with City and County Comprehensive Plans and with OAR 660-12-0015 to assure consistency with the State and Regional TSP.

The development and preparation of the Interchange Area Management Plans (IAMPs) for both interchanges were collaborations between Central Point, Jackson County, RVCOG, ODOT and its consultants. In the case of Exit 33, a Technical Advisory Committee and a Project Focus Group were also formed.

FINDING: Pursuant to OAR 660-12, this amendment has been prepared in compliance with Oregon state adopted rules governing preparation and coordination of transportation system plans which are collectively referred to as the Transportation Planning Rule.

In an effort to assist Planning Commissioners in their review and recommendation to the City Council, staff has limited attachments to excerpts from the TSP chapters that should be amended (Attachment A) and the Planning Commission Resolution (Attachment B). Copies of one or both IAMPs are available upon request as well as the technical memoranda recommending code and plan amendments written by ODOT consultants. If there are members of the City Planning Commission who would like to review this information, we can provide web links, digital and hard copies for your use.

ATTACHMENTS:

-
- Attachment “A” – Recommended amendments to City of Central Point Transportation System Plan
 - Attachment “B” – Resolution No. 820, A Resolution Of The Planning Commission Forwarding A Favorable Recommendation To The City Council To Amend The Comprehensive Plan To Incorporate I-5 Exit 33 And 35 Iamps Into The Transportation System Plan

ACTION:

Open public hearing and consider the proposed amendment to the TSP, close public hearing and 1) recommend approval to the City Council ; 2) recommend approval with revisions; 3) recommend denial of the proposal.

RECOMMENDATION:

Recommend approval of the TSP Amendment to the City Council based upon findings of fact and Conclusions of Law in the staff report and resulting from the public hearing. A Planning Commission Resolution (No. 820) is included as Attachment C for the Commission's consideration.

PLAN COMPLIANCE

2.1. Introduction

The Transportation Planning Rule (TPR) requires that all local transportation system plans be consistent with the regional transportation system plan and adopted elements of the state transportation system plan¹. Local transportation system plans are also required to be coordinated with affected federal and state agencies, local governments, special districts, and private providers of transportation services. The purpose of this chapter is to verify coordination, and where appropriate, compliance with applicable transportation plans and programs and to address the consistency of this Transportation System Plan (TSP) with affected state, federal and local transportation plans and programs.

2.6. Other Plans

Over the course of the past **ten** years, the City ~~has~~ completed three significant transportation studies for Hwy. 99, East Pine Street, and the Twin Oaks Transit Oriented Development district. **The City has worked with ODOT more recently to complete Interchange Area Management Plans for I-5 Exits 33 and 35.** The findings and recommendations from these ~~two~~ plans have been reviewed and incorporated in this TSP. The following is a brief description of each study and its relationship to the TSP.

- 2.6.1. Highway 99 Corridor Plan** – This plan was prepared in 2005 for the purpose of identifying improvements to Hwy. 99 consistent with commercial revitalization of the Hwy. 99 corridor through Central Point. The findings and recommendations of the Highway 99 Corridor Plan have been incorporated in this TSP.
- 2.6.2. East Pine Street Transportation Plan** – This plan was prepared in 2004 by JRH Transportation Engineering. The purpose of this plan was to provide an assessment of the future transportation infrastructure of the East Pine Street corridor area to accommodate regional and local traffic growth. The plan forecast traffic growth through the year 2023 and recommended improvements necessary to maintain an acceptable level of service. The findings and recommendations of the East Pine Street Transportation Plan have been updated and incorporated in this TSP.
- 2.6.3. Central Point Transit Oriented Development Traffic Impact Study** – This study was completed in August 2000 by JRH Transportation Engineers to evaluate the traffic impacts of Central Points Transit Oriented District. The findings and recommendations have been incorporated in this Plan.
- 2.6.4. I-5 Interchange 33 (Central Point) Interchange Area Management Plan** – This plan was completed in June 2015 by David Evans and Associates to evaluate, maintain and improve freeway performance and safety at Central Point’s southern interchange, improving system efficiency and management before adding capacity. This document is being adopted by reference into the Central Point TSP.

¹ OAR 660-012-0015(3)(a)

- 2.6.5. I-5 Interchange 35 (Seven Oaks) Interchange Area Management Plan - This plan was completed in September 2013 by David Evans and Associates to evaluate, maintain and improve freeway performance and safety at Central Point's northern interchange, improving system efficiency and management before adding capacity. This document is being adopted by reference into the Central Point TSP.

2.7. Conclusion

The TSP as presented in this document is found to be consistent with all applicable federal, state, regional and local transportation plans. It is the City's intent, throughout the duration of this TSP, to continue monitoring and managing the TSP as necessary to maintain compliance with federal, state, regional, and local transportation system plans and changing transportation and land use needs.

Chapter 5

TRANSPORTATION MANAGEMENT

5.4. Access Management (AM)

5.4.1. Access Management Planning

In recognition of the value of access management, the City of Central Point has prepared access management plans and standards for its arterial and collector street system.

- **Access Management Plan for Front Street (Highway 99)/Pine Street.** This plan was prepared in 2003 to identify access management strategies for the section of Highway 99 generally defined as Front Street. The Plan also included the section of Pine Street from Haskell Street to First Street. Both short-term and long-term access strategies were developed. The findings and recommendations of the Access Management Plan for Front Street (Highway 99)/Pine Street Plan are incorporated in this TSP by reference.
- **Central Point Highway 99 Corridor Plan.** This plan was prepared in 2005 and addressed the land use and transportation needs of Highway 99 as a major transportation corridor. This plan differed from the 2003 Access Management Plan for Front Street (Highway 99)/Pine Street Plan only to the extent that its purpose was broader in scope, including roadway geometry options, bicycle and pedestrian systems, urban design solutions, etc. The access management recommendations in both plans are consistent for the section of Highway 99 referred to as Front Street. The findings and recommendations of the Central Point Highway 99 Corridor Plan are incorporated in this TSP by reference.
- **IAMP for I-5 Exit 33 (Central Point).** The plan was prepared in 2015 to identify improvements for I-5 Exit 33 that can be implemented over time to maximize the function of the existing interchange and address the long-term needs of the Central Point and Rogue Valley communities. The IAMP includes the Access Management Plan that includes access management techniques and objectives for the IAMP study area. The findings and recommendations of the Access Management Plan for IAMP 33 are incorporated in this TSP by reference.

5.6. Transportation Management Goals, Objectives and Policies

GOAL 5.1: TO MAXIMIZE, THROUGH TRANSPORTATION SYSTEM MANAGEMENT TECHNIQUES, THE EFFICIENCY, SAFETY, AND CAPACITY OF THE CITY'S EXISTING TRANSPORTATION FACILITIES AND SERVICES.

- Policy 5.1.1. The City shall make every effort to maintain mobility standards that result in a minimum level of service (LOS) "D." The City defines LOS D as the equivalent to a volume-capacity ratio of 0.9.*
- Policy 5.1.2. The City shall facilitate implementation of bus bays by RVTD on transit routes as a means of facilitating traffic flow during peak travel periods. The feasibility, location and design of bus bays shall be developed in consultation between the City and RVTD.*
- Policy 5.1.3. The City shall implement the TSM strategies presented in the IAMP for I-5 Exit 33 (Central Point).*

GOAL 5.2: TO EMPLOY ACCESS MANAGEMENT STRATEGIES TO ENSURE SAFE AND EFFICIENT ROADWAYS CONSISTENT WITH THEIR DESIGNATED FUNCTION.

- Policy 5.2.1. The City shall prepare, adopt, and maintain, either within the zoning ordinance or the Public Works Standards and Details manual, access management standards based on best practices.*
- Policy 5.2.2. The City shall implement the access management strategies presented in the Access Management Plan for Front Street (Highway 99)/Pine Street, ~~and~~ the Central Point Highway 99 Corridor Plan, I-5 Exit 35 IAMP and I-5 Exit 33 IAMP.*

Chapter 7

STREET SYSTEM, 2008-2030

7.1 INTRODUCTION

The City of Central Point's street system contains over sixty miles of roadways serving a variety of functions ranging from local streets, collectors and arterials providing a broad range of transportation services for the City's residential, commercial, and industrial needs. Within in this system there are thirty-five key intersections, which by the year 2030, these intersections and their related street segments will require both modernization and extension to accommodate the City's projected growth as discussed in Chapter 3. In anticipation of this growing demand the City has completed the ~~four~~ **seven** major traffic studies. These studies and their objectives are:

1. **Central Point Transit Oriented Development Traffic Impact Study**, JRH Engineers, Planners & Project Managers, August 1, 2000.
2. **Central Point Highway 99 Corridor Plan**, OTAK/DKS Associates, 2005.

3. **East Pine Street Transportation Plan**, Central Point, Oregon, JRH Transportation Engineering, July 2004. Most of the City's vacant land is served by E. Pine Street, a major arterial. The City recognizes the impact of development on the service level of E. Pine Street and commissioned a traffic study to evaluate future growth impacts and mitigation options.
4. **City of Central Point Transportation Plan, Existing & Future Conditions Technical Traffic Report**, JRH Transportation Engineering, June 30, 2007. In preparation of this TSP the City commissioned a more comprehensive traffic analysis that took into consideration prior findings of prior traffic studies.
5. **Gebhard Road Intersection, Traffic Impact Analysis**, JRH Transportation Engineering, June 2015. The information in this report confirms that construction of the Gebhard Road – East Pine Street intersection will not adversely affect traffic along East Pine Street between Hamrick Road and the Interstate 5 Ramps.
6. **I-5 Interchange 33 (Central Point) Interchange Area Management Plan**, David Evans and Associates, June 2015. The City recognizes the impact of development on the service level of ODOT's interchanges and is committed to working collaboratively with the state to protect and preserve its regional facilities. This document revisits the East Pine Street Transportation Plan from July 2004 using more current land use information resulting from the Regional Plan.
7. **I-5 Interchange 35 (Seven Oaks) Interchange Area Management Plan**, David Evans and Associates, September 2013. The City recognizes the impact of development on the service level of ODOT's interchanges and is committed to working collaboratively with the state to protect and preserve its regional facilities. This document uses more current land use information resulting from the Regional Plan and the creation of an Urban Reserve Area (URA) at Tolo.

7.4. Streets Goals, Objectives and Policies

GOAL 7.1: PROVIDE A COMPREHENSIVE STREET SYSTEM THAT SERVES THE PRESENT AND FUTURE MOBILITY AND TRAVEL NEEDS OF THE CENTRAL POINT URBAN AREA, INCLUDING PROVISIONS FOR BICYCLE AND PEDESTRIAN FACILITIES.

Policy 7.1.17. The City shall provide a minimum maintenance level for those street improvements that have received state financial assistance to assure the continued benefit of the street improvements to the state highway system and maximize the longevity of the capital investments.

Table 7.4 Transportation Projects, 2008-2030

Ref. No.	Project Location	Improv. Category	Project Description
236	East Pine Street; Bear Creek Bridge to Peninger Road	Pb <u>minor</u>	Widen for turn lanes, bike lanes, add sidewalks and third lane Widen to accommodate a third westbound through travel lane that will feed into the existing right-turn lane at I-5 northbound on-ramp. Add sidewalks where missing.
<u>256</u>	<u>East Pine Street between 9th Street and I-5 Southbound Ramp Terminal</u>	<u>b</u>	<u>Restripe eastbound travel lanes to improve bike lane transitions.</u>
220	Gebhard Rd.: UGB to Boebe Rd. East Pine Street and signalization of intersection at East Pine Street	uu	Realign, widen to 2 & 3 lanes, bike lanes, parking , sidewalks, urban upgrade and extend to East Pine Street and signalization (collector standards).

Table 7.6 City of Central Point Transportation Projects, 2008-2030

Ref. No.	Project Location	Improv. Category	Project Description
916	I-5 & E. Pine St., SB Off-Ramp <u>Southbound Ramp Terminal</u>	major	Extend and channelize southbound off-ramp <u>Add second westbound left-turn lane on E. Pine St. and a second receiving lane on the southbound on ramp.</u>
917	I-5 Central Point Interchange (Exit 33)	major	Interchange reconfiguration.
<u>9178</u>	I-5 & E. Pine St. NB Northbound Ramp <u>Terminal</u>	major	Northbound off-ramp & eastbound capacity improvements
<u>918</u>	<u>E. Pine St. south side between ramp terminals</u>	<u>p</u>	<u>Add 5-to 6-ft. sidewalk.</u>

PLANNING COMMISSION RESOLUTION NO. 820

A RESOLUTION OF THE PLANNING COMMISSION FORWARDING A FAVORABLE RECOMMENDATION TO THE CITY COUNCIL TO AMEND THE COMPREHENSIVE PLAN TO INCORPORATE I-5 EXIT 33 AND 35 IAMPS INTO THE TRANSPORTATION SYSTEM PLAN

(File No: 15019)

WHEREAS, on September 1, 2015 the Planning Commissions of the City of Central Point held a duly-noticed public hearing, reviewed, staff reports, findings of fact and heard public testimony on a Major Adjustment to the Central Point Comprehensive Plan, Transportation System Plan; and

WHEREAS, the Planning Commissions determined that the revisions as proposed were in the public interest and that the general welfare of the public will benefit by the proposed revisions; and

WHEREAS, after reviewing the requested proposal and considering public testimony it is the determination of the Central Point Planning Commission that the proposed amendment as set forth in attached Exhibit "A" dated September 1, 2015 are adjustments that do not alter, or otherwise modify the uses and character of development and land use within the City of Central Point, and is therefore determined to be consistent with all of the goals, objectives, and policies of the City's Comprehensive Plan and State Planning Goals.

NOW, THEREFORE, BE IT RESOLVED that the City of Central Point Planning Commission by Resolution No. 820 does hereby accept, and forward to the City Council a recommendation that the City Council favorably consider amending the City of Central Point Comprehensive Plan, Transportation System Plan (TSP) as set forth in the attached Exhibit "A".

PASSED by the Planning Commission and signed by me in authentication of its passage this 1st day of September, 2015.

Planning Commission Chair

ATTEST:

City Representative

Approved by me this 1st day of September, 2015.

Planning Commission Chair

Planning Commission Resolution No. 820 (9/1/2015)

035