

**Central Point
City Hall
541-664-3321**

City Council

Mayor
Hank Williams

Ward I
Bruce Dinger

Ward II
Michael Quilty

Ward III
Brandon Thueson

Ward IV
Tanea Browning

At Large
Rob Hernandez
Kelly Geiger

Administration
Chris Clayton, City
Manager
Deanna Casey, City
Recorder

**Community
Development**
Tom Humphrey,
Director

Finance
Steven Weber,
Director

Human Resources
Elizabeth Simas,
Director

**Parks and Public
Works**
Matt Samitore,
Director

Police
Kris Allison Chief

**CITY OF CENTRAL POINT
City Council Meeting Agenda
April 12, 2018**

Next Res. 1533
Next Ord. 2044

I. REGULAR MEETING CALLED TO ORDER – 7:00 P.M.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

IV. SPECIAL PRESENTATIONS

A. Fire District No. 3 Annual Report

V. PUBLIC APPEARANCES – *Comments will be limited to 3 minutes per individual or 5 minutes if representing a group or organization.*

VI. CONSENT AGENDA

Page 4 - 9 A. Approval of March 22, 2018 City Council Minutes
10 B. Approval to Cancel May 10, 2018 Council Meeting

VII. ITEMS REMOVED FROM CONSENT AGENDA

VIII. PUBLIC HEARING, ORDINANCES, AND RESOLUTIONS

12 - 17 A. Second Reading, Ordinance No. _____, An Ordinance Amending the Central Point Municipal Code Creating Chapter 2.05 Rules of Conduct at City Meetings (Dreyer)

IX. PUBLIC HEARING

19 - 93 A. Public Hearing - Resolution No. _____, A Resolution Approving a Conceptual Land Use and Transportation Plan for CP – 5/6, An Urban Area of the City of Central Point, Oregon (Humphrey)

X. BUSINESS

- 95 A. Planning Commission Report (Humphrey)
- 97 - 102 B. Update on Public Works Corporation Facility (Samitore)

XI. MAYOR'S REPORT

XII. CITY MANAGER'S REPORT

XIII. COUNCIL REPORTS

XIV. DEPARTMENT REPORTS

XV. EXECUTIVE SESSION

The City Council may adjourn to executive session under the provisions of ORS 192.660. Under the provisions of the Oregon Public Meetings Law, the proceedings of an executive session are not for publication or broadcast.

XVI. ADJOURNMENT

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

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

Consent Agenda

**CITY OF CENTRAL POINT
City Council Meeting Minutes
March 22, 2018**

I. REGULAR MEETING CALLED TO ORDER

Mayor Williams called the meeting to order at 7:00 p.m.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL: Mayor: Hank Williams
Council Members: Allen Broderick, Bruce Dingler, Brandon Thueson, Tanea Browning, Rob Hernandez, and Mike Quilty were present. Kelly Geiger was absent.

City Manager Chris Clayton; City Attorney Sydnee Dreyer; Police Chief Kris Allison; Community Development Director Tom Humphrey; Parks and Public Works Director Matt Samitore; and City Recorder Deanna Casey were also present.

IV. PUBLIC APPEARANCES - None

V. CONSENT AGENDA

- A. Approval of March 8, 2018 City Council Minutes
- B. Approval of 2018 Surplus List

Tanea Browning explained that her report should reflect that the Hard Hat Hello was for Pear Valley Assisted Living Community, not apartments. Chris Clayton explained that an updated surplus list was handed out tonight. The School District has asked for a few of the items.

Mike Quilty moved to approve the Consent Agenda with the recommended changes. Brandon Thueson seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Rob Hernandez, yes; and Mike Quilty, yes. Motion approved.

VI. ITEMS REMOVED FROM CONSENT AGENDA - None

VII. PUBLIC HEARINGS

- A. **Public Hearing – Resolution No. 1531, A Resolution of the City of Central Point Approving a 2017/2019 Supplemental Budget for Funding the Beebe-Hamrick Signal Design**

Parks and Public Works Director Matt Samitore reviewed the recommendation forwarded by the Citizens Advisory Committee (CAC) after a public meeting was held with the citizens on the east side of Central Point. The CAC recommended that the Council proceed with plans for a traffic signal for the intersection of

Hamrick and Beebe Roads. There are three subdivisions in the works which will increase the side street traffic and that possible new growth along Pine/Biddle will limit left turns out from Meadowbrook. Staff is confident that one of three subdivisions will begin construction soon and would like to start the process of installing a traffic signal. Once the design is finished we can hold onto the project until the development warrants the signal.

Finance Director Steven Weber explained that ORS allows for changes to a budget when unanticipated events occur. The proposed resolution is to fund engineering and design of the signal. The City anticipates the engineering to cost \$50,000 to \$100,000 depending on right-of-way acquisition.

Mayor Williams opened the public hearing, no one came forward and the public hearing was closed.

Brandon Thueson moved to approve Resolution No. 1531, A Resolution of the City of Central Point Approving a 2017/2019 Supplemental Budget for Funding the Beebe-Hamrick Signal Design. Mike Quilty seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Rob Hernandez, yes; and Mike Quilty, yes. Motion approved.

VIII. ORDINANCES AND RESOLUTIONS

A. Resolution No. 1532, Authorizing the City Manager to Negotiate for and Execute a Professional Services Agreement with ORW Architecture for the Purpose of Designing City Council Chamber Upgrades

City Manager Chris Clayton stated that over the past several years the city has made some technology related upgrades to the audio/video components in the Council Chambers. The next set of suggested improvements involves a redesign and update of the council dais. Some of the changes will include additional seating for Council and staff, council video viewing options, and accessibility improvements. We have only spent a little over 5% of the facilities budget of \$100,000.

The State gives us authority to do a direct appointment because the project will not exceed \$100,000. Prior to signing any agreement we will make sure ORW is aware that they cannot exceed that amount.

There was discussion regarding why the city chose ORW for this project. Mr. Clayton stated that the city has worked with ORW on other projects and found that they do good work and are easy to work with.

Mike Quilty moved to approve Resolution No. 1532, Authorizing the City Manager to Negotiate for and Execute a Professional Services Agreement with ORW Architecture for the Purpose of Designing City Council Chamber Upgrades. Rob Hernandez seconded. Roll call: Hank Williams, yes; Bruce

Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Rob Hernandez, yes; and Mike Quilty, yes. Motion approved.

B. First Reading of an Ordinance Amending the Central Point Municipal Code Creating Chapter 2.05 Rules of Conduct at City Meetings

City Attorney Sydnee Dreyer explained that when the council approved the Council rules and procedures, they also approved a section about disruption at a city meeting. Part of those rules state that a person could be removed from a meeting for disruptive behavior. If the Council ejected a person or excluded them from returning that person would have the right to appeal the Council's decision. The proposed ordinance outlines the procedure for appeal of the council decision. The City Manager will contract with a hearings officer for just such an occasion.

Mr. Clayton stated that there are other references in the Municipal Code where a hearing officer could be used. If the Council approves the Ordinance the City will work an agreement with someone to hear those appeals.

Michael Quilty moved to second reading an Ordinance Amending the Central Point Municipal Code Creating Chapter 2.05 Rules of Conduct at City Meetings. Bruce Dingler seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Rob Hernandez, yes; and Mike Quilty, yes. Motion approved.

IX. BUSINESS

A. Request to Increase Red, White and Boom Sponsorship

Council Member Tanea Browning stated "I will respectfully recuse myself from this agenda item. As the Executive Director of your Central Point Chamber of Commerce, which has its own need for financial support, and there is a potential conflict of interest. It would be best for me to step away from the discussion for this agenda item".

Mr. Samitore explained that the City of Central Point has been the title sponsor for the Red, White and Boom Fireworks show for the past six years. The sponsorship of \$16,500 has not increased during those six year's. Medford/Jackson County Chamber of Commerce has told us that the city funds go towards the fireworks show. This year they have requested an additional \$3,500 to help cover the cost of renting the fairgrounds and increased fireworks cost. The Chamber has put together a variety of advertising and branding strategies including permanent labeling on the webpage and on several digital advertising screens inside the amphitheater. In addition, the City logo will be on all banners and printed material.

The total tourism promotion budget authority for the 2017-2019 fiscal cycle is \$220,000 of which only 38.9% has been spent. A potential increase to the city's sponsorship of Red, White and Boom will not require a supplemental budget

action. Sponsorship of the Red, White and Boom event helps fulfill Goal 2 of the Council Goals and Strategic Plan – Build City Pride and Positive Image.

There was discussion about the tension between the Expo and the Medford/Jackson County Chamber. Mr. Clayton is confident that they will work things out for this year, but changes may be in the works for the future. The City of Medford supports the Red, White and Boom at the Expo because fireworks are not allowed in Medford city limits. The City of Central Point has been supportive of the event and would like to see it continue.

Mayor Williams asked if anyone from the audience would like to speak on this subject.

John Whiting, Pheasant Way Resident and Planning Commissioner
Mr. Whiting stated that he is in favor of continuing the Red, White and Boom celebration. During the show they have people in their neighborhood to watch the fireworks. It is a great event for Central Point to sponsor.

Brandon Thueson moved to authorize the City Manager to spend an additional \$3,500 on the title sponsorship for Red, White and Boom 2018. Rob Hernandez seconded. Roll call: Hank Williams, yes; Bruce Dinger, yes; Brandon Thueson, yes; Rob Hernandez, yes; and Mike Quilty, yes. Motion approved. Tanea Browning was recused and returned to the Dias.

X. MAYOR'S REPORT

Mayor Williams reported that he:

- Attended the Medford Water Commission meeting.
- Attended the Study Session on Monday night.
- Attended the Cheese Festival. It was very crowded when he was there on Saturday. They desperately need to have a larger venue.
- Attended the Fair Board meeting where they discussed the issues with Red, White and Boom. He asked the City Manager to purchase a table for the City at the Friends of the Fair Foundation Event.
- Attended the Medford Chamber Forum.
- Attended the Central Point Greeters.

XI. CITY MANAGER'S REPORT

City Manager Chris Clayton reported that:

- The state will be requiring third party vendors such as VRBO to be responsible for paying transient taxes to jurisdictions.
- He will be attending a Public Managers meeting on Monday to discuss care for the homeless population. Medford would like to add a staff person to work with the homeless and they are asking other jurisdictions to help pay for the position.

- 1210 Freeman Road was boarded up today after the fire made the structure uninhabitable. The Fire District is still doing an investigation into the cause of the fire.
- LS Networks have been working in the right of ways hanging wire in some parts of town.
- The County bulk water station will be open on Monday. We have reached out and volunteered as a back-up station if one is needed.
- Chief Allison has been working with the Grant Family regarding large marijuana grows just outside our Urban Growth Boundaries. We are trying to assist the family in mitigating the impacts to their family home.
- Staff has been meeting with the County regarding a corporation yard to be located on Airport Property.
- Two trees were removed on the north side of city hall because the roots were disrupting the parking spots. They will be replaced when the weather gets better.

Council Member Mike Quilty stated that there are state funds available to help with marijuana related issues. The County should be able to apply to the State of Oregon for enforcement assistance.

XII. COUNCIL REPORTS

Council Member Tanea Browning reported that:

- She attended the Central Point Community Center Adhoc Committee meeting.
- She attended the Fire District No. 3 Board meeting. There was one fire in February and seven structure fires in the last nine days in Central Point. That count does not include the two we had this week. They received their annual report which the Fire Chief will present to the Council at a later date.
- She attended the Study Session on Monday.
- She attended the Cheese Festival on Sunday it was not as busy that day.
- She rode RVTB with her son today for spring break. It was a great community moment running into volunteers from the library and students from Crater. She recommends we have a study session that consists of riding RVTB.
- Greeters was well attended at Dr. Ravassipour's office, they will be hosting the Chamber Mixer on April 11th. She hopes to see several Council members there.
- April Greeters will be at Mercy Flights on the third Tuesday of the month.

Council Member Bruce Dingler reported that he attended the Study Session.

Council Member Rob Hernandez reported that:

- He attended the Medford Chamber Forum lunch
- He attended the Central Point Community Center Adhoc Committee meeting.
- He attended the Oregon Cheese Festival. It was very crowded but is a great event for Central Point.
- He attended the Study Session on Monday.

Council Member Brandon Thueson reported that he attended the Study Session on Monday night. The line delineators for Hamrick/Pine intersection seem to be helping to keep traffic moving through the intersection.

Council Member Michael Quilty reported that:

- He attended an ODOT Transportation Policy Group meeting in Salem on March 9th.
- He attended the N.W. Transportation Conference in Corvallis.
- He attended the Central Point Community Center Adhoc Committee meeting.
- He attended the Cheese Festival.
- On March 19th he attended the Council Study Session.
- He just returned from Salem today where he attended an LOC Transportation Committee meeting.

XII. DEPARTMENT REPORTS

Parks and Public Works Director Matt Samitore reported that:

- He attended several meetings regarding Country Crossings. They are working on plans to get the pedestrians to the event safely. People will be walking close to a mile to get to and from the event this year. Local representatives are not happy with the event coordinators who decided not to provide parking.
- He attended a meeting with TYLN regarding the twin creeks crossing. Crews are currently trying to locate Century Link lines that go through the area.
- He has been attending development meetings this week. He updated on several building plans that are being discussed.

Captain Dave Croft reported that the Police Department was busy last weekend with the Cheese Festival, Shamrock Run and two memorial services.

XIII. EXECUTIVE SESSION - None

XIV. ADJOURNMENT

Rob Hernandez moved to adjourn, Bruce Dingler seconded, all said "aye" and the Council Meeting was adjourned at 8:07 p.m.

The foregoing minutes of the March 22, 2018, Council meeting were approved by the City Council at its meeting of April 12, 2018.

Dated:

Mayor Hank Williams

ATTEST:

City Recorder



City of Central Point
Staff Report to Council

ISSUE SUMMARY

MEETING DATE: April 12, 2018	STAFF MEMBER: Chris Clayton
SUBJECT: Meeting Cancellation	DEPARTMENT: Administration
ACTION REQUIRED: <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Ordinance 1 st Reading <input type="checkbox"/> Ordinance 2 nd Reading <input type="checkbox"/> Resolution <input type="checkbox"/> Information/Direction <input checked="" type="checkbox"/> Consent Agenda Item <input type="checkbox"/> Other	RECOMMENDATION: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not applicable Comments:

BACKGROUND INFORMATION:

Council has a light schedule for the month of May. Staff would like to recommend cancelling the May 10, 2018 City Council meeting.

Recommended Meeting schedule for May:

- May 21, Study Session at 6:00 p.m.
- May 24, Council Meeting at 7:00 p.m.

RECOMMENDED MOTION:

Approve Consent Agenda as presented.

Ordinance

Creating Chapter 2.05 Rules of Conduct at City Meetings



City of Central Point
Staff Report to Council

ISSUE SUMMARY

MEETING DATE: April 12, 2018	STAFF MEMBER: Sydnee Dreyer
SUBJECT: Amendment to CPMC Adding Chapter 2.05	DEPARTMENT: City Attorney
ACTION REQUIRED: <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Ordinance 1 st Reading <input checked="" type="checkbox"/> Ordinance 2 nd Reading <input type="checkbox"/> Resolution <input type="checkbox"/> Information/Direction <input type="checkbox"/> Consent Agenda Item <input type="checkbox"/> Other	RECOMMENDATION: <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not applicable Comments: Adding provisions to the municipal code to allow the City to use powers of ejection and/or exclusion to maintain decorum at public meetings.

BACKGROUND INFORMATION:

Though not a regular occurrence, the council requested staff provide further tools to manage difficult people or crowds at public meetings. Such rules were adopted, in part, within the Council rules of procedure, and Council directed that such rules be incorporated into the Municipal Code and be available for all City boards and commissions.

FINANCIAL ANALYSIS:

None.

LEGAL ANALYSIS:

Disruptive people can be removed from public meetings. However, the person must actually be disrupting the meeting. For example, individuals who refuse to sit down when their allotted speaking time has ended can be removed from a public meeting; persons who interrupt a meeting by repeatedly shouting out and yelling can be removed; and even individuals located in a different room than an actual public meeting who are protesting so loudly that it interferes with the meeting can be removed from the area. However, merely rolling ones eyes, sighing repeatedly, shaking one's head, is likely not an actual interference with the meeting.

Similarly, a person cannot be removed due to a symbolic gesture such as giving a Nazi salute, which though offensive to may not lead to ejection unless the symbolic gesture interrupts the meeting. The right to eject someone from a meeting, includes audience members. Hence audience members cannot be removed simply for wearing offensive clothing, unless that clothing interrupts the meeting. However, the City can adopt restrictions against carrying signs in meetings

which is not content based.

The right to eject a person from a meeting may be based on disruptive behavior. In contrast, an order to exclude a person from future meetings for a designated period of time is subject to a higher level of scrutiny and may only be ordered upon evidence that the person poses a threat to public safety.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

None.

STAFF RECOMMENDATION:

Move to approve Ordinance.

RECOMMENDED MOTION:

I move to approve Ordinance No. _____ an Ordinance Amending the Central Point Municipal Code to Include Chapter 2.05 Regarding Rules of Conduct at City Meetings _____

ATTACHMENTS:

Ordinance No. _____.

ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE CENTRAL POINT MUNICIPAL CODE CREATING
CHAPTER 2.05 RULES OF CONDUCT AT CITY MEETINGS**

RECITALS:

- A. Pursuant to CPMC, Chapter 1.01.040, the City Council, may from time to time make revisions to its municipal code which shall become part of the overall document and citation.
- B. Upon review, the staff and City Attorney for the City of Central Point determined that amendments to the Central Point Municipal Code are necessary to ensure the City can preserve order and decorum at City meetings, and provide for due process for a person who may be subject to an exclusion order.
- C. Words ~~lined through~~ are to be deleted and words **in bold** are added.

THE PEOPLE OF THE CITY OF CENTRAL POINT DO ORDAIN AS FOLLOWS:

SECTION 1. The Central Point Municipal Code is hereby amended to add Chapter 2.05 Rules of Conduct at City Meetings, to read as follows.

**Chapter 2.05
Rules of Conduct at City Meetings**

2.05.010 Purpose

2.05.020 Ejection from meetings

2.05.030 Exclusion from meetings

2.05.010 Purpose.

A. To preserve order and decorum, the presiding officer or designee may direct that any person who disrupts any Council or Commission meeting, or any person who engages in dangerous or threatening behavior, after first having been warned to cease and desist from such disruption or dangerous or threatening behavior, be ejected or excluded from Council Chambers or such other place as the Council or Commission may be in session.

B. For purposes of this Chapter, an ejection is an order made by the presiding officer to immediately leave the meeting, and an exclusion is an order made by a majority of the Council prohibiting a person from entering or remaining at future meetings for a specified period of time.

2.05.020 Ejection from meetings.

Ordinance No. _____ (032218)

A. The presiding officer or designee will give a warning to the person engaging in disruptive, dangerous or threatening behavior. If the person engaging in disruptive, dangerous or threatening behavior does not cease that behavior following the warning, the presiding officer or designee may issue an ejection. An ejection shall be for the remainder of the session at which the disruptive, dangerous or threatening behavior has occurred.

B. For purposes of this Section, a person disrupts a meeting of the Council or Commission if the person engages in any conduct that obstructs or impedes the orderly carrying on of the business of the meeting. Such conduct includes, but is not limited to: any conduct that substantially prevents any other person from hearing, viewing or meaningfully participating in the meeting including booing or speaking out from anywhere other than the designated podium; carrying or displaying signs; any conduct that substantially interferes with ingress or egress to or free movement within the Council Chambers or other meeting location; shouting over, or otherwise disrupting any person who is recognized by the presiding officer; any conduct that substantially interferes with City business conducted by City staff present at the session; or failure to obey any reasonable direction of the presiding officer.

C. A direction of the presiding officer is reasonable if it is reasonably related to maintaining order and decorum. A direction of the presiding officer is not reasonable if it is directed to the content of the speech or conduct which is, under the circumstances, protected by the federal or Oregon constitution.

D. For purposes of this Section, behavior is dangerous or threatening if a reasonable person, exposed to or experiencing such behavior, could believe that the person is in imminent danger of physical harm from the behavior. Notwithstanding the provisions of this Section, if the presiding officer reasonably believes that a person's dangerous or threatening conduct constitutes an emergency, the presiding officer is not required to give the person a warning before ordering the person ejected.

2.05.030 Exclusion from meetings.

A. If a person has previously been ejected for dangerous or threatening behavior before the Council or Commission within 1 year before the date of the present ejection, the person may be excluded from Council and/or Commission meetings for 30 days upon a finding by a majority of the Council that the person poses a threat to public safety. Written notice of such exclusion shall be given as provided in this Section.

B. If a person has been excluded from a Council or Commission meeting on one or more occasions within 1 year before the date of the present exclusion, the person may be excluded from Council and/or Commission meetings for 60 days upon a finding by a majority of the Council that the person poses a threat to public safety. Written notice of such exclusion shall be given as provided in this Section.

Ordinance No. _____ (032218)

C. Notice of Exclusion shall be mailed to the person at his or her last known address subject to the exclusion by registered and first class mail and shall be in substantially the following form:

NOTICE OF EXCLUSION

Dear [SIR/MADAM]:

You are hereby excluded from the following property: [LOCATION/ADDRESS] ("property").

This letter is to inform you of the conditions and processes associated with your Notice of Exclusion. This exclusion is effective as of [DATE TRESPASSED]. You are prohibited from entering the property for a period of [LENGTH OF EXCLUSION/HOURS/EVENT].

In order to facilitate necessary actions or protected activities, you may be permitted upon prior approval to enter the property by giving at least one business day advance notice to [EXCLUDING AUTHORITY]. This Notice of Exclusion is given pursuant to ORS 164.245, as well as Central Point Municipal Code Chapter 2.05.030(C). Your entry upon the property without express permission may result in adverse consequences including, but not limited to, initiation of civil or criminal proceedings against you.

Should you feel this Notice of Exclusion has been made in error, or you desire to contest this Notice of Exclusion, an appeal may be made to the City Hearings' Officer by filing a notice of appeal within 10 days from the date the Notice of Exclusion was mailed. Such Notice must be timely filed with the City Recorder, City of Central Point, 140 S. Third Street, Central Point, OR 97502. The exclusion from the property shall remain in effect pending your appeal. On appeal, evidence may be offered and arguments made before an impartial hearings officer. You are not entitled to court appointed counsel at that appeal, however, you may retain counsel at your own expense. The decision of the Hearings' Officer shall be final.

Should you choose to not to appeal, this exclusion will expire by its own terms on [DATE EXCLUSION ENDS].

[Signed by Person Authorized to Issue]

D. Notwithstanding any other provisions of this Section, the Hearings Officer's review of the question of whether the excluded person poses a threat to public safety based upon dangerous or threatening behavior shall be based upon the audio and video record of the meeting in which such dangerous or threatening behavior was found to have occurred, applying the criteria described in this Section, as well as any other relevant evidence submitted into the record. Under no circumstances shall the presiding officer or any member

Ordinance No. _____ (032218)

of the Council or Commission be compelled to testify at the hearing, or in any proceeding connected therewith. The exclusion shall be stayed upon the filing of the notice of appeal, but any stayed exclusion shall be counted in determining the length of any subsequent exclusion under this Section. If any exclusion is reversed on appeal, the effective periods of any exclusions that are not reversed shall be adjusted accordingly. If multiple exclusions issued to a person are simultaneously stayed, the effective periods for those which are affirmed shall run consecutively. The decision of the Hearings' Officer shall be the final decision of the City.

E. It shall be unlawful for any person to be in the Council Chambers or any other place where the Council or Commission is meeting, at any time during which there is in effect an ejection or an exclusion of the person from such Council or Commission meetings. Violation of an exclusion or ejection order constitutes a criminal trespass in the 2nd degree per ORS 164.245.

F. An exclusion issued under this Section does not affect or limit the right of the person excluded to submit written testimony or materials to the City recorder for inclusion in the record and for consideration by the Council or Commission, or otherwise lawfully to petition or seek redress from the City or its elected officials.

G. The provisions of this Section apply to any public meeting of a City board or commission. If a person engages in disruptive, dangerous or threatening behavior at a public meeting of a City board or commission, the presiding officer of such meeting may eject that person by applying the provisions of this Chapter.

SECTION 2. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Whereas clauses and boilerplate provisions (i.e. Recitals A-B) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

SECTION 3. Effective Date. The Central Point City Charter states that an ordinance enacted by the Council shall take effect on the thirtieth day after its enactment. The effective date of this ordinance will be the thirtieth day after the second reading.

PASSED by the Council and signed by me in authentication of its passage this ____ day of _____ 2018.

Mayor Hank Williams

ATTEST:

City Recorder

Ordinance No. _____ (032218)

Resolution

Approving a Conceptual Land Use And Transportation Plan for CP - 5/6



City of Central Point
Staff Report to Council

ISSUE SUMMARY

<p>MEETING DATE: April 12, 2018</p> <p>SUBJECT: Consideration of a Resolution to Approve the Conceptual Plan for Urban Reserve Areas (URAs) CP-5 and CP-6A (File No. CPA-17001) (Applicant: City of Central Point)</p>	<p>STAFF MEMBER: Tom Humphrey AICP, Community Development Director</p> <p>DEPARTMENT: Community Development</p>
<p>ACTION REQUIRED:</p> <p><input type="checkbox"/> Motion</p> <p><input type="checkbox"/> Public Hearing</p> <p><input type="checkbox"/> Ordinance 1st Reading</p> <p><input type="checkbox"/> Ordinance 2nd Reading</p> <p><input checked="" type="checkbox"/> Resolution</p> <p><input type="checkbox"/> Information/Direction</p> <p><input type="checkbox"/> Consent Agenda Item</p> <p><input type="checkbox"/> Other</p>	<p>RECOMMENDATION:</p> <p><input checked="" type="checkbox"/> Approval</p> <p><input type="checkbox"/> Denial</p> <p><input type="checkbox"/> None Forwarded</p> <p><input type="checkbox"/> Not applicable</p> <p>Comments:</p>

BACKGROUND INFORMATION:

The City's Regional Plan Element includes a condition that prior to expansion of the urban growth boundary (UGB) into an urban reserve area (URA) it is necessary to adopt conceptual land use and transportation plans for the affected urban reserve. The City received a request to add parts of URA, CP-6 to the City's UGB in order to create additional housing. The City Council responded to this request by passing a Resolution of Intent to initiate a UGB Amendment. In response to this decision city staff prepared a unified conceptual plan for URAs CP-5 and CP-6A. Staff has also updated the Central Point Housing Element, the Land Use Element and the Parks and Recreation Element of the Comprehensive Plan.

When the City adopted a Regional Plan Element in 2012 it agreed to a residential/ employment/ park land use split in the CP-6A of 76%, 4% and 18% respectively. *The City also agreed to an average residential zoning density of 6.9 units per gross acre of land.* The City is bounded on the north and the west by important farm land and therefore Central Point was expected to plan wisely and efficiently when creating concept plans. Once the Concept Plan is accepted and approved by the City Council it will be used in applications for UGB Amendments with Jackson County and the Department of Land Conservation and Development (DLCD). Information from the Comp Plan elements will also be used.

City staff conducted two public meetings at the Citizen's Advisory Committee (CAC) in order to receive land owner input about future land uses and to develop a concept plan that satisfies the requirements of the Greater Bear Creek Valley Regional Plan.

Two meetings were also conducted with the Planning Commission (PC) which resulted in the Grant Road Area Concept Plan (Attachment A). Following the PC meeting, staff has refined the Land Use Plan in response to PC direction, concerns raised by area residents and to offer an alternative scenario to the Council that might be more equitable in its residential distribution (Attachment B). The minutes from the PC meeting in February are included in Attachment C.

The land use and transportation plans were considered by the Metropolitan Planning Organization (MPO) Policy Committee who voted to support the Concept Plan in late February. This action satisfies a Regional Plan performance measure that requires intergovernmental coordination with the MPO. The MPO letter is Attachment E.

ISSUES:

Public Comment on the CP-5/6 Conceptual Plan was received during the CAC meetings on October 10th and again on November 14th. A number of county residents interacted with City staff and some residents sketched their own ideas for conceptual land use plans. These plans were introduced to the PC at their December meeting and then revised for their meeting in February. The original staff concept and various citizen alternatives resulted in a *final planning staff alternative* which are described below and illustrated in Attachments A.

Concept Plan Maps (PC)

The final PC renderings were revised from various map proposals and show land use areas in larger masses with less specific relationships to tax lots. The land use categories are assigned to satisfy the distribution in the Regional Plan and the average residential zoning density of 6.9 units per gross acre. Park areas are *generalized using circles* until the new Parks Master Plan can be adopted and the tax lots in CP-5/6A identified for better park placement. An **'Area of Concern'** is shown along the boundary and south of what is believed to be an *old Race Track*. This is intended to reflect the wishes of county residents in this area to have special attention given to groundwater, shallow wells, noise, lighting, housing density transitions and traffic. Higher density residential land uses in brown (apartments, mixed uses, etc.) are introduced around activity centers at Taylor and Scenic Roads. Medium density residential land uses (orange) and low density residential land uses (yellow) are distributed throughout the URA where there are larger tax lots. Agricultural buffers are shown and would be implemented at the borders and the farm interfaces of this URA.

There is a strong sentiment by the majority but not all of those who reside or have property in the URA that they would prefer to be left out of the UGB and not have new residents around them driving through their rural neighborhood. Many of these comments can be found in Agency/Citizen Input (Attachment D). The circulation plan is limited to collector streets with intentional connections made to enhance safety, expand county road right-of-ways and to connect to the Twin Creeks development. It's likely that the completion of the new Twin Creeks Railroad Crossing later this year will improve vehicle circulation now and in the future but this will be the subject of traffic analysis at the time of UGB Amendment.

Staff also obtained comments from affected agencies including Jackson County, Rogue Valley Metropolitan Planning Organization (RVMPO), Rogue Valley Sewer Services (RVSS), the City of Central Point Public Works and the Department of Land Conservation and Development (DLCD). Comments were received in writing and orally during conferences with some agencies. These comments resulted in changes now reflected in the Concept Plan (Attachments A). The attached maps illustrate land use changes dictated by a closer review of the *performance indicators* that the City is subject to in the Regional Plan.

These performance indicators, staff's findings and conclusions can be found in Attachment A starting at Page 17 of 25.

Perhaps the most critical of the performance indicators is the City's Target Residential Density of 6.9 units per gross acre (Pages 18-20 of 25). Planning staff has analyzed residential densities using a variety of citizen and city-generated maps. The land use concept recommended by the PC in Attachment A met the residential density requirement 'within the URA overall'. *The subsequent concern of those persons asking to come into the UGB resulted in further staff revisions reflected in Attachment B. The Council will be asked to choose between the land use map in Attachment A and Attachment B.* The Transportation Concept Plan in Attachment A is the one reviewed and recommended by the PC.

Changes to the Concept Plan have been made with the understanding that some people would be unhappy with the outcome and that it would seem that public input is being ignored. I will remind the Council that; 1) the City is obligated to honor its commitment to the Regional Plan, 2) the Concept Plan is a *general guide*, and 3) the designations the City places on property in this plan do not change the County zoning or force county residents to come into the UGB.

In response to Citizen input, staff developed some policies in Attachment A (Page 5 of 25) for the Council to consider. Management agreements with Jackson County are typically used to address issues in the *urban-rural interface*.

CONCLUSION:

This item is being introduced to the City Council after having received input from public agencies and private citizens and after staff conducted more analysis of the plan's compliance with regionally accepted performance measures. In order to comply with the Regional Plan, *the City must assign an urban land use designation to all of the land in the URA and do so using the categories and percentages to which the City and County agreed (Attachment A).* The average residential density (6.9 units/acre) to which the City committed is met in both of the land use concept maps provided (Attachments A and B). The Performance Indicators serve as findings that support the concept plan. City land use designations only become effective at the time of a UGB Amendment and only then when they are initiated at the request of property owners. Once the new Parks Master Plan is adopted, the City will have a better idea about the number, size and characteristic of the parks that are needed and these can also be worked out at the time of a UGB Amendment.

FINANCIAL ANALYSIS:

Financial impact to the City is limited to staff in-kind expenses, postage and legal notices that have been budgeted in order to evaluate the current and proposed changes.

LEGAL ANALYSIS:

The primary issues to be considered and discussed at the meeting will include the following:

1. The City's satisfaction of previously agreed to Regional Plan Element performance measures.
2. The City's efforts to engage and inform the public about Conceptual Plans for Urban Reserve Areas and the subsequent Urban Growth Boundary Amendment process.

These actions are all evaluated in light of City and State Land Use Goals and Regulations.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

Proactive Government and Citizen Involvement, Goal 1; Build strong relationships between government and its citizens, Goal 2; Build City pride and positive image. Managed Growth and Infrastructure, Goal 4; Continually ensure that planning and zoning review and regulations are consistent with comprehensive plans and vision.

STAFF RECOMMENDATION:

Conduct a public hearing, consider proposed resolution and 1) approve the final Conceptual Plan, 2) make revisions and approve the final Conceptual Plan or 3) deny the Conceptual Plan.

RECOMMENDED MOTION:

Approve Resolution No. ___ A Resolution Approving A Conceptual Land Use And Transportation Plan For CP-5/6A, An Urban Reserve Area Of The City Of Central Point, Oregon

ATTACHMENTS:

- Attachment "A" – Grant Road Area Concept Plan draft for CP-5/6A (PC Recommendation)
- Attachment "B" – Conceptual Land Use Plan (Staff Revised)
- Attachment "C" – Planning Commission Minutes dated February 6, 2018
- Attachment "D" – Agency/Citizen Input
- Attachment "E" – Letter from RVMPO dated February 27, 2018
- Attachment "F" – Resolution No. _____ A Resolution Approving A Conceptual Land Use And Transportation Plan For Cp-5/6A, An Urban Reserve Area Of The City Of Central Point, Oregon

+

Thursday, April 5, 2018 Draft

GRANT ROAD AREA CONCEPT PLAN

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

CP-5/6

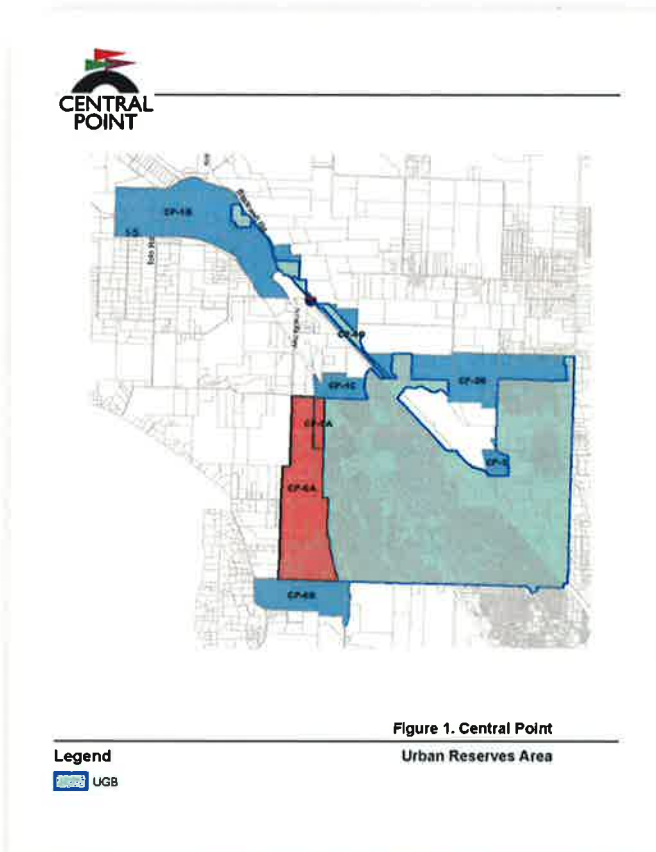
***AN URBAN RESERVE AREA OF THE CITY OF
CENTRAL POINT***

City of Central Point

Adopted by City Council Resolution No.____, April, 2018

PART 1. INTRODUCTION

As part of the Regional Plan Element¹ it is required that the City prepare and adopt for each of its eight (8) Urban Reserve Areas (URAs) a Conceptual Land Use Plan² and a Conceptual Transportation Plan³ prior to or in conjunction with an Urban Growth Boundary (UGB) amendment within a given URA. This document addresses both conceptual plans, which are collectively referred to as the *CP-5/6 Concept Plan ('Concept Plan')*. Figure 1 illustrates CP-5/6's relationship to the City and the other URAs.



As used in this report the term 'concept plan' refers to a document setting forth a written and an illustrated set of general actions designed to achieve a desired goal that will be further refined over time as the planning process moves from the general (concept plan) to the specific (Urban Growth Boundary Amendment, annexation and then site development). In the case of CP-5/6 the goal is to satisfy the Bear Creek Valley Regional Plan land use distributions, the target residential densities the City agreed to and the applicable performance indicators that are part of

the monitoring and implementation process. The Concept Plan also provides the basis for *collaborating with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County and other affected agencies*. The areas of CP-5 and CP-6 are combined in this document given their proximity to one another and because of CP-5's small size.

¹ City of Central Point Ordinance 1964

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

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

The concept plan is a general land use guide prepared in accordance with the City's Regional Plan Element. It does not address compliance with the Oregon Statewide Land Use Planning Goals or the applicability of land use planning law. These items will be appropriately addressed as all or part of the URA is proposed for inclusion in the City's Urban Growth Boundary. Annexation, zoning, site plan approval, and ultimately development are intended to be guided with the *Concept Plan in mind*.

The *Concept Plan* illustrates the City's basic development program for CP-5/6; which is presented in Part 2 of this document. The remainder of the document (Part 3) is dedicated to providing background information used in preparation of the *Concept Plan*, including findings of compliance with the land use distribution and applicable Performance Indicators in the City's Regional Plan Element.

In summary the *Concept Plan* has been prepared in accordance with the City's Regional Plan Element and Jackson County's Regional Plan including all applicable performance indicators set forth in these documents. The development concept for CP-5/6 compliments and supports local and regional objectives relative to land use distribution, target residential densities and needed transportation corridors identified in the *Greater Bear Creek Valley Regional Plan*.

PART 2. THE CONCEPT PLAN

The long-term plan for CP-5/6 is to satisfy Central Point's future growth needs and to serve as an urban-rural interface between town and country, maintaining the City's unique identity. The area is currently occupied by small farms and home sites which are generally west of the current city limits on Grant Road. The Concept Plan is comprised of two elements:

a. Conceptual Land Use Plan ('Land Use Plan')

The purpose of the Land Use Plan is to demonstrate how target residential densities will be met in the future and how the conceptual land uses will be consistent with general land use distribution in the Regional Plan. The City's Regional Plan Element identifies land use types in general as residential, employment, parks and open space, with a percentage distribution for each.

The percentages agreed to in CP-5/6 are residential (76%), employment (4%) and open space/park (20%). Employment land can include two categories in this case: commercial and civic. The Concept Plan for CP-5/6 refines these allocations by aligning them with the appropriate Comprehensive Plan Land Use and Zoning designations in the City's

Comprehensive Plan. Those designations are illustrated in Figure 2a, and tabulated in Table 1 as follows:

- i. **Residential.** The Comprehensive Plan’s residential designation is intended to ‘provide an adequate supply of housing to meet the diverse needs of the City’s current and projected households’. Land Use is broken down into three categories.
 - Low Residential;
 - Medium Residential; and
 - High Residential

- ii. **Employment.** The Comprehensive Plan’s commercial designation is intended to actively promote a strong, diversified and sustainable local economy that reinforces Central Point’s ‘small town feel’, family orientation and enhanced quality of life. Civic uses and convenience centers meet immediate needs in neighborhoods and reduce out of area vehicle trips.

- iii. **Parks and Open Space.** This Comprehensive Plan designation is consistent with agricultural buffering in the Regional Plan Element and allows for the continued use and improvement of irrigation systems and natural drainage. It also provides opportunities for passive recreational/open space use.

Township/Range/Section	Acreage	Future Zoning	Future Comp Plan	Current Ownership
372W04	394.0 (78%)	LRes, MRes, HRes	Residential	Private
372W04	18.0 (3.6%)	GC/Civic	Commercial	Private/Public
372W04	91.5 (18%)	Park/OS	Park/Open Space	Private/Public
TOTAL ACRES	503.5 (100%)			

b. Conceptual Transportation Plan (“Transportation Plan”)

The regionally significant transportation documents affecting CP-5/6 are the Central Point Transportation System Plan (TSP) and the Rogue Valley Regional Transportation Plan (RTP). The *Concept Plan* acknowledges these plans (Figure 2b, CP-5/6 Concept Plan) and includes policies that encourage the thoughtful development of the URA and surrounding properties.

c. Implementation Guidelines

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

Policy CP-5/6.1 Land Use: At time of inclusion in the City's urban growth boundary (UGB) the property will be shown on the City's General Land Use Plan Map as illustrated in the CP-5/6 Concept Plan, Figure 2a.

Policy CP-5/6.2 Transportation: At time of inclusion in the City's urban growth boundary the local street network plan, road alignments and transportation improvements and jurisdictional transfers identified in the Conceptual Transportation Plan and in other state and local plans and agreements will be implemented.

Policy CP-5/6.3 Urban Reserve Management Agreement (URMA) and Urban Growth Boundary Management Agreement (UGBMA): The City will periodically revisit mutual agreements with Jackson County in order to address the proliferation of 'cannabis grows' in proximity to urban residential land uses and the impact of new urban development upon existing/established 'county' neighborhoods. The City and County will continue to coordinate land use activity within planning boundaries.

Policy CP-5/6.4: Committed Residential Density: Upon UGB Expansion into CP-5/6 the county zoned residential land (e.g. RR and UR-1) will remain valid in 'less dense' subdivisions. Once annexed, land will be changed to City zoning and redevelopment will be encouraged to support the residential land use densities agreed to in the Regional Plan.

Policy CP-5/6.5 Parks and Open Space: Areas highlighted in the CP-5/6 Concept Plan, Figure 2a represent general location, type and size of future parks recommended by the Central Point Parks Master Plan and will be designed and approved by the City at time of development. The use of Irrigation easements will be pursued as bike and pedestrian paths where feasible.

Policy CP-5/6.6 Forest/Gibbon Acres Unincorporated Containment Boundary: The City and Jackson County have adopted an Area of Mutual Planning Concern for the management of Forest/ Gibbon Acres.

Policy CP-5/6.7 Agricultural Mitigation/Buffering: At time of UGB Expansion into CP-5/6, the City and County will coordinate with RRVID to identify, evaluate and prepare potential mitigation. The City will implement agricultural buffers in accordance with adopted ordinances at the time of annexation.



Land Use Concept
CP-5A and CP-6A Concept Plan

- Legend**
- CP-5a
 - CP-6a
 - CP-6b
 - CP-6c
 - CP-6d
 - CP-6e
 - CP-6f
 - CP-6g
 - CP-6h
 - CP-6i
 - CP-6j
 - CP-6k
 - CP-6l
 - CP-6m
 - CP-6n
 - CP-6o
 - CP-6p
 - CP-6q
 - CP-6r
 - CP-6s
 - CP-6t
 - CP-6u
 - CP-6v
 - CP-6w
 - CP-6x
 - CP-6y
 - CP-6z
- Land Use Concept**
- Neighborhood Park
 - Community Park
 - Commercial
 - Office
- Other**
- Street
 - Alley
 - Right-of-Way
 - Utility
 - Easement
 - Other

Land Use Concept	Area (Acres)	Population	Employment	Residential Units	Commercial Units	Office Units
Neighborhood Park	100	1000	0	0	0	0
Community Park	200	2000	0	0	0	0
Commercial	500	0	5000	0	0	0
Office	100	0	1000	0	0	0

Land Use Concept	Area (Acres)	Population	Employment	Residential Units	Commercial Units	Office Units
Neighborhood Park	100	1000	0	0	0	0
Community Park	200	2000	0	0	0	0
Commercial	500	0	5000	0	0	0
Office	100	0	1000	0	0	0

Notes:

1. This map is a conceptual plan and does not represent any specific land use or development. It is intended to provide a general overview of the proposed land use concept for the project area.

2. The map is based on the best available information and is subject to change as more information becomes available.

3. The map is not intended to be used for any legal or regulatory purposes.

Land Use Category	CP-5A %	CP-5A	CP-5A	CP-5A %	CP-6A %	CP-6A	CP-6A	CP-6A %	Total	Total	Overall %	Overall %
	Distribution	Acres	Acres	Distribution	Distribution	Acres	Acres	Distribution	Acres	Acres	Distribution	Distribution
	(Req'd)	(Req'd)	(Proposed)	(Proposed)	(Req'd)	(Req'd)	(Proposed)	(Proposed)	(Req'd)	(Proposed)	(Req'd)	(Proposed)
Residential	91%	31	34.4	100%	76%	356.6	359.7	77%	387.9	394.1	77%	78%
Employment	0%	0	-	0%	4%	18.8	17.9	4%	18.8	18.0	4%	4%
Parks and Open Space	9%	3	-	0%	20%	93.8	91.6	20%	96.9	91.6	19%	18%
TOTALS:	100%	34.4	34.4	100%	100%	469.2	469.2	100%	503.6	503.6	100%	100%

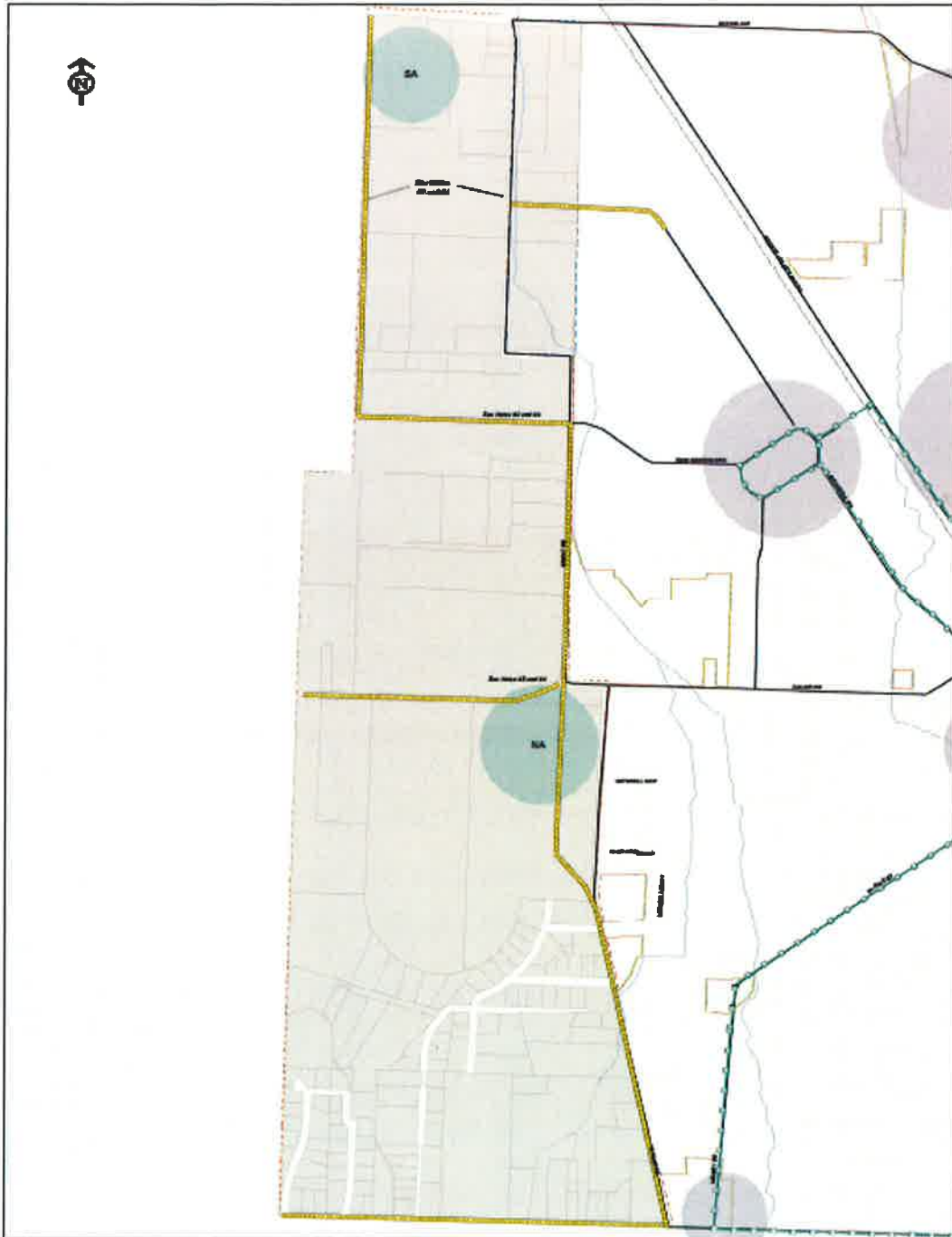
Note: Discrepancy between Overall Residential and Parks and Open Space Distribution is due to a rounding error.

Land Use Designation	Gross Acres	Minimum Density	Minimum DU Yield	Proposed Density
Low Density Residential	124.4	4	497.6	1.3
Medium Density Residential	228.3	7.5	1712.0	4.3
High Density Residential	41.4	17	496.6	1.3
Residential Totals:	394.0		2706.1	6.9
Commercial	5.2	0	0	
Civic	12.7		0	
Employment Totals:	18.0			
Parks and Open Space Totals:	91.6		0	
TOTALS:	503.6		2706.1	6.9

AREA OF CONCERN:

Residents living within the southern portion of CP-6A have expressed concerns about the impacts of potential future development immediately north of and within the Area of Concern boundary. Specific concerns include drainage, wells, density transitions, noise, lighting, view obstruction, and nuisance conditions that could arise due to new urban development. The Area of Concern purpose is to visually represent these concerns and to establish a policy that these be addressed at the time of Urban Growth Boundary Expansion, Annexation, and development application(s) subject to provisions in the Comprehensive Plan and Municipal Code.





Transportation Concept CP-5A and CP-5A Concept Plan

Legend

CP-5A	Conceptual Activity Corridor
Transportation Concept (TC) Recommendation	High-Density Activity Corridor (HAC)
CP-5A	Medium-Density Activity Corridor (MAC)
Existing City Streets	Existing Activity Corridor
Collector	Arterial
Major Arterial	Arterial
Minor Arterial	City Street
Future Public Transit Station	Urban-Growth Boundary (UGB)

NOTES

1. **Grand Road Rehabilitation.** Grand Road is an existing County Collector. The Transportation Concept proposes rehabilitation of the Collector status from the current Grand Road alignment to Grand Road towards "New Grand Road". The final alignment will be determined based on a traffic study and public participation at the formal LDRB workshop as necessary to update the City's Transportation System Plan (TSP).
2. **Yule Creek County at Grand Road.** Yule Creek County is an existing City Collector. The Transportation Concept includes Yule Creek County at Grand Road. The transportation (i.e. roadwork, engineering, etc.) will be determined as part of the traffic study/TPP update.
3. **Grand Road at Taylor Road.** The Conceptual Transportation Plan identifies the need to upgrade the intersection of Grand and Taylor Road. Currently there are two intersections within close proximity. An traffic intersection on Grand and Taylor, existing alignment here will be needed to avoid safety, mobility, and traffic safety concerns. The final alignment, intersection type, and roadway width is subject to the traffic study/TPP update.
4. There are two unincorporated activity centers proposed as part of the Land Use and Transportation Concept Plan. These are characterized by medium and high density residential land use and employment centers (i.e. School and Elementary/Community Production and repair facilities will be located at the base of development subject to master planning, site design and other zoning code provisions. Based on 2021's planned transit routes on Grand and Taylor Roads, the proposed Collector corridor is anticipated as a result of the road work is a need an opportunity to expand transit use in Central Point.

NOTES:

1. Grant Road Relocation. Grant Road is an existing County Collector. The Transportation Concept proposes relocation of the Collector status from the current Grant Road alignment to avoid flood hazards ("New Grant Road"). The final alignment will be determined based on a traffic study and public participation at the time of UGB expansion as necessary to update the City's Transportation System Plan (TSP).
2. Twin Creeks Crossing at Grant Road. Twin Creeks Crossing is an existing City Collector. The Transportation Concept extends Twin Creeks Crossing to New Grant Road. The connection type (i.e. roundabout, stop-controlled intersection) will be determined as part of the traffic study/TSP update.
3. Grant Road at Taylor Road. The Conceptual Transportation Plan identifies the need to re-align the intersection of Grant and Taylor Road. Currently there are two intersections within close proximity. As traffic increases on Grant and Taylor, correcting alignment here will be needed to avoid vehicular, pedestrian, and bicycle safety concerns. The final alignment, connection type, and roadway status is subject to the traffic study/TSP Update.
4. There are two conceptual activity centers proposed as part of the Land Use and Transportation Concept Plans. These are characterized by medium and high density residential land use and employment centers (i.e. School and Mixed-use/Commercial). Pedestrian and bicycle facilities will be addressed at the time of development subject to master planning, site design and other zoning code provisions. Based on RVTD's planned transit routes on Hanley and Twin Creeks, the realigned Collector concepts contemplated as Transit-ready in the event there is a need an opportunity to expand transit service in Central Point. .

DRAFT



Legend
CP URAs
AREA_
 CP-5A
 CP-6A

Figure 3. Aerial Map

CP-5/6 Concept Plan

PART 3. SUPPORT FINDINGS

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

a. Current Land Use Characteristics

This section describes the general character of CP-5/6 in its current condition.

Natural Landscape: CP-5/6 is traversed by various creeks and waterways east and west of grant road which bisects the two URAs. Various ponds and wetlands have formed along the creeks and some are independent from them.

Topographically, the land in CP-5/6 is flat but gently sloping to the north/northeast.

In spite of the numerous creeks, ponds and wetlands present in the URA, there are relatively few tax lots that are subject to the flood hazards as shown in Figure 4. The 31 acres that make up CP-5 are most affected by flood hazards which reduce the total buildable area to roughly 19 acres. Those areas that are subject to flood zones will be required to perform mitigation.

Cultural Landscape: CP-5/6 is oriented to the west of the current city limits and the Urban Growth Boundary which is Grant Road. The preponderance of land in the URAs is Exclusive Farm Use (EFU) and is irrigated by the Rogue River Valley Irrigation District (RRVID). Active farming is done west of Grant Road consisting of grazing, truck crops and now cannabis. Other land (approximately 150 acres) in the URA has been subdivided into rural residential lots (Figure 5) some of which are served by the Rogue Valley Sewer Service (Figure 6). No city water has been extended into these URAs.

b. Current Land Use Designations & Zoning

Jackson County zoning acknowledges the unique geographic features of CP-5/6 by designating land for both agricultural and residential uses. The area's proximity to the Central Point UGB and the city limits make it plausible and convenient to extend city infrastructure and services in this direction. The existing county land uses and zoning are shown in Figure 5.

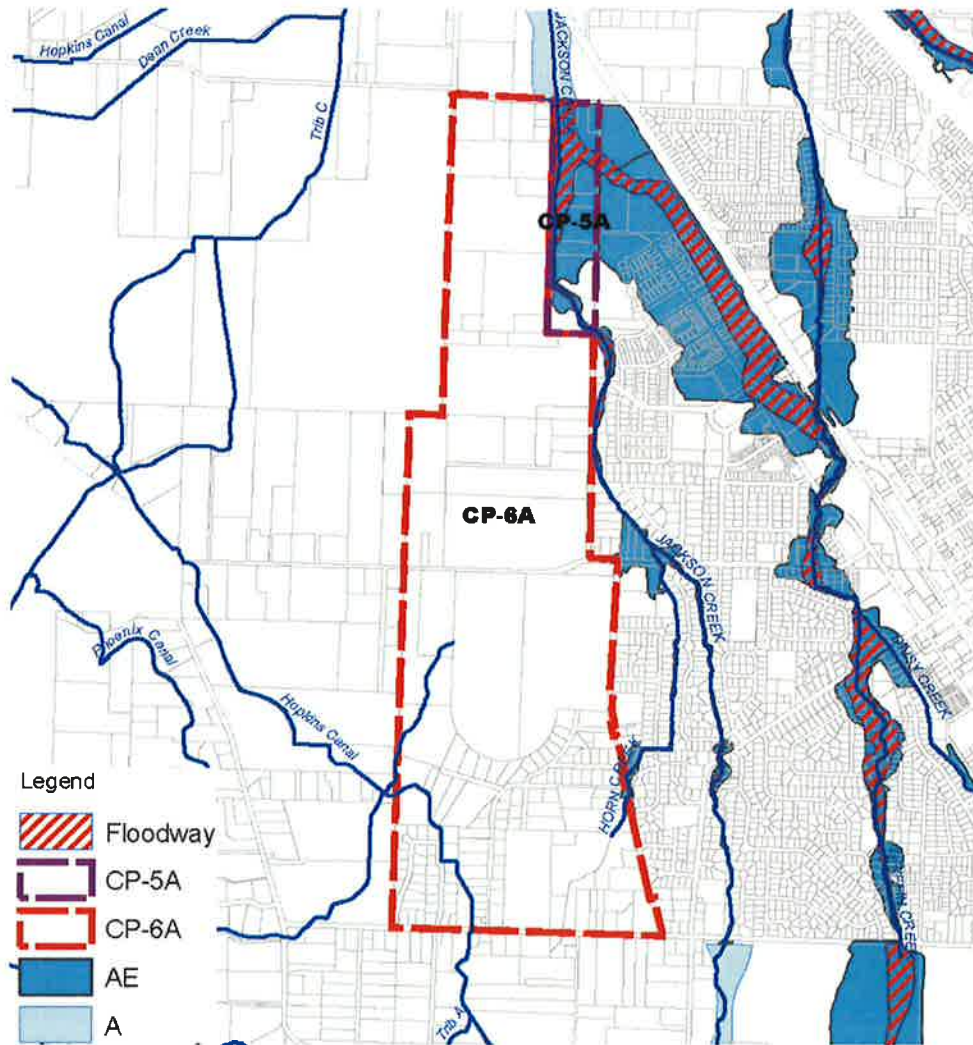
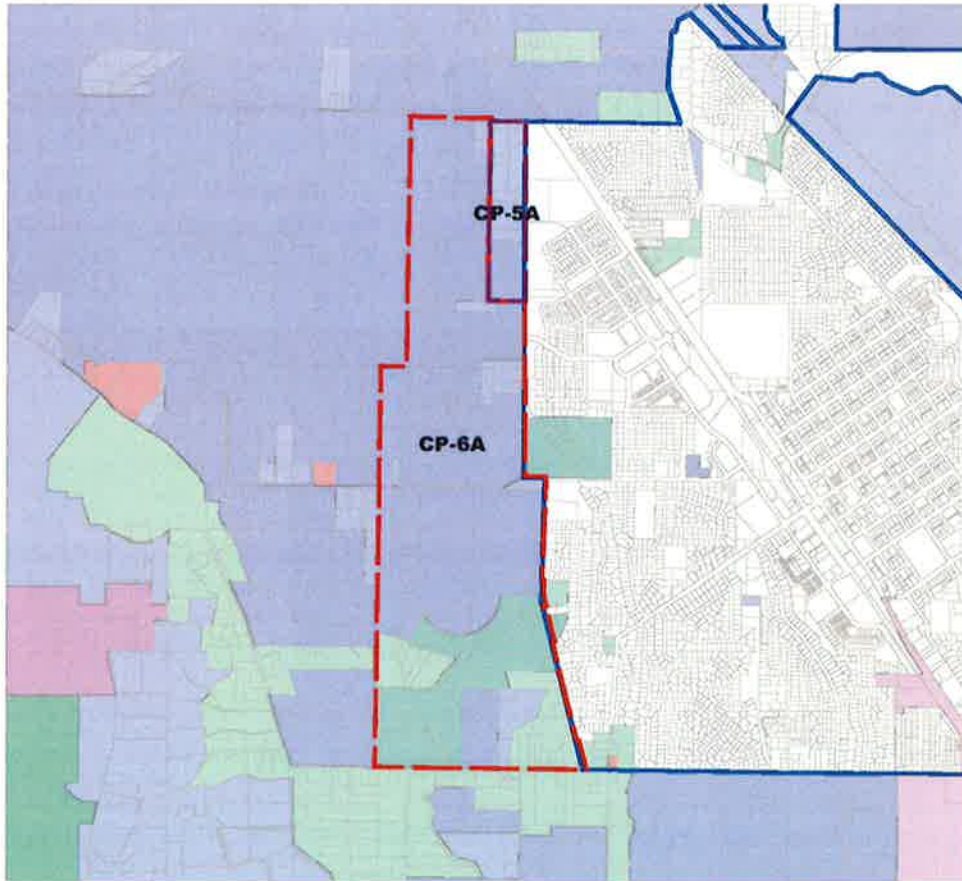


Figure 4. Flood Hazard

**Urban Reserve Area CP-5A/6A
Concept Plan**



Legend

ZONE							
	IC		RR-10		UR-1		
	AR		LI		RR-2.5		UR-10
	ARS		LU		RR-5		UR-30
	EFU		NC		RR-5(A)		UR-8
	FR		OSR		RRS		WR
	GC		RLI		RS		
	GI		RR-00		SVRS		

 UGB

Figure 5. Zoning

**Urban Reserve Area CP-5A/6A
Concept Plan**

\\cpfile1\department\PLANNING\GIS Map Projects\City Projects\CP-1B Concept Plan\CP-1B County Zoning

c. Existing Infrastructure

Water

Currently, public water service is not available to CP-5/6, and will have to be extended from the Twin Creeks Development, Taylor and Grant Roads.

Sanitary Sewer

CP-5/6 is in the RVSS service area and some sewer lines have been extended into the Residential areas south of Taylor Road (Figure 6). More lines will have to be extended to the area.

Storm Drainage

CP-5/6 does not have an improved storm drainage system and relies upon natural drainage and drainage from road improvements to channel water to various creeks.

Street System

CP-5/6 is accessed via Scenic Road, Taylor Road and Beall Lane from the east and the west. Grant Road runs north and south and forms one boundary of the two URAs. These roads are primary collectors and others roads are envisioned to be built in order to promote better internal circulation (see Figure 2) and to relieve demand on existing roads that may ultimately have capacity limitations.

Irrigation District

CP-5/6 is located within the Rogue River Valley Irrigation District (RRVID). Irrigation water is transferred via canals, laterals and some natural means. Most of the land in these URAs is irrigated (see Figure 7).

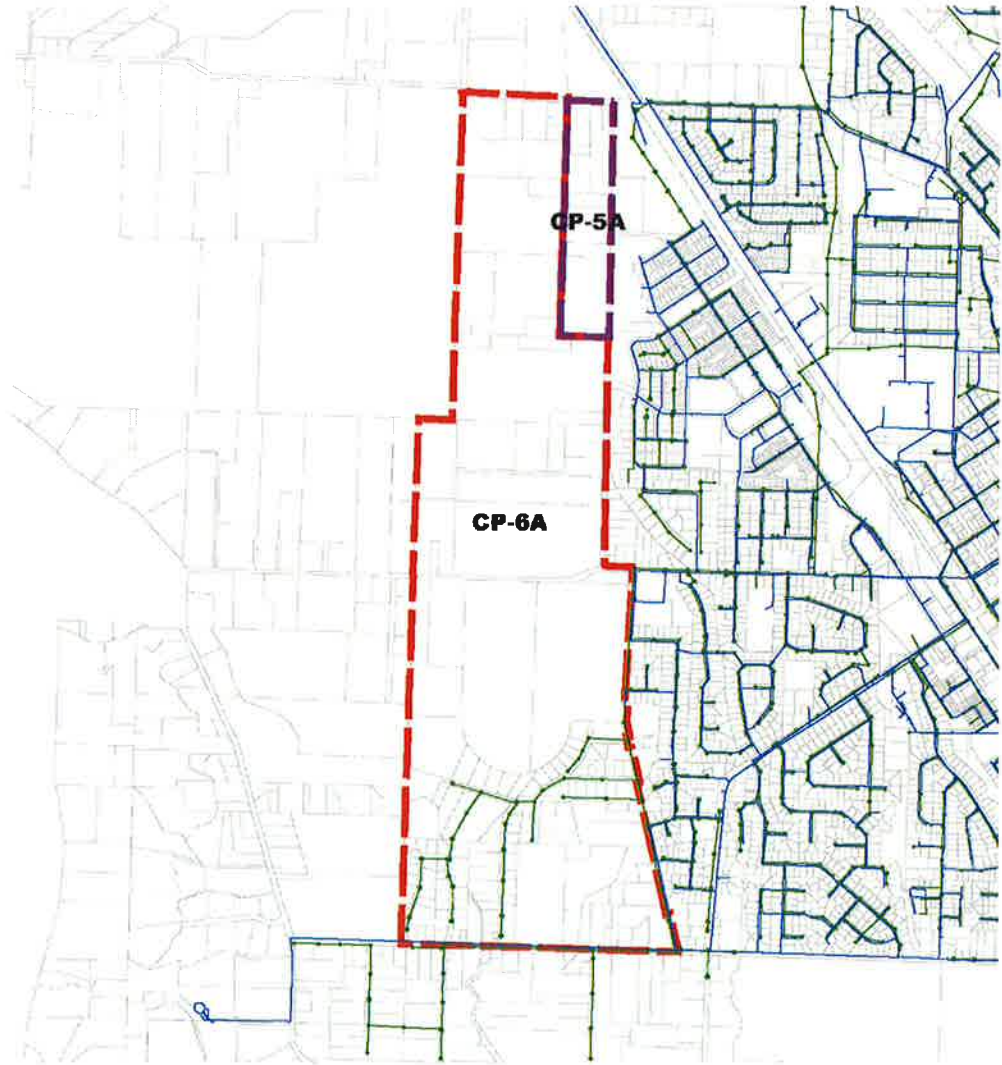




Figure 6. Utilities

**Urban Reserve Area CP-5A/6A
Concept Plan**

Legend

-  Waterline Mains
-  Rogue Valley Sewer Services

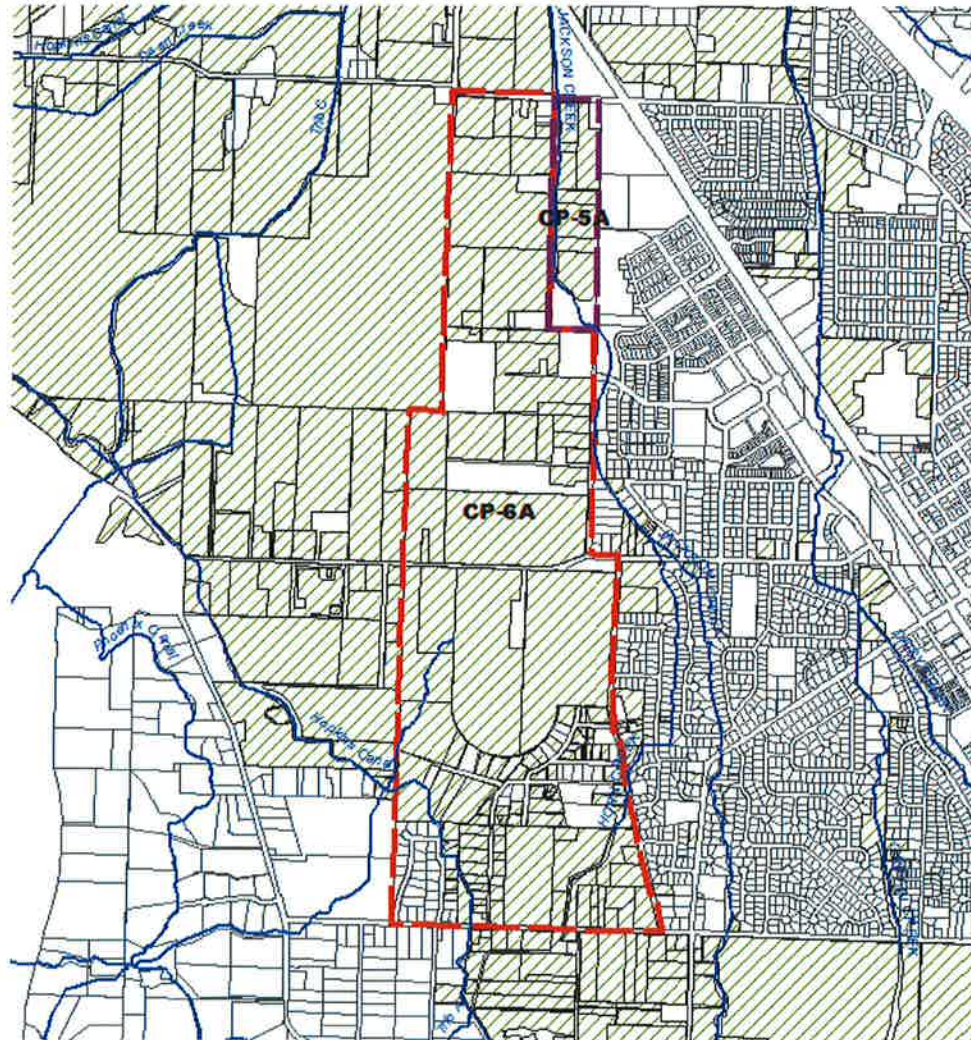


Figure 7 Irrigation

**Urban Reserve Area CP-5A/6A
Concept Plan**

Legend

-  CP-5A
-  CP-6A

 RRVID Irrigated Land

d. Performance Indicators

Implementation of the Regional Plan Element is guided by a series of twenty-two (22) primary and twenty-one (21) secondary performance indicators⁴, not all of which are applicable to all urban reserve areas. Table 2 identifies the primary Performance Indicators applicable to the CP-1B Concept Plan.

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

⁴ City of Central Point Comprehensive Plan, Regional Plan Element, Section 4.1 Performance Indicators

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

e. Applicable Performance Indicators

The following addresses each applicable performance indicator per Table 2. It should be noted that the numerical assignments to performance indicators differ from those in Jackson County’s Regional Plan however the performance indicator wording is the same. References to the County’s Plan will be cited in the following findings and conclusions.

4.1.5. Committed Residential Density (JC ref 2.5). The City has designated land within this URA to a regionally agreed to Dwelling Unit Per Gross Acre minimum of 6.9. Offsets for increasing residential densities within the city limit (in order to reduce URA densities below 6.9) have already been exercised.

Finding: The City has followed through with its commitment to the Greater Bear Creek Valley Regional Plan (GBCVRP) by assigning residential land use designations in this conceptual plan that achieve 6.9 units per gross acre.

Conclusion 4.1.5: Complies.

4.1.6. Mixed Use/Pedestrian Friendly Areas (JC ref 2.6). For land within a URA (or within a UGB outside the city limits), each city shall achieve the 2020 Benchmark targets for the number of dwelling units (Alternative Measure No. 5) and employment (Alternative Measure No. 6) in mixed use/pedestrian friendly areas as established in the most recently adopted RTP.

Finding: The Regional Transportation Plan (RTP) lists a 49% mixed-use dwelling unit target and a 44% mixed-use employment target for new development by 2020. The land use categories in the CP-5/6 Conceptual Plan can be developed to create walkable/ mixed use neighborhoods that are anchored by activity centers. There are two conceptual activity centers proposed (see Figure 2a). These are characterized by medium and high density residential land use and employment centers (i.e. School and Mixed-Use/Commercial).

Conclusion 4.1.6: Complies.

4.1.7. Conceptual Transportation Plans (JC ref 2.7). Conceptual Transportation Plans shall be prepared early enough in the planning and development cycle that regionally significant transportation corridors within each of the URAs can be protected as cost-effectively as possible by available strategies and funding. A Conceptual Transportation Plan for a URA or appropriate portion of a URA shall be prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies, and shall be adopted by Jackson County and the respective city prior to or in conjunction with a UGB amendment within that URA.

4.1.7.1 (JC ref 2.7.1). Transportation Infrastructure. The Conceptual Transportation Plan shall identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the Region (including intra-city and inter-city, if applicable).

Finding: The regionally significant transportation corridors within CP-5/6 are County roads consisting of Beall Lane, Grant, Taylor and Scenic Roads. The transportation concept proposes Grant Road partial relocation to minimize flood hazard and facilitate road widening. The final alignment will be determined based on a traffic study and public participation at the time of UGB expansion as necessary. Two city collector streets, Twin Creeks Crossing and North Haskell Street, are expected to be extended into the URA and connect with the new Grant Road alignment in the future. The City will collaborate with the local irrigation district in an effort to create interconnected bike and pedestrian paths where irrigation canals and laterals are undergrounded.

Conclusion 4.1.7.1: Complies.

4.1.8. Conceptual Land Use Plans (JC ref 2.8). A proposal for a UGB Amendment into a designated URA shall include a Conceptual Land Use Plan prepared by the City in collaboration with the Rogue Valley Metropolitan Planning Organization, applicable irrigation districts, Jackson County, and other affected agencies for the area proposed to be added to the UGB as follows:

4.1.8.1. Target Residential Density (JC ref 2.8.1). The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential densities of Section 4.1.5 (JC ref 2.5) will be met at full build-out of the area added through the UGB Amendment.

Finding: As illustrated in Table 3, the committed residential density in the CP-5/6 Concept Plan is consistent with that presented in the Regional Plan Element.

Table 3. Committed Residential Density Analysis				
Land Use Designation	Gross Acreage	Minimum Density	Minimum DU Yield	Proposed Density
Low Density Residential	126.5	4	505.9	1.3
Medium Density Residential	222.9	7.5	1671.6	4.2
High Density Residential	44.7	12	536.5	1.4
Residential Totals:	394.1		2714.0	6.9
Commercial	5.2	0	0	
Civic	12.7		0	
Employment Totals:	18.0			
Parks and Open Space Totals:	91.6		0	
TOTALS:	503.6		5428.08	6.9

Conclusion 4.1.8.1: Complies.

4.1.8.2. Land Use Distribution (JC ref 2.8.2). The Conceptual Land Use Plan shall indicate how the proposal is consistent with the general distribution of land uses in the Regional Plan, especially where a specific set of land uses were part of the rationale for designating land which was determined by the Resource Lands Review Committee to be commercial agricultural land as part of a URA, which applies to the following URAs: CP-1B, CP-1C, CP-4D, CP-6A, CP-2B, MD-4, MD-6, MD-7mid, MD-7n, PH-2, TA-2, TA-4.

Finding: As illustrated in Table 4, the proposed land use distributions in the CP-5/6 Concept Plan are consistent with those presented in the Regional Plan Element.

Table 4. RPS Land Use Distribution Analysis												
Land Use Category	CP-5A % Distribution (Req'd)	CP-5A Acreage (Req'd)	CP-5A Acreage (Proposed)	CP-5A % Distribution (Proposed)	CP-6A % Distribution (Req'd)	CP-6A Acreage (Req'd)	CP-6A Acreage (Proposed)	CP-6A % Distribution (Proposed)	Total Acreage (Req'd)	Total Acreage (Proposed)	Overall % Distribution (Req'd)	Overall % Distribution (Proposed)
	Residential	91%	31	34.4	100%	76%	356.6	359.7	77%	387.9	394.1	77%
Employment	0%	0	-	0%	4%	18.8	17.9	4%	18.8	18.0	4%	4%
Parks and Open Space	9%	3	-	0%	20%	93.8	91.6	20%	96.9	91.6	19%	18%
TOTALS:	100%	34.4	34.4	100%	100%	469.2	469.2	100%	503.6	503.6	100%	100%

Conclusion 4.1.8.2: Complies.

4.1.8.3. Transportation Infrastructure(JC ref 2.8.3). The Conceptual Land Use Plan shall include the transportation infrastructure required in Section 4.1.7 above.

Finding: The required transportation infrastructure per 4.1.7 is included in the CP-5/6 Concept Plan (see Finding 4.1.7).

Conclusion 4.1.8.3: Complies.

4.1.8.4. Mixed Use/Pedestrian Friendly Areas (JC ref 2.8.4). The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of Section 4.1.6 above will be met at full build-out of the area added through the UGB Amendment.

Finding: The Medium and High Residential land use designations and the Commercial land use designations in the Conceptual Plan each allow live-work development at the zoning level. This zoning has worked well in the City TODs which are active pedestrian areas and this is how the land will be zoned once it comes into the City. The department is currently updating the zoning code in order to use the TOD zoning categories throughout the City.

Oregon Administrative Rule (OAR 660-012-0060 (8)(b)) gives the City some latitude regarding a "mixed-use, pedestrian-friendly center or neighborhood" which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

- (i) Medium to high density residential development (12 or more units per acre);
- (ii) Offices or office buildings;
- (iii) Retail stores and services;
- (iv) Restaurants; and
- (v) Public open space or private open space which is available for public use, such as a park or plaza.

The City has defined the overall area as the URA and designated land uses for medium to high density residential zones. Once the zoning is in place there may be offices and retail services in first floor residential areas and/or in the commercially designated areas which we've identified as activity centers on the Transportation Concept map (Figure 2b). The public open space has been more broadly identified (circles) because it is not known at this time where the parks will be until there are individual master plans for development. The Parks and Recreation Master Plan will dictate size and type

The required mixed-use/pedestrian friendly areas per 4.1.6 are included in the CP-5/6 Concept Plan (see Finding 4.1.6).

Conclusion 4.1.8.4: Complies.

4.1.9. Conditions (JC ref 2.9). The following conditions apply to specific Urban Reserve Areas:

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

Finding: The City has coordinated with Jackson County and entered into an Area of Mutual Planning Concern Agreement prior to a UGB expansion into CP-5/6A.

Conclusion 4.1.9.5: Complies

4.1.10. Agricultural Buffering (JC ref 2.10). Participating jurisdictions designating Urban Reserve Areas shall adopt the Regional Agricultural Buffering program in Volume 2, Appendix III into their Comprehensive Plans as part of the adoption of the Regional Plan. The agricultural buffering standards in Volume 2, Appendix III shall be adopted into their land development codes prior to a UGB amendment.

Finding: CP-5/6 abuts EFU zoned lands along two sides of its borders (see Figure 5). There are some instances where buffering will be facilitated by natural stream channels and public rights-of-way. Some buffering has been shown in the Concept Plan (see Figure 2a). In all cases, during the design/development phase, the City will implement its adopted Agricultural Buffering Ordinance to mitigate potential land use conflicts.

Conclusion 4.1.10: Complies.

4.1.11. Regional Land Preservation Strategies (JC ref 2.11) Participating jurisdictions have the option of implementing the Community Buffer preservation strategies listed in Volume 2, Appendix V of the Regional Plan or other land preservation strategies as they develop.

Finding: County residents in CP-6 have identified an 'area of concern' south of an old racetrack where there could be an urban-rural interface between property developed to City residential densities and property already developed to county residential densities. There are no Critical Open Space Areas (COSAs) as listed in Volume 2, Appendix V of the Regional Plan but the City will be sensitive to ways to create land use transitions once property is brought into the UGB and then proposed for development. Community buffering was actually intended to make distinctions between Cities by 1) preserving regionally significant open space and 2) emphasizing individual community identity.

Conclusion 4.1.11: Complies.

4.1.12. Housing Strategies (JC ref 2.12). Participating jurisdictions shall create regional housing strategies that strongly encourage a range of housing types throughout the region within 5 years of acknowledgement of the RPS Plan.

Finding: Central Point is currently participating with other Rogue Valley jurisdictions in developing a regional housing strategy and is meeting separately with the consultant to fine tune the City's policies and affordable housing development tools. In the meantime the City updated its Housing Element to reflect the proactive measures already taken to supply a range of housing types in Central Point. The Housing Element has been acknowledged by DLCD and has also been praised by Housing Advocates. The City's commitment to higher densities and more efficient land use is reflected in this Concept Plan.

Conclusion 4.1.12: Complies.

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

Finding: The Regional Plan Element includes a provision that requires adoption of a concept plan prior to urban growth boundary expansion into an urban reserve area. The City has prepared this Conceptual Plan anticipating the receipt of proposals for UGB Amendment. Approval of the plan will make the City compliant with the Regional Plan and the priority system of the ORS and OAR.

Conclusion 4.1.13: Complies.

4.1.16. Population Allocation (JC ref 2.16). The County's Population Element shall be updated per statute to be consistent with the gradual implementation of the adopted plan. If changes occur during an update of the County's Population Element that result in substantially different population allocations for the participating jurisdictions of this Regional Plan, then the Plan shall be amended.

Finding: The City updated its Population Element in 2016 following the Coordinated Population Forecast for Jackson County, 2015-2035 prepared by the Population Research Center. The PSU forecast replaced the requirement for population forecasts to be based on a coordinated county forecast (HB 2253). The Conceptual Plan has been prepared using the new state forecasts.

Conclusion 4.1.16: Complies.

4.1.17. Greater Coordination with the RVMPO (JC ref 2.19). The participating jurisdictions shall collaborate with the Rogue Valley Metropolitan Organization (RVMPO) to:

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

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

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

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

Finding: The RVMPO Technical Advisory and Policy Committees determined that Conceptual Plan CP-5/6 complies with the Regional Plan Part 3- Goals, Policies and Potential Actions. The MPO voted to endorse CP-5/6 and to support its implementation.

Conclusion 4.1.17: Complies.

4.1.18. Future Coordination with the RVCOG (JC ref 2.20). The participating jurisdictions shall collaborate with the Rogue Valley Council of Governments on future regional planning that assists the participating jurisdictions in complying with the Regional Plan performance indicators. This includes cooperation in a region-wide conceptual planning process if funding is secured.

Finding: The CP-5/6 Concept Plan was prepared in collaboration with the RVCOG.

Conclusion 4.1.18: Complies.

4.1.21. Park Land (JC ref 2.17). For purposes of UGB amendments, the amount and type of park land included shall be consistent with the requirements of OAR 660-024-0040 or the park land need shown in the acknowledged plans.

Finding: The City is updating its Parks and Recreation Element and has incorporated the recommendations of a parks consultant to identify Community and Neighborhood parks in the Conceptual Plan. The park land is factored into the land use distributions referenced in Section 4.1.8.2

Conclusion 4.1.20: Complies.

4.1.22. Buildable Lands Definition (JC ref 2.18). Future urban growth boundary amendments will be required to utilize the definition of buildable land as those lands with a slope of less than 25 percent, or as consistent with OAR 660-008-0025(2) and other local and state requirements.

Finding: The City is updating its Land Use Element and has used the definition of buildable lands consistent with OAR 660-008-0025(2) in the preparation of this Conceptual Plan.

Conclusion 4.1.22: Complies.

DRAFT

LAND USE CONCEPT:

Land use distributions are general with transitions in between, provided that acreages and densities generally remain the same.

AREA OF CONCERN:

Residents living within the southern portion of CP-6A have expressed concerns about the impacts of potential future development immediately north of and within the Area of Concern boundary. Specific concerns include drainage, wells, density transitions, noise, lighting, view obstruction, and nuisance conditions that could arise due to new urban development. The Area of Concern purpose is to visually represent these concerns and to establish a policy that these be addressed at the time of Urban Growth Boundary Expansion, Annexation, and development application(s) subject to provisions in the Comprehensive Plan and Municipal Code.

Land Use Category	Gross Acreage (tax lot)	Parks Deduction*	Adjusted Gross Acreage	Minimum Density	Minimum DU Yield	Average Density
Lres	171.3	20	151.3	4	605	
Mres	253.9	18	235.9	7	1651	
Hres	33.8	2	31.8	20	637	
Total Residential	458.1	40	419.1		2894	6.90
Commercial	4.7	NA	4.7	NA	NA	NA
Civic	12.7	NA	12.7	NA	NA	NA
Total Employment	17.4	NA	17.4	NA	NA	NA
Parks & OS	40	NA	40	NA	NA	NA
Grand Total	476.4384		476.4384	NA	2894	6.90

Notes:

* For purposes of density calculation, only public parks needed per the Parks Master Plan may be deducted. This table doesn't address the additional 51.6 acres identified in the Regional Plan.

Land Use Category	CP-5A		CP-6A		Combined Totals			
	% Distribution (Req'd)	Acreage (Req'd)	% Distribution (Req'd)	Acreage (Req'd)	Total Acreage (Req'd)	Total Acreage (Proposed)**	Overall % Distribution (Req'd)	Overall Distribution (Proposed)
Residential	91%	28.21	76%	337.44	365.65	367.5	77%	77%
Employment	0%	0	4%	17.76	17.76	17.4	4%	4%
Parks & Open Space*	9%	2.79	20%	88.8	91.59	91.6	19%	19%
TOTALS:	100%	31	100%	444	475	476.5	100%	100%

Notes:

* Parks and Open Space locations are unknown at this time. The above distribution analysis is based on the required acreage per the Regional Plan.

** Area calculation for proposed acreage is based on the calculated geometry of land use shapefiles minus existing right-of-way per the Regional Plan. Differences are attributed to the methodology and are not significant.

**City of Central Point
Planning Commission Minutes
February 6, 2018**

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

II. ROLL CALL

Commissioners, Mike Oliver, Amy Moore, Tom Van Voorhees, Jim Mock, Craig Nelson, Kay Harrison and John Whiting were present. Also in attendance were: Tom Humphrey, Community Development Director, Stephanie Holtey, Principal Planner and Karin Skelton, Planning Secretary.

PLEDGE OF ALLEGIENCE

III. CORRESPONDENCE

- A letter from the Taylor Road West residents
- A revision to the draft Concept Plan in the packet was provided by Tom Humphrey, Community Development Director.

IV. MINUTES

Amy Moore made a motion to approve the minutes of the January 2, 2018 Planning Commission Meeting. John Whiting seconded the motion. ROLL CALL: Tom Van Voorhees, yes; Amy Moore, yes; Jim Mock, yes; John Whiting, yes; Craig Nelson, abstain; Kay Harrison, abstain. Motion passed.

V. PUBLIC APPEARANCES

VI. BUSINESS

A. Public Hearing (continuation) to discuss a Conceptual Land Use and Transportation Plan for Urban Reserve Areas CP-5 and CP-6 and to make a recommendation to the City Council. Applicant: City of Central Point.

Mike Oliver read the rules governing quasi-judicial procedures. Amy Moore stated she recused herself from the December meeting because she owned property in the area. She said after consideration and review she had no conflict of interest as she is not developing her property.

Tom Van Voorhees said he had made a visit to the area and had had a conversation with a neighbor who was on the schoolboard and was interested in the possible effects on the schools in the area. He did not believe this would affect his decisions.

Amy Moore said she also visited the area and had spoken with friends who lived there. She did not believe this would affect her decisions.

Jim Mock said he also drove and walked through the area. He did not believe this would affect his decisions.

Mr. Humphrey explained the Regional Planning Process. He said its purpose was to thoughtfully manage urban development and preserve farmland.

Mr. Humphrey gave an overview of the Concept Plan. He said the City's Regional Plan Element requires that prior to expansion of the urban growth boundary (UGB) into an urban reserve area (URA) it is necessary to adopt conceptual land use and transportation plans for the affected urban reserve. He explained when the City adopted a Regional Plan Element to its Comprehensive Plan in 2012 it agreed to an average residential zoning density of 6.9 units per gross acre of land.

He said the Regional Plan Element established a 50 year land supply and identifies general land use types and percentage distribution. He stressed that even when a property is in the UGB, the City's zoning designation does not affect it unless that property is annexed into the City at the owner's request. He said annexation can only occur if a property is in a UGB and is adjacent to the City limits and it would be a deliberate choice of a property owner.

Mr. Humphrey stated that most, but not all of the residents of the southern portion of CP-6 would prefer to be left out of the UGB. He said in order to comply with the Regional Plan, the City must assign an urban land use designation to all of the land in the URA and do so using the categories and percentages to which the City and County have agreed.

He stated an area of concern had been identified at the area of the anticipated urban/rural interface in CP-6.

He said public comments on the CP-5/6 Conceptual Plan were received during the Citizen Advisory Committee (CAC) meetings on October 10th and again on November 14th some residents sketched their own ideas for conceptual land use plans. These plans were introduced to the Planning Commission at their December meeting.

The Commissioners discussed the proposed transportation plan. Mr. Humphrey explained the flood plain impact on CP-5 and Grant Road's proximity to the creek. He added the concept plan included proposed realignment of streets for illustration purposes only.

Mr. Humphrey said staff has obtained comments from affected agencies including Jackson County, Rogue Valley Metropolitan Planning Organization, Rogue Valley Sewer Services, the City of Central Point Public Works Department and the Department of Land Conservation and Development. Comments received from citizen input and affected agencies resulted in changes now reflected in the Concept Plan. He said the City is obligated to honor its commitment to the Regional Plan. The Concept Plan is a general guide and the designations the City places on property in this plan do not change the County zoning or force county residents to come into the UGB.

Public Hearing was opened

Dan and Louise Sakraida

Mr. & Mrs. Sakraida stated they were opposed to a road running through their property. They added that Mr. & Mrs. Shipley were ill and could not attend the meeting but they also oppose the road as proposed. They asked if the road would be built on their property whether or not they came into the UGB. Mr. Humphrey said that if they never come into the UGB the City would not impose the construction of a road on their property.

Brady Dunn, Oak Pine Way

Mr. Dunn asked how the proposed road would be affected should the density change. Mr. Humphrey said that as long as a property was in the County it was subject to County regulations. He added that should a property come into the UGB, a master plan would have to be approved and there would be a public hearing at that time for discussion regarding proposed roads.

Mr. Dunn asked how the irrigation ditch would be affected should development occur. Mr. Humphrey stated that Rogue River Valley Irrigation District would work together with the developer on mitigation if necessary.

Mr. Dunn asked if the City had consulted with property owners on the placement of the higher density areas proposed on the map. Mr. Humphrey answered that citizen input was taken at public hearings and by mail. The main input had been from the citizens in the south of CP6 who were opposed to higher density development.

Sheila McMahon, New Ray Road

Ms. McMann said she agreed with Mr. Dunn and she liked the area as it was. She opposed any high density development.

Katy Mallams, Heritage Road

Ms. Mallams said she was concerned about the impact of development on the existing wells in the area. She also said she would like to see the Concept Plan show the specific area of concern as it would be when development occurred. Stephanie Holtey explained that the area of concern would be considered at each point in the process of any development. Mr. Humphrey added the City would identify the area of concern as including all property in the southern part of CP-6 rather than just a specific strip of land.

Sheila McMahon, New Ray Road

Ms. McMahon said that she agreed with Ms. Mallams and was concerned about the impact on the existing wells.

Ms. Holtey said that the area of concern on the map would be changed to incorporate the lower area of CP-6 as a whole to make it more comprehensive rather than simply a line between upper and lower portions of CP-6. The description of the area of concern could also reference specific concerns regarding impact from development. Those would include impact from lights, noise, traffic and groundwater disturbance.

Judy Booth, New Ray Road

Ms. Booth expressed concern regarding the increased density proposed on her property. Additionally she was concerned about the proposed road alignment and how it might impact the irrigation ditch. She was extremely worried about the wells in the area.

Larry Martin, Taylor Road

Mr. Martin said he represented the four property owners who made up the Taylor Road West Group. He said the group supported the Plan and said density could be adjusted to incorporate some low density along the racetrack area which separated their properties from the area of concern. The Group thought Grant Road should be realigned to address safety concerns and to provide traffic flow to the activity center on the plan map.

Public Hearing Was closed

Mr. Humphrey said he thought it was a good idea to include concerns regarding wells in the area of concern. He stressed that this was a concept and City zoning would only come into effect should a property annex into the City. Otherwise the County zoning would remain as it was.

Mr. Humphrey stated should the Planning Commission decide to move to recommend this matter to the City Council, he would advise adding the concerns brought up at this meeting be a part of their recommendation. He identified the concerns as: the specific identification of the area of concern; Grant Road realignment, and concerns regarding how the proposed roads would impact property.

Kay Harrison made a motion to approve Resolution No.851 **approving a Conceptual Land Use and Transportation Plan for Urban Reserve Areas CP-5 and CP-6 and to make a recommendation to the City Council.** John Whiting seconded the motion

The Commissioners discussed the language regarding the proposed transportation plan which stated that upon inclusion into the UGB the transportation plan would be implemented. Mr. Humphrey said the wording could be changed to state that at the time of inclusion in the UGB the local street network plan, road alignments and transportation improvements would be implemented. He explained that at the time that a portion of the URA came into the UGB it would need to have a traffic analysis and

master plan associated with it which would go to the Planning Commission and the City Council.

Mr. Humphrey explained the densities as set out in the Housing Element and the processes for creating the conceptual plan. Ms. Holtey added that a master plan would include requirements for open space and during the development process there would be opportunity for citizen input.

The commissioners asked about adding specific language regarding the area of concern to include impacts on wells and groundwater. Mr. Humphrey explained that staff could revise the Concept plan to modify the language describing the area of concern as the entire portion of CP-6 south of the racetrack, redefine the transportation plan and add specific language regarding the issues in the area of concern.

The Commissioners requested Mr. Humphrey state the amendments agreed to in the implementation guidelines.

Mr. Humphrey stated the amendments:

1. Amend the area of concern to include all the land south of the racetrack and add language identifying concerns to include groundwater, shallow wells noise and density transitions. This language would state that at the time of UGB amendment, annexation and development, the City shall ensure these issues are addressed and mitigated to minimize and avoid to the extent possible, impacts to residents living in this area.
2. Amend policy statement 6 .2 to say the areas affected by the transportation plan are limited to the areas brought into the UGB. At the time of inclusion into the UGB the local street network plan, road alignments, transportation improvements and jurisdictional transfers identified in that area will be included in the UGB amendment as identified in the UGB conceptual plan .
3. Amend the preferred map to modify the north/south line of Grant Road relocated to the western boundary.

The commissioners discussed the proposed roads and identified their preferred transportation plan. Mr. Humphrey said that it would be subject to a traffic analysis prior to any land becoming part of the UGB.

Kay Harrison moved to modify the motion to include the amendments. John Whiting seconded the motion.

ROLL Call: Tom Van Voorhees, yes; Craig Nelson, yes; Kay Harrison, yes; Amy Moore, yes; John Whiting, yes; Jim Mock, yes. Motion passed.

VII. DISCUSSION

Mr. Humphrey acknowledged this was Craig Nelson's last meeting as a Commissioner because he was moving to Medford.

Current City Projects Update:

Smith Crossing has picked up 5 building permits for the apartments on North Haskell.

The office Buildings on South Front Street have rectified their issues with the water table.

The Pine Street Improvements have hit the halfway point

There is a new application for a medical office building on Freeman Court

The Land Use element is going to the Counsel this month

Don and Tom are going to Portland for recognition of Don and the Housing Element

VII. ADMINISTRATIVE REVIEWS

IX. MISCELLANEOUS

X. ADJOURNMENT

Craig Nelson made a motion to adjourn. Kay Harrison seconded the motion. All members said "aye" Meeting was adjourned at 9:00 p.m.

The foregoing minutes of the February 6, 2018 Planning Commission meeting were approved by the Planning Commission at its meeting on the 3rd day of April, 2018.

Planning Commission Chair

STAFF REPORT



Planning Department

Tom Humphrey, AICP,
Community Development Director/
Assistant City Administrator

PLANNING DEPARTMENT MEMORANDUM

Date: January 12, 2018

To: Tom Humphrey, AICP, Community Development Director

From: Justin Gindlesperger; CFM, AICP; Community Planner II

Subject: Central Point Urban Reserve Areas (URAs) CP-5A and CP-6A

As noted in the Concept Plan for CP-5/6, a portion of the URAs are affected by the Special Flood Hazard Area (SFHA). Jackson Creek flows along the eastern boundary of CP-6A and bisects CP-5A, with the majority of flood hazard affecting CP-5A. The SFHA is identified by FEMA and shown on the Flood Insurance Rate Maps (FIRM) for the City of Central Point. Areas of inundation include Zone AE, which are areas of the 1-percent annual chance flood, and the regulatory floodway.

Chapter 8.24 of the Central Point Municipal Code establishes the standards for any development proposed in the SFHA within City limits. The URAs are not within City jurisdiction, nor is development proposed at this time. Future development, including mitigation efforts to remove portions of CP-5/6 from the floodway or floodplain, are required to comply with the standards of Chapter 8.24 at the time these areas are within the jurisdiction of the City. Additional permitting may be required from State or Federal agencies.

STAFF REPORT

January 8, 2018

AGENDA ITEM (File No. CPA-17001):

Conceptual Land Use and Transportation Plan (“Concept Plan”) for CP 5A/6A.

Applicant: City of Central Point

Traffic:

The proposed Concept Plan shows the extension of existing Arterials and Collectors. Additional analysis of the conceptual relocation of Grant Road’s will be needed to determine if the proposed density warrants an arterial or collector. Depending on the results, the Transportation System Plan (TSP) may need to be updated.

Existing Infrastructure:

Water: There are existing water mains adjacent to the CP-5A and CP-6A urban reserve areas (URAs) that will need to be extended into the area with annexation, see Attachment A.

Streets: Currently Grant, Beall and Scenic are all designated as collectors within the City’s TSP.

Stormwater: Prior to annexation, the Stormwater Master Plan will need to be conducted to master plan storm sewer within the developable areas. No City storm drains exist near the subject areas.

Issues:

1. Public Utilities – Prior to annexation, the Water Master Plan and Stormwater Master Plans shall be updated to determine the location and size of needed facilities.
2. Open Space Buffer – Parks is not in favor of the open space buffer as currently shown on the Conceptual Land Use Map. In order to be included within the City’s Park and Open a detailed trail and active park system would need to be planned so that a cohesive safety and maintenance plan are included. This needs to be done as part of an application for master plan, land division and/or site plan and architectural review in accordance with the Parks Element of the Comprehensive Plan, Parks Master Plan and zoning regulations relative to parks and open space sizing, location and design.
3. Transportation System Plan – The Transportation System Plan may need to be updated to incorporate the extension of existing arterials and collectors. Additional analysis should be done as part of the conceptual plan to determine the size and needs of the revised Grant Road and if any additional roads will need to be upsized to handle the traffic from development of the area. This will be required as part of the UGB amendment.
4. Public Utility Easement (PUE) – Prior to Annexation private utilities should be included to detail how to extend services into the areas and move them from existing rights of ways.



JACKSON COUNTY

Roads

**Roads
Engineering**

Kevin Christiansen
Construction Manager

200 Antelope Road
White City, OR 97503
Phone: (541) 774-8255
Fax: (541) 774-8295
christke@jacksoncounty.org

www.jacksoncounty.org

December 20, 2017

Attention: Stephanie Holtey
City of Central Point Planning
140 south Third Street
Central Point, OR 97502

RE: Conceptual Land use and transportation plan for Central Point Urban Reserve Areas
CP-5 and CP-6A.
Planning File: CP5 and CP-6A

Dear Stephanie:

Thank you for the opportunity to comment on the Conceptual Land use and transportation plan for Central Point Urban Reserve Areas. Jackson County Roads has the following comment:

1. Jackson County Roads supports the Land use and transportation plan for Central Point Urban Reserve Areas.

If you have any questions or need further information feel free to call me at 774-8255.

Sincerely,

Kevin Christiansen
Construction Manager



ROGUE VALLEY SEWER SERVICES

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

June 19, 2017

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

Re: CPA-17001: CP-5A / 6A Concept Plan

Dear Stephanie,

The existing sanitary sewer system is accurately shown on Figure 5 of the Concept Plan. Sewer service for future development will require the extension of sewer mains. There is adequate capacity to serve the proposed density.

Most of the area is outside of the stormwater MS4 boundary, however it will be brought into the boundary when it is annexed into the City. Future development will be required to meet the stormwater quality standards outlined in the regional Stormwater Quality Design Manual.

Feel free to call me if you have any questions.

Sincerely

Carl Tappert

Carl Tappert, PE
Manager

K:\DATA\AGENCIES\CENTPT\PLANNING\COMP PLAN AMENDMENT\2017\CPA-17001.DOC

Tom Humphrey

From: Larry Martin <LARRYMARTIN99@msn.com>
Sent: Wednesday, March 21, 2018 10:00 AM
To: Tom Humphrey
Cc: jbrock9092@brtax.net; Tim Higinbotham; sally.mcgrath@yahoo.com; Stephanie Holtey
Subject: alternative housing distribution for Taylor Road West
Attachments: Taylor Road West Alternative Housing Distribution.docx

Tom,

Our Taylor Road West group is concerned that the April 12th Council meeting when the CP-6A Concept Plan will be considered is fast approaching and we will not be able to work out the density issues in time. I am attaching a revised housing distribution chart that uses the minimum densities for all the residential zones for Central Point that Stephanie shared with me at our meeting on March 12th. We have included 5 acres of HRes land to try to address your concerns about the need for extra dwelling units in close proximity to the activity center. My reading of the Regional Plan Element of the Central Point Comprehensive Plan makes me believe that this proposal meets the minimum 6.9 DU/gross acre density requirements. Please let me know if you think I am mistaken. We believe that it is important that we come to a reconciliation of this issue at this stage of the process rather than let this issue linger into the UGB Amendment process.

Thank you for your consideration of this matter.

Larry and Sophia Martin
June and Clyde Brock

Housing Type Distribution for Taylor Road West

Residential Zone	Minimum Density	Acreage	Dwelling Units
R-1-10	4	23	92
R-1-8	5	23	115
R-1-6	6	23	138
R-2 & LMR	7	21	147
R-3 & MMR	12	8	96
HMR	25	5	125
Totals		103	713

This yields an average density of over 6.9 DU/gross acre if built out at the minimum allowed density for each of the residential zones.

Stephanie Holtey

From: Larry Martin <LARRYMARTIN99@msn.com>
Sent: Tuesday, March 20, 2018 9:23 AM
To: Tom Humphrey; Stephanie Holtey
Cc: jbrock9092@brtax.net; Tim Higinbotham
Subject: alternative density for calculation

Tom and Stephanie,

After reading the Regional Plan Element more closely, I'd like to suggest a modification to the numbers I had asked you to run in calculating an alternative density number for each density class (LRes, MRes, and HRes). If you used the average minimum required density for each residential zone within each class, you would come up with the following averages. For the LRes class range of 4 to 7, you have R-1-10 at a minimum of 4 DU/acre, R-1-8 at 5, and R-1-6 at 6 which would average out to 5. In the MRes class range of 7 to 20, you have R-2 and LMR at 7 DU and R-3 and MMR at 12 which would average to 9.5. The HRes class of 20+ has only the HMR at a minimum density of 25 DU/acre. So, instead of the 5.5 DU/acre for LRes and 13.5 for MRes that I suggested last week, could you substitute 5 for LRes and 9.5 for MRes?

I'm hoping that after you discuss this among yourselves that we could have one more meeting later this week. June Brock would like to attend with me (Tim Higinbotham is out of town), so her schedule during tax season will require a bit more planning than mine assuming my expectant cows cooperate.

Thanks!
Larry

Why buffers are necessary between established neighborhoods and new development

People in established rural residential neighborhoods have horses, cattle, goats, geese, ducks, and chickens. The noise and smells from these animals cause conflict with people in dense, new subdivisions.

Construction of storm drains and paved roads in new developments in close proximity to rural residential areas changes the water table, leading to potential for damage to nearby wells and death of mature trees.

Large homes on small lots (especially two-story homes) typical of new developments, with their ubiquitous privacy fences, right up against the backyards of homes in established neighborhoods creates a claustrophobic atmosphere and loss of views, reducing the property values of existing homes.

People move to rural residential neighborhoods with small houses on large lots because they want land they can utilize for activities such as 4-H and because they want space between themselves and their neighbors. New development should be designed in a manner that respects and protects these qualities.

Buffers protect existing neighborhoods and, if publicly owned, create open space which is very desirable and increases property values in new developments.

A publicly owned open space buffer 100-200 feet wide, extending across the south end of the Brock, Martin and Wiedemann properties from the agricultural buffer on the west boundary of the URA east to Grant Road and a buffer to the east of the properties on the east side of New Ray Road could be used for walking paths and bike trails and provide connectivity between neighborhoods. This would help to reduce vehicle traffic.

Leaving a buffer is a small price for the developers to pay for the imposition of years of noise and dust during construction and the long-term increase in traffic and light pollution that the existing quiet neighborhoods will have to live with.

/s/Katy Mallams

2855 Heritage Road, Central Point

January 4, 2018

Planning Dept. (Dec, 2017)

I have some thoughts & concerns-

1. For what is proposed. Grant road is too narrow and hasn't space to expand it.
Too much traffic from TOD now.
2. Too high water table - land in winter acts like a sponge. Water goes South W to North East.
3. Better for financing.
4. Too costly for Sumner - Many years ago I was told it would cost much more to get it. Now more.

So am against it



ANTONE J. PEDERSEN
4269 GRANT RD
CENTRAL POINT, OR 97502-9309

Antone J. Pedersen

541

541-729-~~0000~~



Stephanie Holtey

From: LINDA SHIPLEY <LindaShipley1@msn.com>
Sent: Tuesday, January 30, 2018 12:33 PM
To: Stephanie Holtey
Subject: Public Hearing - Draft Concept Plan for CP-5A/6A

Good morning Stephanie,

We wanted to check with you to see if another meeting has been scheduled with the Planning Commission to discuss the Land Use Element and the Conceptual Plan for CP5 and CP6.

We have heard that the Conceptual Plan was going to be discussed at the Planning Commission meeting of February 6th. We had asked that we be notified when a meeting or hearing was scheduled but as of today, January 30, we have not received any notification.

We again want to submit our objections to the proposed extension of North Haskell Street through our property at 2653 Scenic Avenue to connect with Scenic Avenue as we believe it will have an adverse affect and lessen the value and use of our property.

We ask that any proposed road be located to the far west end of the urban growth boundary so as to minimize the negative effect on us as well as other current residents.

Please consider this communication as our written comments regarding the subject plan and we request they be submitted as our response and opposition to the proposals.

Thank you,
Ray and Linda Shipley

From: LINDA SHIPLEY
Sent: Tuesday, December 5, 2017 7:32 PM
To: Stephanie Holtey
Subject: Public Hearing December 5, 2017 - Draft Concept Plan for CP-5A/6A

We are Linda and O.R. (Ray) Shipley and our property is located at 2653 Scenic Avenue, Central Point which is located within the proposed Conceptual Land Use and Transportation Plan for Urban Reserve Areas CP-5 and CP-6. Please consider this communication as our written comments regarding the subject plan and we request they be submitted as our response and opposition to the proposals.

We have reviewed the Conceptual Plan. We do not want to be included within the Central Point Urban Growth Boundary and we have no desire to be brought into the Central Point city limits.

We are specifically opposed to the proposed extension of North Haskell Street through our property to connect with Scenic Avenue as it would have an adverse affect and lessen the value and use of our property.

We also are requesting to be notified of any further meetings or hearings and any decision made by the Planning Commission and City Council.

Thank you for your consideration.

O. R. (Ray) Shipley

Linda R. Shipley

Property Address: 2653 Scenic Avenue, Central Point, Or 97502

MAILING ADDRESS: 8205 S. W. MARINERS DRIVE, WILSONVILLE, OREGON 97070

E-mail Address: Lindashipley1@msn.com

Phone: (541) 944-3214 or (503) 694-8537

TO: Planning Commission

FROM: Dan and Louise Sakraida
2785 Scenic Ave
Central Point, Or
dan@catholiclector.com

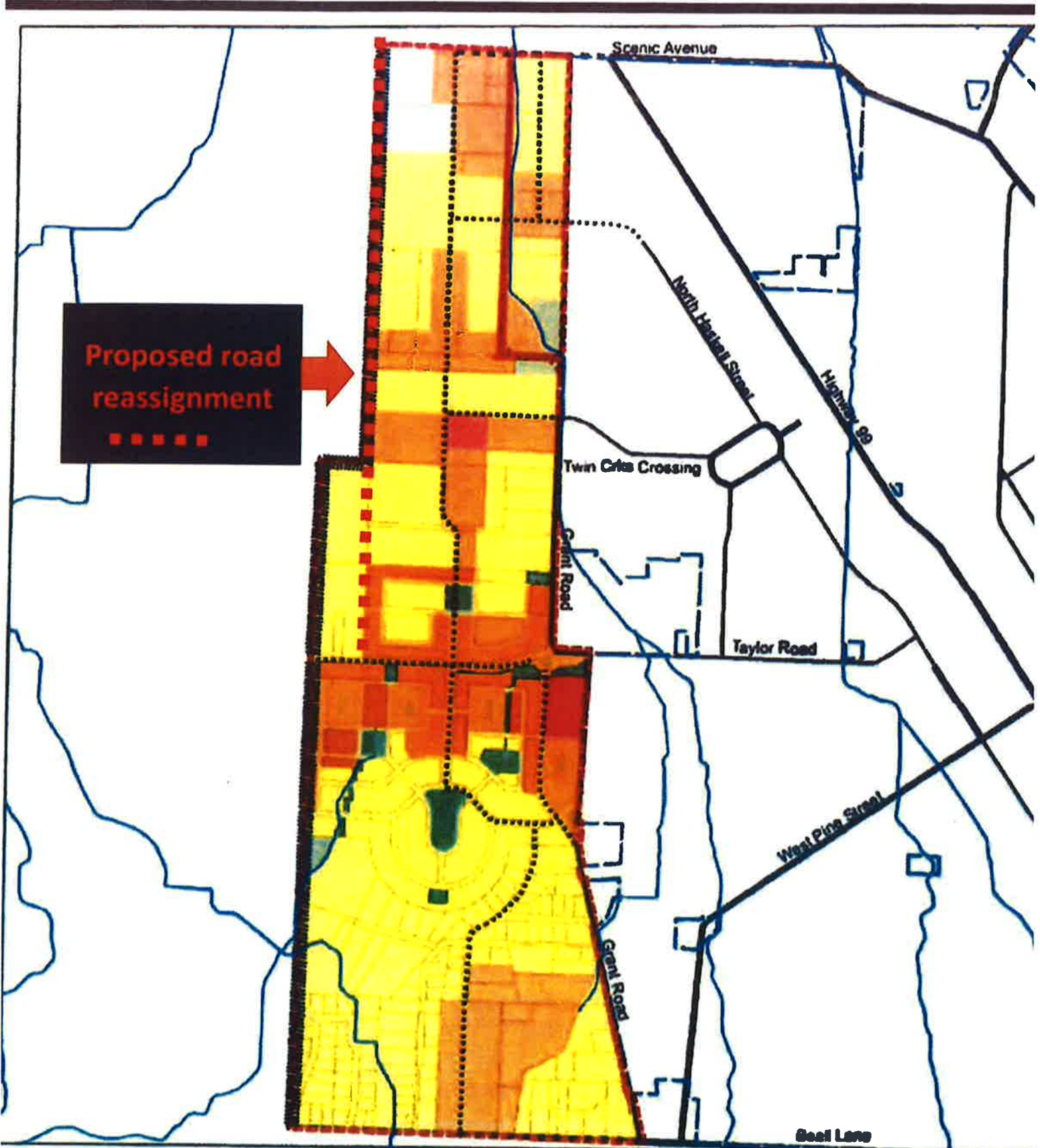
DATE: 1-29-18

SUBJECT: Input regarding the urban growth boundary

1. We recently learned that input regarding the extension of the urban growth boundary had been under discussion for multiple years at the county level. According to the county the decision regarding urban growth boundary has already been finalized. **We were never informed** which prevented us from sharing our input and concerns. We are deeply concerned with this apparent lack of transparency regarding decisions made that have profound effect on our property. We have owned the property for over 30 years. We are aware of the importance of responding to county notices as Louise was deeply involved in preventing the rezoning to rural residential over 20 years ago.
2. We would again remind you this is **PRIME FARM LAND** of the highest quality that will be forever lost to future generations. We again ask you to focus on land that is not suitable for farm use.
3. Regarding the tentative road through our property. **This road would have a major impact on our way of life.** If we cannot prevent this process we ask that you relocate the road to the far west end of the urban growth boundary so as to minimize the negative effect on current residents (see map attached). You might consider a **roundabout** where our proposed road would meet the Scenic and Seven Oaks junction.
4. We are also **opposed to the park at the north end** of the proposed plan.
5. We request this letter be included as part of the public record.

Respectfully,


Dan and Louise Sakraida



Proposed road reassignment

1-29-18
 DAN & LOUISE SAKRAVICH road relocation proposal

Figure 2. Concept Plan CP-5A and CP-6 Concept Plan

Legend

Existing and Proposed Streets		Proposed Land Use	
CP-5A	Major Arterial	Residential High Rise	Commercial
CP-6A	Minor Arterial	Residential Medium Rise	Civic
As Buffer	Collector	Residential Low Rise	Parks
	Proposed Collector		
	Proposed Collector (AIR)		
	Proposed Collector (AIR)		

Central Point Planning Commission
Central Point City Hall
140 South 3rd Street
Central Point, Oregon 97502

Dear Commissioners,

We, the owners of the Brock, Higinbotham, Martin, and Wiedman properties that are members of the Taylor Road West group, want to express our support for the Concept Planning process for CP-6A in which you are involved. Completing the concept plan is an important step towards our properties being considered as an addition to Central Point's Urban Growth Boundary (UGB). The conceptual transportation planning that is included in this concept plan is its most valuable part. It is important that the City identify regionally significant transportation corridors so that they can be protected until the time that they need to be turned into roads. Another important part of the conceptual transportation plan is to assure connectivity throughout the urban reserve area, even in the areas that are not expected to develop for several decades.

Another important part of the conceptual planning process is to meet the Performance Indicators of the Regional Plan related to target residential density, land use distribution, and mixed use/pedestrian friendly areas. It is worth noting that nowhere in the performance indicators does it mention that the concept plan should include specific siting of parks or open space. This would happen at a later stage of the UGB Amendment process. It is understandable why some of our southerly neighbors would like to see a 200' buffer strip designated on our land, but that would clearly be outside of the scope of what should be in a concept plan. Also, that buffer strip would be a major obstacle to transportation connectivity. Additionally, any acreage taken up by a buffer strip would make it more challenging to meet the density requirements and also would take acres away from parks that are more centrally located and universally accessible and attractive to residents of the city. We do want the residents that live south of us to know that we support their desire to remain in the county and understand that they will only be brought into the UGB at the time of their choosing.

We are also submitting into the record a concept plan for Taylor Road West that we authorized and funded in 2009. It gives you a good idea what we envision for the next addition to the City's UGB. Please keep in mind while reviewing this old concept plan that we will be working with City staff to make revisions that will meet the City's current requirements regarding densities, parks, and agricultural buffers that are specified in the Regional Plan Element of the City's Comprehensive Plan.

Thank you for your service to the citizens of Central Point.

Sincerely,



Elizabeth Wiedman, Wiedman Family LLC, 3817 Grant Rd., Central Point, 97502

01/25/18

Date

Central Point Planning Commission
Central Point City Hall
140 South 3rd Street
Central Point, Oregon 97502

Dear Commissioners,

We, the owners of the Brock, Higinbotham, Martin, and Wiedman properties that are members of the Taylor Road West group, want to express our support for the Concept Planning process for CP-6A in which you are involved. Completing the concept plan is an important step towards our properties being considered as an addition to Central Point's Urban Growth Boundary (UGB). The conceptual transportation planning that is included in this concept plan is its most valuable part. It is important that the City identify regionally significant transportation corridors so that they can be protected until the time that they need to be turned into roads. Another important part of the conceptual transportation plan is to assure connectivity throughout the urban reserve area, even in the areas that are not expected to develop for several decades.

Another important part of the conceptual planning process is to meet the Performance Indicators of the Regional Plan related to target residential density, land use distribution, and mixed use/pedestrian friendly areas. It is worth noting that nowhere in the performance indicators does it mention that the concept plan should include specific siting of parks or open space. This would happen at a later stage of the UGB Amendment process. It is understandable why some of our southerly neighbors would like to see a 200' buffer strip designated on our land, but that would clearly be outside of the scope of what should be in a concept plan. Also, that buffer strip would be a major obstacle to transportation connectivity. Additionally, any acreage taken up by a buffer strip would make it more challenging to meet the density requirements and also would take acres away from parks that are more centrally located and universally accessible and attractive to residents of the city. We do want the residents that live south of us to know that we support their desire to remain in the county and understand that they will only be brought into the UGB at the time of their choosing.

We are also submitting into the record a concept plan for Taylor Road West that we authorized and funded in 2009. It gives you a good idea what we envision for the next addition to the City's UGB. Please keep in mind while reviewing this old concept plan that we will be working with City staff to make revisions that will meet the City's current requirements regarding densities, parks, and agricultural buffers that are specified in the Regional Plan Element of the City's Comprehensive Plan.

Thank you for your service to the citizens of Central Point.

Sincerely,



Tim Higinbotham

2744 Taylor Rd., Central Point, OR



Nancy Higinbotham

1-16-2018

Date

Central Point Planning Commission
Central Point City Hall
140 South 3rd Street
Central Point, Oregon 97502

Dear Commissioners,

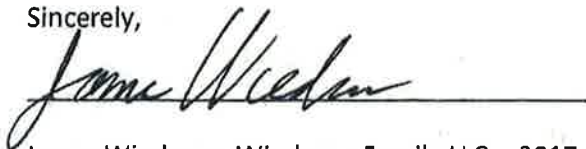
We, the owners of the Brock, Higinbotham, Martin, and Wiedman properties that are members of the Taylor Road West group, want to express our support for the Concept Planning process for CP-6A in which you are involved. Completing the concept plan is an important step towards our properties being considered as an addition to Central Point's Urban Growth Boundary (UGB). The conceptual transportation planning that is included in this concept plan is its most valuable part. It is important that the City identify regionally significant transportation corridors so that they can be protected until the time that they need to be turned into roads. Another important part of the conceptual transportation plan is to assure connectivity throughout the urban reserve area, even in the areas that are not expected to develop for several decades.

Another important part of the conceptual planning process is to meet the Performance Indicators of the Regional Plan related to target residential density, land use distribution, and mixed use/pedestrian friendly areas. It is worth noting that nowhere in the performance indicators does it mention that the concept plan should include specific siting of parks or open space. This would happen at a later stage of the UGB Amendment process. It is understandable why some of our southerly neighbors would like to see a 200' buffer strip designated on our land, but that would clearly be outside of the scope of what should be in a concept plan. Also, that buffer strip would be a major obstacle to transportation connectivity. Additionally, any acreage taken up by a buffer strip would make it more challenging to meet the density requirements and also would take acres away from parks that are more centrally located and universally accessible and attractive to residents of the city. We do want the residents that live south of us to know that we support their desire to remain in the county and understand that they will only be brought into the UGB at the time of their choosing.

We are also submitting into the record a concept plan for Taylor Road West that we authorized and funded in 2009. It gives you a good idea what we envision for the next addition to the City's UGB. Please keep in mind while reviewing this old concept plan that we will be working with City staff to make revisions that will meet the City's current requirements regarding densities, parks, and agricultural buffers that are specified in the Regional Plan Element of the City's Comprehensive Plan.

Thank you for your service to the citizens of Central Point.

Sincerely,



James Wiedman, Wiedman Family LLC, 3817 Grant Rd., Central Point, 97502

1/17/18

Date

Central Point Planning Commission
Central Point City Hall
140 South 3rd Street
Central Point, Oregon 97502

Dear Commissioners,

We, the owners of the Brock, Higinbotham, Martin, and Wiedman properties that are members of the Taylor Road West group, want to express our support for the Concept Planning process for CP-6A in which you are involved. Completing the concept plan is an important step towards our properties being considered as an addition to Central Point's Urban Growth Boundary (UGB). The conceptual transportation planning that is included in this concept plan is its most valuable part. It is important that the City identify regionally significant transportation corridors so that they can be protected until the time that they need to be turned into roads. Another important part of the conceptual transportation plan is to assure connectivity throughout the urban reserve area, even in the areas that are not expected to develop for several decades.

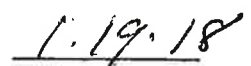
Another important part of the conceptual planning process is to meet the Performance Indicators of the Regional Plan related to target residential density, land use distribution, and mixed use/pedestrian friendly areas. It is worth noting that nowhere in the performance indicators does it mention that the concept plan should include specific siting of parks or open space. This would happen at a later stage of the UGB Amendment process. It is understandable why some of our southerly neighbors would like to see a 200' buffer strip designated on our land, but that would clearly be outside of the scope of what should be in a concept plan. Also, that buffer strip would be a major obstacle to transportation connectivity. Additionally, any acreage taken up by a buffer strip would make it more challenging to meet the density requirements and also would take acres away from parks that are more centrally located and universally accessible and attractive to residents of the city. We do want the residents that live south of us to know that we support their desire to remain in the county and understand that they will only be brought into the UGB at the time of their choosing.

We are also submitting into the record a concept plan for Taylor Road West that we authorized and funded in 2009. It gives you a good idea what we envision for the next addition to the City's UGB. Please keep in mind while reviewing this old concept plan that we will be working with City staff to make revisions that will meet the City's current requirements regarding densities, parks, and agricultural buffers that are specified in the Regional Plan Element of the City's Comprehensive Plan.

Thank you for your service to the citizens of Central Point.

Sincerely,





Robin Weiss, Wiedman Family LLC,

3817 Grant Rd., Central Point, 97502

Date

Central Point Planning Commission
Central Point City Hall
140 South 3rd Street
Central Point, Oregon 97502

Dear Commissioners,

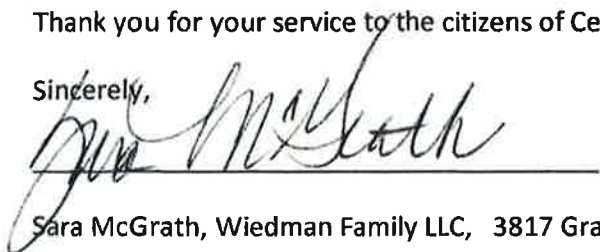
We, the owners of the Brock, Higinbotham, Martin, and Wiedman properties that are members of the Taylor Road West group, want to express our support for the Concept Planning process for CP-6A in which you are involved. Completing the concept plan is an important step towards our properties being considered as an addition to Central Point's Urban Growth Boundary (UGB). The conceptual transportation planning that is included in this concept plan is its most valuable part. It is important that the City identify regionally significant transportation corridors so that they can be protected until the time that they need to be turned into roads. Another important part of the conceptual transportation plan is to assure connectivity throughout the urban reserve area, even in the areas that are not expected to develop for several decades.

Another important part of the conceptual planning process is to meet the Performance Indicators of the Regional Plan related to target residential density, land use distribution, and mixed use/pedestrian friendly areas. It is worth noting that nowhere in the performance indicators does it mention that the concept plan should include specific siting of parks or open space. This would happen at a later stage of the UGB Amendment process. It is understandable why some of our southerly neighbors would like to see a 200' buffer strip designated on our land, but that would clearly be outside of the scope of what should be in a concept plan. Also, that buffer strip would be a major obstacle to transportation connectivity. Additionally, any acreage taken up by a buffer strip would make it more challenging to meet the density requirements and also would take acres away from parks that are more centrally located and universally accessible and attractive to residents of the city. We do want the residents that live south of us to know that we support their desire to remain in the county and understand that they will only be brought into the UGB at the time of their choosing.

We are also submitting into the record a concept plan for Taylor Road West that we authorized and funded in 2009. It gives you a good idea what we envision for the next addition to the City's UGB. Please keep in mind while reviewing this old concept plan that we will be working with City staff to make revisions that will meet the City's current requirements regarding densities, parks, and agricultural buffers that are specified in the Regional Plan Element of the City's Comprehensive Plan.

Thank you for your service to the citizens of Central Point.

Sincerely,



Sara McGrath, Wiedman Family LLC, 3817 Grant Rd., Central Point, 97502

1-17-18

Date

Central Point Planning Commission
Central Point City Hall
140 South 3rd Street
Central Point, Oregon 97502

Dear Commissioners,

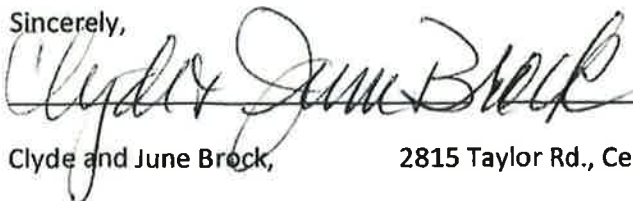
We, the owners of the Brock, Higinbotham, Martin, and Wiedman properties that are members of the Taylor Road West group, want to express our support for the Concept Planning process for CP-6A in which you are involved. Completing the concept plan is an important step towards our properties being considered as an addition to Central Point's Urban Growth Boundary (UGB). The conceptual transportation planning that is included in this concept plan is its most valuable part. It is important that the City identify regionally significant transportation corridors so that they can be protected until the time that they need to be turned into roads. Another important part of the conceptual transportation plan is to assure connectivity throughout the urban reserve area, even in the areas that are not expected to develop for several decades.

Another important part of the conceptual planning process is to meet the Performance Indicators of the Regional Plan related to target residential density, land use distribution, and mixed use/pedestrian friendly areas. It is worth noting that nowhere in the performance indicators does it mention that the concept plan should include specific siting of parks or open space. This would happen at a later stage of the UGB Amendment process. It is understandable why some of our southerly neighbors would like to see a 200' buffer strip designated on our land, but that would clearly be outside of the scope of what should be in a concept plan. Also, that buffer strip would be a major obstacle to transportation connectivity. Additionally, any acreage taken up by a buffer strip would make it more challenging to meet the density requirements and also would take acres away from parks that are more centrally located and universally accessible and attractive to residents of the city. We do want the residents that live south of us to know that we support their desire to remain in the county and understand that they will only be brought into the UGB at the time of their choosing.

We are also submitting into the record a concept plan for Taylor Road West that we authorized and funded in 2009. It gives you a good idea what we envision for the next addition to the City's UGB. Please keep in mind while reviewing this old concept plan that we will be working with City staff to make revisions that will meet the City's current requirements regarding densities, parks, and agricultural buffers that are specified in the Regional Plan Element of the City's Comprehensive Plan.

Thank you for your service to the citizens of Central Point.

Sincerely,



Clyde and June Brock,

2815 Taylor Rd., Central Point, 97502



Date

Central Point Planning Commission
Central Point City Hall
140 South 3rd Street
Central Point, Oregon 97502

Dear Commissioners,

We, the owners of the Brock, Higinbotham, Martin, and Wiedman properties that are members of the Taylor Road West group, want to express our support for the Concept Planning process for CP-6A in which you are involved. Completing the concept plan is an important step towards our properties being considered as an addition to Central Point's Urban Growth Boundary (UGB). The conceptual transportation planning that is included in this concept plan is its most valuable part. It is important that the City identify regionally significant transportation corridors so that they can be protected until the time that they need to be turned into roads. Another important part of the conceptual transportation plan is to assure connectivity throughout the urban reserve area, even in the areas that are not expected to develop for several decades.

Another important part of the conceptual planning process is to meet the Performance Indicators of the Regional Plan related to target residential density, land use distribution, and mixed use/pedestrian friendly areas. It is worth noting that nowhere in the performance indicators does it mention that the concept plan should include specific siting of parks or open space. This would happen at a later stage of the UGB Amendment process. It is understandable why some of our southerly neighbors would like to see a 200' buffer strip designated on our land, but that would clearly be outside of the scope of what should be in a concept plan. Also, that buffer strip would be a major obstacle to transportation connectivity. Additionally, any acreage taken up by a buffer strip would make it more challenging to meet the density requirements and also would take acres away from parks that are more centrally located and universally accessible and attractive to residents of the city. We do want the residents that live south of us to know that we support their desire to remain in the county and understand that they will only be brought into the UGB at the time of their choosing.

We are also submitting into the record a concept plan for Taylor Road West that we authorized and funded in 2009. It gives you a good idea what we envision for the next addition to the City's UGB. Please keep in mind while reviewing this old concept plan that we will be working with City staff to make revisions that will meet the City's current requirements regarding densities, parks, and agricultural buffers that are specified in the Regional Plan Element of the City's Comprehensive Plan.

Thank you for your service to the citizens of Central Point.

Sincerely,



Larry and Sophia Martin,



2673 Taylor Rd., Central Point, 97502

1-17-2018

Date

Taylor Road West

A Master Plan Development Concept

Candidate Urban Reserve Area – CP 6A

City of Central Point, Oregon

July 31, 2009

TAYLOR ROAD WEST

FACT SHEET

Subject: Conceptual Master Development Plan

Background: The subject properties have been identified in the draft Regional Problem Solving process as part of Central Point's candidate Urban Reserve Area identified as CP 6A. The Taylor Road West Master Plan Concept conforms with the City of Central Point's goals as identified in Section 3.5 of its Transportation System Plan – Transit Oriented Development.

In keeping with the regional intent to have future urban residential inventory available in a timely manner and consistent with the urban goals of RPS, the owners offer the Taylor Road West conceptual project for consideration by the City of Central Point.

Key Data (all acreage/square footage numbers are approximate)

Gross acreage:	136 acres
Roads / Bio-swales:	39 acres
Net urban acres:	90 acres
Urban Park acres:	7 acres

Concept Residential Dwelling Units (by type)

Single Family Detached	230	46.5 acres
Zero Lot line Homes	72	9.5 acres
Town Homes	72	5.0 acres
Duplex	125	13.0 acres
Cluster Cottages	<u>71</u>	<u>12.0</u> acres
	570	86.0 acres

Concept Commercial

Office / Neighborhood (sq. ft.)	39.5K	4.0 acres
---------------------------------	-------	-----------

Density: Residential 6.63 per DU / Net Urban Acre (excluding park land)

Key Locational Factors: (See attached concept site plans and maps.)

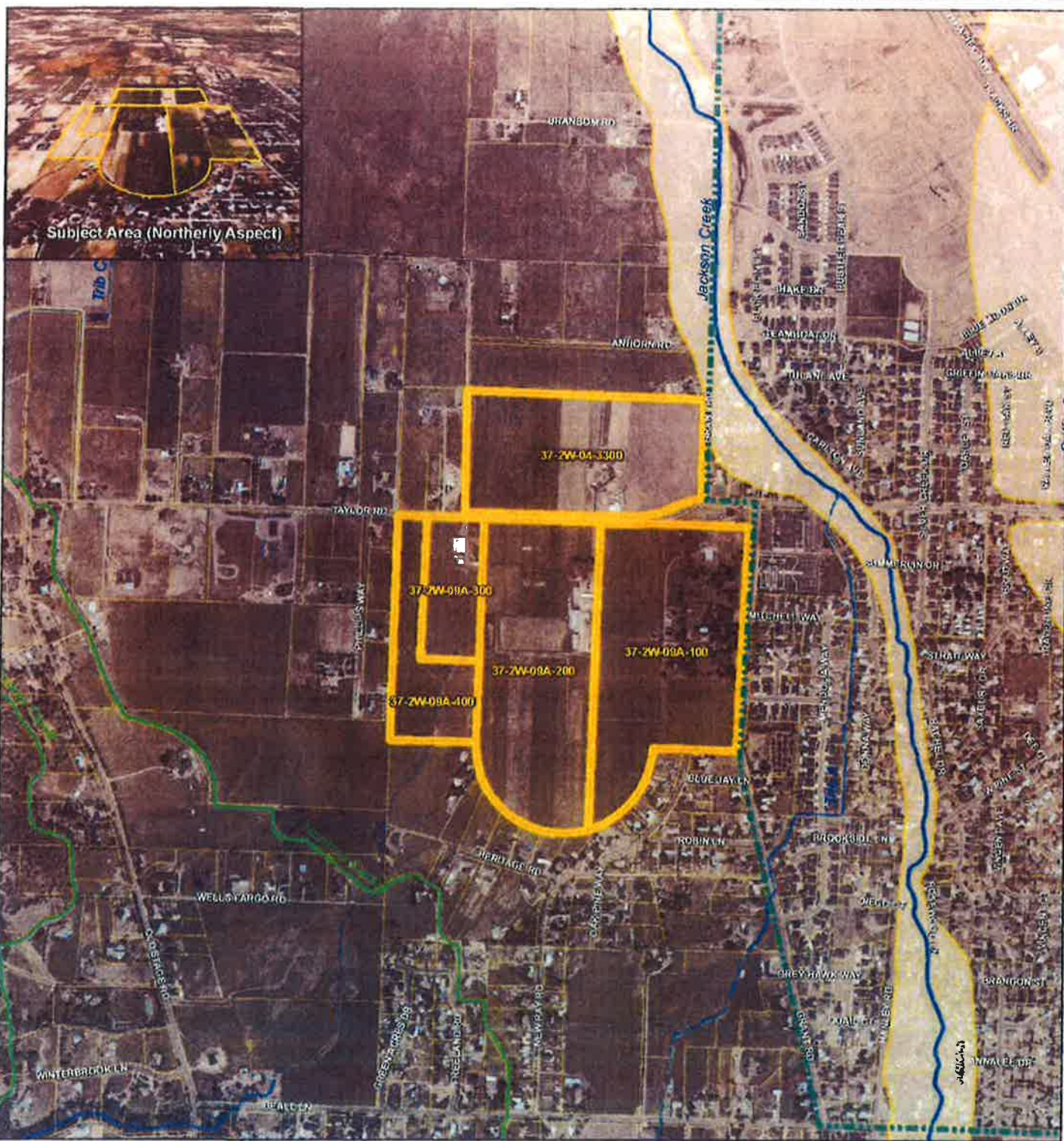
Transportation: The project would be served by Taylor Rd., Grant Rd., Old Stage Rd., Beall Ln., W. Pine St., and Highway 99. According to the Transportation System Plan adopted in 2008, current conditions meet Central Point LOS standards. Independent analysis will be necessary to determine any mitigation necessary to support the project's development (see attached Transportation System Plan 2008).

Water: Medford Water Commission supplies water to this general area as part of its water delivery agreement with the City of Central Point. Independent analysis will be necessary to determine any mitigation necessary to support the project's development.





Sanitary: Rogue Valley Sewer Services provides sanitary services through its regional system located within Central Point's existing urban boundary. Independent analysis will be necessary to determine any mitigation necessary to support the project's development.

Storm Facility: The project can be served via on-site bio-swales and detention facility yet to be designed. Recent storm water system analysis has been performed.

Urban Inventory Availability: Currently in rural low density use, the subject property is in the ownership of 4 entities that have jointly commissioned the underlying conceptual master plan. These project characteristics suggest that the subject master plan may be realized more expeditiously than other potential alternate future urban opportunities identified.



Legend

-  Existing UGB
-  Subject Lots
-  Tax Lots
-  100-Year FP

Taylor Road West

**37-2W-09A 200, 300 & 400;
37-2W-04 300;
37-2W-09A 100**



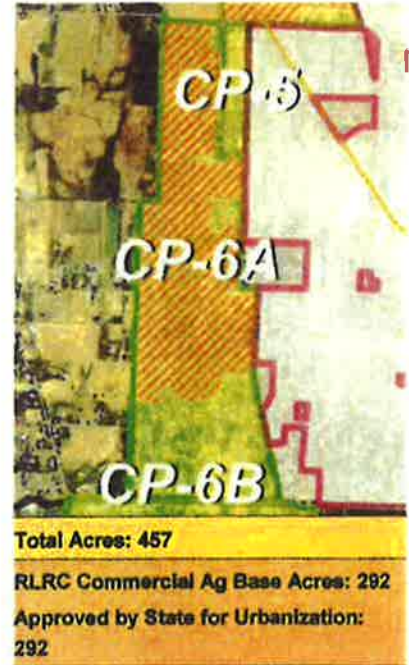
CP-6A:

457 acres	Res.	Comm.	Ind.	Institutional	Open Space / Parks	Resource
Existing Zoning	31%					69%
Proposed Uses	76%			4%	20%	

This area consists of 457 acres. The City and its residents have supported including this area because it helps the City’s goal of developing in a centric pattern. The City envisions larger master planned communities in the areas where several large lots can be assembled for higher density residential development, some open space preserved and agricultural buffers created. Managed growth to the west will promote efficient local resident access to the Downtown core.

The properties in this urban reserve are adjacent to the city limits, and could easily be served by services from the Twin Creeks development or from existing collector roads, such as Beall Lane, Taylor Road, and Scenic Avenue. The circulation

**Exhibit 6-16
Urban Reserve CP-6A**

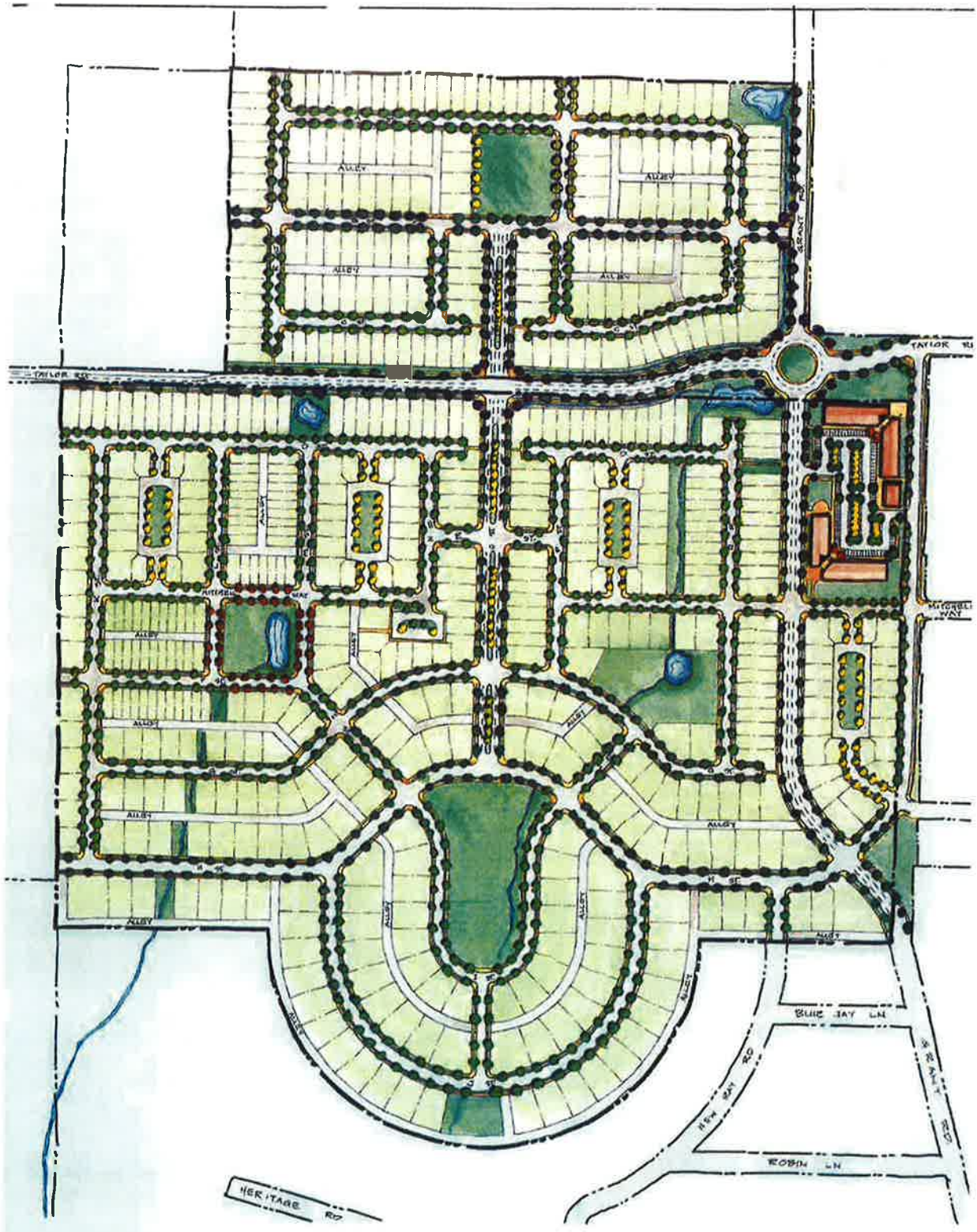



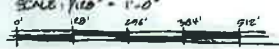
plan for this area is a natural extension of the Twin Creeks Development, and of historic east-west roads such as Taylor and Beale. The City believes that there are more natural linkages from the areas west of Grant Road to the Downtown and other neighborhoods.

Water, natural gas and sewer maps indicate that other infrastructure can be readily, efficiently, and economically extended to CP-6A from the east and the south. Storm drainage can be developed, treated, and effectively drained into existing systems. The Twin Creeks Development is using passive water treatment, which the City will impose on new development in this area.

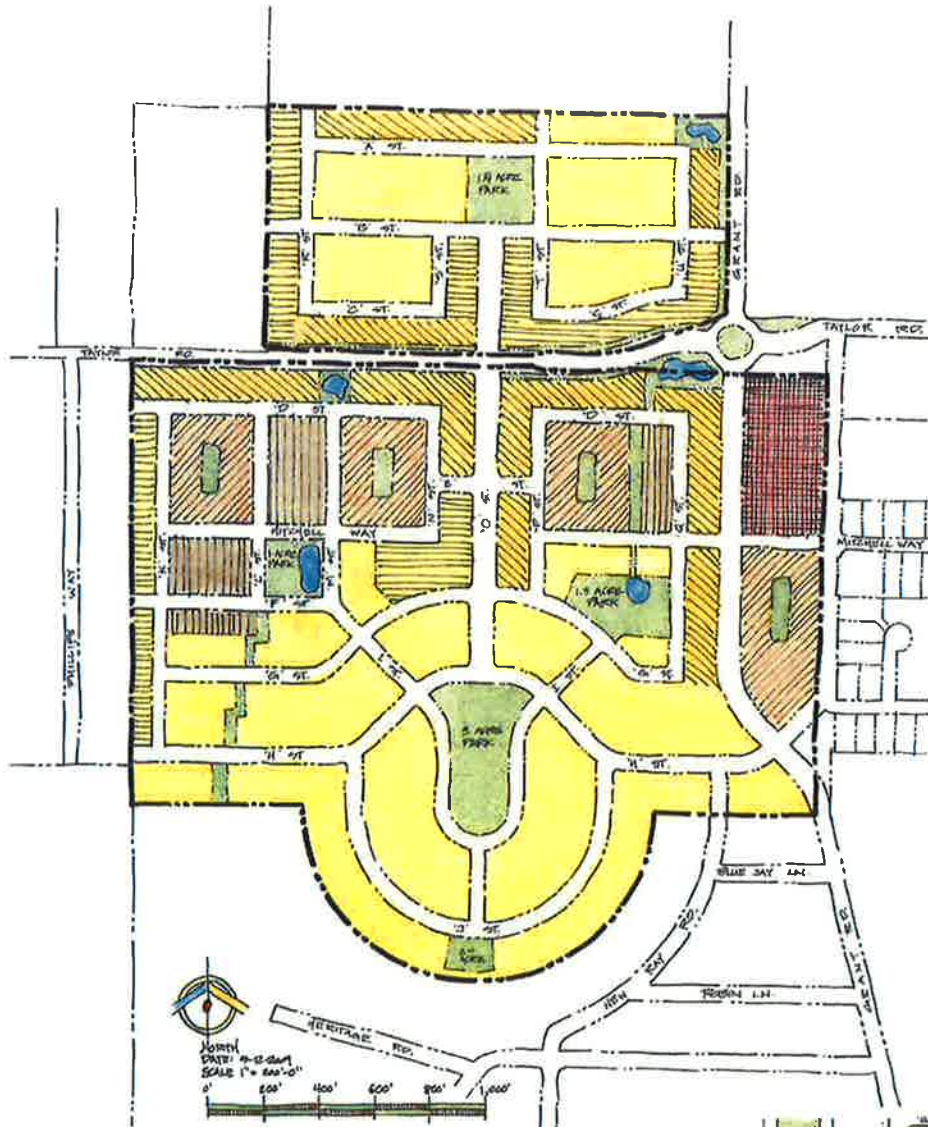
Approximately 2/3 of the land in this urban reserve is zoned as Exclusive Farm Use, and has been recommended by the RLRC as part of the Commercial Agricultural Base. The remaining 1/3 is exception lands zoned for rural residential use. Soils in this area are class 3 with limited amounts of Class 2. Local long-term members of the farming community have maintained that the land is not productive, and that for years it has been used extensively for grazing, or has been allowed to remain fallow.

Commercial Agricultural Resource Base Status: 292 acres of CP-6A were recommended as part of the commercial agricultural base by the RLRC. However, the decision made at the second state agency review in December, 2007 was that the case for eventual urbanization of CP-6A was more compelling than the one for maintaining it in agricultural use.

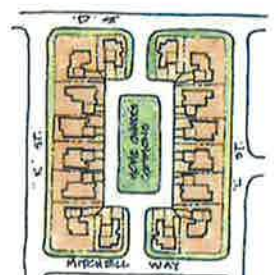



 NORTH
 DATE 7-4-2011
 SCALE 1/16" = 1'-0"


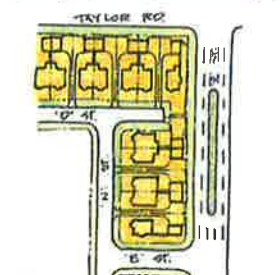
MASTER PLAN CONCEPT TAYLOR ROAD WEST
 FOSTER CONSULTANTS, LAKE OSWEGO, OR 503-635-6190
 MONTERO & ASSOCIATES LLC MEDFORD, OR 541-777-0711 URBAN DEVELOPMENT CONSULTANT



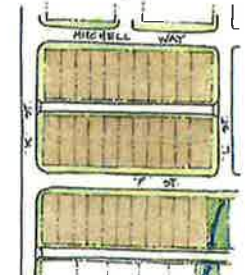
LAND USE PLAN
CENTRAL POINT PROPERTIES



CLUSTER COTTAGES 71 UNITS
1" = 100'-0", 13 AC.



DUPLEX (REAR GARAGE) 12 UNITS
1" = 100'-0", 13.25 AC.



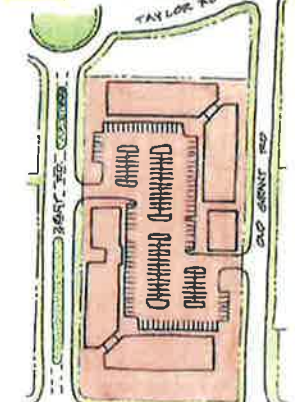
TOWN HOMES 72 UNITS
1" = 100'-0", 5 AC.



ZERO LOT LINE HOMES 72 UNITS
1" = 100'-0", 3.9 AC.



SINGLE FAMILY DETACHED HOMES 230 UNITS
1" = 100'-0", 46.5 AC. TO 10,000 SF LOTS
NOTE: ALL ACREAGES INCLUDE STREETS, PARKS & DRAINAGE WAYS



COMMERCIAL SITE 39.6 KSF
1" = 100'-0", 3.9 AC.

MASTER PLAN CONCEPT
FOSTER CONSULTANTS, LAKE OSWEGO, OR. 503-235-1190
MONTERO & ASSOCIATES LLC, MEDFORD, OR. 531.779-0771

TAYLOR ROAD WEST
URBAN DEVELOPMENT CONSULTANT

Stephanie Holtey

From: Stephanie Holtey
Sent: Wednesday, December 06, 2017 4:26 PM
To: 'k m'
Cc: Tom Humphrey
Subject: RE: meeting with you to discuss buffers
Attachments: 12052017 CP-5A_6A Concept Plan.pdf

Hi Katy,

I would be happy to meet with you and Duane next week. I can meet Wednesday or Thursday. Would you mind waiting to schedule until Tom returns on Monday? He may want to join us and I'd like to make sure that we can accommodate him since he is the project lead. I will keep these two days open to accommodate our meeting.

In the meantime, I have attached my PowerPoint presentation from last night's meeting. In addition, I have provided a link to the Regional Plan Element below. This document presents the Performance Indicators in Section 4.1, which starts on page 15 of 26. The primary focus of the performance indicators is on land use and transportation concepts is on land use distribution, committed residential density, provision of mixed-use/pedestrian friendly areas, and identifying regionally significant transportation corridors. At this stage of the planning process, we have evaluated the proposed plans for a general sense of where we are relative to land use distribution and committed density. It appears that we are right on target with providing the allocation of identified land uses (i.e. residential, employment, parks). Density can be addressed in one of two ways. One would be to adjust the density within CP-5/6 to meet the 6.9 target as part of the current process. In the alternative we can adjust densities within the city limits and/or the URAs to offset the lower density in the CP-5/6 URA. My sense is that we are taking a more global approach to provide maximum flexibility to accommodate citizen concerns and desires to accommodate expressed interest providing for lower densities within existing neighborhoods in rural areas.

Regional Plan Element -

[http://www.centralpointoregon.gov/sites/default/files/fileattachments/community_development/page/471/4 - exhibit a regional plan element final 8-9-2012.pdf](http://www.centralpointoregon.gov/sites/default/files/fileattachments/community_development/page/471/4_-_exhibit_a_regional_plan_element_final_8-9-2012.pdf)

Thank you for all of your time and effort throughout this planning process. I very much look forward to meeting with you and Duane to discuss your questions/concerns about the buffer and to collectively brainstorm ideas to address your desire to avoid disruption to the neighborhood character you presently enjoy.

Sincerely,

Stephanie Holtey, CFM
Principal Planner
City of Central Point
140 South 3rd Street
Central Point, OR 97502
Desk: (541) 664-3321, Ext. 244
Fax: (541) 664-6384
www.centralpointoregon.gov



From: k m [mailto:k.mallams1@gmail.com]
Sent: Wednesday, December 06, 2017 9:15 AM
To: Stephanie Holtey
Subject: meeting with you to discuss buffers

Hello Stephanie,

Duane and I would like to meet with you to discuss the issue of buffers in CP-6A. Would you have time on Thursday 12/7, Monday 12/11, or Wednesday 12/13? We are flexible as to time of day so a time that would work for you should be fine for us.

The powerpoint presentation you gave the Planning Commission last night about the planning process had some very good information so we wondered if we might get a copy of it?

Also we wondered if you could tell us what the Performance Indicators are that the UGB Amendment must meet? You mentioned them several times in the meeting but did not specify what they are.

Thanks very much in advance for being willing to take the time to meet with us.

-- Katy Mallams

Alan & Terri Galedrige
4333 Grant Road
Central Point, OR 97502
(541) 292-3499

December 1, 2017

City of Central Point
Attn: Tom Humphrey, Director
140 S. Third Street
Central Point, OR 97502

Re: City File # CPA-17001

To whom it may concern:

We are in receipt of the cities Conceptual Land Use and Transportation Plan for Urban Reserve Areas CP-5 and CP-6. From what we can gather from the CAC map we received in the mail on November 30, 2017, our residence and personal property of 19+ years, our life style and retirement plans will dramatically be affected should this plan be voted in.

We have major concerns that the land areas proposed as high density and commercial, borders our property. We chose to purchase land to raise our family, raise livestock and farm food out of our garden for our family. We were both raised in sub-divisions as children, and have no intention of living in one again.

We currently live across the street from high density and commercial units, and we and our neighbors should not be forced to have our property taken from us to further someone else's agenda. This plan is obviously serving some other agenda that we as property owners are not aware of.

It's bad enough that we have had to endure the illegal marijuana grows surrounding our property, and on our rural residential street. The foul odor of the plants, loud music and foul language of the "gypsy's" from out of state, that move in for the grow and leave after harvest.

This plan certainly does not consider the livability of our property of 19 years.

Respectfully,



Alan Galedrige



Alan & Terri Galedrige
4333 Grant Road
Central Point, OR 97502
(541) 292-3499



January 26, 2018

City of Central Point
Attn: Tom Humphrey, Director
140 S. Third Street
Central Point, OR 97502

Re: City File # CPA-17001

To whom it may concern:

My wife and I attended the meeting on December 5, 2017, and learned that there has been a fair amount of time and energy spent trying to incorporate the area we live in into the urban growth boundary of Central Point. Prior the December 5, 2017 meeting, I wrote a letter voicing our opposition to being included in this zoning change.

After receiving the most recent template of the map, I noticed that on the border of our property that we have spent the better part of 19 years grooming for our retirement years, the worst scenario of what a subdivision has to offer, i.e., high and medium density housing, commercial, road turn off and a round-about, all adjoining one side of our property line.

We also learned of a 200 foot buffer zone between old and new construction at what is referred to as the "Race Track". This buffer zone is proposed to be for the City Parks and Recreation department to maintain.

After the meeting, I spoke with Stephanie and asked about the border of our property, not only the buffer between old and new construction, but also about the agriculture buffer. I asked how wide the agriculture buffer is, and was told that it varies based on what is farmed on the land. The Twin Creeks subdivision has a fair sized buffer between Grant Road and the first row of houses and their fences.

I then inquired about what happened to the commercial shops that were to be included in the Twin Creeks subdivision. It was our understanding that the Twin Creeks development received and was awarded as a Total Planned Development, largely because of the inclusion of the stores and shops. It appears that a lot has been lost between what was planned and what is being built.

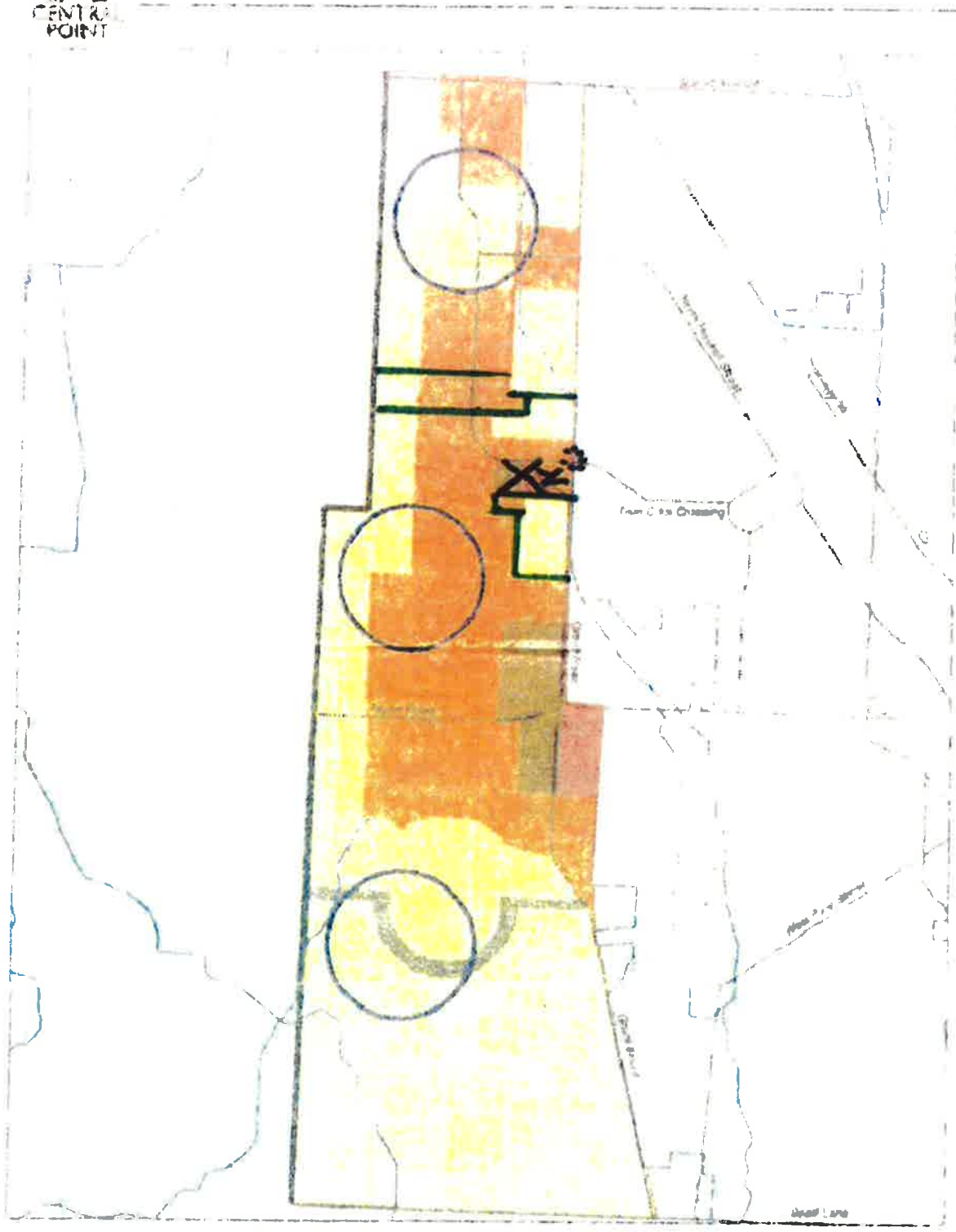
Therefore, I would like to propose a 50 foot buffer zone between the old and new construction, and that 50 foot buffer zone be maintained by the property owner(s) of the old construction. As to the high density and commercial zones, those belong in the Twin Creeks subdivision, instead of on the small border of my property.

The latest proposal also shows a road entering Grant Road at the corner of our property, this leads to a round-about that serves two (2) other roads. If a round-about is required, it should serve four (4) roads, not three (3). Therefore, it should be located on Grant Road where the Twin Creeks Bridge connects to Grant Road. This would eliminate the need for the road at my property line. The added benefit to that location would be slower traffic, fewer vehicles running the stop sign exiting from the Twin Creeks Bridge onto Grant Road, and possibly eliminating large truck traffic.

Thank you for your consideration.

Respectfully,


Alan Galedrige



Concept Plan Land Use Map (CAC)

CP-5A and CP-6A
Concept Plan

Legend

-
- Civic
- Low Density
- CP-5A
- Commercial
- Medium Density
- CP-6A
- High Density
- Open Space (Green Preferred)
- City Limits
- Agriculture Buffer
- Parks Target Area (Per Master Plan)
- Staff Transportation Alternatives
- Stream

PLANNING COMMISSION RESOLUTION NO. 851

A RESOLUTION ACKNOWLEDGING COMPLETION AND ACCEPTANCE OF THE CONCEPTUAL LAND USE PLAN AND CONCEPTUAL TRANSPORTATION PLAN FOR THE URBAN RESERVE AREAS DESIGNATED AS CP-5 AND CP-6

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

WHEREAS, in accordance with Regional Plan Sections 4.1.7 and 4.1.8 (Performance Indicators) prior to, or in conjunction with, the expansion of an urban growth boundary the City shall adopt both a Conceptual Transportation Plan and a Conceptual Land Use Plan for the Urban Reserve Area (URA); and

WHEREAS, the City is preparing to expand its Urban Growth Boundary into CP-6 and has prepared the necessary Conceptual Transportation Plan and Conceptual Land Use Plan (the "Concept Plan"); and

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

NOW, THEREFORE, BE IT RESOLVED, that the City of Central Point Planning Commission, by Resolution No. 851, does hereby accept, and forward to the City Council, a recommendation to approve the Concept Plan for CP-5/6 as per attached Exhibit "A".

PASSED by the Planning Commission and signed by me in authentication of its passage this 6th day of February, 2018.

Approved by me this 6th day of February, 2018

Planning Commission Chair

ATTEST:



**Rogue Valley
Metropolitan Planning Organization**

Regional Transportation Planning

Ashland • Central Point • Eagle Point • Jacksonville • Medford • Phoenix • Talent • White City
Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

ATTACHMENT “ E ”

February 27, 2018

Chris Clayton, City Manager
City of Central Point
140 S. 3rd Street
Central Point, OR 97502

RE: RVMPO Comments on Future Growth Areas CP-5 and CP-6A

Dear Chris,

Pursuant to the Regional Plan requirement that cities prepare conceptual plans in collaboration with the Rogue Valley Metropolitan Planning Organization (RVMPO), both the Technical Advisory Committee (TAC) and the Policy Committee reviewed conceptual plans prepared for Future Growth Areas CP-5 and CP-6. The scope of conceptual plan review is defined in Regional Plan Performance Indicators 2.7 (Conceptual Transportation Plans) and 2.8 (Conceptual Land Use Plans).

Performance Indicator 2.7 requires that transportation plans are prepared in collaboration with the RVMPO. Central Point submitted its plans to the TAC for review at its meetings on December 13, 2017, January 10, 2018, and February 14, 2018. The Policy Committee reviewed the plans at its February 27, 2018, meeting, and provides the following comments.

Performance Indicator 2.6 requires compliance with Regional Transportation Plan Alternative Measures to ensure walkable mixed use neighborhoods that are anchored by activity centers. The conceptual plan proposed two activity centers that are characterized by medium and high density residential land use and employment centers. Public open space is only broadly identified at this point because park locations will be settled when master plans are created. The Parks and Recreation Master Plan that is being updated will dictate size and type.

Performance Indicator 2.7.1 requires that plans identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the region. All scenarios use the existing network of County collector roads as the primary road network. Scenic Avenue, Grant Road, Taylor Road, and Beall Lane abut or cross CP-5 and CP-6A. Because the future growth areas are near the western edge of the Regional Plan area, concerns about connectivity between communities do not apply. Irrigation easements will be used for bike and pedestrian paths where feasible. The transportation plans appear to have no significant impact on the regional transportation system.

Performance Indicator 2.8 requires the same collaboration as for 2.7. Performance Indicator 2.81 requires conceptual plans to demonstrate how the density requirements of Section 2.5 will be met. Central Point's target density is 6.9 units per gross acre through 2035, increasing to 7.9 units per acre thereafter. The concept plans for CP-5/6 demonstrate compliance with the Regional Plan. The approved land use percentages are 76 percent residential, 20 percent open space/park, and 4 percent employment. Using a mix of low-, medium-, and high-

density residential zoning, the targets will be met. The city's high density residential designation permits up to 25 units per acres, rising to 32 units per acres in TODs, which will offset lower densities in portions of the Urban Reserves.

Performance Indicator 2.8.4 requires mixed use/pedestrian friendly areas, which are described in Section 2.6 of the Regional Plan. Section 2.6 requires compliance with two of the 2020 benchmarks in the Regional Transportation Plan; Alternative Measure 5 targets residential densities and Alternative Measure 6 establishes standards for mixed-use employment. The 2020 Regional Transportation Plan Alternative Measures that require 49 percent of new residential development to be at a density of 10 or more units per acre will be feasibly met through development in the proposed residential zones in CP-5 and CP-6A. Alternative Measure 6 establishes a 2020 benchmark of 44 percent of new commercial and industrial development either including a vertical mix of uses (e.g., residential uses on upper floors with employment uses on the first floors) or being located within one-quarter mile of residential area having a density of 10 or more units per acre.

Performance Indicator 2.9.5 requires that prior to expansion of the Central Point Urban Growth Boundary into CP-6A and other Urban Reserve Areas, the City and Jackson County shall adopt an agreement (Area of Mutual Planning Concern) for the management of Gibbons/Forest Acres Unincorporated Containment Boundary. In 2014, Central Point and Jackson County signed a revised Urban Growth Management Agreement to define jurisdictional responsibilities in the Gibbons/Forest Acres area.

Performance Indicator 2.10 requires agricultural buffering. The conceptual plan states that the City will implement agricultural buffers in accordance with adopted ordinances at the time of annexation.

The Policy Committee notes that the conceptual plans create no barrier to inter-jurisdictional connectivity and are consistent with other Regional Plan performance indicators. The Policy Committee further understands that revisions to the Concept Plan are possible and even likely up until such time as a UGB Amendment is drafted. Any future significant Concept Plan revisions will be made in collaboration with the RVMPO. These comments are provided to affirm that Central Point followed the requirements of the Regional Plan to prepare its conceptual plans in collaboration with the RVMPO.

Sincerely,


Michael G. Quilty, Chair
RVMPO Policy Committee

RESOLUTION NO. _____

**A RESOLUTION APPROVING A CONCEPTUAL LAND USE AND
TRANSPORTATION PLAN FOR CP-5/6A, AN URBAN AREA OF THE CITY OF
CENTRAL POINT, OREGON**

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

WHEREAS, the Conceptual Land Use and Transportation Plan for CP-5/6A has been prepared in accordance with the Regional Plan Element and Greater Bear Creek Valley Regional Plan including all applicable performance indicators set forth in these documents; and

WHEREAS, as a condition of the Regional Plan Element of the City of Central Point it is required that a Conceptual Plan for an Urban Reserve Area (URA) be adopted by the City prior to the expansion of the City’s urban growth boundary (UGB) into the applicable URA;

NOW, THEREFORE, THE CITY OF CENTRAL POINT RESOLVES AS FOLLOWS, that the City Council approves and adopts the Conceptual Land Use and Transportation Plan for CP-5/6A, An Urban Reserve Area of the City of Central Point.

PASSED by the City Council and signed by me in authentication of its passage this 12th day of April, 2018.

Mayor Hank Williams

ATTEST:

City Recorder

Business

Planning Commission Report



City of Central Point
Staff Report to Council

ISSUE SUMMARY

MEETING DATE: April 12, 2018 SUBJECT: Planning Commission Report	STAFF MEMBER: Tom Humphrey AICP, Community Development Director DEPARTMENT: Community Development
ACTION REQUIRED: <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Ordinance 1 st Reading <input type="checkbox"/> Ordinance 2 nd Reading <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information/Direction <input type="checkbox"/> Consent Agenda Item <input type="checkbox"/> Other	RECOMMENDATION: <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not applicable Comments:

The following items were presented by staff and discussed by the Planning Commission at its regular meeting on April 3, 2018.

A. Consideration of Parks and Recreation Element, City of Central Point Comprehensive Plan (File No. CPA-17005) Applicant: City of Central Point. The Planning Commission was introduced to a draft of an updated Parks and Recreation Element which brings the recently developed Parks Master Plan into the City's Comprehensive Plan. There was a lack of familiarity with the Master Plan that was prepared by consultants in 2017 so a number of questions revolved around the basis for conclusions in that document. Staff offered to find answers for questions raised at the meeting and recommended that the Commission focus on Goals and Policies proposed in the meantime. The Commission directed staff to schedule a public hearing to receive comment on the Parks and Recreation Element at their meeting on May 1, 2018.

Business

**Potential Upton Road property
Lease and associated corporation
Yard update**



City of Central Point
Staff Report to Council

ISSUE SUMMARY

<p>MEETING DATE: 4-12-2018</p> <p>SUBJECT: Potential Upton Road property lease and associated corporation yard update.</p>	<p>STAFF MEMBER: Matt Samitore</p> <p>DEPARTMENT: Public Works</p>
<p>ACTION REQUIRED:</p> <p><input type="checkbox"/> Motion</p> <p><input type="checkbox"/> Public Hearing</p> <p><input type="checkbox"/> Ordinance 1st Reading</p> <p><input type="checkbox"/> Ordinance 2nd Reading</p> <p><input type="checkbox"/> Resolution</p> <p><input checked="" type="checkbox"/> Information/Direction</p> <p><input type="checkbox"/> Consent Agenda Item</p> <p><input type="checkbox"/> Other</p>	<p>RECOMMENDATION:</p> <p><input checked="" type="checkbox"/> Approval</p> <p><input type="checkbox"/> Denial</p> <p><input type="checkbox"/> None Forwarded</p> <p><input type="checkbox"/> Not applicable</p> <p>Comments: Seeking feedback and Direction from City Council on property lease options.</p>

BACKGROUND INFORMATION:

The City has been exploring options (lease or outright purchase) for property to relocate the Public Works Corporation Yard the current residential/downtown to a more industrial area where we would be able to consolidate operations, increase warehousing/inventory, and accommodate long-term growth requirements.

Upton Road Property Update:

The City has met with Mr. Joe Weidum, who has leased the Upton Road property from the City for nearly three decades. Mr. Weidum would like to continue to lease (or purchase) the property from the City. However, the current lease expires June 30, 2018, and Mr. Weidum currently pays approximately \$2,700 a year for the 47 acres. Recently, Staff has also met with a hemp farmer who would like to lease the land. Should the city decide a hemp lease is a viable option, approximately 40 of the 47 acres could be used for agriculture purposes, with the remaining seven acres being used for access/easement purposes. The potential hemp farmer is willing to pay \$1,000 per acres/per year for the useable acreage equaling \$40,000 annually. If the City were to terminate the existing lease with Mr. Weidum, it would require a 90-day process.



County Airport Property:

Chris Clayton and I met with Jackson County Administrator Danny Jordan and new Airport Director Jerry Brienza about the possibility of the city leasing 5-6 acres from the airport off of Bateman Drive for the purpose of establishing a future Public Works corporation yard. During this meeting, we learned about the specific leasing requirements dictated by the Federal Aviation Administration on any land under airport control within a certain perimeter of an international airport. However, because of these stringent lease requirements, associated lease rates are proportionally lower, with the property of interest currently costing \$42,000 a year with an annual CPI adjustment (30-year lease with two 10 year options). Before constructing necessary structural improvements on the property, the leasing agency would typically be required to complete a full environmental assessment (per NEPA standards), but a previous project that failed to secure a lease agreement has already completed the necessary environmental analysis/reporting, which would save the city approximately \$70,000. Prior to leasing this potential property, the city would need to complete its due diligence and study all land use related issues. Furthermore, any lease agreement would need to be approved by the Central Point City Council, and Jackson Board of Commissioners (BOC), with a project site plan also needing to be approved by Jackson County BOC before construction could commence.



Bateman/Table Rock Property:

There are two properties currently for sale located near the corner of Table Rock Road and Bateman Drive by the same landowner that add up to a total of 5.16 acres. Unfortunately, there is a creek that separates the two properties, and once the environmental setbacks are considered, the parcel equates to 4.25 acres of useable land. The two parcels are currently listed for sale at \$875,000 (total) or \$170,000 an acre. A unique site plan would be needed with at least a footbridge to make the site work feasible.



Jackson County Expo:

The staff has been made aware that the Jackson County Expo is interested in a potential partnership for a lease of Expo land located adjacent to Gebhard Road. Staff does not have any specifics about what a lease would entail, but is interested in Jackson County lease agreement would entail, and we would certainly need to understand more about the requirements before legitimately exploring the possibility. However, Mr. Jordan informed us that any new facility at the expo would require a master plan of their site and would need to be adopted by the Jackson County Board of Commissioners. Additionally, a lease of land from the Expo would likely include a rate near full market value. The only exception would be a cooperative agreement or equivalent

amount for maintenance of existing expo grounds or shared use of a new facility.



FINANCIAL ANALYSIS:

When analyzing the possibility of an outright property purchase versus a lease of airport controlled land, the city would maintain positive cash position on the proposed lease agreement until year 33 (during the 33rd year the cost of the lease would exceed the costs of borrowing, initial down payment, and all related costs). The avoidance of significant “upfront” investment for land acquisition is tempting because it would allow us to largely cash fund our structural improvements without additional burden to our tax/rate payer.

Any lease or purchase would need to approve by the Central Point City Council.

LEGAL ANALYSIS:

Not applicable.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

Not applicable.

STAFF RECOMMENDATION:

No recommendation.

RECOMMENDED MOTION:

Guidance on selection.

ATTACHMENTS:

n/a