



City of Central Point  
**Development Commission**  
Agenda

Members: Hank Williams  
Neil Olsen  
Kelley Johnson  
Taneea Browning  
Rob Hernandez  
Michael Parsons

**November 14, 2019**  
**6:15 p.m.**

Central Point  
Central Point City Hall  
140 South 3rd Street  
Central Point, Oregon

Staff Liaison: Chris Clayton

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Meeting time, date, or location may be subject to change. Please contact the City Recorder at 541-423-1026 for additional information.

**I. MEETING CALLED TO ORDER**

**II. ROLL CALL**

**III. APPROVAL OF MINUTES**

A. Community Development Commission - Regular Meeting - Jun 13, 2019 6:30 PM

**IV. DISCUSSION ITEMS**

A. Building Facade Grant Program Update(Presented by Humphrey)

B. Urban Renewal Funding - Highway 99 Corridor Discussion(Presented by Clayton)

**V. 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 to [Deanna.casey@centralpointoregon.gov](mailto: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

# CITY OF CENTRAL POINT

*Oregon*

**Regular Meeting Minutes  
Thursday, June 13, 2019**

## I. MEETING CALLED TO ORDER

## II. ROLL CALL

Attendee Name	Title	Status	Arrived
Hank Williams	Mayor	Present	
Neil Olsen	Ward I	Present	
Kelley Johnson	Ward II	Late	6:42 PM
Brandon Thueson	Ward III	Present	
Taneea Browning	Ward IV	Present	
Rob Hernandez	At Large	Present	
Michael Parsons	At Large	Present	

Also present were City Manager Chris Clayton; Human Resource Director Elizabeth Simas, Finance Director Steve Weber, Community Development Director Tom Humphrey, Police Chief Kris Allison, and City Recorder Deanna Casey.

## III. APPROVAL OF MINUTES

- A. Community Development Commission - Regular Meeting - Apr 11, 2019 6:30 PM

**Brandon Thueson moved to approve the April 11, 2019 Development Commission Minutes.**

<b>RESULT:</b>	<b>ACCEPTED AS AMENDED [UNANIMOUS]</b>
<b>MOVER:</b>	Brandon Thueson, Ward III
<b>SECONDER:</b>	Taneea Browning, Ward IV
<b>AYES:</b>	Williams, Olsen, Johnson, Thueson, Browning, Hernandez, Parsons

## IV. DISCUSSION ITEMS

- A. Resolution No. 2019-03, Adopting Central Point Development Commission Budget for Fiscal Year 2019-20, Making Appropriations, and Declaring Tax Increment(Presented by Weber)

Finance Director Steve Weber explained that the Budget Committee met on May 13, 2019, reviewed and recommended approval of the 2019-2020 Development Commission Budget.

Minutes Acceptance: Minutes of Jun 13, 2019 6:30 PM (APPROVAL OF MINUTES)

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

**Michael Parsons moved to approve Development Commission Resolution No. 2019-03 adopting the budget for fiscal year 2019-20, making appropriations and declaring tax increment.**

<b>RESULT:</b>	<b>APPROVED [6 TO 0]</b>
<b>MOVER:</b>	Michael Parsons, At Large
<b>SECONDER:</b>	Taneea Browning, Ward IV
<b>AYES:</b>	Williams, Olsen, Thueson, Browning, Hernandez, Parsons
<b>AWAY:</b>	Kelley Johnson

**B. Facade Improvement Application - Ravassipour(Presented by Humphrey)**

Community Development Director Tom Humphrey presented the Commission with a building façade improvement grant for 55 and 57 N. 2<sup>nd</sup> Street. The applicant is proposing to remove and dispose of a rock wall, remove existing turn and shrubs, repaint the façade, install new landscape in the front of the building and repair portions of sidewalk. The work is estimated to cost \$8,693. The East Pine Street Building Façade grant program covers 50% of qualifying expenses with a maximum of \$10,000. The program has sufficient funds for the request. He is bringing this request to the Commission because it is outside the original scope of the program. The façade is not on Pine Street and the program has never been asked to help with landscaping.

There was discussion regarding the location of the property not being located on East Pine, but it is now a visible location because of the new light signal on Pine Street. Landscaping has not been requested before because the properties on Pine do not have landscapes. It was discussed that we could update the program to include properties that are on the side blocks along Pine Street.

The intent of the program is to encourage businesses in the downtown area to improve their facades. As businesses on Pine Street improve, businesses on the side streets see those improvements and may want to make their buildings look better. It is up to the Commission if we want to encourage improvements for buildings that are not facing Pine Street.

At this time the Commission was in favor of the façade improvement, but not comfortable applying the grant program to landscape items listed on the 2<sup>nd</sup> and 3<sup>rd</sup> Invoices.

**Michael Parsons moved to approve the first invoice for the Façade Improvement Application for 55 and 57 N. 2<sup>nd</sup> Street.**

Minutes Acceptance: Minutes of Jun 13, 2019 6:30 PM (APPROVAL OF MINUTES)

<b>RESULT:</b>	<b>APPROVED [UNANIMOUS]</b>
<b>MOVER:</b>	Michael Parsons, At Large
<b>SECONDER:</b>	Neil Olsen, Ward I
<b>AYES:</b>	Williams, Olsen, Johnson, Thueson, Browning, Hernandez, Parsons

**V. ADJOURNMENT**

The meeting was closed at 6:55 AM

The foregoing minutes of the June 13, 2019, Development Commission meeting were approved by the Development Commission at its meeting of .

Dated:

\_\_\_\_\_  
Chair Hank Williams

ATTEST:

\_\_\_\_\_  
City Recorder

Minutes Acceptance: Minutes of Jun 13, 2019 6:30 PM (APPROVAL OF MINUTES)



# City of Central Point

## Staff Report

### ISSUE SUMMARY

**TO:** Community Development Commission      **DEPARTMENT:** Community Development

**FROM:** Tom Humphrey, Community Development Director

**MEETING DATE:** November 14, 2019

**SUBJECT:** Building Façade Grant Program Update

**ACTION REQUIRED:** Information/Direction      **RECOMMENDATION:** Approval

The Development Commission modified the Building Façade Grant Program (Grant Program) in early 2017 in an effort to broaden local business appeal. They placed less emphasis on historic significance and more emphasis on the TOD design standards and the design guidelines of the Central Point Downtown Revitalization Plan. Since that time the City has received three applications a year for the past two years.

In 2017 the City processed applications from Converse Carpets, Table Rock Dentistry and Mellelo Coffee dispersing approximately \$16,032.23 with another \$1477.00 awaiting receipts. **Total: \$17,509.23**

In 2018 the City processed applications from Fidelity Quick Print, Crater Café and Betty Barss at 21 S. Front Street dispersing \$12,468.00 with another \$5382.44 awaiting receipts. **Total: \$17,850.44**

In 2019 the City processed applications from Fidelity Quick Print (2<sup>nd</sup>), Ravassipour Orthodontics, Ryan Kantor (Pfaff Building), Brodiart, LLC, and the Knight Building dispersing \$16,465.92 with another \$3395.02 pending. **Total \$ 19,860.94**

Given the continued positive response and the consistent number of applications and requests for grant assistance, it is advised that the Development Commission continue to set aside Urban Renewal money to promote the Façade Grant Program.



## City of Central Point Staff Report

### ISSUE SUMMARY

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**TO:** Community Development Commission      **DEPARTMENT:**  
City Manager

**FROM:** Chris Clayton, City Manager

**MEETING DATE:** November 14, 2019

**SUBJECT:** Urban Renewal Funding - Highway 99 Corridor Discussion

**ACTION REQUIRED:** Information/Direction      **RECOMMENDATION:**  
Not Applicable

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#### **BACKGROUND INFORMATION:**

Following internal discussions by Community Development, Public Works, and Administration, the staff is recommending a Development Commission discussion regarding the \$100,000 economic incentive (housing) programmed the 2019/2020 Development Commission budget.

Included with tonight's staff report is a 2005 Transportation Growth Management (TGM) study that analyzed the future of the Highway 99 Corridor within the City of Central Point. Although the TGM analysis has provided a "road map" for transportation improvements along the Highway 99 Corridor, private property development and redevelopment has primarily been driven by existing market forces and land-use codes/zoning.

During our internal discussions, the idea of creating a Highway 99 Commercial Corridor/Artisan Corridor master plan/vision was considered because of business located in the city's "Artisan Corridor" concept. More specifically, staff is interested in creating not only a vision for the future of the Highway 99 Corridor, but for creating Urban Renewal based economic incentives that could help spur private property redevelopment and attract unique businesses that fit an established vision/concept. Moreover, staff would propose that selected master planning consultants study the possibility of altering existing zoning and development requirements to offer further flexibility to potential developers. The ultimate goal of the master planning initiative would be to generate economic market forces that attract and retain the business type/model that the Development Commission desires throughout the Highway 99 Corridor.

Based on the above, the staff is recommending the Development Commission allow the advancement of a Request for Proposal (RFP), to which interested consultants would respond regarding the potential master planning of the Highway 99 Commercial

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District/Artisan Corridor. After receiving proposals, staff would bring recommendations and cost proposals to the Development Commission for review/further direction.

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**FINANCIAL ANALYSIS:**

The 2019/2020 Development Commission Budget (attached) includes a line item in the amount of \$100,000 for the purposes of economic incentives (housing). Should the Development Commission pursue master planning of the Highway 99 Corridor, these funds would be repurposed.

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**LEGAL ANALYSIS:**

Not Applicable.

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**COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:**

**Strategic Priority - Economic Development:**

**Goal 1- Diversify the City's local economy and economic base.**

Strategies:

- a. Provide an environment that encourages expansion of existing business and the attraction of new jobs to the community - Promote "We are Ready for You!";
  - b. Provide more employment opportunities for residents by attracting new business (e.g. technology, specialty food production, medical);
  - c. Develop "Shovel Ready" sites;
  - d. Develop Blackwell Road exit area (transportation, aggregate mining, light/heavy industrial);
  - e. Build and strengthen relationships with the local Chambers of Commerce (Central Point Medford/Jackson County), Jackson County Fairgrounds, SOREDI, State of Oregon Department of Commerce, and other state and local entities;
  - f. Maintain and expand public/private partnerships to demonstrate the community's commitment to and support for economic expansion;
  - g. Encourage the development of tourism in partnership with local Chambers of Commerce;
  - h. Investigate the feasibility of developing a city-wide wireless system; i. Establish sustainable funding sources and mechanisms to pay for community needs;
  - j. Encourage renovation and redevelopment to increase tax base;
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- k. Explore creating an enterprise zone;
  - l. Explore “Tax Increment Financing” (Urban Renewal).

**Goal 2 - Develop Central Point’s business base Strategies:**

- a. Target, Recruit, and Incubate small businesses, new employers, non profits;
  - b. Create partnerships with financial institutions to assist in attracting and growing business;
  - c. Develop fee structure to encourage new business;
  - d. Incubate start ups in partnerships with high school;
  - e. Create management mentoring programs to assist struggling local business in partnership with the Central Point chamber and Medford/Jackson County Chamber of Commerce.
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**STAFF RECOMMENDATION:**

Staff is recommending that the Development Commission consider appropriating funds for the purpose of master planning the Highway 99 Corridor.

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**RECOMMENDED MOTION:**

I move to direct staff to prepare a request for proposal (RFP) for master planning the Highway 99 Corridor.

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**ATTACHMENTS:**

1. Central Point Highway 99 Corridor Plan - TGM
2. FY19-20 Budget



# Central Point Highway 99 Corridor Plan Draft Final Plan

Task 7/ODOT TGM ATA #24370

*Prepared for:  
City of Central Point*

June 13, 2005



*In association  
with  
DKS Associates*

# Acknowledgements

**Project Management, City of Central Point**

Tom Humphrey, Planning Director

**Project Management, ODOT TGM Program**

Shirley Roberts, TGM Grant Manager

**Consultant Team**

*Otak, Incorporated*

Tom Litster, Urban Design and Project Management

Kate Schwarzler, Landscape Architecture

Anne Samuel, Landscape Architecture

Mandy Flett, Project Assistant

*DKS*

Brian Copeland, P.E., Traffic Engineer

Alan Snook, Transportation Planner

**Advisory Committee**

Barry Robino

Ron Converse

Craig Randolph

John Hastings

Louis Colosimo

Dave Duste

Vicki Robinson

Conrad Morse

Bret Moore

David Gremmels

Chris Galpin

Ron Lankford

John Hamlin

Ken Johnson

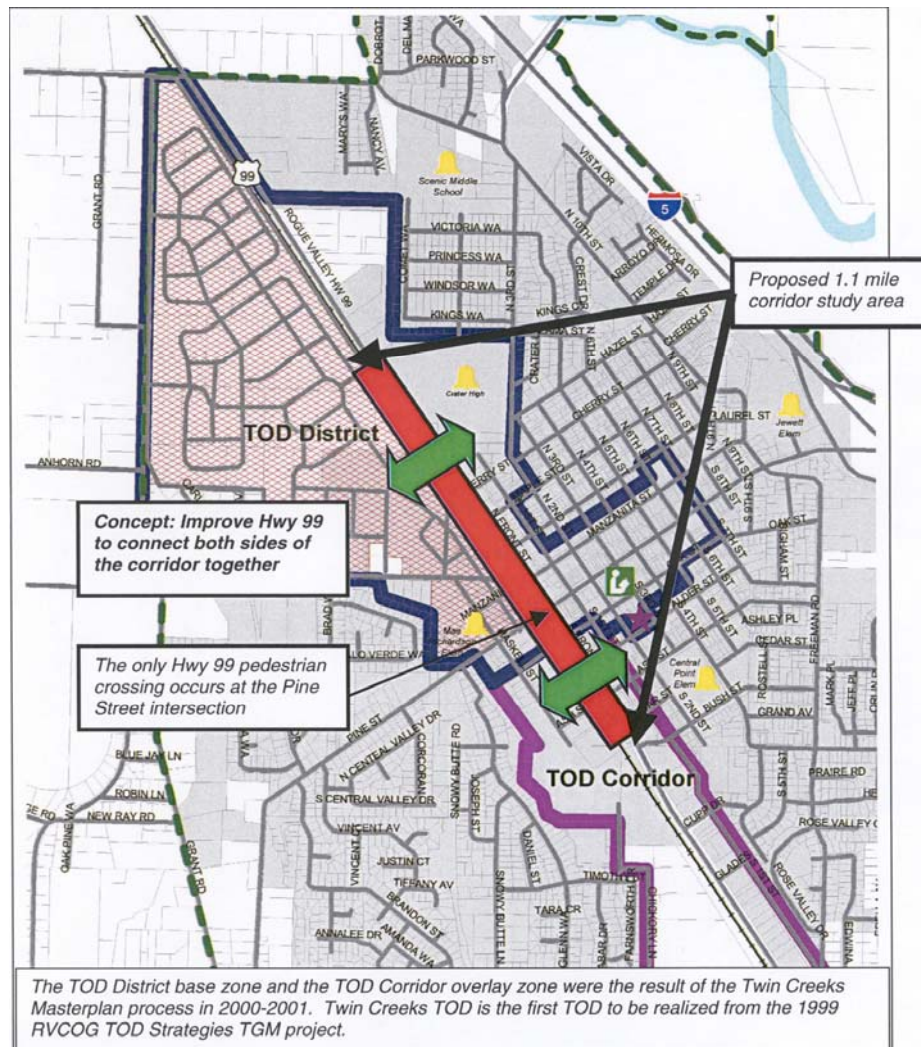
Don Pfaff

Bill Willets

# Introduction

The City of Central Point has taken over jurisdiction of Highway 99 (Front Street) from the Oregon Department of Transportation. With jurisdiction comes greater flexibility in design, traffic control techniques and potential improvements to the old highway as a community street, seen as more of a *multi-modal seam* than an *auto-dominated edge*. Local business owners have expressed concern about accelerated traffic speeds, unattractive highway appearance, noise and hazards to automobile and pedestrian safety. The City has actively engaged business owners and citizens in the process of creating a visionary yet practical corridor plan that best benefits them and has a positive reflection on Central Point.

The creation of a corridor plan for near-term and long-term improvements is expected to tie three Transit-Oriented Development (TOD) areas and the increasingly successful businesses along the highway into a consolidated Central Business District (CBD). The Central Point Highway 99 Corridor Plan, will be used to establish a concept for future development, introduce Smart Growth techniques (i.e. traffic calming, safer pedestrian access, better and continuous sidewalks, etc.) and aesthetic streetscape improvements. The plan will also provide a rough schedule for public improvements.



## Final Plan

The Front Street Final Plan and the Future Street Section Options are refinements of broadly supported ideas developed during the Community Design Dialogue held February 14-18, 2005. The plan identifies four near-term projects that could be implemented as funding becomes available. Budget level cost estimates have been provided for each project, along with a list of potential federal, state, and local funding programs.

Long-term projects may be developed using the recommended street improvement options from the Corridor Street Tool Kit. These projects might occur with redevelopment of existing parcels or as individual business owners express an interest in improving their street frontages or providing safer pedestrian access to their businesses.

### Final Plan

The Final Plan for Front Street extends from Crater High School and the Twin Creeks TOD to Cupp Street. With the exception of recommended improvements along the existing railroad tracks, the plan is limited to improvements within the street right-of-way.

Improvements associated with the railroad include:

- Fencing to discourage pedestrians (particularly students) from crossing both the tracks and Front Street at random and unpredictable places.
- A multi-use pathway parallel to the tracks to accommodate pedestrian movements between Pine Street and transit-oriented developments north and south of Pine Street.

Within the street right-of-way, key improvement opportunities include:

- Gateway medians.
- Frontage improvements to Fire Station #3.
- Enhanced pedestrian crossings.
- Continuous pedestrian sidewalks and pathways.
- Narrower curb-to-curb distances and travel lane widths.
- On-street parking at selected business locations.
- Landscape improvements to the street edges, e.g., street trees and landscape planter strips.

Key objectives of these improvements are:

- Slow traffic speeds with 35 mph being the target speed for a Central Business District.
- Improve pedestrian safety, comfort, and access to businesses.
- Enhance the visual identity and image of the Central Business District.

Four pilot projects are identified on the Final Plan. During the Design Dialogue Week, these projects had strong support from the affected property owners and consensus support from the Advisory Committee. See the Front Street Final Plan for approximate locations of each project.

## Project 1 – North Gateway Crater High School and Twin Creeks TOD

Gateway treatments at the north end of the plan area can be implemented in conjunction with reconstruction of Front Street to accommodate the rail crossing and the entry into the Twin Creeks TOD. Implementation will provide traffic calming effects for vehicles entering the Central Business District from Highway 99 and improve pedestrian access to Crater High School. Elements of the gateway include:

- Fully signalized intersection as part of the planned reconstruction of Front Street.
- Landscape medians.
- Marked crosswalk at the Twin Creeks entry.
- Off-street pathway as a frontage improvement for Crater High School.
- Off-street pathway parallel to the existing railroad tracks.
- Street lighting along the school frontage.

Estimated Cost – The order of magnitude construction cost for the project (including contingency) is \$195,000 - \$205,000, exclusive of any utility line or utility pole relocation costs (to be determined during preliminary engineering). This assumes roadway reconstruction and traffic signal are part of the already planned improvements to the highway at the Twin Creeks development. Cost includes landscaped median and curb construction, pathway adjacent to the highway and street lighting, as well as allowances landscape maintenance during the plant establishment period.

## Project 2 – Enhanced Streetscape and Pedestrian Crossing Rogue Valley Creamery

The Rogue Creamery is one of the primary visitor attractions in Central Point. The nearby Red Oak Glass is also growing attraction in the City. The intent of the project is to provide:

- A “signature” streetscape element for those businesses.
- Safer pedestrian crossing linking businesses on the east and west side of Front Street.
- On-street parking opportunities for customers.
- New parking and service access points consistent with on-going site planning efforts by the Rogue Creamery.
- Additional traffic calming measures in combination with the North Gateway project.

Due to horizontal curvature of Highway 99 north of the proposed pedestrian crossing, sight distance should be evaluated during final design to ensure adequate pedestrian visibility at this location.

Estimated Cost – The order of magnitude construction cost for the project (including contingency) is \$250,000 – \$275,000. This assumes the work can be done in conjunction with planned on-site parking and access improvements for the Rogue Creamery as a

## Final Plan

coordinated effort between the City and business owners. Cost includes landscaped median and curb construction, roadway pavement overlay as needed, pavement striping, and pedestrian crossing signals. It also includes allowances for maintenance during the plant establishment period.

### Project 3 – Enhanced Streetscape and Pedestrian Crossing Front and Bush Streets/Fire Station #3

Improvements at this location will link the existing small shopping center with future retail/commercial development on the west side of Front Street. Additionally some dangerous turning movement conflicts between vehicles would be eliminated. On-street parking could be provided for customers of both commercial developments. Key elements of the project include:

- Potential on-street parking for both commercial developments.
- Enhanced pedestrian crossing that could eventually provide safe pedestrian access for the Snowy Butte TOD residents.
- A “signature” streetscape element.
- Additional traffic calming measures in combination with the South Gateway project.

An additional benefit is eliminating dangerous left turns from the shopping center parking lot onto Front Street where there are poor sight lines to and from moving traffic. Left turn movements would be directed to the Bush Street intersection, while right-turn in and right-turn out would continue at the existing Front Street driveways.

Associated improvements will provide requested frontage improvements for Fire Station #3. Fire station improvements would include striping or pavement texturing to mark the station driveway and flashing traffic lights activated when emergency vehicles are entering or exiting the facility.

Estimated Cost – The order of magnitude construction cost for the project (including contingency) is \$250,000 – \$265,000. This estimate does not include any street frontage or on-street parking improvements that may be agreed to in the future Snowy Butte development. Cost includes landscaped median and curb construction, roadway curbs and driveway aprons, roadway pavement overlay as needed, pavement striping, pedestrian crossing signals, and Fire Station #3 frontage improvements. It also includes allowances for landscape maintenance during the plant establishment period.

### Project 4 – South Gateway Front and Cupp Streets

The Cupp Street intersection is an opportunity to create a second gateway into the Central Business District (CBD). Pedestrian crossing movements are very low at this intersection,

## Final Plan

but the gateway medians will have a positive effect on reducing vehicle speeds entering the CBD. Traffic calming will be even greater in conjunction with Project 3 (see above).

Unlike the North Gateway, this project would not include a traffic control signal or a marked crosswalk. In fact, a marked crosswalk is not recommended given the vehicle speeds approaching this intersection and the lack of other Enhanced Pedestrian Crossing elements, such as curb extensions, pedestrian activated signals, or embedded flashers in the crosswalk area to alert motorists to pedestrian movements across the roadway.

Affected property owners were not available during scheduled meeting times for review and comment on this project. Consequently, the City should pursue discussion and agreement with those owners prior to funding this project for future construction.

**Estimated Cost** – The order of magnitude construction cost for the project (including contingency) is \$80,000 – \$100,000. This does not include any roadway or curb construction cost associated with a decision to narrow the overall curb-to-curb distances. Cost includes landscaped median and curb construction, roadway pavement overlay as needed, and pavement striping. It also includes allowances landscape maintenance during the plant establishment period.

## Implementation

The following are suggested steps for implementing the street improvement recommendations in the Central Point Highway 99 Corridor Plan. Actual implementation may be influenced by the availability of funding and opportunities in the future to link these street enhancements to other City roadway projects or redevelopment or business expansion at specific businesses.

### Right of Way Verification

Before selecting a suggested project or improvement option from the Corridor Street Tool Kit, the exact highway right-of-way for Front Street should be determined. That information has not been available, to date, in this project. The assumed right-of-way is 85 feet based on current GIS mapping and a visual analysis of the properties fronting the old highway. Visual analysis also suggests there may be some intrusions of private parking or building elements into the actual highway right-of-way. These conditions may be a constraint on future implementation of the cross-section or tool-kit options.

### Establishing a Design Theme for Front Street

We suggest the City and the corridor business community undertake a joint effort to establish a design theme for the Front Street within the Central Business District. The intent is to maintain some visual unity for the streetscape as improvements occur incrementally over a period of years. The design theme might articulate a palette of materials or design details applicable to the following:

- Paving materials for crosswalks at enhanced pedestrian crossings.

# Final Plan

- Plant materials for landscape medians. A suggestion during the Design Dialogue Week was for these materials to represent an agricultural or rural theme either in choice of plant materials or form of the plant massings.
- Establish a preferred street tree palette for the corridor.
- Identify locations to introduce the same ornamental lighting being used along Pine Street. An example location might be along the pathway improvements for Crater High School where it would function largely as pedestrian scale lighting. Another example might be at enhanced pedestrian crossings to provide an additional visual marker for those pedestrian crossings. This lighting would not replace current roadway lighting designed to meet the foot candle requirements of roadway lighting for a 5 lane street.

## Pilot Projects

The numbering of the pilot projects on the Schematic Corridor Plan (page x) indicates our suggested order of implementation.

### North Gateway (Project 1)

This project could be constructed in 2005 or early 2006 along with the highway work needed to accommodate the new rail crossing and entry into the Twin Creeks development. Construction mobilization and roadway reconstruction cost could be largely absorbed by the highway project. The City expects approval of the rail crossing soon.

### Rogue Creamery Enhanced Pedestrian Crossing (Project 2)

This timing of this project is linked to final decisions by the Creamery to proceed with site improvements for parking and circulation. If that business is not fully ready to proceed at a time that other pilot projects could be funded and implemented it should not be construed that this project needs to precede them for any reason.

### Bush Street Enhanced Pedestrian Crossing (Project 3)

This project includes improvements to the street frontage of Fire Station #3. These elements could be completed independently of the median and pedestrian crossing improvements. In addition to available funding, key triggers for implementation are:

- Readiness of shopping center owners to move forward with the project.
- More certainty about the development plans for the Snowy Butte TOD.

### South Gateway (Project 4)

Given that no confirmation of support for the project was conclusively reached with affected property owners, this is noted as the last project to implement. However, if the City finds support and agreement with the property owners they could advance implementation of this project, potentially completing it in conjunction with the North Gateway.

If agreement with owners for a gateway median at this location cannot be reached, we suggested looking further south to the Beale Street intersection for opportunities to establish a southern entrance for business district.



## Additional Street Improvement Costs

The following average cost items are intended to be a guideline in preliminary project planning and reflect cost items which may or may not be necessary to the implementation of the suggested projects. If any of these elements apply, their average costs should be added to the order of magnitude costs based on determination of the quantities of each project.

- Moving the roadway curb lines to narrow the overall distance – \$14 per lineal foot.
- Relocating existing utility poles – confirm cost and agreements with local utility provider.
- Planting for sidewalk landscape strip – \$2.50 per square foot.
- Ornamental shrubs – \$30 each.
- Street tree – \$300 each.
- Textured pavement for crosswalks – \$12,000 to \$15,000 each location.
- Pedestrian crossing signals – \$30,000 to \$65,000 each location depending on device selected. Options include overhead mast arm signal and in-pavement flashers.
- Street lighting – \$4,000 to \$5,000 each location.

## Undergrounding Overhead Utilities

Input from the Advisory Committee and the public consistently noted the unattractive visual qualities of existing utility poles and overhead wiring. Many of the poles also compromise the walking space of existing sidewalks and would not be in conformance with current ADA Accessibility Guidelines. One option to address both issues would be to place overhead utilities underground as part of a major roadway or sidewalk reconstruction project.

Many communities have initially explored undergrounding existing utility lines, but few have actually implemented due to high cost and other construction complications. The cost can vary considerably depending on the complexity of the work and technical requirements of the utilities. However, the cost can be as high as \$400 – 500 per lineal foot for both sides of the street. It is unlikely that only one side of the street could be done.

Other potential complicating factors include:

- Power lines are considered distribution lines and are difficult to place underground. While technically feasible, the cost will increase significantly.
- Existing franchise agreements between the City and utility providers must be thoroughly researched and understood. Often these agreements are not well written with regard to cost responsibilities for undergrounding utilities.
- New electrical services will have to be provided to existing businesses fronting the highway. This often triggers a requirement for the businesses to make electrical upgrades to meet current codes. Without a very specific and favorable franchise agreement, this becomes an additional City cost.
- Considerable space is required for underground vaults and service access to them from the sidewalk areas. This may require purchasing additional right-of-way or easement agreements from property owners.

## Bike and Transit Routes

Rogue Valley Transit District (RVTD) currently provides bus service to stops at Pine and Second Street. Current planning envisions extending service west on Pine Street to serve the Twin Creeks TOD. Two options are being considered for the return route to Pine and Second Streets (illustrated on Future Bike and Transit Plan). A long-term possibility is express route service along Highway 99, but no potential stop locations have been determined.

Adding bike lanes to Front Street is not a recommended improvement. Within the current curb-to-curb distances, the lanes would be substandard and the differential between the average vehicle speeds and bike speeds. Safe and continuous north to south bike travel can be provided along two parallel routes:

- Second Street, with bikes and vehicles sharing a travel lane.
- A multi-use pathway west of the existing railroad tracks and connecting Crater High School with the Twin Creeks TOD and the future Snowy Butte TOD. A fence separating the railroad lines and the pathway will be required.

# Final Plan

Insert Final Plan

Attachment: Central Point Highway 99 Corridor Plan - TGM (1222 : Urban Renewal Funding - Highway 99 Corridor Master Planning Discussion)

# Final Plan

Insert Figure Implementation

Attachment: Central Point Highway 99 Corridor Plan - TGM (1222 : Urban Renewal Funding - Highway 99 Corridor Master Planning Discussion)

# Final Plan

## Bike and Transit

Attachment: Central Point Highway 99 Corridor Plan - TGM (1222 : Urban Renewal Funding - Highway 99 Corridor Master Planning Discussion)

## Street Cross-Section Options

Cross-Section options illustrate the existing curb-to-curb distance of approximately 64 feet and a cross-section that narrows the curb-to-curb distance to 58 feet. The key difference between the two options is the ability to provide wider sidewalks and/or on-street parking bays with a curb-to-curb distance of 58 feet.

### Narrowing the Curb-to-Curb Distance

Travel lanes would be striped at narrower widths but the number of travel lanes would remain unchanged. While narrower lanes and curb-to-curb distances typically have a positive traffic calming effect, this would be major reconstruction of the existing roadway. It could be accomplished in phases over a period of years. Additionally, the curb-to-curb distance does not need to be uniform throughout the plan area, provided sufficient transition and taper areas, per accepted traffic engineering and roadway design standards, are provided between 64-foot and 58-foot segments.

### Providing On-Street Parking

Adding on-street parking to Front Street is another potential benefit of narrowing the existing curb-to-curb distance to approximately 58 feet (see Figure 3). On-street parking is safest at vehicle speeds of 35 mph or less. Achieving the cumulative effects of traffic calming measures (slowing vehicle speeds), including the calming effect of on-street parking itself, are essential to implementing this parking option within the revitalizing Central Business District defined by Front Street.

Traffic calming measures identified in the Corridor Tool Kit include:

- Narrower travel lanes and curb-to-curb distances.
- Curb extensions and marked pedestrian crosswalks.
- Landscaped medians.
- Street trees and other landscaping along the street edges.
- On-street parking.

## Corridor Street Tool Kit

The Corridor Street Tool Kit illustrates recommended street improvement options that can be implemented through the four pilot projects (see Front Street Final Plan) or in the future as improvement opportunities are identified. The tool kit is based on the following key principles:

- Maintaining acceptable access to existing businesses.
- Reducing vehicle speeds with the Central Business District.
- Providing on-street parking opportunities for businesses that might benefit from it.
- Designing streets for pedestrian use (pedestrians as the “design vehicle”).
- A feeling of walking comfort and safety.
- Aesthetic enhancements for the streetscape.

# Final Plan

Insert Figure C.

# Final Plan

Insert Figure D

Attachment: Central Point Highway 99 Corridor Plan - TGM (1222 : Urban Renewal Funding - Highway 99 Corridor Master Planning Discussion)



# Final Plan

Insert figure D1

Attachment: Central Point Highway 99 Corridor Plan - TGM (1222 : Urban Renewal Funding - Highway 99 Corridor Master Planning Discussion)

**REQUIREMENTS SUMMARY**

**FORM  
LB-30**

Central Point Development Commission - General Fund

	Historical Data				REQUIREMENTS DESCRIPTION	Budget For Next Year 2019-20		
	Actual		Adopted Budget This Year 2018-19	Projected This Year 2018-19		Proposed By Budget Officer	Approved By Budget Committee	Adopted By Governing Body
	Second Preceding Year 2016-17	First Preceding Year 2017-18						
<b>PERSONAL SERVICES</b>								
1	\$ -	\$ -	\$ -		Salaries & Wages	\$ -	\$ -	\$ -
2	\$ -	\$ -	\$ -		City Taxes & Benefits	\$ -	\$ -	\$ -
3	\$ -	\$ -	\$ -	\$ -	<b>TOTAL PERSONAL SERVICES</b>	\$ -	\$ -	\$ -
<b>MATERIALS AND SERVICES</b>								
4	\$ 1,052	\$ 970	\$ 1,500	\$ 970	Advertising/Legal Notices	\$ 2,000	\$ 2,000	\$ 2,000
5	\$ -	\$ 4,000	\$ 10,000	\$ 5,200	Professional Services	\$ 10,000	\$ 10,000	\$ 10,000
6	\$ -	\$ -	\$ 45,000	\$ -	Contract Services, Admin. Staff	\$ 45,000	\$ 45,000	\$ 45,000
7	\$ 224	\$ 2,411	\$ 400	\$ 3,000	Office Supplies	\$ 400	\$ 400	\$ 400
8	\$ -	\$ -	\$ 300	\$ -	Postage	\$ 500	\$ 500	\$ 500
9	\$ -	\$ -	\$ 300	\$ -	Phone/Internet/Dues	\$ 250	\$ 250	\$ 250
10	\$ 1,276	\$ 7,381	\$ 57,500	\$ 9,170	<b>TOTAL MATERIALS AND SERVICES</b>	\$ 58,150	\$ 58,150	\$ 58,150
<b>CAPITAL OUTLAY</b>								
11	\$ -	\$ -	\$ 50,000	\$ 50,000	Alley Improvement (1st to 2nd Street) North	\$ -	\$ -	\$ -
12	\$ 402,582	\$ 3,524,618	\$ -	\$ -	East Pine Streetscape & Signals (Engineering)	\$ -	\$ -	\$ -
13	\$ -	\$ -	\$ -	\$ -	East Pine Streetscape & Signals Construcion (Phase 1)	\$ -	\$ -	\$ -
14	\$ 6,605	\$ 24,902	\$ 35,000	\$ 21,925	Economic Incentive Program (Façade)	\$ 35,000	\$ 35,000	\$ 35,000
15	\$ -	\$ -	\$ 50,000	\$ -	Pine Street Plaza Design	\$ 50,000	\$ 50,000	\$ 50,000
16	\$ -	\$ -	\$ 100,000	\$ -	Economic Incentive Program (Housing)	\$ 100,000	\$ 100,000	\$ 100,000
17	\$ 409,187	\$ 3,549,520	\$ 235,000	\$ 71,925	<b>TOTAL CAPITAL OUTLAY</b>	\$ 185,000	\$ 185,000	\$ 185,000
<b>DEBT SERVICE</b>								
18	\$ -	\$ -	\$ 5,000	\$ 5,000	City Loan, Interest Only	\$ 125,000	\$ 125,000	\$ 125,000
19	\$ 4,832	\$ 2,500	\$ 19,000	\$ 19,000	Streetscape Reimbursement	\$ -	\$ -	\$ -
20	\$ 21,485	\$ 196,591	\$ 224,000	\$ 206,725	FY16-17 Bond	\$ 233,295	\$ 233,295	\$ 233,295
21	\$ 26,317	\$ 199,091	\$ 248,000	\$ 230,725	<b>TOTAL DEBT SERVICE</b>	\$ 358,295	\$ 358,295	\$ 358,295
<b>TRANSFERRED TO OTHER FUNDS</b>								
22	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
23	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -
24	\$ -	\$ -	\$ -	\$ -	<b>TOTAL TRANSFERS</b>	\$ -	\$ -	\$ -
25			\$ 45,500	\$ -	<b>OPERATING CONTINGENCY</b>	\$ 50,000	\$ 50,000	\$ 50,000
26	\$ 3,669,977	\$ 290,751			Ending balance (prior years)			
27			\$ -	\$ 408,460	<b>UNAPPROPRIATED ENDING FUND BALANCE</b>	\$ 292,415	\$ 292,415	\$ 292,415
28	\$ 4,106,757	\$ 4,046,743	\$ 586,000	\$ 720,280	<b>TOTAL REQUIREMENTS</b>	\$ 943,860	\$ 943,860	\$ 943,860

Attachment: FY19-20 Budget (1222 : Urban Renewal Funding - Highway 99 Corridor Master Planning Discussion)

**RESOURCES**  
General Fund  
Central Point Development Commission

	Historical Data				RESOURCE DESCRIPTION	Budget for Next Year 2019-20		
	Actual		Adopted Budget This Year 2018-19	Projected This Year 2018-19		Proposed By Budget Officer	Approved By Budget Committee	Adopted By Governing Body
	Second Preceding Year 2016-17	First Preceding Year 2017-18						
1	\$ 272,112	\$ 3,669,977	\$ 174,000	\$ 290,750	1. Available cash on hand* (cash basis) or	\$ 408,460	\$ 408,460	\$ 408,460
2	\$ -	\$ -	\$ -	\$ -	2. Net working capital (accrual basis)	\$ -	\$ -	\$ -
3	\$ 4,344	\$ 4,100	\$ 6,000	\$ 7,500	3. Previously levied taxes estimated to be received	\$ 7,500	\$ 7,500	\$ 7,500
4	\$ 5,037	\$ 31,327	\$ 6,000	\$ 5,915	4. Interest	\$ 5,000	\$ 5,000	\$ 5,000
5	\$ -	\$ -	\$ -	\$ -	5. Transferred in, from other funds	\$ -	\$ -	\$ -
6					<b>6. OTHER RESOURCES</b>			
7	\$ -	\$ -	\$ -	\$ -	7. Loan (City of Central Point)	\$ -	\$ -	\$ -
8	\$ 3,634,000	\$ -	\$ -	\$ -	8. 2017 IGA Loan	\$ -	\$ -	\$ -
9					9			
10					10			
11					11			
12					12			
13					13			
14					14			
15					15			
16					16			
17					17			
18					18			
19					19			
20					20			
21					21			
22					22			
23					23			
24					24			
25					25			
26					26			
27					27			
28					28			
29	\$ 3,915,493	\$ 3,705,404	\$ 186,000	\$ 304,165	29. Total resources, except taxes to be levied	\$ 420,960	\$ 420,960	\$ 420,960
30			\$ 400,000	\$ 416,115	30. Taxes estimated to be received	\$ 522,900	\$ 522,900	\$ 522,900
31	\$ 191,264	\$ 341,339			31. Taxes collected in year levied			
<b>32</b>	<b>\$ 4,106,757</b>	<b>\$ 4,046,743</b>	<b>\$ 586,000</b>	<b>\$ 720,280</b>	<b>32. TOTAL RESOURCES</b>	<b>\$ 943,860</b>	<b>\$ 943,860</b>	<b>\$ 943,860</b>

\*Includes ending balance from prior year