

CITIZENS ADVISORY COMMITTEE
Tuesday, April 12, 2016 - 6:00 p.m.
Council Chambers @ Central Point City Hall

I. MEETING CALLED TO ORDER

II. ROLL CALL/INTRODUCTIONS

David Painter (Chair), Sam Inkley, Jr., Larry Martin, Eric Snyder, Linda Reel, Wade Six and Pat Smith

III. MINUTES

IV. PUBLIC APPEARANCES

V. BUSINESS

- A. Consideration of a Conceptual Land Use and Transportation Plan for Urban Reserve Area (URA) CP-3 (East Pine Street Area)

VI. DISCUSSION

- A. Costco Conditional Use Application Update
- B. Urban Renewal – East Pine Street Streetscape Update

VII. MISCELLANEOUS

VIII. ADJOURNMENT

**City of Central Point
Citizens Advisory Committee
January 12, 2016**

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

II. ROLL CALL

Present were: David Painter, Larry Martin and Pat Smith. Linda Reel, Sam Inkley, Wade Six

Also in attendance were: Tom Humphrey, Community Development Director, and Karin Skelton, Planning Secretary

III. MINUTES

Larry Martin pointed out several typographical errors in the minutes of July 14, 2015. David Painter pointed out that there was no quorum at that meeting and Tom Humphrey stated that there was still a record and that was what was being approved. Larry Martin made a motion to approve the minutes with the corrections stated. Pat Smith seconded. All members said "aye". Motion approved.

IV. PUBLIC APPEARANCES – NONE

V. BUSINESS

VI. DISCUSSION

A. Tom Humphrey gave an update on the medical and recreational marijuana issues. He said that there were no dispensaries applying to Central Point at this time. He attributed this to the locations which had been identified as open to dispensaries. He stated that he believed that landlords in those areas did not want to lease to the dispensaries. He added that the City Council was considering referring the marijuana issues to the voters on the November ballot to allow them an opportunity to deny the dispensaries in Central Point. He said that if the Council refers the issue to the November election, then a moratorium will be in effect until the results of the election.

B. Mr. Humphrey informed the Committee that Costco has submitted three applications. A Conditional Use Permit, a Site Plan and Architectural Review, and a Sign Variance which had come before the Planning Commission on January 5, 2016. He said the outcome was that the Site Plan and Sign Variance were approved

contingent upon the approval of the Conditional Use Permit. Mr. Humphrey stated that there had been traffic studies done and had identified several areas of impact, including the I-5 interchange and the intersections of Airport Road and Biddle Rd. ODOT was going to put in another right turn lane at the I-5 off ramp and Costco would be contributing to that project.

He also stated that the City of Medford had not participated until late in the process and that Costco had requested that the record be kept open for 7 days in order to review Medford's comments and to receive additional comments from the public. The deadline for comments was January 12, 2016 at 4:30 p.m. there have been 12 comments received which will be incorporated into the record. The Planning Commission will deliberate and make a decision on the Conditional Use Permit at their meeting on February 2, 2016. He stated that most of the comments had been supportive.

Linda Reel asked why Costco was relocating. Mr. Humphrey said that their current building was outdated and they have also outgrown both the building and the location. The new Costco would be more energy efficient and would allow more parking. There would also be a fueling station at the new location.

Mr. Humphrey informed the Committee that the Table Rock Road widening project had been scheduled and the funding was in the works. He also said that there was a plan for a signal at Airport and Biddle roads and that although there would certainly be an impact on traffic during construction, there were mitigation plans for the locations identified by the TIA.

C. Mr. Humphrey Introduced the proposed amendments to the 2008 Population Element in the Comprehensive Plan. He stated that it was a necessary procedure in order to forecast housing and land use needs. He said that in 2013 HB2253 assigned the population forecasting to Portland State University in order to make things consistent throughout the State. The population estimates would be done every 4 years and would be calculated based on building permits, demolitions and annexation information. He informed the Committee that due to an aging population there has been little or no increase in the population in 2014. He said that much of the current growth was apparently due to migration to Oregon from other areas.

Linda Reel made a comment that Central Point seemed to be turning into a retirement destination and that it would be beneficial to try to attract young families by providing employment opportunities. Mr. Humphrey responded that there were various factors to be taken into account regarding the growth of the community and explained that Central Point would continue to grow, however migration would be an important part of that growth. He explained the process for the City to bring in land in from within the Urban Growth Boundary and that in order to do that, the City would have to demonstrate a need for the land and their ability to provide services to the

area. He gave an overview of the current housing projects completed in the City. He then explained that there had to be a separate concept plan for each urban reserve area, and that a concept plan was intended to help cities imagine what they want to do in the future. He said that the City's Regional Plan Element includes a provision that prior to expansion of the urban growth boundary into an urban reserve area it is necessary to adopt conceptual land use and transportation plans for the affected urban reserve area. The City received a request to add Urban Reserve Area CP-3 to the City's UGB for additional job creation. The City Council responded to this request by passing a Resolution of Intent to initiate a UGB Amendment.

Mr. Humphrey said that City staff is initiating this preliminary discussion with the Citizen's Advisory Committee in order to create a concept plan that reflects local land use expectations and remedies for traffic congestion those land uses may generate. The City agreed to an employment/open space split in the Regional Plan (42% and 58% respectively). The Committee will be asked for their opinions about the uses they would like to see given the constraints that exist in this area.

Mr. Humphrey then asked the Committee to review the maps of Urban Reserve Area CP-3 which he had provided. He requested that each member use the colored pens provided and fill in the area on the map as they would envision it, including zoning and types of businesses or uses they thought would be a good fit for the area.

The Committee discussed the pros and cons of different types of businesses and zoning. They also discussed traffic patterns and road improvements, including relocation of Penninger Road and a bridge over bear creek.

Mr. Humphrey said that RVTD had approached him regarding possibly extending their routes into Central Point, but there was no definite plan at this time.

A question was asked about the status of the proposed RV park at the Expo. Mr. Humphrey responded that Jackson County was moving ahead with the park. The target date for opening was July of this year.

After completing their maps the Committee reviewed and discussed their various ideas.

VII. MISCELLANEOUS

VIII. ADJOURNMENT

Pat Smith made a motion to adjourn. Larry Martin seconded the motion. All

members said "aye". The meeting was adjourned at 8:12 p.m.

The foregoing minutes of the January 12, 2016 Citizens Advisory Committee were approved by the Citizens Advisory Committee at its meeting of April ____, 2016.

Chairman

CONSIDERATION OF A CONCEPTUAL LAND USE AND TRANSPORTATION
PLAN FOR URBAN RESERVE AREA CP-3.

Tuesday April 5, 2016 Draft

EAST PINE STREET AREA CONCEPT PLAN

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

CP-3

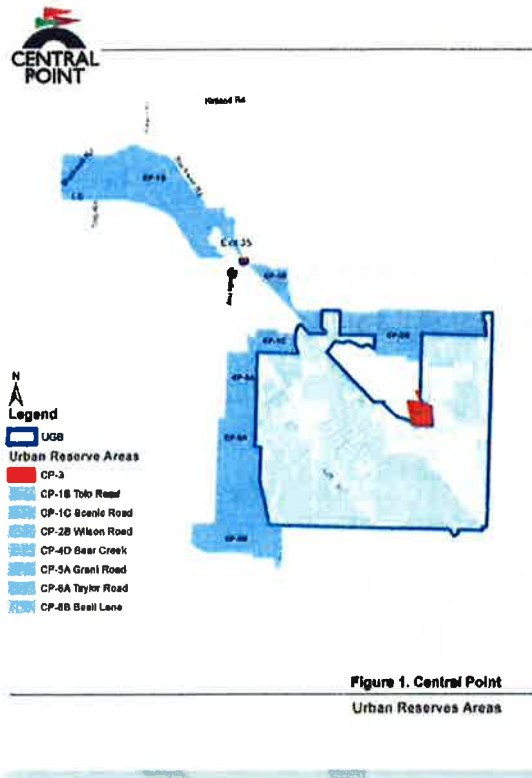
***AN URBAN RESERVE AREA OF THE CITY OF
CENTRAL POINT***

City of Central Point

Adopted by City Council Resolution No. ____, June, 2016

PART 1. INTRODUCTION

As part of the Regional Plan 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-3 Concept Plan* ('*Concept Plan*'). Figure 1 illustrates CP-3's relationship to the City and the other URAs.



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

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

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

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

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

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

PART 2. THE CONCEPT PLAN

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

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

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

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

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

Table 1. Proposed Land Use Zoning by Acreage

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

b. The Conceptual Transportation Plan (“Transportation Plan”)

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

c. Implementation Guidelines

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

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

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

Policy CP-3.3 Adjacent Transit Oriented Development (TOD) district land uses: CP-3’s proximity to the Eastside TOD allows the City to consider both TOD and conventional land use designations.

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

Policy CP-3.5 Forest/Gibbon Acres Unincorporated Containment

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






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

Policy CP-3.7 Traffic Mitigation: The City will follow access management standards from its TSP and the Interchange Area Management Plan for property along Peninger Road. Whenever possible, cross-access easements and an internal street network will be pursued.

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



Figure 2. Land Use
CP-3 Concept Plan

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

Document Name: CP-3 Land Use



Figure 2. Land Use
CP-3 Concept Plan

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

Document Name: CP-3 Land Use



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

PART 3. SUPPORT FINDINGS

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

a. Current Land Use Characteristics

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

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

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

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

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

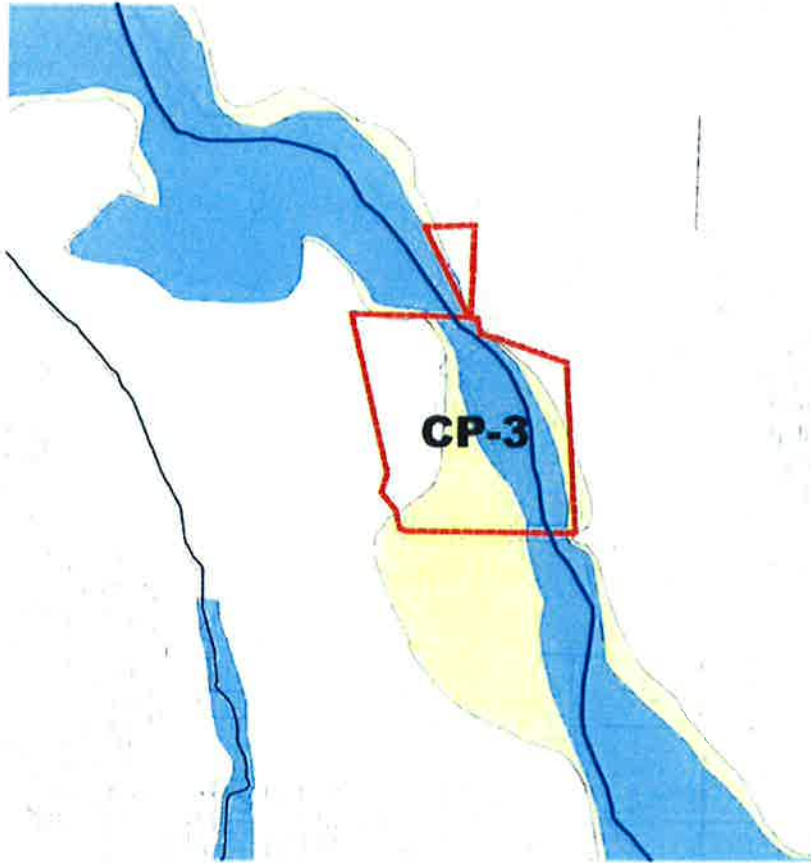





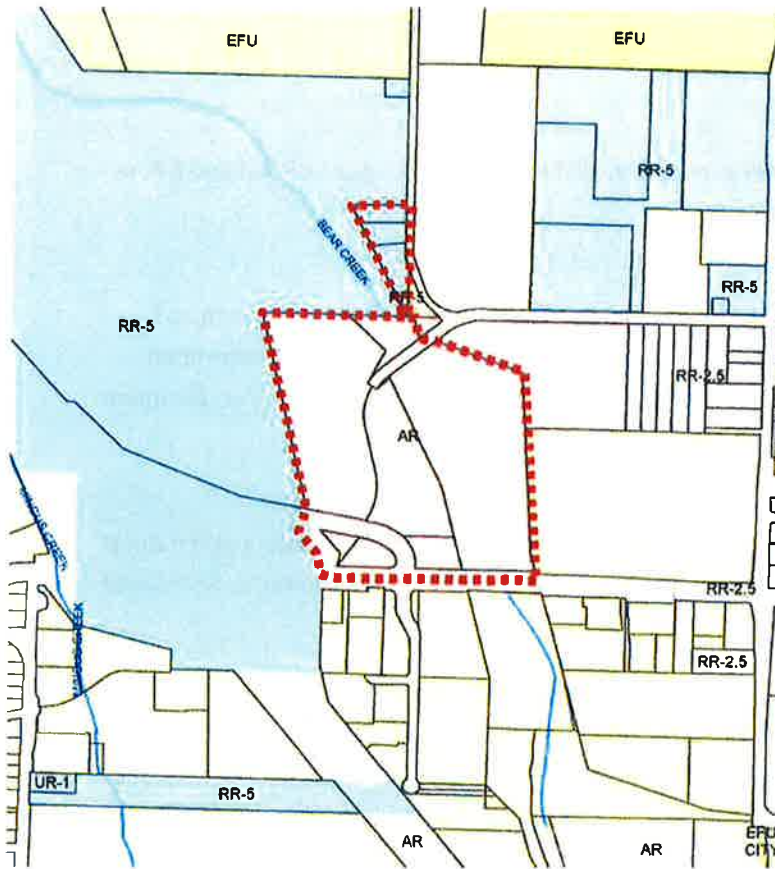
Figure 4. Flood Hazards

CP-3 Concept Plan

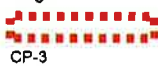
Legend	Flood Zones
	 A Zone (100 yr)
CP-3	 X Shaded (500 yr)

b. Current Land Use Designations & Zoning

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



Legend



Jackson Co Zoning
County Zoning
AR
EFU

RR-2.5
RR-5
UR-1

Figure 5. Zoning

CP - 3 Concept Plan

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

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

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

c. Existing Infrastructure

Water

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

Sanitary Sewer

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

Storm Drainage

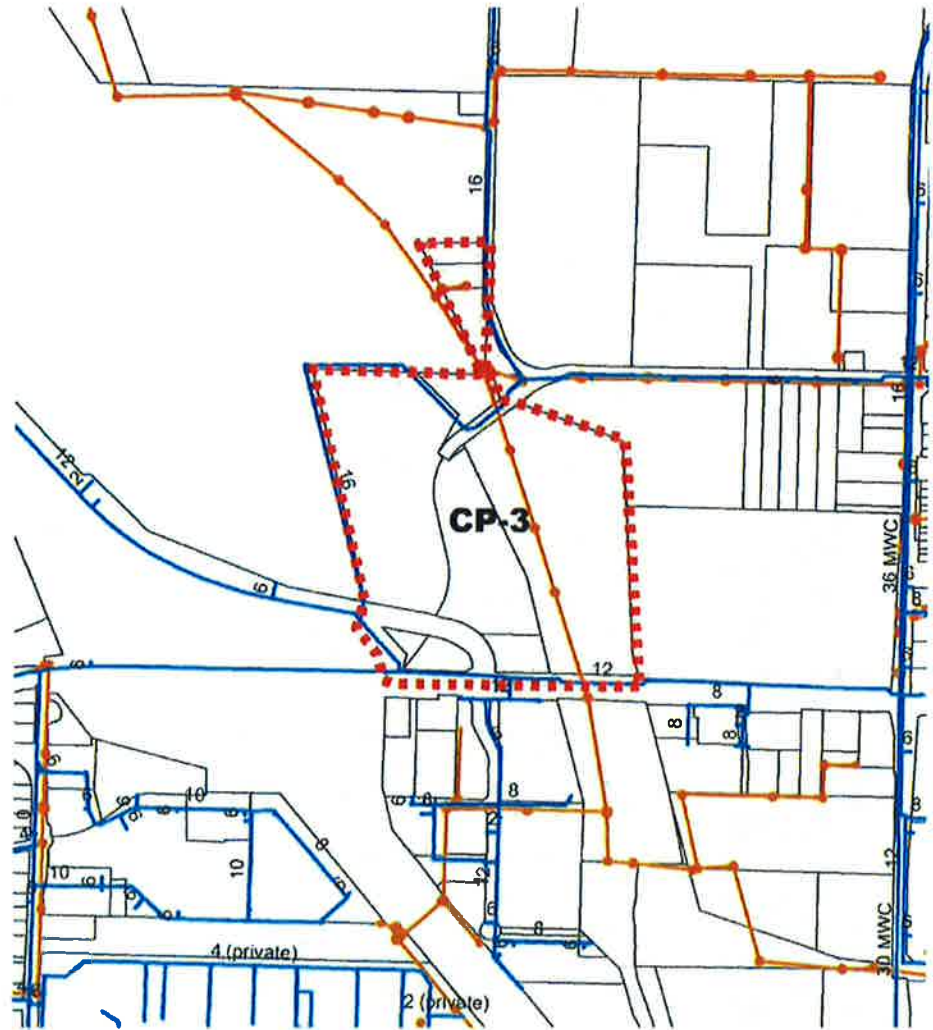
CP-3 does not have an improved storm drainage system and relies upon natural drainage and drainage from road improvements to channel water to Bear Creek.

Street System

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

Irrigation District

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



Legend



Central Point Waterlines
"Other utilities"

Figure 6. Utilities

CP - 3 Concept Plan

d. Performance Indicators

Implementation of the Regional Plan Element is guided by a series of twenty-two (22) primary and twenty-one (21) secondary performance indicators⁴, not all of which are applicable to all urban reserve areas. Table 3 identifies the primary Performance Indicators applicable to the CP-3 Concept Plan.

No.	Description	Applicability	
		Yes	No
4.1.1	County Adoption		X
4.1.2	City Adoption	X	
4.1.3	Urban Reserve Management Agreement	X	
4.1.4	Urban Growth Boundary Management Agreement	X	
4.1.5	Committed Residential Density	X	
4.1.5.1	Minimum Residential Density Standards	X	
4.1.6	Mixed-Use/Pedestrian Friendly Areas	X	
4.1.7	Conceptual Transportation Plan	X	
4.1.7.1	Transportation Infrastructure	X	
4.1.8	Conceptual Land Use Plan	X	
4.1.8.1	Target Residential Density	X	
4.1.8.2	Land Use Distribution	X	
4.1.8.3	Transportation Infrastructure	X	
4.1.8.4	Mixed Use/ Pedestrian Friendly Areas	X	
4.1.9	Conditions Specific to Certain URAs	X	
4.1.9.1	CP-1B, IAMP Requirement		X
4.1.9.2	CP-4D, Open Space Restriction		X
4.1.9.3	CP-4D, Roadways Restriction		X
4.1.9.4	CP-6B, Institutional Use Restriction		X
4.1.9.5	Central Point URA, Gibbon/Forest Acres	X	
4.1.10	Agricultural Buffering	X	
4.1.11	Regional Land Preservation Strategies		X
4.1.12	Housing Strategies		X
4.1.13	Urban Growth Boundary Amendment	X	
4.1.13.1	UGB Expansions Outside of URAs		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		X

e. Applicable Performance Indicators

The following addresses each applicable performance indicator per Table 3:

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

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

Conclusion 4.1.2: Complies.

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

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

Conclusion 4.1.3: Complies.

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

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

Conclusion 4.1.4: Complies.

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

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

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

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

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

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

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

The MMR zoning district has a minimum density of 11.0 dwelling units per gross acre, which is above the committed average minimum density required in the Regional Plan Element (See Table 4 above). In Table 5 an accounting of the Gross Buildable Acreage within the City/UGB by zoning, current minimum allowable density per gross acre for each zoning district, minimum dwelling unit yield, and the average minimum density per gross acre defines the City's current minimum build-out density. Based on current zoning the City's Gross Buildable Acreage is capable of accommodating a minimum build-out density of 7.1 units per gross acre, which exceeds the current planning period's minimum 6.9, but is less than the long-term planning period's 7.9, required in the Regional Plan Element. Table 5 further illustrates (Adjusted Totals) that the use of MMR zoning in CP-3, when added to the City's current gross buildable acreage, does not reduce but rather contributes to the average minimum gross density.

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

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

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

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

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

Conclusion 4.1.6: Complies.

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

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

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

Conclusion 4.1.7.1: Complies.

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

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

Finding: See Finding 4.1.5.

Conclusion: Complies.

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

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

Conclusion 4.1.8.2: Complies.

TABLE 6. CP-3 URBAN RESERVE LAND-USE TYPE COMPARISON*						
	Residential	Aggregate	Resource	Open Space/Parks	Employment	Total
Regional Plan Element	0% (0 Ac)	0% (0 Ac)	0% (0 Ac)	58% (21 Ac)	42% (15 Ac)	100% (36 Ac)
CP-3 Concept Plan	5% (1.9 Ac)	0% (0 Ac)	0% (0 Ac)	55% (19.6Ac)	40% (14.5Ac)	100% (36 Ac)

* All acreage figures rounded to nearest whole number.

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

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

Conclusion 4.1.8.3: Complies.

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

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

Conclusion 4.1.8.4: Complies.

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

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

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

Conclusion 4.1.9.5: Complies

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

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

Conclusion 4.1.10: Complies.

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

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

Conclusion 4.1.13: Complies.

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

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

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

Conclusion 4.1.14.4: Complies.

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

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

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

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

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

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

Conclusion 4.1.17: Complies.

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

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

Conclusion 4.1.18: Complies.

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

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

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

Conclusion 4.1.20: Complies.



Figure 2. Land Use
CP-3 Concept Plan

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

Document Name: CP-3 Land Use

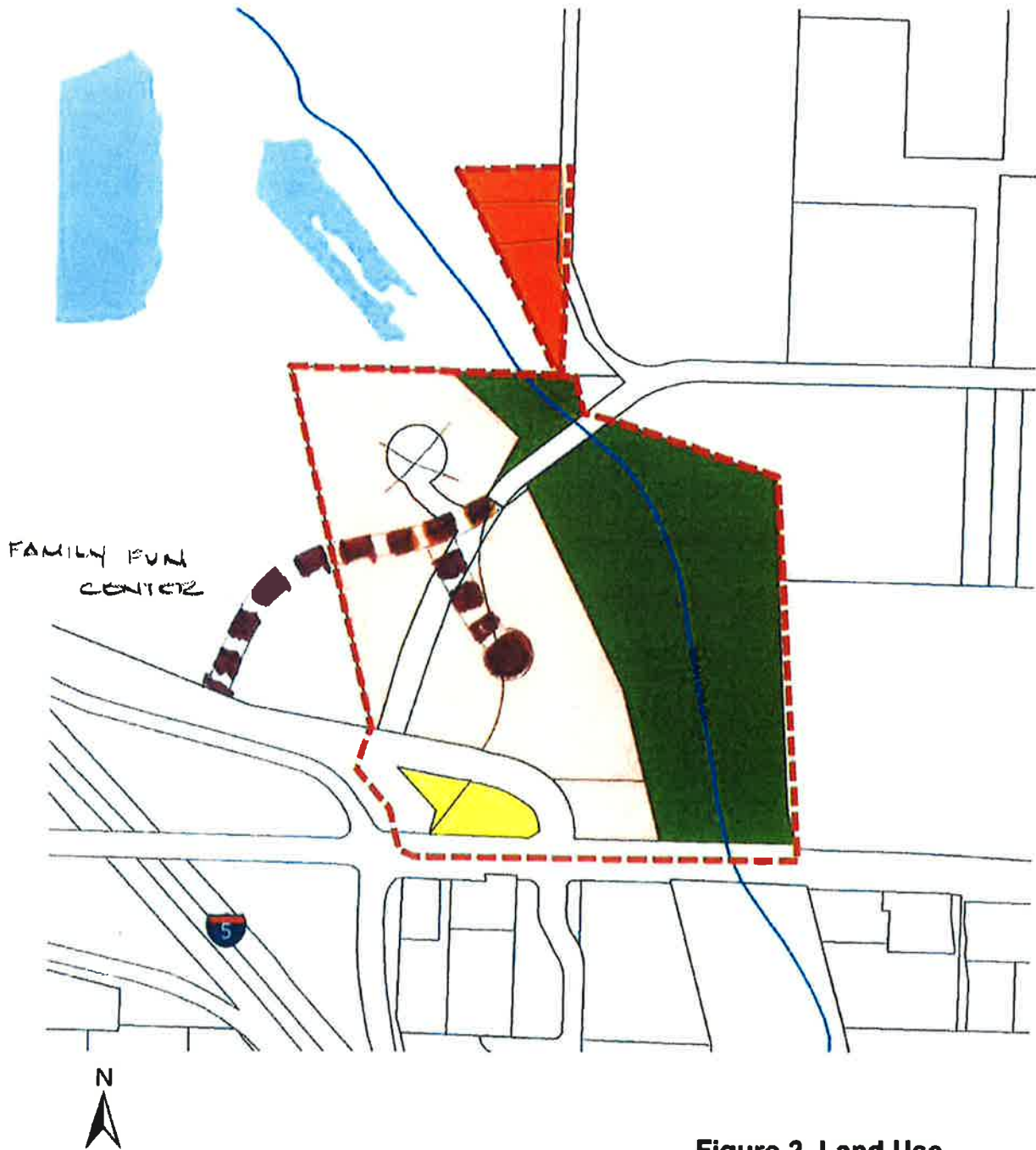


Figure 2. Land Use
CP-3 Concept Plan

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

