



**CITY OF CENTRAL POINT
PLANNING COMMISSION AGENDA
Thursday, March 5, 2015 - 6:00 p.m.**

I. MEETING CALLED TO ORDER

II. ROLL CALL

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

III. CORRESPONDENCE

IV. MINUTES

Review and approval of February 3, 2015 Planning Commission Minutes

V. PUBLIC APPEARANCES

VI. BUSINESS

- A.** Consideration of Resolution No. 816 forwarding a recommendation to the City Council for a Zone (map) Amendment changing Residential Single Family (R-1-10) zoning to Residential Single Family (R-1-8) zoning for a 0.67 acre parcel located at 3292 Grant Road. The Project Site is identified on the Jackson County Assessor's map as 37S 2W 10C, Tax Lot 1900. Applicant: Chris Lewellyn. **File No. 15002**
- B.** Review of Approved Resolution No. 814 with Commission's recommended changes to the Conceptual Land Use and Transportation Plan for CP-1B (Tolo), An Urban Reserve Area of Central Point, **File No. 14009**

VII. DISCUSSION

- A.** Consideration and discussion of various amendments to the Zoning Ordinance related to similar use authorization within the C-4, C-5, M-1, and M-2 zoning districts. Applicant: City of Central Point
- B.** Consideration and discussion of the removal of a Hazardous Tree as defined in CPMC 12.36 from the Central Point Cemetery. Applicant: City of Central Point

VIII. ADMINISTRATIVE REVIEWS

IX. MISCELLANEOUS

X. ADJOURNMENT

**City of Central Point
Planning Commission Minutes
February 3, 2015**

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

II. ROLL CALL

Commissioners Chuck Piland, Mike Oliver, Susan Szczesniak, Tom Van Voorhees, Tim Schmeusser, Craig Nelson and Kay Harrison were present. Also in attendance were: Tom Humphrey, Community Development Director, Don Burt, Planning Manager; and Stephanie Holtey, Community Planner.

III. CORRESPONDENCE

1. Parks & Public Works Department Memorandum from Jennifer Boardman dated January 30, 2015 regarding Annual Tree/Vegetation Maintenance Update.
2. Parks & Public Works Department Memorandum from Jennifer Boardman dated January 30, 2015 regarding TCUSA/Tree Maintenance Update.

IV. MINUTES

Kay Harrison made a motion to approve the minutes of the January 6, 2015 Planning Commission meeting as amended. Craig Nelson seconded the motion. Roll Call: Mike Oliver, abstained; Susan Szczesniak, abstained; Tim Schmeusser, yes; Craig Nelson, yes; Kay Harrison, yes. Motion passed.

V. PUBLIC APPEARANCES

None.

VI. BUSINESS

Tom Humphrey presented Resolution No. 814 forwarding a favorable recommendation to the City Council to approve A Conceptual Land Use and Transportation Plan for CP-1B (Tolo), An Urban Reserve Area of Central Point. He informed the Commission that the Concept Plan had been distributed for public review and comment since it was introduced in November. The Citizen's Advisory Committee (CAC) considered this plan at their January meeting and recommended in favor of it with some revisions.

Following a review of the Urban Growth Boundary expansion process, Mr. Humphrey introduced the Conceptual Plan as both a land use and transportation document. He emphasized that the plan is intended to facilitate implementation of the Central Point

Regional Plan Element and does not address compliance with the Oregon Statewide Land Use Planning Goals, land use planning law applicability, or comprehensive plan compliance. Instead the Concept Plan presents refinement of the land use distribution presented in the Regional Plan, and a general network of regionally significant arterials, transit routes and bicycle and pedestrian pathways. Mr. Humphrey stated that land use in CP-1B is designated for 100% employment uses.

There was discussion about the fact that many of the existing uses in CP-1B are non-employment based. Mr. Humphrey explained that they will remain under County jurisdiction until such time that they are annexed into the City at which point they will become legally non-conforming. He explained that annexation requires the consent of the majority of landowners. Mike Oliver asked about the potential for islands of County to remain if landowners do not want to be brought into the City. Mr. Humphrey acknowledged this as a current issue in the City. He reported that there has been discussion about considering island annexations without landowner consent over the years, the City has not done so to-date.

Mr. Humphrey indicated that the Concept Plan is required to meet applicable performance indicators presented in the Regional Plan, as presented in the Concept Plan. Members of the Planning Commission expressed concern that the "City Adoption" performance indicator was not clear and should be marked as "yes" since the Council will adopt the Concept Plan before it becomes an attachment to the UGB amendment application to the County. Mr. Humphrey indicated that he will examine and correct this section as needed.

He provided a detailed overview of the conceptual plan including existing conditions and planning documents that were considered as part of the planning process. Specifically the plan incorporated planning conditions established in the Oregon Department of Transportation (ODOT) Interchange Area Management Plan (IAMP) for Exit 35 and the Oregon State Route 140 Corridor Plan. Existing land uses, infrastructure assessments, environmental constraints and agency stakeholder input was also considered. He described that Employment land includes three land use categories, which are aligned with the City's Comprehensive Plan and Zoning designations: These include industrial, commercial and public land use designations as presented in the Conceptual Plan.

At this time Mr. Humphrey presented the idea of a potential new land use category under the Industrial Land Use Designation to allow business parks, which are not allowed in the M-1 or M-2 zoning districts unless they are ancillary to another use.

To accommodate new employment uses in CP-1B, Mr. Humphrey noted that some public utility improvements would be needed, including extension of the City's waterline from Erickson Air Crane to the east side of Interstate 5 and construction of a new water reservoir. He also indicated that an internal circulation plan of local roadways has been envisioned to serve new uses while reducing driveway access on Blackwell Road in accordance with IAMP 35 and the OR 140 Corridor Plan.

Rogue River Valley Irrigation District (RRVID) was consulted in the planning process. The District conveys irrigation water through streams in this area, which crosses Interstate 5 through a box culvert. Mr. Oliver suggested that the waterline traverse the same route. Subsequent discussion of this matter revealed that irrigation flows are part of Griffin Creek and that there are restrictions that preclude use of this route for the waterline. Mr. Humphrey indicated that Jay Harland from CSA Planning would speak to that issue later.

Kay Harrison asked if the wildlife must be considered as part of the Concept Plan development process. She stated her concern that we may receive complaints about wildlife not having sufficient access to land and water as urbanization occurs. Mr. Humphrey acknowledged her concern and responded that this will be addressed through the Comprehensive Plan process.

The public portion of the meeting was opened. Jay Harland of CSA Planning and, representative of Combined Transport, distributed a Memorandum and addressed the Planning Commission.

Mr. Harland presented three concerns related to the CP-1B Concept Plan. First, he noted that the proposed business park designation under the proposed industrial land use classification does not currently exist. To avoid potential adverse implications to his client's UGB amendment application with Jackson County he requested that the Planning Commission consider a language adjustment that would provide flexibility for new land use regulations in the future while deferring to the existing Comprehensive Plan until those regulations are adopted.

Second, Mr. Harland pointed out an apparent mixing of Comprehensive Plan and Zoning Map Designations in Figure 2. He suggested referring to Comprehensive Plan Land Use designations in Figure 2 and adding a new figure to illustrate contemplated zoning post annexation.

The final concern related to the internal circulation plan that shows a proposed roadway that traverses his client's property. He expressed that the roadway should not be shown because it is excessive and not likely to be constructed. He stated a conceptual roadway could be construed as a requirement down the line, but that this was the least of the concerns noted.

In regards to the waterline question discussed earlier by the Planning Commission, Mr. Harland added that Federal Highway Administration standards do not allow a waterline to be placed in the box culvert under Interstate 5.

Mr. Humphrey responded to the concerns and suggestions presented by Mr. Harland. While not inclined to add a separate map addressing post annexation zoning designations, he would be agreeable to amending terminology in the maps to refer to Comprehensive

Plan Land Use designations with the understanding that they correlate to potential zoning districts. He emphasized that this is a Concept Plan, which is a general guide that provides a starting point for future refinements. After further discussion, the Planning Commission suggested amendments to soften the language in the Concept Plan were necessary to convey the intended nature of the Concept Plan. This would allow the City to create new land use categories in the future while deferring to the existing Comprehensive Plan until official changes are made. Mr. Humphrey stated that he will make the changes per the Planning Commission's recommendation and circulate the changes prior to the Council Meeting on February 26th.

Commissioner Nelson asked about ODOT's circulation requirements on Blackwell Road related to truck traffic and limiting driveway access on the east side of the roadway. Mr. Humphrey responded that ODOT standards require that the nearest intersection to an interchange be at least ¼ mile away. IAMP 35 provides direction to start eliminating driveways and to create internal circulation on both sides of Blackwell Road. He reported that Cardmoore is working with ODOT to create a new intersection that will later be moved north in alignment with these goals

Kay Harrison made a motion to approve Resolution No. 814 forwarding a favorable recommendation to City Council to approve A Conceptual Land Use and Transportation Plan for CP-1B (Tolo), an Urban Reserve Area for Central Point with suggested changes given to staff by the Planning Commission. Susan Szczesniak seconded the motion. Roll call: Mike Oliver: yes; Susan Szczesniak: Yes; Tim Schmeusser: Yes; Tom Van Voorhees: Yes; Craig Nelson, Sr.: Yes; Kay Harrison: Yes.

VII. DISCUSSION

Don Burt introduced the Gebhard Road Alternative Route Analysis as a study with which the Planning Commission would be involved in the near future. The study area represents the most undeveloped residential acreage in the city and is located between Bear Creek and Hamrick Road north of East Pine Street and a little north of Beebe Road.

Mr. Burt indicated that development proposals in this area have prompted questions about how Gebhard Road will function in the overall circulation of the area. The City recently hired JRH Transportation Engineers to facilitate identification of a preferred route for Gebhard Road. He showed the Planning Commission a sample of routes proposed in the past including the one prepared by Walmart.

JRH will develop three (3) alternative routes that will be narrowed down. Ultimately the Planning Commission will recommend a preferred alternative to the City Council for approval as an amendment to the Transportation System Plan (TSP). Once in the TSP the future location of Gebhard Road will be final.

The project kick-off meeting is scheduled for Wednesday February 11th at 6:00 p.m. in the Council Chambers and all stakeholders were invited. He stated that this will be the

first of many meetings that are geared to maximize opportunities for stakeholder involvement.

Chuck Piland suggested that we hold the next meeting out at the Catholic Church on Beebe Road, to increase attendance. Mr. Burt stated that we may do this if there is little attendance at the kick-off meeting.

VIII. ADMINISTRATIVE REVIEWS

IX. MISCELLANEOUS

Tom Humphrey presented two staff reports prepared by Jennifer Boardman in the Parks Department regarding the Bear Creek Greenway and Tree City USA. Both reports included a summary of 2014 activities and those proposed for 2015. He asked that the Planning Commission consider the Bear Creek Greenway proposal for 2015 and make a motion to approve the plan to satisfy the requirements of Section 17.54.060.

In 2014, he reported that Parks focused their efforts on removing invasive Himalayan Blackberries along the Greenway to allow later restoration with native species. This is a collaborative effort among Jackson County jurisdictions and involved the help of students, work crews and hired contractors. He indicated that the plan for 2015 is to continue these efforts beginning in early spring and summer and continuing through the fall.

There were questions regarding the cost of using the work crews and performing the needed improvements. Mr. Humphrey indicated that County work crews are used to keep down the cost but the exact amount was unknown.

Mr. Humphrey presented the Tree City USA activities conducted in 2014 and those proposed for 2015 as outlined in the staff report. The Planning Commission had no additional suggestions for planned activities in 2015.

Tim Schmeusser made a motion to accept the 2014 Bear Creek Greenway maintenance report for 2014 and to pursue implementation of the 2015 plan. Tom Van Voorhees seconded the motion. Roll Call: Mike Oliver: yes; Susan Szczesniak: Yes; Tim Schmeusser: Yes; Tom Van Voorhees: Yes; Craig Nelson, Sr.: Yes; Kay Harrison: Yes.

Tom Humphrey advised the Planning Commission that there would be a joint meeting with the Jackson County Planning Commission on the 5th of March. He requested that the regular meeting be held at the end of this meeting. The Planning Commission was in agreement with the proposed meeting schedule.

X. ADJOURNMENT

Mike Oliver made a motion to adjourn. Craig Nelson, Sr. seconded the motion. All Commissioners said "aye". Meeting adjourned at 8:10 p.m.

The foregoing minutes of the February 3, 2015 Planning Commission meeting were approved by the Planning Commission at its meeting on the _____ day of _____, 2015.

Planning Commission Chair

**CONSIDERATION OF RESOLUTION NO. 816 FORWARDING A RECOMMENDATION
TO THE CITY COUNCIL FOR A ZONE (MAP) AMENDMENT CHANGING
RESIDENTIAL SINGLE FAMILY (R-1-10) ZONING TO RESIDENTIAL SINGLE FAMILY
(R-1-8) ZONING FOR A 0.67 ACRE PARCEL LOCATED AT 3292 GRANT ROAD.**



STAFF REPORT

March 5, 2015

AGENDA ITEM: File No. 15002

Consideration of a Zone (map) Change application from Residential Single Family (R-1-10) to Residential Single Family (R-1-8) for a 0.67 acre parcel located at 3292 Grant Road. The Project Site is identified on the Jackson County Assessor's map as 37S 2W 10C, Tax Lot 1900. **Applicant:** Chris Lewellyn.

STAFF SOURCE:

Stephanie Holtey, Community Planner II

BACKGROUND:

The applicant has requested a minor zone map amendment from R-1-10 to R-1-8 with the intent of partitioning the subject property into three (3) parcels. As shown in Table 1, the proposed zone change is needed to achieve the anticipated future density on this site.

Table 1. Proposed Zone Change

Zoning District	Minimum		Maximum	
	Density	Units	Density	Units
Current (R-1-10)	2	1.3	4	2.7
Proposed (R-1-8)	3	2.0	5	3.4

ISSUES & NOTES:

There are 4 issues/Notes relative to this application as follows:

- Zoning Map and Zoning Code Text Amendments, CPMC Chapter 17.10.** This municipal code section provides standards and procedures for major and minor amendments to the Central Point zoning map. In this case the application was initiated by the applicant and sole owner of the subject property. The action is considered a 'minor' amendment and is being processed using Type III procedures. The amendment should be based on the following criteria; 1) its consistency with the City's Comprehensive Plan, 2) findings demonstrating that adequate public services and transportation networks will serve the property and 3) compliance with the State's Transportation Planning Rule.
- Comprehensive Plan Compliance.** Approval of the proposed zone change must be found consistent with the City's Comprehensive Plan Land Use Plan Map. The subject property has a Comprehensive Plan designation of Low Density Residential, which is consistent with both the existing R-1-10 and proposed R-1-8 zoning designations.
- Compatibility with Surrounding Land Uses and Zoning.** The subject property is contiguous to lands zoned Residential Single Family (R-1-8) to the north, and Residential Single Family (R-1-10) to the east and south. It should be noted that adjoining properties to the east and south are within the Urban Growth Boundary under the County's jurisdiction. Lands west of Grant Road are outside of the UGB and are within the County's Rural

Residential (RR-2.5) zoning district. Although the proposed zone change provides for an increase in residential density, the overall character will remain consistent with the surrounding residential single family uses per CPMC 17.20.

4. **Transportation Planning Rule (TPR) Compliance, OAR 660-012-0060.** Criteria for TPR compliance is addressed in the findings (Attachment B) demonstrating adequate public services and transportation networks.

CONDITIONS OF APPROVAL:

Although a recommendation of a decision to approve a minor amendment may include conditions, staff has not identified the need to impose any conditions at this time.

ATTACHMENTS:

Attachment "A" – Comprehensive Plan and Zoning Maps

Attachment "B" – Planning Department's Findings

Attachment "C" – Resolution No. 816

ACTION:

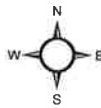
Open public hearing and consider the proposed amendment to the Zoning map, close public hearing and 1) recommend approval to the City Council; 2) recommend approval with revisions; or 3) deny the application.

RECOMMENDATION:

Recommend approval of Resolution No. 816. Per the Staff Report dated March 5, 2015 and supported by Findings of Fact.



City of Central Point
Population 17,375
January 2015
















0 15 30 60 90 120 Feet

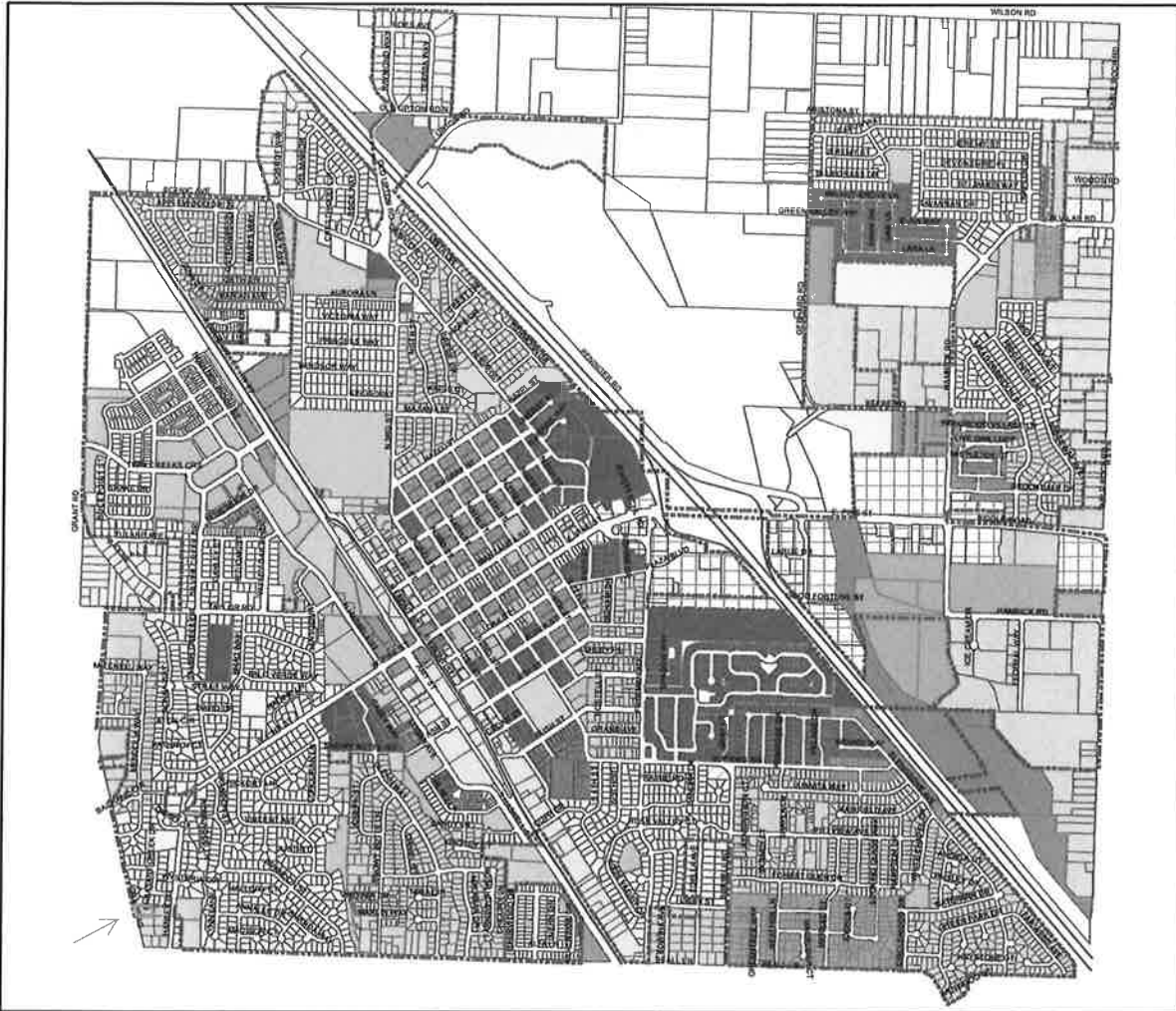
Low Density Residential

3292 Grant Road
37 2W 10C Tax Lot 1900

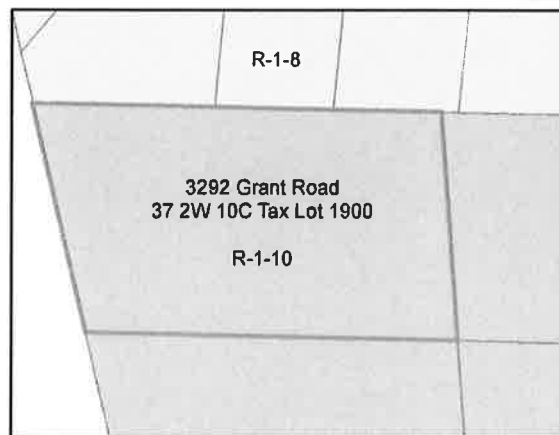
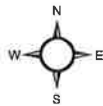
Low Density Residential

Legend
























- | | | |
|---|--|--|
|  Neighborhood Convenience Center |  Very Low Density |  TOD Corridor |
|  Tourist and Office Professional |  Low Density |  TOD District |
|  Thoroughfare Commercial |  Medium Density | |
|  Light |  High Density | |
|  General | | |
|  Parks and Open Space | | |
|  Civic | | |

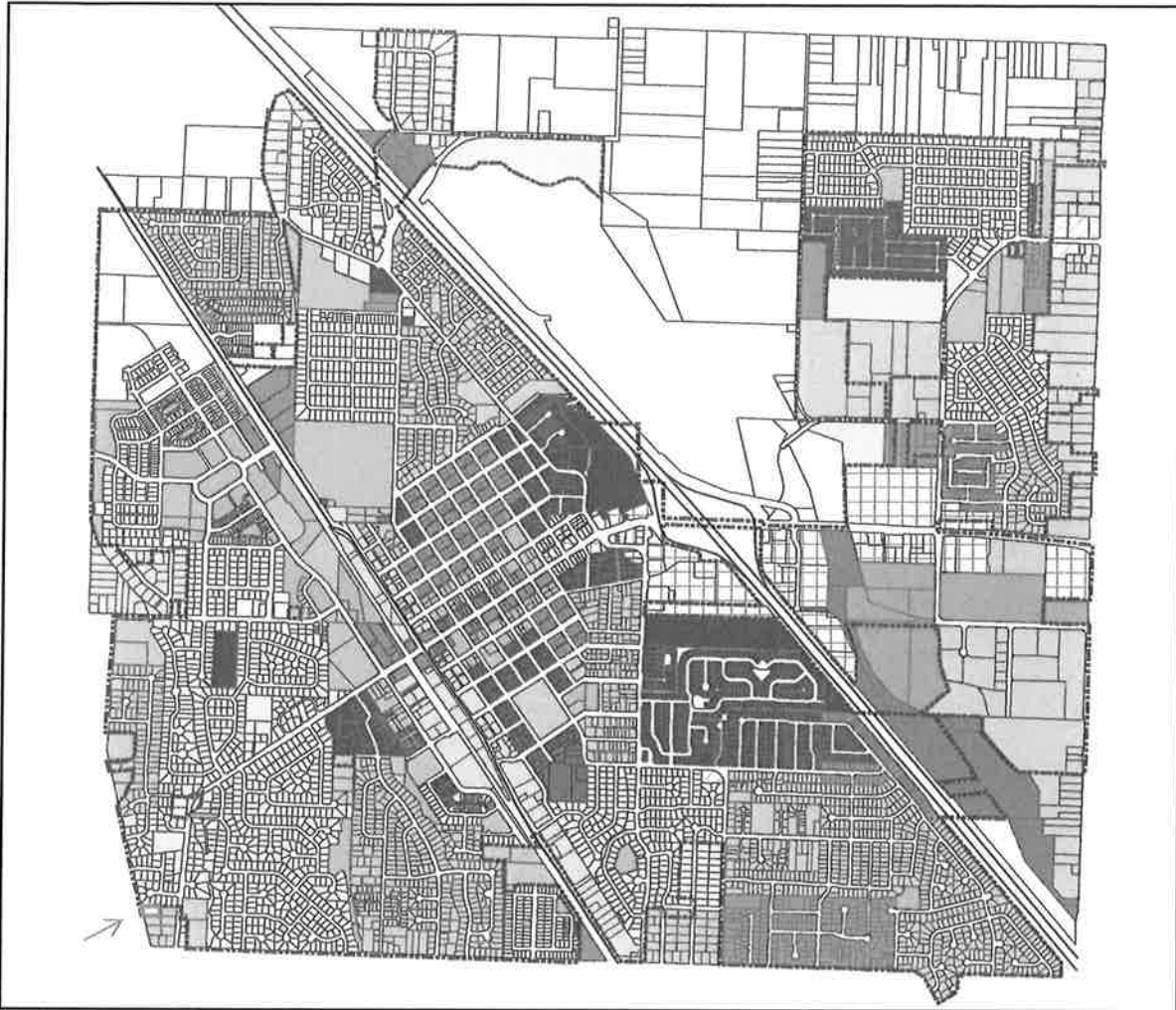


City of Central Point
Population 17,375
January 2015

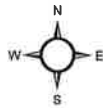


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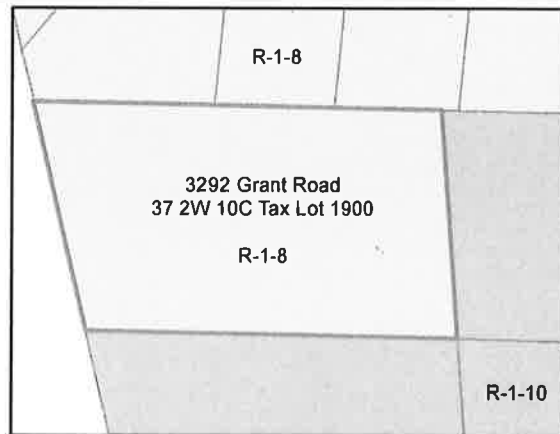
 BCG = Bear Creek Greenway	 GC = General Commercial (TOD)	 OS = Open Space/ Parks
 C-2 (M) = Commercial - Medical District	 HMR = High Mix Residential/Commercial (TOD)	 R-3 = Multiple Family Residential
 C-4 = Tourist and Office	 LMR = Low Mix Residential (TOD)	 R-2 = Two-Family Residential
 C-5 = Thoroughfare Commercial	 ETOD LMR*	 R-1-6 = SF Residential - 6,000
 CN = Neighborhood Commercial	 M-1 = Industrial	 R-1-8 = SF Residential - 8,000
 Civic	 M-2 = Industrial General	 R-1-10 = SF Residential - 10,000
 ETOD Civic*	 MMR = Medium Mix Residential (TOD)	 R-L = Low Density Residential
 EC = Employment Commercial (TOD)	 ETOD MMR*	
























City of Central Point
Population 17,375
January 2015



0 15 30 60 90 120 Feet



Legend

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 Civic	 M-2 = Industrial General	 R-1-10 = SF Residential - 10,000
 ETOD Civic*	 MMR = Medium Mix Residential (TOD)	 R-L = Low Density Residential
 EC = Employment Commercial (TOD)	 ETOD MMR*	

**FINDINGS OF FACT
AND CONCLUSIONS OF LAW
File No.: 15002**

**Before the City of Central Point Planning Commission
Consideration of a Zone (Map) Change Application on a 0.67 acre lot located at 3292 Grant Road.
The property is identified on the Jackson County Assessor's map as 37S2W 10C, Tax Lot 1900.**

Applicant:) Findings of Fact
Chris Lewellyn) and
) Conclusion of Law

**PART 1
INTRODUCTION**

It is requested that the above referenced tax lots be rezoned from Residential Single Family (R-1-10) to Residential Single Family (R-1-8). The applicant intends to partition the subject property into three (3) parcels.

The zone change request is a quasi-judicial map amendment, which is processed using Type III application procedures. Type III procedures set forth in Section 17.05.400 provide the basis for decisions upon standards and criteria in the development code and the comprehensive plan, when appropriate.

Applicable development code criteria for this Application include:

- 1. Comprehensive Plan
- 2. State Transportation Planning Rule
- 3. CPMC, Chapter 17.10

**PART 2
FINDINGS & CONCLUSIONS**

Staff has reviewed the Applicant's Findings (Exhibit "A") and found that they address all of the applicable development code criteria for the proposed zone (map) amendment. The Applicant's Findings provided in Exhibit "A" are incorporated herein.

**PART 3
SUMMARY CONCLUSION**

As evidenced in findings and conclusions provided in Exhibit "1", the proposed zone change is consistent with applicable standards and criteria in the Central Point Municipal Code, including the Statewide Planning Goals (where applicable), Comprehensive Plan, and Statewide Transportation Planning Rule.

**EXHIBIT "A"
SUPPLEMENTAL FINDINGS
PROPOSED ZONE CHANGE
37-2W-10C TAX LOT 1900**

A. Proposal.

Chris Lewellyn ("Applicant"), is the owner of certain real property located in Central Point, Oregon, and commonly known as Township 37 South, Range 2 West, Section 10C, Tax Lot 1900 ("the subject property"). The subject property is currently zoned Residential Single-Family (R-1-10). Applicant proposes a minor zoning map amendment pursuant to Chapter 17.10 of the Central Point Municipal Code (CPMC) to change the zoning designation of the subject property to Residential Single-Family (R-1-8).

B. Schedule of Exhibits.

The following Exhibits have been submitted in support of this Application and by this reference are incorporated herein:

EXHIBIT "A":	Supplemental Findings
EXHIBIT "B":	Warranty Deed
EXHIBIT "C":	Aerial Map
EXHIBIT "D":	Photographs
EXHIBIT "E":	Zoning Map
EXHIBIT "F":	RVSS Availability Report
EXHIBIT "G":	Agent Authorization

C. Background.

The subject property is approximately 0.67 acres in size, is zoned Residential Single Family (R-1-10) and is developed with a single family dwelling, a detached garage and accessory structure. The subject property fronts on Grant Road, a county owned and maintained roadway, and is served by City water and sewer. There are no mapped wetlands, streams or mapped flood hazard areas located on the subject property. The subject property is a separate legal parcel for development purposes in that it is Lot #1 of the Diamond Center Subdivision. The subject property has a Comprehensive Plan designation of Low Density Residential. Ultimately, the Applicant intends to partition the subject property into three (3) parcels. The legal description of the subject property is as follows:

**Lot One (1), in DIAMOND CENTER SUBDIVISION, Jackson County,
Oregon, according to the official plat thereof, recorded in Volume 8, Page 6,
Plat Records.**

D. Applicable Criteria.

The standards and criteria that are applicable to this Application are set forth in CPMC Section 17.10.400. Findings addressing the aforementioned standards are set forth as follows:

A recommendation or a decision to approve, approve with conditions or to deny an application for a text or map amendment shall be based on written findings and conclusions that address the following criteria:

A. Approval of the request is consistent with the applicable statewide planning goals (major amendments only). CPMC 17.10.400(A).

Applicant's Findings: The Application consists of a minor zoning map amendment and, therefore, this criteria is not applicable.

B. Approval of the request is consistent with the Central Point comprehensive plan (major and minor amendments). CPMC 17.10.400(B).

Applicant's Findings: The subject property is designated as Low Density Residential pursuant to the Central Point Comprehensive Plan (CPCP). The proposed Residential Single Family (R-1-8) zoning designation for the subject property is an urban low density residential zoning district pursuant to the CPCP and CPMC 17.20.010.

C. If a zoning map amendment, findings demonstrating that adequate public services and transportation networks to serve the property are either available, or identified for construction in the city's public facilities master plans (major and minor amendments). CPMC 17.10.400(C).

Applicant's Findings: The subject property is currently served by existing utilities, including municipal water and Rogue Valley Sanitary Sewer. A City waterline is located in the Grant Road right-of-way adjacent to the subject property. Furthermore, RVSS has a sanitary sewer line located in Grant Road. RVSS has capacity to serve the potential development of the subject property based on the proposed Residential Single Family (R-1-8) zoning district.

Grant Road is currently classified by Jackson County as a local road and has an estimated capacity of 6,903 Average Daily Trips (ADT) based upon two (2) 10-foot travel lanes and two (2) 2-foot shoulders. Grant Road currently has an ADT of 976 pursuant to a traffic count conducted by Jackson County in October, 2014. Consequently, Grant Road is currently operating at approximately 14% of capacity. Two (2) additional dwellings could be developed pursuant to the proposed zone change. A detached single family dwelling generates an average of 9.57 vehicle trips per day (weekday average) pursuant to the *Institute of Transportation Engineers, Trip Generation, 7th Edition* (Page 269). Accordingly, a total of 20 additional daily vehicle trips (9.57 daily vehicle trips x 2 dwellings = 19.14 total daily vehicle trips) could potentially be generated as result of the proposed zone change. The average daily vehicle trip

SUPPLEMENTAL FINDINGS

Page 2 of 3

count of Grant Road could thus increase from 976 daily trips to 996 daily trips. Consequently, Grant Road would still be operating at 14% of capacity.

D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule. (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006. Formerly 17.10.300(B)). CPMC 17.10.400(D).

Applicant's Findings: The proposed zone change complies with OAR 660-012-0060 in that the proposed zoning map designation amendment will not significantly affect an existing or planned transportation facility. Specifically, the proposal will not: (a) change the functional classification of an existing or planned transportation facility; (b) change standards implementing a functional classification system; (c) result in types or levels of travel or access inconsistent with the functional classification of an existing or planned transportation facility; or (e) degrade the performance of an existing or planned transportation facility in any manner.

As set forth above, Grant Road is currently classified by Jackson County as a local road and has an estimated capacity of 6,903 Average Daily Trips (ADT) based upon two (2) 10-foot travel lanes and two (2) 2-foot shoulders. Grant Road currently has an ADT of 976 pursuant to a traffic count conducted by Jackson County in October, 2014. Two (2) additional dwellings could be developed pursuant to the proposed zone change. A detached single family dwelling generates an average of 9.57 vehicle trips per day (weekday average) pursuant to the *Institute of Transportation Engineers, Trip Generation, 7th Edition* (Page 269). Accordingly, a total of 20 additional daily vehicle trips (9.57 daily vehicle trips x 2 dwellings = 19.14 total daily vehicle trips) could potentially be generated as result of the proposed zone change. The average daily vehicle trip count of Grant Road could thus increase from 976 daily trips to 996 daily trips. Consequently, Grant Road would still be operating at 14% of capacity. Thus, the proposed zoning map amendment will not significantly affect an existing or planned transportation facility.

E. Conclusion.

Based on the findings set forth above, Applicant respectfully requests that this Application be approved.

Dated this 14th day of January, 2015.

HUYCKE O'CONNOR JARVIS, LLP:



Daniel B. O'Connor, OSB# 950444
Attorney for Applicant

470314035232

Jackson County Official Records **2014-032306**
R-WD
Stn=3 MORGANSS **12/08/2014 12:39:54 PM**
\$10.00 \$11.00 \$10.00 \$8.00 \$20.00 **\$59.00**

I, Christine Walker, County Clerk for Jackson County, Oregon, certify that the instrument identified herein was recorded in the Clerk records.
Christine Walker - County Clerk

RECORDING REQUESTED BY:

Ticor Title Company of Oregon
1555 E. McAndrews, Suite 100
Medford, OR 97504

GRANTOR:

Brian Poppa and Jane Marie Poppa
4437 Antelope Road
White City, OR 97503

GRANTEE:

Chris Lewellyn, an estate in fee simple
1985 Rabun Way
Central Point, OR 97502

SEND TAX STATEMENTS TO:

Chris Lewellyn
1985 Rabun Way
Central Point, OR 97502

AFTER RECORDING RETURN TO:

Chris Lewellyn
1985 Rabun Way
Central Point, OR 97502

Escrow No: 470314035232-TTJA37

372W10C 1900 / 10201880

3292 Grant Road
Central Point, OR 97502

SPACE ABOVE THIS LINE FOR RECORDER'S USE



STATUTORY WARRANTY DEED

Brian Poppa and Jane Marie Poppa, Grantor, conveys and warrants to

Chris Lewellyn, an estate in fee simple, Grantee, the following described real property, free and clear of encumbrances except as specifically set forth below, situated in the County of Jackson, State of Oregon:

Lot One (1), in DIAMOND CENTER SUBDIVISION, Jackson County, Oregon, according to the official plat thereof, recorded in Volume 8, Page 6, Plat Records.

THE TRUE AND ACTUAL CONSIDERATION FOR THIS CONVEYANCE IS \$183,500.00. (See ORS 93.030)

Subject to and excepting:

Covenants, Conditions, Restrictions, Reservations, set back lines, Power of Special Districts, and easements of Record, if any.

BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON TRANSFERRING FEE TITLE SHOULD INQUIRE ABOUT THE PERSON'S RIGHTS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010. THIS INSTRUMENT DOES NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY THAT THE UNIT OF LAND BEING TRANSFERRED IS A LAWFULLY ESTABLISHED LOT OR PARCEL, AS DEFINED IN ORS 92.010 OR 215.010, TO VERIFY THE APPROVED USES OF THE LOT OR PARCEL, TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES, AS DEFINED IN ORS 30.930, AND TO INQUIRE

470314035232-TTJA37
Deed (Warranty-Statutory)

ABOUT THE RIGHTS OF NEIGHBORING PROPERTY OWNERS, IF ANY, UNDER ORS 195.300, 195.301 AND 195.305 TO 195.336 AND SECTIONS 5 TO 11, CHAPTER 424, OREGON LAWS 2007, SECTIONS 2 TO 9 AND 17, CHAPTER 855, OREGON LAWS 2009, AND SECTIONS 2 TO 7, CHAPTER 8, OREGON LAWS 2010.

DATED: 12-03-2014

Brian C. Poppa

Brian Poppa

Jane Marie Poppa

Jane Marie Poppa

Hawaii
State of ~~OREGON~~ HI

COUNTY of Maui

This instrument was acknowledged before me on December 3rd, 2014

by Brian Poppa & Jane Marie Poppa

Christopher Barca, Notary Public - State of Oregon
My commission expires: 11-12-2016



STATUTORY WARRANTY DEED

Lot One (1), in DIAMOND CENTER SUBDIVISION, Jackson County, Oregon, according to the official plat thereof, recorded in Volume 8, Page 6, Plat Records.

Doc. Date: 12/3/2014 # Pages: 2
Christopher Barca Second Circuit
Doc. Description Statutory Warranty Deed

[Signature] 12/3/2014
Notary Signature Date
NOTARY CERTIFICATION




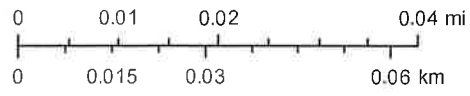
Jackson County GIS



January 5, 2015

1:1,200

- | | | | | | |
|---|----------------------|---|---------------|---|-------------|
|  | County Line |  | Central Point |  | Phoenix |
|  | Streets - Label Only |  | Eagle Point |  | Rogue River |
|  | Taxlots |  | Gold Hill |  | Shady Cove |
|  | Ashland |  | Jacksonville |  | Talent |
|  | Butte Falls |  | Medford | | |



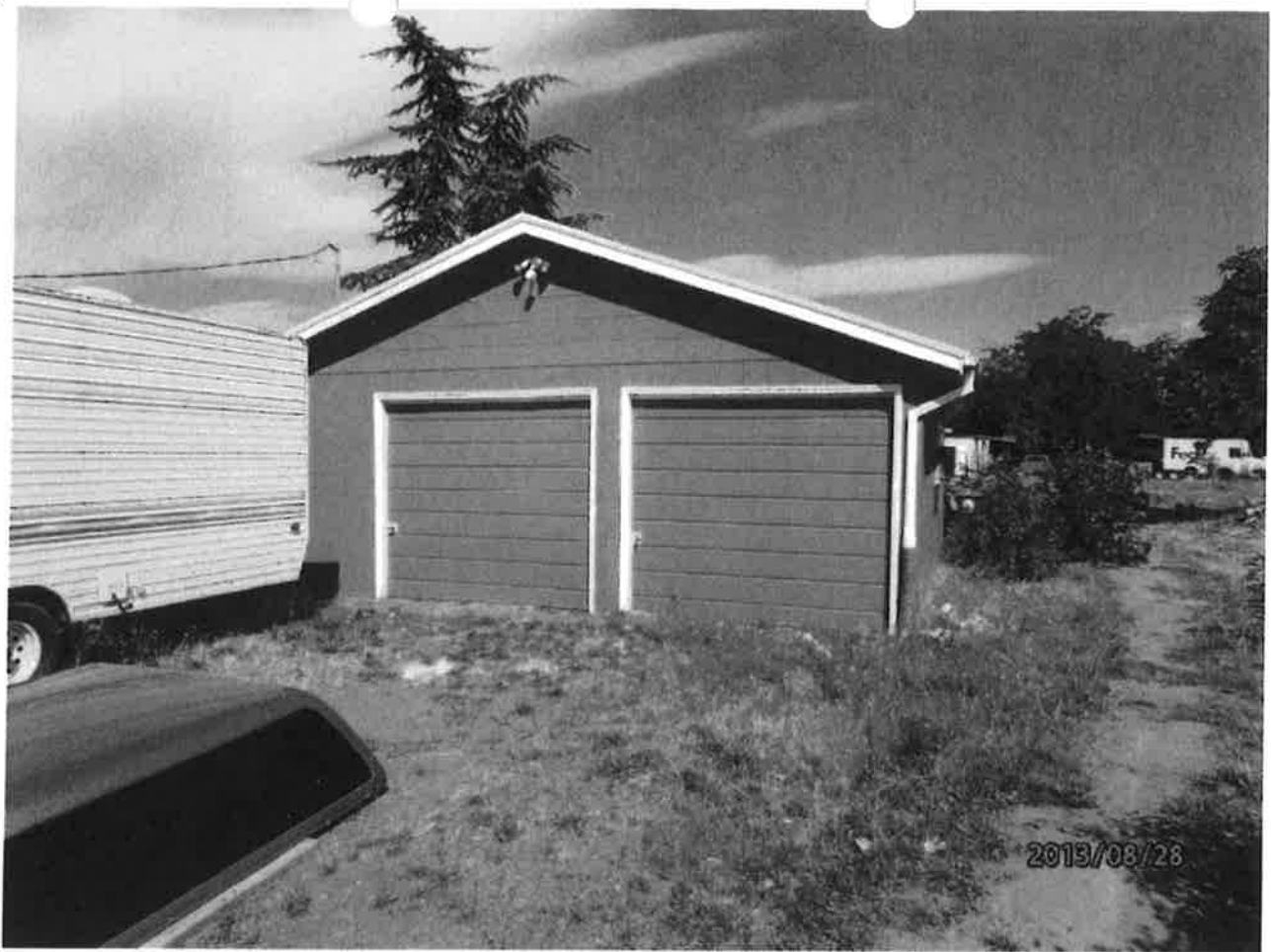


EXHIBIT "D"

Subject Property



EXHIBIT "E"



ROGUE VALLEY SEWER SERVICES

Location: 138 West Vilas Road, Central Point, OR - Mailing Address: P.O. Box 3130, Central Point, OR 97502-0005
Tel. (541) 664-6300, Fax (541) 664-7171 www.RVSS.us

January 14, 2015

Daniel O'Connor
823 Alder Creek Drive
Medford, OR 97504

RE: Sewer Service for 3292 Grant Road, Central Point- 372W10C TL 1900

Mr. O'Conner

Sewer service for the above named property can be obtained from the connection to the existing 15 inch mainline in Grant Road. Adequate system capacity exists for the planned 3 ERUs.

Please note that each separate tax lot will require a separate sewer lateral from the 15 inch mainline and connection to this mainline will require the obtainment of connection permits from RVSS and the payment of the related System Development Charges.

Feel free to call me to contact me with any further questions.

Sincerely,

Wade Denny, PE

Digitally signed by Wade Denny, PE
DN: cn=Wade Denny, PE, o=Rogue Valley
Sewer Services, ou=District Engineer,
email=wdenny@rvss.us, c=US
Date: 2015.01.14 09:57:32 -08'00'

Wade Denny, P.E.
District Engineer

CITY OF CENTRAL POINT
BUILDING & PLANNING DEPARTMENT
140 S. 3rd Street
Central Point, Oregon 97502

LETTER OF AUTHORIZATION

LET IT BE KNOWN THAT Daniel B. O'Connor and Shala Helm
Has Been Retained to Act as Agent to Perform All Acts for Development on My Property Identified Below.
These Acts Include: Pre-application Conference, Filing Applications and/or Other Required Documents
Relative to All Zoning Applications, Septic System Feasibility, Sewage Disposal Permits and inspections,
Assigning an Address, Road Approach Permits, Manufactured Dwelling Permits Building Permits, and
Mechanical Permits (authorization not useable for Plumbing or Electrical Permits per State regulations).
3292 Grant Road, Central Point, Oregon
(Address or Road)


AND DESCRIBED IN THE RECORDS OF JACKSON COUNTY AS:

TOWNSHIP 37, RANGE 2W, SECTION 10C, TAX LOT(S) 1900

THE COSTS OF THE ABOVE ACTIONS, WHICH ARE NOT SATISFIED BY THE AGENT, ARE THE RESPONSIBILITY OF THE UNDERSIGNED PROPERTY OWNER.


APPLICANT AND PROPERTY OWNER:

This authorization is valid for 1 year 2 years Other _____ (Must select one)

SIGNATURE: 
PRINTED NAME: Chris Lewellyn
ADDRESS: P.O. Box 5664
CITY/STATE/ZIP: Central Point, Oregon 97502


DATE: 1/06/15
PHONE: 541-951-5576

CHECK ONE: APPLICANT AGENT

SIGNATURE: 
PRINTED NAME: Daniel O'Connor
ADDRESS: 823 Alder Creek Drive
CITY/STATE/ZIP: Medford, Oregon 97504

DATE: 01/08/15
PHONE: 541-772-1977
FAX: 541-772-3443

CHECK ONE: APPLICANT AGENT

SIGNATURE: 
PRINTED NAME: Shala Helm
ADDRESS: 823 Alder Creek Drive
CITY/STATE/ZIP: Medford, Oregon 97504

DATE: 01/08/15
PHONE: 541-772-1977
FAX: 541-772-3443

PLANNING COMMISSION RESOLUTION NO. 816

**A RESOLUTION FORWARDING A FAVORABLE RECOMMENDATION TO THE CITY COUNCIL TO APPROVE THE REZONING OF 3292 GRANT ROAD FROM RESIDENTIAL SINGLE FAMILY (R-1-10) TO RESIDENTIAL SINGLE FAMILY (R-1-8)
FILE NO. 15002**

Applicant: Chris Lewellyn;

WHEREAS, the Comprehensive Plan Land Use Map designates 3292 Grant Road as Low Density Residential; and

WHEREAS, the proposed Residential Single Family R-1-8 zoning designation is an urban low density residential zoning district consistent with the Comprehensive Plan and surrounding land uses;

WHEREAS, adequate public services and transportation networks are available to the site;

WHEREAS, the proposed zone change from R-1-10 to R-1-8 has been determined to be consistent State Transportation Planning Rule.

NOW, THEREFORE, BE IT RESOLVED, that the City of Central Point Planning Commission, by this Resolution No. 816, does recommend that the City Council approve the change of zone on 3292 Grant Road, also identified by the Jackson County Assessor's Map as 37S2W 10C Tax Lot 1900. This decision is based on the Staff Report dated March 5, 2015 attached hereto by reference and incorporated herein.

PASSED by the Planning Commission and signed by me in authentication of its passage this 5th day of March, 2015.

Planning Commission Chair

ATTEST:

City Representative
Approved by me this 5th day of March, 2015.

**REVIEW OF APPROVED RESOLUTION NO. 814 WITH COMMISSION'S
RECOMMENDED CHANGES TO THE CONCEPTUAL LAND USE AND
TRANSPORTATION PLAN FOR CP-1B (TOLO) AN URBAN RESERVE AREA OF
CENTRAL POINT**

STAFF REPORT



Planning Department

Tom Humphrey, AICP,
Community Development Director

STAFF REPORT

March 5, 2015

AGENDA ITEM: File No. 14009

Review of Approved Resolution No. 814 with Commission's recommended changes to the Conceptual Land Use and Transportation Plan for Urban Reserve Area CP-1B; **Applicant:** City of Central Point.

STAFF SOURCE:

Tom Humphrey AICP, Community Development Director

BACKGROUND:

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. A second urban growth boundary application has been submitted to Jackson County on behalf of CardMoore Trucking that includes 50 acres of CP-1B. City staff has prepared a Conceptual Land Use and Transportation Plan to comply with the performance measures and the conditions of the Greater Bear Creek Valley Regional Plan.

The Planning Commission approved Resolution No. 814 at their last meeting which forwarded a recommendation of approval to the City Council with several revisions they asked be made to the Conceptual Plan. City Staff also had some last minute input from other sources who asked for additional revisions. The rescheduling of the Joint Planning Commission meeting allowed for this item to return to the City Commission for review before the City Council has to take action.

ISSUES:

The concept plan is a general land use guide prepared in accordance with, and intended to facilitate implementation of the Central Point 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.

Various changes were made to clarify new land use designations and *not zoning* in the Concept Plan. The implementation guidelines were adjusted to address new land use designations should the UGB be amended prior to the City's adoption of these new designations. The Bear Creek Greenway was acknowledged as a regionally significant transportation document. The performance measures section was amended to reflect input from both the Commission and 1000 Friends of Oregon. Specific changes are highlighted in red font and will also be discussed at the meeting.

EXHIBITS/ATTACHMENTS:

Attachment "A" – Tolo Area Concept Plan, A Conceptual Land Use and Transportation Plan for CP-1B (REVISED)

ACTION:

Review changes that have been made to the CP-1B Concept Plan. Recommend 1) Approval of Conceptual Plan; 2) Recommend Approval with further revisions or 3) Recommend against the Conceptual Plan.

RECOMMENDATION:

Confirm Approval of Resolution No. 814 forwarding a favorable recommendation to the City Council to approve the CP-1B Concept Plan.

Wednesday, February 25, 2015 Draft

TOLO AREA CONCEPT PLAN

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

CP-1B

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

City of Central Point

Adopted by City Council Resolution No. xxxxx, February xx, 2015

Page 1 of 20

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-1B Concept Plan ('Concept Plan')*. Figure 1 illustrates CP-1B's relationship to the City and the other URAs.

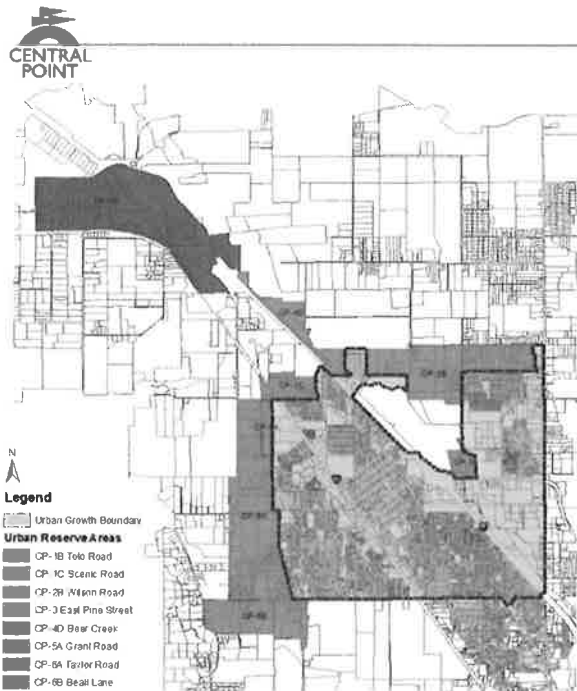


Figure 1. Central Point
Urban Reserve Areas

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 the specific (site development). In the case of CP-1B 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 to CP-1B.

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. These items will be appropriately addressed at some other

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

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-1B; 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-1B 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-1B is that it will develop as a regionally significant employment hub that is populated with transportation-oriented uses and complementary businesses given the URA’s proximity to an interchange, access to rail and location on a state freight route. The area is currently home to aircraft manufacturer Erickson Air Crane and Cardmoore Trucking. It is viewed as a future Central Point employment area as it develops and becomes a part of the City. 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-1B. 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-1B into one basic land use classification; employment (100%). Employment land includes three categories: retail, industrial, and public. The Land Use Plan for CP-1B 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 two categories with the possibility of a third.
 - Light Industrial;
 - General Industrial;
 - Business Park (Business Offices and Service Commercial) which is compatible with and closely related in nature of business to uses permitted in the City’s M-1 and M-2 zoning but may be developed independent of those zones.

- ii. **Commercial.** The Comprehensive Plan’s commercial designation is intended to meet the needs of the immediate market area and not the traveling public. In this case, retail uses are internal and to intended to serve the Tolo Employment area exclusively and reduce out of area vehicle trips.

- 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
362W20-29	97.23	B-P	Business Park	
362W20-29	11.40	C-1	Commercial	
362W20-29	184.97	M-1	Light Industrial	
362W20-29	202.64	M-2	Heavy Industrial	
362W20-29	44.92	Park	Public/Open Space	
TOTAL ACRES	541.16			

b. The Conceptual Transportation Plan (‘Transportation Plan’)

The regionally significant transportation documents affecting CP-1B are Interstate 5 (I-5), Blackwell Road/OR 140 and the Bear Creek Greenway Management Plan. The *Concept Plan* identifies all of these plans (Figure 2, CP-1B 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-1B.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-1B 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-1B.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-1B Concept Plan, Figure 2 and where feasible. The City has already adopted IAMP 35 by resolution.

Policy CP-1B.3 Urban Growth Boundary Management Agreement (UGBMA): At time of adoption of a revised UGBMA, CP-1B and CP-1C will take precedence over the Area of Mutual Planning Concern (AMPC) *a geographical area lying beyond the adopted urban growth boundary in which the City and County have an interest in terms of the area's types and levels of development, land uses environment, agriculture, and other unique characteristics.* However, the City and County will continue to coordinate land use activity within AMPCs.

Policy CP-1B.4: Committed Residential Density: At time of UGB Expansion into CP-1B, the county zoned residential land will cease to exist and residential land uses will become legally non-conforming. The Conceptual Plan for CP-1B does not include any land designated for residential uses.

Policy CP-1B.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-1B.6 Agricultural Mitigation/Buffering: At time of UGB Expansion into CP-1B, 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.



Figure 2. Concept Plan
Tolo Area (CP-1B)

Legend

AREA

CP-1B

- - - National Highway System
- District Hwy
- - - Collector
- - - Class 2 Railroad
- ~ ~ ~ Streams
- - - County 5' Contours
- Water Areas

- PROPOSED ROAD
- - - PROPOSED LOOP ROAD

LAND USE DESIGNATION

- OPEN SPACE
- BUSINESS PARK
- COMMERCIAL
- LIGHT INDUSTRIAL
- GENERAL INDUSTRIAL



Figure 3. Aerial Map

Legend



CP-1B

**Tolo Area (CP-1B)
Concept Plan**

Date: 10/13/2014

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-1B in its current condition.

Natural Landscape: CP-1B is traversed by multiple creeks and waterways east and west of the railroad grade which bisects the URA from the northwest to the southeast. Various ponds and wetlands have formed along the creeks and some are independent from them. Topographically, the land in CP-1B rises 20 to 30 feet from Blackwell Road which forms the eastern boundary of most of the URA. This results in something of a *shelf* that is level with the railroad grade. A lot of developable land is accessible to the railroad on the east and west sides of it.

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. Those areas that are subject to flood zones will be required to perform mitigation. Aggregate mining sites are mostly located outside the boundaries of the URA.

Cultural Landscape: CP-1B is principally oriented to the intersection of a railroad and an interstate highway. Mines, quarries and mills characterized the town of Tolo (northwest CP-1B) in the 1860's and it was envisioned to be one of the biggest cities of Southern Oregon. It was platted in 1888, but was virtually abandoned by the year 1918. In 1986, the Jackson County Commission returned the plat to public ownership. The mill sites along the railroad have been reused for long term storage and truck terminals. Aggregate quarries continue to be operated outside the boundaries of CP-1B. Limited farming is done east of Blackwell Road and other land has been subdivided into rural residential lots west of Tolo Road. It is envisioned that this area could redevelop into a multi-modal transport hub where cargo owners agree to move the goods by at least two modes of transport under a single contract. Other employment is also planned in the future under the jurisdiction of the City of Central Point.

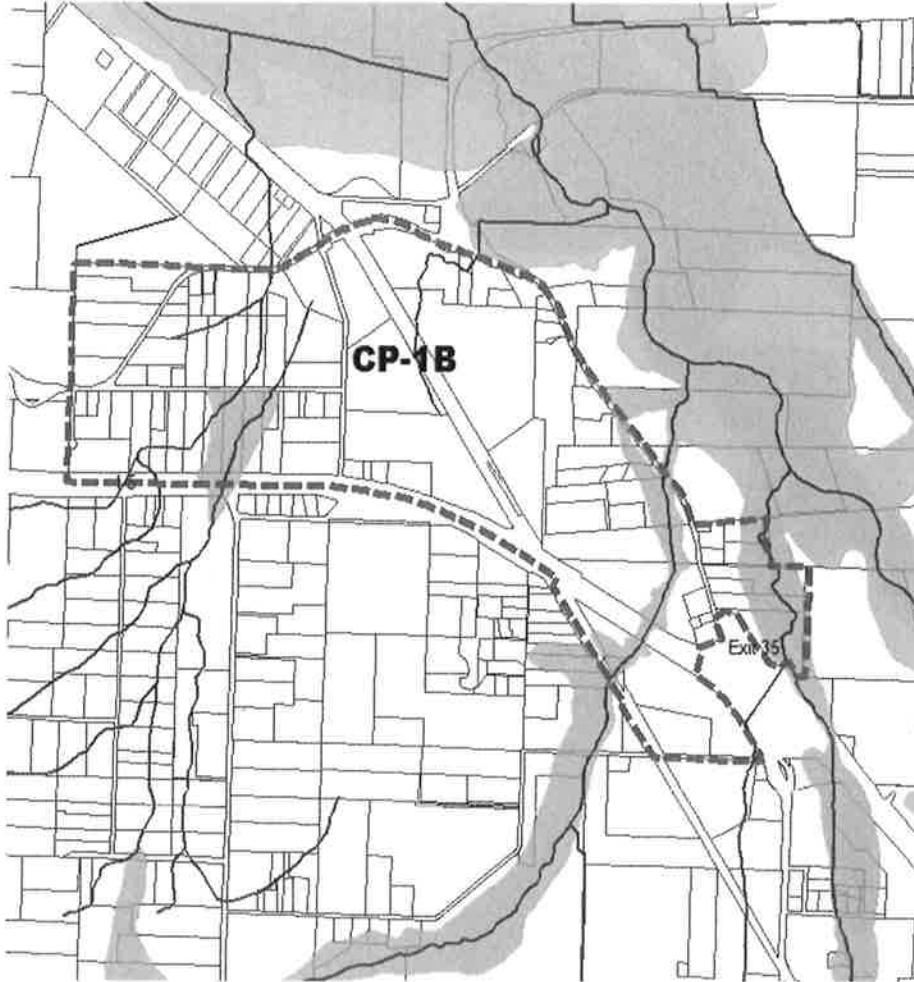


Figure 4. Flood Hazards

Legend



CP-1B

Flood Zones 2011



A Zone (100 yr)

X Shaded (500 Yr)

**Tolo Area (CP-1B)
Concept Plan**

Date: 10/13/2014

b. Current Land Use Designations & Zoning

Jackson County zoning acknowledges the unique geographic features of CP-1B 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 remainder of the land uses in the County's plan are as shown in Figure 5.

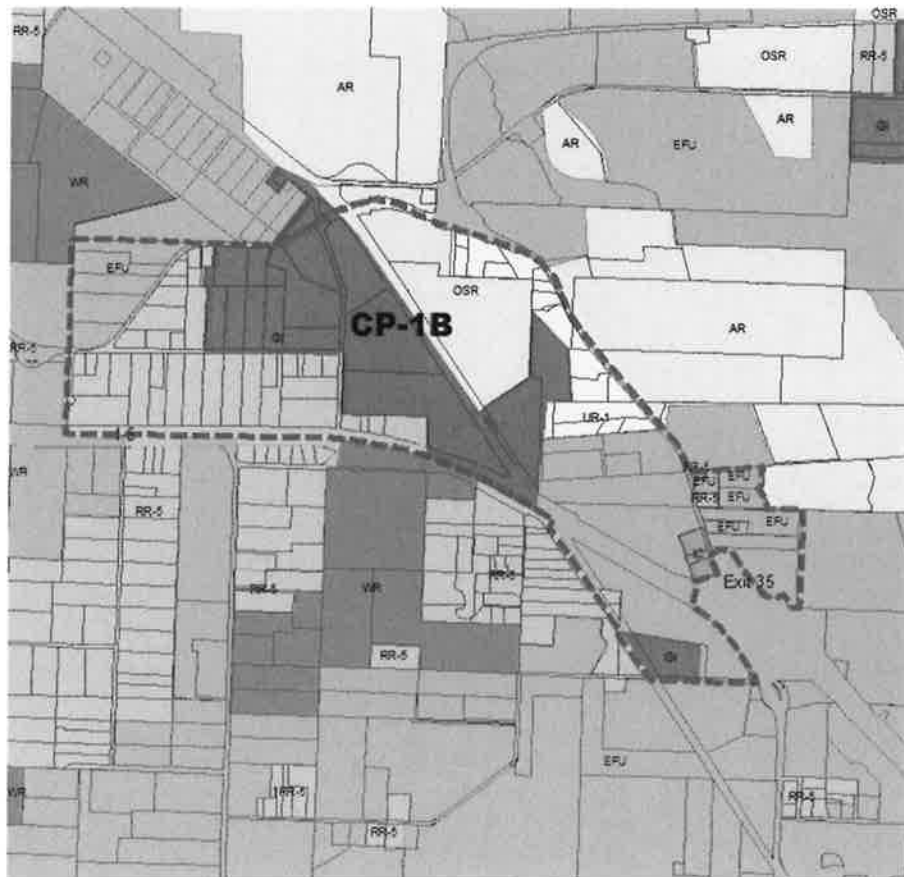


Figure 5. Zoning

Legend



Date: 10/13/2014

Legend

Jackson Co Zoning

ZONE

- AR
- Exclusive Farm Use (EFU)
- General Industrial (GI)
- Interchange Commercial (IC)

- OSR
- Rural Residential 2.5 (RR-2.5)
- Rural Residential 5 (RR-5)
- Urban Residential (UR-1)
- VR

Tolo Area (CP-1B) 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
	97.2	RR-5	B-P	Business Park
	17.9	RR-5	OS	Public
	11.4	UR-1	C-1	Commercial
	36.4	UR-1/IC	OS	Public
	64.1	OSR	M-1	Light Industrial
	158.1	EFU	M-1/M-2	Light/Heavy Industrial
	156.2	GI	M-2	Heavy Industrial
TOTAL ACRES	541.2			

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

c. Existing Infrastructure

Water

Currently, public water service is not available to CP-1B, and will have to be extended from the vicinity of Erickson Air-Crane property.

Sanitary Sewer

CP-1B is in the RVSS service area and there are trunk lines east of the URA and along Blackwell Road (Figure 6). More lines will have to be extended to the area.

Storm Drainage

CP-1B 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-1B is accessed via I-5 Exit 33, Blackwell Road, Dean Creek Road, Tolo Road, and Marita Terrace. IAMP 35 and the OR 140 Corridor Plan 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-4D into and around CP-1B by taking advantage of open space and floodways in Jackson County.

Irrigation District

CP-1B is located within the Rogue River Valley Irrigation District (RRVID). Irrigation water is transferred via natural means. There are no dedicated irrigation canals (Figure 7).

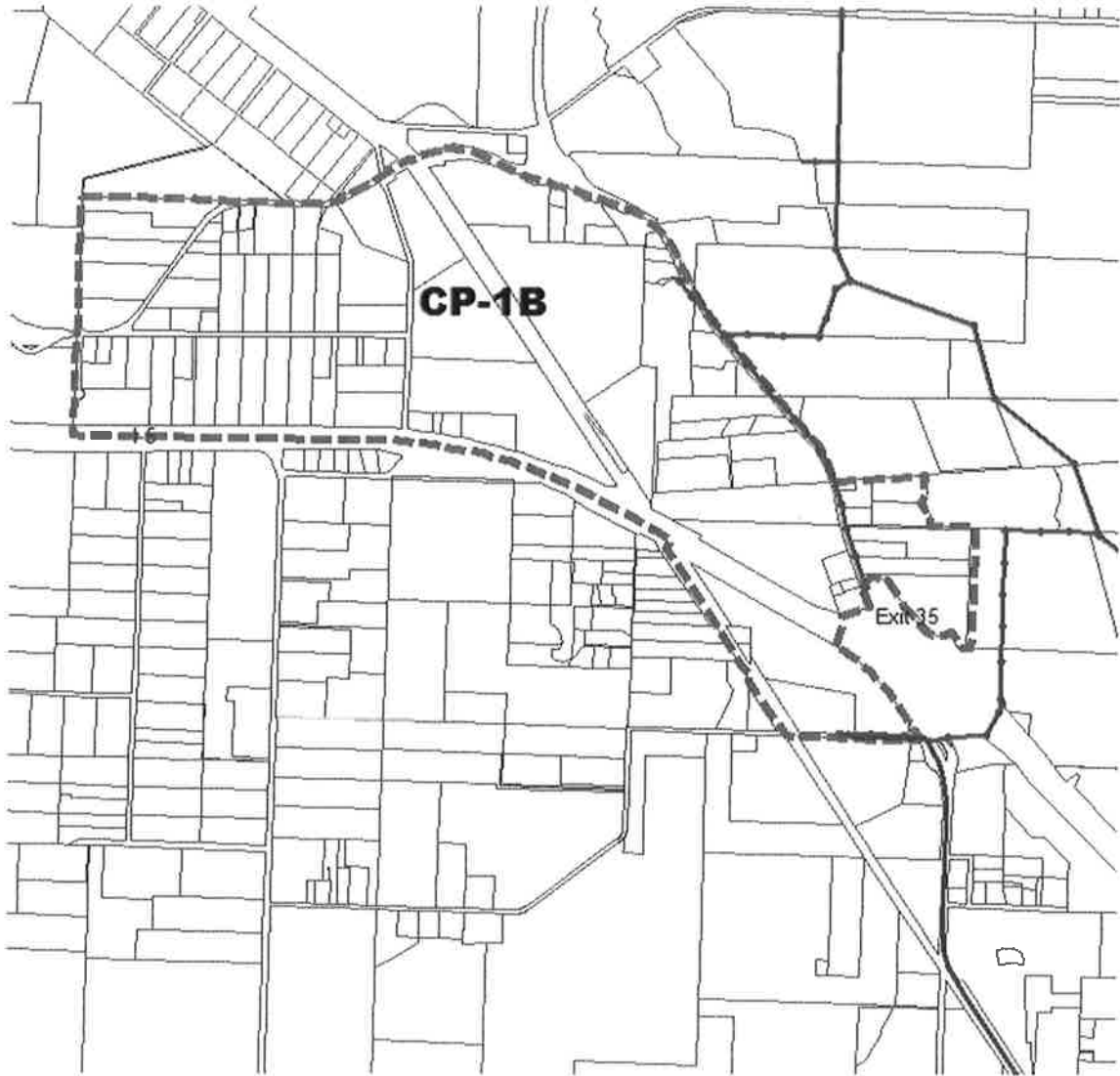


Figure 6. Utilities

Legend



CP-1B

— Central Point Waterlines

- - - RVSS Sewer Lines

**Tolo Area (CP-1B)
Concept Plan**

Date: 10/13/2014

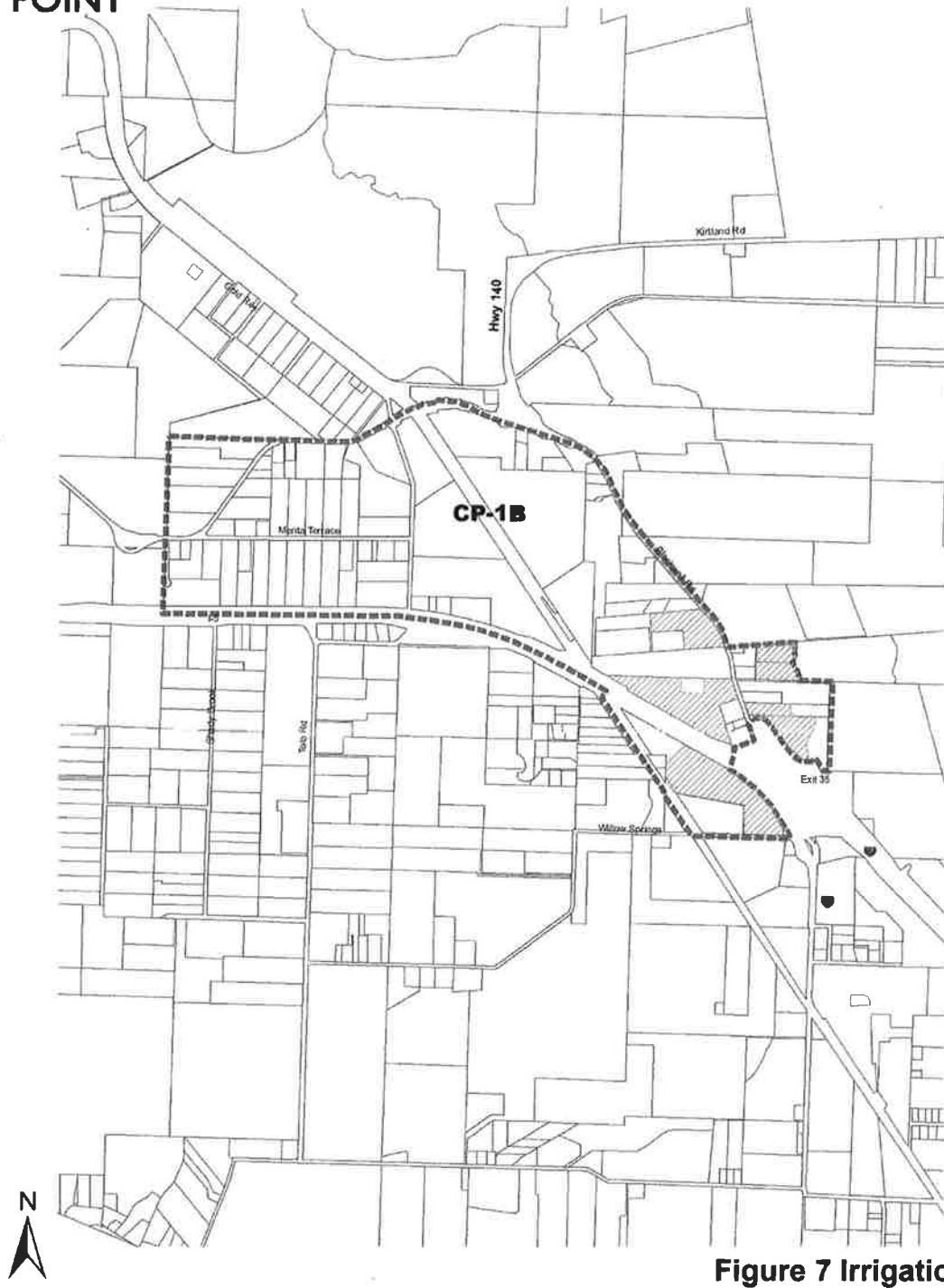


Figure 7 Irrigation

Legend

AREA



CP-1B



Irrigated Land - RRVID

**Tolo Area (CP-1B)
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-1B Concept Plan.

Table 3 Performance Indicators Specific to Conceptual Plans

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 has recently been 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.

4.1.6. 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-1B.

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 corridor within CP-1B is the OR 140 Corridor which extends from I-5 Exit 35 to Brownsboro-Eagle Point Road. Additionally, the Interchange Area Management Plan for Exit 35 (IAMP-35) identifies public improvements and projects that have been taken into consideration as part of the CP-1B Conceptual Plan. The Bear Creek Greenway system, which is predominantly pedestrian and bicycle oriented affects part but not all of CP-1B. 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 the OR 140 Corridor Plan and in IAMP-35.

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:

4.1.8.2. 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, 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-1B Concept Plan are consistent with those presented in the Regional Plan Element.

Conclusion 4.1.8.2: Complies.

TABLE 4. CP-1B 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)	0% (0 Ac)	100% (541 Ac)	100% (541 Ac)
CP-1B Concept Plan	0% (0 Ac)	0% (0 Ac)	0% (0 Ac)	0% (0 Ac)	100% (541 Ac)	100% (541 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-1B 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-1B.

Conclusion 4.1.8.4: Complies.

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

4.1.9.1. CP-1B. Prior to the expansion of the UGB into CP-1B, ODOT, Jackson County and Central Point shall adopt and Interchange Area Management Plan (IAMP) for the Seven Oaks Interchange Area.

Finding: As noted in Section 4.1.7.1, the *CP-1B Concept Plan* is consistent with the Regional Plan Element's Conceptual Transportation Plan, in that IAMP-35 management strategies have been acknowledged and incorporated. The State, County and City have each formally adopted IAMP-35.

Conclusion 4.1.9.1: Complies.

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-1B.

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-1B abuts EFU zoned lands along various 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 2). In all cases, 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-1B 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-1B complies with the Regional Plan Part 3- Goals, Policies and Potential Actions. The TAC voted unanimously to endorse CP-1B 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-1B 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-1B 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.

**CONSIDERATION AND DISCUSSION OF VARIOUS AMENDMENTS TO THE ZONING
ORDINANCE RELATED TO SIMILAR USE AUTHORIZATION WITHIN THE C-4, C-5,
M-1 AND M-2 ZONING DISTRICTS**



STAFF REPORT

STAFF REPORT March 5, 2015

AGENDA ITEM: File No. 15007

Consideration and discussion of various amendments to the Zoning Ordinance related to similar use authorization within the C-4, C-5, M-1, and M-2 zoning districts. **Applicant: City of Central Point**

STAFF SOURCE:

Don Burt AICP, Planning Manager

BACKGROUND:

Staff has received a preliminary request for a comprehensive plan and zone change amendment to reclassify property on the south side of East Pine Street, east of Hamrick Road from Tourist Commercial and Professional Office (C-4) to Thoroughfare Commercial (C-5). A land use and zoning change is a very arduous and complex process generally reserved to address general land use issues. The purpose of the request is to allow for the development of a veterinary clinic on part of the property. Veterinary clinics are not specifically identified as a permitted use in the C-4 district, but are permitted in the C-5 district.

Within the C-4 district professional offices are permitted with the universally qualifying statement in 17.44.020(A) that reads “. . . including, but not limited to . . .”. Based on such a statement it could be concluded that all professional offices are allowed, including veterinary clinics. However, the applicant’s representative refers to Section 17.44.020(B)(18), which reads that “other uses not specifically specified in this or any other district. . .” may be allowed subject to the planning commission making findings per Section 17.60.140, and that because veterinary clinics are “specified as a permitted use in the C-5 district, then 17.44.020(B)(18) is not applicable and the only way to allow veterinary clinics on the property in question is to change the land use and zoning designation to C-5.

DISCUSSION:

A change in land use and zoning for the purpose of permitting a single use is procedurally excessive, unless there is strong justification the the City’s Land Use Map needs to be modified to correct a general deficiency in the City’s land use distribution. A more appropriate approach to that proposed by the applicant’s representative involves two steps:

Step 1: Per Section 17.60.140 have the planning commission rule that veterinary clinics are a professional office use and that under the “including, but not limited to” statement are permitted in the C-4 district. As part of the findings required of 17.60.140, specific attention will be given to the language in 17.44.020(B)(18) referring to “. . . uses not specified in this or any other district . . .” vs. the “. . . including, but not limited to . . .” language in 17.44.020(A). This first action could occur at the Planning Commission’s April meeting.

The successful completion of this step would address the allowance of veterinary clinics as a permitted use in the C-4 district. The applicant’s representative has indicated some hesitancy as to the legitimacy of such a determination, citing the conflict with the “. . . uses not specified in this or any other district . . .” language in 17.44.020(B)(18). Throughout the processing of Step 1, planning staff will involve and seek support from the City Attorney.

Step 2: As a follow-up to Step 1, and to correct the current ambiguities in the zoning ordinance's permitted/similar use language, staff would modify the zoning ordinance as necessary to clarify and better coordinate "permitted" and "similar" use language. At a minimum these changes would affect the C-4, C-5, M-1, and M-2 districts, as well as 17.60.140, Authorization for Similar Use criteria.

ISSUES:

The primary issue in this case is a determination of the most appropriate methodology for the sanctioning of a specific use (veterinary clinics) within the C-4 zoning district. A change in the land use and zoning designation may get the applicant to their ultimate objective, while use of 17.60.140, Authorization of Similar Use, may also achieve the same objective using a more appropriate and simplified process.

At this time the Planning Commission is only being asked if this alternative approach is worth pursuing. At the April meeting a final decision will be made, which will include written findings. However, if the Planning Commission does not agree that veterinary clinics are an appropriate use in the C-4 district, then it should be so noted and Staff's Recommendation in this report should be denied.

ATTACHMENTS:

None

ACTION:

Discussion and direction.

RECOMMENDATION:

Direct staff to prepare:

1. Similar Use Authorization for veterinary clinics in the C-4 district per 17.60.140; and
2. Appropriate amendments to the commercial and industrial zoning districts that clarifies the range of permitted uses and the language and procedural requirements in Section 17.60.140, Authorization of Similar Uses.

**CONSIDERATION AND DISCUSSION OF THE REMOVAL OF A HAZARDOUS TREE AS
DEFINED IN CPMC 12.36 FROM THE CENTRAL POINT CEMETARY**



STAFF REPORT

To: Central Point Planning Commission
From: Jennifer Boardman, Manager, Parks and Recreation Department
Subject: Hazard Tree in Cemetery
Date: March 5, 2015

Purpose: The Tree ordinance in Central Point Municipal code-12:36 was adopted to establish standards for identification of trees within Central Point on both public and private land. The trees are identified to promote diversity and help maintain the maximum amount of tree cover in the city. The ordinance was also established to provide a means in which to identify and remove trees that are hazardous.

Background: The Friends of the Central Point Cemetery have been working hard to clean up and remove damaged trees and debris within the Central Point Cemetery. They are an all-volunteer group and asked that an arborist assess a tree that is near the roadway and appeared to be diseased. The concern was expressed that this tree could fall and damage not only the cemetery, but potentially the roadway or culvert that is directly adjacent to the tree.

Mark Brindle who is a parks worker and also holds his arborist certification performed the Hazard Risk Assessment of the tree in question. Mr. Brindle determined that the tree had significant root damage lack of heart wood which undermines the integrity of the tree (see attached documentation and photographs that support the assessment).

Recommendation: That the Planning Commission review information presented by the arborist and make a determination that the tree is indeed a hazard tree and approve the request to have the tree removed to minimize possible damage to surrounding infrastructure.

Tree Assessment of Pine Tree in the Central Point Cemetery- February 18, 2015-Mark Brindle



The tree of concern is a *Pinus ponderosa* (ponderosa pine) and is right next to the side walk on the East side of Hamrick Rd. and approximately 100 feet south of the Cemetery entrance. The Light Blue on Blue Dot shows location of tree.

While starting my Risk Assessment, I took stock of any site factors that may indicate a history of any failures of other trees or of any biotic organisms that might contribute to the overall health of the Pine. I found little in the way of biotic issues but the tree does have approximately 40% of its root zone covered by sidewalk and/or asphalt. Other conditions are the soil saturation in this area of the cemetery is higher than in other parts due to the location of slope that the tree is on. There is a slight slope with a western aspect. The tree health is somewhat



misleading. While there is normal vigor, there is not a lot of heart wood in the trunk that is healthy or for that matter...even there. Due to the species common failures such as stem and root failures due to low live crown ratios and also wind-throw on edge trees, this tree has a **high** overall risk rating. The targets that are of concern are Hamrick Rd., the sidewalk and grave sites. None of these are able to move and are at a constant occupancy rate. With little or no target protection to be had, there is little in the way of mitigation other than to remove and stump grind the tree. If removal is not possible, I would recommend a more detailed Risk assessment specifically root excavation to determine the extent of root decay and continual monitoring after each weather event.

I found significant loss of heart wood in the main trunk (40%) with a depth of 12 inches. This would put the shell wall thickness in the acceptable level if this was just a perfect round tree cavity. But, it's not just following the rule of shell wall at 1/3 the r at DBH there is not enough wood in entire circumference to show this tree nothing less than a **high** risk for trunk failure. I also found little response growth but a continuous decay line where there should be new growth (*DSCN2754* & *DSCN2756*). Part of this reason is the fact that there was a fire in the center of the tree which made a cavity 4 feet plus above where the main cavity (*DSCN2758*). This additional cavity has made the total height of the cavity to 9 plus feet. My probe was able to find root decay in numerous spots just below the buttress of the main trunk (*DSCN2759* & *DSCN2760*). With the Likelihood of Impacting a target and the Consequences of Failure, the Risk rating of this tree is **high**. I would recommend it be removed.



DSCN2754



DSCN2756



DSCN2758



DCSCN2760