

## AGENDA

# Rogue Valley Metropolitan Planning Organization Policy Committee



**Date:** Tuesday, February 27, 2018

**Time:** 2:00 p.m.

**Location:** Jefferson Conference Room  
RVCOG, 155 N. 1<sup>st</sup> Street, Central Point  
Transit: served by RVTD Route #40

**Contact:** Stephanie Thune, RVCOG: 541-423-1368  
RVMPO website: [www.rvmppo.org](http://www.rvmppo.org)

1	Call to Order / Introductions / Review Agenda	Mike Quilty, Chair
2	Public Comment Items not on the agenda   <i>Comments on agenda items allowed during discussion of each item</i>	Chair
Consent Agenda		
3	Review / Approve Minutes	Chair
Attachment	#1   RVMPO Policy Committee Meeting Draft Minutes 180123	
Action Items		
4	Election of RVMPO Policy Committee Chair and Vice Chair	Chair
Background	Per the Policy Committee’s Bylaws, "The officers of the committee shall be a chair and vice-chair to be elected at the February meeting. The voting members of the committee shall nominate members for officer positions. Positions shall be filled by the person receiving a simple majority of the votes. The officers shall hold office for a period of one year, beginning at the close of the February meeting."	
Attachment	#2   RVMPO Policy Committee Bylaws	
Action Requested	Elect a new Chair and Vice Chair per the Policy Committee Bylaws.	

PUBLIC HEARING		
Chair will read the public hearing procedures		
5	2017-2042 Regional Transportation Plan (RTP) and 2018-2021 Transportation Improvement Program (TIP) Amendments	Ryan MacLaren
Background	The Policy Committee will hold a public hearing to review and consider adoption of amendments to the 2017-2042 Regional Transportation Plan (RTP) and the 2018-2021 Transportation Improvement Program (TIP). The 21-day public comment period and public hearing was advertised on February 6 in the Medford Tribune, and information is currently available on the RVMPO website.	
Attachment	#3   Memo: RTP/TIP Amendments	
Action Requested	Approve Regional Transportation Plan (RTP) / Transportation Improvement Program (TIP) amendments.	
Action Items (Continued)		
6	Central Point CP-5/6 Concept Plan Review	Tom Humphrey
Background	City Conceptual Plans for Urban Reserve Areas require collaboration with RVMPO prior to local adoption. A Concept Plan has been prepared for CP-5/6 and was brought before the RVMPO TAC at their December 13 meeting for review and input. A comment letter was then drafted and reviewed at their January 10 meeting; further suggestions were made related to wording/content. The letter was reviewed once more at the TAC’s February 14 meeting and they have recommended forwarding the letter to the Policy Committee for approval and signature by the Chair.	
Attachments	#4   Concept Plan for CP-5/6 in Central Point #5   Land Use Concept Map #6   Transportation Concept Map #7   Draft Comment Letter RE: Central Point CP-5/6 Concept Plan.	
Action Requested	Approve signing of the comment letter for the CP-5/6 Concept Plan by the RVMPO Policy Committee Chair.	
7	Safety Performance Measures	Karl Welzenbach
Background	When Congress passed the 2012 transportation bill called MAP-21 and the subsequent FAST Act bill, they included in both the requirement that performance-based planning be implemented by both States and MPOs. To support this effort, FHWA and FTA spent several years developing the different regulations covering the primary areas of concern which are:	

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions (through CMAQ)
- Freight movement on the Interstate System

Each state is required to develop targets for each measure dealing with the areas of interest. MPOs are offered the choice of either adopting the statewide goals or developing and reporting on their own particular goals.

Once adopted, all future plans and programs must address how that particular plan or program supports either the state-wide targets or the MPO's self-determined target.

To date the only state-wide targets that have been set relate to the safety issue – the number of fatalities and serious injuries.

The table below contains the State's Safety Performance Measures:

<b>ODOT's DECLARED SAFETY PERFORMANCE MEASURES</b>					
<b>Base Period</b>	<b># of Fatalities (2011-2015)</b>	<b>Fatality Rate per 100 Million VMT (2011-2015)</b>	<b># of Serious Injuries (2010 - 2014)</b>	<b>Serious Injury Rate per 100 million VMT (2010-2014)</b>	<b># of Non-motorized Fatalities and Serious Injuries (2010-2014)</b>
<b>Base Line</b>	357	1.04	1,491	4.42	234
<b>2013-2017</b>	357	0.94	1,491	4.42	234
<b>2014-2018</b>	350	0.89	1,461	4.33	229
<b>2015-2019</b>	343	0.83	1,432	4.24	225
<b>2016-2020</b>	328	0.78	1,368	4.06	215
<b>2017-2021</b>	306	0.73	1,274	3.78	200

Additional information regarding this issue will be distributed under separate cover.

*Attachment* #8 | Memo Detailing Safety Performance Measures

*Action Requested* Adopt State Performance Measures

8	Review of Dues for FY 2018-2019	Karl Welzenbach
Background	The Policy Committee sets member dues annually as part of the adoption process for the Unified Planning Work Program (UPWP). Staff is seeking approval on proposed dues for FY2018-19 and suggestions for changes to the draft Work Program. The TAC recommends approval of the proposed dues for next fiscal year.	
Attachment	#9   Memo outlining dues for FY2018-2019	
Action Requested	Adopt Dues Schedule for FY2018-2019	
Discussion Items		
9	Public Comment	Chair
Regular Updates		
10	RVMPO Planning Update	Karl Welzenbach
Topics	• Discussion   April 27 OMPOC Meeting	
Attachment	#10   Tracking Spreadsheet for Currently Active RVMPO Projects NOTE: This will be provided for review on a quarterly basis in Nov, Feb, May, and Aug	
11	Other Business / Local Business Opportunity for RVMPO member jurisdictions to talk about transportation planning projects.	Chair
12	Adjournment	Chair

- The next RVMPO Policy Committee meeting will be **Tuesday, March 27, at 2:00 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO TAC meeting will be **Wednesday, March 14, at 1:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.
- The next RVMPO PAC meeting is scheduled for **Tuesday, March 20, at 5:30 p.m.** in the Jefferson Conference Room, RVCOG, Central Point.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT RVCOG, 541-664-6674. REASONABLE ADVANCE NOTICE OF THE NEED FOR ACCOMMODATION PRIOR TO THE MEETING (48 HOURS ADVANCE NOTICE IS PREFERABLE) WILL ENABLE US TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

**SUMMARY MINUTES  
ROGUE VALLEY MPO POLICY COMMITTEE  
JANUARY 23, 2018**



The following attended:

<b>Voting Members</b>	<b>Organization</b>	<b>Phone Number</b>
Bob Strosser	Jackson County	774-6119
Jim Lewis	Jacksonville	899-7023
Kim Wallan	Medford	776-2058
Mike Baker for Art Anderson	ODOT	957-3658
Mike Quilty, <b>Chair</b>	Central Point	664-7907
Rich Rosenthal	Ashland	941-1494
Sarah Westover	Phoenix	972-0869
Tonia Moro	RVTD	973-2063
<b>Alternate Voting Members Present</b>	<b>Organization</b>	<b>Phone Number</b>
John Vial	Jackson County	774-6238
<b>Staff</b>	<b>Organization</b>	<b>Phone Number</b>
Karl Welzenbach	RVCOG	423-1360
Stephanie Thune	RVCOG	423-1368
<b>Interested Parties</b>	<b>Organization</b>	<b>Phone Number</b>
Alex Georgevitch	Medford	774-2114
Jim Herndon	RVMPO PAC	840-0741
Mike Montero	Montero & Associates	779-0771

[RVMPO Policy Committee January 23, 2018 Agenda Packet](#)

Full meeting recording: [170123 RVMPO Policy Committee Meeting Audio](#)

Specific items are hyperlinked below.

**1. Call to Order / Introductions / Review Agenda 00:00 – 02:50**

2:04 | *Quorum*: Ashland, Central Point, Jacksonville, Medford, Phoenix, Jackson County, ODOT, RVTD

- Councilor Kim Wallan has replaced Councilor Michael Zarosinski as the primary voting member for Medford.
- MPO resource binders were distributed to all primary voting members.

**2. Public Comment 02:51 – 03:06**

***Consent Agenda***

**3. Review / Approve Minutes 03:07 – 03:47**

The Chair asked if there were any additions or corrections to the previous meeting minutes.

**03:22 | Jim Lewis moved to approve the minutes of the December 14, 2017 Special Meeting as presented. Rich Rosenthal seconded.**

There was no further discussion.

*The motion carried unanimously by voice vote.*

***Public Hearing***

**4. 2017-2042 Regional Transportation Plan (RTP) and 2018-2021 Transportation Improvement Program (TIP) Amendments 03:48 – 13:55**

**The Chair read the procedure for the public hearing.**

In Ryan MacLaren's absence, Karl Welzenbach reported briefly on two state-requested amendments to the 2018-2021 TIP. [**Correction to statement in recorded minutes and Item 4 information in the agenda packet**]: they are TIP amendments only, not RTP.

- **A** | Speed signs for Siskiyou Pass on I-5 could potentially be installed inside of the RVMPO boundary just south of Ashland. (If, however, no signs are ultimately installed inside the boundary, there will be another TIP amendment to remove the project.)
- **B** | Construction phase (application of sealant to bridge components) added for Salt Pilot project.

Both projects are using state (non-MPO) funds. Details of all projects were included in the agenda packet for review and are available online at [www.rvmppo.org](http://www.rvmppo.org).

Regarding Amendment A: A “weather responsive variable speed system” is LED signage linked to a weather station that allows roadway speeds to be adjusted based on weather conditions. The signs are black on white and have the same legal enforceability as standard speed limit signs; the only existing one in Oregon to-date is in Baker City.

Due to their cost, Kim Wallan requested data support demonstrating the need for/perceived benefit(s) of installing the speed signs. Welzenbach stated that such information should be available in the ASHTO (American Association of State Highway Transportation Officials) document located on the

MUTCD (Manual of Uniform Traffic Control Devices) website: <https://mutcd.fhwa.dot.gov/>

**The Chair opened the discussion to public comment, both in support and in opposition.**  
None voiced.

**The Chair closed the public testimony.**

**12:34 | Jim Lewis moved to approve the amendments to the 2018-2021 Transportation Improvement Program (TIP) as presented. Sarah Westover seconded.**

Tonia Moro inquired about the possibility of the signs for Amendment A needing to be amended back out of the TIP. Per Welzenbach and Baker, such need will not be known until ODOT determines the specific placement of each sign.

*The motion carried unanimously by voice vote.*

**5. Public Advisory Council (PAC) New Member Application 13:56 – 17:59**

Welzenbach presented an application from George “Ike” Eisenhower, expressing his desire to represent Phoenix on the RVMPO PAC.

Sarah Westover spoke in favor of the appointment.

**15:11 | Tonia Moro moved that George “Ike” Eisenhower be appointed to fill the Phoenix vacancy on the RVMPO PAC. Jim Lewis seconded.**

Bob Strosser expressed a favorable opinion of the candidate.

*The motion carried unanimously by voice vote.*

Welzenbach shared copies of two flyers that will be circulated in an attempt to fill remaining vacant positions on the PAC. One effort will be concentrated in White City, which for some time now has lacked PAC representation. Another RVMPO-wide effort will be made to elicit interest for the remaining geographic and special interest area vacancies.

## ***Discussion Items***

**6. Public Comment 18:00 – 18:13**

## ***Regular Updates***

**7. RVMPO Planning Update 18:14 – 21:40**

- *Performance Measures*
  - The Safety Performance Measure (related to vehicular fatalities, serious injuries and bicycle/pedestrian accidents) will be brought to the TAC for discussion and a formal recommendation to the Policy Committee at their February 14 meeting. While staff will suggest to the TAC that the MPO adopt the state’s measures for safety, TAC sentiment and expertise will determine the recommendation forwarded to the Policy Committee for adoption at their February 27 meeting.
  - To-date, there are no specified consequences for MPOs failing to meet adopted Performance Measures.



- Discussion of additional Performance Measures will be circulated through the MPO committees over the next eighteen months as their adoption deadlines approach.

## **8. Other Business / Local Business 21:41 – 30:05**

- *January 26 OMPOC Meeting in Salem* | Karl Welzenbach, Mike Quilty, Rick Riker and Kelly Madding will attend. There will be discussion with legislators about technical and policy fixes for HB-2017.
- *COAR Grants* | Rogue Valley International airport will be awarded \$81,000 towards a \$2.7 million dollar project to buy another fire-fighting vehicle and a multi-purpose snow removal vehicle for the airport. Funds will also allow for the replacement of some sections of tarmac.
- *RVTD* | Solar panels, a new PR campaign and a new radio system are current happenings.
- *Ashland* | With the passage of a referendum in November, voters supported the reallocation of a portion of food and beverage tax funds from debt service of a waste-water treatment plant to help fund street improvements beginning later this year.
- *Central Point* | Pine Street construction is going well and is expected to be completed by November/December 2018.
- *Jackson County* | Work is beginning earlier than planned (in about ten days) on Table Rock Road.
- *Phoenix* | Capital improvement projects to resurface Church and Pine Streets have led to the discovery of deterioration of infrastructure under the streets, the remediation of which – along with plans in the TSP to build sidewalks – would require the removal of approximately 30 – 40 trees. Staff is developing proposals – such as possibly a “skinny street” or one-way streets – to help avoid or at least minimize the need for tree removal. The downtown road diet issue may return to the fore as the Church and Pine Street projects are reevaluated.

## **9. Adjournment 30:06 – 30:19** 2:34

### **Scheduled Meetings:**

RVMPO TAC | Wednesday, February 14 @ 1:30 pm

RVMPO Policy Committee | Tuesday, February 27 @ 2:00 pm

RVMPO PAC | Tuesday, March 20 @ 5:30 pm



**B Y L A W S**  
**ROGUE VALLEY COUNCIL OF GOVERNMENTS (RVCOG)**  
**METROPOLITAN PLANNING ORGANIZATION (MPO)**  
**POLICY COMMITTEE**

**Article I**

Name

This committee, established pursuant to the Governor's MPO designation letter, dated July 26, 1982, shall function as the Metropolitan Planning Organization (MPO) for the Medford Urbanized Area.

**Article II**

Purpose

The purpose of the MPO Policy Committee is to identify transportation policies, issues, and needs which are area wide in scope and to plan and recommend actions in areas of intergovernmental concern. It is the MPO's responsibility to insure that transportation decisions are consistent with area wide goals and objectives.

The MPO Policy Committee will be supported by advisory committees as it deems appropriate.

The responsibilities of the MPO Policy Committee are to:

- a. Provide policy direction in the development of the area wide transportation plans and work programs.
- b. Recommend transportation plans, policies, programs and priorities to the participating units of government for their adoption as appropriate.
- c. Help member agencies coordinate their respective implementation programs.
- d. Serve as the forum for joint, cooperative discussion and decision-making.
- e. Prepare, update, and adopt the Regional Transportation Plan and Transportation Improvement Program.
- f. Annually prepare and adopt a Unified Planning Work Program.
- g. Prepare other administrative documents, which may be required to carry out the transportation planning process.
- h. Keep RVCOG Board of Directors apprised of activities of the MPO process.

### **Article III**

#### **Membership - Voting**

##### **Section 1. Membership of the Committee**

- a. The MPO Policy Committee shall consist of ten (10) members appointed by their governmental unit. These are:
  - City of Medford
  - Rogue Valley Transportation District (RVTD)
  - City of Central Point
  - Jackson County
  - City of Phoenix
  - Oregon Department of Transportation (ODOT)
  - City of Ashland
  - City of Talent
  - City of Jacksonville
  - City of Eagle Point
- b. Each Policy Committee member may designate, in writing, an alternate representative to serve at meetings during said member's absence. The representative shall have full voting privileges in the member's absence.

##### **Section 2. Appointment and Tenure of Committee Membership**

- a. Each jurisdiction with membership on the committee shall appoint its representatives.
- b. Members shall serve until they are replaced by their jurisdictions.

##### **Section 3. Voting Privileges**

- a. Each member jurisdiction shall be entitled to one vote on all issues presented at regular and special meetings at which the jurisdiction is present.
- b. In an emergency, telephone polls/votes may be conducted in lieu of a meeting with approval of the chair. Votes will be formalized at the next meeting.

## **Article IV**

### **Meetings**

#### **Section 1. Regular Meetings**

- a. The committee shall hold its regular meeting on the fourth Tuesday of every month except as otherwise agreed.
- b. The local newspaper must receive notification of meetings at least 24 hours prior to any meeting.
- c. Written minutes will be taken at each meeting. The chair shall enter into discussions and vote, the same as any other voting member.

#### **Section 2. Special Meetings**

- a. Special meetings may be called by the chair, vice-chair or MPO transportation staff on two days notice.
- b. The person or persons calling such special meeting shall fix the time and place for holding of such meeting.

#### **Section 3. Conduct of Meetings**

- a. Official action may be taken by the committee when a quorum is present.
- b. A quorum shall consist of the majority of member jurisdictions.
- c. The voting on all questions coming before the MPO Policy Committee shall be by voice vote. Any member may ask for "Super Majority" (two thirds of voting members plus one) roll call vote if consensus (unanimity) cannot be reached on an MPO decision item/issue. The ayes and nays shall be entered in the minutes of such meeting.
- d. Parliamentary Procedure as defined in Robert's Rules of Order Newly Revised will be followed and the Oregon Open Meeting Law (ORS 192.610 to 192.690) requirements will be adhered to at all times.

## **Article V**

### **Officers and Duties**

#### **Section 1. Officers**

- a. The officers of the committee shall be a chair and vice-chair to be elected at the February meeting.
- b. The voting members of the committee shall nominate members for officer positions.
- c. Positions shall be filled by the person receiving a simple majority of the votes.

#### **Section 2. Term of Office**

- a. The officers shall hold office for a period of one year, beginning at the close of the February meeting.
- b. If the officer positions are vacant at the February meeting, the longest tenured committee member present shall serve as temporary chair of the meeting. The temporary chair will facilitate the meeting until a new chair/vice chair is elected.
- c. If both the Chair and Vice Chair are absent from a meeting, the longest tenured committee member present shall serve as temporary chair of the meeting. The temporary chair will have full authority of the Chair for the duration of the meeting, and including subsequent actions as directed by the committee.

#### **Section 3. Duties**

- a. The chair shall preside at all meetings and is entitled to vote on all issues.
- b. The chair shall appoint subcommittees as required and specify assignments and deadlines of subcommittee reports.
- c. The vice-chair shall conduct all meetings of the committee in the absence of the chair.

#### **Section 4. Planning Program Manager**

- a. The RVMCOG's Planning Program Manager shall be a non-voting member of the committee. The program manager shall be responsible for staff support of the committee, including minute taking and record keeping.

## **Article VI**

### **Subcommittees**

#### Section 1. Subcommittees

- a. Subcommittees as needed shall be appointed by the chair.
- b. The members of subcommittees shall serve until the work of the subcommittees is completed, or until their successors have been elected or appointed.
- c. Subcommittees must have at least one member who is a member of the Policy Committee.
- d. The Policy Committee Chair and the Planning Program Manager shall serve as non-voting members of all subcommittees.
- e. The committee, by a majority vote, may dissolve subcommittees or remove individual members with or without cause.

#### Section 2. Subcommittee Meetings

- a. Meetings of each subcommittee may be called by its chair, by the chair of the Technical Advisory Committee (TAC), by any two subcommittee members or by MPO transportation staff on two days notice. A majority of the members of each subcommittee shall constitute a quorum, and an act of the majority of the quorum present at the meeting shall constitute the act of the subcommittee.

## **Article VII**

### **Amendments to the Bylaws**

#### Section 1.

- a. These bylaws may be amended or repealed or new bylaws may be adopted by a Super Majority vote of two-thirds plus one of the members of the committee present at any regular or special meeting called for that purpose. This also includes amending the bylaws to include new members. Written notice of proposed amendments shall be given to the membership of the committee at least thirty (30) days prior to the date of the meeting at which the bylaws are to be considered.

**Article VIII**

## Effective Date

## Section 1.

- a. Any other rules, procedures, or Bylaws of the MPO Policy Committee previously adopted are repealed.
- b. These Bylaws shall be effective upon adoption. A certified copy shall be maintained by the Planning Program Manager.

Adopted by the MPO Policy Committee:

  
Michael G. Quilty, Chair

June 24, 2008

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Date



## ***Rogue Valley Metropolitan Planning Organization***

### **Regional Transportation Planning**

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

**DATE:** February 20, 2018

**TO:** RVMPO Policy Committee

**FROM:** Ryan MacLaren, Senior Planner

**SUBJECT:** RTP/TIP Amendments

The Policy Committee is being asked to consider approval of the following amendment(s) to the 2017-2042 Regional Transportation Plan and 2018-2021 Transportation Improvement Program.

The 21-day public comment period and public hearing were advertised on February 6<sup>th</sup> in the Medford Tribune, and information has been available on the RVMPO website since that date. The RVMPO TAC has recommended approval of the amendment(s) listed. Information on the project(s) is listed, below:

#### **A. Add New Project to RTP & TIP: RVMPO 5303 Funds (KN21268)**

Description: Support transit planning through RTP & TIP.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources	
							\$	Source	\$	Source		\$	Source		
Rogue Valley Council of Governments															
RVMPO 5303 Funds	Support transit planning through RTP & TIP	1012	Exempt - Table 2			Planning									
						Design					\$			\$	
						Land Purchase					\$			\$	
						Utility Relocate					\$			\$	
						Construction					\$			\$	
						Other				\$	88,848	FTA 5303	\$	10,169	RVMPO
							\$	88,848		\$	10,169			\$	99,017
					Total FFY18-21						99,017				99,017



## B. Add New Project to RTP & TIP: RVMPO Planning SFY 2019 (KN 21268)

Description: Planning and Research.

Project Name	Project Description	RTP Project Number	Air Quality Status	Key #	Federal Fiscal Year	Phase	Federal		Federal Required Match		Total Fed+Req Match	Other		Total All Sources			
							\$	Source	\$	Source		\$	Source				
Rogue Valley Council of Governments																	
RV/MPO Planning SFY 2019	Planning and research.	1013	Exempt - Table 2			Planning					\$			\$			
						Design								\$			
						Land Purchase								\$			
						Utility Relocate								\$			
						Construction								\$			
				21268		Other				\$	284,344	PL	\$	32,544	ODOT		\$
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Monday February 5, 2018 Draft

# **GRANT ROAD AREA CONCEPT PLAN**

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

***CP-5/6***

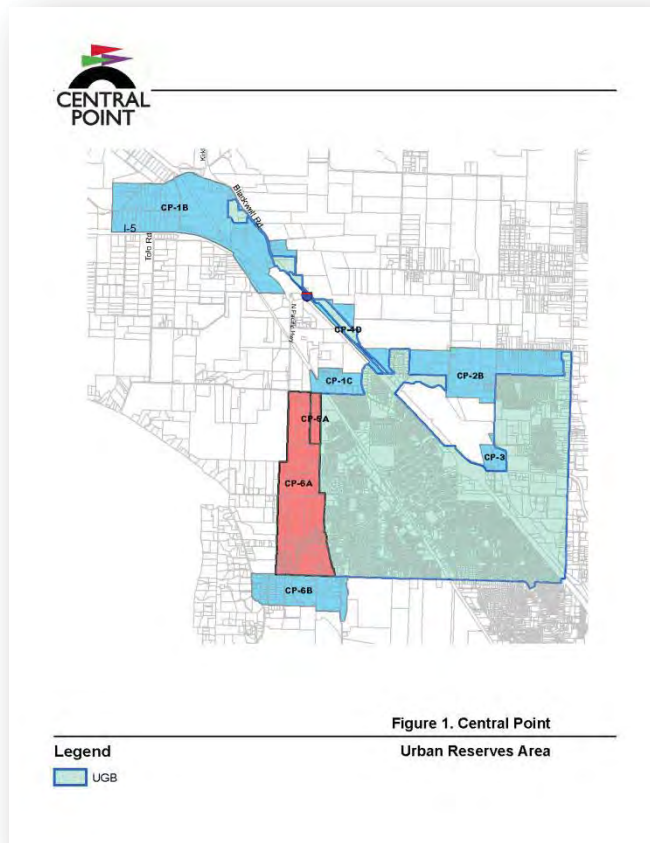
***AN URBAN RESERVE AREA OF THE CITY OF  
CENTRAL POINT***

City of Central Point

Adopted by City Council Resolution No.\_\_\_\_, March, 2018

## PART 1. INTRODUCTION

As part of the Regional Plan Element<sup>1</sup> it is required that the City prepare and adopt for each of its eight (8) Urban Reserve Areas (URAs) a Conceptual Land Use Plan<sup>2</sup> and a Conceptual Transportation Plan<sup>3</sup> prior to or in conjunction with an Urban Growth Boundary (UGB) amendment within a given URA. This document addresses both conceptual plans, which are collectively referred to as the *CP-5/6 Concept Plan* ('*Concept Plan*'). Figure 1 illustrates CP-5/6's relationship to the City and the other URAs.



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

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

<sup>1</sup> City of Central Point Ordinance 1964

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

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

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

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

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

## **PART 2. THE CONCEPT PLAN**

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

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

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

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

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

- i. **Residential.** The Comprehensive Plan's residential designation is intended to 'provide an adequate supply of housing to meet the diverse needs of the City's current and projected households'. Land Use is broken down into three categories.
  - Low Residential;
  - Medium Residential; and
  - High Residential
- ii. **Employment.** The Comprehensive Plan's commercial designation is intended to actively promote a strong, diversified and sustainable local economy that reinforces Central Point's 'small town feel', family orientation and enhanced quality of life. Civic uses and convenience centers meet immediate needs in neighborhoods and reduce out of area vehicle trips.
- iii. **Parks and Open Space.** This Comprehensive Plan designation is consistent with agricultural buffering in the Regional Plan Element and allows for the continued use and improvement of irrigation systems and natural drainage. It also provides opportunities for passive recreational/open space use.

**Table 1 Proposed Land Use Zoning by Acreage**

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

## **b. Conceptual Transportation Plan ("Transportation Plan")**

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

### c. Implementation Guidelines

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

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

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

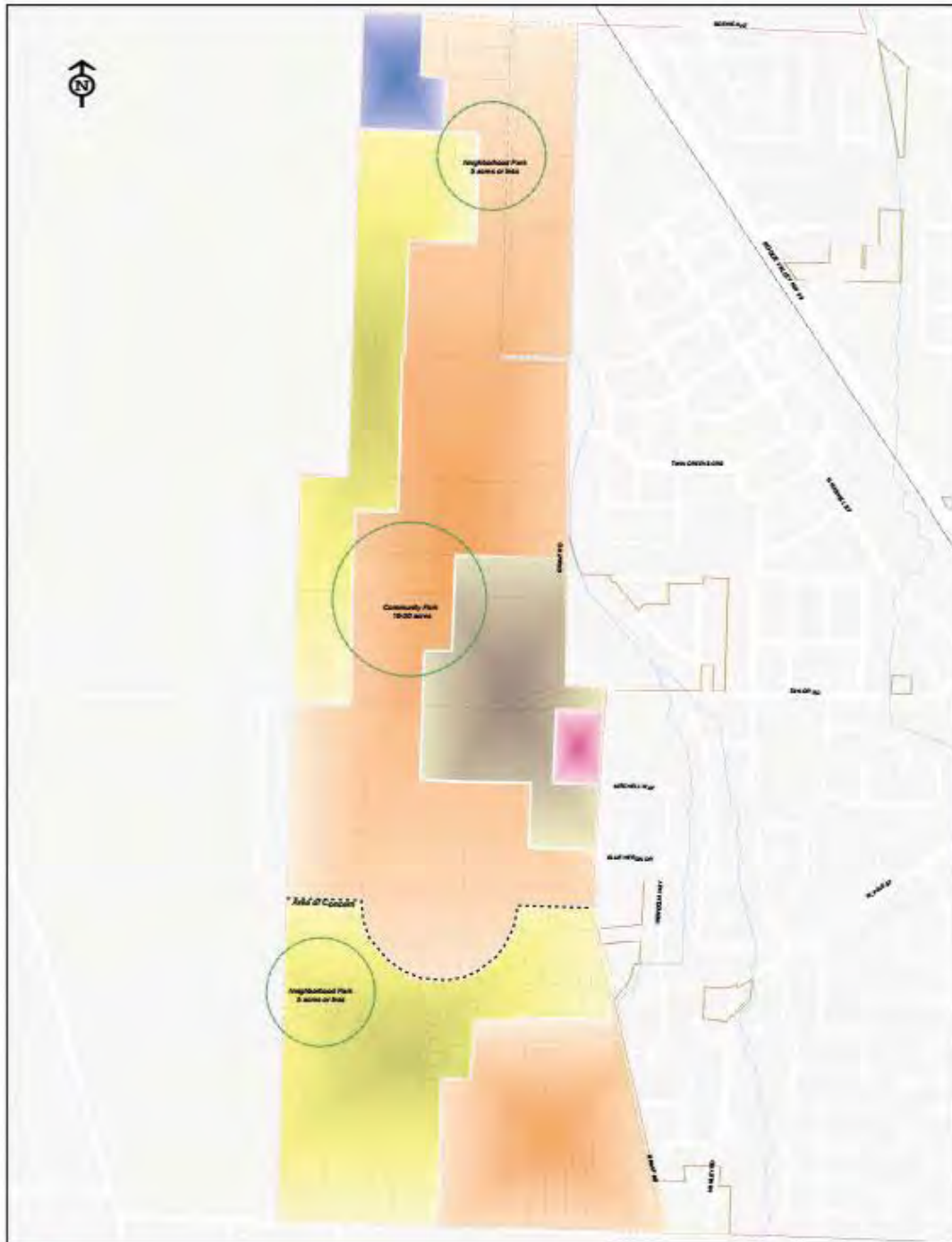
**Policy CP-5/6.3 Urban Reserve Management Agreement (URMA) and Urban Growth Boundary Management Agreement (UGBMA):** The City will periodically revisit mutual agreements with Jackson County in order to address the proliferation of 'cannabis grows' in proximity to urban residential land uses and the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

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

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

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

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



### Land Use Concept

CP-5A and CP-6A Concept Plan

**Legend**

CP-6A  
CP-6A  
Area of Concern  
Prime Target Areas  
agriculture  
railroad  
highway  
Urban Growth Boundary (UGB)

**Land Use Concept**

Low Residential  
Medium Residential  
High Residential  
Commercial  
Civic

Location/Category	2016-17 Actual \$Mn	2016-17 Budget \$Mn	2016-17 Actual \$Mn	2016-17 Budget \$Mn	2017-18 Actual \$Mn	2017-18 Budget \$Mn	2018-19 Actual \$Mn	2018-19 Budget \$Mn	2019-20 Actual \$Mn	2019-20 Budget \$Mn	2020-21 Actual \$Mn	2020-21 Budget \$Mn
Capital Projects	0	0	0	0	0	0	0	0	0	0	0	0
Operating Expenses	0	0	0	0	0	0	0	0	0	0	0	0
Capital Assets	0	0	0	0	0	0	0	0	0	0	0	0
Operating Assets	0	0	0	0	0	0	0	0	0	0	0	0
Operating Liabilities	0	0	0	0	0	0	0	0	0	0	0	0
Capital Liabilities	0	0	0	0	0	0	0	0	0	0	0	0
Operating Assets	0	0	0	0	0	0	0	0	0	0	0	0
Capital Assets	0	0	0	0	0	0	0	0	0	0	0	0
Operating Liabilities	0	0	0	0	0	0	0	0	0	0	0	0
Capital Liabilities	0	0	0	0	0	0	0	0	0	0	0	0
Operating Assets	0	0	0	0	0	0	0	0	0	0	0	0
Capital Assets	0	0	0	0	0	0	0	0	0	0	0	0
Operating Liabilities	0	0	0	0	0	0	0	0	0	0	0	0
Capital Liabilities	0	0	0	0	0	0	0	0	0	0	0	0
Operating Assets	0	0	0	0	0	0	0	0	0	0	0	0
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Operating Assets	0	0	0	0	0	0	0	0	0	0	0	0
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Capital Liabilities	0	0	0	0	0	0	0	0	0	0	0	0
Operating Assets	0	0	0	0	0	0	0	0	0	0	0	0
Capital Assets	0	0	0	0	0	0	0	0	0	0	0	0
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Operating Liabilities	0	0	0	0	0	0	0	0	0	0	0	0
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Capital Assets	0	0	0	0	0	0	0	0	0	0	0	0
Operating Liabilities	0	0	0	0	0	0	0	0	0	0	0	0
Capital Liabilities	0	0	0	0	0	0	0					

**AREA OF CONCERN**

Residents living within the southern portion of CP-44 have expressed concerns about the impacts of potential future development immediately north of the line of the Cemetery boundary. Specific concerns include noise, lighting, view obstructions, and nuisance conditions that result from close proximity to developments. The Planning Commission may consider recommending a policy as part of Concept Plan to address the area of concern at the CP-44 boundary, expansion, extension and development potential.



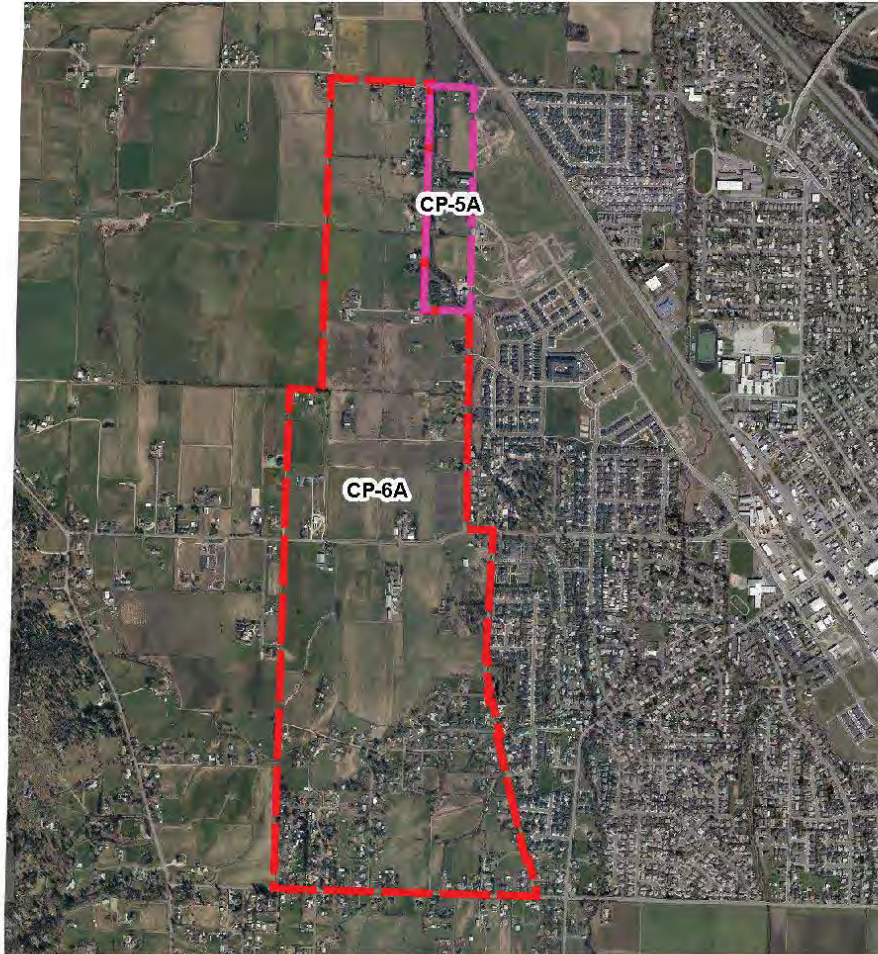


## CP-5A and CP-6A Concept Plan

Legend:

- Urban Growth Boundary (UGB)
- Other
- Water
- Forest
- Barren
- Grassland
- Shrubland
- Wetland
- Highway
- Railroad
- Waterway
- Other

1. **Grant Road Rehabilitation**, Grant Road is an existing County Road. The Transportation Concept proposes rehabilitation of the Collector street from the current Grant Road alignment to avoid local issues (Two Grant Road). The final alignment will be subject to future engineering and public participation at the time of UGB expansion as necessary to update the City Transportation System Map (TSM).
2. **Two Crossings Beyond Grant Road**, Four Crossings Crossing at an existing City Road. The Transportation Concept extends the existing Grant Road alignment. The connection type (i.e., roundabout, stop-worked intersection) will be determined at the time of the traffic study/RAP update.
3. **Grant Road at Taylor Road**, The Conceptual Transportation Plan identifies the need to realign the intersection of Grant Road and Taylor Road. The realignment will be subject to future engineering and public participation at the time of UGB expansion as necessary to update the City Transportation System Map (TSM).
4. **There are two conceptual activity centers proposed as part of the Land Use and Transportation Concept Plan.** These are characterized by medium and high density residential land use and employment centers. (a. **Richard and Silverado Community Center**, This center is located in the Silverado area. It is a conceptual activity center that will be subject to future engineering and public participation at the time of UGB expansion as necessary to update the City Transportation System Map (TSM). (b. **Grant Road Community Center**, This center is located in the Grant Road area. It is a conceptual activity center that will be subject to future engineering and public participation at the time of UGB expansion as necessary to update the City Transportation System Map (TSM).



Legend  
CP URAs  
AREA\_  
 CP-5A  
 CP-6A

Figure 3. Aerial Map

CP-5/6 Concept Plan

## PART 3. SUPPORT FINDINGS

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

### a. Current Land Use Characteristics

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

**Natural Landscape:** CP-5/6 is traversed by various creeks and waterways east and west of grant road which bisects the two URAs. Various ponds and wetlands have formed along the creeks and some are independent from them. Topographically, the land in CP-5/6 is flat but gently sloping to the north/northeast.

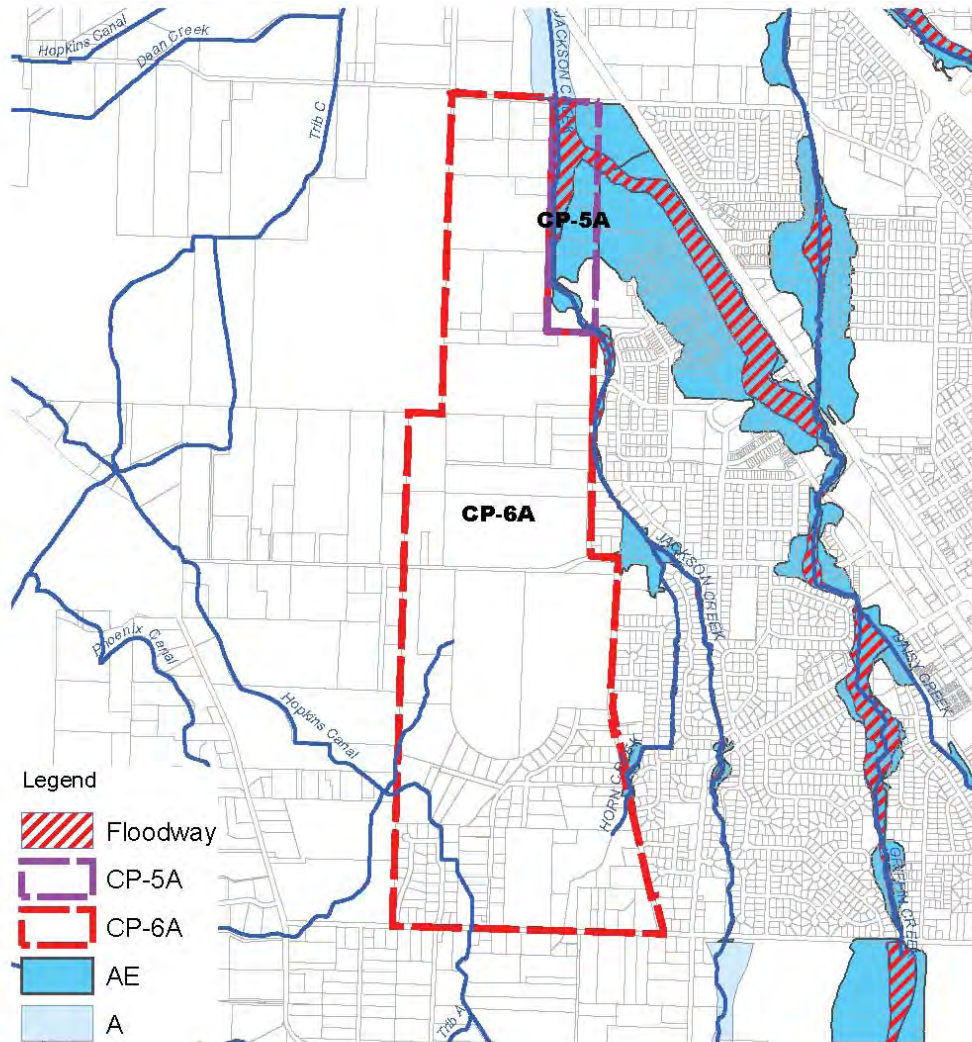
In spite of the numerous creeks, ponds and wetlands present in the URA, there are relatively few tax lots that are subject to the flood hazards as shown in Figure 4. The 31 acres that make up CP-5 are most affected by flood hazards which reduce the total buildable area to roughly 19 acres. Those areas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

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

### b. Current Land Use Designations & Zoning

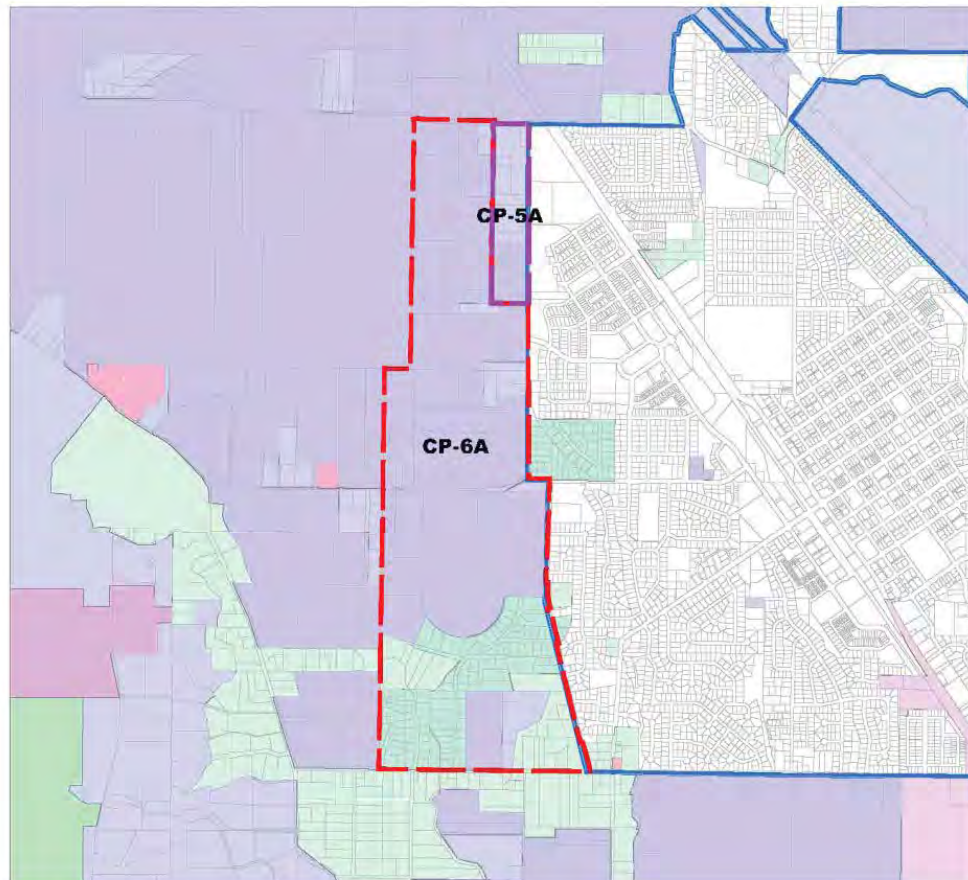
Jackson County zoning acknowledges the unique geographic features of CP-5/6 by designating land for both agricultural and residential uses. The area's proximity to the Central Point UGB and the city limits make it plausible and convenient to extend city infrastructure and services in this direction.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





**Figure 4. Flood Hazard**

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



### Legend

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

Figure 5. Zoning



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

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

## c. Existing Infrastructure

### ***Water***

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

### ***Sanitary Sewer***

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

### ***Storm Drainage***

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

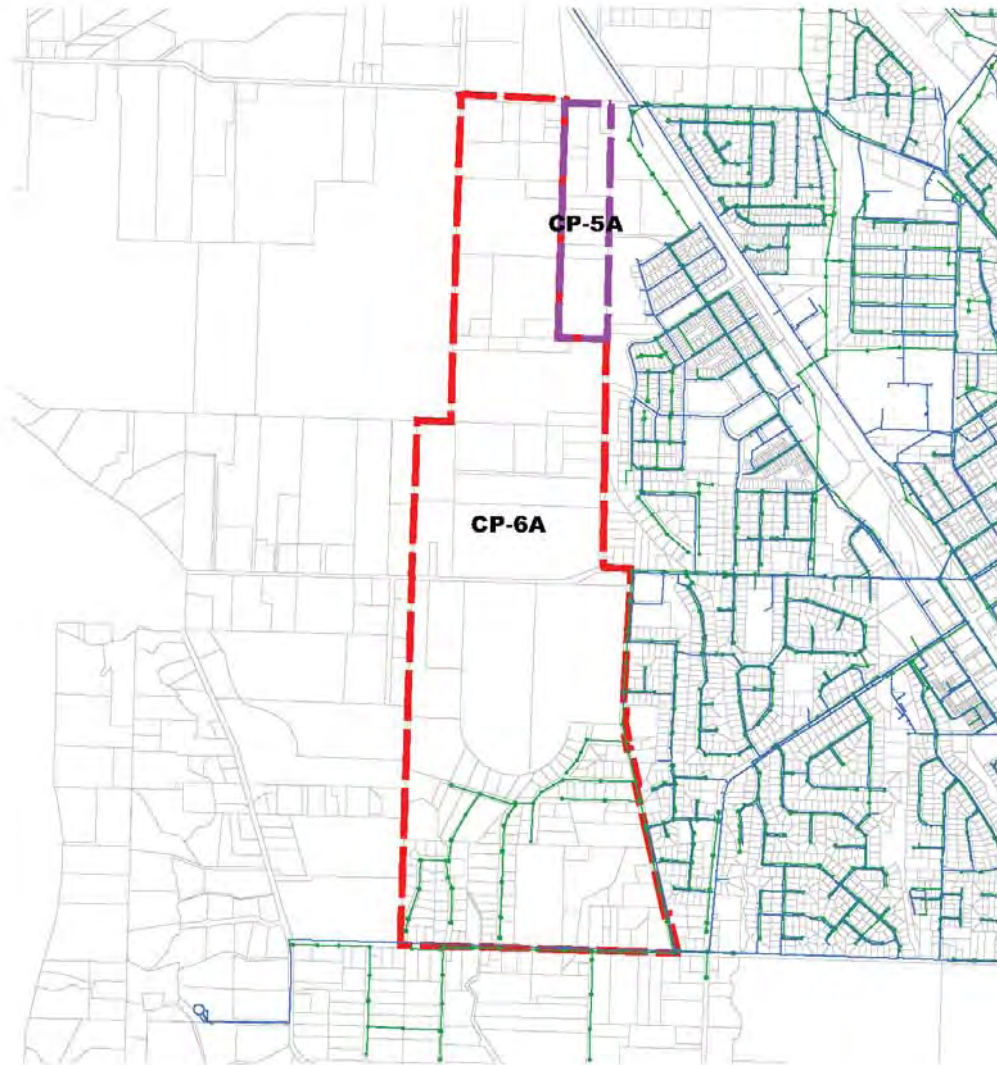
### ***Street System***

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

### ***Irrigation District***

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





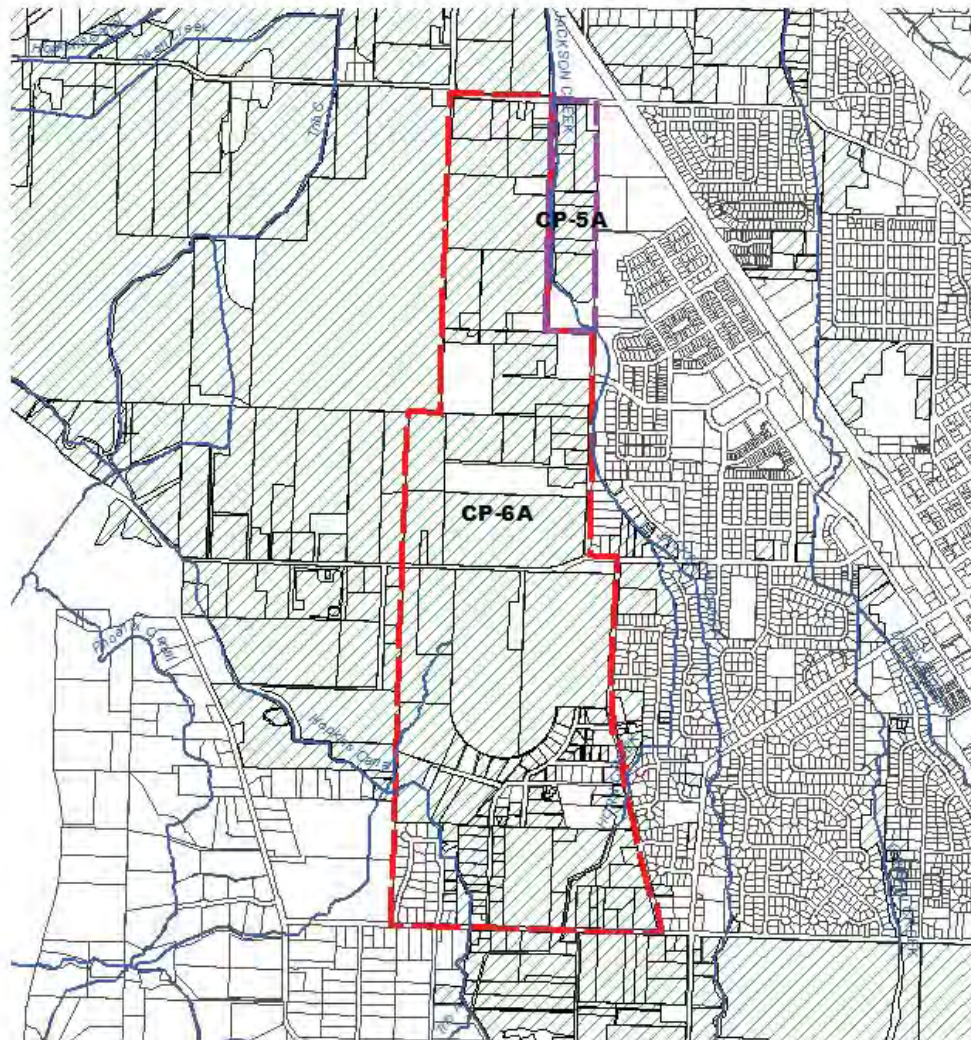
**Figure 6. Utilities**

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

**Legend**

- Waterline Mains
- Rogue Valley Sewer Services





**Figure 7 Irrigation**

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



#### 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 indicators<sup>4</sup>, not all of which are applicable to all urban reserve areas. Table 2 identifies the primary Performance Indicators applicable to the CP-1B Concept Plan.

**Table 2 Performance Indicators Specific to Conceptual Plans**

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

<sup>4</sup> City of Central Point Comprehensive Plan, Regional Plan Element, Section 4.1 Performance Indicators

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

### e. Applicable Performance Indicators

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

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

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

**Conclusion 4.1.5:** Complies.

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

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

**Conclusion 4.1.6:** Complies.

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

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

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

**Conclusion 4.1.7.1:** Complies.

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

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

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



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

**Conclusion 4.1.8.1:** Complies.

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

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

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

**Conclusion 4.1.8.2:** Complies.

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

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

**Conclusion 4.1.8.3:** Complies.

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

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

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

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

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

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

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

**Conclusion 4.1.8.4:** Complies.

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

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

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

**Conclusion 4.1.9.5:** Complies

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

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

**Conclusion 4.1.10:** Complies.

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

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

**Conclusion 4.1.11:** Complies.



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

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

**Conclusion 4.1.12:** Complies.

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

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

**Conclusion 4.1.13:** Complies.

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

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

**Conclusion 4.1.16:** Complies.

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

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

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

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

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

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

**Conclusion 4.1.17:** Complies.

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

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

**Conclusion 4.1.18:** Complies.

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

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

**Conclusion 4.1.20:** Complies.

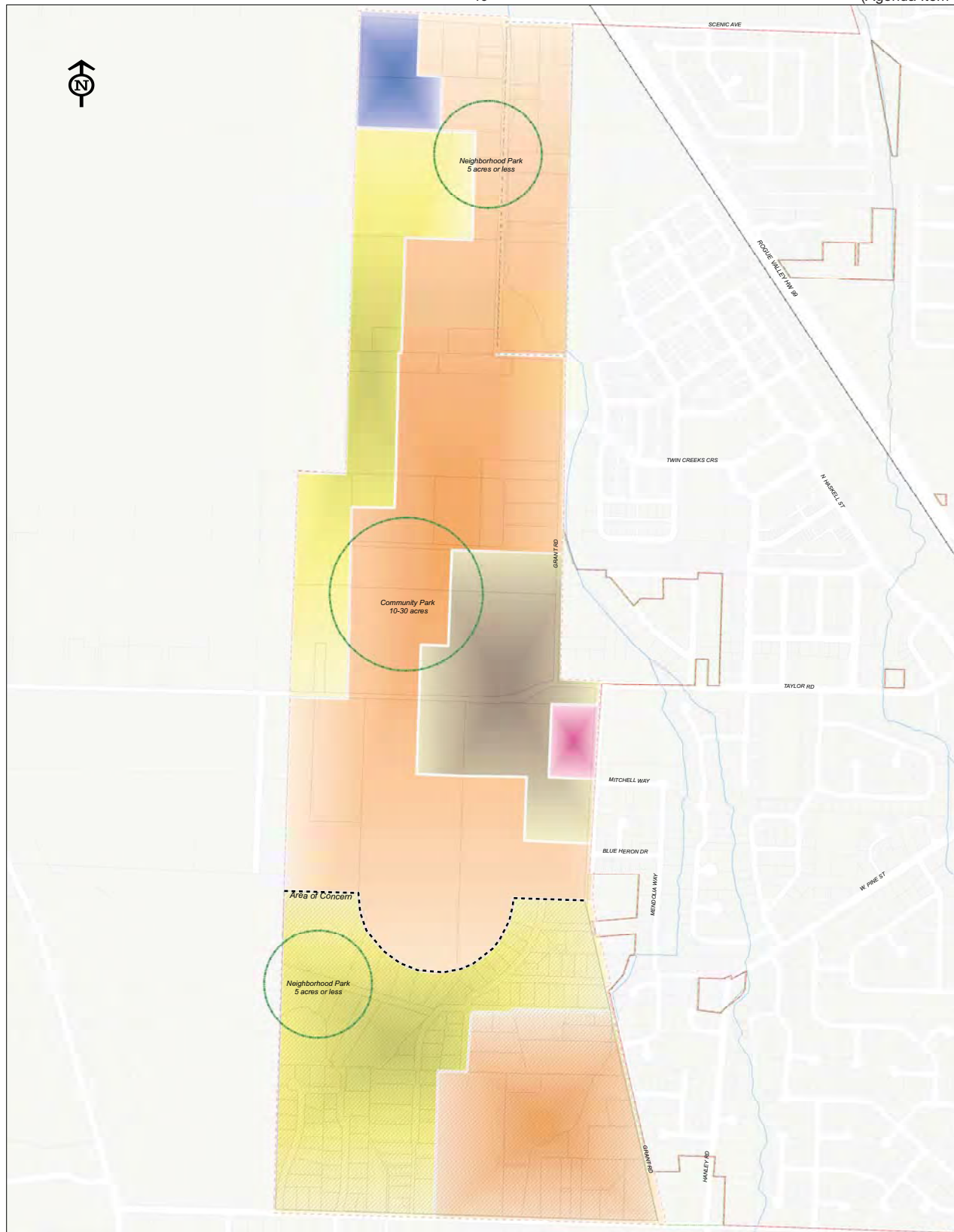
**4.1.22. Buildable Lands Definition (JC ref 2.18).** Future urban growth boundary amendments will be required to utilize the definition of buildable land as those lands with a slope of less than 25 percent, or as consistent with OAR 660-008-0025(2) and other local and state requirements.

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

**Conclusion 4.1.22:** Complies.

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DRAFT



#### Legend

- CP-5A
- CP-6A
- Area of Concern (Polygon)
- Parks Target Areas
- streams
- railroad
- citylimits
- Urban Growth Boundary (UGB)

#### Land Use Concept

- Low Residential
- Medium Residential
- High Residential
- Commercial
- Civic

Land Use Category	CP-5A % Distribution (Req'd)	CP-5A Acreage (Req'd)	CP-5A Acreage (Proposed)	CP-5A % Distribution (Proposed)	CP-6A % Distribution (Req'd)	CP-6A Acreage (Req'd)	CP-6A Acreage (Proposed)	CP-6A % Distribution (Proposed)	Total Acreage (Req'd)	Total Acreage (Proposed)	Overall % Distribution (Req'd)	Overall % Distribution (Proposed)
Residential	91%	31	34.4	100%	76%	356.6	359.7	77%	387.9	394.1	77%	78%
Employment	0%	0	-	0%	4%	18.8	17.9	4%	18.8	18.0	4%	4%
Parks and Open Space	3%	3	-	0%	20%	93.8	95.6	20%	96.9	91.6	19%	18%
TOTALS:	100%	34.4	34.4	100%	100%	469.2	469.2	100%	503.6	503.6	100%	100%

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

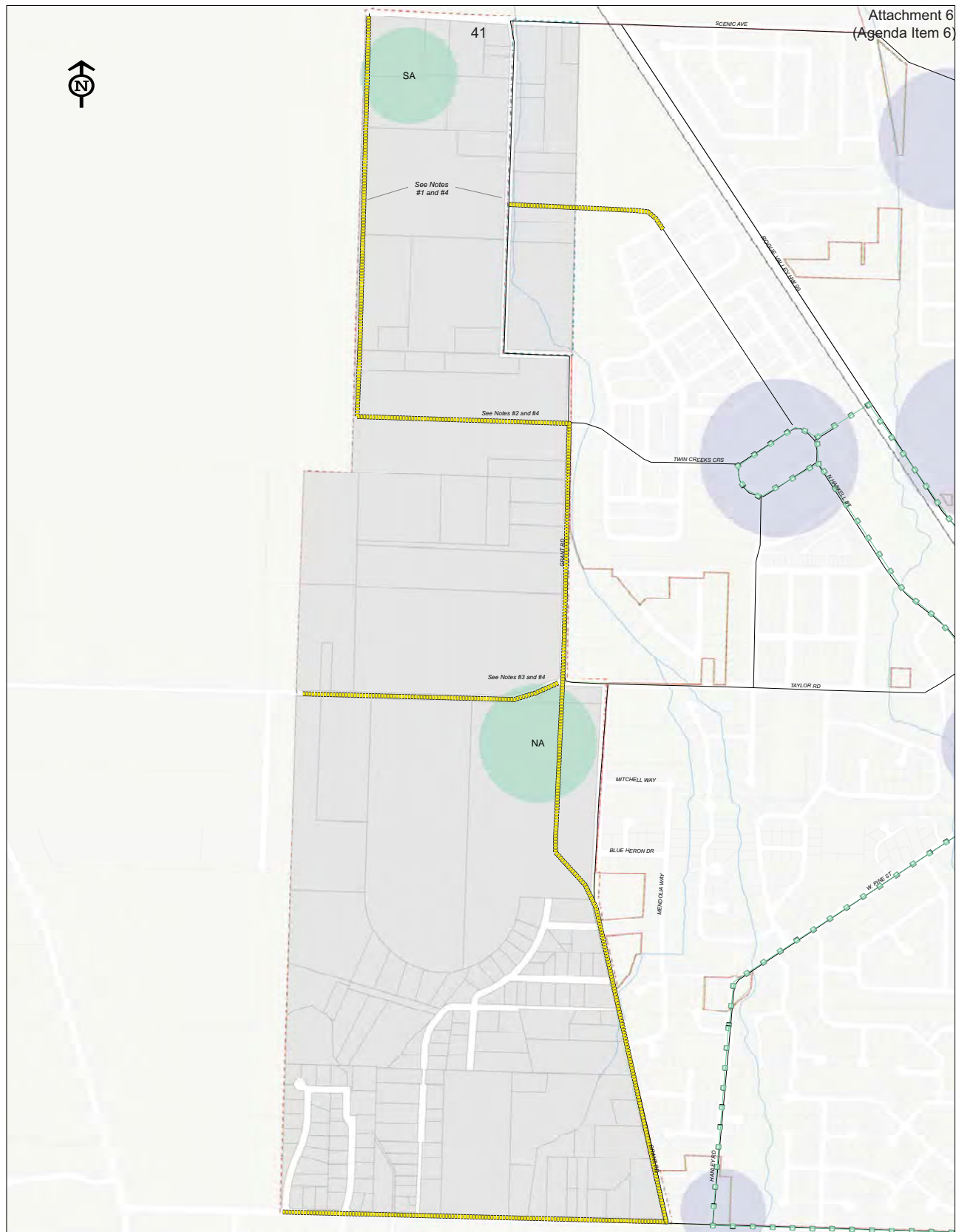
Land Use Designation	Gross Acreage	Minimum Density	Minimum DU Yield	Proposed Density
Low Density Residential	124.4	4	497.6	1.3
Medium Density Residential	218.1	7.5	1712.0	4.3
High Density Residential	41.4	12	496.6	1.1
Residential Totals:	384.0		2706.1	6.9
Commercial	5.2	0	0	
Civic	12.2	0	0	
Employment Totals:	18.0		0	
Parks and Open Space Totals:	91.6		0	
TOTALS:	503.6		2706.1	6.9

#### AREA OF CONCERN:

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

## Land Use Concept

### CP-5A and CP-6A Concept Plan



## Transportation Concept

CP-5A and CP-6A Concept Plan

### Legend

- CP-5A
- Transportation Concept (PC Recommendation)
- CP-6A
- Existing City Streets
  - Collector
  - Major Arterial
  - Minor Arterial
  - Planned Future Transit Routes

### Concept Activity Centers

- Neighborhood Activity Ctr (NA)
- School Activity Ctr (SA)
- Existing Activity Centers
- streams
- railroad
- citylimits
- Urban Growth Boundary (UGB)

### NOTES:

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



## **Rogue Valley Metropolitan Planning Organization**

### **Regional Transportation Planning**

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

February 27, 2018

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

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

Dear Chris,

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

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

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

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

Performance Indicator 2.8 requires the same collaboration as for 2.7. Performance Indicator 2.8.1 requires conceptual plans to demonstrate how the density requirements of Section 2.5 will be met. Central Point's target density is 6.9 units per gross acre through 2035, increasing to 7.9 units per acre thereafter. The concept plans for CP-5/6 demonstrate compliance with the Regional Plan. The approved land use percentages are 76 percent residential, 20 percent open space/park, and 4 percent employment. Using a mix of low-, medium-, and high-



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

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

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

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

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

Sincerely,

Michael G. Quilty, Chair  
RVMPO Policy Committee



## Rogue Valley Metropolitan Planning Organization

# Rogue Valley Council of Governments

155 N. 1st Street, P.O. Box 3275, Central Point, OR 97502

Office: 541.664.6674 – Fax: 541.664.7927 – Internet: [www.rvcog.org](http://www.rvcog.org)

February 20, 2018

Performance based planning is now the law of the land. Under the FAST Act, all MPOs must now incorporate Performance Based Planning into every aspect of their planning initiatives and planning documents including the RTP, TIP, and UPWP.

There are seven areas of interest that the Federal Government would like States and MPOs to track, measure, and set goals for improvement. These areas are:

- Pavement condition on the Interstate System and on remainder of the National Highway System (NHS)
- Performance of the Interstate System and the remainder of the NHS
- Bridge condition on the NHS
- Fatalities and serious injuries—both number and rate per vehicle mile traveled--on all public roads
- Traffic congestion
- On-road mobile source emissions (through CMAQ)
- Freight movement on the Interstate System

In August of this year, the State of Oregon developed its targets for the reduction of fatalities and serious injuries statewide. These goals were based on data collected by the state and provided to the MPOs. Tables 1 and 2 show the numbers of fatalities and injuries as reported by the State for statewide and for the Medford Urbanized area respectively.

	FATALITY AND INJURY DATA FOR YEARS 2010-2015					
Table 1.						
STATEWIDE	2010	2011	2012	2013	2014	2015
Annual VMT*	33,774,105,562	33,373,397,641	33,172,937,428	33,705,846,069	34,610,071,249	35,998,504,527
Fatalities* (F)	317	331	337	313	356	445
Serious Injuries (A)	1,382	1,541	1,618	1,416	1,495	
Nonmotorist (Ped/Bike)	208	246	255	220	240	



Table 2.						
<b>MEDFORD (Urbanized Area FAUB)</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>
Annual VMT*	1,013,631,568	1,002,440,369	992,249,922	992,211,751	1,169,081,605	1,204,191,283
Fatalities* (F)	8	7	6	6	6	6
Serious Injuries (A)	38	42	61	58	39	
Nonmotorist (Ped/Bike) F&A	10	10	4	11	3	

Based on the above data the state has set fatality and serious injury rates based on 100 million miles of VMT. Table 3 below provides the 5 year averages and the state's targets.

Table 3	<b>Statewide Targets</b>				
Base Period	Fatalities (People 2011-2015)	Fatality Rate (People per 100 million VMT 2011 - 2015)	Serious Injury (People 2010-2014)	Serious Injury Rate (People per 100 million VMT 2010-2014)	Nonmotorized Fatalities and Serious Injuries (People 2010-2014)
Baseline	357	1.04	1,491	4.42	234
2013-2017	357	0.94	1,491	4.42	234
2014-2018*	350	0.89	1,461	4.33	229
2015-2019	343	0.83	1,432	4.24	225
2016-2020	328	0.78	1,368	4.06	215
2017-2021	306	0.73	1,274	3.78	200

If one applies the statewide methodology to the Medford Urbanized Area we get the following results for the baseline scenario:

Table 4	<b>Medford Urbanized Area</b>				
Base Period	Fatalities (5-yr Avg.)	Fatality Rate per million miles VMT	Serious Injuries 5-yr. avg.	Serious Injury Rate per 100 million miles VMT	Non-motorized fatalities and Serious Injuries (People 2010-2014)
Baseline	6.2	<b>0.58</b>	47.6	<b>4.54</b>	7.6



**Rogue Valley  
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Attachment 9  
(Agenda Item 8)

**Regional Transportation Planning**

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Jackson County • Rogue Valley Transportation District • Oregon Department of Transportation

DATE: February 20, 2018  
TO: RVMPO Policy Committee  
FROM: Karl Welzenbach, Planning Program Manager  
SUBJECT: FY 2018-19 RVMPO Dues Recommendation

This memo addresses the setting of RVMPO member dues. Staff is seeking a final recommendation on the dues for the coming year.

**RVMPO Member Dues**

Staff proposes maintaining the dues formula and rate that was approved by the Policy Committee in February 2013. The rate, \$0.16 per capita, would generate a total of \$28,694 for the 2018-19 fiscal year.

Table 1, below, summarizes population and proposed dues for each jurisdiction. Population estimates are from the July 1, 2017 estimates from Portland State University.

**Table 1**

RVMPO Proposed 2018-19 Dues					
Member Jurisdictions	Population	Dues Rate per Capita	Proposed FY2018 Dues	FY2017 Dues	Dues Increase
Ashland	20,700	\$0.16	\$3,312	\$3,299	\$13
Central Point	17,700	\$0.16	\$2,832	\$2,814	\$18
Eagle Point	8,930	\$0.16	\$1,429	\$1,402	\$26
Jacksonville	2,950	\$0.16	\$472	\$467	\$5
Medford	79,590	\$0.16	\$12,734	\$12,560	\$174
Phoenix	4,605	\$0.16	\$737	\$734	\$3
Talent	6,325	\$0.16	\$1,012	\$1,009	\$3
Jackson County	38,540	\$0.16	\$6,166	\$5,819	\$348
<i>Total</i>	<b>179,340</b>		<b>\$28,694</b>	<b>\$28,104</b>	<b>\$591</b>

The RVMCOG staff utilized Portland State University population estimates for the incorporated areas for 2017. Unincorporated population estimates utilize geo-enriched data.

Dues provide funding for general operations, primarily <sup>47</sup>activities that require local funds including lobbying and local match obligations. Dues pay for Policy Committee participation in advocacy activities for which federal funds cannot be used, including the Oregon MPO Consortium, the Association of Metropolitan Planning Organizations and the West Coast Corridor Coalition. Dues can also be used to supplement the MPO's planning budget.

Table 2 summarizes anticipated use of FY2018-19 member dues.

**Table 2**

Policy Committee Dues, Travel; state, regional, nat	\$11,477.76
UPWP Work Activities Support	\$17,216.64
	\$28,694.40



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**Regional Transportation Planning**

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DATE: February 20, 2018  
TO: RVMPO Policy Committee  
FROM: Ryan MacLaren, Senior Planner  
SUBJECT: RVMPO Funded Projects Quarterly Update

As part of a process to help track RVMPO funded projects the TAC has been asked to report monthly on, the projects and their reports will be presented to the Policy Committee on a quarterly basis. The following is a summary list of RVMPO funded projects.

**Ashland**

***E. Nevada Street Extension (2015-2018 TIP)***

- Application in process to exchange funds from this project to the Independent Way project.

***Chip Seal (2018-2021 TIP)***

- Waiting on IGA.

**Eagle Point**

***E. Main St. / Stevens Rd. Improvements (2015-2018 TIP)***

- Identified the ROW that is needed to be purchased, looks to be about half of what was initially estimated. Project is expected to break ground this year.

***S. Royal Ave. Improvements – Design & ROW (2018-2021 TIP)***

- Received some funding to begin design and planning.

**Jackson County**

***Regional Active Transportation Plan (2015-2018 TIP)***

- Section committee reviewing RFP's this Friday (2/16/18) to select a consultant. Working to form a technical advisory committee and a citizen advisory committee this summer.

***Table Rock Rd. (2015-2018 TIP)***

- Contractor began working mostly night installing water and sewer just south of Airport Rd. Project expected to be completed by the end of October.

***Foothill Rd. – Delta Waters to Dry Creek (2018-2021 TIP)***

- IGA is in the que. RFP has been started.

**Medford**

***Foothill Rd. – Hillcrest to McAndrews (2015-2018 TIP)***

- Appraisals complete by April. ROW by late 2018. Bid December 2018. Start spring 2019.

**Central Point**

***W. Pine St. Reconstruction - Glenn Way to Brandon Ave. (2018-2021 TIP)***

- Hoping before the end of third quarter on the IGA.

**Jackson County / ODOT**

***Bear Creek GW - Hwy 140 Shared-Use Path (2018-2021 TIP)***

- Looking for construction in 2019.

**Phoenix**

***North Couplet Pedestrian Crossing (2018-2021 TIP)***

- Council is evaluating lane configurations.