

**URBAN AREA PLANNING COMMISSION**

**MEETING MINUTES**

**June 22, 2016 – 6:00 P.M.**

**Council Chambers**

**1. ROLL CALL:**

The Urban Area Planning Commission met in regular session on the above date with Chair Gerard Fitzgerald presiding. Vice Chair Jim Coulter and Commissioners Robert Wiegand, Blair McIntire, and Dan McVay were present. Commissioners Lois MacMillan, Loree Arthur, and David Kellenbeck were absent. Also present and representing the City was Parks & Community Development (hereafter: PCD) Justin Gindlesperger and Tom Schauer and City Council Liaison Rick Riker.

**2. ITEMS FROM THE PUBLIC: None.**

**3. CONSENT AGENDA:**

- a. **MINUTES: June 8, 2016** **Pg. 1-6**
- b. **FINDINGS OF FACT: 405-00102-16: Element 10 (Public Facilities)  
Comprehensive Plan Amendment** **Pg. 7-10**

**MOTION/VOTE**

**Commissioner Coulter moved and Commissioner Wiegand seconded the motion to approve the minutes from June 8, 2016 as amended. The vote resulted as follows: “AYES”: Chair Fitzgerald, Vice Chair Coulter, and Commissioners Wiegand, McIntire and McVay. “NAYS”: None. Abstain: None. Absent: Commissioners MacMillan, Arthur, and Kellenbeck.**

**The motion passed.**

**4. PUBLIC HEARINGS:**

- a. **201-00118-16 & 301-00102-16 – Hampton Inn & Suites – Major Site Plan  
& Variance – Staff Report** **Pg. 11-98**

- Chair Fitzgerald stated, at this time I will open the public hearing to consider Application 201-00118-16 & 301-00102-16 – Hampton Inn & Suites – Major Site Plan & Variance. We will begin the hearing with a staff report followed by a presentation by the applicant, statements by persons in favor of the application, statements by persons in opposition to the application, and an opportunity for additional comments by the applicant and staff. After that has occurred, the public comment portion will be closed and the matter will be discussed and acted upon by the Commission. Is there anyone present who wishes to challenge the authority of the Commission to consider this matter? Seeing none do any Commissioners wish to abstain from participating in this hearing or declare a potential conflict of interest? Seeing none are there any Commissioners who wish to disclose discussions, contacts, or other ex parte information they have received prior to this meeting regarding this application? Seeing none in this hearing the decision of the Commission will be based on specific criteria which are set forth in the development code. All testimony which apply in this case are noted in the staff report. If you would like a copy of the staff report please let us know and we will try and get you one. It is important to remember if you fail to raise an issue with enough detail to afford the Commission and the parties an opportunity to respond to the issue you'll not be able to appeal to the Land Use Board of Appeals based on that issue. The hearing will now proceed with a report from staff.
- Justin gave the staff report.
- Justin let the commission know that there was an error in the staff report and the requested variance from the applicant is for a 22 foot increase rather than the stated 20 foot increase.
- Commissioner Coulter asked when the last TIA was done. Justin was not sure when the last one was done as they were not required to do one based on the previous use of the property. He let the commission know that there was a decrease in traffic since the last one was done.
- The commission asked if there was any data that that they could see to support that claim. Commissioner Coulter would like to see more information on future hearings as the UAPC will be responsible for traffic flow with the approval.
- Commissioner McIntire expressed concerns about the proposed plan having a negative impact on the traffic plan for In and Out. He was told that it doesn't

matter at this time as the commission is only reviewing the plan as proposed for the Hampton Inn. In and Out will be responsible for their own traffic plan if and when they come forward to the commission for approvals. This only concerns plans for the Inn at this time.

- Commissioner Wiegand asked if the lot line adjustment was in reference to land that will be possibly sold to In and Out for their possible development. He was told yes.
- The commission asked if a left turn lane into the hotel been considered on Morgan Lane with a traffic study? There were told that according to ODOT there is no mitigation and that would include turn lanes on Morgan.
- Commissioner Coulter asked Justin to explain the discrepancy on the acreage that they had previously discussed so that it would be on the record.
- Justin said that the area that is shown as future development is the discrepancy in the acreage. The 2.54 will be where the inn is currently planned to be built.
- Dave Straus with Straus & Seibert Architects, LLP - 1175 E Main St #2e, Medford, OR 97504 – with him is Jim Tiggs and Jay Harland and well as some up to date drawings in the commission has any questions for them or would like to see the drawings.
- Mr. Straus took a moment to publically thank the UAPC and the City Planning Department.
- Mr. Straus let the commission know that he agrees with the compromises that City planning was able to come up with in the staff report. Not having the through access he believes has met the needs of the City, Hampton Inn's rules as far as access to their property, and the owner's requests.
- He let the commission know that the height variance was only going to be partial due to a system they are putting in and the majority of the space will not be higher than it was in the previous use.
- He also let the commission know that he believes the design aspects that they have put in will compensate for not meeting the 25% glass.
- They feel that with the pedestrian access it would be safest if pedestrians were pushed to use Morgan.
- Mr. Straus also feels that the Hampton coming in at this time will help to contribute to the new branding that has been put in place within the City.

- Commissioner Fitzgerald asked if there was any data from their consultants that would support their claims that pushing pedestrians to Morgan rather than having a way for through traffic would be safer.
- Jay Harland – CSA Planning - 4497 Brownridge Terrace #101, Medford, OR 97504 – Mr. Harland let the commission know that there isn't usually a lot of data showing pedestrian traffic between properties.
- Commissioner Fitzgerald asked if there is anything from their insurance company about safety as Mr. Straus had brought up safety concerns.
- Mr. Straus clarified that there wasn't any data on the safety and that it was concerns that were coming directly from the hotel.
- Justin clarified that the hotel is going to provide pedestrian access to Morgan, there will be sidewalks going out.
- Commissioner Weigand asked Justin on the cross access variance is there really a need for it if it's a "may rather than a shall."
- It was determined that there may be wording in the code that makes it a mandatory item and that by approving the variance it will cover all bases. Staff can confirm later if the commission would like.
- Commissioner Fitzgerald let it be known that he believes it will be safer for pedestrians to move to Morgan than to worry about walking through a possible busy fast food area.

#### **MOTION/VOTE**

**Commissioner Coulter moved and Commissioner McVay seconded the motion to approve the two variances and the site plan as corrected for 201-00118-16 and 301-00102-**

**16. The vote resulted as follows: "AYES": Chair Fitzgerald, Vice Chair Coulter, and Commissioners McIntire and McVay. "NAYS": Commissioner Wiegand. Abstain: None.**

**Absent: Commissioners MacMillan, Arthur, and Kellenbeck.**

**The motion passed.**

**b. 104-00101-16 – Nunn's Willow Estates II Subdivision Tentative Plan Staff Report Pg. 99-167**

- Chair Fitzgerald stated, at this time I will open the public hearing to consider Application 104-00101-16 – Nunn's Willow Estates II Subdivision Tentative Plan

Staff Report. We will begin the hearing with a staff report followed by a presentation by the applicant, statements by persons in favor of the application, statements by persons in opposition to the application, and an opportunity for additional comments by the applicant and staff. After that has occurred, the public comment portion will be closed and the matter will be discussed and acted upon by the Commission. Is there anyone present who wishes to challenge the authority of the Commission to consider this matter? Seeing none do any Commissioners wish to abstain from participating in this hearing or declare a potential conflict of interest? - Commissioner Fitzgerald would like to let it be known that he did the subdivision next to the proposed subdivision. While he does not have a conflict of interest he wanted it to be on the record. - Are there any Commissioners who wish to disclose discussions, contacts, or other ex parte information they have received prior to this meeting regarding this application? Seeing none in this hearing the decision of the Commission will be based on specific criteria which are set forth in the development code. All testimony which apply in this case are noted in the staff report. If you would like a copy of the staff report please let us know and we will try and get you one. It is important to remember if you fail to raise an issue with enough detail to afford the Commission and the parties an opportunity to respond to the issue you'll not be able to appeal to the Land Use Board of Appeals based on that issue. The hearing will now proceed with a report from staff.

- Justin gave the staff report.
- Commissioner Fitzgerald asked if there is a buffer between the GC zone and the residential. He made reference to a previous application where it was required to have a setback between residential and GC zoned lands and he isn't seeing it on this application.
- Tom made reference to text within the code that states exceptions can be made if adjoining uses are the same on each zone.
- Commissioner Fitzgerald was concerned that if this wasn't addressed at this time that they may not be able to build if a variance was not approved on the setback requirements in the future.
- Mark Cross - Rhine-Cross Group - 112 N 5th St #200, Klamath Falls, OR 97601 – Mr. Cross believes that the context of the code should apply to differently

zoned *properties*, which in this case would refer to two distinct property lines rather than a zoning line splitting one piece of property.

- Commissioner Fitzgerald confirmed that Mr. Cross does believe in his interpretation of the code the buffer would not apply as it is a split zone on one parcel rather than a buffer between two parcels.
- Mr. Cross let the commission know that the application is for 25 lots with one being the existing office. There are utilities available. They have no problem with conditions and they are allowed a maximum of 79 units and are only proposing 48 units.
- Ben Prince – 1248 Devonshire – Mr. Prince asked for clarification on the ditch that is behind the south bound lots; will be made into a pipe? Will that be a closed drain? Mr. Prince was also curious about whether duplexes would be built and the commission confirmed that at this time they have not been approved nor has a discussion happened on what type of residential properties will be built, whether it be single story, two story single family or duplexes. This will be determined at the time they get the development permit for each lot.
- Mr. Prince asked if they will be responsible for a half street on Estate Lane, he was told that they would be responsible for a half street to connect to Cashmere. Mr. Prince also expressed a concern about density and traffic in the area. He would like to know if there will be room to put in street parking
- Lila Spratt – 1221 Devonshire – Ms. Spratt asked if the development would be a 55+ development as she had heard rumor of, however at this time there is no mention of it and it will be up to the developer at the time they put in their application. Ms. Spratt would like to see a conclusion to the buffer issue, she does not feel that this has been addressed properly.
- Ronald Nunn – 3853 Leonard Rd – Mr. Nunn is the owner of the property in question. He confirmed that he does plan on this being a 55+ development.
- Mark Cross – Mr. Cross confirmed that the ditch will be piped within the right of way in the road. There will be 20' driveways as well as two car garages. There will be 4 off street parking places per road. He also confirmed that the traffic study that was done was below the requirement.
- The commission asked how lot 20 will access. – It will access off of Cloudmont. There will be a revised plan showing that driveway access per Lora.

- It was mentioned that lot 1 seems to be a different layout' will that driveway be too close to the intersection? Mr. Cross let the commission know this will be fixed on the revised tentative plan. This will be turned to access off of the flag lot.
- Lots 14 and 15 will access off of Alderdale.
- Justin clarified that they would have to meet height requirements when they get to the development phase which will likely limit them to a single story option.
- The commission had a discussion about how to go about the possible need of the setback for the different zones and who would be responsible for approving or disapproving that variance if it is needed. Staff suggested an option for a motion that would cover all scenarios.

#### **MOTION/VOTE**

**Commissioner Wiegand moved and Commissioner McIntire seconded the motion to approve the subdivision with the prevision that the review body grant the exception to the zone buffer requirements as specified in 23.040 of the development code. The vote resulted as follows: "AYES": Chair Fitzgerald, Vice Chair Coulter, and Commissioners McIntire, Wiegand and McVay. "NAYS": None. Abstain: None. Absent: Commissioners MacMillan, Arthur, and Kellenbeck.**

**The motion passed.**

#### **5. OTHER ITEMS/STAFF DISCUSSION:**

- Tom let the commission know that the Urban Renewal open house in on July 6<sup>th</sup>, at that time the consultants will present to UAPC and they will have an opportunity to ask questions at that time.

#### **6. ITEMS FROM COMMISSIONERS:**

- Commissioner Fitzgerald let the rest of the commissioners know that he went before City Council and brought up the two issues that were requested by the commission as a whole. Council seems to be receptive to moving back to verbatim minutes. City Council also seems to be receptive to including the UAPC early on in the process with consultants, etc. so that they can make more informed decision and ask questions directly to the consultants. There has not

been a vote as of yet but Commissioner Fitzgerald does believe that they are in favor of the items.

**7. ADJOURNMENT:**

Chair Fitzgerald adjourned the meeting at 8:33 P.M.

Next Meeting: July 13, 2016

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Gerard Fitzgerald, Chair  
Urban Area Planning Commission

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Date

These minutes were prepared by Carlie Paulsen, Administration Department, City of Grants Pass.

**CITY OF GRANTS PASS  
PARKS & COMMUNITY DEVELOPMENT DEPARTMENT**

**NUNN'S WILLOW ESTATES II  
SUBDIVISION TENTATIVE PLAN  
FINDINGS OF FACT**

<b>Procedure Type:</b>	Type III: Urban Area Planning Commission
<b>Project Number:</b>	104-00101-16
<b>Project Type:</b>	Subdivision Tentative Plan
<b>Owner(s):</b>	Nunn Family Rev Trust
<b>Applicant:</b>	Ron Nunn
<b>Representative:</b>	Rhine-Cross Group, LLC. Attn: Marc Cross
<b>Property Address:</b>	1155 Willow Lane
<b>Map and Tax Lot:</b>	36-06-23-AC, TLs 2000 & 2001
<b>Zoning:</b>	R-3-1 & GC (City)
<b>Size:</b>	6.85 acres
<b>Planner Assigned:</b>	Lora Glover
<b>Application Date:</b>	May 5, 2016
<b>Application Complete:</b>	May 13, 2016
<b>Date of Staff Report:</b>	June 15, 2016
<b>Hearing Date:</b>	June 22, 2016
<b>Date of Findings of Fact:</b>	July 13, 2016
<b>120 Day Deadline:</b>	September 10, 2016

Note: *Italic/Underlined Text* indicates text that was added by the Planning Commission.

**I. PROPOSAL:**

The proposal is to subdivide the approximately 6.85 acre property into a total of 25 lots and to develop a total of 48 residential units, with duplexes on 24 of the lots. Proposed Lot 10 will be occupied by an existing office building. The property is zoned GC and R-3. A portion of tax lot 2000 is developed with a number of duplex dwellings. The tentative plan reflects the project will be developed in two phases. Phase I will consist of Lots 1-10; the partial development of Cloudmont Drive (Local Access Street); and the partial development of Estates Lane (Collector Street). Phase II will consist of Lots 11-25; the extension of Cloudmont Drive; the half-street extension of Estates Lane to the intersection of Cashmere Drive and Kellenbeck Avenue; and the development of Alderdale Drive (Local Access Street) from Estates Lane to the north property line of TL 2001.

**II. AUTHORITY:**

Section 2.050, Schedule 2-1, Section 6.050 and Section 17.031 of the City of Grants Pass Development Code, authorize the Planning Commission to consider the request and make a decision to approve, approve with conditions, or deny.

**III. CRITERIA:**

The decision on the Tentative Plan must be based on the criteria contained in Section 17.413 of the Development Code.

**IV. APPEAL PROCEDURE:**

Section 10.050, City of Grants Pass Development Code, provides for an appeal of the Urban Area Planning Commission's decision to the City Council. An appeal application and fee must be submitted within twelve (12) calendar days of the Urban Area Planning Commission's oral decision. A statement of grounds to the appeal must be filed within seven (7) calendar days of the Urban Area Planning Commission's written decision.

**V. PROCEDURE:**

- A. An application for a Subdivision Tentative Plan was submitted on May 5, 2016 and deemed complete on May 13, 2016. The application was processed in accordance with Section 2.050 of the Development Code.
- B. Public notice of the June 22, 2016 hearing was mailed on June 1, 2016, in accordance with Section 2.053 of the Development Code.
- C. A public hearing was held on June 22, 2016 and the Planning Commission voted unanimously to approve the Subdivision Tentative Plan request with the conditions attached in the Staff Report.

**VI. SUMMARY OF EVIDENCE:**

- A. The basic facts and criteria regarding this application are contained in the Staff Report, which is attached as Exhibit "A" and incorporated herein.
- B. The minutes of the public hearing held by the Urban Area Planning Commission on June 22, 2016, attached as Exhibit "B", summarize the oral testimony presented and are hereby incorporated herein.
- C. The PowerPoint given by staff is attached as Exhibit "C".

**VII. FINDINGS OF FACT:**

The Urban Area Planning Commission found that based upon the testimony given at the public hearing and the staff report, the proposal meets the criteria in Section 17.413 of the Development Code based on the reasons stated in the findings included below.

**VIII. GENERAL FINDINGS OF FACT:**

**A. Characteristics of the Property:**

1. Land Use Designation:
  - a. Comprehensive Plan: Moderate High Density Residential/General Commercial
  - b. Zone District: R-3-1/GC
  - c. Special Purpose District: None
2. Size: 6.85 acres
3. Frontage: Willow Lane (Collector), Estates Lane (Collector)
4. Access: Lots will have access from interior public streets
5. Public Utilities:
  - a. Existing Utilities:
    - i. Water: 8-inch main in Estates Lane; 12-inch main in Willow Lane
    - ii. Sewer: 8-inch main Estates Lane; 12-inch main in Willow Lane
    - iii. Storm Drain: 36-inch in Willow, partial 12, 15 & 30-inch in Estates
  - b. Proposed Utilities:
    - i. Water: 8-inch main in Cloudmont Dr. & Alderdale Dr;
    - ii. Sewer: 8-inch main in Cloudmont Dr. & Alderdale Dr;  
8-inch main across Lots 5-8
    - iii. Storm: Extension of the storm drain in Estates Lane; partial storm drain in Cloudmont Drive, Alderdale Drive and across the Lots 5-8 between Cloudmont and Estates Lane.
6. Topography: Relatively flat
7. Natural Hazards: None

- 8. Natural Resources: None
- 9. Existing Land Use:
  - a. Subject Parcel: TL 2000 – 5.5 duplex units & office building  
TL 2001 - vacant
  - b. Surrounding: Moderate Density Residential

**B. Background:**

The proposal is to subdivide the approximately 6.85 acre tract into 25 lots. Each of the new vacant lots would be developed with a duplex, providing for 48 additional residential units. Proposed Lot 10 will be occupied by an existing office building. The property is zoned GC and R-3. A portion of tax lot 2000 is developed with a number of duplex dwellings. The tentative plan reflects the project will be developed in two phases. Phase I will consist of Lots 1-10; the partial development of Cloudmont Drive (Local Access Street); and the partial development of Estates Lane (Collector Street). Phase II will consist of Lots 11-25; the extension of Cloudmont Drive; the half-street extension of Estates Lane to the intersection of Cashmere Drive and Kellenbeck Avenue (as conditioned below); and the development of Alderdale Drive (Local Access Street) from Estates Lane to the north property line of TL 2001.

TL 2000 is currently developed with 5.5 duplex units (0.5 unit is located on TL 1600); an existing office building which is used for the property management services; and, an accessory structure which will be removed. TL 2001 is vacant. As conditioned below, the applicant will be required to submit a revised tentative plan reflecting the developed area of TL 2000 with the existing duplex units as Lot 26, or submit a Property Line Adjustment to combine the developed area of TL 2000 with TL 1600.

A condition of approval will require that access for the lots will be off the internal streets. Lots 6 and 7 are reflected as flag lots with temporary turnarounds during the phasing of the project. The back-to-back flagpoles are intended to be used as shared driveway access for Lots 1-8. The tentative plan reflects the installation of both sewer and storm mains in the back-to-back flags. A revised tentative plan reflecting a 20 ft. drivable and unobstructed utility easement shall be dedicated over the utilities.

**IX. FINDINGS IN CONFORMANCE WITH APPLICABLE CRITERIA:**

**A. SUBDIVISION**

**Section 17.413 of the City of Grants Pass Development Code states that the review body shall approve, approve with conditions or deny the request based upon the following criteria:**

**CRITERION (1):** The plan conforms to the lot dimension standards of Article 12, the base lot standards of Section 17.510, and the requirements of any applicable overlay district.

**Planning Commission's Response: Satisfied with Conditions.** The R-3 zone district requires a minimum lot size of 5,000 square feet. The GC zone does not require a minimum lot size; however, it does require a minimum lot width of 25 ft., and a minimum lot depth of 100 ft. The zone boundary line runs approximately along Lots 1-8. As reflected on the tentative plan, the proposed lots meet the minimum requirement. As proposed, Lot 6 and Lot 7 are flag lots with a minimum lot frontage of 20 feet in accordance with Section 27.200.

There is an existing structure on proposed Lot 1 but the tentative plan does not show setback distances for the structure or a proposed driveway. Direct access on collector streets shall be avoided where practical. The minimum distance for new driveways from a Local Access intersection is 20 ft. As conditioned below, the applicant will be required to submit a revised tentative, demonstrating that all required setbacks are met on Lot 10, along with a proposed driveway access in accordance with Section 27.121.11.c.

**CRITERION (2):** When required, the proposed future development plan allows the properties to be further developed, partitioned, or subdivided as efficiently as possible under existing circumstances, in accordance with requirements for typical permitted uses in the applicable zone and comprehensive plan district, and in conjunction with other development in the neighborhood.

**Planning Commission's Response: Satisfied.** As previously noted, the tentative plan reflects the project will be developed in two phases. Phase I will consist of Lots 1-10; the partial development of Cloudmont Drive (Local Access Street); and the partial development of Estates Lane (Collector Street). Phase II will consist of Lots 11-25; the extension of Cloudmont Drive; the half-street extension of Estates Lane to the intersection of Cashmere Drive and Kellenbeck Avenue (as conditioned below); and the development of Alderdale Drive (Local Access Street) from Estates Lane to the north property line of TL 2001.

**CRITERION (3):** When one is required or proposed, the street layout conforms to the applicable requirements of the adopted street plans, meets the requirements of Article 27 and other applicable laws, and best balances needs for economy, safety, efficiency and environmental compatibility.

**Planning Commission's Response: Satisfied with Conditions.** The tentative plan reflects the development of two new internal local access streets (50 ft. right-of-way, 5.5 ft. planter strips and 5 ft. sidewalks). The first street is "Cloudmont Drive" running east and west off Willow Lane to the second proposed street "Alderdale Drive". Alderdale Drive will run north and south off of the half-street extension of Estates Lane to the north property line of TL 2000. This will provide for future street connection for the properties to the north allowing for eventual connection to Leonard Road. As conditioned, the applicant will be required to extend Estates Lane east to the intersection of Cashmere Drive and Kellenbeck Avenue. The extension of Estates Lane will include half street improvements (Collector Street Standards) 7.5 ft. planter strip, 6 ft. sidewalk and 5 ft. bike lane. A revised tentative plan reflecting the correct street profiles will be a condition of approval.

The tentative plan reflects back-to-back flagpole lots which will provide shared driveway access for Lots 2-7. The proposal will put twelve units accessing a 20 ft. driveway with no additional parking. The Development Code does not provide specific standards for a shared driveway, though a Private Street serving four units may use a minimum 20 ft. street, and a private street serving five to ten dwelling units may use a 22 ft. wide street. After discussing the situation with the applicant's representative, a condition of approval will require a revised tentative plan reflecting 25-30 ft. flagpoles for Lots 6 & 7 to provide two-way access across the shared driveway.

In 2004, the City Council passed Resolution 4851, which requires off-site pedestrian paths to connect all new subdivisions to "destination" streets. Willow Lane is listed as a destination street. As reflected on the tentative plan, sidewalks will be provided on the two new local access streets and the extension of Estates Lane in accordance with Resolution 4851.

**CRITERION (4):** The proposed utility plan conforms to the applicable requirements of adopted utility plans, the requirements of Article 28 and other applicable laws, and best balances needs for economy, safety, efficiency and environmental compatibility.

**Planning Commission's Response: Satisfied with Conditions.**

**Water:** The proposal includes the extension of 8" public water mains in Cloudmont Drive and Alderdale Drive to provide domestic and fire services to the individual lots. As conditioned below, the applicant shall submit a detailed utility plan to the Engineering Division for review and approval. The plan will need to include: location of fire hydrants; water services for each lot within a public right-of-way;

**Sewer:** The proposal includes the extension of 8" public sewer main to provide sewer service to the individual lots along Cloudmont Drive and Alderdale Drive. A condition of approval will require the extension of the sewer main on Alderdale to the north property line of TL 2000. Separate sewer laterals for required for each lot. The tentative plan also reflects the extension of a sewer main down the two proposed flagpoles from Cloudmont Drive to approximately twenty feet past the north property lines of Lots 4 & 5. The installation of the proposed sewer main across private lots will require the dedication of a twenty (20) ft. drivable and unobstructed easement, to include drivable access to all manholes and cleanouts. As conditioned below, a detailed utility plan shall be submitted to the Engineering Division.

**Storm Water:** The property is located in the Sand Creek Drainage basin. Development in the basin is subject to the Storm System Development Charges (SDCs) rate. The proposal includes the construction of partial storm mains in the shared driveway access noted above, along with partial mains in Cloudmont Drive and Alderdale Drive. As conditioned below, the applicant shall submit storm drain calculations that must demonstrate that post-development run-off does not exceed pre-development run-off and that storm drainage does not cross property lines without an easement. As noted above, a detailed utility plan shall also be required to be submitted for review and approval.

**Other Utilities:** As conditioned below and reflected on the tentative plan, a 10 ft. City Utility Easement (CUE) must be dedicated along all existing and proposed street frontages.

**CRITERION (5):** The tentative plan allows for the preservation or establishment of natural features or the preservation of historic features of the property, and allows access to solar energy to the extent possible under existing circumstances, including:

- (a) Providing the necessary information to complete the tree chart identified in Section 11.041.

**Planning Commission's Response: Satisfied with Conditions.** The applicant provided a tree canopy chart showing existing trees to be retained and existing trees to be removed. The site has an existing tree-canopy cover of approximately 2.27%. As required by Section 11.041, residential developments in the R-3 zone shall maintain or re-establish a tree-canopy cover of 15% to 20%, which typically requires 2-3 trees per lot. As conditioned below, prior to a Development Permit being issued for the project, an existing tree canopy coverage and tree protection plan shall be submitted per Section 11.050. As conditioned below, prior to final plat, the applicant shall submit a revegetation plan and pay applicable tree deposits per Section 11.060.

- (b) No cuts shall result in retaining walls greater than 15 feet high in a single wall from the finish grade or create any un-retained slopes greater than 100%.

**Planning Commission's Response: Satisfied.** The site is relatively flat; therefore cuts and fills are not expected to exceed 1-2 feet. No retaining walls are proposed other than potential landscape walls less than 2 ft. as noted in the applicant's narrative.

- (c) No fills shall result in a retaining wall within the required setback from a property not included in the development plan greater than 6 feet in height from the finish grade or create any slopes which are greater than 100%.

**Planning Commission's Response: Satisfied.** The site is relatively flat; therefore cuts and fills are not expected to exceed 1-2 feet. No retaining walls are proposed other than potential landscape walls less than 2' in height. Cut fill slopes will not exceed 5:1 or 20%.

**CRITERION (6):** The plan complies with applicable portions of the Comprehensive Plan, this Code, and state and federal laws.

**Planning Commission's Response: Satisfied with Conditions.** The proposed subdivision name of "Willow Estates II Subdivision" was not approved by the County Surveyor. He could find no evidence of a subdivision named "Willow Estates I Subdivision". In reviewing the County Clerk's and County Surveyor's records, he did note that there are currently eight subdivisions that either begin with "Willow" or have "Willow" or "Estates" in their title. Some are in the same vicinity as the proposed subdivision and some have almost identical wording. Based upon the County Surveyor's comments, the applicant will be required to submit an alternate subdivision name for review and approval.

As conditioned below, the proposed street names of "Cloudmont Drive" and "Alderdale Drive" shall be amended to include the "SW" directional identifier (Section 6.40.030.B of the Municipal Code).

The Planning Commission found that though the properties have a split zone of General Commercial (GC) and R-3-1, development of the project would not cause a conflict between the two zones and adjoining properties. Article 12 (Schedule 12-2) provides for residential development in both zones; therefore, the project is not subject to the Type D buffering requirements listed under Section 23.034 of the Development Code.

Based upon the conditions listed below, along with the submittal of a revised tentative subdivision plan and utility plans as previously discussed, the applicant is demonstrating compliance with all applicable Grants Pass Comprehensive Plan, Development Code requirements, and state and federal laws given the conditions of approval stated below.

#### **X. DECISION AND SUMMARY:**

The Planning Commission **APPROVED** the request for the two phased twenty-five (25) lot tentative plan with the conditions listed below. The vote was 5-0 in favor with Commissioners Fitzgerald, Coulter, McIntire, McVay and Wiegand in favor. None were opposed. Commissioners Arthur, Kellenbeck and MacMillan were absent.

#### **Conditions of Approval:**

#### **A. The following must be accomplished within 18 months of the Planning Commission's Decision and prior to issuance of a Development Permit for Phase I (Lots 1-10). (Note: A Development Permit is required in order to obtain a grading permit.):**

1. Submit a revised tentative showing the following:
  - a. An alternative subdivision name for review and approval.
  - b. Revised street names with the directional identifier of "SW" in accordance with Section 6.40.030 of the Municipal Code.
  - c. Setback distances for existing structures on Lot 10 (all setbacks must meet or exceed required minimum setback distances).
  - b. Driveway access for Lot 10 in conformance with Section 27.121.11.c.
  - c. The addition of Lot 26 for the developed portion of TL 2000; or submit a Property Line Adjustment between TLs 1600 & 2000.
  - d. Revised street sections:
    - i. Local Access Standards: 50 ft. row, 5.5 planter strip and 5 ft. sidewalk (Cloudmont Drive and Alderdale Drive).

- ii. Collector Standards: 60 ft. row, 7.5 planter strip and 6 ft. sidewalk (Estates Lane).
2. Provide a letter from the Responsible Engineer who will be supervising the construction of the subdivision. The Responsible Engineer will be required to submit a letter at final plat application verifying that he/she supervised the grading and construction for the entire parcel and individual lots and that the grading and construction was completed according to approved plans.

If the responsible engineer proposes to delegate any of these responsibilities, the arrangement shall be approved in writing by the City Engineering Division prior to issuance of a Development Permit.

3. Submit an NPDES permit from the Department of Environmental Quality. Submit a copy of the approved permit to the Parks and Community Development Department.
4. Submit an existing tree canopy coverage and tree protection plan per Section 11.050:
  - a. An aerial photo or other graphic depicting percentage of tree canopy on the site. The aerial photograph used shall be the most recent aerial photography used and available from the City.
  - b. The location and percentage of dominant and co-dominate tree canopy to remain during construction.
  - c. Indicate how the trees or groups of trees will be marked in the field to distinguish them as protected trees during construction/grading.
  - d. Type of protection to be placed around the trees at the drip line.
  - e. An outline-level narrative of the plan to maintain and/or re-establish tree canopy.
5. Submit four (4) copies of civil drawings with appropriate review fees to the City Engineering Division for review and approval:
  - a. Provide a grading plan and receive a grading permit prior to any earthwork. Include the creation of building pads in the grading plan if completed as part of the construction of the subdivision. If building pads are created as part of the grading of the subdivision then a map showing the extent of the grading will be required at the time of final plat.
  - b. Provide an erosion control and dust control plan for the subdivision.
  - c. Include any provisions of the NPDES permit on the construction plans.
  - d. Present engineered construction drawings stamped by a registered Engineer, including plans and profiles if necessary, that detail the following improvements to the City Engineering Division for review and approval.

### **Street Improvements:**

- i. Show full street improvements to SW Cloudmont Drive to City standards.
- ii. Show the half-street improvements along Estates Lane to the phasing line of Phase I in accordance with City Standards. Obtain an encroachment permit for work within the right of way.
- iii. Identify Mailbox locations.
- iv. Reflect proposed street lighting in accordance with Section 27.121.16 of the Development Code.
- v. Developer will paint 20' yellow setbacks at the corners and paint white stop bar at stop sign.
- vi. City will install the required street name sign, "stop" sign, and will bill developer for all costs.
- vii. Any other signs will be up to the developer to install.
- viii. Provide storm drain calculations demonstrating that post development run-off does not exceed pre development run-off and that storm drainage does not cross property lines without an easement.

### **Utility Plan:**

- i. Show the extension of an 8" public water main in SW Cloudmont and SW Alderdale Drive.
- ii. Show the extension of an 8" public sewer main in SW Cloudmont, SW Alderdale Drive and the shared driveway access.
- iii. Show the extension of a 12" public storm water main in SW Cloudmont, SW Alderdale Drive and the shared driveway access.
- iv. RP backflow devices shall be required as "premises" protection on all water services (new and existing) if GPID or private wells are present.
- v. All "premises" backflow prevention devices shall be located within 10 feet behind each water meter.
- vi. DC backflow devices shall be required as "point of use" protection on all water services containing multiple zone irrigation systems.
- vii. Separate sewer and water services shall be required for separate lots.

- viii. Unutilized private sewer laterals on Grandview Lane not utilized for the development shall be properly abandoned as directed by the wastewater collection division.
- ix. Provide utility plans for PPL, Qwest and Avista. Show all pedestals and boxes to be installed (This is to verify utilities can be installed within dedicated City Utility Easements).

- 6. Sign a Developer Installed Agreement for Public Improvements.
- 7. Obtain a demolition permit and remove the accessory structure located in the SW Cloudmont Drive and Lot 8 as reflected on the tentative plan.

**B. The following must occur within 18 months of issuance of the Development Permit and prior to Final Plat approval for Phase I:**

- 1. Substantially complete all construction items related to SW Cloudmont and SW Estates Lane for those areas pertinent to Phase I.
  - a. Secure for any remaining construction items in accordance with City Standards.
  - b. Submit a one year maintenance guarantee.
  - c. Submit as-built drawings of all public improvements or secure for them in accordance with City policy.
  - d. Install a commercial thickness approach for the approaches on the shared driveway access.
- 2. Submit a recorded copy of a Property Line Adjustment between TLs 1600 & 2000.
- 3. Submit a tree revegetation plan in accordance with Section 11.060:
  - a. Location of trees or groups of trees remaining on site post development as related to new lot lines.
  - b. A tree planting plan identifying general locations of where new trees will be planted and include the height, caliper and species of trees recommended to be planted.
  - c. The percentage of tree canopy proposed to be re-established. The calculation shall be based upon the type of trees to be planted and number of trees needed per lot, and shall meet the conditions of tentative plan approval.
  - d. Demonstration of efforts to promote diversity of tree species.

- e. The Tree Re-vegetation Plan shall be recorded along with the final plat/plan.
4. Pay the tree deposit fee in the amount of \$300 for each new lot in Phase I (Section 11.060.2).
5. Separate sewer and water services are required for each lot. Private sewer and water lines shall not cross other lots.
6. Existing private laterals reutilized by the new development shall be TV inspected prior to reuse. All defects discovered during the TV inspection shall be corrected prior to reuse by the new development.
7. If individual lots were graded as part of the grading permit for the subdivision, provide a map of those lots with new building pads and include the dimensions of the area graded.
8. All adjacent streets shall be swept regularly during construction.
9. Street name sign, "stop" sign, and "no parking" signs (if needed) shall be paid for by the developer and installed by the City. All other signs and markings including "sidewalk ends signs", painting curbs at 20 foot setback at intersections for no parking, ten feet of yellow each side of hydrants, and a white stop bar at the stop signs are to be completed by the developer.
10. Power, telephone, cable television and natural gas lines shall be installed underground and within the 10 foot City Utility Easements.
11. Pay all engineering inspection fees due.
12. Submit a letter from the Responsible Engineer stating that he/she supervised the grading and construction for the entire parcel and individual lots and the grading and construction was completed according to approved plans.
13. Properly abandon any existing wells and provide evidence of proper abandonment to the Parks and Community Development Department.
14. All water services on existing public water lines shall be installed by City of Grants Pass Water Distribution Crews. All encroachment fees related to the installation of water services shall be the responsibility of the developer.
15. Complete installation of the public utility services as reflected on the approved utility plans.
16. Provide a copy of any proposed CC&R's & deed restrictions if they are desired by the developer. There are no CC&Rs or deed restrictions required as a condition of this approval.
17. Provide a land division guarantee issued by a title company.

18. Submit a final plat in accordance with Section 17.422 of the City of Grants Pass Development Code. Incorporate any modifications or conditions required as part of tentative approval. A professional land surveyor must survey the subdivision. A plat check by the City Surveyor and payment of appropriate fees is required. Failure to comply with this condition will nullify the approval of the Tentative Plat. Include the following on the plat:
  - a. Dedication of SW Cloudmont Drive and SW Estates Lane to the public (those portions pertinent to Phase I).
  - b. All easements indicated on approved construction plans.
  - c. A ten-foot wide City Utility Easement dedicated to the City of Grants Pass along all necessary street frontages pertinent to Phase I.
  - d. Dedicate the 8 ft. of additional right-of-way for Estates Lane as reflected on the tentative plan.
  - e. Include any necessary drainage and cross access easements.

After all signatures are obtained, the plat must be recorded with the Josephine County Recorder within 30 days. The subdivider shall file one print of the recorded plat with the Parks and Community Development Department. Failure to do so will nullify plat approval.

**C. The following must be accomplished within 36 months of the Planning Commission's Decision and prior to issuance of a Development Permit for Phase II (Lots 11-25). (Note: A Development Permit is required in order to obtain a grading permit.):**

1. Submit a revised tentative showing the following:
  - a. Revised street sections:
    - i. Local Access Standards: 50 ft. row, 5.5 planter strip and 5 ft. sidewalk (Cloudmont Drive and Alderdale Drive).
    - ii. Collector Standards: 60 ft. row, 7.5 planter strip and 6 ft. sidewalk (Estates Lane).
  - b. Reflect a street plug at the north end of SW Alderdale Drive.
2. Provide a letter from the Responsible Engineer who will be supervising the construction of the subdivision. The Responsible Engineer will be required to submit a letter at final plat application verifying that he/she supervised the grading and construction for the entire parcel and individual lots and that the grading and construction was completed according to approved plans.

If the responsible engineer proposes to delegate any of these responsibilities, the arrangement shall be approved in writing by the City Engineering Division prior to issuance of a Development Permit.

3. Submit an NPDES permit from the Department of Environmental Quality. Submit a copy of the approved permit to the Parks and Community Development Department.
4. Submit four (4) copies of civil drawings with appropriate review fees to the City Engineering Division for review and approval:
  - a. Provide a grading plan and receive a grading permit prior to any earthwork. Include the creation of building pads in the grading plan if completed as part of the construction of the subdivision. If building pads are created as part of the grading of the subdivision then a map showing the extent of the grading will be required at the time of final plat.
  - b. Provide an erosion control and dust control plan for the subdivision.
  - c. Include any provisions of the NPDES permit on the construction plans.
  - d. Present engineered construction drawings stamped by a registered Engineer, including plans and profiles if necessary, that detail the following improvements to the City Engineering Division for review and approval.

**Street Improvements:**

- i. Show full street improvements for SW Cloudmont Drive pertinent to Phase II, and SW Alderdale Drive to City standards.
- ii. Show the half-street improvements along Estates Lane to the phasing line of Phase II in accordance with City Standards. Obtain an encroachment permit for work within the right of way.
- iii. Identify Mailbox locations.
- iv. Reflect proposed street lighting in accordance with Section 27.121.16 of the Development Code.
- v. Developer will paint 20' yellow setbacks at the corners and paint white stop bar at stop sign.
- vi. City will install the required street name sign, "stop" sign, and will bill developer for all costs.
- vii. Any other signs will be up to the developer to install.

- viii. Provide storm drain calculations demonstrating that post development run-off does not exceed pre development run-off and that storm drainage does not cross property lines without an easement.

**Utility Plan:**

- ix. Show the extension of an 8" public water main in SW Cloudmont and SW Alderdale Drive.
  - x. Show the extension of an 8" public sewer main in SW Cloudmont, SW Alderdale Drive and the shared driveway access.
  - xi. Show the extension of a 12" public storm water main in SW Cloudmont, SW Alderdale Drive and the shared driveway access.
  - xii. RP backflow devices shall be required as "premises" protection on all water services (new and existing) if GPID or private wells are present.
  - xiii. All "premises" backflow prevention devices shall be located within 10 feet behind each water meter.
  - xiv. DC backflow devices shall be required as "point of use" protection on all water services containing multiple zone irrigation systems.
  - xv. Separate sewer and water services shall be required for separate lots.
  - xvi. Unutilized private sewer laterals on Grandview Lane not utilized for the development shall be properly abandoned as directed by the wastewater collection division.
  - xvii. Provide utility plans for PPL, Qwest and Avista. Show all pedestals and boxes to be installed (This is to verify utilities can be installed within dedicated City Utility Easements).
5. Sign a Developer Installed Agreement for Public Improvements.

**D. The following must occur within 18 months of issuance of the Development Permit for Phase II and prior to Final Plat approval for Phase II:**

- 1. Substantially complete all construction items related to SW Cloudmont Drive, SW Alderdale Drive and SW Estates Lane.
- 2. Secure for any remaining construction items in accordance with City Standards.

- a. Submit a one year maintenance guarantee.
  - b. Submit as-built drawings of all public improvements or secure for them in accordance with City policy.
  - c. Install a commercial thickness approach for the turn-around on SW Alderdale Drive.
3. Submit a tree revegetation plan in accordance with Section 11.060:
    - a. Location of trees or groups of trees remaining on site post development as related to new lot lines.
    - b. A tree planting plan identifying general locations of where new trees will be planted and include the height, caliper and species of trees recommended to be planted.
    - c. The percentage of tree canopy proposed to be re-established. The calculation shall be based upon the type of trees to be planted and number of trees needed per lot, and shall meet the conditions of tentative plan approval.
    - d. Demonstration of efforts to promote diversity of tree species.
    - e. The Tree Re-vegetation Plan shall be recorded along with the final plat/plan.
  4. Pay the tree deposit fee in the amount of \$300 for each new lot in Phase II (Section 11.060.2).
  5. Separate sewer and water services are required for each lot. Private sewer and water lines shall not cross other lots.
  6. Existing private laterals reutilized by the new development shall be TV inspected prior to reuse. All defects discovered during the TV inspection shall be corrected prior to reuse by the new development.
  7. If individual lots were graded as part of the grading permit for the subdivision, provide a map of those lots with new building pads and include the dimensions of the area graded.
  8. All adjacent streets shall be swept regularly during construction.
  9. Street name sign, "stop" sign, and "no parking" signs (if needed) shall be paid for by the developer and installed by the City. All other signs and markings including "sidewalk ends signs", painting curbs at 20 foot setback at intersections for no parking, ten feet of yellow each side of hydrants, and a white stop bar at the stop signs are to be completed by the developer.

10. Power, telephone, cable television and natural gas lines shall be installed underground and within the 10 foot City Utility Easements.
11. Pay all engineering inspection fees due.
12. Submit a letter from the Responsible Engineer stating that he/she supervised the grading and construction for the entire parcel and individual lots and the grading and construction was completed according to approved plans.
13. Properly abandon any existing wells and provide evidence of proper abandonment to the Parks and Community Development Department.
14. All water services on existing public water lines shall be installed by City of Grants Pass Water Distribution Crews. All encroachment fees related to the installation of water services shall be the responsibility of the developer.
15. Complete installation of the public utility services as reflected on the approved utility plans.
16. Provide a copy of any proposed CC&R's & deed restrictions if they are desired by the developer. There are no CC&Rs or deed restrictions required as a condition of this approval.
17. Provide a land division guarantee issued by a title company.
18. Submit a final plat in accordance with Section 17.422 of the City of Grants Pass Development Code. Incorporate any modifications or conditions required as part of tentative approval. A professional land surveyor must survey the subdivision. A plat check by the City Surveyor and payment of appropriate fees is required. Failure to comply with this condition will nullify the approval of the Tentative Plat. Include the following on the plat:
  - a. Dedication of SW Cloudmont Drive, SW Alderdale Drive and SW Estates Lane to the public (those portions pertinent to Phase II).
  - b. All easements indicated on approved construction plans.
  - c. A ten-foot wide City Utility Easement dedicated to the City of Grants Pass along all necessary street frontages pertinent to Phase II.
  - d. Dedicate the 8 ft. of additional right-of-way for Estates Lane as reflected on the tentative plan.
  - e. Include any necessary drainage and cross access easements.
  - f. Dedicate a street plug on the north end of Alderdale Drive.

After all signatures are obtained, the plat must be recorded with the Josephine County Recorder within 30 days. The subdivider shall file one print of the recorded plat with the Parks and Community Development Department. Failure to do so will nullify plat approval.

**E. The following shall be accomplished at the time of development of individual lots in the subdivision:**

**Note:** The following conditions are not all-inclusive and are provided for the information of the applicant.

1. Payment of all System Development Charges due; including, but not limited to, water, storm, sewer, parks and transportation.
  - a. Development of lots shall be in accordance with solar standards.
  - b. Each lot shall have separate utility services.
  - c. All utilities shall be placed underground.
  - d. Comply with the Uniform Fire and Building Codes.
  - e. Install landscaping in accordance with the approved landscape plan (Sections 11.041 ~ Tree Canopy and 23.031 ~ Residential Front Yard).
  - f. Submit lot drainage plans for approval on all building plans.
  - g. Significant size trees shall be retained and protected out to the drip line, in accordance with the tree protection plan and pursuant to Section 11.050.
  - h. Tree refund in the amount of \$300 per lot is available within one (1) year of final inspection and submittal of a valid receipt meeting or exceeding that amount of trees only.
  - i. Developed or undeveloped building lots will need to be maintained for weed and grass control throughout the year.
  - j. Provide addresses visible from the public right-of-way.
  - k. Gravel driveway approaches and other erosion and track out control measures shall be in place during construction of individual lots.
  - l. Prior to occupancy, driveways and parking and maneuvering areas shall be paved in accordance with the requirements of the Development Code.

**XI. FINDINGS APPROVED BY THE URBAN AREA PLANNING COMMISSION** this  
13th day of July, 2016.

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Gerard Fitzgerald, Chair



**CITY OF GRANTS PASS  
PARKS & COMMUNITY DEVELOPMENT DEPARTMENT**

**HAMPTON INN & SUITES  
MAJOR SITE PLAN & MAJOR VARIANCE  
FINDINGS OF FACT**

<b>Procedure Type:</b>	Type III: Urban Area Planning Commission Decision
<b>Project Number:</b>	201-00118-16 & 301-00102-16
<b>Project Type:</b>	Major Site Plan Review and Major Variance
<b>Owner:</b>	Morgan Lodging LLC
<b>Applicant:</b>	Straus & Seibert Architects LLP
<b>Property Address:</b>	110 NE Morgan Lane
<b>Map and Tax Lot:</b>	36-05-05-CD, TL 302
<b>Zoning:</b>	General Commercial (GC) ~ City
<b>Size:</b>	2.54 acres
<b>Planner Assigned:</b>	Justin Gindlesperger
<b>Application Received:</b>	May 11, 2016
<b>Application Complete:</b>	May 13, 2016
<b>Date of Staff Report:</b>	June 15, 2016
<b>Date of Hearing:</b>	June 22, 2016
<b>Date of Findings:</b>	July 13, 2016
<b>120-Day Deadline:</b>	September 10, 2016

Note: ~~Strikeout Text~~ indicates text that was deleted. *Italic Text* indicates text that was added.

**I. PROPOSAL:**

The application is for a Major Site Plan Review for construction of a new four (4) story, 101-room hotel on a 2.54 acre lot, located at 110 NE Morgan Lane in the General Commercial zoning district. The applicant has elected the Standard Review procedure for compliance with the Commercial Design Standards of Article 20 of the *City of Grants Pass Development Code (GPDC)*. The applicant's narrative, site plan and building elevations are attached.

In conjunction with the application for the Major Site Plan Review, the applicant has applied for a Major Variance to the following standards:

Variance # 1 ~ Building Height (Section 12.254(1)): A variance request to exceed the 35-foot building height allowed in the GC zone by twenty ~~two~~ (20 22-feet) for a total building height of 55 57-feet.

Variance # 2 ~ Internal Driveways (Section 27.121(11)): A variance request to the internal access requirements for driveways connecting parking lots on abutting properties.

**II. AUTHORITY & CRITERIA:**

Section 2.050, Schedule 2-1, Section 6.050, Section 12.027, Schedule 12-2, and Section 20.210 of the *GPDC*, authorize the Urban Area Planning Commission to consider the request and make a decision to approve, approve with conditions, or deny. The decision must be based on the criteria contained in Sections 6.060 and 19.052 of the *GPDC*.

**III. APPEAL PROCEDURE:**

Section 10.050, City of Grants Pass Development Code, provides for an appeal of the Planning Commission’s decision to the City Council. An appeal must be filed with the Director within twelve calendar days of the Urban Area Planning Commission’s oral decision. A statement of grounds to the appeal must be filed with the Director within seven (7) calendar days of the Planning Commission’s written decision.

**IV. PROCEDURE:**

- A. An application for a Major Site Plan Review and Major Variance was submitted on May 11, 2016. The application was processed in accordance with Section 2.050 of the Development Code.
- B. Public notice of the June 22, 2016 hearing was mailed on June 1, 2016, in accordance with Section 2.053 of the Development Code.
- C. A public hearing was held on June 22, 2016 and the Planning Commission voted 4-1 to approve the Major Site Plan Review and Major Variance request with the conditions in the Staff Report.

**V. SUMMARY OF EVIDENCE:**

- A. The basic facts and criteria regarding this application are contained in the Staff Report is attached as Exhibit “A” and incorporated herein.
- B. The minutes of the public hearing held by the Urban Area Planning Commission on June 22, 2016, attached as Exhibit “B”, summarize the oral testimony presented and are hereby incorporated herein.
- C. The PowerPoint Presentation given by staff is attached as Exhibit “C” and incorporated herein.

**VI. GENERAL FINDINGS OF FACT:**

**A. Characteristics of the Property:**

- 1. Land Use Designation:
  - a. Comprehensive Plan: General Commercial
  - b. Zone District: GC
  - c. Special Purpose District: Grants Pass Irrigation District
- 2. Size: 2.54 acres

- |     |                            |   |
|-----|----------------------------|---|
| 3.  | Frontage:                  | NE Morgan Lane; NE 6 <sup>th</sup> & 7 <sup>th</sup> Streets; & Interstate 5      |
| 4.  | Access:                    | NE Morgan Lane  |
| 5.  | Existing Public Utilities: |   |
|     | a. Water:                  | 12-inch in NE 6 <sup>th</sup> Street and NE Morgan Lane;                          |
|     | b. Sewer:                  | 8-inch in NE 6 <sup>th</sup> Street and NE Morgan Lane;                           |
|     | c. Storm:                  | 12-inch main in Morgan Lane and 36-inch cross drain in NE 6 <sup>th</sup> Street. |
| 6.  | Proposed Public Utilities: | None proposed   |
| 7.  | Topography:                | Relatively flat   |
| 8.  | Natural Hazards:           | None identified   |
| 9.  | Natural Resources:         | None identified   |
| 10. | Existing Land Use:         |   |
|     | a. Subject Parcel:         | Commercial  |
|     | b. Surrounding:            | General Commercial  |

**B. General Discussion:**

**Major Site Plan Review**

The application is for a Major Site Plan Review to construct a new 63,600 square foot, four (4) story, 101 room hotel on a 2.54 acre lot, located at 110 NE Morgan Lane in the General Commercial zoning district. On site improvements include the proposed hotel, parking and landscape areas.

The property is located along NE Morgan Lane between NE 6<sup>th</sup> Street and NE 7<sup>th</sup> Street near the interchange for Interstate 5. Access to the property is from a single access approach along NE Morgan Street, with additional frontage along NE 6<sup>th</sup> Street, NE 7<sup>th</sup> Street and Interstate 5. A traffic impact analysis (TIA) was not required since the proposed hotel results in a net decrease in traffic compared to the previous use on the site. The City's traffic consultant and the Oregon Department of Transportation have commented there are no conflicts with the application at this time and no traffic mitigation required for the proposed development (see **Exhibits 6 & 7**).

The application is also subject to meeting the commercial design standards of Article 20. The applicant has elected the standard architectural review procedure. As conditioned below, the application will be in compliance with the requirements of Article 20.

**Variance**

The application includes two variance requests due to the design of the building and unique circumstances facing the property. The first variance is for overall building height

(Section 12.254(1)). The applicant is requesting a variance to exceed the 35-ft. maximum building height by twenty *two* (20 22) feet for a total building height of fifty-five *fifty-seven* (55 57) feet. The natural topography combined with the interchange design results in a dramatic grade change. Despite the location of the property and the frontage along three (3) sides, the property does not provide major exposure for the use.

The applicant is also requesting a variance from the requirements for driveways connecting parking lots on abutting properties. Section 27.121(11) requires internal access ways between abutting parking lots along arterial streets to preserve capacity along the street. The applicants were not required to provide a TIA due to a projected net decrease in traffic compared to the previous use on the site. The proposed hotel should not negatively affect the capacity along NE Morgan Lane.

## VII. FINDINGS IN CONFORMANCE WITH APPLICABLE CRITERIA:

### A. Major Variance:

**Section 6.060 of the Development Code states that previously granted variances shall not be considered to have established a precedent. The review body shall approve, approve with conditions, or deny the application. No variance shall be granted unless the review body finds that all of the applicable criteria under (A) and (B) have been satisfied.**

**(A) Qualifying Condition.** The applicant shall demonstrate that the following elements are present to qualify for a variance.

**Criterion (1) Unique Physical Constraint or Characteristic.** The applicant has clearly described the nature of a unique physical constraint or characteristic of the property to which the variance application is related. The constraint is related to the particular property for which the variance is sought, regardless of the owner, and it does not related to other property or personal conditions of the owner or applicant, such as personal financial circumstances or inconvenience. Either:

- (a) The property has unique physical constraints or characteristics peculiar to the land involved, over which the applicant has no control, such as lot size or shape, topography, natural features, or other physical conditions on the site or in the immediate vicinity, which are not typical of other lands in the same zoning district subject to the same regulations; or
- (b) The property has existing development, conforming or nonconforming, located such that it poses unique constraints to the further development of the property in full compliance with the standards of this Code.

**Planning Commission Response: Satisfied with conditions.**

- Variance # 1 ~ Building Height (Section 12.254(1)). The constraints are due to natural topography and the design of the interchange that creates a lot with multiple frontages but low visibility from the public rights-of-way. The General Commercial zoning district requires a ten (10) foot front and exterior yard setback along a public right-of-way. The variance to the

height standards is necessary to provide relief from the property constraints and enable on-site parking and circulation.

- Variance #2 ~ Internal Driveways (Section 27.121(11)). The constraints are due to the existing configuration of the subject property and the adjacent properties. The properties currently have individual access along NE Morgan Lane. The proposed development is not projected to reduce capacity along NE Morgan Lane and the variance is to prevent unrelated traffic from the adjacent uses onto the subject property.

**Criterion (2) Self-Created Constraint.** If the review body finds the unique constraint described in Subsection (1) was self-created, the property shall only qualify for a variance if the review body determines that the self-created constraint can no longer be reasonably eliminated or reversed, or that it is in the public interest to grant a variance rather than require the owner to eliminate the self-created constraint. A situation shall be considered self-created if:

- (a) A current or previous owner created the unique physical constraint or characteristic by dividing, reconfiguring, or physically altering the property in a manner such that it could only be subsequently developed, or further developed, by obtaining a variance to the regulations in effect at the time of alternation; and
- (b) At the time the current owner altered or acquired the property, he could have known that, as a result of the deliberate alteration, the property could only be developed, or further developed, by obtaining a variance.

**Planning Commission Response: Satisfied with conditions.** The situation cannot be reasonably eliminated, and it is in the public's best interest to grant the variance requests.

- Variance # 1 ~ Building Height (Section 12.254(1)). As discussed above, the constraints on the property are due to the multiple frontages and design of the interchange. The variance is requested to provide relief from the property constraints and allow a taller building with a smaller footprint, and provide adequate area on site for parking and circulation.
- Variance # 2 ~ Internal Driveways (Section 27.121(11)). The constraint described in Subsection (1) was not self-created. The existing development pattern along NE Morgan Lane necessitate the variance.

**Criterion (3) Need for Variance.** The applicant has demonstrated that a variance is necessary to overcome at least one of the following situations:

- (a) Allow Reasonable Use of an Existing Property. Due to the unique physical constraint or characteristic of an existing lot or parcel, strict application of the provisions of the Development Code would create a hardship by depriving the owner of the rights commonly enjoyed by other properties in the same zoning district subject to the same regulation. The variance is necessary for preservation of a property right of the owner, substantially the same as is possessed by owners of other property in the same district.

**Planning Commission Response: Satisfied with conditions.**

- Variance #1 ~ Building Height (Section 12.054(1)). By granting the variance request, the site may be developed to incorporate grade changes gradually and provide adequate area for on-site circulation and parking by permitting a taller building with a smaller footprint.
  - Variance #2 ~ Internal Driveways (Section 27.121(11)). Strict application of the standard would cause on-site circulation to deteriorate on the subject property. The timing for peak use for the adjacent properties, for existing and proposed development, corresponds with peak use timing for the subject property. The variance will help alleviate traffic conflicts on NE Morgan Lane.
- (b) Better Achieve Public Purpose for Development, Division, or Adjustment of Lots and Parcels. There need not be a hardship to the owner to qualify for a variance under this Subsection. Due to the unique physical constraint or circumstance, the variance is necessary to better achieve the public purposes of the Comprehensive Plan and Development Code, with minimum deviation from standards. The variance will allow preservation of scenic, natural, or historic resources or features; allow a lot arrangement that represents a more efficient use of land; avoid odd shaped lots or flag lots; or alleviate other unique physical conditions to better achieve public purposes.

**Planning Commission Response: Satisfied with conditions.**

- Variance # 1 ~ Building Height (Section 12.254(1)). Granting approval of the variance for the increase in height allows the applicant to overcome the physical constraints of the property by providing a taller building with a smaller footprint that incorporates appropriate on-site circulation.
  - Variance #2 ~ Internal Driveways (Section 27.121(11)). The property has an existing flag access from NE Morgan and the proposed development is set back from the right-of-way. As noted above, the requirement to provide internal access to the adjacent properties would cause the circulation on the subject property to deteriorate. The proposed variance provides a more efficient use of the flag access.
- (c) Allow Flexibility for Expansion of Existing Development. The location of existing development on the property poses a unique constraint to expansion in full compliance with the Code. The variance is needed for new construction and site improvements in order to provide for efficient use of the land or avoid demolition of existing development, where the public purpose can be substantially furthered in alternate ways with minimal deviation from standards.

**Planning Commission Response: Not Applicable.** The site will be completely redeveloped.

**Criterion (4) No Other Reasonable Alternative.** Reasonable alternatives to comply with the provisions of the Development Code have been exhausted. No reasonable alternatives have been identified that would accomplish the same purpose in accordance with the Code without the need for a variance. If applicable, the applicant shall, at a minimum, demonstrate that the following are not reasonable alternatives instead of the requested variance:

- (a) Lot line adjustment.
- (b) Modified setback option, pursuant to Section 22.200.
- (c) Alternate solar standards, pursuant to Section 22.623.

**Planning Commission Response: Not applicable.**

- Variance # 1 ~ Building Height. (Section 12.254(1)). None of the three alternatives would provide a viable option to relieve the need for the variance.
- Variance # 2 ~ Internal Driveways (Section 27.121(11)). The applicants are proposing a property line adjustment with the adjacent property to the East to improve on site circulation of that property. None of the three alternatives provide a viable option to relieve the need for the variance on the subject property.

**(B) Result of Relief.** If the review body finds the proposal for a variance based on the criteria in Subsection (A) above, the review body shall only approve the proposal if it finds the specific proposal is consistent with the following criteria.

**Criterion (5) Best Alternative.** When a variance is needed for a purpose identified in Subsection (3) above, the proposed variance shall be the best alternative to achieve the purpose compared with variances to other standards that could accomplish the same purpose. The best alternative will be the most consistent with the overall purpose of the Comprehensive Plan and Development Code, with the least impact to other properties and the public interest. Impacts to public facilities, substantial natural features, and natural systems shall be presumed to have broader public impact than localized impacts on nearby properties.

**Planning Commission Response: Satisfied with conditions.**

- Variance # 1 ~ Building Height (Section 12.254(1)). Approval of the variance is the best alternative to meet the overall purpose of the Comprehensive Plan and the Development Code. As described above, the height variance will allow the site to incorporate grade changes gradually. The smaller footprint of a taller building also incorporates circulation and pedestrian requirements from the parking area to the building.
- Variance # 2 ~ Internal Driveways (Section 27.121(11)). Granting of the variance is the best alternative and will be the most consistent with the overall purpose of the Comprehensive Plan and Development Code. The

proposed development is projected to decrease traffic compared to the previous uses.

**Criterion (6) Minimum Deviation.** Adherence to the standards of this Code shall be maintained to the greatest extent that is reasonably possible while accomplishing the purpose in Subsection (3). The deviation from standards shall be the minimum necessary to accomplish the purpose, and shall not convey a special right to the property that is not available to properties in the same zoning district subject to the same regulation.

**Planning Commission Response: Satisfied with conditions.**

- Variance # 1~ Building Height (Section 12.254(1)). The variance to the height limitation provides a reasonable use of the property and allows the site design to incorporate efficient and safe circulation and pedestrian access to the building. The variance is the minimum required for a four (4) story building.
- Variance #2 ~ Internal Driveways (Section 27.121(8)). The variance to connecting the parking lots on abutting properties is the minimum required and allows the safe circulation and access to the property.

**Criterion (7) No Hazard.** The proposal shall not pose a public safety hazard such as a visual obstruction or traffic hazard, and shall not obstruct pedestrian or vehicular movement or impede emergency access.

**Planning Commission Response: Satisfied.**

- Variance # 1 ~ Building Height (Section 12.254(1)). The variance to the building height will not pose a public hazard. Comments provided by Joe Hyatt, Fire Marshall, indicate that the additional height of the structure would not prohibit fire safety personnel from responding during an emergency.
- Variance # 2 ~ Internal Driveways (Section 27.121(11)). The variance to the requirement for connecting parking lots on abutting properties will not pose a public hazard. The proposed hotel is projected to decrease traffic compared to the previous use of the property. Comments by the City's traffic consultant and ODOT reflect that there should be no conflicts to the travelling public due to the lack of connection.

**Criterion (8) Plan and Ordinance Consistency.** The proposal shall not adversely affect implementation of the Comprehensive Plan, and shall not be materially detrimental or injurious to the purposes of the Comprehensive Plan or Development Code; other applicable plans, policies, or standards; or other properties in the same district or vicinity.

**Planning Commission Response: Satisfied with Conditions.**

- Variance # 1 ~ Building Height (Section 12.254(1)). The proposal is consistent with the plans and policies in place and does not adversely

affect implementation of the Comprehensive Plan. The variance request is within the Code guidelines and appropriate for the development.

- Variance # 2 ~ Internal Driveways (Section 27.121(11)). Granting of the variance will not adversely affect implementation of the Comprehensive Plan or the Development Code.

**Criterion (9) Mitigate Adverse Impacts.** Adverse impacts shall be avoided where possible and mitigated to the extent practical. If a variance is not necessary to preserve a property right, or if the unique constraint in Subsection (1) was self-created, adverse impacts may be grounds for denial.

**Planning Commission Response: Satisfied with conditions.**

- Variance # 1 ~ Building Height (Section 12.254(1)). Allowing the variance requests will not create adverse impacts. The proposed development will not adversely impact nearby property owners or deprive them of the use of their property.
- Variance #2 ~ Internal Driveways (Section 27.121(11)). Granting of the variance will not adversely impact surrounding properties or the public. As reflected on the site plan, the building will be meet based development standards/setbacks and adequate landscaping and pedestrian access is provided.

**Criterion (10) No Significant Increase in Residential Density.** For development of an existing lot, if the variance is for a reduction to lot area, it shall not result in a significant increase in density. For a land division, the variance shall not result in an increase in density over that permitted by the zoning district, except that when a lot is reduced in size due to dedication of right-of-way, minimum lot area may be reduced by fifty square feet or less.

**Planning Commission Response: Not Applicable.** The variance requests do not pertain to residential density.

**Criterion (11) Recommendation of City Engineer.** The review body shall consider a written recommendation of the City Engineer when the variance is any of the following standards:

- (a) A street, access, or utility development standard in Article 27 or 28 of the Code.
- (b) The Flood Hazard or Slope Hazard provisions in Article 13 of this Code.
- (c) To allow encroachment into existing or planned right-of-way or public utility easement. When a variance is authorized to allow encroachment into a right-of-way, the owner shall sign a right-of-way use agreement that specifies the terms and conditions under which the right-of-way may be utilized.

**Planning Commission Response: Satisfied.** The City's traffic consultant and ODOT have commented that the lack of connection between the subject property and the adjacent properties will not adversely affect traffic on NE Morgan Lane.

**Criterion (12) Additional Criteria.** Variances from the street standards in Article 27 of this Code shall meet the additional criteria of 27.121(11)(h)(4) General Design Standards, 27.122(5) Connectivity Standards, and 27.123(15) Street Section Design Standards.

**Planning Commission Response: Not applicable.** The requested variances do not pertain to the standards noted above. The property is located along an arterial street, but only has a single access approach, pursuant to Section 27.121(11)(h)(4). The requested variances are not to the block length standards (Section 27.122(5)) or the street section design standards (Section 27.123(15)).

**B. Major Site Plan Review**

**Section 19.052 of the City of Grants Pass Development Code states that the review body shall approve, approve with conditions, or deny the request based upon the following criteria:**

**Criterion (1):** Complies with applicable development standards: Base standards of zoning district, special development standards, residential development standards, or standards as previously approved under the provisions of an optional development plan or other approved permit.

**Planning Commission Response: Satisfied with Conditions.** The subject parcel is approximately 2.54 acres in the General Commercial zoning district. Subject to the approval for the variance requests to building height, zone buffer and internal parking connectivity the proposed development will comply with the current standards of the General Commercial zone.

The proposal is also subject to meeting the commercial design standards of Article 20 of the Development Code. The applicant has submitted elevations for the proposed buildings. As conditioned below, the applicant shall revise the building elevation drawings to reflect the proper treatment of walls with windows and glass doors for at least 25% of the width of the building elevation, for the north and south elevations. The building elevation shall contain windows at least three (3) feet tall, including the area between three (3) and six (6) feet above the ground.

**Criterion (2):** Complies with applicable elements of the Comprehensive Plan, including: Traffic Plan, Water Plan, Sewer Plan, Storm Drainage Plan, Bicycle Plan, and Park Plan.

**Planning Commission Response: Satisfied with Conditions.**

**Traffic Plan:** Access to the subject parcel will be provided by a single approach on NE Morgan Lane, with additional frontage along NE 6<sup>th</sup> Street, NE 7<sup>th</sup> Street and Interstate 5. A traffic impact analysis (TIA) was not required since the proposed hotel results in a net decrease in traffic compared to the previous use on the site. The City's traffic consultant and the Oregon Department of Transportation have commented there are no conflicts with the application at this time and no traffic mitigation required for the proposed development.

**Water Plan:** The subject parcel is currently served by existing water mains in NE Morgan Lane and NE 6<sup>th</sup> Street. The development will be required to meet utility standards for new water connections to serve the project, to include the installation of RP and DC backflow devices for protection of all domestic water services. Any “on-site” public fire lines and fire hydrants must be located within a 20-ft. unobstructed and drivable public water easement. If private fire sprinkler systems are utilized, each fire sprinkler system shall be protected with a DC backflow device with a detector meter. If anti-freeze agents are utilized within the private sprinkler system, an RP backflow device shall be required in place of the DC backflow assembly.

As conditioned below, the applicant is required to provide documentation of a ten (10) foot City Utility Easement (CUE) along all street frontages.

**Sewer Plan:** The existing site is currently serviced by an 8-inch sewer lines located in NE Morgan Lane and NE 6<sup>th</sup> Street. As conditioned below, unutilized private sewer laterals shall be properly abandoned using trenchless methods within the public mainline by the City of Grants Pass Wastewater Collection Division.

In addition, a grease trap or grease interceptor is required on all food service facilities per the Oregon Plumbing Code

**Storm Drain Plan:** As a condition of approval, the applicant is required to submit storm drainage calculations to the Engineering Division as part of the civil engineering submittals.

**Bicycle Plan:** There are no bicycle facilities along the frontage of the property. No new bicycle facilities are required at this time. The applicant may be required to participate in a Reimbursement District at a later date when the bicycle facilities are installed along NW Morgan Lane.

**Park Plan:** The subject property is not listed as park land in the Parks and Recreation Master Plan.

**Criterion (3):** Complies with all other applicable provisions of this Code, including off-street parking, landscaping, buffering and screening, signage, environmental standards, and Special Purpose District standards.

**Planning Commission Response: Satisfied with Conditions.**

**Off-street parking:** The proposal meets the required number of spaces, pursuant to Section 25.042. The site plan reflects a total of 107 parking spaces on site. Hotel uses require 0.75 space for every room, which would require 76 spaces for the proposed use.

The applicant is required to provide one (1) Type-3 bicycle parking space for every 10,000 sq.ft. of building space in accordance with Section 25.064, Schedule 25-2. The floor area of the hotel requires seven (7) bicycle parking spaces. Fifty (50) percent of Type-3 bicycle parking spaces must be covered,

exclusive of the first two. Covered bicycle parking spaces may be located within a structure, but signage must be provided directing users to the spaces. As conditioned below, the site plan shall reflect the required number of bicycle parking spaces on site.

**Landscaping:** The site does not contain adequate existing landscaping. As conditioned below, the applicant is required to provide a landscape and irrigation plan, pursuant to the requirements for commercial development in Section 23.032 and parking lot landscaping requirements in Section 23.035, including the following:

- a. A ten (10) foot landscaped front/exterior yard, including minimum landscape requirements per 1,000 square feet of required front or exterior yard, pursuant to Section 23.032:

NE Morgan Lane:

**Note:** Landscape requirements are reduced due to the construction of a 25-foot wide commercial access approach.

- i. Two (2) 8-foot, 1.5 caliper trees. Select trees from street tree list and plant within 10-feet of the right-of-way.
- ii. Eight (8) 1-gallon shrubs or accent plants;
- iii. Remaining area treated with attractive living ground cover.

NE 6<sup>th</sup> Street:

- i. Fourteen (6) 8-foot, 1.5 caliper trees. Select trees from street tree list and plant within 10-feet of the right-of-way.
- ii. Twenty-four (24) 5-gallon shrubs.
- iii. Forty-seven (47) 1-gallon shrubs or accent plants;
- iv. Remaining area treated with attractive living ground cover.

Interstate 5:

- i. Twelve (12) 8-foot, 1.5 caliper trees. Select trees from street tree list and plant within 10-feet of the right-of-way.
- ii. Twenty (20) 5-gallon shrubs.
- iii. Thirty-nine (39) 1-gallon shrubs or accent plants.
- iv. Remaining area treated with attractive living ground cover.

- b. Parking lot landscaping, pursuant to Section 23.035:

- i. Three (3) foot buffer between the parking area and adjacent properties, including an 18-inch hedge for screening;
  - ii. Landscaped end islands at the end of parking rows;
  - iii. Parking lot trees so there are no more than five (5) parking spaces between any parking space and a tree.
- c. Landscape beds or planters at least five (5) feet deep adjacent to a building where the building does not abut a landscaped yard or public sidewalk, pursuant to Section 23.035(4).

**Buffering and Screening:** The property is zoned General Commercial and will be commercially developed. Development subject to the commercial design standards of Article 20 shall also provide screening for refuse containers and mechanical equipment. As conditioned below, the applicants shall provide details of the trash enclosure screening and details of the mechanical equipment screening, pursuant to Section 23.036(4).

**Signage:** No new signs are currently proposed by the applicant. Signs are reviewed under a separate application and are not part of this application.

**Environmental Standards:** No environmental constraints appear to exist on the subject parcel.

**Special Purpose District Standards:** The property is located within the Grants Pass Irrigation District (GPID). GPID stated that the District had no comments at this time.

**Commercial Design Standards:** The proposed structure is subject to the commercial design standards and requirements of Article 20. As conditioned below, the proposed building elevations will comply with the architectural design requirements.

**Criterion (4):** Potential land use conflicts have been mitigated through specific conditions of development.

**Planning Commission's Response: Satisfied.** No land use conflicts have been identified. Any conflicts identified will be mitigated through conditions of approval.

**Criterion (5):** Adequate basic urban services are available, or can be made available by the applicant as part of a proposed development, or are scheduled by the City Capital Improvement Plan.

**Planning Commission Response: Satisfied with conditions.** The site is currently served by City utilities. As conditioned below, new connections will be required to meet current standards.

**Criterion (6):** Provision of public facilities and services to the site will not cause service delivery shortages to existing development.

**Planning Commission Response: Satisfied.** As noted in 5 above, City utility services are available to the property and the proposed development will not affect utility services for any of the adjacent parcels.

**Criterion (7):** To the extent possible, identified significant resources, such as intermittent and perennial creeks, stands of pine, fir, and oak trees, wildlife habitats, historic sites, and prominent land features have been preserved and designed into the project. Alternatives shall be considered and the proposal shall represent the most effective design to preserve these resources.

**Planning Commission Response: Not applicable.** No natural features or significant resources have been identified on this site that would require special attention or preservation.

**Criterion (8):** The characteristics of existing adjacent development have been determined and considered in the development of the site plan. At a minimum, special design consideration shall be given to:

- a) Areas of land use conflicts, such as more restrictive use adjacent or across the street from proposal. Mitigate by orienting business operations away from use, additional setbacks, screening/buffering, landscaping, directing traffic away from use.
- b) Setbacks. Where existing buildings are setback deeper than required by Code, new setbacks to be compatible.
- c) Building Size and Design. Existing surrounding architecture and building size to be considered to insure compatible scale and balance to the area.
- d) Signs. New signs shall not block primary view to existing signs, and shall be sized consistent with Code or existing signs, whichever is less.
- e) Lighting. Exterior lighting shall not impact adjacent development or traveling motorists.

**Planning Commission Response: Satisfied with Conditions.**

- a) The development will not cause a new land use conflict. Any conflicts identified will be mitigated through the conditions of approval.
- b) The proposed structure will meet the minimum setback requirements for the General Commercial zoning district.
- c) The application is also subject to meeting the commercial design standards of Article 20. As conditioned below, the application will be in compliance with the requirements of Article 20.
- d) No new signs are being reviewed under this application.
- e) Lighting will not glare on adjacent development or the travelling public.

**Criterion (9):** Traffic conflicts and hazards are minimized on and off site, as provided in Article 27.

**Planning Commission Response: Satisfied.** Access to the subject parcel will be provided by a single approach on NE Morgan Lane, with additional frontage along NE 6<sup>th</sup> Street, NE 7<sup>th</sup> Street and Interstate 5. A traffic impact analysis (TIA) was not required since the proposed hotel results in a net decrease in traffic compared to the previous use on the site. The City's traffic consultant and the Oregon Department of Transportation have commented there are no conflicts with the application at this time and no traffic mitigation required for the proposed development.

**Criterion (10):** If phased development, each phase contains adequate provisions of services, facilities, access, off-street parking, and landscaping.

**Planning Commission Response: Not applicable.** The request does not include phased development.

**Criterion (11):** There are adequate provisions for maintenance of open space and other common areas.

**Planning Commission Response: Not applicable.** There is no open space or common areas proposed as part of this application.

**Criterion (12):** Internal circulation is accommodated for commercial, institutional and office park uses with walkways and bikeways as provided in Article 27.

**Planning Commission Response: Satisfied with conditions.** The property is served by sidewalks along NE Morgan Lane. The site plan depicts pedestrian access to the building from the NE Morgan Lane right-of-way. Pursuant to Section 27.321, and as conditioned below, the applicant will be required to provide pedestrian access to connect to potential walkways on adjoining properties. *No additional pedestrian facilities are required at this time.*

**Criterion (13):** If the property contains existing nonconforming use or development to remain, the application and the Review Body's decision shall also be consistent with the provisions of Article 15, including any additional standards, relief from the Code, or conditions imposed.

**Planning Commission Response: Not applicable.** Granting of the Variance requests for the development will not create nonconforming conditions. Section 15.110 states that a development lawful by reason of a Variance shall not be considered a nonconforming use or development. Such development shall be subject to all provisions of Article 6, Variance Procedures.

## VIII. DECISION AND SUMMARY:

1. The Planning Commission ***APPROVED*** the request for Major Variance to the building height requirements in Section 12.254(1) with the following conditions. The vote was 4-1 in favor with Commissioners Fitzgerald, Coulter, McIntire and McVay in favor and Commissioner Wiegand opposed. Commissioners Arthur, Kellenbeck, and MacMillan were absent.

2. The Planning Commission **APPROVED** the Major Variance to the internal driveway requirements in Section 27.121(8) with the following conditions. The vote was 4-1 with Commissioners Fitzgerald, Coulter, McIntire and McVay in favor and Commissioner Wiegand opposed. Commissioners Arthur, Kellenbeck, and MacMillan were absent.
3. The Planning Commission **APPROVED** the Major Site Plan Review with the following conditions. The vote was 4-1 with Commissioners Fitzgerald, Coulter, McIntire and McVay in favor and Commissioner Wiegand opposed. Commissioners Arthur, Kellenbeck, and MacMillan were absent.

**Conditions of Approval:**

**A. The following shall be accomplished within eighteen months of the date this report is signed and prior to issuance of a Development Permit for Phase I. Otherwise, the approval shall expire. Extension of the Site Plan Review approval is permitted pursuant to Section 3.077(2) of the Development Code. Extension of the Development Permit is permitted pursuant to Section 3.093(2) of the Development Code. (NOTE: A development permit is required prior to commencement of construction).**

1. Submit a revised site plan for approval. The plan must display the following information:
  - a. Ten (10) foot CUE along all street frontages, including NE 6<sup>th</sup> Street, NE 7<sup>th</sup> Street and NE Morgan Lane.
  - b. Revised architectural drawings for the proposed building that reflect the following:
    - i. Reflect the location of the mechanical equipment and screening in conformance with Figure 23-6.
    - ii. Reflect the proper treatment of walls with windows and glass doors for at least 25% of the width of the building elevation, for the north and south elevations, pursuant to Section 20.410.
  - ~~c. Pedestrian access to adjacent properties.~~
  - d. Detail of trash enclosures.
  - e. Reflect 24-hour unobstructed and drivable access to any proposed public fire lines/hydrants.
  - f. Reflect the location of the seven (7) Type 3 bicycle parking spaces.
2. Landscaping and irrigation plans in accordance with Section 23.032, Commercial Front and Exterior Yards, and Section 23.035, Parking Lot

Landscaping. The approved plant materials installed in the area between the curb and sidewalk may be used in meeting the landscaping requirements for the front yard. The revised landscape plan should include the following:

- a. A ten (10) foot landscaped front/exterior yard, including minimum landscape requirements per 1,000 square feet of required front or exterior yard, pursuant to Section 23.032:

NE Morgan Lane:

Note: Landscape requirements are reduced due to the construction of a 25-wide commercial access approach.

- i. Two (2) 8-foot trees, 1.5-inch caliper. Select trees from street tree list and plant within 10-feet of right-of-way.
- ii. Eight (8) ten 1-gallon shrubs or accent plans;
- iii. Remaining area treated with attractive living ground cover.

NE 6<sup>th</sup> Street:

- i. Fourteen (14) 8-foot trees, 1.5-inch caliper. Select trees from street tree list and plant within 10-feet of right-of-way.
- ii. Twenty-four (24) 5-gallon shrubs.
- iii. Forty-seven (47) 1-gallon shrubs or accent plans;
- iv. Remaining area treated with attractive living ground cover.

Interstate 5:

- i. Twelve (12) 8-foot trees, 1.5-inch caliper. Select trees from street tree list and plant within 10-feet of right-of-way.
- ii. Twenty (20) 5-gallon shrubs.
- iii. Thirty-nine (39) 1-gallon shrubs or accent plans;
- iv. Remaining area treated with attractive living ground cover.

- b. Parking lot landscaping, pursuant to Section 23.035:

- i. Three (3) foot buffer between the parking area and adjacent properties, including an 18-inch hedge for screening;

- ii. Landscaped end islands at the end of parking rows;
    - iii. Parking lot trees so there are no more than five (5) parking spaces between any parking space and a tree.
  - c. Landscape beds or planters at least five (5) feet deep adjacent to a building where the building does not abut a landscaped yard or public sidewalk, pursuant to Section 23.035(4).
  - d. Location of backflow devices as “point of use” protection on all water services containing multiple zone irrigation systems.
  - e. Location of connection to the public water main and location of stub-outs to separate landscape areas.
  - f. Identification of the type of irrigation system to be used, location of irrigation lines, and coverage to be achieved.
  - g. An accompanying letter from the designer of the landscape plan stating that the design of the proposed irrigation system can provide irrigation sufficient for the health and survival of the tree and plan species specified in the landscape plan.
3. Submit draft documentation (including legal description and maps) of the 10-foot CUE along NE Morgan Street and NE 6<sup>th</sup> Street to the City of Grants Pass, Engineering Division.
  4. Obtain a valid ODOT Miscellaneous Permit for any work within the State Highway right-of-way.
  5. Provide four (4) copies of the following to the City Engineering Division for review and approval with appropriate fees:
    - a. An engineered drainage plan, including detention calculations and detention plan with details for drainage swales and detention basins.
    - b. A grading plan, if applicable. **Note:** A grading permit is required prior to any grading on site.
    - c. An erosion and dust control plan. **Note:** An NPDES permit is required prior to construction for areas greater than 1-acre.
    - d. A detailed Utility Plan reflecting the following, as required by Public Works:
      - i. Show the location of water and sewer laterals serving the facility.
      - ii. Show the location of any existing laterals to be properly abandoned.

- iii. Show the location of a grease trap or grease interceptor if food services are provided on site.
- iv. RP backflow device shall be required on all water services as “premises” protection.
- v. DC backflow devices shall be required as “point of use” protection on all water services containing multiple zone irrigation systems.
- vi. A separate irrigation service is recommended. Future splitting of the domestic water service for irrigation shall not be permitted.
- vii. The location of public water meters. All public water meters shall be located only within the public right-of-way and outside of the commercial driveway approaches. Any water services located within the commercial driveways shall be properly abandoned.
- viii. All “premises” backflow prevention devices shall be located within 10 feet behind each public water meter.
- ix. All “on-site” public fire lines and hydrants located within a 20 foot unobstructed and drivable public water line easement.
- x. If private fire sprinkler systems are utilized, each fire sprinkler system shall be protected with a DC backflow device with a detector meter. If anti-freeze agents are utilized within the private sprinkler system, an RP backflow device shall be required in place of the DC backflow assembly.

- e. A signed Developer Installed Agreement for plan check and engineering inspections services.
- 6. Obtain an encroachment permit prior to any work within the right of way, including landscaping, removal or installation of trees, installation drive approaches or sidewalks, or installation of utilities.
  - 7. Obtain a valid ODOT Miscellaneous Permit for any work within the NE 6th Street or Interstate 5 rights-of-way.

**B. The information below is provided for your information only. The following must be accomplished prior to issuance of a Building Permit:**

- 1. Pay all System Development Charges including, but not limited to, water, sewer, parks and transportation and storm drain (see *Exhibit 7*).

2. Submit construction documents to the Building Division for their review and approval to determine compliance with all Building, Fire and Life Safety, and the adopted Oregon Structural Specialty Code requirements. Buildings plans shall be consistent with the approved site plan.

**Note:** Building must comply with all applicable building and fire codes. The plans must be prepared by an Oregon-licensed design professional.

**C. The following must be accomplished prior to issuance of a Certificate of Completion:**

1. Development must occur according to the approved site plan, landscape plan, and construction drawings including the items listed below. The developer must contact the Parks & Community Development Department and arrange for a final inspection prior to occupancy to insure compliance.
2. Comply with all Building, Fire and Life Safety, and the applicable Oregon Structural Specialty Code Act requirements for construction of the new fueling center and the remodel of the retail structure on tax lot 101.
3. Provide recorded copies of the ten (10) foot CUE along NE Morgan Lane, NE 6<sup>th</sup> Street and NE 7<sup>th</sup> Street.
4. Comply with all requirements of the Engineering and Utility Divisions.
5. The situs address numbers to be installed so they are clearly visible from street frontages.
6. Install mechanical equipment screening.
7. Install trash enclosure.
8. Install parking spaces, including disabled parking space, as reflected on approved site plan. Parking lots and maneuvering areas must be paved and surrounded with a 6-inch curb (Section 23.035(2) GPDC). Individual parking spots shall be striped and ADA signs installed.
9. Install directional arrows or other pavement markings to direct vehicle circulation on site.
10. Install at least seven (7) Type-3 bicycle parking spaces.
11. Installed lighting shall be directional, non-glare and shall not cause glare onto adjacent properties or passing motorists.
12. Install landscaping according to approved plans.

- a. A ten (10) foot landscaped front/exterior yard, including minimum landscape requirements per 1,000 square feet of required front or exterior yard, pursuant to Section 23.032:

NE Morgan Lane:

Note: Landscape requirements are reduced due to the construction of a 25-wide commercial access approach.

- i. Two (2) 8-foot trees, 1.5-inch caliper. Select trees from street tree list and plant within 10-feet of right-of-way.
- ii. Eight (8) ten 1-gallon shrubs or accent plans;
- iii. Remaining area treated with attractive living ground cover.

NE 6<sup>th</sup> Street:

- i. Fourteen (14) 8-foot trees, 1.5-inch caliper. Select trees from street tree list and plant within 10-feet of right-of-way.
- ii. Twenty-four (24) 5-gallon shrubs.
- iii. Forty-seven (47) 1-gallon shrubs or accent plans;
- iv. Remaining area treated with attractive living ground cover.

Interstate 5:

- i. Twelve (12) 8-foot trees, 1.5-inch caliper. Select trees from street tree list and plant within 10-feet of right-of-way.
- ii. Twenty (20) 5-gallon shrubs.
- iii. Thirty-nine (39) 1-gallon shrubs or accent plans;
- iv. Remaining area treated with attractive living ground cover.

- c. Parking lot landscaping, pursuant to Section 23.035:

- i. Three (3) foot buffer between the parking area and adjacent properties, including an 18-inch hedge for screening;
- ii. Landscaped end islands at the end of parking rows;
- iii. Parking lot trees so there are no more than five (5) parking spaces between any parking space and a tree.

- d. Landscape beds or planters at least five (5) feet deep adjacent to a building where the building does not abut a landscaped yard or public sidewalk, pursuant to Section 23.035(4).
12. Vegetation shall be maintained throughout the year.
13. All existing unutilized private sewer laterals shall be properly abandoned as directed by the utility division. All lateral abandonment shall be field verified by the utility division or the City of Grants Pass Plumbing Inspector.
14. All private fire sprinkler systems shall be protected with DC backflow devices. RP backflow devices shall be required on all fire systems containing antifreeze agents.
15. An RP backflow device shall be required as "premises" protection on the existing domestic water service.
16. A DC backflow device shall be required as "point of use" protection on any water service with a multiple zone irrigation system. A DC backflow device shall be required as "premises" protection on any irrigation only service.
17. All "premises" backflow devices shall be located within 10 feet of the public water service.
18. Install the grease trap or grease interceptor if food service is provided on site.
19. All utilities shall be placed underground.
20. Pay all inspection fees incurred by the Engineering and Utility Divisions, as well as all City bills due.
21. A sign permit is required prior to erection of any signs. Location of a sign within the CUE must be in compliance with Section 9.21.130 of the Municipal Code.

**IX. FINDINGS APPROVED BY THE URBAN AREA PLANNING COMMISSION** this 13th day of July, 2016.

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Gerard Fitzgerald, Chair

**CITY OF GRANTS PASS  
PARKS & COMMUNITY DEVELOPMENT DEPARTMENT**

**STUTZMAN – DOWELL ROAD  
COMPREHENSIVE PLAN MAP AMENDMENT, ZONING MAP AMENDMENT,  
STAFF REPORT - URBAN AREA PLANNING COMMISSION**

<b>Procedure Type:</b>	Type IV: Planning Commission Recommendation and City Council Decision
<b>Project Number:</b>	402-00100-16
<b>Project Type:</b>	Comprehensive Plan Map Amendment, Zoning Map Amendment
<b>Owner/Applicant:</b>	Stutzman Investment
<b>Map &amp; Tax Lot:</b>	36-06-24-CC, TLs 501, 1200 & 1300
<b>Address:</b>	1701 & 1741 Dowell Road (see Exhibits 1 and 2)
<b>Total Acreage:</b>	11.32 acres (TL 501 ~ 0.03 ac, TL 1200 ~ 4.66 ac, TL 1300 ~ 6.63 ac)
<b>Existing Comprehensive Plan Designation:</b>	General Commercial (see Exhibit 3)
<b>Proposed Comprehensive Plan Designation:</b>	Business Park (see Exhibit 4)
<b>Existing Zoning:</b>	General Commercial (GC)
<b>Proposed Zoning:</b>	Business Park (BP)
<b>Planner Assigned:</b>	Justin Gindlesperger
<b>Application Received:</b>	April 8, 2016
<b>Application Complete:</b>	May 13, 2016
<b>Date of Staff Report:</b>	July 6, 2016
<b>Date of UAPC Hearing:</b>	July 13, 2016

**I. PROPOSAL:**

The request is for a Comprehensive Plan Map Amendment and Zoning Map Amendment from General Commercial (GC) to Business Park (BP) for the above-referenced properties containing approximately 11.32 acres. Existing uses on the properties include Farmer’s Building Supply and Rogue Truss Systems. The application includes a narrative addressing the criteria (see *Exhibit 5*).

**II. AUTHORITY AND CRITERIA:**

Sections 13.5.5 and 13.8.3 of the Grants Pass Urban Area Comprehensive Plan provide that joint review by the City Council and Board of County Commissioners shall be required for amendment and revision to Comprehensive Plan findings, goals, policies, and land use maps of the Comprehensive Plan. However, the 1998 Intergovernmental Agreement modified that provision with the result that the City Council will make the decision, and the County will have automatic party status.

Section 13.8.3 of the Comprehensive Plan provides that notice shall be as provided in Section 2.060 of the *Development Code* for a Type IV procedure, with a recommendation from the Urban Area Planning Commission and a final decision by City Council. The text or map of the Comprehensive Plan may be recommended for amendment and amended provided the criteria in Section 13.5.4 of the Comprehensive Plan Policies Document are met. The Zoning Map may be amended provided the Criteria in Section 4.033 of the *Development Code* are met.

**III. APPEAL PROCEDURE:**

Section 10.060 provides the City Council's final decision to be appealed to the State Land Use Board of Appeals (LUBA) as provided in state statutes. A notice of intent to appeal must be filed with LUBA within 21 days of the Council's written decision.

**IV. BACKGROUND AND DISCUSSION:**

**A. Property Characteristics**

1. Land Use Designation:
  - a. Comprehensive Plan: General Commercial
  - b. Zone District: General Commercial
  - c. Special Purpose District: None identified.
  
2. Size: 11.32 acres (0.03 ac, 4.66 ac, & 6.63 ac)
  
3. Frontage: Dowell Road & Redwood Highway
  
4. Access: Dowell Road
  
5. Existing Public Utilities:
  - a. Water: 12-inch in Dowell Road
  - b. Sewer: 8-inch in Dowell Road, and 8-inch main on tax lot 1200
  - c. Storm: 12-inch partial main and 15-inch partial main in Dowell Road
  
6. Proposed Public Utilities: None identified
  
7. Topography: Relatively flat
  
8. Natural Hazards: None identified
  
9. Natural Resources: None identified
  
10. Existing Land Use: Commercial and Indoor Industrial
  
11. Surrounding Land Use:
  - a. North: BP ~ Indoor Industrial
  - b. South: GC ~ Commercial
  - c. East: GC ~ Vacant
  - d. West: GC ~ Mixed commercial and residential

## **B. Discussion**

### **Comprehensive Plan Map Amendment & Zoning Map Amendment**

The subject property has a Comprehensive Plan and zoning designation of General Commercial (GC). The proposal would amend both the plan designation and the zoning designation to Business Park (BP). Section 12.321 of the Development Code states that the purpose of the Business Park District:

“ . . . is to provide a mixed-use zone for light industrial and commercial uses. Retail trade is permitted as an accessory use or when determined to be compatible with, or can be made compatible with, light industrial or wholesale trade uses via a discretionary review process. Performance Development Standards are designed to ensure the compatibility of the light industrial uses with the commercial uses, and the compatibility with adjacent Commercial and Residential Zoning Districts.”

Whereas, the purpose statement for the General Commercial districts is:

“ . . . to provide for all commercial and professional uses, excepting those requiring on-site manufacture or assembly.” (Section 12.222)

The subject parcel is located within the Redwood Highway commercial subarea and Redwood I industrial subarea as described in the Comprehensive Plan. Sections 13.9.11 and 13.9.13 of the Comprehensive Plan provide the following discussion for the subareas:

#### **13.9.11 South Area Commercial:**

The subarea includes existing strip development along the Redwood Highway and Redwood Avenue from Allen Creek Road to Leonard Road, and “Node” development proposed for the Redwood Highway and Redwood Avenue west to the boundary limit. Some 27 acres of commercial demand is projected, with very high land area ratios utilized to account for the mixed use zone proposed for the Redwood Highway – Redwood Avenue area.

#### **13.9.13 South Area Industrial:**

The Subarea is located in the “Redwood Triangle” area between and adjoining Redwood Avenue and Redwood Highway, and from their intersection west to Dowell Road. This area is also included in the Redwood Highway commercial subarea. The subarea has only 1% of its vacant lands in an industrial land use designation, while 53% of its acreage is vacant or underutilized. However, the vacant acreage would be just as suitable for either commercial, heavy commercial or light industrial uses.

The indoor industrial use on the site, Rogue Truss Systems, is not a permitted use in the General Commercial zoning district. The use was in operation prior to being incorporated in city limits and is considered a legally nonconforming use. The owners were approved for a one-time expansion to the nonconforming use in 2001. A Minor Site Plan Review for an additional expansion was approved in 2016, with a condition of approval that required the applicants to sign and record a Development Agreement that requires the

applicant to apply for a Comprehensive Plan and Zone Map Amendment (see *Exhibit 6*).

The Business Park zoning district permits industrial and retail uses, which would bring the existing uses on the site into conformance with the Development Code and provide the owners with the ability to expand the use in the future.

Trip rates for industrial uses are generally lower than commercial uses. For example, the current GC zoning allows a pharmacy with a drive-thru window with a very high trip rate (96.91 trips per 1,000 sq. ft.), which is not a permitted use in the Business Park zoning district. However, a fast food restaurant with a drive-thru window (496.12 trips per 1,000 sq. ft.) is allowed in both zones. Based upon the “worst case” scenario, and current development on the site, a Traffic Impact Analysis (TIA) was not required for the Comprehensive Plan Map/Zone Map amendment.

**V. CONFORMANCE WITH APPLICABLE CRITERIA:**

**A. For comprehensive plan map amendments, Comprehensive Plan Policy 13.5.4 requires that all of the following criteria be met:**

**CRITERION (a):** Consistency with other findings, goals and policies in the Comprehensive Plan.

**Staff Response: Satisfied.** The proposal is consistent with the applicable Goals and Policies found in Element 8 ~ Economy, Element 10 ~ Public Facilities and Services, and Element 13 ~ Land Use of the Comprehensive Plan for reasons summarized below.

**Element 8 - Economy**

**Goal:** To improve, expand, diversify and stabilize the economic base of the community

**Policy 8.1(d)** – “The City and County shall endeavor to improve, expand, diversify and stabilize the economic base of the community by insuring that an adequate quality and quantity of industrial land is available, properly zoned and services.”

**1<sup>st</sup> Conclusion under Criterion (a):**

The Comprehensive Plan identifies that very little of the acreage that is available for industrial development is fully serviced, has appropriate zoning and is vacant or underutilized. The proposed amendment will bring the existing development into compliance and provide additional industrial lands with existing services that have the potential for development.

**Element 10. Public Facilities and Services:**

**Goal:** To provide needed facilities and services for the Urban Growth Boundary area in a timely, orderly, efficient, economic and coordinated manner.

**2<sup>nd</sup> Conclusion under Criterion (a):**

Public services are available to serve the existing use and any proposed use, as covered by the adopted utility plans and service policies.

**Element 13. Land Use:**

**Goal:** To provide a vision of the future through maps and policies that shall guide and inform the land use decisions of the present, in such a manner that:

- (d) is responsive to the wishes of the citizens and property owners of the planning area, and
- (e) provides adequate amounts of industrial, commercial, and residential lands to meet growth needs over the planning period.

**Policy 13.2.1 Comp Plan Land Use Map:**

The Comprehensive Plan Land Use Map shall:

- (a) designate the highest and best land use for all portions of the Urban Growth Boundary area, on a parcel-by-parcel basis.
- (b) guide and direct changes to the Zoning Map
- (c) meet the demonstrated need during the planning period for residential, commercial, industrial, and public lands as determined by the Comprehensive Plan.

**13.9.11 South Area Commercial**

The Redwood Highway subarea includes existing strip development along the Redwood Highway and Redwood Avenue from Allen Creek Road to Leonard Road, and “Node” development proposed for the Redwood Highway and Redwood Avenue west to the boundary limit. Some 27 acres of commercial demand is projected, with very high land area ratios utilized to account for the mixed use zone proposed for the Redwood Highway – Redwood Avenue area.

**13.9.13 South Area Industrial:**

The Redwood I subarea is located in the “Redwood Triangle” area between and adjoining Redwood Avenue and Redwood Highway, and from their intersection west to Dowell Road. This area is also included in the Redwood Highway commercial subarea. The subarea has only 1% of its vacant lands in an industrial land use designation, while 53% of its acreage is vacant or underutilized. However, the vacant acreage would be just as suitable for either commercial, heavy commercial or light industrial uses.

**3<sup>rd</sup> Conclusion under Criterion (a):**

The proposed amendment for a change in zoning from General Commercial to Business Park will not have a substantial impact on the planned land uses in this area. The policies for the Redwood I subarea states that the acreage within the subarea would be just as suitable for either commercial, heavy commercial or light industrial uses. The proposed zone change will increase the amount of industrial lands in the subarea, while still providing for commercial development/uses on the site.

**CRITERION (b):** A change in circumstances validated by and supported by the database or proposed changes to the database, which would necessitate a change in findings, goals and policies.

**Staff Response: Satisfied.** The proposed amendment for the property will change the database to allow a variety of light industrial and commercial uses. The proposed amendment would amend the plan and zoning map from General Commercial (GC) to Business Park (BP) and would not require the amending of findings, goals or policies. Element 8 ~ Economy of the Comprehensive Plan shows site needs by size and use and supports the database change. From 2007 through 2027, approximately 25-45 industrial sites of 2-5 acres will be needed compared to 18 sites available.

**CRITERION (c):** Applicable planning goals and guidelines of the State of Oregon.

**Staff Response: Satisfied.** The proposal is consistent with five (5) of the nineteen (19) applicable statewide planning goals described below:

### **Goal 1: Citizen Involvement**

The proposal is reviewed and noticed according to the requirements for a Type IV-B procedure. Property owners within two hundred and fifty (250) feet were sent notice of the application. Public notice is posted for both the Planning Commission and City Council hearings in the *Daily Courier* (the local newspaper), on the City of Grants Pass website, [www.grantspassoregon.gov](http://www.grantspassoregon.gov) and on the first floor of the City Hall building. Such notification provides the public an opportunity to provide written or oral comments on the matter either before or at the hearings.

The City has an acknowledged Citizen Involvement Program adopted under Resolution 1748 that insures the public can actively engage in the planning process.

No comments were received from surrounding property owners during the notice period.

Conclusion: The City's procedures outlined in the *Comprehensive Plan* and *Development Code* pertaining to citizen involvement are being followed. The proposal is consistent with Goal 1 standards and requirements.

### **Goal 2: Land Use**

The Grants Pass *Comprehensive Plan* and *Development Code* outline the planning process to consider a Comprehensive Plan Map Amendment and the Zoning Map Amendment. The process requires the application to be heard by both the Planning Commission and the City Council. The Planning Commission will review the proposal and provide a formal recommendation that will be considered by the City Council for final decision. Specific criteria have been adopted that relate to the proposal. The review bodies will evaluate the proposal against those criteria in order to make a decision.

Conclusion: The application is being reviewed through the City's land use process, making it consistent with the purpose of statewide Goal 2.

### **Goal 9: Economic Development**

The proposed amendment to change the subject parcel to Business Park (BP) would provide additional light industrial development in the South City Commercial, Redwood Highway subarea and South City Industrial, Redwood I subarea. Lands in this area are suitable for either commercial, heavy commercial or light industrial uses.

Oregon Administrative Rule (OAR) Division 9, Economic Development (660-009-0000) requires that cities review and amend their comprehensive plans as necessary to comply with this division to provide economic opportunity analyses for the demand of land for industrial and other employment uses to the existing land supply.

Element 8 ~ Economy of the Grants Pass & Urbanizing Area Comprehensive Plan (GPUACP) states that industrial sites needed exceeds current supply for site of 2-5 acres in size.

Conclusion: The proposal provides additional industrial lands and further economic opportunities, thus meeting the standards and requirements of Goal 9.

### **Goal 11: Public Facilities and Services**

The City has acknowledged master plans for urban services (including water, sewer and transportation) as part of the *Comprehensive Plan* and *Grants Pass Development Code*. Both water and sewer services are currently available to the subject properties and are adequate and available to serve further development of the properties.

Trip rates for industrial uses are generally lower than commercial uses. For example, the current GC zoning allows a pharmacy with a drive-thru window with a very high trip rate (96.91 trips per 1,000 sq. ft.), which is not a permitted use in the Business Park zoning district. However, a fast food restaurant with a drive-thru window (496.12 trips per 1,000 sq. ft.) is allowed in both zones. Based upon the “worst case” scenario, and current development on the site, a Traffic Impact Analysis (TIA) was not required for the Comprehensive Plan Map/Zone Map amendment.

Conclusion: Public services are available to serve the existing use and any proposed use, as covered by the adopted utility plans and service policies. Based on the existing use, a TIA was not required and the applicant is not proposing additional development that will significantly affect the adjacent transportation facilities. The proposal is consistent with Goal 11.

### **Goal 12: Transportation**

The City has an acknowledged Master Transportation Plan as part of the *Comprehensive Plan* and *Grants Pass Development Code*. The tract has frontage on Dowell Road and Redwood Highway, an Oregon Department of Transportation (ODOT) state highway.

The proposal is subject to the Transportation Planning Rule outlined in OAR 660-012-0060 and the Grants Pass Development Code. As noted above, the applicants were not required to submit a Traffic Impact Analysis (TIA) for the proposed development.

**Conclusion:** As noted above, based upon the “worst case” scenario, a TIA was not required for the Comprehensive Plan Map/Zone Map amendment. The Oregon Department of Transportation provided comments that the project would not significantly affect the state transportation facilities (see *Exhibit 7*). The proposal is consistent with Goal 12.

**CRITERION (d):** Citizen review and comment.

**Staff Response: Satisfied.** Public notice of the proposal was mailed to surrounding properties in accordance with the Comprehensive Plan and Development Code procedures. No comments were received from property owners during the notice period.

**CRITERION (e):** Review and comment from affected governmental units and other agencies.

**Staff Response: Satisfied.** Affected governmental units and agencies were notified.

Notice of the proposal was mailed to the Department of Land Conservation and Development (DLCD) on May 25, 2016. No comments were received.

Notice of the proposal was mailed to Josephine County on May 26, 2016, in accordance with the 1998 Intergovernmental Agreement. The County had no comments.

Notice was provided to the ODOT. Their comments are attached in Exhibit 7.

**CRITERION (f):** A demonstration that any additional need for basic urban services (water, sewer, streets, storm drainage, parks, and fire and police protection) is adequately covered by adopted utility plans and service policies, or a proposal for the requisite changes to said utility plans and service policies as a part of the requested Comprehensive Plan amendment.

**Staff Response: Satisfied.** Water, sewer, storm, and streets are all present adjacent to the property and are available to serve the property. Therefore, the proposed amendment is in conformance with the Comprehensive Plan.

**CRITERION (g):** Additional information as required by the review body.

**Staff Response: Satisfied.** Additional information will be provided upon request of the review body.

**CRITERION (h):** In lieu of item (b) above, demonstration that the Plan was originally adopted in error.

**Staff Response: Not Applicable.** There is no indication that the original boundaries were adopted in error.

**B. For Zone Map Amendments, Section 4.033 of the City of Grants Pass Development Code requires that all of the following criteria be met:**

**CRITERION 1:** The proposed use, if any is consistent with the proposed Zoning District.

**Staff Response: Satisfied.** The site has existing commercial and indoor industrial uses. If the proposed zone change is approved, the existing Indoor Industrial use, a permitted use in the Business Park zone as listed in Schedule 12-2 of the Development Code, will be consistent with the proposed zoning.

**CRITERION 2:** The proposed Zoning District is consistent with the Comprehensive Plan Land Use Map designation.

**Staff Response: Satisfied based on action taken on the proposed Comprehensive Plan Amendment.** If the Comprehensive Plan designation is amended as proposed, the Business Park zoning district and the Business Park comprehensive plan map designation would correspond. As described above, and reflected on the zoning map, the parcels are located between Business Park zoning districts to the north and south. The inclusion of the Business Park zone by the proposed amendment for the subject property is consistent with the surrounding plan designations, zoning, and the policy for this subarea and neighborhood.

**CRITERION 3:** A demonstration that existing or proposed levels of basic urban services can accommodate the proposed or potential development without adverse impacts upon the affected service area or without a change to adopted utility plans.

**Staff Response: Satisfied.** Basic services such as sewer and water are available to accommodate the proposed development. As noted in ODOT's comments, the properties are not permitted to have direct access to Redwood Highway.

**CRITERION 4:** A demonstration that the proposed amendment is consistent with the functions, capacities, and performance standards of transportation facilities identified in the Master Transportation Plan.

**Staff Response: Satisfied.** Trip rates for industrial uses are generally lower than commercial uses. Trip rates for industrial uses are generally lower than commercial uses. For example, the current GC zoning allows a pharmacy with a drive-thru window with a very high trip rate (96.91 trips per 1,000 sq. ft.), which is not a permitted use in the Business Park zoning district. However, a fast food restaurant with a drive-thru window (496.12 trips per 1,000 sq. ft.) is allowed in both zones. Based upon the "worst case" scenario, and current development on the site, a Traffic Impact Analysis (TIA) was not required for the Comprehensive Plan Map/Zone Map amendment. ODOT provided comments that the project would not significantly affect the state transportation facilities. Their comments are attached in Exhibit 7.

**CRITERION 5:** The natural features of the site are conducive to the proposed Zoning District.

**Staff Response: Not Applicable.** No natural features were identified on the subject parcels.

**CRITERION 6:** The proposed zone is consistent with the requirements of all overlay districts that include the subject property.

**Staff Response: Not Applicable.** The parcels are not located within an overlay district or other special district.

**CRITERION 7:** The timing of the zone change request is appropriate in terms of the efficient provision or upgrading of basic urban services versus the utilization of other buildable lands in similar zoning districts already provided with basic urban services.

**Staff Response: Satisfied.** The timing of the zone change is appropriate. The applicant does not have a proposed development plan and the proposed zone change will bring the existing uses into compliance. Urban services are available to the site and are adequate for the applicant's intended use.

**CRITERION 8:** In the case of rezoning from the Urban Reserve District, that the criteria for conversion are met, as provided in Section 4.034.

**Staff Response: Not Applicable.** The subject property is not located within an Urban Reserve District, and this criterion does not apply.

**VI. RECOMMENDATION:**

It is recommended that the Urban Area Planning Commission recommend that the City Council **APPROVE** the proposed Comprehensive Plan map amendment and zoning map amendment from General Commercial/GC to Business Park/BP.

**VII. PLANNING COMMISSION ACTION:**

Positive Action: Recommend approval of the request:

1. as submitted.
2. as modified by the Planning Commission (list):

Negative Action: Recommend denial of the request for the following reasons (list):

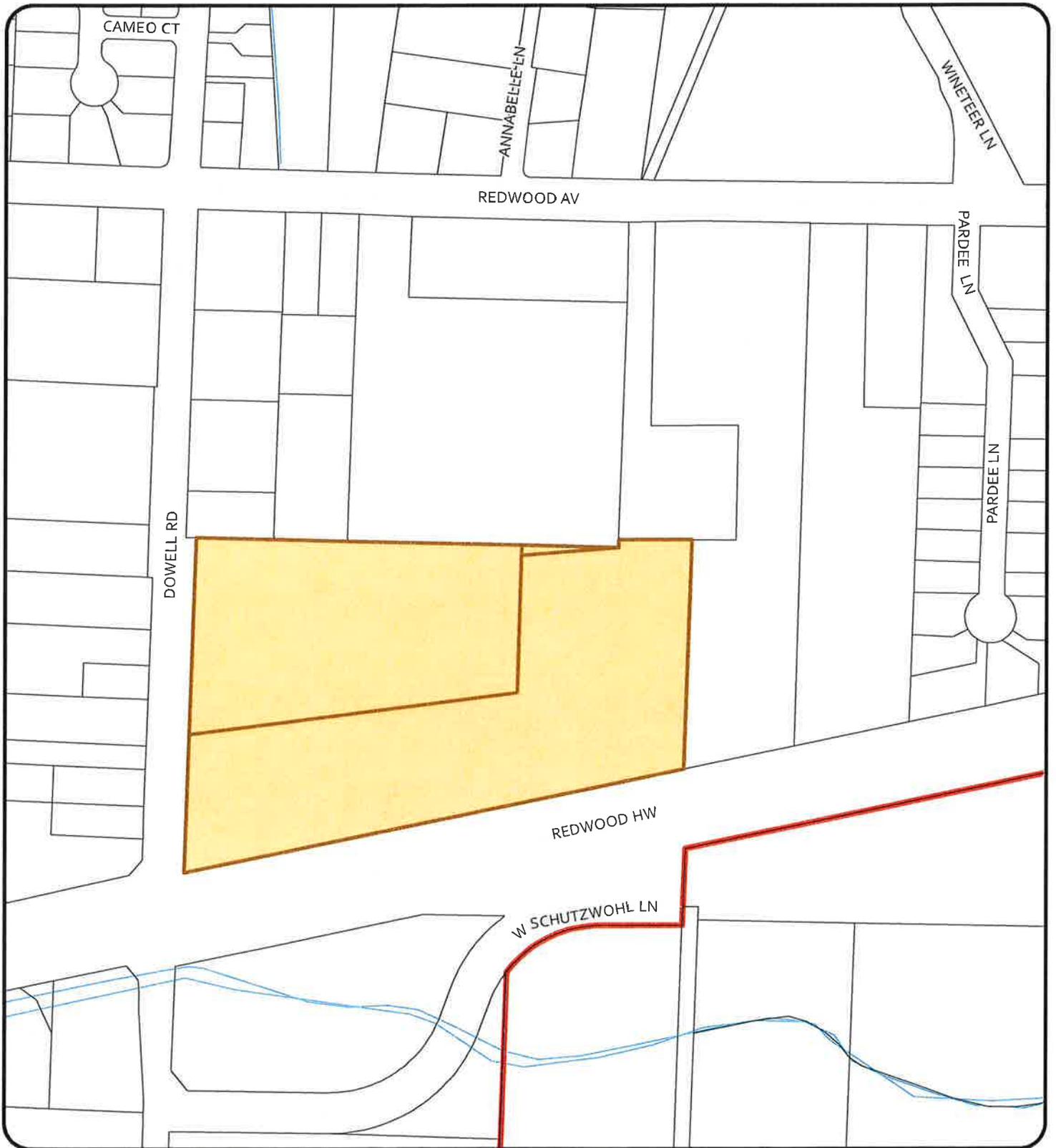
Postponement: Continue item

1. indefinitely.
2. to a time certain.

**NOTE:** The application is not subject to the 120 day requirement per ORS 227.178.

**VIII. INDEX TO EXHIBITS:**

1. Vicinity
2. Aerial Photograph
3. Existing Zoning
4. Proposed Zoning
5. Applicant's written narrative
6. Development Agreement
7. ODOT's comments



**CITY OF GRANTS PASS**  
 1701 & 1741 Dowell Road  
 36-06-24-CC,  
 Tls 501,1200, 1300

**Legend**  
 Subject Parcel

**EXHIBIT 1**

0 50 100 200 300 400 Feet

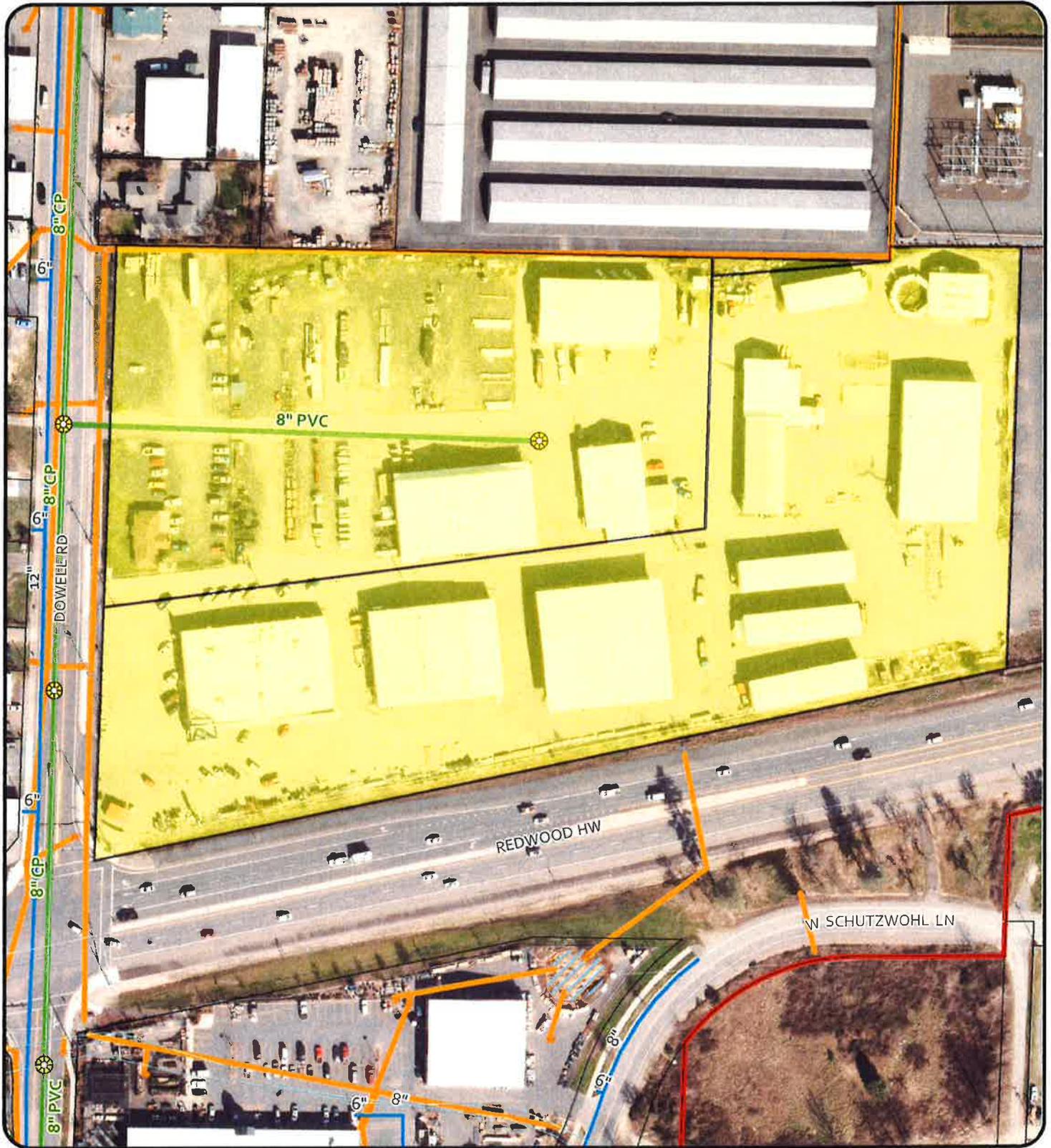


**CITY OF GRANTS PASS**  
 Parks & Community Development Dept.  
 101 Northwest "A" Street  
 Grants Pass, OR 97526  
 Phone: (541) 450-6060  
 Fax: (541) 476-9218  
 Web: [www.grantspassoregon.gov](http://www.grantspassoregon.gov)



<<DOUBLE CLICK TO ADD NAME • DATE>>

DISCLAIMER: The Geographic Information Systems (GIS) data made available on this map are developed and maintained by the City of Grants Pass and Josephine County. Every reasonable effort has been made to assure the accuracy of the maps and associated data.



**CITY OF GRANTS PASS**

1701 & 1741 Dowell Road  
 36-06-24-CC,  
 Tls 501,1200, 1300



**Legend**

-  Subject Parcel
-  Water Mains
-  Sewer Gravity Mains
-  Storm Water Gravity Main

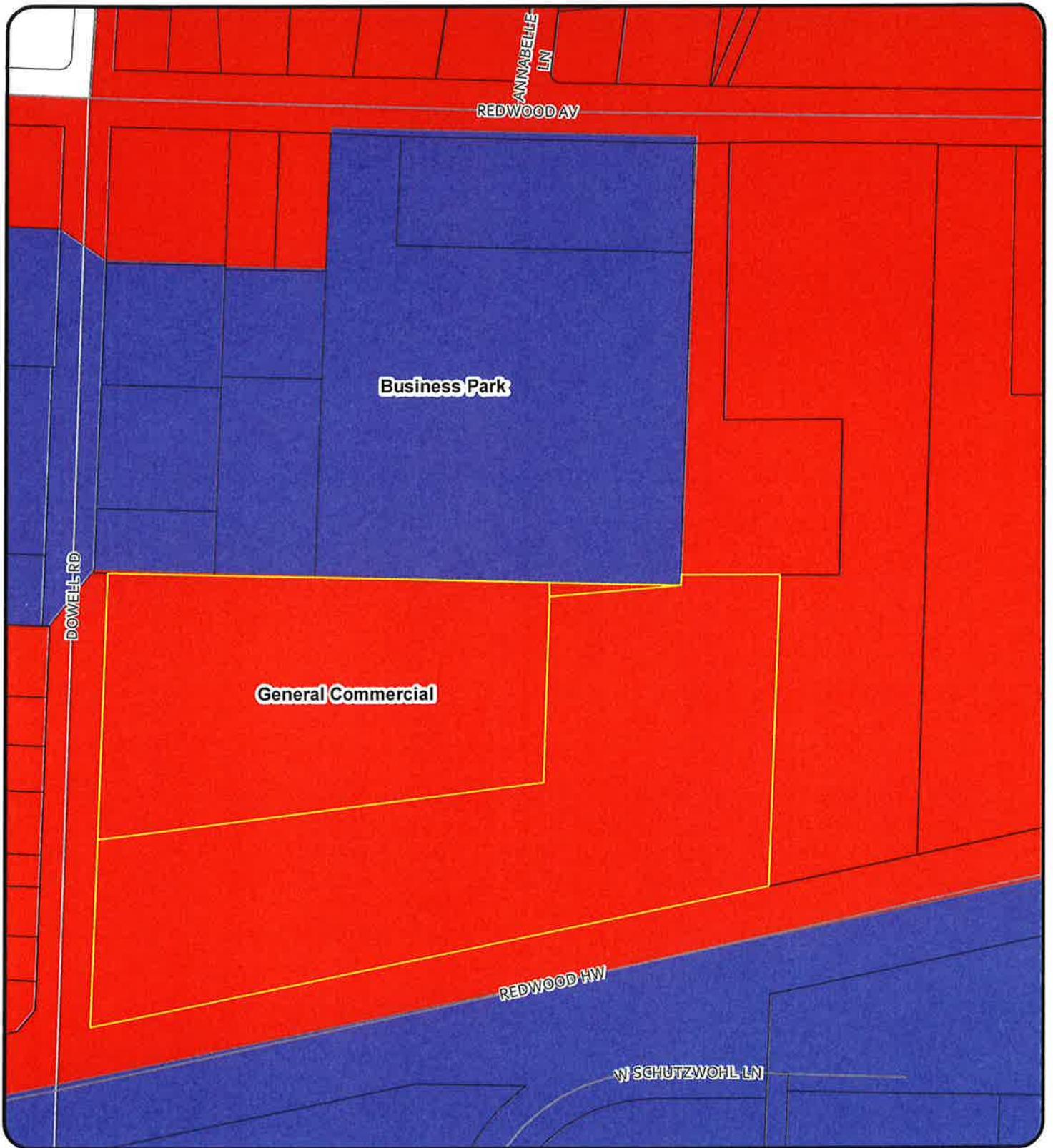


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### Existing Zoning

- 1701 & 1741 Dowell Road Existing Zoning
- Business Park
- General Commercial

**EXHIBIT** 3





**Proposed Zoning**

- 1701 & 1741 Dowell Road Proposed Zoning change to Business Park
- Business Park
- General Commercial

**EXHIBIT 4**

May 11, 2016

City of Grants Pass  
Community Development Department  
101 NW "A" Street  
Grants Pass, OR 97526

#### INTRODUCTION / BACKGROUND

The subject parcels are located at 1741 Dowell Road in southwest Grants Pass, at the intersection of Dowell Road and Redwood Highway. The parcels total approximately 11.32 acres in size and are currently zoned General Commercial (GC). Existing uses on site include Farmer's Building Supply and Rogue Truss Systems.

Rogue Truss Systems is considered an industrial use, which is not a permitted use in the GC zoning district. The use was in operation prior to being incorporated into city limits and is considered a legally nonconforming use. The owners were approved for a one-time expansion to the nonconforming use in 2001.

The Business Park (BP) zoning district permits industrial and retail uses, bringing the uses into conformance and providing the property owners with the ability to expand the use in the future.

## DEVELOPMENT CODE CRITERIA

The zone map amendment is subject to the criteria of Section 4.034 of the Development Code.

1. The proposed use, if any, is consistent with the proposed Zoning District.

Response: The existing uses on site are retail and industrial. Both uses are allowed in the proposed Business Park (BP) zone.

2. The proposed Zoning District is consistent with the Comprehensive Plan Land Use Map designation.

Response: The subject parcels are located adjacent to BP zones to the north and south. Therefore, the proposed zoning district is consistent with the proposed Comprehensive Plan Land Use designation.

3. A demonstration that existing or proposed levels of basic urban services can accommodate the proposed or potential development without adverse impacts upon the affected service area or without a change to adopted utility plans.

Response: All services for the proposed development are located adjacent to, or on site. The uses on site are existing, and there is no expected increase in demand on existing services. No anticipated adverse impacts are expected due to the proposed zone change.

4. A demonstration that the proposed amendment is consistent with the functions, capacities, and performance standards of transportation facilities identified in the Master Transportation Plan.

Response: The Uses on site are existing and will not create additional impacts to the transportation system.

5. The natural features of the site are conducive to the proposed Zoning District.

Response: This criterion is not applicable. No natural features were identified on site.

6. The proposed zone is consistent with the requirements of all overlay districts that include the subject property.

Response: The parcels are not located within an overlay district or other special district.

7. The timing of the zone change request is appropriate in terms of the efficient provision or upgrading of basic urban services versus the utilization of other buildable lands in similar zoning districts already provided with basic urban services.

Response: The timing of the zone change is appropriate to help the owners bring the existing uses on site into conformance. The existing uses are allowed in the BP zoning district.

8. In the case of rezoning from the Urban Reserve District, the criteria for conversion are met, as provided in Section 4.034.

Response: The subject property is not located within an Urban Reserve District, and this criterion does not apply.

## COMPREHENSIVE PLAN CRITERIA

The amendment to the Comprehensive Plan Map is subject to criteria in policy 13.5.4:

(a) Consistency with other findings, goals and policies in the Comprehensive Plan.

Response: The requested change is only a minor variation from the current Comprehensive Plan Map designation and allows the existing uses on site, which are not allowed in the General Commercial (GC) zone.

(b) A change in circumstances validated by and supported by the database or proposed changes to the database, which would necessitate a change in findings, goals and policies

Response: Recent changes were made to the Urban Growth Boundary and associated zoning districts. As part of this process, it was identified that additional industrial zoning was needed.

(c) Applicable planning goals and guidelines of the State of Oregon

Response: The proposal meets the applicable planning goals of the State of Oregon. The existing uses on site are allowed in the proposed BP zone and will not increase impact on public facilities or surrounding areas.

(d) Citizen review and comment

Response: The surrounding properties were notified of a recent minor expansion to the industrial use on site. No comments were received as part of that review. The uses in the surrounding area are a mix of commercial and industrial and are compatible with the existing use. Proposed development will require public notice in the future.

(e) Review and comment from affected governmental units and other agencies.

Response: The minor expansion was reviewed by other departments and agencies. There were no conflicts. The uses on site are existing and will not impact existing facilities.

(f) A demonstration that any additional need for basic urban services (water, sewer, streets, storm drainage, parks, and fire and police protection) is adequately covered by adopted utility plans and service policies, or a proposal for the requisite changes to said utility plans and service policies as a part of the requested Comprehensive Plan amendment.

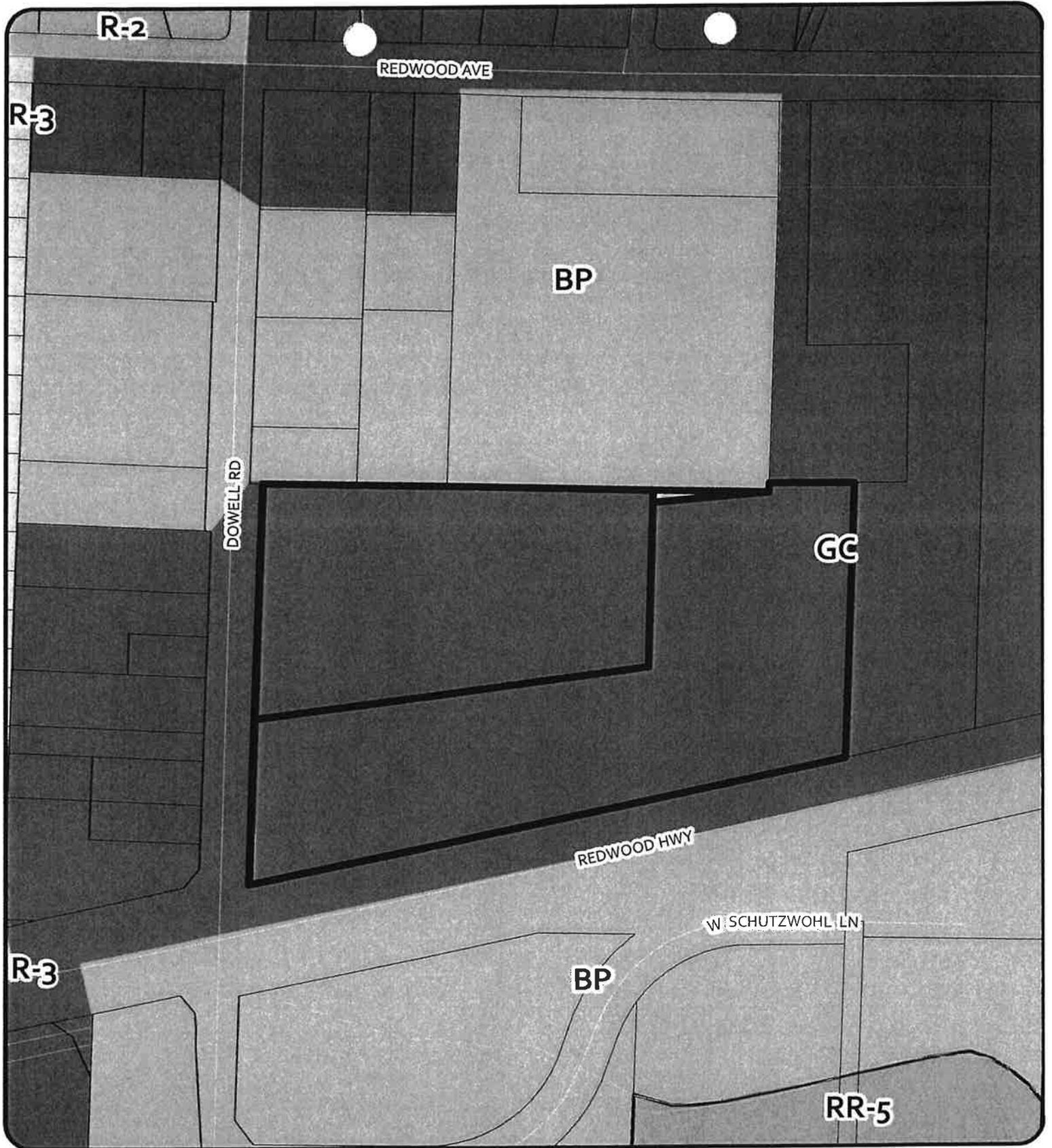
Response: The site has adequate urban services. The uses on site are existing and will not impact existing facilities. The proposed amendment is in conformance with the Comprehensive Plan.

(g) Additional information as required by the review body.

Response: Any future development will be required to comply with the provisions of the Development Code. The owners will provide additional information as required or requested.

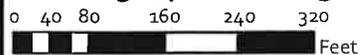
(h) In lieu of item (b) above, demonstration that the Plan was originally adopted in error.

Response: There is no indication that the original boundaries were adopted in error. The existing use was expanded in 2001 under the "one time" expansion rule in Section 15.043. The existing uses and proposed zone change are consistent with development in the surrounding area.



**CITY OF GRANTS PASS**

1701 & 1741 Dowell Rd  
 36-06-24-CC, TLs  
 501, 1200 & 1300



**Legend**

 Subject Parcels



**CITY OF GRANTS PASS**

Parks & Community Development Dept.  
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<<DOUBLE CLICK TO ADD NAME • DATE>>

11

JOSEPHINE COUNTY OFFICIAL RECORDS  
TRISHA MYERS, COUNTY CLERK **2016-005739**  
DEE-AGR  
Cnt=1 Pgs=7 Stn=4 RHENKELS 05/03/2016 01:22 PM  
\$35.00 \$11.00 \$20.00 \$10.00 \$5.00 Total:\$81.00



I, Trisha Myers, County Clerk, certify that the within document was received and duly recorded in the official records of Josephine County.

**After Recording Return To:**  
City of Grants Pass, Oregon  
101NW A Street  
Grants Pass OR 97526  
Attn: Lora Glover

**DEVELOPMENT AGREEMENT # 2016-01**  
**(ORS 94.528)**

**BETWEEN:** City of Grants Pass, (“City”)  
an Oregon municipal corporation

**AND:** Stutzman Investments LLC, (“Owner”)  
a limited liability company; its successors, assigns and  
any other person or entity authorized to develop or apply  
for development approval on the Property.

**RECITALS**

- A. Owner owns approximately 6.63 acres of real property, described as 36-06-24-33, Tax Lot 1300 (Parcel 3 of Partition Plat 2009-13) located in the City of Grants Pass, more specifically identified in the legal description attached to this Development Agreement (“this Agreement”) as *Exhibit A* (the “Property”) and as illustrated in *Exhibit B*.
- B. Owner has applied to City for approval of a Minor Site Plan Review for a 25% expansion of an existing structure (City File No. 201-00101-16 (the “Application”)).
- C. The Property has comprehensive plan map designations of General Commercial (GC) and is zoned General Commercial (GC-1).

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- D. Existing uses on the property include a truss assembly plant, which is classified as Indoor Industrial. Indoor Industrial is not a permitted use in the General Commercial zoning district.
- E. The Application is to expand nonconforming use. Section 15.042 of the Grants Pass Development Code (GPDC) permits a one-time expansion to nonconforming uses. The owner was approved for expansion in 2001 (City File No. 01-20100058).
- F. City and Owner wish to accommodate future expansions on Property and create a means of compliance.
- G. ORS 94.504 and 94.528 authorizes development agreements as a means and mechanism

**AGREEMENT**

NOW THEREFORE, based on the foregoing recitals, the City Council, for City and Owner, hereby agree to the following:

1. **Duration of Agreement.** This Development Agreement shall be in effect for the term of the Development Permit for a 25% expansion to an existing structure. The “Expiration Date” is two and one half (2 ½) years after the Effective Date.
2. **Minor Site Plan Application Approval.** City hereby approves the Application (201-00101-16) presented by Owner as reflected in Director’s Decision, for 480 square foot addition to an existing structure, which constitutes a 25% expansion (“Approval”).
3. **Development Conditions:**
  - a. Development on the Property shall meet all applicable City standards at the time a development application is made, including appropriate design standards.
  - b. Owner must submit application for Comprehensive Plan and Zone Map Amendment (“Amendment”) application to amend zoning of Property from General Commercial (GC-1) to Business Park (BP).
  - c. The application for Amendment must be received prior to completion inspections or issuance of Certificate of Occupancy for construction as presented in the Approval.
4. **Permitted Uses.** Owner shall be allowed to make such uses of Property as allowed under current zoning of Property.

5. **Density of Use/Intensity of Use.** Owner may make such uses to such density and intensity as under the current zoning of Property.
6. **Height/Size of Structures.** The maximum height for buildings and structures on property shall be 35 feet. Per GPDC 12.254. The maximum square footage of structures on the property shall be unlimited. These parameters shall remain in effect throughout the duration of this Agreement.
7. **Reservation or Dedication of Land.** Owner shall not be required to reserve or dedicate land as a condition of this Agreement. Owner shall be required to reserve or dedicate land in the future only if as a condition to any future application and only if such reservation or dedication is proportionate and reasonably related to the application.
8. **Fees and Charges.** The fees and charges for future development of the Property shall be those fees and charges in effect at the time of any further application for development permits, building permits or other applications.
9. **Compliance Review.** The submittal of land use applications for further development of the property shall be reviewed according to the GPDC and applicable state requirements effective at the time the applications are submitted. Provided an application submitted prior to the expiration of this Agreement, any such application shall be reviewed and approved under the terms of this Agreement.
10. **Infrastructure and Services.** Owner shall comply with all existing City ordinances and rules regarding the extension of services to the property and for ongoing provision of services. Owner reserves the right to apply for and be a participant in any reimbursement district, deferred development agreement and so on without limitation. Owner reserves the right to apply for and receive Systems Development Charges credits.
11. **Changes in Law.** When changes in the GPDC, Comprehensive Plan or other applicable state, county or City law or rule renders compliance with this Agreement impossible or unlawful, Owner shall consider and sign amendments to this Agreement to make this Agreement conform to the laws.
12. **Remedies Available to the Parties.** Either party, upon breach of this Agreement by the other, shall have available to them all remedies at law or in equity available for a breach of contract including but not limited to damages and injunctive and declaratory relief.
13. **Assignment.** This Agreement shall be binding upon the successors and assigns of the parties hereto provided however, that an assignment by Owner shall be subject to the prior written approval of City, which consent shall not be unreasonably withheld.

- 14. **Annexation.** The property is currently within the city limits of the City of Grants Pass and therefore unaffected in any way by any annexation in the future.
- 15. **Future Discretionary Approvals.** Future discretionary approvals shall be subject to the existing rules and regulations.
- 16. **Commencement of Construction.** Owner may commence construction at any time so long as the necessary applications are submitted to the City prior to the Expiration Date and construction commences within 180 days of approval.
- 17. **Binding Effect.** This Agreement is binding upon and shall enure to the benefit of the City and Owner and its permitted assigns for the Duration of the Agreement, which is two and one half years.
- 18. **Ordinance Approving this Agreement.** This Agreement was authorized by ordinance number 16-5678 adopted by the Council of the City of Grants Pass on April 20, 2016.
- 19. **Miscellaneous.**
  - 19.1 This Agreement may be amended only by mutual consent of the parties hereto or their successors in interest and such amendment shall be reduced to writing.
  - 19.2 Any litigation arising out of pertaining to this Agreement shall be heard and decided in the Josephine County, Oregon Circuit Court.

IN WITNESS WHEREOF, the parties have executed this Development Agreement in duplicate, intending that it may be effective as of the date it is recorded.

Executed this 23 day of March, 2016

**CITY:**

City of Grants Pass

By: [Signature]  
 Name: Aaron K. Cubie  
 Title: City manager

**OWNERS:**

Stutzman Investments LLC

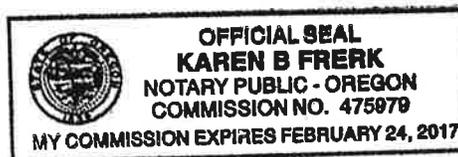
By: [Signature]  
 Name: MARK S. STUTZMAN  
 Title: OWNER

STATE OF OREGON )  
 ) SS  
County of Josephine )

This instrument was acknowledged before me by Aaron Cubic, as City Manager of the City of Grants Pass, Oregon this 23 Day of March, 2016.

Karen B. Frerk  
Notary Public for Oregon  
My commission expires: 2/24/17

STATE OF OREGON )  
 ) SS.  
County of Josephine )



This instrument was acknowledged before me by Mark Stutzman, as Owner, of Stutzman Investments, LLC.

Karen B. Frerk  
Notary Public for Oregon  
My commission expires: 2/24/17



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**Legal Description**

Parcel 3 Partition Plat 2009-13, Sec 24 T 36 S R 6 W, W.M. Josephine County, Oregon



**CITY OF GRANTS PASS**

36-06-24-CC, TL 1300

**Legend**

 Subject Parcel



**CITY OF GRANTS PASS**

Parks & Community Development Dept.  
 101 Northwest "A" Street  
 Grants Pass, OR 97526  
 Phone: (541) 450-6060  
 Fax: (541) 476-9228  
 Web: [www.grantspassoregon.gov](http://www.grantspassoregon.gov)



March 30, 2006

DISCLAIMER: The Geographic Information Systems (GIS) data made available on this map are developed by the City of Grants Pass and Josephine County. Every reasonable effort has been made to assure the accuracy of the maps and associated data.

## Justin Gindlesperger

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**From:** MOREHOUSE Donald <Donald.MOREHOUSE@odot.state.or.us>  
**Sent:** Tuesday, July 05, 2016 3:33 PM  
**To:** Justin Gindlesperger  
**Cc:** WANG Wei \* Michael; HARSHMAN Cathaleen A \* Cathy  
**Subject:** RE: Zone Change - Dowell Road/Redwood Hwy

Justin,

Thank you for sending agency notice of a request for a Comprehensive Plan and Zone map Amendment to change the zoning of three parcels from General Commercial (GC) to Business Park (BP) to be congruent with the surrounding zoning. Property is located at 1701 and 1741 Dowell Road. 36-06-16-24, TLs 501, 1200 and 1300. We reviewed this and determined that it would not significantly affect state transportation facilities under the State Transportation Planning Rule (OAR 660-012-0060). We have one comment pertaining to the State Access Management Rule (OAR 734-051-000).

- No access to OR 199

**Don Morehouse**  
**Senior Transportation Planner**  
**ODOT Region 3, District 8 (Rogue Valley Tech Center)**  
**Ph: (541) 774-6399**  
**Fax: (541) 774-6349**  
[Donald.Morehouse@odot.state.or.us](mailto:Donald.Morehouse@odot.state.or.us)

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**From:** Justin Gindlesperger [<mailto:jgindlesperger@grantspassoregon.gov>]  
**Sent:** Tuesday, July 05, 2016 7:58 AM  
**To:** MOREHOUSE Donald  
**Subject:** Zone Change - Dowell Road/Redwood Hwy

Don-

Just checking to see if ODOT had any comments regarding the zone change application at the intersection of Dowell Road and Redwood Highway. The applicants are proposing to change the zoning from General Commercial to Business Park. Farmer's Building Supply and Rogue Truss Systems are already located on the site.

The zone change application is #6 in the attached Site Plan Review packet.

**Justin Gindlesperger, AICP, CFM**  
Associate Planner  
Parks & Community Development  
541.450.6068

**CITY OF GRANTS PASS  
PARKS & COMMUNITY DEVELOPMENT DEPARTMENT**

**CITY OF GRANTS PASS URBAN RENEWAL PLAN – 2016**

<b>Procedure Type:</b>	Type IV: Planning Commission Recommendation and City Council Decision
<b>Project Type:</b>	The City of Grants Pass Urban Renewal Plan ~ 2016
<b>Applicant:</b>	City of Grants Pass
<b>Planner Assigned:</b>	Lora Glover
<b>Date of UAPC Staff Report:</b>	July 6, 2016
<b>Date of UAPC Hearing:</b>	July 13, 2016
<b>Date of City Council Hearing:</b>	July 20, 2016

**1. PURPOSE**

The Urban Area Planning Commission (Planning Commission) is being asked to make a recommendation to the City of Grants Pass City Council (City Council) regarding the City Council’s consideration and adoption of the proposed Grants Pass Urban Renewal Plan - 2016 (Plan).

The focus of the Planning Commission’s review is the conformance of the Plan with the City of Grants Pass Community Development Plan (Comprehensive Plan). The Planning Commission is not being asked to approve the Plan, but rather make a recommendation to the City Council on the conformance issue. There are no explicit review criteria for a Planning Commission for the review of an urban renewal plan. The Oregon Revised Statute (ORS) 457.085(4) states that “An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095”. The generally accepted practice is for the Planning Commission to provide input on the relationship of the Plan to the Local Goals and Objectives (Section XI of the Plan), and particularly to its conformance to the Comprehensive Plan.

**2. BACKGROUND**

The City of Grants Pass conducted a Feasibility Study for an urban renewal area to serve industrial and commercial areas in the city in the spring of 2016. This Feasibility Study was guided by an Urban Renewal Task Force who reviewed the boundary, projects and financial assumptions for the proposed urban renewal area. The intent of the urban renewal area is to provide tools to help incentivize economic growth and job creation. The City Council reviewed the study in March of 2016 and thereafter gave direction to staff to pursue the preparation of an urban renewal plan.

The Plan is designed for the City of Grants Pass Urban Renewal Area - 2016 (Area), an area of 1,364.10 acres that includes the commercial corridor of the city, underdeveloped industrial properties, and the fairgrounds. The reason for urban renewal is to cure blight by providing a financing mechanism to fund improvements including utility, transportation and public amenity improvements, spurring economic activity in the Area. The Plan contains goals, objectives, and projects for the development of the Area. On July 6, 2016, the Council reviewed a proposed Resolution to send the Grants Pass Urban Renewal Plan – 2016 out for public review (see *Exhibits 1 & 2*).

### **3. PROPOSAL**

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old deteriorated buildings, public spaces which need improvements, a lack of investment, streets and utilities in poor condition or they can lack streets and utilities altogether. The Area has many properties that are undeveloped or under developed, and lacks sufficient infrastructure within the Area. The goals of the Plan are listed in Section III of the attached Plan. The specific projects proposed in this Plan are outlined in Sections IV and V of the Plan and include economic development activities, the improvement and construction of utilities, transportation infrastructure, and public amenities.

Urban renewal is unique in that it brings its own financing source: tax increment financing (TIF). Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

Urban renewal is put into effect by the local government (the city in this case) adopting an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future (see *Exhibits 3 & 4*).

### **4. PUBLIC NOTICE**

A Notice announcing the Planning Commission meeting was mailed on June 29, 2016. Notice was also placed on the City of Grants Pass website.

The Plan would be administered by the City of Grants Pass Urban Renewal Agency (Agency). Substantial changes to the Plan, if necessary, must be approved by the City Council as detailed in Section X Future Amendments to the Plan.

### **5. RELATIONSHIP TO LOCAL OBJECTIVES**

The Plan relates to local planning and development objectives contained within the Grants Pass & Urbanizing Area Comprehensive Plan (Comprehensive Plan). Section XI of the Plan describes the purpose and intent of these plans, the particular goals and policies within each

planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering that occurs in the original document. *Italicized text* is text that *has* been taken directly from an original planning document. The Comprehensive Plan designations are shown in Figures 2a-2d of the Plan.

This is not a comprehensive list of all parts of the Comprehensive Plan that are supported by this Plan. This list includes the major Goals and Policies from the Comprehensive Plan that are in conformance with the urban renewal plan however, there may be other Goals and Policies that are not listed, but are still in conformance with this Plan.

#### **A. City of Grants Pass & Urbanizing Area Comprehensive Plan**

The Plan conforms to the Citizen Involvement, Recreation, Parks and Open Space, Economy, Housing, Public Facilities and Services, Energy Conservation, and Land Use Elements as it contains projects to upgrade the transportation infrastructure, to support existing business and allow for development of new businesses to create jobs, utilizing underutilized and/or blighted sites and improve public amenities throughout the Area. The full conformance statements are found in Section XI of the attached Grants Pass Urban Renewal Plan - 2016.

### **6. PLANNING COMMISSION RECOMMENDATION AND VOTE**

Staff recommends that the Planning Commission:

1. Review and discuss the proposed Grants Pass Urban Renewal Plan – 2016; and
2. Recommends to the City Council that the Grants Pass Urban Renewal Plan - 2016 conforms to the Grants Pass & Urbanizing Area Comprehensive Plan.

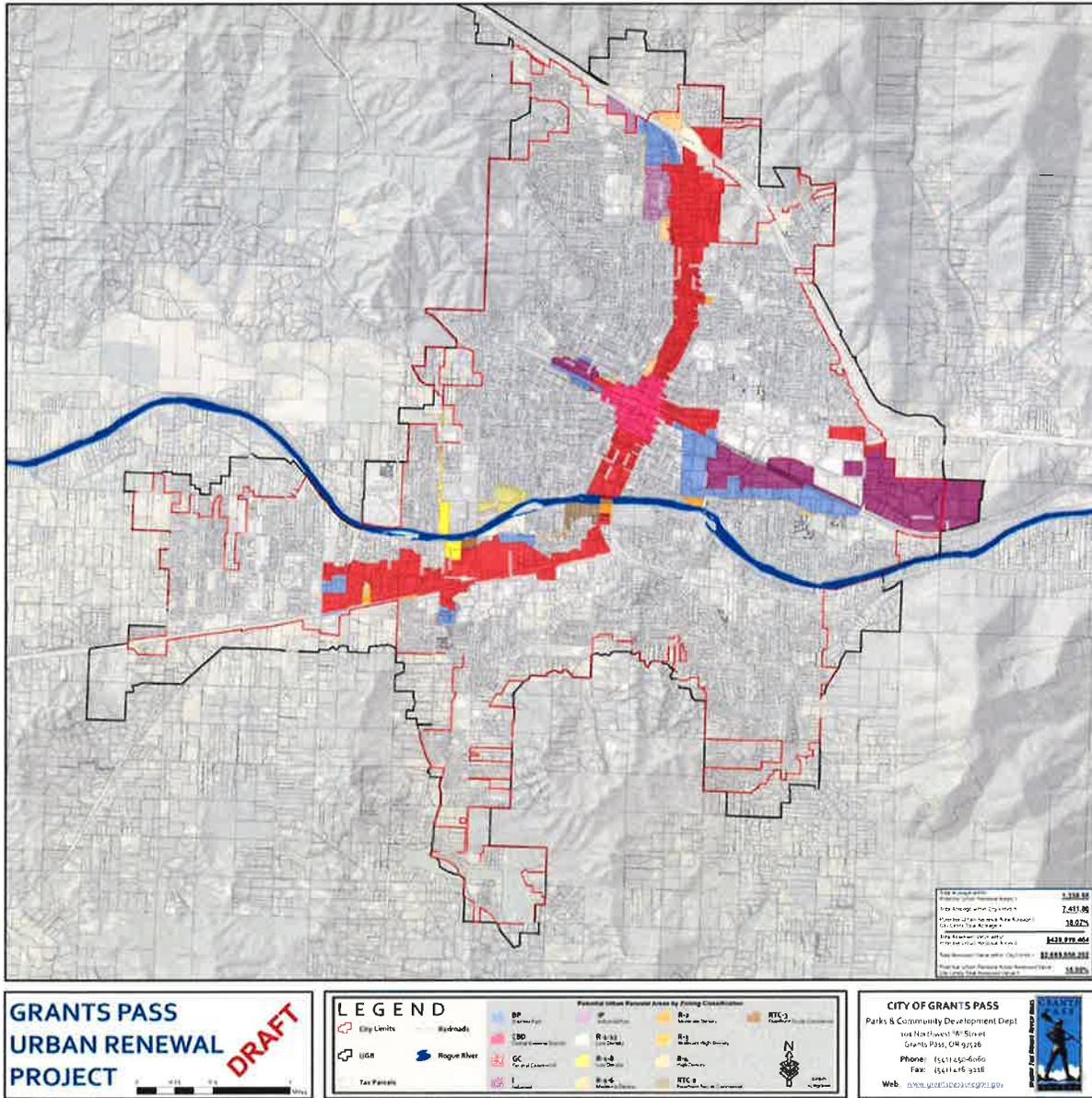
Recommendation/Suggested Motion(s):

“Based upon the information provided above and with the information in the proposed Grants Pass Urban Renewal Plan ~ 2016, I move that the Urban Area Planning Commission recommends to the City Council that the Grants Pass Urban Renewal Plan - 2016 conforms with the Grants Pass & Urbanizing Area Comprehensive Plan.”

### **7. ATTACHMENTS:**

1. Background Document
2. Proposed Resolution
3. Grants Pass Urban Renewal Plan - 2016
4. Report Accompanying the Grants Pass Urban Renewal Plan - 2016

Figure 1 - Urban Renewal Area Boundary



Resolution of the City of Grants Pass Urban  
Renewal Agency sending the proposed Grants  
Pass Urban Renewal Plan – 2016 out for  
public review.

Date: July 6, 2016

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**SUBJECT AND SUMMARY:**

The City of Grants Pass Urban Renewal Agency is being asked to pass a motion to send the proposed Grants Pass Urban Renewal Plan - 2016 (Plan) out for formal public review including presentation to the Urban Area Planning Commission for their recommendation of conformance with the Grants Pass Community Development Plan and to the Grants Pass City Council for consideration of a non-emergency ordinance to adopt the Plan.

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**RELATIONSHIP TO COUNCIL GOALS:**

This supports Council's goals of **ENCOURAGE ECONOMIC OPPORTUNITIES** and maintain, operate and expand our **INFRASTRUCTURE** to meet community needs by providing a financing tool to build infrastructure that is key to growth in the City, providing assistance to businesses to improve their facilities and expand in the City, and improve opportunities for jobs and economic growth.

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**CALL TO ACTION SCHEDULE:**

Taking action as an Agency by July 6, 2016 will provide time for the Planning Commission to meet and determine conformance with the comprehensive plan, and allow time for adoption by the Council on July 20, 2016 permitting the Urban Renewal Area to capture increment one year earlier.

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**BACKGROUND:**

In the spring of 2016, the City of Grants Pass conducted a Feasibility Study for an urban renewal area to serve industrial and commercial areas in the City. This Feasibility Study was guided by an Urban Renewal Task Force, who reviewed the boundary, projects and financial assumptions for the proposed urban renewal area. The intent of the urban renewal area is to provide tools to help incentivize economic growth and job creation. The Grants Pass City Council reviewed the study in March of 2016, participated in prioritizing potential projects and gave direction to staff to pursue the preparation of an Urban Renewal Plan.

The Plan is designed for the Grants Pass Urban Renewal Area (Area), an area of 1,364.10 acres that includes the commercial corridor of the City, underdeveloped industrial properties, and properties down Redwood Highway and Redwood Avenue to Dowell Road. The reason for urban renewal is to cure blight by providing a financing mechanism to fund improvement, including utility, transportation and public amenity improvements, spurring economic activity in the Area.

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ITEM: 6.a. RESOLUTION OF THE CITY OF GRANTS PASS URBAN RENEWAL  
AGENCY SENDING THE PROPOSED GRANTS PASS URBAN  
RENEWAL PLAN – 2016 OUT FOR PUBLIC REVIEW.

Staff Report (continued):

The Plan contains goals, objectives, and projects for the development of the Area. The full process for public review is:

1. Preparation of a plan including opportunity for citizen involvement. There was an initial Grants Pass Urban Renewal Feasibility Task Force that reviewed the technical information for the Urban Renewal Plan. There were two meetings of the City Council where the feasibility study was discussed. There will be an open house on July 13, 2016. The Urban Area Planning Commission will review the proposed Plan and its conformance with the comprehensive plan. Testimony will be allowed. The City Council will hold a public hearing where testimony will be taken.
2. The City of Grants Pass Urban Renewal Agency review of the proposed Plan and accompanying Report on July 6, 2016.
3. Review and recommendation by the Urban Area Planning Commission on July 13, 2016.
4. Notice to all citizens of Grants Pass of a hearing before the City Council. Notice will be provided by mail to all City property owners.
5. Forwarding a copy of the proposed Plan and the Report to the governing body of each taxing district. The formal taxing districts letters will be sent out on July 7, 2016.
6. Presentation of the Plan to the Josephine County Commission on July 13, 2016.
7. Hearing by City Council and consideration of the proposed Plan and accompanying Report by a non-emergency ordinance. The hearing by City Council will be held on July 20, 2016. The ordinance must be a non-emergency ordinance, which means that the ordinance does not take effect until 30 days after its approval.

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COST IMPLICATION:

Revenue Source: The revenue source for the Urban Renewal Area comes from tax increment revenues. These revenues come from future reduction in tax revenues (taxes on incremental growth within the Urban Renewal Area) that will be directed to the City of Grants Pass Urban Renewal Agency for use in the Urban Renewal Area. This impact is identified in the Report Accompanying the Grants Pass Urban Renewal Plan - 2016.

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ALTERNATIVES:

1. The Urban Renewal Agency can proceed with the process of considering an Urban Renewal Plan by sending the Plan and Report out for public review;
2. The Agency can request more time or information prior to sending the plan and report out for public review. (There are potential negative cash-flow impacts);
3. The Agency can defer or take no action at this time.

Staff Report (continued):

RECOMMENDED ACTION:

It is recommended the Agency deliberate on the proposed Urban Renewal Plan and send the Grants Pass Urban Renewal Plan – 2016 out for formal public review.

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POTENTIAL MOTION:

I move to adopt the resolution to send the Grants Pass Urban Renewal Plan - 2016 out for formal public review.

## AGENCY RESOLUTION NO.

### A RESOLUTION OF THE CITY OF GRANTS PASS URBAN RENEWAL AGENCY SENDING THE PROPOSED GRANTS PASS URBAN RENEWAL PLAN – 2016 OUT FOR PUBLIC REVIEW.

#### WHEREAS:

1. The City of Grants Pass City Council (the “City Council”) has established goals to Encourage Economic Opportunities, Facilitate Sustainable, Manageable Growth and Maintain, Operate and Expand Our Infrastructure to Meet Community Needs; and
2. The City Council undertook an Urban Renewal Feasibility Study (the “Feasibility Study”), involving two presentations to City Council including presentation of the final document in the spring of 2016; and
3. An Urban Renewal Task Force comprised of community representatives reviewed the technical information in the Feasibility Study and provided input on goals and objectives, projects and financing; and
4. The City Council directed staff to prepare an Urban Renewal Plan and report for public review; and
5. The Grants Pass Urban Renewal Agency (the “Agency”), is the duly authorized and acting Urban Renewal Agency of the City of Grants Pass, Oregon; and
6. The Agency, pursuant to the requirements of ORS Chapter 457, has caused the preparation of the Grants Pass Urban Renewal Plan - 2016 dated July 20, 2016 and attached hereto as Exhibit ‘A’ (the “Plan”). The Plan authorizes certain urban renewal activities within the Grants Pass Urban Renewal Area; and
7. The Agency has caused the preparation of a certain Urban Renewal Report dated July 20, 2016 attached hereto as Exhibit ‘B’ (the “Report”) to accompany the Plan as required under ORS 457.085(3); and
8. The Agency has reviewed the Plan and Report and desires to move the Plan and Report through the formal public review process including requesting a recommendation from the Grants Pass Urban Area Planning Commission on the conformance of the Plan to the Grants Pass Comprehensive Plan, presentation of the Plan and Report to the County Commission, mailing the Plan and Report to the affected taxing districts and presentation of the Plan and Report to the City Council for a public hearing and vote.

**NOW, THEREFORE, BE IT RESOLVED** by the City of Grants Pass Urban Renewal Agency to send the proposed Grants Pass Urban Renewal Plan – 2016 out for formal public review, which is attached and incorporated herein as Exhibit ‘A’ – Grants Pass Urban Renewal Plan – 2016 and Exhibit ‘B’ – Report Accompanying the Grants Pass Urban Renewal Plan – 2016.

**ADOPTED** by the City of Grants Pass Urban Renewal Agency, Oregon, this 6<sup>th</sup> day of July, 2016, to be effective upon final approval of the approved annexation.

**SUBMITTED** to and \_\_\_\_\_ by the Chair of the City of Grants Pass Urban Renewal Agency, Oregon, this \_\_\_\_ day of July, 2016.

\_\_\_\_\_  
Darin Fowler, Chair

**ATTEST:**

\_\_\_\_\_  
Karen Frerk, City Recorder

Date submitted to Chair: \_\_\_\_\_

Approved as to Form, Mark Bartholomew, City Attorney \_\_\_\_\_

# Grants Pass Urban Renewal Plan - 2016

Adopted by the City of Grants Pass

Date

Ordinance No.

If Amendments are made to the Plan, the resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote.

List of Participants

Mayor  
City Council

Darin Fowler  
Dan DeYoung, Council President  
Ken Hannum  
Roy Lindsay  
Valerie Lovelace  
Rick Riker  
Dennis Roler

Urban Area Planning Commission

Gerald Firzgerald, Chair  
Jim Coulter, Vice Chair  
Loree Arthur  
David Kellenbeck  
Lois MacMillan  
Blair McIntire  
Dan McVay  
Robert Wiegand

City Manager  
Assistant City Manager  
Parks and Community Development Director  
Finance Director  
Business Advocate  
GIS

Aaron Cubic  
David Reeves  
Lora Glover  
Jay Meredith  
Susan Seereiter  
Eric Wade

Consultant Team

Elaine Howard Consulting LLC, Elaine Howard  
ECONorthwest, Nick Popenuk, Ali Danko

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## I. DEFINITIONS

“Agency” means the City of Grants Pass Urban Renewal Agency. This Agency is responsible for administration of the urban renewal plan. In Grants Pass, the Agency board is the Grants Pass City Council.

“Annual report” means annual report on impacts to taxing jurisdictions and former year and following year budgets as required in ORS 457.460.

“Blight” is defined in ORS 457.010(1)(A-E) and identified in the ordinance adopting the urban renewal plan.

“City” means the City of Grants Pass, Oregon.

“City Council” or “Council” means the City Council of the City of Grants Pass.

“Commission” means the Josephine County Commission.

“Comprehensive Plan” means the City of Grants Pass comprehensive land use plan and its implementing ordinances, policies and standards.

“County” means Josephine County.

“Fiscal year” means the year commencing on July 1 and closing on June 30.

“Frozen base” means the total assessed value including all real, personal, manufactured and utility values within an urban renewal area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in an urban renewal area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS” means the Oregon revised statutes and specifically Chapter 457, which relates to urban renewal.

“Planning Commission” means the Urban Area Planning Commission, composed of both city and county representatives.

“Tax increment financing (TIF)” means the funds that are associated with the division of taxes accomplished through the adoption of an urban renewal plan.

“Tax increment revenues” means the funds allocated by the assessor to an urban renewal area due to increases in assessed value over the frozen base within the area.

“Under-levy” means taking less than the available tax increment in any year as defined in ORS 457.455.

“URA” means the properties and rights of way located with the Grants Pass urban renewal boundary.

“Urban renewal agency” or “Agency” means an urban renewal agency created under ORS 457.035 and 457.045. This agency is responsible for administration of the urban renewal plan.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more urban renewal areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457.170 in an urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal plan pursuant to ORS 457.085(3).

“Grants Pass Transportation Systems Plan (TSP)” means the Transportation System Plan adopted by the Grants Pass City Council.

## II. INTRODUCTION

The City of Grants Pass Oregon conducted a feasibility study for an urban renewal area to serve industrial and commercial areas in the city in the spring of 2016. This Feasibility Study was guided by an Urban Renewal Task Force who reviewed the boundary, projects and financial assumptions for the proposed urban renewal area. The intent of the urban renewal area is to provide tools to help incentivize economic growth and job creation in the urban renewal area. The Grants Pass City Council reviewed the study in March of 2016 and thereafter gave direction to staff to pursue the preparation of an urban renewal plan.

The City of Grants Pass Urban Renewal Plan – 2016 (Plan) contains goals, objectives, and projects for the development of the Grants Pass Urban Renewal Area (URA). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the URA.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The URA has infrastructure needs as identified in the Report accompanying the Grants Pass Urban Renewal Plan – 2016 and specifically cited in the ordinance for adoption of the Plan.

Urban renewal allows for the use of tax increment financing (TIF), a financing source that is unique to urban renewal, to fund its projects. Tax increment revenues – the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces. The specific projects to be approved in this Plan are outlined in Sections IV and V.

Urban renewal is put into effect when the local government (the City of Grants Pass, in this case) adopts an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The URA shown in Figure 1, consists of approximately 1,364.10 total acres: 1,207.79 acres of land in tax lots and 156.31 acres of public right-of-way.

The Plan will be administered by the City of Grants Pass Urban Renewal Agency (Agency), which was established by the Grants Pass City Council as the City's Urban Renewal Agency. Substantial changes to the plan must be approved by the City Council as outlined in Section IX of this Plan.

A public meeting was held on July 13 at which approximately      citizens participated. The public meeting included presentation boards and other materials to educate the public about

the impacts of the proposed urban renewal district and to receive their input. Staff and representatives of the consultant team were in attendance to answer questions from the public.

In addition, city staff briefed the Josephine County Commission on July 13, 2016.

The Plan is accompanied by an Urban Renewal Report (Report) that contains additional information, as required by ORS 457.085. The technical information in the Report includes:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of the Plan area;
- The relationship between each project to be undertaken and the existing conditions;
- The total estimated cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the area and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

It is anticipated that the Plan will take 30 years of tax increment collections to implement. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$105,000,000.

Future amendments will be listed numerically in this section of the Plan and then incorporated into the Plan document and noted by footnote as to amendment number and date adopted.

### III. GOALS AND OBJECTIVES

The goals and objectives of the Urban Renewal Area plan support the City Council's Mission, Vision and Strategic Goals. The goals of the Plan represent the basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Sections IV and V of the Plan are the specific means of meeting the objectives. The goals relate to adopted plans, as detailed in Section XI. The goals and objectives will be pursued as economically as is feasible and at the discretion of the Agency. The goals and objectives are not ranked by priority.

#### Goal 1: ECONOMIC DEVELOPMENT AND EMPLOYMENT

Create conditions that are attractive to the growth of existing business and attract new businesses to Grants Pass to create new jobs. Provide an adequate number of sites of suitable sizes, types, and locations to accommodate a variety of economic opportunities. Increase property values so that the URA will contribute its fair share to the costs of public services provided.

##### Objectives:

1. Build utility infrastructure to support existing businesses and accommodate growth in the URA.
2. Assist in the improvement of transportation infrastructure to support existing development and allow for future development.
3. Leverage the Agency's financial resources to the maximum extent possible with other public and private investments and other public and private funding sources.
4. Develop a Convention Center to attract visitors to the URA, creating jobs, supporting existing businesses and providing opportunities for new businesses.

#### Goal 2: PUBLIC INVOLVEMENT

Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the urban renewal implementation process.

##### Objectives:

1. Provide opportunities for public input throughout the implementation of the Plan.
2. Utilize an Advisory Group or Council appointed Task Force to review substantial amendments to the Plan.

Goal 3: REDEVELOPMENT/DEVELOPMENT

Strengthen a lively storefront retail character with a pedestrian emphasis, supporting an active downtown. Complement, protect and promote the continued growth and vitality of current businesses and attract new businesses.

Objectives:

1. Create a tool kit to assist existing businesses with their growth and vitality, including a building rehabilitation program.
2. Create a tool kit to invest in new catalyst projects that leverage public-private partnerships, incentives, and other tools.
3. Provide opportunities such as a Maker's Space or Business Incubator to help start new businesses in the URA.
4. Redevelop or remove underdeveloped and/or blighted properties in the URA.
5. Provide and improve public amenities such as plazas and parks to create an attractive environment for residents while also providing an environment that supports existing and new businesses.

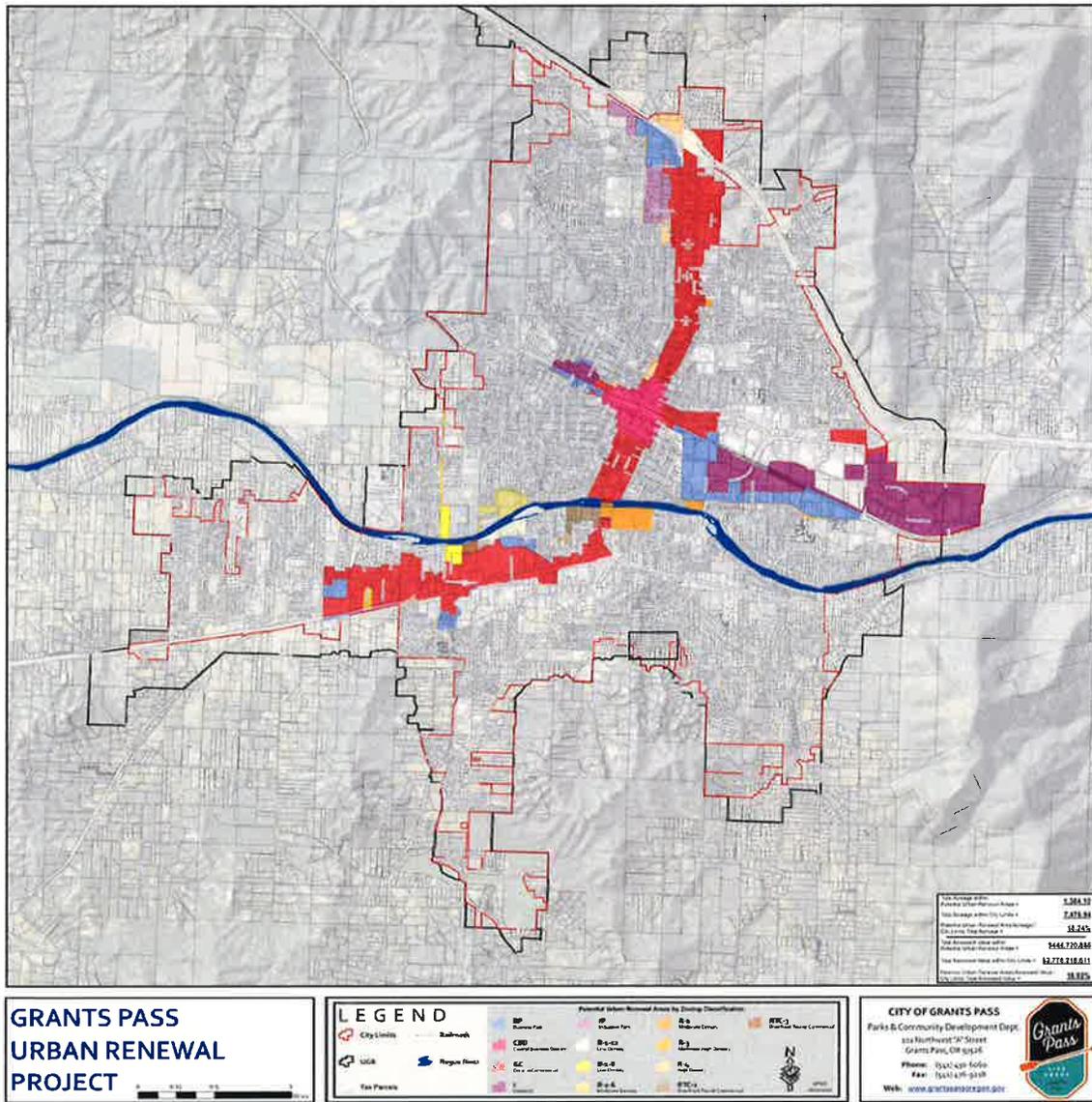
Goal 4: FISCAL STEWARDSHIP

Work with taxing jurisdictions to both inform them of the annual project and financial activities of the urban renewal area and to evaluate opportunities to use tax increment revenues for mutual benefit.

Objectives:

1. Send a copy of the annual project required by ORS 457.460 and financial report to all taxing jurisdictions, informing them of the activities of the urban renewal area.
2. Notify taxing jurisdictions of revenue sharing responsibilities and the timing of those responsibilities.
3. Reimburse city for annual costs in administering the urban renewal area.

Figure 1 – Grants Pass Urban Renewal Plan Area Boundary



## **IV. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES**

The projects within the URA include:

- A. Capital Improvements**  
*Public infrastructure including transportation and utility improvements*  
*Development Assistance to promote new development and rehabilitation*
- B. Debt service and plan administration**

## **V. URBAN RENEWAL PROJECTS**

Urban renewal projects authorized by the Plan are described below. Public improvements authorized under the Plan include upgrading infrastructure including transportation and utilities to encourage development.

### **A. Capital Improvements**

#### **1. Sewer Plant**

This project would support the \$20,000,000 water restoration plant expansion. This project benefits the entire city, with only 18% of the area being included in the URA. The funding for the URA contribution would be a percentage of the total acreage of the city.

#### **2. Water Plant**

This project would support the \$56 million project of replacing the water treatment plant. This project benefits the entire city, with only 18% of the area being included in the URA. The funding for the URA contribution would be a percentage of the total acreage of the city.

#### **3. North end improvements**

Water, sewer, and transportation improvements are needed in the NW Industrial area prior to further development in the area. The estimated costs identified in the various capital improvement plans total \$16 million dollars. Proposed URA participation at 25% could open this industrial area for development and expansion.

#### **4. Water, Sewer, Transportation (SE Industrial)**

The area around the Spalding Industrial Park needs infrastructure to adequately function as an industrial area. On the east side of Jones Creek, the topology will require a sewer lift station in order to provide sewer services. Water fire flow requirements will require a new reservoir and a booster station. Development costs for Sewer (\$8.2 million), Water (\$8.3 million) and Transportation (\$3.5 million) will exceed \$19 million. Assistance from the URA or another source will be required to make development of this area feasible. Proposed URA participation at 25% could open this industrial area for development and expansion.

#### **5. North 6th and 7th Street corridor**

The north entry way to the City comes down 6th and 7th streets. Visitor's first impressions of Grants Pass are made as they come into the City through this area. There is a need for façade

improvements, landscaping, and improvements that would visually enhance this corridor and add to the appeal of downtown and the City.

#### 6. Blighted building removal and/or replacement

There are several blighted buildings (South Y area and F Street & 9th) that are prime real estate opportunities being underutilized. The removal and restructuring of some key development areas would attract new investment in the community. Incentives could influence the property owner's future development.

#### 7. Southern section of NW industrial area

Water, sewer, and transportation improvements are needed in the southerly end of this industrial area prior to further development. The estimated costs identified in the various capital improvement plans total \$13 million dollars. Proposed agency participation at 25% could open this industrial area for development and expansion.

#### 8. Infrastructure - Vine Street - water, sewer, transportation

Water, sewer, and transportation improvements are needed in the Vine Street area in order to support further development. The estimated costs identified in the various capital improvement plans total \$2.3 million dollars. Proposed agency participation at 25% could open this industrial area for development and expansion.

#### 9. Building Rehab Program

This project would focus on rehabilitating unsightly or uninhabitable buildings. The program could be set up as a low or no-interest loan program, or it could include grant elements. The purpose would be to encourage private investments improving façade and storefronts, interior building improvements, and perhaps the associated public infrastructure and access spaces connected to the buildings.

#### 10. Business Incubator

This project would support a business incubator where small businesses could have access to resources that would assist them in developing their business plan. The incubator would serve as a catalyst for starting new businesses. Partnering with the local schools, the community college and the Small Business Development Center (SBDC) would likely improve business successes.

#### 11. Convention Center

This project could explore a partnership with a developer or major hotel chain to locate a convention center in Grants Pass.

#### 12. Town Center Plaza

This has been identified as an area that needs improvement. The buildings and surrounding parking are not consistent with the balance of the historical district. Though there are some successful retail outlets in the plaza, the potential exceeds what is currently there. Retail construction costs are estimated at \$140/per square foot. Incentives provided by the agency could influence the property owner's future development of this site.

### 13. Riverside Park

This would add amenities to Riverside Park. It could include an amphitheater, stage area, restrooms, spray park, meeting space and other features that could improve the park, benefiting citizens and attracting more visitors to the park and Grants Pass.

### 14. Underdeveloped land

There are properties included within the URA that are being underutilized. Higher and better uses, including business park use, lodging, commercial uses and/or uses consistent with current zoning would benefit the City, its residents and its visitors. The agency could participate in planning, development, and installing of public infrastructure to improve these areas. Priority properties would be along 6th Street, Redwood Highway, and along the riverfront.

### 15. Study Streetscape/Streetscape Implementation

Aesthetic improvements to the streetscape in the Southeast Industrial Area.

#### ***B. Debt Service and Plan Administration***

This project will allow for the repayment of costs associated with the preparation and implementation of the Grants Pass Urban Renewal Plan. It also includes ongoing administration and any financing costs associated with issuing long- and short-term debt, relocation costs and other administrative costs.

## **VI. PROPOSED LAND USES, MAXIMUM DENSITIES AND BUILDING REQUIREMENTS**

The proposed land uses, densities and building requirements for the URA will comply with the Grants Pass Comprehensive Plan and Grants Pass Development Code as stated in those documents and incorporated herein by reference. If those documents change, those changes will be automatically incorporated into this Plan. The specific zones within the URA are:

### **Moderate Density Residential**

The purpose of the R-2 District is to encourage, accommodate, maintain and protect a suitable environment for residential living at moderate densities.

### **Moderate-High Density Residential**

The purpose of the R-3(R-3-1) and R-3-2 Districts is to encourage, accommodate, maintain and protect a suitable environment for residential living at moderate-high densities. Maximum densities in these districts are typically representative of 2-story housing such as attached or multi-family.

### **High Density Residential**

The purpose of the R-4(R-4-1), R-4-2, and R-5 Districts is to encourage, accommodate, maintain and protect a suitable environment for residential living at higher densities, and for professional uses that typically support residential areas; such as professional offices; hospitals, clinics and other suitable uses, but only in a manner designed to support and protect residential livability. Maximum densities in these districts are typically representative of 3-story housing such as attached or multi-family. Some districts only allow non-residential uses when in conjunction with residential use to ensure the residential land supply is not exclusively consumed by other uses.

### **General Commercial**

The purpose of the General Commercial District is to provide for all commercial and professional uses, excepting those uses requiring on-site manufacture or assembly. Performance development standards are designed to protect adjacent uses and development from impact, and the market factors of supply, demand, location and cost are expected to provide commercial development in appropriate types, amounts and relationships.

### **Central Business District**

The purpose of the Central Commercial District is to provide appropriate commercial and professional uses for the Central Business District of Grants Pass. Performance development standards are designed to encourage mixed commercial, professional and high-rise residential uses. The Central Business District recognizes and encourages viable and economic uses, while

performance development standards and the Downtown Plan act to maintain and enhance the District's unique architecture and historic qualities.

### **Riverfront Tourist Commercial II**

The RTC-II District is located next to the downtown and Central Business District of Grants Pass. The purpose of this sub-district is to encourage both high quality building density and visitor-serving activities which allow the beauty of the river to be seen. The scale and architectural character must have an urban ambience and sophistication. Mixed-use developments with residential units located above ground floor commercial are encouraged.

### **Riverfront Tourist Commercial III**

The RTC-III District is directly related to the County Fairgrounds/Race Track and the Riverside West All Sports Park. Affordable visitor-serving activities and commercial recreation development are desired. These activities should occur in a park-like setting. Mixed-use developments with residential units located above ground floor commercial are encouraged.

### **Business Park**

The purpose of the Business Park District is to provide a mixed-use zone for light industrial and commercial uses. Retail trade is permitted as an accessory use or when determined to be compatible with, or can be made compatible with, light industrial or wholesale trade uses via a discretionary review process. Performance Development Standards are designed to ensure the compatibility of the light industrial uses with the commercial uses, and the compatibility with adjacent Commercial and Residential Zoning Districts.

### **Industrial**

The purpose of the Industrial District is to provide for those industrial uses with heavier impacts upon their surroundings and the need for outdoor functions. Performance standards are less than required for other industrial districts and graduated buffering standards ensure compatibility with neighboring zones of lesser intensity of use. It is the express intent of the Industrial District to maintain lands for industrial use, with commercial and residential uses limited to those uses accessory to industrial development.

### **Industrial Park**

The purpose of the Industrial Park District is to provide for light industrial uses in a campus-like setting. High Performance Development Standards assure compatibility among Industrial Park users and the compatibility with adjacent commercial and residential uses.

## **VII. PROPERTY ACQUISITION AND DISPOSITION**

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment. Identification of property to be acquired and the anticipated disposition of the property is required by ORS 457.085(g).

### ***A. Property acquisition for public improvements***

The Agency may acquire any property within the URA for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

### ***B. Property acquisition – from willing sellers***

The Plan authorizes Agency acquisition of any interest in property within the URA that the Agency finds is necessary to support private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property from a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the URA.

### ***C. Land disposition***

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VI by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on the use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

## VIII. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. No specific acquisitions that would result in relocation benefits have been identified; however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the URA.

## IX. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. (Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.)

### A. *General description of the proposed financing methods*

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from the federal, state, or local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements, and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

### B. *Tax increment financing and maximum indebtedness*

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the URA is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax

collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$105,000,000 (one hundred five million dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. It does include initial bond financing fees and interest earned on tax increment proceeds, separate from interest on bond proceeds.

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## **X. FUTURE AMENDMENTS TO PLAN**

The Plan may be amended as described in this section.

### ***A. Substantial Amendments***

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Grants Pass, as required by ORS 457.120.

Substantial Amendments are amendments that:

1. Add land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

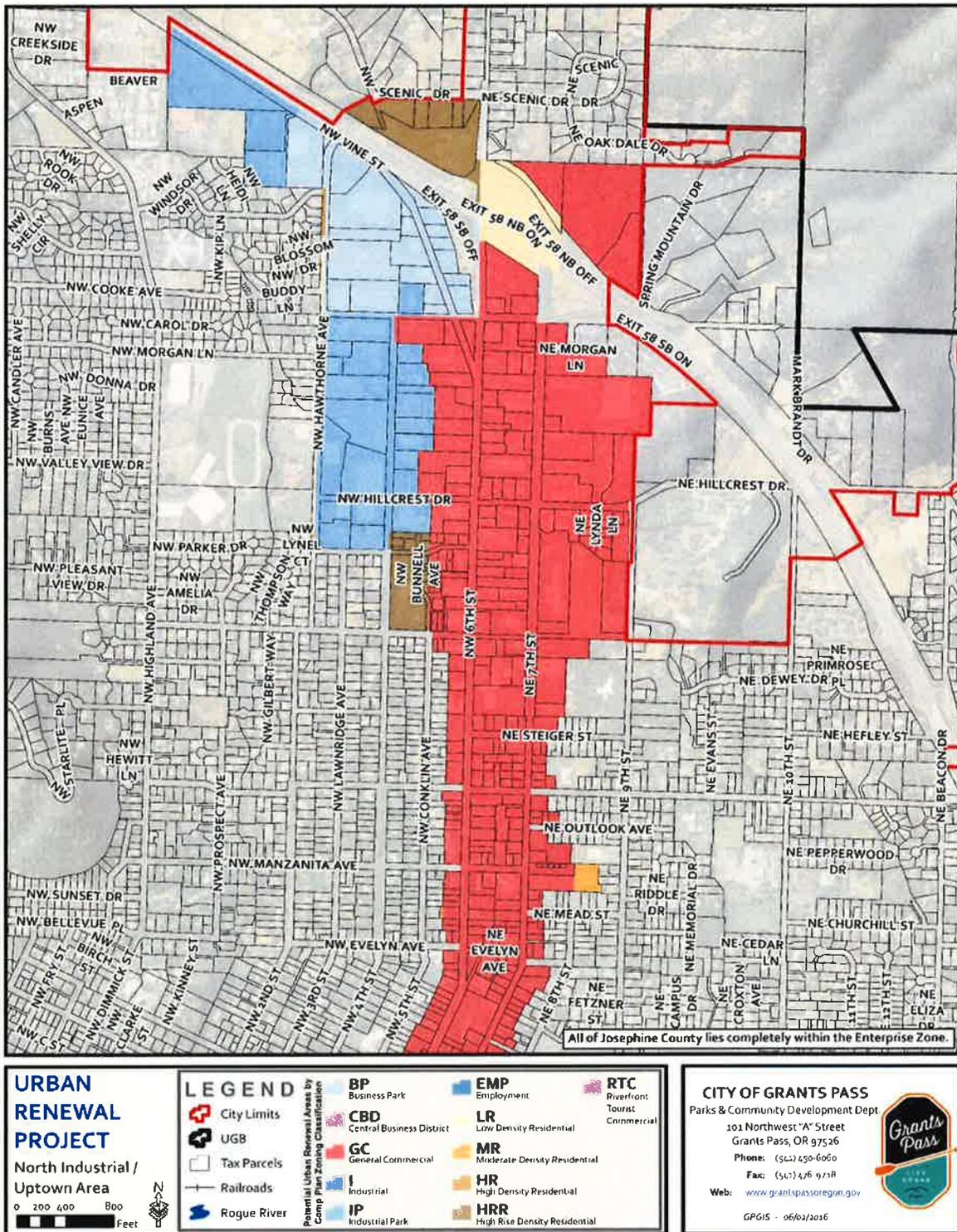
### ***B. Minor Amendments***

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Agency by resolution.

### ***C. Amendments to the Grants Pass Comprehensive Plan and/or Grants Pass Development Code/Zoning Ordinance***

Amendments to the Grants Pass Comprehensive Plan and/or Grants Pass Development Code/ Zoning Ordinance that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency or the City Council.

Figure 2a – Comprehensive Plan Designations

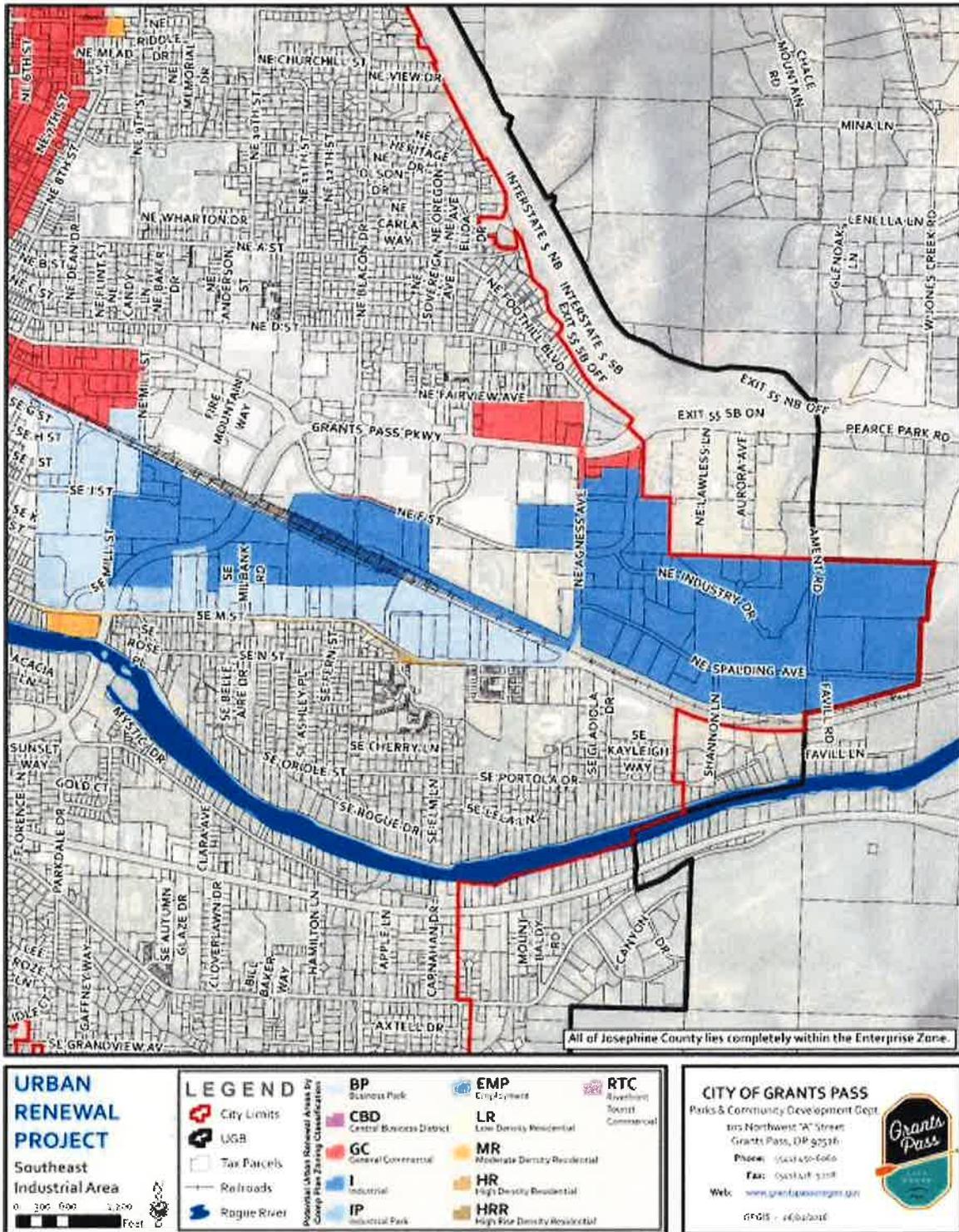


DISCLAIMER: The Geographic Information Systems (GIS) data made available on this map are developed and maintained by the City of Grants Pass and Josephine County. Every reasonable effort has been made to assure the accuracy of the maps and associated data.

Source: City of Grants Pass

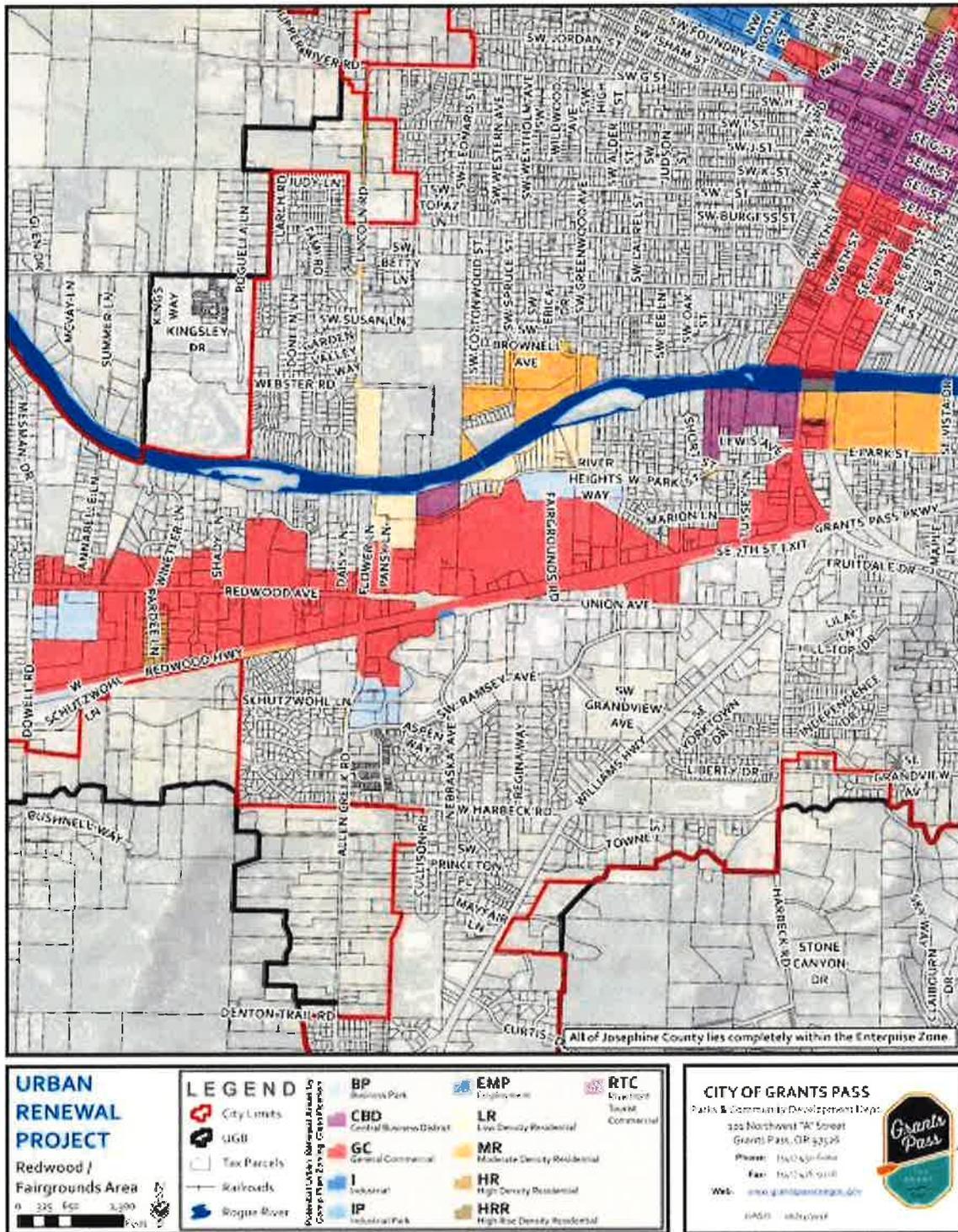


Figure 2c – Comprehensive Plan Designations



Source: City of Grants Pass

Figure 2d – Comprehensive Plan Designations



Source: City of Grants Pass

## **XI. RELATIONSHIP TO LOCAL OBJECTIVES**

The Plan relates to local planning and development objectives contained within the Grants Pass Comprehensive Plan, called the Grants Pass Comprehensive Community Development Plan (Comprehensive Plan), the Grants Pass Development Code, and the Comprehensive Park and Recreation Master Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering that occurs in the original document, so the numbering may look out of order in this document. Italicized text is text that *has* been taken directly from an original planning document.

The Comprehensive Plan designations are shown in Figures 2a-2d. The maximum densities and building requirements are contained in the Grants Pass Development Code. The proposed land uses conform to Figure 2, the comprehensive plan designations and the maximum densities and building requirements can be found in the Grants Pass Development Code, Article 12 Zoning Districts.

This is not a comprehensive list of all parts of the Grants Pass Comprehensive Plan that are supported by this Plan. This list includes the major Goals and Policies from the comprehensive plans that are supported through the urban renewal plan however, there may be other Goals and Policies that are not specifically listed, which support and are in conformance with the Grants Pass Comprehensive Plan.

### ***A. City of Grants Pass Comprehensive Community Development Plan***

The Plan conforms to the Citizen Involvement, Recreation, Parks and Open Space, Economy, Housing, Public Facilities and Services, Energy Conservation, and Land Use Elements as it contains projects to upgrade the transportation and utility infrastructure, to support existing business and allow for development of new businesses to create jobs, utilizing underutilized and/or blighted sites.

#### ***2. Citizen Involvement***

*Goal: To develop a citizen involvement program that insures the ongoing involvement of citizens in all phases of the land use planning process.*

The Plan conforms to the Citizen Involvement Element as a citizen advisory group assisted in the development and review of the feasibility study. In addition, citizens were provided opportunities for input at the Open House, the Planning Commission meeting and the City Council meeting.

#### ***7. Recreation, Parks & Open Space Element (As contained in the Comprehensive Parks and Recreation Plan)***

*Goal: To provide for the Recreation and Park and Open Space needs of the residents of and visitors to the Grants Pass Urban Growth Boundary area. The provisions shall: ensure the availability of sufficient open spaces for all areas of the UGB; meet the recreational needs of all*

*age groups and types of recreation activities; locate open spaces in a manner that shall protect and enhance natural resources, and minimize hazard to life and property.*

*Element 7 of the Comprehensive Plan, the Recreation, Parks, and Open Space Element is now provided by the January 2010 Comprehensive Park and Recreation Master Plan, adopted on February 3, 2010.*

*Vision Statement:*

*We envision a safe, interconnected, and sustainable system of vibrant parks, thriving green spaces, and quality recreation opportunities that enhance our community and its economic vitality.*

*Sustainability:*

*The City of Grants Pass will sustain City assets and environmental resources for future generations through effective management and maintenance. The City will use conservation measures to develop and care for parks, green space, and recreation facilities with an eye to the future.*

*Accessibility:*

*The City of Grants Pass will strive to make all parks, facilities, and green spaces geographically, physically, and economically accessible to all members of the community. The Division will plan and design inclusive facilities, serving residents of all ages, abilities, family compositions, and economic and cultural backgrounds*

*Quality Parks and Facilities:*

*The City of Grants Pass will provide safe, clean, and inviting parks and facilities that foster community pride and encourage recreation and outdoor play. The City will strive to provide close-to-home recreation opportunities that are conveniently located for residents citywide and within an expanded Urban Growth Boundary.*

*Connectivity:*

*The City of Grants Pass will connect community members together via a network of parks, recreation facilities, trails, and green spaces. This system will support community health and active transportation, by linking key destinations within planning area.*

The Plan conforms to the Comprehensive Park and Recreation Master Plan as there are projects that will improve Riverside Park.

#### *7.14 Fairgrounds*

*The County Fairgrounds is an especially valuable asset to the people of the community. The City, County and Fair Board shall take care to preserve the fairgrounds for recreation activity, to protect the site from the encroachment of other public uses which may detract from its basic function, and shall act to enhance and extend the recreational capacity of the site. The City and County shall cooperate with the Fair Board to develop a Master Plan for the development of the County Fairgrounds.*

The Plan conforms to this provision as the Fairgrounds is included in the URA. No projects will be undertaken on the Fairgrounds without coordination with the County and the Fair Board.

Funding could be available to assist with a Master Plan for the development of the County Fairgrounds.

### *Economy Element*

*Goal: To improve, expand, diversify and stabilize the economic base of the community.*

#### *Policies:*

*8.1 The City and County shall endeavor to improve, expand, diversify and stabilize the economic base of the community:*

*(d) by insuring that an adequate quality and quantity of industrial land is available, properly zoned and serviced.*

*8.4 The acquisition and development of park and recreation facilities, as well as the conservation of natural resources and open space, shall be considered a vital part of the economic development an economic well-being of the area, the region and the State, and appropriate efforts shall be made to keep both recreation development and natural resource conservation abreast of growth.*

*8.7 The City and County will encourage commercial development at major commercial nodes, which includes the East Grants Pass area around the existing Grants Pass Shopping Center; the Redwood Commercial Triangle South of the Rogue River area and the Downtown area. The City will also encourage infill commercial and office development along Sixth and Seventh Streets, and in the North City commercial area.*

*8.8 The City shall assist in maintaining the Downtown commercial area as a vital business and office district by:*

*(a) following the adopted Downtown Improvement Program, giving high priority to Downtown Improvement projects in its Capital Improvement Program.*

*(e) encouraging private building owners to maintain and improve their buildings.*

*8.9 The City shall promote tourism, a significant element in the local economy by:*

*(b) creating a financial mechanism and completing landscaping & improvements to the North Interchange area.*

The Plan conforms to the Economy Element as there are projects in the Plan to support infrastructure development, both utilities and transportation, to allow for economic growth. In addition, there are programs to assist existing and new businesses within the URA.

### *Housing*

*Goal: To encourage the provision of adequate numbers of housing units within the urban growth boundary at price ranges and rent levels commensurate with the financial capabilities of area households, and to allow for flexibility of housing type, density, location and design.*

The Plan conforms to the Housing Element as there are programs to assist in development within the URA, including mixed use development to help support the downtown commercial core.

### *Public Facilities and Services*

*Goal: To provide needed facilities and services for the Urban Growth Boundary area in a timely, orderly, efficient, economic and coordinated manner.*

*10.1.3 Services shall be provided in an orderly and economic manner. Services provided at public expense should be provided first to those areas most heavily committed to urban development and those areas most actively developing, before extension to less committed areas or to those areas less actively developing. The extension of services with similar physical and/or programmatic requirements should be coordinated where economies will result. The involvement of the private sector is essential in the provision of services, and will determine to a great extent the timing, location and financing means of service extensions.*

*10.1.7 The City and County recognize that the provision of necessary services to accommodate the projected growth and land-use allocations is a mutual responsibility. The city and county will continue to cooperate with each other and with the private sector and the development and use of financial mechanisms and programs that are effective, efficient and equitable.*

The Plan conforms to the Public Facilities and Services Element as there are projects in the Plan to support infrastructure development, both utilities and transportation, to allow for economic growth.

### *10.2 Water Service Policies*

*10.2.1 The City and County shall follow the adopted Water Facilities Plan for the Urban Growth Boundary area when extending and improving water service. Key factors to be utilized in growth management include:*

- (a) the number, size, location and approximate costs of water treatment, storage and distribution facilities deemed necessary to serve the expected population within the Urban Growth Boundary;*
- (b) water sources and treatment and distribution modes;*
- (c) continued input from all segments of the community;*
- (d) implementation and financing strategies for acquiring, developing and maintaining needed water treatment, storage and distribution; and*
- (e) determination of the areas of greatest need, including techniques of funding and prioritization for these areas of need.*

The Plan conforms to the Water Services Policies as there is a project in the Plan to help finance the development of a Water Plant in the URA.

### *10.3 Sewer Service Policies*

*10.3.1 The City and County shall follow adopted Sanitary Sewer Facility and Management Plans for the Redwood, Fruitdale-Harbeck and City service districts, including all parts of the Urban Growth Boundary area. The Sanitary Sewer Facility and Management Plans:*

- (a) determine the number, size, location and approximate costs of sanitary sewer facilities and improvements deemed necessary to serve the expected population within the Urban Growth Boundary;*
- (b) base the facilities and improvements determination upon a thorough analysis of the Urban Growth Boundary service districts, including present treatment plan capacity, treatment levels and Department of Environmental Quality requirements, collection system age, construction and function, and infiltration and inflow characteristics of the system;*
- (c) recommend implementation and financing strategies for acquiring, developing and maintaining needed sanitary sewage facilities;*
- (d) demonstrate continuity with past sanitary sewer plans, as adopted and developed by the City and County;*
- (e) provide for adequate coordination between the City and County as needed in the expansion and maintenance of the sewer service districts;*
- (f) determine the areas of highest priority.*

The Plan conforms to the Sewer Services Policies as there is a project in the Plan to help finance the development of a Sewer Plant in the URA.

#### *10.4 Storm Drain Policies*

*10.4.1 The City and County shall follow the adopted Master Storm Drainage Facilities and Management Plan for the Grants Pass Urban Growth Boundary area when extending the improving drainage service. Key factors to be utilized in growth management include:*

- (a) the number, size, location and approximate costs of storm drainage facilities and improvements deemed necessary to serve the expected population within the Urban Growth Boundary;*
- (b) the analysis of the UGB drainage basins, using generally accepted runoff projection techniques, including appropriate computer modeling, if possible;*
- (c) implementation and financing strategies for acquiring, developing and maintaining needed storm drainage facilities;*
- (d) maintaining continuity with past drainage plans, as adopted and developed by the City and County; and*
- (e) determination of the areas of highest priority, including techniques of funding and prioritization for these high priority areas.*

The Plan conforms to the Storm Drain Policies as there are projects in the Plan to support the development of infrastructure in the URA.

The Plan conforms to the Public Facilities and Services Element as there are projects in the Plan to support infrastructure development to allow for economic growth within the URA.

*Energy Conservation Element*

*Goal: To promote the wise and efficient use of all forms of energy.*

*Policies:*

*12.6 The City and County shall pursue a more energy-efficient urban form by:*

*(a) locating higher densities in close proximity to major streets, potential public transit locations, the central business district, shopping and employment centers, schools and parks.*

*(c) encouraging infill development within Established and Developing areas of the Urban Growth Boundary.*

The Plan conforms to the Energy Conservation Element as there are programs to assist in development within the URA, including mixed use development to help support the downtown commercial core. These programs will help encourage infill development and higher densities within the downtown area.

*Land Use Element*

*Goal: to provide a vision of the future through maps and policies that shall guide and inform the land-use decisions of the present, in such a manner that:*

*(e) provides adequate amounts of industrial, commercial and residential lands to meet growth needs over the planning period.*

The Plan conforms to the Land Use Element as there are projects in the Plan to support infrastructure development, increasing the amount of developable lands and allowing for economic growth within the URA.

**XII. APPENDIX A: LEGAL DESCRIPTION**

**INSERT TEXT LEGAL DESCRIPTION OF URBAN RENEWAL DISTRICT BOUNDARY THAT IS CONSISTENT WITH THE ENCLOSED MAP**

DRAFT

# REPORT ACCOMPANYING THE GRANTS PASS URBAN RENEWAL PLAN

Adopted by the City of Grants Pass

DATE

Ordinance No.     

## Grants Pass Urban Renewal Area

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## I. INTRODUCTION

The Report on the City of Grants Pass Urban Renewal Plan - 2016 (Report) contains background information and project details that pertain to the City of Grants Pass Urban Renewal Plan - 2016 (Plan). The Report is not a legal part of the Plan, but is intended to provide public information and support the findings made by the City Council as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.085(3), including financial feasibility. The format of the Report is based on this statute. The Report documents not only the proposed projects in the Plan, but also documents the existing conditions in the Grants Pass Urban Renewal Area - 2016 (URA).

The Report provides only guidance on how the urban renewal plan might be implemented. As the City of Grants Pass Urban Renewal Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other changes, as allowed in the amendments section of the Plan.

The URA is shown in Figure 1. It encompasses under-performing industrial areas, the commercial core of Grants Pass, and the Josephine County Fairgrounds. The sub-areas can be seen more clearly on the zoning maps that break them out by sub-districts. This is done only for clarity in mapping, with no area having a larger priority than other areas.

The sub-areas are:

**North Industrial/Uptown (Zoning Map 2a):** This area encompasses 6<sup>th</sup> and 7<sup>th</sup> Street in the north part of the city and the NW Vine Street industrial area. The area has properties that are under-developed and blighted. The northern section of the area does not present a positive picture to visitors or residents of Grants Pass. As one of the key entrances to the city, the blight should be removed and properties should be developed to a higher standard. There are also underdeveloped industrial properties that could provide increased employment in the future. The area needs infrastructure upgrades to be able to develop. The 6<sup>th</sup> and 7<sup>th</sup> Street Corridor area represents key commercial properties in the city. There are many properties that could benefit from redevelopment and upgrading, including both commercial development and mixed-use development with housing.

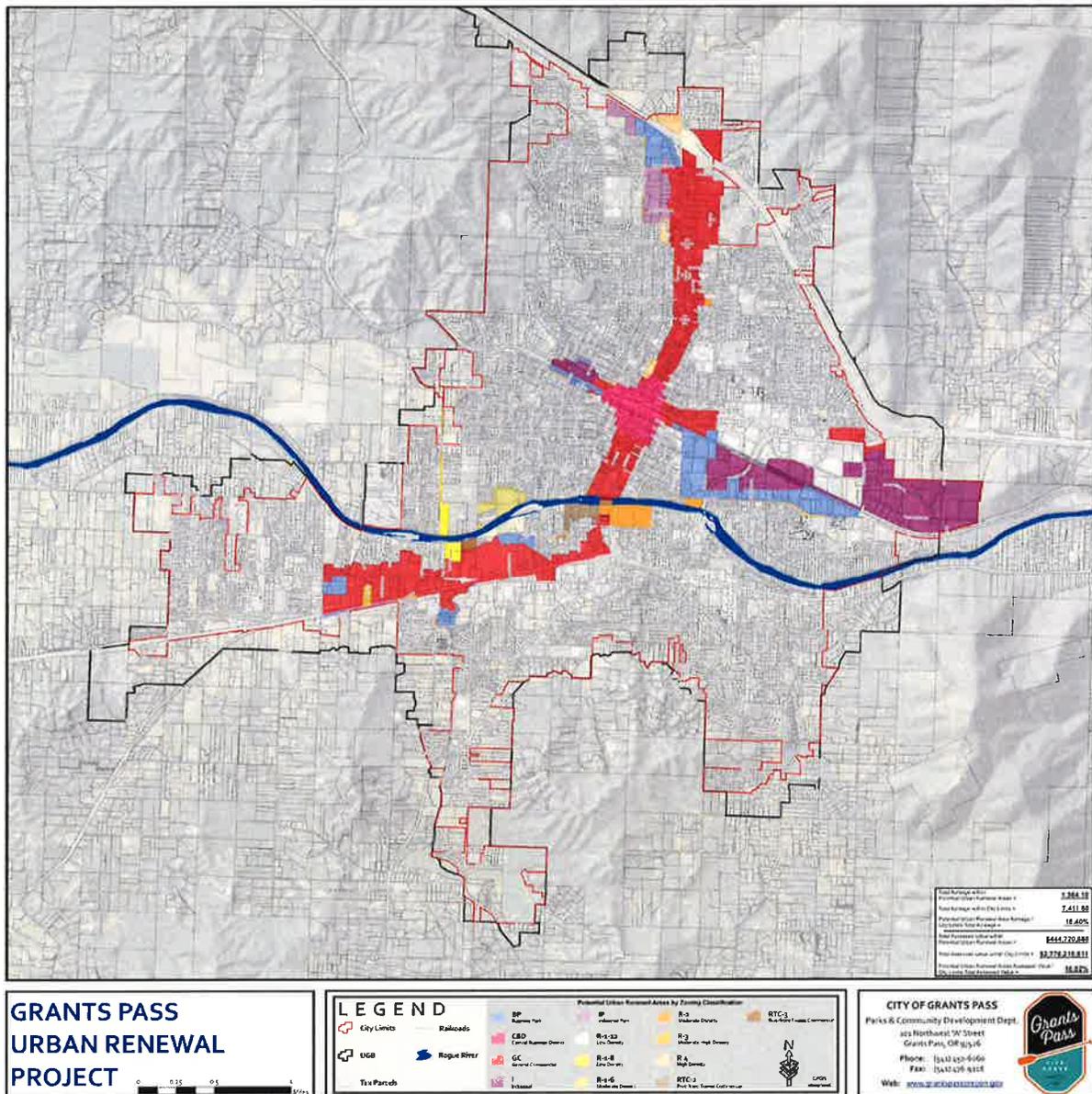
**Downtown and Surrounding Area (Zoning Map 2b):** This area encompasses the 6<sup>th</sup> and 7<sup>th</sup> Street areas in the central part of the city. It also takes in properties to the east and west of the central business district. This area represents the key commercial properties in the city, including the downtown. There are many properties that could benefit from redevelopment and upgrading, including both commercial development and mixed-use development with housing. The downtown could benefit from streetscape improvements, parking, increased transportation access, upgraded infrastructure and additional facilities at the parks in the area. There is also mention of additional parks/plazas in the downtown core.

**SE Industrial Area (Zoning Map 2c):** This area is north of M Street and includes the Spalding Industrial Park. It represents business park and key industrial properties suitable for

economic development and job development. The area needs infrastructure upgrades to be able to develop.

**Redwood/Fairgrounds (Zoning Map 2d):** This area includes Redwood Highway and properties to the north, and a few properties to the southwest of Allen Creek Road. The Josephine County Fairgrounds is located on property that could be key to future development in the city. The Winter Farmers' Market is currently being held in one of the pavilions. The area is underdeveloped and could provide key land for future development of a hotel/convention center/Farmers' Market/business park or other commercial and mixed-use development. The area would also be in close proximity to a potential 4<sup>th</sup> Bridge. This area also includes the south entrance to the downtown (known as the South Y). It has blighted and under-developed properties. Improvements to these properties will present a better welcome to visitors and residents.

Figure 1 – City of Grants Pass Urban Renewal Plan Area Boundary



## II. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the URA and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

### A. Physical Conditions

#### 1. Land Use

The URA shown in Figure 1, contains 1,245 parcels consisting of 1,207.79 acres and 156.31 acres of existing right of way, for a total of 1364.10 acres.

An analysis of property classification data from Josephine County FY 2015/16 Assessment and Taxation database provided by Grants Pass GIS was used to determine the land use designation of parcels in Grants Pass. By acreage, commercial accounts for the largest land use within the area (63%). This is followed by exempt (21%), and industrial uses (5%). The total land uses of the Grants Pass, by acreage and parcel, are shown in Table 1.

Table 1 – Existing Land Use of URA

Existing Land Use	Parcels	Acres	Percent of Acres
Commercial	902	757.95	62.76%
Exempt	164	258.45	21.40%
Industrial	24	59.61	4.94%
Farm	3	47.61	3.94%
Residential	112	45.13	3.74%
Multi-family	30	34.39	2.85%
Miscellaneous	10	4.65	0.39%
<b>Total</b>	<b>1,245</b>	<b>1,207.79</b>	<b>100.00%</b>

Source: Information from Grants Pass GIS

## 2. Zoning Districts

As illustrated in Table 2 and Figures 2a-d, 31% of the URA by acreage is zoned as General Commercial, with another 22% zoned as Central Business District and 9.5% as Industrial. Other zoning districts are shown in Table 2.

Table 2 – Existing Zoning Districts of URA

Zoning	Parcels	Acres	% Total Acres
General Commercial	688	377.05	31.22%
Central Business District	223	269.93	22.35%
Industrial	87	114.79	9.50%
Residential 4-1	25	75.71	6.27%
Business Park	120	71.67	5.93%
Riverfront Tourist Commercial-2	8	59.52	4.93%
Residential 3-1	19	56.78	4.70%
Residential 1-6	13	53.36	4.42%
Industrial Park	30	46.78	3.87%
Residential 2	7	33.66	2.79%
Residential 1-12	18	31.44	2.60%
Residential 1-8	6	10.7	0.89%
Riverfront Tourist Commercial-3	1	6.4	0.53%
<b>Total</b>	<b>1,245</b>	<b>1,207.79</b>	<b>100.00%</b>

Source: Information from Grants Pass GIS

### 3. Comprehensive Plan Designations

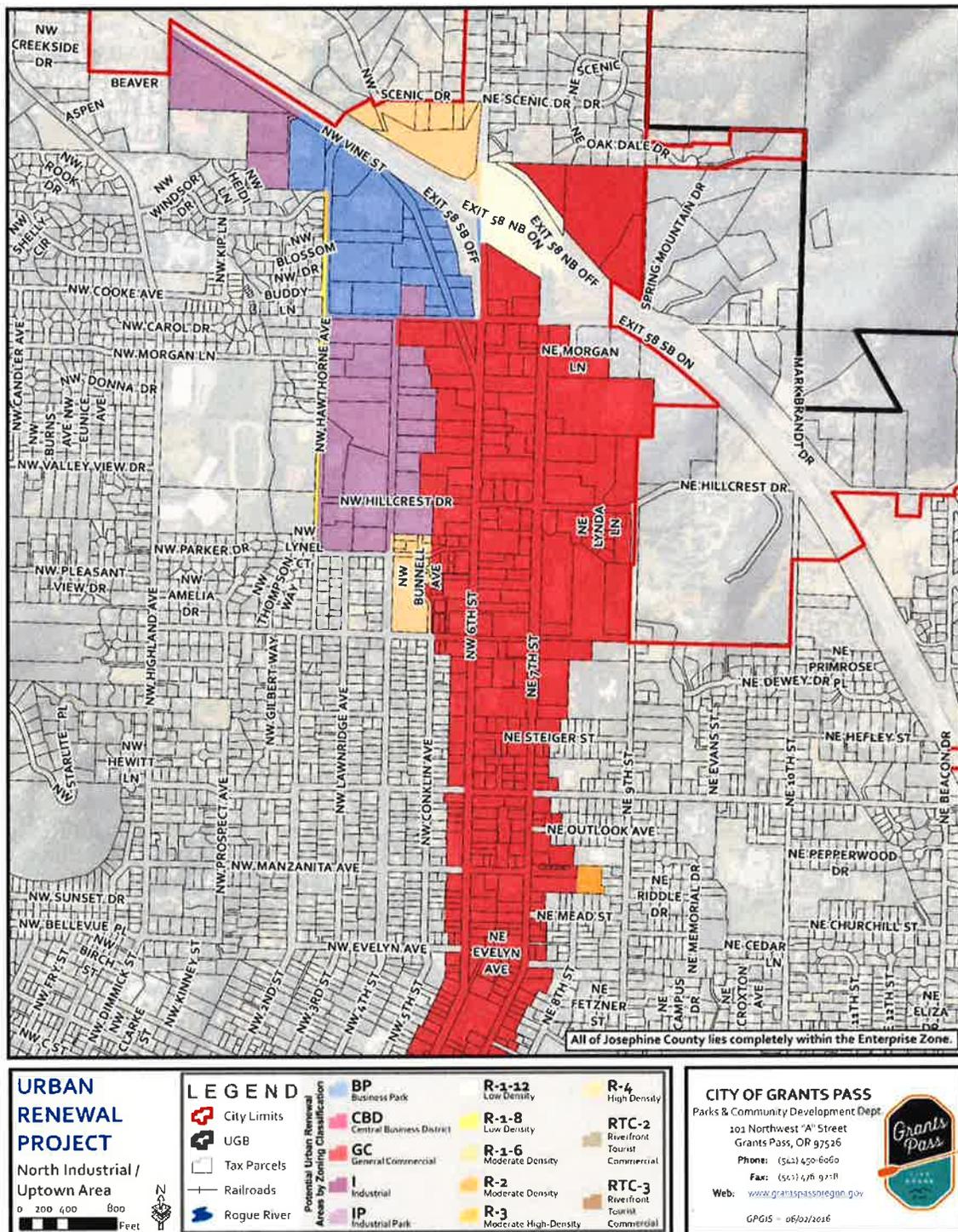
As illustrated in Table 3, 31% of the URA by acreage is designated as General Commercial, with another 22% designated as Central Business District and 9.5% as Industrial. Other comprehensive plan designations are shown in Table 3.

Table 3 – Existing Comprehensive Plan Designations of URA

Comprehensive Plan	Parcels	Acres	% Total Acres
General Commercial	688	377.05	31.22%
Central Business District	223	269.93	22.35%
Industrial	87	114.79	9.50%
Moderate Density Residential	20	87.02	7.20%
High Density Residential	25	75.71	6.27%
Business Park	120	71.67	5.93%
Riverfront Tourist Commercial	9	65.92	5.46%
Moderate-High Density Residential	19	56.78	4.70%
Industrial Park	30	46.78	3.87%
Low Density Residential	24	42.14	3.49%
<b>Total</b>	<b>1245</b>	<b>1207.79</b>	<b>100.00%</b>

Source: Information from Grants Pass GIS

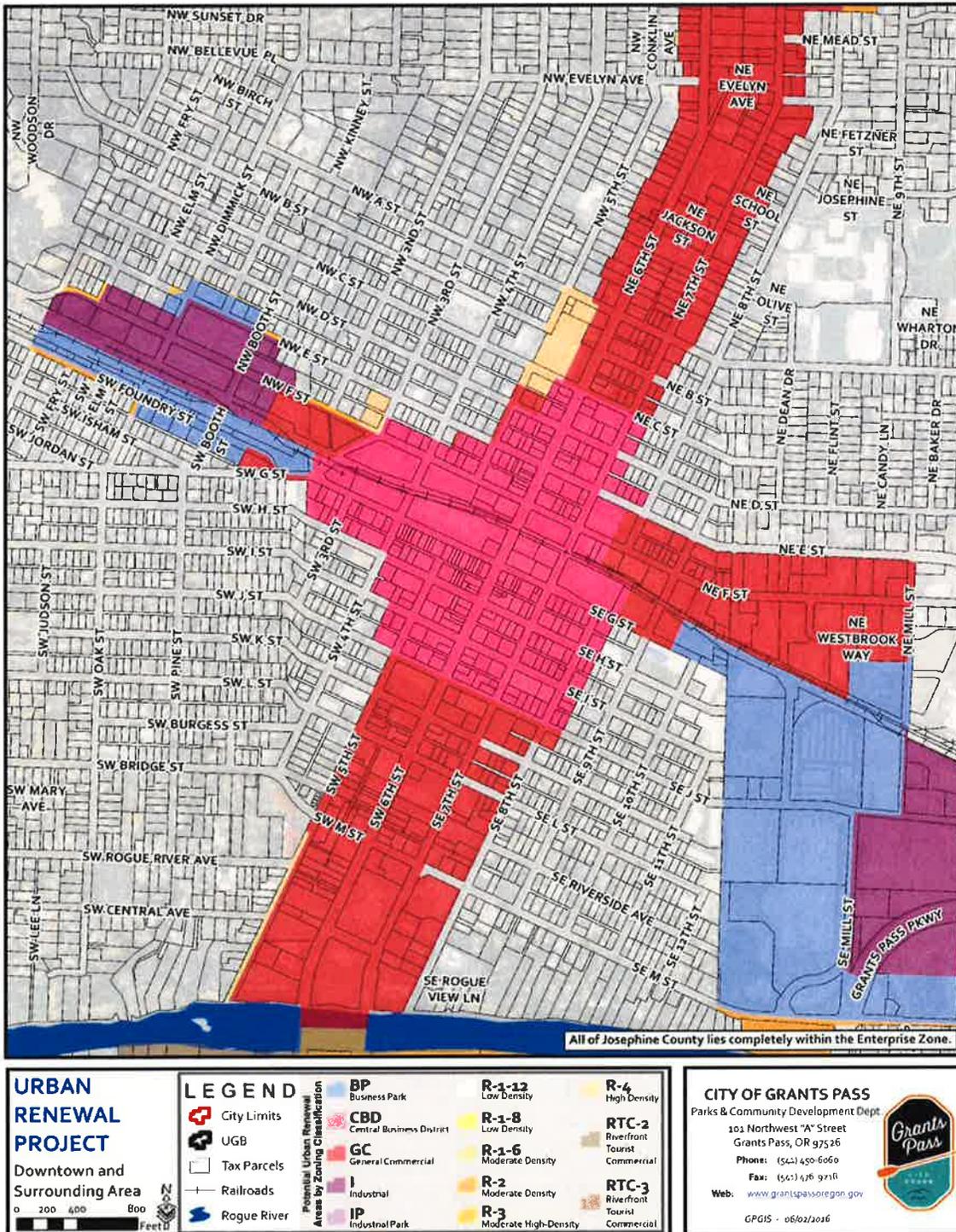
Figure 2a – URA Zoning Districts



DISCLAIMER: The Geographic Information System (GIS) data made available on this map are developed and maintained by the City of Grants Pass and Josephine County. Every reasonable effort has been made to assure the accuracy of the maps and associated data.

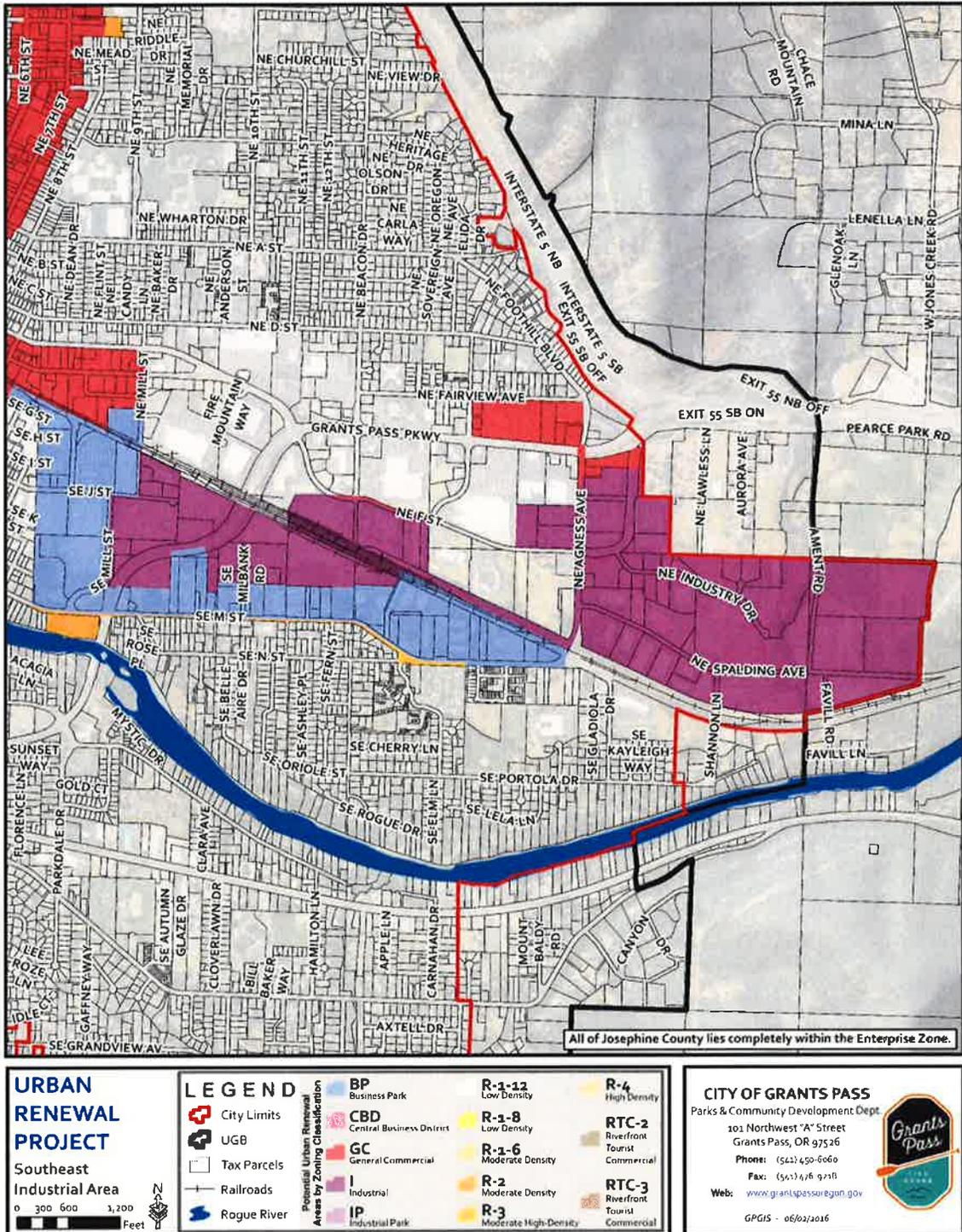
Source: City of Grants Pass GIS

Figure 2b – URA Zoning Districts



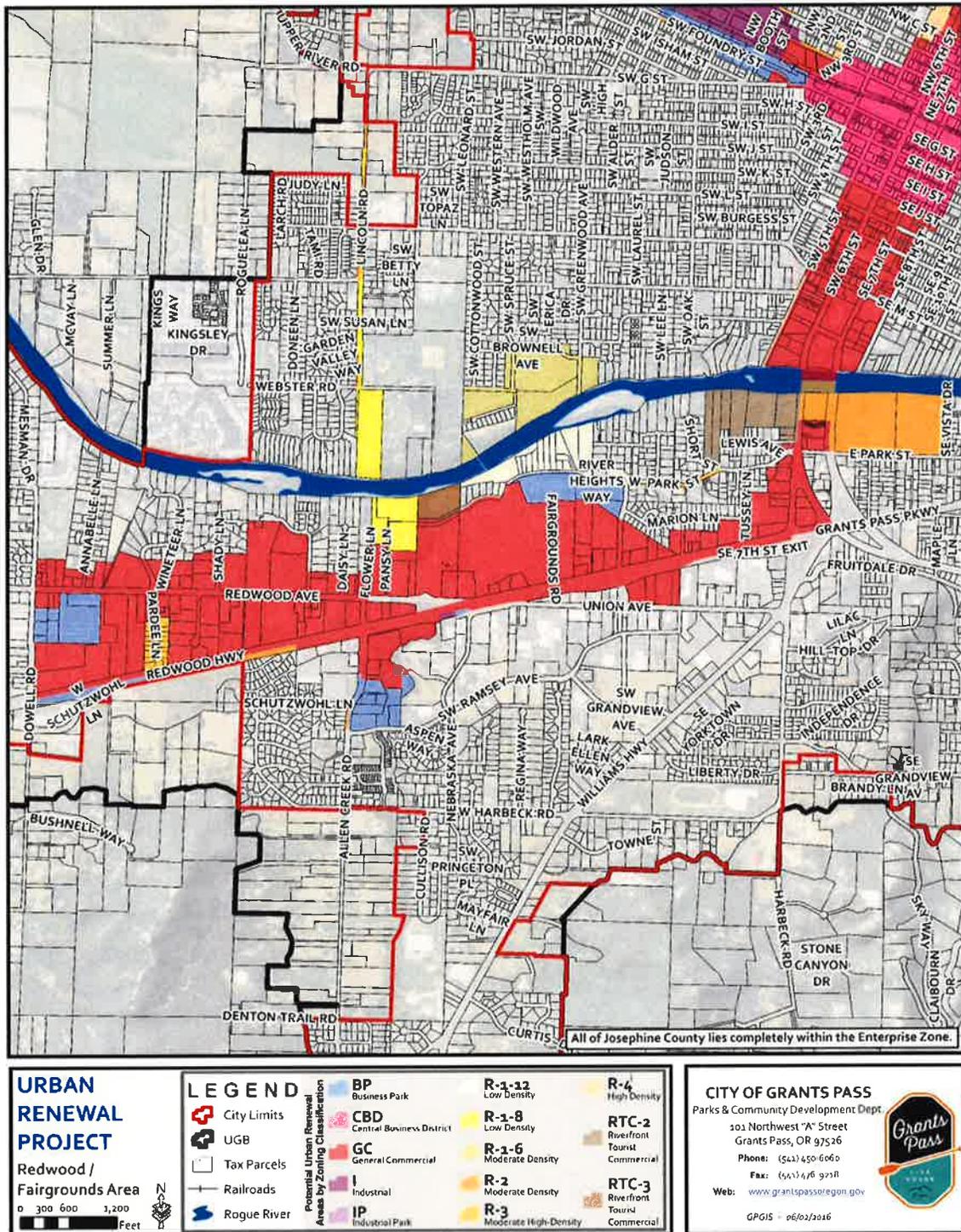
Source: City of Grants Pass GIS

Figure 2c – URA Zoning Districts



Source: City of Grants Pass GIS

Figure 2d – URA Zoning Districts



Source: City of Grants Pass GIS

## **B. Infrastructure**

This section identifies the existing conditions in the URA to assist in establishing blight. Blight is defined in ORS 457.010(1)(a-i) and included the existence of inadequate streets and other rights of way, open spaces and utilities. There are projects listed in City of Grants Pass master plans that include and identify some of these existing conditions throughout the URA. Blight does not have to be evident on every parcel in the URA. A blighted area is characterized by the existence of one or more of the statutorily defined blighting conditions. **The listing of these projects below does not mean all of these projects are included in the urban renewal plan.** The specific projects to be included in the urban renewal plan are listed in Sections IV and V of this document.

### **1. Transportation**

The Grants Pass Transportation Systems Plan (Grants Pass Urban Area Master Transportation Plan)<sup>1</sup> details the transportation needs within the URA. It was adopted in 1997 and was most recently revised in 2008. Appendix F lists transportation needs in the URA. There are specific needs on Hillcrest Drive 9<sup>th</sup> to 10<sup>th</sup> to Beacon, J Street sidewalk M Street sidewalk, small sections of Morgan Lane sidewalk, Redwood Highway – Allen Creek Road east to South Y, Savage Street sidewalk on east and west ends, and no sidewalks on Vine Street in the Area. The projects include reconstruction, bike lanes, sidewalks, and widening.

### **2. Water**

The water system needs for the URA are identified in the pending City of Grants Pass Water Distribution System Master Plan (WDSMP), being considered by the City Council. A new water plant is recommended

Water distribution systems are divided into pressure zones in order to provide adequate service pressure to customers at different elevations. Each pressure zone is served by specific facilities, such as, reservoirs or pump stations and related piping which supply pressure to customers. The City's existing distribution system is divided into 5 pressure zones served by 8 gravity storage reservoirs and 13 booster pump stations.<sup>2</sup>

Estimates of future growth and related water demand are developed using the best available information for the City's service area including the Population Research Center's (PRC's) June 2015 Coordinated Population Forecast for Josephine County, buildable lands inventory from the City's Comprehensive Plan 2014 Update and current water demand data. Future water demands are forecast at 10-years, 20-years and at saturation development. For the purposes of this WDSMP, saturation development is assumed to occur at 30 years.<sup>3</sup>

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<sup>1</sup> Grants Pass Transportation System Plan 2013. Project descriptions on page 86.

<sup>2</sup> Grants Pass Water Distribution System Master Plan, Executive Summary, February 2016, p1

<sup>3</sup> Ibid, p2

Additional storage reservoirs are recommended to serve anticipated future growth in the potential industrial development in the Spalding Industrial Area.<sup>4</sup> In addition, Pressure Reducing Valves and Distribution Mains (Zone 2 expansion, Zone 1 area loop) are required in the Spalding Industrial Area as indicated in the Capital Improvement Program for water system needs.<sup>5</sup>

These are the water distribution needs within the URA:

Table 4 – Water Distribution Needs

Improvement Category	CIP No.	Project Description	CIP Schedule and Project Cost Summary			Preliminary Cost % to Growth	
			5-Year through 2021	10-year 2022-2026	20 year 2027-2036		Project Cost
Distribution Mains	M-13 to 22	Spalding Industrial Area - Zone 2 expansion			\$3,181,000	\$3,181,000	100%
		Zone 3 Vine Street Loop - Highland to Hawthorne			\$996,000	\$996,000	52%
	M-45,46						
	M53 to M57	Zone 1 Spalding Industrial Area loop			\$1,362,000	\$1,362,000	100%

Source: Grants Pass Water Distribution System Master Plan, pg. 5-12 or Appendix E

### 3. Water Restoration Plant<sup>6</sup>

Recommended improvements for major liquid stream unit processes are summarized below:

- Raw Sewage Pump Station. The current pump station has sufficient capacity through 2035. No upgrades are needed.
- Screening System. The two existing screens and screenings handling system have adequate capacity for 2035 loadings. However, channel modifications are required to allow all flow to go through the headworks under Peak Hour Flow (PHF) conditions Primary Sedimentation Tanks. To operate effectively with 2035 flows, two additional primary sedimentation tanks of equivalent size to the two existing rectangular units are needed. To meet the Maximum Month Wet Weather Flow (MMWWF) capacity criterion, one new tank is required immediately, while the second will be needed by 2030.
- Grit Removal System. The existing grit removal system has adequate capacity for 2035 loadings. However, based on the condition assessment the system should be replaced as soon as feasible.
- Activated Sludge System. The activated sludge system is nearing current capacity during both the partial nitrification and winter secondary treatment seasons. Construction of two new aeration tanks with associated appurtenances is recommended. Additionally, the capacity of the existing secondary clarifiers is inadequate for current PHF loadings at the desired loading rate of 1250 gallon per

<sup>4</sup> Ibid, p4

<sup>5</sup> Ibid, p6

<sup>6</sup> Grants Pass Water Restoration Plant Facilities Plan Update, June 2014, p8-9

day/square feet. A new 100-foot diameter clarifier is recommended to provide treatment capacity for the majority of the planning period.

- Ultraviolet (UV) Disinfection. Alternatives to upgrade the existing medium pressure UV system with a more energy efficient system with an estimated lower maintenance cost were investigated. Replacement of the equipment in either one or both UV channels is recommended. UV equipment in one channel was replaced in FY 2015/16. These upgrades may be eligible for energy efficiency grants from Energy Trust of Oregon. The recommended solid stream improvements are as follows:
  - Gravity Thickeners. Construction of one 25-ft diameter gravity thickeners with 17 foot walls and rehabilitating the existing gravity thickener is recommended. Two progressive cavity pumps for underflow pumping and scum pumps are also included in the upgrade. As the current gravity thickener is in poor condition, it is assumed the upgrades will be constructed immediately.
  - Waste Activated Sludge (WAS) Diversion Pipeline and Mixing Upgrades. The WAS diversion pipeline includes the installation of a pipeline to provide a thickened waste activated sludge (TWAS) bypass for the digester. This pipeline connects the Gravity Belt Thickeners (GBT) to the sludge holding tank. Mixer and basin upgrades are also recommended for the sludge holding tank and chlorine contact basin to allow sludge storage in the event of a catastrophic failure of the Belt Filter Press (BFP). The mixer and basin upgrades include replacing the existing sludge mechanism in the sludge holding tank with a mixer, as it is in poor condition, and removing the baffle walls and installing a mixer in the chlorine contact basin. The pipeline and basin upgrades are not necessary until year 2021.
- Seismic Upgrades. In addition to the liquid and solid stream processes the following seismic upgrades are recommended since several structures at the Water Restoration Plant (WRP) do not meet the Life Safety Level performance objectives as defined by American Society of Civil Engineers Standard 31 (ASCE 31-03). These upgrades include the following:
  - Operations Building: Adding straps, wall anchors, equipment anchorage, pipe bracing, roof collector element, anchor face brick, and replacing glass.
  - Digester Control Building: Upgrades in the digester control building include adding wall anchors, replacing glass, adding equipment anchorage, and pipe bracing.
  - Headworks Electrical Building: This project element includes replacing roofing, adding straps, adding wall anchors, equipment anchorage, bracing duct and pipes.
  - Plant Drain Pump Station: Adding equipment anchorage.
  - Oil Storage House: The task under this project will include adding anchorage and removing and infilling access door.
  - Gravity Thickener Sludge Pump Building: Replacing damaged plywood, complete nailing, and adding wall anchorage.

#### **4. Water-Treatment Plant**

Information from the Grants Pass Water-Treatment Plant Facility Plan Update <sup>7</sup> adopted in February 2014, is detailed below:

The Water Treatment Plant (WTP), located at 821 Southeast “M” Street, was originally built in 1931 and has undergone several upgrades and expansions to serve a growing population and to meet more stringent treatment standards. Capacity upgrades were completed in 1950, 1961, and 1983. The plant’s current hydraulic capacity is approximately 20 million gallons a day (mgd).

Several structures at the WTP continue to show increasing signs of deterioration as many parts of the WTP have reached or exceeded their expected service life. The deterioration includes:

- Exposed rebar and concrete failure in sections of the clearwell.
- Spalling and cracking concrete in older primary process components of the WTP.
- Failure of submerged structural elements.

All of these elements are critical in supplying a reliable quantity and quality of drinking water to the citizens of Grants Pass.

A seismic and structural review of the Grants Pass WTP was completed in 2011 in response to the observed structural deteriorations. The review concluded that the WTP is at a high seismic risk and is susceptible to collapse in a strong earthquake.

In February 2013, the Oregon Resilience Plan (OR Plan) was completed, highlighting the real risk of a major Cascadia Subduction Zone earthquake with a magnitude of 9.0. One of the key recommendations of the OR Plan is the completion of comprehensive assessment and mitigation plans for critical water system infrastructure. For the City of Grants Pass, the WTP, as the City’s sole source of water supply with no emergency backup, is the most critical facility in the water system. The age and condition of the WTP, as described in the Grants Pass Water Treatment Plant Facility Plan Update, emphasizes how vulnerable this facility is to catastrophic damage in a major earthquake.

Given the condition of the present WTP facility, the recommendations of the Grants Pass Water-Treatment Plant Facility Plan Update are to build a new WTP. <sup>8</sup>

#### **5. Storm Water**

As detailed in the pending Grants Pass Stormwater Master Plan, being considered by the City Council, the following projects are identified in the Capital Improvement Plan:

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<sup>7</sup> Grants Pass Water Treatment Plant Facility Plan Update, January 2014, Executive Summary

<sup>8</sup> Ibid, p ES4

- **Priority 1A Project G-1 5<sup>th</sup> Street, 6<sup>th</sup> Street.** <sup>9</sup>The improvement needed is upsizing the pipes along 5<sup>th</sup> Street as shown below and upsizing the outfall on 6<sup>th</sup> Street to 18 inches.

South of G Street H Street 18-inch  
 H Street South of J Street 24-inch  
 South of J Street South of L Street 27-inch  
 South of L Street M Street 30-inch  
 M Street River 36-inch
- **Priority 1A Project G-6 Hilcrest Drive, 6<sup>th</sup> Street, 7<sup>th</sup> Street.** <sup>10</sup>The improvement needed is upsizing and regrading the line along Hilcrest from 6<sup>th</sup> Street to Hawthorne Ave, upsizing and regrading the 6<sup>th</sup> Street crossing to 42-inch, upsizing and regrading the line north along 7<sup>th</sup> Street to 27-inch, upsizing the segment just downstream of the ‘Y’ on 7<sup>th</sup> Street to 21-inch, and adjusting the pond outfall behind the trailer park by adding an additional 24-inch outlet pipe.
- **Priority 1B Project SJ-1 F Street.** <sup>11</sup>This improvement needed consists of upsizing the two pipe segments behind Walmart along F Street to 33-inch and regrading. The next segment downstream should be replaced with a smooth pipe and regraded. The remaining pipes up to Beacon Drive should be upsized to 42-inch and regraded. Continuing south on Beacon, the next segment should be upsized to 42-inch, and the next segment should be regraded to match other proposed improvements. The line continuing west beside the railroad tracks should be converted to an overflow pipe, with a new diversion structure that will send the majority of the flows south through other proposed improvements. Another portion of this improvement is a new flow division structure and 24-inch spill pipe along Agness Avenue from F Street to the existing line. A new 24-inch overflow pipe should be installed on the eastern end of F, connecting the end of the upstream end of the line to the creek.
- **Priority 1B Project SJ-8- Spill Northwest of I-5 and Hilcrest Drive to 7<sup>th</sup> Street.** <sup>12</sup>

This improvement needed consists of surveying the spill northwest of I-5 and Hilcrest Drive all the way to Hilcrest Drive. During field investigations the spill was completely inundated with blackberries, so it could not be accessed, so the best available records were used to determine what was there. After a survey, the model should be reassessed to determine what, if any, changes would improve spill. The pipe downstream crossing Hilcrest Drive should be upsized to a 21-inch pipe and regraded. The next segment down Hillcrest Drive to the west, should be upsized to 21-

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<sup>9</sup> Grants Pass Stormwater Master Plan, February 2016, P62

<sup>10</sup> Ibid, p63

<sup>11</sup> Ibid, p67

<sup>12</sup> Ibid, p68

inch, followed by two segments continuing west, then North, should be upsized to 27-inch.

## **6. Sewer**

The Grants Pass Industrial Area is located entirely within the Grants Pass Interceptor Sewer Basin. As described in the pending City of Grants Pass Wastewater Collection Master Plan, that is being considered by the City Council. The following projects indicate deficiencies in the URA:

- **5.5.2.14 Project 14 – NE 7<sup>th</sup> Street<sup>13</sup>**

Portions of the existing trunk sewer that runs along NE 7<sup>th</sup> Street, south of A Street, are capacity deficient which results in surcharging above the planning criteria during build-out Peak Wet Weather Flow (PWWF). This deficiency is a Long-Term period issue that should be address when development occurs upstream and the flows are augmenting.

Project 14 consists of replacing the existing 1,531 feet of 12-inch with an 18-inch pipeline along NE 7<sup>th</sup> Street between NE F Street and NE A Street. For the improvements located along NE 7<sup>th</sup> Street between NE A Street and the train tracks, the d/D (pipe diameter) criteria for the 18-inch improvement is exceeded in some locations. This is mainly due to the existing low pipe slopes in these areas. During design of the improvements, it will be important to maximize pipe slopes in this area to minimize d/D values.

- **5.4.1.3.1. Spalding Area<sup>14</sup>**

This area is located in the east of the City's conveyance system, just north of the Rogue River. Carollo, the consulting engineer on the City of Grants Pass Wastewater Collection Master Plan, completed a technical memorandum in 2015 to provide an opinion of the capital cost to provide wastewater service to the Spalding industrial area. This analysis confirmed that a pump station located approximately west of Jones Creek on the eastern edge of the Urban Growth Boundary (UGB) and a force main are needed to convey flows from the Spalding industrial area to the existing sewer in Portola Drive. Appendix G to the Grants Pass Wastewater Collection System Master Plan is a technical memorandum detailing the analysis performed by Carollo in 2015 for the Spalding Area.

Due to the expected partial development of this area in the short-term planning period (2025), the proposed pump station will need to be constructed before 2025 when the area is scheduled to start developing. However, the infrastructure will be sized to handle projected build-out 2035 PWWFs. High-level planning analysis revealed that the estimated build-out. Average Dry Weather Flow (ADWF) is 55 gallon per minute (gpm), while the projected PWWF is 110 gpm under build-out conditions.

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<sup>13</sup> Grants Pass Wastewater Collection System Master Plan, p5-26

<sup>14</sup> Ibid, p5-8

- **5.4.1.3.1. South Highway<sup>15</sup>**

This growth area is located south of the Redwood Highway. Most of the area is planned to connect to the sewer pipe located along Willow Lane. Eight-inch gravity pipes are recommended to collect flows in this area. This improvement will trigger required capacity upgrades to the Darneille pump station (4.2.6.5 below)

- **5.4.1.3.1. North I-5<sup>16</sup>**

The growth area located north of I-5 is challenging to connect to the existing system for several reasons:

1. Growth occurs on the other side of the highway from where the existing piping system is located.
2. Topology in the area varies significantly. Highway crossings and a new pump station are recommended to connect these areas to the existing collection system. Figure 5.5 illustrates the proposed infrastructures. Due to the cost and complexity of crossing I-5, it is recommended that a large diameter crossing be constructed to tie into the existing system. Three crossings are proposed in order to route all the flow from these to the existing system:

- At the intersection of Highland Avenue with I-5,
- Across I-5 at the latitude of Cherokee Ln dead-end, and
- At the intersection of Heidi Lane with I-5.

A typical Jack and Bore is the recommended technology to cross I-5. Jack and Bore is a trenchless method of horizontal boring construction. Pipe ramming can also be considered, but is not recommended due to potential impacts of vibration on the highway during construction.

A new pump station is necessary to capture flows coming from the north-west, as the slope gradient in this area is towards the west, and the flow needs to be routed to the east to the existing system. High-level planning analysis was performed to size both pump station and force main. The new pump station and force main will need to be able to handle projected build-out flows from this area. Build-out ADWF for the area is estimated at 35 gpm, while the projected PWWF is 95 gpm.

- **5.4.1.4 Short-Term Planning Period (Year 2025)<sup>17</sup>**

The 2025 system analysis was performed in a similar manner to the existing system analysis.

The Short-Term scenario evaluated whether or not the sewers are adequately sized to convey the 2025 PWWFs. The additional projected flows from the future 2025 development intensify the capacity issue, exacerbating the existing deficiency. The additional pockets of deficiencies are located in basins A, V, F, H, T; and J.

Deficiencies observed in Basin A are mostly due to the fact that the Webster No. 1 Pump

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<sup>15</sup> Ibid, p5-8

<sup>16</sup> Ibid, p5-11

<sup>17</sup> Ibid, p5-11

Station becomes capacity deficient and the flow that this pump station cannot handle backs up in the system upstream causing the Hydraulic Grade Line (HGL) to raise above the recommended criteria. The additional deficiencies located in Basin J are mainly due to the connection of part of the Spalding industrial area to the existing collection system.

- **5.4.1.5 Long-Term Planning Period (Year 2035)<sup>18</sup>**

The 2035 system analysis was performed in a similar manner to the existing and 2025 system analyses. The purpose of the 2035 system evaluation is to verify that the existing system improvements were appropriately sized to convey build out PWWFs, and to identify the locations of sewers that are adequately sized to convey existing PWWFs, but cannot convey build out PWWFs. It is to be noted that it is assumed that the study area will be completely build-out in 2035. At build out, the City's wastewater flows are expected to almost double compared to existing conditions. As such, there are some areas of the existing collection system that cannot convey the build out PWWF without flows backing up above allowable levels. The observed additional deficiencies in 2035 are located in the same basins as the existing and 2025 deficient spots. The deficiencies worsen due to additional flows in the system and the connection of all growth areas in the upstream of the collection system. No new area is flagged under build-out conditions.

Pipe Replacement recommendations<sup>19</sup>:

- **Project 3 – NW Midland Avenue** – Along Midland Avenue between NW 6<sup>th</sup> Street and NW Washington Boulevard (portions in URA).

#### **5.5.2.3 Project 3 – NW Midland Avenue**

The existing interceptors that run along NE 7<sup>th</sup> Street and NE 6<sup>th</sup> Street shows surcharging above the performance criteria and lacks the hydraulic capacity to convey modeled peak flows. Field observations collected by City maintenance staff showed that the existing sewers on NE 6<sup>th</sup> Street and NE 7<sup>th</sup> Street surcharge in the manholes during high flows, which confirms the results obtained using hydraulic modeling.

- **Project 4 – NE A Street** – Along NE A Street between NE 7<sup>th</sup> Street and NE 7<sup>9h</sup> Street (portions in URA).

#### **5.5.2.4 Project 4 – NE A Street**

The existing trunk sewer that runs along NE A Street, between NE 7<sup>th</sup> Street and NE 9<sup>th</sup> Street, is flagged as capacity deficient in the hydraulic model starting under existing conditions, which results in surcharging above the planning criteria during PWWF.

Project 4 consists of replacing approximately 844 feet of existing 12-inch pipe with a new 18-inch pipeline. Resolving the surcharging issue in this segment along NE A Street removes the flow bottlenecking issue in this trunk, resulting in higher peak flows through the NE 7<sup>th</sup> Street interceptor. Therefore, it will be strategic to coordinate construction of the NE A Street

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<sup>18</sup> Ibid, p5-13

<sup>19</sup> Ibid, p5-21

improvements with the NE 7<sup>th</sup> Street interceptor improvements (see Project 14 – NE 7<sup>th</sup> Street) to ensure sufficient downstream capacity in the system to convey design peak flows.

- **Project 14 – NE 7<sup>th</sup> Street** – Along NE 7 Street between NE A Street and NW F Street.

#### **5.5.2.14 Project 14 – NE 7<sup>th</sup> Street**

Portions of the existing trunk sewer that runs along NE 7<sup>th</sup> Street, south of A Street, are capacity deficient which results in surcharging above the planning criteria during build-out PWWF. This deficiency is a Long-Term period issue that should be address when development occurs upstream and the flows are augmenting.

Project 14 consists of replacing the existing 1,531 feet of 12-inch with an 18-inch pipeline along NE 7<sup>th</sup> Street between NE F Street and NE A Street.

For the improvements located along NE 7<sup>th</sup> Street between NE A Street and the train tracks, the d/D criteria for the 18-inch improvement is exceeded in some locations. This is mainly due to the existing low pipe slopes in these areas. During design of the improvements, it will be important to maximize pipe slopes in this area to minimize d/D values.

- **Project 17 – NW Morgan Land** – Along Morgan Lane between NW 6<sup>th</sup> Street and NW Washington Boulevard. (portions in URA)

#### **5.5.2.17 Project 17 – NW Morgan Lane**

Flows from part of the North I-5 area (wastewater basin GG on Figure 4.2) is planned to be connected to the NE 6<sup>th</sup> Street trunk, significantly increasing future flows in this collector.

Project 17 consists of constructing 208-feet of new 8-inch sewer between manholes G113 and G58. This improvement is located along NW Morgan Lane. This project consists of creating a new diversion from NE 6<sup>th</sup> Street to NW Washington Boulevard to relieve both NE 6<sup>th</sup> Street and NE 7<sup>th</sup> Street, and free capacity in the NE 6<sup>th</sup> Street sewer trunk.

- **4.2.6.5 Darneille Pump Station<sup>20</sup>**

The Darneille Pump Station is the largest of the City's pump stations. It receives flows from the southwest portion of the City as well as some areas outside the UGB, within the county abutting the service line. The total existing capacity of this pump station is 4,380 gpm (6.3 mgd) and the firm capacity is 2,920 gpm (4.2 mgd). The station is a wet pit/dry pit type station with above-grade electrical panels, generator, and chemical feed system (similar to the Redwood Pump Station). Darneille has adequate capacity to convey both the inflow to Darneille and the inflow from the Redwood force main. However, when flows exceed the Darneille pumping capacity and the upstream diversion is used, the operation of the pump stations essentially creates a circular pumping pattern from Redwood, to the diversion upstream of the Darneille wet well, and back to the Redwood Pump Station. This circular pumping scenario employs the available storage in the 24-inch interceptor, which has a limited volume. When the interceptor volume is consumed, capacity-related Sanitary Sewer Overflows (SSOs) frequently occur at the Redwood Pump Station.

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<sup>20</sup> Ibid, p4-12

### ***7. Parks and Open Space***

The URA contains Riverside Park, portions of the West Park Street Trail, the Fairgrounds and the Skate Park within its boundaries. The Capital Improvement project listed in the Grants Pass Comprehensive Park and Recreation Master Plan is:

Riverside Park: Add sport court, develop pedestrian/bicycle entry at 6<sup>th</sup> Street, Move disc golf, improve restrooms.

### C. Social Conditions

Social conditions are summarized with data from the US Census Bureau. The geographies used by the Census Bureau to summarize data do not strictly conform to the boundary of the URA. Therefore, the Census Bureau geographies that most closely align with the Urban Renewal Area boundary are used. Within the URA, there are 142 tax lots shown as residential use. According to the US Census Bureau, ACS 2009-2013, this area is part of Census Tract 3605, 3606, 3607.01, 3606.02, and 3611 and includes blocks 1, 2, 3, 4, and 5. In these blocks, there were 8,951 residents. In these census blocks, 87% of the residents are white.

Table 5 – Race in the URA

Race	Number	Percent
White Alone	7,746	87%
Black or African American Alone	43	0%
American Indian and Alaska Native Alone	369	4%
Asian Alone	15	0%
Native Hawaiian and Other Pacific Islander Alone	8	0%
Some Other Race Alone	443	5%
Two or More races	327	4%
<b>Total</b>	<b>8,951</b>	<b>100%</b>

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

The largest percentage of residents is between 35-44 years of age (12%), with 83% under 65 years of age.

Table 6 – Age in the URA

Age	Number	Percent
Under 5 Years	834	9%
5 to 9 Years	657	7%
10 to 14 Years	760	8%
15 to 17 Years	348	4%
18 to 24 Years	931	10%
25 to 34 Years	1,006	11%
35 to 44 Years	1,032	12%
45 to 54 Years	971	11%
55 to 64 Years	949	11%
65 to 74 Years	790	9%
75 to 84 Years	317	4%
85 Years and over	356	4%
<b>Total</b>	<b>8,951</b>	<b>100%</b>

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

14% of residents have earned a bachelor's degree or higher, another 42% have some college education without a degree, and 90% of the residents have graduated from high school.

Table 7 – Educational Attainment in the URA

<b>Educational Attainment</b>	<b>Number</b>	<b>Percent</b>
Less Than High School	566	10%
High School Graduate (includes equivalency)	1,820	34%
Some college	2,276	42%
Bachelor's degree	561	10%
Master's degree	156	3%
Professional school degree	29	1%
Doctorate degree	13	0%
<b>Total</b>	<b>5,421</b>	<b>100%</b>

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

The majority of residents (73 percent) travel less than 19 minutes to work, including those who worked at home.

Table 8 – Travel Time to Work in the URA

<b>Travel Time to Work</b>	<b>Number</b>	<b>Percent</b>
Less than 10 minutes	1,022	35%
10 to 19 minutes	1,109	38%
20 to 29 minutes	152	5%
30 to 39 minutes	352	12%
40 to 59 minutes	87	3%
60 to 89 minutes	77	3%
90 or More minutes	37	1%
Worked at home	68	2%
<b>Total</b>	<b>2,904</b>	<b>100%</b>

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

The majority of residents (85 percent) drove alone to work.

Table 9 – Mode of Transportation to Work in the URA

Means of Transportation to Work	Number	Percent
Drove Alone	2,465	85%
Carpooled	166	6%
Public transportation (Includes Taxicab)	43	1%
Motorcycle	0	0%
Bicycle	3	0%
Walked	103	4%
Other means	56	2%
Worked at home	68	2%
<b>Total</b>	<b>2,904</b>	<b>100%</b>

Source: Social Explorer, American Community Survey 2010-2014 5-Year Estimates

## D. Economic Conditions

### 1. Taxable Value of Property within the URA

The estimated total assessed value of the URA from the FY 2015/16 Josephine County tax rolls, including all real, personal, personal manufactured, and utility properties, is estimated to be \$505,646,097.

### 2. Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 4 below shows the improvement to land ratios for properties within Grants Pass. Exempt properties account for 4% of the total, 23% have no improvements at all. The majority of parcels in the URA (52% of the acreage) has I:L ratios of less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. ECONorthwest identifies a target I:L ratio of 2-3.0:1 for properties in this URA. Commercial properties would be in the 3:1 range while industrial properties may be in the 2:1 range. Only 182 parcels in the area, including 20% of the acreage have I:L ratios of 3.0 or more in FY 2015-16.

Table 10 – I:L Ratio of Parcels in the URA

Improvement/Land Ratio	Parcels	Acres	Percent of Acres
Exempt	12	46.11	3.82%
No Improvement Value	234	276.06	22.86%
0.01-0.50	293	226.45	18.75%
0.51-1.00	175	127.42	10.55%
1.01-1.50	128	123.42	10.22%
1.51-2.00	99	78.14	6.47%
2.01-2.50	79	69.32	5.74%
2.51-3.00	43	20.42	1.69%
3.01-4.00	76	74.58	6.17%
> 4.00	106	165.87	13.73%
<b>Total</b>	<b>1245</b>	<b>1207.79</b>	<b>100.00%</b>

Source: Information from Grants Pass GIS

Calculated by ECONorthwest with source data from Josephine County Office of Assessment and Taxation

## E. Impact on Municipal Services

The fiscal impact of tax increment financing on taxing districts that levy taxes within the URA (affected taxing districts) is described in Section IX Impact of Tax Increment Financing of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal are utility and transportation projects and projects to help encourage development in the URA. Future development is constrained until these facilities are upgraded. The use of urban renewal funding for these projects allows the City to match other funding sources to actually construct the improvements. It also allows the City to tap a different funding source besides the City of Grants Pass's general fund, and the City's system development charges (SDC) to make these improvements.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels. This development would not occur if the infrastructure is not upgraded. This development will require city services. However, since the property is within the city limits, the city has anticipated the need to provide infrastructure to the URA. As the development will be new construction or redevelopment, it will be up to current building code and will aid in any fire protection needs. An upgraded transportation system will also assist in fire prevention to the URA.

The financial impacts from tax increment collections will be countered by providing future jobs to the Grants Pass area and, in the future, placing property back on the property tax rolls with future increased tax bases for all taxing jurisdictions.

### **III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN**

The reason for selecting the URA is to provide the ability to fund improvements necessary to cure blight within the URA.

### **IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL AREA**

The projects identified for the URA are described below, including how they relate to the existing conditions in the URA.

#### ***A. Projects***

##### ***1. Sewer Plant***

This project would support the \$20,000,000 water restoration plant expansion. This project benefits the entire city with only 18% of the city acreage being included in the URA. The maximum amount of urban renewal resources that could be directed to this project would be 18% of the project cost.

#### **Existing Conditions:**

The following upgrades are needed in the water restoration plant: raw sewage pump station, screening system, grit removal system, activated sludge system, ultraviolet disinfection, gravity thickeners, waste activated sludge diversion pipeline and mixing upgrades, and seismic upgrades.

##### ***2. Water Plant***

This project would support the \$56 million project of replacing the water treatment plant. Only 18% of the benefiting properties are located within the URA so the maximum amount of urban renewal resources that could be directed to this project would be that percentage of the total cost.

#### **Existing Conditions:**

There is deterioration in the water treatment plant (WTP) including exposed rebar and concrete failure in sections of the clearwell, spalling and cracking concrete in older primary process components of the WTP, and failure of submerged structural elements. The WTP is also at high seismic risk and is susceptible to collapse in a strong earthquake.

### ***3. North end improvements***

Water, sewer, and transportation improvements are needed in the NW Industrial area prior to further development in the area. The estimated costs identified in the various capital improvement plans total \$16 million dollars. Proposed agency participation at 25% could open this industrial area for development and expansion.

#### **Existing Conditions:**

There are deficiencies in the infrastructure to serve this area. Specifically water, sewer, and transportation improvements are needed prior to further development.

### ***4. Water, Sewer, Transportation (SE Industrial)***

The area around the Spalding Industrial Park needs infrastructure to adequately function as an industrial area. On the east side of Jones Creek, the topology will require a sewer lift station in order to provide sewer services. Water fire flow requirements will require a new reservoir and a booster station. Development costs for Sewer (\$8.2 million), Water (\$8.3 million) and Transportation (\$3.5 million) will exceed \$19 million. Assistance from the urban renewal agency or another source will be required to make development of this area feasible. Proposed agency participation at 25% could open this industrial area for development and expansion.

#### **Existing Conditions:**

There are deficiencies in the infrastructure to serve the Spalding Industrial Area. A new lift station is required as well as new reservoir and booster station. The transportation system will also need to be upgraded to allow for full development.

### ***5. North 6th and 7th Street corridor***

The north entry way to the City comes down 6th and 7th streets. Visitor's first impressions of Grants Pass are made as they come into the City through this area. There is a need for façade improvements, landscaping, and improvements that would visually enhance this corridor and add to the appeal of downtown and the City.

#### **Existing Conditions:**

There are buildings along this corridor that are in disrepair or could benefit from façade improvements. There are also needs for landscaping improvements to make the corridor more visually appealing for visitors to Grants Pass. There is no existing funding source to assist in these improvements.

### ***6. Blighted building removal and/or replacement***

There are several blighted buildings (South Y area and F St. & 9th) that are prime real estate opportunities being underutilized. The removal and restructuring of some key development areas would attract new investment in the community. Incentives could influence the property owner's future development.

**Existing Conditions:**

There are several blighted buildings (South Y area and F St. & 9th) that are prime real estate opportunities being underutilized. There is no existing funding source to assist in these improvements.

**7. Southern section of NW industrial area**

Water, sewer, and transportation improvements are needed in the southerly end of this industrial area prior to further development. The estimated costs identified in the various capital improvement plans total \$13 million dollars. Proposed agency participation at 25% could open this industrial area for development and expansion.

**Existing Conditions:**

There are parcels in this area that are undeveloped or underdeveloped and require infrastructure improvements to allow for further development.

**8. Infrastructure - Vine Street - water, sewer, transportation**

Water, sewer, and transportation improvements are needed in the Vine Street area in order to support further development. The estimated costs identified in the various capital improvement plans total \$2.3 million dollars. Proposed agency participation at 25% could open this industrial area for development and expansion.

**Existing Conditions:**

There are deficiencies in the infrastructure to serve the Vine Street area. The water, sewer, and transportation system will need to be upgraded to allow for full development of the area.

**9. Building Rehabilitation Program**

This project would focus on rehabilitating unsightly or uninhabitable buildings. The program could be set up as a low or no-interest loan program, or it could include grant elements. The purpose would be to encourage private investments improving façade and storefronts, interior building improvements, and perhaps the associated public infrastructure and access spaces connected to the buildings.

**Existing Conditions:**

There are buildings in need of upgrading throughout the URA. There is presently no funding source for these improvements.

**10. Business Incubator/Maker's Space**

This project would support a business incubator where small businesses could have access to resources that would assist them in developing their business plan. The incubator would serve as a catalyst for starting new businesses. Partnering with the local schools, the community college and the Small Business Development Center (SBDC) would likely improve business successes.

**Existing Conditions:**

Grants Pass does not have a business incubator/Maker’s Space to help facilitate the growth of new businesses.

***11. Convention Center***

This project could explore a partnership with a developer or major hotel chain to locate a convention center in Grants Pass.

**Existing Conditions:**

There is no Convention Center in Grants Pass.

***12. Town Center Plaza***

This has been identified as an area that needs improvement. Though there are some successful retail outlets in the plaza, the potential exceeds what is currently there. Retail construction costs are estimated at \$140/per square foot. Incentives provided by the agency could influence the property owner’s future development of this site.

**Existing Conditions:**

The buildings and surrounding parking are not consistent in quality with the balance of the historical district. The area needs additional resources to help facilitate redevelopment.

***13. Riverside Park***

This would add amenities to Riverside Park. It could include an amphitheater, stage area, restrooms, spray park, meeting space and other features that could improve the park, benefiting citizens and attracting more visitors to the park and Grants Pass.

**Existing Conditions:**

The Parks Master Plan has identified specific projects in their Capital Improvement Plan. There are desires for uses at the park that could be addressed by having an additional funding source for adding new amenities. There is a need for additional restrooms at Riverside Park. It is the prime location for events in Grants Pass and needs to be able to accommodate a large number of visitors. There are presently 8 male and 10 female bathrooms and the need for additional facilities has been identified in the Parks master plan. There isn’t a facility like a Splash Park anywhere in Grants Pass and Riverside park would be an excellent location for this kind of facility.

***14. Underdeveloped land***

There are properties included within the URA that are being underutilized. Higher and better uses, including business park use, lodging, commercial uses and/or uses consistent with current zoning would benefit the City, its residents and its visitors. The agency could participate in planning, development, and installing of public infrastructure to improve these areas. Priority properties would be along 6th Street, Redwood Highway, and along the riverfront.

**Existing Conditions:**

There are properties included within the URA that are being underutilized. The I:L chart in this document indicates that 73% of the properties do not meet the threshold for a healthy development of the area.

***15. Study Streetscape/Streetscape Implementation***

Aesthetic improvements to the streetscape in the Southeast Industrial Area.

**Existing Conditions:**

There are no streetscape improvements in the Southeast Industrial Area. These improvements can improve the image of the area and of the City.

***B. Debt Service and Administration***

This project will allow for the repayment of costs associated with the implementation of the Grants Pass Urban Renewal Plan. It also includes ongoing administration and any financing costs associated with issuing long- and short-term debt, relocation costs and other administrative costs.

**Existing Conditions:**

As there is currently no urban renewal program, therefore these needs do not exist.

## V. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS

The costs of the projects are shown in Table 11. The sources of funds in the project costs column are a combination of tax increment funds and other funds. There will be other funding sources sought to leverage urban renewal funds. These sources include City of Grants Pass general funds, system development funds, state funding, or other sources of funding the City may identify, including private developer contributions.

The allocations are the best estimates of expenditures at the time of preparation of the urban renewal plan. The Agency will be able to review and update the allocations on an annual basis when they prepare the annual budget. Nominal dollars are year of expenditure dollars, adjusted by 3% annually to account for inflation.

Funding for the Sewer Plant and Water Plant are shown as allocations to debt service on Table 15. These projects may be started earlier than there is funding through urban renewal, but urban renewal may pick up their share of the project funding by contributing to debt service in the future.

Table 11 – Projects to be Completed Using Urban Renewal Area Funds

Projects	Project Costs	
	2016 Dollars	Nominal Dollars
Sewer Plant Loan	shown in debt service 18% of cost	
Water Plant Loan	shown in debt service 18% of cost	
Water, Sewer, Transportation (SE Industrial)	\$5,000,000	\$5,304,500
Infrastructure - Vine Street - water, sewer, transportation	\$575,000	\$610,000
Building Rehab Program	\$2,000,000	\$2,244,700
North 6th and 7th Street Corridor	\$4,000,000	\$4,776,400
North end improvements	\$4,000,000	\$5,219,200
Southern end of NW Industrial Area	\$3,250,000	\$4,240,600
Blighted building removal and/or replacement	\$250,000	\$465,100
Business Incubator / Maker's Space	\$3,150,000	\$5,859,900
Riverside Park: bathrooms, splash park and other amenities	\$1,700,000	\$3,162,500
Town Center Plaza	\$1,000,000	\$1,860,300
Underdeveloped land	\$6,000,000	\$11,161,800
Streetscape Study/Implementation: SE Industrial Area	\$150,000	\$279,000
Convention Center	\$18,000,000	\$37,688,400
URA Administration	\$1,421,584	\$2,401,260
Finance Fees	\$483,095	\$731,000
<b>Total</b>	<b>\$50,979,679</b>	<b>\$86,004,660</b>

Source: City of Grants Pass, ECONorthwest forecasts

## **VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT**

The schedule for construction of infrastructure projects will be based on the availability of funding and the specific infrastructure needs from proposed new development. The projects will be ongoing and will be completed as directed by the Agency.

Projected project dates are in Table 12. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the urban renewal plan. The first year of tax increment collections is FY 2017/18. The final year of tax increment collections is anticipated to be FYE 2047.

Table 12 – Projects and Costs in Year of Expenditure Dollars

<b>PROJECT FUND</b>	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
<b>Resources</b>										
Beginning Fund Balance	\$0	\$211,650	\$172,606	\$15,842	\$48,333	\$298,562	\$934,371	\$1,802,497	\$0	\$0
Pay-as-you-Go (Transfer from TIF Fund)	\$305,050	\$276,798	\$450,173	\$658,512	\$472,687	\$695,816	\$926,754	\$583,190	\$67,200	\$69,200
Bond/Loan Proceeds	\$6,500,000	\$0	\$0	\$0	\$5,000,000	\$0	\$0	\$7,260,301	\$0	\$0
Interest Earnings	\$0	\$1,058	\$863	\$79	\$242	\$1,493	\$4,672	\$9,012	\$0	\$0
<b>Total Resources</b>	<b>\$6,805,050</b>	<b>\$489,506</b>	<b>\$623,642</b>	<b>\$674,433</b>	<b>\$5,521,262</b>	<b>\$995,871</b>	<b>\$1,865,797</b>	<b>\$9,655,000</b>	<b>\$67,200</b>	<b>\$69,200</b>
<b>Expenditures (nominal \$)</b>										
Water, Sewer, Transportation (SE Industrial)	-\$5,304,500									
Infrastructure: Vine Street: water, sewer, transpo	-\$610,000									
Building Rehab Program	-\$530,500	-\$273,200	-\$562,800	-\$579,700	-\$298,500					
North 6th and 7th Street Corridor					-\$4,776,400					
North End Improvements								-\$5,219,200		
Southern Section of NW Industrial Area								-\$4,240,600		
Blighted Building Removal and/or Replacement										
Business Incubator / Maker's Space										
Riverside Park										
Town Center Plaza										
Underdeveloped Land										
Streetscape Study/Implementation										
Convention Center										
Admin	-\$42,400	-\$43,700	-\$45,000	-\$46,400	-\$47,800	-\$61,500	-\$63,300	-\$65,200	-\$67,200	-\$69,200
Finance Fees	-\$106,000				-\$100,000			-\$130,000		
<b>Total Expenditures</b>	<b>-\$6,593,400</b>	<b>-\$316,900</b>	<b>-\$607,800</b>	<b>-\$626,100</b>	<b>-\$5,222,700</b>	<b>-\$61,500</b>	<b>-\$63,300</b>	<b>-\$9,655,000</b>	<b>-\$67,200</b>	<b>-\$69,200</b>
<b>Ending Fund Balance</b>	<b>\$211,650</b>	<b>\$172,606</b>	<b>\$15,842</b>	<b>\$48,333</b>	<b>\$298,562</b>	<b>\$934,371</b>	<b>\$1,802,497</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Source: ECONorthwest

Table 12 – Projects and Costs in Year of Expenditure Dollars, page 2

<b>PROJECT FUND</b>	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38
<b>Resources</b>											
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,840
Pay-as-you-Go (Transfer from TIF Fund)	\$71,300	\$73,400	\$75,600	\$77,900	\$80,200	\$82,600	\$85,100	\$87,700	\$90,300	\$3,238,440	\$2,976,521
Bond/Loan Proceeds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,850,000	
Interest Earnings	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$104
<b>Total Resources</b>	<b>\$71,300</b>	<b>\$73,400</b>	<b>\$75,600</b>	<b>\$77,900</b>	<b>\$80,200</b>	<b>\$82,600</b>	<b>\$85,100</b>	<b>\$87,700</b>	<b>\$90,300</b>	<b>\$23,088,440</b>	<b>\$2,997,465</b>
<b>Expenditures (nominal \$)</b>											
Water, Sewer, Transportation (SE Industrial)											
Infrastructure: Vine Street: water, sewer, transpo											
Building Rehab Program											
North 6th and 7th Street Corridor											
North End Improvements											
Southern Section of NW Industrial Area											
Blighted Building Removal and/or Replacement											
Business Incubator / Maker's Space											
Riverside Park											
Town Center Plaza											
Underdeveloped Land											
Streetscape Study/Implementation											
Convention Center											
Admin	-\$71,300	-\$73,400	-\$75,600	-\$77,900	-\$80,200	-\$82,600	-\$85,100	-\$87,700	-\$90,300	-\$93,000	-\$95,800
Finance Fees											
<b>Total Expenditures</b>	<b>-\$71,300</b>	<b>-\$73,400</b>	<b>-\$75,600</b>	<b>-\$77,900</b>	<b>-\$80,200</b>	<b>-\$82,600</b>	<b>-\$85,100</b>	<b>-\$87,700</b>	<b>-\$90,300</b>	<b>-\$23,067,600</b>	<b>-\$95,800</b>
<b>Ending Fund Balance</b>	<b>\$0</b>	<b>\$20,840</b>	<b>\$2,901,665</b>								

Source: ECONorthwest

Table 12 – Projects and Costs in Year of Expenditure Dollars, page 3

<i>PROJECT FUND</i>	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47
<b>Resources</b>									
Beginning Fund Balance	\$2,901,665	\$6,702,472	\$10,919,827	\$100	\$101	\$102	\$103	\$104	\$105
Pay-as-you-go (Transfer from TIF Fund)	\$3,884,999	\$4,285,443	\$2,727,774	\$97,000	\$100,000	\$103,000	\$106,000	\$109,200	\$116,460
Bond/Loan Proceeds	\$0	\$0	\$24,300,000	\$0	\$0	\$0	\$0	\$0	\$0
Interest Earnings	\$14,508	\$33,512	\$54,599	\$1	\$1	\$1	\$1	\$1	\$1
<b>Total Resources</b>	<b>\$6,801,172</b>	<b>\$11,021,427</b>	<b>\$38,002,200</b>	<b>\$97,101</b>	<b>\$100,102</b>	<b>\$103,103</b>	<b>\$106,104</b>	<b>\$109,305</b>	<b>\$116,566</b>
<b>Expenditures (nominal \$)</b>									
Water, Sewer, Transportation (SE Industrial)									
Infrastructure: Vine Street: water, sewer, transp									
Building Rehab Program									
North 6th and 7th Street Corridor									
North End Improvements									
Southern Section of NW Industrial Area									
Blighted Building Removal and/or Replacement									
Business Incubator / Maker's Space									
Riverside Park									
Town Center Plaza									
Underdeveloped Land									
Streetscape Study/Implementation									
Convention Center									
Admin	-\$98,700	-\$101,600	-\$104,700	-\$97,000	-\$100,000	-\$103,000	-\$106,000	-\$109,200	-\$116,460
Finance Fees			-\$209,000						
<b>Total Expenditures</b>	<b>-\$98,700</b>	<b>-\$101,600</b>	<b>-\$38,002,100</b>	<b>-\$97,000</b>	<b>-\$100,000</b>	<b>-\$103,000</b>	<b>-\$106,000</b>	<b>-\$109,200</b>	<b>-\$116,460</b>
<b>Ending Fund Balance</b>	<b>\$6,702,472</b>	<b>\$10,919,827</b>	<b>\$100</b>	<b>\$101</b>	<b>\$102</b>	<b>\$103</b>	<b>\$104</b>	<b>\$105</b>	<b>\$106</b>

Source: ECONorthwest

## **VII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED**

Table 15 shows the tax increment revenues, interest earnings, and their allocation to loan repayments, reimbursements, and debt service.

It is anticipated that all debt will be retired by FYE 2048 (any outstanding bonds will be defeased). The maximum indebtedness is \$105,000,000 (one hundred and five million dollars).

The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$105 million is \$137,207,115 and includes both tax increment revenues from permanent rate levies and division of tax revenues from the general obligation bond of the Three Rivers School District as explained in Section IX.

The interest rate for the loans and bonds are estimated at 5% with varying terms. Some loans are assumed to have a period of interest only payments. Some loans are assumed to have a period of up to three years for funds to be drawn down. With few exceptions, the assumed financing plan maintains a debt service coverage ratio of at least 1.25 x total annual debt service payments.

The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If the economy is slower, it may take longer; if the economy is more robust than the projections, it may take a shorter time period. The Agency may decide to issue bonds or take on loans on a different schedule, and that will alter the financing assumptions. These assumptions show one scenario for financing and this scenario is financially feasible.

All property within the boundary options is located within tax code areas 01, 03, and 05, and therefore have somewhat different tax rates. Tax rate information was obtained from Josephine County Assessor. Details of the applicable tax rate are shown below in Exhibit 13. Some of these taxing districts also have rates for general obligation (GO) bonds. The majority of these bonds were approved after 2001, and Oregon statutes preclude new URAs from including GO bond rates for all bonds approved after 2001. The Three Rivers School District in Tax code Area 05, representing one quarter of one percent of the total assessed value of property within the proposed Area, has one bond that will expire in FYE 2021. More information o the impacts on bonds is found in Section IX.

Table 13 – Applicable Tax Rates, FY 2016/17

Taxing District	Rate
Josephine County	0.5867
City of Grants Pass	4.1335
4H Extension	0.0459
Grants Pass School District	4.5248
Rogue Community College	0.5128
Southern Oregon Education Service District	0.3524
Total	10.1561
Three Rivers School District	4.2677

Note: Some of the properties are in the three Rivers School District, which has a different property tax rate.

Calculating tax increment revenue is done by forecasting assessed value, based on assumed assessed value growth as described in Step 4, and then subtracting the initial assessed value (the frozen base) to determine the “excess value”. Excess value is any assessed value above the frozen base. This excess value is multiplied by the applicable tax rate to determine the total amount of tax increment revenue. The “exception value” shown in Table 14 is that value that is new development or substantial rehabilitation that is above and beyond the 3% limitation. These are the estimates of building permits issued in the URA that have not yet gone on the property tax rolls. The real market value of these increased values was adjusted by the Josephine County Assessor’ Change Property Ratio (CPR) for the different types of uses, industrial and commercial. Permit values are estimates and the assessor will determine the exact assessed values.

Table 14 - Permit Estimates of Exception Value

Permits	Commercial	Industrial	Total
2013	\$500,000		\$500,000
2014	\$844,690		\$844,690
2015	\$38,727,168	\$1,436,281	\$40,163,449
Total	\$40,071,858	\$1,436,281	\$41,508,139

Source: City of Grants Pass

Table 15 – Tax Increment Revenues and Allocations to Debt Service

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27
<b>TIF DEBT SERVICE FUND</b>										
<b>Resources</b>										
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$630,050	\$798,375	\$971,750	\$1,180,089	\$1,395,477	\$1,618,606	\$1,849,544	\$2,088,565	\$2,335,952	\$2,591,996
<b>Total Resources</b>	<b>\$630,050</b>	<b>\$798,375</b>	<b>\$971,750</b>	<b>\$1,180,089</b>	<b>\$1,395,477</b>	<b>\$1,618,606</b>	<b>\$1,849,544</b>	<b>\$2,088,565</b>	<b>\$2,335,952</b>	<b>\$2,591,996</b>
<b>Expenditures</b>										
<b>Debt Service</b>										
New Loan FYE 2018	-\$325,000	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577
New Loan FYE 2022					-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213
New Loan FYE 2025								-\$582,585	-\$582,585	-\$582,585
Sewer Plant Loan, FYE 2017									-\$763,377	-\$1,017,421
Water Plant Loan, FYE 2020									\$0	\$0
New Loan FYE 2037										
New Loan FYE 2041										
Etc										
<b>Total Debt Service</b>	<b>-\$325,000</b>	<b>-\$521,577</b>	<b>-\$521,577</b>	<b>-\$521,577</b>	<b>-\$922,790</b>	<b>-\$922,790</b>	<b>-\$922,790</b>	<b>-\$1,505,375</b>	<b>-\$2,268,752</b>	<b>-\$2,522,796</b>
<i>Coverage Ratio</i>	1.94	1.53	1.86	2.26	1.51	1.75	2.00	1.39	1.03	1.03
Transfer to Project Fund	-\$305,050	-\$276,798	-\$450,173	-\$658,512	-\$472,687	-\$695,816	-\$926,754	-\$583,190	-\$67,200	-\$69,200
Early Repayment of Principal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>-\$630,050</b>	<b>-\$798,375</b>	<b>-\$971,750</b>	<b>-\$1,180,089</b>	<b>-\$1,395,477</b>	<b>-\$1,618,606</b>	<b>-\$1,849,544</b>	<b>-\$2,088,565</b>	<b>-\$2,335,952</b>	<b>-\$2,591,996</b>
<b>Ending Fund Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

Source: ECONorthwest

Table 15 – Tax Increment Revenues and Allocations to Debt Service, page 2

	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38
<b>TIF DEBT SERVICE FUND</b>											
<b>Resources</b>											
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$635,737	\$0
TIF for URA	\$2,857,003	\$3,131,285	\$3,415,168	\$3,708,984	\$4,013,085	\$4,327,830	\$4,653,590	\$4,990,753	\$5,339,716	\$5,700,893	\$6,074,711
<b>Total Resources</b>	<b>\$2,857,003</b>	<b>\$3,131,285</b>	<b>\$3,415,168</b>	<b>\$3,708,984</b>	<b>\$4,013,085</b>	<b>\$4,327,830</b>	<b>\$4,653,590</b>	<b>\$4,990,753</b>	<b>\$5,339,716</b>	<b>\$6,336,630</b>	<b>\$6,074,711</b>
<b>Expenditures</b>											
<b>Debt Service</b>											
New Loan FYE 2018	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577	-\$521,577
New Loan FYE 2022	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213	-\$401,213
New Loan FYE 2025	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585	-\$582,585
Sewer Plant Loan, FYE 2017	-\$1,280,328	-\$1,552,510	-\$726,364	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Water Plant Loan, FYE 2020	\$0	\$0	-\$1,107,829	-\$2,427,510	-\$2,739,855	-\$3,063,115	-\$3,397,678	-\$3,108,304	-\$3,108,304	-\$1,592,815	-\$1,592,815
New Loan FYE 2037											
New Loan FYE 2041											
Etc											
<b>Total Debt Service</b>	<b>-\$2,785,703</b>	<b>-\$3,057,885</b>	<b>-\$3,339,568</b>	<b>-\$3,631,084</b>	<b>-\$3,932,885</b>	<b>-\$4,245,230</b>	<b>-\$4,568,490</b>	<b>-\$4,903,053</b>	<b>-\$4,613,679</b>	<b>-\$3,098,190</b>	<b>-\$3,098,190</b>
Coverage Ratio	1.03	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.16	1.84	1.96
Transfer to Project Fund	-\$71,300	-\$73,400	-\$75,600	-\$77,900	-\$80,200	-\$82,600	-\$85,100	-\$87,700	-\$90,300	-\$3,238,440	-\$2,976,521
Early Repayment of Principal	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Expenditures</b>	<b>-\$2,857,003</b>	<b>-\$3,131,285</b>	<b>-\$3,415,168</b>	<b>-\$3,708,984</b>	<b>-\$4,013,085</b>	<b>-\$4,327,830</b>	<b>-\$4,653,590</b>	<b>-\$4,990,753</b>	<b>-\$4,703,979</b>	<b>-\$6,336,630</b>	<b>-\$6,074,711</b>
<b>Ending Fund Balance</b>	<b>\$0</b>										

Source: ECONorthwest

Table 15 – Tax Increment Revenues and Allocations to Debt Service, page 3

	2038-39	2039-40	2040-41	2041-42	2042-43	2043-44	2044-45	2045-46	2046-47
<b>TIF DEBT SERVICE FUND</b>									
<b>Resources</b>									
Beginning Fund Balance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TIF for URA	\$6,461,612	\$6,862,056	\$7,276,513	\$7,705,479	\$8,149,457	\$8,608,975	\$9,084,576	\$9,576,821	\$9,808,204
<b>Total Resources</b>	<b>\$6,461,612</b>	<b>\$6,862,056</b>	<b>\$7,276,513</b>	<b>\$7,705,479</b>	<b>\$8,149,457</b>	<b>\$8,608,975</b>	<b>\$9,084,576</b>	<b>\$9,576,821</b>	<b>\$9,808,204</b>
<b>Expenditures</b>									
<i>Debt Service</i>									
<i>New Loan FYE 2018</i>									
<i>New Loan FYE 2022</i>	-\$401,213	-\$401,213	-\$401,213						
<i>New Loan FYE 2025</i>	-\$582,585	-\$582,585	-\$582,585	-\$582,585					
<i>Sewer Plant Loan, FYE 2017</i>									
<i>Water Plant Loan, FYE 2020</i>									
<i>New Loan FYE 2037</i>	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815	-\$1,592,815
<i>New Loan FYE 2041</i>			-\$1,949,895	-\$1,949,895	-\$1,949,895	-\$1,949,895	-\$1,949,895	-\$1,949,895	-\$1,949,895
<i>Etc</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Debt Service</b>	<b>-\$2,576,613</b>	<b>-\$2,576,613</b>	<b>-\$4,526,508</b>	<b>-\$4,125,295</b>	<b>-\$4,125,295</b>	<b>-\$4,125,295</b>	<b>-\$3,542,710</b>	<b>-\$3,542,710</b>	<b>-\$3,542,710</b>
<i>Coverage Ratio</i>	2.51	2.66	1.61	1.87	1.98	2.09	2.56	2.70	2.77
<i>Transfer to Project Fund</i>	-\$3,884,999	-\$4,285,443	-\$2,727,774	-\$97,000	-\$100,000	-\$103,000	-\$106,000	-\$109,200	-\$116,460
<i>Early Repayment of Principal</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	-\$29,637,931
<b>Total Expenditures</b>	<b>-\$6,461,612</b>	<b>-\$6,862,056</b>	<b>-\$7,254,282</b>	<b>-\$4,222,295</b>	<b>-\$4,225,295</b>	<b>-\$4,228,295</b>	<b>-\$3,648,710</b>	<b>-\$3,651,910</b>	<b>-\$33,297,101</b>
<b>Ending Fund Balance</b>	<b>\$0</b>	<b>\$0</b>	<b>\$22,231</b>	<b>\$3,505,526</b>	<b>\$7,447,216</b>	<b>\$11,865,132</b>	<b>\$17,360,324</b>	<b>\$23,372,037</b>	<b>\$0</b>

Source: ECONorthwest

## VIII. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FY 2046/47, as shown above, are based on projections of the assessed value of development within the URA and the total tax rate that will apply in the URA. The assumptions include new development projects, as identified by the City of Grants Pass and minimum growth rates of existing assessed value at 3.5% starting in FYE 2021 for real property, personal property, utility property, and for manufactured property. There is substantial acreage in the URA that is undeveloped where the full future development value will add to the incremental assessed value of the URA.

Table 16 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (adjusted for under-collection, penalties, and interest). These projections of increment are the basis for the projections in Tables 12 and 15. The first year of tax increment collections is FY 2017/2018. Gross TIF is calculated by multiplying the tax rate times the excess value. The tax rate is per thousand dollars of value, so the calculation is “tax rate times excess value divided by one thousand”. Adjustments are from undercollections and delinquencies. The tax rate includes permanent rates and the Three Rivers School District general obligation bond. In FYE 2022 the tax rate reduces, due to the expiration of the Three Rivers School District general obligation bond.

Table 16 – Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues

FYE	Assessed Value	Frozen Base	Excess Value	Tax Rate	Gross TIF	Adjustments	Net TIF	Cumulative TIF
2018	\$569,604,583	\$505,646,097	\$63,958,486	10.1556	\$649,536	\$19,486	\$630,050	\$630,050
2019	\$586,692,721	\$505,646,097	\$81,046,624	10.1555	\$823,067	\$24,692	\$798,375	\$1,428,425
2020	\$604,293,504	\$505,646,097	\$98,647,407	10.1554	\$1,001,804	\$30,054	\$971,750	\$2,400,175
2021	\$625,443,776	\$505,646,097	\$119,797,679	10.1553	\$1,216,586	\$36,497	\$1,180,089	\$3,580,264
2022	\$647,334,308	\$505,646,097	\$141,688,211	10.1535	\$1,438,637	\$43,160	\$1,395,477	\$4,975,741
2023	\$669,991,009	\$505,646,097	\$164,344,912	10.1534	\$1,668,666	\$50,060	\$1,618,606	\$6,594,347
2024	\$693,440,694	\$505,646,097	\$187,794,597	10.1534	\$1,906,747	\$57,203	\$1,849,544	\$8,443,891
2025	\$717,711,120	\$505,646,097	\$212,065,023	10.1533	\$2,153,160	\$64,595	\$2,088,565	\$10,532,456
2026	\$742,831,010	\$505,646,097	\$237,184,913	10.1533	\$2,408,198	\$72,246	\$2,335,952	\$12,868,408
2027	\$768,830,096	\$505,646,097	\$263,183,999	10.1532	\$2,672,161	\$80,165	\$2,591,996	\$15,460,404
2028	\$795,739,150	\$505,646,097	\$290,093,053	10.1532	\$2,945,364	\$88,361	\$2,857,003	\$18,317,407
2029	\$823,590,020	\$505,646,097	\$317,943,923	10.1531	\$3,228,129	\$96,844	\$3,131,285	\$21,448,692
2030	\$852,415,671	\$505,646,097	\$346,769,574	10.1531	\$3,520,791	\$105,623	\$3,415,168	\$24,863,860
2031	\$882,250,220	\$505,646,097	\$376,604,123	10.1531	\$3,823,695	\$114,711	\$3,708,984	\$28,572,844
2032	\$913,128,978	\$505,646,097	\$407,482,881	10.1531	\$4,137,201	\$124,116	\$4,013,085	\$32,585,929
2033	\$945,088,492	\$505,646,097	\$439,442,395	10.1530	\$4,461,680	\$133,850	\$4,327,830	\$36,913,759
2034	\$978,166,590	\$505,646,097	\$472,520,493	10.1530	\$4,797,516	\$143,926	\$4,653,590	\$41,567,349
2035	\$1,012,402,421	\$505,646,097	\$506,756,324	10.1530	\$5,145,106	\$154,353	\$4,990,753	\$46,558,102
2036	\$1,047,836,506	\$505,646,097	\$542,190,409	10.1530	\$5,504,862	\$165,146	\$5,339,716	\$51,897,818
2037	\$1,084,510,783	\$505,646,097	\$578,864,686	10.1530	\$5,877,209	\$176,316	\$5,700,893	\$57,598,711
2038	\$1,122,468,661	\$505,646,097	\$616,822,564	10.1530	\$6,262,589	\$187,878	\$6,074,711	\$63,673,422
2039	\$1,161,755,066	\$505,646,097	\$656,108,969	10.1530	\$6,661,456	\$199,844	\$6,461,612	\$70,135,034
2040	\$1,202,416,492	\$505,646,097	\$696,770,395	10.1530	\$7,074,284	\$212,228	\$6,862,056	\$76,997,090
2041	\$1,244,501,069	\$505,646,097	\$738,854,972	10.1530	\$7,501,560	\$225,047	\$7,276,513	\$84,273,603
2042	\$1,288,058,607	\$505,646,097	\$782,412,510	10.1529	\$7,943,792	\$238,313	\$7,705,479	\$91,979,082
2043	\$1,333,140,660	\$505,646,097	\$827,494,563	10.1529	\$8,401,502	\$252,045	\$8,149,457	\$100,128,539
2044	\$1,379,800,583	\$505,646,097	\$874,154,486	10.1529	\$8,875,232	\$266,257	\$8,608,975	\$108,737,514
2045	\$1,428,093,603	\$505,646,097	\$922,447,506	10.1529	\$9,365,542	\$280,966	\$9,084,576	\$117,822,090
2046	\$1,478,076,879	\$505,646,097	\$972,430,782	10.1529	\$9,873,012	\$296,191	\$9,576,821	\$127,398,911
2047	\$1,529,809,569	\$505,646,097	\$1,024,163,472	10.1529	\$10,398,246	\$311,947	\$10,086,299	\$137,485,210

Source: ECONorthwest

Notes: TIF is tax increment revenues

Tax rates are expressed in terms of dollars per \$1,000 of assessed value.

Changes in total tax rates are due to general obligation bonds with variable rates. These bonds are scheduled to be retired in FYE 2019, after which the total tax rate for the area will stabilize as the sum total of all permanent rates for affected taxing districts.

Revenue sharing is part of the 2009 legislative changes to urban renewal and means that, at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the URA. The share is a percentage basis dependent upon the tax rates of the taxing jurisdictions. The first threshold is 10% of the original maximum indebtedness. At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold and the taxing jurisdictions will receive 75% of the increment above the 10% threshold. The second threshold is set at 12.5% of the maximum indebtedness. If this threshold is met, revenue for the district would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts. **Neither threshold is anticipated to be reached prior to the termination of this district.** If tax increment revenues increase to meet these thresholds, then revenue sharing will occur.

## IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the new maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the urban renewal area.

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value in the URA. These projections are for impacts estimated through FYE 2047, and are shown in Table.

The Grants Pass School District, the Three Rivers School District and the Southern Oregon Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the State level.

Table 17a shows the projected impacts to permanent rate levies of taxing districts as a result of this Plan. It assumes the growth as projected in Table 14 in this Report, in addition to general appreciation in real property assessed value.

General obligation bonds and local option levies are impacted by urban renewal only if they were originally approved by voters in an election prior to October 6, 2001. There are no local option levies approved prior to October 6, 2001 that are in effect in the Grants Pass URA. There is, however, one general obligation bond that will be impacted. For general obligation bonds, the impact is on the property owner, not on the taxing district. The assessor must assess a slightly higher rate to all properties in the taxing district to account for the division of taxes of the general obligation bond.

Table 17b shows the projected impact to the property owner as a result of a general obligation bond issued by the Three Rivers School District prior to 2001. As a result of urban renewal, a property tax owner will pay an additional 2 cents per \$100,000 of value over the

life of the district. This impact is until FYE 2021, when the Three Rivers School District Bond is set to expire. Any bonds issued after October of 2001 are not subject to urban renewal division of taxes.

Table 17a – Projected Impact on Taxing District Permanent Rate Levies

FYE	Josephine County	Grants Pass City	4H / Extension	Grants Pass SD #7	Rogue CC	SO Oregon ESD	Three Rivers SD	Total
	Perm	Perm	Perm	Perm	Perm	Perm	Perm	
2018	-\$36,399	-\$256,441	-\$2,848	-\$280,127	-\$31,814	-\$21,863	-\$486	-\$629,978
2019	-\$46,124	-\$324,956	-\$3,608	-\$354,820	-\$40,314	-\$27,704	-\$740	-\$798,266
2020	-\$56,140	-\$395,526	-\$4,392	-\$431,752	-\$49,069	-\$33,721	-\$1,002	-\$971,602
2021	-\$68,177	-\$480,328	-\$5,334	-\$524,201	-\$59,589	-\$40,950	-\$1,316	-\$1,179,895
2022	-\$80,634	-\$568,098	-\$6,308	-\$619,884	-\$70,478	-\$48,433	-\$1,641	-\$1,395,476
2023	-\$93,528	-\$658,940	-\$7,317	-\$718,917	-\$81,748	-\$56,178	-\$1,978	-\$1,618,606
2024	-\$106,873	-\$752,961	-\$8,362	-\$821,415	-\$93,412	-\$64,193	-\$2,327	-\$1,849,543
2025	-\$120,686	-\$850,274	-\$9,442	-\$927,501	-\$105,485	-\$72,490	-\$2,688	-\$2,088,566
2026	-\$134,982	-\$950,992	-\$10,560	-\$1,037,303	-\$117,979	-\$81,077	-\$3,061	-\$2,335,952
2027	-\$149,778	-\$1,055,235	-\$11,717	-\$1,150,943	-\$130,911	-\$89,964	-\$3,448	-\$2,591,996
2028	-\$165,092	-\$1,163,126	-\$12,915	-\$1,268,562	-\$144,297	-\$99,162	-\$3,848	-\$2,857,002
2029	-\$180,942	-\$1,274,795	-\$14,155	-\$1,390,298	-\$158,151	-\$108,682	-\$4,262	-\$3,131,285
2030	-\$197,347	-\$1,390,372	-\$15,439	-\$1,516,296	-\$172,489	-\$118,536	-\$4,691	-\$3,415,170
2031	-\$214,325	-\$1,509,992	-\$16,767	-\$1,646,702	-\$187,329	-\$128,734	-\$5,134	-\$3,708,983
2032	-\$231,898	-\$1,633,801	-\$18,142	-\$1,781,673	-\$202,689	-\$139,289	-\$5,593	-\$4,013,085
2033	-\$250,086	-\$1,761,943	-\$19,566	-\$1,921,369	-\$218,586	-\$150,214	-\$6,068	-\$4,327,832
2034	-\$268,911	-\$1,894,568	-\$21,038	-\$2,065,953	-\$235,039	-\$161,520	-\$6,560	-\$4,653,589
2035	-\$288,395	-\$2,031,837	-\$22,562	-\$2,215,598	-\$252,069	-\$173,224	-\$7,069	-\$4,990,754
2036	-\$308,560	-\$2,173,910	-\$24,140	-\$2,370,480	-\$269,694	-\$185,336	-\$7,596	-\$5,339,716
2037	-\$329,431	-\$2,320,955	-\$25,773	-\$2,530,784	-\$287,936	-\$197,872	-\$8,141	-\$5,700,892
2038	-\$351,033	-\$2,473,147	-\$27,463	-\$2,696,698	-\$306,817	-\$210,847	-\$8,706	-\$6,074,711
2039	-\$373,391	-\$2,630,666	-\$29,212	-\$2,868,419	-\$326,359	-\$224,277	-\$9,289	-\$6,461,613
2040	-\$396,532	-\$2,793,698	-\$31,022	-\$3,046,150	-\$346,585	-\$238,176	-\$9,894	-\$6,862,057
2041	-\$420,481	-\$2,962,435	-\$32,896	-\$3,230,102	-\$367,519	-\$252,561	-\$10,519	-\$7,276,513
2042	-\$445,270	-\$3,137,079	-\$34,836	-\$3,420,492	-\$389,185	-\$267,450	-\$11,167	-\$7,705,479
2043	-\$470,926	-\$3,317,835	-\$36,843	-\$3,617,546	-\$411,609	-\$282,861	-\$11,837	-\$8,149,457
2044	-\$497,480	-\$3,504,918	-\$38,920	-\$3,821,496	-\$434,819	-\$298,810	-\$12,531	-\$8,608,974
2045	-\$524,964	-\$3,698,549	-\$41,070	-\$4,032,585	-\$458,840	-\$315,318	-\$13,249	-\$9,084,575
2046	-\$553,409	-\$3,898,956	-\$43,295	-\$4,251,062	-\$483,703	-\$332,404	-\$13,992	-\$9,576,821
2047	-\$566,780	-\$3,993,159	-\$44,342	-\$4,353,744	-\$495,389	-\$340,436	-\$14,354	-\$9,808,204
Total	-\$7,928,574	-\$55,859,492	-\$620,284	-\$60,912,870	-\$6,929,903	-\$4,762,282	-\$193,187	-\$137,206,592

Source: ECONorthwest

Table 17c – Projected Impact on Property Tax Payers Due to General Obligation Bonds

FYE	GO Bond Tax Rate			Property Tax Paid per \$100,000 AV		
	without UR	with UR	Impact of UR	without UR	with UR	Impact of UR
2018	0.5542	0.5542	0.0000	\$55.42	\$55.42	\$0.00
2019	0.5512	0.5512	0.0000	\$55.12	\$55.12	\$0.00
2020	0.5498	0.5499	0.0001	\$54.98	\$54.99	\$0.01
2021	0.5479	0.5480	0.0001	\$54.79	\$54.80	\$0.01
2022	0.0000	0.0000	0.0000	\$0.00	\$0.00	\$0.00
<b>Total</b>				<b>\$330.25</b>	<b>\$330.27</b>	<b>\$0.02</b>

Source: ECONorthwest. Please refer to the explanation of the impacts of GO bonds in the preceding section

Table 18 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2048.

Table 18 – Additional Revenues Obtained after Termination of Tax Increment Financing

Taxing District	Tax Rate	Tax Revenue in FYE 2048 (year after expiration)		
		From Frozen Base	From Excess Value	Total
<b>General Government</b>				
Josephine County	0.5867	\$296,663	\$632,290	\$928,953
Grants Pass City	4.1335	\$2,090,088	\$4,454,701	\$6,544,789
4H / Extension	0.0459	\$23,209	\$49,467	\$72,676
<i>Subtotal</i>		\$2,409,960	\$5,136,458	\$7,546,418
<b>Education</b>				
Grants Pass SD #7	4.5248	\$2,277,955	\$4,856,932	\$7,134,887
Rogue CC	0.5128	\$259,295	\$552,648	\$811,943
SO Oregon ESD	0.3524	\$178,189	\$379,784	\$557,973
Three Rivers SD	3.7262	\$8,229	\$16,038	\$24,267
Three Rivers SD (Bond)	0.0000	\$0	\$0	\$0
<i>Subtotal</i>		\$2,723,668	\$5,805,402	\$8,529,070
<b>Total</b>		<b>\$5,133,628</b>	<b>\$10,941,860</b>	<b>\$16,075,488</b>

Source: ECONorthwest

## **X. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA**

State law limits the percentage of both a municipality's total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted below, the frozen base, including all real, personal, personal, manufactured, and utility properties in the URA, is projected to be \$505,646,097. The total assessed value of the City of Grants Pass is \$2,901,485,719. Excess value is the assessed value created above the frozen base in the urban renewal area. The total urban renewal assessed value is 17.43% of the total assessed value of the City, below the 25% statutory limitation.

The Grants Pass Urban Renewal Area contains 1,364.10 acres, including right-of-way, and the City of Grants Pass contains 7,476.94 acres, therefore 18.24% of the City's acreage is in an urban renewal area, below the 25% statutory limitation.

Table 19 – Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Acreage	Assessed Value
Urban Renewal Area	1,364.10	\$505,646,097
City of Grants Pass	7,476.94	\$2,901,485,719
% in Urban Renewal	18.24%	17.43%

Source: City of Grants Pass, Josephine County Assessor

## **XI. RELOCATION REPORT**

There is no relocation report required for the Plan. No specific acquisitions that would result in relocation benefits have been identified, however, there are plans to acquire land for infrastructure which may trigger relocation benefits in the future in the URA.