

**Central Point
City Hall
541-664-3321**

City Council

Mayor
Hank Williams

Ward I
Bruce Dinger

Ward II
Michael Quilty

Ward III
Brandon Thueson

Ward IV
Tanea Browning

At Large
Rob Hernandez
Allen Broderick

Administration
Chris Clayton, City
Manager
Deanna Casey, City
Recorder

**Community
Development**
Tom Humphrey,
Director

Finance
Steven Weber,
Director

Human Resources
Elizabeth Simas,
Director

**Parks and Public
Works**
Matt Samitore,
Director

Police
Kris Allison Chief

**CITY OF CENTRAL POINT
City Council Meeting Agenda
October 12, 2017**

Next Res. 1511
Next Ord. 2038

- I. REGULAR MEETING CALLED TO ORDER – 7:00 P.M.**
- II. PLEDGE OF ALLEGIANCE**
- III. ROLL CALL**
- IV. PUBLIC APPEARANCES – *Comments will be limited to 3 minutes per individual or 5 minutes if representing a group or organization.***

V. SPECIAL PRESENTATION

VI. CONSENT AGENDA

- Page 2 - 10 A. Approval of September 14, 2017 City Council Minutes
- 11 - 12 B. Approval of OLCC Application for A1 Market #12
- 13 - 14 C. Approval of OLCC Application for Costco #1287

VII. ITEMS REMOVED FROM CONSENT AGENDA

VIII. PUBLIC HEARING, ORDINANCES, AND RESOLUTIONS

- 16 - 51 A. Ordinance No. _____, Second Reading to Consider Central Point 2017-2037 Housing Element for the Comprehensive Plan
- 53 - 93 B. Continued Public Hearing – Resolution No. _____, Affirming that the TOD-Corridor Land Use Designation is Sufficiently Clear in its Scope of Allowed Uses to Support a Zone Change from TOD-MMR to TOD-LMR Applicant: Bob Fellows (Humphrey)
- 95 - 136 C. Continued Public Hearing – An Ordinance Amending the Central Point Zoning Map on Tax Lots 8300 & 8400 of 37S 2W 11C (3.64 Acres) From TOD-Corridor, Medium Mix Residential (TOD-MMR) to TOD-Corridor Low Mix Residential (TOD-LMR) (Humphrey)

IX. BUSINESS

- 139 - 142 A. Appointment of Central Point Planning Commission Member (Mayor Williams)
- 144 B. Approval of Bid Award for 2017 Street Pavement Projects (Samitore)
- 146 C. Parks and Recreation Commission Report (Samitore)
- 148 D. Twin Creeks Crossing Bid Award Update (Samitore)

X. MAYOR'S REPORT

XI. CITY MANAGER'S REPORT

XII. COUNCIL REPORTS

XIII. DEPARTMENT REPORTS

XIV. EXECUTIVE SESSION

The City Council may adjourn to executive session under the provisions of ORS 192.660. Under the provisions of the Oregon Public Meetings Law, the proceedings of an executive session are not for publication or broadcast.

XV. ADJOURNMENT

Individuals needing special accommodations such as sign language, foreign language interpreters or equipment for the hearing impaired must request such services at least 72 hours prior to the City Council meeting. To make your request, please contact the City Recorder at 541-423-1026 (voice), or by e-mail at: Deanna.casey@centralpointoregon.gov.

Si necesita traductor en español o servicios de discapacidades (ADA) para asistir a una junta publica de la ciudad por favor llame con 72 horas de anticipación al 541-664-3321 ext. 201

Consent Agenda

**CITY OF CENTRAL POINT
City Council Meeting Minutes
September 14, 2017**

I. REGULAR MEETING CALLED TO ORDER

Mayor Williams called the meeting to order at 7:00 p.m.

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL: Mayor: Hank Williams
Council Members: Allen Broderick, Bruce Dingler, Brandon Thueson, Tanea Browning, and Rob Hernandez were present. Mike Quilty was excused.

City Manager Chris Clayton; City Attorney Sydnee Dreyer; Police Chief Kris Allison; Community Development Director Tom Humphrey; Finance Director Steven Weber; Planning Manager Don Burt; and City Recorder Deanna Casey were also present.

IV. SPECIAL PRESENTATION – Fire District No. 3 Quarterly Update

Fire Chief Bob Horton provided a brochure recapping the last 6 months for Fire District No. 3. He explained the call volume and what percentage of calls the district responded to for the City of Central Point and surrounding areas. He also provided an update on the various programs the District has to offer.

V. PUBLIC APPEARANCES

Police Chief Kris Allison introduced Terry Haines. Mr. Haines presented the Central Point Police Department with a Proclamation stating that the Non Commissioned Officers Association Veteran service organization will provide unconditional support for their brothers and sisters in Police Service.

Gene Johnson, Linden Lane Central Point

Mr. Johnson is concerned about the amount of marijuana grows within the Central Point Urban Reserve. He would like to see the City and County work together to expand the city regulations regarding Marijuana growing into the Urban Reserve areas.

Jim Miller, Grant Road resident.

Mr. Miller is also concerned regarding the marijuana grows within the Urban Reserve areas. These will eventually be in the Central Point City limits and the zoning rules should apply in regards to marijuana growing. The amount of plants these farms are growing may be illegal and not licensed through the state. They are outside the city limits and the City Police cannot do anything to enforce the rules. He would like to see the City and County work together when it comes to areas bordering the City Limits.

Debbie Miles, Central Point Resident

Mrs. Miles stated that she is concerned regarding the intersection at Oak and 9th Street. There is speeding on 9th Street and a corner at the intersection is really hard to see oncoming traffic. People tend to creep out into the travel lane so they can see if a car is coming. She stated there have been several accidents already this year. She would like to see the corner painted yellow so that cars are not allowed to park there and block the site triangle.

Charlie Brotherton, Grant Road Resident

Mr. Brotherton is also concerned about the amount of marijuana grows in the Urban Reserve areas. He explained that a lot of the owners live in other states and may not be aware of what is being grown on their property. We have got to work with the State and County to put rules in place that can be enforced by the State Police.

VI. CONSENT AGENDA

A. Approval of September 14, 2017 City Council Minutes

Rob Hernandez made a motion to approve the Consent Agenda as presented. Brandon Thueson seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rob Hernandez, yes. Motion approved.

VI. ITEMS REMOVED FROM CONSENT AGENDA - None

VII. PUBLIC HEARINGS, ORDINANCES AND RESOLUTIONS

A. Public Hearing/First Reading of an Ordinance Approving the Housing Element for the Central Point Comprehensive Plan. Applicant: City of Central Point

Planning Manager Don Burt stated that the current Housing Element was completed in 1983 and is need of updating. The objective for updating this document is to ensure that development occurs at the densities and mix needed to meet the City's housing needs over the next 20 years; and ensuring that there is enough buildable land to accommodate the 20 year housing need within the UGB.

The Housing Element is constructed to comply with Statewide Planning Goal 10 and recommended for approval by the Planning Commission and Citizens Advisory Commission.

The Housing Goals and Policies in the document are:

1. To provide an Adequate supply of housing to meet the diverse needs of the City's current and projected households.
2. To encourage the development and preservation of fair and affordable housing.

3. To maintain a timely supply of vacant residential acres sufficient to accommodate development of new housing to serve the City's projected population.
4. To ensure that a variety of housing will be provided in the City in terms of location, type, price and tenure, according to the projected needs of the population.
5. To ensure that municipal development procedures and standards are not unreasonable impediments to the provision of affordable housing.
6. To develop and maintain Housing Implementation Plan that includes programs that monitor and address the housing affordability needs of the City's low- and moderate income households.
7. To assure that residential development standards encourage and support attractive and healthy neighborhoods.

Mr. Burt reviewed the tables and explained where the numbers come from and what they refer too. There was discussion regarding the lot sizes that are needed or required. Council Member Broderick would like to see parts of the City have half acre lots so that people can build homes with a little more land than we currently have. He would like to see this lot size option in future planning documents.

Mayor Williams opened the Public Hearing

Larry Martin, CAC Member

Mr. Martin stated that this is a very solid document for Central Point and the Planning staff has done a good job with the restraints put on them by the state. The projected 150 acres is a reasonable number and will give us the growth opportunities we need at this time. He encourages the Council to approve the document as presented.

No one else came forward and Mayor Williams closed the Public Hearing.

Brandon Thueson made a motion to move to Second Reading an Ordinance Approving the Housing Element for the Central Point Comprehensive Plan. Applicant: City of Central Point. Tanea Browning seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rob Hernandez, yes. Motion approved.

B. Resolution No. 1517, to Annexation 3.64 Acres, located at 3428 and 3470 Chicory Lane and Identified on the Jackson County Assessor's Map 372W11C, Tax Lots 8300 and 8400. Applicant: Bob Fellows

Mr. Humphrey explained that the applicant would like to bring his property into the city and develop it for residential purposes. The property must be annexed in order to consider a land use amendment, a zone change and subsequent development. Unfortunately the applicant could not be in attendance tonight.

The Planning Department sent a letter to adjoining property owners inviting them to participate in the annexation, but they declined. The subject property is adjacent to the City limits on three sides. The properties are occupied with single family dwellings and zoned by Jackson County as General Industrial. The current Central Point zoning is TOD-Corridor in the City's Comprehensive Plan Map and TOD-MMR/R-3 on the Zoning map. The existing buildings will be removed in order to redevelop the property.

The proposed annexation is a full consent annexation and meets all the criteria requirements. The Planning Commission held a public hearing on September 5, 2017. This is the second public hearing regarding the proposed annexation.

Mayor Williams opened the public hearing, no one came forward, the public hearing was closed.

Rob Hernandez moved to approve Resolution No. 1517, to Annexation 3.64 Acres, located at 3428 and 3470 Chicory Lane and Identified on the Jackson County Assessor's Map 372W11C, Tax Lots 8300 and 8400. Applicant: Bob Fellows. Tanea Browning seconded. Roll call: Hank Williams, yes; Bruce Dinger, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rob Hernandez, yes. Motion approved.

C. Public Hearing/First Reading of an Ordinance Amending the Comprehensive Plan Clarifying two parcels totaling 3.64 acres at 3428 and 3470 Chicory Lane from Jackson County Land use designation Industrial to Central Point Land Use Designation Transit Oriented Development Corridor, and Identified on the Jackson County Assessor's Map as 372W11C, Tax Lots 8300 and 8400, Applicant: Bob Fellows

Community Development Director Tom Humphrey stated that the applicants have requested that the next two items be continued to the next meeting because they are not able to be in attendance tonight.

City Attorney Sydnee Dreyer explained that the meeting has been published as a public hearing and the Mayor should open the public hearing tonight for any citizens who are in attendance and cannot attend the continued meeting. She stated that the public hearing should stay open until the dates set for the next meeting.

Mayor Williams opened the public hearing.

Mrs. Dreyer stated that the city has received two letters regarding the public hearing.

Mrs. Katy Mallams provided a letter that the zoning should remain medium mix residential and not changed to low mix residential and provided reasons why she feels the zoning should not be changed.

Chris and Jenn Henson are concerned about the increase in traffic, alley access from Chicory Lane, the type of homes that will be allowed to be built, and issues with the Ash Street connections at Glen Way and Hwy 99.

Council was concerned that half of the members will be attending the League of Oregon Cities Conference on September 28th and the consideration of these two items should be scheduled for October 12, when there would be more council members present.

Brandon Thueson moved to continue a Public Hearing of an Ordinance Amending the Comprehensive Plan Clarifying two parcels totaling 3.64 acres at 3428 and 3470 Chicory Lane from Jackson County Land use designation Industrial to Central Point Land Use Designation Transit Oriented Development Corridor, and Identified on the Jackson County Assessor's Map as 372W11C, Tax Lots 8300 and 8400, Applicant: Bob Fellows to the October 12, 2017 City Council meeting. Rob Hernandez seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rob Hernandez, yes. Motion approved.

D. Public Hearing/First Reading An Ordinance amending the Central Point Zoning Map from TOD Corridor Medium-Mix Residential (TOD-MMR) to TOD Corridor Low-Mix Residential (TOD-LMR) for 3.64 Acres of Property Located at 3428 and 3470 Chicory Lane and Identified on the Jackson County Assessor's Map as 372W11C, Tax Lots 8300 and 8400. Applicant: Bob Fellows

Community Development Director Tom Humphrey explained that the applicants have asked to continue this public hearing to the next available meeting. The proposed ordinance amends the Central Point Zoning Map for the property annexed in the above resolution.

Mrs. Dreyer explained that the Public Hearing should be opened and continued to the same date as the previous item.

Mayor Williams opened the public hearing.

Mrs. Dreyer stated that the city has received two letters regarding the public hearing.

Mrs. Katy Mallams provided a letter that the zoning should remain medium mix residential and not changed to low mix residential and provided reasons why it the zoning should not be changed.

Chris and Jenn Henson are concerned about the increase in traffic, alley access from Chicory Lane, the type of homes that will be allowed to be built, and issues with the Ash Street connections at Glen Way and Hwy 99.

Brandon Thueson moved to continue the Public Hearing for An Ordinance amending the Central Point Zoning Map from TOD Corridor Medium-Mix Residential (TOD-MMR) to TOD Corridor Low-Mix Residential (TOD-LMR) for 3.64 Acres of Property Located at 3428 and 3470 Chicory Lane and Identified on the Jackson County Assessor's Map as 372W11C, Tax Lots 8300 and 8400. Applicant: Bob Fellows to the October 12, 2017 City Council meeting. Rob Hernandez seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rob Hernandez, yes. Motion approved.

E. Ordinance No. 2038, An Ordinance Amending CPMC Chapter 15.04, Building Code to Comply with Updates and References to New State Code

Mr. Humphrey explained that this is the second reading of an Ordinance updating the Building Code section of the Central Point Municipal Code. All of the updates and corrected code references are to the Residential Specialty Code, the Electrical Specialty Code and the Plumbing Specialty Code.

Rob Hernandez made a motion to approve Ordinance No. 2038, An Ordinance Amending CPMC Chapter 15.04, Building Code to Comply with Updates and References to New State Code. Tanea Browning seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rob Hernandez, yes. Motion approved.

VIII. BUSINESS

A. Committee Appointment for Parks and Recreation Commission

Mayor Williams explained that there is one vacancy on the Parks and Recreation Commission. We have advertised for several months and received an application from Fran Settell. Mrs. Settell has been very active in the community and was the Chair of the Multicultural Committee for several years.

Mrs. Settell introduced herself to the Council and stated that she is excited to be appointed to the Parks Commission and continue to serve the citizens of Central Point.

Allen Broderick moved to appoint Fran Settell to the Parks and Recreation Commission. Brandon Thueson seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; and Rob Hernandez, yes. Motion approved.

B. Planning Commission Report

Community Development Director Tom Humphrey reported that the following items were discussed at the Planning Commission on September 5, 2017:

- Consideration and approval of the Housing Element for the Central Point Comprehensive Plan.
- Consideration and approval of a Class "C" Variance to the maximum density standard in the R-16 zoning district as necessary to partition a 0.22 acre site into two parcels at 765 Ash Street.
- Consideration and recommended approval of the annexation of 3428 and 3470 Chicory Lane.
- Consideration and recommended approval of the Comprehensive Plan Amendment for two parcels in the above mentioned Annexation.
- Consideration and recommended approval of a zone change application from TOD Corridor Medium-Mix Residential to TOD Corridor Low-Mix Residential for the above mentioned annexation.
- The Commission was informed of Molly Bradley's departure to attend graduate school at the University of Oregon.

IX. MAYOR'S REPORT

Mayor Williams reported that:

- He attended the Transportation Package signing when Governor Brown was in the Rogue Valley.
- He attended a Medford Water Commission Meeting.
- The City hosted a welcome meeting for the new Water Commission Manager. He thinks the other cities group is going to like working with him.
- We have received two applications for the Planning Commission. He will be interviewing the second application next week and make a recommendation for appointment at the September 28th Council Meeting.

X. CITY MANAGER'S REPORT

City Manager Chris Clayton reported that:

- Pine Street Construction should begin on Monday. We plan to keep the citizens updated through the website project page and our city Facebook Page.
- Council members and staff have been invited to tour Rogue Disposal sites on Monday. We will meet at City Hall at 10:00 am if you are interested in attending.
- He has been working with the City Attorney on the Call-up procedures for reviewing Planning Commission decisions. The item should come before Council in October.

XI. COUNCIL REPORTS

Council Member Allen Broderick reported that:

- He attended a SOREDI meeting where Boise Cascade did a presentation of their facility and the City of Ashland did a presentation on economic development plans and how it revolves around tourism in Ashland.
- He attended Greeters at Seven Oaks.
- He attended a class regarding our water issues and marijuana.

Council Member Taneea Browning reported that:

- She attended the September 11th Memorial at the Manor in Medford. It was pretty incredible. Several Agencies from around the valley and beyond participated in the silent climb to the roof. The ceremony included the ringing of the bell, 3- rings, 4- rings, 3- rings, representing the 343 firefighters that were lost on September 11th.
- Your tourism update from the Chamber is that we are happy to report inclusion on a couple of regional planning meetings with Travel Southern Oregon and the winery Industry. Additionally we have made some key contacts with SOU and their small business development center.
- She will attending the manufacturing summit presented by SOREDI on October 6th, and an Oregon Planning meeting hosted by RVCOG on October 7th.

No other council reports were given.

XII. DEPARTMENT REPORTS

Chief Allison reported that:

- Their Detectives served a search warrant in Trail this afternoon and apprehended the Dutch Bros armed robber.
- The Police Department has applied for a COPS Grant which helps cover the cost of a patrol officer for a limited time. The Federal Government is now requiring the local jurisdictions to sign a document stating that they will comply with Federal Immigration laws. Governor Brown has designated the State of Oregon as a sanctuary state and there may be issues signing this document because we need to abide by State rules as well as federal rules. We are doing some research to see what other cities in Oregon are doing regarding this new Addendum. If we sign that we will comply with federal immigration laws we will be in violation of state law, but if we don't sign the document we could be removed from the list of applications for the COPS grant. Staff will keep Council updated on this topic.
- Officer Dustin Fender has graduated from the Police Academy and will be patrolling Central Point streets soon.
- Officer Griffin has been working with a resident with concerns regarding creek crossing next to his property. This citizen contacted Councilmember Thueson to discuss several issues in his neighborhood.
- There have been several traffic studies on Oak Street where Mrs. Miles was talking about. She does not think there have been any issues reported to the Police Department regarding accidents, but she will check

the log books and the surveys to see if there is something we can do to help with the situation.

Finance Director Steven Weber reported that he has been hosting the auditors all week. They should be returning in December with a full audit report.

Community Development Director Tom Humphrey reported that he has been asked to be on an Expo Committee to help plan the future of the Expo. They have asked citizens to help with a survey. The survey has been emailed to the Council, if they have any information they would like to provide please email him this week.

City Attorney Sydnee Dreyer updated the Council on the process for Bush Street. There are notices that must be given to the people living on the property. We have started getting cost estimates for cleaning up the property and demolishing the structures. We will need to do an environmental study before we can sell the property.

XIII. EXECUTIVE SESSION - None

XIV. ADJOURNMENT

Brandon Thueson moved to adjourn, Tanea Browning seconded, all said "aye" and the Council Meeting was adjourned at 9:45 p.m.

The foregoing minutes of the September 14, 2017, Council meeting were approved by the City Council at its meeting of September 28, 2017.

Dated:

Mayor Hank Williams

ATTEST:

City Recorder



155 South Second Street • Central Point, OR 97502

Ph: (541) 664-5578 • Fax: (541) 664-2705 • www.centralpointoregon.gov

Kristine Allison

Chief

Date: 09/19/2017

From: Chief Kristine Allison
To: Honorable Mayor Williams
Subject: Request for OLCC License

RE: MAA Chintpurni, LLC / A1 Market #12/ Persons associated therewith

Files of the Central Point Police Department contain no information pertinent to the request.

Respectfully,

A handwritten signature in cursive script that reads "Kristine Allison".

Chief Kristine Allison
Central Point Police Department

"Dedicated To Service, Committed To Excellence"



OREGON LIQUOR CONTROL COMMISSION LIQUOR LICENSE APPLICATION

Application is being made for:

LICENSE TYPES

- Full On-Premises Sales (\$402.60/yr)
 - Commercial Establishment
 - Caterer
 - Passenger Carrier
 - Other Public Location
 - Private Club
- Limited On-Premises Sales (\$202.60/yr)
- Off-Premises Sales (\$100/yr)
 - with Fuel Pumps
- Brewery Public House (\$252.60)
- Winery (\$250/yr)
- Other: _____

ACTIONS

- Change Ownership
- New Outlet
- Greater Privilege
- Additional Privilege
- Other C/PN
C/Address

CITY AND COUNTY USE ONLY

Date application received: 9/18/17

The City Council or County Commission:

Central Point
(name of city or county)

recommends that this license be:

Granted Denied

By: _____
(signature) (date)

Name: Hank Williams

Title: Mayor

OLCC USE ONLY

Application Rec'd by: [Signature]

Date: 9/18/17

90-day authority: Yes No

90-DAY AUTHORITY

Check here if you are applying for a change of ownership at a business that has a current liquor license, or if you are applying for an Off-Premises Sales license and are requesting a 90-Day Temporary Authority

APPLYING AS:

- Limited Partnership
- Corporation
- Limited Liability Company
- Individuals

1. Entity or Individuals applying for the license: [See SECTION 1 of the Guide]

① MAA CLIENT PURNE, LLC ③

② _____ ④

2. Trade Name (dba): A1 MARKET #12

3. Business Location: 507 S Front Unit 7 Central Point OR 97502
(number, street, rural route) (city) (county) (state) (ZIP code)

4. Business Mailing Address: 225 SE 8th St Grants Pass OR 97526
(PO box, number, street, rural route) (city) (state) (ZIP code)

5. Business Numbers: (541) 727-7345
(phone) (fax)

6. Is the business at this location currently licensed by OLCC? Yes No

7. If yes to whom: JIT Holding, LLC Type of License: OFF premises

8. Former Business Name: CROWN MARKET AND DELI 200

9. Will you have a manager? Yes No Name: RAKESH SHARMA
(manager must fill out an Individual History form)

10. What is the local governing body where your business is located? CENTRAL POINT
(name of city or county)

11. Contact person for this application: Rakesh Sharma
(name) (phone number(s))
225 SE 8th St Grants Pass OR 97526 (address) (fax number)
Rakeshsharma@gmail.com (e-mail address)

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Applicant(s) Signature(s) and Date:

① Rakesh Sharma Date 8/20/17 ③ SEP 06 2017 Date

② [Signature] Date 8/30/17 ④ MEDFORD REGIONAL OFFICE Date
OREGON LIQUOR CONTROL COMMISSION

RECEIVED



155 South Second Street • Central Point, OR 97502

Ph: (541) 664-5578 • Fax: (541) 664-2705 • www.centralpointoregon.gov

Kristine Allison
Chief

Date: 10/06/2017

From: Captain David Croft
To: Honorable Mayor Williams
Subject: Request for OLCC License

RE: Costco Wholesale #1287/ Persons associated therewith

Files of the Central Point Police Department contain no information pertinent to the request.

Respectfully,

A handwritten signature in black ink that reads "David Croft". The signature is written in a cursive, flowing style.

Captain David Croft
Central Point Police Department



OREGON LIQUOR CONTROL COMMISSION LIQUOR LICENSE APPLICATION

Application is being made for:

LICENSE TYPES

- Full On-Premises Sales (\$402.60/yr)
 - Commercial Establishment
 - Caterer
 - Passenger Carrier
 - Other Public Location
 - Private Club
- Limited On-Premises Sales (\$202.60/yr)
- Off-Premises Sales (\$100/yr)
 - with Fuel Pumps
- Brewery Public House (\$252.60)
- Winery (\$250/yr)
- Other: _____

ACTIONS

- Change Ownership
- New Outlet
- Greater Privilege
- Additional Privilege
- Other **CHANGE OF LOCATION**

90-DAY AUTHORITY

Check here if you are applying for a change of ownership at a business that has a current liquor license, or if you are applying for an Off-Premises Sales license and are requesting a 90-Day Temporary Authority

APPLYING AS:

- Limited Partnership
- Corporation
- Limited Liability Company
- Individuals

CITY AND COUNTY USE ONLY

Date application received: 10-5-17 _____

The City Council or County Commission:

(name of city or county)

recommends that this license be:

- Granted
- Denied

By: _____
(signature) (date)

Name: Hank Williams

Title: _____

OLCC USE ONLY

Application Rec'd by: [Signature]

Date: 10/4/17

90-day authority: Yes No

1. Entity or Individuals applying for the license: [See SECTION 1 of the Guide]

① Costco Wholesale Corporation ③ _____

② _____ ④ _____

2. Trade Name (dba): Costco Wholesale #1287

3. Business Location: 3075 Hamrick Rd, Central Point, Jackson, OR 97502
(number, street, rural route) (city) (county) (state) (ZIP code)

4. Business Mailing Address: Attn: Licensing, PO Box 35005, Seattle, WA 98124
(PO box, number, street, rural route) (city) (state) (ZIP code)

5. Business Numbers: (425) 427-7582 (temp) (425) 313-6922
(phone) (fax)

6. Is the business at this location currently licensed by OLCC? Yes No

7. If yes to whom: _____ Type of License: _____

8. Former Business Name: _____

9. Will you have a manager? Yes No Name: Ron Cheek
(manager must fill out an Individual History form)

10. What is the local governing body where your business is located? Central Point
(name of city or county)

11. Contact person for this application: Laurie Cruz (425) 427-7582
(name) (phone number(s))
Mail: PO Box 35005, Seattle, WA 98124
Physical: 999 Lake Drive, Issaquah, WA 98027 (425) 313-6922 Lcruz@costco.com
(address) (fax number) (e-mail address)

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Applicant(s) Signature(s) and Date:

① Hank Williams Date 9/8/17 ③ _____ Date _____
② _____ Date _____ ④ _____ Date _____

RECEIVED

OCT 03 2017

Ordinance

Housing Element



October 12, 2017

AGENDA ITEM: File No. 16030

*Second Reading to consider Central Point 2017-2037 Housing Element for the Comprehensive Plan; **Applicant:** City of Central Point.*

STAFF SOURCE:

Tom Humphrey AICP, Community Development Director

BACKGROUND:

The City's current Housing Element was completed in 1983 and is in need of updating, which will be a mandatory pre-requisite to adding more residential land to the urban growth boundary.

In Updating the Housing Element there have been two key objectives:

- Ensuring that development occurs at the densities and mix needed to meet the City's housing needs over the next 20 years; and
- Ensuring that there is enough buildable land to accommodate the 20-year housing need within the UGB

There were eight (8) tasks required to complete the Housing Element as follows:

1. Inventory current supply of residential lands (buildable lands);
2. Identify actual density and housing mix;
3. Conduct a housing needs analysis;
4. Determine if "needed" housing density and mix is the same as actual housing density and mix;
5. Determine adequacy of buildable lands at actual densities;
6. Determine likelihood that needed residential development will occur and what needs to be done to encourage needed residential development;
7. Determine if needed measures forego expansion of the UGB; and
8. Adopt Housing Element including measures to provide needed housing and, if necessary, expansion of the UGB.

As a land use planning document, the Housing Element is constructed to comply with Statewide Planning Goal 10 and administrative rules (OAR 660 Division 015-0000(10)). Amending the Housing Element is also a pre-requisite to updating the Urban Growth Boundary (UGB).

The Planning Commission considered the draft Housing Element at their meeting on September 5, 2017 and recommended City Council approval. Planning staff made various typographic and formatting changes at the direction of both the Planning Commission and the City Council after the first reading of the attached ordinance (Attachment A).

ISSUES:

The Planning Department distributed the draft Housing Element to DLCD and the document was subsequently reviewed by 1000 Friends of Oregon, the Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Revisions were made to address the concerns of these agencies and the attached document has been judged to be satisfactory and complete based on agency follow-on comments.

EXHIBITS/ATTACHMENTS:

Attachment "A" Ordinance No. ____, An Ordinance Updating and Adopting the Central Point Comprehensive Plan Housing Element (2017-2037).

ACTION:

Consider the second reading of the proposed amendment to the Comprehensive Plan, Housing Element (2017-2037), and 1) approve the ordinance; 2) approve the ordinance with revisions; 3) deny the ordinance.

RECOMMENDATION:

Approve Ordinance No. ____ An Ordinance Updating and Adopting the Central Point Comprehensive Plan Housing Element (2017-2037).

ORDINANCE NO. _____

AN ORDINANCE UPDATING AND ADOPTING THE CENTRAL POINT COMPREHENSIVE
PLAN HOUSING ELEMENT (2017-2037)

Recitals:

- A. The City of Central Point (City) is authorized under Oregon Revised Statute (ORS) Chapter 197 to prepare, adopt and revise comprehensive plans and implementing ordinances consistent with the Statewide Land Use Planning Goals.
- B. The City has coordinated its planning efforts with the State in accordance with ORS 197.040(2)(e) and OAR 660-030-0060 to assure compliance with goals and compatibility with City and County Comprehensive Plans.
- C. Pursuant to authority granted by the City Charter and the ORS, the City has determined to update its Housing Element which was originally adopted in 1983.
- D. Pursuant to the requirements set forth in CPMC Chapter 17.10.100 Amendments – Purpose and Chapter 17.96.010, Procedure, the City has initiated the amendments and conducted the following duly advertised public hearings to consider the proposed amendments:
 - a) Planning Commission hearing on August 1, 2017
 - b) City Council hearing on September 14, 2017.

THE PEOPLE OF THE CITY OF CENTRAL POINT DO ORDAIN AS FOLLOWS:

Section 1. Based upon all the information received, the City Council adopts the Staff Reports, Findings of Fact and evidence which are incorporated herein by reference; determines that changing community conditions, needs and desires justify the amendments and hereby adopts the changes entirely.

Section 2. The City Comprehensive Plan Population and Demographics Element is hereby updated and adopted as set forth in Exhibit A –Comprehensive Plan Housing Element, 2017-2037 which is attached hereto and by this reference incorporated herein.

Section 3. The City Manager is directed to conduct post acknowledgement procedures defined in ORS 197.610 et seq. upon adoption of the Housing Element.

Passed by the Council and signed by me in authentication of its passage this ____ day of _____, 2017.

Mayor Hank Williams

ATTEST:

City Recorder



Housing Element

2017-2037

City of Central Point
Comprehensive Plan



Ordinance No.

DLCD Acknowledged

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1 Summary

During the next twenty year planning period (2017-37) the physical and demographic characteristics of the City’s housing and housing needs are not expected to significantly change. Single-family detached owner-occupied housing will continue to be the preferred housing type, followed by multiple-family rental housing.

Aside from the Great Recession (the “Recession”), which had a significant negative impact on jobs and housing, the most significant influence on the City’s housing program was the adoption of a minimum development density of 6.9 dwelling units per gross acre¹. The relevance of this new density standard becomes evident when compared to the City’s average gross density of 5.31 dwelling units (Table 1.1) for residential development that occurred between 1980 and 2016. As illustrated in Table 1.1 the new densities will yield an average gross density of 7.04 vs. the 1980-2016 density of 5.31, representing a 39% density increase. To achieve the new average density standard it was also necessary to modify the distribution of the City’s residential land use classifications (Table 1.2). The redistribution is minimal and will not affect the appearance of the City’s built environment.

Table 1.1 Current Maximum, Actual Gross Density vs. New Minimum Gross Density

Land Use Classification	Current Maximum Gross Density*	Actual Developed Gross Density, 2008-2016	New Minimum Gross Density
VLRes	1.00	1.51	1.00
LRes	6.00	3.91	4.00
MRes	12.00	6.00	7.00
HRes	25.00	10.08	20.00
Average Density	10.95	5.31	7.04

*Assumes Build-Out

Source: City of Central Point Buildable Lands Inventory, 2016

¹ City of Central Point Regional Plan

**Table 1.2 City of Central Point
Residential Development by Land Use Classification**

Land Use Classification	Percentage of Developed Residential Acres, 1980-2016	New Vacant Residential Acreage Distribution, 2017-2037
VLRes	2%	5%
LRes	63%	60%
MRes	17%	20%
HRes	18%	15%
Total Percentage	100%	100%

Note: ¹ Based on Net Acres adjusted 25% for public right-of-way.

Source: City of Central Point Buildable Lands Inventory, 2016

During the 2017-37 planning period it is projected that 1,770 new dwelling units will be needed to accommodate the forecasted population growth. At an average density of 6.9 units per gross acre the City will need an estimated 260 acres of gross residential land. After taking into consideration the City’s current inventory of residential land (136 acres) and the different land use classifications to which it is allocated, there is a need for an additional 150 gross acres of residential land (Table 1.3). This need is inclusive of surplus acreage in the HRes classification.

**Table 1.3
City of Central Point
Required New Buildable Vacant Residential Land**

Land Use Classification	Required Gross Acres	2016 Total Net Buildable Acres	Surplus or (Shortage)	Net Required New Gross Acres
VLRes	10	3	(7)	7
LRes	150	25	(125)	125
MRes	60	42	(18)	18
HRes	40	65	25	N.A.
Vacant Residential Acres	260	- 135	+ 25	= 150

Note: All figures rounded

Source: City of Central Point Buildable Lands Inventory

Housing affordability will continue to be a challenge for many households, improving and declining as a function of the economy. The City is very aware of the challenges of effectively addressing housing affordability and has established goals and policies directed to monitoring and addressing affordability, particularly as a participant in the development of regional strategies addressing all aspects of housing need, including affordability. To this end the Housing Element includes policies requiring the development of a Housing Implementation Plan (the “HIP”). The specific purpose of the HIP will be to monitor housing need and affordability in the context of regional efforts by local governments and the private sector, and to put into action those strategies that have the most impact on addressing housing need and affordability

mitigation.

The City does have control over a very critical resource in the affordability equation – the availability of vacant land necessary to meet market demand for housing. Therefore, the primary objective of this Housing Element is the continued assurance that sufficient land is available for housing and that zoning standards are flexible and take in to account all housing types and needs. There are other tools available such as urban renewal and system development charge credits (SDCs), but consideration of these and other options requires additional analysis beyond what this Housing Element offers, analysis more appropriate for the HIP and regional strategies.

2 Introduction

The City's Housing Element was last updated in 1983 and stated as its purpose that:

“The role of the housing element is not aimed at seeking precise solutions to the housing problem. Both national and regional trends are the greatest influence on the housing market. Attempts to resolve these fluctuating conditions at the local level are usually ineffective. Therefore, the purpose or objective of this element is open to an avenue of communication between private industry and local public officials in seeking an improved housing environment.”

Ironically, the 1983 Housing Element was completed just after the 1980's Real Estate Crash. Its purpose statement reflects local government's frustration in its inability to offer timely, meaningful and sustainable solutions to needed housing as “. . . usually ineffective.” This reaction is understandable given the circumstances in 1983. At the housing peak in 1978 over 4 million homes across the U.S. were sold. Then, over the course of the next four years housing sales dropped over 50%. With interest rates in excess of 15% housing affordability was a major issue. It wasn't until 1996, almost two decades later, that the national housing market recovered to its 1978 level. Since the Recession we once again confront the issue of housing need and affordability.

Housing demand and supply, as with most commodities, varies with changing demographics and economic cycles. Demographic changes can affect the long-term (generational) demand for housing and is predictable and easily factored into the supply side of the housing equation. Economic cycles, unlike demographic changes, are more whimsical, less predictable, and can be very disruptive to the shorter-term demand and supply for housing. The recent Recession had, and still poses, a significant impact on housing, both on the demand and the supply side of the equation. Prior to the Recession demand for housing was high and with sub-prime lending practices housing was affordable. By the end of 2007 the housing bubble had burst – the Recession had arrived. Unemployment skyrocketed (16%), mortgage foreclosures reached historic levels, and housing prices tumbled. Overnight housing production of all types virtually ceased. Without jobs homeownership was out of reach for many households.

The Recession did not reduce the real demand for housing; people still needed a place to live. Consequently, the demand for rental units increased, but due to the failure of the financial system, real estate lending for all housing types dried up, the short-term housing supply plateaued. With the increase in the demand for rental housing rents began to escalate. Today,

unemployment and interest rates are at all-time lows, wages are increasing (although slowly), and lending practices are easing, all of which are improving the supply and affordability of housing, but affordability still remains a challenge. As the economy continues to improve the question remains – will housing affordability continue to improve, or will additional measures be needed before sustainable solutions to the affordability issue are realized?

3 Oregon’s Statewide Planning Goal 10, Housing

The need for housing/shelter is one of man’s basic survival needs. Oregon’s Statewide Planning Goals, Goal 10, Housing, recognizes this need and offers a venue to address not only housing needs in general, but also the broader spectrum of housing – its affordability. The stated purpose of Goal 10 is to “. . . encourage adequate numbers of needed housing at price ranges and rent levels commensurate with the financial capabilities of the City’s households”.

The City of Central Point’s Housing Element addresses the concerns set forth in the State’s Goal 10, Housing. The Housing Element will not only encourage adequate numbers of needed housing, but the continuous monitoring of housing activity as it relates to both need and affordability, and the development of strategies and actions addressing housing affordability. It is for this reason that the Housing Element introduces the creation of a Housing Implementation Plan, a dynamic working document that monitors housing activity within the City and coordinates with other communities in the development and implementation of affordable housing at both the local and regional level.

4 Purpose

Over the course of the next twenty years (2017-37) the City’s population is projected to increase by 4,420 residents². With an average household size of 2.5 persons³ there will be a need for 1,770 dwelling units. The types, density, and land required to meet the projected housing demand will be addressed in this Housing Element. On the demand side the Housing Element will monitor the demand for housing and make necessary adjustments in land supply, while on the supply side the Housing Element will encourage and support the development of a wide array of housing types. The purpose of this Housing Element has been modified only slightly from the previous purpose statement in the 1983 Housing Element, and now reads as follows:

To assure that the City’s land use policies, support a variety of housing types at densities and locations that provide and encourage opportunities for the provision of adequate numbers of needed housing units at price ranges and rent levels commensurate with the financial capabilities of the City’s households. It is also the purpose of this element to open and maintain communication between private industry and local public officials in seeking an improved housing environment within the Greater Bear Creek Valley Region.

² City of Central Point Population & Demographics Element

³ City of Central Point Population & Demographics Element

There are six basic indicators of housing need that serve as the basis of this Housing Element:

1. Household Characteristics;
2. Housing Characteristics;
3. Housing Density, Land Use and Zoning;
4. Buildable Residential Lands;
5. Housing Affordability; and
6. Future Housing Demand and Residential Land Needs

The conclusions, and goals and policies of this Housing Element are derived from the current status of each indicator. As part of the Housing Implementation Plan it is expected that each indicator be monitored and tracked periodically for changes that affect the City's housing needs.

5 Household Characteristics

One of the factors in determining housing demand is an understanding of the characteristics of our households. As defined by the U.S. Census a household includes all the people who occupy a housing unit (such as a house or apartment) as their usual place of residence. There are two major categories of households, "family" and "nonfamily." For purposes of this Housing Element the term "household" includes both "family" and "non-family" households.

The following describes those household characteristics pertinent to an understanding the City's housing needs.

5.1 Household Tenure

By definition tenure refers to the distinction between owner-occupied and renter-occupied housing units. For the City of Central Point owner occupied housing has been historically the dominant form of tenure, representing 66% of all households (Figure 5.1). Renter occupied units have typically been less than half (Table 5.2) of owner occupied units (34%).

As a result of the Recession and its impact on jobs and income the owner occupied percentage declined 8% as foreclosures forced many to abandon their homes and seek rental housing. Since the Recession, as jobs and wages gradually improved, there has been a steady movement back to ownership as the preferred tenure. At the county and state level, although slightly lower, similar percentages and changes occurred in tenure.

Figure 5.1 Housing Tenure, Owner Occupied

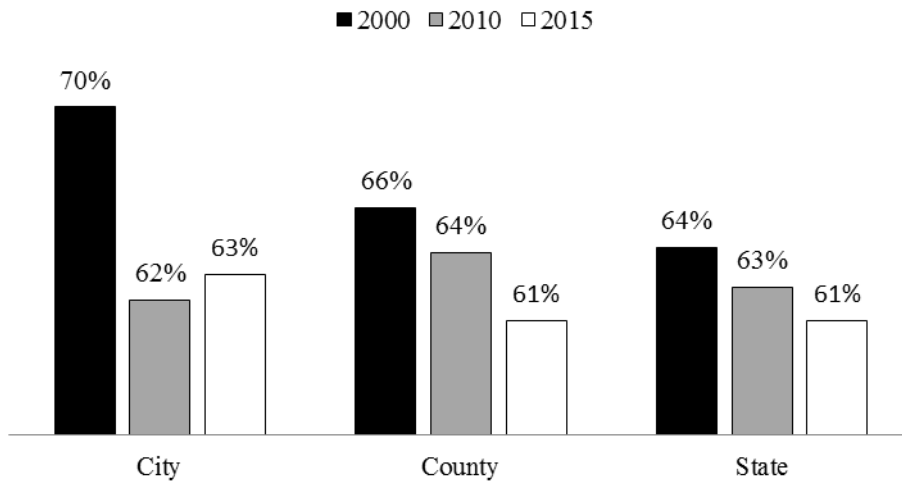
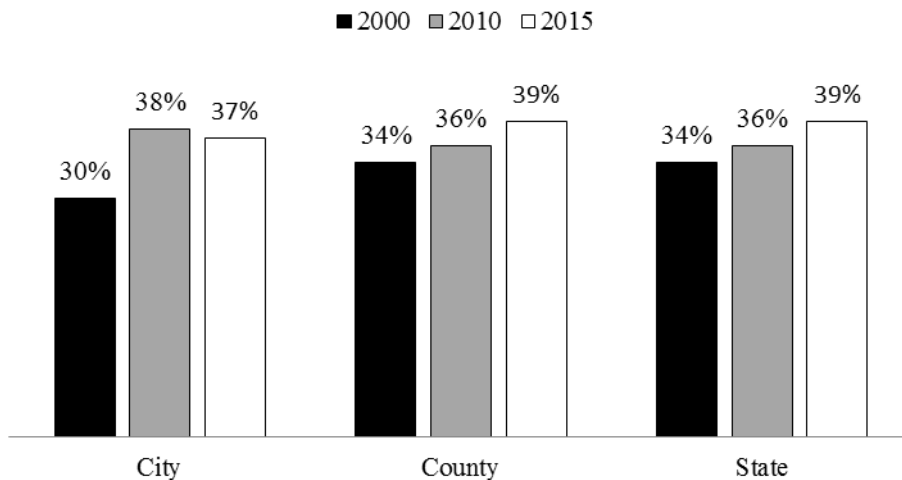


Figure 5.2 Housing Tenure, Renter Occupied



5.2 Age of Householder

A householder is a person, or one of the people, in whose name the home is owned or rented. If there is no such person present then any household member 15 years old and over can serve as the householder⁴. As illustrated in Figure 5.3 the dominant householder age has been within the 35 to 64 category. As a result of the Recession, and the subsequent loss in jobs and income, householders in this age category experienced a reduction numbers. Since the recession, as job conditions improved this age category as returned to its pre-recession level.

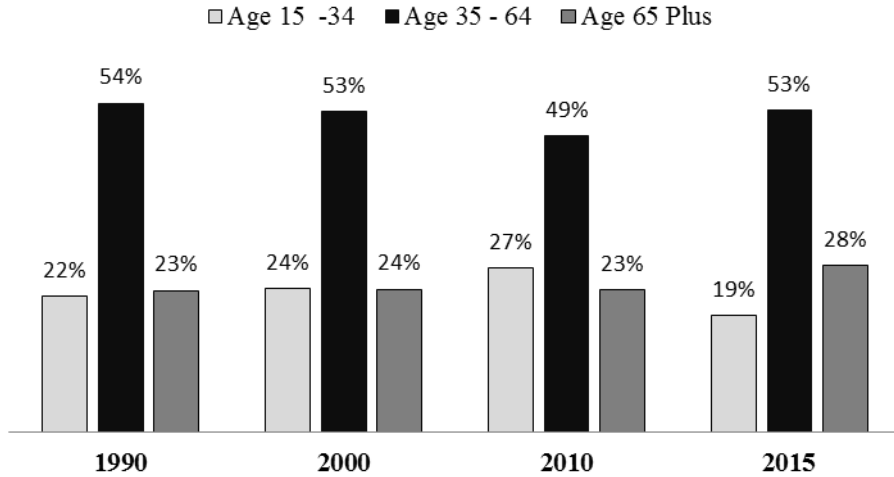
The age category 65 plus was not affected by the Recession. Householders in this category are typically retired, and therefore insulated against the income induced impacts

⁴ U.S. Census Glossary

(jobs) of a recession. The increase on householders in this age category is the product of the aging of the Baby Boomer generation.

Unlike the other two age categories the 15 to 34 category experienced an increase as a result of the Recession. Since the recovery the housing participation of this category has dropped below 20%, possibly as a result of relocation for employment purposes.

Figure 5.3. Household Age Characteristics

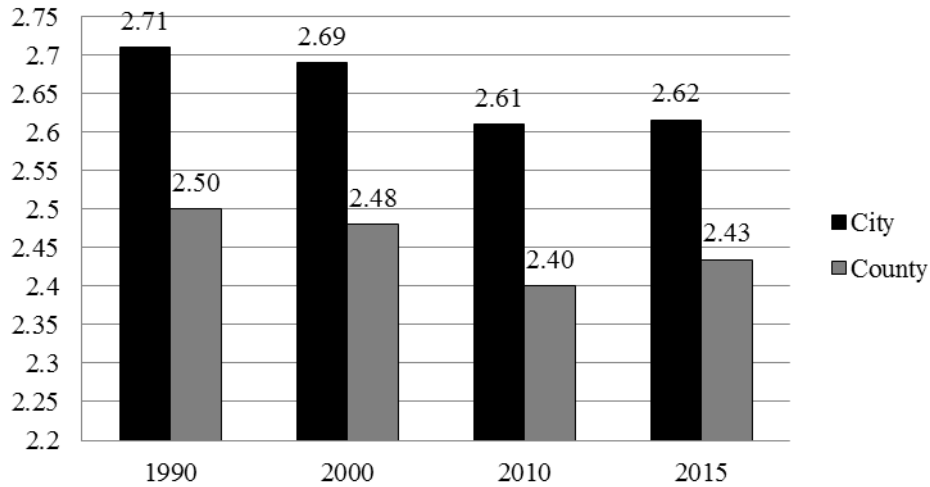


5.3 Household Size

The average household size is computed using the occupied housing and the total population. Until the Recession the average household size had been continually declining, and projected to level-out at 2.5 persons per household. Since the Recession the average household size has actually increased. The increase in household size also occurred at the state and county. The primary cause for the increase in average household size is again due to the Recession as many younger adults moved in with their parents or cohabitated for affordability reasons. It is anticipated that as the economy improves that the average household size will continue its downward trend.

Figure 5.4 identifies the average household size. The Population Element identified an average household size of 2.5 for planning purposes over the next twenty years.

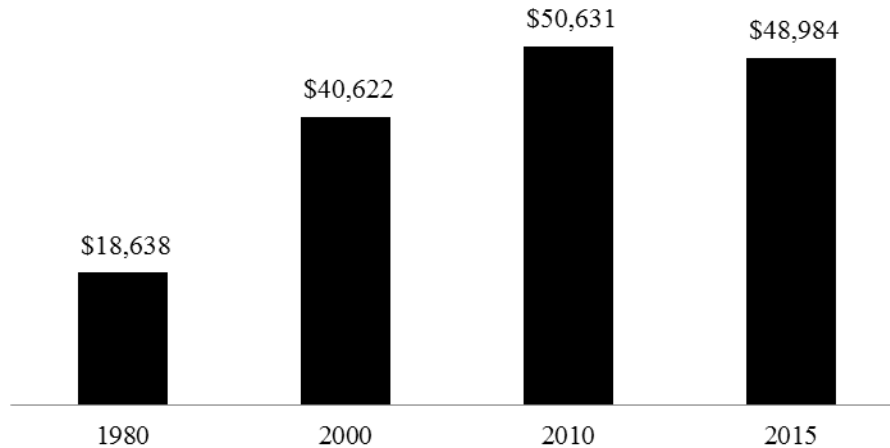
Figure 5.4 Average Household Size, 1990 -2015



5.4 Household Income

Since 1980 median household income has steadily increased, peaking in 2010 at \$50,631. Since the Recession household incomes have declined. As of 2015 the median household income was \$48,984 (Figure 5.5). A similar trend has been exhibited at the county and state level.

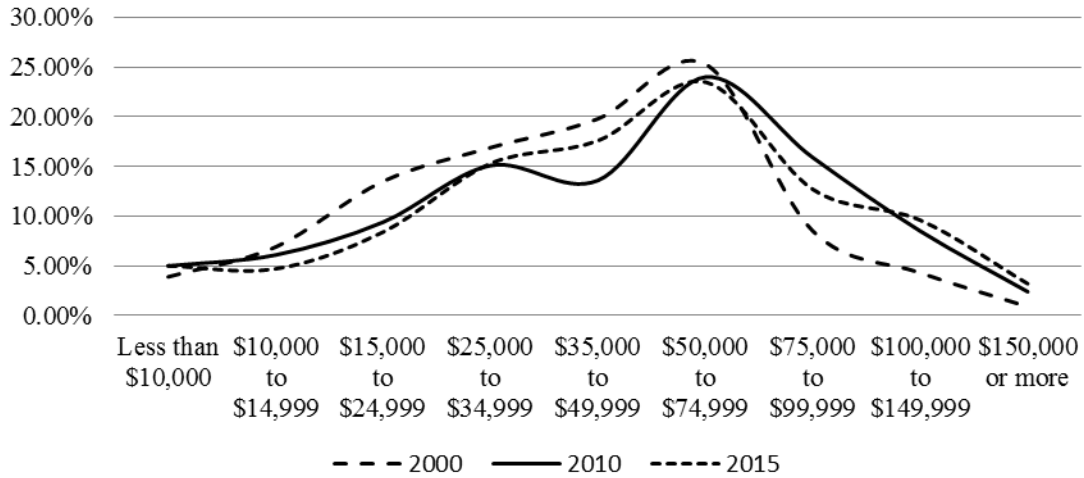
Figure 5.5. Median Household Income



Pending continued improvement in the economy it can be expected that the median household income will continue to improve, which in turn should improve housing affordability.

During the Recession the most financially impacted household income group was the \$35,000 to \$49,999 category. This group has almost recovered to pre-Recession levels (Figure 5.6). The \$50,000 to \$74,999 income group is the largest group representing approximately 25% of all households.

5.6. Household Income Distribution



5.5 Summary, Household Characteristics

The City has a higher percentage of owner occupied units that at the county and state level. The median household income is higher than the county and the state. Although the average household size increased this is expected to be a reaction to the Recession, and will return to lower levels in the future as housing affordability improves.

5.5.1 Special Needs Housing

Certain minority groups within the general population have unique problems or needs that deserve consideration as part of this Housing Element. Often these groups are ignored because they represent a small portion of the total population. However, it is the responsibility of local government to ensure that all citizens have an opportunity for safe and decent housing. The City’s most significant contribution to addressing special housing is assurances that the City’s zoning and building regulations are not impediments and that the City works collaboratively with other organizations to assure that special needs housing is not left behind.

5.5.2 Elderly Residents

The Baby Boom Generation is the fastest growing segment of the population at both the national, state, and local level. By 2040 it is projected that nationally one in eight persons will be at least 75. In 2014 that figure was one in sixteen⁵. Among individuals aged 80 and over more than 75% live in their own homes, making “aging in place” the preference of most of the elderly population. However, as this older demographic continues to grow, they will find themselves in housing that is not suited or “. . . prepared to meet their increasing need for affordability, accessibility, social connectivity, and well-being.” As people age, their physical needs change. Climbing stairs and turning doorknobs can become more difficult impacting the ability to “age in place” becomes more difficult.

⁵ The State of the Nation’s Housing; Joint Studies for Housing Studies of Harvard University, 2017

The majority of elderly residents are retired and living on pensions or other forms of fixed income. As the costs of maintaining a household increase over time the elderly are typically spending an increasing percentage of their income on housing. As people age, they need housing that is structurally and mechanically safe and that is designed to accommodate people with disabilities. Given the widely varying circumstances of older adults, meeting their housing and housing-related needs requires a range of responses.

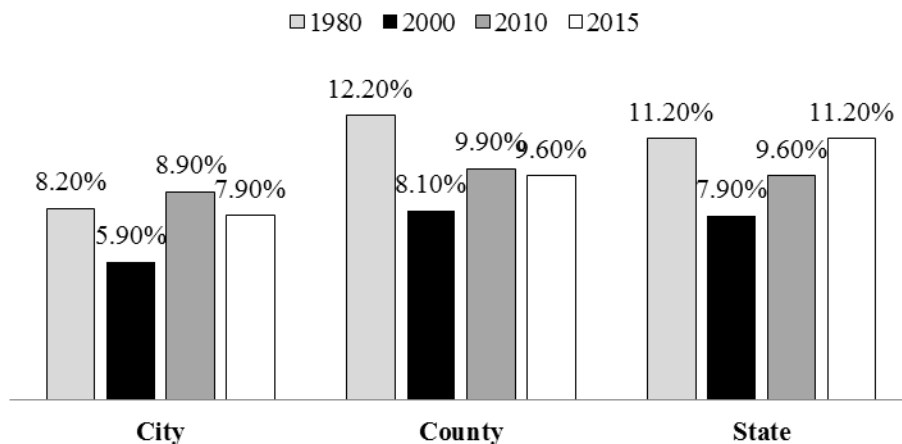
5.5.3 Handicapped Residents

Residents who are physically handicapped suffer many of the same problems as the elderly, such as fixed incomes and in ability to maintain property. Strategies for elderly housing are applicable to handicapped households.

5.6 Poverty (Extremely Low Income) Residents

The federal government defines the 2015 poverty level ranging between \$11,700 and \$36,900 depending on the household size⁶. As with all communities a percentage of the City’s households are in the poverty category. In 2015 approximately 8% of all families within the City were classified at or below the poverty level. As illustrated in Figure 5.7, the percentage of households that were categorized as poverty level increased as a result of the Recession, but has been improving.

Figure 5.7 Percentage of Families at or Below the Poverty Level



6 Housing Characteristics

The City’s housing stock is comprised of over 6,000 dwelling units of various type, ages, and value. In 1980 the City’s housing inventory totaled 2,291⁷ dwelling units. By the end of 2016 the housing unit inventory reached 6,321 dwelling units. The following describes the

⁶ HUD User, FY 2015 Income Limits Documentation System

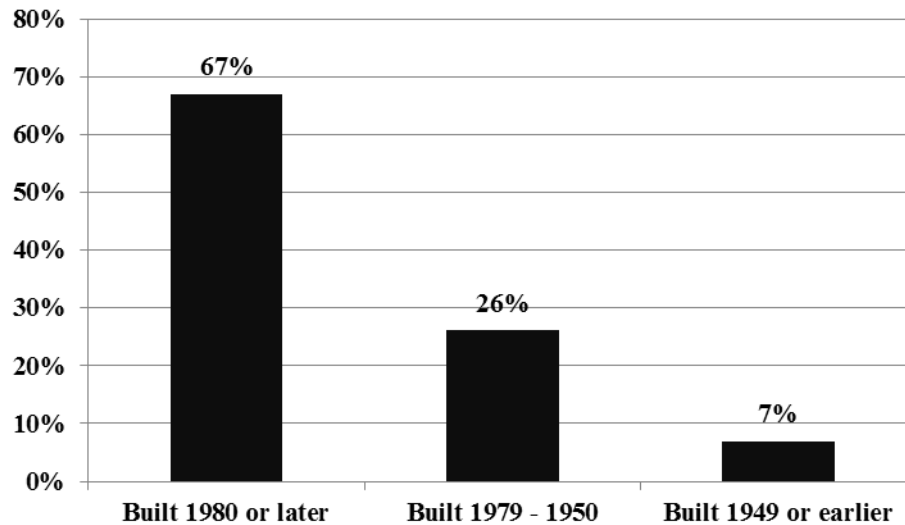
⁷ City of Central Point Housing Element

characteristics of the City's housing stock by age, type, tenure, and value.

6.1 Housing Age

Based on the age of the City's housing stock Central Point is considered a young community. Most of the housing was constructed after 1980 (67%). The older housing stock (pre-1949) is concentrated in the original central area of the City. Because of its age most of the City's housing stock is in very good physical shape.

Figure 6.1. Age of Housing Stock



6.2 Housing Type

The City's housing stock is comprised of seven (7) housing types as follows:

1. **Single-Family Detached;** a dwelling on a legally defined property designed to be occupied by only one family.
2. **Single-Family Attached;** a dwelling on a legally defined property designed to be occupied by only one family, but has a common wall with other single-family attached dwelling(s);
3. **Duplex/Triplex/Apartments;** a group of dwellings on a legally defined property having 2, 3, and 4 or more dwelling units with separate entrances. This includes two-story houses having a complete apartment on each floor and also side-by-side apartments on a single legally described lot that shares a common wall. Apartments that have accessory services such as food service, dining rooms, and housekeeping are included within this definition;
4. **Manufactured Homes;** a dwelling on a legally defined property that is constructed for movement on the public highways that has sleeping, cooking and plumbing facilities intended for residential purposes and that is constructed on a foundation in accordance with local laws and federal manufactured construction and safety standards and regulations.

5. **Manufactured Homes in Mobile Home Parks;** a group of dwellings located on a legally defined property (Mobile Home Park) that are constructed for movement on the public highways that has sleeping, cooking and plumbing facilities intended for residential purposes and that is constructed on a foundation in accordance with local laws and federal manufactured construction and safety standards and regulations and
6. **Government Assisted,** housing that provides the occupants with government sponsored economic assistance to alleviate housing costs and expenses for needy people with low to moderate income households. Forms of government assisted housing include direct housing subsidies, non-profit housing, public housing, rent supplements and some forms of co-operative and private sector housing

The City’s housing policies and zoning regulations allow for all of the above housing types.

Historically (1889-1979), The City’s housing preference has been for single-family detached supplemented by apartments (Table 6.1). SFR Attached units represented a low 2% of the total housing inventory, but this is expected to change as attached housing becomes more acceptable and is an affordable housing option.

Table 6.1
City of Central Point
Housing Inventory by Type and Land Use Classification, 1889-1979

Land Use Class	Dwelling Units								Total Housing Units
	SFR		Duplex	Triplex	Apartment	Mobile Home	Mobile Home Park	Government Assisted	
	Detached	Attached							
VLRes	31	-	-	-	-	-	-	-	31
LRes	2,232	-	-	-	-	6	76	-	2,314
MRes	824	54	74	-	12	-	-	-	964
HRes	531	54	173	12	449	72	237	137	1,665
Residential Units	3,618	108	247	12	461	78	313	137	4,974
Percentage Distribution	73%	2%	5%	0%	9%	2%	6%	3%	100%

Source: City of Central Point Buildable Lands Inventory, 2016

Between 1980 and 2016 the distribution of housing type by land use category is illustrated in Table 6.2. At 75% of the total housing stock the single-family detached home was still the preferred housing type, followed by apartments (10%) and Duplex/Triplex (6%). As a housing type Government Assisted housing accounts for 3% of the total housing inventory, while approximately 8% of households are at or below poverty (Figure 5.7).

For the period 1980-2016 (Table 6.2) new residential construction’s housing type preference did not appreciably change from historic preferences. Single-family detached remained the preferred housing type.

Table 6.2
City of Central Point
Housing Inventory by Type and Land Use Classification, 1980-2016

Land Use Class	Dwelling Units								Total Housing Units
	SFR Detached	SFR Attached	Duplex	Triplex	Apartment	Mobile Home	Home Park	Government Assisted	
VLRes	30	-	-	-	-	-	-	-	30
LRes	2,145	-	-	-	-	5	76	-	2,226
MRes	824	54	74	-	-	-	-	-	952
HRes	531	54	173	12	407	72	235	137	1,621
Residential Units	3,530	108	247	12	407	77	311	137	4,829
Percentage Distribution	73%	2%	5%	0%	8%	2%	6%	3%	100%

Table 6.3 illustrates the shifting of preferences in new residential construction between 2006 and 2016. As a percentage of new construction single-family detached, at 63%, was down from historical highs. Single-family attached increased significantly (10%) over its historic level. For the duplex housing types it was 5%, and for apartments it was at 25%. The point is that during any given time span the housing inventory will respond with variations in the housing type mix depending on economic circumstances.

Table 6.3
City of Central Point
Housing Inventory by Type and Land Use Classification, 2006-2016

Land Use Class	Dwelling Units								Total Housing Units
	SFR Detached	SFR Attached	Duplex	Triplex	Apartment	Mobile Home	Home Park	Government Assisted	
VLRes	1	-	-	-	-	-	-	-	1
LRes	173	-	-	-	-	-	-	-	173
MRes	127	44	18	-	-	-	-	-	189
HRes	114	30	18	-	180	-	1	15	358
Residential Units	415	74	36	-	180	-	1	15	721
Percentage Distribution	58%	10%	5%	0%	25%	0%	0%	2%	100%

Source: City of Central Point Buildable Lands Inventory, 2016

The decline in single-family detached dwelling types was due to the loss of jobs and the subsequent reduction in income occurring as a result of the Recession. When measured between 2010 (post-recession) to 2016 (Table 6.4) the preference for single-family detached homes improved, whether or not it will continue improving to its post-Recession levels remains to be seen. The point is that during any given time span the housing inventory will respond with variations in the housing type mix.

Table 6.4
City of Central Point
Housing Inventory by Type and Land Use Classification, 2010-2016

Land Use Class	Dwelling Units								Total Housing Units
	SFR Detached	SFR Attached	Duplex	Triplex	Apartment	Mobile Home	Home Park	Government Assisted	
VLRes	-	-	-	-	-	-	-	-	-
LRes	65	-	-	-	-	-	-	-	65
MRes	64	10	14	-	-	-	-	-	88
HRes	68	30	-	-	16	-	-	15	129
Residential Units	197	40	14	-	16	-	-	15	282
Percentage Distribution	70%	14%	5%	0%	6%	0%	0%	5%	100%

Source: City of Central Point Buildable Lands Inventory, 2016

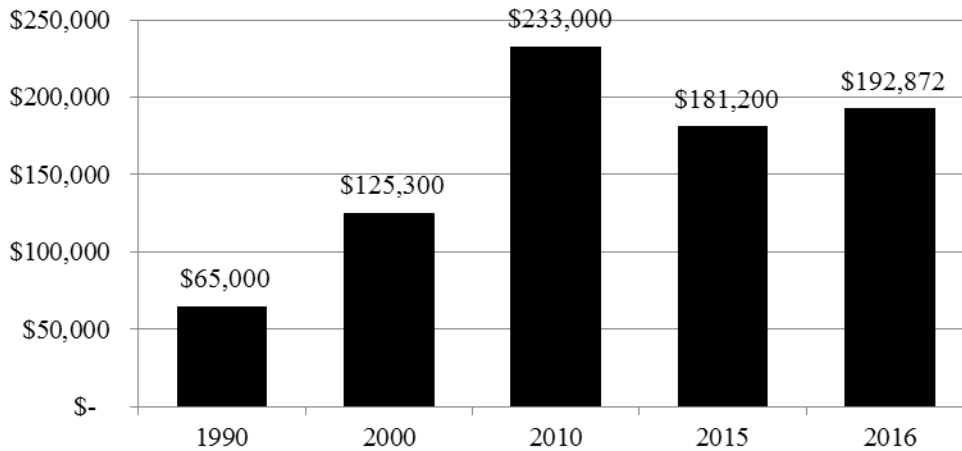
It is worth noting (Table 6.1) that a significant number of single-family detached units are located within the higher density land use classifications (24%). The reason for this is primarily historic and regulatory. Many of the older single-family detached neighborhoods have been designated as medium density (MRes) to encourage infill development. On the regulatory side it was not until 2006 that new single-family detached dwelling units were prohibited in both the MRes and the HRes classifications as an acceptable housing type. This practice was suspended in 2006 with amendments to the zoning code requiring minimum densities in all residential zones, and the exclusion of single-family detached dwellings in the medium and high density residential districts.

6.3 Housing Value

Prior to the Recession the median owner occupied housing value increased substantially reaching a peak value of \$233,000 (Figure 6.2). These early value increases were indicative of the demand and affordability of housing. Jobs were plentiful and easy financing was accessible. With the on-set of the Recession the real estate bubble burst causing a 22% reduction (\$181,200) in the 2010 median house value. Since 2010 owner occupied housing values have been increasing, but not to pre-Recession levels. By 2016 the estimated median housing value, at \$192,872⁸, resumed its upward movement and by 2017 is expected to reach and exceed its 2010 peak.

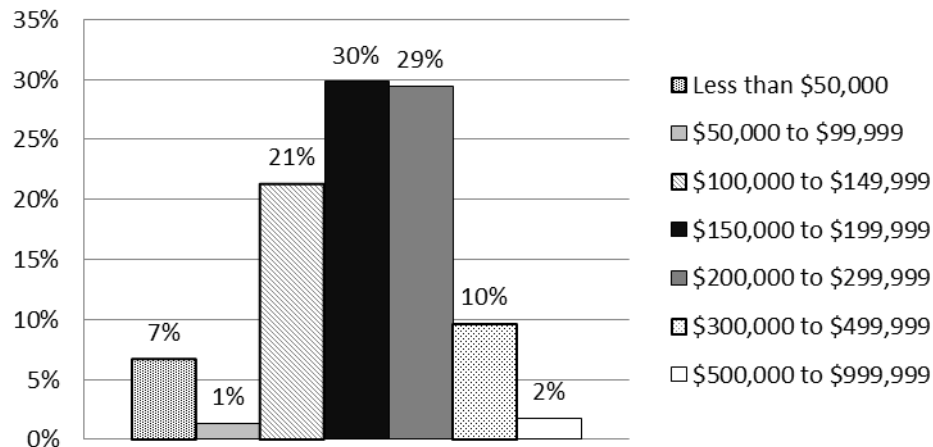
⁸ Zillow, 2016 City of Central Point

Figure 6.2. City of Central Point, Median Owner Occupied Value



In 2015 the housing value distribution⁹ (Figure 6.3) places 59% of the City’s owner occupied inventory in the \$150,000 to \$199,999 or less category.

Figure 6.3. City of Central Point, Percentage Housing Value Distribution, 2015



6.4 Housing Vacancy

Another characteristic of the housing supply is the vacancy rate. Vacancy rate is the percentage of housing units (rental and ownership) are unoccupied or are available for rent at any given time. The vacancy rate also serves as a measure of housing demand vs. supply. As illustrated in Figures 6.4 and 6.5 the vacancy rates for owner and renter housing have been increasing in both the City, while for the county and the state the vacancy rate has been declining.

⁹ U.S. Census 2015 American Community Survey

A vacancy rate less than 5% is equivalent to market equilibrium supply equals demand.

Figure 6.4 Owner Vacancy Rate Comparison 2000-2015

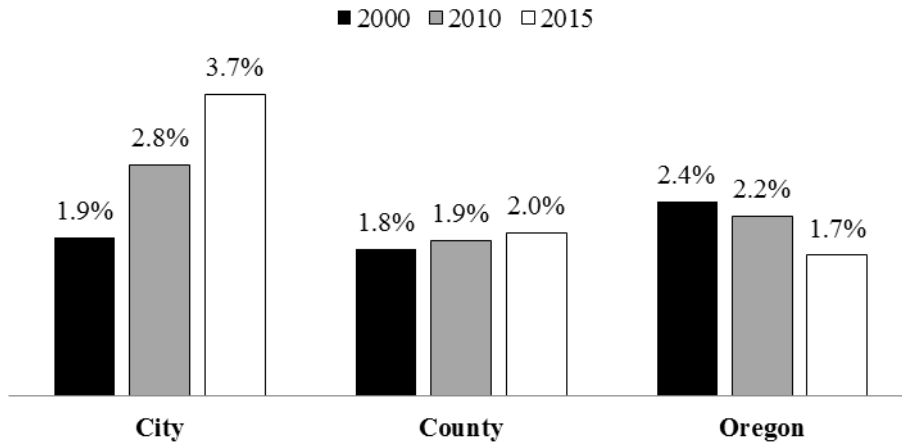
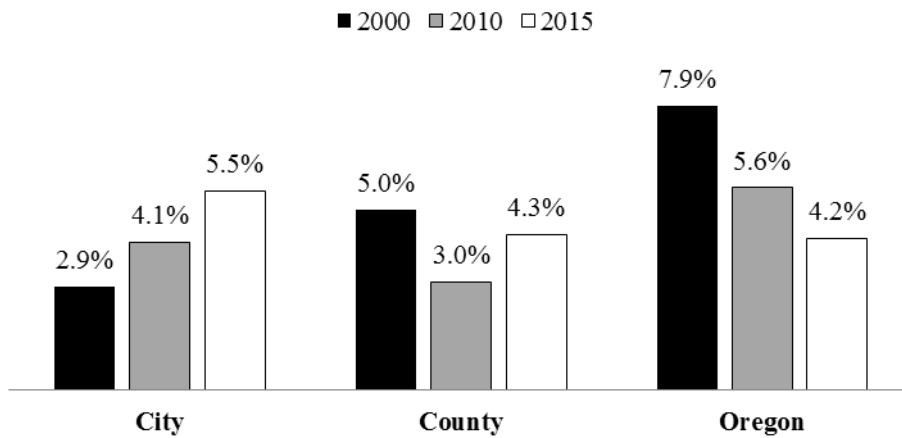


Figure 6.5 Renter Vacancy Rate Comparison, 2000-2015



6.5 Summary, Housing Characteristics

The City's housing inventory is typical of the region reflecting the western region's preference for single-family detached housing. The housing stock is young and heavily concentrated in the single-family detached category. The cost of housing is slightly on the high side for the region, but typical for the state. The demand for housing, measured by the vacancy rate in 2015, is strong.

7 Housing Density, Land Use and Zoning

In 2012 the Greater Bear Creek Valley Regional Plan was approved by Jackson County. Shortly

thereafter the City of Central Point adopted its component of the Regional Plan as an element to the City’s Comprehensive Plan. In the City’s Regional Plan Element it was agreed that all new residential development within the UGB would be constructed at an average minimum density of 6.9 dwelling units per gross acre, and after 2036 the minimum density would increase to 7.9 dwelling units per gross acre.

7.1 Housing Density

In the 1983 Housing Element only maximum densities were addressed, not minimum densities, in the hopes that residential development by the private sector would pursue the higher density development. This did not come to pass. Since 1983 the actual built densities have been far below the maximum densities set in both the Housing Element and the City’s zoning ordinance (Table 7.1). In 2006 the City amended its zoning ordinance setting mandatory minimum density standards and housing types for all residential zoning districts. Until then the higher density zoning districts were allowed to build at much lower single-family detached densities.

**Table 7.1
City of Central Point
Maximum Allowable Densities vs.
Actual Built Densities, 1983-2016**

Land Use Classification	Maximum Allowable Density*	Average Gross Density by Land Use Class
VLRes	1	1.50
LRes	6	4.08
MRes	12	7.50
HRes	25	8.79
Average Net Density by Housing Type	10.79	5.08
*Assumes Build-Out		

Table 7.1 identifies the City’s average density by both land use classification and housing type for housing built between 1980 and 2016. The Maximum Allowable Density column represents the maximum densities established in the 1983 Housing Element. The Average Gross Density column represents the average gross density of all residential development between 1980 and 2016. The period between 1980 and 2016 was used for the following reasons:

- The last Housing Element was based on 1980 Census information; and
- The period 1980-2016 covered two recessionary periods and as such provides a balanced view of housing demand and supply.

After the zoning code was amended in 2006 establishing minimum density standards, the City’s gross density for this period increased significantly (Table 7.3) from 5.05 to 7.08 dwelling units

per gross acre. The result of the minimum density code revisions is most evident in the MRes and the HRes land use classifications. When looked at by zoning district (Table 7.4 and 7.5) the same pattern is revealed – in the higher density districts (R-2 through HMR) the density has improved.

Table 7.2
City of Central Point
Housing Inventory by Housing Type and Land Use, City Limits, 1980-2016

Zoning	Gross Density								Average Gross Density by Land Use Class
	SFR Detached	SFR Attached	Duplex	Triplex	Apartments	Mobile Home	Mobile Home Park	Government Assisted	
VLRes	1.51	-	-	-	-	-	-	-	1.51
LRes	3.89	-	-	-	-	2.07	4.68	-	3.91
MRes	5.64	12.38	8.79	-	-	-	-	-	6.00
HRes	8.57	17.51	10.77	13.41	16.94	6.39	6.39	20.20	10.08
Average Net Density by Housing Type	4.53	14.50	10.09	13.41	16.94	5.62	5.87	20.20	5.31

Source: City of Central Point Buildable Lands Inventory, 2016

Table 7.3
City of Central Point
Housing Inventory by Housing Type and Land Use, City Limits, 2006-2016

Zoning	Gross Density								Average Gross Density by Land Use Class
	SFR Detached	SFR Attached	Duplex	Triplex	MFR	Mobile Home	Mobile Home Park	Government Assisted	
VLRes	1.65	-	-	-	-	-	-	-	1.65
LRes	4.83	7.34	8.35	-	-	-	-	-	4.98
MRes	8.60	12.44	9.36	-	22.00	-	-	12.84	10.52
HRes	8.40	17.99	14.26	-	18.00	-	6.18	-	15.87
Average Net Density by Housing Type	5.47	12.98	10.55	-	19.16	-	6.18	12.84	7.08

Table 7.4 identifies the densities for development between 1980 and 2016 that occurred in each zoning district.

Table 7.4. City of Central Point Housing Density by Housing Type and Zoning, 2006-2016

Zoning	Average Gross Density by Housing Type								Average Gross Density by Zoning District
	SFR Detached	SFR Attached	Duplex	Triplex	MFR	Mobile Home	Mobile Home Park	Government Assisted	
R-L	1.51	-	-	-	-	-	-	-	1.51
R-1-10	3.27	-	-	-	-	-	-	-	3.27
R-1-8	3.70	-	-	-	-	2.78	-	-	3.70
R-1-6	4.11	-	-	-	-	1.77	4.68	-	4.13
R-2	6.00	16.19	8.84	-	-	-	-	-	6.40
R-3	7.83	25.62	10.75	13.41	14.00	6.39	6.39	97.69	9.06
LMR	5.30	11.26	8.39	-	-	-	-	-	5.59
MMR	9.77	8.35	12.88	-	20.19	-	-	20.76	12.63
HMR	19.41	17.60	-	-	22.10	-	-	-	21.58
Average Gross Density by Housing Type	4.53	14.50	10.09	13.41	16.94	5.62	5.87	31.69	5.32

Source: City of Central Point Buildable Lands Inventory, 2016

Table 7.5. Housing Density by Housing Type and Zoning, 2006-2016

Zoning	Average Gross Density by Housing Type								Average Gross Density by Zoning District
	SFR Detached	SFR Attached	Duplex	Triplex	MFR	Mobile Home	Mobile Home Park	Government Assisted	
R-L	1.65	-	-	-	-	-	-	-	1.65
R-1-10	-	-	-	-	-	-	-	-	-
R-1-8	4.30	-	-	-	-	-	-	-	4.30
R-1-6	4.82	-	-	-	-	-	-	-	4.82
R-2	7.45	15.61	9.36	-	-	-	-	-	8.16
R-3	8.40	-	14.26	-	18.00	-	6.18	-	15.59
LMR	5.70	7.34	8.35	-	-	-	-	-	6.06
MMR	10.03	8.85	-	-	22.00	-	-	12.84	12.82
HMR	-	17.99	-	-	-	-	-	-	17.99
Average Net Density by Housing Type	5.47	12.98	10.55	-	19.16	-	6.18	12.84	7.08

7.2 Land Use and Housing Type

The City has four (4) residential land use classifications and seven residential zoning districts. These classifications accommodate differing densities and housing types. Each land use classification has assigned zoning districts. Within each residential land use classification/zoning district the following housing types are allowed:

Table 7.6 Housing Type by Land Use Classification

Land Use Class	SFR Detached	SFR Attached	Duplex	Triplex	Apt	Manuf. Home	Mobile Home Park
VLRes							
R-L	Yes	No	No	No	No	Yes	No
LRes							
R-1	Yes	No	No	No	No	Yes	No
MRes							
R-2	No	Yes	Yes	No	No	Yes	Yes
LMR	Yes	Yes	Yes	Yes	Yes	Yes	Yes
HRes							
R-3	No	Yes	Yes	Yes	Yes	Yes	Yes
MMR	Yes	Yes	Yes	Yes	Yes	No	No
HMR	No	Yes	Yes	Yes	Yes	No	No

7.3 Summary, Housing Density

Since 1980 the City’s average gross density, at 5.31 is considerably lower than the 6.9 minimum density required in the Regional Plan Element. Depending on the time period selected to calculate density the results vary, often significantly.

8 Buildable Residential Lands

The 2016 BLI identifies a total residential land inventory within the City’s urban area of approximately 1,530 net acres that are zoned and planned for residential use (Table 8.1), representing 52% of the City’s total area. The City’s residential lands are distributed over four residential land use categories and nine zoning districts. The largest of the residential classifications is the LRes at 55% of all residential lands followed by the HRes at 22% (Table

8.1).

The four (4) residential land use classifications and their related zoning districts are:

1. Very Low Density Residential (VLRes);
 - a. Very Low
2. Low Density Residential (LRes);
 - a. R-1-6
 - b. R-1-8
 - c. R-1-10
3. Medium Density Residential (MRes);
 - a. LMR
 - b. R-2; and
4. High Density Residential (HRes).
 - a. R-3
 - b. MMR; and
 - c. HMR

Table 8.1
City of Central Point
Urban Land Inventory by Land Use Designation

Comprehensive Plan Designation	Total City Acres	Total UGB Acres	Total Urban Acres	Percentage of Total Residential Acres
VLRes	45.87	21.86	67.73	4.4%
LRes	802.95	39.28	842.23	55.1%
MRes	245.23	48.45	293.67	19.2%
HRes	301.28	23.68	324.96	21.3%
Residential Acres	1,395.33	133.26	1,528.60	100%

Table 8.2 identifies the City's residential land allocations by zoning district.

**Table 8.2. City of Central Point
Urban Land Inventory by Zoning**

Zoning	Total City Acres	Total UGB Acres	Total Urban Area Acres	Percentage of Total
R-L	45.87	21.86	67.73	4.4%
R-1-6	375.95	5.92	381.87	25.0%
R-1-8	393.31	11.25	404.56	26.5%
R-1-10	33.69	22.12	55.81	3.7%
LMR	136.72	48.45	185.16	12.1%
R-2	108.51	-	108.51	7.1%
R-3	193.85	-	193.85	12.7%
MMR	72.66	23.68	96.34	6.3%
HMR	34.77	-	34.77	2.3%
Residential Acres	1,395.33	133.26	1,528.60	100.0%

As of the end of 2016 there were approximately 136 acres of net buildable residential land within the City’s urban area. The vacant acreage in each land use classification is illustrated in Table 8.3. The vacant acreage available in the single-family VLRes and LRes land use classifications is 2.6% and 18.5% respectively of the total vacant land use inventory. The bulk of the City’s net buildable residential acreage is in the MRes (31%) and HRes (47%) classifications, representing over 78% of the City’s net buildable vacant residential acres (107 acres), a disproportionately high number given the historic development in those two classifications (18%) since 1980.

**Table 8.3
City of Central Point
Net Buildable Vacant**

Zoning	Total Gross Vacant Acres	(less) Envir. Constrained Acres	Total Gross Buildable Vacant Acres	(less) Public Lands	Net Buildable Vacant Acres	(plus) Redevelopment Acres	Total Net Buildable Acres	Percentage of Total Net Buildable Acres
VLRes	4.25	-	4.25	1.06	3.19	0.34	3.53	3%
LRes	17.87	0.12	17.76	4.44	13.32	11.81	25.13	19%
MRes	41.51	4.82	36.69	9.17	27.52	14.83	42.34	31%
HRes	75.15	4.02	71.13	17.78	53.35	11.47	64.81	48%
Vacant Residential Acres	138.79	8.96	129.83	32.46	97.37	38.45	135.82	100%

Table 8.4
City of Central Point
Buildable Land Inventory by Zoning

Zoning	Total Gross Vacant Acres	(less) Envir. Constrained Acres	Total Gross Buildable Vacant Acres	(less) Public Lands	Total Net Buildable Acres	(plus)Total Redev. Acres	Total Net Buildable Acres	Percentage of Total Net Buildable Acres
R-L	4.25	-	4.25	1.06	3.19	0.34	3.53	3%
R-1-6	10.88	0.09	10.79	2.70	8.09	5.58	13.67	10%
R-1-8	3.86	0.02	3.84	0.96	2.88	5.42	8.29	6%
R-1-10	3.13	0.00	3.13	0.78	2.35	0.82	3.17	2%
LMR	37.99	4.82	33.17	8.29	24.88	7.98	32.86	24%
R-2	3.52	-	3.52	0.88	2.64	6.85	9.49	7%
R-3	15.44	-	15.44	3.86	11.58	3.06	14.64	11%
MMR	46.21	0.37	45.84	11.46	34.38	6.75	41.13	30%
HMR	13.50	3.65	9.85	2.46	7.38	1.66	9.05	7%
Total Residential Acres	138.79	8.96	129.83	32.46	97.37	38.45	135.82	100%

While the higher density land use classifications account for the greater majority of the vacant residential land (78%) it is out of sync with the demand side of the equation (20%).

8.1 Summary, Buildable Residential Lands

The City's net buildable residential land inventory is overly represented in the higher density residential land use classifications (MRes and HRes). Going forward this disparity will need to be taken into consideration. It is unlikely that these higher density lands will be re-designated and rezoned to lower density residential land use, and netted-out of the need equation. Table 8.5 illustrates the required new gross acreage needed by land use category.

Table 8.5
City of Central Point
Required New Buildable Vacant Residential Land

Zoning	2016 Total Net Buildable Acres	Required Gross Acres	Surplus or (Shortage)	Net Required New Gross Acres
VLRes	3.53	7.80	(4.27)	4.27
LRes	25.13	156.00	(130.87)	130.87
MRes	42.34	57.20	(14.86)	14.86
HRes	64.61	39.00	25.61	N.A.
Vacant Residential Acres	135.62	260.00		149.99

Source: City of Central Point Buildable Lands Inventory

9 Housing Affordability

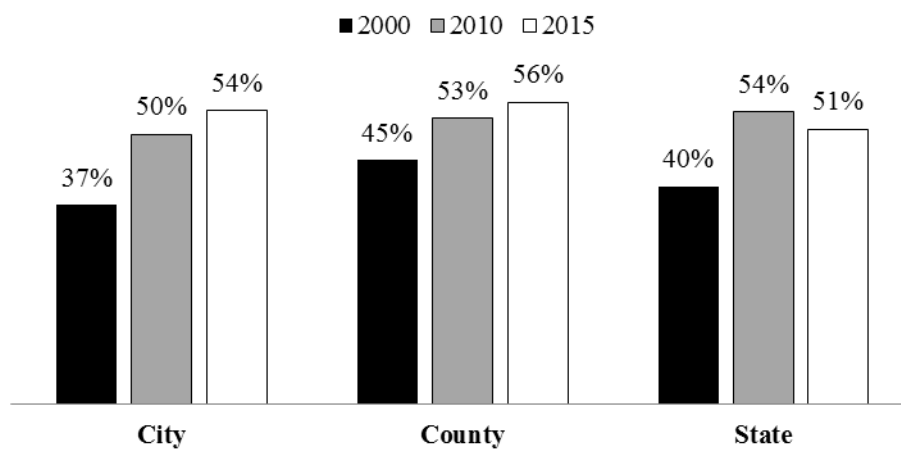
Housing affordability, whether renter or owner occupied is typically measured as a percentage of household income. A standard benchmark for affordability is when housing costs are less than or

equal to 30% of total household income. When housing costs exceed 30% of household income affordability becomes an issue.

9.1 Renter Households

As illustrated in Figure 9.1 for renter households the Recession had a significant impact on housing affordability as the percentage of renter households paying more than 30% increased from 37% to 50% by 2010 and by 2015 had further increased to 54% of all renter households. At the county and state level the experience was much the same except that by 2015 there was a drop in the number of renter households paying more than 30%.

Figure 9.1 Renter Households Paying 30% or More of Income on Housing

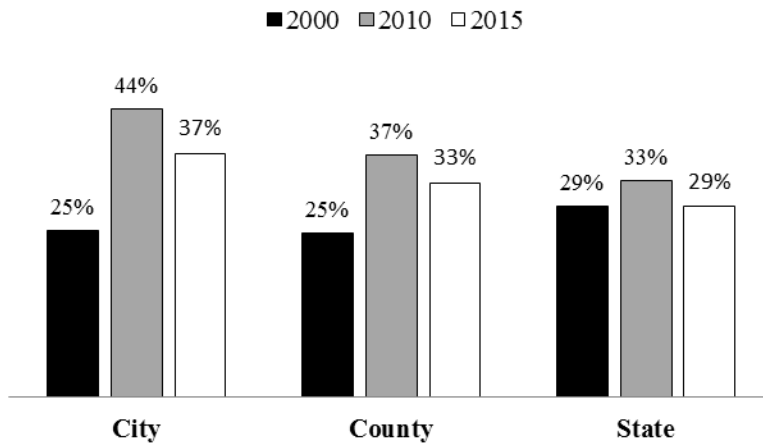


9.2 Owner Households

To a lesser extent the rate of affordability in owner households followed the same pattern as renter households, increasing households paying more than 30% of income for housing. Since the Recession the price of housing has been exceeding the increase in wages. As of March 2017 average hourly wages are up 2.7% year-over-year, while the median sales price of a previously owned home was up 7.7%¹⁰. Prior to the Recession 25% of owner households exceeded 30% of household income for housing (Figure 9.2).

¹⁰

Figure 9.2. Owner Households Paying 30% or More of Income on Housing



9.3 Summary, Affordability

The question of housing affordability, especially since the Recession, is without question an issue that needs addressing and continual monitoring. The basic demand and supply mechanics of housing affordability are easily understandable, but the solutions; either on the demand or supply side, are extremely complex, especially at the local level. During preparation of this Housing Element many housing affordability programs and strategies were reviewed, but without any final determination on preference until completion of the pending Regional Housing Study. Consequently, at this time the only solutions that this Housing Element offers regarding affordability are:

1. Provide an inventory of vacant residential lands sufficient to accommodate the need for all housing types.
2. Monitor and manage residential development standards and processes to eliminate unnecessary costs.
3. Prepare and maintain a Housing Implementation Program (HIP) that annually tracks the demand and supply of vacant residential lands and housing construction by type of housing.
4. Collaborate at the regional level in the identification, prioritization, development, and implementation of strategies specifically addressing housing affordability.

10 Future Housing Demand and Residential Land Need

Based on the 2015 Population Projections prepared by PSU it is estimated that by 2037 the City’s population will have increased by 4,420 residents. The City’s average household size is 2.5 persons per household¹¹ requiring an additional 1,770 new dwelling units to accommodate

¹¹ City of Central Point Population & Demographics Element, 2016-36

the projected population growth. At a density of 6.9 dwelling units per gross acre¹² the City will need approximately 260¹³ acres of residentially planned lands to accommodate the 1,770 new dwelling units.

It is expected that new residential construction will follow a similar land use classification distribution pattern as experienced between 1980 and 2016¹⁴ (Table 10.1).

Table 10.1. Housing Units Built by Land Use Category, 1980 - 2016

Land Use Class	Housing Units Constructed 1980-2016	Percentage by Land Use Class	Adjusted Percentage*	Projected Housing Demand 2017-37
VLRes	30	1%	1%	10
LRes	2,220	46%	72%	1,280
MRes	950	20%	5%	80
HRes	1,620	34%	23%	400
Total	4,820	100%	100%	1,770

*Detached SFR construction in HMR and MMR reallocated to LRes

Source: City of Central Point Buildable Lands Inventory, 2016

The “Adjusted Percentage” in Table 10.1 includes an adjustment for all the single-family detached development that occurred prior to 2006 within the MRes and the HRes classifications.

In Table 10.2 the current minimum gross density allowed in each residential land use classification and the resulting gross acreage needed to accommodate future housing demand is identified¹⁵. Based on today’s minimum densities for each of the land use classifications allocated by housing types the average projected gross density would be 4.68 dwelling units per gross acre, which does not meet the new 6.9 average gross density standard.

To achieve the minimum density standard it is necessary to either re-allocate the distribution of housing by land use classification; increase the minimum density requirements for each land use classification; or a combination of both. To avoid major disruptions to the built landscape a strategy of using both land use reallocation and density modifications was used to achieve the new 6.9 density standard.

¹² City of Central Point Regional Plan Element

¹³ Rounded figure

¹⁴ Adjusted for the high occurrence of single-family detached construction in the MRes and the HRes land use classifications,

¹⁵ Net densities converted to gross density

Table 10.2 Average Projected Density based on Current Minimum Densities

Land Use Classification	Current	Projected		Density
	Minimum Density	New Dwelling Units	Gross Acres Needed	
VLRes	0.75	10	13	0.75
LRes	3.75	1,280	341	3.75
MRes	11.20	80	7	11.20
HRes	24.00	400	17	24.00
Average Density		1,770	378	4.68

Table 10.3 Needed Residential Acreage (2017-37)

Land Use Classification	Proposed Minimum Gross Density	Percentage of Land Use Class by Gross Acres	Projected New Dwelling Units	Gross Acres Needed	Minimum Gross Density
VLRes	1.00	5%	10	10	1.00
LRes	4.00	60%	600	150	4.00
MRes	7.00	20%	350	50	7.00
HRes	20.00	15%	800	40	20.00
Average Density		100%	1,760	250	7.04

By adjusting both the mix and density of the various residential land use classifications (Table 10.3) 1,760 dwelling units can be accommodated on 260 acres yielding an average density of 7.04 dwelling units per gross acre. The 1,760 dwelling units represent a 1% decrease (10 units) under the estimated 1,770 dwelling units. Considering the variables involved in the calculation and the time period this is shortage is considered an acceptable margin of error.

The justification for the proposed densities and land use allocations are explained as follows:

- VLRes – The allocation of very low density lands has increased from 1% to 5%. The allocation increase was based on the finding that as the City expands into the UGB/URA there will be environmental and agricultural conflicts which will necessitate larger lots as a buffering mitigation strategy. The allocation of 10 acres for this purpose is considered reasonable.
- LRes – The allocation of low density residential lands has been reduced from a previous 78% (adjusted) to 60%. Historically the LRes has been the preferred land use category, with an emphasis on single-family detached housing. The single-family detached preference is likely to continue into the future. This land use classification experienced the most quantitative changes in both density and land use allocation. Primarily as a result of the conversion from net to gross density the average density went from 3.75 to 4 dwelling units per gross acre. Viewed from a lot size perspective the minimum lot size went from approximately 12,000 gross sq. ft. per lot to 5,500 gross sq. ft. per lot.

- MRes – The allocation of medium density residential lands increased from 4% (adjusted) to 22%. The minimum density increased from 11 to 14 units per gross acre. A minimum density of 14 units per gross acre is consistent with the current TOD MMR zoning designation.
- HRes – The allocation of the high density residential lands was reduced from 17% (adjusted) to 15%. The minimum density increased slightly with the conversion from net density to gross density.

The City currently has an inventory of 136 net buildable acres of residential land (Section 8, Buildable Residential Lands). The assumption is that the 136 acres are properly allocated and support the relevant housing demand by housing type. Table 10.4 identifies the current vacant acreage need, and where there is a shortage, the additional needed acreage by land use classification. Of the overall 260 acres needed to satisfy the future demand a total of 150 new gross acres are needed to supplement the existing inventory. The projected need is dedicated to the two low density residential land use districts; VLRes and LRes. As discussed earlier the MRes and the HRes land use classifications already have an excess supply of vacant land. Rather than re-designate the excess acreage, and having to address appropriateness of location and the takings issue, it was decided that it will remain as currently designated.

Table 10.4
City of Central Point
Required New Buildable Vacant Residential Land

Zoning	2016 Total Net Buildable Acres	Required Gross Acres	Surplus or (Shortage)	Net Required New Gross Acres
VLRes	3.53	10.00	(6.47)	6.47
LRes	25.13	150.00	(124.87)	124.87
MRes	42.34	60.00	(17.66)	17.66
HRes	64.61	40.00	24.61	N.A.
Vacant Residential Acres	135.62	260.00		148.99

Source: City of Central Point Buildable Lands Inventory

As previously noted the current net buildable residential land inventory is 136 gross acres distributed across four residential land use classifications. When considering the current vacant acreage inventory it needs to be recalled that there is a significant over allocation to the higher density residential districts. Rather than reclassify these higher density lands to a lower density classification they will remain as excess net buildable acreage. To meet its 20-year supply of buildable residential land the City will need to add, at a minimum, an additional 150 gross acres, primarily in the LRes land use category (Table 10.4).

10.1 Future Housing Tenure

It is expected that the long-term mix of owner (70%) and renter (30%) occupied housing will be the preferred tenure mix in the long run. If the future tenure mix does not trend toward the 70/30

mix then issues in affordability should be evaluated and appropriate measures in housing type and affordability addressed..

10.2 Future Housing Types

For the foreseeable future the preferred housing type will be the single-family detached dwelling. The only impediment to this choice will be affordability, which will rise and fall with changes in the economy. It is expected that attached single-family will continue to improve as a housing choice. The City's current land use regulations provide for a wide variety of housing types, and should continue to do so throughout the planning period. Over the course of time the City needs to monitor, through it HIP, any changes in housing type demand against deficiencies in land supply, and where appropriate make adjustments.

11 Housing Goals and Policies

Goal 1. To provide an adequate supply of housing to meet the diverse needs of the City's current and projected households.

Policy 1.1. Continue to support new residential development at minimum residential densities.

Policy 1.2. Develop a Housing Implementation Plan that is regularly updated based current market conditions.

Policy 1.3. Provide an efficient and consistent development review process.

Policy 1.4. Work with regional partners to develop and implement measure that reduce upfront housing development costs.

Policy 1.5. Support UGB expansions and annexations that can be efficiently provided with urban services and that will in a timely manner meet the City's housing needs.

Policy 1.6. When properly mitigated to preserve the integrity of existing neighborhoods support higher density residential development within the Downtown and older surrounding residential areas, capitalizing on availability of existing infrastructure and supporting revitalization efforts.

Goal 2. To encourage the development and preservation of fair and affordable housing.

Policy 1.1. Through a Housing Implementation Plan explore and promote federal, state, and regional programs and incentives that support new affordable housing.

Policy 1.2. Support and participate in the Greater Bear Creek Valley Regional Plan's program addressing regional housing strategies, particularly as they apply to affordable housing

Policy 1.3. Support regional efforts addressing homelessness, medical and social

services for special need households.

Goal 3. To maintain a timely supply of vacant residential acres sufficient to accommodate development of new housing to serve the City's projected population.

Policy 1.1. Provide a sufficient inventory of residential planned and zoned vacant land to meet projected demand in terms of density, tenure, unit size, accessibility, and cost.

Policy 1.2. Throughout the 2017-2037 planning period the City's new vacant residential land use mix shall support an average density of not less than 6.9 dwelling units per gross.

Policy 1.3. Update the Housing Element's vacant acreage needs every four-years consistent with the PSU Population Research Centers update of population.

Policy 1.4. To avoid speculation the City shall, when expanding the UGB establish procedures that give priority to lands that will be developed in a timely manner.

Policy 1.5. Monitor residential in-fill development activity and develop and enact programs that encourage the expanded use of in-fill as a component to the City's residential land use inventory

Goal 4. To ensure that a variety of housing will be provided in the City in terms of location, type, price and tenure, according to the projected needs of the population.

Policy 1.1. Residential land use designations on the General Land Use Plan and the Zoning Map shall be compliant with the residential land use needs and housing types identified in the Housing Element.

Policy 1.2. Based on the findings of the Housing Implementation Plan incentivize housing types that are needed but not being provided in adequate numbers by the private sector market forces.

Policy 1.3. In larger residential developments (in excess of 5 acres) encourage a mix of densities and housing types to accommodate a variety of households based on age and income levels.

Policy 1.4. Support programs that encourage the ability of older residents to age in place by making existing housing more age friendly and accessible.

Goal 5. To ensure that municipal development procedures and standards are not unreasonable impediments to the provision of affordable housing.

Policy 1.1. As part of a Housing Implementation Plan periodically evaluate development procedures and standards for compliance with the goals of this Housing

Element and modify as appropriate.

Goal 6. To develop and maintain a Housing Implementation Plan that includes programs that monitor and address the housing affordability needs of the City's low- and moderate-income households.

Policy 1.1. Support collaborative partnerships with non-profit organizations, affordable housing builders, and for-profit developers to gain greater access to various sources of affordable housing funds.

Policy 1.2. Support and participate in the Greater Bear Creek Valley Regional Plan's program addressing regional housing strategies.

Policy 1.3. Address the special housing needs of seniors through the provision of affordable housing and housing related services.

Goal 7. To assure that residential development standards encourage and support attractive and healthy neighborhoods.

Policy 1.1. Encourage quality design throughout the City that acknowledges neighborhood character, provides balanced connectivity (multi-modal), and integrates recreational and open space opportunities.

Policy 1.2. Provide flexible development standards for projects that exceed minimum standards for natural resource protection, open space, public gathering places, and energy efficiency.

Policy 1.3. Where appropriate encourage mixed uses at the neighborhood level that enhance the character and function of the neighborhood and reduce impacts on the City's transportation system.

Policy 1.4. Support minimum parking standards for multiple family development served by public transit.

Policy 1.5. Maintain and enforce Chapter 17.71 Agricultural Mitigation ensuring that all new residential development along the periphery of the Urban Growth Boundary includes an adequate buffer between the urban uses and abutting agricultural uses on lands zoned Exclusive Farm Use (EFU).

Resolution

Comp Plan Amendment (Fellows Project)



STAFF REPORT
 October 12, 2017

AGENDA ITEM: File No. CPA-17002

Consideration of a Comprehensive Plan Amendment/Clarification for two (2) parcels totaling 3.64 acres at 3428 and 3470 Chicory Lane, from Jackson County land use designation Industrial to Central Point land use designation Transit Oriented Development (TOD) Corridor, and identified on the Jackson County Assessor’s map as 37S 2W 11C, Tax Lots 8300 & 8400 (“Property”). **Applicant:** Bob Fellows Construction, LLC. **Agent:** CSA Planning, Ltd.

STAFF SOURCE:

Tom Humphrey AICP, Community Development Director

BACKGROUND:

The Applicant has requested a Comprehensive Plan (Map) amendment/clarification in preparation for a subsequent zone change application for the above referenced Property (File No. ZC-17001). The Property is being annexed from the Urban Growth Boundary (UGB), and its Comprehensive Plan designation once annexed to the City will be TOD-Corridor.

In accordance with the City/County Urban Growth Boundary Management Agreement (UGBMA), the Property retains its County land use and zoning designations until annexation into the City, which are Industrial and General Industrial (GI), respectively. Upon annexation, the Property will be subject to the TOD-Corridor land use classification. For purposes of this report, the Council approved the annexation of this property on September 14, 2017 and the City’s TOD-Corridor land use classification applies.

In Ordinance No. 1815 adopting the TOD-Corridor, Table 2 of Exhibit “A” identifies the land uses allowed in the TOD-Corridor. Existing conventional zoning designations remain in the TOD Corridor as underlying zones, and TOD designations represent optional standards that could be applied to development at the property owner’s discretion. As illustrated in Table 2, the TOD Corridor allows a broad range of land uses, including medium density and multi-family residential, commercial and industrial uses. The determination of land use was established based on the underlying conventional zoning designations. The Property is currently zoned TOD-MMR with an underlying zone of R-3, which is consistent with Table 2.

Table 2	
Land Use Summary – TOD Corridor	
Existing Comprehensive Plan and Zoning Designations	Optional TOD Corridor Comprehensive Plan and Zoning Designations
Residential	
R-1-8 – Residential, Single Family District (8,000 sq. ft. min. lot size)	TOD-MMR – Medium-Mix Residential
R-2 – Residential, Two Family District (6,000 sq. ft. min. lot size)	TOD-LMR – Medium-Mix Residential
R-3 – Residential, Multiple Family District (6,000 sq. ft. min. lot size)	TOD-MMR – Medium-Mix Residential

Commercial	
C-2 – Commercial-Professional	TOD-HMR – High-Mix Residential
C-3 – Downtown Business District	TOD-EC – Employment Commercial
C-4 – Tourist and Office Professional District	TOD-EC – Employment Commercial
C-5 – Thoroughfare Commercial District	TOD-GC – General Commercial
Industrial	
M-1 – Industrial District	TOD-GC – General Commercial
M-2 – Industrial General District	TOD-GC – General Commercial

The Applicant is requesting that the Property maintain the land use designation of TOD Corridor when it is annexed, but apply a different zoning district than what is currently planned. *To ensure that the proper procedures are followed, the Applicant submitted an application for Comprehensive Plan Amendment to clarify that the subsequent zone change is acceptable under the land use designations.* The Applicant is requesting a zone change from TOD-MMR/R-3 to TOD-LMR/R-2, which is consistent with the allowed uses within the TOD-Corridor, per Table 2.

The Applicant has submitted a set of Comprehensive Plan and Zoning Maps and Findings of Fact (Attachment “D”) along with relevant approval criteria for the City’s consideration. Since three separate applications have been addressed in these findings, **staff recommends that the Council view specific pages of Attachment D (excerpts) in order to focus their analysis on the precautionary Comprehensive Plan Amendment.** All of the attachments cited are available on the record and will be subject to review at the public hearing. It is hoped that the Council will find that the TOD-Corridor land use designation is sufficiently clear in its scope of allowed uses to support the Applicant’s proposed zone change. The Planning Commission found this to be true at their public hearing held on September 5, 2017.

ISSUES & NOTES:

There are no issues with this application for Comprehensive Plan Amendment as the real issue here is one of clarification.

CONDITIONS OF APPROVAL:

Although a recommendation for a decision to approve a Comprehensive Plan Amendment may include conditions, staff has not identified the need to impose any conditions at this time.

ATTACHMENTS:

- Attachment “A” – Existing Comprehensive Plan Map and Proposed Zoning Map
- Attachment “B” – Urban Growth Boundary Management Agreement (UGBMA) (On Record)
- Attachment “C” – Jackson County Comprehensive Plan Map (On Record)
- Attachment “D” – Applicant’s Findings of Fact, May 5, 2017 (excerpts) (remainder is On Record)
- Attachment “E” – Applicant’s Supplemental Statement, July 6, 2017 (On Record)
- Attachment “F” – Traffic Findings, SO Transportation Engineering, LLC, July 10, 2017 (On Record)
- Attachment “G” – Fair Housing Council Correspondence, September 5, 2017 (On Record)
- Attachment “H” – Resolution No. 845 (On Record)
- Attachment “I” – Resolution No. ____ A Resolution Affirming that the TOD-Corridor Land Use Designation is Sufficiently Clear in its Scope of Allowed Uses to Support a Zone Change from TOD-MMR to TOD-LMR

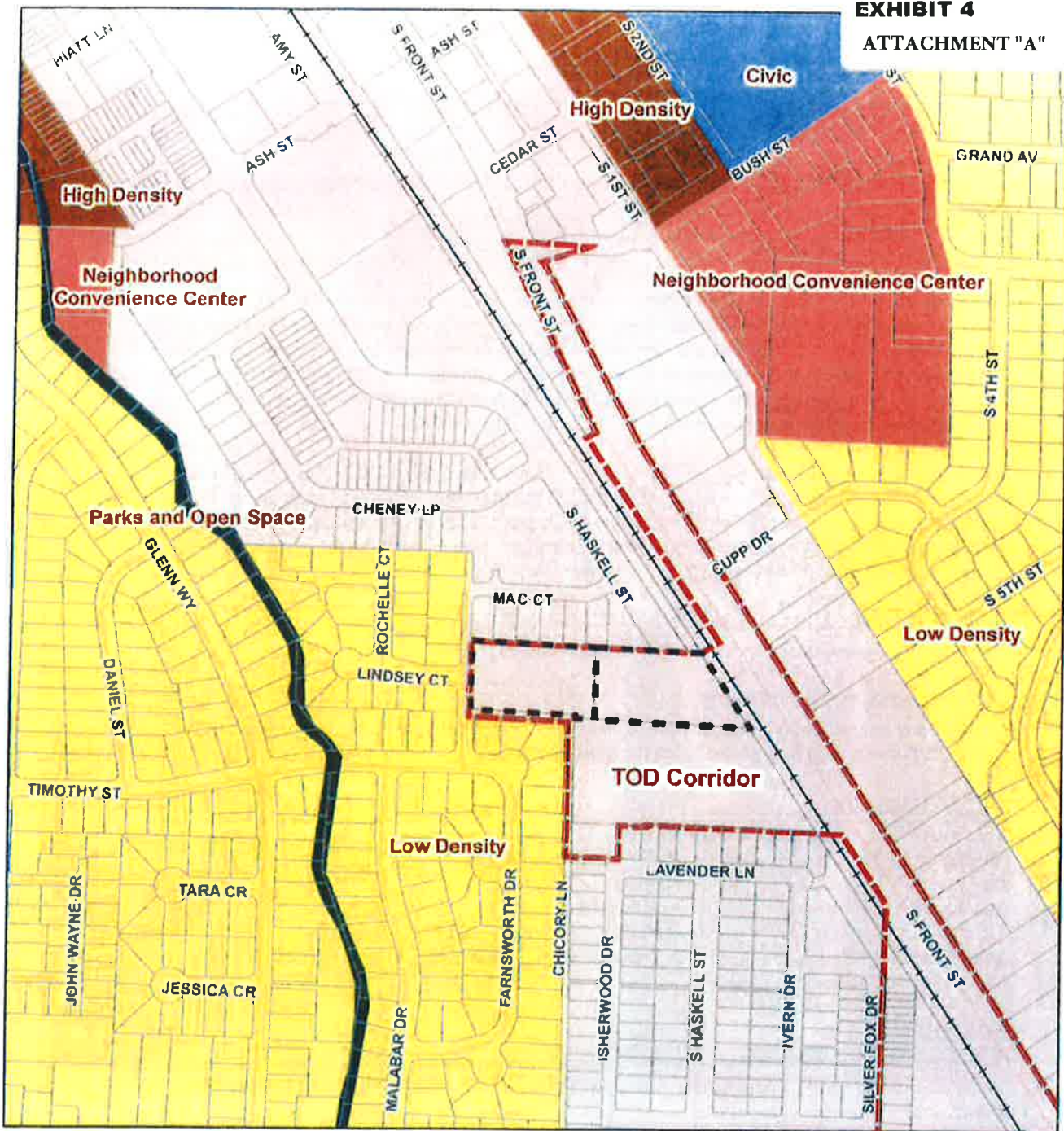
ACTION:

Open public hearing and consider the proposed amendment/clarification to the Comprehensive Plan, close the public hearing and 1) find that the TOD-Corridor land use designation is sufficiently clear in its scope of allowed uses to support the Applicant’s proposed zone change; 2) approve a resolution (Attachment I) affirming that the TOD-Corridor land use designation is sufficiently clear or 3) deny the application.

RECOMMENDATION:

Approve Resolution No. ____ . A Resolution Affirming that the TOD-Corridor Land Use Designation is Sufficiently Clear in its Scope of Allowed Uses to Support a Zone Change from TOD-MMR to TOD-LMR.

EXHIBIT 4
ATTACHMENT "A"



	Subject Lots		City Comp Plan Neighborhood Convenience Center
	Tax Lots		TOD Corridor
	City Limits		High Density Res.
	Urban Growth Boundary		Low Density Res.
	Railroad		Civic
			Parks and Open Space

Existing Comprehensive Plan

Annexation / Zone Change
Bob Fellows Construction, LLC
37-2W-11C tax lots 8300 & 8400

N
W —+— E
S

CSA Planning, Ltd.


04-27-2017 Source: CSA Planning, Ltd; Jackson County GIS; City of Central Point GIS




	Subject Lots		C-2(m)
	Tax Lots		Civic
	Railroad		EC
	County Zoning		GC
			LMR
			M-1
			MMR
			OS
			R-1-6
			R-1-8

Proposed Zoning Map

Annexation / Zone Change
 Bob Fellows Construction, LLC
 37-2W-11C tax lots 8300 & 8400





CSA Planning, Ltd. 04-27-2017 Source: CSA Planning, Ltd.; Jackson County GIS; City of Central Point GIS

BEFORE THE PLANNING COMMISSION AND
CITY COUNCIL

FOR THE CITY OF CENTRAL POINT

STATE OF OREGON

IN THE MATTER OF A REQUEST FOR)
ANNEXATION AND ZONE CHANGE FOR)
TWO PARCELS THAT ARE ADDRESSED)
AS 3428 AND 3470 CHICORY LANE, AND)
ARE LOCATED EAST OF CHICORY)
LANE AT THE TERMINUS OF LINDSAY)
COURT. THE PROPERTY IS LOCATED)
IN THE CITY OF CENTRAL POINT AND)
IS MORE SPECIFICALLY IDENTIFIED AS)
TAX LOTS 8300 AND 8400 IN TOWNSHIP)
37 SOUTH, RANGE 2 WEST (WM),)
SECTION 11C.)

PROPOSED FINDINGS OF FACT
AND CONCLUSIONS OF LAW

Applicants' Exhibit 2

Applicant/)
Owners: **Bob Fellows Construction, LLC**)
Agent: **CSA Planning, Ltd.**)

I

NATURE OF THE APPLICATION

Applicants request a consolidated annexation and zone change for two lots totaling 3.64 acres east of Chicory Lane and the terminus of Lindsay Court. The subject property has a Comprehensive Plan designation of TOD Corridor. The Applicant requests the City rezone the property as part of the annexation request to City zone and specifically requests the TOD LMR (R-2).

In addition to the zone change, the application includes a precautionary Comprehensive Plan Map amendment request in the event that the City (or the Courts on appeal) were to conclude that a Comprehensive Plan amendment is required for the requested zone change for the subject property.



IV

FINDINGS OF FACT

The following facts are established and found to be true with respect to this matter:

1. **Ownership/Applicant:** Tax Lots 8300 and 8400 are owned in fee simple by Bob Fellows Construction, LLC. Agent CSA Planning, Ltd. is submitting this application on behalf of the Property Owner/Applicant.
2. **Location:** The subject property is located on the east side of Chicory Lane, east of the terminus of Lindsay Court. The property is identified as Tax Lots 8300 and 8400 in Township 37 South, Range 02 West (W.M.), Section 11C. The site addresses are 3428 and 3470 Chicory Lane, Central Point, OR.
3. **Parcel Size:** Tax Lot 8300 currently has 1.75 acres and Tax Lot 8400 currently has 1.89 acres. *See*, Exhibit 3. Total subject property size is 3.64 acres. Potential future development is likely to be laid out roughly according to table below:

SUBJECT PROPERTY ACREAGE		
Acreage Type	Net Acres	Percent of gross acres
Residential Area	1.92	53%
Right-of-Way/Parks	1.50	41%
Total	3.64	

4. **Current Zoning:** The property is currently under Jackson County jurisdiction and is zoned GI, General Industrial. *See*, Exhibits 5.
5. **Proposed Zoning Map:** Applicant requests the City apply the TOD LMR (R2) zoning to the subject property.
6. **Existing Frontage and Access:** The subject property has 520 feet of frontage on Chicory Lane along the western and southwestern boundary lines. In addition, the property has approximately 97 feet of frontage at the terminus of the northern portion of S. Haskell Street.
7. **Lot Legality:** Tax Lots 8300 and 8400 were originally part of Lot "K" of the Snowy Butte Orchard which was platted in 1910. In 1944 the North 5 acres of Lot "K" was sold leaving the subject property as one parcel. In 1956, what is now Tax Lot 8300 was partitioned off by sale, leaving the existing configuration of the subject property tract.
8. **Existing Development:** Each parcel currently has one residence with related accessory structures.



9. Land Uses on Abutting Properties and Surrounding Area:

Overview of area: This area, west of the Southern Pacific Railroad right of way and south of Pine Street has been in the process of being developed as a transit-oriented corridor. A variety of residential development exists in the area.

East: The property abuts the Southern Pacific Railroad right of way on the east. Adjacent to the railroad right-of-way is the Highway 99 right-of-way. Highway 99 is a five-lane major arterial with four travel lanes and a center turn lane.

North: To the north is a small development of single-family houses with ADU units constructed around 2010 on lots that range in size from 7,299 to 7,950 square feet. There is also a 9,892 square foot open space area. Beyond that is a large church property.

West: To the west is a residential subdivision with medium-size lots ranging from .18 to .30 acres in size with single-family houses of various ages built out since the mid-70's.

South: The property abuts one 4 acre rural residential property to the south and beyond is a small lot subdivision with lots ranging from .11 to .15 acres.

10. Topography: The subject property is essentially level, sloping very gently to the northeast.

11. Water Facilities and Services: There is a 12 inch waterline at the terminus of Haskell Street and an 8 inch waterline in Chicory Lane, see Exhibit 9A.

12. Storm Drainage Facilities and Services: Underground storm drainage lines are located in the railroad right-of-way where a 12 inch culvert drains the property from one side of the railroad to the other. There are also storm drainage lines in Haskell Street and Lindsey Court. These storm drain lines are available for connection, see Exhibit 9B.

13. Sanitary Sewer Facilities and Services: There are 8 inch RVSS sewer lines in both Chicory Lane and at the stub of Haskell Street that are available for connection, see Exhibit 9C.

14. Power and Natural Gas: Underground power is available from Pacific Power and underground gas is available from Avista Utilities for extension from Haskell Street.

15. Fire and Police Protection: The subject properties are located within and are served by Fire District No. 3. Police service is provided by the City of Central Point Police Department.

16. Wetlands, Streams and floodplain: The subject property does not contain any streams or floodplain. Preliminary determination of wetlands on the site is provided on Exhibit 10.

17. Transportation and Access:

A. Zone Change (and precautionary Plan Amendment Findings): Applicant is requesting the City apply the TOD-LMR zoning with the base zoning of R-2. These zoning designations allow a density up to 12 units to the net acre. Assuming 41% of

the site would be consumed by infrastructure, this translates to approximately 1.92 net acres or about 23 total dwelling units. Single-family dwellings generate just under 1 peak hour trip per unit. The existing General Industrial designation in the County would generate approximately 7.26 trips per acre¹. Assuming 13% of the site would be consumed for street development (Haskell Street only) 3.17 acres would be left for development, this would yield approximately 23 trips from the current zoning. Thus, the net trip effect of the proposed zone change is net 0 PM change to peak hour trips. Applicant's position is that since the net-trip impact is zero, it does not warrant a detailed transportation impact analysis.

B. Access and Circulation: Access to the site is via Lindsey Court and Haskell Street, and along its frontage with Chicory Lane. If the annexation and zone change is approved, it is expected that future development access will occur as a result of extension of Lindsey Court through the subject property to a future extension of Haskell Street.

18. Comprehensive Plan Map and Zoning Map Analysis:

A. Historical Map Analysis: The subject property and surrounding area has a somewhat complicated map designation history. The site was designated as Industrial on the Comprehensive Plan. The City's 1987 zoning map showed the property as M-1 even though the property was still in the County and zoned General Industrial. The M-1 zone is the City's base industrial zone and allows for a wide variety of industrial and manufacturing uses. During this period, the land to the north and south was planned Industrial and the City's zoning map depicts M-2 to the north and M-1 to the south.

In September of 1998, the City of Central Point did a large legislative amendment that included multiple ordinances. Those ordinances re-arranged land uses in the City's UGB and also amended the Urban Growth Management Agreement (UGMA) with Jackson County. Ordinance No. 1793 amended the Comprehensive Plan Map designation for this area as "Area 2" in that package of legislative amendments. The land uses were re-designated from Industrial to Low-Density Residential and High Density Residential. Most of this area was outside the City limits at the time, but the City adopted a new zoning map for this area that depicted the subject property and the land immediately to the south as R-3 with lands further to the South as R-1-6.

During the adoption proceedings DLCD raised concerns and the City responded to those concerns as follows:

DLCD Correspondence: *The first statement made by DLCD staff is that industrial, commercial and residential acreages need to "balance" so that the city continues to have a twenty year supply of land for each use. Statewide Planning Goals 9, 10 and 14 are cited as the legislative requirements for a twenty year supply and it is pointed out that Central Point's proposal will*

¹ This rate is from the ITE Trip Generation Handbook 7th Edition. This is CSA's most recent copy. A more recent version is available but would not be expected to change the estimates enough to result in a different outcome- that the change in trip generation potential is *de minimus*. See also below analysis regarding net-to-gross factors for the site.

decrease the amount of industrial land by 104 acres and increase both commercial land (by 32 acres) and residential land by 94 acres. The state asks that justification be provided to ensure the City will have enough of a land use mix to meet future employment needs with its industrial and commercial land inventory (as defined by Oregon Administrative Rule 660-09-0250) and future housing needs (as defined by OAR 660-08-010). The belief is that failing to balance jobs and housing will lead to an increase in work-related vehicle trips and the corresponding failure to meet regional transportation objectives.

City of Central Point response: There are no specific statements in any of the Goals regarding the "balance" DLCD discusses however Goal 9 does encourage municipalities to provide an adequate supply of sites of suitable sizes, types and locations for a variety of industrial and commercial uses consistent with plan policies. For nearly twenty years the City of Central Point has regularly experienced, residential prosperity ... not shared by the commercial and industrial sectors ... A major objective of this (Comp) Plan is to promote a greater emphasis on commercial and industrial growth ... (refer to Central Point Comprehensive Plan, Economics Page IX-14). The land use designations that the City is now proposing to change were created in the 1980's. Of the three land use categories, the industrial land has been the slowest to develop and in most cases has been farmed or remained vacant throughout the planning period. Recent attempts to develop industrial land west of Interstate 5 have met with significant local opposition.

In contrast, the City has received two separate requests in the last 60 days to annex a total of 50 acres of industrially designated land east of I-5 for immediate development. It is the City's conviction that the potential for marketing industrial land east of I-5 (and in the vicinity of the airport) is greater than it is west of I-5 in spite of the land's proximity to the railroad. In response to OAR 660-09-015, the City has not only identified industrial and commercial sites (in Area #3) that could reasonably be expected to locate or expand in the planning area ... and likely to be needed, but has identified sites for which there is now a development demand. The letter from Bear Creek Orchards, Inc. (which was read into the public record on May 5, 1998) also substantiates the City's analysis and findings.

Over the years, Jackson County has received authorization from the State to develop the White City industrial complex which is also served by the railroad. Heavier industrial uses have found the area more desirable due to the number of large vacant parcels with ample infrastructure and no municipal taxes. When viewed in a regional and historic context, Central Point has an adequate supply of industrially designated land and a net reduction of 104 acres does not materially diminish this supply. In fact, DLCD has previously stated to City staff that light industry often generates higher numbers of employees than heavy industrial uses.

The RVMPO Regional Transportation Plan, prepared by David Evans and Associates, Inc. speaks to the issue of regional land use development patterns (RVMPO RTP, Page XIII-I). The Plan states that, evaluations and research conducted in Oregon and elsewhere suggests that a mix of land uses involving residential and commercial activity in adjoining areas can contribute to lower travel demand than a development scheme with more



widely-separated uses. This is one of the reasons the City wishes to develop residential land in closer proximity to its downtown commercial business district and is also proposing small-scale commercial uses near prospective residential subdivisions in Areas 1 and 4. It should be noted that industrial land uses generate fewer vehicle trips than do commercial uses (reference the OTE Manual). Therefore the balance between residential and commercial uses is more significant in terms of lowering travel demand than the balance between residential and industrial uses. There is a 3:1 ratio between the residential and commercial zone changes being proposed.

The City's findings (at Record Page 122-123) reject DLCD's notion that a precise balance of land uses was required at the time of the amendments. Instead, the findings make a more generalized determination that the adopted land use re-designations are appropriate based upon market demand and locational factors.

Following the major legislative amendment to the City's UGB, the City undertook another major legislative amendment in the form of Ordinance No. 1815. That ordinance created the Transit Oriented Development (TOD) standards and established two new Comprehensive Plan Map Designations: TOD District and the TOD Corridor. The main difference between these two designations is that the TOD District lands are required to apply the new TOD zoning districts and the TOD Corridor lands are afforded the option to develop under the original zoning or under the new TOD zoning district standards.

What is not clear from Ordinance No. 1815, is how future changes between zoning districts within these TOD designation areas relates to the overall arrangement of land uses on the Comprehensive Plan Map. Both the TOD District and the TOD Corridor allow for a variety of zoning districts including a wide variety of employment and industrial uses. For lands that were already in the City, this is somewhat less problematic because the zoning map that went with the Ordinance actually applied the new zoning to those lands. However, in the case of lands not in the City the zoning map is more "prospective" and it is unclear whether a zone change alone is adequate to apply a different zone at the time of annexation than the "prospective zone" depicted on the City's zoning map within the TOD District Corridor or whether such a change also requires a Comprehensive Plan amendment. Because of this procedural ambiguity, the Applicant has addressed the criteria for Comprehensive Plan Map amendment as a precautionary measure to assure an adequate factual base for the requested annexation and zone change.

Not long after the TOD Corridor was created, the land south of the Quillen property (TL 1000) was annexed and rezoned to TOD-LMR and was developed as the Cascade Meadows Subdivision in 2002. Subsequently, land to the north was rezoned from TOD-GC (M-1) to TOD-LMR and TOD-Civic.

B. Residential Land Supply and Demand Analysis: Based upon the structure of the City's regulations and the particular history associated with the subject property it is a little discern exactly what the contemplated zoning for the property is - following the TOD Corridor establishment from a quantitative standpoint. However, the prior amendments that redistributed land uses in the City contemplated the subject property



as High Density Residential (R-3). While those amendments did not include precise calculations of the supply and demand implications of the redistribution, the Comprehensive Plan amendments did treat the subject property as High Density Residential and so a quantitative comparison in relation to the subject property between the two zoning districts is useful, as follows:

To do this, first calculate the potential range of density for the property:

DENSITY CALCULATIONS					
	LMR Density			MMR Density	
	6 units/acre	12 units/acre	14 units/acre	32 units/acre	
	Minimum	Maximum	Minimum	Maximum	
Net unit range on 1.92 Acres	12	-	23	27	- 61

Then compare the potential number of units under each zoning districts:

DENSITY DIFFERENTIAL	Minimum Regulatory Differential		Maximum Regulatory Differential		Likely Regulatory Differential	
	Dwelling Units	Density ¹	Dwelling Units	Density ¹	Dwelling Units	Density ¹
TOD-LMR (R-2)	23	12	12	6	18	9.4
TOD-MMR (R-3)	27	14	61	32	30	15.6
Net Dwelling Units	-4		-49		-12	

¹ Density is provided in dwelling units per net acre. Net acres assume 41% net-to-gross factor

From a pure regulatory standpoint, the range of potential dwelling unit differences is from as small as 4 to as much as 49.

From a technical perspective, it is important to explain the 41% net-to-gross factor. This factor is higher than is typical, but preliminary design work on the site indicates this is appropriate given the requirements to address potential wetlands mitigation, a collector road right-of-way and the need to extend Lindsey Court.

From an actual build-out standpoint, the implications of zoning the property TOD-LMR versus TOD-MMR or R-3 are expected to be small. Our client is not interested in doing a large apartment project on the site and would design to the minimum density under the MMR zoning of 14 units per acre. It would be impossible to achieve more than 30 units on the site without a large apartment building component. Under the LMR zoning, preliminary design work indicates units per the net acre would be expected to come in around 9.4. The proposed TOD-LMR zoning is expected to result in approximately 12 fewer units from a real-world perspective. Twelve units is a small number that has relatively little impact on the ability of the City, as a whole, to comply with its Statewide Planning Goal 10 requirements.



C. Qualitative and Locational Analysis: The Applicant believes there are a number of qualitative and locational considerations that make the TOD-LMR zoning the most appropriate zoning for the area. Locational and qualitative reasons to zone the property TOD-LMR include the following:

- i. The property to the north remained industrial at the time the land use redistribution was done in 1998. At that time, the subject property represented a transition area from single-family to the south to industrial to the north. This concept was perpetuated when the TOD Corridor was adopted where a large area of TOD-GC (M-2) existed to the north. This circumstance no longer exists. The land immediately to the north is now zoned TOD-LMR and is developed with single-family dwellings. The site will no longer serve as a transition area between single family and more intensively developed areas as is described for MMR by Ordinance No. 1815, "The moderate density in these areas is intended to continue the transition from lower density residential uses on the perimeter of the TOD District to the more densely developed center of the district."
- ii. There is now approximately half the acreage remaining in the TOD-GC (M-2 & M-1) designation to the north than there was at the time the TOD Corridor designation was in place. Consequently, there are fewer opportunities for interactions between housing and employment/commercial uses. The only employment use west of the railroad and within a quarter mile of the site is an office use (Microvellum) and there are no commercial retail uses within a quarter mile that are west of the railroad tracks. The opportunities for high density housing to interact with commercial development to the north has been reduced to an extent that development to the upper density of the TOD-MMR range less desirable and thereby making the practical difference in expected future housing supply to be small.
- iii. In addition to the technical land use planning reasons to designate the property TOD-LMR (R-2), there are market reasons for this designation. The TOD standards for mixed housing types at MMR level densities works best on larger sites with more developable acreage. From a housing market perspective, economies of scale are important for economic multi-family development. Four eight-plex rental apartment buildings mixed in with 12 for-sale small lot houses is difficult to make work but something like this is really all that would fit on a site this size if the project is going to achieve anything close to the mid-point or above for the MMR density range. Neither housing type is going to work very well. Four apartment buildings is not enough to support construction and maintenance of the kind of amenities you want for apartment projects – like a pool, pool-house/rec center, playground etc as well as cost effective utilities and grounds maintenance. Meanwhile, the small-lot single-family unit prices are likely to be negatively affected by the immediate proximity of the apartment building project component. The single-family quality components are likely to suffer as a result.

The Applicant, Bob Fellows Construction, has a proven track record of supplying new single-family houses that represent good value. The Applicant's concept for the project is still to attain a reasonable density with small lots (~4,500 square feet) and house plans appropriate for the lot size. This project concept is expected to deliver an excellent value proposition for aging homeowners looking to downsize and young families looking for that first or second home. The Applicant believes this market segment is important to the community and is underserved in Central Point.



VI

**CONCLUSIONS OF LAW
PLAN AMENDMENT
(PRECAUTIONARY)**

In an abundance of caution, the Applicant herewith provides conclusions of law addressing the Comprehensive Plan amendment criteria. Applicant believes the City could properly interpret its Comprehensive Plan and development code to apply the requested zoning because the Evidence in Section II and the Findings of Fact in Section IV explain that the proposed TOD-LMR zoning district is an allowed zone in the TOD Corridor Plan designation. However, that evidence and findings also point up that the structure of the City's Plan results in some degree of ambiguity regarding the need for a Comprehensive Plan amendment in the context of the subject application requesting the TOD-LMR (R-2) zoning instead of a TOD-MMR (R-3) zone at the time of annexation. If the City (or the Courts on Appeal) were to conclude that a Comprehensive Plan amendment is required for the requested zone change, the Applicant herewith provides the following conclusions of law to be reached under each of the relevant substantive criteria which are recited verbatim and addressed below. The conclusions of law are supported by Applicants' evidentiary Exhibits at Section II and Findings of Fact in Section IV.

The Conclusions of Law below are structured as an amendment to change the Comprehensive Plan in a manner that allows TOD-LMR (R-2) on the subject property instead of TOD-MMR(R-3).

APPROVAL CRITERIA FOR COMPREHENSIVE PLAN AMENDMENT

**Chapter 17.96
COMPREHENSIVE PLAN AMENDMENT**

17.96.500 Approval criteria.

A recommendation or a decision to approve or to deny an application for an amendment to the comprehensive plan, or urban growth boundary shall be based on written findings and conclusions that address the following criteria:

- A. Approval of the request is consistent with the applicable statewide planning goals;

Conclusions of Law: The City herewith incorporate and adopt the below conclusions of law with respect to each applicable statewide planning goal, as follows:

Goal 1: Citizen Involvement

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process...*[balance omitted for brevity]*

Conclusions of Law: The City concludes the Comprehensive Plan Map amendment is quasi-judicial in nature and therefore citizen involvement is assured by and through application of the City's adopted and acknowledged procedures for the conduct and noticing of quasi-judicial reviews, including noticing and public hearings.



about the amendment would reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standards for facilities projected to meet adopted standards at the end of the planning period or worsen the performance of any facilities otherwise projected to exceed performance standards at the end of the planning period.

Goal 2: Land Use Planning

PART I – PLANNING

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions...*[balance omitted for brevity]*

Conclusions of Law: The City concludes that the subject application is quasi-judicial in nature and requires demonstration of compliance with predetermined criteria and approval of the requested plan map amendment requires substantial evidence to demonstrate each of the relevant criteria have been satisfied. The City herewith incorporates the balance of the conclusions of law addressing all other criteria applicable to the plan amendment, and concludes based thereupon, that adequate evidence exists in the application submittal and associated record to conclude all applicable criteria are satisfied.

The City further concludes that the requested plan amendment is a narrow one from the standpoint of map designations between two residential designations that allow many of the same uses but will permit a modestly lower residential density on the subject property.

Goal 3: Agricultural Lands

To preserve and maintain agricultural lands...*[balance omitted for brevity]*

Conclusions of Law: The City concludes the subject property is within its Urban Growth Boundary and is planned for urban residential use and is not, therefore, subject to Goal 3 protection.

Goal 4: Forest Lands

To conserve forest lands by maintaining the forest land base and to protect the state's forest economy by making possible economically efficient forest practices that assure the continuous growing and harvesting of forest tree species as the leading use on forest land consistent with sound management of soil, air, water, and fish and wildlife resources and to provide for recreational opportunities and agriculture...*(balance omitted for brevity)*

Conclusions of Law: The City concludes the subject property is within its UGB and is planned for urban residential use and the proposed amendment is not subject to Goal 4 protection.

Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces

To protect natural resources and conserve scenic and historic areas and open spaces...*[balance omitted for brevity]*

Conclusions of Law: The City concludes the subject property is not subject to any adopted Goal 5 protections and therefore the amendment from one residential designation to another will have no effect on the City's plan to achieve Goal 5. While not mapped on any identified inventories, a preliminary wetlands assessment indicates a portion of the site may contain wetlands in the area of the future Haskell Street extension; nothing about the plan amendment will alter the City's plans in its TSP to extend a higher order street in this location and the same will require further work to address this potential wetland issue.

Goal 6: Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state. All waste and process discharges from future development, when combined with such discharges from existing developments shall not threaten to violate, or violate applicable state or federal environmental quality statutes, rules and standards. With respect to the air, water and land resources of the applicable air sheds and river basins described or included in state environmental quality statutes, rules, standards and implementation plans, such discharges shall not (1) exceed the carrying capacity of such resources, considering long range needs; (2) degrade such resources; or (3) threaten the availability of such resources...*[balance omitted for brevity]*

Conclusions of Law: Based upon the Findings of Fact in Section IV, the City concludes that the proposed amendment will allow for single-family residential development which will be required to comply with agency permits (such as NPDES permits for stormwater) but the City and other agencies have standards in place to assure compliance and the development of the subject property and there is no evidence that the subject property is subject to unique circumstances that would be expected to make it infeasible to comply with applicable standards through the normal residential development review process.

Goal 7: Areas Subject to Natural Hazards

To protect people and property from natural hazards...*[balance omitted for brevity]*

Conclusions of Law: The City concludes that the subject property is not subject to any known specific natural hazards that require special planning or implementation measures except the general earthquake risks that exist in all of western Oregon and the same are adequately handled by applicable building codes.

Goal 8: Recreational Needs

To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts...*[balance omitted for brevity]*

Conclusions of Law: The City concludes the subject property has not been adopted into any local parks plans to achieve Goal 8. It is not known to contain any unique resources necessary to attain Goal 8 and the proposed amendment from one residential designation to another will have no appreciable impact on the City's ability to achieve Goal 8.

Goal 9: Economic Development

To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.

Comprehensive plans and policies shall contribute to a stable and healthy economy in all regions of the state. Such plans shall be based on inventories of areas suitable for increased economic growth and activity after taking into consideration the health of the current economic base; materials and energy availability and cost; labor market factors; educational and technical training programs; availability of key public facilities; necessary support facilities; current market forces; location relative to markets; availability of renewable and non-renewable resources; availability of land; and pollution control requirements...*[balance omitted for brevity]*

Conclusions of Law: The subject amendment concerns two categories of residential development, and based thereupon, the City concludes that the proposed amendment will have no meaningful effect on the City's ability to achieve Goal 9.



Goal 10: Housing

To provide for the housing needs of citizens of the state...*[balance omitted for brevity]*

Conclusions of Law: Based upon the evidence and the Finding of Fact in Section IV, the City concludes as follows with respect to Goal 10:

- The land use pattern around the subject property is different from the pattern that existed when the site was contemplated for R-3 zoning (and later TOD-MMR). The site (together with the Quillen property to the south) is surrounded by single-family development and the TOD-LMR zoning represents a designation that will still supply needed housing at appropriate densities.
- The City concludes that the actual delivered housing unit difference is expected to be on the order of 12 fewer dwelling units which is a negligible reduction in the context of the City's entire UGB.
- Ultimately, the City concludes that this amendment is beneficial because it is expected to supply needed housing now rather than forcing a zoning designation the property owner does not want in the hopes that some future development may result in a small number of additional dwellings on the subject property. The Council concludes that it is has been many years since the City has amended its UGB for residential lands, and while currently underway, completion of that process is still several years in the future. Planning for the total UGB-wide housing needs can and must be fulfilled through that process. However, in the immediate term, the City is experiencing shortfalls of just the type of housing the Applicant wishes to construct and approval of the amendment herein is expected to deliver housing for which current needs exist.

Goal 11: Public Facilities and Services

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development...*[balance omitted for brevity]*

Conclusions of Law: Based upon the Evidence in Section II and the Findings of Fact in Section IV, the City concludes the proposed amendment is located in an area where water, sewer, storm drainage, and streets are readily available to the property and future development can feasibly utilize such facilities. Moreover, the Council observes that the TOD-LMR designation would be expected to demand slightly less in the way of public facilities than would the TOD-MMR designation.

Goal 12: Transportation

To provide and encourage a safe, convenient and economic transportation system...*[balance omitted for brevity]*

Conclusions of Law: The City concludes that OAR 660 Division 012 implements Goal 12 and OAR 660-012-0060 sets forth specific regulations for comprehensive plan map amendments and zone changes. The City herewith incorporates and adopts its conclusions of law addressing TPR herein above and based upon the same concludes that no significant impacts to the transportation system will occur as a result of the amendment. The City further concludes that TOD-LMR (R-2) would be expected to generate slightly fewer trips



than would be generated under TOD-MMR (R-3) and this is another reason to conclude significant impacts to the transportation system are not expected.

Goal 13: Energy Conservation

To conserve energy...*[balance omitted for brevity]*

Conclusions of Law: The City concludes that the change between slightly different residential designations is such that the City's land use planning for energy conservation will be little affected by the proposed amendment.

Goal 14: Urbanization

To provide for an orderly and efficient transition from rural to urban land use, to accommodate urban population and urban employment inside urban growth boundaries, to ensure efficient use of land, and to provide for livable communities...*[balance omitted for brevity]*

Conclusions of Law: The City concludes the proposed amendment concerns a map designation change between residential categories with similar allowed uses. The City concludes the proposed TOD-LMR designation is slightly less dense than the TOD-MMR zone but that it is still urban in nature and the actual expected yield difference between the two zones is approximately 12 units which is a nominal difference in the context of compliance with Goal 14 on citywide basis.

Summary Conclusions of Law: In sum, the City concludes the proposed amendment from TOD-MMR (R-3) to TOD-LMR (R-2) is consistent in all ways with the Statewide Planning Goals.

B. Approval of the request is consistent with the Central Point comprehensive plan;

Conclusions of Law: The City concludes criteria that require general compliance with the Comprehensive Plan does not automatically transform all the Goals and Policies of the Comprehensive Plan into decisional criteria for a quasi-judicial land use application, *see Bennett vs. The City of Dallas*. The City has reviewed its Comprehensive Plan and it finds that the language and context of only the following goals and policies are intended to function as approval criteria for the subject application:

Housing Element Conclusion #1 Policy 2:

Provide for a range of housing types, styles, and costs, including single-family homes, condominiums, rental housing and mobile homes.

The City concludes this policy is a sort of restatement of Goal 10 requirements to plan for a range of housing types and price ranges. The proposed amendments will not preclude advancement of this policy. The City TOD-LMR district still allows for multiple housing types and the stated intent of the Applicant is to supply housing at a price point (for new housing) that is very limited in Central Point that will provide more options for younger families looking for their first or second home and older residents looking to downsize.

Land Use Element Policy 5:

Continue to ensure that long-range planning and zoning reflects the need to locate the highest densities and greatest numbers of residents in the closest possible proximity to shopping, employment, major public facilities, and public transportation corridors.



The City concludes that this policy is a major reason why this amendment is now appropriate. When the subject property was contemplated for the R-3 zoning, there was substantially more employment land planned nearby to the north (almost twice the acreage). That area is now primarily zoned residential instead. As such, advancement of this policy, can be better achieved as part of the legislative UGB review for housing to locate larger high density areas nearer to areas where expanding (rather than contracting) employment areas are planned and allow this property to meet current market needs for smaller single-family development. Moreover, because of the Railroad, the subject site is over half a mile from practical physical access to the nearest RVT route.

- C. For urban growth boundary amendments findings demonstrate that adequate public services and transportation networks to serve the property are either available, or identified for construction in the city's public facilities master plans (major and minor amendments); and

Conclusions of Law: The City concludes the proposed amendment does not concern a UGB amendment.

- D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule.

Conclusions of Law: The City herewith incorporates and adopts the above conclusions of law below conclusions of law addressing the Transportation Planning Rule under the zone change criteria. The Council further concludes that a significant effect on the transportation system is not expected where the amendment involves a modest reduction of residential density from TOD-MMR to TOD-LMR because the trip generation potential is expected to go down.

VII

SUMMARY OF APPLICANTS' STIPULATIONS

Applicants herewith agree to stipulate to the following, which they agree to observe if the same are attached as conditions to approval of the subject site plan review application:

Stipulation 1: *[RESERVED- The applicant did not identify the need for specific stipulations for the subject application but may supplement the initially submitted findings with certain stipulations if the same are found to be necessary during the course of the review process]*



VIII

ULTIMATE CONCLUSIONS; DECISION

Based upon the record and the foregoing findings of fact and conclusions of law, it is concluded that the applications for Annexation and Zone Change are consistent with the requirements of all of the relevant substantive approval criteria which have been addressed hereinabove. It is further concluded that if a Comprehensive Plan Amendment is determined to be necessary by the City (or by the Courts on Appeal) the proposal can be found to comply with all relevant City of Central Point criteria for Comprehensive Plan amendment as provided as a precautionary submittal herein above.

Respectfully submitted on behalf of Applicants and Property Owners.

CSA Planning, Ltd.



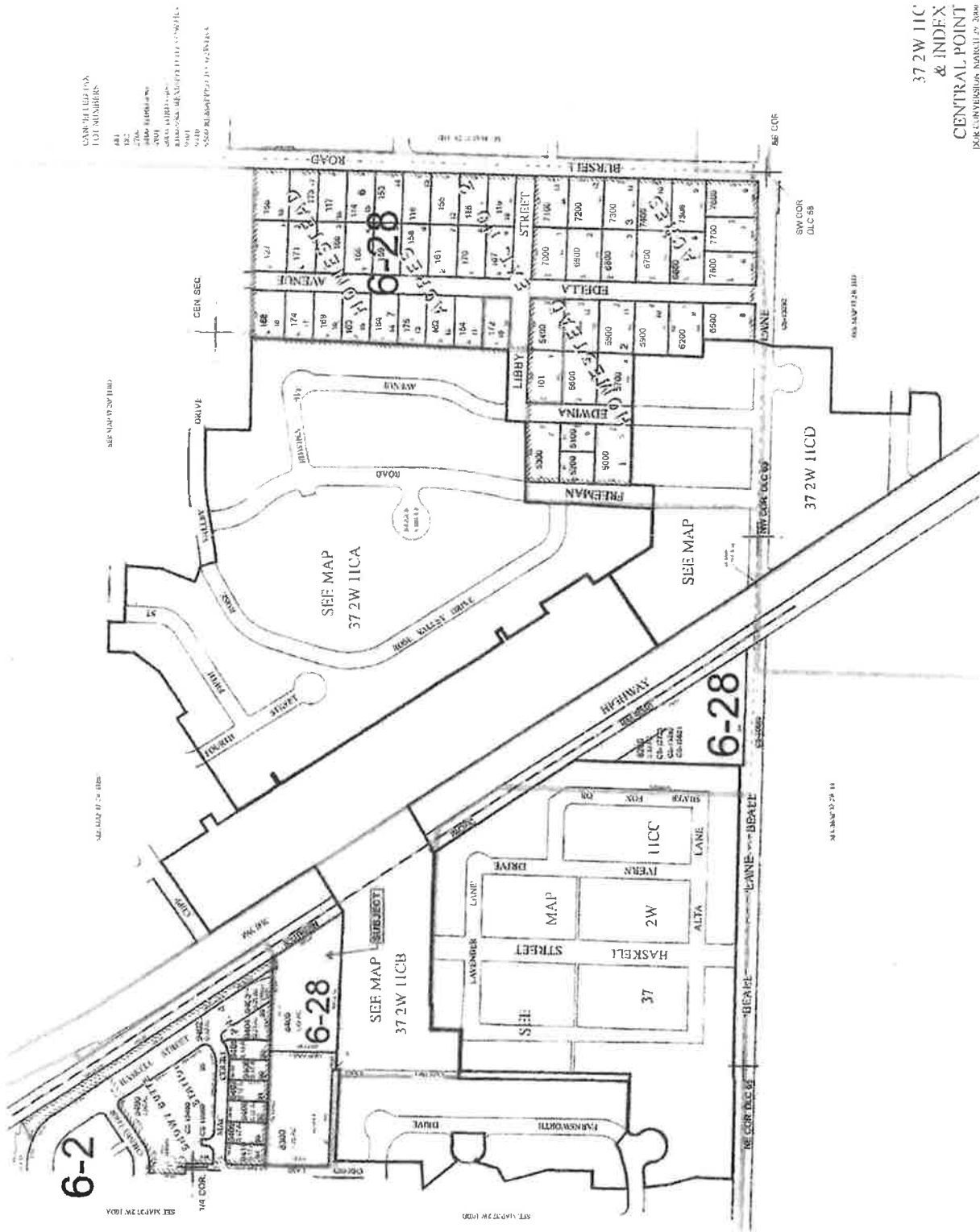
Jay Harland
Principal

May 9, 2017

37 2W 11C
& INDEX
CENTRAL POINT

EXHIBIT 3

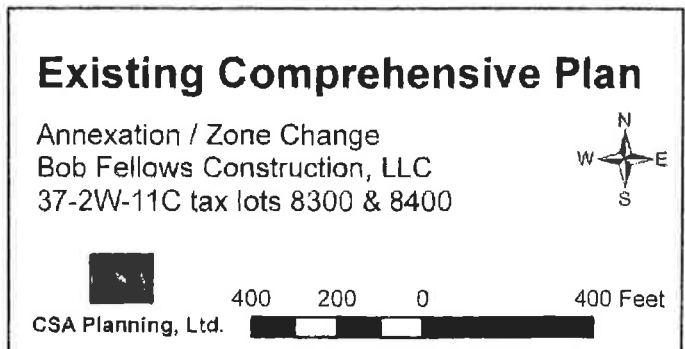
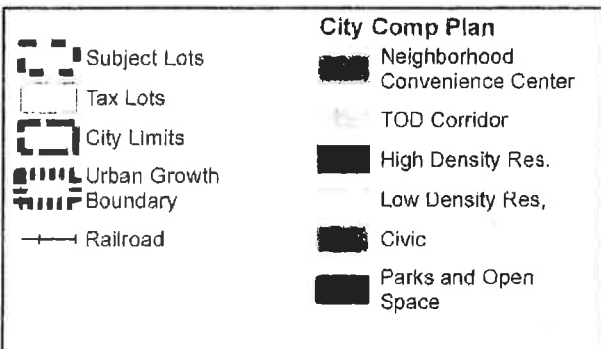
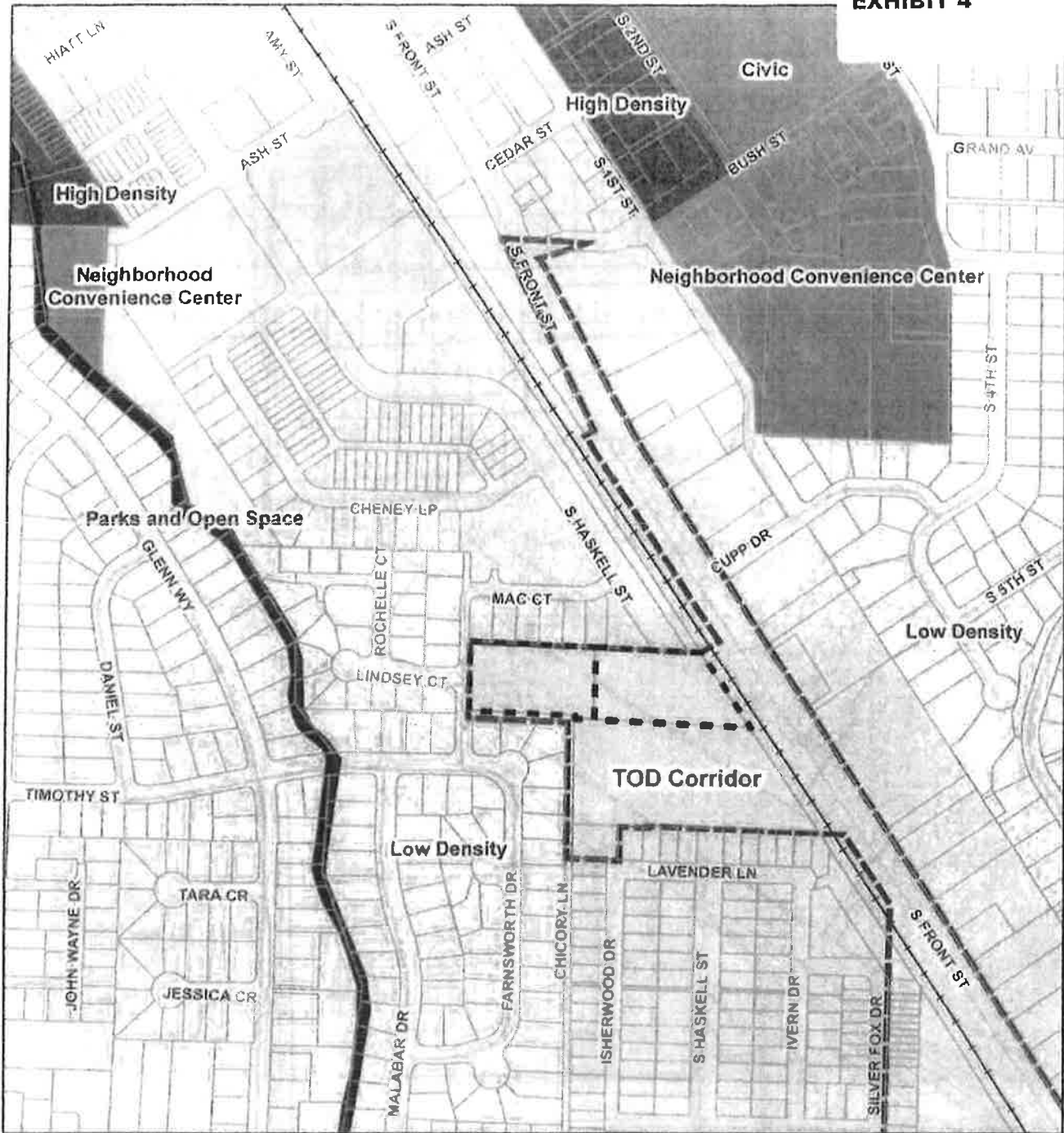
S. W. 1/4, SEC. 11, T. 37S., R. 2W., W.M.
JACKSON COUNTY
1" = 200'



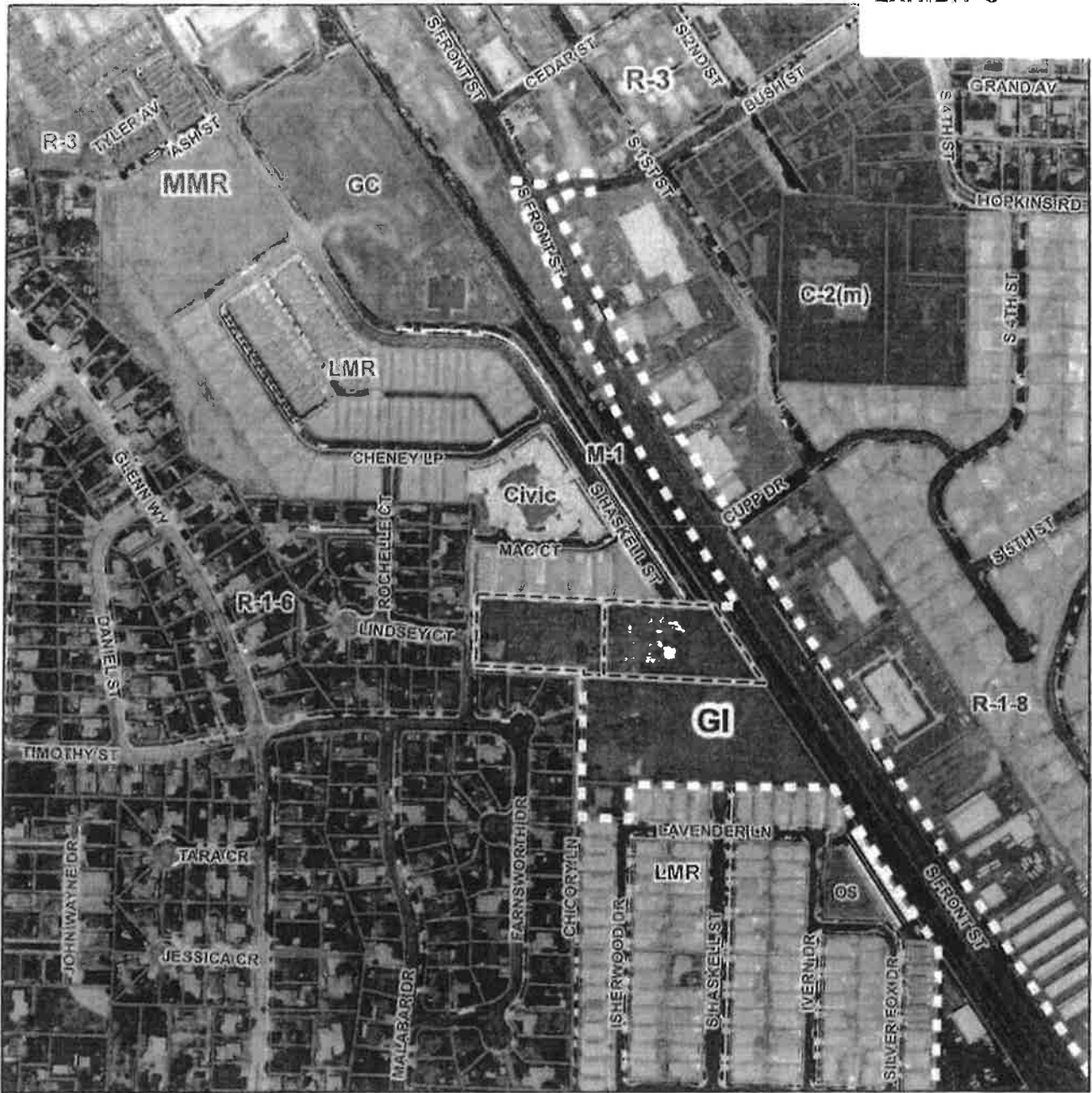
37 2W 11C
& INDEX
CENTRAL POINT
DATE COMPILED: MARCH 27, 2008
BY: J. J. JONES

PLAT ASSIGNED TO THIS
PLAT FOR RECORD

GIS DATA
01/28/2010 3:48:55 PM MCGRAWHILL



04-27-2017 Source: CSA Planning, Ltd; Jackson County GIS; City of Central Point GIS



City Zoning	
	Subject Lots
	City Limits
	Tax Lots
	Railroad
County Zoning	
	C-2(m)
	Civic
	GC
	LMR
	M-1
	MMR
	OS
	R-1-6
	R-1-8
	R-3

2012 Aerial

Existing Zoning on Aerial

Annexation / Zone Change
 Bob Fellows Construction, LLC
 37-2W-11C tax lots 8300 & 8400

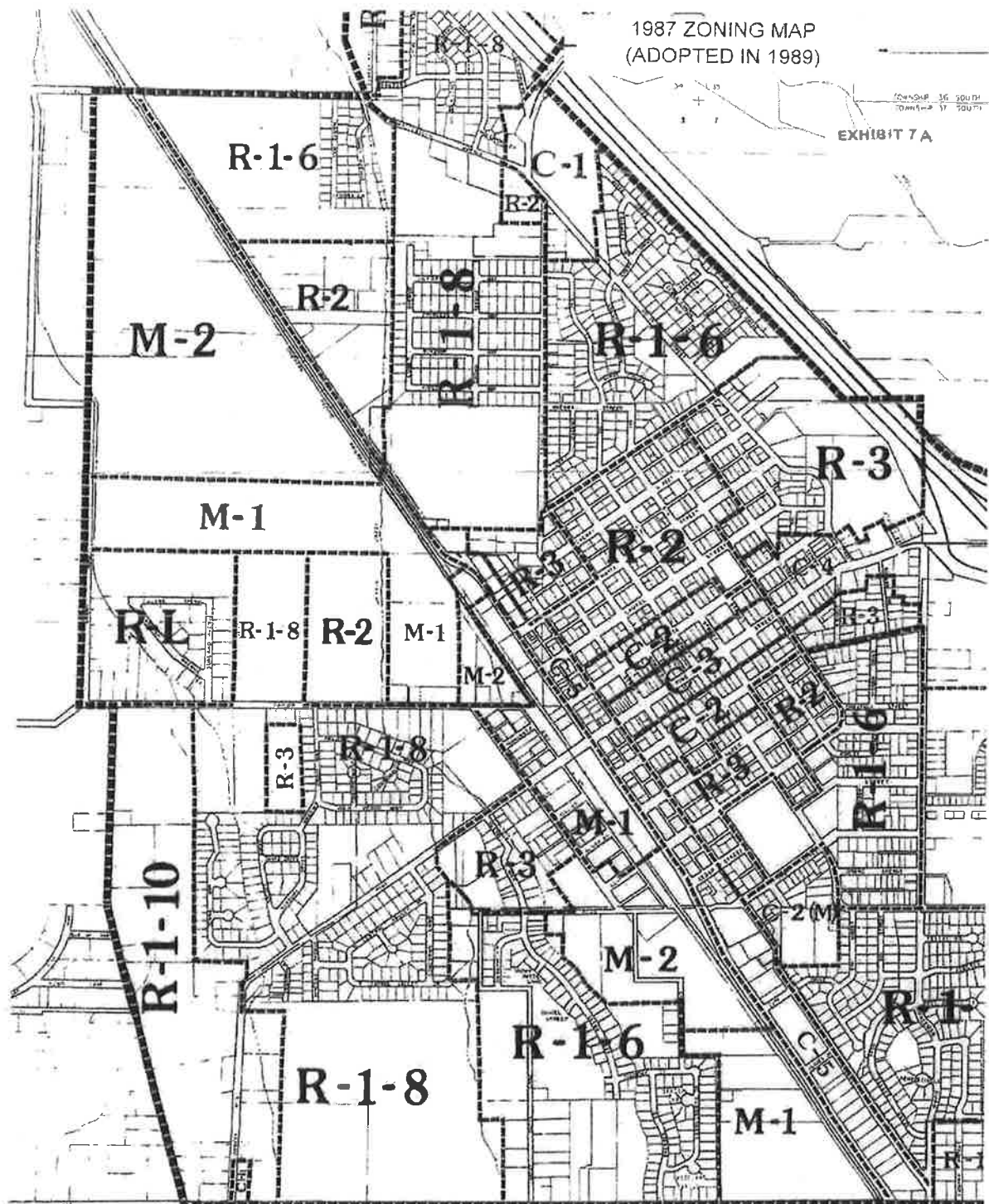
400 200 0 400 Feet

CSA Planning, Ltd.

04-27-2017 Source: CSA Planning, Ltd.; Jackson County GIS; City of Central Point GIS

1987 ZONING MAP
(ADOPTED IN 1989)

EXHIBIT 7A



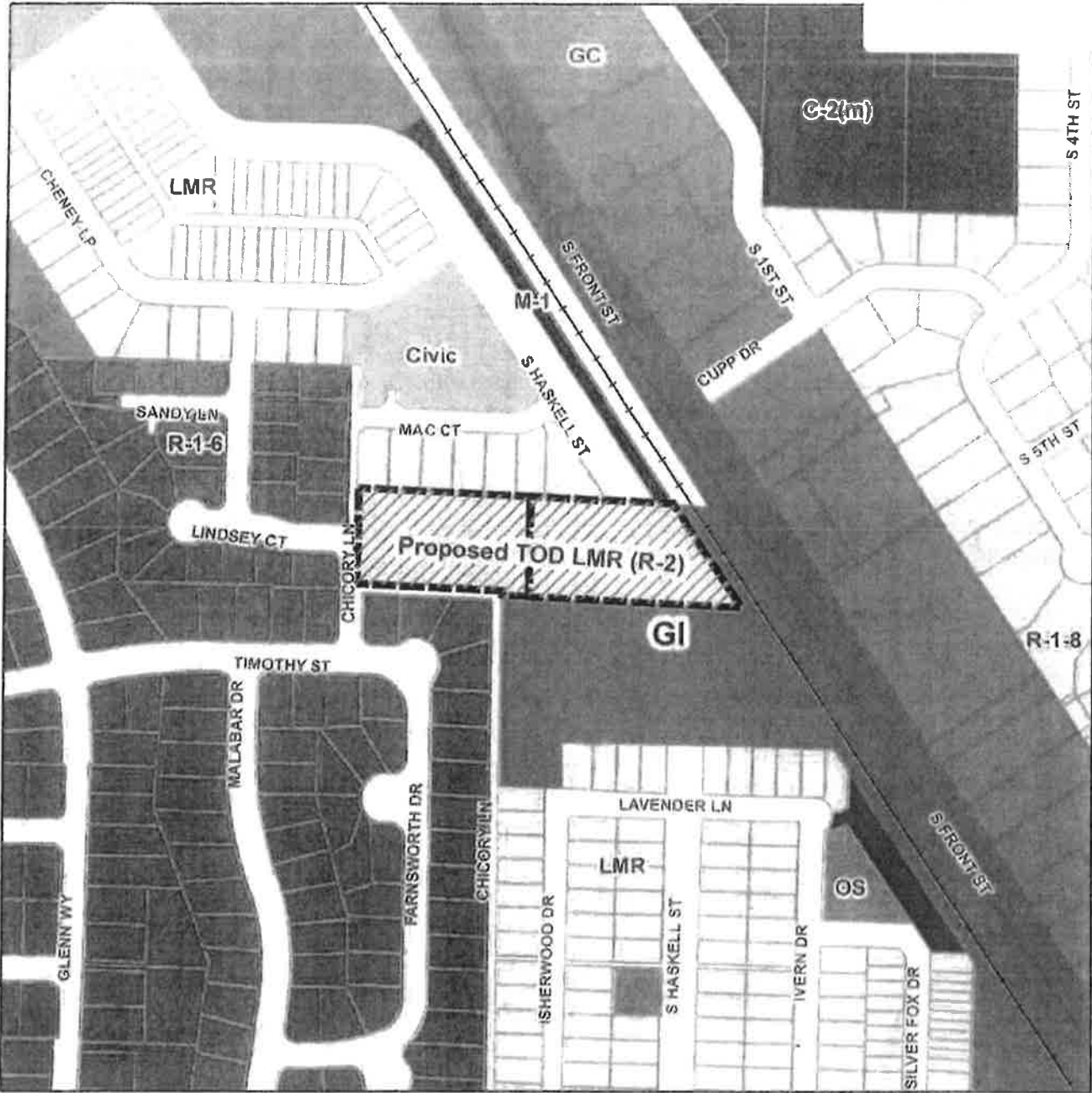
ADOPTED VIA RESOLUTION NO. 1415
BY CENTRAL POINT CITY COUNCIL
ON 3/12/89
Proposed 11/3/87















City of
Central Point
ZONING MAP

- R-1 - RESIDENTIAL LOW-DENSITY
- R-1-6 - RESIDENTIAL SINGLE-FAMILY (6,000 sq. ft.)
- R-1-8 - RESIDENTIAL SINGLE-FAMILY (8,000 sq. ft.)
- R-1-10 - RESIDENTIAL SINGLE-FAMILY (10,000 sq. ft.)
- R-2 - RESIDENTIAL TWO-FAMILY
- R-3 - RESIDENTIAL MULTIPLE-FAMILY
- C-1 - NEIGHBORHOOD CONVENIENCE SHOPPING
- C-2 - COMMERCIAL-PROFESSIONAL
- C-3 - DOWNTOWN BUSINESS DISTRICT
- C-4 - TOURIST AND OFFICE-PROFESSIONAL
- C-5 - THOROUGHFARE COMMERCIAL
- I-1 - INDUSTRIAL
- M-1 - GENERAL INDUSTRIAL
- M-2 - DEAR CREEK GREENWAY
- BCC




* C-2(M) Zone pertains in the Concept Plan for hospital-related medical office development, as discussed on page 112-113 of the Comprehensive Plan.

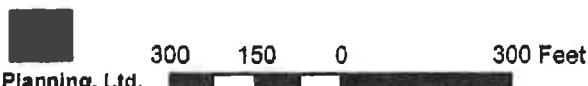


	Subject Lots	City Zoning
	Tax Lots	 C-2(m)
	Railroad	 Civic
	County Zoning	 EC
		 GC
		 LMR
		 M-1
		 MMR
		 OS
		 R-1-6
		 R-1-8

Proposed Zoning Map

Annexation / Zone Change
 Bob Fellows Construction, LLC
 37-2W-11C tax lots 8300 & 8400





300 150 0 300 Feet

CSA Planning, Ltd.

04-27-2017 Source: CSA Planning, L.P.; Jackson County GIS; City of Central Point GIS

AN ORDINANCE AMENDING THE CENTRAL POINT COMPREHENSIVE PLAN FOR
AREA # 2**RECITALS:**

1. The City of Central Point ("City") is authorized under Oregon Revised Statute (ORS) Chapter 197 to prepare and adopt comprehensive plans and implementing ordinances consistent with the Statewide Land Use Planning Goals.

2. The City has coordinated its planning efforts with the State in accordance with ORS 197.040(2)(e) and OAR 660-030-0060 to assure compliance with goals and compatibility with City and County Comprehensive Plans.

3. Pursuant to authority granted by the City charter and the Oregon Revised Statutes, the City has determined to amend the *Central Point Comprehensive Plan and Zoning Map* which was originally adopted on August 29, 1980, and has been amended at various times since then.

4. Pursuant to the requirements set forth in CPMC Chapter 1.24 and Chapter 17.96, the City has conducted the following duly advertised public hearings to consider the proposed amendments:

- (a) Citizen's Advisory Committee hearing on February 26, 1998.
- (b) Planning Commission hearings on May 5th and May 19th, 1998.
- (c) City Council hearing on August 6, 1998.
- (d) Accepted written comments through September 11, 1998

Now, therefore;

THE PEOPLE OF THE CITY OF CENTRAL POINT, OREGON, DO ORDAIN AS FOLLOWS:

Section 1. At its public hearing on August 6, 1998, the City Council received the findings of the Citizen's Advisory Committee and the Planning Commission, reviewed the City Staff Report, and received public testimony from all interested persons. Furthermore, written comments were accepted by the City through September 11, 1998. Based upon all the information received, the City Council adopts the findings of fact and conclusions of law set forth by City Staff, and based upon the same, the City Council finds that there is sufficient public need and justification for the proposed changes, and the proposed changes are hereby adopted entirely.

Section 2. The City Comprehensive Plan and Zoning Map are hereby amended as set forth on Exhibits "A" & "B", including all maps and attachments to such exhibits, which are attached hereto and by this reference incorporated herein.

Section 3. The City Administrator is directed to conduct post acknowledgment procedures defined in ORS 197.610 et seq. upon adoption of the Comprehensive Plan Amendment and changes to the Zoning Map.

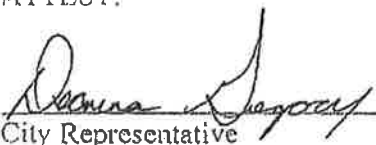
Section 4. This update being necessary for the immediate preservation of the public health, safety and welfare of the City of Central Point, Oregon, and based upon the need to conclude associated comprehensive plan amendment procedures, second reading of this ordinance is hereby waived and an emergency is declared to exist, and this ordinance shall be in full force and effect immediately upon its passage by the Council and approval by the Mayor.

Passed by the Council and signed by me in authentication of its passage this 18th day of September, 1998.



Mayor Rusty McGrath

ATTEST:



City Representative

Approved by me this 18th day of September, 1998.



Mayor Rusty McGrath

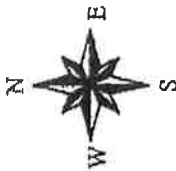
2 - Ordinance No. 1793 (091798)








EXHIBIT A

Comprehensive Plan amendments include the redistribution of certain land uses within the Urban Growth Boundary and Comprehensive Plan text amendments to reflect the proposed redistribution of land uses. Zoning Map changes are consistent with the new land use designations. The land use or map amendments are described as follows for Area # 2:

Change the land use designation and zoning of Area 2 on the attached map from Light Industrial (M-1) to Low Density Residential (R-1-6), High Density Residential (R-3) and General Commercial (C-4).

AREA 2



-  Tax Lot Boundary
-  New Development
-  Text Street Names
-  Central Oregon & Pacific Railroad
-  M-1 to R-1
-  M-1 to C-4
-  M-1 to R-3



155 South Second Street
 Central Point, Oregon 97502
 (541) 664-3321
 (541) 664-4384
 E-Mail: cporegon@cdsinter.net



10.3.1.028

EXHIBIT B

PROPOSED CHANGES TO THE CENTRAL POINT COMPREHENSIVE PLAN

ENVIRONMENTAL MANAGEMENT (SECTION VI)

HISTORY OF CENTRAL POINT

THE RAILROAD

The impact of the railroad on the community ~~has been~~ *was significant in the past*. It was primarily responsible for the short life of the Old Central Point and the new direction of community growth and development ~~after~~ *since* the 1880s. The railroad ~~is still very~~ *remains* important to the wood products industry and other industries located along it ~~but to a lesser extent today than in the past, and will continue to be.~~

POLICIES FOR NOISE REDUCTION

Policies:

3. The City shall ~~rely heavily on~~ *require property owners to master plan the* land use and design of new developments to control and minimize noise through such requirements as site orientation, buffering, distance separation, insulation, or other design features.

ECONOMICS (SECTION IX)

PLANNING AND REGULATION

Policies:

2. Continue to emphasize the need to maximize the potential of major existing facilities that represent major public investments, but are presently under-utilized. (Emphasis on railroad, highway 99, ~~and~~ the I-5 Freeway ~~and the airport~~ related to industrial development, and Pine Street/Head Road for commercial, office-professional and tourist development.) Pg. IX-24

ENERGY UTILIZATION & CONSERVATION (SECTION X)

4 - TRANSPORTATION-RELATED ENERGY CONSERVATION

Goal:

Policies:

- c. The City will continue to plan for new industrial development *but rather than limit development to land that is located adjacent to rail facilities, and the City will also encourage industrial development in the vicinity of highways and airports* ~~energy efficient rail freight transport.~~ Pg.X-21

CIRCULATION/TRANSPORTATION (SECTION XI)

OTHER FACILITIES

RAILROAD

Paragraphs 1 & 2

The *Central Oregon & Pacific Railroad* (formerly Southern Pacific Railway) serves the Central Point area and parallels Highway 99 through the community. The railroad played a key role in the City's development during the late 1800s and into this century. The original City grid pattern of streets was laid out shortly after the rail line was built.

The railroad no longer provides passenger service to Central Point or the Rogue Valley, the Central Point depot is not longer in existence. However, the rail facilities still play a ~~significant~~ role in the area's economy and serve the industries that are located along its route, mostly within the present City limits. ~~Previous studies have indicated that the rail facilities that exist are not being used to their maximum potential. Also, recent changes in rail rates for shipping products have made rail usage more competitive with truck transport.~~

Policies:

15. ~~Maximize~~ *Retain* the industrial potential of the existing *industrial land uses* along railroad facilities as proposed in this Comprehensive Plan.

CORRECTIVE MEASURES TO SPECIFIC PROBLEMS

REDUCTION OF NOISE

A summary of some of the major considerations are:

Ensuring that ~~no~~ residential neighborhoods *that* are located ~~immediately~~ adjacent to the railroad right-of-way *satisfy safety requirements and accepted industry standards for noise mitigation.*

LAND USE (SECTION XII)

RESIDENTIAL LAND USE

Policies:

10. *Where residential development is proposed on parcels adjacent to a railroad, a sub-area master plan will be required by the City which could result in subsequent rezoning or other acceptable methods to provide effective land use buffering and minimize threats to safety and/or quality of life for local residents.*

INDUSTRIAL LAND USE

Policies:

1. ~~Maximize the~~ Retain existing industrial development ~~potential of~~ along the Highway 99/~~Southern Pacific~~ railroad corridor through the City by providing ~~sites for industrial development along the corridor to meet the needs to the year 2000, including adequate flexibility for industrial expansion. beyond 2000.~~

PLANNING DEPARTMENT MEMORANDUM

DATE: May 19, 1998

TO: Central Point Planning Commission

FROM: Tom Humphrey, Planning Director

SUBJECT: Planning Department Response to Correspondence Received from DLCD & ODOT

The following is a discussion and analysis of the letters Central Point has received from two State agencies regarding the proposed City-wide plan amendments and zone changes being contemplated. Staff will attempt to address each issue as it is presented in the letters received and then provide the Commission with evidence to enable you to arrive at a decision.

Discussion

DLCD Correspondence

The first statement made by DLCD staff is that *industrial, commercial and residential acreages need to "balance" so that the city continues to have a twenty year supply of land for each use. Statewide Planning Goals 9, 10 and 14 are cited as the legislative requirements for a twenty year supply and it is pointed out that Central Point's proposal will decrease the amount of industrial land by 104 acres and increase both commercial land (by 32 acres) and residential land by 94 acres. The state asks that justification be provided to ensure the City will have enough of a land use mix to meet future employment needs with its industrial and commercial land inventory (as defined by Oregon Administrative Rule 660-09-0250) and future housing needs (as defined by OAR 660-08-010). The belief is that failing to balance jobs and housing will lead to an increase in work-related vehicle trips and the corresponding failure to meet regional transportation objectives.*

There are no specific statements in any of the Goals regarding the "balance" DLCD discusses however Goal 9 does encourage municipalities to *provide an adequate supply of sites of suitable sizes, types and locations for a variety of industrial and commercial uses consistent with plan policies. For nearly twenty years the City of Central Point has regularly experienced, residential prosperity ... not shared by the commercial and industrial sectors ... A major objective of this (Comp) Plan is to promote a greater emphasis on commercial and industrial growth ... (refer to Central Point Comprehensive Plan, Economics Page IX-14).* The land use designations that the City is now proposing to change were created in the 1980's. Of the three land use categories, the industrial land has been the slowest to develop and in most cases has been farmed or remained vacant throughout the planning period. Recent attempts to develop industrial land west of Interstate 5 have met with significant local opposition.

In contrast, the City has received two separate requests in the last 60 days to annex a total of 50 acres of industrially designated land east of I-5 for immediate development. It is the City's conviction that the potential for marketing industrial land east of I-5 (and in the vicinity of the airport) is greater than it is west of I-5 in spite of the land's proximity to the railroad. In response to OAR 660-09-015, the City has not only *identified industrial and commercial sites (in Area #3) that could reasonably be expected to locate or expand in the planning area ... and likely to be needed*, but has identified sites for which there is now a development demand. The letter from Bear Creek Orchards, Inc. (which was read into the public record on May 5, 1998) also substantiates the City's analysis and findings.

Over the years, Jackson County has received authorization from the State to develop the White City industrial complex which is also served by the railroad. Heavier industrial uses have found the area more desirable due to the number of large vacant parcels with ample infrastructure and no municipal taxes. When viewed in a regional and historic context, Central Point has an *adequate supply* of industrially designated land and a net reduction of 104 acres does not materially diminish this supply. In fact, DLCD has previously stated to City staff that light industry often generates higher numbers of employees than heavy industrial uses.

The RVMPO Regional Transportation Plan, prepared by David Evans and Associates, Inc. speaks to the issue of regional land use development patterns (RVMPO RTP, Page XIII-1). The Plan states that, *evaluations and research conducted in Oregon and elsewhere suggests that a mix of land uses involving residential and commercial activity in adjoining areas can contribute to lower travel demand than a development scheme with more widely-separated uses*. This is one of the reasons the City wishes to develop residential land in closer proximity to its downtown commercial business district and is also proposing small-scale commercial uses near prospective residential subdivisions in Areas 1 and 4. It should be noted that industrial land uses generate fewer vehicle trips than do commercial uses (reference the OTE Manual). Therefore the balance between residential and commercial uses is more significant in terms of lowering travel demand than the balance between residential and industrial uses. There is a 3:1 ratio between the residential and commercial zone changes being proposed.

DLCD staff have identified Area 1 as perhaps *one of the best sites in the region for rail-oriented industrial development*. The reasons given to substantiate this claim include the area's size; proximity to state highways and the Central Oregon & Pacific Railroad; and the site meets *federal and state air quality standards*. The Oregon Rail Freight Plan is cited twice to emphasize the value that can be added to rail-served industrial land and the inherent compatibility problems created by residential uses located adjacent to railroad tracks. Parallel streets and buffers are recommended in the Freight Plan.

DLCD does not elaborate upon its air quality statement but it can be assumed they are referring to PM10 (Particulate Matter) related issues as opposed to CO (Carbon Monoxide). The Rogue Valley COG has Air Quality Modeling "Grids" which identify PM 10 Exceedences in Medford and west of White City (refer to RVCOG map). Projections to the year 2015 show no significant deterioration within the grid area west of White City but do add several grids to the Medford core area.

City staff would argue that there are various other rail-oriented industrial sites, particularly in White City which meet federal and state air quality standards and are equally, if not more valuable for development. After speaking with Central Oregon & Pacific General Manager Bill Libby, it was confirmed that the COP's service to the Rogue Valley is increasing in support of bulk commodities or for loads longer than those permitted on highways. Historically, lumber and wood products have been the principal commodities, however support manufacturing products such as glue, resin, wood chips, methanol, propane and cement are also transported into the region. COP's Central Point clients are the mill and Grange CO-OP. The Rail carrier has most recently added new clients Certainteed and BOC Gases to its service in White City. The COP comes off its main line at Tolo for daily service to White City.

The last item raised by DLCD involved the Transportation Planning Rule, regional objectives and the traffic analysis performed by the Rogue Valley COG. The concerns expressed have to do with the effect land use changes will have on the number and length of automobile trips and whether changes will make it more difficult for the region to meet its VMT (Vehicle Miles Traveled) objectives.

As the Commission is aware, Hardey Engineering & Associates performed a Transportation Impact Study which was submitted at the last meeting. Excerpts from this study are included in the Commission packet and the conclusions are similar to those of the COG EMME/2 model analysis. Hardey states that, based on the results of their analysis, they *believe that the proposed zone changes decrease the overload on the surrounding street system in comparison to the existing zoning (Page 6)*. Furthermore, *all intersections are expected to operate at better levels of service under the proposed zone change (refer to Table on Page 5)*.

ODOT Correspondence

ODOT responded to the Hardey TIS, have no concerns with the amendment to Policy 9 of the City/County Urban Growth Boundary Policy Agreement, and concur with the engineering analysis. They have concurred with the discussion of *Rail Issues* raised by Jim Hinman of DLCD but are primarily concerned that the City recognize that once rail-oriented industrial sites are gone, they cannot be replaced.

Conclusion

The issues raised by the State are not complex but require analysis and evidence to justify the City's decision. The Commission may receive additional testimony at the public hearing which could support or result in the modification of this proposal. If you believe the issues raised have been adequately dealt with, the public hearing may be closed and a decision (recommendation) rendered.

ORDINANCE NO. 1815

**AN ORDINANCE AMENDING THE CENTRAL POINT COMPREHENSIVE PLAN
AND ZONING CODE TEXT AND MAPS TO CREATE A TRANSIT-ORIENTED
DEVELOPMENT (TOD) DISTRICT AND TOD CORRIDOR DISTRICT**

RECITALS:

1. The City of Central Point ("City") is authorized under Oregon Revised Statute (ORS) Chapter 197 to prepare and adopt comprehensive plans and implementing ordinances consistent with the Statewide Land Use Planning Goals.

2. The City has coordinated its planning efforts with the State in accordance with ORS 197.040(2)(e) and OAR 660-030-0060 to assure compliance with goals and compatibility with City and County Comprehensive Plans.

3. Pursuant to authority granted by the City charter and the Oregon Revised Statutes, the City has determined to amend the *Central Point Comprehensive Plan and Zoning Map* which was originally adopted on August 29, 1980, and has been amended at various times since then.

4. Pursuant to the requirements set forth in CPMC Chapter 1.24 and Chapter 17.96, the City has conducted the following duly advertised public hearings to consider the proposed amendments:

- (a) Citizen's Advisory Committee hearing on August 29, 2000.
- (b) Planning Commission hearings on September 19 and October 3, 2000.
- (c) City Council hearings on October 26, November 16 and 30, 2000.

Now, therefore;**THE PEOPLE OF THE CITY OF CENTRAL POINT, OREGON, DO ORDAIN AS FOLLOWS:**

Section 1. At its public hearing on November 30, 2000, the City Council received the findings of the Citizen's Advisory Committee and the Planning Commission, received the City Staff Report, and received public testimony from all interested persons. Based upon all the information received, the City Council adopts the findings and conclusions set forth in the TOD CPA/ZC Proposal, Applicable Review Criteria, and based upon the same, the City Council finds that there is sufficient public need and justification for the proposed changes, and the proposed changes are hereby adopted entirely.

Section 2. The City Comprehensive Plan and Zoning Map are hereby amended as set forth on Exhibit "A" the Central Point TOD Design Requirements and Guidelines, with changes through November 30, 2000 including all maps and attachments to said exhibit, which are attached hereto and by this reference incorporated herein.

1 - Ordinance No. 1815 (113000)

Section 3. The City Administrator is directed to conduct post acknowledgment procedures defined in ORS 197.610 et seq. upon adoption of the Comprehensive Plan Amendment and changes to the Zoning Map.

Passed by the Council and signed by me in authentication of its passage this 14th day of Dec., 2000.


Mayor Bill Walton

ATTEST:


City Representative

Approved by me this 14th day of December, 2000.


Mayor Bill Walton

2 - Ordinance No. 1815 (113000)

Central Point TOD Design Requirements and Guidelines

- **A Comprehensive Plan Amendment**
- **A Zoning Code Text and Map Amendment**

**DRAFT
9/17/00**



RESOLUTION NO. _____

A RESOLUTION AFFIRMING THAT THE TOD-CORRIDOR LAND USE DESIGNATION IS SUFFICIENTLY CLEAR IN ITS SCOPE OF ALLOWED USES TO SUPPORT A ZONE CHANGE FROM TOD-MMR TO TOD-LMR

WHEREAS, on December 14, 2000 by Ordinance No. 1815 the City Council adopted the Central Point TOD Design Requirements and Guidelines; and

WHEREAS, Ordinance No. 1815 included a Comprehensive Plan Amendment (Exhibit ‘A’) which created the TOD-Corridor land use designation; and

WHEREAS, the Staff Report, dated October 12, 2017 and attached findings of fact establish past City Council action and compliance with rules governing Comprehensive Plan Amendment; and

WHEREAS, the City has a pending application to change zoning within the TOD-Corridor;

NOW, THEREFORE, THE CITY OF CENTRAL POINT RESOLVES AS FOLLOWS, that the City Council affirms the TOD-Corridor Land Use Designation is Sufficiently Clear in its Scope of Allowed Uses to Support a Zone Change from TOD-MMR to TOD-LMR.

BE IT FURTHER RESOLVED that the City Council directs the City Manager and the Community Development Department to use the Land Use Summary Tables from Ordinance No. 1815 and from the Comprehensive Plan to evaluate zoning and zoning change compatibility.

PASSED by the City Council and signed by me in authentication of its passage this _____ day of _____, 2017.

Mayor Hank Williams

ATTEST:

City Recorder

Ordinance

Zone Change Amendment (Fellows Project)



STAFF REPORT
 October 12, 2017

AGENDA ITEM: File No. ZC-17001

Consideration of a Zone (map) Change application from TOD Corridor Medium-Mix Residential (TOD-MMR) to TOD Corridor Low-Mix Residential (TOD-LMR) for 3.64 acres of property located at 3428 and 3470 Chicory Lane. The Property is identified on the Jackson County Assessor’s map as 37S 2W 11C, Tax Lots 8300 & 8400. **Applicant:** Bob Fellows Construction, LLC **Agent:** JCSA Planning, Ltd.

STAFF SOURCE:

Tom Humphrey AICP, Community Development Director

BACKGROUND:

The Applicant has requested a minor Zone Change for property that is in the UGB and has recently been annexed into the City. This application was submitted concurrently with an application for Annexation (ANNEX-17001) and Comprehensive Plan Amendment (File No. CPA-17002). In considering the zone change there are three (3) components which need to be addressed:

- 1. Comprehensive Land Use Plan Compatibility.** The current Land Use Plan designation for the Property is TOD Corridor, (see Comprehensive Plan application, File No. CPA-17002), which allows those uses as illustrated in the following table¹:

Table 2	
Land Use Summary – TOD Corridor	
Existing Comprehensive Plan and Zoning Designations	Optional TOD Corridor Comprehensive Plan and Zoning Designations
Residential	
R-1-8 – Residential, Single Family District (8,000 sq. ft. min. lot size)	TOD-MMR – Medium-Mix Residential
R-2 – Residential, Two Family District (6,000 sq. ft. min. lot size)	TOD-LMR – Medium-Mix Residential
R-3 – Residential, Multiple Family District (6,000 sq. ft. min. lot size)	TOD-MMR – Medium-Mix Residential
Commercial	
C-2 – Commercial-Professional	TOD-HMR – High-Mix Residential
C-3 – Downtown Business District	TOD-EC – Employment Commercial
C-4 – Tourist and Office Professional District	TOD-EC – Employment Commercial
C-5 – Thoroughfare Commercial District	TOD-GC – General Commercial
Industrial	
M-1 – Industrial District	TOD-GC – General Commercial
M-2 – Industrial General District	TOD-GC – General Commercial

¹ Ordinance No. 1815, Table 2 of Exhibit A

Comment: The current (TOD-MMR/R-3) and proposed (TOD-LMR/R-2) zoning are both consistent with the TOD Corridor land use designation. Per Table 2, the proposed zone change is compatible with the land uses set forth in the Comprehensive Plan.

- 2. Committed Residential Density.** The City of Central Point participates in the Greater Bear Creek Valley Regional Plan, a land-use planning effort undertaken by several cities in the Rogue Valley. The Regional Plan is incorporated as an element in the City’s Comprehensive Plan, and establishes goals and policies which affect future urban development. The Regional Plan Element lists performance indicators to determine the level of compliance with the Regional Plan. One performance indicator is 4.1.5 Committed Residential Density, which states that land currently within a UGB but outside existing City Limits, shall be built to a minimum residential density of 6.9 units per gross acre³.

Table 1.3 Proposed New Density, 2017-2037²

Land Use Classification	New Minimum Gross Density	Gross Vacant Residential Acres Needed	Minimum Build-Out (Du's)
VLRes	1.00	13	13
LRes	4.00	151	605
MRes	8.00	50	403
HRes	20.00	38	756
Average Density	7.05	252	1,777

Table 1.3.A Adjusted New Density, 2017-2037

Land Use Classification	New Minimum Gross Density	Gross Vacant Residential Acres Needed	Minimum Build-Out (Du's)
VLRes	1.00	13	13
LRes	4.00	155	619
MRes	8.00	47	374
HRes	20.00	38	756
Average Density	6.99	253	1,762

Comment: The Minimum Average Gross Density standard applies only to vacant lands within the City’s urban area and is calculated on an average density basis. The above tables use the minimum densities and existing vacant residential acreage to analyze the impact of rezoning the Property. As illustrated in Table 1.3, the adjustment the 3.64 acres for the subject Property in the Medium Residential and Low Residential zones still exceeds the City’s overall average density goal of 6.9 units per gross acre. The Applicant has demonstrated that the decrease in density due to the zone change will not significantly affect the City’s ability to uphold its commitment to a residential density of 6.9 units per acre.

- 3. Traffic Impact.** The subject property is currently designated General Industrial (GI) per Jackson County zoning maps, and is planned to assume the land use designation of TOD-MMR/R-3 zoning once annexed into the City. The Applicant is proposing a city zone change to TOD-LMR/R-2, a lower density residential zone, to more easily accommodate a subdivision for single-family dwelling units. Per the City’s requirements for Zone Change and Comprehensive Plan Amendment, a Traffic Impact Analysis (TIA) is required as part of the application(s).

Comment: Per the findings in the TIA, the nature of the zone change to decrease density requirements will not have an appreciable difference on traffic generation or impact, and may even alleviate projected traffic concerns (Attachment “B”). Adequate public services and transportation networks are available to serve the Property at the highest intensity its use.

² Proposed Housing Element, 2017-2037

³ City of Central Point Regional Plan Element, 4.1.5

ISSUES:

On September 5, 2017, a letter was received from Housing Land Advocates and the Fair Housing Council of Oregon (Attachment “E”), requiring more evidentiary support to demonstrate the application’s compliance with Statewide Planning Goal 10. Under CPMC Chapter 17.10.400, a recommendation or a decision to approve, approve with conditions or to deny an application for a zoning text or map amendment shall be based on written findings and conclusions that address applicable statewide planning goals *for major amendments only*. In the case of minor amendments such as this application, findings and conclusions need only be consistent with the Central Point comprehensive plan.

However, in response to this letter, the City is providing additional evidence using data from the Buildable Lands Inventory (Table 3) and from the Proposed Housing Element (Attachment “F”) to analyze the impact of the proposed zone change on the number of needed housing units and the residential land supply.

A) Residential Land Supply. Housing construction and historical data in Central Point indicate that detached single-family dwelling units have been the preferred housing type. As illustrated in Table 3, nearly 80% of all housing constructed in Central Point since the 1980’s has consisted of single-family detached housing. You will note that the City complicated this trend by allowing single-family detached homes to be constructed in higher density zones. The City corrected this issue in 2006 by prohibiting single-family detached dwellings in higher density zones. Comparing Table 3 with Tables 6.2 and 6.3 in Attachment F there is a noticeable reduction in SFR percentages between 2006 -2016. There is also a noticeable increase in apartment units, 295 of which have been approved recently and are not reflected in the inventory.

Table 3 – Buildable Land Inventory

City of Central Point Housing Construction by Housing Type and Zoning, City Limits 1980-2016											
Zoning	1980									Total Housing Units	% of Total
	Dwelling Units										
	SFR Detached	SFR Attached	Duplex	Triplex	MFR	Mobile Home	Mobile Home Park	Care Facility			
R-L	30	-	-	-	-	-	-	-	-	30	1%
R-1-10	71	-	-	-	-	-	-	-	-	71	2%
R-1-8	896	-	-	-	-	2	-	-	-	898	21%
R-1-6	1,145	-	-	-	-	3	-	-	-	1,148	27%
R-2	426	4	68	-	-	-	-	-	-	498	12%
R-3	334	-	171	12	222	65	221	-	-	1,025	24%
LMR	370	4	12	-	-	-	-	-	-	386	9%
MMR	113	12	2	-	75	-	-	15	-	217	5%
HMR	-	16	-	-	10	-	-	-	-	26	1%
Dwelling Units	3,385	36	253	12	307	70	221	15		4,299	
Percentage of Total	78.7%	0.8%	5.9%	0.3%	7.1%	1.6%	5.1%	0.3%			100%

Comment: Although the City has designated the subject property for medium-mix residential density development, the areas north and south of the subject site have developed as part of *Transit-Oriented* Master Plans offering a variety of housing types (i.e. single family attached, row houses, apartments and single-family detached dwellings. Development of the subject site is also critical to neighborhood connectivity (Haskell Street Extension) which the lower density construction will more readily facilitate.

B) Needed Housing Units. Per the proposed Housing Element, it is estimated that 1,780 new dwelling units will be needed to accommodate the projected population growth. At an average density of 6.9 units per gross acre, the City will need an estimated 260 acres of gross residential land. This land classification and distribution is dictated in the proposed Housing Element (Attachment F”).

Comment: Chapter 8 of the Proposed Housing Element contains multiple tables (8.1 to 8.5) that itemize the City’s Urban Land Inventory by Land Use, Zoning, Buildable Land and Vacant Residential Land. It should be noted that the City has a *surplus* of vacant land designated for high density residential development and the greatest *shortage* for low density residential land. The proposed zone change from TOD-MMR to TOD-LMR will not result in a significant shortage of residential land supply for medium or high density development.

To address the affordability question raised by the Fair Housing Council, the Housing Element makes the argument that *housing affordability will continue to be an impediment for many households, improving and declining as a function of the economy. Housing affordability is not an issue that the City can effectively influence other than as a participant in the development of regional strategies addressing affordability.*

The City does have control over a very critical resource in the affordability equation – the availability of vacant land necessary to meet market demand for housing. The primary objective of this Housing Element is the continued assurance that sufficient land is available for housing and that zoning standards are flexible and take into account all housing types.

CONDITIONS OF APPROVAL:

A recommendation to approve a minor amendment may include conditions and, in this case, staff advises that approval of the zone change be contingent upon approval of the Comprehensive Plan amendment.

ATTACHMENTS:

- Attachment “A” – Existing Comprehensive Plan Map and Proposed Zoning Map
- Attachment “B” – Traffic Findings, S. O. Transportation Engineering, LLC, July 10, 2017
- Attachment “C” – Applicant’s Findings of Fact, May 5, 2017
- Attachment “D” – Applicant’s Supplemental Statement and Findings, July 6, 2017
- Attachment “E” – Fair Housing Council Correspondence, September 5, 2017
- Attachment “F” – Proposed Housing Element 2017-2037, Chapters 6 and 8
- Attachment “G” – Resolution No. 846
- Attachment “H” – Citizen Correspondence, September 13, 2017
- Attachment “I” – Ordinance No. _____. An Ordinance Amending The Central Point Zoning Map On Tax Lots 8300 and 8400 of 37S 2W 11C (3.64 Acres) from TOD-Corridor, Medium Mix Residential (TOD-MMR), to TOD-Corridor, Low-Mix Residential (TOD-LMR)

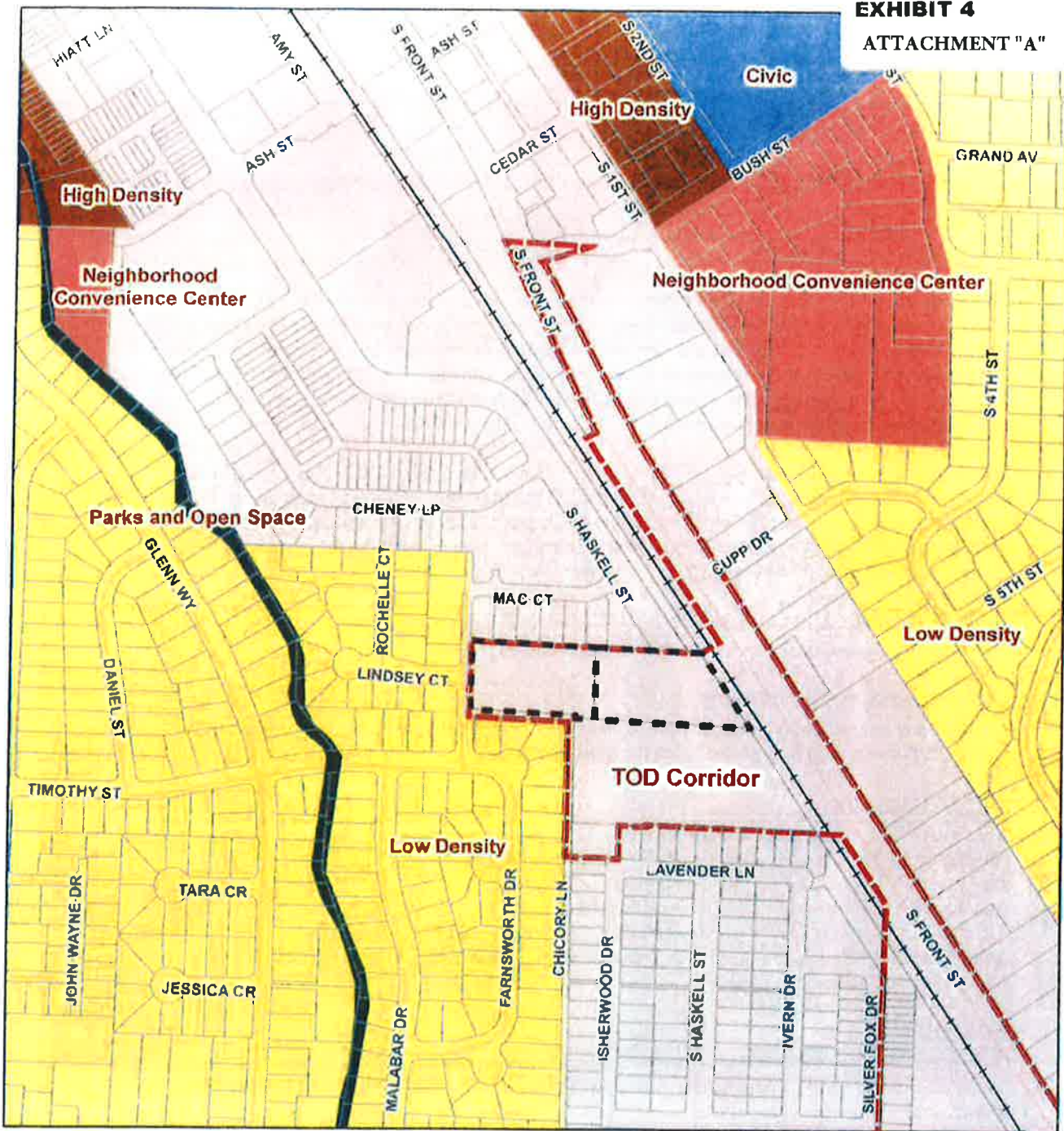
ACTION:












Open public hearing and consider the proposed amendment to the Zoning Map, close public hearing and 1) forward the ordinance to a second reading, 2) make revisions and forward the ordinance to a second reading or 3) deny the ordinance.

RECOMMENDATION:

Discuss ordinance proposal and forward ordinance and amendments to a second reading.


EXHIBIT 4
ATTACHMENT "A"




	Subject Lots		City Comp Plan Neighborhood Convenience Center
	Tax Lots		TOD Corridor
	City Limits		High Density Res.
	Urban Growth Boundary		Low Density Res.
	Railroad		Civic
			Parks and Open Space

Existing Comprehensive Plan

Annexation / Zone Change
Bob Fellows Construction, LLC
37-2W-11C tax lots 8300 & 8400





CSA Planning, Ltd.


04-27-2017 Source: CSA Planning, Ltd; Jackson County GIS; City of Central Point GIS




	Subject Lots	City Zoning
	Tax Lots	 C-2(m)
	Railroad	 Civic
	County Zoning	 EC
		 GC
		 LMR
		 M-1
		 MMR
		 OS
		 R-1-6
		 R-1-8

Proposed Zoning Map

Annexation / Zone Change
 Bob Fellows Construction, LLC
 37-2W-11C tax lots 8300 & 8400





CSA Planning, Ltd.

04-27-2017 Source: CSA Planning, Ltd.; Jackson County GIS; City of Central Point GIS

Southern Oregon Transportation Engineering, LLC

319 Eastwood Drive - Medford, Or. 97504 - Phone (541) 608-9923 - Email: Kwkp1@Q.com

July 10, 2017

Matt Samitore, Public Works Director
City of Central Point
140 South Third Street
Central Point, Oregon 97502

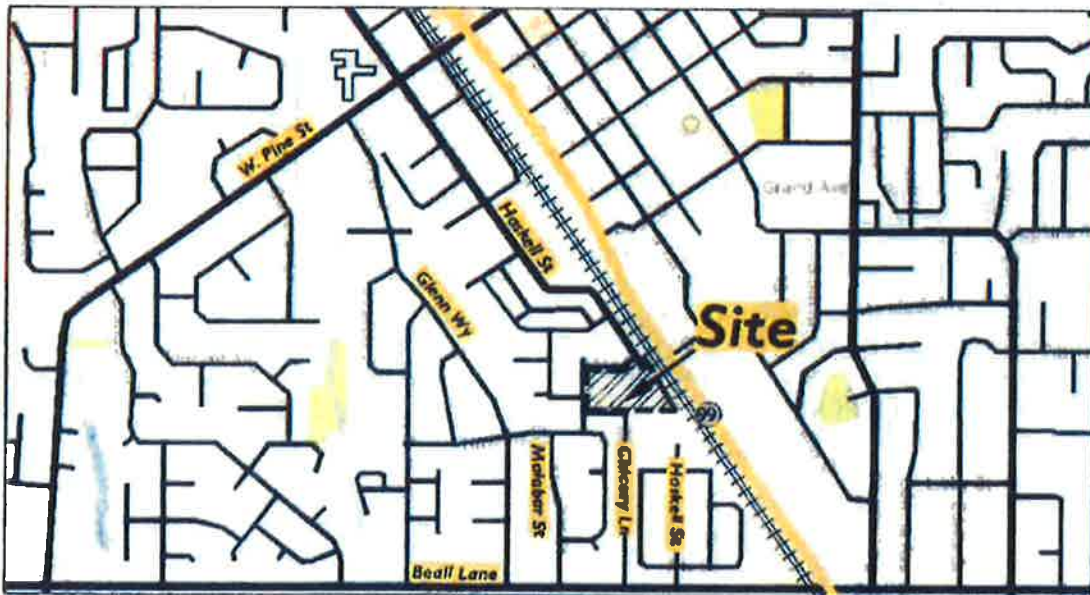
RE: Fellows Annexation Traffic Analysis

Dear Matt,

Southern Oregon Transportation Engineering, LLC prepared a limited traffic analysis for a proposed annexation, comprehensive plan map amendment, and zone change on property located east of Chicory Lane and south of Haskell Street on Township 37S Range 2W Section 11C tax lots 8300 and 8400.

Background

Access to the subject property is provided from Chicory Lane and Haskell Street. Haskell Street is the higher order street that provides connectivity to W. Pine Street to the north. Other lower order streets around the site provide alternate connectivity to both the north and south.



Malabar Street, Glenn Way, and Chicory Lane west of the site are all two-lane local streets with curb and gutter. Chicory Lane is unimproved north of Lindsey Court and is an alley south of the property. Haskell Street is a two-lane collector with curb and gutter in the vicinity of the site and terminates at the northeast corner of the property. Sidewalks and a park row will be added along the subject property frontage as part of development, connecting pedestrian facilities to the north and south on Haskell

Street. The nearest higher order intersection with Haskell Street is currently its intersection with W. Pine Street to the north. In the future, Haskell Street will extend to the south where it connects to Beall Lane, but at this time the only higher order intersection is Haskell Street and W. Pine Street. This intersection experiences its largest spike in traffic during the a.m. peak hour as a result of commuter traffic and school traffic from Mae Richardson Elementary occurring simultaneously Monday through Friday. As a result of this, the a.m. peak hour was used as the critical peak hour in the analysis.

Year 2017 No-Build Intersection Operations

Manual traffic counts were gathered in late February of 2017 at the study area intersection of Haskell Street and W. Pine Street. Counts were gathered during the a.m. peak period (7:00-9:00 a.m.) for three consecutive weekdays in an effort to capture a morning commute with heavy school traffic. Manual counts were also gathered on Pine Street at OR 99 (Front Street) during the a.m. peak period and at Haskell Street and W. Pine Street during an extended p.m. peak period (2:00-6:00 p.m.) to capture both school traffic and the commuter peak. All counts were seasonally adjusted to reflect peak conditions and then evaluated to determine how facilities currently operate. Results were prepared in an earlier analysis for the Creekside Apartments (March of 2017) and are unchanged for this analysis. They are summarized in Table 1.

Table 1 – Year 2017 No-Build Intersection Operations

Intersection	Jurisdiction	Performance Standard	Traffic Control	Year 2017 No-Build A.M. Peak	Year 2017 No-Build P.M. Peak
Haskell Street / W. Pine Street	City of Central Point	LOS D	Signal	C, 21.1 sec	A, 9.2 sec

LOS = Level of Service, sec = seconds

Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show the intersection of Haskell Street and Pine Street operating at a level of service (LOS) “C” under existing year 2017 no-build conditions during a.m. peak hour, which is shown to be significantly worse than the LOS “A” operation during the p.m. peak hour. Both operations are within the City’s LOS “D” performance standard, but this verifies that the a.m. peak hour is the critical peak hour of the day. Refer to the attachments for synchro output sheets.

Year 2017 No-Build Queuing and Blocking

Queuing is the stacking up of vehicles for a given lane movement, and it can have a significant effect on roadway safety and the overall operation of a transportation system. Long queue lengths in through lanes can block access to turn lanes, driveways, and minor street approaches, as well as spill back into upstream intersections. As a result of this, the estimation of queue lengths is an important aspect of the analysis process for determining how a transportation corridor operates.

Queue lengths are reported as the average, maximum, or 95th percentile queue length. The 95th percentile queue length is used for design purposes and is the queue length reported in this analysis. Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths for a previous analysis for the Creekside Apartments (March of 2017) and are unchanged in this analysis. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 2 for applicable movements during the a.m. and p.m. peak hours.

Table 2 – Year 2017 No-Build 95th Percentile Queue Lengths

Intersection Movement	Available Link Distance (Feet)	95 th Percentile Queue Length AM (feet)	95 th Percentile Queue Length PM (feet)
<u>Haskell Street / W. Pine Street</u>			
Southbound Left	375	<i>750*</i>	150
Southbound Through/Right	150	<i>175*</i>	50
Northbound Left/Through/Right	525	100*	50
Eastbound Left	150	<i>175*</i>	50
Eastbound Through/Right	425	<i>675*</i>	175
Westbound Left	150	75	100
Westbound Through	375	200	250
Westbound Right	275	125	100

Note: Exceeded queue lengths are shown in bold, italic

* Queue lengths affected by downstream congestion at Pine Street / OR 99

Results of the queuing analysis show many exceeded queue lengths occurring under existing conditions during the a.m. peak hour as a result of downstream queuing on Pine Street at OR 99 (Front Street). In watching traffic in the field and verifying through model simulations, the eastbound traffic volume on Pine Street at OR 99 exceeds the single lane capacity provided, and the amount of green time for that movement cannot support the demand. This results in a queue length that backs up through the railroad crossing, Amy Street, and Haskell Street for approximately twenty minutes of the a.m. peak period. When this occurs, the southbound left, eastbound through, and northbound right turn movements at Haskell Street and W. Pine Street have no place to go when they have a green light. In order to properly show this, we evaluated the intersection of Haskell Street and W. Pine Street as an isolated intersection. The queuing results are shown in Table 3.

Table 3 – Year 2017 No-Build 95th Percentile Queue Lengths – Haskell / W. Pine Isolated

Intersection Movement	Available Link Distance (Feet)	95 th Percentile Queue Length AM (feet)	Exceeded
<u>Haskell Street / W. Pine Street</u>			
Southbound Left	375	250	No
Southbound Through/Right	150	50	No
Northbound Left/Through/Right	525	75	No
Eastbound Left	150	125	No
Eastbound Through/Right	425	250	No
Westbound Left	150	75	No
Westbound Through	375	150	No
Westbound Right	275	100	No

Note: Exceeded queue lengths are shown in bold, italic

What is shown in Table 3 is that the intersection of Haskell Street and W. Pine Street does not have exceeded queue lengths during the a.m. peak hour when it isn't impacted by downstream queue lengths. The green splits provided for traffic movements are sufficient to handle the spike in traffic that occurs when school traffic and commuter traffic mix. The southbound left turn and eastbound through queue lengths are still shown to be long, but this is expected during the peak period, and both continue to stay within their available link distances. This confirms that the problem on the system is occurring downstream at Pine Street and OR 99.

Traffic signal timing adjustments were explored at the intersection of Pine Street and OR 99, but were not shown to solve the capacity problem occurring during the a.m. peak hour. The solution is to

provide two eastbound through lanes on Pine Street between Haskell Street and S. 2nd Street. When two travel lanes are provided, the eastbound queue on Pine Street at OR 99 does not back up and impact the intersection of Haskell Street and W. Pine Street. Table 4 summarizes queue lengths with mitigation in place.

Table 4 – Year 2017 No-Build 95th Percentile Queue Lengths – Mitigated

Intersection Movement	Available Link Distance (Feet)	95th Percentile Queue Length AM (feet)	Exceeded
<i>Haskell Street / W. Pine Street</i>			
Southbound Left	375	275	No
Southbound Through/Right	150	75	No
Northbound Left/Through/Right	525	75	No
Eastbound Left	150	100	No
Eastbound Through/Right	425	250	No
Westbound Left	150	75	No
Westbound Through	375	150	No
Westbound Right	275	100	No

Note: Exceeded queue lengths are shown in bold, italic

As can be seen in Table 4, when two travel lanes are provided eastbound on Pine Street at OR 99, queue lengths at the Haskell Street and W. Pine Street are similar to those that were shown as an isolated intersection, which means that they aren't affected by downstream queuing. This mitigation was previously shown to be required in the year 2000 Central Point Transit Oriented Development Traffic Impact Study prepared by JRH Transportation. This study evaluated the need and benefit of a third railroad crossing at Twin Creeks to the north, which reduces traffic on Haskell Street and preserves future capacity at the intersection with W. Pine Street. Construction of this third railroad crossing is scheduled for completion by November of 2017, which will occur before the proposed 50-unit Creekside Apartments development builds out. For this reason, the year 2018 no-build and build analyses in this report assume re-routing of traffic from Haskell Street to OR 99 through the Twin Creeks railroad crossing, consistent with what was shown to occur in model runs provided for the JRH study.

Crash History

Crash data for the most recent 5-year period was provided from ODOT's Crash Analysis Unit. Results were provided for the period of January 1st, 2011 through December 31st, 2015.

Intersection safety is generally evaluated by determining the crash rate in terms of crashes per Million Entering Vehicles (MEV) at intersections or Million Vehicle Miles (MVM) for segments. The details of crash data are examined to identify any patterns that could be attributable to geometric or operational deficiencies. A crash rate higher than the ODOT published 90th percentile rate or trends of a specific type of crash may indicate the need for further investigation along a corridor.

Data at the study area intersection of Haskell Street and W. Pine Street showed ten collisions within a 5-year period. Tables 5 and 6 provide a summary of results. Crash data is provided in the attachments.

Table 5 - Study Area Intersection Crash Rates, 2011-2015

Intersection	2011	2012	2013	2014	2015	Total Crashes	AADT	Crash Rate	ODOT 90th %
Haskell Street / W. Pine Street	0	1	2	5	2	10	14,900	0.37	0.860

Table 6 - Crash History by Type, 2011-2015

Intersection	Collision Type					Severity		
	Rear-End	Turning/Angle	Fixed Object	Other	Ped/Bike	Non-Injury	Injury	Fatal
Haskell Street / W. Pine Street	3	6	1	0	0	10	0	0

There were ten reported collisions at the study area intersection of Haskell Street and W. Pine Street within a five year period. Six of the ten collisions were turning collisions, which is common at intersections with permissive movements because drivers are required to yield and often do not. Three of the ten were rear-end collisions, all of which occurred during either the a.m. or p.m. peak periods likely as a result of congestion. None of the collisions resulted in injury. There were no pedestrian or bicyclist related collisions, nor were there any fatalities.

The number of collisions at Haskell Street and W. Pine Street show an average of two per year, which is not considered excessive especially considering the high traffic spikes that are shown to occur during peak periods, but more importantly, the severity of collisions is low which reduces the safety concern. The intersection crash rate is significantly less than the ODOT published 90th percentile crash rate, which is used as a measure to determine whether further investigation should be taken. Based on all of this, no further investigation is shown to be necessary.

Design Year 2018 No-Build Conditions

Design year 2018 no-build conditions represent development build year conditions for the study area without consideration of proposed development trips. This condition is evaluated to determine how a study area will be impacted by area background growth. An annual growth rate was developed for traffic movements from the ODOT Future Volumes Table. Two locations were evaluated and averaged, which included OR 99 at Beall Lane and OR 99 at Scenic Ave. The average corresponding growth rate was 1.5% of growth per year through the future year 2035. Design year 2018 no-build conditions for this analysis also included re-routed trips from a third railroad crossing at Twin Creeks and in-process development trips from the previously approved Creekside Apartments. A spreadsheet with growth calculations and volume development is provided in the attachments.

Design Year 2018 No-Build Intersection Operations

The intersection of Haskell Street and W. Pine Street was evaluated under design year 2018 no-build conditions during the a.m. peak hour to evaluate impacts from background growth, re-routing of trips through the planned third railroad crossing at Twin Creeks, and additional development on Haskell Street. A mitigated scenario (additional eastbound lane on W. Pine Street) was also evaluated for comparison purposes. Results of both scenarios are summarized in Table 7.

Table 7 - Design Year 2018 No-Build Intersection Operations

Intersection	Jurisdiction	Performance Standard	Traffic Control	AM Peak No-Build	AM Peak Mitigated
Haskell Street / Pine Street	City of Central Point	LOS D	Signal	B, 17.0 sec	B, 17.6 sec

LOS = Level of Service, sec = seconds

Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show the intersection of Haskell Street and W. Pine Street continues to operate acceptably under design year 2018 no-build scenarios with and without mitigation on W. Pine Street, but the additional eastbound lane does reduce congestion considerably, which can be seen in the queuing analysis below. Refer to the attachments for synchro output sheets.

Design Year 2018 No-Build Queuing and Blocking

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths at Haskell Street and W. Pine Street under design year 2018 no-build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 8 for applicable movements during the a.m. peak hour under no-build and mitigated no-build conditions.

Table 8 – Design Year 2018 No-Build 95th Percentile Queue Lengths – AM Peak Hour

Intersection Movement	Available Link Distance (Feet)	95 th Percentile Queue Length AM No-Build	95 th Percentile Queue Length AM Mitigated
<u>Haskell Street / W. Pine Street</u>			
Southbound Left	375	<i>450*</i>	275
Southbound Through/Right	150	75	50
Northbound Left/Through/Right	525	100	75
Eastbound Left	150	<i>100*</i>	100
Eastbound Through/Right	425	<i>700*</i>	275
Westbound Left	150	100	75
Westbound Through	375	175	150
Westbound Right	275	100	100

Note: Exceeded queue lengths are shown in bold, italic

* Queue lengths affected by downstream congestion at Pine Street / OR 99

As can be seen in Table 8, queue lengths continue to exceed link distances along W. Pine Street between Haskell Street and OR 99 in the eastbound direction (and southbound on Haskell Street as a direct result of the eastbound queue length) even with consideration of the third railroad crossing at Twin Creeks under design year 2018 no-build conditions. With consideration of an additional eastbound through lane on W. Pine Street east of Haskell Street (mitigated condition), all queue lengths are shown to stay within their available link distances during the a.m. peak hour. Full queuing and blocking reports are provided in the attachments.

Trip Generation

Trip generation calculations for proposed development trips were prepared utilizing the Institute of Transportation Engineers (ITE) *Trip Generation* 9th edition. The ITE rate was used for land use code 210 – Single Family Residential. All trips were considered new trips to the transportation system. A summary is provided in Table 9.

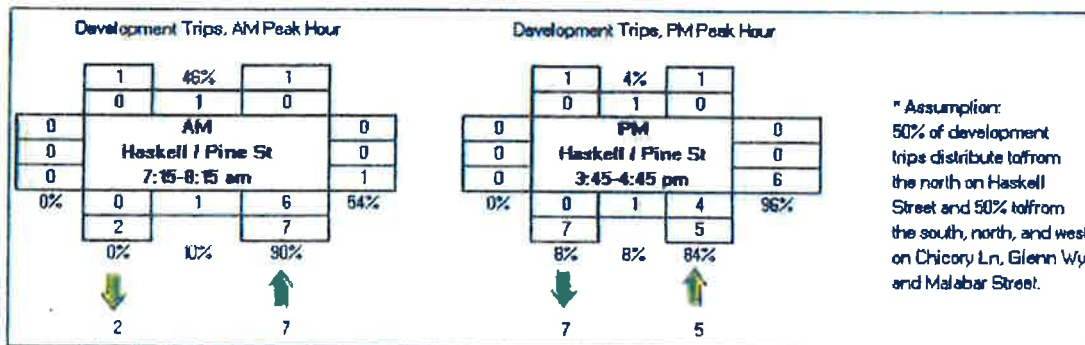
Table 9 – Development Trip Generations

Land Use	Unit	Size	AM Rate	AM Peak Hour			PM Rate	PM Peak Hour		
				Total	(In)	(Out)		Total	(In)	(Out)
210 – Single Family Residential	DU	23	0.75	17	4	13	1.00	23	14	9
Net New Trips				17	4	13		23	14	9

DU = dwelling unit

Trip Distribution and Assignment

Development trips were assumed to distribute a little over 50% to/from the north on Haskell Street. The remaining 50% was assumed to distribute to surrounding local streets such as Chicory Lane, Glenn Way, and Malabar Street to travel to/from the north, south, and west. At W. Pine Street, trips were distributed in accordance with existing traffic patterns with one exception. The one exception was that trips weren't assumed to distribute to/from the west on W. Pine Street at Haskell Street because an assumption was made that trips wanting to travel to/from the west would more likely use an alternate route via Chicory Lane and Glenn Way. Refer to the diagram below for percentage splits and distributions at Haskell Street and W. Pine Street.



Traffic from proposed development trips can use several routes to travel to/from the north, south, and west. Haskell Street provides connectivity to and from the north. At some point in the future, Haskell Street is expected to extend further to the south, at which time it will provide a direct connection from the proposed development to the south. Chicory Lane, which borders the proposed development property on the west and south, provides connectivity to/from the south through an alley and indirectly to the west through Timothy Street. Timothy Street feeds Malabar Street and Glenn Way, which provide additional connections to/from the north and south. We assumed conservatively that at least 50% of development trips would use Haskell Street to travel to/from the north to W. Pine Street because this is the most direct route through a higher order street. The remaining trips were assumed to use other routes mentioned from surrounding local streets.

Design Year 2018 Build Conditions

Design year 2018 build conditions represent design year 2018 no-build conditions with the addition of proposed development trips considered. Build conditions are compared to no-build conditions to determine what impacts and/or mitigation measures will result from proposed development.

Design Year 2018 Build Intersection Operations

The intersection of Haskell Street and W. Pine Street was evaluated under design year 2018 build conditions during the a.m. peak hour to determine what impacts, if any, would result from proposed development trips. Results are summarized in Table 10 for build and mitigated build conditions.

Table 10 – Design Year 2018 Build Intersection Operations, A.M. Peak Hour

Intersection	Jurisdiction	Performance Standard	Traffic Control	Year 2018 Build	Year 2018 Build-Mitigated
Haskell Street / Pine Street	City of Central Point	LOS D	Signal	B, 18.0 sec	B, 17.9 sec

LOS = Level of Service, sec = seconds

Note: Exceeded performance standards are shown in bold, italic

Results of the analysis show the intersection of Haskell Street and W. Pine Street continues to operate acceptably (within performance standards) with additional traffic from the proposed development. Refer to the attachments for synchro output sheets.

Design Year 2018 Build Queuing and Blocking

Five simulations were run and averaged in SimTraffic to determine 95th percentile queue lengths under design year 2018 build conditions. Queue lengths were rounded up to the nearest 25 feet (single vehicle length) and reported in Table 11 for traffic movements during the a.m. peak hour under build and mitigated build conditions.

Table 11 – Design Year 2018 Build 95th Percentile Queue Lengths –A.M. Peak Hour

Intersection Movement	Available Link Distance (Feet)	95 th Percentile Queue Length Build	95 th Percentile Queue Length Build-Mitigated
<u>Haskell Street / W. Pine Street</u>			
Southbound Left	375	<i>475*</i>	250
Southbound Through/Right	150	75	50
Northbound Left/Through/Right	525	125	75
Eastbound Left	150	<i>175*</i>	100
Eastbound Through/Right	425	<i>800*</i>	250
Westbound Left	150	100	75
Westbound Through	375	175	150
Westbound Right	275	100	100

Note: Exceeded queue lengths are shown in bold, italic

* Queue lengths affected by downstream congestion at Pine Street / OR 99

Results of the queuing analysis show queue lengths at the intersection of Haskell Street and W. Pine Street continue to operate much like they did under design year 2018 no-build and mitigated no-build conditions during the a.m. peak hour. Slight increases occur in the eastbound through-shared-right turn movement as a result of development trips, but the change is insignificant. The additional eastbound

lane on W. Pine Street continues to adequately mitigate congestion between OR 99 and Haskell Street. Refer to the attachments for a full queuing and blocking report.

Conclusions

The findings of the traffic analysis conclude that the proposed annexation, zone change, and comprehensive plan map amendment resulting in the potential for 23 single family dwelling units can be approved without creating substantial impacts to the surrounding transportation system. Supporting factors include that Haskell Street has sufficient capacity to support proposed development, and the study area intersection of Haskell Street and W. Pine Street operates acceptably (within City performance standards) with and without proposed development. The only issue noted in the traffic analysis is an existing queuing problem on W. Pine Street at Haskell Street during the a.m. peak hour.

Queuing occurs on W. Pine Street at OR 99 (Front Street) in the eastbound direction during the a.m. peak hour because only one through lane is provided and this is not sufficient to handle the traffic demand. This eastbound queue length on W. Pine Street at OR 99 spills back past Haskell Street during the spike in traffic and impacts the signalized intersection of Haskell Street and W. Pine Street. The solution for this is to provide a second eastbound through lane on Pine Street, which was evaluated in this analysis and shown to mitigate congestion, but the logistics of this needs further investigation and should be pursued by the City to determine what options are available to provide such an improvement. Without the improvement, the study area intersection continues to operate at an acceptable level of service with and without the proposed development, but queuing on W. Pine Street will continue to affect Haskell Street approaches during the a.m. peak hour. This is expected to reduce when the third railroad crossing at Twin Creeks is in place in November of 2017. It will be fully mitigated when a second eastbound through lane on Pine Street at OR 99 is implemented.

Please feel free to contact me if you have any questions or need additional information regarding this letter.

Sincerely,



Kimberly Parducci PE, PTOE

Southern Oregon Transportation Engineering, LLC



Attachments: Count Data, Crash Data
Traffic Volume Development
Synchro Output/SimTraffic Output
Supporting Data

Cc: Client

BEFORE THE PLANNING COMMISSION AND
CITY COUNCIL

FOR THE CITY OF CENTRAL POINT

STATE OF OREGON

IN THE MATTER OF A REQUEST FOR)
ANNEXATION AND ZONE CHANGE FOR)
TWO PARCELS THAT ARE ADDRESSED)
AS 3428 AND 3470 CHICORY LANE, AND)
ARE LOCATED EAST OF CHICORY)
LANE AT THE TERMINUS OF LINDSAY)
COURT. THE PROPERTY IS LOCATED)
IN THE CITY OF CENTRAL POINT AND)
IS MORE SPECIFICALLY IDENTIFIED AS)
TAX LOTS 8300 AND 8400 IN TOWNSHIP)
37 SOUTH, RANGE 2 WEST (WM),)
SECTION 11C.)

PROPOSED FINDINGS OF FACT
AND CONCLUSIONS OF LAW

Applicants' Exhibit 2

)
)
Applicant/)
Owners: **Bob Fellows Construction, LLC**)
)
Agent: **CSA Planning, Ltd.**)

I

NATURE OF THE APPLICATION

Applicants request a consolidated annexation and zone change for two lots totaling 3.64 acres east of Chicory Lane and the terminus of Lindsay Court. The subject property has a Comprehensive Plan designation of TOD Corridor. The Applicant requests the City rezone the property as part of the annexation request to City zone and specifically requests the TOD LMR (R-2).

In addition to the zone change, the application includes a precautionary Comprehensive Plan Map amendment request in the event that the City (or the Courts on appeal) were to conclude that a Comprehensive Plan amendment is required for the requested zone change for the subject property.



IV

FINDINGS OF FACT

The following facts are established and found to be true with respect to this matter:

1. **Ownership/Applicant:** Tax Lots 8300 and 8400 are owned in fee simple by Bob Fellows Construction, LLC. Agent CSA Planning, Ltd. is submitting this application on behalf of the Property Owner/Applicant.
2. **Location:** The subject property is located on the east side of Chicory Lane, east of the terminus of Lindsay Court. The property is identified as Tax Lots 8300 and 8400 in Township 37 South, Range 02 West (W.M.), Section 11C. The site addresses are 3428 and 3470 Chicory Lane, Central Point, OR.
3. **Parcel Size:** Tax Lot 8300 currently has 1.75 acres and Tax Lot 8400 currently has 1.89 acres. *See*, Exhibit 3. Total subject property size is 3.64 acres. Potential future development is likely to be laid out roughly according to table below:

SUBJECT PROPERTY ACREAGE		
Acreage Type	Net Acres	Percent of gross acres
Residential Area	1.92	53%
Right-of-Way/Parks	1.50	41%
Total	3.64	

4. **Current Zoning:** The property is currently under Jackson County jurisdiction and is zoned GI, General Industrial. *See*, Exhibits 5.
5. **Proposed Zoning Map:** Applicant requests the City apply the TOD LMR (R2) zoning to the subject property.
6. **Existing Frontage and Access:** The subject property has 520 feet of frontage on Chicory Lane along the western and southwestern boundary lines. In addition, the property has approximately 97 feet of frontage at the terminus of the northern portion of S. Haskell Street.
7. **Lot Legality:** Tax Lots 8300 and 8400 were originally part of Lot "K" of the Snowy Butte Orchard which was platted in 1910. In 1944 the North 5 acres of Lot "K" was sold leaving the subject property as one parcel. In 1956, what is now Tax Lot 8300 was partitioned off by sale, leaving the existing configuration of the subject property tract.
8. **Existing Development:** Each parcel currently has one residence with related accessory structures.

9. Land Uses on Abutting Properties and Surrounding Area:

Overview of area: This area, west of the Southern Pacific Railroad right of way and south of Pine Street has been in the process of being developed as a transit-oriented corridor. A variety of residential development exists in the area.

East: The property abuts the Southern Pacific Railroad right of way on the east. Adjacent to the railroad right-of-way is the Highway 99 right-of-way. Highway 99 is a five-lane major arterial with four travel lanes and a center turn lane.

North: To the north is a small development of single-family houses with ADU units constructed around 2010 on lots that range in size from 7,299 to 7,950 square feet. There is also a 9,892 square foot open space area. Beyond that is a large church property.

West: To the west is a residential subdivision with medium-size lots ranging from .18 to .30 acres in size with single-family houses of various ages built out since the mid-70's.

South: The property abuts one 4 acre rural residential property to the south and beyond is a small lot subdivision with lots ranging from .11 to .15 acres.

10. Topography: The subject property is essentially level, sloping very gently to the northeast.

11. Water Facilities and Services: There is a 12 inch waterline at the terminus of Haskell Street and an 8 inch waterline in Chicory Lane, see Exhibit 9A.

12. Storm Drainage Facilities and Services: Underground storm drainage lines are located in the railroad right-of-way where a 12 inch culvert drains the property from one side of the railroad to the other. There are also storm drainage lines in Haskell Street and Lindsey Court. These storm drain lines are available for connection, see Exhibit 9B.

13. Sanitary Sewer Facilities and Services: There are 8 inch RVSS sewer lines in both Chicory Lane and at the stub of Haskell Street that are available for connection, see Exhibit 9C.

14. Power and Natural Gas: Underground power is available from Pacific Power and underground gas is available from Avista Utilities for extension from Haskell Street.

15. Fire and Police Protection: The subject properties are located within and are served by Fire District No. 3. Police service is provided by the City of Central Point Police Department.

16. Wetlands, Streams and floodplain: The subject property does not contain any streams or floodplain. Preliminary determination of wetlands on the site is provided on Exhibit 10.

17. Transportation and Access:

A. Zone Change (and precautionary Plan Amendment Findings): Applicant is requesting the City apply the TOD-LMR zoning with the base zoning of R-2. These zoning designations allow a density up to 12 units to the net acre. Assuming 41% of



the site would be consumed by infrastructure, this translates to approximately 1.92 net acres or about 23 total dwelling units. Single-family dwellings generate just under 1 peak hour trip per unit. The existing General Industrial designation in the County would generate approximately 7.26 trips per acre¹. Assuming 13% of the site would be consumed for street development (Haskell Street only) 3.17 acres would be left for development, this would yield approximately 23 trips from the current zoning. Thus, the net trip effect of the proposed zone change is net 0 PM change to peak hour trips. Applicant's position is that since the net-trip impact is zero, it does not warrant a detailed transportation impact analysis.

B. Access and Circulation: Access to the site is via Lindsey Court and Haskell Street, and along its frontage with Chicory Lane. If the annexation and zone change is approved, it is expected that future development access will occur as a result of extension of Lindsey Court through the subject property to a future extension of Haskell Street.

18. Comprehensive Plan Map and Zoning Map Analysis:

A. Historical Map Analysis: The subject property and surrounding area has a somewhat complicated map designation history. The site was designated as Industrial on the Comprehensive Plan. The City's 1987 zoning map showed the property as M-1 even though the property was still in the County and zoned General Industrial. The M-1 zone is the City's base industrial zone and allows for a wide variety of industrial and manufacturing uses. During this period, the land to the north and south was planned Industrial and the City's zoning map depicts M-2 to the north and M-1 to the south.

In September of 1998, the City of Central Point did a large legislative amendment that included multiple ordinances. Those ordinances re-arranged land uses in the City's UGB and also amended the Urban Growth Management Agreement (UGMA) with Jackson County. Ordinance No. 1793 amended the Comprehensive Plan Map designation for this area as "Area 2" in that package of legislative amendments. The land uses were re-designated from Industrial to Low-Density Residential and High Density Residential. Most of this area was outside the City limits at the time, but the City adopted a new zoning map for this area that depicted the subject property and the land immediately to the south as R-3 with lands further to the South as R-1-6.

During the adoption proceedings DLCD raised concerns and the City responded to those concerns as follows:

***DLCD Correspondence:** The first statement made by DLCD staff is that industrial, commercial and residential acreages need to "balance" so that the city continues to have a twenty year supply of land for each use. Statewide Planning Goals 9, 10 and 14 are cited as the legislative requirements for a twenty year supply and it is pointed out that Central Point's proposal will*

¹ This rate is from the ITE Trip Generation Handbook 7th Edition. This is CSA's most recent copy. A more recent version is available but would not be expected to change the estimates enough to result in a different outcome- that the change in trip generation potential is *de minimus*. See also below analysis regarding net-to-gross factors for the site.

V

**CONCLUSIONS OF LAW
ANNEXATION & ZONE CHANGE**

CITY OF CENTRAL POINT ZONING ORDINANCE (CPZO)

The following conclusions of law and ultimate conclusions are reached under each of the relevant substantive criteria which are recited verbatim and addressed below. The conclusions of law are supported by Applicants' evidentiary Exhibits at Section II and Findings of Fact in Section IV.

**Chapter 1.20
ANNEXATION PROCEDURE**

222.111 Authority and procedure for annexation.

- (1) When a proposal containing the terms of annexation is approved in the manner provided by the charter of the annexing city or by ORS 222.111 to 222.180 or 222.840 to 222.915, the boundaries of any city may be extended by the annexation of territory that is not within a city and that is contiguous to the city or separated from it only by a public right of way or a stream, bay, lake or other body of water. Such territory may lie either wholly or partially within or without the same county in which the city lies.
- (2) A proposal for annexation of territory to a city may be initiated by the legislative body of the city, on its own motion, or by a petition to the legislative body of the city by owners of real property in the territory to be annexed.
- (5) The legislative body of the city shall submit, except when not required under ORS 222.120, 222.170 and 222.840 to 222.915 to do so, the proposal for annexation to the electors of the territory proposed for annexation and, except when permitted under ORS 222.120 or 222.840 to 222.915 to dispense with submitting the proposal for annexation to the electors of the city, the legislative body of the city shall submit such proposal to the electors of the city. The proposal for annexation may be voted upon at a general election or at a special election to be held for that purpose.

Conclusions of Law: Based upon the evidence in Exhibit 4, the City of Central Point Planning Commission and City Council (henceforth "the City") concludes the existing City limit is adjacent to the subject property and will result in a contiguous City limit following the annexation. The City herewith incorporates and adopts the annexation petition at Exhibit 8 and based thereupon concludes the proposal for annexation has been initiated by the owners of the real property in the territory to be annexed. The City further incorporates its findings under ORS 222.120 below and concludes based upon the same that ORS 222.120 allows the City Council to dispense with submission of the proposal for annexation to the electors of the City and does not herewith.

222.120 Procedure for annexation without election; hearing; ordinance subject to referendum.

- (1) Except when expressly required to do so by the city charter, the legislative body of a city is not required to submit a proposal for annexation of territory to the electors of the city for their approval or rejection.
- (2) When the legislative body of the city elects to dispense with submitting the question of the proposed annexation to the electors of the city, the legislative body of the city shall fix a day for a public hearing before the legislative body at which time the electors of the city may appear and be heard on the question of annexation.



- (3) The city legislative body shall cause notice of the hearing to be published once each week for two successive weeks prior to the day of hearing, in a newspaper of general circulation in the city, and shall cause notices of the hearing to be posted in four public places in the city for a like period.
- (4) After the hearing, the city legislative body may, by an ordinance containing a legal description of the territory in question:
 - (a) Declare that the territory is annexed to the city upon the condition that the majority of the votes cast in the territory is in favor of annexation;
 - (b) Declare that the territory is annexed to the city where electors or landowners in the contiguous territory consented in writing to such annexation, as provided in ORS 222.125 or 222.170, prior to the public hearing held under subsection (2) of this section; or
- (7) For the purpose of this section, ORS 222.125 and 222.170, "owner" or "landowner" means the legal owner of record or, where there is a recorded land contract which is in force, the purchaser thereunder. If there is a multiple ownership in a parcel of land each consenting owner shall be counted as a fraction to the same extent as the interest of the owner in the land bears in relation to the interest of the other owners and the same fraction shall be applied to the parcel's land mass and assessed value for purposes of the consent petition. If a corporation owns land in territory proposed to be annexed, the corporation shall be considered the individual owner of that land.

Conclusions of Law: Based upon the evidence provided by the Applicant and the evidence in the record, the City concludes that it has properly followed the hearing procedures for annexation and herewith declare the territory annexed pursuant to 222.120(4)(b).

1.20.010 Generally.

All proposals for annexation of real property to the city under the provisions of Oregon Revised Statutes 222.111 to 222.180, now in effect or as hereafter amended, shall be accompanied by a preliminary plat, an exterior boundary legal description and the annexation fee as in this chapter provided. (Ord. 1166 §1, 1974).

Conclusions of Law: Based upon the conclusions of law hereinabove, the City concludes it has followed the provisions of ORS 222.111 to 222.180 and that the proposal for annexation is accompanied by a preliminary plat and exterior boundary legal description provided at Exhibit 12. The City further concludes that the application includes the required annexation fee.

1.20.011 Application and review.

Applications and review thereof shall conform to the provisions of Chapter 17.05 of the Central Point Municipal Code and all applicable laws of the state. Applications for annexation may be accompanied by other, concurrent applications, for amendment to the comprehensive plan, amendments to the zoning map and requests for withdrawal from special districts, provided that such concurrent applications meet all requirements therefor.

Conclusions of Law: The City concludes it has properly applied the procedures specified in Chapter 17.05. The City further concludes that the request of annexation is accompanied by a request for zone change as allowed by Section 1.20.011 as well as findings and evidence addressing the same herein (as well as the precautionary plan amendment also addressed herein).

* * * * *



APPROVAL CRITERIA FOR ZONE CHANGE

Chapter 17.10 ZONE CHANGE

17.10.400 Approval criteria.

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

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

Conclusions of Law: The City herewith concludes that the proposed zone change is a minor (quasi-judicial amendment) and concludes accordingly that the criterion is not applicable to the subject application².

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

Conclusions of Law: The City concludes the proposed TOD-LMR (R-2) zoning is a permissible zone within the TOD Corridor Comprehensive Plan Map Designation and is therefore consistent. The City further concludes that prior legislative Comprehensive Plan processes contemplated that the subject site would be zoned TOD-MMR (R-3) and that the proposed zoning is still a residential zone and one that is not expected to result in fewer dwelling units to such a degree as to be inconsistent with the Comprehensive Plan³.

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

Conclusions of Law: Based upon the evidence in Section II and the findings of fact in Section IV, the City concludes as follows with respect to public services and transportation networks to serve the property:

- Water, Sewer and Storm Drainage facilities exist at the property and are adequate in condition and capacity to serve the property.
- The proposed zone change will result in little or no change in trip generation potential of the site therefore it is expected that no significant transportation impacts will result.
- Police and Fire protection exist at the site currently and fire protection will continue at similar levels following the zone change while police service will then become primary responsibility of the Central Point Police Department.

² Applicant has also provided conclusions of law for a precautionary Comprehensive Plan amendment and the Statewide Planning Goals are addressed therein where substantively the same conclusions would be reached for the subject zoning map amendment.

³ If the City ultimately concludes that a Comprehensive Plan amendment is required, then the City would adopt the alternative conclusion of law as follows: The City concludes the proposed TOD-LMR (R-2) zoning is consistent with the Comprehensive Plan because the proposed zone is a permissible zone within the TOD Corridor Comprehensive Plan Map Designation and the City herewith incorporates and adopts the precautionary plan amendment conclusions of law herein below which demonstrates that the TOD-LMR (R-2) can be explained as an appropriate amendment to the City's Comprehensive Plan.



D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule.

Conclusions of Law: The City herewith incorporates and adopts its conclusions of law below regarding the Transportation Planning Rule and concludes the City the proposed zoning is consistent in all ways with those conclusions demonstrating compliance with the Transportation Planning Rule.

OREGON TRANSPORTATION PLANNING RULE
Oregon Administrative Rules Chapter 660, Division 12

SECTION 660-012-0060

- (1) Where an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation would significantly affect an existing or planned transportation facility, the local government shall put in place measures as provided in section (2) of this rule to assure that allowed land uses are consistent with the identified function, capacity, and performance standards (e.g. level of service, volume to capacity ratio, etc.) of the facility. A plan or land use regulation amendment significantly affects a transportation facility if it would:
- (a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
 - (b) Change standards implementing a functional classification system; or
 - (c) ~~As measured at the end of the planning period identified in the adopted transportation system plan:~~
 - (A) ~~Allow land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;~~
 - (B) ~~Reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standard identified in the TSP or comprehensive plan; or~~
 - (C) ~~Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.~~

Conclusions of Law (continued): The City concludes the proposed amendment from County General Industrial to City TOD-LMR (R-2) will not significantly affect a transportation facility based upon the Findings in Section IV which supports the following conclusions:

- The proposed amendment will not change the functional classification of an existing or planned transportation facility because the projected number of new residential trips each direction on all the streets used by the subject application is equal to the amount of industrial traffic that would be possible under the existing zoning.
- The amendment is a minor map amendment and does not propose any changes to standards implementing the City's functional classification system.
- From a trip generation potential standpoint, the proposed amendment does not allow uses that generate materially more traffic than the existing designation so nothing about the amendment will allow land uses or level of development that are inconsistent with the functional classification of existing and planned transportation facilities in the area that are already planned in the City's TSP to residential uses at the subject property.
- From a trip generation potential standpoint, the proposed amendment does not allow uses that generate materially more traffic than the existing designation so nothing



about the amendment would reduce the performance of an existing or planned transportation facility below the minimum acceptable performance standards for facilities projected to meet adopted standards at the end of the planning period or worsen the performance of any facilities otherwise projected to exceed performance standards at the end of the planning period.



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July 6, 2017

City of Central Point
 140 S. 3rd Street
 Central Point, OR 97502

RE: *Files Annex-17001, CPA-17002, and ZC-17001*

Dear Mr. Humphrey:

CSA Planning is in receipt of your letter dated May 19, 2017. That letter raised three issues concerning the above captioned land use applications (items 2 & 3 in the letter essentially concern the same matter). This letter addresses these issues as follows:

1. **Pre-Application Issue:** The Pre-Application meeting was held on June 28, 2017. Attendees were Tom Humphrey, Matt Samitore, Don Burt, Molly Bradley, Bob Fellows, Bev Thruston and Jay Harland.
2. **Traffic Impact Analysis Issue:** Applicant has engaged Southern Oregon Traffic Engineering to provide evidence from a traffic engineer that can be labelled "TIA". The Transportation Impact Analysis is submitted under cover of this letter.
3. **Committed Residential Density Issue:** The City's May 17th letter requests the Applicant provide additional findings that address the Regional Plan Element Section 4.1.5¹. At the June 28 meeting, this issue was discussed in some depth. At the meeting, the City agreed to provide the Applicant with draft calculation methodologies relating to density commitments in Section 4.1.5 and housing construction historical data. The same was provided by email in the form of the below text and tables:

The below table is the latest inventory of vacant residential acreage within the urban area. The table includes the current minimum net density for each zoning district and adjusts that number by a factor of 1.25 to get gross. The 1.25 is based on the State's safe harbor 25% figure for right-of-way. The table also takes into consideration the Fellows adjustments (last two columns) in the LMR (3.64+) and MMR (3.64-) districts. As you can see the change in the average gross density remains well above the 6.9 figure.

Average Gross Density Calculation
 City of Central Point

Zoning District	Min. Net Density	Min. Gr. Density ¹	Gross Vacant		Build-Out DU Yield	Fellows	
			Acreage in Urban Area	% Distribution		Adjusted Gr. Acres	Adjusted Build-Out DU Yield
RL	1	1.25	4.25	3%	5	4.25	5
R-1-6	4	5	10.88	8%	54	10.88	54
R-1-8	3	3.75	3.86	3%	14	3.86	14
R-1-10	2	2.5	3.13	2%	8	3.13	8
R-2	6	7.5	37.99	27%	285	37.99	285
R-3	14	17.5	3.52	3%	62	3.52	62
LMR	6	7.5	15.44	11%	116	19.08	143
NMMR	14	17.5	46.21	33%	809	42.37	745
MMR	30	37.5	13.50	10%	506	13.50	506
Average Gr. Density			138.79	100%	1,859	138.79	1,823

¹Min. Net Density adjusted by 1.25 for ROW
 Source: City of Central Point Buildable Lands Inventory



City of Central Point
Housing Construction by Housing Type and Zoning, City Limits 1980-2016

Zoning	1980 Dwelling Units								Total Housing Units	% of Total
	SFR Detached	SFR Attached	Duplex	Triples	MFR	Mobile Home	Mobile Home Park	Care Facility		
R-L	30								30	1%
R-1-10	71								71	2%
R-1-8	896						2		898	21%
R-1-6	1,145						3		1,148	27%
R-2	426	4	68						498	12%
R-3	334		171	12	222		65	221	1,025	24%
LMR	370	4	12						386	9%
MMR	113	12	2		75			15	217	5%
HMR		16			10				26	1%
Dwelling Units	3,385	36	253	12	307	70	221	15	4,299	
Percentage of Total	78.7%	0.8%	5.9%	0.3%	7.1%	1.6%	5.1%	0.3%		100%

4. **Committed Residential Density Supplemental Findings:** Based upon the above information provided by the City, the Applicant herewith provides the following supplemental findings related to this issue:

- a. The Applicant seeks the LMR zoning because the market demand is for single-family dwellings as has been the case over the last 37 years. Over 78 percent of the houses constructed during that period have been detached single family dwellings. The Applicant/Owner seeks to construct single family dwellings on the site as the predominant housing type consistent with historical the market demands in Central Point. The LMR designation will allow this to occur.

Moreover, when the housing type market data in the second table is compared to the land supply data in first table, it appears that Central Point is considerably overweight with respect to land in the multi-family designations. The MMR, HMR and R-3 zones comprise 45.5% of the total vacant land supply when just over 20% of total housing, by type constructed is multi-family. This is born-out by an estimated build-out under the *minimum* densities of over 13 units to the gross acre.

This condition makes a strong case that many other properties, in addition to the Fellows property, should be re-designated to a lower density residential designation to better balance RPS density commitments with the City's Goal 10 Housing obligations.

- b. With respect to the density requirements at Regional Plan Element Section 4.1.5, the Applicant's position is that the language and context of Section 4.1.5 concerns City-wide density commitments. As such, plan amendments such as the one proposed here relate only to the effect the individual change is projected to have on the City-wide density obligations. According to the math in the above table, the City's currently planned densities exceed the minimum density requirement in RPS by almost double (an additional 6.5 units to the acre) and the proposed amendment would still result in the City having a planned minimum density that would be approximately 6.23 units to the acre **above** the minimum requirement.

5. **Site Density Effects If Draft Gross Density Standards of LMR Are Adopted:** Notwithstanding Applicant's position in 4(b) above that Regional Plan Element Section 4.1.5 concerns the City as a whole and that the proposed change has a nominal effect on the City's ability to meet those density commitments, the Applicant would like to work with the City on advancing its density objectives.

The Applicant has done some more specific design work for the site, see the attached design concept. The Applicant envisions a project that can deliver 21 dwelling units. Applicant is willing to stipulate to a condition of the zone change that would require delivery of at least 21 units on the site.

The design work for the site results in approximately 2.16 net developable acres for residential development. Because of all the infrastructure requirements for this particular site, the net-to-gross factor for this site is approximately 1.68. This is 35% more than the assumption in the City's calculations above. The City's proposed net-to-gross factor of 1.25 would typically be associated with a site of approximately 2.7 gross acres where the site yields 2.16 net developable acres, as follows:

$$2.16 \text{ (net acres)} \times 1.25 \text{ (net - to - gross factor)} = 2.7 \text{ (gross acreage assumption)}$$

If the site were 2.7 acres then the minimum density requirement above of 7.5 units to the gross acre contemplated by the City in its draft calculations would be satisfied with the stipulated 21 dwelling units:

$$2.7 \text{ (gross acres)} \times 7.5 \text{ (gross density contemplated)} = 20.25 \text{ dwelling units}$$

In this instance, 0.80 additional acres on a small project is being devoted to the delivery of key infrastructure by working with Public Works on the Haskell Street improvements. This needed connection will eventually benefit the entire City and this will in turn support the City's goals to comply with Goal 10 and implement its TSP. We believe the minimal effect on the City's overall density objectives should be weighed in favor of moving this key infrastructure connection forward in a collaborative manner with the property owner.

The Applicant believes the stipulated minimum supply of 21 dwelling units represents an appropriate balance between market demand for single-family homes, attainment of the draft minimum density standards being developed by staff to implement Regional Plan Element Section 4.1.5 and compliance with the current density regulations in the LMR District which would allow for as few as 13 dwelling units.

Very Truly Yours,

CSA Planning, Ltd.



Jay Harland
Principal

¹ Applicant Reserves the right for his attorney to argue this provision is inapplicable to the subject application under the applicable case law, i.e. *Bennett vs. The City of Dallas*, and subsequent cases.

September 5, 2017

City Central Point Planning Commission
140 S 3rd St
Central Point Oregon, 97502

Re: ZC 17001 & CPA 17002 amending the Comprehensive Plan Map and Zoning Map from Medium Mix Residential Low Mix Residential for a property identified as 37S 2W 11C

Dear Commissioners:

This letter is submitted jointly by Housing Land Advocates (HLA) and the Fair Housing Council of Oregon (FHCO). Both HLA and FHCO are non-profit organizations that advocate for land use policies and practices that ensure an adequate and appropriate supply of affordable housing for all Oregonians. FHCO's interests relate to a jurisdiction's obligation to affirmatively further fair housing. Please include these comments in the record for the above-referenced proposed amendment.

As you may know, all amendments to the Comprehensive Plan Map and Zoning Map must comply with the Statewide Planning Goals. ORS 197.175(2)(a). The staff report claims that the proposed amendment will result in 12 fewer units on the property, and that this will not interfere with the City's ability to meet its Goal 10 obligations as a whole. Staff Report, 173. However, the staff report does not make Goal 10 findings for the proposed amendment to this particular property with reference to how these applications fit with the City's Goal 10 obligations.

When a decision is made affecting the residential land supply, the City must refer to its Housing Needs Analysis and Buildable Land Inventory to show that an adequate number of needed housing units (both housing type and affordability level) will be supported by the residential land supply after enactment of the proposed change—that analysis was not included in the staff report.

HLA and FHCO applaud the City's aim to increase its residential supply by annexing land. However, even when a proposal increases the residential land supply, the City must show that it is adding needed residential zones (e.g. TOD-MMR, TOD-LMR) and not giving up buildable land for multi-family development under threat of lower density development. The City must demonstrate that its actions do not leave it with less than adequate residential land supplies in the types, locations, and affordability ranges affected. *See Mulford v. Town of Lakeview*, 36 Or LUBA 715, 731 (1999) (rezoning residential land for industrial uses); *Gresham v. Fairview*, 3 Or LUBA 219 (same); see also, *Home Builders Assn. of Lane County v. City of Eugene*, 41 Or LUBA 370, 422 (2002) (subjecting Goal 10 inventories to tree and waterway protection zones of indefinite quantities and locations).

HLA and FHCO urge the Commission to defer adoption of the proposed amendment until Goal 10 findings can be made. Thank you for your consideration. Please provide written notice of your decision to, FHCO, c/o Louise Dix, at 1221 SW Yamhill Street, #305, Portland, OR 97205 and HLA, c/o Jennifer Bragar, at 121 SW Morrison Street, Suite 1850, Portland, OR 97204. Please feel free to email Louise Dix at ldix@fhco.org or reach her by phone at (541) 951-0667.

Thank you for your consideration.



Louise Dix
AFFH Specialist
Fair Housing Council of Oregon

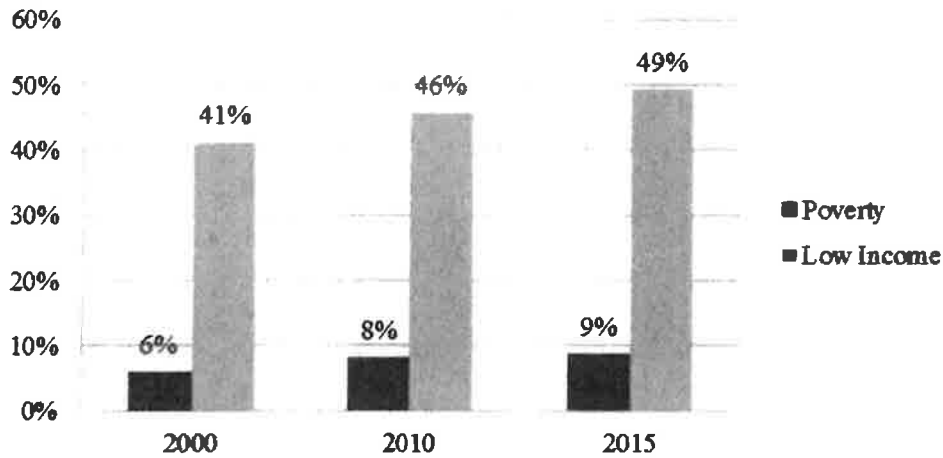


Jennifer Bragar
President
Housing Land Advocates

cc: Gordon Howard (gordon.howard@state.or.us)

were categorized as poverty and low income has increased since the Recession.

Figure 4.7. City of Central Point Poverty Level and Low Income Households



6 Housing Characteristics

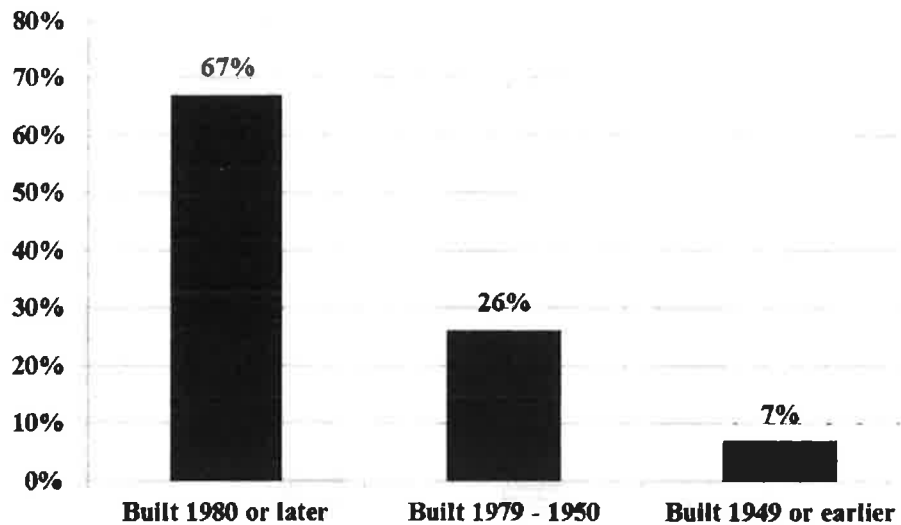
The City’s housing stock is comprised of over 6,000 dwelling units of various type, ages, and value. In 1980 the City’s housing inventory totaled 2,291⁶ dwelling units. By the end of 2016 the housing unit inventory reached 6,321 dwelling units. The following describes the characteristics of the City’s housing stock by age, type, tenure, and value.

6.1 Housing Age

Based on the age of the City’s housing stock Central Point is considered a young community. Most of the housing was constructed after 1980 (67%). The older housing stock (pre-1949) is concentrated in the original central area of the City. Because of its age most of the City’s housing stock is in very good physical shape.

⁶ City of Central Point Housing Element

Figure 6.1. Age of Housing Stock



6.2 Housing Type

The City’s housing stock is comprised of seven (7) housing types as follows:

1. Single-Family Detached; a dwelling on a legally defined property designed to be occupied by only one family.
2. Single-Family Attached; a dwelling on a legally defined property designed to be occupied by only one family, but has a common wall with other single-family attached dwelling(s);
3. Duplex/Triplex/Apartments; a group of dwellings on a legally defined property having 2, 3, and 4 or more dwelling units with separate entrances. This includes two-story houses having a complete apartment on each floor and also side-by-side apartments on a single legally described lot that shares a common wall
Apartments that have accessory services such as food service, dining rooms, and housekeeping are included within this definition;
4. Manufactured Homes; a dwelling on a legally defined property that is constructed for movement on the public highways that has sleeping, cooking and plumbing facilities intended for residential purposes and that is constructed on a foundation in accordance with local laws and federal manufactured construction and safety standards and regulations.
5. Manufactured Homes in Mobile Home Parks; a group of dwellings located on a legally defined property (Mobile Home Park) that are constructed for movement on the public highways that has sleeping, cooking and plumbing facilities intended for residential purposes and that is constructed on a foundation in accordance with local laws and federal manufactured construction and safety standards and regulations and

- Government Assisted, housing that provides the occupants with government sponsored economic assistance to alleviate housing costs and expenses for needy people with low to moderate income households. Forms of government assisted housing include direct housing subsidies, non-profit housing, public housing, rent supplements and some forms of co-operative and private sector housing

The City's housing policies and zoning regulations allow for all of the above housing types. The current distribution of housing type by land use category is illustrated in Table 6.1.

Table 6.1
City of Central Point
Housing Inventory by Type and Land Use Classification

Land Use Class	Dwelling Units								Total Housing Units
	SFR Detached	SFR Attached	Duplex	Triplex	Apartment	Mobile Home	Mobile Home Park	Government Assisted	
VLRes	75	-	-	-	-	-	-	-	75
LRes	3,391	-	6	3	4	8	76	-	3,488
MRes	1,003	54	90	15	20	1	-	-	1,183
HRes	727	54	193	27	659	75	288	137	2,160
Residential Units	5,196	108	289	45	683	84	364	137	6,906
Percentage Distribution	75%	2%	4%	1%	10%	1%	5%	2%	100%

Source: City of Central Point Buildable Lands Inventory

At 75% of the total housing stock the single-family detached home is the preferred housing type, followed by apartments (10%) and Duplex/Triplex (6%).

Table 6.2 illustrates the shifting of preferences in new residential construction between 2006 and 2016. As a percentage of new construction single-family detached represented 63% of the housing types constructed during that period. For the duplex housing types it was 5%, and for apartments it was at 25%. The point is that during any given time span the housing inventory will respond with variations in the housing type mix.

Table 6.2
City of Central Point
Housing Inventory by Type and Land Use Classification, 2006 - 2016

Land Use Class	Dwelling Units								Total Housing Units
	SFR Detached	SFR Attached	Duplex	Triplex	Apartment	Mobile Home	Mobile Home Park	Government Assisted	
VLRes	1	-	-	-	-	-	-	-	1
LRes	173	-	-	-	-	-	-	-	173
MRes	127	44	18	-	-	-	-	-	189
HRes	114	30	18	-	180	-	1	15	358
Residential Units	415	74	36	-	180	-	1	15	721
Percentage Distribution	58%	10%	5%	0%	25%	0%	0%	2%	100%

Source: City of Central Point Buildable Lands Inventory

The reasoning for the decline in single-family detached was the loss of jobs and the subsequent reduction in income occurring as a result of the Recession. When measured between 2010 (post recession) to 2016 the preference for single-family detached homes

improved, whether or not it will continue improving to its post-Recession levels remains to be seen.

Table 6.3
City of Central Point
Housing Inventory by Type and Land Use Classification, 2006 - 2016

Land Use Class	Dwelling Units								Total Housing Units
	SFR Detached	SFR Attached	Duplex	Triplex	Apartment	Mobile Home	Home Park	Government Assisted	
VLRes	-	-	-	-	-	-	-	-	-
LRes	65	-	-	-	-	-	-	-	65
MRes	64	10	14	-	-	-	-	-	88
HRes	68	30	-	-	16	-	-	15	129
Residential Units	197	40	14	-	16	-	-	15	282
Percentage Distribution	70%	14%	5%	0%	6%	0%	0%	5%	100%

Source: City of Central Point Bulkable Lands Inventory

It is worth noting (Table 6.1) that a significant number of single-family detached units are located within the higher density land use classifications (24%). The reason for this is primarily historic and regulatory. Many of the older single-family detached neighborhoods have been designated as medium density (MRes) to encourage infill development. On the regulatory side it was not until 2006 that new single-family detached dwelling units were prohibited in both the MRes and the HRes classifications as an acceptable housing type. This practice was suspended in 2006 with amendments to the zoning code requiring minimum densities in all residential zones, and the exclusion of single-family detached dwellings in the medium and high density residential districts.

6.3 Housing Value

Prior to the Recession the median owner occupied housing value increased substantially reaching a peak value of \$233,000. These early value increases were indicative of the demand and affordability of housing. Jobs were plentiful and easy financing was accessible. With the on-set of the Recession the real estate bubble burst causing a 22% reduction (\$181,200) in the 2010 median house value. Since 2010 owner occupied housing values have been increasing, but not to pre-Recession levels. By 2016 the estimated median housing value, at \$192,872⁷, resumed its upward movement and by 2017 is expected to reach and exceed its 2010 peak.

⁷ Zillow, 2016 City of Central Point

Figure 6.2 Median Owner Occupied Value

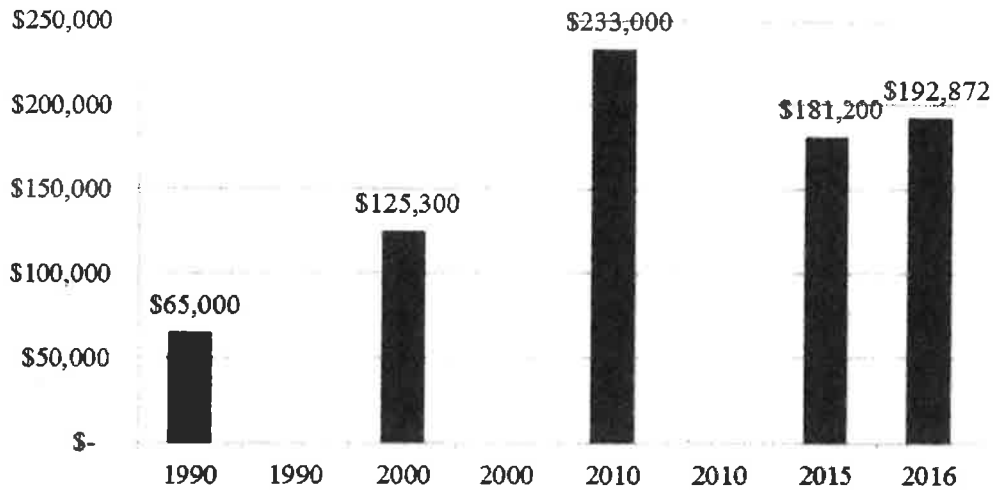
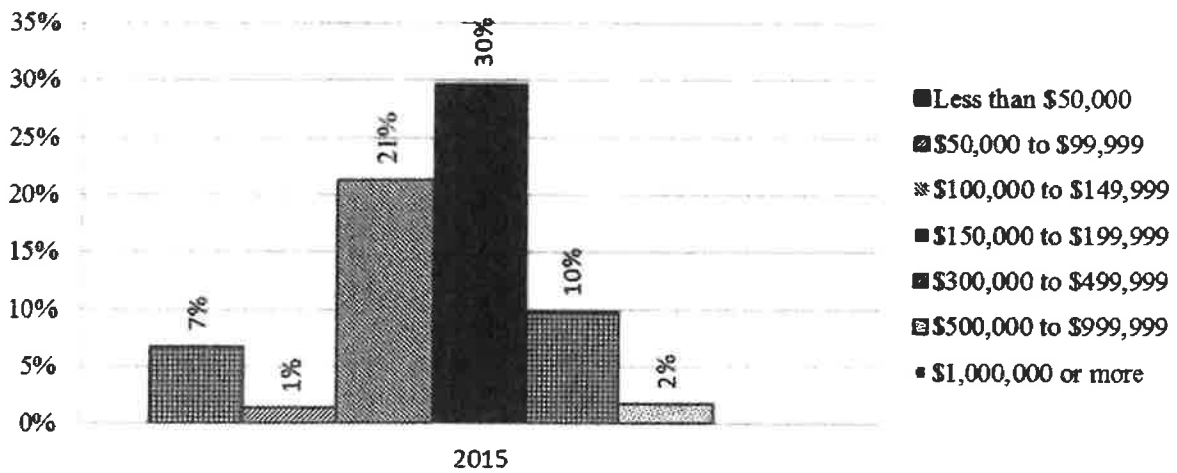


Figure 6.3. Housing Values, 2015



The latest housing value distribution⁸ (Figure 6.3) places 59% of the City’s owner occupied inventory in the \$150,000 to \$199,999 or less category (median value).

6.4 Summary, Housing Characteristics

The City’s housing inventory is typical of the region reflecting the western region’s preference for single-family detached housing. The housing stock is young and heavily concentrated in the single-family detached category. The cost of housing is slightly on the high side for the region, but typical for the state.

7 Housing Density, Land Use and Zoning

In 2012 the Greater Bear Creek Valley Regional Plan was approved by Jackson County. Shortly

⁸ U.S. Census 2015 American Community Survey

Table 7.7
City of Central Point
Maximum and Minimum Gross Densities

Land Use Classification	Maximum Allowable Gross Density	Minimum Allowable Gross Density
VLRes	0.8	N.A.
R-L	N.A.	2.3
LRes	4.8	N.A.
R-1-6	4.8	3.2
R-1-8	4	2.4
R-1-10	3.2	1.6
MRes	9.6	N.A.
R-2	9.6	4.8
LMR	9.6	4.8
HRes	20	N.A.
R-3	20	11.2
MMR	25.6	11.2
HMR	N.A.	24

7.3 Summary, Housing Density

Since 1980 the City's average gross density, at 5.31 is considerably lower than the 6.9 minimum density required in the Regional Plan Element. Depending on the time period selected to calculate density the results vary, often significantly.

8 Buildable Residential Lands

The 2016 BLI identifies a total residential land inventory within the City's urban area of approximately 1,530 net acres that are zoned and planned for residential use (Table 8.1), representing 52% of the City's total area. The City's residential lands are distributed over four residential land use categories and nine zoning districts. The largest of the residential classifications is the LRes at 55% of all residential lands (Table 8.1). The four (4) residential land use classifications and their related zoning districts are:

1. Very Low Density Residential (VLRes);
 - a. Very Low
2. Low Density Residential (LRes);
 - a. R-1-6
 - b. R-1-8
 - c. R-1-10
3. Medium Density Residential (MRes);
 - a. LMR
 - b. R-2; and
4. High Density Residential (HRes).

- a. R-3
- b. MMR; and
- c. HMR

Table 8.1
City of Central Point
Urban Land Inventory by Land Use Designation

Comprehensive Plan Designation	Total City Acres	Total UGB Acres	Total Urban Acres	Percentage of Total Residential Acres
VLRes	45.87	21.86	67.73	4.4%
LRes	802.95	39.28	842.23	55.1%
MRes	245.23	48.45	293.67	19.2%
HRes	301.28	23.68	324.96	21.3%
Residential Acres	1,395.33	133.26	1,528.60	100%

Table 8.2 identifies the City’s residential land allocations by zoning district.

Table 8.2. City of Central Point
Urban Land Inventory by Zoning

Zoning	Total City Acres	Total UGB Acres	Total Urban Area Acres	Percentage of Total
R-L	45.87	21.86	67.73	4.4%
R-1-6	375.95	5.92	381.87	25.0%
R-1-8	393.31	11.25	404.56	26.5%
R-1-10	33.69	22.12	55.81	3.7%
LMR	136.72	48.45	185.16	12.1%
R-2	108.51	-	108.51	7.1%
R-3	193.85	-	193.85	12.7%
MMR	72.66	23.68	96.34	6.3%
HMR	34.77	-	34.77	2.3%
Residential Acres	1,395.33	133.26	1,528.60	100.0%

As of the end of 2016 there were approximately 136 acres of net buildable residential land within the City’s urban area. The vacant acreage in each land use classification is illustrated in Table 8.3. The vacant acreage available in the single-family VLRes and LRes land use classifications is 2.6% and 18.5% respectively of the total vacant land use inventory. The bulk of the City’s net buildable residential acreage is in the MRes (31%) and HRes (47%) classifications, representing over 78% of the City’s net buildable vacant residential acres (107 acres), a disproportionately high number given the historic development in those two classifications (18%) since 1980.

Table 8.3
City of Central Point
Net Buildable Vacant

Zoning	Total Gross Vacant Acres	(less) Envir. Constrained Acres	Total Gross Buildable Vacant Acres	(less) Public Lands	Net Buildable Vacant Acres	(plus) Redevelopment Acres	Total Net Buildable Acres	Percentage of Total Net Buildable Acres
VLRes	4.25	-	4.25	1.06	3.19	0.34	3.53	3%
LRes	17.87	0.12	17.76	4.44	13.32	11.81	25.13	19%
MRes	41.51	4.82	36.69	9.17	27.52	14.83	42.34	31%
HRes	75.15	4.02	71.13	17.78	53.35	11.47	64.81	48%
Vacant Residential Acres	138.79	8.96	129.83	32.46	97.37	38.45	135.82	100%

Table 8.4
City of Central Point
Buildable Land Inventory by Zoning

Zoning	Total Gross Vacant Acres	(less) Envir. Constrained Acres	Total Gross Buildable Vacant Acres	(less) Public Lands	Total Net Buildable Acres	(plus) Total Redevel. Acres	Total Net Buildable Acres	Percentage of Total Net Buildable Acres
R-L	4.25	-	4.25	1.06	3.19	0.34	3.53	3%
R-1-6	10.88	0.09	10.79	2.70	8.09	5.58	13.67	10%
R-1-8	3.86	0.02	3.84	0.96	2.88	5.42	8.29	6%
R-1-10	3.13	0.00	3.13	0.78	2.35	0.82	3.17	2%
LMR	37.99	4.82	33.17	8.29	24.88	7.98	32.86	24%
R-2	3.52	-	3.52	0.88	2.64	6.85	9.49	7%
R-3	15.44	-	15.44	3.86	11.58	3.06	14.64	11%
MMR	46.21	0.37	45.84	11.46	34.38	6.75	41.13	30%
HMR	13.50	3.65	9.85	2.46	7.38	1.66	9.05	7%
Total Residential Acres	138.79	8.96	129.83	32.46	97.37	38.45	135.82	100%

While the higher density land use classifications account for the greater majority of the vacant residential land (78%) it is out of sync with the demand side of the equation (20%).

8.1 Summary, Buildable Residential Lands

The City's net buildable residential land inventory is overly represented in the higher density residential land use classifications (MRes and HRes). Going forward this disparity will need to be taken into consideration. It is unlikely that these higher density lands will be re-designated and rezoned to lower density residential land use, and netted-out off the need equation. Table 8.5 illustrates the required new gross acreage needed by land use category.

Table 8.5
City of Central Point
Required New Buildable Vacant Residential Land

Zoning	2016 Total Net Buildable Acres	Required Gross Acres	Surplus or (Shortage)	Net Required New Gross Acres
VLRes	3.53	7.80	(4.27)	4.27
LRes	25.13	156.00	(130.87)	130.87
MRes	42.34	57.20	(14.86)	14.86
HRes	64.61	39.00	25.61	N.A.
Vacant Residential Acres	135.62	260.00		149.99

Source: City of Central Point Buildable Lands Inventory

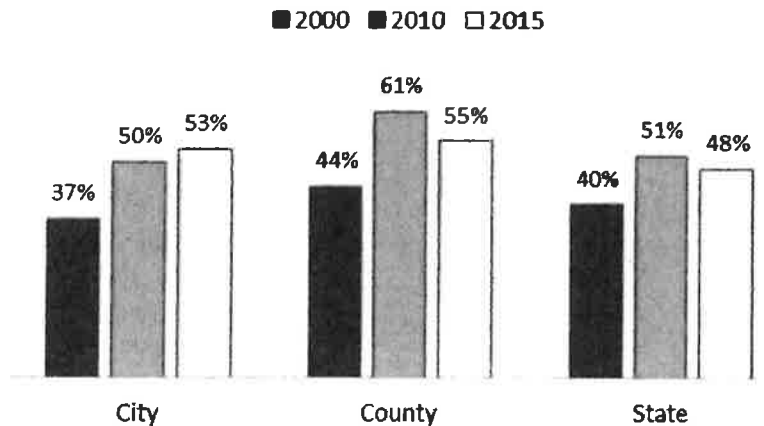
9 Housing Affordability

Housing affordability, whether renter or owner occupied is typically measured as a percentage of household income. A standard benchmark for affordability is when housing costs are less than or equal to 30% of total household income.

9.1 Renter Households

As illustrated in Figure 9.1 the Recession had a significant impact on housing affordability for renter households as the percentage of renter households paying more

Figure 6.1. Renter Households Paying 30% or More of Income on Housing



than 30% increased from 37% to 50% by 2010 and by 2015 had further increased to 53% of all renter households. At the county and state level the experience was much the same except that by 2015 there was a drop in the number of renter households paying more than 30%.

9.2 Owner Households

To a lesser extent the rate of affordability in owner households followed the pattern of

PLANNING COMMISSION RESOLUTION NO. 846

A RESOLUTION FORWARDING A FAVORABLE RECOMMENDATION TO THE CITY COUNCIL TO APPROVE THE REZONING OF 3428 AND 3470 CHICORY LANE FROM TOD-MMR/R-3 TO TOD-LMR/R-2

Applicant: Bob Fellows Construction, LLC;
Agent: CSA Planning, Ltd.

(37S 2W 11C, Tax Lots 8300 & 8400)
File No. ZC-17001

WHEREAS, the Comprehensive Plan Land Use Map designates 3428 and 3470 Chicory Lane as TOD Corridor; and

WHEREAS, the proposed Zone Map amendment from TOD-MMR/R-3 to TOD-LMR/R-2 zoning designation on property located at 3428 and 3470 Chicory Lane constitutes a minor amendment per CPMC 17.10.300(B); and ,

WHEREAS, on September 5, 2017, at a duly noticed public hearing, the Central Point Planning Commission considered the Application, at which time it reviewed the Staff Report and heard testimony and comments on the minor Zone Change Application; and,

WHEREAS, the Planning Commission's consideration of the application is based on the standards and criteria applicable to Minor Zone Map Amendments per Section 17.10.400, and the findings of fact and conclusions of law incorporated herein (Exhibit "A"); and,

WHEREAS, As evidenced in the findings of fact and conclusions of law (Exhibit "A"), the proposed zone map amendment is consistent with applicable standards and criteria in the Central Point Municipal Code, including the statewide Planning Goals (where applicable), the Comprehensive Plan, and Statewide Transportation Planning Rule.

NOW, THEREFORE, BE IT RESOLVED, that the City of Central Point Planning Commission, by this Resolution No. 846, does hereby recommend that the City Council approve the Zone Change from TOD-MMR/R-3 to TOD-LMR/R-2. This decision is based on the findings of fact and conclusions of law as set forth in Exhibit "A", and attached hereto by reference and incorporated herein.

PASSED by the Planning Commission and signed by me in authentication of its passage this 5th day of September, 2017.


Planning Commission Chair

ATTEST:

City Representative

Approved this 5th day of September, 2017.


Planning Commission Chair

Planning Commission Resolution No. 846

To: Central Point City Council

Subject: Annexation and Zoning Change at 3428 and 3470 Chicory Lane

Date: September 13, 2017

Dear Central Point City Councilors,

I am in support of the annexation of the properties at 3428 and 3740 Chicory Lane and the zoning change from County Industrial to Central Point TOD Corridor.

However, I think the zoning should remain medium mix residential. It should not be changed to low mix residential for the following reasons:

- 1) There is constantly news these days about the need for more housing within the urban core of cities in the valley and for multi-family housing. Low mix residential zoning only “encourages attached single-family and low density multi-family dwellings”. Encouragement is not enough to ensure that higher density housing will be built. The medium mix residential is absolutely appropriate for that area and that zoning should be retained. The recently built apartments and townhouse type dwellings nearby on Haskell Street are a good example of the housing that is needed now. They are perfect for young working couples and older people.
- 2) The purpose of a Transit-Oriented Development is to create residential neighborhoods that will be at high enough density to make public transportation viable. Changing zoning from medium mix to low mix residential defeats the purpose of a TOD.
- 3) The City should be mandating that development in already urbanized areas be at the highest density possible in order to delay the need to increase the urban growth boundary.
- 4) The purpose of zoning is for the common good. It is to ensure that development proceeds in a manner that will benefit the cities and the residents in the long run. It should not be changed to suit developers.

Thank you very much for your consideration,

/s/ Katy Mallams

2855 Heritage Road
Central Point 97502

September 13, 2017

City of Central Point
Attn: City Council
140 South 3rd Street
Central Point, Oregon 97502

Concerns regarding Annexation of 3.64 acres, located at 3428 and 3470 Chicory Lane and the amendment for a zone change for the same property

Dear City Council,

As a longtime resident of Central Point I am all for the continued growth and development of our city, however the annexation of the 3.64 acres located at 3428 and 3470 Chicory Lane into the City of Central Point does raise some concerns for my wife and myself. Our property is located at 1420 Timothy Street, which is adjacent to the southwest corner of the proposed property above. Listed below are a few of the concerns that we have regarding the annexation and zoning of the listed properties.

1 – Traffic increase. At the planning commission meeting on September 5, 2017 it was mentioned that the proposed annexation and development of these two tax lots could provide up to 22 new homes. At two cars per residence there would be an additional 44 cars per day using basically two points of ingress and egress, either using Haskell Street to exit onto Pine Street or from Chicory Lane onto Timothy Street to either Malabar or Glen Way to exit onto Beall Lane. Anyone currently living in the area knows that Haskell and Pine Street intersection can become a real bottle neck, especially when school is in session. The other option of using Timothy Street to gain access to Beall Lane runs through a lot of residential areas with limited traffic signals at intersections, high potential for accidents at peak travel times.

2 – Alley Access of off Chicory Lane. Currently Chicory Lane runs at the North end of our property allowing us access, should we choose for our back yard. Will the development of the property cause us to lose this access?

3 – Type of Homes to be built. It is our understanding that due to lot size and the square footage of the home that the City of Central Point is asking for there is a possibility that two-story homes may need to be constructed to meet housing and price point considerations for the city. We are completely against this for many reasons. Number one is that we purposely purchased a home without a 2-story home next to it. Secondly, we feel that a whole neighborhood of 2-story homes would not fit in with the whole atmosphere of the adjacent neighborhood. Finally, 2-story homes limit the number of prospective buyers to younger or first time buyers and would need to be priced accordingly. This would lower the home values in the area.

4 -We would also like to hear or have someone address any improvements for traffic that will be made. Such as, Ash Street connection at both Glen Way and across the railroad track to HWY 99 as well as the completion of the railroad crossing at Twin Creeks.

We feel that there needs to be a more defined plan for the property and the effects to the surrounding residences need to be addressed more clearly prior to proceeding.

Sincerely,

Chris and Jenn Henson
1420 Timothy Street
Central Point, OR 97502

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE CENTRAL POINT ZONING MAP ON TAX LOTS 8300 & 8400 OF 37S 2W 11C (3.64 ACRES) FROM TOD-CORRIDOR, MEDIUM MIX RESIDENTIAL (TOD-MMR) TO TOD-CORRIDOR, LOW MIX RESIDENTIAL (TOD-LMR).

Recitals:

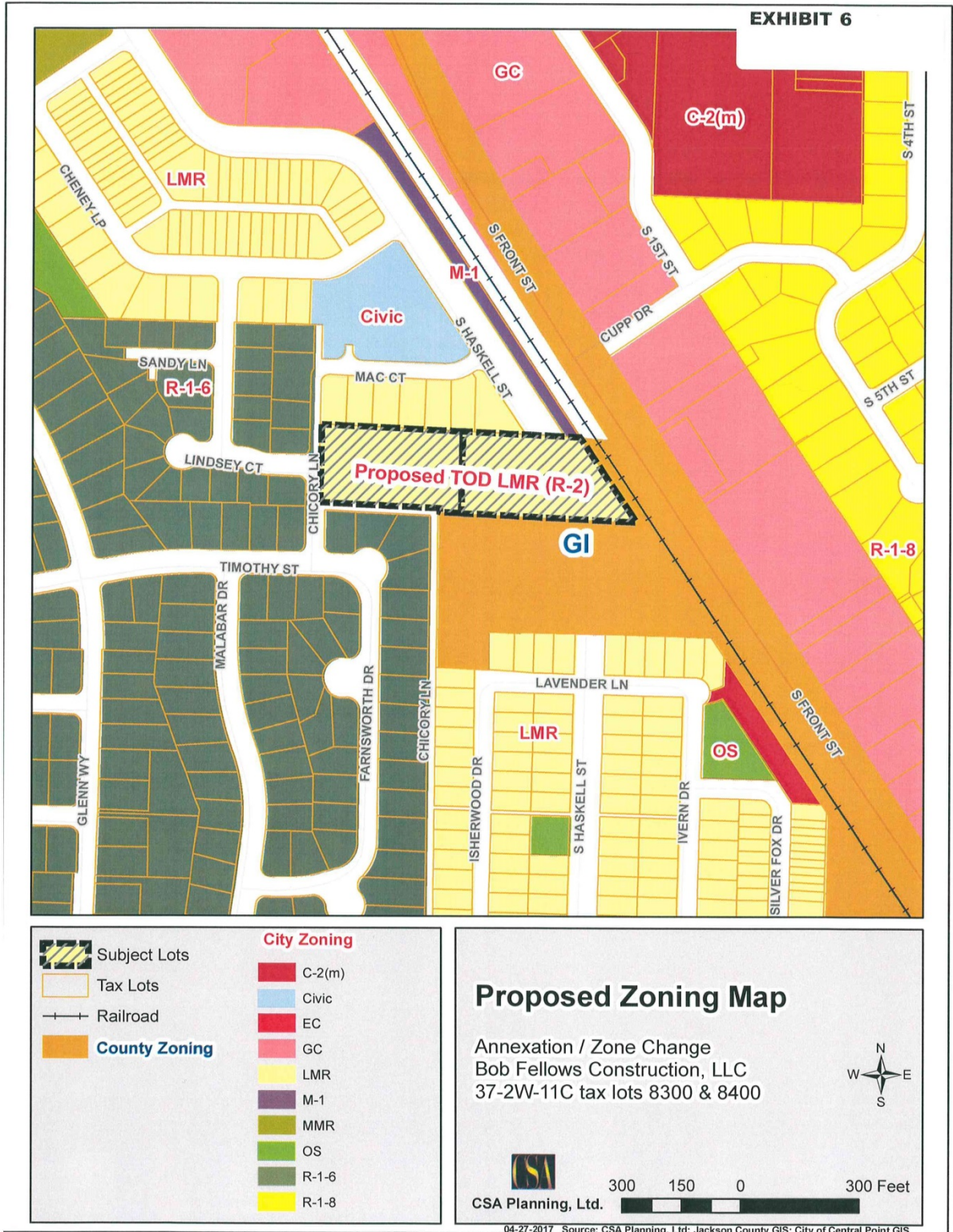
- A. The City of Central Point (City) is authorized under Oregon Revised Statute (ORS) Chapter 197 to prepare, adopt and revise comprehensive plans and implementing ordinances consistent with the Statewide Land Use Planning Goals.
- B. The City has coordinated its planning efforts with the State in accordance with ORS 197.040(2)(e) and OAR 660-030-0060 to assure compliance with goals and compatibility with City Comprehensive Plans.
- C. Pursuant to authority granted by the City Charter and the ORS, the City may amend the Central Point Zoning Map which was originally adopted on August 29, 1980 and has been amended at various times since.
- D. Pursuant to the requirements set forth in CPMC Chapter 17.10.100 Zoning Map and Zoning Code Text Amendments – Purpose and Chapter 17.05.010, Applications and Development Permit Review Procedures, the City has accepted an application and conducted the following duly advertised public hearings to consider the proposed amendment:
 - a) Planning Commission hearing on September 5, 2017
 - b) City Council hearings on October 12, 2017 and October 26, 2017.

THE PEOPLE OF THE CITY OF CENTRAL POINT DO ORDAIN AS FOLLOWS:

Section 1. Based upon all the information received, the City Council adopts the findings of fact and conclusions of law set forth in the City staff report; determines that changing community conditions, needs and desires justify the amendments and hereby adopts the changes entirely.

Section 2. The City zoning map is hereby amended as set forth in Exhibit 1 which is attached hereto and by this reference incorporated herein.

EXHIBIT 1



Section 3. The City Manager is directed to conduct post acknowledgement procedures defined in ORS 197.610 et seq. upon adoption of the changes to the zoning and Comprehensive Plan maps.

Section 4. Effective date. The Central Point City Charter states that an ordinance enacted by the council shall take effect on the thirtieth day after its enactment. The effective date of this ordinance will be the thirtieth day after the second reading.

Passed by the Council and signed by me in authentication of its passage this _____ day of _____, 20____.

Mayor Hank Williams

ATTEST:

City Recorder

Business

Planning Commission Appointment



ADMINISTRATION DEPARTMENT

140 South 3rd Street · Central Point, OR 97502 · (541) 664-3321 · www.centralpointoregon.gov

STAFF REPORT

October 12, 2017

AGENDA ITEM: Appointment to Planning Commission

STAFF SOURCE:

Chris Clayton, City Manager
Deanna Casey, City Recorder

BACKGROUND/SYNOPSIS:

The Planning Commission currently has six members:

Mike Oliver, Chair	Craig Nelson	Kay Harrison
Tom VanVoorhees	Amy Moore	John Whiting

Elizabeth Powell resigned from the Commission in August, 2017. The City has advertised for new member and received two applications. The Planning Commission is allowed to have seven members from the community.

FISCAL IMPACT:

There is no financial impact to the City.

ATTACHMENTS:

Two Committee Applications

RECOMMENDATION:

At this time Mayor Williams recommends appointing James Mock to the Planning Commission Position No. 6 with a term expiration of December 31, 2020.

PUBLIC HEARING REQUIRED:

No Public Hearing is required for a Committee Appointment.

City of Central Point, Oregon
140 S 3rd Street, Central Point, OR 97502
541.664.3321 Fax 541.664.6384
www.centralpointoregon.gov



Administration Department
Chris Clayton, City Manager
Deanna Casey, City Recorder
Elizabeth Simas, Human Resource Director

**APPLICATION FOR APPOINTMENT TO
CITY OF CENTRAL POINT COMMITTEE**

Name: Caitlin Butler Date: 9/7/2017

Address: ██████ N Haskell St. Central Point, OR 97502

Home Phone: ██████████ Business Phone: ██████████ Cell Phone: ██████████

Fax: ██████████ E-mail: ██████████

Are you a registered voter with the State of Oregon? Yes No

Are you a city resident? Yes No If Yes, How long: 8 months

Which committee(s) would you like to be appointed to: *(Please make sure the dates below work with your schedule before applying. Council and Planning Commission members are required to file an Annual Statement of Economic Interest to the State of Oregon.)*

Meeting Dates (All meeting dates are subject to change or additions, times vary for each committee):

- Budget Committee: Meetings vary in April Bi-Annually
- Citizens Advisory Committee: 2nd Tuesday of quarterly
- ✓ Planning Commission: 1st Tuesday of each month
- Parks and Recreation Committee/Foundation: Meeting dates vary

Employment, professional, and volunteer background:

I served as a Diplomat with the U.S. State Department in Qatar, the United Kingdom, and Washington, DC. I resigned from this position to be closer to my family in the United States. I then worked as a Budget Analyst focused on the Police Department for the City of New York. In July of this year, I joined Central Point's Citizens Advisory Committee.

Community affiliations and activities:

I was recently appointed to the vestry of St. Mark's Episcopal Church in Medford.

Previous City appointments, offices, or activities:

I worked as a Budget Analyst for the City of New York. I am currently serving on Central Point's Citizens Advisory Committee.

To provide additional background for the Mayor and City Council, please answer the following questions.

1. Please explain why you are interested in the appointment and what you would offer to the community.

I recently moved to Southern Oregon with my husband for his work and to be close to my family. I enjoyed working in the public service in the past and am looking for ways to get involved in public service here. In July, I joined the Citizens Advisory Committee. That role has helped me get to know my new community better. Joining the Planning Commission would allow me to dig deeper on the important issues regarding the future development of our city. My prior experience working for governments has allowed me to witness a variety of ways that people can interact within the framework of government. I value curiosity and respect for others and would bring both these qualities to my participation on the Planning Commission.

2. Please describe what you believe are the major concerns of the City residents and businesses that this committee should be concerned about.

Since moving to Central Point, I have been impressed with the number of thriving businesses in this city. I am beginning to see some of the ways that the city government has made a concerted effort to support local businesses and encourage job development. I also see that as our population grows we need to grow and diversify our housing stock. As a Planning Commission member, I would seek to make decisions that will support the healthy growth of Central Point far in to the future.

3. Please provide any additional information or comments which you believe will assist the City Council in considering your application.

I know that city planning can be a challenging process with many perspectives and priorities regarding growth, development, and land use. My background as a diplomat has given me experience in helping people to understand the legal and bureaucratic landscape, seek their opinions, and help them understand why certain decisions were made. I know some residents have been upset about past decisions and some will object to future ones. I look forward to supporting efforts by the commission to provide clear communication and transparency to promote public understanding of the planning process.

4. Do you anticipate that any conflicts of interest will arise if you are appointed; and if so, how would you handle them?

I don't anticipate any conflicts of interest. However, if a questionable situation were to arise, I would bring it to the attention of my committee chair or another appropriate authority so we could determine if there was a conflict and find the most appropriate way forward.

Please feel free to use additional sheet if you have more information to help the Council make a final decision.

My signature affirms that the information in this application is true to the best of my knowledge. I understand that misrepresentation and/or omission of facts are cause for removal from any council, advisory committee, board or commission I may be appointed to. All information/documentation related to service for this position is subject to public record disclosure.

Signature: _____

Date: _____

9/7/17



**APPLICATION FOR APPOINTMENT TO
CITY OF CENTRAL POINT COMMITTEE**

Name: Jim Mock Date: 1/30/17

Address: Isaac Way, Central Point, OR 97502

Home Phone: _____ Business Phone: _____ Cell Phone: _____

Fax: _____ E-mail: _____

Are you a registered voter with the State of Oregon? Yes X No _____

Are you a city resident? Yes X No _____

Which committee(s) would you like to be appointed to: Budget Committee

(Please make sure the dates below work with your schedule before applying. Council and Planning Commission members are required to file an Annual Statement of Economic Interest to the State of Oregon.)

Meeting Dates (All meeting dates are subject to change or additions, times vary for each committee):

- Budget Committee: Meetings vary in April Annually
- Citizens Advisory Committee: 2nd Tuesday of every quarter
- Council Study Sessions: 3rd Monday of each month
- Multicultural Committee: 2nd Monday of every quarter
- Planning Commission: 1st Tuesday of each month
- Parks and Recreation Committee/Foundation: Meeting dates vary

Employment, professional, and volunteer background:

- Self-employed for 33 years as an order member with The Navigators, a 501(c)(3) non-profit organization with 4,600 staff worldwide, operating in over 100 countries and represented by 70 nationalities. (www.navigators.org) As part of my job expectations I develop and administer training and development opportunities for our staff, and have developed and administered operational and project budgets related to my responsibilities locally, regionally, nationally, and internationally.

Community affiliations and activities:

- Having moved to Central Point in August 2013, I have limited engagement with its civic life.
- I have attended the Central Point chapter of the Rotary Club as a guest on three occasions.
- I have made a point more recently of getting to know and frequenting local businesses and services.

Previous City appointments, offices, or activities:

- This is my first step into this arena as a contributing resident.

As additional background for the Mayor and City Council, please answer the following questions.

1. Please explain why you are interested in the appointment and what you would offer to the community.
 - I merely want to make myself available to the community and its governing and regulatory bodies for the strengthening of community life in Central Point, using the skills and insight I might have to offer.
 - I have a growing interest in the future of Central Point, its livability for all of its citizens, the prosperity of all of its businesses and the viability of its educational efforts.

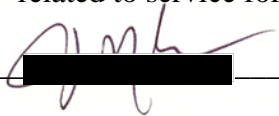
2. Please describe what you believe are the major concerns of the City residents and businesses that this committee should be concerned about.
 - Facilitating essential services that benefit the entire community
 - Facilitating business, government, and residential development that benefits the entire community
 - Facilitating improvements that make business, government, educational, and residential sectors more walkable/sociable
 - Clear priorities on operational, maintenance, and development funding
 - Maintaining a balanced budget that equitably considers taxpayer burden

3. Please provide any additional information or comments which you believe will assist the City Council in considering your application.
 - My wife and I plan to make Central Point our home into the foreseeable future.
 - My undergraduate degree is a Bachelor's degree from Western Washington University in Computer Science/Business Administration.
 - My graduate degree is a Masters degree from Fuller Theological Seminary in Theology.

4. Do you anticipate that any conflicts of interest will arise if you are appointed; and if so, how would you handle them?
 - I do not anticipate any conflicts of interest on my part.

My signature affirms that the information in this application is true to the best of my knowledge. I understand that misrepresentation and/or omission of facts are cause for removal from any council, advisory committee, board or commission I may be appointed to. All information/documentation related to service for this position is subject to public record disclosure.

Signature: _____



Date: 8/31/17

Business

Pavement Projects



STAFF REPORT

October 3, 2017

AGENDA ITEM: Business item approving low bid for 2017 street pavement projects.

STAFF SOURCE:

Matt Samitore, Director

BACKGROUND/SYNOPSIS:

The Parks & Public Works Department has prepared a bid for pavement preservation for small patch paving jobs throughout the City. There was only one bidder, Knife River.

FISCAL IMPACT:

The items are budgeted for the in the 201/2019 FY Budget.

BID:

The City received one bid from Knife River Materials, Inc. for \$ 155,614; however the City was able to negotiate with Knife River to reduce some of the type of construction to a lower amount. The lower amount was \$143,464. The City Manager has authority to sign contracts up to \$150,000. The contract was completed September 28, 2017.

RECOMMENDATION:

Staff recommends approving the low bid.

PUBLIC HEARING REQUIRED:

No

SUGGESTED MOTION:

No Motion necessary.

Business

Parks and Recreation Commission Report



STAFF REPORT

September 21, 2017

AGENDA ITEM: Informational Item on Parks Commission.

STAFF SOURCE:

Matt Samitore, Director

BACKGROUND/SYNOPSIS:

The Parks and Recreation Commission met on September 21st, 2017. Agenda topics include:

1. Community Center
2. Jump Houses in City Parks
3. Don Jones Concession Stand
4. Update on Bohnert Family Farm Park.

RECOMMENDATION:

No Recommendation

PUBLIC HEARING REQUIRED:

No

SUGGESTED MOTION:

No Motion

Business

Twin Creeks State Agreement Update



STAFF REPORT

October 3, 2017

AGENDA ITEM: Informational Item on bid for Twin Creeks Crossing.

STAFF SOURCE:

Matt Samitore, Director

BACKGROUND/SYNOPSIS:

The State of Oregon is bidding the Twin Creeks Crossing project on September 28, 2017. The low bidder was Knife River at \$2,358,717.45. The City's match is 20% or \$471,743.49 which is budgeted for in the 2017/19 FY budget.

The State process for awarding a contract is quite elaborate and usually takes 2 months to get formal approval. The City anticipates construction starting in January 2018. Dependent on weather the project should be complete by late May 2018.

FISCAL IMPACT:

The items are budgeted for the in the 201/2019 FY Budget.

BID:

n/a

RECOMMENDATION:

No Recommendation

PUBLIC HEARING REQUIRED:

No

SUGGESTED MOTION:

No Motion