

**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  
Vacant

**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  
February 22, 2018**

Next Res. 1526  
Next Ord. 2043

**I. REGULAR MEETING CALLED TO ORDER – 7:00 P.M.**

**II. PLEDGE OF ALLEGIANCE**

**III. ROLL CALL**

**IV. SPECIAL PRESENTATIONS**

- A. RVCOG Annual Report
- B. D.A.R.E. Recognition
- C. Annual Audit Report

**V. PUBLIC APPEARANCES – *Comments will be limited to 3 minutes per individual or 5 minutes if representing a group or organization.***

**VI. CONSENT AGENDA**

Page 2 - 6      A. Approval of February 8, 2018 City Council Minutes

**VII. ITEMS REMOVED FROM CONSENT AGENDA**

**VIII. BUSINESS**

- 8 - 10      A. Appointment of new City Council Member (Williams)
- 12 - 22      B. Vehicle for Hire Policy Discussion (Clayton/Dreyer)
- 24 - 26      C. Bulk Water Sales Discussion (Samitore)

**IX. RESOLUTIONS**

- 28 - 35      A. Resolution No. \_\_\_\_\_, Declaring the City Council's Intent to Initiate an Amendment to the Central Point Urban Growth Boundary (UGB), and the Comprehensive Plan (map) to Add Land From the City's Urban Reserve

Area (URA) CP-2B for Residential Development in the  
City of Central Point (Humphrey)

- 37 - 39      B.      Resolution No. \_\_\_\_\_, Accepting the Annual Audit Report for the Fiscal Year 2016-2017 (Webber)

**X.      PUBLIC HEARINGS**

- 41 - 83      A.      Public Hearing – First Reading of an Ordinance Updating and Adopting the Central Point Comprehensive Plan Land Use Element (Humphrey)

**XI.     MAYOR’S REPORT**

**XII.    CITY MANAGER’S REPORT**

**XIII.   COUNCIL REPORTS**

**XIV.    DEPARTMENT REPORTS**

**XV.    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 Under the provisions of the Oregon Public Meetings Law, the proceedings of an executive session are not for publication or broadcast.

**XIV.    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](mailto: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  
February 8, 2018**

**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: Bruce Dingler, Brandon Thueson,  
Tanea Browning, Rick Samuelson, and Michael Quilty  
were present.

City Manager Chris Clayton; City Attorney Sydnee Dreyer;  
Police Chief Kris Allison; Principal Planner Stephanie  
Holtey; Finance Director Steven Weber; Parks and Public  
Works Director Matt Samitore; and City Recorder Deanna  
Casey were also present.

**IV. OFFICER SWEARING IN CEREMONY**

Police Chief Kris Allison recognized Victor and Nickole Olson for their generous donation of MRE's (Meals Ready to Eat) that will be used to help people who are stranded or in need of help in our city.

Chief Allison then introduced Central Point's newest officers Cameron Cunningham; Derek Docken; Duston Fender; and James Kristich. She explained what makes these officers a great fit for Central Point and then swore each officer in to their position.

**V. PUBLIC APPEARANCES - None**

**VI. CONSENT AGENDA**

A. Approval of January 25, 2018 City Council Minutes.

**Michael Quilty moved to approve the Consent Agenda as presented.** Rob Hernandez seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Rob Hernandez, yes; and Michael Quilty, yes. Motion approved.

**VII. ITEMS REMOVED FROM CONSENT AGENDA - None**

**VIII. PUBLIC HEARINGS, ORDINANCES AND RESOLUTIONS**

**A. Resolution No. 1529, Establishing Procedures on Water Account Balances on Homes going through the Foreclosure Process Effective March 21, 2018.**

Finance Director Steven Weber presented the procedures for properties that are in the foreclosure process. The City Council discussed options in December on how city staff should negotiate settlement on unpaid charges for properties going

through foreclosure. Staff currently follows the guidelines of Ordinance 2029 which allowed a delinquent water account to become a lien against the property if the water customer is the owner of the property. In the case of properties where the homeowner has provided a notice of foreclosure, the water account is then put in the name of the lender. The outstanding balance at that time remains the responsibility of the property owner and any new charges are the responsibility of the lender and unpaid charges can become a lien against the property.

Council directed staff to draft a policy which would provide that if an owner can show proof of notice of foreclosure, and there was no water consumption for at least 60 days staff would have authority to waive fees accumulating after the 60-day vacancy period. If staff does not feel that fees should be waived, or there are other circumstances that do not meet this criteria, a person could request a hearing before the Council.

**Rob Hernandez moved to approve Resolution No. 1529, Establishing Procedures on Water Account Balances on Homes going through the Foreclosure Process Effective March 21, 2018.** Michael Quilty seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Rob Hernandez, yes; and Michael Quilty, yes. Motion approved.

**B. Resolution No. 1530, Authorizing the City Manager and City Attorney to Sign the Southern Oregon Cooperative Intergovernmental Agreement for Equipment and Services**

Parks and Public Works Director Matt Samitore explained that the Agreement provides for participating agencies to share materials and equipment with other agencies for roads, public works and parks construction, operations, maintenance and related activities. Under the agreement an agency may request to use equipment from other agencies. No one is required to provide the equipment if it would be a detriment to their jurisdiction.

Participating jurisdictions will be Gold Hill, Grants Pass, Phoenix, Ashland, Jackson County Roads, Josephine County and the City of Medford. Jackson County Roads will be the administrator of this agreement. The lending agency will track expenditures and bill the user. All parties remain liable for their own acts and for any damage caused to the equipment while they are using it.

All jurisdictions at one time or another have equipment that breaks down or that the city doesn't have. This will provide a source in situations where we need the equipment but do not have the funds or the need to purchase it outright.

**Michael Quilty moved to approve Resolution No. 1530, Authorizing the City Manager and City Attorney to Sign the Southern Oregon Cooperative Intergovernmental Agreement for Equipment and Services.** Tanea Browning seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Rob Hernandez, yes; and Michael Quilty, yes. Motion approved.

**IX. BUSINESS**

#### **A. Parks and Recreation Commission Appointment**

Mayor Williams explained that we have received two applications for one open Parks and Recreation Commission Position. He would like to appoint both applicants but has decided on Jennifer Horton. He stated that we are expecting a vacancy on the Planning Commission within a couple of months. We would like to keep the second application on file for a future position.

**Brandon Thueson moved to appoint Mrs. Jennifer Horton to the Parks and Recreation Commission with a term ending December 31, 2020.** Mike Quilty seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Rob Hernandez, yes; and Michael Quilty, yes. Motion approved.

#### **B. Planning Commission Report**

Principal Planner Stephanie Holtey provided the Planning Commission Report for their December 5, 2018 meeting.

The Planning Commission held a public hearing to discuss a Conceptual Land Use and Transportation Plan for Urban Reserve Areas CP-5 and CP-6A to make a recommendation to the City Council. This was a Public Hearing continued from December 5, 2017. They were presented with revisions to the concept plan based upon previous direction from the Commission, concerns of the private property owners, local agencies and a residential zoning density analysis. The Commission listened to citizen concerns about conceptual road alignments and the perceived impact that proposed land use designation would have their property and neighborhood. The Commission noted these concerns, proposed revisions to staff and recommended approval by the City Council.

#### **C. Hamrick/Beebe Intersection Discussion**

Parks and Public Works Director Matt Samitore explained that the city has been planning for the construction of a new traffic control device at the intersection of Hamrick and Beebe Roads. The project is identified in the City's Transportation System Plan (TSP) since 2008.

The Citizens Advisory Commission held a public meeting for citizens in the area so they are informed of the options. They were able to voice their opinion in regards to a round-about or traffic signal. A majority of the audience were in favor of a traffic signal. The citizens are in favor of slowing traffic on Hamrick and the restriction of semi-truck traffic.

Traffic signals are a major investment for the City and the Public Works Department would like to be ready with a design and funds when construction begins along Beebe and Gebhard Roads. There was discussion regarding time lines for proposed construction projects and increase in cost if the projects don't happen for a couple of years.

Council members agreed that it is necessary to begin the public hearing process to decide on what will officially be done at this intersection and start budgeting for the design.

#### **X. MAYOR'S REPORT**

Mayor Williams reported that he attended the Medford Water Commission meeting and the Employee Awards Breakfast.

#### **XI. CITY MANAGER'S REPORT**

City Manager Chris Clayton reported that:

- He has been working on our water usage footprint.
- The Council will be discussing water hauler rates in the next couple of months. We would like to get new rates in place before the summer growing season begins.
- The Secretary of State released the Marijuana Audit Report. As expected the funds that were received were a lot higher than expected.
- Frank Grant has been appointed to the Jackson County Task Force on Marijuana. Larry Martin will be attending those meetings and reporting back to the City on their progress.
- The City of Talent would like to reconvene the Regional Problem Solving Committee so that they can make changes to their boundaries.

#### **XII. COUNCIL REPORTS**

Council Member Michael Quilty reported that:

- He attended the Employee Awards Breakfast, our employees do a great job, and Twin Creeks provides a great venue for the event.
- He attended an Oregon Freight Advisory Committee meeting.
- He attended an Oregon MPO Consortium meeting.
- He met with RVCOG in regards to Regional Transportation plans and providing a standard format for the state applications.

Council Member Brandon Thueson reported that he attended the Employee Awards Breakfast.

Council Member Rob Hernandez reported that he also attended the Employee Awards Breakfast.

Council Member Bruce Dingler reported that he attended the CAC meeting. The citizens who attended were definitely in favor of a traffic signal over a roundabout.

Council Member Tanea Browning reported that she attended the Employee Awards Breakfast and has been working on the Chamber Award Dinner.

#### **XIII. DEPARTMENT REPORTS**

Finance Director Steven Weber stated that he wasn't able to attend the Employee Awards Breakfast but heard that the City Manager did a great job covering his department.

Police Chief Kris Allison reported that:

- Unfortunately Rays Food place was robbed over the weekend. They have not caught the suspect, but they are fairly confident who did it and they will be in custody soon.
- She presented before and after photos of 357 S. 4<sup>th</sup> Street. The Judge has dismissed the fines because they have cleaned up the property.
- She attended a Marijuana summit in Portland with the US Attorney. They are seeing the same issues throughout the state as we are seeing here in Southern Oregon.

Parks and Public Works Director Matt Samitore reported that:

- He met with representatives regarding Country Crossings. Central Point will be working with the County and the festival organizers to make sure there is a pedestrian bridge over Bear Creek for the event.
- There have been some issues regarding storm drainage in regards to the Twin Creeks Rail Crossing. These issues should be finalized this week so they can continue with construction.
- The construction on Pine Street is moving along quickly. They are ahead of schedule at this point. The steps for the Cash Connection and the driveway apron for the bank should be finished soon.

#### **XIV. EXECUTIVE SESSION ORS 192.660 (2)(f) Exempt Public Records**

**Michael Quilty moved to adjourn to executive session under ORS 192.660 (2)(f) to discuss Exempt Public Records.** Brandon Thueson seconded. All said aye and the meeting was adjourned to Executive Session at 8:00. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Rob Hernandez, yes; and Michael Quilty, yes. Motion approved.

The Council returned to regular session at 8:40 p.m. no other business was discussed.

#### **XV. ADJOURNMENT**

Brandon Thueson moved to adjourn, Tanea Browning seconded, all said "aye" and the Council Meeting was adjourned at 8:41 p.m.

The foregoing minutes of the February 8, 2018, Council meeting were approved by the City Council at its meeting of February 22, 2018.

Dated:

\_\_\_\_\_  
Mayor Hank Williams

ATTEST:

\_\_\_\_\_  
City Recorder



# **Business**

## **Appointment of Council Member**



**City of Central Point**  
**Staff Report to Council**

**ISSUE SUMMARY**

MEETING DATE: February 22, 2018	STAFF MEMBER: Mayor Williams
SUBJECT: Council Member Appointment	DEPARTMENT: Mayor and Council
ACTION REQUIRED:  <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading <input type="checkbox"/> Resolution <input type="checkbox"/> Information/Direction <input type="checkbox"/> Consent Agenda Item <input type="checkbox"/> Other	RECOMMENDATION:  <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not applicable  Comments:

**BACKGROUND INFORMATION:**

Council Member Allen Broderick resigned from the City Council in December leaving the At-Large position vacant.

The 2010 Central Point City Charter provides the guidelines for filling a vacant City Council position.

Section 32. Filling Vacancies. A mayor or councilor vacancy will be filled by appointment by a majority of the remaining council members. The appointee's term of office shall run from appointment until expiration of the term of office of the last person elected to that office. If a disability prevents a council member from attending council meetings or a member is absent from the city for an extended period of time, a majority of the council may appoint a councilor pro tem.

After careful consideration, Mayor Williams has decided to recommend Mr. Kelly Geiger to fill the vacant position. Mr. Geiger was previously elected to office for the 2011-2014 term. After concluding his previous term, Mr. Geiger decided not to run for a second term and concentrate on his family and new business.

**RECOMMENDED MOTION:** "I move to appoint Kelly Geiger to the vacant At-Large Council position ending December 31, 2020".

**ATTACHMENTS:**

Council Application for Kelly Geiger.



APPLICATION FOR APPOINTMENT TO CITY COUNCIL  
AT-LARGE POSITION

Name: Kelly C. Geiger Date: 1/22/18

Address: [REDACTED] Hemlock Ave Central Point, OR 97502

Home Phone: [REDACTED] Business Phone: Same Cell Phone: Same

Fax: N/A E-mail: [REDACTED]

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

Have you been a city resident for a minimum of twelve months? Yes  No

Central Point City Council meetings are the second and fourth Thursday of each month. In addition to the Council meetings there may be a Study Session on the third Monday of each month. Will these dates cause a hardship for you to attend? Yes , No

**This position expires 12/31/2020. At that time if you wish to remain in office you will be required to run for office.**

Employment, professional, and volunteer background:

Owner, Wash N' Go Depot Car Wash  
Credit Examiner, Premier West Bank  
Jackson County Fair Board Member (currently)  
Central Point Chamber Board Member (previously)

Community affiliations and activities:

See above

Previous City appointments, offices, or activities:


Central Point City Council, Ward II (2011-2014)

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, as a City Council member, would offer to the City Council and the community. *Central Point is my home. I believe that my experience as a business owner and banker allows me to understand the complexities of city's finances. My experience on City Council as well as other boards give me a good understanding of Central Point's challenges.*
2. Please describe what you believe are the major concerns of the City residents and businesses. How do you think these concerns should be met by the City? *Managing growth while maintaining a small-town atmosphere. Matching new amenities for residents while keeping crime low will be a priority.*
3. Please explain what you think the City of Central Point should do or accomplish to improve the City and the City government. *Listen to its residents, maintain the amenities residents enjoy currently and continue with the success it has already built.*
4. Please provide any additional information or comments which you believe will assist the City Council in considering your application.
5. Council members are encouraged to participate in a variety of committees inside and outside the City. Are there any projects you would be interested in participating in. *Continue serving on the Fair Board.*
6. Do you anticipate that any conflicts of interest will arise if you are appointed to the Council; and if so, how would you handle them? *Potential conflict when dealing with Front St (where my business is located).  
I will recuse myself from discussion and voting in those instances.*

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.

Date: 1/27/18

Signature: 

*Please be advised that members of the City Council are required to file an Annual Verified Statement of Economic Interest with the State of Oregon. A sample reporting form is available from the City Records Office at 140 S. Third Street, indicating the type of information that you will be required to disclose if you are appointed.*

# **Discussion**

## **Vehicles for Hire**



**City of Central Point**  
**Staff Report to Council**

**ISSUE SUMMARY**

MEETING DATE: February 22, 2018

STAFF MEMBER: Sydnee Dreyer

SUBJECT: Vehicle for Hire Ordinance

DEPARTMENT: City Attorney

**ACTION REQUIRED:**

- Motion
- Public Hearing
- Ordinance 1<sup>st</sup> Reading
- Ordinance 2<sup>nd</sup> Reading
- Resolution
- Information/Direction
- Consent Agenda Item
- Other

**RECOMMENDATION:**

- Approval
- Denial
- None Forwarded
- Not applicable

Comments: Staff is looking for direction on whether to move forward with a draft ordinance.

**BACKGROUND INFORMATION:**

The City does not currently regulate taxi or limousine companies. Nor does the City regulate Transportation Network Companies (“TNC’s”) such as Uber and Lyft which are now establishing a business presence in the valley. The Council has indicated a desire to consider whether to regulate all such vehicle for hire companies, and to include detailed provisions regarding operations, insurance, driver requirements, and express authorization to operate within the City.

TNC’s such as Uber and Lyft are a newer form of shared transport. Numerous jurisdictions have adopted regulations for such vehicle for hire programs to identify and minimize the risks associated with such uses and create an environment that allows taxi companies and TNC’s to engage in relatively fair economic competition.

The proposed Ordinance would regulate Taxi Companies, TNC’s and Limousine Companies. The ordinance expressly excludes ambulances, free shuttle service, non-profit transport for individuals with disabilities, buses, and non-motorized services such as pedi-cabs and horse-drawn transport. By way of comparison Bend does not appear to regulate limousine companies, whereas Medford has included such companies. However, Bend’s ordinance appears to apply to pedi-cabs and horse-drawn carriages.

The proposed ordinance is based upon the models used in Bend and Medford. The proposed ordinance establishes general standards for drivers, operations and insurance, and minimizes the amount of regulatory duties to be performed by the City.

The ordinance would require all Vehicle for Hire Companies to obtain a Vehicle for Hire License, in addition to a City Business License. All TNC drivers and taxi or limousine drivers who drive as independent contractors also must obtain a City Business License.

With regard to the cost of the license, staff has taken into consideration that taxi companies would pay a transportation utility fee if they have brick and mortar facilities, whereas TNC's do not have buildings. There are 3 options for a fee. Option 1, set forth in the proposed ordinance, contains a flat Vehicle for Hire License fee which would be set by Council by separate resolution. The draft ordinance provides that it is based on the number of drivers driving at the time the ordinance goes into effect. Initially Bend charged an initial fee of \$680 for TNC's and \$285 for Taxi Companies. The price differential there reflects that Taxi Companies would arguably pay the street utility fee, if they had a physical location. The Council would also need to adopt a fee for Limousine Companies. Here, if there are no companies with a brick and mortar facility in the City, the Council might take that into account in adopting fees. Again, each TNC driver would be required to obtain a business license since they are all independent contractors, and taxi and limousine drivers who are independent contractors would also be required to obtain a business license. The advantage to the flat rate is that it would likely have the highest compliance rate and would be the easiest to administer.

Option 2 is a per trip surcharge, for example \$.25 per trip. Again, this surcharge would only apply to companies that do not already pay street utility fees. The surcharge would be on the honor system similar to the transient lodging tax. Option 3 is a gross receipts charge anywhere from 1% to 4% of the total gross trip fare collected. This would also require self-reporting and again would be collected only from companies that do not pay the street utility fee. Options 2 and 3 would help offset the impact to the City's transportation system, but would require increased administration costs to the City. Staff requires direction as to which option the City desires to use.

The insurance requirements for TNC's are based upon a "three period model" for determining TNC automobile liability coverage limits. This coverage is readily available for TNC's, which has been adopted by a number of local and state regulators and is intended to address gaps or "livery exclusions" that caused concerns during the advent of TNC operations. Taxi Companies and Limousine Companies would be required to maintain standard commercial insurance policies.

Lastly some cities also impose restrictions on smoking in vehicles when passengers are present. The current draft does not contain such language.

The draft ordinance was presented to representatives for Uber and Lyft for review and comment. The Uber representative informed the City that it is imperative that neighboring jurisdictions either adopt identical regulations, or defer to the largest jurisdiction, because it is not reasonable for their drivers to have significantly different rules from City to City. This is unusual compared to other business structures where a business might operate in one City, but not another, because here a taxi or TNC is not likely to operate only in Medford, and would at least occasionally venture into other cities such as Central Point. The issue is whether Central Point should have regulations at all, and if so, should they be similar to Medford's regulations.

Medford recently adopted its new ordinance. As noted above, the draft ordinance attached hereto is nearly identical to Medford's except that some of the definition sections have been changed and the rules for limousine companies have been clarified. Hence, if the City were to defer to Medford for regulation, the provisions discussed above would be the rules that such companies were operating under.

Here are some options for Council consideration:

1. Adopt regulations similar to Medford's new ordinance. This would make the two cities equal and be relatively easy for TNCs/taxi operators/limousine companies. The downside is that this would increase staff time to administer the program, though there would be no additional requirements beyond what Medford would already be requiring, and drivers would be required to pay multiple fees, and complete multiple applications, for the various cities in which they drive.
2. Adopt regulations for a license fee. The City could simply require all TNC, taxi and limousine companies and all independent contractor drivers to obtain an operating license and/or business license for the privilege of doing business in the City. In the case of an operating license, the fee charged would help to offset the impact to the City's transportation system. I have been advised that this is similar to how Beaverton handles this industry.
3. Have no regulations. Although one might question this option, there is some logic in this unique situation. If one assumes that TNCs/taxis/limousines in Central Point also operate in Medford, then those operators would have to comply with Medford's requirements. This option would also mean no additional fees to the operators, and no additional staff resources in administrating the program. This is how Albany and Keizer have decided to handle this industry.

In reviewing these options, it would appear Options 2 or 3 are preferable. Option 1 imposes regulations akin to Medford's, and collects a license fee, but increases City administration. Additionally, Option 1 could slightly increase potential liability to the City because if a city has regulations in effect, and negligently fails to follow the regulations (such as a background check or insurance requirements) then there could be some liability to a person who may be injured. However, if a city makes a legislative decision not to regulate a particular industry, there is no liability connected with that decision. Whereas under Option 2 the City can still collect a fee to offset impacts, but has less to administer and does not regulate the industry.

With regard to Options 2 and 3, the issue is whether the City's cost to administer the program to collect a license fee would be more or less advantageous than simply choosing not to regulate at all. Option 3 is consistent with the City's current code which does not regulate or license taxis at all, unless the taxi company was to have a physical office in the City.

Staff is looking for direction on which of these options the Council wishes to pursue

#### **FINANCIAL ANALYSIS:**

Unknown at this time since there is no available data regarding how many drivers and/or trips may be generated in the City by TNC's, taxi cabs and/or limousines. If Council adopts a fee or surcharge on such vehicle for hire companies, the funds could be used to at least cover a portion of staff costs to process the vehicle for hire license and any other enforcement, as well as the impact of such vehicle for hire service on the City's transportation system.

#### **LEGAL ANALYSIS:**

Local government is expressly authorized to regulate Vehicles for Hire under ORS 221.485 – 221.495, including regulating entry of business, requiring a license, controlling maximum rates,



regulating routes, establishing safety, equipment and insurance requirements, and establishing any other requirements necessary to assure safe and reliable service.

**COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:**

**STAFF RECOMMENDATION:**

Staff is seeking direction on whether to put this ordinance on the agenda for a first reading, send to CAC, table the matter, or other direction.

**RECOMMENDED MOTION:**

Direct staff as to how to proceed.

**ATTACHMENTS:**

Draft Ordinance for Discussion.

# **PROPOSED ORDINANCE**

## **VEHICLES FOR HIRE**

### **5.45.005 Purpose**

### **5.45.010 Definitions**

### **5.45.020 License**

### **5.45.030 Driver Requirements**

### **5.45.040 Insurance Requirements**

### **5.45.050 Operational Requirements**

### **5.45.060 Audit**

### **5.45.070 Revocation, Suspension, and Penalties**

### **5.45.080 Enforcement**

### **5.45.090 Effective Date**

### **5.45.005 Purpose**

The purpose of this chapter is to provide for and promote the safety and welfare of the general public by regulating vehicles for hire within the City of Central Point, as authorized by ORS 221.485 and ORS 221.495. Nothing contained in this chapter is intended or shall be construed to create any liability on the part of the City or its elected officials or employees for any injury or damage related to any provisions of this chapter, or by reason or in consequence of any act or omission in connection with the implementation or enforcement of this chapter on the part of the City or its employees.

### **5.45.010 Definitions**

Words and phrases in this chapter shall have the meanings described herein:

A. “License” means the license issued by the City to a Vehicle for Hire Company authorizing the company to engage in vehicle for hire services within the City.

B. “Driver” means any individual natural person who operates a vehicle for hire within the City.

C. “Person” means and includes any individual natural person, partnership, corporation, unincorporated association, or other entity.

D. “Vehicle for hire” means any vehicle used for the ground transportation of passengers for compensation within the City, including taxis, and Transportation Network Company (“TNC”) vehicles, and limousines. The following motor vehicles are excluded from the definition of vehicle for hire and are exempt from this chapter:

1. School buses operated to transport students;
2. Vehicles used by nonprofit transportation providers solely for elderly or handicapped persons;
3. Vehicles used to provide courtesy transportation at no charge to and from parking lots, hotels, rental offices, retirement homes, and the like;
4. Vehicles used to provide Ambulance Service.
5. Shuttle vehicles and buses used for providing passenger transportation over fixed route and time schedule.
6. Non-motorized vehicles such as horse-drawn carriages and pedi-cabs.

E. “Limousine” means a luxury motor vehicle for hire whose chassis and wheelbase have been lengthened beyond the original manufacturer’s specifications, whether at the original time of production, or after-market.

F. “Limousine Company” means any person or entity operating one or more limousines for hire, other than as a Driver, regardless of the legal form of the entity and regardless of whether the limousines are owned by the company, leased, or owned by individual members of an entity.

G. “Taxi Company” means any person or entity operating one or more vehicles for hire, other than as a Driver, regardless of the legal form of the entity and regardless of whether the taxis so operated are owned by the company, or leased, or owned by individual members of an entity. Taxi Companies do not include TNCs.

H. “Transportation Network Company” or “TNC” means a company or other entity that exclusively uses an Internet-enabled platform or application to connect passengers with vehicles for hire and/or TNC Drivers.

I. “Vehicle for Hire Company” means collectively Limousine Companies, Taxi Companies and/or TNC’s.

#### **5.45.020 License, Application and Fees**

A. The City may issue a License to a Vehicle for Hire Company if the company certifies on a form acceptable to the City that it is in compliance with all requirements of this chapter, including but not limited to Driver and insurance requirements, operating standards, and any other requirements of the code or the City, and actually meets all applicable standards and requirements.

B. The City may include conditions, restrictions, or special provisions in the License related to routes, times of operation, or lighting if necessitated by the vehicles or operations of the Vehicle for Hire Company. The City may waive or lessen the requirements of this chapter if the type of vehicles or operations of a Vehicle for Hire Company render the requirements unreasonable or unnecessary, in the sole discretion of the City.

C. The License issued under this chapter is valid for one year. Any renewal must be approved by the City prior to the expiration date in order for the Vehicle for Hire Company to continue providing vehicle for hire services within the City.

D. The application fee shall be based on the number of Drivers operating for the Vehicle for Hire Company at the time of the application, and shall be intended to account for the City's costs in administering the requirements of this chapter. The fee amounts shall be set by City Council resolution as part of the City's fee schedule.

E. The application fee shall be paid to the City at the time of submitting both initial and renewal License applications.

F. All Vehicle for Hire Companies and Drivers shall obtain a valid business license, under the provisions of Chapter 5.04, except where such Driver is an employee of the Vehicle for Hire Company. For purposes of this section an employee is an individual hired by the Vehicle for Hire Company and subject to wage withholdings. It excludes those Drivers operating as independent contractors, driving personally owned vehicles for hire, and/or leased vehicles for hire.

#### **5.45.030 Driver Requirements**

A. All Drivers shall be at least 21 years of age and shall possess a valid driver's license, proof of motor vehicle registration, and proof of current automobile liability insurance that meets the requirements of this chapter and state law.

B. Every Vehicle for Hire Company shall maintain accurate, current records for all Drivers employed by, contracting with, or affiliated with the company, including all Drivers accessing a company's digital network to operate in the City. The records shall include the Driver's name, date of birth, address, social security number, criminal background check results, driver's license information, motor vehicle registration, and automobile insurance. These records will be made available to the City promptly on request.

C. Prior to permitting a person to operate as a Driver, and annually thereafter, the Vehicle for Hire Company shall conduct, or have a qualified third party conduct, a criminal background check. The criminal background check shall include a search of no less than seven (7) years of database history, unless prohibited by law, in which case the duration of the search shall be the maximum number of years permitted by law. The criminal background check shall include local, state, and national criminal history databases and all accessible sex offender registries. Any person who is on a sex offender registry or has a record of a felony conviction within the previous seven (7) years may not act as a Driver. A record of a conviction of any of the following within the previous seven (7) years will also disqualify a person from acting as a Driver: crimes involving driving under the influence of alcohol or controlled substances, sexual offenses, or crimes involving physical harm or attempted physical harm to a person. The company or its agent shall maintain records of a criminal background checks for a period of at least two (2) years. For purposes of this section, the term “conviction” includes convictions, bail forfeitures, and other final adverse findings.

D. A Vehicle for Hire Company must revoke a Driver’s authority to operate as a Driver for their company and inform the City if it finds at any time that the standards set forth in this section are no longer being met by the Driver. The company shall only reinstate a Driver upon a finding by the company that all standards are again being met by the Driver.

#### **5.45.040 Insurance Requirements**

A. For all required insurance, Vehicle for Hire Companies shall provide certificates of insurance naming the City, its officers, agents, and employees as additional insured parties and give at least 30 calendar days’ notice to the City before a policy is canceled, expires, or has any reduction in coverage.

B. Insurance requirements of this section shall be satisfied by insurance issued by a licensed insurer or an eligible surplus lines insurer in the State of Oregon.

C. The insurance limits for Vehicle for Hire Companies are subject to statutory changes as to maximum limits of liability imposed on municipalities of the State of Oregon during the permit’s term, other statutory changes, or other changes deemed necessary by the City.

D. The adequacy of insurance coverage is subject to the review and approval of the City.

E. Every Vehicle for Hire Company shall maintain continuous, uninterrupted coverage for the duration of the License and any operations in the City. Any lapse in insurance coverage, even if it is later backdated by the insurance company, is a violation of this chapter.

F. Vehicle for Hire Companies shall secure and maintain commercial general liability insurance with limits of not less than \$1 million per occurrence and \$2 million aggregate for claims arising

out of, but not limited to, bodily injury and property damage incurred in the course of operating in the City.

G. Taxi Companies and Limousine Companies operating any motor vehicles shall secure and maintain commercial automobile liability insurance covering those vehicles, with a combined single limit of not less than \$1 million per occurrence for claims arising out of, but not limited to, bodily injury and property damage incurred in the course of operating in the City.

H. TNC Service Periods Defined:

1. Period 1: The TNC Driver has logged into the App or is otherwise connected to the TNC's digital network, but has not yet accepted a request for a ride from a passenger. For example, the App is open and the Driver is waiting for a match.

2. Period 2: A passenger match has been accepted, but the passenger is not yet picked up (for example, the Driver is on the way to pick up the passenger).

3. Period 3: The passenger is in the vehicle.

I. Upon City request or as part of an application, TNCs shall provide proof of current, valid insurance for City approval covering all affiliated TNC Drivers and vehicles for hire operating for such company and satisfying the minimum requirements of Periods 1, 2, and 3.

J. All TNCs shall maintain and provide the City with proof of the following automobile liability coverages:

1. Primary insurance coverage during Period 1 with minimum liability limits of \$50,000 per person for death and injury, \$100,000 per incident for death and injury, and \$25,000 for property damage, plus any other state compulsory coverage.

2. Primary insurance coverage during Periods 2 and 3 with minimum liability limits of \$1 million in combined single limit coverage for death, personal injury and property damage per incident; and \$1 million in combined single limit under/uninsured motorist coverage for death, personal injury and property damage per incident.

3. The required automobile liability insurance shall specifically recognize the Driver's provision of TNC and vehicle for hire services and shall comply with the laws of the State of Oregon and/or other applicable governing bodies.

K. TNC Drivers shall be responsible for maintaining all personal automobile liability insurance required by State law.

#### **5.45.050 Operational Requirements**

A. TNCs shall maintain records of all trips made by all Drivers for at least one year from the date of the trip. The data may be aggregated and/or anonymized, and shall include, at minimum, the locations by ZIP code of trip origination and destination, vehicle miles traveled, trip origination and completion times, trip duration, and passenger wait times from a Driver's acceptance of a request to passenger pick-up. The City may require a TNC to enter a data sharing agreement in order to receive a License.

B. All vehicles operating for Taxi Companies shall be clearly marked as such and shall include the Taxi Company name, phone number, and a vehicle identification number in plain sight. Vehicles operated for TNC services shall be marked with a customary "trade dress" type of identification, such as a sticker or placard. The TNC's software application or website shall display for the passenger the make, model, and license plate number of the TNC vehicle.

C. TNCs and Limousine Companies may not accept street hails. TNC's may only accept rides arranged through a TNC's digital network.

D. Vehicle for Hire Companies shall implement and maintain at all times a zero-tolerance policy on the use of drugs or alcohol applicable to all Drivers employed by, contracted or affiliated with the company while providing vehicle for hire services. Companies shall provide notice of the zero-tolerance policy on their website and/or have it clearly displayed in each vehicle. The notice must include contact information to report a complaint about a Driver for possible violation of policy. A company shall immediately suspend a Driver upon receipt of a passenger complaint alleging a violation of the zero-tolerance policy, for at least the duration of the investigation of the complaint.

E. Vehicle for Hire Companies must provide reasonable accommodations to passengers with disabilities, including passengers accompanied by a service animal, passengers with hearing and visual impairments, and passengers with mobility devices, and must comply with all applicable requirements of the Americans with Disabilities Act.

#### **5.45.060 Audit**

The City may audit Vehicle for Hire Company records up to twice per calendar year to review compliance with this chapter. An audit shall occur at a time and location designated by the City. In addition to an audit, the City may require a company to produce records related to an investigation of a specific allegation of a violation of this Code or other applicable law, or to evaluate a complaint. Production of records for an investigation or to evaluate a complaint does not count toward the twice-per-year auditing limit.

#### **5.45.070 Revocation, Suspension and Penalties**

A. In addition to any other enforcement options provided by the Code, the City may suspend, revoke, or refuse to issue a License if the Vehicle for Hire Company has violated or not met any

of the provisions of this Code. A violation includes any failure to meet or maintain any of the requirements or qualifications set forth in this Code, including the procedures and requirements for obtaining and maintaining a License, as well as the making of any materially false statement or representation. The decision to suspend, revoke or refuse to issue a License may be appealed to the City Council, which will conduct a hearing where the company and the City may present evidence and argument. The company shall have the burden of proving it has complied with all requirements of this Code necessary to obtain or maintain the License. The decision of the City Council on the appeal shall be the final decision of the City.

#### **5.45.080 Enforcement**

The City has the administrative authority to implement and enforce this chapter, including adoption of rules, regulations, or policies. This provision shall not be construed to abrogate or limit the jurisdiction or authority of the Central Point Police Department or any law enforcement agency.



# **Business**

## **Bulk Water Sales Discussion**



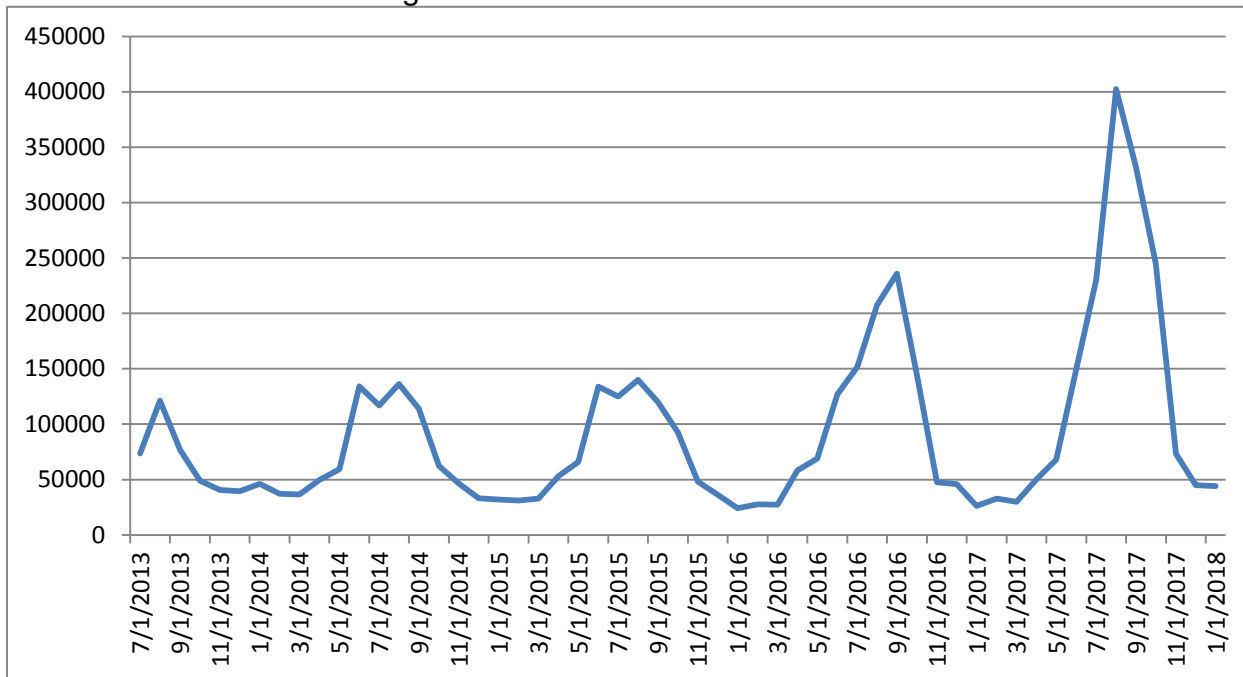
**City of Central Point  
Staff Report to City Council**

**ISSUE SUMMARY**

MEETING DATE: 2-14-2018	STAFF MEMBER: Matt Samitore
SUBJECT: Bulk Water Sales	DEPARTMENT: Public Works
<b>ACTION REQUIRED:</b>  <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information/Direction <input type="checkbox"/> Consent Agenda Item <input type="checkbox"/> Other	<b>RECOMMENDATION:</b>  <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not applicable  Comments: Discussion and recommendation on change from Beacon to other option.

**BACKGROUND INFORMATION:**

The City Water Division has realized a significant increase in the amount of consumption associated with the City's bulk water sales. Prior to the legalization of marijuana, the City typically had two commercial water haulers that delivered water to "fringe" properties—generally located beyond city limits but inside the city's urban growth boundary or urban reserve areas—that had seasonally bad wells, completely dry wells or in some instances, if property owners needed to fill a swimming pool. However, that has changed dramatically since legalization. Specifically, the summer of 2017 saw the largest volume of commercial/bulk water sales to date.



During late summer/early fall, the council received input from various residents who were concerned about city water being used to sustain local marijuana grows. Additionally, the city has received a commercial water application from a regional marijuana facility who would prefer to purchase and haul their own water. As of 2017, Central Point was the only Rogue Valley city that allowed commercial water to be purchased via a hydrant meter.

Jackson County is currently building a new water filling station. This new filling station will offer separate service for both residential and commercial customers. Specifically, one side of the station will serve retail bulk sales, and the other side will serve residential scale customers. The current Central Point rate structure for bulk water sales (via hydrant meter) is \$3.13 for 100 CF of water (748 gallons). However, Jackson County's new facility will include a bulk rate of \$6.00 per 1000 gallons.

From an operational standpoint, the City has benefitted by having commercial water haulers fill near the intersection of Highway 99 and Willow Springs Road because this water line is not "looped" and has a limited amount of circulation that is predicated on Erickson Air Crane consumption. This circumstance generally requires the waterline to be "flushed" during the winter months to avoid stagnation. However, during recent summer periods, commercial water hauler usage has prevented limited circulation related issues.

**FINANCIAL ANALYSIS:**

The bulk water haulers generated \$26,558 in sales during the 15/16 FY and \$32,614 in the 16/17 FY. So far in the 17/18 FY they have produced \$26,713 in revenue. The revenue is less than 1% of the water budget.

**LEGAL ANALYSIS:**

The City does not provide bulk water sales on the basis of industry, and as a practical matter attempting to do so would prove difficult to enforce. If the City continues to provide bulk water sales, including sales which may ultimately be used to water cannabis grows, it is unlikely to have legal repercussions to the City. Though cannabis remains illegal under federal law, the City is unlikely to be subject criminal liability under federal law. Specifically, while it is illegal under federal law to aid or abet the commission of a federal crime, federal courts have interpreted that crime as requiring a specific intent to facilitate the commission of a crime. A similar intent is required for a federal conspiracy charge. Where, as here, the City sells water on an industry neutral basis, the City lacks the requisite intent to commit a crime. In addition, however, the Bureau of Reclamation has adopted a policy prohibiting use of BOR resources to support cannabis, and the Army Corps of Engineers contains language in its contracts that require compliance with federal and state law, the City does not receive water or water storage from such federal agencies. As any supply of water to cannabis uses is incidental, the City faces a negligible risk of liability for such sales under federal law.

As to state law, the City may, but is not required, to supply water for irrigation. In reviewing this issue, legal counsel for the Medford Water Commission determined that municipal water rights do cover irrigation. Hence the risk of challenge to supplying water for irrigation rights is minimal.

The City is not required to provide bulk water sales to properties outside City limits. However, if the City chooses to do so, it is imperative that it does not actively market to cannabis operations and may want to consider higher bulk water rates to offset the costs associated with such sales. However, any rate changes should be neutral and not specific to cannabis operations.

As a practical matter, if the City opts to terminate bulk water sales that should be a neutral

termination of service as the cost to verify such uses and ensure they are not supplying cannabis grows would be significant and difficult to enforce. While there has been some staff discussion regarding the possibility of using a City business license requirement to limit water sales, at present the City's business license code does not require compliance with federal law as a condition of the license. Even if the code were amended, such a requirement could be of limited value in prohibiting sales of bulk water as person or entity seeking a business license to haul water (vs. a license to grow marijuana which is illegal in City limits) is not illegal. Hence, unless the City could verify all the water hauler's customers' this would again be very difficult to enforce.

**COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:**

Council has expressed concerns about marijuana grows in the city's urban growth boundary and urban reserve areas.

**STAFF RECOMMENDATION:**

Staff would like direction on continuing the commercial water sales program, continuing the program with modifications or eliminating the program entirely.

**RECOMMENDED MOTION:**

No recommendation at this time.

**ATTACHMENTS:**

# **Resolution**

## **Initiating the UGB Amendment for CP-2B Area**



**City of Central Point**  
**Staff Report to Council**

**ISSUE SUMMARY**

<p>MEETING DATE: February 22, 2018</p> <p>SUBJECT: Consideration of a Resolution of Intent to Amend the Central Point Urban Growth Boundary (UGB), Comprehensive Plan (Map) and the Central Point Municipal Code (Map) to Add Land from the City's Urban Reserve Area (URA) CP-2B for Residential development in the City of Central Point..</p>	<p>STAFF MEMBER: Tom Humphrey AICP, Community Development Director</p> <p>DEPARTMENT: Community Development</p>
<p>ACTION REQUIRED:</p> <p><input type="checkbox"/> Motion</p> <p><input type="checkbox"/> Public Hearing</p> <p><input type="checkbox"/> Ordinance 1<sup>st</sup> Reading</p> <p><input type="checkbox"/> Ordinance 2<sup>nd</sup> Reading</p> <p><input checked="" type="checkbox"/> Resolution</p> <p><input type="checkbox"/> Information/Direction</p> <p><input type="checkbox"/> Consent Agenda Item</p> <p><input type="checkbox"/> Other</p>	<p>RECOMMENDATION:</p> <p><input checked="" type="checkbox"/> Approval</p> <p><input type="checkbox"/> Denial</p> <p><input type="checkbox"/> None Forwarded</p> <p><input type="checkbox"/> Not applicable</p> <p>Comments:</p>

**BACKGROUND INFORMATION:**

The Community Development Department continues to meet with companies and property owners who would like to see other areas of the City's UGB expanded so that additional residential lands can be annexed and developed. The City has received a Letter of Interest, (Attachment A) requesting that the Council pursue a UGB Amendment from Urban Reserve Area (URA) CP-2B. Our Urban Growth Boundary Management Agreement (UGBMA) with Jackson County states that individuals and groups may petition the County or appropriate City ... for initiating major legislative amendments which this would be. The City is in the process of revising a concept plan for CP-2B and has updated its Housing Element and Land Use Element both of which will be used in determining the need for more residential land. The Council is being presented with the above background information in order to determine whether it wants the City to proceed with an Amendment of its Comprehensive Land-Use Plan.

As the Council is aware, the Department of Land Conservation and Development (DLCD) needs to be notified whenever a city proposes changes to its Comprehensive Plan. If the Council is in support of the changes being proposed with this staff report, and would like to proceed, then a Resolution of Intent (Attachment B) can be adopted to start the amendment process.

**FINANCIAL ANALYSIS:**

It is unclear at this time whether a Resolution of Intent obligates the City or the property owner to take the lead with the land use application. It is anticipated that the property owner will bear the cost of application(s) at the City and the County which includes traffic analysis. Financial impact to the City would then be limited to staff in-kind expense and professional service fees in order to evaluate the information provided.

**LEGAL ANALYSIS:**

The municipal code is being evaluated by the City Attorney to determine the respective roles of the City and the property owner regarding the land use application(s) and who should take the lead and whether this resolution would result in a quasi-judicial or a legislative action.

**COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:**

Managed Growth and Infrastructure, Goal 4; Continually ensure that planning and zoning review and regulations are consistent with comprehensive plans and vision.

**STAFF RECOMMENDATION:**

Deliberate and 1) Approve a Resolution of Intent to Amend the Comprehensive Land-Use Plan; 2) Defer a Resolution of Intent to a later date; 3) Decline the Letter of Interest.

**RECOMMENDED MOTION:**

Approve Resolution No. \_\_\_\_ A Resolution Declaring the City Council's Intent to Initiate an Amendment to the Central Point Urban Growth Boundary (UGB), and the Comprehensive Plan (Map) to Add Land from the City's Urban Reserve Area (URA) CP-2B for Residential Development in the City of Central Point.

**ATTACHMENTS:**

Attachment "A" – Letter of Interest from Richard Stach and Deborah Gaumer dated 11/7/17  
Attachment "B" – Resolution No. \_\_\_\_ A Resolution Declaring the City Council's Intent to Initiate an Amendment to the Central Point Urban Growth Boundary (UGB), and the Comprehensive Plan (Map) to Add Land from the City's Urban Reserve Area (URA) CP-2B for Residential Development in the City of Central Point.

+

November 7, 2017

Tom Humphry, AICP  
Community Development Director  
140 South Third Street  
Central Point, OR 97502

RE: Request for inclusion in the City of Central Point Urban Growth Boundary (UGB)

Dear Mr. Humphry,

We own a 5.70-acre parcel located at 5278 Gebhard Road in Central Point, also described as T.36-R.2W Section 35D, Tax Lot 1300. The property is located outside of, but adjacent to, the current Central Point Urban Growth Boundary (UGB) and within the urban reserve area known as CP-2B. We understand that the City is in the processes of updating the Housing Element of its Comprehensive Plan. We also understand that the revised Housing Element indicates that the City needs to add approximately 150 acres of land to its UGB to provide the 20-year supply required by ORS 197.296.

Please accept this correspondence as our formal request to include this property in Central Point's UGB. The property is ideally located to provide for additional housing over the next 20-years for the follow reasons:

First priority land: This land, being a portion of the City's urban reserve, is first priority land for consideration when the City expands its UGB per ORS 197.298.

Property location, size, other characteristics: The property is located immediately adjacent to the existing city limit. Half-street improvements (Aristona Street) have been developed along much of the south boundary of the property. The north side of Aristona Street can be completed with the development of this property and the existing utilities within the street can be extended into and through the development of this property. The 5.70-acre parcel is large enough to accommodate a planned/coordinated development, but small enough to make development in the near-term an obtainable goal. Unlike some other properties within the urban reserve, this property can develop without the need of adjacent development to extend infrastructure to the site. All required utilities and infrastructure are immediately adjacent to this property, the property is held by a single owner, and future development can either be worked around existing structures on the property or those structures can be removed.

Transportation/Connectivity: Central Point is divided east-to-west by the Interstate-5 freeway. The freeway can be crossed in two locations in the city: at Pine Street and at Upton Road. Connectivity on the east side of the freeway is currently lacking and relies heavily on County roads (Peninger, Upton, Wilson, Gebhard). The continued urbanization of the area east of I-5 has added to the amount of traffic in the vicinity but it has not helped much in connecting this portion of the city to the portions of Central Point west of I-5. The development of CP-2B will



help to improve connectivity in the northeast portions of Central Point by leading to the improvement of existing County roads (Gebhard, Wilson, and Upton) to urban/City standards. It will also likely facilitate the development of additional streets to enhance connectivity. The improvement of these facilities will help to alleviate some of the pressure on East Pine Street.

Sewer: The area around this property is served by Rogue Valley Sewer Service for sanitary sewer. There are existing 8" lines along both the west frontage of the property in Gebhard Road and the south frontage of the property in Aristona Street.

Water: Water in this area is provided by the Medford Water Commission. There is an existing water line located along the south boundary of the property in Aristona Street. Water is also available at the southwest corner of the property in Gebhard Road. Water service can be extended into and through the property when it is developed.

Balanced Development Pattern: Property owners on the west side of the city have expressed interest in being included in the City's UGB. We understand that the available supply of land (interested property owners) will likely exceed the need for additional acreage in the UGB. We encourage the City to develop a process to score individual properties, or groups of properties, in order to make a well-informed decision about where to expand. We are confident that our property will score very well on any objective scoring criteria you develop. We also know that in general, spreading development around the existing urban area has the effect of increasing the efficiency of extending urban services for new development. By spreading development, you are less likely to overload existing facilities for transportation, water, sewer, etc. This approach also helps to ensure that the properties added to your UGB are available in the near-term because they are less likely to require the extension of services through undeveloped parcels to facilitate their development. For these reasons, we also encourage you to select properties around the existing urban area that are both close to (immediately adjacent is best) the existing city limit and adjacent to existing infrastructure for both water and sewer services.

Interest in development: When dealing with a limited supply of land for development, it is imperative that you select properties that are truly available for development. The City must account for all acreage within its UGB when determining availability of land whether or not the owners are interested in developing the land. We are asking that this property be included in the UGB because we are committed to developing the property in the near-term. We ask that the City develop some way of gauging interest in development from property owners requesting inclusion in the UGB in order to ensure that the properties added to the UGB are available for development in the near-term and within the 20-year period.

We ask that we be added to any mailing list you develop as you move forward in your process of expanding your UGB. We have retained Richard Stevens & Associates, Inc. to monitor and assist the process for inclusion into the Central Point UGB and therefore, we would also like them to receive notice of hearings for Comprehensive Plan Element changes/modifications, conceptual plan development, and any other process that could influence the UGB expansion. We have included their contact information below.

Thank you,

Handwritten signature in blue ink, appearing to read "Richard Stach & Deborah Gaumer".

Richard Stach and Deborah Gaumer  
1913 Hillcrest Road  
Medford, OR 97504

Richard Stevens & Associates, Inc.  
541 773-2646  
P.O. Box 4368  
Medford, OR 97501

Clark Stevens  
[estevens@mind.net](mailto:estevens@mind.net)

Joe Slaughter  
[joersa@mind.net](mailto:joersa@mind.net)

Related to Item 'D'  
Distributed @ 5/2/04 PC Meeting



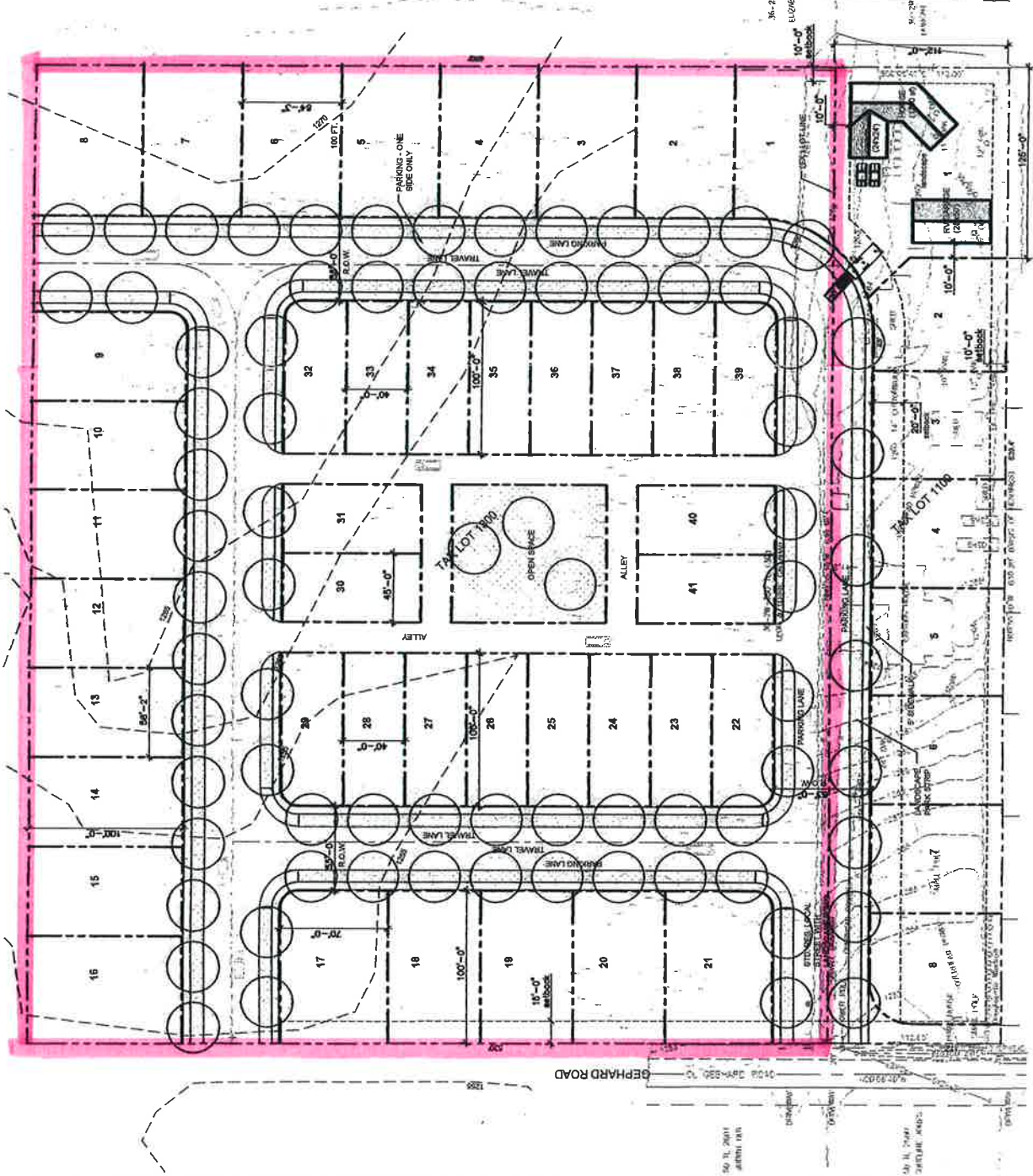
**SITE DATA**  
 TOTAL LOTS: 41  
 TOTAL ACRES: 1.00  
 ZONING: R-1-b (Residential Single Family)  
 Lot Area: 6,000 sq ft  
 Lot Width: 70 ft  
 Lot Depth: 86 ft  
 Lot Width (corner): 70 ft  
 Lot Depth (corner): 86 ft  
 Side Yard (setback): 10 ft  
 Rear Yard (setback): 10 ft  
 Floor: 1st fl.

**Jakabosky Development**  
(preliminary)

CENTRAL POINT, OR  
 SUBMITTED 7.1.10

**REQUIREMENTS**  
 (1) All new buildings shall comply with the requirements of the applicable building code.  
 (2) All new buildings shall comply with the requirements of the applicable fire code.  
 (3) All new buildings shall comply with the requirements of the applicable health and safety code.  
 (4) All new buildings shall comply with the requirements of the applicable environmental code.  
 (5) All new buildings shall comply with the requirements of the applicable utility code.  
 (6) All new buildings shall comply with the requirements of the applicable accessibility code.  
 (7) All new buildings shall comply with the requirements of the applicable energy code.  
 (8) All new buildings shall comply with the requirements of the applicable seismic code.  
 (9) All new buildings shall comply with the requirements of the applicable wind code.  
 (10) All new buildings shall comply with the requirements of the applicable snow load code.  
 (11) All new buildings shall comply with the requirements of the applicable flood zone code.  
 (12) All new buildings shall comply with the requirements of the applicable historic preservation code.  
 (13) All new buildings shall comply with the requirements of the applicable archaeological code.  
 (14) All new buildings shall comply with the requirements of the applicable paleontological code.  
 (15) All new buildings shall comply with the requirements of the applicable cultural resources code.  
 (16) All new buildings shall comply with the requirements of the applicable biological resources code.  
 (17) All new buildings shall comply with the requirements of the applicable geological code.  
 (18) All new buildings shall comply with the requirements of the applicable hydrological code.  
 (19) All new buildings shall comply with the requirements of the applicable soil conservation code.  
 (20) All new buildings shall comply with the requirements of the applicable wetlands code.  
 (21) All new buildings shall comply with the requirements of the applicable riparian code.  
 (22) All new buildings shall comply with the requirements of the applicable wetland code.  
 (23) All new buildings shall comply with the requirements of the applicable wetland code.  
 (24) All new buildings shall comply with the requirements of the applicable wetland code.  
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 (38) All new buildings shall comply with the requirements of the applicable wetland code.  
 (39) All new buildings shall comply with the requirements of the applicable wetland code.  
 (40) All new buildings shall comply with the requirements of the applicable wetland code.  
 (41) All new buildings shall comply with the requirements of the applicable wetland code.

**Site Plan**  
 SCALE: 1" = 30'-0"



**RESOLUTION NO. \_\_\_\_\_**

**A RESOLUTION DECLARING THE CITY COUNCIL’S INTENT TO INITIATE AN AMENDMENT TO THE CENTRAL POINT URBAN GROWTH BOUNDARY (UGB), AND THE COMPREHENSIVE PLAN (MAP) TO ADD LAND FROM THE CITY’S URBAN RESERVE AREA (URA) CP-2B FOR RESIDENTIAL DEVELOPMENT IN THE CITY OF CENTRAL POINT**

**RECITALS:**

- A. An amendment of the Central Point Comprehensive Land Use Plan may be initiated by adoption of a resolution of intention by the City Council (Chapter 17.96.200.B); and
- B. The City’s Urban Growth Boundary Management Agreement (UGBMA) with Jackson County states that individuals and groups may petition the County or appropriate City ... for initiating major legislative amendments. The City Council has received a request to initiate a UGB amendment for property located in an Urban Reserve Area (URA) known as CP-2B.
- C. The City Council has reason to believe that expansion of the UGB into CP-2B and changes to the Comprehensive Plan (map) will address the City’s demand for more and affordable housing and it consistent with concentric growth the City has espoused.
- D. The City Council determines that it is in the City’s economic interest and that the public necessity and convenience and general welfare support such an amendment.

**The City of Central Point resolves:**

**Section 1:** By this resolution the City Council authorizes the Community Development Department to proceed with consideration of an amendment to the Urban Growth Boundary (UGB), including necessary and related Comprehensive Plan (Map) Amendments.

**Section 2:** Unless otherwise authorized by the City Council the UGB amendment shall be limited to URA CP-2B and the uses agreed to in the Regional Plan.

**Section 3:** All conditions of the Regional Plan Element applicable to UGB expansions in general, and to CP-2B specifically, shall be satisfied in order to amend the UGB.

**Section 4:** Prior to formal application for the actions cited in Section 1 of this resolution the requirements of Section 17.96 of the City of Central Point Municipal Code shall be met.

**PASSED** by the Council and signed by me in authentication of its passage this 22<sup>nd</sup> day of February, 2018.

\_\_\_\_\_  
Mayor Hank Williams

ATTEST:

\_\_\_\_\_  
City Recorder

# **Resolution**

## **Accepting the Annual Audit**



**City of Central Point**  
**Staff Report to Council**

**ISSUE SUMMARY**

MEETING DATE: February 22, 2018	STAFF MEMBER: Steve Weber
SUBJECT: Accepting Annual Audit Report for Fiscal Year 2016-17	DEPARTMENT: Finance
ACTION REQUIRED:  <input checked="" type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Ordinance 1 <sup>st</sup> Reading <input type="checkbox"/> Ordinance 2 <sup>nd</sup> Reading <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Information/Direction <input type="checkbox"/> Consent Agenda Item <input type="checkbox"/> Other	RECOMMENDATION:  <input checked="" type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input type="checkbox"/> Not applicable  Comments:

**BACKGROUND INFORMATION:** In accordance with Oregon Revised Statutes 297.425 as specified in Oregon Administrative Rules 162-10-000 through 162-10-320 of the Minimum Standards for Audits of Oregon Municipal Corporations, an audit of the financial records of the City of Central Point for the 2016-17 fiscal year was required.

The accounting firm of Isler CPAs from Eugene audited the financial statements for the 2016-17 fiscal year and rendered the opinion that the financial statements present fairly, in all material aspects, the respective financial position, changes in financial position, and respective budgetary comparison of the City of Central Point.

**FINANCIAL ANALYSIS:**

**LEGAL ANALYSIS:**

**COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:** N/A

**STAFF RECOMMENDATION:** Approve resolution as presented.

**RECOMMENDED MOTION:** Move to approve Resolution No. \_\_\_\_ Accepting the Annual Audit Report for Fiscal Year 2016-17

**ATTACHMENTS:** Resolution accepting the annual audit report for fiscal year 2016-17.



RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY OF CENTRAL POINT  
ACCEPTING THE ANNUAL AUDIT REPORT FOR THE FISCAL YEAR 2016-2017

Recitals:

- A. In accordance with Oregon Revised Statute 297.425 as specified in Oregon Administrative Rules 162-10-000 through 162-10-320 of the Minimum Standards for Audits of Oregon Municipal Corporations, an audit of the financial records of the City of Central Point for fiscal year 2016-17 was required.
- B. The accounting firm of Isler CPAs audited the financial records for fiscal year 2016-17 and rendered the opinion that the financial statements present fairly, in all material aspects, the respective financial position, changes in financial position, and respective budgetary comparison of the City of Central Point.

The City of Central Point resolves as follows:

- Section 1. That the audit report for the fiscal year 2016-17 is hereby accepted.

Passed by the Council and signed by me in authentication of its passage this \_\_\_\_\_ day of February 2018.

\_\_\_\_\_  
Mayor Hank Williams

ATTEST:

\_\_\_\_\_  
City Recorder

# **Public Hearing**

## **Comprehensive Plan Land Use Element**



**City of Central Point**  
**Staff Report to Council**

**ISSUE SUMMARY**

<p>MEETING DATE: February 22, 2018</p> <p>SUBJECT: Public Hearing to Consider an Ordinance to Update the Land Use Element of the Central Point Comprehensive Plan (File No. CPA-17003) (Applicant: City of Central Point)</p>	<p>STAFF MEMBERS: Tom Humphrey AICP, Community Development Director and Don Burt, Planning Manager</p> <p>DEPARTMENT: Community Development</p>
<p>ACTION REQUIRED:</p> <p><input type="checkbox"/> Motion</p> <p><input checked="" type="checkbox"/> Public Hearing</p> <p><input checked="" type="checkbox"/> Ordinance 1<sup>st</sup> Reading</p> <p><input type="checkbox"/> Ordinance 2<sup>nd</sup> Reading</p> <p><input type="checkbox"/> Resolution</p> <p><input type="checkbox"/> Information/Direction</p> <p><input type="checkbox"/> Consent Agenda Item</p> <p><input type="checkbox"/> Other</p>	<p>RECOMMENDATION:</p> <p><input checked="" type="checkbox"/> Approval</p> <p><input type="checkbox"/> Denial</p> <p><input type="checkbox"/> None Forwarded</p> <p><input type="checkbox"/> Not applicable</p> <p>Comments:</p>

**BACKGROUND INFORMATION:**

On December 5, 2017 staff introduced a working draft of the Land Use Element to the Planning Commission. After discussion the Commission directed staff to schedule a public hearing to gather input on the Working Draft of the Land Use Element. On January 2, 2018 the Planning Commission conducted a public hearing to take testimony. The Commission then closed the public hearing and forwarded a favorable recommendation to the City Council.

Attached is a draft of the Land Use Element. The Land-Use Element was last updated in 1983 and consisted of two parts; the text and the map. The text addresses the purpose and scope of each land use classification (including issues) and land use distribution by acreage. The text also sets forth the City's goals and policies for the management of its land use system. The actual use of land by classification is maintained in the Buildable Lands Inventory (BLI), which tracts land usage over time. The BLI is an adjunct document to the Land Use Element. The BLI is maintained and updated with each application for land development.

The purpose of the Plan Map is to assign a specific land use category to each property within the City's urban area (city limits plus UGB). The land use designations are primarily based on current allocations, and the findings from other Comprehensive Plan elements such as the Regional Plan, Housing, Economic, Parks and Recreation, etc.

A prior version of the working draft of the Land Use Element was reviewed by the Citizen's Advisory Committee (CAC), with a favorable recommendation to the Planning Commission. Since

the CAC meeting staff has continued refining the working draft per the CAC discussion.

The text, goals, and policies of the Land Use Element have been modified and updated to reflect changes in policy since the last Land Use Element was adopted in 1983. These changes fall into three categories:

- ❖ **Changes needed to reflect prior land use activity.** These changes are primarily driven by prior actions that affected land use goals and policies that are not consistent with the current Land Use Element. Most of these changes are policy related to the rezoning of lands along the west side of the railroad tracks (mainly Twin Creeks) from industrial to residential.
- ❖ **Changes necessitated by recent policy.** These changes primarily relate to residential land uses and the need to adjust the minimum density requirements and Performance Indicators of the Regional Plan Element and the Housing Element.
- ❖ **Changes that are recommended to provide more flexibility in the land use process.** These changes are related primarily to the commercial lands and are intended to provide a broader purpose base allowing for more flexibility in responding to structural changes in the commercial sector of the economy.

For the most part the Map is little changed from the existing Map, but there are some changes that need to be noted and discussed. The Map discussion will focus on four areas of change:

- ❖ **Changes addressing mapping errors.**
  - Previously approved changes to the land use map were either not mapped or were mapped incorrectly. These inconsistencies have been corrected on the proposed land use map. Examples include:
    - The McDowell property on Snowy Butte Road shown as R-1-6, but that was designated R-3 by ordinance several years ago;
    - The McDonald's parking lot currently designated as High Density Residential that should be Community Commercial to align with the use; and
    - The Central Point School District property off Upton Road currently designated Very Low Density Residential and should be Civic.

***Solution: Correct the oversights***

- ❖ **Changes proposed by others.**
  - Presently there are land use changes that are being considered by private landowners with specific development interests, including the following:
    - Craig Nelson (Freeman Road), - Wants to designate the high density residential along Freeman Rd. and Bigam Dr. to Community Commercial.
    - Gutches (Vilas Road) – Wants to designate Low Density Residential to High Density Residential.
    - Fire District #3/School District #6 (Vilas Road) Want to designate Low Density Residential to Civic

***Solution: the proposed changes are not at issue pending completion of a transportation***

***impact analysis TIA) by the property owners. This must be accomplished prior to finalization of any change in land use. The property owners have been notified of the TIA requirement.***

❖ **Changes needing to be addressed due to changing conditions**

- **TOD Overlay.** The current land use map provides a designation for the TOD Corridor and TOD District but does not identify the underlying land use categories, relying instead on master plans. The proposed land use designations align with currently established zoning categories.
- ***Solution: Apply TOD as an Overlay district with more specific designations.***
- **Future Land Use Study Area.** There is currently a Commercial Medical (C-2M) zone that initially was intended as a hospital zone. A large part of the area is owned by Asante and they have no interest in developing it for medical purposes. At this time staff does not have a solution and recommends that this area be studied in the future to determine the appropriate land use designation and corresponding zoning district.
- ***Solution: Defer action and direct that staff study the area for land use alternatives. This recommendation should be reflected as a specific goal of the Land Use Element.***
- **R-3 Lands and mobile home parks.** A considerable percentage of the R-3 (HRes) lands have been developed at densities averaging 6 units per gross acre. The R-3 zoning district has a minimum density requirement of 14 units per net acre. At the time of adoption the R-3 district did not have a minimum required density. Mobile home parks were only allowed in the R-3 district. The mobile home parks that were developed in the R-3 district were developed at a density of 6 units per gross acre.
- ***Solution: Defer action and direct that staff study the area for land use alternatives. This recommendation should be reflected as a specific goal of the Land Use Element.***

- ❖ **Changes to the Commercial District.** It is proposed that the C-4 title “Tourist and Office Professional” be redefined eliminating the “Tourist” reference. The current reference to tourism as the primary purpose of this land use classification unnecessarily restricts any flexibility in allowing a broader range of commercial development projects.

**FINANCIAL ANALYSIS:**

Financial impact to the City is limited to staff in-kind expense and professional service fees that have been budgeted in order to evaluate the current and proposed changes.

**LEGAL ANALYSIS:**

The primary issues to be considered and discussed at the meeting will be map-related as noted above, with specific attention being given to changes due to “Changing Conditions”.

1. Use of an actual land use designation versus a TOD overlay should be of no consequence considering that the use of either accomplishes the same design objectives unique to a TOD development (i.e. pedestrian scale and walkability and transit service).

2. Future Land Use Study Area, specifically the C-2(M) district, is definitely a discussion item with no immediate resolution, other than to state its further study as a follow-on goal.
3. R-3 Lands and mobile home parks issue, like the C-2(M) issue warrants further review before any action is taken.

These actions are all evaluated in light of City and State Land Use Goals and Regulations.

**COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:**

Managed Growth and Infrastructure, Goal 4; Continually ensure that planning and zoning review and regulations are consistent with comprehensive plans and vision.

**STAFF RECOMMENDATION:**

Consider proposed amendment 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.

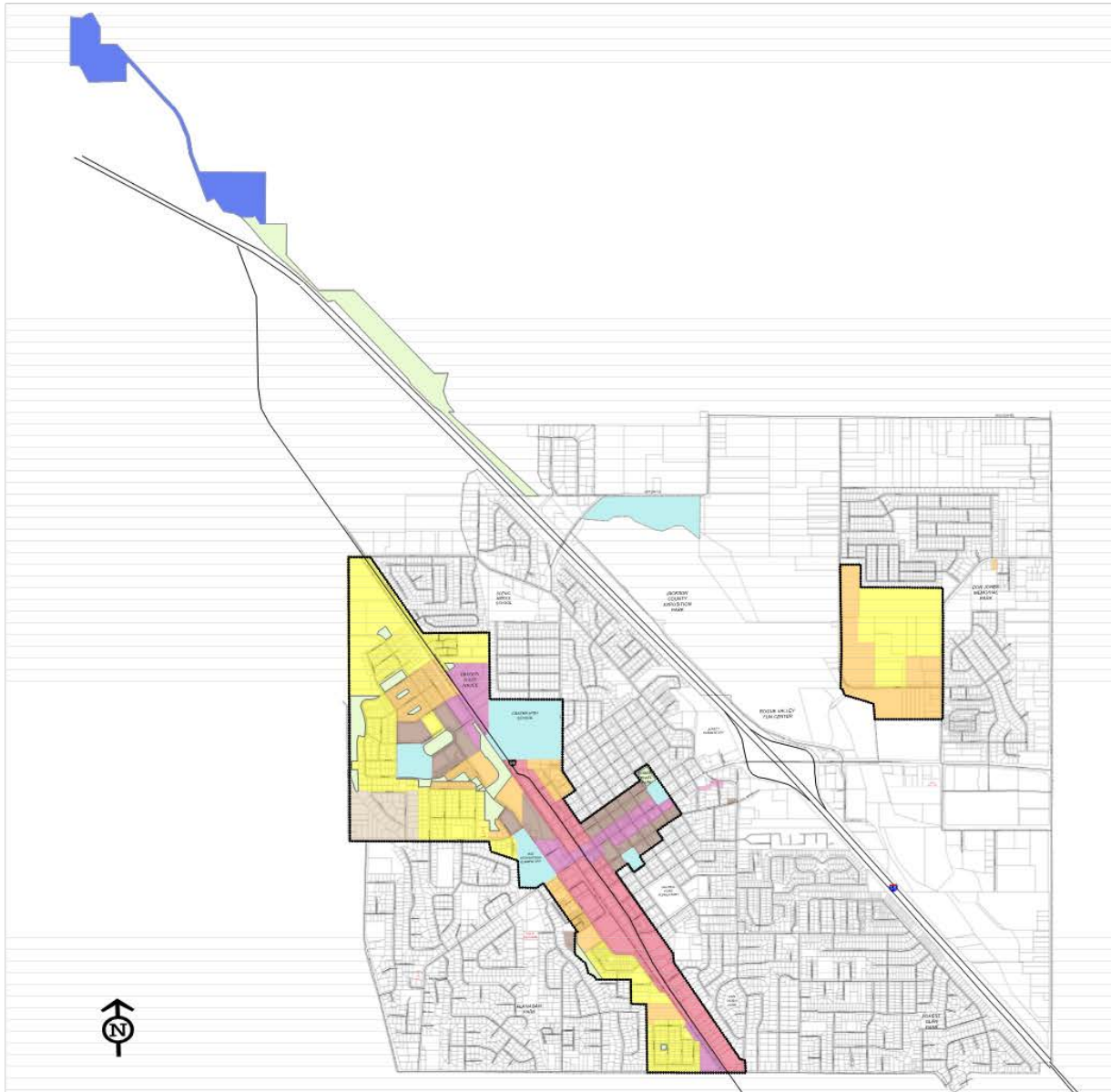
**RECOMMENDED MOTION:**

Forward the Ordinance and Land Use Element exhibit to a second reading on March 8, 2018.

**ATTACHMENTS:**

Attachment "A" – Ordinance No. \_\_\_\_ An Ordinance Updating and Adopting the Central Point Comprehensive Plan Land Use Element (2018-2038).

+



**Legend**

- |   |  |   |  |  |
|---|--|---|--|--|
| <ul style="list-style-type: none"> <li>----- UGB</li> <li>----- TOD District</li> </ul> | <p><b>Proposed Residential</b></p> <ul style="list-style-type: none"> <li>Very Low Density</li> <li>Low Density</li> <li>Medium Density</li> <li>High Density</li> </ul> | <p><b>Proposed Commercial</b></p> <ul style="list-style-type: none"> <li>Community Commercial</li> <li>Employment Commercial</li> <li>General Commercial</li> </ul> | <p><b>Proposed Industrial</b></p> <ul style="list-style-type: none"> <li>Light</li> <li>General</li> </ul> | <p><b>Proposed Civic and Parks</b></p> <ul style="list-style-type: none"> <li>Proposed Civic</li> <li>Proposed Parks and Open Space</li> </ul> |
|---|--|---|--|--|

## DRAFT Proposed Comprehensive Land Use Plan Changes 2017 - 2040

Last Updated: Ord. No. 1960 Aug. 2012  
Ord. No. 1971 May 2013

This map is intended for graphic display and planning purposes only.  
Current UGB Limits and Tax Parcels are represented on this map.  
File Name: 2017 Comp Plan (Land Use)\_08072017  
File Location: \lcp\Planning\2017 - TOPICAL LAND USE FILES\Comp Plan Amendments\CPA - 17003 - Land Use Element  
Created by: S. Holley  
August 8, 2017

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE UPDATING AND ADOPTING THE CENTRAL POINT COMPREHENSIVE PLAN LAND USE ELEMENT (2018-2038)

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 Land Use 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 January 2, 2018
  - b) City Council hearing on February 22, 2018.

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 Land Use Element is hereby updated and adopted as set forth in Exhibit A –Comprehensive Plan Land Use Element, 2018-2038 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 Land Use Element.

Passed by the Council and signed by me in authentication of its passage this \_\_\_\_ day of \_\_\_\_\_, 2018.

\_\_\_\_\_  
Mayor Hank Williams

ATTEST:

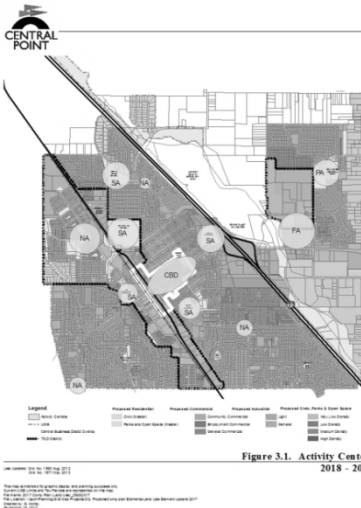
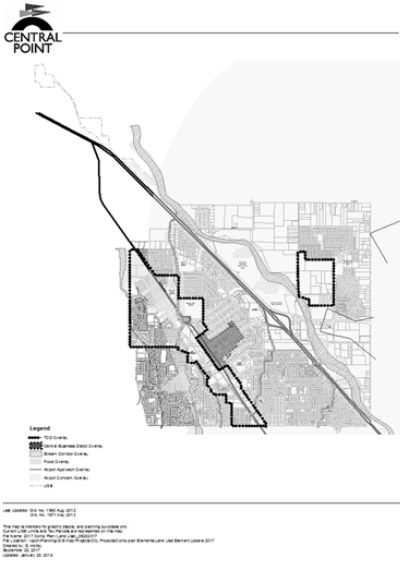
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City Recorder



# LAND USE ELEMENT

## 2018-2038

### City of Central Point Comprehensive Plan



City Council  
February 22, 2018  
Final Draft

**EXHIBIT “A”**

- 1. Table of Contents**
- 1. Summary ..... 5**
- 2. Introduction ..... 7**
- 2.1. Buildable Lands Inventory ..... 7**
- 2.2. State Land Use Guidelines ..... 8**
- 2.3. Central Point Forward, A City Wide Strategic Plan ..... 8**
- 2.3.1. City Mission Statement..... 9**
- 2.3.2. City Statement of Values ..... 9**
- 2.4. The Regional Plan Element ..... 9**
- 2.4.1. Direction of Growth ..... 10**
- 3. Land Use and Urban Form..... 11**
- 4. Performance Indicators ..... 11**
- 4.1. Committed Residential Density ..... 11**
- 4.2. Mixed-Use/Pedestrian Friendly Areas..... 12**
- 4.3. Conceptual Transportation Plan..... 12**
- 4.4. Conceptual Land Use Plan ..... 12**
- 4.5. Target Residential Density..... 13**
- 4.6. Land Use Distribution..... 13**
- 4.7. Transportation Infrastructure ..... 13**
- 4.8. Mixed-Use/Pedestrian Friendly Areas..... 13**
- 4.8.1. Activity Centers ..... 13**
- 5. Land Use Benchmarks ..... 16**
- 6. Current (2017) Land Use Summary ..... 17**
- 7. Land Use Classifications ..... 18**
- 7.1. Residential Land Use..... 21**
- 7.1.1. Residential Land Use Classifications..... 21**
- 7.1.2. Very Low Density Residential (VLRes) ..... 22**
- 7.1.3. Low Density Residential (LRes)..... 23**
- 7.1.4. Medium Density Residential (MRes)..... 23**
- 7.1.5. High Density Residential (HRes) ..... 23**
- 7.2. Residential Land Use Plan Map ..... 24**

**EXHIBIT “A”**

**7.3. Residential Infill and Redevelopment..... 24**

**7.4. Small Town, Neighborhood Preservation, Identification and Livability ..... 24**

**7.5. Residential Zoning & Density..... 25**

**7.6. Minimum/Maximum Density Calculation ..... 25**

**7.7. Public Parks/Open Space and Residential Density ..... 27**

**7.8. Civic Uses and Residential Density ..... 27**

**7.9. Environmental Lands and Residential Density ..... 27**

**7.10. Residential Goals and Policies: ..... 27**

**7.11. Employment Land Use ..... 28**

**7.11.1. Commercial Land Use Summary..... 29**

**7.11.2. Commercial Land Use Plan..... 29**

**7.11.2.1. Neighborhood Commercial (NC)..... 30**

**7.11.2.2. Employment Commercial (EC)..... 30**

**7.11.2.3. General Commercial (GC)..... 30**

**7.11.3. Commercial Development Goals and Policies ..... 30**

**7.12. Industrial Land Use Plan..... 31**

**7.12.1. Industrial Goals and Policies..... 32**

**7.13. Civic Land Use..... 32**

**7.13.1. Civic Land Use Goals and Policies..... 33**

**7.14. Parks and Recreation Land Use ..... 33**

**7.15. Circulation/Transportation Land Use..... 33**

**7.15.1. Circulation Land Use Goal ..... 34**

**7.16. Existing Circulation Land Use Summary .....Error! Bookmark not defined.**

**8. Overlay Districts ..... 34**

**9. Central Business District (CBD) ..... 34**

**10. Transit Oriented Development District (TOD) ..... 36**

**11. Environmental Overlay..... 36**

**12. Airport Overlay ..... 36**

**13. Urban Growth Boundary..... 36**

**14. Land Use Plan Map ..... 36**

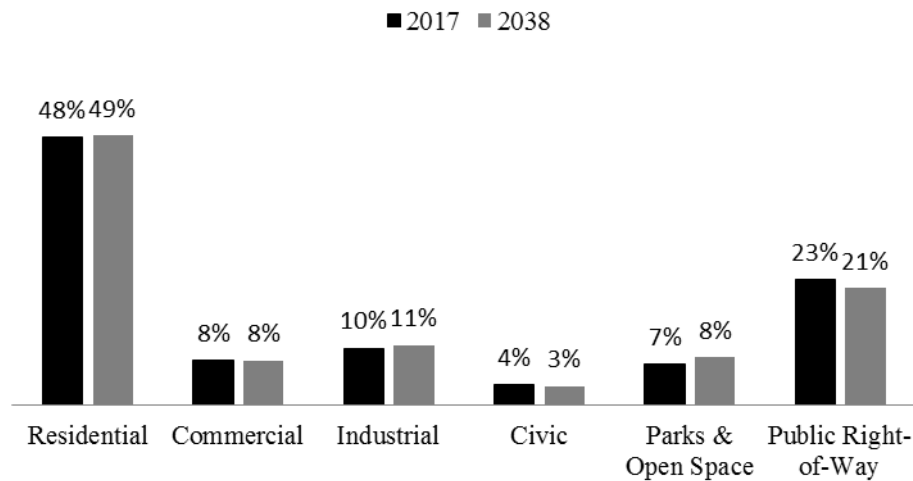
**EXHIBIT "A"**

## EXHIBIT “A”

### 1. Summary

The City’s urban area encompasses approximately 3,100 acres. Every parcel is assigned to one of six (6) primary land use classifications, which are supported by nine (9) secondary land use classifications, and four overlay districts, for a total of 19 land use classifications. The percentage distribution of land uses within the urban area is illustrated in Figure 1.1.

**Figure 1.1. Land Use Distribution, 2017 vs. 2038**



The Land Use Element relies on other Comprehensive Plan elements, such as the Population, Housing, Economic, Regional, and Parks and Recreation elements to determine the quantity and classification of land uses necessary to accommodate the City’s current and future projected population growth. Over the course of the 2018-38 planning period it is projected that the City will grow by 5,580 residents<sup>1</sup>, generating a demand for 2,230 new housing units. To accommodate the expected population growth the City will need an additional 325 gross acres, distributed across all land use classifications. By 2038 the distribution of land uses (Figure 1.1) will be very similar to the City’s current distribution, signifying no major changes in land use policy. As in the past the Residential land use will continue to be the dominant land use, followed by Right-of-Way.

Another popular measure of land use is the ratio of acres per 1,000 residents. Unlike the percentage measurement the ratio of acres per 1,000 residents does address policy changes in the efficiency of land use. Figure 1.2 illustrates that for Year 2000<sup>2</sup> the planned developed acres was projected to be 80 per 1,000 residents. By 2017 the actual ratio was 84 acres per 1,000 residents. The lower Year 2000 ratio was based on an anticipated higher average residential density. The projected average residential density was not supported by policy, consequently resulting in a higher overall ratio. By 2038, based on current average minimum density policies, it is expected that the ratio will drop to 70 acres per

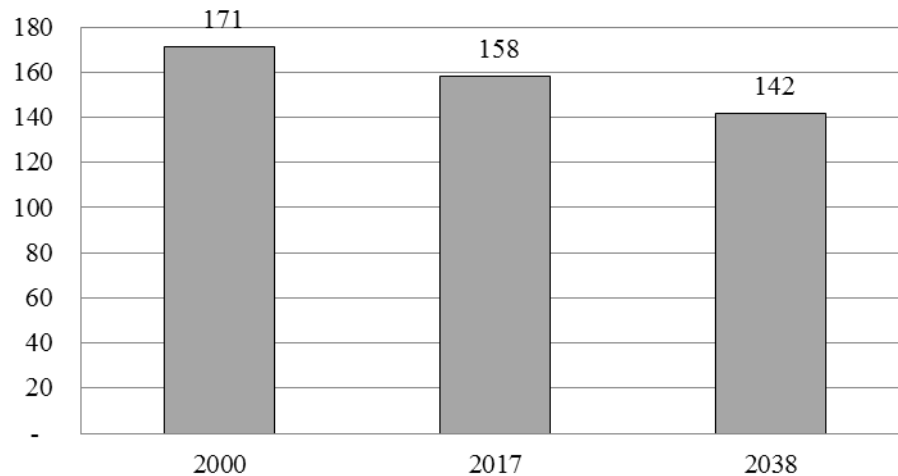
<sup>1</sup> Based on Portland State University’s Interpolation Table for 2038 with the 2017 Certified Population as the base year.

<sup>2</sup> 1980 City of Central Point Land Use Element

**EXHIBIT “A”**

1,000 residents; the lower the ratio the more efficient the use of land. The adoption of a minimum residential density of 6.9 dwelling units per gross acre<sup>3</sup> is the reason for the lower 2038 ratio.

**Figure 1.2. Developed Acres per 1,000 Population, 2000, 2017 and 2038**



A unique aspect of the Land Use Element, and the more efficient use of land (particularly residential land), was the introduction in 2012 of the Regional Plan Element (Regional Plan). Adoption of the Regional Plan created eight urban reserve areas (URAs) and a series of Performance Indicators (PIs). The URAs address lands that are eligible for future inclusion into the UGB and annexation to the City, subject to compliance with need and applicable PIs. The most significant PIs that apply specifically to the Land Use Element are the creation of Concept Plans (both land use and transportation) for all URAs. In addition to land use the Concept Plans must address the minimum density standard PIs, and the need to provide for, and identify and monitor, the creation and development in, and of, Activity Centers (mixed-use/pedestrian friendly areas).

The Regional Plan Element requires the monitoring of residential and employment development within Activity Centers to assure that they meet minimums as initially established in 2009 Regional Transportation Plan. To monitor development activity in an Activity Center it is necessary to identify those centers. By definition the City has identified, within the current UGB, fourteen (14) activity centers, with the full expectation that additional activity centers will be added as the City’s UGB expands unto the URAs.

Over the course of the twenty year planning period the only certainty in this Land Use Element is that it will change. Like all elements of the Comprehensive Plan the objective is to create a “living” plan; one that allows, and encourages adaptation to changing circumstances, but all the while maintaining the community’s core values and vision.

<sup>3</sup> City of Central Point Regional Plan Element, Section 4.1.5 Committed Residential Density

## EXHIBIT “A”

### 2. Introduction

The primary purpose of the Land Use Element is to:

- Identify and map all land use classifications within the City’s urban area (city limits and UGB); and
- Track activity through the Buildable Lands Inventory (BLI) for compliance with associated goals and policies identified in related Comprehensive Plan elements; i.e. the Housing Element, Economic Element, Parks and Recreation Element, Transportation System Plan, etc.

Simply stated the Land Use Element is responsible for managing and mapping the land use needs of the City as defined in other Comprehensive Plan elements.

The Land Use Element does not determine how much of a particular land use is needed. It only determines where that land use will be physically sited and how it will be managed to achieve the City’s comprehensive land use goals and policies, particularly those goals and policies from the Housing, Economic, Parks and Recreation, and Urbanization Elements. Currently (2018), the supporting elements of the City’s Comprehensive Plan identify a need to add approximately 280 vacant acres to its urban area.

The Land Use Element is comprised of two parts; the text (Text), and the Land Use Plan Map (Map).

- The Text component addresses the purpose and scope of each land use classification, including issues and land use distribution by acreage. The Text also contains the City’s goals and policies for the management of its land use system.

The current and actual use of land is maintained in the Buildable Lands Inventory (BLI), which tracks land usage over time. The BLI is an adjunct document to the Land Use Element. The BLI is maintained on a continual basis as applications for land development are received and acted on.

- The Map identifies the spatial distribution of all lands in the City’s urban area and designates each property with a specific land use classification. As previously noted the amount of land within each land use category is determined by other Comprehensive Plan elements.

In addition to the related Comprehensive Plan elements the Land Use Element is guided by the following four (4) documents:

#### 2.1. Buildable Lands Inventory

The Buildable Lands Inventory (BLI) is an adjunct document to the Land Use Element. The BLI tracks all land use activity in the City’s urban area as changes to a property’s development status occurs. Annually, the BLI produces, among many other tables, the following tables tracking changes in land use:

## EXHIBIT “A”

- Percentage distribution by land use classification;
- Land use classification acres per 1,000 residents
- Changes in the vacant land inventory;
- Housing and employment in activity centers (mixed use/pedestrian friendly areas).

Monitoring of the BLI will determine the need and timing to add more land to the UGB per the needs assessment of such Comprehensive Plan Elements as Housing, Economic, Parks and Recreation, etc.

### 2.2. State Land Use Guidelines

The purpose of the State land use guidelines is *“To establish a land use policy framework and factual basis for all land use decisions and actions consistent with related elements of the Comprehensive Plan.”* The State’s land use program requires that all land use plans include identification of issues and problems, inventories and other factual information for each applicable statewide planning goal, evaluation of alternative courses of action and ultimate policy choices, taking into consideration social, economic, energy and environmental needs.

City, county, state and federal agency and special district plans and actions related to land use shall be consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 268. The required information shall be contained in either the Land Use Element or in supporting documents.

The accomplishment of the above required information is delegated to the various elements of the City’s Comprehensive Plan. The Land Use Element is responsible for managing (goals and policies), and the mapping the land use needs of the City as prescribed in other Comprehensive Plan elements. Changes in the Land Use Element will be predicated on changes in related elements of the Comprehensive Plan.

### 2.3. Central Point Forward, A City Wide Strategic Plan

The City maintains a strategic plan, the purpose of which is to envision a preferred future for the City and to *“ . . . formulate a way to make this future happen through community teamwork and actions. It is a document that records what people think – the blueprint for positive change that defines the vision, goals and outcomes that must occur to realize the future.”*<sup>4</sup> The community’s mission, vision and values as set forth in the Strategic Plan serve as the foundation of the Comprehensive Plan, including this Land Use Element. The guidance provided by the Strategic Plan that is carried forward in the Land Use Element is to maintain a *“ . . . small town commitment and feel that promotes community pride, safety, and friendliness”* and the value of planning for growth *“ . . . that will retain our small town atmosphere”*.

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<sup>4</sup> City of Central Pont Strategic Plan, pp. 3, May 24, 2007, Resolution No.1143,



### 2.3.1. City Mission Statement

The City’s mission statement reads as follows:

*“It is the mission of the City of Central Point to build and maintain a highly livable community by working in harmony and being a catalyst for partnership with all the members of the community, public and private.”*

### 2.3.2. City Statement of Values

The Strategic Plan contains a set of five values as follows:

- **Growth:** *We value planned growth that will retain our small town atmosphere.*
  - *Managed Growth & Infrastructure, Goal 2 – Maintain City of Central Point’s small town feel and family orientation even as we grow.*
- **Public Safety:** *We value a professional service oriented public safety policy that promotes a sense of safety and security in our city.*
- **Transportation:** *We value a system of transportation and infrastructure that is modern, efficient and sensitive to the environment.*
- **Community:** *We value a clean and attractive city with parks, open space and recreational opportunities.*
- **Service:** *We provide the highest level of service possible in the most efficient responsible manner.*

It is important that these values be repeatedly acknowledged and applied as the foundation for crafting the goals and policies in all elements of the Comprehensive Plan.

## 2.4. The Regional Plan Element

As previously noted the City’s Comprehensive Plan elements must be consistent with any applicable regional plan. In 2012 the City adopted a Regional Plan Element<sup>5</sup> establishing Urban Reserve Areas (URAs) sufficient to accommodate the City’s growth needs to the year 2060. The City’s Regional Plan Element was prepared in accordance with the County’s Greater Bear Creek Valley Regional Plan.

The City’s Regional Plan Element established eight (8) URAs, totaling 1,721 acres for future use as the City grows. Within the URAs land uses were assigned based on very broad categories; Residential, Aggregate, Resource, Open Space/Parks, and Employment. The Regional Plan Element does not spatially allocate the land use types within any URA, but it does require that

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<sup>5</sup> Regional Plan Element, City of Central Point Comprehensive Plan, Ordinance No. 1964, 8/9/2012

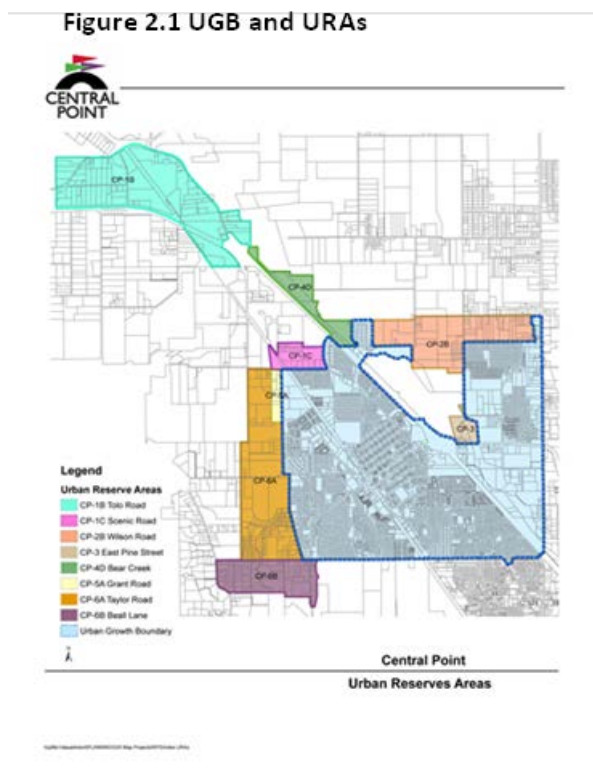
## EXHIBIT “A”

Concept Plans<sup>6</sup> be prepared and adopted prior to inclusion of a URA, or any part thereof, into the City’s urban growth boundary (UGB)<sup>7</sup>. The Concept Plans are required to address performance indicators, regionally significant transportation corridors, how land uses will be spatially distributed, the encouragement of mixed use/pedestrian friendly areas<sup>8</sup> (Activity Centers), and minimum residential density requirements. The Concept Plans, when approved, remain a part of the Regional Plan Element. At such time as lands within a URA are added to the UGB the concept plans will be further refined consistent with the level of land use descriptions consistent with the Land Use Element. At the time of inclusion in to the UGB they then become part of the Land Use Element. This Land Use Element does not address lands within the URA.

### 2.4.1. Direction of Growth

The long-term direction of growth for the City is best described in the Regional Plan Element and its accompanying Concept Plans. The Regional Plan Element established eight (8) urban reserve areas (Figure 2.1) into which the City will grow between now and 2060. These urban reserve areas (URAs) have been pre-approved for inclusion in the City’s urban growth boundary<sup>9</sup>, subject to demonstrated

land use need and the availability of necessary infrastructure.



As illustrated in Figure 2.1, any expansion of the UGB will be to the west and north. The City’s easterly and southerly UGB and URA boundaries about the City of Medford’s assigned jurisdictional areas, limiting the City’s ability for easterly or southerly expansion. As outlined in the Regional Plan Element most of the residential development (55%) will be directed to the west (CP-6A, CP-6B, and CP-5A), and to the north (CP-1C and CP-2B).

For industrial employment lands the primary direction of future growth will be to the far northerly urban reserve (CP-1B). This area is well served with multi-modal transportation infrastructure, i.e. I-5 and rail. Commercial development will be distributed throughout the URAs per the Regional Plan allocations and concept plans.

The relationship between the Regional Plan Element and the Land Use Element is timing. When the need is properly demonstrated then land within the URAs can be brought into the UGB. The timing of

<sup>6</sup> City of Central Point Regional Plan Element, Section 4.1 Performance Indicators

<sup>7</sup> City of Central Point Regional Plan Element, Section 4.1.8 Conceptual Land Use Plans,

<sup>8</sup> Regional Plan Element, Performance Indicators, 4.1.6 Mixed-Use/Pedestrian Friendly Areas

<sup>9</sup> ORS

## EXHIBIT “A”

inclusion to the UGB will be a function of demonstrated need and the ability to develop to urban standards, and annex to the City in a timely manner.

### 2.5. Land Use and Urban Form

The Regional Plan introduces mandatory land use development criteria; a minimum density requirement, and a series of performance indicators (PIs). The increase in density, together with the PIs, will affect the City’s future urban form as lands in the URAs are brought into the UGB and annexed to the City. With the increase in density and the imposition of mandatory PIs, it is both timely and appropriate to introduce the basic elements of urban form, particularly as it applies to intensification of residential land uses, the creation of Activity Centers, and the physical relationship between differing land uses and transportation.

As used in this Land Use Element the term “urban form” refers the general pattern of use, building height and development intensity and the structural elements that define the City physically, such as natural features, transportation corridors, open space, public facilities, as well as activity centers and other community focal elements. The introduction of urban form is not intended as *the* answer to good urban design, but it is intended to provide a basic awareness and a palette from which good urban form can evolve.

### 2.6. Performance Indicators

As previously noted the Regional Plan Element established performance indicators as a means to measure compliance with the objectives of the Regional Plan Element. There are eight (8) performance indicators that, via the Regional Plan Element, apply to the Land Use Element as the UB expands into the Regional Plan’s URAs. The PIs are<sup>10</sup>:

#### 2.6.1. Committed Residential Density

*Land within a URA and land currently within an Urban Growth Boundary (UGB) but outside of the existing City Limit shall be built, at a minimum, to the residential density of 6.9 dwelling units per gross acre (2010-2035), and 7.9 dwelling units per gross acre (2036-2060). This requirement can be offset by increasing the residential density in the city limit.*

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

The Housing Element addresses the minimum density requirement and the assignment of residential lands by the appropriate residential land use classification necessary to meet the minimum density standard.

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<sup>10</sup> Numbers in parenthesis (4.1.5 through 4.1.8.4) are the reference numbers in the Regional Plan

### **2.6.2. Mixed-Use/Pedestrian Friendly Areas**

*For land within a URA and for land currently within a UGB but outside of the existing City Limit, each city shall achieve the 2020 benchmark targets for the number of new dwelling units<sup>11</sup> and employment<sup>12</sup> to be located in mixed-use/pedestrian-friendly areas as identified in the 2009 Regional Transportation Plan (RTP) or most recently adopted RTP<sup>13</sup>. Beyond the year 2020, cities shall continue to achieve the 2020 benchmark targets, or if additional benchmark years are established, cities shall achieve the targets corresponding with the applicable benchmarks. Measurement and definition of qualified development shall be in accordance with adopted RTP methodology. The requirement is considered met if the city or the region overall is achieving the targets or minimum qualifications, whichever is greater. This requirement can be offset by increasing the percentage of dwelling units and/or employment in the City Limit.*

To facilitate compliance with this performance indicator the Land Use Element identifies mixed-use/pedestrian-friendly areas (Activity Centers), and through the BLI tracks population and employment development within Activity Centers.

### **2.6.3. Conceptual Transportation Plan**

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

*The conceptual transportation plan shall identify a general network of regionally significant arterials under local jurisdiction, transit corridors, bike and pedestrian paths, and associated projects to provide mobility throughout the region (including intercity and intercity, if applicable).*

The Land Use Plan Element includes the street classification system for all streets within the City’s urban area. As the City’s UGB is expanded the Land Use Map must be amended to be consistent with the conceptual transportation plan for the appropriate URA.

### **2.6.4. Conceptual Land Use Plan**

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

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<sup>11</sup> Alternative Measure No.5 requires that 39% of all new residential dwelling units shall be located in mixed use/pedestrian-friendly areas.

<sup>12</sup> Alternative Measure No.6 requires that 48% of all new employment shall be located in mixed use/pedestrian-friendly areas.

<sup>13</sup> RVMPO Alternative Measures Activity Centers, 2017

### **2.6.5. Target Residential Density**

*The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential density in section 3.1.1 above will be met at full build-out of the area added to the UGB amendment.*

### **2.6.6. Land Use Distribution**

*The Conceptual Land Use Plan shall indicate how the proposal is consistent with the general distribution of land uses in the Regional Plan, especially where a specific set of land uses were part of the rationale for designated land which was determined by the Resource Lands Review committee to be commercial agricultural land as part of a URA, which applies the following URAs: CP-1B, CP-1C, CP-4D, CP-6A, and CP-2B.*

### **2.6.7. Transportation Infrastructure**

*The Conceptual Land Use Plan shall include the transportation infrastructure required in section 3.1.1.3 above.*

### **2.6.8. Mixed-Use/Pedestrian Friendly Areas (Activity Centers)**

*The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of section 3.1.1.2 above will be met at full build-out of the area added to the UGB amendment.*

#### **2.6.8.1. Activity Centers**

An important consideration related to urban form and the Regional Plan’s Performance Indicators is the concept of activity centers. As used in this Land Use Element the term “activity center” is interchangeable with the term Transit-Oriented/Mixed-Use Pedestrian-Friendly areas. Both terms represent the development of a place(s) that encourages higher density mixed-use environments that are neighborhood oriented and designed to increase the convenience of walking, bicycling, and transit. Activity Centers are illustrated in the RVMPO’s Alternative Measures Activity Centers’ map (Figure 2.1). The concept of activity centers is a key component to the City’s success in the retention and creation of neighborhoods and community identity necessary to support the City’s small town atmosphere<sup>14</sup>, and ultimately creates an environment that supports transit use.

As used in the Land Use Element there are two types of activity centers; the activity centers that serves a residential neighborhood; and activity centers that serve the broader community’s retail and service needs. As used in the Land Use Element activity centers are described as:

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<sup>14</sup> Vision Plan

## EXHIBIT “A”

- Areas of development that contribute to achieving mixed-use, pedestrian friendly development, that is vertically or horizontally supports mixed-use;
- Neighborhood commercial/employment centers;
- Parks and schools; and
- Downtown areas/central business district.

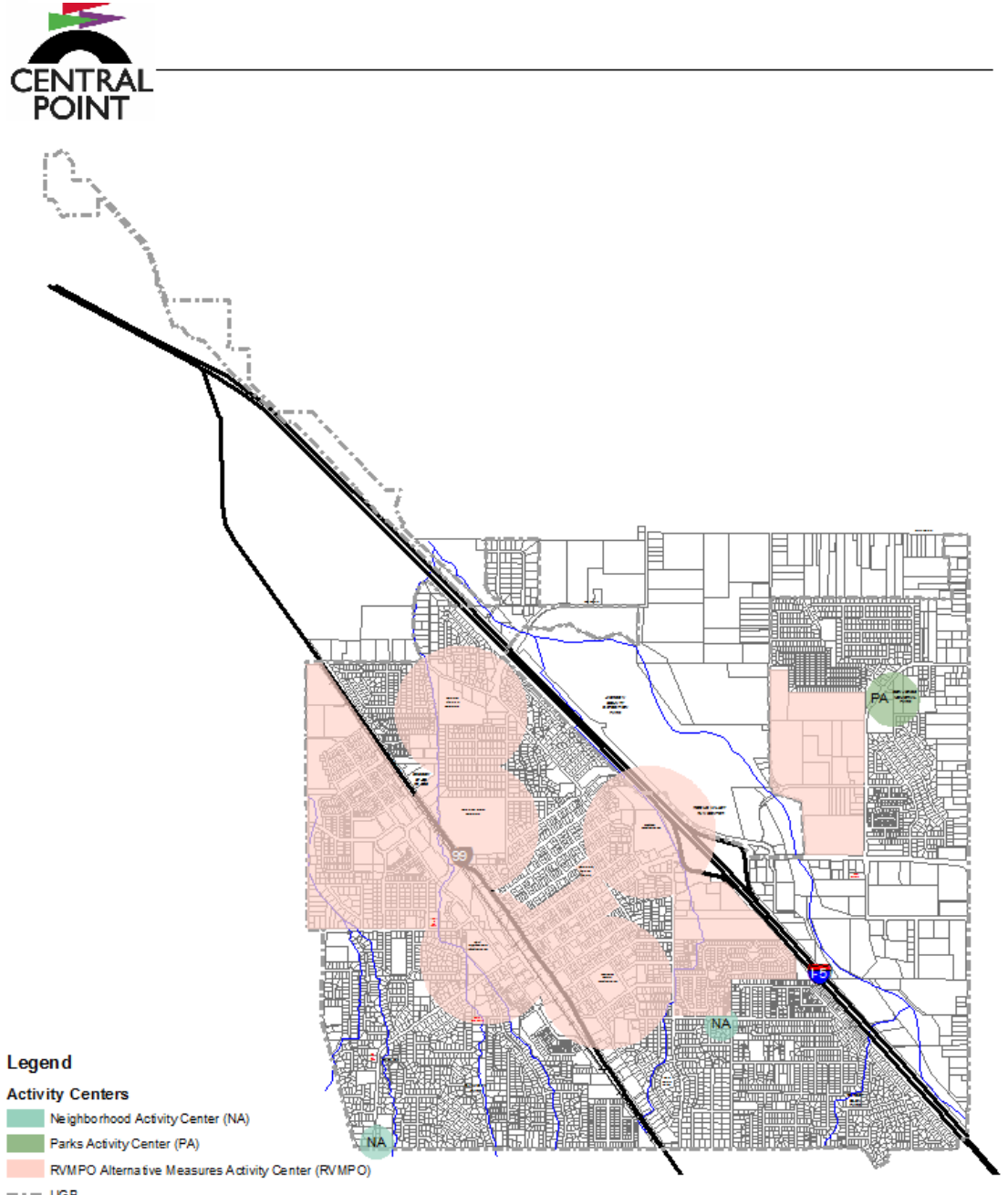
Benefits of activity centers include:<sup>[3][4]</sup>

- Greater housing variety and density, more affordable housing (smaller units), including life-cycle housing (starter homes to larger homes to senior housing);
- Reduced distances between housing, workplaces, retail businesses, and other amenities and destinations;
- More compact development, land-use synergy (e.g. residents provide customers for retail which provide amenities for residents);
- Stronger neighborhood character, sense of place; and
- Walkable, bikeable neighborhoods, increased accessibility via transit, both resulting in reduced transportation costs.

The City’s activity centers are illustrated in Figure 2.1. As the city grows into the URA’s additional, strategically located activity centers will be needed to service both residential neighborhoods and the retail and employment needs of the community.

The placement of future activity centers will be addressed in the Concept Plans prepared for each URA.

Figure 2.1 Activity Centers



**Legend**

**Activity Centers**

- Neighborhood Activity Center (NA)
- Parks Activity Center (PA)
- RVMPO Alternative Measures Activity Center (RVMPO)
- UGB

**Land Use Activity Center Map  
2018 - 2038**

Last Updated: Ord. No. 1960 Aug. 2012  
Ord. No. 1971 May 2013

This map is intended for graphic display and planning purposes only.  
Current UGB Limits and Tax Parcels are represented on this map.  
File Name: 2017 Comp Plan (Land Use)\_09232017  
File Location: \\gpc\Planning\GIS Map Projects\City Projects\Comp plan Elements\Land Use Element Update 2017  
Created by: S. Holley  
September 28, 2017  
Updated: February 15, 2018

## EXHIBIT “A”

### 3. Land Use Benchmarks

Depending on changes in land use policy and/or changes in the underlying economy, a community’s use of land can vary over time. Knowing the extent of these changes is an important land use tool for measuring policy implementation and economic growth. There are four (4) basic methods of tracking land use that will be used in this Land Use Element:

1. The percentage of a land use classification (developed and vacant) to the total of all land use categories;
2. Gross acres per 1,000 residents (resident ratio) by land use category and total (developed and vacant) of all land use categories;
3. Percentage of dwelling units located in an activity center; and
4. Percentage of employment located in an activity center.

The first two measures are typically used for tracking purposes only, unless specifically incorporated by policy reference. As an example, in Table 3.1 the 1980 Industrial land use category targeted 13% for the City’s industrial needs by the year 2000. By 2017 the actual percentage of industrial acreage was 9%. What does this mean? Since there were no policies targeting a minimum percentage for industrial lands, the only explanation was that over time the City converted 4% of its industrial lands to other non-industrial uses, which was the case in 2003 and the residential and industrial changes needed for the Twin Creeks TO.

Table 3.1 illustrates the changes in the two benchmarks for the planning period 1980 – 2000, 2017 (current), and the planning period 2018 – 2038. Since the 1980 Land Use Element was completed the City has more intensely used its land. In 1980 it was estimated that the City would need 171 total acres per 1,000 residents. By 2017 the population benchmark (when measured against developed acreage) was 152 acres per 1,000 residents. By the end of the 2018 – 2038 planning period that ratio is expected to be 145 acres per 1,000 population; a 15% increase in development intensity from 1980 to 2038.

Benchmarks 3 and 4 track the amount of residential households, and employment in activity centers as required by the Regional Plans Performance Indicator 3.1.1.2.



**EXHIBIT “A”**

**Table 3.1 Land Use Benchmarks**

Land Use Classification	2000		2017		2038	
	Percentage of Total	Acres/1,000 Pop.	%	Acres/1,000 Pop.	%	Acres/1,000 Pop.
Residential	47%	80	53%	84	49%	69
Commercial	7%	12	6%	9	8%	11
Industrial	13%	22	8%	13	11%	15
Civic	7%	12	4%	6	3%	5
Parks & Open Space	6%	10	6%	10	8%	12
Public Right-of-Way	20%	34	23%	36	21%	30
<b>TOTAL</b>	<b>100%</b>	<b>171</b>	<b>100%</b>	<b>158</b>	<b>100%</b>	<b>142</b>

Source: Buildable Lands Inventory, 2017

**4. Current (2017) Land Use Summary**

The City of Central Point was incorporated in 1889, and had an estimated population of 500. Over the years the City has grown concentrically around its original core area, with Hwy. 99 and Pine Street serving as the north/south and east/west axis.

The City’s current Land Use Element was completed in 1983 covering an urban area of 2,736.83 acres. At that time it was expected that the City’s urban area (build-out) was sufficient in size to accommodate a population of 16,000 by the year 2000, or 171 acres per 1,000 residents. By the end of 2017 the City’s certified population was 17,700<sup>15</sup> and the urban area accounted for approximately 3,100 acres of which 2,679 acres were classified as developed<sup>16</sup>, for a ratio of 152 developed acres per 1,000 residents.

Since 1983 the most noticeable change in land use was due to changes in the Industrial and Residential land use classifications. This was the result of land use changes in 2003 allowing for development of the Twin Creeks TOD. At that time the lands currently occupied by the Twin Creeks TOD was designated for industrial use and needed to be changed to residential use to accommodate the Twin Creeks TOD project. This change was off-set by changes in the southeast quadrant of the city from Residential to Industrial land use. Table 3.1 identifies and compares the City’s current land use distribution based on the 1983 Land Use Element to year 2000, current land use for 2017, and projected land use needs to 2038<sup>17</sup>.

As the City moves toward, and beyond, 2038 the percentage of industrial land in the urban area has the potential, based on Employment designated lands in the Regional Plan Element (CP-1B), to increase its percentage. To attain this potential it will be necessary to monitor Employment land needs and appropriately adjust the Economic Element.

The other noticeable change in Table 3.1 was in the Civic classification from a projected 7% of total land area to 4% by 2017. This reduction was the result of changes in accounting methodology for

<sup>15</sup>PSU Certified 2017 Population

<sup>16</sup> Defined as buildable lands in the BLI

<sup>17</sup> PSU Certified 2017 Population

**EXHIBIT “A”**

civic land uses. The current figure is based on lands actually designated as Civic use on the Land Use Plan Map and account for such public uses as schools, libraries, and misc. government uses. The earlier 1983 number was based on an accounting of all “civic” uses such as churches, private schools, fraternal organizations, etc. which is located within other land use classifications (predominantly Residential). When all “civic” uses (public and private) are accounted for the actual percentage in 2017 was close to 7%. Going forward the term “Civic” applies to only public or utility related civic uses. Uses such as churches and private schools, because of their size, no longer are limited to the Civic land use classification, but are allowed in other zoning districts as either an out-right permitted uses, or conditional uses. The City BLI will continue to maintain an inventory of these “other civic” land uses and make appropriate adjustments to the underlying land use classification and zoning as they occur.

**5. Land Use Classifications**

The City’s current (2017) urban area contains approximately 3,100 acres. Every parcel is assigned to one of six (6) primary land use classifications, which are supported by nine (9) secondary land use classifications (Table 5.1), and four overlay districts, for a total land use system of 19 land use classifications.

<b>Table 5.1. Land Use Classifications</b>	
<b>1 Residential (Res)</b>	
	Very Low Density (VLRes)
	Low Density (LRes)
	Medium Density (MRes)
	High Density (HRes)
<b>2 Commercial</b>	
	Neighborhood Commercial (NC)
	Employment Commercial (EC)
	General Commercial (GC)
<b>3 Industrial</b>	
	Light Industrial (LI)
	General Industrial (GI)
<b>4 Park and Recreation (P/R)</b>	
<b>5 Civic (C)</b>	
<b>6. Overlay Districts</b>	
	<b>Transit Oriented Development (TOD)</b>
	<b>Environmental (E)</b>
	<b>Airport (A-A)</b>
	<b>Central Business District (CBD)</b>

Table 5.2 identifies the distribution of the different land uses by net acreage for the current planning period (2018 to 2038). In Table 5.2 the additional 300 acres represent lands within the current URA that need to be brought into the City’s UGB. As previously noted the acreages and their land use distribution are based on the needs established in such other elements as Housing (residential lands), Economic (commercial and industrial lands), Parks, etc. Figure 5.1 (Land Use

**EXHIBIT “A”**

Map) represents the spatial distribution of all land as defined in the Land Use Element, less what is shown in Table 5.2 as additional needed net acres uses.

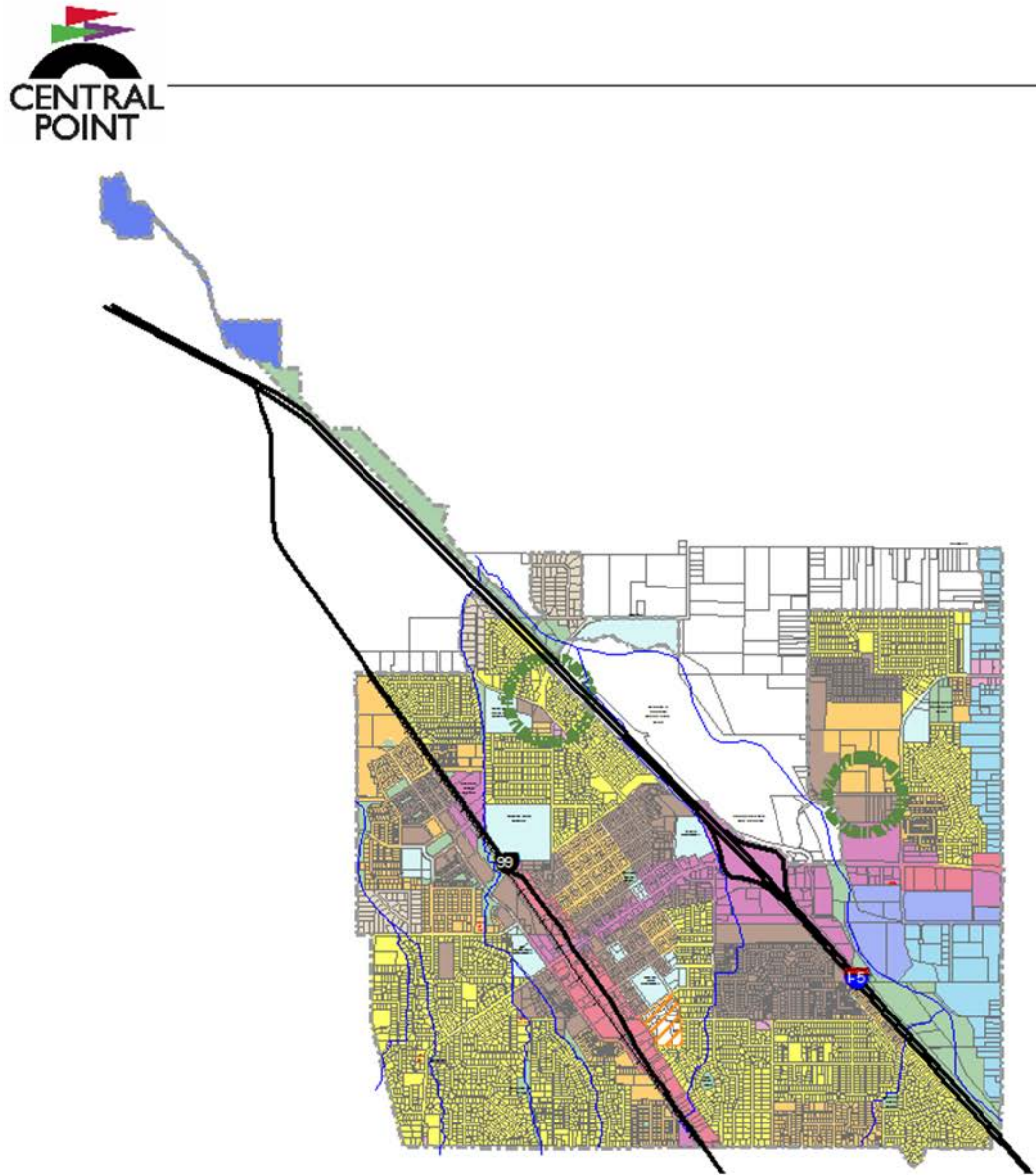
**Table 5.2 Projected Urban Area Land Use Needs**

<b>Land Use Classification</b>	<b>Additional Needed (Gross Acres)</b>	<b>Total 2038 Need (Net Acre)</b>
<b>Residential</b>	113	1,604
<b>Commercial</b>	15	262
<b>Industrial</b>	38	351
<b>Civic</b>	9	109
<b>Parks &amp; Open Space</b>	53	280
<b>Public Right-of-Way</b>	72	694
<b>TOTAL</b>	<b>300</b>	<b>3,300</b>

Source: City of Central Point Buildable Lands Inventory, 2017

**EXHIBIT "A"**

**Figure 5.1 Land Use Plan Map**



Legend		Proposed Residential	Proposed Commercial	Proposed Industrial	Proposed Civic, Parks & Open Space
	C2M Land Use Study Area				
	UGB				
	Target Parkland Areas				

**Land Use Map  
2018 - 2038**

Last Updated: Ord. No. 1960 Aug. 2012  
Ord. No. 1971 May 2013

This map is intended for graphic display and planning purposes only.  
Current UGB Limits and Tax Parcels are represented on this map.  
File Name: 2017 Comp Plan (Land Use)\_09282017  
File Location: \\gpo\Planning\GIS Map Projects\City Projects\Comp plan Elements\Land Use Element Update 2017  
Created by: S. Holley  
Se: ptember 28, 2017  
Updated: January 25, 2018

## 6. Residential Land Use

In 2017 the City’s residential land uses accounted for 52% of the City’s total urban land area, representing the largest single land use classification. For a City the size of Central Point the residential inventory is historically typical. The purpose of the residential land use classification is to maintain an adequate supply of buildable land at densities and housing types sufficient to accommodate the City’s projected housing needs as set forth in the Housing Element. The Housing Element identifies not only the residential acreage needed during the planning period, but also the acreage allocation by density category and range of housing types.

Historically, the primary challenge in administering the residential land use classifications was the reliance on maximum densities, rather than minimum densities. The prior Land Use Element established maximum density as a goal, with the assumption that the private sector would construct, if not at the maximum density, then surely close to it. In 1983, based on the City’s range of maximum allowed densities, the average density for new development should have been 11 dwelling units per gross acre. Between 1980 and 2016 the actual average built density was 4.7 dwelling units per gross acre. In 2006 the City amended its Zoning Ordinance adopting both minimum density and maximum density provisions. Residential development post 2006 increased to 5.6 units per gross acre, a significant improvement over the prior twenty years. Moving forward (2018-2038) it is planned, in both the Regional Plan Element and the Housing Element, that the minimum average density for all new residential development will be 6.9 dwellings per gross acre to 2035 and 7.9 thereafter.

The residential densities in the Land Use Element are based on the density tables in the Housing Element. The minimum and maximum lot sizes identified in the Land Use Element, and the Housing Element, are suggestions only, and not mandatory. The minimum and maximum lot sizes will be set by the Zoning Ordinance, and can be adjusted from time-to-time, provided they comply with the minimum densities in the Housing Element as carried forward in the Land Use Element.

### 6.1. Residential Land Use Classifications

Since 1980 residential lands have accounted for approximately 50% of all developed lands within the City. Over the next 20 years it is projected that the residential percentage of the City’s land inventory will remain at approximately 50%. On a population basis the ratio of population to residential acres was initially planned in 1980 at 80:1,000 (Acres per 1000 residents). By the year 2000 the actual ratio was 80:1,000<sup>18</sup>. By 2017 the ratio was 83:1,000. By 2038, with the mandated minimum density at 6.9 the ratio is expected to drop to 77:1,000.

There are four (4) residential land use classifications and nine (9) supporting zoning districts. The four (4) land use classifications, their zoning designation, and minimum and maximum densities are:

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<sup>18</sup> The projected need for residential land exceeded the actual population growth by 2000.

**EXHIBIT “A”**

**Table 6.1 Residential Land Use Classifications**

<b>Land Use Classification</b>	<b>Permitted Housing Types</b>	<b>Associated Zoning Districts</b>	<b>Suggested Minimum and Maximum Gross Density</b>
<b>VLRes (Very Low Density)</b>	Single-Family Detached	R-L	1 to 2.5
<b>LRes (Low Density)</b>	Single-Family Detached and Attached	R-1-6 R-1-8 R-1-10	4 to 7
<b>MRes (Medium Density)</b>	Single-Family Attached, Plexes and Apartments	R-2 LMR	7.5 to 20
<b>HRes (High Density)</b>	Single-Family Attached, Plexes, Apartments	R-3 MMR HMR	30 to 50

The following defines each Residential land use classification:

**6.1.1. Very Low Density Residential (VLRes)**

The purpose of the VLRes classification is to encourage, accommodate, maintain and protect a suitable environment for residential living at very low densities on lands that are impacted by environmental constraints, or agricultural buffering needs. The VLRes classification was initially established to act as a buffer between both the industrial areas to the east and the agricultural lands to the west. The VLRes classification was previously identified as Farm-Residential.

As a percentage of the City’s residential lands inventory it accounts for slightly over 1%. Today the reliance on buffering from agricultural use has been mitigated by implementation of agricultural buffering standards<sup>19</sup>, reducing the reliance on the VLRes classification as the sole solution to agricultural buffering strategy. However, the VLRes classification is still a viable option to agricultural buffering, and in environmentally sensitive lands, such as flood hazard areas and wet lands, where larger lots will facilitate buffering mitigation.

The VLRes land use classification is supported by the Residential Low Density (R-L) zoning district. The minimum and maximum allowed densities and general lot size ranges are illustrated in Table 6.2. The reference to minimum and maximum lot size is not mandatory, but advisory. The setting of minimum and maximum lot size is the responsibility of the City’s Zoning Ordinance, provided that the minimum and maximum density is compliant with the Housing Element.

**Table 6.2 Very Low Density Residential**

<b>Zoning District</b>	<b>Minimum Density/Gross Acre</b>	<b>Maximum Density/Gross Acre</b>	<b>Suggested Minimum Net Lot Size</b>	<b>Suggested Maximum Net Lot Size</b>
<b>R-L</b>	1	2.5	14,000 sq. ft.	35,000 sq. ft.

<sup>19</sup> CPMC 17.71 Agricultural Mitigation

### 6.1.2. Low Density Residential (LRes)

The LRes land use classification supports the need for low density housing and represents the City’s R-1 zoning district. The LRes classification represents the largest residential land use category, accounting for 60% of the City’s residential acreage. The purpose of this land use classification is to accommodate the demand for single-family attached and detached housing. The minimum density is 4 dwelling units per gross acre (R-1-10), with a maximum of 8 dwelling units per gross acre (Table 6.3).

Single-family attached housing is permitted within the LRes classification subject to design standards that assure architectural compatibility with abutting single-family detached dwellings. Design emphasis is on massing, fenestration, and pedestrian and vehicular access to assure individual identity for each attached unit.

<b>Zoning District</b>	<b>Minimum Density/Gross Acre</b>	<b>Maximum Density/Gross Acre</b>	<b>Suggested Minimum Net Lot Size</b>	<b>Suggested Maximum Net Lot Size</b>
<b>R-1-6</b>	6	8	4,000 sq. ft.	6,000 sq. ft.
<b>R-1-8</b>	5	6	6,000 sq. ft.	7,000 sq. ft.
<b>R-1-10</b>	4	5	7,000 sq. ft.	9,000 sq. ft.

### 6.1.3. Medium Density Residential (MRes)

The MRes classification’s preferred location is within 1/2 mile of activity centers and/or transit facilities. The MRes classification allows for a mix of detached and attached dwelling units either owner and/or renter occupied, subject to compliance with the minimum and maximum density requirements in Table 6.4. The MRes designation covers two zoning districts; the R-2 and the LMR districts. The LMR district is a performance based zoning district that applies to all new development within the UGB. The R-2 district applies to older areas of the City that are already developed. To avoid non-conforming issues properties in the R-2 retains separate development standards from the LMR district, but may in-fill, or redevelop using LMR standards.

<b>Zoning District</b>	<b>Minimum Density/Gross Acre</b>	<b>Maximum Density/Gross Acre</b>	<b>Suggested Minimum Net Lot Size</b>	<b>Suggested Maximum Net Lot Size</b>
<b>R-2</b>	7.5	10	3,000 sq. ft.	5,000 sq. ft.
<b>LMR</b>	7.5	10	3,000 sq. ft.	5,000 sq. ft.

### 6.1.4. High Density Residential (HRes)

This land use classification supports high density housing. The HRes classification’s preferred location is within 1/2 mile of activity centers and/or transit facilities.

**EXHIBIT “A”**

<b>Zoning District</b>	<b>Minimum Density/Gross Acre</b>	<b>Maximum Density/Gross Acre</b>	<b>Suggested Minimum Net Lot Size</b>	<b>Suggested Maximum Net Lot Size</b>
<b>R-3</b>	15	20	N.A.	N.A.
<b>MMR</b>	15	20	N.A.	N.A.
<b>HMR</b>	30	50	N.A.	N.A.

The HRes classification supports three zoning districts; the R-3, the MMR, and the HMR (Table 6.5). The only distinguishing factor between the R-3 and MMR zoning districts is that the R-3 district is typically in the older areas of the City and were developed under older standards, while the MMR and HMR are applied to new development within the UGB, TOD and CBD overlay. The HMR district is the City’s highest density residential zoning district, which was initially reserved for use in the TOD district/corridor, but is now allowed outside the TOD district/corridor per the Land Use Plan Map (Figure 6.1).

**6.1.5. Residential Land Use Plan Map**

The Land Use Plan Map distributes each of the residential land use classifications based on, and in order of priority, as follows:

1. Acreage needs as identified in the Housing Element. The density mix and acreage on the Land Use Plan Map shall be consistent with the density mix and acreage mix in the Housing Element.
2. Locational factors, such as adjacent land uses, proximity to activity centers, proximity to public transit, and street hierarchy.

The current Land Use Plan Map Residential land use designations are based on current (2018) designations, and are not expected to be changed in the near future.

**6.1.6. Residential Infill and Redevelopment**

The BLI tracks the City’s infill and redevelopment property. Most of the City’s residential infill is scattered throughout the City, while redevelopment opportunities are concentrated in and around the downtown and older areas of the City. The Housing Element addresses infill and redevelopment goals and policies.

**6.1.7. Small Town, Neighborhood Preservation, Identification and Livability**

One of the benefits of living in Central Point is its small town character, the importance of which is acknowledged in the City’s 2007 *Central Point Forward Fair City Vision 2020* (Vision Plan) “. . . with a ‘small town’ commitment and feel that promotes



## EXHIBIT “A”

community pride, safety, and friendliness;” followed by the value statement that the City values “. . . planned growth that will retain our small town atmosphere.” With the “. . . small town aspiration . . .” and increasing residential density urban design is, and will continue to be an important consideration in the City’s continuing development.

As used in this Land Use Element the term “small town” is qualitative (feel), not quantitative (size of population or building size), with an emphasis on urban design elements to support and enhance the neighborhood feel and pedestrian in scale.

### 6.2. Residential Zoning & Density

The residential densities shown in the above tables are based on gross acres as defined in Section 6.3. All residential development must meet the minimum density requirement based on its land use classification<sup>20</sup> and the applicable underlying zoning district. The minimum and maximum net lot area shown in the above tables are advisory only. The designation of minimum and maximum lot size for each residential district is the responsibility of the City’s Zoning Ordinance, which may be modified from time-to-time provided they comply with the applicable densities set forth in the Housing Element for each associated residential land use classification.

### 6.3. Minimum/Maximum Density Calculation

The Regional Plan Element measures density in terms of dwelling units per gross acre (43,560 sq. ft.). To calculate residential density per gross acre it is sometimes necessary to remove other non-residential use areas within the proposed project that will be given a land use reclassification from the Residential inventory to another approved land use (excepting right-of-way).

The range of residential units allowed within any particular land use classification and zoning district can be calculated by taking the gross acreage (43,560 sq. ft. per gross acre) less any areas proposed for public parks/public open space, civic uses and environmental lands as that term is defined in the Land Use Element Environmental Overlay (Section 6.3.3).

Below are two examples of how to calculate the minimum/maximum density for the all residential zoning districts.

**Example 1:** Property is 2.5 gross acres within the R-1-8 zoning district (5 units minimum per gross acre). No proposed acreage deductions for Environmental, public parks/open space, or civic uses.

Gross acreage equals 2.5 acres  
Minimum required density 5 units/gross acre.  
Maximum allowed density 6 units/gross acre.

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<sup>20</sup> City of Central Point 2018 Housing Element

**EXHIBIT “A”**

2.5\*5=12 minimum number of dwelling units.

2.5\*6=15 maximum number of dwelling units.

Allowed Density Range for the property: 12 to 15 units.

**Example 2:** Property is 2.5 acres within the R-1-8 zoning district (5 units/gross acre). There is 0.75 acres designated for public parks/open space, 0.25 acres for a church and 0.25 acres within the floodway (exempt acreage) for an adjusted total gross acreage of 1.25.

Gross acreage equals 2.5 acres minus 1.25 acres ((exempt acreage) = 1.25 acres

Minimum required density 5 units per gross acre.

Maximum allowed density 6 units per gross acre.

1.25\*5=6.25 rounded to 6 minimum number of dwelling units.

1.25\*6=7.5 rounded<sup>21</sup> to 8 maximum number of dwelling units.

Allowed Density Range for the property: 6 to 8 dwelling units per gross acre.

Over the course of the next 20-year planning period the City will need approximately 250 acres of residential land to meet its expected population growth<sup>22</sup>. The below tables illustrate how the new residential lands are scheduled to be distributed by land use classification<sup>23</sup> as necessary to meet the minimum density standards of the Housing Element.

**Table 7.6 Proposed Maximum and Minimum Gross Density, Zoning**

Zoning District	Percentage	Minimum Gross Density	Gross Residential Acres Needed	Minimum Build-Out (DUs)	Maximum Gross Density	Gross Acres	Maximum Build-Out (DUs)
R-L	5%	1.00	12	12	2.50	12	30
<b>Total</b>	<b>5%</b>	<b>1.00</b>	<b>12</b>	<b>12</b>	<b>2.50</b>	<b>12</b>	<b>30</b>
R-1-6	30%	6.00	76	456	8.00	76	608
R-1-8	18%	5.00	46	228	6.00	46	274
R-1-10	12%	4.00	30	122	5.00	30	152
<b>Total</b>	<b>60%</b>	<b>5.30</b>	<b>152</b>	<b>806</b>	<b>7.19</b>	<b>152</b>	<b>1,094</b>
LMR	10%	7.00	26	182	10.00	26	260
R-2	10%	7.00	25	175	10.00	25	250
<b>Total</b>	<b>20%</b>	<b>7.00</b>	<b>51</b>	<b>357</b>	<b>10.00</b>	<b>51</b>	<b>510</b>
R-3	6%	12.00	15	182	20.00	15	304
MMR	5%	12.00	11	137	20.00	11	228
HMR	5%	25.00	11	285	50.00	11	569
<b>Total</b>	<b>15%</b>	<b>15.90</b>	<b>38</b>	<b>603</b>	<b>29.00</b>	<b>38</b>	<b>1,101</b>
<b>Grand Total</b>	<b>100%</b>	<b>7.03</b>	<b>253</b>	<b>1,778</b>	<b>10.81</b>	<b>253</b>	<b>2,734</b>

Periodically, through the BLI, the need for urban land will be monitored and the UGB amended as necessary to maintain an inventory of vacant land adequate to meet demand (Gross Residential Acres Needed) as noted in Table 7.6.

<sup>21</sup> Conventional rounding method

<sup>22</sup> City of Central Point Housing Element

<sup>23</sup> City of Central Point Housing Element

## **EXHIBIT “A”**

In addition to the above residential acreage need identified in Table 7.6, additional residentially designated acreage will be needed within the residential land use classification to accommodate public parks and open space, and private sector civic uses, and the residential land inventory appropriately adjusted.

### **6.3.1. Public Parks/Open Space and Residential Density**

The City’s Parks and Recreation Element does not identify specific locations for future parks, but instead provides proposed target areas needing parks (Figure 6.1). To maintain the park land to population ratio noted in the Parks and Recreation Element an additional 42 acres of park land will need to be acquired and developed by 2038. Generally, the location of parks and open space lands are associated with residential lands. At such time as parks and open space lands are designated and acquired within the Residential land use classification, then the Residential lands acreage will need to be adjusted to accommodate the loss in acreage due to the park land need. Until such time as park lands are acquired the residential land inventory includes, in the aggregate, the 42 acres projected for public parks and open space. As park lands are identified the Land Use Element will be amended to reflect the change.

### **6.3.2. Civic Uses and Residential Density**

The designation of Civic lands, as with parks and open space, predominantly responds to residential development. Similar to the provision to adjust residential lands for park and open space development, when civic uses, such as churches, develop within the Residential land use classification, then the residential lands must be appropriately adjusted to accommodate the loss in acreage. As civic uses are developed the change will be reflected in the BLI.

### **6.3.3. Environmental Lands and Residential Density**

Throughout the City there are lands that are developmentally encumbered as a result of flooding or other environmental constraints. The presence of environmental constraints is maintained in the BLI and is deducted from the density calculation in Section 6.3.

### **6.3.4. Residential Goals and Policies:**

**Residential Goal 1:** To ensure a high degree of livability and environmental quality in all residential areas of Central Point.

**Residential Goal 2:** To support a well-balanced variety of residential densities and housing opportunities/types for all residents of the community as described in the Housing Element.

## EXHIBIT “A”

**Residential Goal 3:** To preserve the value and character of older-single-family neighborhoods through proper zoning, including reasonable efforts to encourage maintenance and rehabilitation as an alternative to transitional development at higher densities.

**Residential Goal 4:** To encourage and make possible innovative residential planning and best practices development techniques that would help to increase land use efficiency, reduce costs of utilities and services, and ultimately reduce housing costs.

**Residential Policy 1:** To continue to ensure that long-range planning and zoning reflects the need to locate the highest densities and greatest numbers of residents in closest possible proximity to existing and future activity centers.

**Residential Policy 2:** To continue to update the Zoning Ordinance, as necessary to take advantage of planning innovation, best practices, and technological improvements that could have applications in Central Point to the benefit of the community.

**Residential Policy 3:** In areas where residential neighborhoods abut commercial or industrial areas, orient the residential structures and local streets away from these land uses to avoid any undesirable views and to strengthen neighborhood solidarity.

**Residential Policy 4:** In any area where development of one or more parcels may create obstacles to development of others, the initial developer shall develop a specific plan that would provide for the future development of the entire area, including the provision of adequate access to potentially landlocked properties.

## 7. Employment Land Use

The Employment land use category is comprised of six (6) supporting land use classifications addressing the City’s land use needs for commercial, office, and industrial acreage. The City has a total 2017 inventory of 511 acres within the urban area designated for employment purposes. Based on the findings of the Economic Element it is estimated that by the year 2033 the City will have a need for 59 to 64 additional gross acres<sup>24</sup>, or 13 acres per 1,000 residents of employment lands to meet its 2033 year growth projection. The Economic Element was based on the assumption that by 2033 the population would be 27,410. Portland State University Population Research Center’s<sup>25</sup> official forecast for 2033, was 22,257, was considerably lower. By 2038 it is projected to be 23,290. Because the 2038 population projection does not exceed the Economic Element’s 2033 population projection the estimated demand of 59 – 64 additional acres for employment purposes will be acceptable for the 2018 – 2038 planning period.

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<sup>24</sup> Adjusted for 47 acre 2015 Industrial UGB expansion, Ordinance No. 2013

<sup>25</sup> Coordinated Population Forecast 2015 through 2065 Jackson County, Portland State University Population Research Center.

**Table 7.1. Projected Employment Land Use Needs**

Land Use Classification	2017 Inventory	Needed New Gross Acres	Total 2038 Inventory
Commercial	236	14	250
Industrial	275	49	325
<b>TOTAL</b>	<b>511</b>	<b>64</b>	<b>575</b>

Source: City of Central Point Buildable Lands Inventory, 2017

## 7.1. Commercial Land Use Summary

The City’s commercial land use classification is comprised of three secondary classifications:

- Neighborhood Commercial (NC)
- Employment Commercial (EC); and
- General Commercial (GC)

The EC and GC have been redefined from their prior descriptions to broaden the scope of allowed land uses. Of the 511 acres designated for employment purposes 235 acres are identified for commercial use (Figure 7.2). By 2038 it is expected that (technically) an additional 14 gross acres will be needed per the Economic Element. However; this projected need is based on the general relationship of total commercial acreage to population – supporting neighborhoods. With the exception of the NC classification this relationship is reasonably accurate. For the NC classification additional commercial lands will be needed to service new neighborhoods as the City expands in to the Urban Reserve Areas. The Concept Plans for each URA will address location and acres needed for future NC locations.

**Table 7.2. Commercial Land Use Distribution, 2017**

Comprehensive Plan Designation	Total Urban Gross Acres	Percentage of Total Land Use
Neighborhood Commercial (NC)	22.00	1%
Employment Commercial (EC)	145.00	5%
General Commercial (GC)	68.00	2%
<b>TOTAL COMMERCIAL</b>	<b>235.00</b>	<b>8%</b>

### 7.1.1. Commercial Land Use Plan

The City’s commercial land use plan is based on the Economic Element’s analysis of commercial, office, and tourist needs of the community for the planning period (2013-33). At the time the Economic Element was completed (2013) the City’s commercial lands accounted for 8% (235 acres) of the City’s total land inventory. At 8% of the total land area the population to commercial land use ratio was 13 acres of commercial land for every 1,000 population by the year 2033. This ratio remains

## EXHIBIT “A”

consistent with the standard adopted in the 1983 Land Use Element, and is supported by the Economic Element which notes that there are sufficient commercial lands within the current urban area to address future commercial land needs to meet the 2033 population.

However, not all of the commercial lands are effectively distributed to serve the needs of an expanding UGB. As the urban area expands into the URA there will be a logistical need for additional commercial lands that exceed the benchmarks. From an urban design perspective there will be a need for additional commercial lands to serve growing neighborhood needs outside the current UGB. The location and acreage of new Commercial lands are addressed in the Concept.

The Land Use Plan includes three (3) commercial land use classifications:

### **7.1.1.1. Neighborhood Commercial (NC).**

Neighborhood Commercial, provides for small neighborhood convenience retail and services needs of adjacent residential neighborhoods. To assure that Neighborhood Commercial districts are sized to service neighborhood needs. Neighborhood Commercial districts should be limited to approximately 3-5 acres with a typical service area of 3 miles. The NC district should be located along collector and/or arterial streets and designed to complement the retail and service needs of abutting residential neighborhoods. The design of this commercial district should be at a scale and architectural character that complements and functionally compatible with the neighborhood and emphasizes pedestrian and bicycle convenience.

Currently, there are three (3) NC districts in the City, three (3) on the west side approx. 1 acre in size, and one (1) on the east side, approx. 7 acres in size.

### **7.1.1.2. Employment Commercial (EC).**

The EC classification is designed to accommodate a wide variety of retail, service, and office uses in an environment that is pedestrian oriented in scale and amenities and supports pedestrian, bicycle, and transit use. Residential uses above the ground floor are encouraged.

The EC land use designation replaces the prior Tourist and Office-Professional classification.

### **7.1.1.3. General Commercial (GC).**

The GC classification is designed to accommodate commercial, business, and light industrial uses that are most appropriately located along or near major highways or arterials and are largely dependent of highway visibility and access. The GC land use designation replaces the prior Thoroughfare Commercial classification.

## **7.1.2. Commercial Development Goals and Policies**

**Commercial Goal 1:** To create an economically strong and balanced commercial sector of the community that is easily accessible, attractive, and meets the commercial needs of the local market area.

## EXHIBIT “A”

**Commercial Goal 2:** Continue to pursue implementation of the Downtown and East Pine Street Corridor urban renewal plan.

**Commercial Policy 1:** Maintain the zoning of all commercial areas of Central Point as necessary to comply with the Economic Element.

**Commercial Policy 2:** Undertake an in-depth study of the downtown business district and develop a comprehensive improvement plan that would include such considerations as traffic circulation and off-street parking, pedestrian and bicycle facilities and access, structural design guidelines, and guidelines for landscaping and signing.

**Commercial Policy 3:** Encourage the development of shared commercial parking areas in the downtown area to be carried out by the local businesses with City assistance.

**Commercial Policy 4:** Promote the planned integration of abutting commercial development for the purpose of more efficient customer parking, better design and landscaping, coordinated signing, and increased retail sales.

**Commercial Policy 5:** For that section of Highway 99 between Beall Lane and the High School implement the 99 Corridor Plan to improve the corridor, traffic circulation, and the overall visual and aesthetic character of the area.

## 7.2. Industrial Land Use Plan

It was determined in the 1980 Land Use Plan that a typical city in Oregon similar in size to Central Point had approximately 15 acres of industrial land per 1,000 residents. At that time the City’s industrial lands inventory accounted for only 4.1 acres per 1,000 residents. Today (2018) the City has 14.87 acres per 1,000 residents, and industrial acres in number and size to provide an attractive inventory of industrial lands.

The City’s vision plan restates the continuing need to improve the industrial, employment, and economic health of the Community as a major goal, and to mitigate the City’s “bedroom community” image. Since 1980 the City has successfully pursued this goal, having attained a current ratio of 14.87 industrial acres per resident.

The industrial land use classification is divided into two sub-classifications; Light Industrial and Heavy Industrial. Together they total 275 acres, of which 54 acres are considered vacant. The Economic Element determined that by 2033 an additional 49 gross acres<sup>26</sup> will be needed for industrial purposes. This need determination was based on a 2033 population projection of 27,410. Since adoption of the Economic Element Portland State University’s Population Research Center, in accordance with recently adopted legislation, completed an updated population estimate for 2015 through 2060. The projected population for 2038 is 23,290<sup>27</sup> which is less than that used in the Economic Element. As such, and since population was used as an indicator of future need, the Economic Element’s project need is deemed acceptable for 2038 use.

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<sup>26</sup> City of Central Point Economic Element, Table 5.2-2

<sup>27</sup> Portland State University, Population Research Center Interpolation Table

### 7.2.1. Industrial Goals and Policies

**Industrial Goal 1:** To support and maintain a strong and diversified industrial sector in accordance with the Economic Element.

**Industrial Goal 2:** To maximize industrial expansion and new development opportunities in locations that utilize existing highways and other infrastructure, are in close proximity to employee housing areas, and will minimize conflicts with all non-industrial land uses.

**Industrial Goal 3:** Through the BLI monitor and manage the use of industrial lands.

**Industrial Goal 4:** To encourage light industrial uses in the General Commercial district subject to site and architectural standards that ensures compatibility with adjacent commercial uses.

**Industrial Policy 1:** Within CP-1B maximize the industrial development potential of the Highway 99/Central Oregon and Pacific Railroad (CORP) corridor to meet the City’s industrial needs to the year 2038.

**Industrial Policy 2:** Work toward the development of requirements, incentives, and guidelines for the establishment of industrial parks or other forms of master planning in the industrial development category.

**Industrial Policy 3:** Ensure through the plan review process that all industrial development proposals adequately address the importance of maintaining environmental quality, particularly air and water quality.

**Industrial Policy 4:** Continue to support the landscape requirements for industrial development as set forth in the Zoning Ordinance.

**Industrial Policy 5:** Maintain a minimum industrial lands ratio of 15 acres of industrial land per 1,000 residents.

### 7.3. Civic Land Use

Lands designated for this use consist of a variety of uses considered to be public in nature or perform public services, particularly public schools, which account for the largest percentage of acreage in this classification. In 2016 the ratio of Civic lands to 1,000 residents appeared to be significantly below the projected 2000 ratio. This discrepancy was a result of the methodology used in calculating Civic land uses. In the previous Land Use Element all civic land uses were inventoried regardless of the land use classification. As illustrated in the below table only lands within the Civic classification were included in the inventory. If all civic land uses were accounted for in the below table the ratio is the same as the 2000 ratio.

Going forward only public civic uses will be counted in the Civic classification. Quasi-public uses will be noted, but will be relegated to an allowed use in other land use classifications.



## EXHIBIT “A”

### 7.3.1. Civic Land Use Goals and Policies

Goal 1: To include in each land use category sufficient public lands for land uses related to community public facilities, such as city hall, public schools, community centers, etc. Other quasi-public uses such as utilities, churches, etc. will be relegated to other land use classification consistent with past practices.

Civic Lands Policy 1. Ensure that any major public or quasi-public facility that is proposed to be located within a residential neighborhood is located along a collector or arterial street, is compatible with surrounding land uses, and does not contribute unreasonably to traffic volumes within the neighborhood.

Civic Lands Policy 2: Work with officials of School District 6 to develop and implement a school site acquisition program that is consistent with the long-range comprehensive plans of the City and the District.

Civic Lands Policy 3: Continue to emphasize the need for pedestrian and bicycle access to all public facilities and areas frequented by local residents.

### 7.4. Parks and Recreation Land Use

The City’s park and recreation needs are addressed in the Parks and Recreation Element.

Parks and Recreation Goal 1: To integrate into the Land Use Plan the parks and recreation, and open space needs as set forth in the Parks and Recreation Element.

Parks and Recreation Policy 1: Whenever possible, encourage the location of public park sites adjacent to public school sites to establish neighborhood educational/recreational “centers” that can benefit by the joint utilization of both types of facilities.

### 7.5. Circulation/Transportation Land Use

The Land Use Plan maintains the City’s public street system as a percentage of the City’s total land inventory. As a typical rule-of-thumb the right-of-way needs of a typical community averages 25%<sup>28</sup> of all land uses within an urban area. In 1980 it was estimated that by the year 2000 the City’s street right-of-ways would account for 20% of the City’s total land area. By 2017 the figure was actually 22%. Statistically the 2% difference is insignificant when the methodology for determining right-of-way is considered. As explained in the BLI with the exception of right-of-way all other parcels (A) are based on the tax assessors information. The City’s GIS system uses a shape file for the City’s urban area (B). When A is deducted from B the result is right-of-way.

The City’s circulation planning is the responsibility of the City’s Transportation System Plan. The Transportation System Plan address not only the City’s street right-of-way needs, but also, rail, bicycle, pedestrian, and air.

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28

### 7.5.1. Circulation Land Use Goal

The most significant relationship between land use and circulation planning is the reliance of circulation/transportation planning on its ability to provide an acceptable level of services based on the underlying land use mix. Typically, as land use intensifies traffic volumes increase. The Land Use Element and the Transportation System Plan are currently in balance. As land use changes are proposed it is necessary that the impact of the change is evaluate for compliance with transportation standards and mitigate as necessary. This occurs at two levels; when projects of a certain size are developed, and as land is brought into the UGB.

**Circulation Goal 1:** To effectively manage the use of land within the Central Point Urban Area in a manner that is consistent with, and that supports the successful implementation of the City’s Transportation System Plan.

**Circulation Policy 1:** Prior to inclusion of lands from the URAs into the UGB a traffic impact analysis shall be completed to determine level of service at time of development.

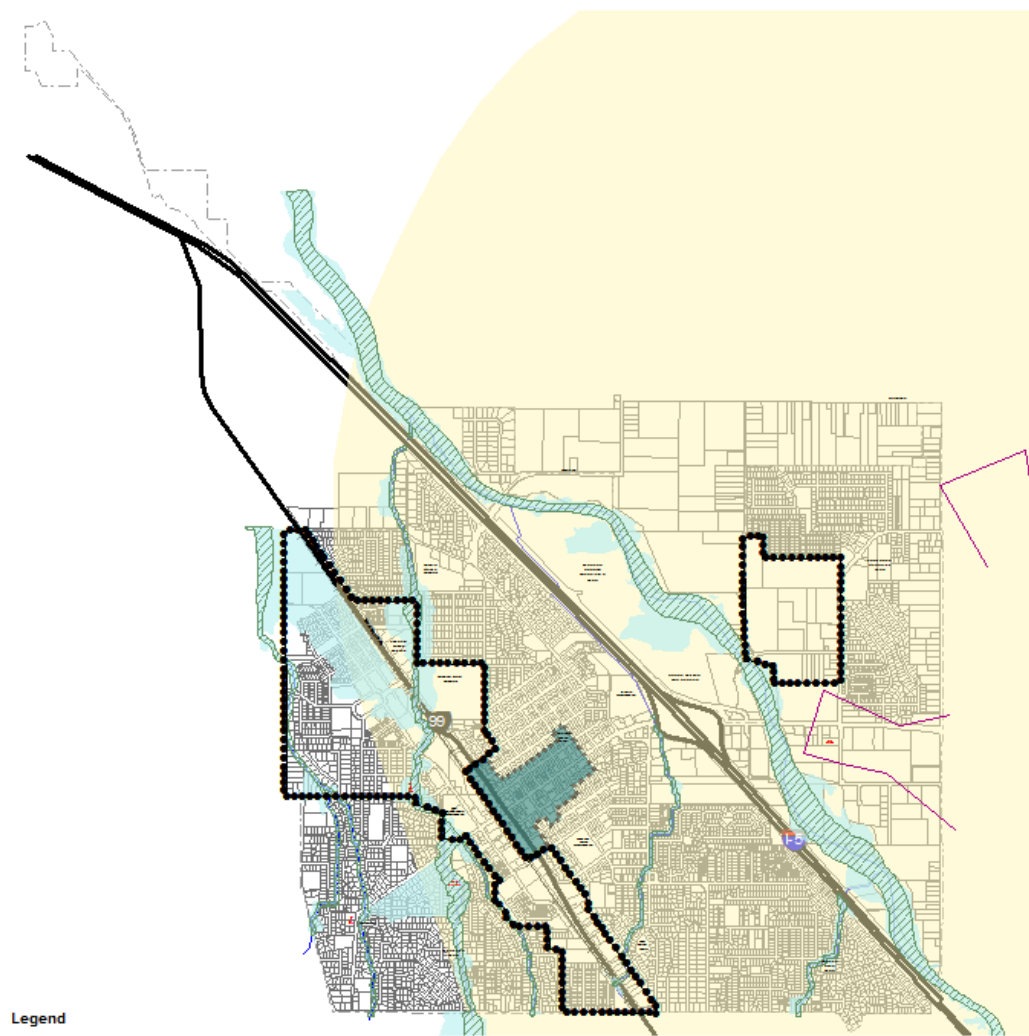
## 8. Overlay Districts

As previously noted there are five (5) overlay districts that affect the various land uses. Those districts are shown in Figure 8.1 and are described as follows:

### 8.1. Central Business District (CBD)

The Central Business District (CBD) Overlay represents the City’s historic business center of the community. As an overlay district the CBD encompasses a mix of commercial (retail and office) and residential use classifications that support its use and development as an Activity Center. The CBD Overlay extends along Pine Street; from First Street and Seventh Street. The CBD Overlay is intended to identify and strengthen the commercial core area as a unique area of the City.

Figure 8.1. City of Central Point Overlay Districts Map



- Legend**
- TOD Overlay
  - Central Business District Overlay
  - ▨ Stream Corridor Overlay
  - Flood Overlay
  - Airport Approach Overlay
  - Airport Concern Overlay
  - UOB

Last Updated: Ord. No. 1960 Aug. 2012  
Ord. No. 1971 May 2013

This map is intended for graphic display and planning purposes only.  
Current UOB Limits and Tax Parcels are represented on this map.  
File Name: 2017 Comp Plan (Land Use)\_09232017  
File Location: \\capch\Planning\GIS Map Projects\City Projects\Comp plan Elements\Land Use Element Update 2017  
Created by: E. Holley  
September 28, 2017  
Updated: January 25, 2018

## **8.2. Transit Oriented Development District (TOD)**

The TOD overlay represents the existing TOD is to encourage, through a master plan process, development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of public transportation.

## **8.3. Environmental Overlay**

The Environmental Overlay identifies lands that are environmentally constrained such as high risk flood hazard areas and/or environmentally sensitive lands such as wetlands, riparian areas, etc., that are not developable. Figure 8.1 Overlay Map identifies the area covered by each overlay.

The Environmental Overlay includes the floodway plus 25-ft or the top-of-bank plus 25-ft, whichever is greater. The objective of this overlay flood overlay is to reduce flood risk to the community while restoring and/or preserving floodplain and riparian areas, which provide multiple community benefits (i.e. meet state and federal regulatory requirements, reduce the cost of flood insurance, improve fish and wildlife habitat, increase neighborhood recreation areas, mitigate increased flood hazards generated by new land divisions in the flood overlay zone, etc.).

## **8.4. Airport Overlay**

The Airport Overlay includes two overlays; the Airport Approach Overlay and the Airport Concern Overlay. The Airport Overlays are intended to reduce risks to aircraft operations and land uses near airports and heliports. These overlays are required pursuant to federal and state laws, specifically Federal Aviation Regulations (FAR, Part 77) and Oregon Administrative Rules (OAR 660-013 and OAR 738-070).

## **9. Urban Growth Boundary**

As the City grows it will be necessary to expand the UGB to accommodate the projected growth. The preferred protocol is to expand the UGB provided the criteria set forth in CPDC, Section 17.96.500 are met. Based on the BLI and findings in Housing, Economic, and Parks and Recreation Elements the UGB needs to expand to include an additional xxx acres, distributed as shown in Table 9.1.

## **10. Land Use Plan Map**

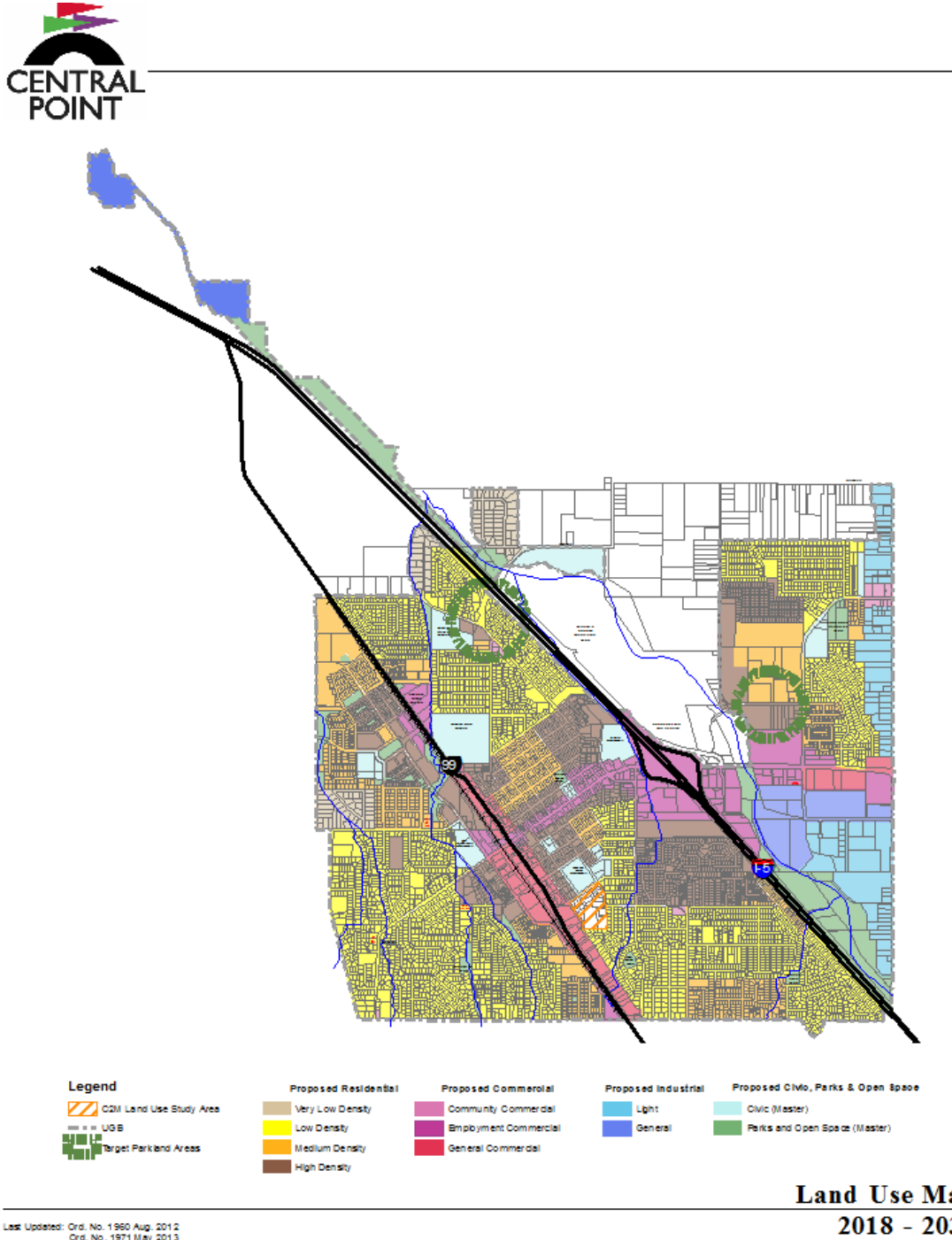
Figure 10.1 is the City’s Land Use Plan Map for 2018-2038. This map identifies and distributes all land use classifications within the City’s urban area. The Land Use Plan Map has been prepared in compliance with such other Comprehensive Plan elements as the Housing Element, the Economic Element, the Parks and Recreation Element, etc.

The City’s Zoning Map shall be consistent, at all times, with the land use classifications in the Land Use Element.

**EXHIBIT “A”**

When amendments to the UGB are proposed they must be found consistent with the applicable Concept Plan(s) in the Regional Plan Element.

**Figure 10.1. City of Central Point, Land Use**



Last Updated: Ord. No. 1960 Aug. 2012  
Ord. No. 1971 May 2013

This map is intended for graphic display and planning purposes only.  
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