

**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
Kelly Geiger

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
March 8, 2018**

Next Res. 1527
Next Ord. 2043

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

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

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

V. CONSENT AGENDA

- Page 2 - 8 A. Approval of February 22, 2018 City Council Minutes
9 - 12 B. Accepting Written Correspondence Received regarding
 CP-2B
13 - 18 C. Proclamation of Support for National Park System

VI. ITEMS REMOVED FROM CONSENT AGENDA

VII. ORDINANCES, AND RESOLUTIONS

- 20 - 62 A. Second Reading, Ordinance No. _____, An
 Ordinance Updating and Adopting the Central Point
 Comprehensive Plan Land Use Element (2018-2038)
 (Humphrey)
- 64 - 68 B. Resolution No. _____, A Resolution of the City of
 Central Point Amending Miscellaneous Water Fees
 (Samitore)
- 70 - 86 C. Resolution No. _____, A Resolution Authorizing
 the City Manager to Sign Local Agency Agreement
 32546 with the Oregon Department of Transportation
 for Improvements to Freeman Road at East Pine Street
 (Samitore)

VIII. PUBLIC HEARING

- 88 - 90 A. Resolution No. _____, A Resolution of the City of Central Point Approving a 2017/2019 Supplemental Budget for Funding a Police Officer Position (Weber)

IX. MAYOR'S REPORT

X. CITY MANAGER'S REPORT

XI. COUNCIL REPORTS

XII. DEPARTMENT REPORTS

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 Under the provisions of the Oregon Public Meetings Law, the proceedings of an executive session are not for publication or broadcast.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

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 22, 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, Rob Hernandez, and Mike Quilty were
present.

City Manager Chris Clayton; City Attorney Sydnee Dreyer;
Police Chief Kris Allison; Community Development Director
Tom Humphrey; Parks and Public Works Director Matt
Samitore; Finance Director Steven Weber; and City
Recorder Deanna Casey were also present.

IV. SPECIAL PRESENTATIONS

A. RVCOG Annual Report

RVCOG Executive Director Michael Cavallaro presented the Annual Report for 2017. He explained the value of the core programs that are provided to member jurisdictions are transportation, environmental issues, land use planning, community development, food and friends, and senior disability services. The report shows additional programs available throughout the year in order to help jurisdictions. A new option on the horizon is the use of a drone and their certified pilot.

B. D.A.R.E. Recognition

Police Chief Kris Allison presented an award to the FamiliaUnida Organization for their donation of time and a custom bicycle to the D.A.R.E. program. This was a great community engagement project and they work with at risk youth.

C. Annual Audit Report

Paul Neilson from Isler CPA firm presented the City of Central Point Audit for the year ending June 30, 2017. He explained the laws and guidelines required for a local government audits. There are two items to note in the audit regarding the process for invoice approval and inventory valuation. Both of these items have been taken care of.

V. PUBLIC APPEARANCES

City Attorney Sydnee Dreyer stated that the Council had received a letter from Duane Mallams dated February 19, 2018 expressing concerns with the Central Point 2017-2037 Housing Element and UGB Expansion. Mrs. Dreyer explained that the record for the housing element has been closed and that item is not on the agenda tonight. Mr. Mallams did not wish to speak to the council.

VI. CONSENT AGENDA

A. Approval of February 8, 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 Mike Quilty, yes. Motion approved.

VII. ITEMS REMOVED FROM CONSENT AGENDA

VIII. BUSINESS

A. Appointment of New City Council Member

Mayor Williams stated that we have received an application from Kelly Geiger for the vacant At-Large Council position. He recommends appointment of Mr. Geiger.

Brandon Thueson moved to appoint Kelly Geiger to the vacant At-Large City Council position ending December 31, 2020. Tanea Browning seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Rob Hernandez, yes; and Mike Quilty, yes. Motion approved.

Kelly Geiger was sworn into office and took a seat at the dais.

B. Vehicle for Hire Policy Discussion

City Manager Chris Clayton and City Attorney Sydnee Dreyer explained the options available to the Council in regards to regulating and licensing vehicles for hire businesses. The parent companies of Uber and Lyft prefer to have the similar programs across the board for all cities. She presented three options for consideration

1. Adopt a program for vehicle for hire licenses which is outlined in a draft ordinance for Council. The draft ordinance is based on models from Bend and Medford. It establishes general standards for drivers, operations and insurance, and minimizes the amount of regulatory duties performed by the City. This would be a flat vehicle for hire license fee. The ordinance would provide a fee based on the number of drivers coming into Central Point. The City would need to start regulating Taxi Companies and Limousine companies which we currently are not pursuing. Each contract

driver would be required to obtain their own business license within the city.

2. This option would be to charge a trip surcharge, for example \$.25 per trip into Central Point. This surcharge would be on an honor system similar to the transient lodging tax.
3. This option would be on gross receipts from 1% to 4% of the total fee collected. This would also require self-reporting.

Mr. Clayton explained that the City of Medford is currently being challenged with trying to get the individual drivers to come in and get a business license. He would prefer to charge the main company one license and not require individual drivers to be licensed. The city does not have the man power to track down drivers and he feels this would be a policy we could not enforce. We could create a tiered structure for different size transportation businesses depending on their contract employee count.

Mrs. Dreyer explained our liability and challenge with regulating each contract driver. We also don't want to have a policy that if they are licensed in Medford they would be licensed in Central Point. We need to have our own policy in place. If the Council decides to charge a flat rate to the parent company we could create a tiered structure on the amount of drivers they believe to be working in Central Point.

There was discussion that it would be hard to license each driver, and they may not not allow our citizens to use the service. It would be very difficult to monitor the contract drivers. Several Council members were in favor of not regulating the industry and allow them to provide the service to our citizens. It seems that they would not be doing any more damage to our streets and infrastructure than any other person driving through town.

It was decided that we would not regulate the Vehicle for Hire industry at this time.

C. Bulk Water Sales Discussion

Parks and Public Works Director Matt Samitore stated that last summer our bulk water sales had a significant increase. In the past we sold bulk water to a few properties that were located outside the city limits with bad well water, or for construction purposes. The increase last summer was due to agricultural use of municipal water.

As of 2017, Central Point was the only city in the valley that allowed commercial water to be purchased by a hydrant meter. Jackson County is currently building a new water filling station which will offer separate stations for residential and commercial customers. This new facility will be at a higher rate than Central Point currently charges for bulk water.

The City has received a commercial water application from a regional marijuana facility who would prefer to purchase and haul their water. In order to be

approved for their marijuana grow they must certify where their water comes from. They have stated the City of Central Point will be supplying the water for their agricultural needs.

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. If not circulated the line would need to be flushed to avoid stagnation issues. If we decide to discontinue the sale of bulk water from this fire hydrant we would need to find a way to keep the water from being stagnant.

There was discussion about our reasons for selling bulk water and if we could legally state that we will not sell water for agricultural reasons. It would be difficult to monitor what the water would be used for after the sale. Municipalities should be concerned with providing water for our citizens, not for agricultural reasons. The consensus is to discontinue the sale of bulk water and to find alternative ways to flush the system along Highway 99.

Staff will inform the current water haulers that we will no longer offer this option once the Jackson County fill station is operational.

IX. RESOLUTIONS

A. 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

Mayor Williams pulled this item from the agenda.

B. Resolution No. 1526, Accepting the Annual Audit Report for the Fiscal Year 2016-2017

Finance Director Steven Weber explained that the audit was presented at the beginning of the meeting. There were two items of notification in the Auditors letter that have been corrected.

Mike Quilty moved to approve Resolution No. 1526, accepting the Annual Audit Report for the Fiscal Year 2016-2017. Kelly Geiger seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Kelly Geiger, yes; Rob Hernandez, yes; and Mike Quilty, yes. Motion approved.

X. PUBLIC HEARINGS

A. Public Hearing – First Reading of an Ordinance Updating and Adopting the Central Point Comprehensive Plan Land Use Element

Community Development Director Tom Humphrey presented the Land Use Element for the Central Point Comprehensive Plan. The Citizen's Advisory Committee and the Planning Commission both reviewed the document, provided their recommendations and forwarded a favorable recommendation to the City Council.

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

- Changes to reflect prior land use activity.
- Changes necessitated by recent policy.
- Changes that are recommended to provide more flexibility in the land use process.

Mr. Humphrey explained the recommended changes and how it will help move Central Point into the future with the correct amount of land uses needed to expand our Urban Growth Boundary. Recommended changes will address mapping errors, and changes proposed by private land owners with specific development interests.

Mayor Williams opened the Public Hearing.

Larry Martin, Urban Reserve Resident.

Mr. Martin stated that he believes this is the last step needed before we can get the UGB Amendment. Staff has done a great job trying to keep all the residents in the URA satisfied with the expansion. The residents that are eager to be in the city limits are happy to check another box off the list.

No one else came forward. Mayor Williams closed the public hearing.

Mike Quilty moved to second reading an Ordinance Updating and Adopting the Central Point Comprehensive Plan Land Use Element. Rob Hernandez seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Kelly Geiger, yes; Rob Hernandez, yes; and Mike Quilty, yes. Motion approved.

X. MAYOR'S REPORT

Mayor Williams reported that he attended:

- The Denim and Diamonds Awards dinner for the Chamber of Commerce.
- Greeters at the Rogue Creamery.
- The Medford Water Commission meeting where they talked about bulk water sales.

XI. CITY MANAGER'S REPORT

City Manager Chris Clayton reported that:

- The Police Department completed the long process for Accreditation this week.
- The City has received a letter from Food and Friends thanking us for our donation to their program.
- The city has received an updated Country Crossing Festival Application. We have responded with our recommendations.
- Rogue Disposal will be sending out a letter to the citizens regarding changes in the recycling program.
- The Pear Valley hard hat hello is tomorrow at 3:30 pm.
- He had a meeting with Mr. Samitore and Avista representatives regarding their 2018 operation plans in Central Point.

XII. COUNCIL REPORTS

Council Member Mike Quilty reported that:

- He and his wife attended the Central Point Chamber Awards Dinner.
- He attended the Community Center Ad Hoc Committee meeting.
- There will be a change in distribution of air quality funds throughout the state. Portland is getting the majority of the available funds in this cycle. There are discussions about the funds are to help with air quality, and Portland is currently within standards. Most believe that they should not qualify for those funds.
- He has been contacted by a Pub/Restaurant looking to expand into Central Point. He has forwarded their information on to the Community Development Director.

Council Member Brandon Thueson reported that he and his wife attended the Chamber Awards dinner.

Council Member Rob Hernandez reported that he attended the Chamber Awards dinner and Tanea did a great job on the event. He also attended the Medford Chamber Forum lunch.

Council Member Tanea Browning reported that:

- She is very pleased with the community engagement at the Chamber Awards Banquet. It was a sold out event with over 200 attendees. There are videos on the chamber Facebook page of the award winners.
- She attended the community center committee meeting last week.
- She attended a League of Oregon Cities Board meeting in Salem last Friday.
- Greeters will be at the Rogue Creamery on Tuesday. All are invited to attend.
- She is looking forward to the Hard Hat Hello tomorrow at the Pear Valley site at 800 N. Haskell. Come down at 3:30 and meet the team who will be a part of the Central Point Chamber Community.

Kelly Geiger reported that he is on the Chamber Board and Mrs. Browning has done a great job with the Chamber. She has taken the Central Point Chamber to

a whole new level. He also sits on the Expo Board and will be reporting to the Council on Expo news.

XIII. DEPARTMENT REPORTS

Community Development Director Tom Humphrey had no additional items to report.

Finance Director Steven Weber reported that he will have hard copies of the full Audit Report if Council members are interested in reading the entire report. There will be a budget committee meeting on April 16th for the Development Commission.

Police Chief Kris Allison reported that they have been working on the accreditation update for nearly 18 months. Lt. Brian Day has done a great job getting all the details and reports in order. There will be a full presentation to the Council at a future meeting.

Parks and Public Works Director Matt Samitore reported that:

- The Adhoc Committee discussed the history of various reports and surveys regarding a community center in Central Point. They picked out common themes, and will dive into the details at a future meeting. They discussed partnering with the School District on the project.
- The Pine Street project is moving along quickly thanks to the nicer weather. They are predicting that the sidewalks and the major work will be done in time for the 4th of July parade.

XIV. EXECUTIVE SESSION - None

XV. ADJOURNMENT

Mike Quilty moved to adjourn, Brandon Thueson seconded, all said “aye” and the Council Meeting was adjourned at 9:17 p.m.

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

Dated:

Mayor Hank Williams

ATTEST:

City Recorder

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 that reads "Richard Stach & Deborah Gaumer". The signature is written in a cursive style.

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

Joe Slaughter
joersa@mind.net

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



**Jakabosky
Development
(preliminary)**

CENTRAL POINT, OR

RECEIVED 7.1.2006

PROJECT: 14-08, 14-09, 14-10

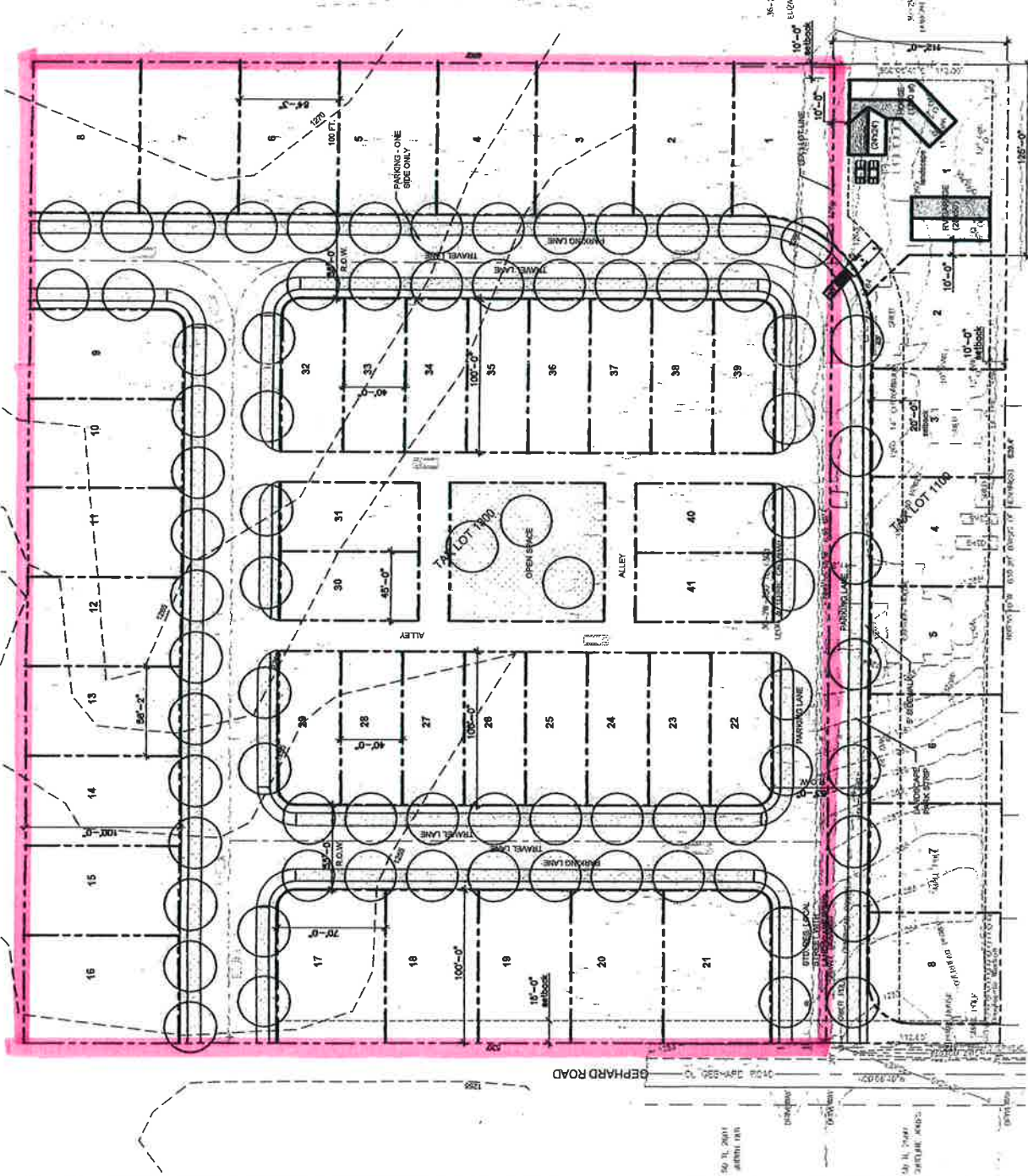
DATE:	04-20-06
PROJECT:	14-08, 14-09, 14-10
DESIGNED BY:	JL
CHECKED BY:	JL
DATE:	04-20-06

L1

SITE DATA
 TOTAL LOTS: 41
 TOTAL ACRES: 10.14
 ZONING: R-1-6 (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.
 (*) Side yard setback shall be increased by an additional 5 feet per foot of a second story or third story above the first floor.
 (**) The lot area includes all areas which may be used for purposes as shown on the public works plan, including (1) off-street parking and drive, and (2) for structures as a part of an accessory use to the primary use of the lot, provided that the maximum side yard setback, as shown on the site plan, for the maximum side yard setback, as shown on the site plan, shall be twenty feet.

R-1-6
 RESIDENTIAL SINGLE FAMILY (Detached)
 Lot Area: 6,000 sq ft
 Lot Width: 70 ft
 Lot Depth: 86 ft
 Side Yard (setback): 10 ft
 Rear Yard (setback): 10 ft
 Floor: 1st fl.

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



Restore America's Parks

The Honorable Lisa Murkowski
Chair
Interior Subcommittee
Committee on Appropriations
Washington, DC 20510

The Honorable Ken Calvert
Chair
House Subcommittee on
Interior, Environment, and Related Agencies
Washington, DC 20515

The Honorable Tom Udall
Ranking Minority Member
Interior Subcommittee
Committee on Appropriations
Washington, DC 20510

The Honorable Betty McCollum
Ranking Minority Member
House Subcommittee on
Interior, Environment, and Related Agencies
Washington, DC 20515

Dear Chair Murkowski, Chair Calvert, Ranking Member Udall, and Ranking Member McCollum:

2017 marks the start of the second century for the National Park Service (NPS), which oversees more than 400 natural and cultural areas in all 50 states and most U.S. territories. NPS faces a growing challenge in adequately maintaining its sites to ensure that visitors can experience the parks' natural beauty and learn about our nation's history. After decades of underfunding, NPS has an infrastructure repair backlog estimated at \$11.3 billion (FY 2016). This includes crucial repairs to aging historical structures and thousands of miles of roads and trails, bridges, tunnels, sewers, drainage, and other vital infrastructure.

Writer and historian Wallace Stegner said that national parks are "the best idea we ever had. Absolutely American, absolutely democratic, they reflect us at our best rather than our worst." As companies, organizations, and associations, we support addressing the infrastructure repair backlog throughout these parks.

To address the backlog and put our national parks on sound financial footing for the future, we must do the following

- Create a guaranteed federal fund that will chip away at the estimated \$11.9 billion backlog over time.
- Implement policy reforms, such as entry and vendor fees, that will help to prevent repair backlog from accruing to begin with.
- Provide more highway funding for NPS maintenance needs.
- Create more opportunities for public-private collaboration and donations to help restore park infrastructure.

From the Grand Canyon and the Great Smoky Mountains, to the Statue of Liberty to battlefields like Gettysburg, the National Park System serves as a living testament to our citizens' valor, our hardships, our victories, and our traditions as Americans. We need to ensure that our children and grandchildren are

able to see and appreciate our rich history in these places, and to learn more about the people and lands that have shaped us as a nation.

We urge you to work with us to protect our national parks well into the future and, in particular, to support guaranteed funding for infrastructure repair needs.

Sincerely,

National Supporters

American Alpine Club
American Alpine Institute
American Cultural Resources Association
American Institute of Architects
American Society of Civil Engineers
Archaeological Institute of America
American Hiking Society
Asian and Pacific Islander Americans in Historic Preservation
Coalition to Protect America's National Parks
Family Motor Coach Association
GreenLatinos
Hispanics Enjoying Camping Hiking & the Outdoors (HECHO)
International Dark-Sky Association
International Inbound Travel Association
International Mountain Bicycling Association
Institute for Bird Populations
Kappa Alpha Phi Fraternity, Inc.
National Parks Conservation Association
National Trust for Historic Preservation
Outdoor Industry Association
Recreation Vehicle Industry Association
Society for American Archaeology
Society for Historical Archaeology
Student Conservation Association
The Corps Network
The Pew Charitable Trusts
Tourism Cares
U.S. Conference of Mayors
Vet Voice Foundation

Oregon

Gateway Community Resolutions

City of Astoria
City of Cave Junction
City of Grants Pass
City of Klamath Falls
City of Medford
City of Warrenton
Clatsop County
Josephine County
Klamath County

Statewide Supporters

Association of Northwest Steelheaders
NW Guides & Anglers Association
Northwest Youth Corps
Oregon Restaurant & Lodging Association

Chambers of Commerce and Convention and Visitors Bureaus (CVBs)

Astoria-Warrenton Chamber of Commerce
Grant County Chamber of Commerce
Grants Pass & Josephine County Chamber of Commerce
Illinois Valley Community Development Organization
Klamath County Chamber of Commerce
Travel Portland

Gateway Community Businesses and Organizations

Central Oregon Fly Tyers Guild
Level Beer
Gigantic Brewing Company
Sagara Outdoor Products
Wasatch Custom Angling Products

Pennsylvania

Elected Officials

Annette Atkinson, Supervisor, Middle Smithfield Township
Mark Oney, Supervisor, Middle Smithfield Township
Michael Dwyer, Middle Smithfield Township

Chambers of Commerce and Convention and Visitors Bureaus (CVBs)

Allegheny Ridge Corporation
Destination Gettysburg
Explore Altoona
Fayette Chamber of Commerce
Great Valley Regional Chamber of Commerce
Greater Johnstown/Cambria County Convention and Visitors Bureau
Greater Reading Convention and Visitors Bureau
Greater Scranton Chamber of Commerce
Lackawanna County Convention and Visitors Bureau
Middle Smithfield Township Economic Development Committee
Philadelphia Convention and Visitors Bureau
Phoenixville Regional Chamber of Commerce
Pocono Mountains Visitor Bureau
Somerset County Chamber of Commerce
TriCounty Area Chamber of Commerce
Tyrone Chamber of Commerce
Valley Forge Tourism and Convention Bureau
Visit Philadelphia

Rhode Island

Proclamation of Support for the National Park System

WHEREAS, America's National Park System is a living testament to our citizens' valor, our nation's hardships, our victories, and our traditions as Americans, and has been called "America's Best Idea;" and

WHEREAS, the National Park System preserves the diversity, culture, and heritage of all Americans, and serves as a living classroom for future generations; and

WHEREAS, in 2016, the National Park Service celebrated its centennial and currently manages more than 400 nationally significant sites and an invaluable collection of more than 75,000 natural and cultural assets that span 84 million acres across all 50 states, the District of Columbia, and several U.S. territories and insular areas; and

WHEREAS, the National Park Service's mission is to "to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations;" and

WHEREAS, in 2015, the National Park System had more than 307 million visits; and

WHEREAS, in 2015, National Park Service estimates indicate that park visitors spent more than \$16.9 billion at the sites and in the states and local communities adjacent to national parks; and

WHEREAS, the National Park Service has the obligation to preserve our nation's history; promote access to national parks for all citizens; stimulate revenue to sustain itself and nearby communities; educate the public about America's natural, cultural and historical resources, and provide safe facilities and environs to enjoy these resources; and

WHEREAS, in 2016, the National Park Service estimated a deferred maintenance backlog of nearly \$12 billion, which includes repairs to aging historical structures, trails, sewers, drainage, thousands of miles of roads, bridges, tunnels, and other vital infrastructure; and

WHEREAS, it is the responsibility of Congress to maintain America's national parks to ensure our natural places and our history is preserved and documented for future generations, and for the adjacent communities that rely on the direct and indirect economic benefits generated by visits to national park sites.

NOW, THEREFORE, BE IT RESOLVED that the **City of Central Point, Oregon** strongly encourages Congress to create a reliable, predictable stream of resources to address deferred maintenance needs in America's National Park System.

IN WITNESS WHEREOF, I hereby set my hand this 8th, day of March, 2018.

Mayor Hank Williams, City of Central Point

Restoring America's National Parks

OREGON

Oregon enjoys the economic, recreational, and cultural benefits of the National Park System, which includes six park units in the state.

National park sites in Oregon are part of a system that encompasses 84 million acres across the country. Established by Congress in 1916, the National Park Service (NPS) manages and maintains more than 400 nationally significant sites in all 50 states and several territories. National parks are a mosaic of wild landscapes, historic and cultural sites, scenic byways, trails, military parks, and monuments that celebrate and commemorate remarkable people and America's heritage.

Unfortunately, 100 years after its creation, NPS is struggling to maintain many of its facilities. The agency currently faces a deferred maintenance backlog that is estimated to be \$11.3 billion based on FY2016 data.

Why is there Deferred Maintenance?

- Aging infrastructure: many park facilities and systems are 50-70 years old and need updating
- Record visitation—approximately 331 million visitors in 2016—causes wear and tear on resources
- Unreliable funding for deferred maintenance.

What is Deferred Maintenance?

Deferred maintenance is work that is not completed at required intervals to ensure acceptable facility conditions. If work is delayed for more than a year it is typically considered deferred. Examples of repairs include:

- Crumbling roads and bridges
- Unsound buildings, including historic structures
- Outdated wastewater and electrical systems
- Neglected military sites
- Deteriorating monuments and memorials

National Parks in Oregon

In 2016, over 1 million visitors enjoyed national parks in Oregon. From Oregon Caves to Fort Vancouver, Oregon saw \$97.5 million spent in gateway communities. That spending supported 1,640 jobs and added a cumulative benefit of \$138.4 million to the state economy – money that helps businesses, schools, and families.

Despite the importance of national parks to Oregon's economy, they need more than \$105 million in infrastructure repairs. To keep national parks in Oregon strong and vibrant, and to capture the benefits they provide to the state, restoration must be a priority.



NPS Deferred Maintenance in Oregon - FY2016

Crater Lake National Park	\$ 85,318,818
Fort Vancouver National Historic Site	\$ 528,524
John Day Fossil Beds National Monument	\$ 1,565,383
Lewis and Clark Historical Park	\$ 2,515,096
Nez Perce National Historical Park	\$ 144,281
Oregon Caves National Monument	\$ 15,435,755
Total.....	\$ 105,507,876

Questions? Contact Us.

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Why Address Deferred Maintenance?

- **Preservation:** We need to ensure care of our nation's historic and cultural resources.
- **Access:** Without working roads and trails, visitors can't enjoy all our park resources.
- **Revenue:** Local communities are dependent on park-generated tourism dollars.
- **Kids:** Maintaining our national parks is a responsibility Congress owes to future generations.
- **Safety:** Aging infrastructure and building code issues need to be addressed so visitors are provided a safe experience.
- **Cost Savings:** Repairing and updating park facilities can provide significant cost savings to tax payers.

Proven Economic Boosters

- Parks are a top travel destination in the U.S.
- There were an estimated 331 million visits to the national parks in 2016.
- In 2016, park visitors spent an estimated \$18.4 billion in nearby communities and a collective \$34.9 billion boost to the national economy. That spending supported 318,000 jobs (2016 data).



Photo (above): NPS needs \$2.5 million to address deferred maintenance needs on trails at John Day Fossil Beds National Monument. (NPS Photo).

From sites that are culturally important to Native American tribes or that honor those who served in our military, to parks that commemorate painful aspects of the Civil War, Japanese internment, or the Civil Rights movement, our National Park System documents our nation's diverse and evolving history.

Congress has a responsibility to ensure the NPS has the resources needed to maintain park infrastructure, so future generations can enjoy and learn from our national treasures.

Solutions

To address deferred maintenance at NPS sites across the country, Congress should:

- Ensure that infrastructure initiatives include provisions to address park maintenance.
- Provide dedicated annual federal funding for national park repairs.
- Enact innovative policy reforms to ensure that deferred maintenance does not escalate.
- Provide more highway funding for NPS maintenance needs.
- Create more opportunities for public-private collaboration and donations to help restore park infrastructure.

You Can Help

Ask your federal representatives to support dedicated federal funding and an infrastructure proposal that addresses the deferred maintenance needs within the National Park System.

Contact your senators, Ron Wyden and Jeff Merkley, at senate.gov. To contact your congressman, visit house.gov and enter your zip code.

Ordinance

Land Use Element Amendment



City of Central Point
Staff Report to Council

ISSUE SUMMARY

<p>MEETING DATE: March 8, 2018</p> <p>SUBJECT: Second Reading 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 type="checkbox"/> Public Hearing</p> <p><input type="checkbox"/> Ordinance 1st Reading</p> <p><input checked="" type="checkbox"/> Ordinance 2nd 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 January 2, 2018 the Planning Commission conducted a public hearing to consider an update to the City's Land Use Element and forwarded a recommendation of approval 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 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. The new land use map

focuses 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 Bigham Dr. to Community Commercial.
 - Gutches (Vilas Road) – Wants to designate Low Density Residential to High Density Residential.
 - Fire District #3/School District #6/Housing Authority (Vilas Road) Want to designate Low Density Residential to Civic and High Density Residential

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 zoning. 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.

❖ **Changes needing to be addressed due to potential redevelopment**

- **Future Land Use Study Area.** There is currently a Commercial Medical (C-2M) zone that was set aside as a hospital zone. Most of the area is owned by Asante and they no longer plan to develop it for medical purposes. School District #6 is pursuing the

purchase of the Asante property to use for educational purposes. The balance of land is developed with single family homes. Staff wants to promote the redevelopment of this area but has not received any correspondence from Asante or SD#6 confirming their intentions. None of the individual home owners have been polled to see what they think about redefining their property for residential rather than commercial use.

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 the second reading of the proposed amendment to the Comprehensive Plan, Land Use Element (2018-2038), and 1) approve the ordinance; 2) approve the ordinance with revisions; 3) deny the ordinance.

RECOMMENDED MOTION:

Approve Ordinance No. ____ An Ordinance Updating and Adopting the Central Point Comprehensive Plan Land Use Element (2018-2038).

ATTACHMENTS:

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

+

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

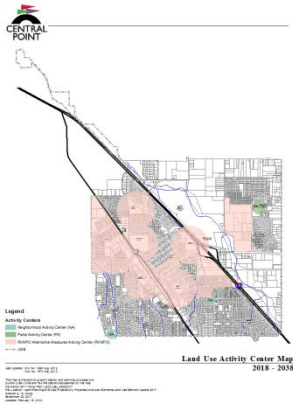
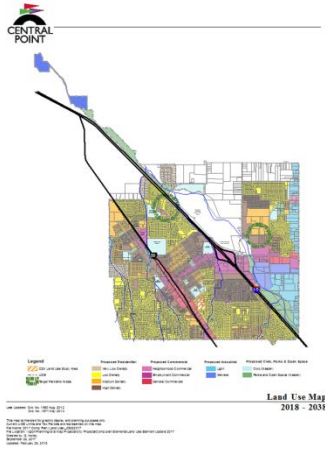
ATTEST:

City Recorder

LAND USE ELEMENT

2018-2038

City of Central Point Comprehensive Plan



City Council

February 22, 2018

Final Draft

ATTACHMENT “A”

1. Table of Contents

1. Summary 4

2. Introduction 5

2.1. Buildable Lands Inventory 6

2.2. State Land Use Guidelines 7

2.3. Central Point Forward, A City Wide Strategic Plan 7

2.3.1. City Mission Statement..... 7

2.3.2. City Statement of Values 8

2.4. The Regional Plan Element 8

2.4.1. Direction of Growth 9

2.5. Land Use and Urban Form..... 9

2.6. Performance Indicators 10

2.6.1. Committed Residential Density 10

2.6.2. Mixed-Use/Pedestrian Friendly Areas 10

2.6.3. Conceptual Transportation Plan 11

2.6.4. Conceptual Land Use Plan 11

2.6.5. Target Residential Density 11

2.6.6. Land Use Distribution..... 11

2.6.7. Transportation Infrastructure..... 12

2.6.8. Mixed-Use/Pedestrian Friendly Areas (Activity Centers)..... 12

2.6.8.1. Activity Centers 12

3. Land Use Benchmarks 15

4. Current (2017) Land Use Summary 16

5. Land Use Classifications 17

6. Residential Land Use..... 18

6.1. Residential Land Use Classifications 20

6.1.1. Very Low Density Residential (VLRes) 20

6.1.2. Low Density Residential (LRes)..... 21

6.1.3. Medium Density Residential (MRes)..... 21

6.1.4. High Density Residential (HRes) 22

6.1.5. Residential Land Use Plan Map..... 22

ATTACHMENT “A”

6.1.6. Residential Infill and Redevelopment 23

6.1.7. Small Town, Neighborhood Preservation, Identification and Livability 23

6.2. Residential Zoning & Density 23

6.3. Minimum/Maximum Density Calculation 23

6.3.1. Public Parks/Open Space and Residential Density 25

6.3.2. Civic Uses and Residential Density 25

6.3.3. Environmental Lands and Residential Density 26

6.3.4. Residential Goals and Policies: 26

7. Employment Land Use 26

7.1. Commercial Land Use Summary 27

7.1.1. Commercial Land Use Plan 28

7.1.1.1. Neighborhood Commercial (NC). 28

7.1.1.2. Employment Commercial (EC) 29

7.1.1.3. General Commercial (GC) 29

7.1.2. Commercial Development Goals and Policies 29

7.2. Industrial Land Use Plan 29

7.2.1. Industrial Goals and Policies 30

7.3. Civic Land Use 31

7.3.1. Civic Land Use Goals and Policies 31

7.4. Parks and Recreation Land Use 31

7.5. Circulation/Transportation Land Use 32

7.5.1. Circulation Land Use Goal 32

8. Overlay Districts 32

8.1. Central Business District (CBD) 33

8.2. Transit Oriented Development District (TOD) 36

8.3. Environmental Overlay 36

8.4. Airport Overlay 36

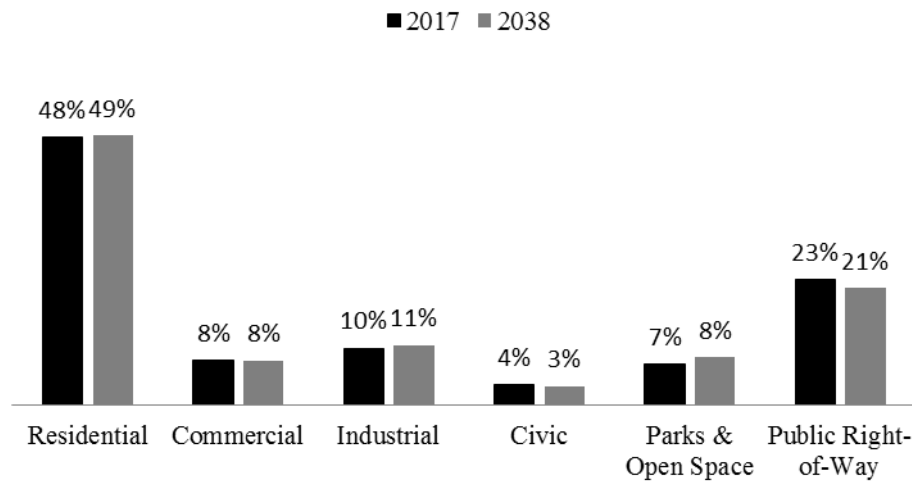
9. Urban Growth Boundary 36

10. Land Use Plan Map 37

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 residents¹, 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.

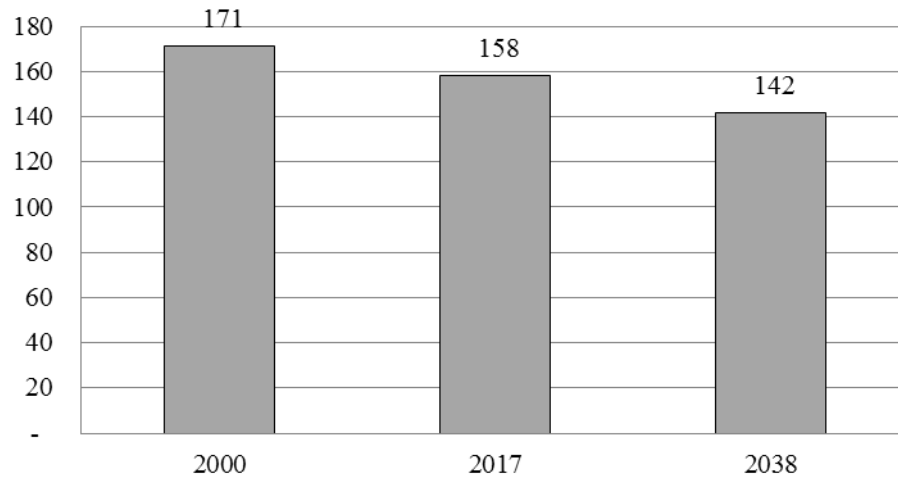
Another popular measure of land use is the ratio of acres per 1,000 residents. Unlike the percentage measurement the ratio of acres per 1,000 residents does address policy changes in the efficiency of land use. Figure 1.2 illustrates that in 2000² the developed was 171 acres per 1,000 residents. By 2017 the actual ratio was 158 acres per 1,000 residents. By 2038, based on current average minimum density policies, it is expected that the ratio will drop to 142 acres per 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 acre³ is the reason for the lower 2038 ratio.

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

² 1980 City of Central Point Land Use Element

³ City of Central Point Regional Plan Element, Section 4.1.5 Committed Residential Density

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.

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

ATTACHMENT “A”

- 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:

- 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).

ATTACHMENT “A”

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.”*⁴ 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”*.

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.”

⁴ City of Central Point Strategic Plan, pp. 3, May 24, 2007, Resolution No.1143,

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 Element⁵ 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 Concept Plans⁶ be prepared and adopted prior to inclusion of a URA, or any part thereof, into the City's urban growth boundary (UGB)⁷. 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 areas⁸ (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

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

⁶ City of Central Point Regional Plan Element, Section 4.1 Performance Indicators

⁷ City of Central Point Regional Plan Element, Section 4.1.8 Conceptual Land Use Plans,

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

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

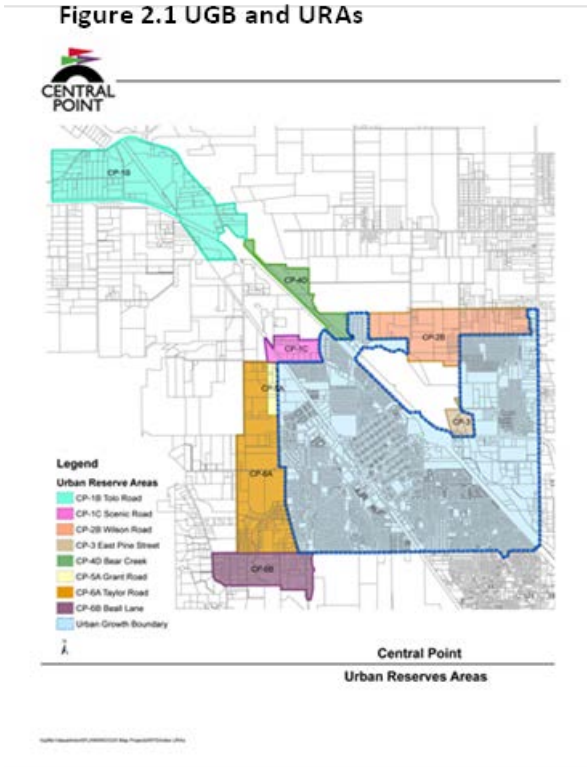
The long-term direction of growth for the City is best described in the Regional Plan Element and its accompanying Concept Plans. The Regional Plan Element established eight (8) urban reserve areas (Figure 2.1) into which the City will grow between now and 2060. These urban reserve areas (URAs) have been pre-approved for inclusion in the City’s urban growth boundary⁹, 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.

Figure 2.1 UGB and URAs



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 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

⁹ ORS

ATTACHMENT “A”

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 are¹⁰:

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.

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 units¹¹ and employment¹² to be located in mixed-use/pedestrian-friendly areas as identified in the 2009 Regional Transportation Plan (RTP) or most recently adopted RTP¹³. 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

¹⁰ Numbers in parenthesis (4.1.5 through 4.1.8.4) are the reference numbers in the Regional Plan

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

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

¹³ RVMPO Alternative Measures Activity Centers, 2017

ATTACHMENT “A”

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, in Figure 2.1, identifies mixed-use/pedestrian-friendly areas (Activity Centers), and through the BLI tracks population and employment development within these Activity Centers. It is also anticipated that as the City expands into the URA additional Activity Centers will be added per approved Conceptual Land Use Plans.

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:

2.6.5. Target Residential Density

The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential density in section 2.6.1 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

ATTACHMENT “A”

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 2.6.3 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 2.6.2 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 atmosphere¹⁴, 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:

- 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:^{[3][4]}

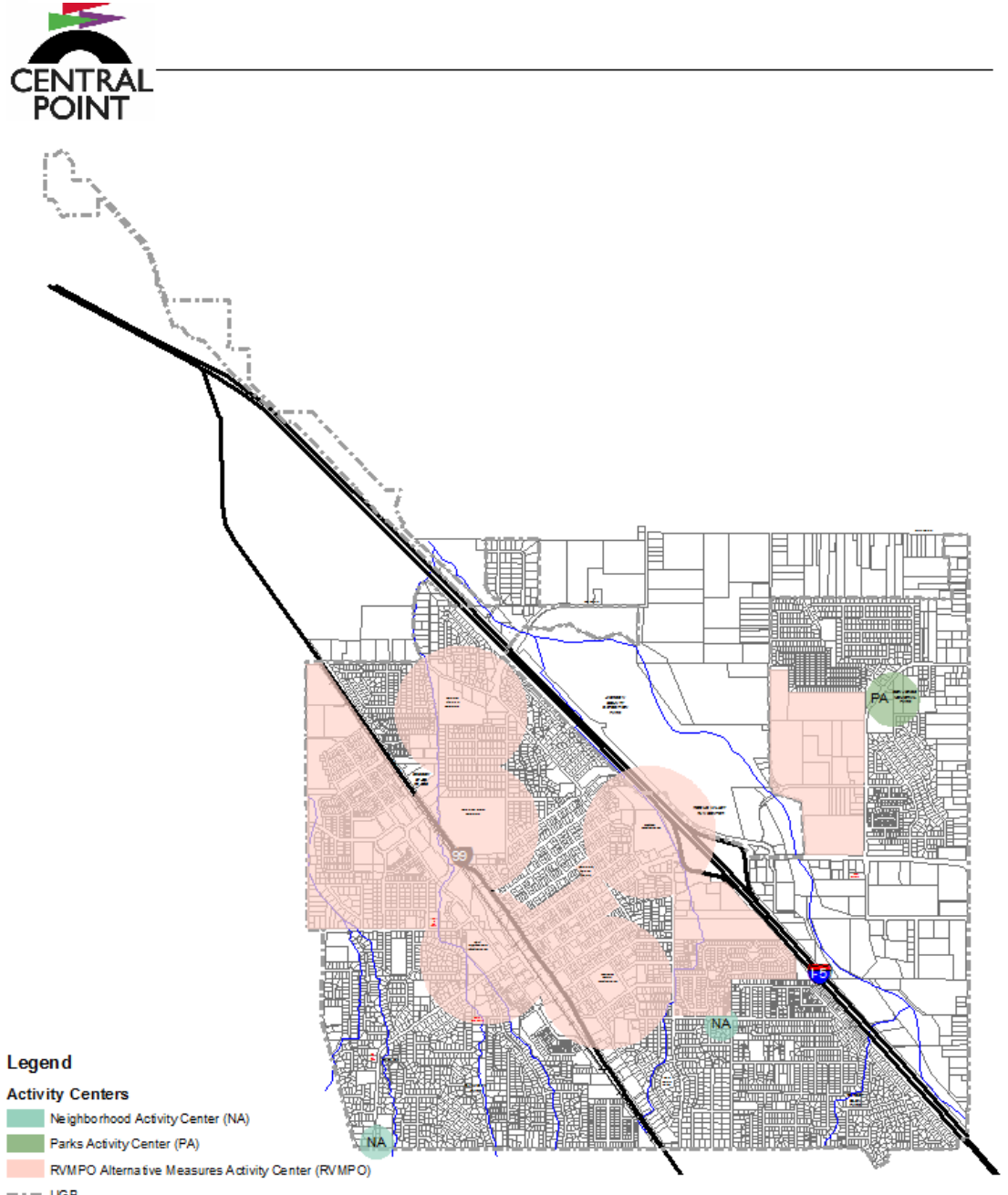
¹⁴ City of Central Point Forward Fair City Vision 2020, a City Wide Strategic Plan, 2007

ATTACHMENT “A”

- 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 Conceptual Land Use Plans prepared for each URA.

Figure 2.1 Activity Centers



Legend

Activity Centers

- Neighborhood Activity Center (NA)
- Parks Activity Center (PA)
- RVMP Alternative Measures Activity Center (RVMP)
- 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: \qpoint\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

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 142 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.

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
TOTAL	100%	171	100%	158	100%	142

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 17,700¹⁵ and the urban area accounted for approximately 3,100 acres of which 2,679 acres were classified as developed¹⁶, for a ratio of 158 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 2001 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 2038¹⁷.

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

¹⁵PSU Certified 2017 Population

¹⁶ Defined as buildable lands in the BLI

¹⁷ PSU Certified 2017 Population

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.

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

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 240 acres (approx.) represents, by land use, the projected acreage within the current URA that need to be brought into the City’s UGB over the course of the next 20 years. 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 Map)

ATTACHMENT “A”

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

Land Use Classification	2017 Inventory (Gross Acres)	Additional Needed (Gross Acres)	Total 2038 Inventory (Gross Acres)
Residential ¹	1,491	150	1,641
Commercial	247	29	276
Industrial ²	360	-	360
Civic	109	9	118
Parks & Open Space ³	227	53	280
Public Right-of-Way ⁴	694	-	694
TOTAL	3,128	241	3,369

Source: City of Central Point Buildable Lands Inventory, 2017

Notes: ¹ "Additional Need" Source 2017 Housing Element

² "Additional Need" Source 2013 Economic Element, updated per Ord. 2013

³ "Additional Need" Source Draft 2018 Parks and Recreation Element

⁴ "Additional Need" not adjusted for future development

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.

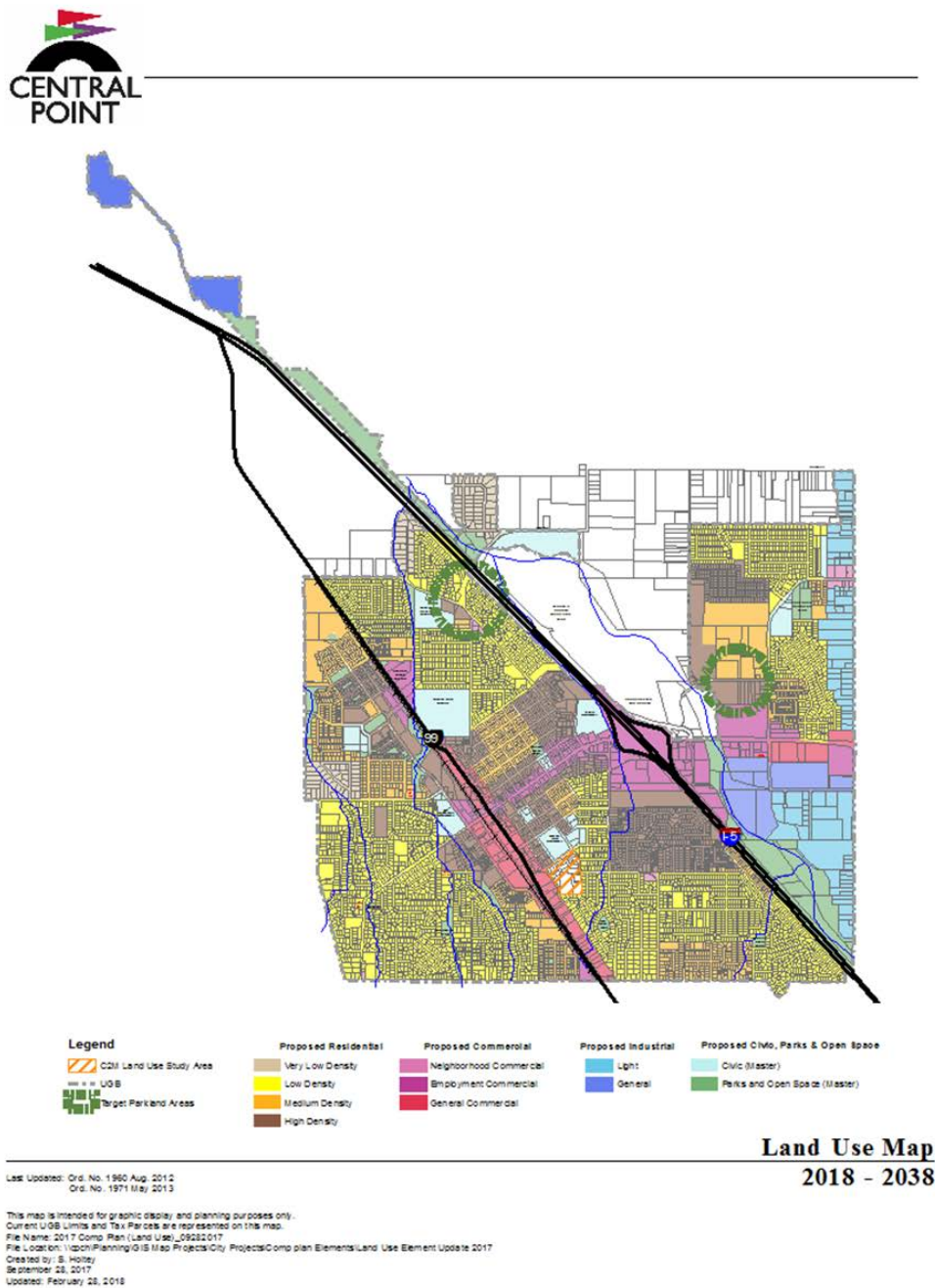
Historically, the primary challenge in administering the residential land use classifications was the reliance on maximum densities, rather than minimum densities. The prior Land Use Element established maximum density as a goal, with the assumption that the private sector would construct, if not at 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

ATTACHMENT “A”

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.

Figure 5.1 Land Use Plan Map



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 80:1,000¹⁸. 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:

Land Use Classification	Permitted Housing Types	Associated Zoning Districts	Suggested Minimum and Maximum Gross Densities
VLRes (Very Low Density)	Single-Family Detached	R-L	1 to 4
LRes (Low Density)	Single-Family Detached and Attached	R-1-6 R-1-8 R-1-10	4 to 7
MRes (Medium Density)	Single-Family Attached, Plexes and Apartments	R-2 LMR	7 to 20
HRes (High Density)	Single-Family Attached, Plexes, Apartments	R-3 MMR HMR	20 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 standards¹⁹, 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.

¹⁸ The projected need for residential land exceeded the actual population growth by 2000.

¹⁹ CPMC 17.71 Agricultural Mitigation

ATTACHMENT “A”

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.

Zoning District	Minimum Density/Gross Acre	Maximum Density/Gross Acre	Suggested Minimum Net Lot Size	Suggested Maximum Net Lot Size
R-L	1	4	9,000 sq. ft.	35,000 sq. ft.

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.

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

Table 6.4 Medium Density Residential				
Zoning District	Minimum Density/Gross Acre	Maximum Density/Gross Acre	Suggested Minimum Net Lot Size	Suggested Maximum Net Lot Size
R-2	7	10	3,000 sq. ft.	5,000 sq. ft.
LMR	7	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.

Table 6.5 High-Density Residential (HRes)				
Zoning District	Minimum Density/Gross Acre	Maximum Density/Gross Acre	Suggested Minimum Net Lot Size	Suggested Maximum Net Lot Size
R-3	15	20	N.A.	N.A.
MMR	15	20	N.A.	N.A.
HMR	20	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 polices.

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 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 classification²⁰ 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).

²⁰ City of Central Point 2018 Housing Element

ATTACHMENT “A”

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.

$2.5 * 5 = 12$ 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.
 $1.25 * 6 = 7.5$ rounded²¹ 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 growth²². The below tables illustrate how the new residential lands are scheduled to be distributed by land use classification²³ as necessary to meet the minimum density standards of the Housing Element.

²¹ Conventional rounding method

²² City of Central Point Housing Element

²³ City of Central Point Housing Element

ATTACHMENT “A”

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
Total	5%	1.00	12	12	2.50	12	30
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
Total	60%	5.30	152	806	7.19	152	1,094
LMR	10%	7.00	26	182	10.00	26	260
R-2	10%	7.00	25	175	10.00	25	250
Total	20%	7.00	51	357	10.00	51	510
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
Total	15%	15.90	38	603	29.00	38	1,101
Grand Total	100%	7.03	253	1,778	10.81	253	2,734

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.

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.

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

ATTACHMENT “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 acres²⁴, 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’s²⁵ 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.

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
TOTAL	511	64	575

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.

²⁴ Adjusted for 47 acre 2015 Industrial UGB expansion, Ordinance No. 2013

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

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%
TOTAL COMMERCIAL	235.00	8%

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 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.

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

ATTACHMENT “A”

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 acres²⁶ 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 23,290²⁷ 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.

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.

²⁶ City of Central Point Economic Element, Table 5.2-2

²⁷ Portland State University, Population Research Center Interpolation Table

ATTACHMENT “A”

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.

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.

ATTACHMENT “A”

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%²⁸ 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.

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.

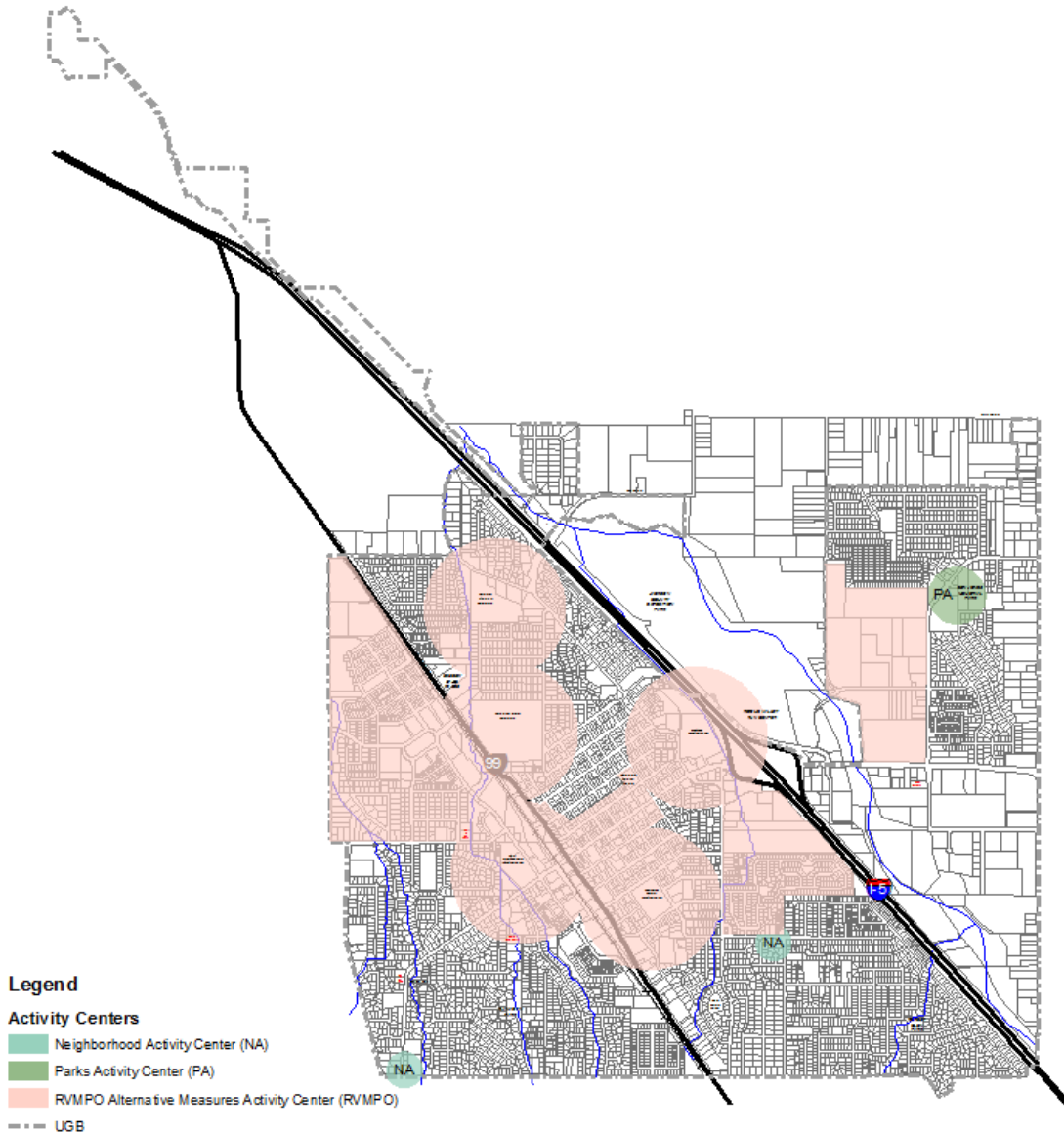
Circulation Policy 1: Prior to inclusion of lands from the URAs into the UGB a traffic impact analysis shall be completed to determine level of service at time of development.

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.



Legend

Activity Centers

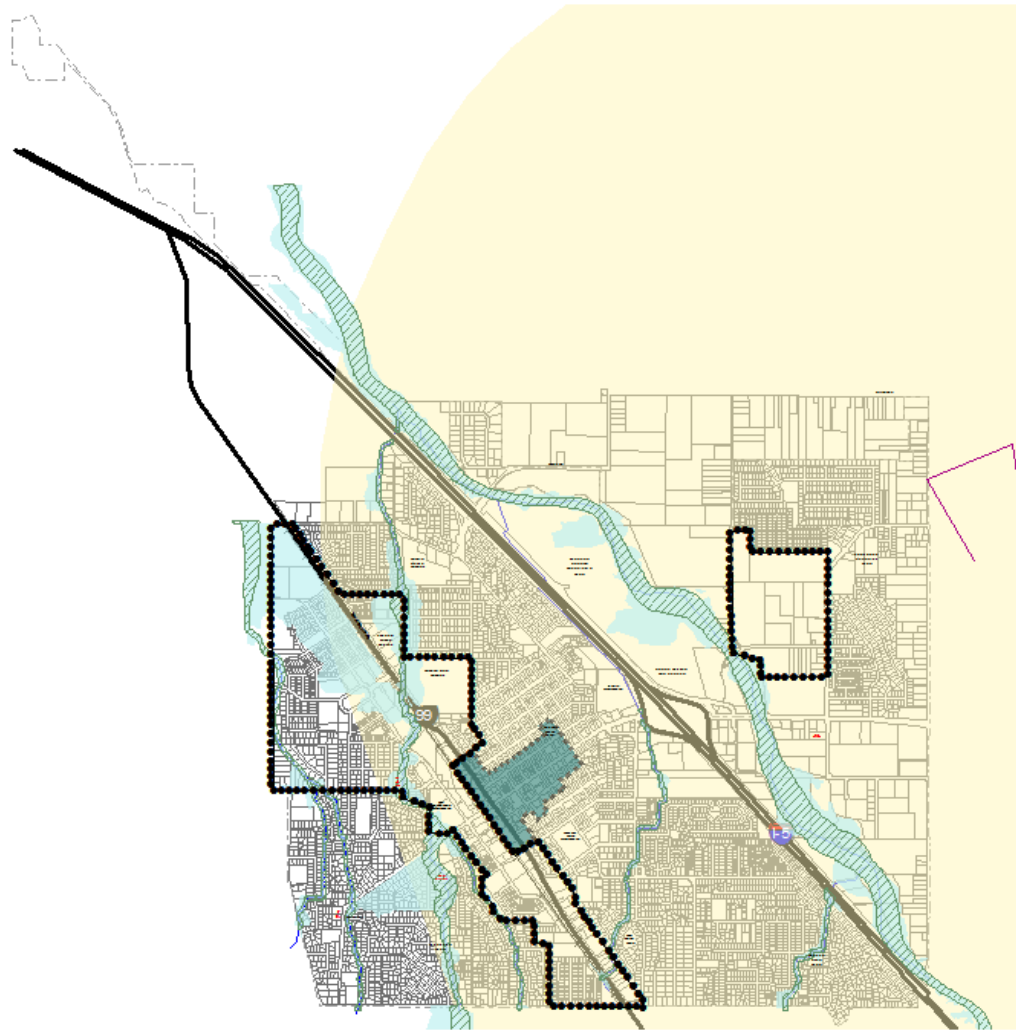
- Neighborhood Activity Center (NA)
- Parks Activity Center (PA)
- RVMPO Alternative Measures Activity Center (RVMPO)
- UGB

**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: \qpc\planning\GIS Map Projects\City Projects\Comp plan Elements\Land Use Element Update 2017
Created by: E. Holley
Se ptember 28, 2017
Updated: February 15, 2018

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
- UGB

Land Use Overlay 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: \\capoint\Planning\GIS Map Projects\City Projects\Comp plan Elements\Land Use Element Update 2017
Created by: E. Holley
Se ptember 28, 2017
Updated: February 28, 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 300 acres (approx.), distributed as shown in Table 9.1.

Table 9.1 Projected Urban Area Land Use Needs

Land Use Classification	2017 Inventory (Gross Acres)	Additional Needed (Gross Acres)	Total 2038 Inventory (Gross Acres)
Residential¹	1,491	150	1,641
Commercial	247	29	276
Industrial²	360	-	360
Civic	109	9	118
Parks & Open Space³	227	53	280
Public Right-of-Way⁴	694	-	694
TOTAL	3,128	241	3,369

Source: City of Central Point Buildable Lands Inventory, 2017

Notes: ¹ "Additional Need" Source 2017 Housing Element

² "Additional Need" Source 2013 Economic Element, updated per Ord. 2013

³ "Additional Need" Source Draft 2018 Parks and Recreation Element

⁴ "Additional Need" not adjusted for future development

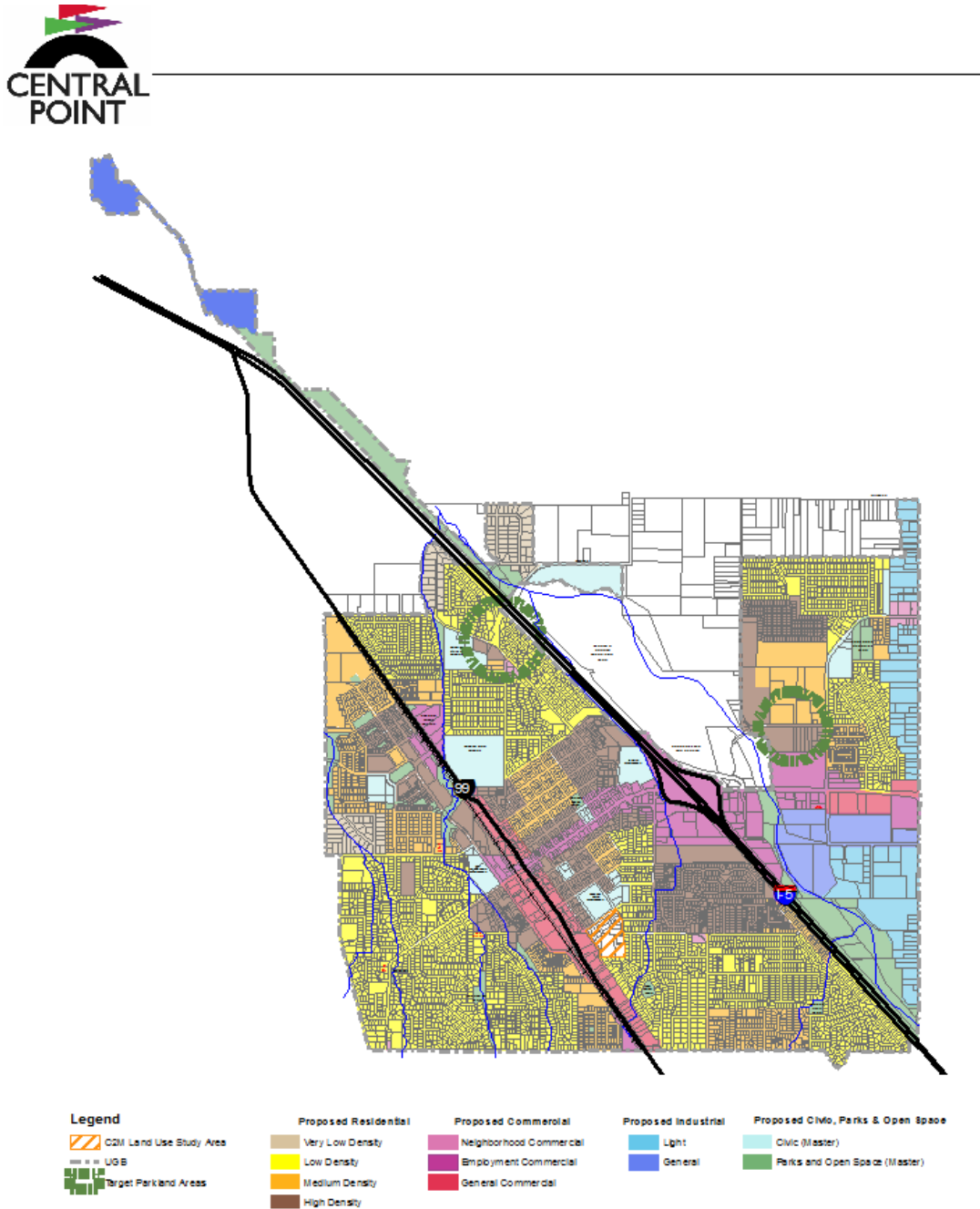
10. Land Use Plan Map

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.

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



**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)_09232017
File Location: \\qpc\Planning\GIS Map Projects\City Projects\Comp plan Elements\Land Use Element Update 2017
Created by: E. Holley
September 28, 2017
Updated: February 28, 2018

Resolution

Bulk Water



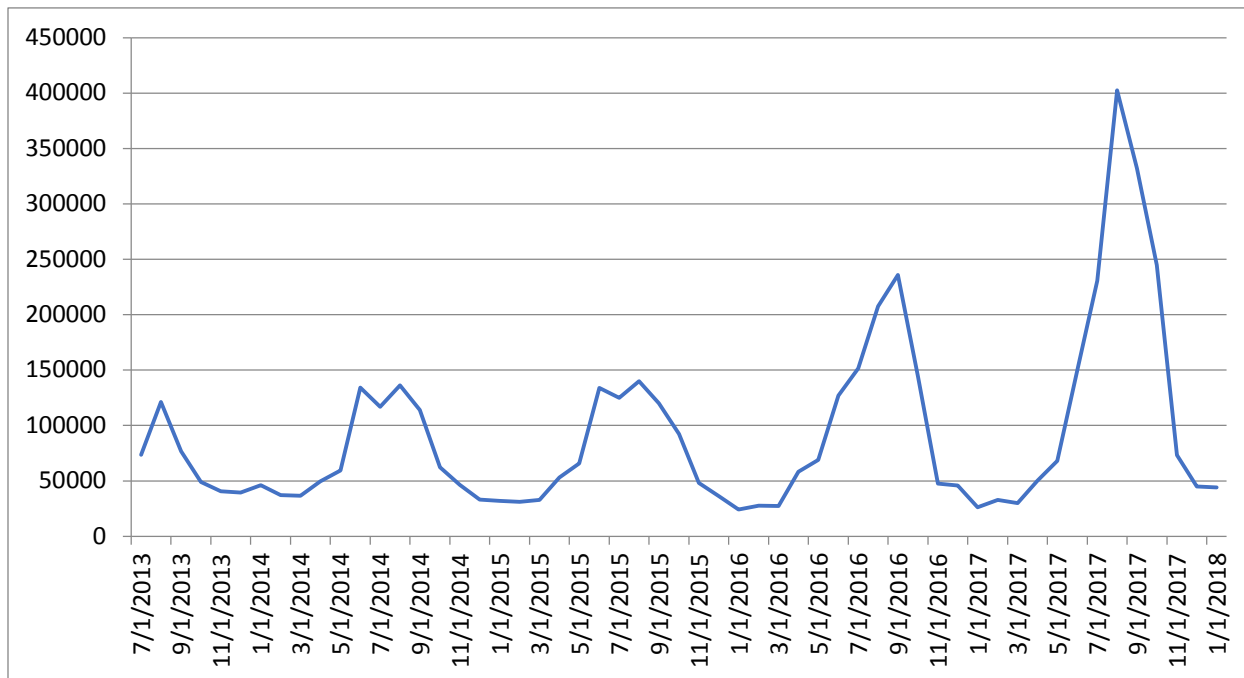
City of Central Point
Staff Report to Council

ISSUE SUMMARY

MEETING DATE: 3-8-2018	STAFF MEMBER: Matt Samitore
SUBJECT: Water Rate Increase 2018	DEPARTMENT: Public Works
ACTION REQUIRED: <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Ordinance 1 st Reading <input type="checkbox"/> Ordinance 2 nd 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: Clarification and revision of the city's bulk water sales policy.

BACKGROUND INFORMATION:

The City has historically provided fire hydrant meters for bulk water providers to fill their vehicles. The Companies re-sell the water to a variety of uses including dry wells, bad wells, holding tanks, pools and more recently agricultural use. The City has seen a steady increase in the sales based upon more use of the water for agricultural purposes.



There have been a variety of issues from the use of the City Hydrants including backflow prevention, hammering of the water system and inadequate training on how to open and close fire hydrants. Additionally, Jackson County is about to finalize a new bulk station on Antelope Road in White City, approximately 1.5 miles from the City Center.

The City Council directed staff to bring back a resolution prohibiting bulk water sales except for construction projects or special events.

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:

Not applicable.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

Not applicable.

STAFF RECOMMENDATION:

Staff recommends approving the resolution after receiving public comment.

RECOMMENDED MOTION:

Make a motion to approve Resolution No. ___ a Resolution of the City of Central Point amending the miscellaneous water fee schedule/policy to prohibit bulk water sells except for construction, public works, or special events effective April 9, 2018.

ATTACHMENTS:

Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE CITY OF CENTRAL POINT AMENDING MISCELLANEOUS
WATER FEE SCHEDULE TO PROHIBIT BULK WATER SALES EXCEPT FOR
CONSTRUCTION, PUBLIC WORKS, OR SPECIAL EVENTS
EFFECTIVE APRIL 9, 2018

Recitals:

- A. The City of Central Point provides water to residents inside the city limits and also to properties located within the Urban Growth Boundary and Urban Reserve Areas (where immediately available).
- B. The City has historically administered a “bulk” sales program which provided fire hydrant meters for commercial bulk haulers as well as local construction projects.
- C. Jackson County will be opening a new water filling station that will offer both standard residential filling as well as dedicated commercial “bulk” filling.
- D. The City Council has directed city staff to limit bulk water use/sales for public works (city), special events or construction-related purposes.

The City of Central Point resolves as follows:

Section 1. Effective April 9, 2018, the City of Central Point shall limit bulk water sales to City projects, special events or construction-related purposes.

Section 2. Effective April 9, 2018, Water rates shall be as set forth on the attached schedule A.

Passed by the Council and signed by me in authentication of its passage this _____ day of March 2018.

ATTEST:

Mayor Hank Williams

City Recorder

2017/18 Utility Rates

Cost of Service - Water Rates (Per hundred cubic feet)

Res. No.

(Into effect March 21, 2018)

Residential

Meter Size	Monthly Base Charge	Monthly R & R Charge	Total Monthly Fixed Charge	Volume Charge First 8 ccf	Volume Charge 8 - 22 ccf	Volume Charge Over 22 ccf
5/8"	13.36	1.00	14.36	0.92	1.77	2.91
1"	18.44	2.45	20.89	0.92	1.77	2.91
1.5"	23.52	8.15	31.67	0.92	1.77	2.91
2"	33.68	11.15	44.83	0.92	1.77	2.91
3"	54.00	25.25	79.25	0.92	1.77	2.91
4"	74.32	43.85	118.17	0.92	1.77	2.91
6"	140.36	86.00	226.36	0.92	1.77	2.91
8"	216.56	139.50	356.06	0.92	1.77	2.91

Senior-Housing

Units	Monthly Base Charge	Monthly R & R Charge	Total Monthly Fixed Charge	Volume Charge First 8 ccf
5	18.54	1.25	19.79	1.61
10	37.08	2.50	39.58	1.61
15	55.63	3.75	59.38	1.61
20	74.17	5.00	79.17	1.61
25	92.71	6.25	98.96	1.61
30	111.25	7.50	118.75	1.61
35	129.79	8.75	138.54	1.61
40	148.34	10.00	158.34	1.61

Multi-Family Residential

Units	Monthly Base Charge	Monthly R & R Charge	Total Monthly Fixed Charge	Volume Charge First 8 ccf
3	21.03	4.50	25.53	1.61
4	28.04	6.00	34.04	1.61
5	35.05	7.50	42.55	1.61

2017/18 Street Fee

\$6.00

2017/18 Stormwater Fee

\$6.50

2017/18 Stormwater Quality Fee

\$1.00

Notes:

Backflow Fee

\$1.00 w/backflow
\$0.25 w/o backflow

Damage Recovery

Minimum \$150 + cost of materials, extra for more than one hour of a PW employee, + 10% admin fee

6	42.06	9.00	51.06	1.61
7	49.07	10.50	59.57	1.61
8	56.08	12.00	68.08	1.61
9	63.09	13.50	76.59	1.61
10	70.10	15.00	85.10	1.61

Commercial & Standby

Meter Size	Monthly Base Charge	Monthly R & R Charge	Total Monthly Fixed Charge	Volume Charge First 8 ccf
5/8"	11.84	1.00	12.84	1.61
1"	14.88	2.10	16.98	1.61
1.5"	19.96	4.00	23.96	1.61
2"	25.04	7.15	32.19	1.61
3"	40.28	14.10	54.38	1.61
4"	58.57	21.70	80.27	1.61
6"	104.80	44.00	148.80	1.61
8"	163.73	68.00	231.73	1.61

Irrigation

Meter Size	Monthly Base Charge	Monthly R & R Charge	Total Monthly Fixed Charge	Volume Charge First 8 ccf	Volume Charge 8 - 22 ccf	Volume Charge Over 22 ccf
5/8"	13.36	1.50	14.86	0.92	1.77	2.91
1"	18.44	4.15	22.59	0.92	1.77	2.91
1.5"	23.52	8.65	32.17	0.92	1.77	2.91
2"	33.68	14.00	47.68	0.92	1.77	2.91
3"	54.00	28.00	82.00	0.92	1.77	2.91
4"	74.32	44.00	118.32	0.92	1.77	2.91
6"	140.36	88.00	228.36	0.92	1.77	2.91
8"	216.56	139.00	355.56	0.92	1.77	2.91
Hydrant	27.08	20.00	47.08	3.22		
Expo	0.00	0.00	0.00	1.60		
Hardship Discount			50%	50%		
Outside City Factor			200%	200%		

Resolution

BikePed Intergovernmental Agreement



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

ISSUE SUMMARY

<p>MEETING DATE: 3-8-2018</p> <p>SUBJECT: Authorizing the City Manager to Sign a Local Agency Agreement for bicycyle/pedestrian improvements on East Pine Street from 7th to the off-ramp</p>	<p>STAFF MEMBER: Matt Samitore</p> <p>DEPARTMENT: Public Works</p>
<p>ACTION REQUIRED:</p> <p><input type="checkbox"/> Motion</p> <p><input type="checkbox"/> Public Hearing</p> <p><input type="checkbox"/> Ordinance 1st Reading</p> <p><input type="checkbox"/> Ordinance 2nd 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: Seeking Approval to exchange federal funds for state funds to manage and construct the the bicycyle/pedestrian improvements on East Pine Street from 7th to the offramp.</p>

BACKGROUND INFORMATION:

The City of Central Point, Jackson County and the Oregon Department of Transportation (ODOT) requested a grant to improve safety from 7th Street to the Off-ramp on Eastbound East Pine Street. The purpose of the grant is to redo sidewalks and repaint and repave the asphalt to incorporate an enhanced bike lane. The City was awarded the grant, which the City Council accepted in November 2017. The total Project cost for the work to be performed under the agreement with ODOT is estimated at \$121,000, which is subject to change. After exchanging funds, the City will receive of \$111,586. The total City match is the difference between the overall scoped cost and the fund exchange, or \$9,414.

The grant specifically focuses on reducing the third Eastbound travel lane until past Freeman Road. The drawing reflects one version that closes a majority of the third lane. That configuration won't be able to be built as depicted on the drawing as there is a need for more lanes in specific locations. If council agrees to the grant, staff will bring back two options before construction commences.

Public Works is confident we can complete the project within budget by combining it with our first ADA compliance project that is currently under design.

The City is required to build the project under this agreement. If for some reason the City cannot build an acceptable project, or decides not to proceed for any reason, the City would be responsible for all the costs spent on design. Staff expects design to cost no more than \$20,000.

FINANCIAL ANALYSIS:

This would have to be added as an additional project as part of a supplemental budget.

LEGAL ANALYSIS:

Not applicable.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

Not applicable.

STAFF RECOMMENDATION:

Staff recommends approving the resolution.

RECOMMENDED MOTION:

Make a motion to approve Resolution ____ a Resolution authorizing the City Manager to Sign Local Agency Agreement 32546 with the Oregon Department of Transportation for improvements to Freeman Road at East Pine Street.

ATTACHMENTS:

Resolution and tentative map.
Local Agency Agreement 32546

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SIGN LOCAL AGENCY AGREEMENT 32546 WITH THE OREGON DEPARTMENT OF TRANSPORTATION FOR IMPROVEMENTS TO FREEMAN ROAD AT EAST PINE STREET.

Recitals:

- A. The City of Central Point submitted an application for safety improvements for bicycles and pedestrians between 7th and the I-5 south off ramp on East Pine Street.
- B. The City was awarded the grant, which was accepted by Council, and desires to do a fund exchange to manage the grant independent of the Oregon Department of Transportation.
- C. The City will be required to design, bid and construct the project in compliance with ODOT rules.
- D. The City will be reimbursed a maximum amount of \$111, 586 for the improvement project.
- E. The City Council finds it would be in the best interest of the public to exchange federal funds for state funds for the work and to authorize the City Manager to execute the Local Agency Agreement and any other documents necessary to effectuate this award.

The City of Central Point resolves as follows:

Section 1. The Local Agency Agreement Number 32546 attached hereto as Exhibit "A" is hereby accepted for the intersection improvements at East Pine and Freeman Road.

Section 2. The City Manager is authorized to execute the Local Agency Agreement and any other documents necessary to effectuate this award.

Passed by the Council and signed by me in authentication of its passage this _____ day of March 2018.

Mayor Hank Williams

ATTEST:

City Recorder



LOCAL AGENCY AGREEMENT
State Funded Local Project Program
Freeman Rd @ Pine St. Intersection (Central Point)

THIS AGREEMENT is made and entered into by and between THE STATE OF OREGON, acting by and through its Department of Transportation, hereinafter referred to as "State" or "ODOT;" and the City of Central Point, acting by and through its elected officials, hereinafter referred to as "Agency," both herein referred to individually or collectively as "Party" or "Parties."

RECITALS

1. Agency wishes to exchange unspent federal funds for state funds, in order to fund the Project using state funding. State has determined that Agency is eligible for state funds for the work to be performed under this Agreement through the State Funded Local Project Program. The Parties enter into this Agreement to exchange these funds, identify the Project that will be funded with the state funds, and describe the method State will use to reimburse Agency for work performed on the Project using the state funds, including establishing invoicing requirements and the proportional reimbursement rate.
2. By the authority granted in Oregon Revised Statute (ORS) 190.110, 366.572 and 366.576, state agencies may enter into cooperative agreements with counties, cities, and units of local government for the performance of any or all functions and activities that a party to the Agreement, its officers, or agents have the authority to perform.
3. Freeman Road and Pine Street are a part of the city street system under the jurisdiction and control of Agency.

NOW THEREFORE, the premises being in general as stated in the foregoing Recitals, it is agreed by and between the Parties hereto as follows:

TERMS OF AGREEMENT

1. State and Agency agree to Agency improving the Freeman Road and Pine Street intersection, hereinafter referred to as "Project." The Project will restripe the third lane in the eastbound direction on Pine Street into a right turn lanes at Freeman Road and at the I-5 southbound on ramp. The concrete island located at the Freeman Road intersection will be extended into the former third lane to reinforce the striping change. The Project will also include adding a bike lane eastbound through the Project area. The Project location and approximate limits are shown on the map Marked "Exhibit A," attached hereto and by this reference made a part hereof.
2. The total Project cost for the work to be performed under this Agreement is estimated at \$121,000, which is subject to change. Prior to exchanging funds, the federal share of the total Project cost is \$111,586.

- a. Per the 1:1 fund exchange ratio of state dollars to federal dollars, Agency will exchange \$111,586 of federal dollars allocated for this Project for \$111,586 of state dollars.
 - b. State funds under this Agreement are limited to \$111,586.
3. Upon receipt and approval of Agency's invoice(s), State shall proportionately reimburse Agency one-hundred (100) percent of eligible, actual costs incurred in carrying out the Project, up to the maximum amount of state funds committed for the Project.
 4. Agency is solely responsible for any and all costs incurred in excess of the state funds identified in this Agreement. Any unspent state funds will be retained by State and will not be available for Agency use. State funds transferred to Agency must be used for the Project.
 5. To be eligible for reimbursement, expenditures must comply with the requirements of Article IX, Section 3a of the Oregon Constitution. Eligible costs are defined as reasonable and necessary costs incurred by the Agency in performance of the Project.
 6. The term of this Agreement will begin upon the date all required signatures are obtained and will terminate upon completion of the Project and final payment or three (3) calendar years following the date of final execution, whichever is sooner.

AGENCY OBLIGATIONS

1. Agency shall perform the work described in TERMS OF AGREEMENT, Paragraph 1 of this Agreement.
2. Americans with Disabilities Act Compliance:
 - a. When the Project scope includes work on sidewalks, curb ramps, or pedestrian-activated signals or triggers an obligation to address curb ramps or pedestrian signals, the Parties shall:
 - i. Utilize ODOT standards to assess and ensure Project compliance with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990 as amended by the ADA Amendments Act of 2008 (together, "ADA"), including ensuring that all sidewalks, curb ramps, and pedestrian-activated signals meet current ODOT Highway Design Manual standards;
 - ii. Follow ODOT's processes for design, modification, upgrade, or construction of sidewalks, curb ramps, and pedestrian-activated signals, including using the ODOT Highway Design Manual, ODOT Design Exception process, ODOT Standard Drawings, ODOT Construction Specifications, providing a

temporary pedestrian accessible route plan and current ODOT Curb Ramp Inspection form;

- iii. At Project completion, send a completed ODOT Curb Ramp Inspection Form 734-5020 to the address on the form as well as to State's Project Manager for each curb ramp constructed, modified, upgraded, or improved as part of the Project. The completed form is the documentation required to show that each curb ramp meets ODOT standards and is ADA compliant. ODOT's fillable Curb Ramp Inspection Form and instructions are available at the following address:

<http://www.oregon.gov/ODOT/HWY/CONSTRUCTION/Pages/HwyConstForm s1.aspx>; and

- iv. Promptly notify ODOT of Project completion and allow ODOT to inspect Project sidewalks, curb ramps, and pedestrian-activated signals located on or along a state highway prior to acceptance of Project by Agency and prior to release of any Agency contractor.
- b. Agency shall ensure that temporary pedestrian routes are provided through or around any Project work zone. Any such temporary pedestrian route shall include directional and informational signs, comply with ODOT standards, and include accessibility features equal to or better than the features present in the existing pedestrian facility. Agency shall also ensure that advance notice of any temporary pedestrian route is provided in accessible format to the public, people with disabilities, and disability organizations at least 10 days prior to the start of construction.
 - c. Agency shall ensure that any portions of the Project under Agency's maintenance jurisdiction are maintained in compliance with the ADA throughout the useful life of the Project. This includes, but is not limited to, Agency ensuring that:
 - i. Pedestrian access is maintained as required by the ADA,
 - ii. Any complaints received by Agency identifying sidewalk, curb ramp, or pedestrian-activated signal safety or access issues are promptly evaluated and addressed,
 - iii. Any repairs or removal of obstructions needed to maintain Project features in compliance with the ADA requirements that were in effect at the time of Project construction are completed by Agency or abutting property owner pursuant to applicable local code provisions,
 - iv. Any future alteration work on Project or Project features during the useful life of the Project complies with the ADA requirements in effect at the time the future alteration work is performed, and

- v. Applicable permitting and regulatory actions are consistent with ADA requirements.
 - d. Maintenance obligations in this section shall survive termination of this Agreement.
3. Except as otherwise provided in Agency Obligations Paragraph 2 above, Agency agrees that the Project shall be developed in conformance with the applicable American Association of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration (FHWA) standards, including the current edition of A Policy on Geometric Design of Highways and Streets and Manual on Uniform Traffic Control Devices (MUTCD).
4. Agency shall submit all of the following items to State's Project Manager, at Project completion and prior to final payment:
 - a. Final Project completion Inspection form No. 734-5063 (completed with State's Project Manager);
 - b. Final Cost;
 - c. As-Constructed Drawings.
5. Agency must obtain approval from the Region 3 Traffic Manager for changes to the Project's scope, schedule, or budget by submitting a request through State's project liaison or manager by written notification, e-mail is acceptable. Agency shall be fully responsible for cost increases due to changes to the established Project scope, schedule, or budget made prior to approval. The Parties shall execute an amendment to this Agreement to memorialize any approved changes referenced in this paragraph.
6. Agency shall present invoices for the eligible, actual costs incurred by Agency on behalf of the Project directly to State's Project Manager listed in this Agreement for review and approval. Such invoices shall be in a form identifying the Project, Key Number, the Agreement number, the Project phase and amount charged to each (such as preliminary engineering, right of way, and construction), the invoice number, and will itemize all expenses for which reimbursement is claimed. Invoices shall be presented for periods greater than one month, based on actual expenses incurred, and must clearly specify the percentage of completion of the Project. Agency shall also include with the invoice a Project progress report or summary that describes work accomplished for the period being invoiced and work expected for the next invoicing period. Travel expenses will not be reimbursed.
7. Agency, or its consultant, shall conduct the necessary preliminary engineering and design work required to produce final plans, specifications and cost estimates in accordance with current state and federal laws and regulations; obtain all required permits; be responsible for all utility relocations; advertise for bid proposals; award

all contracts; perform all construction engineering; and make all contractor payments required to complete the Project.

8. Agency or its consultant shall acquire all necessary right of way in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, ORS Chapter 35 and the State Right of Way Manual.
9. Agency shall comply with all federal, state, and local laws, regulations, executive orders and ordinances applicable to the work under this Agreement, including, without limitation, the provisions of ORS 279C.505, 279C.515, 279C.520, 279C.530 and 279B.270 incorporated herein by reference and made a part hereof. Without limiting the generality of the foregoing, Agency expressly agrees to comply with (i) Title VI of Civil Rights Act of 1964; (ii) Title V and Section 504 of the Rehabilitation Act of 1973; (iii) the Americans with Disabilities Act of 1990 and ORS 659A.142; (iv) all regulations and administrative rules established pursuant to the foregoing laws; and (v) all other applicable requirements of federal and state civil rights and rehabilitation statutes, rules and regulations.
10. Agency shall perform the services under this Agreement as an independent contractor and shall be exclusively responsible for all costs and expenses related to its employment of individuals to perform the work under this Agreement including, but not limited to, retirement contributions, workers compensation, unemployment taxes, and state and federal income tax withholdings.
11. All employers, including Agency, that employ subject workers who work under this Agreement in the State of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage unless such employers are exempt under ORS 656.126. Employers Liability insurance with coverage limits of not less than \$500,000 must be included. Agency shall ensure that each of its subcontractors complies with these requirements.
12. Agency shall, at its own expense, maintain, operate, and provide power as needed upon Project completion at a minimum level that is consistent with normal depreciation and/or service demand and throughout the useful life of the Project. State and Agency agree that the useful life of this Project is defined as 20 years. Maintenance and power responsibilities shall survive any termination of the Project Agreement.
13. Utility relocation or reconstruction may or may not be an eligible Project expense according to the following standard:
 - a. The expense is an eligible expense if the owner of the utility facility possesses a property right for its location on the public right of way.
 - b. The expense is not an eligible expense if the owner of the utility facility does not possess a property right for its location, but the facility exists on the public right

of way solely under the permission of the Agency or other road authority, whether that permission is expressed or implied, and whether written or oral.

14. Agency certifies, at the time this Agreement is executed, that sufficient funds are available and authorized for expenditure to finance costs of this Agreement within Agency's current appropriation or limitation of the current budget. Agency further agrees that they will only submit invoices to State for reimbursement on work that has been performed and paid for by Agency as described in this Agreement.
15. Agency shall require its contractor(s) and subcontractor(s) that are not units of local government as defined in ORS 190.003, if any, to indemnify, defend, save and hold harmless the State of Oregon, Oregon Transportation Commission and its members, Oregon Department of Transportation and its officers, employees and agents from and against any and all claims, actions, liabilities, damages, losses, or expenses, including attorneys' fees, arising from a tort, as now or hereafter defined in ORS 30.260 (Claims), to the extent such Claims are caused, or alleged to be caused by the negligent or willful acts or omissions of Agency's contractor or any of the officers, agents, employees or subcontractors of the contractor. It is the specific intention of the Parties that State shall, in all instances, except to the extent Claims arise from the negligent or willful acts or omissions of the State, be indemnified from and against all Claims caused or alleged to be caused by the contractor or subcontractor.
16. Any such indemnification shall also provide that neither Agency's contractor and subcontractor nor any attorney engaged by Agency's contractor and subcontractor shall defend any claim in the name of the State of Oregon or any agency of the State of Oregon, nor purport to act as legal representative of the State of Oregon or any of its agencies, without the prior written consent of the Oregon Attorney General. The State of Oregon may, at anytime at its election assume its own defense and settlement in the event that it determines that Agency's contractor is prohibited from defending the State of Oregon, or that Agency's contractor is not adequately defending the State of Oregon's interests, or that an important governmental principle is at issue or that it is in the best interests of the State of Oregon to do so. The State of Oregon reserves all rights to pursue claims it may have against Agency's contractor if the State of Oregon elects to assume its own defense.
17. If Agency enters into a construction contract for performance of work for the Project, then Agency will include provisions in that contract requiring its contractor to comply with the following:
 - a. Contractor and Agency shall name State as a third party beneficiary of the resulting contract.
 - b. Contractor shall indemnify, defend and hold harmless State from and against all claims, suits, actions, losses, damages, liabilities, costs and expenses of any nature whatsoever resulting from, arising out of, or relating to the activities of

Contractor or its officers, employees, sub-contractors, or agents under the resulting contract.

- c. Commercial General Liability. Contractor shall obtain, at Contractor's expense, and keep in effect during the term of the resulting contract, Commercial General Liability Insurance covering bodily injury and property damage in a form and with coverages that are satisfactory to State. This insurance shall include personal and advertising injury liability, products and completed operations. Coverage may be written in combination with Automobile Liability Insurance (with separate limits). Coverage shall be written on an occurrence basis. If written in conjunction with Automobile Liability the combined single limit per occurrence shall not be less than \$1,000,000 for each job site or location. Each annual aggregate limit shall not be less than \$2,000,000.
 - d. Automobile Liability. Contractor shall obtain, at Contractor's expense, and keep in effect during the term of the resulting contract, Commercial Business Automobile Liability Insurance covering all owned, non-owned, or hired vehicles. This coverage may be written in combination with the Commercial General Liability Insurance (with separate limits). Combined single limit per occurrence shall not be less than \$1,000,000.
 - e. Additional Insured Endorsement. The liability insurance coverage, except Professional Liability, Errors and Omissions, or Workers' Compensation, if included, required for performance of the resulting contract will include State and its divisions, officers and employees as Additional Insured but only with respect to the Contractor's activities to be performed under the resulting contract. Coverage shall be primary and non-contributory with any other insurance and self-insurance.
 - f. Notice of Cancellation or Change. There shall be no cancellation, material change, potential exhaustion of aggregate limits or non-renewal of insurance coverage(s) without thirty (30) days written notice from the Contractor or its insurer(s) to State. Any failure to comply with the reporting provisions of this clause shall constitute a material breach of the resulting contract and shall be grounds for immediate termination of the resulting contract and this Agreement.
18. Agency acknowledges and agrees that State, the Oregon Secretary of State's Office, and their duly authorized representatives shall have access to the books, documents, papers, and records of Agency which are directly pertinent to the specific Agreement for the purpose of making audit, examination, excerpts, and transcripts during the course of the Project and for a period of six (6) years after final payment. Copies of applicable records shall be made available upon request. Payment for costs of copies is reimbursable by State.
19. Agency certifies and represents that the individual(s) signing this Agreement has been authorized to enter into and execute this Agreement on behalf of Agency,

under the direction or approval of its governing body, commission, board, officers, members or representatives, and to legally bind Agency.

20. Agency's Project Manager for this Agreement is Matt Samitore, Public Works Director, 140 S Third Street, Central Point, OR 97502, 541-664-7602, matt.samitore@centralpointoregon.gov, or assigned designee upon individual's absence. Agency shall notify the other Party in writing of any contact information changes during the term of this Agreement.

STATE OBLIGATIONS

1. In consideration for the services performed under this Agreement, State shall reimburse Agency one-hundred (100) percent of eligible costs incurred in carrying out the Project up to the maximum amount of state funds committed for the Project in Terms of Agreement, Paragraph 2 of this Agreement. Reimbursements shall be made by State within forty-five (45) days of State's approval of a request for reimbursement from Agency, except that final payment will be withheld until the State's Project Manager has completed final project inspection and project acceptance.
2. State shall provide the following items to Agency's Project Manager no later than 30 days after execution of this Agreement:
 - a. Scoping Notes; and
 - b. Any other project specific information gathered during the scoping and selection process.
3. State's Project Manager will arrange for a final project inspection upon notification from Agency of Project completion, to confirm project completeness and fulfillment of Agreement obligations, prior to final payment.
4. State's Project Manager for this Agreement is Dan Roberts, Local Agency Liaison, 100 Antelope Road, White City, OR 97503, 541-774-6383, thomas.d.roberts@odot.state.or.us, or assigned designee upon individual's absence. State shall notify the other Party in writing of any contact information changes during the term of this Agreement.

GENERAL PROVISIONS

1. This Agreement may be terminated by mutual consent of both Parties.
2. State may terminate this Agreement effective upon delivery of written notice to Agency, or at such later date as may be established by State, under any of the following conditions:
 - a. If Agency fails to provide services called for by this Agreement within the time specified herein or any extension thereof.

- b. If Agency fails to perform any of the other provisions of this Agreement or so fails to pursue the work as to endanger performance of this Agreement in accordance with its terms, and after receipt of written notice from State fails to correct such failures within ten (10) days or such longer period as State may authorize.
 - c. If Agency fails to provide payment of its share of the cost of the Project.
 - d. If State fails to receive funding, appropriations, limitations or other expenditure authority sufficient to allow State, in the exercise of its reasonable administrative discretion, to continue to make payments for performance of this Agreement.
 - e. If federal or state laws, regulations or guidelines are modified or interpreted in such a way that either the work under this Agreement is prohibited or if State is prohibited from paying for such work from the planned funding source.
3. If State terminates this Agreement for the reasons described in General Provisions 2(a) or (b) above, Agency must reimburse State for all state funds expended. If Agency fails to reimburse State, State may withhold Agency's proportional share of State Highway Fund distribution necessary to reimburse State for costs incurred by such Agency breach.
 4. Any termination of this Agreement shall not prejudice any rights or obligations accrued to the Parties prior to termination.
 5. If any third party makes any claim or brings any action, suit or proceeding alleging a tort as now or hereafter defined in ORS 30.260 ("Third Party Claim") against State or Agency with respect to which the other Party may have liability, the notified Party must promptly notify the other Party in writing of the Third Party Claim and deliver to the other Party a copy of the claim, process, and all legal pleadings with respect to the Third Party Claim. Each Party is entitled to participate in the defense of a Third Party Claim, and to defend a Third Party Claim with counsel of its own choosing. Receipt by a Party of the notice and copies required in this paragraph and meaningful opportunity for the Party to participate in the investigation, defense and settlement of the Third Party Claim with counsel of its own choosing are conditions precedent to that Party's liability with respect to the Third Party Claim.
 6. With respect to a Third Party Claim for which State is jointly liable with Agency (or would be if joined in the Third Party Claim), State shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by Agency in such proportion as is appropriate to reflect the relative fault of State on the one hand and of Agency on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of State on the one hand and of Agency on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. State's contribution amount in any instance is capped to the

same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if State had sole liability in the proceeding.

7. With respect to a Third Party Claim for which Agency is jointly liable with State (or would be if joined in the Third Party Claim), Agency shall contribute to the amount of expenses (including attorneys' fees), judgments, fines and amounts paid in settlement actually and reasonably incurred and paid or payable by State in such proportion as is appropriate to reflect the relative fault of Agency on the one hand and of State on the other hand in connection with the events which resulted in such expenses, judgments, fines or settlement amounts, as well as any other relevant equitable considerations. The relative fault of Agency on the one hand and of State on the other hand shall be determined by reference to, among other things, the Parties' relative intent, knowledge, access to information and opportunity to correct or prevent the circumstances resulting in such expenses, judgments, fines or settlement amounts. Agency's contribution amount in any instance is capped to the same extent it would have been capped under Oregon law, including the Oregon Tort Claims Act, ORS 30.260 to 30.300, if it had sole liability in the proceeding.
8. The Parties shall attempt in good faith to resolve any dispute arising out of this Agreement. In addition, the Parties may agree to utilize a jointly selected mediator or arbitrator (for non-binding arbitration) to resolve the dispute short of litigation.
9. State and Agency are the only Parties to this Agreement and, as such, are the only Parties entitled to enforce its terms. Nothing in this Agreement gives or shall be construed to give or provide any benefit, direct, indirect or otherwise to third persons unless such third persons are expressly identified by name and specifically described as intended to be beneficiaries of its terms.
10. This Agreement may be executed in several counterparts (facsimile or otherwise) all of which when taken together shall constitute one agreement binding on all Parties, notwithstanding that all Parties are not signatories to the same counterpart. Each copy of this Agreement so executed shall constitute an original.
11. This Agreement and attached exhibits constitute the entire agreement between the Parties on the subject matter hereof. There are no understandings, agreements, or representations, oral or written, not specified herein regarding this Agreement. No waiver, consent, modification or change of terms of this Agreement shall bind either party unless in writing and signed by both Parties and all necessary approvals have been obtained. Such waiver, consent, modification, or change, if made, shall be effective only in the specific instance and for the specific purpose given. The failure of either Party to enforce any provision of this Agreement shall not constitute a waiver by that Party of that or any other provision.

THE PARTIES, by execution of this Agreement, hereby acknowledge that their signing representatives have read this Agreement, understand it, and agree to be bound by its terms and conditions.

Agency/State
Agreement No. 32546

This Project is in the 2018-2021 Statewide Transportation Improvement Program (STIP), (Key #20249) that was adopted by the Oregon Transportation Commission on July 20, 2017 (or subsequently by amendment to the STIP).

DRAFT

Agency/State
Agreement No. 32546

CITY OF CENTRAL POINT, by and
through its elected officials

By _____

Title _____

Date _____

By _____

Title _____

Date _____

**LEGAL REVIEW APPROVAL (If required
in Agency's process)**

By _____
Agency Counsel

Date _____

Agency Contact:

Matt Samitore
Public Works Director
140 S Third Street
Central Point, OR 97502
541-664-7602
Matt.samitore@centralpointoregon.gov

State Contact:

Dan Roberts
Local Agency Liaison
100 Antelope Road
White City, OR 97502
541-774-6383
Thomas.d.roberts@odot.state.or.us

STATE OF OREGON, by and through
its Department of Transportation

By _____

Region 3 Manager

Date _____

APPROVAL RECOMMENDED

By _____

Region 3 Traffic Manager

Date _____

By _____

State Traffic-Roadway Manager

Date _____

EXHIBIT A – Project Location Map

Currently Pine Street begins to widen to three eastbound lanes at the 8th St intersection and continues until the third lane becomes a right turn drop lane for entering I-5 southbound. The project will restripe the third lane into right turn lanes at the Freeman Road and at the I-5 southbound on ramp. The concrete island located at the Freeman Road intersection will be extended into the former third lane to reinforce the striping change. The project will also include adding a bike lane eastbound through the project area. Figure 1 below shows the proposed project.

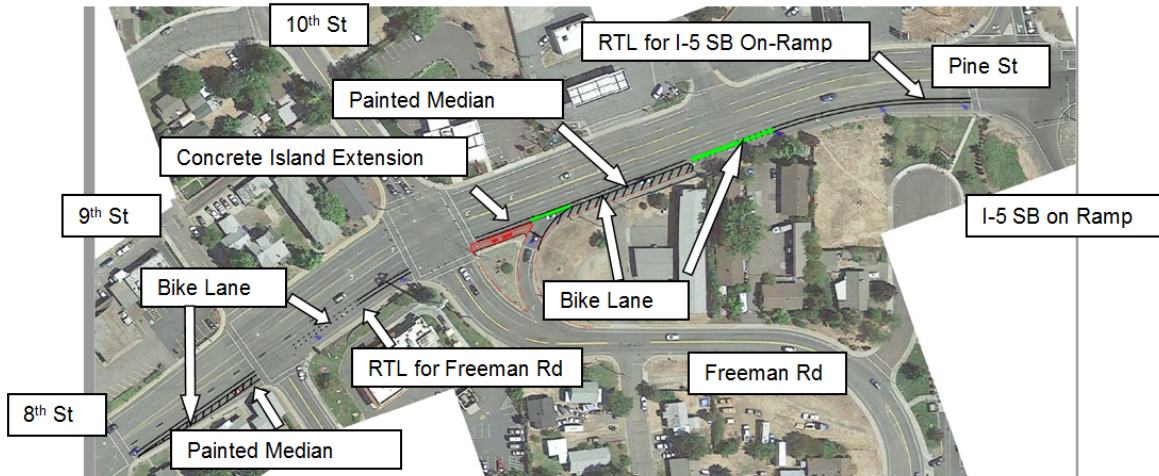


Figure 1: Project Overview

DR

Resolution

Supplemental Budget Public Hearing



City of Central Point
Staff Report to Council

ISSUE SUMMARY

MEETING DATE: March 8, 2018	STAFF MEMBER: Steve Weber
SUBJECT: Supplemental Budget Funding a Police Officer Position	DEPARTMENT: Finance
ACTION REQUIRED: <input checked="" type="checkbox"/> Motion <input checked="" type="checkbox"/> Public Hearing <input type="checkbox"/> Ordinance 1 st Reading <input type="checkbox"/> Ordinance 2 nd 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:

The hiring of additional police officers was discussed at the Budget Committee meetings during the 2017-19 biennial budget presentation; however, it was decided to hold off on adding costs to the budget unless a funding source could be identified.

The City has identified funds received by the City that were not budgeted in the 2015-17 or 2017-19 biennial budgets. In March 2017, the City received \$45,825 from the City of Lake Oswego as reimbursement of a portion of City costs for training of an officer that joined the Lake Oswego police department. During the current fiscal year, the City has received \$52,320 in Marijuana Tax proceeds from State tax collections before July 1, 2017.

Oregon Revised Statutes allows for changes to a budget when unanticipated events occur. More specifically, ORS 294.471 Supplemental budget in certain cases; no increase in property taxes permitted. (1) Notwithstanding requirements as to estimates of and limitation on expenditures, during the fiscal year or budget period for which the original budget was adopted, the governing body of a municipal corporation may make one or more supplemental budgets under any of the following circumstances:

(a) An occurrence or condition that is not ascertained when preparing the original budget or a previous supplemental budget for the current year or current budget period and that requires a change in financial planning.

(c) Funds that are made available by another unit of federal, state or local government and the availability of which could not reasonably be foreseen when preparing the original budget or a previous supplemental budget for the current year or current budget period.

FINANCIAL ANALYSIS:

Budgeted revenues would increase by \$98,145 while personnel services expenditures within the Police Department will increase by \$98,145.

LEGAL ANALYSIS:

N/A

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

N/A

STAFF RECOMMENDATION:

Make a motion to approve the resolution.

RECOMMENDED MOTION:

I move to approve Resolution No. _____ a Resolution approving a 2017-19 supplemental budget funding a police officer position.

ATTACHMENTS:

Resolution

RESOLUTION NO. _____

A RESOLUTION OF THE CITY OF CENTRAL POINT
 APPROVING A 2017/19 SUPPLEMENTAL BUDGET FOR FUNDING A POLICE
 OFFICER POSITION

Recitals:

- A. The hiring of additional police officers was discussed at the Budget Committee meetings during the 2017-19 biennial budget presentation; however, it was decided to hold off on adding costs to the budget unless a funding source could be identified.
- B. The City has identified funds received that were not budgeted for in the 2015-17 or 2017-19 biennial budgets. Funds received in the amount of \$45,825 from Lake Oswego as reimbursement for training costs of an officer that joined their force and \$52,320 in marijuana tax proceeds allocated to the City for State tax collections before July 1, 2017.
- C. ORS 294.471 allows the governing body to adopt a supplemental budget when certain conditions exist, such as an occurrence or condition was not known at the time the budget was adopted; a situation was not foreseen and requires prompt action; money is received that was not anticipated, or a request for services or facilities is received which will be paid by another entity and was not known at the time of the adoption of the budget.

The City of Central Point resolves as follows:

Section 1.

	<u>Appropriation</u>	<u>Revenues</u>	<u>Expenses</u>	<u>Adjusted Appropriation</u>
General Fund		\$ 22,056,008	\$ 22,056,008	
Carryover Balance	\$3,870,668	\$ 45,825		\$ 3,916,493
Marijuana Tax	\$ -	\$ 52,320		\$ 52,320
Personnel Services - Police	\$ 7,655,490		\$ 98,145	\$ 7,753,635
General Fund - Revised		\$ 22,154,153	\$ 22,154,153	

Passed by the Council and signed by me in authentication of its passage this _____ day of March 2018.

 Mayor Hank Williams

ATTEST:

 City Recorder