



PLANNING COMMISSION AGENDA

October 5, 2021- 6:00 p.m.

I. MEETING CALLED TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

Planning Commission members, Tom Van Voorhees (chair), Amy Moore, Jim Mock, Pat Smith, Kay Harrison, Brad Cozza

IV. CORRESPONDENCE

V. MINUTES

Review and approval of the August 3, 2021 Planning Commission meeting minutes.

VI. PUBLIC APPEARANCES

VII. BUSINESS

VIII. DISCUSSION

A. Cottage Housing Discussion.

B. Scenic Avenue Transportation Project/Minor TSP Amendment Discussion.

IX. ADMINISTRATIVE REVIEWS

X. MISCELLANEOUS

A. Development Update.

B. Cottage Housing Tour Invitation.

XI. 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 pública de la ciudad por favor llame con 72 horas de anticipación al 541-664-3321 ext. 201.

August 3, 2021 Meeting Minutes

**City of Central Point
Planning Commission Minutes
August 3, 2021**

I. MEETING CALLED TO ORDER AT 6:00 P.M.

II. ROLL CALL

Commissioners Tom Van Voorhees (chair), Jim Mock, Kay Harrison, Brad Cozza, Pat Smith were present.

Also in attendance were Planning Director Stephanie Holtey, Community Planner Justin Gindlesperger (via zoom) and Planning Secretary Karin Skelton.

III. CORESPONDENCE

IV. MINUTES

Kay Harrison made a motion to approve the June 1, 2021 minutes. Pat Smith seconded the motion. ROLL CALL: Kay Harrison, yes; Brad Cozza, yes; Jim Mock, yes; Pat Smith, yes. Motion passed.

V. PUBLIC APPEARANCES

There were no public appearances.

VI. BUSINESS

II. DISCUSSION

A. Discussion regarding standards and regulations for Mobile Food Businesses, including food trucks, trailers and mobile food courts within the City of Central Point.

Justin Gindlesperger reviewed the background of the Mobile Food business code amendments. He said they proposed expansion to all commercial zones except the Employment Commercial zone. He said the CAC had forwarded a favorable recommendation on their review of draft code amendments, however they had concerns regarding hours of operation and alcoholic beverage sales. They suggested standardized hours of operation and consideration of alcohol sales being limited to food courts only.

Mr. Gindlesperger reviewed the draft code in relation to alcohol sales, hours, parking requirements, signs, utilities, trash and recycling, support equipment and amplified music.

Ms. Holtey explained there would be a site plan evaluation for each application prior to issuing permits to make sure all code requirements were met. At the time of a site plan review, everyone within 250 feet would be notified.

The commissioners discussed the application and licensing procedures. Ms. Holtey explained any vendor located on private property would need written authority of the property owner.

Insurance would be the responsibility of the individual vendors and/or the property owner. They discussed the differences between individual trucks vs. food courts.

They discussed the sale of alcohol and concluded the OLCC should be the regulating entity. The code should refer to the sale of alcoholic beverages being compliant with the OLCC regulations.

Ms. Holtey explained the CAC had solicited input from friends regarding the Food Truck Issues. The input was in favor of expanding locations for mobile food vendors.

Pat Smith Made a motion to approve the draft code as presented. There was no second.

The commissioners briefly discussed the changes they had suggested and whether they were sufficient.

Pat Smith made a motion to accept the draft code as presented. Kay Harrison seconded the motion.

The commissioners discussed whether or not they felt there should be more discussion. They concluded they would like to have staff prepare the discussed changes and bring a revised draft for consideration.

Pat Smith withdrew his motion.

Brad Cozza made a motion to request staff to prepare changes and bring a revised draft to discussion at a future meeting. Kay Harrison seconded the motion.

ROLL CALL: Kay Harrison, yes; Jim Mock, yes; Pat Smith, yes; Brad Cozza yes. Motion passed.

VIII. ADMINISTRATIVE REVIEWS

IX. MISCELLANEOUS

Planning Update

Ms. Holtey handed out a map showing the locations of development inquires and pre development application activity within the city. She said there were not any active development applications at this time, however there was a lot of interest in large developments.

X. ADJOURNMENT

Kay Harrison moved to adjourn the meeting. Pat Smith seconded the motion. Meeting was adjourned at 7:25 p.m.

Planning Commission Chair

AGENDA ITEM VIII-A

Cottage Housing Discussion



October 5, 2021

To: Planning Commissioners
From: Stephanie Holtey, Planning Director
Re: Cottage Housing, a Potential New Housing Type

The City is working on updates to Title 17, the City's Zoning Ordinance. The purpose of this project is to re-organize and update the City's zoning regulations to be clear and reflect current planning needs and challenges in Central Point. Due to the strong need for housing in our community, the City is starting with changes to the residential zones and associated chapters.

As part of the residential code amendments, the City is implementing recommendations in the Housing Implementation Plan (HIP) approved in December 2019. The focus of the HIP is to increase housing supply and affordability by adding new housing types, eliminating barriers and increasing density. The purpose of this discussion is to introduce cottage housing as a new housing type for the City including definitions and common components of cottage housing regulations.

At the conclusion of this discussion, Commissioners will be invited to attend an in-person cottage housing tour in Ashland on October 18th. We will visit two developments: one developed before and the other after the City of Ashland enacted a cottage housing ordinance. The tour will provide an opportunity for City staff and the Planning Commission to see real world examples in our area and hear directly from the developer, contractors and City planners about what worked well and what lessons were learned.

The overarching objective will be to continue our discussion at the November meeting and receive direction to prepare draft cottage housing regulations for inclusion in the residential code amendment project.

Enclosure:

Housing Implementation Plan



Housing Implementation Plan

Housing Strategy 2019-2024

Final Draft

City Council Resolution No. 1560

12/13/2018

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Executive Summary

Since the Great Recession, lack of suitable housing and affordability has been a major concern affecting Central Point and the region. Although housing affordability is expected to improve and decline as a function of the economy, it is a significant issue that needs to be monitored and addressed. To that end, the Regional Plan and Housing Elements establish a framework for accomplishing this in the form of a Housing Implementation Plan (HIP). The HIP sets forth the City’s preferred housing program with actions to be evaluated, developed, implemented, and monitored on a 5-year cycle. It doesn’t attempt to solve any housing affordability concerns in and of itself but provides qualitative and quantitative success indicators for actions included in the HIP.

The HIP was prepared in collaboration with regional partners and based on input from the public and decision makers. A summary of the City’s short- action plan is provided in Table 1 below. Performance measures are detailed in Sections 3.2.

Table 1. Central Point’s Short-Term Housing Strategy (2019-2024)		
No.	Priority	Action Description
3.2.1	High	Prepare and adopt residential code amendments to streamline code requirements and improve accessibility, increase minimum densities consistent with the Housing Element, eliminate barriers to multifamily housing and add new housing types.
3.2.2	High	Evaluate barriers and challenges to residential infill projects in the High Mix Residential (HMR) zone in the Central Business District and identify possible solution to minimize or eliminate those barriers.
3.2.3	High	Consider amendments to the transient lodging tax regulations to track and enforce requirements for short-term rentals, such as VRBO, AirBnB, etc.
3.2.4	High	Amend the UGB and designate land use consistent with the adopted Concept Plans as a general land use guide.
3.2.5	High	Continue supporting low- and moderate-income households through direct contributions to partner agencies that provide services and financial support, such as ACCESS, Habitat for Humanity, St. Vincent de Paul, Meals on Wheels, etc.
3.3.6	High	Evaluate the City’s Vertical Housing Tax Exemption Program to identify barriers to its use and explore changes to promote its success in the City, including expanding the area of applicability.
3.2.7	High	Continue Monitoring Buildable Lands using the City’s Buildable Lands Inventory (BLI) database and update every 5 years.
3.2.8	High	Monitor Regional Plan Compliance using the BLI to show that average residential density in areas newly added to the UGB average 6.9 units per acre (gross), and that the percentage of dwelling units within or near activity centers complies with benchmarks for mixed-use/pedestrian friendly areas.

Long-term actions are not intended for immediate implementation and have been selected to provide a reference for future amendments to the HIP. Long-term actions are listed in Table 2 and performance measures are set forth in Section 3.3.

Table 2. Central Point's Long Term Housing Strategy		
No.	Priority	Action Description
3.3.1	Moderate	Explore the feasibility of establishing a Multiple Unit Tax Exemption program in Central Point to incentivize multifamily housing. Based on findings and direction from the Planning Commission and/or City Council, design a program that will maximize the scale of impact and produce positive results for Central Point.
3.3.2	Moderate	Consider a tiny house/micro housing ordinance to allow 'tiny homes' and/or micro housing outside cottage housing developments.
3.3.3	Moderate	Evaluate flood risk/insurance requirements on housing affordability in the City's High Risk Floodplains. Identify possible mitigation measures and incorporate into the City's Hazard Mitigation Plan and Comprehensive Plan.
3.3.4	Low	Evaluate the feasibility of establishing a single-family housing rehabilitation loan/grant program outside the Urban Renewal Area based on the observed success of Urban Renewal's Single Family Rehabilitation Program.
3.3.5	Low	Develop a list of agencies and programs that offer financial support and services to low- and middle-income households and promote online, in the City's newsletter and/or other outreach platforms.
3.3.6	Low	Develop a SDC Discount/Waiver Program that can be used to provide gap funding for affordable housing projects funded and managed by federal and/or non-profit agencies that guarantee affordability for low- income families over the life a project.

Given the cyclical nature of housing needs and affordability issues, adjustments to the City's 5-year action plan is expected. Adjustments will reflect Central Point's housing needs, community conditions and lessons learned through implementation and monitoring.

1 Introduction

Housing supply and affordability have been a major concern for the City particularly since the Great Recession. The Housing Element identifies this concern and acknowledges that it is an issue that needs further analysis and consistent targeted action. For that reason, it establishes goals and policies that direct the City to develop a Housing Implementation Plan (HIP), a formal program to address housing concerns in the community over the short- and long-term.

The Housing Element recognizes the importance of regional collaboration to address growth management and housing affordability by establishing goals and policies to comply with the Greater Bear Creek Valley Regional Plan (“Regional Plan”). The Regional Plan was prepared in collaboration with Jackson County and the cities of Medford, Eagle Point, Phoenix, Talent, and Ashland, and adopted by the City as the Regional Plan Element. It establishes a 50-year land supply in urban reserves and requires compliance with performance indicators relative to minimum residential densities, land use, transportation planning, and regional housing strategy development.

The HIP is intended to be a living document that implements the goals and policies in the Housing and Regional Plan Elements relative to housing.

1.1 Regional Housing Strategy

The Regional Plan requires that RPS communities adopt a regional housing strategy that provides opportunities for a diverse range of housing types. DLCD facilitated collaboration among the RPS communities by hiring ECO|NW to develop regional housing strategy principles and an affordable housing toolkit to guide development of local plans. The objective at the outset was to provide a regional framework for addressing local housing concerns while allowing communities flexibility to adopt action plans that are appropriate to local housing needs, community values and capabilities.

1.1.1 Regional Housing Principles

The Department of Land Conservation and Development (DLCD) hired ECO|NW in partnership with the RPS communities to facilitate development of a regional housing strategy for each city based on regional housing principles. The regional housing principles describe the desired outcome of the regional housing strategy without prescribing specific programs that each community should adopt. The objective is to provide flexibility for each city to craft a program that best suits its needs and aligns with its values within the parameters of the regional principles¹. The regional housing principles are:

- Plan for residential growth in urban reserve areas (URAs) consistent with the committed residential density requirements in the Regional Plan.
- Identify opportunities for increasing land use efficiency within the existing urban growth boundary (UGB).
- Provide opportunities for development of a range of housing types with special attention to missing middle housing types and other multifamily housing types.

¹ RPS Regional Housing Strategy Principles. Beth Goodman, ECONorthwest. (2018).

- Accommodate medium and high density housing within the existing UGB and close to transit to the extent feasible.
- Work with a common definition of affordable housing based on income and affordable housing costs.
- Evaluate and identify opportunities and policy tools to support development of low-income housing.
- Evaluate and identify opportunities and policy tools to support development of middle-income affordable housing.

1.1.2 Housing Affordability, Defined

According to the Department of Housing and Urban Development (HUD), families paying more than 30% of their income for housing are cost burdened and may have difficulty affording necessities such as food, clothing, transportation and medical care.² In Central Point, 54% of renters and 37% of owners are paying more than 30% of family income on housing costs underscoring the importance of this HIP to guide actions that help provide more stable, affordable housing in Central Point.

For the purpose of this HIP, affordable housing is divided into two (2) subcategories based on income: 1) low-income affordable housing for households earning less than 60% of the area Median Family Income; and 2) middle-income affordable housing for households earning between 60% and 120% of the area Median Family Income³.

In 2018 the Jackson County Median Family Income was \$58,900, which is an average income of \$4,908 per month. Table 3 provides a breakdown of median family income relative to affordable housing cost for the low and middle income categories.

	Percent of Median Family Income	Monthly Median Family Income	Affordable Monthly Housing Costs
Low-income Affordable Housing	Very Low Income 0% - 30%	Up to \$1,473	Up to \$442
	Low Income 30% - 60%	\$1,472 to \$2,945	\$442 to \$884
Middle-income Affordable Housing	Lower Middle Income: 60% - 80%	\$2,945 to \$3927	\$884 to \$1,178
	Upper Middle Income: 80% - 120%	\$3,927 to \$5890	\$1,178 to \$1,767

1.2 Housing Element

The Housing Element establishes goals and policies that provide the framework for housing programs in the City based on an analysis of housing needs over a 20-year period⁴. The most

² Department of Housing and Urban Development. Affordable Housing (2018). https://www.hud.gov/program_offices/comm_planning/affordablehousing/.

³ RPS Regional Housing Strategy Principles. Beth Goodman, ECONorthwest. (2018).

⁴ Central Point Comprehensive Plan: Housing Element. City of Central Point (2017).

significant are goals and polices that direct creation of the HIP and describe how it will be used to address housing needs through planning, implementation and monitoring activities.

Success of the HIP will be evident in how well actions implemented achieve the goals and policies in the Housing Element, which are provided below for reference. In the event the Housing Element goals and policies are amended resulting in a conflict with those listed below, those listed in the Housing Element shall apply.

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

- Policy 1.1 Continue to support new residential development at minimum residential densities.
- Policy 1.2 Develop and maintain a Housing Implementation Plan (HIP) that is regularly updated based on current demographic and housing market conditions.
- Policy 1.3 Provide and maintain an efficient and consistent development review process.
- Policy 1.4 Work with regional partners to develop and implement measure that reduce upfront housing development costs.
- Policy 1.5 Support UGB expansions and annexations that can be efficiently provided with urban services and that will, in a timely manner, meet the City's housing needs.
- Policy 1.6 When properly mitigated support higher density residential development within the Downtown and older surrounding residential areas, capitalizing on availability of existing infrastructure and supporting revitalization of the City's core area.

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

- Policy 2.1 As part of the HIP research and obtain local, state, and federal financial resources and incentives that support the development and preservation of affordable housing.
- Policy 2.2 Through the HIP explore and promote programs and incentives that support new affordable housing.
- Policy 2.3 Support and participate in the Greater Bear Creek Valley Regional Plan's program addressing regional housing strategies, particularly as they apply to affordable housing
- Policy 2.4 As part of the HIP support regional efforts addressing homelessness and housing, medical and social services to special need households.

Goal 3. To maintain a timely supply of vacant residential acres sufficient to accommodate

development of new housing to serve the City's projected population.

- Policy 3.1 Provide a sufficient inventory of residential planned and zoned vacant land to meet projected demand in terms of density, tenure, unit size, accessibility, and cost.
- Policy 3.2 Throughout the 2017-2036 planning period the City's new vacant residential land use mix shall support an average density of not less than 6.9 dwelling units per gross acre.
- Policy 3.3 Update the Housing Element's vacant acreage needs every four-years consistent with the PSU Population Research Centers population update.
- Policy 3.4 To avoid speculation the City shall, when expanding the UGB establish procedures that give priority to lands that will be developed in a timely manner.

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

- Policy 4.1 Residential land use designations on the General Land Use Plan and the Zoning Map shall be compliant with the residential land use needs identified in the Housing Element.
- Policy 4.2 Based on the findings of the HIP incentivize housing types that are needed but not being provided in adequate numbers by the market forces.
- Policy 4.3 In larger residential developments encourage a mix of densities and housing types to accommodate a variety of households based on age and income levels.
- Policy 4.4 Support programs that encourage the ability of older residents to age in place by making existing housing more age friendly and accessible.

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

- Policy 5.1 As part of a HIP periodically evaluate development procedures and standards for compliance with the goals of this Housing Element and modify as appropriate.

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

- Policy 6.1 Support collaborative partnerships with non-profit organizations, affordable housing builders, and for-profit developers to gain greater access to various sources of affordable housing funds.
- Policy 6.2 Support and participate in the Greater Bear Creek Valley Regional Plan's program addressing regional housing strategies.

Policy 6.3 Address the special housing needs of seniors through the provision of affordable housing and housing related services.

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

Policy 7.1 Encourage quality site and architectural design throughout the City that acknowledges neighborhood character, provides balanced connectivity (multi-modal), and integrates recreational and open space opportunities.

Policy 7.2 Provide flexible development standards for projects that exceed minimum standards for natural resource protection, open space, public gathering places, and energy efficiency.

Policy 7.3 Where appropriate encourage mixed uses at the neighborhood level that enhance the character and function of the neighborhood and reduce impacts on the City's transportation system.

Policy 7.4 Support minimum parking standards for multiple family development served by public transit.

Policy 7.5 Maintain and enforce Chapter 17.71 Agricultural Mitigation ensuring that all new residential development along the periphery of the Urban Growth Boundary includes an adequate buffer between the urban uses and abutting agricultural uses on lands zoned Exclusive Farm Use (EFU).

2 Current Housing Programs

Prior to 2018 the City did not have a formal housing program; however, through the City Council and Community Development Department the City has either directly or indirectly supported housing goals or needs. The following summarizes prior housing initiatives, but is not intended to be exhaustive:

- Zoning standards:
 - Allow a variety of housing types, especially in the Transit Oriented Development (TOD) District and Corridor;
 - Performance zoning in conventional medium and high density zones allows applicants to apply more flexible TOD land use and site dimension standards (i.e. setbacks, lot coverage, parking ratios) in exchange for TOD building designs.
 - The City is responsive to feedback regarding development constraints and regularly reviews and updates its zoning code requirements to eliminate barriers to good residential and economic development. Examples of this include allowing performance zoning, establishing minimum densities in 2006, and adjusting design standards to provide for functional and attractive developments desired by the community.
- Central Point Planning Approach. Efficient land use application review process and proactive, solution-oriented approach to identifying and resolving issues can reduce time cost associated

with entitlements and produce better results for the community.

- Partnerships. The City maintains communication with partners in affordable housing, such as the Jackson County Housing Authority. Although funds are not directly budgeted for direct contribution to offset project costs, the City has historically collaborated to assure land is planned and zoned to support needed affordable housing projects near schools and transit areas.
- Direct Contributions.
 - The City Council provides direct contributions to partners that provide housing assistance and services to homeless and low-income residents in the community, including: ACCESS, Habitat for Humanity, St. Vincent de Paul, and Meals on Wheels.
 - The City offers discounts on water bills for qualified low-income households.
 - The City has provided transitional housing assistance to keep at least one family off the street until stable income and housing could be secured.

3 Central Point Housing Strategy

The Central Point HIP prioritizes actions or programs designed to eliminate barriers to housing development, reduce upfront development costs, and support development of affordable housing units in the city. The strategy includes actions that fall into one of four categories: 1) regulatory reforms, 2) affordable housing incentives, 3) affordable housing funding, and 3) monitoring. These are further divided into short- and long-term actions.

3.1 Planning Process

Based on recommendations from ECO|NW, the City presented a wide array of housing options to the Citizen's Advisory Committee, Planning Commission and City Council for consideration in the Spring, Summer, and Fall 2018⁵. These were evaluated based on community values and perceived effectiveness and importance of each action to improve housing supply and affordability. Figure 1 illustrates the HIP planning process. As shown, actions are identified, evaluated, prioritized, developed and implemented to improve housing in the city as part of a continuous planning process. Monitoring programs will build on the Buildable Lands Inventory system already in place to track residential land supply, land use efficiency, and housing characteristics fundamental to advancing the goals and policies of the Housing and Regional Plan Elements.



Figure 1 Housing Implementation Cycle

⁵ Central Point Housing Strategy: Draft Strategy. Beth Goodman, ECONorthwest. (2017).

3.2 Short Term Actions

Based on input and direction from citizens and decision makers, the City has established a short-term housing strategy (Table 2). These actions are considered a high priority and foundational to establishing a successful housing program. Consequently the short-term projects are planned for completion within the first 5-year reporting cycle.

3.2.1 Prepare and Adopt Residential Code Amendments.

Priority	High
Background	<p>The City's Zoning Code is in Title 17 of the Central Point Municipal Code (CPMC). Residential land use and zoning standards are provided in multiple chapters for conventional and TOD zones and includes separate chapters for parking, design, and development. This makes it difficult to find all relevant approval criteria for a project, which can discourage and add planning cost to projects.</p> <p>Some code standards are out of date and pose barriers to residential development. A recent code audit by ECO NW found barriers to multifamily development in the R-3, Multifamily Zone (i.e. building height and lot coverage limits). Additionally Missing Middle Housing is not clearly addressed and in some cases not permitted.</p>
Action	<p>Consolidate the City's residential standards into 1-2 chapters. Consider the following changes:</p> <ul style="list-style-type: none"> • Increase minimum residential densities consistent with the Housing and Regional Plan Elements; • Adjust dimensional standards in the R-3 zone to eliminate barriers to maximizing density: <ol style="list-style-type: none"> 1) Increase building height from 35-ft to 45-ft to allow 4 stories; 2) increase maximum lot coverage from 50% to 60-75% to increase building area allowed on a site while still providing adequate land for off-street parking and landscaping; and, 3) Consider adding a buffer between buildings on R-3 lots and those in the R-1, R-2 and LMR zones. • Amend ADU standards to comply with SB 1051, increase size of ADU from 35% to 50% or 800 s.f., whichever is less. • Add Cottage Housing as a permitted housing type in the R-1, R-2, and LMR zones with a density bonus of 1.5. • Consider allowing Missing Middle Housing types within the R-1 zone, such as corner duplexes, interior divisions that increase density but look like single family dwellings.
Goals & Policies	<p>Housing Element: 1.1, 1.3, 4.1, 5.1, 7.1, 7.2, 7.3, 7.4 Regional Plan Element: 4.1.5, 4.1.6</p>
Performance Measures	<ul style="list-style-type: none"> • Adopt residential code amendments. • Increase gross density in the current UGB. • Achieve gross density of 6.9 units per acre in areas newly added to the UGB for the period 2019-2024. • Increase multifamily construction in the R-3 zone. • Increase the number of ADUs in the City.

3.2.2 Evaluate Residential Infill Barriers in High and Medium Density Zones in the Central Business District.

Priority	High
Background	In the Central Business District, lands zoned HMR, High Mix Residential require a minimum density of 25 units per acre. Many lots in this zone are developed with legally-nonconforming single-family detached homes. Lot sizes range in size from 0.03 to 0.6 acres but are 0.18 acres on average. The minimum density required for a 0.18 acre lot is 4 units and depending on the housing type, minimum off-street parking ranges between 6-8 spaces. Finding space on small lots to accommodate buildings, parking and landscape improvements may pose a barrier to infill and redevelopment in the downtown.
Action	Complete a study of residential infill barriers in the CBD and explore possible solutions such as density transfer options, lot consolidation, parking options, and the possible role of Urban Renewal.
Goals & Policies	Housing Element: 1.6, 5.1.7.3 Regional Plan Element: 4.1.5, 4.1.6
Performance Measures	<ul style="list-style-type: none"> • Complete Infill and Redevelopment Barriers Study. • Present the study and recommended solutions to the Planning Commission and/or City Council.

3.2.3 Regulate and Enforce Transient Lodging Tax for Short-term Rentals.

Priority	High
Background	The City collects a 9% tax for transient lodging that allow occupancy for 30 days or less. Regulations for the transient lodging tax are in CPMC 3.24 and currently include short-term rentals such as those rented through AirBnB, VRBO, etc. However enforcement poses a challenge because there is no mechanism to track short-term rentals in the City. This discrepancy in tax collection creates a competitive advantage for short-term rentals, which often include ADUs, single family dwellings or a portion thereof that would normally be available for full-time occupancy (owner or renter occupied)
Action	Consider code amendments to regulate short-term rentals including establishing a registration requirement,
Goals & Policies	Housing Element: Goals 1, 4; Regional Plan Element: 4.1.5,
Performance Measures	<ul style="list-style-type: none"> • Consider amendments to CPMC 3.24 to establish standards for short-term rental use and location and requires registration through the business license program.

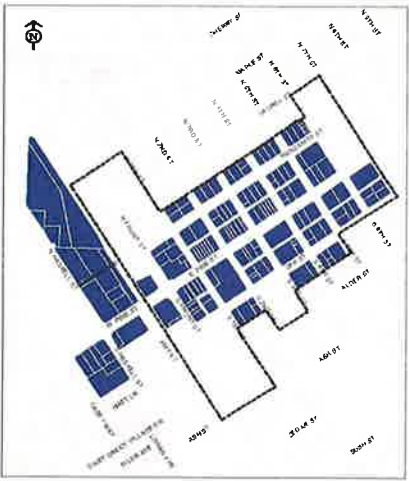
3.2.4 Amend the UGB and Designate Land Use based on Adopted Concept Plans as a General Land Use Guide.

Priority	High
Background	Based on population projections and the Buildable Lands Inventory (BLI), the City has a demonstrated need to add new residential lands to the UGB. As part of the UGB Amendment it is necessary to show how the proposed land use designations will comply with the Comprehensive Plan. The Regional Plan Element requires specific land use allocations and average gross density commitments of 6.9 units per acre until 2035 and 7.9 units per acre from 2035-2060. The UGB amendments will use adopted Concept Plans for land use and transportation as a general guide to designate land use for the purposes of the UGB Amendment. At the time of annexation a Zoning Map Amendment application will be needed to designate zoning consistent with the Comprehensive Plan Land Use Designation and the Regional Plan Performance Indicators as addressed in the Concept Plan.
Action	Add new land to the UGB per the Housing Element and amend the Land Use Element in the Comprehensive Plan to assign Land Use designations. Per the Regional Plan Element, land use designations shall demonstrate compliance with the land use distribution, committed residential density and transportation performance measures, which are illustrated in adopted Concept Plans.
Goals & Policies	Housing Element Goals: 1, 3, 4 Regional Plan Element: 4.1.5, 4.1.6, 4.1.7, 4.1.8
Performance Measures	<ul style="list-style-type: none"> • Add residential land to the UGB per the Housing Element. • Prepare findings as part of the UGB Amendment package demonstrating Regional Plan compliance using the Concept Plan as a general land use guide. • Amend the General Land Use Map to designate future land use.

3.2.5 Continue Supporting Low-Income and Homeless Populations through Partner Organizations.

Priority	High
Background	As funds are available, the City has provided financial support to organizations including: ACCESS, Habitat for Humanity, St. Vincent de Paul, and Meals on Wheels. These funds are to support homeless populations and low-income families in Central Point.
Action	Continue to provide support to organizations that provide services and financial support to homeless and low-income families in Central Point.
Goals & Policies	Housing Element: 2.3, 6.3
Performance Measures	Report on contributions during the 5-year reporting period (2019-2024).

3.2.6 Evaluate the City's Vertical Housing Program.

Priority	High
Background	<p>The City established a Vertical Housing Tax Credit program in 2003 that has been used once for the construction of the Four Oaks Centre.</p> <p>Mixed-use projects in the City's Vertical Housing zone can obtain up to an 80% exemption on structural improvements over a 10-year period based on the number of floors and whether affordable units are included.</p>
	 <p>Vertical Housing Zone Location Map</p> <p>Legend</p> <ul style="list-style-type: none"> Central Business District Overlay Vertical Housing Zone (2002)
Action	Evaluate barriers to using the vertical housing tax credit through discussions with developers, financiers, or other stakeholders who have used it or might consider it. Make changes to improve the program if possible, including expanding the zone, and promote the program. .
Goals & Policies	Housing Element: 1.6, 2.1, 7.3 Regional Plan Element: 4.1.5, 4.1.6
Performance Measures	<ul style="list-style-type: none"> Complete the evaluation and possible amendments. Increase the number of mixed-use projects that use the credit.

3.2.7 Monitor Buildable Lands.

Priority	High
Background	The City maintains a BLI that tracks vacant, infill, and redevelopment lands as new building permits are issued and non-conforming structures are demolished. This information is needed to evaluate land needs relative to population forecasts, which are now updated on a 4-year cycle by Portland State University.
Action	Continue maintaining the BLI as needed to complete an updated report for residential lands every 5-years concurrent with the HIP cycle update.
Goals & Policies	Housing Element: 3.1, 3.3, 3.5
Performance Measures	Produce a BLI Update every 5-years.

3.2.8 Monitor Regional Plan Compliance.

Priority	High
Background	Per the Regional Plan and Housing Elements, the City has established policies to monitor compliance with the Regional Plan Performance Indicators, including but not limited to average gross density commitments, land use allocations, and mixed-use/pedestrian friendly areas. The intent of this action item is to utilize the existing BLI as a tool to track and report on the City's compliance with the Regional Plan.
Action	Add fields necessary to track lands newly added to the UGB for Regional Plan compliance.
Goals & Policies	Housing Element: 3.1, 3.2 Regional Plan Element: 4.1.5, 4.1.6, 4.1.7, 4.1.8, 4.3.1
Performance Measures	Report on Regional Plan compliance every 5-years.

3.3 Long-Term Actions

The City's long-term strategy consists of actions rated as having a moderate- or low-priority. Long-term actions are those that the City can consider during future updates of the HIP and are not intended for immediate implementation. They are included here for reference and to demonstrate compliance with the Regional Plan.

3.3.1 Evaluate Feasibility of a Multiple Unit Limited Tax Exemption Program.

Priority	Moderate
Background	<p>Through the Multiple Unit Limited Tax Exemption (MULTE) Program, the City can incentivize diverse housing options in the downtown or other high density zones around employment centers. The state enables and the city would have to develop and adopt a program that establishes a competitive process to offer a full tax exemption on structural improvements over a 10-year period. The process can require that certain percentage of the units be set aside as affordable, as well as other items deemed to be in the public interest (i.e. design elements, transit stops, etc.).</p> <p>To implement a MULTE program the City would need to set the program criteria, length of the tax abatement, and where it would apply, and negotiate approval with other taxing districts (i.e. Urban Renewal, FD3, SD6, etc.).</p>
Action	Evaluate feasibility of developing MULTE program for Central Point to encourage multifamily housing development projects in the City's high density zones. Explore regional development and implementation options through the Rogue Valley Council of Governments (RVCOG).
Goals & Policies	Housing Element: 1.4, 2.1, 4.2, 4.3
Performance Measures	Complete a feasibility study for a MULTE program in Central Point.

3.3.2 Consider a Tiny House/Micro Housing Ordinance.

Priority	Moderate
Background	<p>Micro housing, including tiny houses, are small format homes typically 500 square feet or less. Micro housing can be provided as a stand-alone unit or small multifamily units. Stand-alone tiny homes on wheels have gained popularity for a simple, mobile lifestyle. Current regulations in Oregon limit the viability of tiny homes on wheels; however units built on permanent foundations are allowed subject to building code standards.</p> <p>The benefit of permitting micro housing is that smaller homes allow for smaller lots and more efficient use of land. Due to smaller size and land needs, they can provide the opportunity for more affordable housing, especially for homeowners. The scale of impact will depend on the market for smaller homes and the nature of regulations enacted.</p>
Action	Consider an ordinance allowing micro housing, including tiny homes
Goals & Policies	Housing Element 6.1 Regional Plan Element: 4.1.5
Performance Measures	Develop a draft ordinance for consideration by the CAC, Planning Commission and City Council.

3.3.3 Evaluate Flood Risk/Insurance Requirements on Housing Affordability.

Priority	Moderate
Background	<p>Flood insurance is mandatory for all structures that are financed through a federally affiliated lender. There are over 275 structures in the high risk floodplain and 73% of which were built before 1982 and are "Pre-FIRM." Consequently many of these homes were built too low, without sufficient flood openings, with HVAC and/or utilities located below the flood elevation, etc. These risk factors can increase the cost of insurance premiums and total housing cost.</p> <p>The extent of the problem for homeowners and renters is not known. As the City prepares to update its Hazard Mitigation Plan, exploring the impact of flood insurance and risk on housing cost should be looked at and addressed.</p>
Action	Conduct a study to evaluate the impacts of flood risk and insurance on total housing cost. Address findings in the Hazard Mitigation Plan update and the Comprehensive Plan as appropriate.
Goals & Policies	Housing Element: Goal 1 and 2.
Performance Measures	<ul style="list-style-type: none"> • Address flood risk/insurance impacts on housing cost, including mitigation options in the Hazard Mitigation Plan. • Incorporate findings into the Comprehensive Plan.

3.3.4 Evaluate Single-Family Housing Rehabilitation Grant/Loan Program.

Priority	Low
Background	Rehabilitating single family homes that are in poor condition improves living conditions in these dwellings and can be more affordable than redeveloping the site. Through Urban Renewal a program has been authorized to provide low interest loans or grants for this purpose. The CAC and Planning Commission recommend observing the performance of Urban Renewal's program before considering expanding it to other areas in the City.
Action	Based on observations of the Urban Renewal Program, evaluate development of a low interest loan or grant program to support rehabilitation of older single-family homes in poor condition outside of the Urban Renewal area.
Goals & Policies	Housing Element: 4.2, 4.4, 6.3
Performance Measures	Report on the Urban Renewal's program at the next HIP update and consider feasibility of expanding it to other areas of town via another funding mechanism. .

3.3.5 Promote Affordable Housing Services and Support Offered by the City and Other Organizations.

Priority	Low
Background	There are several organizations in the region that offer services and support to low-income households. Instead of reinventing the wheel, the City should consider assembling a list of resources and make these available to those in need.
Action	Develop a list of housing services and support and make available through the City's website, in print (as needed) and/or in the City's newsletter.
Goals & Policies	Housing Element: 2.1, 2.2, 2.3, 2.4 Regional Plan: 4.1.12
Performance Measures	Create a resource for affordable housing as a webpage, handout, and/or newsletter publication.

3.3.6 Develop a SDC Discount/Waiver Program as a Gap Financing Tool to Support Qualified Affordable Housing Projects.

Priority	Low
Background	SDCs are a prepaid impact fee for public infrastructure (i.e. water, streets, storm drainage, and parks). The cost varies depending on the use and its impact on the City's infrastructure. In some cases, the cost of SDCs may decrease financial viability of affordable housing projects. To address this,

the City can consider developing a program to pay the SDCs for qualified affordable housing projects. Both the CAC and Planning Commission recommended that any assistance be limited to federal and non-profit entities that assure the project will remain affordable for low-income households over the life of the project.

Although SDC discounts/waivers have not been needed in the past, developing a program to assist affordable housing partners assures timely response in the event the need arises.

Action	Consider a code amendments and funding sources to offer SDC discounts/waivers to federal and non-profit affordable housing partners.
Goals & Policies	Housing Element: Policy 1.4, 2.1, 2.2, 4.2
Performance Measures	Prepare draft code amendments for consideration by the CAC, Planning Commission and City Council.

4 Reporting and Cycle Updates

The Central Point HIP involves a range of actions, some ongoing and others with a discreet beginning and end. To remain current within housing needs in the City it is necessary to track progress and periodically adjust the City’s housing strategy. For this reason, the HIP will be updated on a 5-year cycle. The updates provide the opportunity to evaluate progress and scale the housing strategy to adapt to both housing needs and staff and resource capabilities. At the conclusion of the 5-year cycle, staff will present a brief report to the Citizen’s Advisory Committee and Planning Commission summarizing activities implemented, observed changes in housing characteristics, if any, and recommend changes for the next 5-year HIP. Based on input and direction from the Citizen’s Advisory Committee and Planning Commission, a revised HIP will be forwarded to the City Council for consideration and approval by Council Resolution.

AGENDA ITEM VIII-B

Minor TSP Amendment Discussion



October 5, 2021

Agenda Item: VIII-B

Introduce and discuss a proposed Minor Revision to the Transportation System Plan (TSP) concerning improvements at the intersection of Highway 99 and Scenic Avenue. Applicant: City of Central Point. File No. CPA-20001.

Staff Source:

Stephanie Holtey, Planning Director

Background

The Oregon Department of Transportation (ODOT) has received funding through the All Road Transportation Safety (ARTS) Program to signalize the intersection at Highway 99 and Scenic Avenue and apply a road diet (i.e. 4 lanes to 3 lanes with a center turn lane from Mile Post .42 to MP 1.64). The proposed improvements extend from the jurisdictional boundary on Highway 99 north to Exit 35 (Attachment "A"). To receive funding for design, engineering and construction through the ARTS Program, ODOT needs the City needs to amend the TSP to include all improvements associated with the project. Currently, Project No. 230 in the City's TSP lists the signal but does not include the road diet. The City is proposing the Minor Amendment to the TSP to support ODOT's project, which will ultimately address traffic safety concerns at this location.

Discussion

The Citizen's Advisory Committee Meeting considered the proposed changes and recommended approval. At this October 5, 2021 meeting staff will present the proposed changes and request the Planning Commission direct staff to schedule a public hearing on November 2, 2021.

Attachments

Attachment "A" – Scenic Avenue/Hwy 99 Project Location

Attachment "B" – Proposed Revisions to Table 7.4 and Table 12.5



TSP Project No. 230: Highway 99/Scenic Avenue

Project Location Map (Approximate)
CPA-20001

Table 7.4. Transportation Projects, 2008-2030

Ref. No.	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Truck Traffic	Urban Upgrade	Year	ODOT	County	Central Point	Medford	Other
201	New Haven Rd. & Hamrick Rd. int.	p	Install traffic signal for pedestrian crossing when warranted by traffic volumes and/or pedestrian activity.	*	*	*		*			√	√			2012		♦	♦		♦
202	Hwy. 99 & Twin Creeks Drive RR-Xing/Intersection	major	New signalized intersection at Hwy. 99 & Twin Creeks Dr. and new railroad crossing at Twin Creeks Dr.	*	*	*	*		*		√	√			2012	♦		♦		♦
203	Hwy. 99, Project No. 1, Traffic Calming	minor	Landscape medians, crosswalks, off-street pathways, bike lanes, street lighting, & control fencing.	*	*	*				√	√				2012			♦		
204	S. Haskell St.; Pine St. to Ash St.	uu	Widen to three lanes with curb, gutter, bike lanes & sidewalks.	*	*	*						√			2030			♦		
205	10th St. & Pine St. & Freeman Rd. Intersection	minor	Add protective-permissive phasing to eastbound and westbound left turn movements.	*							√				2030			♦		
206	Hwy. 99, Project No. 2, Traffic Calming	p	Pedestrian crossings, on-street parking, streetscape improvements, & traffic calming in vicinity of the Rogue Creamery.		*	*				√	√				2030			♦		♦
207	10th St., Hazel St. to Lathrop	uu	Widen to add turn lane with bike lanes & sidewalks.	*	*	*					√	√			2031		♦	♦		♦
208	Oak St.: Second -Third & First St.; Manzanita-Laurcl		Improve alleys and parking facility	*						√					2012			♦		
209	Beebe Rd.: Gebhard Rd. to Hamrick Rd.	uu	Widen to collector standards with sidewalks & bike lanes.	*	*	*					√			√	2017		♦	♦		
210	E. Pine St. & Meadowbrook Dr.	minor	Restrict intersection movement to right-in, right-out, left-in.	*					*		√	√			2012		♦	♦		♦
211	Beebe Rd. & Hamrick Rd. intersection	p	Add traffic signal for pedestrian crossing.		*	*		*			√				2012		♦	♦		♦
212	Hwy. 99, Project No. 4	p	Cupp Street Gateway.		*	*				√	√				2017			♦		♦
213	Table Rock Rd. & South Hamrick Rd. Intersection		Add Traffic Signal					*			√	√			2017		♦	♦	♦	
214	Scenic Av.: Mary's Way to Scenic Middle School.	uu	Widen 3 lanes, bike lanes, sidewalks.	*	*	*					√	√		√	2030		♦	♦		
215	Hwy. 99, Project No. 3	p	Pedestrian crossings, streetscape improvements & traffic calming.	*	*	*				√	√				2030			♦		♦
216	E. Pine St. & Hamrick Rd. Intersection	minor	Widen west and south approaches to add a second eastbound left turn lane and second receiving lane. Restrip northbound approach to include dual left turns and a single through-shared-right turn. Restripe southbound approach to include a left turn, through, and exclusive right turn lanes.	*				*			√	√			2012		♦	♦		
217	E. Pine St. & 2nd St. & 6th St. & 3rd St.	s	Traffic calming, remove 4th St. signal, add new signals at 2nd and 6th St., remove 3rd St. signal and install median control.	*	*	*					√	√		√	2012			♦		♦
218	E. Pine St. & Table Rock Rd.	minor	Widen west approach to add second eastbound left turn lane.	*				*			√	√			2017		♦	♦	♦	
219	Table Rock Rd. & Vilas Rd. Intersection	major	Widen to increase capacity, add eastbound lane & shared through-right turn movement	*				*			√	√			2012		♦	♦	♦	
220	Gebhard Rd.: UGB to Beebe Rd.	uu	Realign, widen to 3 lanes, bike lanes, sidewalks, urban upgrade (collector standards).	*	*	*					√			√	2017		♦	♦		♦

Table 7.4. Transportation Projects, 2008-2030

Ref. No.	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Truck Traffic	Urban Upgrade	Year	ODOT	County	Central Point	Medford	Other
221	Hwy. 99 & Beall Ln. intersection	major	Realign & upgrade signals & railroad crossing, urban upgrade.	*	*	*		*			√			√	2017	♦	♦	♦	♦	♦
222	3rd St.: E. Pine St. to Hazel St.	uu	Add bike lanes and sidewalks	*	*	*					√			√	2030			♦		
223	Hazel St.: Third to 10th St.	p	Pave and improve, adding sidewalks.	*	*	*					√			√	2030		♦	♦		
224	Scenic Av.: Tenth St. to Scenic Middle School	uu	Widen 3 lanes, bike lanes, sidewalks (collector standards).														♦	♦		
225	Hwy. 99: Phase 3	pb	Widen to provide bike lanes & sidewalks.		*	*		*						√	2030			♦		♦
226	E. Pine St.; I-5 to Penninger Rd.	minor	Add right turn lane with sidewalks.	*		*		*				√			2030	♦		♦		
227	W. Pine St.; Hanley Rd. to Haskell St.	uu	Widen 3 lanes (continuous turn lane), bike lanes, sidewalks, urban upgrade.		*						√	√			2030		♦	♦		
228	E. Pine Street traffic calming	major	Misc. enhancements such as bulb-outs, cross-walks, signals, etc. that improve the pedestrian environment along Pine Street.			*		*		√	√	√			2030			♦		
229	2nd St.; E. Pine St. to Hazel St.	pb	Add bike lanes & sidewalks, redesignate as one-way southbound.	*	*	*					√				2030			♦		
230	Hwy. 99 & Scenic Av. Intersection	major	Realign intersection, install a traffic signal when signal warrants are met and reduce from 5 to 3 lanes from jurisdictional boundary to Interstate 5, Exit 35	*	*	*					√			√	2012	♦	♦	♦		
231	Scenic Av.: Hwy. 99 to Grant Rd.	uu	Widen 3 lanes, bike lanes, sidewalks. Box culvert developer driven	*	*	*					√	√		√	2030	♦	♦	♦		♦
232	Taylor Rd.: Grant Rd. to Silver Creek	uu	Widen 3 lanes, bike lanes, sidewalks, urban upgrade. Culvert crossings (2)	*	*	*					√			√	2031		♦	♦		♦
233	E. Pine St.: Hamrick Rd. to Bear Creek Bridge	pb	Widen for decel/accel lanes, add bike lanes and sidewalks.	*	*	*					√			√	2031	♦	♦	♦		
234	E-W Hamrick Rd. extension (south of E. Pine St.)	nc	Extend Hamrick Rd. westerly to intersect with Penninger Rd. (collector standards).	*	*	*		*				√			2031			♦		
235	Freeman Rd.: Hopkins Rd. to Beall Ln.	b	Rebuild to collector standards		*						√				2012			♦		
236	E. Pine St.: Bear Creek Bridge to Peninger Rd.	pb	Widen for turn lanes, bike lanes, add sidewalks. Add third lane	*	*	*		*			√				2017	♦	♦	♦		
237	Freeman Rd.: Oak St. to Hopkins Rd.	uu	Widen 3 lanes (continuous turn lane), bike lanes, sidewalks, urban upgrade.	*	*	*								√	2031	♦	♦	♦		
238	10th St.: E. Pine St. to Hazel St.	uu	Widen to add continuous turn lane, bike lanes & sidewalks.	*	*	*									2031			♦		
239	Grant Rd.: Scenic Av. to Taylor Rd.	uu	Realign, widen to 3 lanes, bike lanes, sidewalks, urban upgrade.	*	*	*								√	2031		♦	♦		♦
240	Peninger Rd. Extension, South	nc	Extend Penninger Rd. from E. Pine St. south across Bear Creek to Hamrick Rd. & construct new bridge across Bear Creek	*	*	*						√			2031	♦	♦	♦		
241	3rd St.: Hazel St. to Scenic Ave.	minor	Widen to 3 lanes, bike lanes, sidewalks, urban upgrade (collector standards).	*	*	*					√	√			2031			♦		
242	Grant Rd.: Taylor Rd. to Beall Ln.	uu	Realign, widen to 3 lanes, bike lanes, sidewalks, urban upgrade (collector standards).	*	*	*					√			√	2031		♦	♦		♦
243	Bursell Rd.: Beall Ln. to Hopkins Rd.	uu	Urban upgrade; 2 lanes, bike lanes, sidewalks.	*	*	*					√			√	2031		♦	♦		
244	Upton Rd., Scenic Av, Raymond St.	ru	Widen to rural 2 lanes with bike lanes, sidewalks.	*	*	*									2031		♦	♦		

Table 7.4. Transportation Projects, 2008-2030

Ref. No.	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operational	Truck Traffic	Urban Upgrade	Year	ODOT	County	Central Point	Medford	Other
245	Peninger Rd. Project	nc	Extend Peninger Rd. from E. Pine St. north across Bear Creek to Beebe Rd. & remove signal at Peninger /Pine St. and construct bridge across Bear Creek. Also, extend Peninger Rd. south across Bear Creek to intersect with S. Hamrick Rd.	*	*	*						√			2031	♦	♦	♦		
246	Freeman Rd. & Hopkins Rd. Intersection	s	Install new signal.	*								√		√	2031	♦	♦	♦		
247	3rd St.; E. Pine St. to Ash St.	p	Construct sidewalks, repair curb & gutter.			*								√	2031			♦		
248	Maple St.; Hwy. 99 to 10th St.	p	Construct sidewalks, repair curb & gutter.			*								√	2031			♦		
249	4th St.; Ash St. to Cedar St.	p	Construct sidewalks, repair curb & gutter.			*								√	2031			♦		
250	Ash St.; Hwy. 99 to Freeman Rd.	p	Construct sidewalks, repair curb & gutter.			*								√	2031			♦		
251	Oak St.; Hwy. 99 to Freeman Rd.	p	Construct sidewalks, repair curb & gutter.			*								√	2031			♦		
252	Rachel Dr.; Saxbury Dr. to W. Pine St.	p	Construct sidewalks, repair curb & gutter.			*								√	2031			♦		
253	Saxbury Dr.; Brad Wy. To Rachel Dr.	p	Construct sidewalks, repair curb & gutter.			*								√	2031			♦		
254	Brad Wy.; Taylor Rd. to Saxbury Dr.	p	Construct sidewalks, repair curb & gutter.			*								√	2031			♦		
255	E. Pine St.; I-5 to Table Rock Rd.	major	Widen E. Pine St. to add third westbound through lane from east side of Table Rock Rd. to I-5 SB off-ramp.	*	*	*						√	√		2031		♦	♦		

Table 12.5. Tier 1 - Long Term Projects

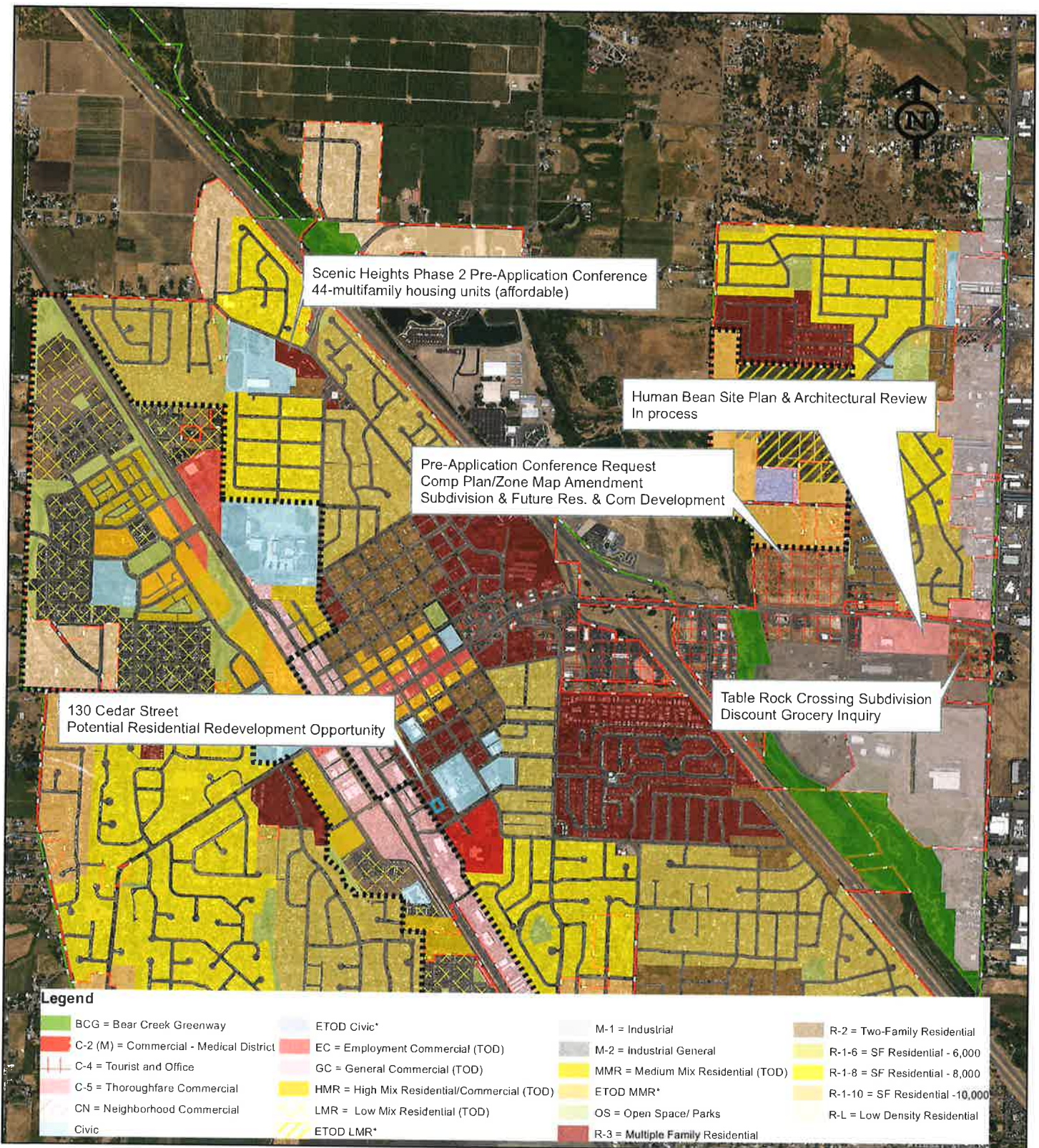
Ref. No.	Project Location	Improv. Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Track Traffic	Urban Upgrade	Tier	DDOT	County	Central Point	Medford	Other
218	E. Pine St. & Table Rock Rd.	minor	Widen west approach to add second eastbound left turn lane.	■				■			√	√			Tier 1, Long		◆	◆	◆	
219	Table Rock Rd. & Vilas Rd. Intersection	major	Widen to increase capacity, add eastbound lane & shared through-right turn movement	■				■			√	√			Tier 1, Long		◆	◆	◆	
220	Gebhard Rd.: UGB to Boebe Rd.	uu	Realign, widen to 3 lanes, bike lanes, sidewalks, urban upgrade (collector standards).	■	■	■					√			√	Tier 1, Long		◆	◆		◆
221	Hwy. 99 & Beall Ln. intersection	major	Realign & upgrade signals & railroad crossing, urban upgrade.	■	■	■		■			√			√	Tier 1, Long	◆	◆	◆	◆	◆
222	3rd St.: E. Pine St. to Hazel St.	uu	Add bike lanes and sidewalks	■	■	■					√			√	Tier 1, Long			◆		
223	Hazel St.: Third to 10th St.	p	Pave and improve, adding sidewalks.	■	■	■					√			√	Tier 1, Long		◆	◆		
224	Scenic Av.: Tenth St. to Scenic Middle School	uu	Widen 3 lanes, bike lanes, sidewalks (collector standards).												Tier 1, Long		◆	◆		
225	Hwy. 99: Phase 3	pb	Widen to provide bike lanes & sidewalks.		■	■		■						√	Tier 1, Long			◆		◆
226	E. Pine St.; I-5 to Penninger Rd.	minor	Add right turn lane with sidewalks.	■		■		■				√			Tier 1, Long	◆		◆		
227	W. Pine St.; Hanley Rd. to Haskell St.	uu	Widen 3 lanes (continuous turn lane), bike lanes, sidewalks, urban upgrade.		■						√	√			Tier 1, Long		◆	◆		
228	E. Pine Street traffic calming	major	Misc. enhancements such as bulb-outs, cross-walks, signals, etc. that improve the pedestrian environment along Pine Street.		■	■		■		√	√	√			Tier 1, Long			◆		
229	2nd St.; E. Pine St. to Hazel St.	pb	Add bike lanes & sidewalks, redesignate as one-way southbound.	■	■	■					√				Tier 1, Long			◆		
230	Hwy. 99 & Scenic Av. Intersection	major	Realign intersection, install a traffic signal when signal warrants are met and reduce from 5 to 3 lanes from jurisdictional boundary to Interstate, Exit 35	■	■	■					√			√	Tier 1, Long	◆	◆	◆		
231	Scenic Av.: Hwy. 99 to Grant Rd.	uu	Widen 3 lanes, bike lanes, sidewalks. Box culvert developer driven	■	■	■					√	√		√	Tier 1, Long	◆	◆	◆		◆
232	Taylor Rd.: Grant Rd. to Silver Creek	uu	Widen 3 lanes, bike lanes, sidewalks, urban upgrade. Culvert crossings (2)	■	■	■					√			√	Tier 1, Long		◆	◆		◆

TIER 1 LONG TERM COSTS

LEGEND:
 uu = urban upgrade
 ru = rural upgrade
 s = signalization
 p = pedestrian
 b = bicycle
 pb = pedestrian/bicycle
 minor = minor capacity improvement
 major = major capacity improvement
 nc = new construction

AGENDA ITEM X-A

Development Update



Planning & Current Development Map

September 2021