

**CITY OF CENTRAL POINT  
City Council Meeting Agenda  
October 26, 2017**

Next Res. 1518  
Next Ord. 2040

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

**City Council**

**Mayor**  
Hank Williams

**Ward I**  
Bruce Dingler

**Ward II**  
Michael Quilty

**Ward III**  
Brandon Thueson

**Ward IV**  
Tanea Browning

**At Large**  
Rob Hernandez  
Allen Broderick

**Administration**  
Chris Clayton, City  
Manager  
Deanna Casey, City  
Recorder

**Community  
Development**  
Tom Humphrey,  
Director

**Finance**  
Steven Weber,  
Director

**Human Resources**  
Elizabeth Simas,  
Director

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

**Police**  
Kris Allison Chief

**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 A. Approval of October 12, 2017 City Council Minutes

**VI. ITEMS REMOVED FROM CONSENT AGENDA**

**VII. PUBLIC HEARING, ORDINANCES, AND RESOLUTIONS**

A. Second Reading - Ordinance No. \_\_\_\_\_, Fellow  
Zone Change (Humphrey)

**VIII. BUSINESS**

A. Battle of the Bones Debrief (Samitore)

B. Downtown Business Signage

C. Upton Road Property (Samitore)

D. Park Fee Waiver Request (Samitore)

E. Country Crossing Debrief (Allison)

**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 Under the provisions of the Oregon Public Meetings Law, the proceedings of an executive session are not for publication or broadcast.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](mailto:Deanna.casey@centralpointoregon.gov).

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

# CONSENT AGENDA

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

**I. REGULAR MEETING CALLED TO ORDER**

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

**II. PLEDGE OF ALLEGIANCE**

**III. ROLL CALL:** Mayor: Hank Williams  
Council Members: Allen Broderick, Bruce Dingler, Brandon Thueson, Tanea Browning, 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; and City Recorder Deanna Casey were also present.

**IV. PUBLIC APPEARANCES - None**

**V. CONSENT AGENDA**

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

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

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

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

- A. Ordinance No. 2038, Second Reading of an Ordinance for the Central Point 2017-2037 Housing Element for the Comprehensive Plan**

Community Development Director Tom Humphrey stated that this is the second reading of an Ordinance to approve the Comprehensive Plan Housing Element (2017-2037). He explained that the Housing Element is constructed to comply with Statewide Planning Goal 10 and Administrative Rules. Amending the Housing Element is a pre-requisite to updating the Urban Growth Boundary (UGB).

Council Member Allen Broderick restated his concerns about not including larger lots in the Housing Element. He feels that if we work with the numbers we could still meet the required densities and mix needed to meet the City's housing needs. There are people looking for larger lots to build homes and the City of

Central Point doesn't have any available. He is concerned that the Council was not involved enough in the planning phases for zone designations.

There was discussion that these designations began during the RPS process more than 10 years ago. If we try and reconfigure the lot sizes there could be issues with 1000 Friends of Oregon and it would delay our ability to expand the Urban Growth Boundary. The proposed Housing Element has been approved by concerned parties that may be tempted to delay or stop our ability to expand our UGB. Several Council members stated that we should trust our staff members to create documents that are in line with our code and the State requirements.

Mr. Humphrey stated that future Councils are not going to be bound by this document it can be amended as population counts come in. If in the future the city feels the need to rezone property accord to the population projections, they are not locked into these specific zones for all time.

**Tanea Browning moved to Approve Ordinance 2039, An Ordinance Updating and Adopting the Central Point Comprehensive Plan Housing Element (2017-2037).** Rob Hernandez seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, no; Rob Hernandez, yes; and Mike Quilty, yes. Motion passes.

**B. Continued Public Hearing – Resolution No. 1511, affirming that the TOD-Corridor Land Use Designation is Sufficiently Clear in its Scope of Allowed Uses to Support a Zone Change from TOD-MMR to TOD-LMR Applicant: Bob Fellows**

Mr. Humphrey stated that the Applicant has requested a Comprehensive Plan (Map) amendment or clarification in preparation for a subsequent zone change application for the property mentioned above. This property is in the process of being annexed into the city and its Comprehensive Plan designation will be TOD-Corridor. The applicant would like to verify that the zoning designation will be TOD- MMR with an underlying zone of R-3. He explained the TOD Zoning designation for this property is not clear to staff or the developer.

He explained that the TOD-Corridor designation LMR is comparable to city zoning R-2 Two Family 6,000 sq. ft. min size lots. MMR is comparable to the city zoning of R-1-8 and R-3 6,000 and 8,000 sq. ft. lots. The applicant would like to make sure that the LMR designation is acceptable for this property without requiring a full blown Comprehensive Plan Map amendment. The applicants are prepared to continue in that direction. Staff felt that a clarification resolution would be sufficient to proceed with the zone change application.

Mr. Humphrey explained that the zoning is consistent with applicable Statewide Planning Goals; the Comprehensive Plan; Adequate public services and transportation networks are available to serve the property; and it is compliant with OAR 660-012-0060 of the Transportation Planning Rule.

The TOD Corridor Comp Plan Designation was approved in December 2000 and was acknowledge by DLCD. The pre-existing and optional zoning for properties

in question are compatible with the Comp Plan verifying that a Comp Plan Amendment is not necessary. He is asking the Council to affirm that Ordinance 1815 sufficiently provides for this zoning designation.

Mayor Williams opened the Public Hearing.

Jay Harland, CSA Planning

Mr. Harland stated that the TOD overlay does not have a clear designation for this property. The applicant is ready to move forward with construction plans once a clear designation is provided. They have researched the Comp Plan and the overlay and feel that the TOD-LMR designation is correct.

Mayor Williams closed the Public Hearing.

**Brandon Thueson moved to approve Resolution No. 1511, affirming that the TOD-Corridor Land Use Designation is Sufficiently Clear in its Scope of Allowed Uses to Support a Zone Change from TOD-MMR to TOD-LMR Applicant: Bob Fellows.** Mike Quilty seconded. Roll call: Hank Williams, yes; Bruce Dinger, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; Rob Hernandez, yes; and Mike Quilty, yes. Motion approved.

**C. Continued Public Hearing – An Ordinance Amending the Central Point Zoning Map on Tax Lots 8300 & 8400 of 37S 2W 11C (3.64 Acres) From TOD-Corridor, Medium Mix Residential (TOD-MMR) to TOD Corridor Low Mix Residential (TOD-LMR)**

Mr. Humphrey explained that the application has requested a minor zone change for property on Haskell. In considering the zone change there are three components which need to be addressed:

1. **Comprehensive Land Use Plan Compatibility:** The current land use plan designation for the property is TOD Corridor. Both the TOD-MMR and TOD-LMR are consistent with the designation per Ordinance 1815.
2. **Committed Residential Density:** The city participates in the Greater Bear Creek Valley Regional Plan. One of the performance indicators states land, within the UGB but outside existing City Limits, shall be built to a minimum residential density of 6.9 units per gross acre. The TOD-LMR designation will provide the zoning to meet the 6.9 units per acre as agreed to in the plan.
3. **Traffic Impact:** The developer is proposing a land use designation with a lower density. A traffic impact analysis is required as part of the application process. The nature of the zone change will decrease the density requirements. There are adequate public services and transportation networks available to serve the property at the highest intensity its use allows.

Mr. Humphrey explained a letter received from the Fair Housing Council regarding support to demonstrate the application's compliance with State Wide Planning Goal 10. In response to the letter the city has provided additional evidence using data from the Buildable Lands Inventory and from the Proposed

Housing Element to analyze the impact of the proposed zone change on the number of needed housing units and the residential land supply.

Mayor Williams opened the public hearing.

Jay Harlan, CSA Planning

Mr. Harlan addressed letters of concern that were provided for the public hearing. He stated that the proposed zone change will provide affordable housing in Central Point and will not overburden the infrastructure. A transportation study has been completed and the developer plans to work with the city to connect Haskell Street. When the property to the south of the proposal is annexed into the city there will be another outlet available for the residents. The letter regarding the types of buildings isn't an issue, they do not plan to build apartment's which may obstruct a view.

Mayor Williams closed the public hearing.

**Mike Quilty moved to send to Second Reading An Ordinance Amending the Central Point Zoning Map on Tax Lots 8300 & 8400 of 37S 2W 11C (3.64 Acres) From TOD-Corridor, Medium Mix Residential (TOD-MMR) to TOD Corridor Low Mix Residential (TOD-LMR).** Rob Hernandez seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; Rob Hernandez, yes; and Mike Quilty, yes. Motion approved.

## VIII. BUSINESS

### A. Appointment of Central Point Planning Commission Member

Mayor Williams stated that he interviewed the two applicants for the Planning Commission and feels that James Mock is the best fit at this time. He recommends James Mock be appointed to Planning Commission Position No. 6 with a term expiring December 31, 2020.

**Brandon Thueson moved to appoint James Mock to fill the vacant Planning Commission No. 6.** Tanea Browning seconded. Roll call: Hank Williams, yes; Bruce Dingler, yes; Tanea Browning, yes; Brandon Thueson, yes; Allen Broderick, yes; Rob Hernandez, yes; and Mike Quilty, yes. Motion approved.

### B. Approval of Bid Award for 2017 Street Pavement Projects

Parks and Public Works Director Matt Samitore stated that the city received one bid from Knife River Materials Inc. in the amount of \$155,614 for the 2017 small patch paving jobs throughout the city. City staff negotiated with Knife River to reduce some of the type of construction to a lower amount. The lower amount was \$143,464 which is within the authority for the City Manager to approve.

### C. Parks and Recreation Commission Report



Mr. Samitore stated that the topics of discussion for the Parks and Recreation Commission included:

- Two of the Commission members have volunteered to participate on the AdHoc Committee to discuss the Community Center.
- Jump Houses will only be allowed in Twin Creeks Park. Any events having one will be required to have a 2 Million dollar liability insurance provider.
- There was discussion regarding the type of building for a concession stand and Police Substation to be located at Don Jones Park.
- The Bohnart Family Farm Park should begin construction soon, they have gotten some of the Life Stages equipment and should start installing it next month.

#### **D. Twin Creeks Crossing Bid Award Update**

Mr. Samitore stated that the State of Oregon awarded the Twin Creeks Crossing bid to Knife River in the amount of \$2,358,7173.45. The city is responsible for a 20% match of \$471,743.49 which has been included in the 2017/19 FY Budget.

The State process is quite elaborate and usually takes two months for formal approval. The City anticipates construction starting in January 2018. The weather will play a big part in the start and completion date expected in late May.

### **IX. MAYOR'S REPORT**

Mayor Williams reported that he:

- Attended the League of Oregon Cities Conference in Portland. He spoke with State Department Directors regarding several issues of concern in Southern Oregon.
- Toured the City of Troutdale during the LOC Conference. They have some very unique issues.
- Attended a MWC meeting.
- Attended the tour of Rogue Disposal in September.

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

City Manager Chris Clayton reported:

- That we have not received any complaints regarding the Pine Street Construction. It seems to be moving along on schedule.
- There was a meeting of the Other Cities Water Commission members. They are working together on the bulk water rate issues and other items related to all the cities.
- He has started discussions with Jackson County regarding the marijuana grows inside our Urban Reserve area.
- The traffic congestion around Mae Richards seems better this year. Their only complaint right now is the timing of some of the trains. They asked if we could talk to the Rail Company and ask them to change times. Unfortunately they don't take school schedules into account when transporting goods.



- It looks like the property adjacent to Don Jones Park will be sold soon. The resolution forcing annexation will go into effect and that property will be required to annex into the city when it is purchased.
- There will be a Study Session on Monday night to discuss the Beebe/Hamrick Intersection

## **XI. COUNCIL REPORTS**

Council Member Mike Quilty reported that:

- He has been appointed to the State Transportation Commission.
- Dan Moore from the MPO will be retiring on Friday. The retirement party will be at noon at the RVCOG Offices.
- He attended the Oregon MPO Contortion Meeting in Bend last week to work on funding requirements.
- He attended the LOC Conference in Portland. There were some great speakers this year.

Council Member Brandon Thueson reported that he was a judge for the Battle of the Bones Rib Competition. Cory Long did a great job on the event this year.

Council Member Rob Hernandez reported:

- He attended the Tour of DelRio, they have a very nice facility out there.
- He attended the Rogue Disposal Tour on September 18<sup>th</sup>.

Council Member Tanea Browning reported that:

- she attended the Battle of the Bones event. BOB was well attended this year considering all the smoke in the valley. The combining of the two events fit nicely together. The Expo added a nice picnic table area outside of the Seven Feathers Event Center that complements the Brewfest and the Battle of the Bones.
- She attended the Fire District 3 Board meeting where they recognized two civilians for their life saving efforts with an accident on Foothills Road.
- She attended the DelRio Winery tour.
- Greeters was held at Montgomery's Meats this month and Jewett Elementary will host the October Greeters. Come and discover what they are up to at their maker space and outdoor classroom. The business community will get a peak at what our education community is doing to prepare our next generation.
- She attended the Rogue Disposal Tour last month.
- The final Saturday Market was held in September followed by the Volunteer appreciation luncheon at the Chamber office. The Saturday Market was a nice addition over the summer and these volunteers from the Visitor Center made it happen. Thank you to all who stopped in and showed thanks.
- The RVCOG meeting was cancelled due to LOC Conference.
- She attended the LOC Conference and took in great lectures along with the tour of Troutdale where a new Amazon distribution center is being built, and the Portland Homeless Tour. There was a women's tiny homes

project and a tent rest-stop project. Both has their own set of self-government.

- She has submitted an application to be on the League of Oregon Cities Conference Planning Committee.
- She attended a day long Oregon Planning training in Grants Pass last Saturday. It gave great history about Oregon Planning Process and why it was developed the way it was.
- She was pleased to participate in the welcome reception for veterans returning home from their visit to the Wall sponsored by NCO.
- She attended the Colvin Oil grant presentation at Crater High School along with Officer Abbott and County Commissioner Colleen Roberts.
- The Chamber Mixer at Holiday Inn Express on Tuesday was well attended, all councilors are invited to attend these gatherings.

Council Member Allen Broderick reported that:

- He attended the Rogue Disposal Tour in September.
- He attended a SOREDI meeting. They have money available to assist start-up businesses.
- School District No. 6 is in the process of purchasing the Iron Works Building to have a Markers Market.
- He attended a Southern Oregon University presentation. They are working with other schools to reevaluate the types of education they offer.
- He read an article regarding the median income level for our area. We are in line with the national average.
- He attended the Battle of the Bones event at the Brewfest.
- He had a homeless woman come into his office the other day. She was talking to people who were not in the room. This problem seems to be getting worse in the area. Police Chief Kris Allison explained how the CPPD tries to assist the homeless people in town find the services they need. Mental illness is a problem nationwide. Our officers try and get the people who need and want help to the services that are available in the valley.

## **XII. DEPARTMENT REPORTS**

Parks and Public Works Director Matt Samitore reported:

- The replacement waterline is installed on Pine Street. They are now working on the side streets to connect the system.
- They have found that most of the actuator valves in downtown need to be replaced. Most of them are decades old and do not work properly. They will begin that process once Pine Street is complete.

Police Chief Kris Allison reported:

- We had several of our officer's assist in the murder investigations in the valley over the last few weeks. This has been one of the most violent weeks in her history in law enforcement.
- They will be planning the ALICE training for the City Council and Central Point Citizens. It is smart to have everyone trained in what to do if there is a mass shooting or dangerous situation in the area.

- The Police Department has Trick or Treat bags to give out to kids this year. Bring your kids to the Police Department for a bag of goodies.
- She was in Portland this week attending the Police Legitimacy Procedural Justice Training. There was a great group of officers at this training.

Community Development Director Tom Humphrey reported:

- There was a CAC meeting on Tuesday night. They discussed the Urban Reserve area we are preparing to include in the UGB. It was a full meeting and several citizens showed up. They were concerned they would be forced to annex into the City. They have set up another meeting for November to receive more testimony and talk to citizens with concerns.
- The city has received a sight plan for the old Saxbury Building that was torn down last week.
- Their new employee for the Planning Department will begin work next week. We recruited him from the Jackson County Planning Department. He has experience in floodplain management.

City Attorney Sydnee Dreyer updated the Council regarding the time lines for 75 Bush Street. There is a very detailed list of timelines we have to provide to the person living there. We are waiting on a judgement from the court because he did not get out when he was told.

### **XIII. EXECUTIVE SESSION - None**

### **XIV. ADJOURNMENT**

Tanea Browning moved to adjourn, Brandon Thueson seconded, all said "aye" and the Council Meeting was adjourned at 9:11 p.m.

The foregoing minutes of the October 12, 2017, Council meeting were approved by the City Council at its meeting of October 26, 2017.

Dated:

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

ATTEST:

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

# **Ordinance**

## **Zone Change Amendment (Fellows Project)**



**STAFF REPORT**  
 October 26, 2017

**AGENDA ITEM: File No. ZC-17001**

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

**STAFF SOURCE:**

Tom Humphrey AICP, Community Development Director

**BACKGROUND:**

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

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

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

<sup>1</sup> Ordinance No. 1815, Table 2 of Exhibit A

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

- 2. Committed Residential Density.** The City of Central Point participates in the Greater Bear Creek Valley Regional Plan, a land-use planning effort undertaken by several cities in the Rogue Valley. The Regional Plan is incorporated as an element in the City’s Comprehensive Plan, and establishes goals and policies which affect future urban development. The Regional Plan Element lists performance indicators to determine the level of compliance with the Regional Plan. One performance indicator is 4.1.5 Committed Residential Density, which states that land currently within a UGB but outside existing City Limits, shall be built to a minimum residential density of 6.9 units per gross acre<sup>3</sup>.

**Table 1.3 Proposed New Density, 2017-2037<sup>2</sup>**

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

**Table 1.3.A Adjusted New Density, 2017-2037**

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

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

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

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

<sup>2</sup> Proposed Housing Element, 2017-2037

<sup>3</sup> City of Central Point Regional Plan Element, 4.1.5



**ISSUES:**

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

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

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

Table 3 – Buildable Land Inventory

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

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



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

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

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

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

**CONDITIONS OF APPROVAL:**

---

A recommendation to approve a minor amendment may include conditions and, in this case, staff advises that approval of the zone change be contingent upon approval of the Comprehensive Plan amendment. The Council affirmed the TOD-Corridor Land Use Designation by resolution at their last meeting on October 12, 2017.

**ATTACHMENTS:**

---

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

**ACTION:**

---

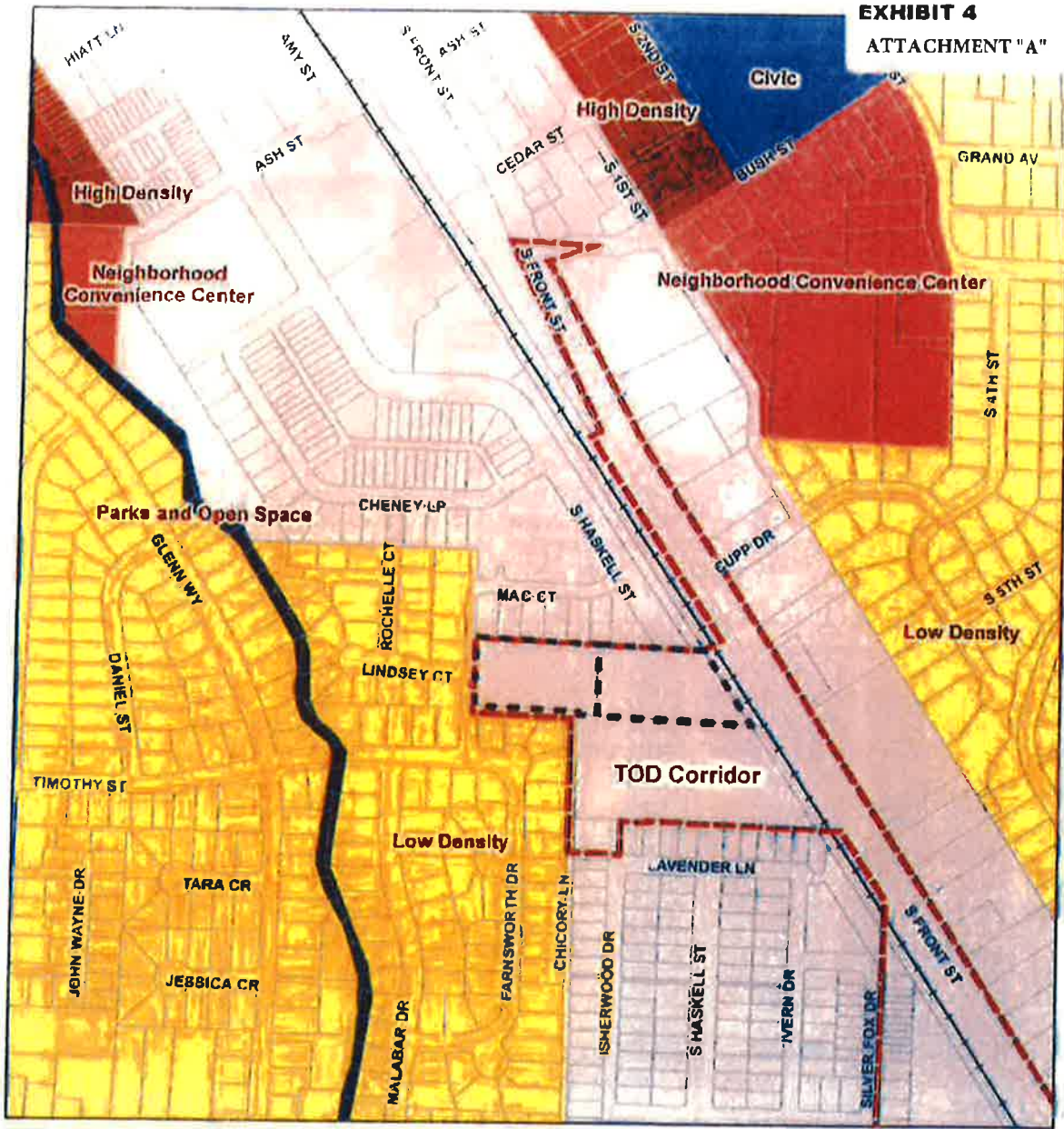
Consider the proposed amendment to the zoning code (map), and 1) approve the ordinance; 2) approve the ordinance with revisions; 3) deny the ordinance (map) amendment.

**RECOMMENDATION:**

---

Approve Ordinance No. \_\_\_\_\_. An Ordinance Amending The Central Point Zoning Map On Tax Lots 8300 and 8400 of 37S 2W 11C (3.64 Acres) from TOD-Corridor, Medium Mix Residential (TOD-MMR), to TOD-Corridor, Low-Mix Residential (TOD-LMR).

**EXHIBIT 4**  
**ATTACHMENT "A"**



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

**Existing Comprehensive Plan**

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

N  
W — E  
S















400 200 0 400 Feet

CSA Planning, Ltd.

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







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

### Proposed Zoning Map

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





CSA Planning, Ltd.

## Southern Oregon Transportation Engineering, LLC

319 Eastwood Drive - Medford, Or. 97504 - Phone (541) 808-9823 - Email: Kwkp1@Q.com

July 10, 2017

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

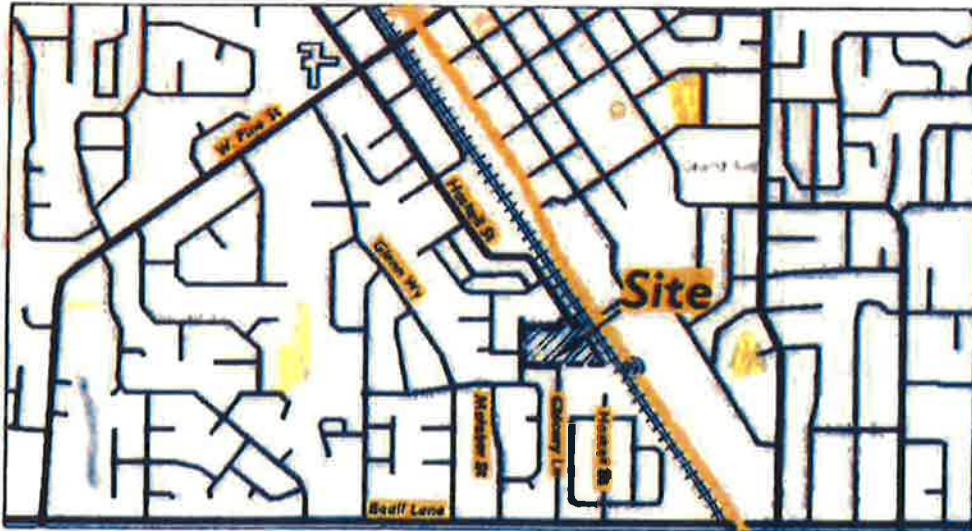
RE: Fellows Annexation Traffic Analysis

Dear Matt,

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

### Background

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



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



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

### Year 2017 No-Build Intersection Operations

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

**Table 1 – Year 2017 No-Build Intersection Operations**

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

LOS = Level of Service, sec = seconds

Note: Exceeded performance standards are shown in bold, italic.

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

### Year 2017 No-Build Queuing and Blocking

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

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

**Table 2 – Year 2017 No-Build 95<sup>th</sup> Percentile Queue Lengths**

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

Note: Exceeded queue lengths are shown in bold, italic

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

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

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

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

Note: Exceeded queue lengths are shown in bold, italic

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

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

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

**Table 4 – Year 2017 No-Build 95<sup>th</sup> Percentile Queue Lengths – Mitigated**

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

Note: Exceeded queue lengths are shown in bold, italic

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

## Crash History

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

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

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

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

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

*Southern Oregon Transportation Engineering, LLC | Fellows Annexation Traffic Analysis | July 10, 2017 | 4*



**Table 6 - Crash History by Type, 2011-2015**

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

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

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

### Design Year 2018 No-Build Conditions

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

### Design Year 2018 No-Build Intersection Operations

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

**Table 7 - Design Year 2018 No-Build Intersection Operations**

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

LOS = Level of Service, sec = seconds

Note: Exceeded performance standards are shown in bold, italic

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

### Design Year 2018 No-Build Queuing and Blocking

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

**Table 8 – Design Year 2018 No-Build 95<sup>th</sup> Percentile Queue Lengths – AM Peak Hour**

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

Note: Exceeded queue lengths are shown in bold, italic

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

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



## Design Year 2018 Build Conditions

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

## Design Year 2018 Build Intersection Operations

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

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

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

LOS = Level of Service, sec = seconds

Note: Exceeded performance standards are shown in bold, italic

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

## Design Year 2018 Build Queuing and Blocking

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

**Table 11 – Design Year 2018 Build 95<sup>th</sup> Percentile Queue Lengths –A.M. Peak Hour**

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

Note: Exceeded queue lengths are shown in bold, italic

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

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



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

## Conclusions

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

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

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

Sincerely,



Kimberly Parducci PE, PTOE

SOUTHERN OREGON TRANSPORTATION ENGINEERING, LLC



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

Cc: Client

Southern Oregon Transportation Engineering, LLC | Follows Annexation Traffic Analysis | July 10, 2017 | 9

BEFORE THE PLANNING COMMISSION AND  
CITY COUNCIL

FOR THE CITY OF CENTRAL POINT

STATE OF OREGON

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

PROPOSED FINDINGS OF FACT  
AND CONCLUSIONS OF LAW

*Applicants' Exhibit 2*

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

I

NATURE OF THE APPLICATION

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

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

IV

**FINDINGS OF FACT**

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

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

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

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



**9. Land Uses on Abutting Properties and Surrounding Area:**

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

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

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

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

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

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

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

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

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

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

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

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

**17. Transportation and Access:**

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

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

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

#### 18. Comprehensive Plan Map and Zoning Map Analysis:

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

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

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

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

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

V

**CONCLUSIONS OF LAW  
ANNEXATION & ZONE CHANGE**

---

**CITY OF CENTRAL POINT ZONING ORDINANCE (CPZO)**

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

**Chapter 1.20  
ANNEXATION PROCEDURE**

**222.111 Authority and procedure for annexation.**

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

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

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

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

**Findings of Fact and Conclusions of Law**  
Applicant: Bob Fellows Construction, LLC

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

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

**1.20.010 Generally.**

All proposals for annexation of real property to the city under the provisions of Oregon Revised Statutes 222.111 to 222.180, now in effect or as hereafter amended, shall be accompanied by a preliminary plat, an exterior boundary legal description and the annexation fee as in this chapter provided. (Ord. 1168 §1, 1974).

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

**1.20.011 Application and review.**

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

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

\*\*\*\*\*



## APPROVAL CRITERIA FOR ZONE CHANGE

### Chapter 17.10 ZONE CHANGE

#### 17.10.400 Approval criteria.

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

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

**Conclusions of Law:** The City herewith concludes that the proposed zone change is a minor (quasi-judicial amendment) and concludes accordingly that the criterion is not applicable to the subject application<sup>2</sup>.

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

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

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

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

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

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

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

D. The amendment complies with OAR 680-012-0060 of the Transportation Planning Rule.

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

**OREGON TRANSPORTATION PLANNING RULE**  
**Oregon Administrative Rules Chapter 680, Division 12**

**SECTION 660-012-0060**

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

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

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

**Findings of Fact and Conclusions of Law**  
Applicant: Bob Fellows Construction, LLC

---

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

\*\*\*\*\*



[Return to Agenda](#)





**CSA Planning, Ltd**  
 4497 Brownridge, Suite 101  
 Medford, OR 97504  
 Telephone 541.779.0589  
 Fax 541.779.0114  
 Jay@CSAplanning.net

July 6, 2017

City of Central Point  
 140 S. 3<sup>rd</sup> Street  
 Central Point, OR 97502

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

Dear Mr. Humphrey:

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

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

The below table is the latest inventory of vacant residential acreage within the urban area. The table includes the current minimum net density for each zoning district and adjusts that number by a factor of 1.25 to get gross. The 1.25 is based on the State's safe harbor 25% figure for right-of-way. The table also takes into consideration the Fellows adjustments (last two columns) in the LMR (3.84+) and MMR (3.84-) districts. As you can see the change in the average gross density remains well above the 6.9 figure.

**Average Gross Density Calculation  
 City of Central Point**

| Zoning District | Min. Net Density | Min. Gr. Density <sup>1</sup> | Gross Vacant               |              | Build-Out DU Yield | Fellows Adjusted |              |
|-----------------|------------------|-------------------------------|----------------------------|--------------|--------------------|------------------|--------------|
|                 |                  |                               | Acreage                    | % Urban Area |                    | Gr. Acres        | DU Yield     |
| RM              | 1                | 1.25                          | 4.25                       | 3%           | 5                  | 6.25             | 5            |
| R-1-G           | 4                | 5                             | 10.00                      | 8%           | 54                 | 10.00            | 54           |
| R-1-S           | 3                | 3.75                          | 3.00                       | 3%           | 14                 | 3.00             | 14           |
| R-1-10          | 2                | 2.5                           | 3.13                       | 2%           | 4                  | 3.13             | 8            |
| R-2             | 6                | 7.5                           | 37.99                      | 27%          | 285                | 37.99            | 285          |
| R-3             | 14               | 17.5                          | 3.32                       | 3%           | 62                 | 3.92             | 62           |
| LDR             | 6                | 7.5                           | 15.44                      | 11%          | 116                | 19.00            | 143          |
| MMR             | 14               | 17.5                          | 16.21                      | 33%          | 809                | 42.37            | 745          |
| LMR             | 30               | 37.5                          | 13.50                      | 10%          | 506                | 13.50            | 566          |
|                 |                  |                               | <b>138.79</b>              | <b>100%</b>  | <b>1,359</b>       | <b>138.79</b>    | <b>1,433</b> |
|                 |                  |                               | <b>Average Gr. Density</b> |              | <b>13.40</b>       |                  | <b>13.73</b> |

<sup>1</sup> Min Net Density adjusted by 1.25 for ROW  
 Source: City of Central Point Buildable Lands Inventory

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

| Zoning                     | 1980<br>Dwelling Units |                 |             |             |             |                |                        |                  | Total<br>Housing<br>Units | % of<br>Total |
|----------------------------|------------------------|-----------------|-------------|-------------|-------------|----------------|------------------------|------------------|---------------------------|---------------|
|                            | SMR<br>Detached        | SMR<br>Attached | Duplex      | Triplex     | MFR         | Mobile<br>Home | Mobile<br>Home<br>Park | Care<br>Facility |                           |               |
| R-1                        | 10                     |                 |             |             |             |                |                        |                  | 10                        | 1%            |
| R-1.1D                     | 71                     |                 |             |             |             |                |                        |                  | 71                        | 1%            |
| R-1.8                      | 896                    |                 |             |             |             |                | 2                      |                  | 998                       | 21%           |
| R-1.6                      | 1,145                  |                 |             |             |             |                | 1                      |                  | 1,148                     | 23%           |
| R-2                        | 426                    | 4               | 68          |             |             |                |                        |                  | 498                       | 11%           |
| (R-3)                      | 334                    |                 | (7)         | 12          | 222         | 65             | 221                    |                  | 1,023                     | 24%           |
| LMR                        | 370                    | 4               | 12          |             |             |                |                        |                  | 386                       | 9%            |
| MMR                        | 113                    | 12              | 2           |             |             |                |                        | 13               | 217                       | 5%            |
| HMR                        |                        | 16              |             |             |             |                |                        |                  | 26                        | 1%            |
| <b>Dwelling Units</b>      | <b>3,383</b>           | <b>36</b>       | <b>83</b>   | <b>12</b>   | <b>222</b>  | <b>70</b>      | <b>221</b>             | <b>13</b>        | <b>4,299</b>              |               |
| <b>Percentage of Total</b> | <b>78.7%</b>           | <b>0.8%</b>     | <b>2.9%</b> | <b>0.3%</b> | <b>7.1%</b> | <b>1.6%</b>    | <b>5.1%</b>            | <b>0.3%</b>      |                           | <b>100%</b>   |

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

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

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

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

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

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

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

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

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

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

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

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

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

Very Truly Yours,

CSA Planning, Ltd.



Jay Harland  
Principal

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



September 5, 2017

City Central Point Planning Commission  
140 S 3<sup>rd</sup> St  
Central Point Oregon, 97502

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

Dear Commissioners:

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

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

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



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

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

Thank you for your consideration.

A handwritten signature in cursive script that reads "Louise Dix".

Louise Dix  
AFFH Specialist  
Fair Housing Council of Oregon

A handwritten signature in cursive script that reads "Jennifer Bragar".

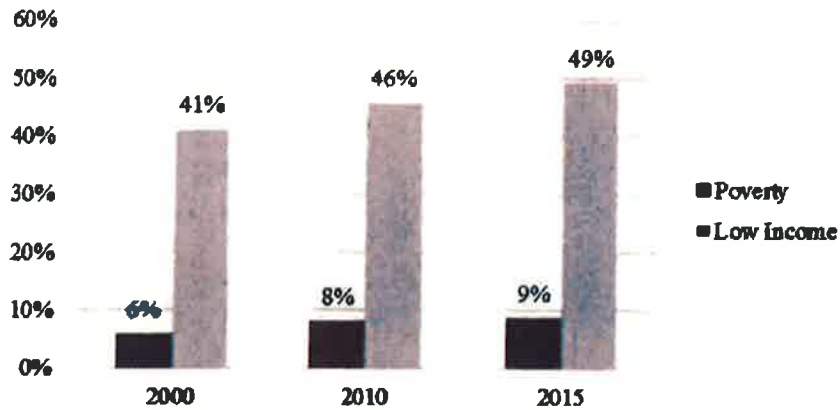
Jennifer Bragar  
President  
Housing Land Advocates

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



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

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



**6 Housing Characteristics**

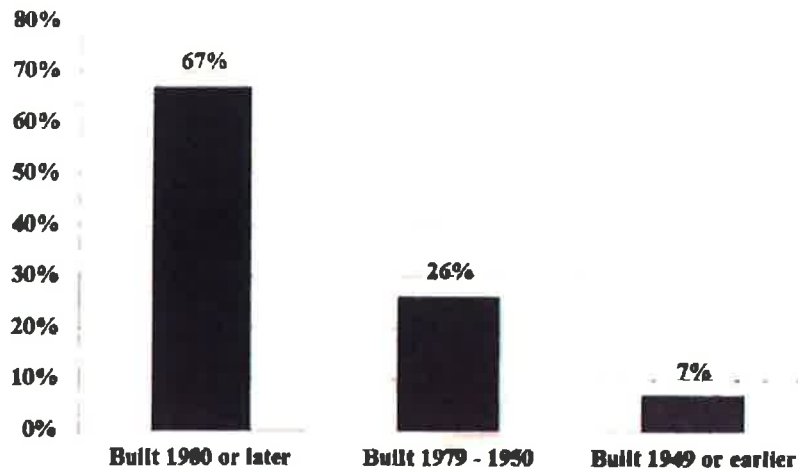
The City’s housing stock is comprised of over 6,000 dwelling units of various type, ages, and value. In 1980 the City’s housing inventory totaled 2,291<sup>6</sup> dwelling units. By the end of 2016 the housing unit inventory reached 6,321 dwelling units. The following describes the characteristics of the City’s housing stock by age, type, tenure, and value.

**6.1 Housing Age**

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

<sup>6</sup> City of Central Point Housing Element

Figure 6.1. Age of Housing Stock



## 6.2 Housing Type

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

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

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

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

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

| Land Use Class                 | Dwelling Units |              |            |           |            |             |                  |                     | Total Housing Units |
|--------------------------------|----------------|--------------|------------|-----------|------------|-------------|------------------|---------------------|---------------------|
|                                | SFR Detached   | SFR Attached | Duplex     | Triplex   | Apartment  | Mobile Home | Mobile Home Park | Government Assisted |                     |
| VLRes                          | 75             | -            | -          | -         | -          | -           | -                | -                   | 75                  |
| LRes                           | 3,391          | -            | 6          | 3         | 4          | 8           | 76               | -                   | 3,488               |
| MRes                           | 1,003          | 54           | 90         | 15        | 20         | 1           | -                | -                   | 1,183               |
| HRes                           | 727            | 54           | 193        | 27        | 659        | 75          | 288              | 137                 | 2,160               |
| <b>Residential Units</b>       | <b>5,196</b>   | <b>108</b>   | <b>289</b> | <b>45</b> | <b>683</b> | <b>84</b>   | <b>364</b>       | <b>137</b>          | <b>6,996</b>        |
| <b>Percentage Distribution</b> | <b>75%</b>     | <b>2%</b>    | <b>4%</b>  | <b>1%</b> | <b>10%</b> | <b>1%</b>   | <b>5%</b>        | <b>2%</b>           | <b>100%</b>         |

Source: City of Central Point Buildable Lands Inventory

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

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

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

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

Source: City of Central Point Buildable Lands Inventory

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

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

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

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

Source: City of Central Point Bubble Lands Inventory

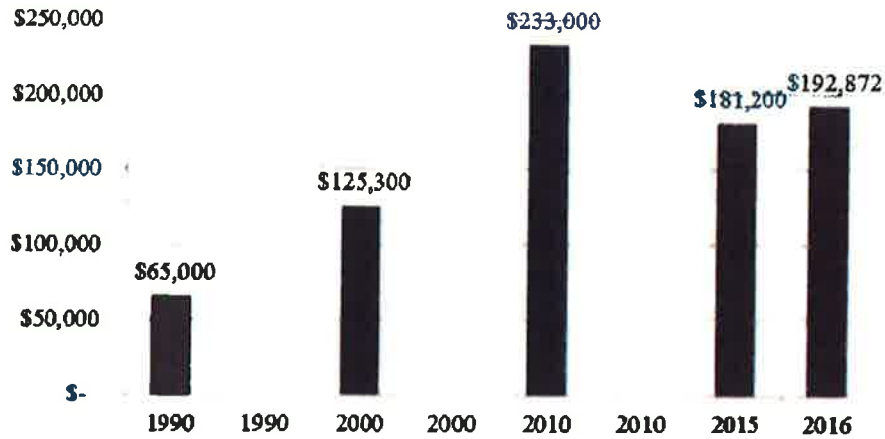
It is worth noting (Table 6.1) that a significant number of single-family detached units are located within the higher density land use classifications (24%). The reason for this is primarily historic and regulatory. Many of the older single-family detached neighborhoods have been designated as medium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

**6.3 Housing Value**

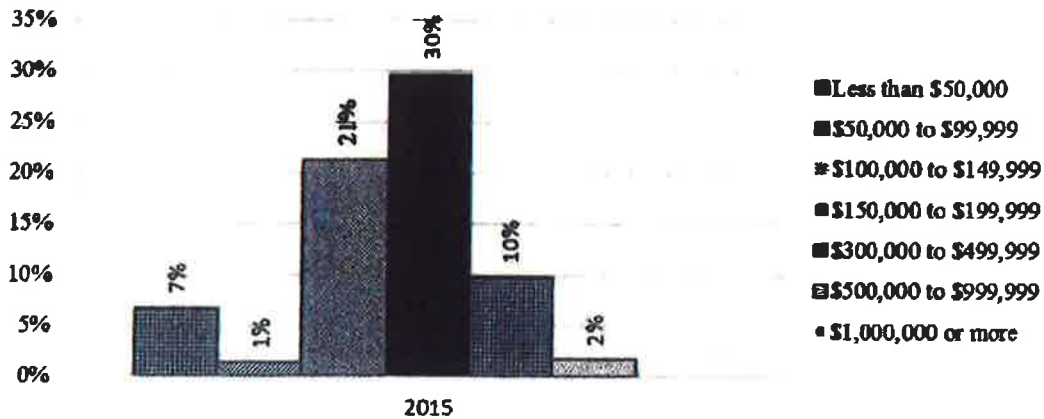
Prior to the Recession the median owner occupied housing value increased substantially reaching a peak value of \$233,000. These early value increases were indicative of the demand and affordability of housing. Jobs were plentiful and easy financing was accessible. With the on-set of the Recession the real estate bubble burst causing a 22% reduction (\$181,200) in the 2010 median house value. Since 2010 owner occupied housing values have been increasing, but not to pre-Recession levels. By 2016 the estimated median housing value, at \$192,872<sup>7</sup>, resumed its upward movement and by 2017 is expected to reach and exceed its 2010 peak.

<sup>7</sup> Zillow, 2016 City of Central Point

**Figure 6.2 Median Owner Occupied Value**



**Figure 6.3. Housing Values, 2015**



The latest housing value distribution<sup>8</sup> (Figure 6.3) places 59% of the City's owner occupied inventory in the \$150,000 to \$199,999 or less category (median value).

**6.4 Summary, Housing Characteristics**

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

**7 Housing Density, Land Use and Zoning**

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

<sup>8</sup> U.S. Census 2015 American Community Survey



**Table 7.7**  
**City of Central Point**  
**Maximum and Minimum Gross Densities**

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

### 7.3 Summary, Housing Density

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

## 8 Buildable Residential Lands

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

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

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

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

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

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

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

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

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

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

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

**Table 8.4**  
City of Central Point  
Buildable Land Inventory by Zoning

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

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

**8.1 Summary, Buildable Residential Lands**

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

Return to Agenda

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

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

Source: City of Central Point Buildable Lands Inventory

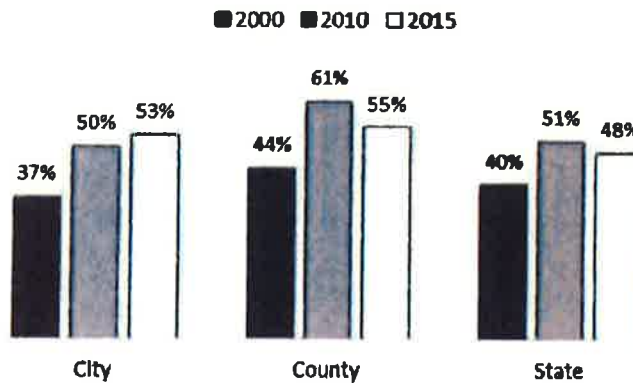
## 9 Housing Affordability

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

### 9.1 Renter Households

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

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



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

### 9.2 Owner Households

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

PLANNING COMMISSION RESOLUTION NO. 846

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

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

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

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

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

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

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

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

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

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

  
Planning Commission Chair

ATTEST:  
  
City Representative

Approved this 5<sup>th</sup> day of September, 2017.

  
Planning Commission Chair

Planning Commission Resolution No. 846



ATTACHMENT " 4 "

To: Central Point City Council

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

Date: September 13, 2017

Dear Central Point City Councilors,

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

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

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

Thank you very much for your consideration,

/s/ Katy Mallams

2855 Heritage Road  
Central Point 97502

September 13, 2017

City of Central Point  
Attn: City Council  
140 South 3<sup>rd</sup> Street  
Central Point, Oregon 97502

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

Dear City Council,

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

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

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

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

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

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

Sincerely,

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

CAP101217

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

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

Recitals:

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

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

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

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

EXHIBIT 1



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

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

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

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

ATTEST:

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

[Return to Agenda](#)



# **BATTLE OF THE BONES DEBRIEF**



STAFF REPORT

**To:** Central Point City Council  
**From:** Cory Long, Parks & Recreation Department  
**Subject:** Battle of the Bones  
**Date:** October 18, 2017

---

**Purpose:** Battle of the Bones 2017

**Background:** The 2017 Battle of the Bones was an overall success. Additionally, the second time of partnering with the Jackson County Expo at their Harvest Fest/Brew Fest was an overall success. There were a total of 15 teams who participated and two who elected to participate and also vend. Final numbers show an approximate event profit of \$4,500. This is largely based upon a full sell out of the event on Friday night and good crowds on both Saturday and Sunday.

Staff will be meeting with the Expo staff on Monday October 23, 2017 to review/overview the event from the Expo's perspective. One change being recommended for next year's event will be to sell all ticket directly via the City. There was some minor issues with ticket sells and vouchers that will need to be remedied before the 2018 event.

**Financial breakdown:**

**BOB 2017 ACTUAL BUDGET**

**Actual Expenses**

|              |               |
|--------------|---------------|
| Advertising  | \$ (2,725.00) |
| Tickets      | \$ (382.48)   |
| Tee Shirts   | \$ (1,171.50) |
| Crew Lunch   | \$ (57.00)    |
| Wal Mart     | \$ (32.69)    |
| Cash & Carry | \$ (622.84)   |
| Michaels     | \$ (61.35)    |
| Sign Dude    | \$ (250.00)   |

|   |                    |
|---|--------------------|
| A Affordable Royal Flush                              | \$ (680.00)        |
| Rogue Disposal  | \$ (133.31)        |
| MISC  | \$ (63.39)         |
| WFC (World Food Championships)                        | \$ (1,800.00)      |
| <b>AWARDS</b>   |                    |
| Trophies  | \$ (55.83)         |
| Medals  | \$ (13.32)         |
| Shipping  | \$ (27.52)         |
| <b>Prize Money</b>                                    |                    |
| Friday People's Choice                                | \$ (4,000.00)      |
| Saturday People's Choice                              | \$ (4,000.00)      |
| Judged  | \$ (2,000.00)      |
| Chili   | \$ (1,000.00)      |
| Meat  | \$ (12,224.37)     |
| Total Event Expenses                                  | \$ (31,300.60)     |
| <b>Actual Income</b>                                  |                    |
| Sponsorships TR Dentistry                             | \$ 500.00          |
| The Butcher Shop                                      | \$ 500.00          |
| Team Entry  | \$ 660.00          |
| Mary's bbq Meat Buy Back                              | \$ 650.00          |
| Papa T Meat Buy Back                                  | \$ 115.00          |
| Refund Team Entry to competing and paid up teams      | \$ (600.00)        |
| <b>Ticket Sales</b>                                   |                    |
| Chili   | \$ 2,450.00        |
| Pulled Pork   | \$ 15,700.00       |
| Tri Tip   | \$ 13,360.00       |
| Uncategorized Tickets (sponsors @ discounts & errors) | \$ 1,160.00        |
| Expo Tickets (93 @ 18 = 1674) We exchanged 73 of them | \$ 1,314.00        |
| <b>Event Profit</b>                                   | <b>\$ 4,508.40</b> |

**Suggested changes for next year:**

- Bring in Ribs for a sell out Friday Night.

---

140 South Third Street • Central Point, OR 97502 • 541.664.3321 • Fax 541.664.4056

- Move Tri-Tip to Saturday for a sell out Saturday.
- Bring in a new category for Sunday for a larger crowd draw.
- Keep team to around 15 teams/tastes.
- Ticket prices to remain \$20.
- Reduce T-Shirt Purchases.
- Evaluate importance of WFC participation from a team perspective.
- Increase sponsorship reach with different packages and levels of participation.
- Bring in a judge panel for weighted points in all food events and do away with optional judged competition.
- Use Team entry fee as deposit, refundable upon completion of event.

**Recommendation:** Staff would like some overall feedback on continuing partnership with Expo and goals for 2018 event.

# **DOWNTOWN BUSINESS SIGNAGE**





**STAFF REPORT**

October 18, 2017

**AGENDA ITEM: Way Finding Signs**

**STAFF SOURCE:**

---

Matt Samitore, Director

**BACKGROUND/SYNOPSIS:**

---

The Central Point Chamber of Commerce has asked the City to install a series of signs aimed at directing visitors to the greater Central Point area and specifically, to the downtown business district/artisan corridor. The proposed signage includes six locations along the East Pine/Biddle Corridor. The signage states “Central Point Downtown Artisan Corridor”.

The signage is similar to the current way finding signs in the downtown, but would be directed towards attracting visitors to the downtown business district and artisan corridor. Many visitors—particularly first time visitors—may not know there is another business district beyond the commercial establishments located near Interstate 5.

**RECOMMENDATION:**

---

Approve proposed signage.

**PUBLIC HEARING REQUIRED:**

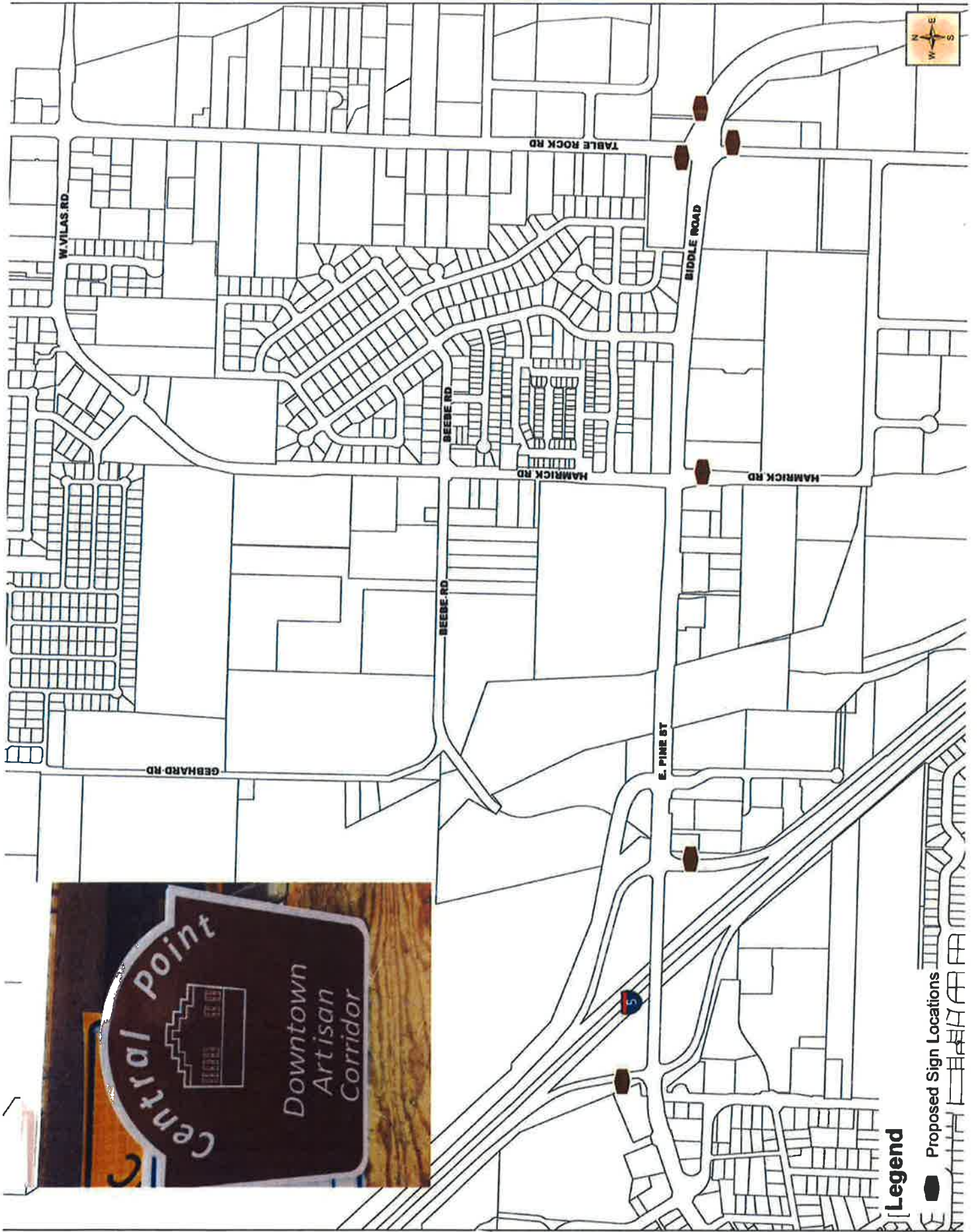
---

No

**SUGGESTED MOTION:**

---

Council approves installation of Central Point Downtown Business District and Artisan Corridor signage to be installed along the East Pine/Biddle Corridor.



# UPTON ROAD PROPERTY



**STAFF REPORT**

October 18, 2017

**AGENDA ITEM: Upton Road Property Discussion**

**STAFF SOURCE:**

---

Matt Samitore, Director

**BACKGROUND/SYNOPSIS:**

---

In the 1970s the City of Central Point needed to purchase land for its own sewer treatment facility. At that time there were thoughts of creating individual city systems. Several cities did indeed create their own facilities. After careful analysis it was determined that paying the City of Medford was a long-term better solution than building its own facility. Additionally, the City was never able to obtain the necessary environmental permits to move forward.

After deciding to outsource the sewer to Rogue Valley Sewer Services (RVSS) the land became further obsolete. The City has had a long term lease agreement with the property owner that fronts on Upton Road, Joesph Weidum of 5795 Upton Road. Mr. Weidum is in his 80s and doesn't plan on farming the property much longer. Additionally, various neighbors want the City to install new storm drainage improvements because of lack of infrastructure in and around the property.

The Public Works Department is actively looking for property for a new Public Works Operations yard. Staff would like to have a discussion of potentially selling the 40 acres and use it for purchase of acreage for a new facility. The property is zoned Exclusive Farm Use, EFU. A new operations yard isn't viable on the property currently owned because of the zoning restrictions.

**RECOMMENDATION:**

---

No Recommendation

**PUBLIC HEARING REQUIRED:**

---

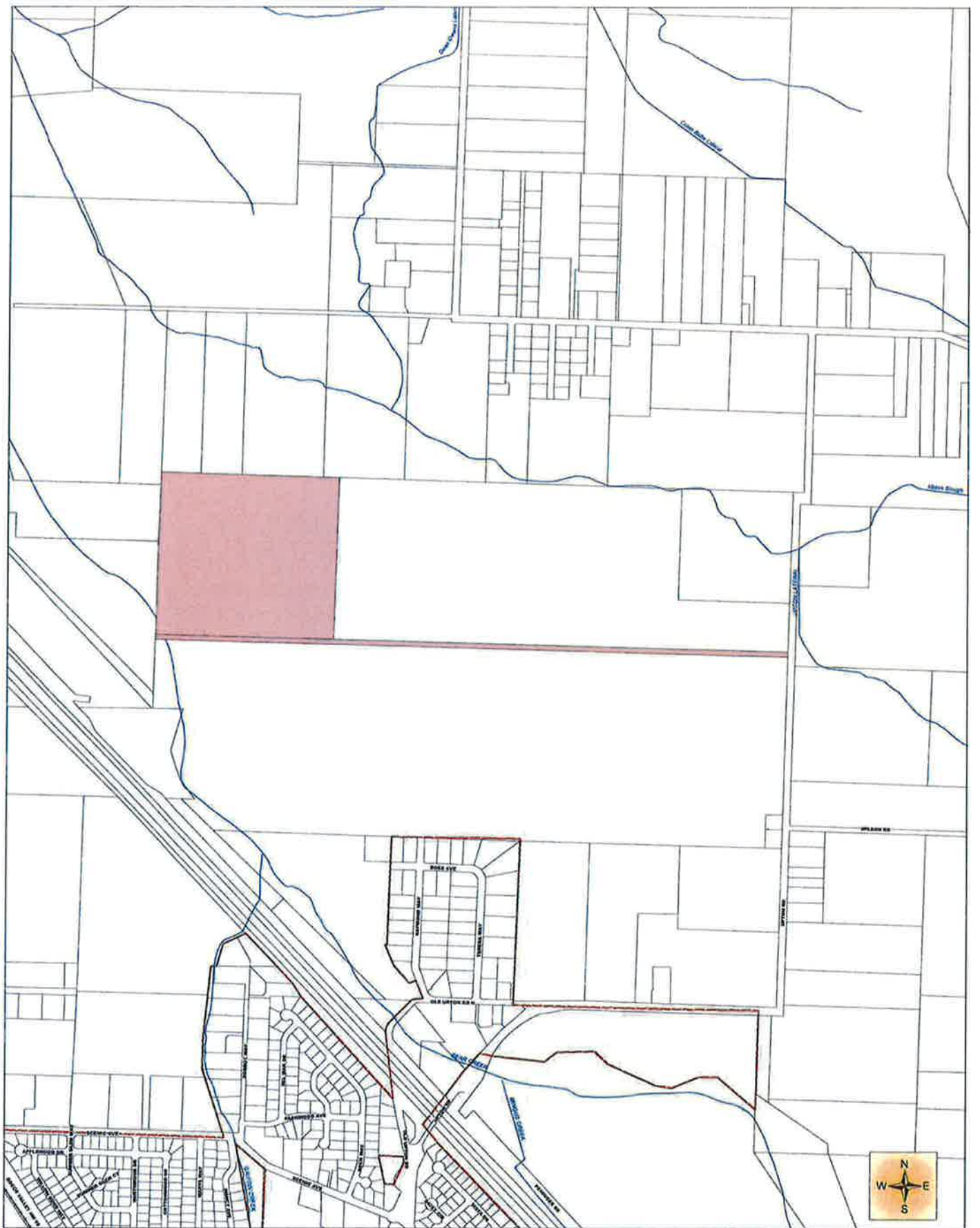
No

**SUGGESTED MOTION:**

---

No Motion







# PARK FEE WAIVER REQUEST



STAFF REPORT

**To:** Central Point City Council  
**From:** Cory Long, Parks & Recreation Department  
**Subject:** Trunk or Treat – fee waiver request  
**Date:** October 12, 2017

---

**Purpose:** Present request for a one-time waiver of park reservation use fees. The City has never waived a fee for a private citizen holding a public event. Only qualified non-profits has the fee been waived per our policy.

**Background:** Nicole King – Mother of late Liam King is requesting the park reservation fees be waived for her event “Liam’s Trunk or Treat”. Per her letter dated October 12, 2017:

“On October 31st of 2016, my husband and I lost our 2 ½ year old son, Liam. We have been coping the best anyone can in our given situation. However, we are quickly approaching the anniversary of our son’s death, and we are searching for something to do in his honor to help with the grief.

We are organizing a Trunk-or-Treat event in his memory. We are making this event open to the public, so that everyone can have a fun time, like we know our son would. I am writing to you to request park reservation fees be waived for this event, as it is profiting no one but the children of the community.

If you have any questions about this event, please feel free to contact me at the phone number listed on my reservation application. And thank you for taking the time to discuss my request.”

Per the special event application, the event is not a private event, is free to attend, and is open to the public. There is no financial gain associated with the event. Total fee to reserve park for 5 hours as requested will be \$200.00.

**Recommendation:** No Recommendations.