



**CITY OF CENTRAL POINT
PLANNING COMMISSION AGENDA
September 5, 2017 - 6:00 p.m.**

I. MEETING CALLED TO ORDER

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

Planning Commission members, Mike Oliver (chair), Tom Van Voorhees, Craig Nelson Sr., Elizabeth Powell, Kay Harrison, Amy Moore, John Whiting.

IV. CORRESPONDENCE

V. MINUTES

Review and approval of the June 6, 2017 meeting minutes.

VI. PUBLIC APPEARANCES

VII. BUSINESS

- A. **Consideration of Resolution No. 844 approving the Housing Element, City of Central Point Comprehensive Plan. (File No. CPA-17004, Applicant: City of Central Point)**

- B. **Consideration of a Class "C" Variance to the maximum density standard in the R-1-6 zoning district as necessary to partition a 0.22 acre site into two (2) parcels. The project site is located at 765 Ash Street, which has frontage on both Ash and Chestnut Street. The property is identified on the Jackson County Assessor's Map as 37S 2W 11BA, Tax Lot 600. Applicant: Bryan and Lisa Herrmann.**

- C. **Annexation of 3428 and 3470 Chicory Lane comprising 3.64 acres. This application is accompanied by a comprehensive plan amendment and a zone change which will be considered separately. It is identified on the Jackson County Assessor's map as 37 2W 11C Tax Lots 8300 and 8400. Applicant: Bob Fellows; Agent: CSA Planning, Ltd.**

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

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

VIII. DISCUSSION

IX. ADMINISTRATIVE REVIEWS

X. MISCELLANEOUS

XI. ADJOURNMENT



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III. ROLL CALL

Planning Commission members, Mike Oliver (chair), Tom Van Voorhees, Craig Nelson Sr., Kay Harrison, Amy Moore, John Whiting. Also present were Tom Humphrey, Community Development Director, Don Burt, Planning Manager, Molly Bradley, Community Planner and Karin Skelton, Planning Secretary

IV. CORRESPONDENCE

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- C. **Annexation of 3428 and 3470 Chickory Lane comprising 3.64 acres. This application is accompanied by a comprehensive plan amendment and a zone change which will be considered separately. It is identified on the Jackson County Assessor's map as 37 2W 11C Tax Lots 8300 and 8400. Applicant: Bob Fellows; Agent: CSA Planning, Ltd.**

VIII. DISCUSSION

IX. ADMINISTRATIVE REVIEWS

X. MISCELLANEOUS

XI. ADJOURNMENT

**City of Central Point
Planning Commission Minutes
August 1, 2017**

I. MEETING CALLED TO ORDER AT 6:04 P.M.

II. ROLL CALL

Commissioners, Mike Oliver, Tom Van Voorhees, John Whiting, Craig Nelson, and Kay Harrison were present. Also in attendance were: Tom Humphrey, Community Development Director, Don Burt, Planning director, Stephanie Holtey, Community Planner, Molly Bradley, Community Planner, and Karin Skelton, Planning Secretary.

PLEDGE OF ALLEGIENCE

III. CORRESPONDENCE

Letter from Fair Housing Council to Planning Commission commending the update of the Central Point Housing Element 2017-2037

Memorandum to the Planning Commission from City Attorney Sydnee Dreyer

Mike Oliver added information from the City Attorney's memo regarding deliberating after a motion has been made and duly seconded rather than waiting to make a motion until after deliberations. He explained that should the motion be voted on and fail, a new motion can be made, or if the moving commissioner changes their mind they can withdraw the motion and make a new one.

Tom Humphrey, Community Development Director informed the Planning Commission that there would be a study session with the City Attorney on August 14, 2017 at 6:00 p.m. regarding bias, conflict of interest and ex parte contact.

IV. MINUTES

Kay Harrison made a motion to approve the July 18, 2017 Minutes as presented. Craig Nelson Seconded. ROLL CALL: Tom Van Voorhees, yes; Amy Moore, abstain; Craig Nelson, yes; Kay Harrison, yes; John Whiting, yes. Motion passed.

V. PUBLIC APPEARANCES

None

VI. BUSINESS

A. Public Hearing to consider a Conditional Use Permit application to operate a preschool in a residential neighborhood. The preschool, “Imagination Station”, proposes to locate in an existing accessory structure in the Residential Single-Family (R-1-10) zoning district. The project site is located at 917 Mendolia Way, and is defined on the Jackson County Assessor’s map as 37S2W10BB, Tax Lot 807. Owner: Jeanne Quigley Applicant: Kendra Marineau

Planning Commission Chair Mike Oliver read the rules regarding quasi-judicial hearing procedure. No bias, conflict of interest or ex parte contact was declared.

Molly Bradley said that The Applicant is requesting a Conditional Use Permit to operate a preschool, “Imagination Station”, in an existing 400ft², detached accessory structure located in the rear yard of the Property at 917 Mendolia Way in Central Point. She said that Per CPMC 17.20.030(C), preschools are designated Conditional Uses in the R-1 zoning district, and require special consideration so they are properly located with respect to the objectives in the zoning title and their effect on surrounding properties. The operation of preschool facilities is regulated by the Early Learning Division in the Oregon Department of Education. She stated that the City’s review will be limited to land use issues.

Ms. Bradley continued, the Applicant proposes to open a Recorded Preschool, in Fall of 2017, and enroll six 4-year old students, with the potential to increase enrollment in the future. She explained that a Recorded Preschool means a facility providing care for preschool children that is primarily educational for four hours or less per day. Hours of operation are proposed to be Monday, Wednesday and Friday from 9:00am-12:00pm, following the school district calendar. Access to the site will be from the public street, Mendolia Way, and off-street parking is provided in the driveway of the project site, per the Applicant’s Findings. There is a gate to the backyard, accessed from the driveway, which will serve as the main access to the preschool. Restroom facilities will be available to the preschool children inside the primary residence. The Property is surrounded by Single-Family Residential (R-1-10) properties.

Ms. Bradley stated that there are three issues relative to the proposed preschool. The first is Parking Requirements. She said that Per CPMC 17.64.02B, a Preschool requires one off-street parking space per employee, plus 1 space per 5 children the facility accommodates. Based on the Applicant’s proposal to have one employee and six students, a total of two off-street parking spaces would be required to meet the code standard. The proposed parking plan illustrates two covered off-street parking spaces for the single-family residence, and three uncovered parking spaces in the driveway. As shown on the Applicant’s site plan, use of two of the uncovered parking spaces will cause intermittent disruption of the access to covered spaces provided in the garage during the hours designated for drop-off and pick-up, causing a potential conflict with the covered parking spaces. She said that the potential conflict with the covered parking spaces is considered minor and can be mitigated by the Applicant through coordination of ingress/egress for the covered parking to avoid drop-off and pick-up times. Staff finds that because of the unique characteristics of this application in regards to proposed preschool attendance and the

intermittent disruption of access to the covered garage parking spaces, that the potential conflict can be prevented through an agreement between the Applicant and property owner.

Ms. Bradley said that the second issue regarding the application was Enrollment. The Applicant's Findings state that enrollment may be increased in the future. The State does not determine enrollment standards for Recorded Preschool Programs; therefore, the number of students permitted to occupy the preschool will be dictated by the off-street parking spaces available at the preschool site. Per CPMC 17.64.02B, a Preschool requires one off-street parking space per employee plus 1 space for every 5 students. On this basis, where the maximum number of off-street parking spaces available is three, the maximum number of students that can be accommodated is ten. She said that staff recommends that, per Condition of Approval #4, the Applicant be limited to maximum enrollment of ten students at the proposed preschool.

Ms. Bradley stated that during the public comment period, two letters of opposition were received from property owners adjacent to the project site. She summarized the concerns raised in the letters.

The first concern involved Alternative zoning districts. Both letters raised concerns about the compatibility of a preschool within the residential zoning district, and recommend finding an alternative zoning district to locate the operation. She said that per the current municipal code, preschools are classified as a conditional use in the Residential Single-Family (R-1), Residential Two-Family (R-2), and Residential Multiple-Family (R-3) zoning districts. Preschools are not identified as a permitted use or as a conditional use in any other zoning district. Because preschools may pose potential impacts to the livability or desired character of an area, a conditional use permit is required to identify these potential impacts, and to apply conditions that will address identified concerns. This Application has been conditioned per the approval criteria in CPMC 17.76.040 to mitigate the potential impacts that a preschool may pose to the surrounding neighborhood.

The second concern was about child safety and liability. One letter asked if the City could be held responsible for incidents of child negligence or inadequate supervision that might put a child in danger. Ms. Bradley said that child safety and liability are addressed through the State's operation requirements and are regulated by the Early Learning and Child Care Division in the Oregon Department of Education. The proposed preschool is classified as a Recorded Preschool Program, which means it must be recorded with the State but is exempt from licensure. Per OAR 414-450-0030, the two requirements for Recorded Preschool Programs are 1) Complete a background check on all staff and volunteers 18 years of age or older who have contact with children in the program; and 2) Post a notice where it is visible to parents that the preschool is recorded with the Child Care Division and is legally exempt from licensure. The proposed preschool operation is subject to both sanctions and denial of application by the State if it is found to be in violation of regulations per applicable OAR. Through Condition of Approval #2, the City also has authority to revoke the conditional use permit and business license if the Applicant

violates any State Rules for Recorded Programs, or any conditions of approval that are set forth in this report. The City is not liable for potential negligence that occurs at a privately run preschool on private property.

The third concern was Noise. The letters of opposition from the adjacent property owners state concerns regarding the potential impact to their quality of life due to noise from preschool students that could disrupt surrounding neighbors during the hours of the preschool's operation. She said that the preschool is proposing to operate in the 400ft² accessory structure in the backyard of the Property, with activities occurring both inside and outside the structure. The Applicant has stated in her findings that a 6-foot fence surrounds the back yard of the Property, and four tall trees stand next to the rear yard fence, which may help to contain or buffer noise from the preschool. The Conditional Use Permit process provides an opportunity to mitigate potential impacts, such as noise, from a proposed use. In response, staff recommends Condition of Approval #4 which prohibits the Applicant from operating the preschool outside the hours of 9:00am - 12:00pm on Monday, Wednesday and Friday during the school year, and limits the number of preschool student enrollment to ten .

Ms. Bradley read the conditions of approval:

- 1) Prior to commencing operation of the preschool, the Applicant shall obtain a business license with the City of Central Point.
- 2) Prior to issuance of a business license, the Applicant shall provide the Community Development Department with an active program record for the proposed preschool, "Imagination Station", issued by the State of Oregon Child Care Division per ORS 329A.255.
- 3) The proposed preschool shall comply with all state and local laws, including State regulations for Recorded Preschool Programs. Failure to comply with these regulations will result in the City revoking the conditional use permit and business license for the proposed preschool.
- 4) The preschool shall not operate outside the hours of 9:00am – 12:00pm, Monday, Wednesday and Friday, excluding drop-off and pick-up times which may occur within 15-minutes of the hours of operation. The preschool shall be limited to the enrollment of ten students. Any changes to the proposed use (i.e. increasing enrollment or hours of operation, etc.) are subject to CPMC 17.09, Modifications to Approved Plans and Conditions of Approval.
- 6) Prior to issuance of a business license, a Change of Occupancy Permit is required per the condition stated in the Building Department letter, dated June 26.

- 7) A sign permit shall be obtained by the Applicant and approved by City staff prior to installation. The sign face shall be limited to 4-feet by 2-feet in area.

The Commissioners requested confirmation that the hours would be 9:00 to noon three days per week and would follow the schedule for the School District with no classes on holidays or during summer months. Additionally they discussed the fact that enrollment was limited by the availability of off street parking. Mr. Oliver asked if there was a limit of square footage per student and Ms. Bradley responded that the Building Code requires 36 square feet per child.

The Public Hearing Was Opened.

The Applicant read a statement including a brief history of her life in the neighborhood, and her qualifications. She stated the hours of operation would be Monday, Wednesday and Friday from 9:00 a.m. to 12:00 p.m.

The Commissioners asked whether there was a restroom for the children and the Applicant replied that they would use the restroom in the main house. Her grandmother would be available to help her or the children could all go when they washed their hands for snack.

The Commissioners asked if there were fire extinguishers available at the location. The Applicant said there were.

There Commissioners asked how many employees might be employed and Ms. Bradley responded that the number of employees would be limited to the availability of parking. She added that if necessary the Applicant could enter into a shared parking agreement with the owners of the home across the street which was her family's home.

Todd Marineau – Applicant's father.

Mr. Marineau said he was the owner of the home across the street and he would be happy to sign a shared parking agreement. He said that he believed that most people dropping off their children would be parking briefly on the street and not actually pulling into the parking spaces. He added that there was a lot of street parking available.

Jeannie Quigley - Applicant's grandmother.

Ms. Quigley stated that she intended to be available during all preschool hours to assist the Applicant in any way necessary. She would not be an employee. She said that she has worked as a teacher for many years and was fully qualified to assist. She stated that she believed the Applicant was very qualified and that the preschool would be a benefit to the community.

Mary Cadman. 912 Mendolia way.

SMs. Cadman stated she has lived there for 17 years and watched the neighborhood grow. She said that it was not a retirement community but a neighborhood and the sound of children playing was a natural and enjoyable occurrence. She added that if noise was an issue, she would like the Commissioners to take into account the sounds of loud music, dogs barking, skateboards and

basketball in the neighborhood. She said that the preschool hours were only 3 hours per day, three days per week. She added that she had known the applicant for 17 years was definitely in favor of allowing her to start the preschool.

John Pastorino 330 Meadowlark Way.

Mr. Pastorino stated that the Commissioners had received his letter regarding the application and that it was included in the packet. He read a statement saying he and his wife had moved to Central Point from Alaska and had attended several planning commission meetings since locating in the City. He stated that his observation was that the City was impersonal and did not make their decisions based on people but rather on rules and regulations. He enumerated his concerns regarding the preschool's proximity to his home and the impact it would have on his quality of life. He stated that he was a retired teacher and did not wish to have the noise of the preschool disturbing his retirement years.

Dale Petrosic 320 Meadowlark Way.

Mr. Petrosic stated that his main objection to the preschool was the noise. He handed a letter to the Commissioners. He said that he was in favor of young people starting a business, but that the noise impact would be too close to his property. Using an aerial photo from Ms. Bradley's presentation he showed the location of his property. He felt the noise impacts have not been mitigated sufficiently. He said that ten children would make quite a bit of noise and he felt the existing fence and trees were not sufficient to mitigate that noise. He requested that the application have a condition of approval limiting the preschool to 4 children as that would be a level of noise that might be reasonably expected if an average size family resided there.

Jennifer Mitchell.

Ms. Mitchell said she has lived in Central Point for 17 years. Said she is a school teacher and a parent of 3 children. She said that the applicant had worked for her as a teaching assistant and she felt that the Applicant was extremely qualified to teach young children. She explained that a preschool was more than just watching children. She went on to explain that when children are engaged in a learning environment the noise level is quite different than when they are just free playing. She stated that as a community member, she believed the preschool would be a benefit to the everyone.

Cindy Pastorino . 330 Meadowlark Way.

Ms. Pastorino stated that she had submitted a letter to the Planning Commission. She stated that her understanding was that this application was a land use issue and she had spent a lot of time reading the Municipal Code. She said that per the Municipal Code she had legitimate claims to object to the granting of the application. She stated that neither the City staff report nor the conditions of approval sufficiently address her concerns.

Ms. Pastornio said she had several questions. The first of which was:

Why is City Staff recommending that the Planning Commission grant approval of the application over denial of the application?

She stated that although this meeting is about the municipal code it is also about the people who chose to make Central Point their home and whose quality of life would be directly impacted by the preschool.

She said that she and her husband had chosen to live in Central Point after retiring from teaching for many years in Alaska. She added that they would never have chosen their property if it had been close to an existing daycare, preschool, elementary or high school. She and her husband believe that the preschool will have a negative impact on their quality of life and would change the dynamic of the neighborhood. She cited CPMC 17.76.010.

Question 2. What is the positive effect that this business will have on their property and their quality of life?

She stated she had signatures from other neighbors who agreed with her position and would submit those signatures for the record.

Ms. Pastorino said that all the living areas of their home faced the proposed location of the preschool and thus would make it difficult to get away from any noise impacts to their property.

She asked if the Planning Commissioners would agree to a site visit to her home so they could see the location for themselves. She asserted that 4 year old children make a lot of noise and that noise multiplied by 10 children would have an extreme impact. Additionally, she added that the assumption that most people would be awake during the proposed hours of the preschool was not relevant as the sleeping habits of the neighbors should not have to be dictated by the noise of the preschool. Also, the assumption that most people would be at work during the hours of operation was incorrect as retired people were not taken into account.

She said that the applicant had handed out flyers for her proposed business several weeks ago. She felt it was inappropriate for the applicant to be advertising her business with flyers prior to the application being approved.

She said that she believed the fence and trees were not sufficient to mitigate any noise from the children. She stated there were several windows facing their property and wondered how the noise from the windows would be mitigated.

Question No. 3. Why is the City Staff recommending approval for 10 children when the Notice of Land Use Application indicates 6. She asked why the size was dictated by the available parking rather than the effect the business would have on her quality of life.

Ms. Pastorino said that Municipal Code section 17.60.190 states home occupations can only generate up to 10 trips per day and the applicant's business will generate more than that. She went on to say that the staff report indicates that a preschool is not a permitted use in this zoning district and she requested denial of the application.

She submitted the list of signatures of other neighbors who agreed with her position.

George Fletcher 921 Mendolia. Said that with regard to the complaints about noise, he has neighbors who play music loudly at night and on the other side of him is a pool where kids play. He stated that he enjoys hearing children playing. He added that he is always up by 9:00 in the morning and he is home most of the day. He said that he thought three hours per day would not be a significant impact and he also believed that the Applicant would be able to engage the children enough so that noise would not be a problem.

Mark Northrup. Fire District Three. Asked if anyone had any questions regarding fire safety and the preschool location. He stated that he had done an inspection and found no fire hazards. at all. In response to a question from the Planning Commission he added that the single exit in the square footage of the space complied with the Code

The Applicant stated there were several home occupation businesses in the neighborhood.

Tom Humphrey elaborated that home occupations were permitted in the neighborhood and there were three in the immediate vicinity.

Craig Nelson asked what percentage of time the children would be outside.

Applicant answered that it would be dependent on the weather. But her best guess would be that on a good day it would be approximately 80% outside.

Tom Humphrey asked if the applicant would allow for a condition of approval that might limit the number of children in order to satisfy the concerns of the neighbors.

Mike Oliver asked if 4 students would be ok. Applicant answered that she would be agreeable to 6 students and if the enrollment ever went over 8 students she would move the preschool.

Molly Bradley summarized that the Applicant submitted a land use application based on the current code standards. She said that a preschool is considered a conditional use in the R-1 District. She added that Staff evaluated the application against the approval criteria in the Municipal Code and that based on that criteria and the Applicant's compliance with that criteria, staff made a recommendation to the Planning Commission to approve the application with certain conditions of approval. She added that the Planning Commission had the authority to modify any conditions of approval in order to mitigate the impact on the neighborhood.

Public Hearing Closed

Kay Harrison made a motion to approve a Conditional Use Permit application to operate a preschool in a residential neighborhood located at 917 Mendolia Way in Central Point. As conditioned. There was no second. The motion died.

Craig Nelson made a motion to continue the Public Hearing in order for the Planning Commission to make a site visit to the Pastoring's property.

Tom Humphrey said that that would be considered Ex parte Contact and the visit would probably have to be noticed and the record may need to be left open because that would be additional evidence. He said that if the Commissioners wanted to visit the site the record could be left open and he would consult with the City Attorney.

There was discussion regarding the procedures and reasons for a continuation of the hearing and a site visit.

Kay Harrison said that the Planning Commission needed to make their decision based on the criteria set forth in the municipal code. She said that a site visit would bring an emotional element to the table and that was not appropriate.

John Whiting made a motion to approve the application as conditioned with the exception that condition no. 4 be modified to limit the amount of children to 6. Tom Van Voorhees seconded.

John Whiting stated that he believed it to be important not to continue the hearing as the applicant was intending to follow the school year as far as enrollment and continuing it would put her at a disadvantage timewise.

The Commissioners discussed the issue of proximity in a neighborhood and various types of noises that would be normal and expected. They resolved that capping the number of students at 6 was reasonable and that the limited hours and following the school year was also reasonable.

Mike Oliver stated that the Motion to approve Conditional Use Permit application to operate a preschool in a residential neighborhood. Stood as moved and seconded with the condition of a limit of 6 students.

Roll Call: Tom Van Voorhees, yes; Amy Moore, yes; Craig Nelson, no; John Whiting, yes; Kay Harrison, yes. Motion Passed.

Mike Oliver called a 5 minute break at 7:57 p.m.

8:00 p.m. John Whiting left.

Meeting resumed at 8:05 p.m.

B. Public Hearing to consider the Housing Element, city of Central Point comprehensive Plan.

Don Burt stated that on April 11, 2017 the Citizens Advisory Committee discussed the draft Housing Element and forwarded a recommendation to the City Council and Planning Commission to accept. At the May 2, 2017 meeting the draft of the Housing Element was discussed by the Planning Commission. Since the May 2nd Planning Commission the draft Housing Element has been distributed for review and comment. He said the attached final draft includes comments from the Department of Land Conservation and Development and 1,000 Friends of Oregon.

Mr. Burt gave an overview of the Housing Element. He stated that the change in population from 2016 – 1036 to 2017 - 2037 had affected the final results regarding population, acreages and final density. He added that there would be some minor editorial changes. He said that the current preferred housing type for Central Point is Single family detached, owner occupied housing, however in the future the preferred housing type may be attached single family or multifamily because of affordability.

He said that the average density per gross acre has increased 37%. Taking into account the population growth during the period 2017- 2037, the estimated number of gross acres needed to accommodate new housing is 260 which does not include adjustments for future recreation use which would be 50 acres. Mr. Burt said that the Hosing Implementation Plan would include types and cost of housing constructed, average density of new development, vacant land inventory, household income and procedural and regulatory strategies, monitoring and evaluation. He added that it would be updated and maintained in coordination with the State's population updates

He said that housing affordability is typically measured as a percentage of household income. And he reviewed charts depicting historic household characteristics such as tenure, householder age, household size and household income.

The commissioners asked about government assisted housing and Mr. Burt replied that was contained in the Low income category.

Mr. Burt explained that the Regional Plan Element establishes new minimum average Goss density requirement of 6.9 by the year 2036 that will increase to 7.9. He said that Land currently within the URA or UGB but outside of the City Limits shall be built, at a minimum, to a density of 6.9 units per gross acres. This requirement can be offset by increasing the residential density inside the City Limits. He added that currently platted lots would not be subject to the density requirement. He discussed the residential demand of needed acres vs. available acres for the 2017 – 2037 period and housing affordability.

The Commissioners asked how mobile home parks and tiny homes would be accounted for. Mr. Burt replied that those would be a building code issue.

Mr. Burt reviewed the Housing Goals and Policies

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

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

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

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

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

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

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

He recommended that the Planning Commission either close the public hearing tonight and direct staff to prepare a favorable resolution for consideration at the September 5, 2017 meeting or continue the public hearing and discussion to the September 5, 2017 meeting.

PUBLIC HEARING OPENED

Larry Martin- 2763 Taylor Road said that he was in favor of continuing the Housing Element to the September 5, 2017 meeting.

PUBLIC HEARING CLOSED

Tom Van Voorhees made a motion to direct staff to prepare a resolution approving the Housing Element for consideration at the September 5, 2017 planning commission meeting. Kay Harrison Seconded. ROLL CALL: Tom Van Voorhees, yes Amy Moore, yes Craig Nelson, yes Kay Harrison, yes, John Whiting, yes. Motion passed

VII. DISCUSSION

Community Development Director Tom Humphrey informed the Commissioners that there had been no appeal of the Smith Crossing Application. He also gave an update on the Microdevices project and said that Costco was continuing to build on schedule.

VIII. ADMINISTRATIVE REVIEWS

IX. MISCELLANEOUS

X. ADJOURNMENT

Craig Nelson made a motion to adjourn. Kay Harrison seconded. All members said "aye". Meeting was adjourned at 9:00 p.m.

The foregoing minutes of the August 1, 2017 Planning Commission meeting were approved by the Planning Commission at its meeting on the ____ day of, September, 2017.

Planning Commission Chair



Planning Department

Tom Humphrey, AICP,
Community Development Director/
Assistant City Administrator

STAFF REPORT

STAFF REPORT

September 5, 2017

AGENDA ITEM VII-A

Consideration of Resolution No. 844 approving the Housing Element, City of Central Point Comprehensive Plan.

(File No. CPA-17004, Applicant: City of Central Point)

STAFF SOURCE:

Don Burt, Planning Manager

BACKGROUND:

At the August 1, 2017 Planning Commission meeting a public hearing was held to take input on the proposed 2017-37 Housing Element. After opening and closing the public hearing the Planning Commission directed staff to prepare the final Housing Element for consideration and recommendation to the City Council.

ISSUES:

No known issues.

ATTACHMENTS:

Attachment "A" – Housing Element with comments

Attachment "B" – Resolution No. 844

ACTION:

Consideration of Resolution No. 844 forwarding a favorable recommendation to the City Council to approve the Housing Element.

RECOMMENDATION:

Approve Resolution No. 844.



Housing Element

2017-2037

City of Central Point
Comprehensive Plan



Ordinance No.

DLCD Acknowledged

ATTACHMENT “A”

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ATTACHMENT "A"

ATTACHMENT “A”

1 Summary

During the next twenty year planning period (2017-37) the physical and demographic characteristics of the City’s housing and housing needs are not expected to significantly change. Single-family detached owner-occupied housing will continue to be the preferred housing type, followed by multiple-family rental housing. Aside from the Great Recession (the “Recession”) the most significant influence on the City’s housing program was the adoption of a minimum development density of 6.9 dwelling units per gross acre¹. The relevance of this new density standard becomes apparent when compared to the City’s 1980 – 2016 average gross density of 5.31 dwelling units, a 37% density increase. To achieve the new average density standard it is necessary that the City’s residential land use classification distribution and the current minimum densities be modified. Table 1.1 illustrates the change in distribution of residential land use classifications, which is minimal and will not affect the City’s built landscape. Table 1.2 illustrates the changes in density. As illustrated in Table 1.2 the New Minimum Average Density will be 7.05 vs. the 1980-2016 density of 5.31.

**Table 1.1
City of Central Point
Residential Development by Land Use Classification**

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

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

Table 1.2. Current Maximum, Actual Gross Density vs. New Minimum Gross Density

Land Use Classification	Current Maximum Gross Density*	Actual Developed Gross Density, 2008-2016	New Minimum Gross Density
VLRes	1.00	1.51	1.00
LRes	6.00	3.91	4.00
MRes	12.00	6.00	8.00
HRes	25.00	10.08	20.00
Average Density	10.95	5.31	7.05

*Assumes Build-Out

¹ City of Central Point Regional Plan

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During the 2017-37 planning period it is projected 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 (Table 1.3). After taking into consideration the City’s current inventory of residential land (136 acres) there is a need for an additional 190 gross acres.

Table 1.3. Proposed New Density, 2017-2037

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

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. To this end the Housing Element includes policies calling for the development of a Housing Implementation Plan (the “HIP”). The specific purpose of the HIP will be to monitor housing affordability in the context of regional efforts by local governments and the private sector to address the affordability issue, and to put into action those strategies that have the most impact on 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 in to account all housing types.

2 Introduction

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

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

Ironically, the 1983 Housing Element was completed just after the 1980’s Real Estate Crash. Its purpose statement reflects local government’s frustration in its inability to offer timely, meaningful and sustainable solutions to needed housing as “. . . usually ineffective.” This

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reaction is understandable given the circumstances in 1983. At the housing peak in 1978 over 4 million homes across the U.S. were sold. Then, over the course of the next four years housing sales dropped over 50%. With interest rates in excess of 15% housing affordability was a major issue. It wasn't until 1996, almost two decades later, that the national housing market recovered to its 1978 level. Since the Recession we once again confront the issue of housing affordability.

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

The Recession did not reduce the real demand for housing; people still needed a place to live. Consequently, the demand for rental units increased, but due to the failure of the financial system, real estate lending for all housing types dried up, the short-term housing supply plateaued. With the increase in the demand for rental housing rents began to escalate. Today, unemployment and interest rates are at all-time lows, wages are increasing (although slowly), and lending practices are easing, all of which are improving the supply and affordability of housing, but affordability still remains a challenge. As the economy continues to improve the question remains – will housing affordability continue to improve, or will additional measures be needed before sustainable solutions to the affordability issue are realized?

Oregon's Statewide Planning Goals, Goal 10, Housing, offers a venue to address not only housing needs in general, but also the broader spectrum of housing – its affordability. The stated purpose of Goal 10 is to “. . . encourage adequate numbers of needed housing at price ranges and rent levels commensurate with the financial capabilities of the City's households”. The City of Central Point's Housing Element focuses on housing need, with a primary emphasis on assuring (Goals and Policies) that adequate land is available to accommodate/encourage the supply side of the housing equation. It is at this level that the City has the most direct influence on addressing needed housing. As we've seen from recent history the scope of what is defined as “needed housing” can change significantly in a shorter period than the typical 20-year planning timeframe. It is for this reason that this Housing Element will not only encourage adequate numbers of needed housing, but also includes a secondary emphasis – the continuous monitoring of housing activity as it relates to need and affordability, and the development of strategies and actions addressing housing affordability. It is for this reason that the Housing Element introduces the creation of a Housing Implementation Plan, a dynamic working document that monitors housing activity within the City and coordinates with other communities in the development and implementation of affordable housing at both the local and regional level.

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3 Purpose

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

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

In addressing the purpose of the Housing Element, both now and in the future, there are six basic, but dynamic, indicators of housing need that are the basis of this Housing Element:

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

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

4 Household Characteristics

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

The following describes those household characteristics pertinent to an understanding the City’s

² City of Central Point Population & Demographics Element

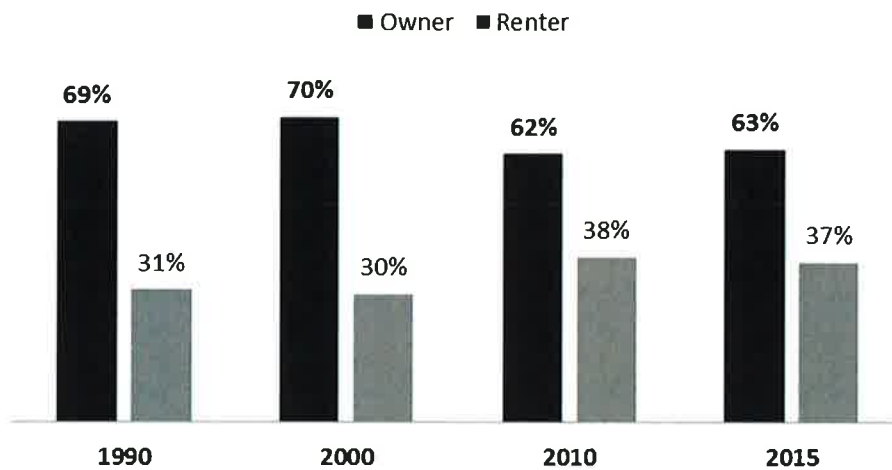
³ City of Central Point Population & Demographics Element

housing needs.

4.1 Household Tenure

By definition tenure refers to the distinction between owner-occupied and renter-occupied housing units. For the City of Central Point owner occupied housing has been historically the dominant form of tenure, representing 70% of all households (Figure 4.1). Renter occupied units have typically been less than half of owner occupied units (35%). As a result of the Recession and its impact on jobs and income the owner occupied percentage declined 8% as foreclosures forced many to abandon their homes and seek rental housing. Since the Recession, as jobs and wages gradually improved, there has been a steady movement back to ownership as the preferred tenure. At the county and state level, although slightly lower, similar percentages and changes occurred in tenure.

Figure 4.1. Housing Tenure



4.2 Age of Householder

A householder is a person, or one of the people, in whose name the home is owned or rented. If there is no such person present then any household member 15 years old and over can serve as the householder⁴. As illustrated in Figure 4.2 the dominant householder age has been within the 35 to 64 category. As a result of the Recession, and the subsequent loss in jobs and income, householders in this age category experienced a reduction numbers. Since the recession, as job conditions improved this age category as returned to its pre-recession level.

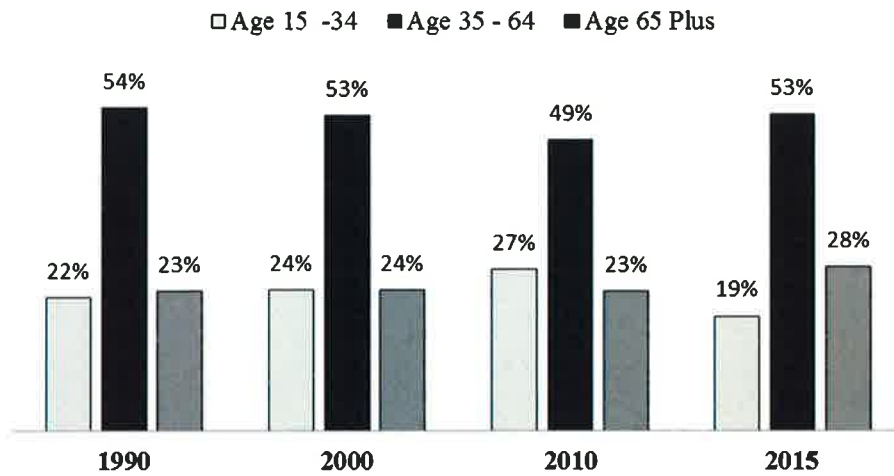
The age category 65 plus was not affected by the Recession. Householders in this category are typically retired, and therefor insulated against the income induced impacts (jobs) of a recession. The increase on householders in this age category is the product of the aging of the Baby Boomer generation.

Unlike the other two age categories the 15 to 34 category experienced an increase as a result of the Recession. Since the recovery the housing participation of this category has

⁴ U.S. Census Glossary

dropped below 20%, possibly as a result of relocation for employment purposes.

Figure 4.2. Household Age Characteristics

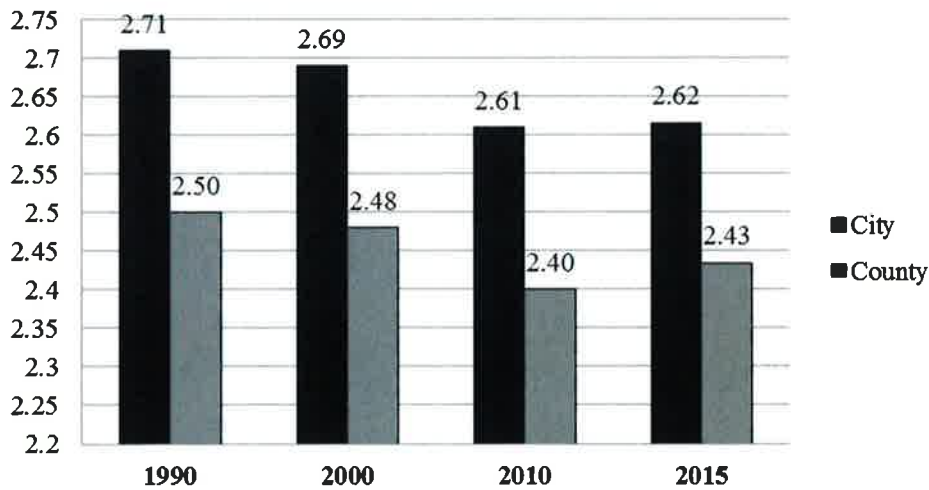


4.3 Household Size

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

Figure 4.3 identifies the average household size. The Population Element identified an average household size of 2.5 for planning purposes over the next twenty years.

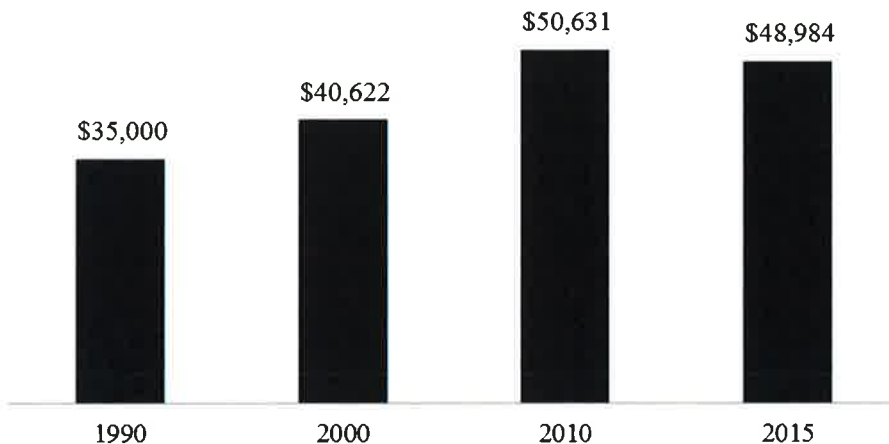
Figure 4.3 Average Household Size, 1990 -2015



4.4 Household Income

Since 1990 median household income has steadily increased, peaking in 2010 at \$50,631. Since the Recession household incomes have declined. As of 2015 the median household income was \$48,984 (Figure 4.4). A similar trend has been exhibited at the county and state level.

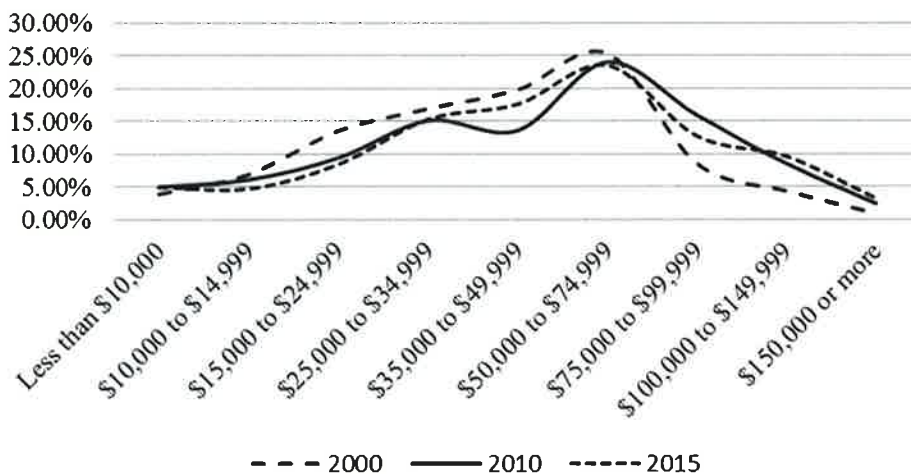
Figure 4.4. Median Household Income



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

During the Recession the most financially impacted household income group was the \$35,000 to \$49,999 category. This group has almost recovered to pre-Recession levels (Figure 4.5). The \$50,000 to \$74,999 income group is the largest group representing approximately 25% of all households.

4.5. Household Income Distribution



4.5 Summary, Household Characteristics

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

5 Special Needs Housing

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

5.1 Elderly Residents

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

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

5.2 Handicapped Residents

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

5.3 Poverty and Low Income Residents

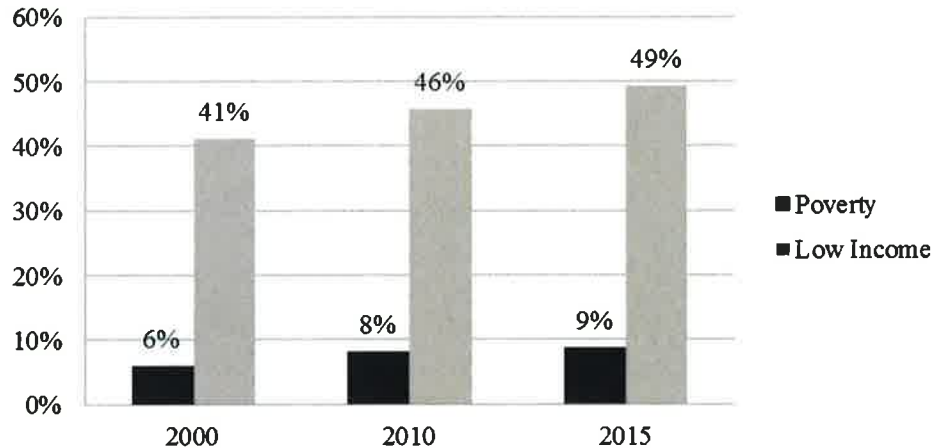
The federal government defines the 2015 poverty level for a family of four (4) at \$24,250 and below, and the low income level (\$48,258) between the poverty level and 199% of the poverty level. As with all communities a percentage of the City’s households are within either the poverty or low income category. In 2015 8.8% of all families within the City were classified at or below the poverty level⁵, while approximately 49% were considered low-income. As illustrated in Figure 5.1, the percentage of households that

⁵ Based on a family of four

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

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



6 Housing Characteristics

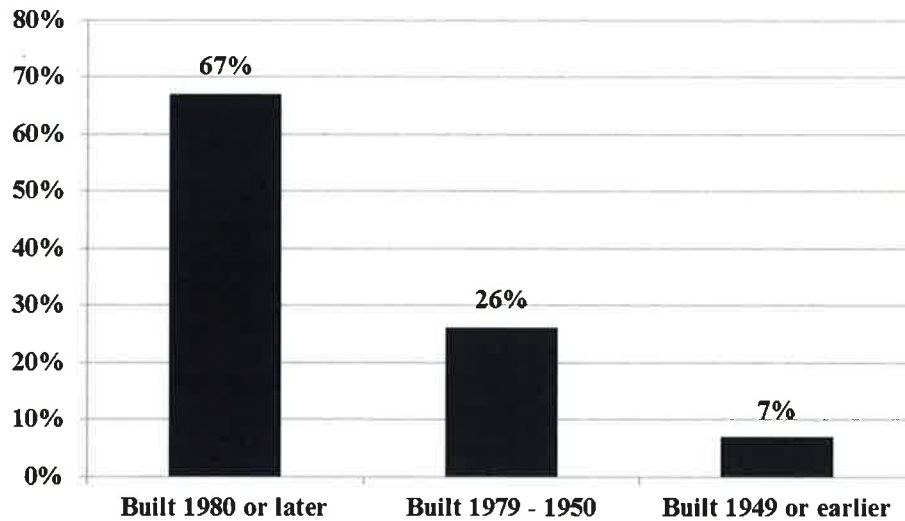
The City’s housing stock is comprised of over 6,000 dwelling units of various type, ages, and value. In 1980 the City’s housing inventory totaled 2,291⁶ dwelling units. By the end of 2016 the housing unit inventory reached 6,321 dwelling units. The following describes the characteristics of the City’s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

6.1 Housing Age

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

⁶ City of Central Point Housing Element

Figure 6.1. Age of Housing Stock



6.2 Housing Type

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

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

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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	Home Park	Government Assisted	
VLRes	75	-	-	-	-	-	-	-	75
LRes	3,391	-	6	3	4	8	76	-	3,488
MRes	1,003	54	90	15	20	1	-	-	1,183
HRes	727	54	193	27	659	75	288	137	2,160
Residential Units	5,196	108	289	45	683	84	364	137	6,906
Percentage Distribution	75%	2%	4%	1%	10%	1%	5%	2%	100%

Source: City of Central Point Buildable Lands Inventory

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

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

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

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

Source: City of Central Point Buildable Lands Inventory

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

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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	Mobile Home Park	Government Assisted	
VLRes	-	-	-	-	-	-	-	-	-
LRes	65	-	-	-	-	-	-	-	65
MRes	64	10	14	-	-	-	-	-	88
HRes	68	30	-	-	16	-	-	15	129
Residential Units	197	40	14	-	16	-	-	15	282
Percentage Distribution	70%	14%	5%	0%	6%	0%	0%	5%	100%

Source: City of Central Point Buildable Lands Inventory

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

6.3 Housing Value

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

⁷ Zillow, 2016 City of Central Point

Figure 6.2 Median Owner Occupied Value

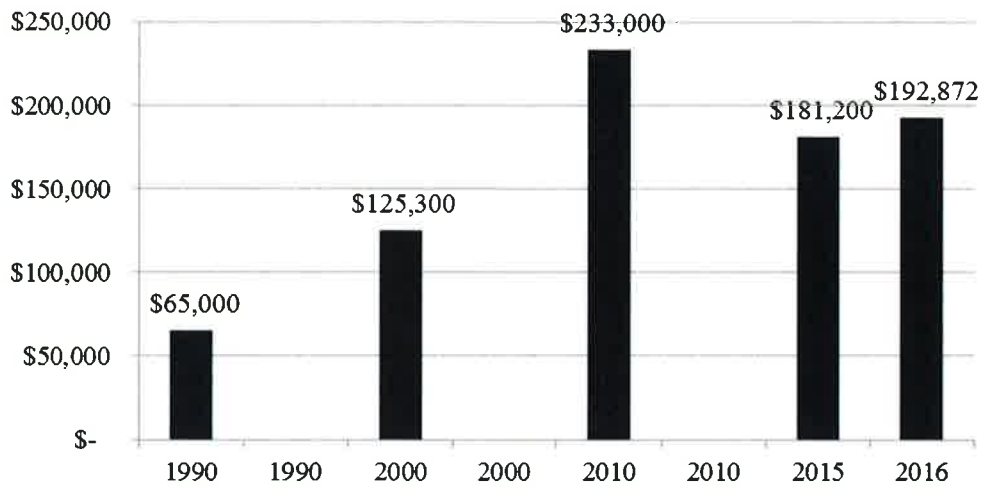
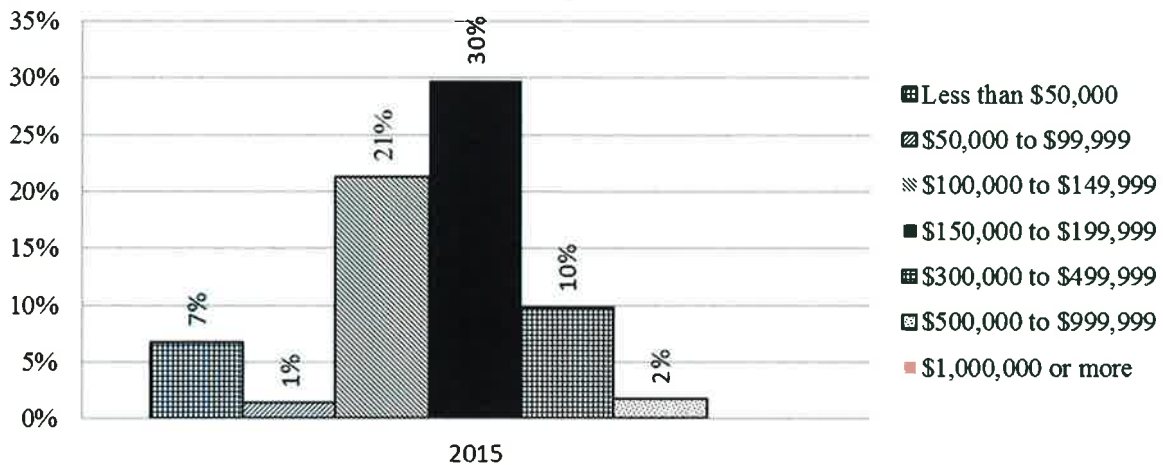


Figure 6.3. Housing Values, 2015



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

6.4 Summary, Housing Characteristics

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

7 Housing Density, Land Use and Zoning

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

⁸ U.S. Census 2015 American Community Survey

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

7.1 Housing Density

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

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

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

*Assumes Build-Out

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

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

After the zoning code was amended in 2006 establishing minimum density standards, the City’s gross density for this period increased significantly (Table 7.3) from 5.05 to 7.08 dwelling units per gross acre. The result of the minimum density code revisions is most evident in the MRes

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and the HRes land use classifications. When looked at by zoning district (Table 7.4 and 7.5) the same pattern is revealed – in the higher density districts (R-2 through HMR) the density has improved.

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

Zoning	Gross Density								Average Gross Density by Land Use Class
	SFR		Duplex	Triplex	MFR	Mobile Home	Mobile Home Park	Government Assisted	
	Detached	Attached							
VLRes	1.51	-	-	-	-	-	-	-	1.51
LRes	4.05	7.34	8.35	-	-	2.07	-	-	4.06
MRes	6.64	11.99	9.04	-	20.19	-	-	12.84	7.51
HRes	7.83	19.67	10.75	13.41	15.85	6.39	6.38	-	8.78
Average Net Density by Housing Type	4.48	13.37	10.09	13.41	16.73	5.56	6.38	12.84	5.05

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

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

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

Table 7.4. Housing Density by Housing Type and Zoning, 1980-2016

Zoning	Average Gross Density by Housing Type								Average Gross Density by Zoning District
	SFR		Duplex	Triplex	MFR	Mobile Home	Mobile Home Park	Government Assisted	
	Detached	Attached							
R-L	1.51	-	-	-	-	-	-	-	1.51
R-1-10	3.26	-	-	-	-	-	-	-	3.26
R-1-8	3.70	-	-	-	-	2.78	-	-	3.70
R-1-6	4.11	-	-	-	-	1.77	-	-	4.09
R-2	6.02	15.61	8.96	-	-	-	-	-	6.34
R-3	7.83	-	10.75	13.41	15.76	6.39	6.38	-	8.66
LMR	5.30	7.34	8.35	-	-	-	-	-	5.37
MMR	10.78	11.13	12.88	-	20.19	-	-	12.84	13.08
HMR	-	19.67	-	-	18.21	-	-	-	19.08
Average Net Density by Housing Type	4.48	13.37	10.09	13.41	16.73	5.56	6.38	12.84	5.05

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

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

7.2 Land Use and Housing Type

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

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

The maximum and minimum density for each of the land use classifications and zoning districts is illustrated in Table 7.7.

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**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).

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

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

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

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

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

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Table 8.3
City of Central Point
Net Buildable Vacant

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

Table 8.4
City of Central Point
Buildable Land Inventory by Zoning

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

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

8.1 Summary, Buildable Residential Lands

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

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

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

Source: City of Central Point Buildable Lands Inventory

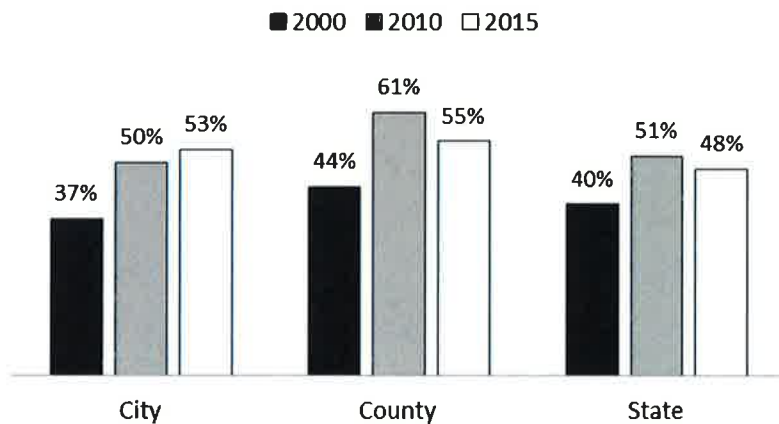
9 Housing Affordability

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

9.1 Renter Households

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

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



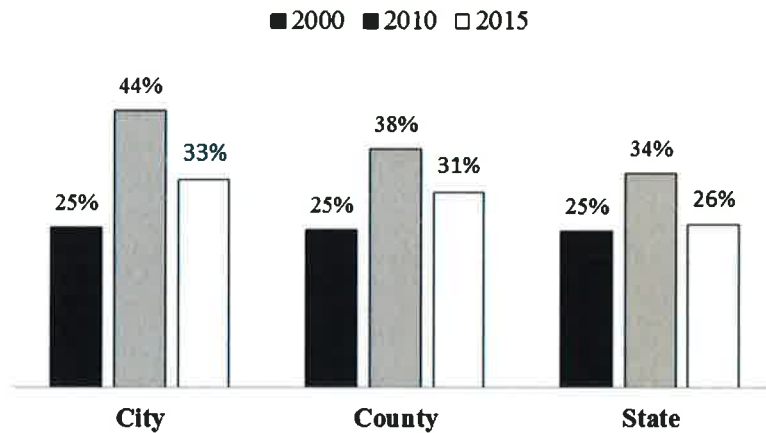
than 30% increased from 37% to 50% by 2010 and by 2015 had further increased to 53% of all renter households. At the county and state level the experience was much the same except that by 2015 there was a drop in the number of renter households paying more than 30%.

9.2 Owner Households

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

renter households. Since the Recession the price of housing has been exceeding the increase in wages. As of March 2017 average hourly wages are up 2.7% year over year, while the median sales price of a previously owned home was up 7.7%⁹. Prior to the Recession 25% of owner households exceeded 30% of household income for housing (Figure 9.2).

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



9.3 Summary, Affordability

The question of housing affordability, especially since the Recession, is without question a social issue that needs addressing. The demand and supply mechanics of housing affordability are easily understandable, but the solutions; either demand or supply side, are extremely complex, especially at the local level. The only solutions that this Housing Element offers regarding affordability are:

1. Provide an inventory of vacant residential lands sufficient to accommodate the need for all housing types.
2. Prepare and maintain a Housing Implementation Program that annually tracks the demand and supply of vacant residential lands and housing construction by type of housing.
3. Collaborate at the regional level in the identification, prioritization, and development of solutions addressing housing affordability.

10 Future Housing Demand and Residential Land Need

Based on the Population Projections prepared by PSU it is projected that by 2037 the City’s population will have increased by 4,420 residents. The City’s average household size is 2.5

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persons per household¹⁰ requiring an additional 1,770 new dwelling units to accommodate the projected population growth. At a density of 6.9 dwelling units per gross acre¹¹ the City will need 260¹² acres of residentially planned lands to accommodate 1,770 new dwelling units.

It is expected that new residential construction will follow a similar land use distribution pattern as experienced between 1980 and 2016¹³ (Table 10.1).

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

Land Use Class	Housing Units Constructed 1980-2016	Percentage by Land Use Class	Adjusted Percentage	Projected Housing Demand 2017-37*
VLRes	30	1%	1%	15
LRes	2,503	58%	78%	1,370
MRes	715	17%	4%	75
HRes	1,051	24%	17%	290
Total	4,299	100%	100%	1,750

*Figures rounded

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

In Table 10.2 the current minimum density allowed in each residential land use classification and the resulting gross acreage needed to accommodate future housing demand is identified. Based on today’s minimum densities for each of the land use classifications allocated by housing types the average projected gross density would be 4.33 dwelling units per gross acre, which is not an acceptable average gross density.

Table 10.2 Average Projected Density based on Current Minimum Densities

Land Use Classification	Current Minimum Density	Projected Dwelling Units	Gross Acres Needed	Density
VLRes	0.75	15	20	0.75
LRes	3.75	1,370	365	3.75
MRes	11.20	75	7	11.20
HRes	24.00	290	12	24.00
Average Density		1,750	404	4.33

¹⁰ City of Central Point Population & Demographics Element, 2016-36

¹¹ City of Central Point Regional Plan Element

¹² Rounded figure

¹³ , Adjusted for the high occurrence of single-family detached construction in the MRes and the HRes land use classifications,

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

Table 10.3 Needed Residential Acreage (2017-37)

Land Use Classification	Proposed Minimum Gross Density	Percentage of Land Use Class by Gross Acres	Projected New Dwelling Units	Gross Acres Needed	Minimum Gross Density
VLRes	1.00	3%	10	8	1.28
LRes	4.00	60%	620	156	3.97
MRes	7.00	22%	400	57	6.99
HRes	20.00	15%	780	39	20.00
Average Density		100%	1,810	260	6.96

By adjusting both the mix and density of the various residential land use classifications (Table 10.3) results in an average gross density of 6.96 dwelling units per gross acre. The justification for the density and allocation adjustments is illustrated in Table 10.3, and explained as follows:

- VLRes – The allocation of very low density lands has increased from 1% to 5%. The allocation increase was based on the finding that the low demand for large lot development was due to a lack of developable land. The increase in density went from .75 to 1 dwelling unit per gross acre, a minor increase in density adjusting for the conversion of net acreage to gross acreage.
- LRes – The allocation of low density residential lands has been reduced from a previous 78% (adjusted) to 60%. Historically the LRes has been the preferred land use category, with an emphasis on single-family detached housing. The single-family detached preference is likely to continue into the future. Consequently, this land use classification experienced the most quantitative changes in density and allocation. The density went from 3.75 to 8 dwelling units per gross acre. Viewed from a lot size perspective the minimum lot size went from approximately 12,000 gross sq. ft. per lot to 5,500 gross sq. ft. per lot.
- MRes – The allocation of medium density residential lands increased from 4% (adjusted) to 22%. The density increased from 11.2 to 14. A minimum density of density of 14 units per gross acre is consistent with the TOD MMR zoning designation.
- HRes – The allocation of the high density residential lands was reduced from 17% (adjusted) to 15%. The minimum density increased slightly with the conversion from net density to gross density.

As illustrated in Table 10.3 the revised mix of residential land use categories and changes in

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density result in a minimum build-out density of 6.96 dwelling units per gross acre.

The City currently has an inventory of 136 net buildable acres (Section 8, Buildable Residential Lands) of residential land. The assumption is that the 136 acres is properly allocated and supports the relevant housing demand by type. Table 10.4 identifies the current vacant land, need, and where there is a shortage, the additional needed acreage by land use classification. Of the overall 252 acres needed to satisfy the future demand a total of 143 new gross acres are needed to supplement the existing inventory. The projected need is dedicated to the two low density residential land use districts; VLRes and LRes. As discussed earlier the MRes and the HRes land use classifications already have an excess supply of vacant land. Rather than re-designate the excess acreage, and having to address appropriateness of location and the takings issue, it was decided that it will remain as currently designated.

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

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

Source: City of Central Point Buildable Lands Inventory

As previously noted the current net buildable residential land inventory is 136 gross acres distributed across four residential land use classifications. When considering the current vacant acreage inventory it needs to be recalled that there is a significant over allocation to the higher density residential districts. Rather than reclassify these higher density lands to a lower density classification they will remain as excess net buildable acreage. To meet its 20-year supply of buildable residential land the City will need to add, at a minimum, an additional 143 gross acres, primarily in the LRes land use category (Table 10.4).

10.1 Future Housing Tenure

It is expected that the mix of owner (70%) and renter (30%) occupied will remain in the long run as it was prior to the Recession. Tenure should not be confused with housing type and density, which are components of affordability.

10.2 Future Housing Types

For the foreseeable future the preferred housing type will be the single-family detached dwelling. The only impediment to this choice will be affordability, which will rise and fall with changes in the economy. It is expected that attached single-family will continue to improve as a housing choice. The City’s current land use regulations provide for a wide variety of housing types. Over the course of time the City needs to monitor, through it HIP, any changes in housing type

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demand against deficiencies in land supply, and where appropriate make adjustments.

11 Housing Goals and Policies

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

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

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

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

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

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

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

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

Policy 1.1. Obtain local, state, and federal financial resources and incentives that support the development and preservation of affordable housing.

Policy 1.2. Through a Housing Implementation Plan explore and promote programs and incentives that support new affordable housing.

Policy 1.3. Support and participate in the Greater Bear Creek Valley Regional Plan’s program addressing regional housing strategies, particularly as they apply to affordable housing

Policy 1.4. Support regional efforts addressing homelessness and housing, medical and social services to special need households.

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

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

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Policy 1.2. Throughout the 2017-2036 planning period the City's new vacant residential land use mix shall support an average density of not less than 6.9 dwelling units per gross.

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

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

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

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

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

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

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

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

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

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

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

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

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various sources of affordable housing funds.

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

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

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

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

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

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

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

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

PLANNING COMMISSION RESOLUTION NO. 844

A RESOLUTION RECOMMENDING APPROVAL OF THE CITY OF CENTRAL POINT 2017-2037 HOUSING ELEMENT

WHEREAS, the latest version of the Housing Element was adopted in 1983 and needs to be updated to reflect the latest population projections and housing needs; and

WHEREAS, the City of Central Point has received and accepted the *Coordinated Population Forecast 2015-2065, Jackson County, Urban Growth Boundaries (UGB) & and Areas Outside UGBs (PRC Forecast)* prepared by the Population Research Center, Portland State University in accordance with ORS 195.033, Area Population Forecasts, Rules; and

WHEREAS, the PRC Forecast for the City of Central Point has been used to update the City of Central Point 2016 Population Element; and

WHEREAS, by Ordinance 1964 the City adopted the Regional Plan Element, City of Central Point, establishing minimum residential standards; and

WHEREAS, given the projected population growth, new density requirements, and need for vacant residential lands the City has prepared an updated Housing Element; and

WHEREAS, on August 1, 2017, the Central Point Planning Commission conducted a duly-noticed public hearing at which time it reviewed the City staff report (File No. 17004) and heard testimony and comments on the draft City of Central Point 2017-37 Housing Element.

NOW, THEREFORE, BE IT RESOLVED, the City of Central Point Planning Commission by Resolution No. 844 does hereby recommend to the City Council approval of the 2017-37 Housing Element as presented in Attachment "A".

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

**CLASS "C" VARIANCE TO THE MACIMUM DENSITY STANDARD IN THE R-1-6 ZONING DISTRICT AS
NECESSARY TO PARTITION A 0.22 ACRE SITE INTO 2 PARCELS.**



STAFF REPORT

September 5, 2017

ITEM: File No. VAR-17001

Consideration of a Class “C” Variance to the maximum density standard in the R-1-6 zoning district as necessary to partition a 0.22 acre site into two (2) parcels. The project site is located at 765 Ash Street, which has frontage on both Ash and Chestnut Street. The property is identified on the Jackson County Assessor’s Map as 37S 2W 11BA, Tax Lot 600. **Applicant:** Bryan and Lisa Herrmann.

STAFF SOURCE:

Stephanie Holtey, Principal Planner

BACKGROUND

The Applicant is requesting approval of a Class C Variance to the maximum density standard in the R-1-6 zone as necessary to obtain final plat approval to partition a 0.22 acre lot into two (2) parcels. The property has previously received tentative plan approval (File No. PAR-17001) subject to conditions addressing density and agency requirements. The tentatively approved parcels are within the minimum/maximum range for lot size and width, but exceed the maximum density standard (i.e. 6 units per acre) in the R-1-6 zone (Attachment “A”). The requested variance would increase density commensurate with the minimum lot size allowed in the R-1-6 zone.

The project site is a through-lot with frontage on both Ash and Chestnut Street. Per the tentative plan, the through lot will be split so each parcel will have frontage on a public street consistent with residential development permitted in the R-1-6 zone and most surrounding properties. Although the lot configuration would be similar to other properties and meets the minimum lot size, the maximum density yield is 1.3 units.

Based on the Applicant’s Findings (Attachment “C”) and the Planning Department supplemental Findings (Attachment “D”), staff recommends the variance is justified on the basis that it complies with CPMC 17.13.500(C) variance criteria and is necessary to permit reasonable and permitted single family residential development that would otherwise be prohibited by strict application of the maximum density standard.

ISSUES

The subject property is unique in its narrow width when compared to most properties in the neighborhood. Additionally the public right-of-way along Ash and Chestnut Street exceeds the standard width for retrofit residential streets. When the excess right-of-way area is considered in the density calculation for the 0.22 acre site, the yield is 1.5 units (See Table 1). Mathematical rounding would result



STAFF REPORT

September 5, 2017

ITEM: File No. VAR-17001

Consideration of a Class “C” Variance to the maximum density standard in the R-1-6 zoning district as necessary partition a 0.22 acre site into two (2) parcels. The project site is located at 765 Ash Street, ^{to} which has frontage on both Ash and Chestnut Street. The property is identified on the Jackson County Assessor’s Map as 37S 2W 11BA, Tax Lot 600. **Applicant:** Bryan and Lisa Herrmann.

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BACKGROUND

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The project site is a through-lot with frontage on both Ash and Chestnut Street. Per the tentative plan, the through lot will be split so each parcel will have frontage on a public street consistent with residential development permitted in the R-1-6 zone and most surrounding properties. Although the lot configuration would be similar to other properties and meets the minimum lot size, the maximum density yield is 1.3 units.

Based on the Applicant’s Findings (Attachment “C”) and the Planning Department supplemental Findings (Attachment “D”), staff recommends the variance is justified on the basis that it complies with CPMC 17.13.500(C) variance criteria and is necessary to permit reasonable and permitted single family residential development that would otherwise be prohibited by strict application of the maximum density standard.

ISSUES

The subject property is unique in its narrow width when compared to most properties in the neighborhood. Additionally the public right-of-way along Ash and Chestnut Street exceeds the standard width for retrofit residential streets. When the excess right-of-way area is considered in the density calculation for the 0.22 acre site, the yield is 1.5 units (See Table 1). Mathematical rounding would result

in a density of 2; however, there are no policy statements in the Comprehensive Plan and Zoning Code that address rounding requirements relative to density.

Table 1. Density Analysis							
	Area (s.f.)	Area (Acres)	Maximum Density	Maximum No. Units	Proposed No. Units	Proposed Density	Difference (+/-)
Parcel 1	4857	0.11	6	0.67	1	8.9	2.9
Parcel 2	4861	0.11	6	0.67	1	8.9	2.9
TOTALS	9718	0.22	6	1.34	2	8.9	2.9

Comment: This is a policy consideration regarding how the Planning Commission would like to address rounding. This has been addressed in the Housing Element and will be addressed in forthcoming amendments to the Land Use Element and Residential Single Family zones in a manner that aligns the minimum lot size and density requirements.

FINDINGS

The Class “C” Variance application to the maximum density standard in the R-1-6 zone for the Tentative Plan at 765 Ash Street has been evaluated for compliance with the Class “C” Variance criteria set forth in Chapter 17.13.500(C) of the Central Point Municipal Code and found to comply, as evidenced by the Applicant’s Findings (Attachment “A”) and the Planning Department Supplemental Findings (Attachment “D”).

ATTACHMENTS

- Attachment “A” – Tentative Plan Map
- Attachment “B” – Applicant’s Project Narrative
- Attachment “C” – Applicant’s Findings
- Attachment “D” – Planning Department Supplemental Findings
- Attachment “E” – Example Resolution No. 847 based on Staff’s Recommended Action

ACTION

Consider the Applicant’s request for a Class “C” Variance to the maximum density standard in the R-1-6 zone and 1) approve; 2) approve with revisions; or 3) deny the application.

RECOMMENDATION

Approve Resolution No. 847 granting a Class C variance to the maximum density standard commensurate with the minimum lot size standard in the R-1-6 zone based on the Staff Report dated September 5, 2017 including Attachments “A”, “B”, “C”, and “D” thereto.

Bryan & Lisa Herrmann

July 26, 2017

City of Central Point
Attn: Planning Department
140 South 3rd Street
Central Point, OR 97502

RE: 765 Ash Street, Central Point, Oregon 97502 | R-1-6 Zoning

To Whom It May Concern:

In February 2005 we purchased the above-reference property as an investment property. Given the unique through lot aspect from Ash Street to Chestnut Street and the large level lot, we felt eventually it would be ideal for dividing into two lots.

In 2008 we hired Farber Surveying to survey our lot. After surveying the lot, Herb noted that our lot size was approximately 282 square feet too small to meet the current code regulations to divide into two parcels. Herb suggested a vacation of 10 feet of right-of-way on each side of Ash Street, which currently has an 80-foot right of way, based on the original town plat of 1889. In the process of surveying, staff recommended a 56 right-of-way on Ash Street between 7th Street and Freeman Road, which we agreed to pursue. The Central Point Planning Department, at that time, was fully supportive of our submission and plans. In the end, the surrounding neighbors did not wish to acquire land and opposed the possibility for additional taxes as a result of the right-of-way vacation. The Central Point City Council denied our request based on the potential increased land value and tax increase to the residents abutting our property.

The City of Central Point code has recently been amended to decrease the minimum lot size from 5,000 square feet to 4,500 square feet. We submitted a land division application on June 01, 2017, in anticipation of dividing the lot into two parcels. Currently, a condition of the final plat approval is to obtain a variance to the maximum density requirement in the zone consistent with the minimum lot size in the R-1-6 zoning, as the maximum density was not adjusted in the recent code amendment.

We respectfully request this variance be granted. Approval would allow us to move forward with dividing our lot into two parcels, ultimately allowing an affordable single family home construction with similar characteristics and size as the surrounding homes in the neighborhood.

Sincerely,

Bryan Herrmann

Lisa Herrmann

Enclosure

Narrative Statement: Class C Variance Request

Bryan & Lisa Herrmann
765 Ash Street, Central Point, Oregon 97502

Applicability

CPMC 17.13.500(A). Class C variance requests are those that do not conform to the provisions of Sections [17.13.300](#) and [17.13.400](#) (Class A and Class B), and that meet the criteria in subsections (A)(1) through (4) of this section. Class C variances shall be reviewed using a Type III procedure, in accordance with Chapter [17.05](#):

1. The Class C variance standards apply to individual platted and recorded lots only.

Finding: The variance request is for a lot platted as part of the original town plat of 1889.

Conclusion: The request is consistent with this standard.

2. The Class C variance procedure may be used to modify a standard for three or fewer lots, including lots yet to be created through a partition process.

Finding: The variance request is to modify the maximum density standard for a parcel proposed as part of the Ash Street Partition (Expedited), which was tentatively approved with conditions of approval on July 20, 2017. The File number is PAR-17001.

Conclusion: The variance request is for lots to be created through a partition process consistent with this standard.

3. An applicant who proposes to vary a standard for lots yet to be created through a subdivision process may not utilize the Class C variance procedure. Approval of a planned unit development shall be required to vary a standard for lots yet to be created through a subdivision process where a specific code section does not otherwise permit exceptions.

Finding: The variance request is for a lot yet to be created through the partition process and not the subdivision process.

Conclusion: The variance request complies with this standard of applicability.

4. A variance shall not be approved that would vary the “permitted uses” or “prohibited uses” of a zoning district.

Finding: The variance request would modify the maximum density requirement in the R-1-6, Residential Single Family zone to match the minimum lot size. Currently, the existing lot is developed with a single-family home that will remain on the site. The proposed lot to be created will be developed with a single family home with similar characteristics and size as the surrounding homes in the neighborhood, consistent with the R-1-6 permitted uses and development standards.

Conclusion: The proposed variance does not vary the permitted or prohibited uses in the R-1-6 zone.

Approval Process

CPMC 17.13.500(B). Class C variances shall be processed using a Type III procedure, as governed by Section 17.05.400, using the approval criteria in subsection C of this section. In addition to the application requirements contained in Section 17.05.400, the applicant shall provide a written narrative or letter describing his/her reasoning for the variance, why it is required, alternatives considered, and compliance with the criteria in subsection C of this section.

Finding: The Class C Variance request has been submitted and is being processed using the Type III procedures, as shown by the submittal of a cover letter explaining the reasons for the request and alternatives considered, and the narrative herein explaining how our request is consistent with the approval criteria for Class C Variances. In addition, we had a Pre-Application Conference with City staff as required for all Type III applications.

Conclusion: Our proposed variance complies with the procedural requirements for Class C Variances as stated above.

Approval Criteria

CPMC 17.13.500(C). The city shall approve, approve with conditions, or deny an application for a variance based on all of the following criteria:

1. The proposed variance will not be materially detrimental to the purposes of this code, to any other applicable policies and standards, and to other properties in the same zoning district or vicinity;

Finding: The proposed variance is to align density with minimum lot size. Given this and the fact that the proposal would allow division of our property consistent with other properties in the vicinity, it will not be detrimental to other properties, the purposes of the City's code or other applicable policies and standards.

Conclusion: The requested variance is consistent with the requirement.

2. A hardship to development exists which is peculiar to the lot size or shape, topography, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g., the same zoning district);

Finding: The requested variance will benefit our property at 765 Ash Street, which is a through lot. There is substantial vacant right-of way adjacent to both Ash and Chestnut Streets, which is unique to our lot when compared to properties in the vicinity that are developed with frontage on both Ash and Chestnut Street.

Conclusion: The request is consistent with this standard.

3. The use proposed will be the same as permitted under this title and city standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land;

Finding: The proposed use is consistent with equivalent minimum lot size allowed in the R-1-6 zone and the existing lot size and density in the neighborhood. It does not vary the permitted or prohibited uses in the R-1-6 zone. Granting the variance will allow us to partition our lot similar to other properties in the neighborhood, a reasonable economic use of the land.

Conclusion: The variance request is consistent with this criterion.

4. Existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks, will not be adversely affected any more than would occur if the development occurred as specified by the subject code standard;

Finding: There are no natural features that will be adversely affected.

Conclusion: The request is consistent with this standard.

5. The hardship is not self-imposed;

Finding: The hardship exists because our lot, while sufficient to meet the minimum lot size requirement for the proposed partition (File No. PAR-17001), is too small to meet the maximum density allowed per code. This hardship exists because the right-of-way along Ash Street and Chestnut Street is wider than the City's standard for residential streets, and because the code standard for minimum lot size does not align with maximum density. Both circumstances are beyond our control and are not self-imposed as evidenced by our previous efforts to vacate right-of-way along Ash Street and to split the lot consistent with the minimum lot size permitted in the R-1-6 zone.

Conclusion: The request is consistent with this standard.

6. The variance requested is the minimum variance that would alleviate the hardship.

Finding: The variance requested would be the minimum variance and allow Tax Lot 600 to be divided into two separate parcels.

Conclusion: The requested variance is the minimum necessary to align the maximum density with the minimum lot size, consistent with this standard.

**PLANNING DEPARTMENT SUPPLEMENTAL
FINDINGS OF FACT & CONCLUSIONS OF LAW
Herrmann Variance (765 Ash Street)
File No. VAR-17001**

September 5, 2017

Applicant: Bryan and Lisa Herrmann 4629 Cloudcrest Drive Medford, OR 97504))))	Findings of Fact and Conclusion of Law
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PART 1 – INTRODUCTION

The Applicant is requesting a Class C Variance per Section 17.13.500 of the City of Central Point Municipal Code (CPMC). The purpose of the variance is to allow a two (2) lot partition in the R-1-6 zone that meets the minimum lot size but exceeds the maximum density standards in the zone. The R-1-6 district, Section 17.20.050, allows a minimum lot size of 4,500 square feet and a maximum density of 6 units per acre. The applicant is requesting a lot sizes that are 4,857 square feet and 4,861 square feet, which exceeds the current density by 2.9 units per acre (see table below).

	Area (s.f.)	Area (Acres)	Maximum Density	Maximum No. Units	Proposed No. Units	Proposed Density	Difference (+/-)
Parcel 1	4857	0.11	6	0.67	1	8.9	2.9
Parcel 2	4861	0.11	6	0.67	1	8.9	2.9
TOTALS	9718	0.22	6	1.34	2	8.9	2.9

The variance request is deemed necessary to comply with the minimum lot size standard in the R-1-6 zone and to permit single family residential development allowed in the zone. The property is located at 765 Ash Street and has frontage on Ash and Chestnut Street (Figure 1).

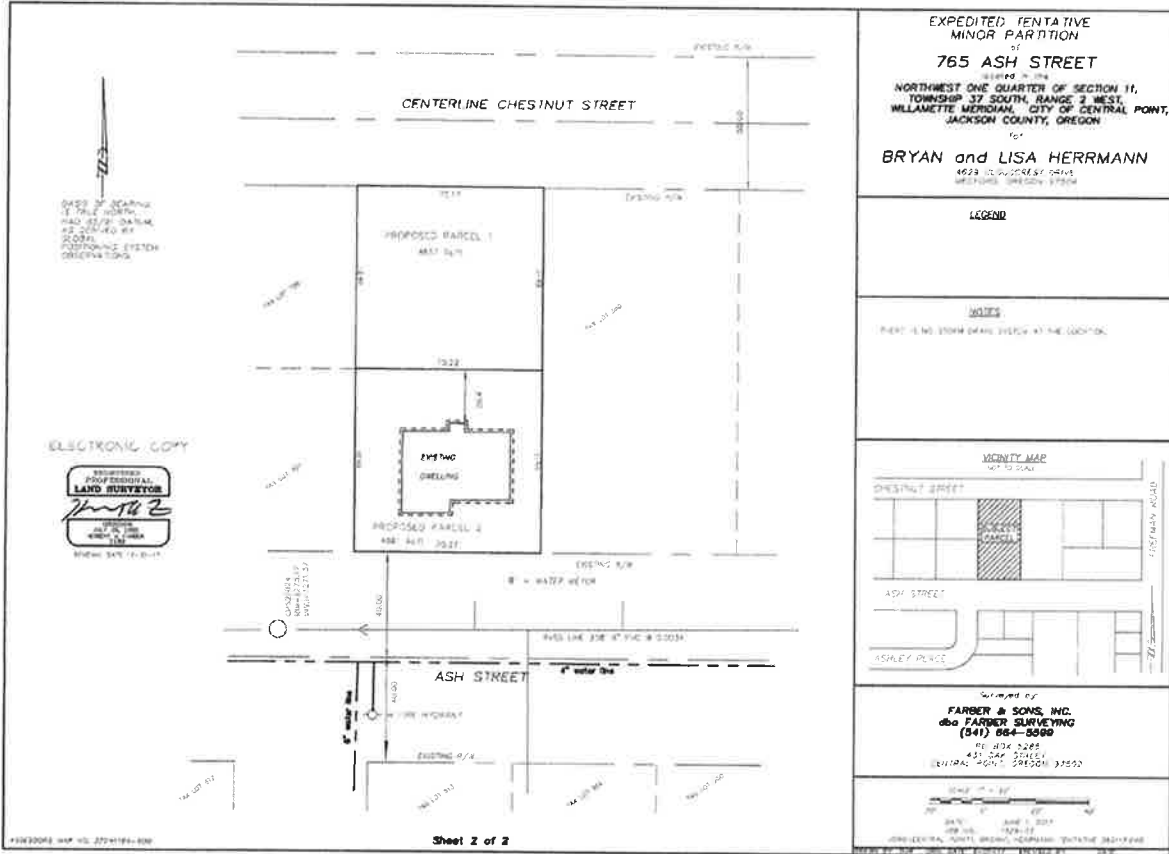
Including this introduction, these findings will be presented in three (3) parts as follows:

1. Introduction
2. Approval Criteria, Section 17.13.500(C)
3. Summary Conclusion

Figure 1



Figure 2



PART 2 – CLASS C VARIANCES

CPMC 17.13.100 Variance Purpose

This chapter provides standards and procedures for variances, which are modifications to land use or development standards that are not otherwise permitted elsewhere in this title as exceptions to code standards. This chapter cannot provide standards to fit every potential development situation. The city’s varied geography, and complexities of land development, require flexibility. This chapter provides that flexibility, while maintaining the purposes and intent of the code. The variance procedures provide relief from specific code provisions when they have the unintended effect of preventing reasonable development in conformance with all other codes. The variance procedures are intended to provide flexibility while ensuring that the purpose of each development standard is met.

Finding 17.13.100. The purpose of the City’s variance section acknowledges the challenge in writing standards that cover all situations and that it is the intent of Section

17.13.100 to provide flexibility in the administration of zoning standards to avoid the unintended effect of preventing reasonable development to occur.

Conclusion 17.13.100. *The requested variance to the maximum density represents an example of a unique situation where the strict application of standards will have the unintended consequence of prohibiting reasonable and allowed single family residential development with frontage on a public street.*

CPMC 17.13.500(A), Applicability

Class C variance requests are those that do not conform to the provisions of Sections 17.13.300 and 17.13.400 (Class A and Class B), and that meet the criteria in subsections (A)(1) through (4) of this section.

1. The Class C variance standards apply to individual platted and recorded lots only.

Finding 17.13.500(A)(1). *The property in question is a platted and recorded property.*

Conclusion 17.13.500(A)(1). *Consistent.*

2. The Class C variance procedure may be used to modify a standard for three or fewer lots, including lots yet to be created through a partition process,

Finding 17.13.500(A)(2). *The property in question is for two lots that have been tentatively approved subject to conditions of approval, including a condition to resolve the maximum density standard through a Class C Variance prior to final plat approval. The parcels are yet to be created through a partition process.*

Conclusion 17.13.500(A)(2). *Consistent.*

3. An applicant who proposes to vary a standard for lots yet to be created through the subdivision process may not utilize the Class C variance procedure. Approval of a planned unit development shall be required to vary a standard for lots yet to be created through a subdivision process where a specific code section does not otherwise permit exceptions.

Finding 17.13.500(A)(4). *The proposed variance will not alter a standard for lots yet to be created through a subdivision process.*

Conclusion 17.13.500(A)(4). *Not applicable.*

4. A variance shall not be approved that would vary the “permitted uses” or “prohibited uses” of a zoning district.

Finding 17.13.500(A)(5). *The proposed variance does not vary the “permitted” or “prohibited” uses in the R-1-6 district.*

Conclusion 17.13.500(A)(5). *Consistent.*

CPMC 17.13.500(C), Approval Criteria

The city shall approve, approve with conditions, or deny an application for a variance based on all of the following criteria:

1. The proposed variance will not be materially detrimental to the purpose of this code, to any other applicable policies and standards, and to other properties in the same zoning district.

Finding 17.13.500(C)(1). *The Residential Single Family (R-1-6) zone permits a minimum lot size of 4,500 square feet. The variance request allows a maximum density commensurate with the minimum lot size requirement, which is consistent with the purpose statement for the R-1 zone.*

Conclusion 17.13.500(C)(1). *The proposed variance does not present a detrimental impact on the health, safety, or general welfare of the surrounding neighbors, or the community at large, and does not establish an unacceptable precedent to the maximum density for properties in the R-1-6 zone.*

2. A hardship to development exists which is peculiar to the lot size or shape, topography, or other similar circumstances related to the property over which the applicant has no control, and which are not applicable to other properties in the vicinity (e.g. the same zoning district).

Finding 17.13.500(C)(2). *The applicant's findings address (Staff Report dated September 5, 2017, Attachment "C") the unique lot size and right-of-way conditions on Ash Street and Chestnut Street. This lot is 23% more narrow most other properties between Ash and Chestnut Street. Additionally, the right-of-way for both Ash and Chestnut Street exceeds the required amount for residential (retrofit) streets, which applies to existing streets. When these two factors are considered, the project site has a unique condition that precludes its ability to develop lots consistent with other lots in the neighborhood (i.e. lots with frontage on a public street) and that meet the maximum density standard.*

Conclusion 17.13.500(C)(2). *The proposed variance is consistent with this standard.*

3. The use proposed will be the same as permitted under this title and city standards will be maintained to the greatest extent that is reasonably possible while permitting reasonable economic use of the land.

Finding 17.13.500(C)(3). *The proposed use is single family residential consistent with the requirements of the Residential Single Family district per CPMC 17.20.*

Conclusion 17.13.500(C)(3). *Consistent.*

4. Existing physical and natural systems, such as but not limited to traffic, drainage, natural resources, and parks, will not be adversely affected any more than would occur if the development occurred as specified by the subject code standard.

***Finding 17.13.500(C)(4).** As noted in the applicant's findings the proposed tentative plan variance to the maximum density, is or a site that will not impact any existing physical and natural systems, traffic, drainage, or parks.*

***Conclusion 17.13.500(C)(4).** Not Applicable.*

5. The hardship is not self-imposed.

***Finding 17.13.500(C)(5).** The Applicant's Findings (Staff Report dated September 5, 2017, Attachment "C") indicate that the existing lot size and excessive right-of-way conditions on Ash and Chestnut Street are not self-imposed. This is further evidenced by the code provision allowing lots that are 4,500 s.f. in area.*

***Conclusion 17.13.500(C)(5).** Consistent.*

6. The variance request is the minimum variance that would alleviate the hardship.

***Finding 17.13.500(C)(6).** The variance request is to permit a maximum density commensurate with the minimum lot size. Since density is calculated as the number of units allowed per acre and there are 43,560 s.f. per acre and the minimum lot size allowed in the R-1-6 zone is 4,500 s.f., the maximum density requested is 9 units per acre.*

***Conclusion 17.13.500(C)(6).** The variance request to the maximum density is the minimum necessary to permit a minor partition with lot sizes commensurate with the minimum lot size in the R-1-6 zone.*

PART 3 – SUMMARY CONCLUSION

The requested variance has been evaluated against all six (6) of the criteria set forth in 17.13.500(C). Per the findings set forth herein the requested variance has been found to be compliant with said criteria and therefore justified as an exception to the maximum density limitation set forth in Section 17.20.050.

ATTACHMENT “E”

PLANNING COMMISSION RESOLUTION NO. 847

**A RESOLUTION OF THE PLANNING COMMISSION APPROVING A CLASS “C”
VARIANCE TO THE MAXIMUM DENSITY REQUIREMENTS FOR THE R-1-6 DISTRICT
PER CPMC 17.13.500(C).**

**Applicant: Bryan and Lisa Herrmann
(File No: VAR-17001)**

WHEREAS, the applicant has submitted an application for a Class “C” variance to increase the maximum allowable density commensurate with the minimum lot size standard in the R-1-6 zone per CPMC 17.20.050 to allow a minor two(2) lot partition on 0.22 acres located at 765 Ash Street City of Central Point, Oregon; and

WHEREAS, on September 5, 2017, at a duly noticed public hearing, the Central Point Planning Commission considered the Applicant’s request for a Class “C” Variance to the maximum allowable density per CPMC 17.20.050; and

WHEREAS, the Planning Commission, as part of the Class “C” variance application has considered and finds that adequate findings have been made demonstrating that issuance of the variance is consistent with the criteria set forth in Section 17.13.500(C).

NOW, THEREFORE, BE IT RESOLVED that the City of Central Point Planning Commission by Resolution No. 847 hereby approves the Ash Street Class “C” variance request based on the Planning Department Staff Report dated September 5, 2017, including the following attachments: Applicant’s Project Narrative (Attachment “B”), Applicant’s Findings (Attachment “C”) and the Planning Department Supplemental Findings (Attachment “D”) herein incorporated by reference.

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

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



Community Development
Tom Humphrey, AICP
Community Development Director

STAFF REPORT
September 5, 2017

AGENDA ITEM: FILE NO: 17001

Annexation of 3428 and 3470 Chickory Lane comprising 3.64 acres. This application is accompanied by a comprehensive plan amendment and a zone change which will be considered separately. It is identified on the Jackson County Assessor's map as 37 2W 11C Tax Lots 8300 and 8400. **Applicant:** Bob Fellows; **Agent:** CSA Planning, Ltd.

STAFF SOURCE:

Tom Humphrey AICP, Community Development Director

BACKGROUND:

The applicant would like to bring his property into the City and develop it for residential purposes. The property must be annexed in order to consider land use amendment, a zone change and subsequent development.

The Planning Department sent a letter to area property owners to invite participation in this annexation. The two immediate properties that are still in the County have elected NOT to participate. The subject property is adjacent to the city limits along all property lines as illustrated by the site map, Attachment A.

Currently the subject properties are each occupied with single family dwellings and zoned by Jackson County as General Industrial (GI). It is designated Residential on the City's Comprehensive Plan (Map) and Zoning Map. When annexed, the property will no longer have a County zoning classification. The existing buildings on each tax lot will be removed in order to redevelop the property.

AUTHORITY:

ORS 222.125 authorizes annexation of property contiguous to cities when all of the owners of land and a majority of electors consent. CPMC 1.20 vests the City Council with the authority to order the annexation of unincorporated territory in the Urban Growth Boundary into the City of Central Point. The Planning Commission is involved in the review of this annexation because it is associated with land use changes and staff wanted commission review before sending it to the City Council.

This annexation is a 'full consent annexation' since the property owner has consented in writing to the annexation.

Annexation Criteria:

1. **Written Consents:** The annexation application includes written consent to annex from 100% of the property owners and a majority of the electors within the annexation territory, who have signed the annexation petition, which is evidence of written consent to annexation (Attachment B). Accordingly, pursuant to ORS 222.125 and CPMC 1.24.020, the City Council may order the annexation without notice, hearing or election.
2. **Contiguous to City Limits:** Pursuant to ORS 222.111, territory proposed for annexation must be contiguous to the City or separated from it only by a public right-of-way or a stream, lake or other body of water. The subject annexation area is contiguous to Central Point to the north, west and south.
3. **Within Urban Growth Boundary (UGB):** The annexation territory is within the Urban Growth Boundary of Central Point and is in compliance with the City-County Urban Growth Boundary and Policy Agreement of September 1984 and amended in 1998.
4. **Orderly Provision of Public Facilities:** The City-County Urban Growth Boundary and Policy Agreement requires that, in considering an annexation, urban facilities and services must be adequate in condition and capacity to accommodate the additional level of growth allowed by the Comprehensive Plan within the annexation area prior to or concurrent with the development. Public Works and Rogue Valley Sewer Services have reviewed the existing public facilities and their proximity to the annexation area and concluded that public facilities can be provided or extended to the site. Any future enhancements of these facilities made necessary by development of the annexation area will be the responsibility of the developer and regulated through the City's land use application process. This will result in an orderly provision of public facilities to the annexation area.
5. **Duly noticed and advertised notice of public hearing:** Pursuant to ORS 222.120 notice of the hearing was published for the Planning Commission meeting on September 5, 2017 and for the City Council meeting on September 14, 2017, in the Mail Tribune newspaper and notice was posted in four (4) public locations. In addition, on August XX, 2017 notice was mailed to each property owner of record within 100 feet of the proposed annexation.

ISSUES:

There is one issue relative to this application:

1. The City had hoped to encourage the two adjoining properties to the south to participate in this annexation but neither elected to do so. Letters were mailed to the adjoining property owners with an invitation to be included. Had one or the other decided to join the applicant, all would have been forced to participate and a 'county island' could have been eliminated completely.

ATTACHMENTS:

Attachment "A"- Graphic Illustration of the subject property

Attachment "B"- Annexation Petition

Attachment "C"- Infrastructure Maps (Exhibits 9A-9C)

Attachment "D"- City Council Resolution No. ___ Ordering Annexation

Exhibit A: Written Description

Exhibit B: Annexation Depiction Map

ACTIONS:

Open public hearing and consider the request to annex approximately 3.64 acres located at 37 2W 11C Tax Lots 8300 and 8400, close the public hearing and 1) recommend approval to the City Council; 2) recommend approval with revisions; or 3) recommend denial the application.

RECOMMENDATION:

Recommend approval of Annexation Request (File No. 17001) to the City Council per the Staff Report dated September 5, 2017.

Queuing and Blocking Report
 Design Year 2018 No-Build, AM Peak Hour

07/07/2017

Intersection: 60: E Pine St & Haskell St.

Movement	SE	SE	NW	NE	NE	SW	SW	SW
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	514	133	119	200	758	126	226	103
Average Queue (ft)	218	24	51	63	311	35	83	51
95th Queue (ft)	439	76	100	180	705	88	169	89
Link Distance (ft)	1332	1332	386		929		276	276
Upstream Blk Time (%)					2			0
Queuing Penalty (veh)					0			0
Storage Bay Dist (ft)				100		100		
Storage Blk Time (%)				0	39	1	6	
Queuing Penalty (veh)				2	20	2	2	

Zone Summary

Zone wide Queuing Penalty: 26

SimTraffic Simulation Summary
 Design Year 2018 No-Build, AM Peak Hour, Mitigated

07/07/2017

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:10	7:10	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	2926	2968	2984	2919	2941	2947
Vehs Exited	2926	3013	2995	2918	2936	2955
Starting Vehs	65	90	80	61	61	70
Ending Vehs	65	45	69	62	66	56
Travel Distance (mi)	966	1006	992	979	974	983
Travel Time (hr)	60.3	63.3	60.2	60.8	59.2	60.8
Total Delay (hr)	23.0	24.5	21.9	23.1	21.8	22.9
Total Stops	3150	3192	3140	3114	3228	3166
Fuel Used (gal)	40.9	42.0	41.1	41.0	40.8	41.2

Interval #0 Information Seeding

Start Time 7:10
 End Time 7:15
 Total Time (min) 5
 Volumes adjusted by PHF, Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:15
 End Time 7:30
 Total Time (min) 15
 Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	824	844	798	807	797	815
Vehs Exited	820	853	793	777	785	805
Starting Vehs	65	90	80	61	61	70
Ending Vehs	69	81	85	91	73	78
Travel Distance (mi)	285	291	271	275	272	279
Travel Time (hr)	19.8	20.0	17.4	18.0	17.3	18.5
Total Delay (hr)	8.8	8.7	7.0	7.4	6.8	7.8
Total Stops	1018	1039	933	944	926	973
Fuel Used (gal)	12.5	12.7	11.4	11.7	11.6	12.0

SimTraffic Simulation Summary
 Design Year 2018 No-Build, AM Peak Hour, Mitigated

07/07/2017

Interval #2 Information Recording

Start Time 7:30
 End Time 8:15
 Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2102	2124	2186	2112	2144	2135
Vehs Exited	2106	2160	2202	2141	2151	2153
Starting Vehs	69	81	85	91	73	78
Ending Vehs	65	45	69	62	66	56
Travel Distance (mi)	681	715	721	704	702	705
Travel Time (hr)	40.5	43.3	42.8	42.8	41.9	42.3
Total Delay (hr)	14.2	15.7	15.0	15.7	14.9	15.1
Total Stops	2132	2153	2207	2170	2302	2196
Fuel Used (gal)	28.4	29.3	29.7	29.3	29.2	29.2

Queuing and Blocking Report
 Design Year 2018 No-Build, AM Peak Hour, Mitigated

07/07/2017

Intersection: 60: E Pine St & Haskell St.

Movement	SE	SE	NW	NE	NE	SW	SW	SW
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	363	75	90	176	368	117	174	117
Average Queue (ft)	145	20	35	38	133	29	69	50
95th Queue (ft)	269	51	72	105	263	76	144	96
Link Distance (ft)	1331	1331	373		929		276	276
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				100		100		
Storage Blk Time (%)				0	12	0	3	
Queuing Penalty (veh)				1	7	0	1	

Zone Summary

Zone wide Queuing Penalty: 9

HCM Signalized Intersection Capacity Analysis
60: E Pine St & Haskell St.

07/07/2017

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	↔
Traffic Volume (vph)	405	17	50	1	13	115	50	375	16	39	160	185
Future Volume (vph)	405	17	50	1	13	115	50	375	16	39	160	185
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.96			0.97		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00			1.00		1.00	1.00		0.98	1.00	1.00
Frt	1.00	0.89			0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1617	1474			1471		1623	1685		1621	1549	1406
Flt Permitted	0.70	1.00			1.00		0.61	1.00		0.27	1.00	1.00
Satd. Flow (perm)	1187	1474			1471		1039	1685		462	1549	1406
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	476	20	59	1	15	135	59	441	19	46	188	218
RTOR Reduction (vph)	0	28	0	0	64	0	0	1	0	0	0	140
Lane Group Flow (vph)	476	51	0	0	87	0	59	459	0	46	188	78
Confl. Peds. (#/hr)	7		25	25		7	3		40	40		3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	2%	0%	2%	0%	0%	2%	2%	3%	0%	0%	13%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Actuated Green, G (s)	36.5	36.5			36.5		24.7	24.7		24.7	24.7	24.7
Effective Green, g (s)	36.5	36.5			36.5		24.7	24.7		24.7	24.7	24.7
Actuated g/C Ratio	0.53	0.53			0.53		0.36	0.36		0.36	0.36	0.36
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	626	777			775		370	601		164	552	501
v/s Ratio Prot		0.03						0.27			0.12	
v/s Ratio Perm	0.40				0.06		0.06			0.10		0.06
v/c Ratio	0.76	0.07			0.11		0.16	0.76		0.28	0.34	0.16
Uniform Delay, d1	12.9	8.0			8.2		15.2	19.7		15.9	16.3	15.1
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.2	0.0			0.0		0.1	5.5		0.7	0.3	0.1
Delay (s)	18.1	8.0			8.3		15.3	25.1		16.6	16.6	15.3
Level of Service	B	A			A		B	C		B	B	B
Approach Delay (s)		16.7			8.3			24.0			15.9	
Approach LOS		B			A			C			B	

Intersection Summary			
HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	69.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
60: E Pine St & Haskell St.

07/07/2017

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	↖	↗			↖		↗	↖	↗	↖	↗	↖	
Traffic Volume (vph)	405	17	50	1	13	115	50	375	16	39	160	185	
Future Volume (vph)	405	17	50	1	13	115	50	375	16	39	160	185	
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00	
Frbp, ped/bikes	1.00	0.96			0.98		1.00	1.00		1.00	1.00	0.97	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		0.98	1.00	1.00	
Frt	1.00	0.89			0.88		1.00	0.99		1.00	1.00	0.85	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	1622	1474			1487		1623	1685		1622	1549	1406	
Flt Permitted	0.70	1.00			1.00		0.61	1.00		0.27	1.00	1.00	
Satd. Flow (perm)	1191	1474			1487		1041	1685		465	1549	1406	
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	
Adj. Flow (vph)	476	20	59	1	15	135	59	441	19	46	188	218	
RTOR Reduction (vph)	0	28	0	0	64	0	0	1	0	0	0	140	
Lane Group Flow (vph)	476	51	0	0	87	0	59	459	0	46	188	78	
Confl. Peds. (#/hr)	7		25	25		7	3		40	40		3	
Confl. Bikes (#/hr)									1			1	
Heavy Vehicles (%)	2%	0%	2%	0%	0%	2%	2%	3%	0%	0%	13%	3%	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm	
Protected Phases		4			8			6			2		
Permitted Phases	4			8			6			2		2	
Actuated Green, G (s)	36.1	36.1			36.1		24.6	24.6		24.6	24.6	24.6	
Effective Green, g (s)	36.1	36.1			36.1		24.6	24.6		24.6	24.6	24.6	
Actuated g/C Ratio	0.53	0.53			0.53		0.36	0.36		0.36	0.36	0.36	
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0	
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5		2.5	2.5	2.5	
Lane Grp Cap (vph)	625	774			781		372	603		166	554	503	
v/s Ratio Prot		0.03						c0.27			0.12		
v/s Ratio Perm	c0.40				0.06		0.06			0.10		0.06	
v/c Ratio	0.76	0.07			0.11		0.16	0.76		0.28	0.34	0.16	
Uniform Delay, d1	12.9	8.0			8.2		15.0	19.5		15.7	16.1	15.0	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00	
Incremental Delay, d2	5.2	0.0			0.0		0.1	5.4		0.7	0.3	0.1	
Delay (s)	18.1	8.0			8.3		15.2	24.8		16.4	16.4	15.1	
Level of Service	B	A			A		B	C		B	B	B	
Approach Delay (s)		16.7			8.3			23.7			15.8		
Approach LOS		B			A			C			B		
Intersection Summary													
HCM 2000 Control Delay			17.9									HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.76										
Actuated Cycle Length (s)			68.7									Sum of lost time (s)	8.0
Intersection Capacity Utilization			76.1%									ICU Level of Service	D
Analysis Period (min)			15										
c Critical Lane Group													

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:10	7:10	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	2999	2968	2963	2953	2944	2965
Vehs Exited	2988	2984	3000	2955	2980	2982
Starting Vehs	74	83	92	74	83	76
Ending Vehs	85	67	55	72	47	66
Travel Distance (mi)	996	999	991	1002	996	997
Travel Time (hr)	72.6	81.4	87.0	75.9	71.8	77.7
Total Delay (hr)	34.3	42.8	48.7	37.4	33.5	39.4
Total Stops	3702	3919	4085	3830	3644	3832
Fuel Used (gal)	44.1	46.3	47.3	45.1	44.1	45.4

Interval #0 Information Seeding

Start Time 7:10
 End Time 7:15
 Total Time (min) 5
 Volumes adjusted by PHF, Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:15
 End Time 7:30
 Total Time (min) 15
 Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	787	863	772	784	784	797
Vehs Exited	770	822	745	749	770	771
Starting Vehs	74	83	92	74	83	76
Ending Vehs	91	124	119	109	97	106
Travel Distance (mi)	268	288	257	266	261	268
Travel Time (hr)	20.5	32.0	26.7	22.3	22.2	24.8
Total Delay (hr)	10.2	20.8	16.8	12.1	12.2	14.4
Total Stops	1053	1348	1192	1121	1088	1162
Fuel Used (gal)	12.1	15.3	13.3	12.5	12.4	13.1

SimTraffic Simulation Summary
Design Year 2018 Build, AM Peak Hour

07/07/2017

Interval #2 Information Recording

Start Time 7:30
End Time 8:15
Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2212	2105	2191	2169	2160	2170
Vehs Exited	2218	2162	2255	2206	2210	2209
Starting Vehs	91	124	119	109	97	106
Ending Vehs	85	67	55	72	47	66
Travel Distance (mi)	728	711	734	737	735	729
Travel Time (hr)	52.1	49.5	60.2	53.6	49.6	53.0
Total Delay (hr)	24.1	22.0	31.9	25.3	21.4	24.9
Total Stops	2649	2571	2893	2709	2556	2680
Fuel Used (gal)	32.0	31.1	33.9	32.6	31.8	32.3

Queuing and Blocking Report
 Design Year 2018 Build, AM Peak Hour

07/07/2017

Intersection: 60: E Pine St & Haskell St.

Movement	SE	SE	NW	NE	NE	SW	SW	SW
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	517	118	165	199	815	147	255	117
Average Queue (ft)	220	21	55	56	333	38	90	54
95th Queue (ft)	484	72	114	163	808	94	189	94
Link Distance (ft)	1332	1332	386		929		276	276
Upstream Blk Time (%)					4		0	
Queuing Penalty (veh)					0		1	
Storage Bay Dist (ft)				100		100		
Storage Blk Time (%)				1	37	1	7	
Queuing Penalty (veh)				5	19	2	3	

Zone Summary

Zone wide Queuing Penalty: 29

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:10	7:10	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	2918	2978	2953	2978	2982	2960
Vehs Exited	2936	2990	2969	2981	2982	2972
Starting Vehs	61	74	67	61	66	60
Ending Vehs	43	62	51	58	66	53
Travel Distance (mi)	978	987	978	987	995	985
Travel Time (hr)	58.7	60.4	60.7	60.4	61.0	60.2
Total Delay (hr)	21.0	22.5	23.2	22.4	22.6	22.4
Total Stops	3058	3138	3094	3160	3243	3139
Fuel Used (gal)	40.4	41.2	40.9	41.3	41.4	41.0

Interval #0 Information Seeding

Start Time 7:10
 End Time 7:15
 Total Time (min) 5
 Volumes adjusted by PHF, Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:15
 End Time 7:30
 Total Time (min) 15
 Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	792	815	839	810	810	817
Vehs Exited	772	825	830	809	811	809
Starting Vehs	61	74	67	61	66	60
Ending Vehs	81	64	76	62	65	69
Travel Distance (mi)	272	277	289	279	278	279
Travel Time (hr)	17.9	18.2	19.7	18.1	18.0	18.4
Total Delay (hr)	7.4	7.6	8.5	7.3	7.2	7.6
Total Stops	948	966	994	923	955	956
Fuel Used (gal)	11.6	11.9	12.5	11.9	11.7	11.9

SimTraffic Simulation Summary
 Design Year 2018 Build, AM Peak Hour, Mitigated

07/07/2017

Interval #2 Information Recording

Start Time 7:30
 End Time 8:15
 Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2126	2163	2114	2168	2172	2151
Vehs Exited	2164	2165	2139	2172	2171	2163
Starting Vehs	81	64	76	62	65	69
Ending Vehs	43	62	51	58	66	53
Travel Distance (mi)	706	710	689	708	717	706
Travel Time (hr)	40.8	42.2	41.0	42.3	43.0	41.9
Total Delay (hr)	13.6	14.9	14.7	15.1	15.4	14.7
Total Stops	2110	2172	2100	2237	2288	2184
Fuel Used (gal)	28.8	29.2	28.4	29.4	29.7	29.1

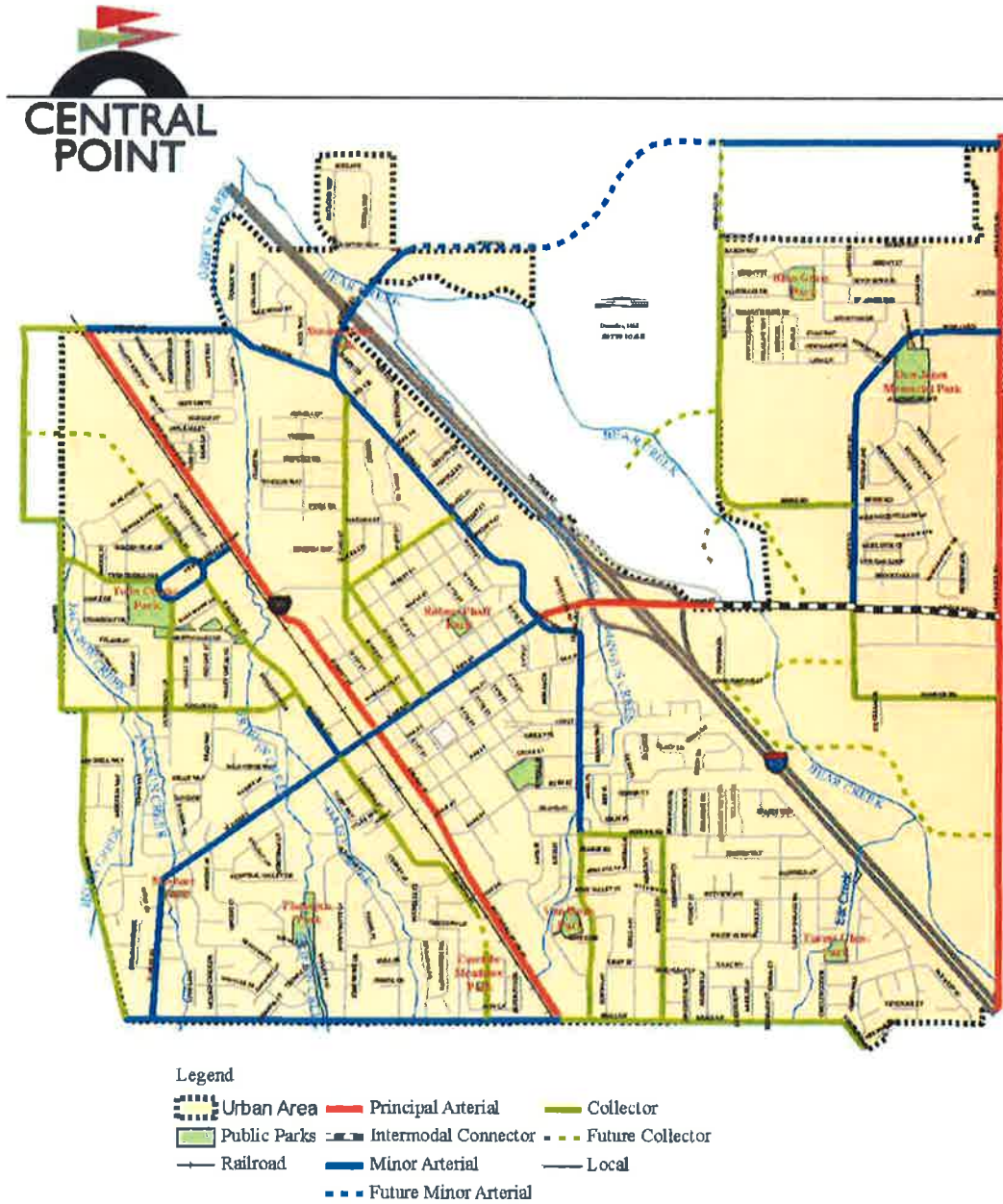
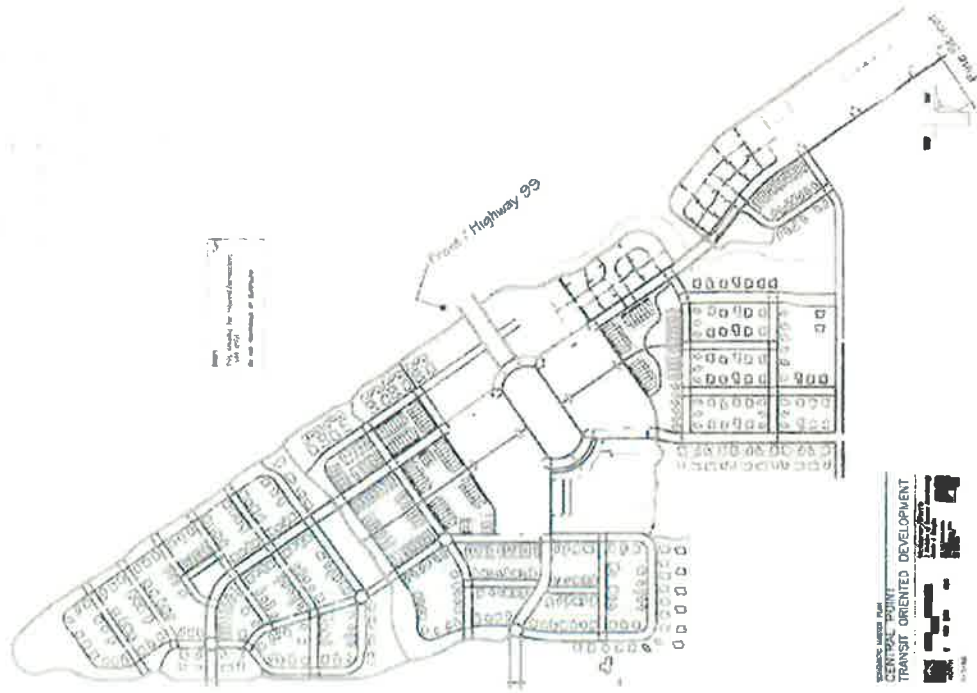
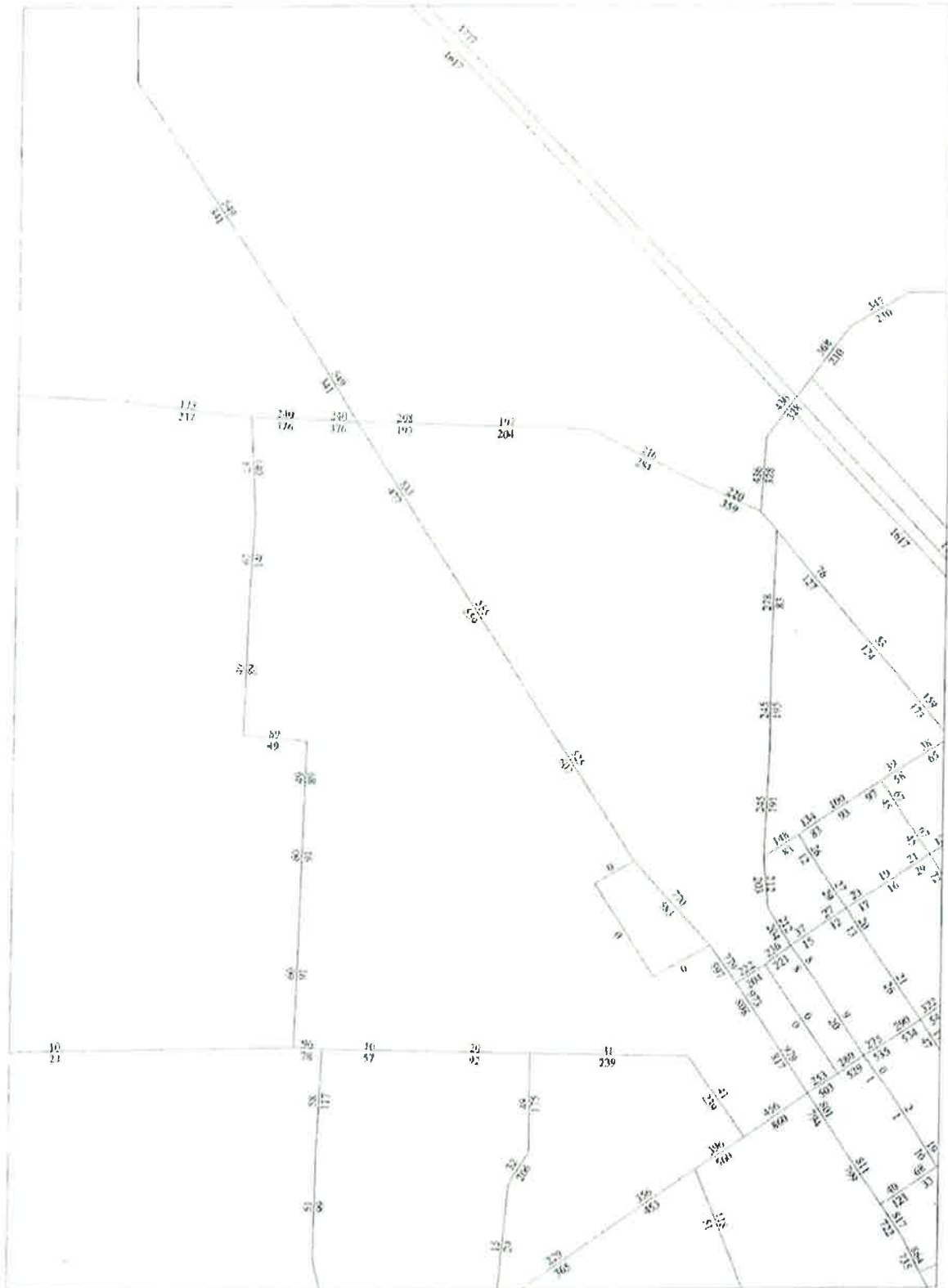


Figure 7.1
Functional Classification &
Street Network Map
2008-2030

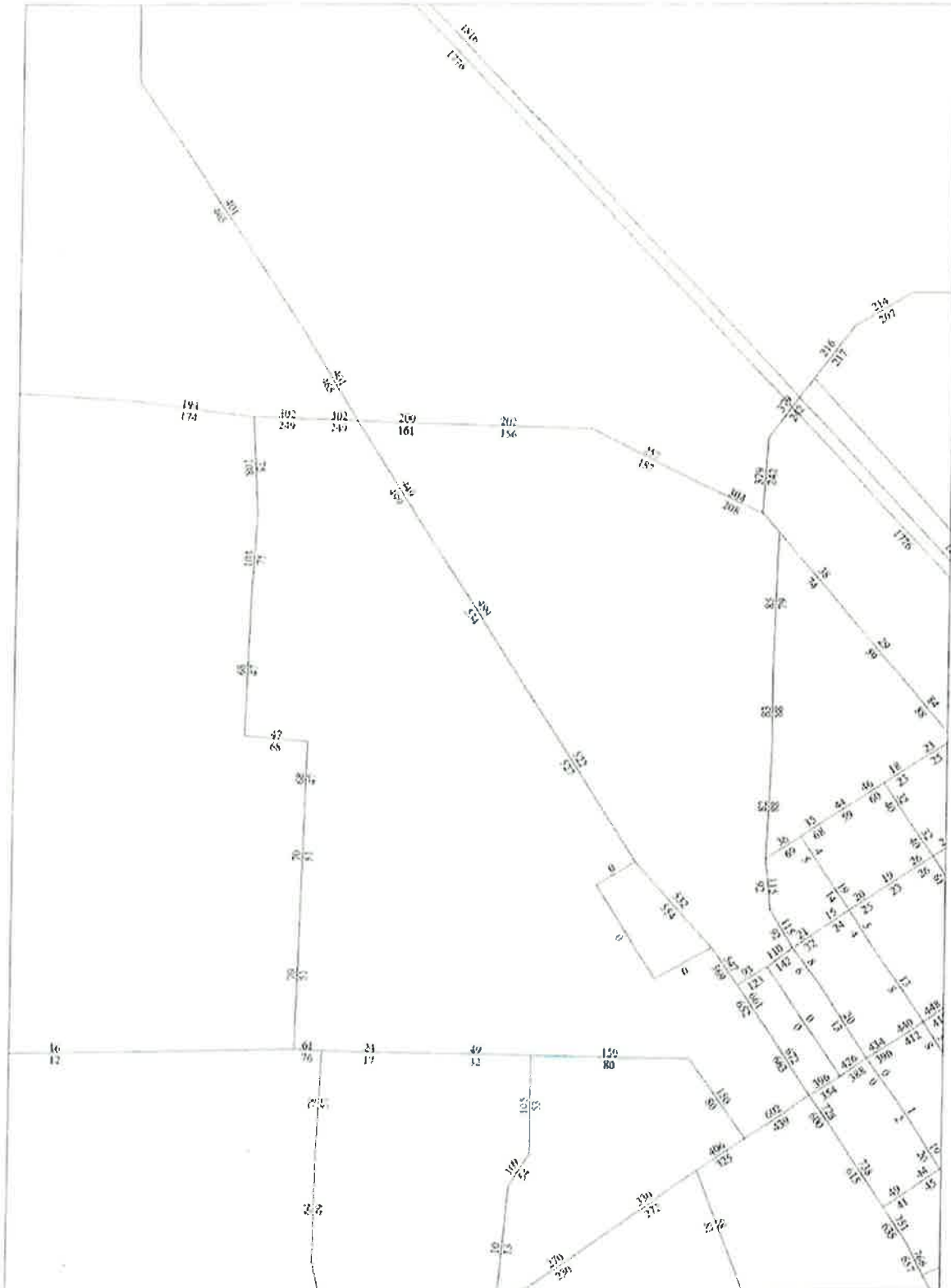
Figure 14 Central Point Transit Oriented Development





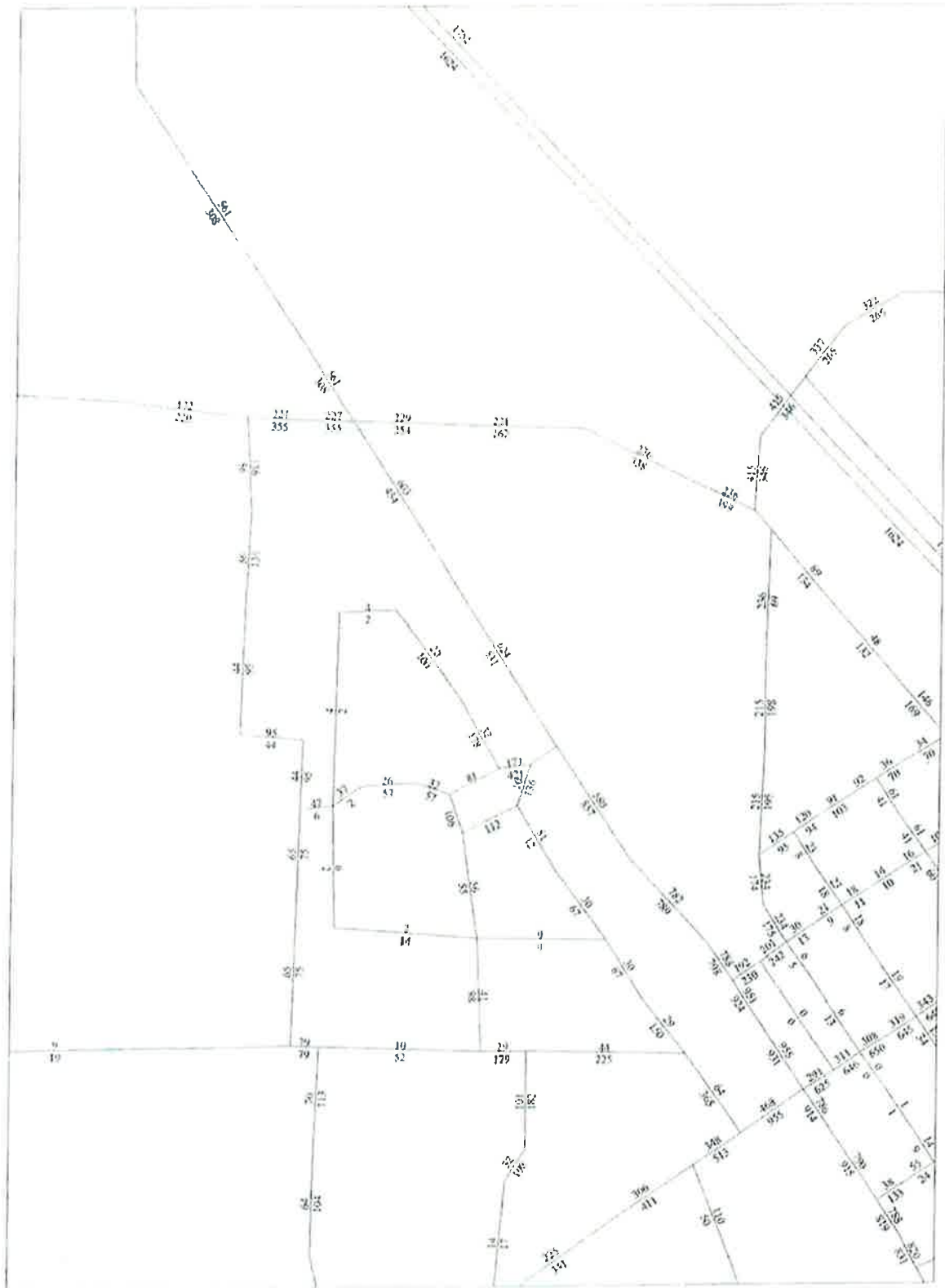
Scenario 150 (2020 Committed with Updated P&A)

2020 no-build AM



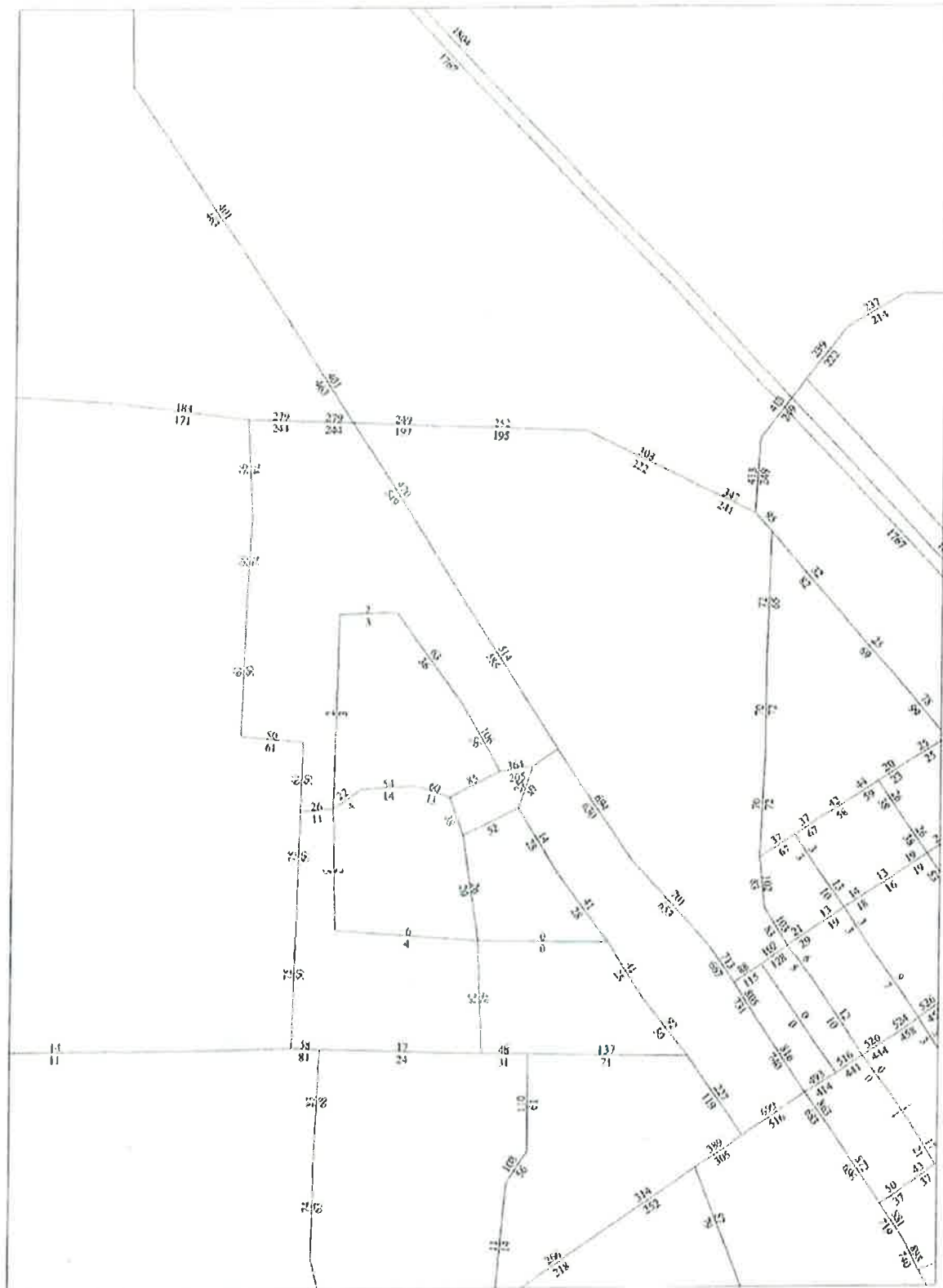
Scenario 150 (2020 Committed with Updated P&A)

2020 no-build PM



Scenario 550 (2020 Detailed Network)

2020 Build AM



Scenario 550 (2020 Detailed Network)

2020 Build PM

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.



II

EVIDENCE SUBMITTED WITH THE APPLICATIONS

Applicant herewith submits the following evidence with its land use application:

- Exhibit 1.** Completed application forms and Duly Executed Limited Powers of Attorney from Applicants and Owners authorizing CSA Planning, Ltd. to act on their behalf.
- Exhibit 2.** These proposed findings of fact and conclusions of law, demonstrating how the application complies with the applicable substantive criteria of Central Point's Land Development Ordinance and applicable State Law and Municipal Code.
- Exhibit 3.** Jackson County Assessor Plat Map 37-2W-11C
- Exhibit 4.** Current Comprehensive Land Use Plan Map
- Exhibit 5.** Current Zoning Map (County Zoning) on Aerial Photo
- Exhibit 6.** Proposed Zoning Map
- Exhibit 7.** Background and Historical Map and Ordinances
 - A) 1987 Zoning Map (adopted in 1989)
 - B) Ordinance 1793 and Related Information
 - C) Ordinance 1815 and Related Information
- Exhibit 8.** Annexation Petition
- Exhibit 9.** Public Facilities Maps
 - A) Waterline Map
 - B) Storm Drainage Map
 - C) Sanitary Sewer Map
- Exhibit 10.** Wetlands Study Map
- Exhibit 11.** Civil Analysis
- Exhibit 12.** Preliminary Plat and Legal Description



III

RELEVANT SUBSTANTIVE APPROVAL CRITERIA

The relevant substantive criteria prerequisite to approving an Annexation with a minor Comprehensive Plan Amendment and Zone Change under the City of Central Point Zoning Ordinance (“CPZO”) is recited verbatim below:

CITY OF CENTRAL POINT ZONING ORDINANCE (CPZO)

**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.

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

- (1) Except when expressly required to do so by the city charter, the legislative body of a city is not required to submit a proposal for annexation of territory to the electors of the city for their approval or rejection.
- (2) When the legislative body of the city elects to dispense with submitting the question of the proposed annexation to the electors of the city, the legislative body of the city shall fix a day for a public hearing before the legislative body at which time the electors of the city may appear and be heard on the question of annexation.
- (3) The city legislative body shall cause notice of the hearing to be published once each week for two successive weeks prior to the day of hearing, in a newspaper of general circulation in the city, and shall cause notices of the hearing to be posted in four public places in the city for a like period.
- (4) After the hearing, the city legislative body may, by an ordinance containing a legal description of the territory in question:
 - (a) Declare that the territory is annexed to the city upon the condition that the majority of the votes cast in the territory is in favor of annexation;
 - (b) Declare that the territory is annexed to the city where electors or landowners in the contiguous territory consented in writing to such annexation, as provided in ORS 222.125 or 222.170, prior to the public hearing held under subsection (2) of this section; or
- (7) For the purpose of this section, ORS 222.125 and 222.170, “owner” or “landowner” means the legal owner of record or, where there is a recorded land contract which is in force, the purchaser thereunder. If there is a multiple ownership in a parcel of land each consenting owner shall be counted as a fraction to the same extent as the interest of the owner in the land bears in relation to the interest of the other



owners and the same fraction shall be applied to the parcel's land mass and assessed value for purposes of the consent petition. If a corporation owns land in territory proposed to be annexed, the corporation shall be considered the individual owner of that land.

1.20.010 Generally.

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

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.

ZONE CHANGE CRITERIA

17.12.060 Zoning of annexed area. All future annexations are expected to include only lands within the city's urban growth boundary (UGB). The comprehensive plan of Central Point includes a plan for future land uses within the UGB area. The zoning map described in Section 17.12.030 is consistent with the comprehensive plan and will determine the district into which a newly annexed area is placed. The appropriate zoning district shall be applied to the area upon annexation.

17.10.200 Initiation of amendments.

A proposed amendment to the code or zoning map may be initiated by either:

- A. A resolution by the planning commission to the city council;
- B. A resolution of intent by the city council; or for zoning map amendments;
- C. An application by one or more property owners (zoning map amendments only), or their agents, of property affected by the proposed amendment. The amendment shall be accompanied by a legal description of the property or properties affected; proposed findings of facts supporting the proposed amendment, justifying the same and addressing the substantive standards for such an amendment as required by this chapter and by the Land Conservation and Development Commission of the state. (Ord. 1989 §1(part), 2014).

17.10.300 Major and minor amendments.

There are two types of map and text amendments:

- A. Major Amendments. Major amendments are legislative policy decisions that establish by law general policies and regulations for future land use decisions, such as revisions to the zoning and land division ordinance that have widespread and significant impact beyond the immediate area. Major amendments are reviewed using the Type IV procedure in Section 17.05.500.
- B. Minor Amendments. Minor amendments are those that involve the application of adopted policy to a specific development application, and not the adoption of new policy (i.e., major amendments). Minor amendments shall follow the Type III procedure, as set forth in Section 17.05.400. The approval authority shall be the city council after review and recommendation by the planning commission. (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006).

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



- D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule. (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006. Formerly 17.10.300(B)).

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

SECTION 660-012-0060

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

COMPREHENSIVE PLAN AMENDMENT CRITERIA

17.96.200 Initiation of amendments.

A proposed amendment to the comprehensive plan or urban growth boundary may be initiated by either:

- A. A resolution by the planning commission to the city council;
- B. A resolution of intent by the city council; or
- C. An application by one or more property owners, or their agents, of property affected by the proposed amendment.

17.96.300 Major revisions and minor changes.

Proposed amendments to the comprehensive plan, including urban growth boundary amendments, are categorized as either major or minor amendments as defined in Section 17.10.300. Proposals for major revisions shall be processed as a Type IV procedure per Section 17.05.500. Proposals for minor changes shall be processed as a Type III procedure per Section 17.05.400.

17.96.500 Approval criteria.

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

- A. Approval of the request is consistent with the applicable statewide planning goals;
- B. Approval of the request is consistent with the Central Point comprehensive plan;
- C. For urban growth boundary amendments findings demonstrate that adequate public services and transportation networks to serve the property are either available, or identified for construction in the city's public facilities master plans (major and minor amendments); and
- D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule.



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-ofWay/Parks	1.50	41%
Total	3.64	

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



9. Land Uses on Abutting Properties and Surrounding Area:

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

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

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

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

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

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

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

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

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

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

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

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

17. Transportation and Access:

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



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

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

18. Comprehensive Plan Map and Zoning Map Analysis:

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

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

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

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

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



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

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

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

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

The RVMPO Regional Transportation Plan, prepared by David Evans and Associates, Inc. speaks to the issue of regional land use development patterns (RVMPO RTP, Page XIII-1). The Plan states that, evaluations and research conducted in Oregon and elsewhere suggests that a mix of land uses involving residential and commercial activity in adjoining areas can contribute to lower travel demand than a development scheme with more



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

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

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

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

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

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



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

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

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

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

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

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

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

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

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



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



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



V

**CONCLUSIONS OF LAW
ANNEXATION & ZONE CHANGE**

CITY OF CENTRAL POINT ZONING ORDINANCE (CPZO)

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

**Chapter 1.20
ANNEXATION PROCEDURE**

222.111 Authority and procedure for annexation.

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

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

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

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



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

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

1.20.010 Generally.

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

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

1.20.011 Application and review.

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

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

* * * * *



APPROVAL CRITERIA FOR ZONE CHANGE

Chapter 17.10 ZONE CHANGE

17.10.400 Approval criteria.

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

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

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

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

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

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

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

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

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

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



D. The amendment complies with OAR [660-012-0060](#) of the Transportation Planning Rule.

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

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

SECTION 660-012-0060

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

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

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



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



VI

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

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

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

APPROVAL CRITERIA FOR COMPREHENSIVE PLAN AMENDMENT

**Chapter 17.96
COMPREHENSIVE PLAN AMENDMENT**

17.96.500 Approval criteria.

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

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

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

Goal 1: Citizen Involvement

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

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



Goal 2: Land Use Planning

PART I – PLANNING

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

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

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

Goal 3: Agricultural Lands

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

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

Goal 4: Forest Lands

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

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

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

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

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



Goal 6: Air, Water and Land Resources Quality

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

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

Goal 7: Areas Subject to Natural Hazards

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

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

Goal 8: Recreational Needs

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

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

Goal 9: Economic Development

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

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

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



Goal 10: Housing

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

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

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

Goal 11: Public Facilities and Services

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

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

Goal 12: Transportation

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

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



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

Goal 13: Energy Conservation

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

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

Goal 14: Urbanization

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

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

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

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

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

Housing Element Conclusion #1 Policy 2:

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

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

Land Use Element Policy 5:

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



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

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

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

- D. The amendment complies with OAR [660-012-0060](#) of the Transportation Planning Rule.

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

VII

SUMMARY OF APPLICANTS' STIPULATIONS

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

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



VIII

ULTIMATE CONCLUSIONS; DECISION

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

Respectfully submitted on behalf of Applicants and Property Owners.

CSA Planning, Ltd.



Jay Harland
Principal

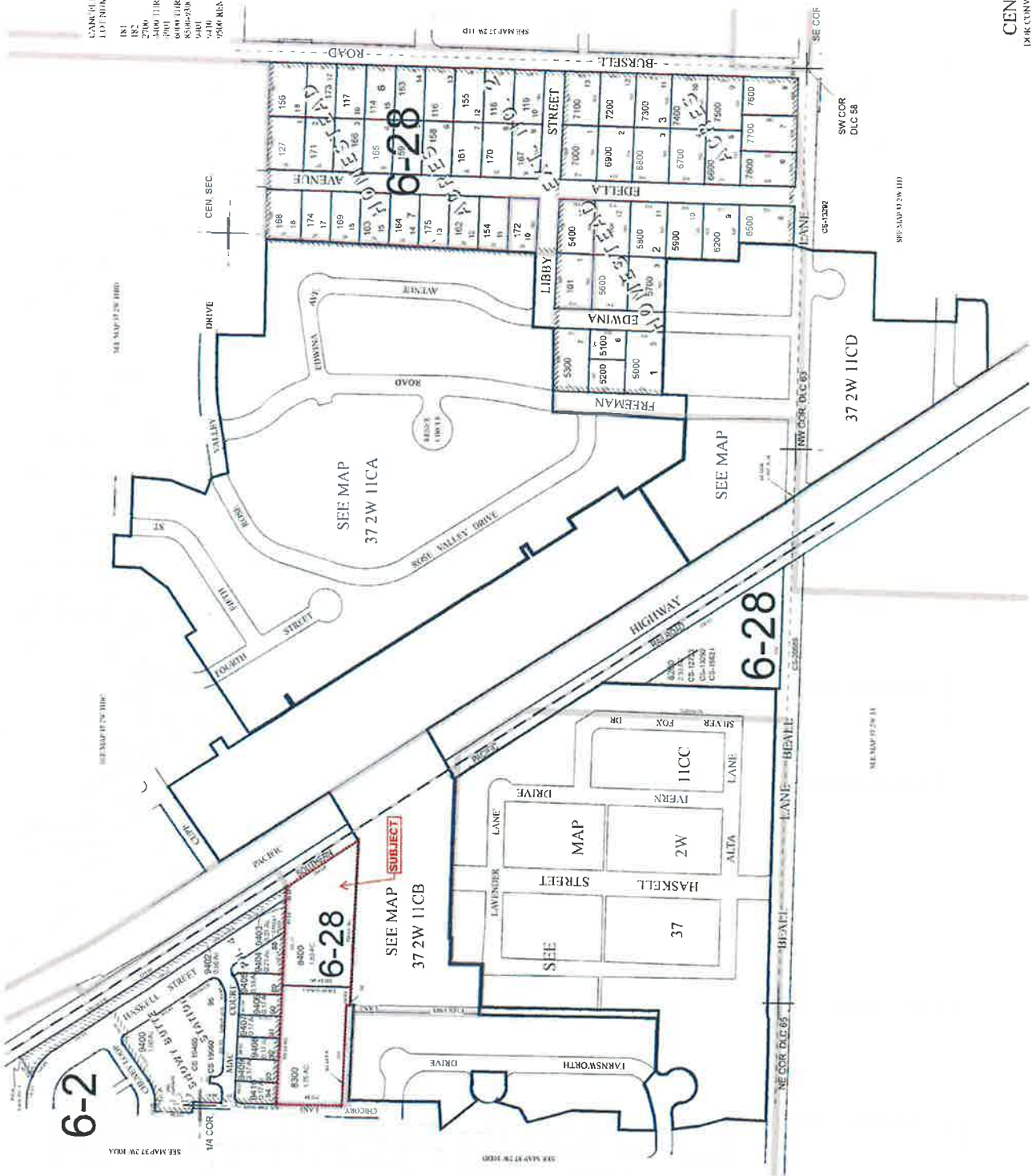
May 9, 2017



37 2W 11C
& INDEX
CENTRAL POINT

EXHIBIT 3

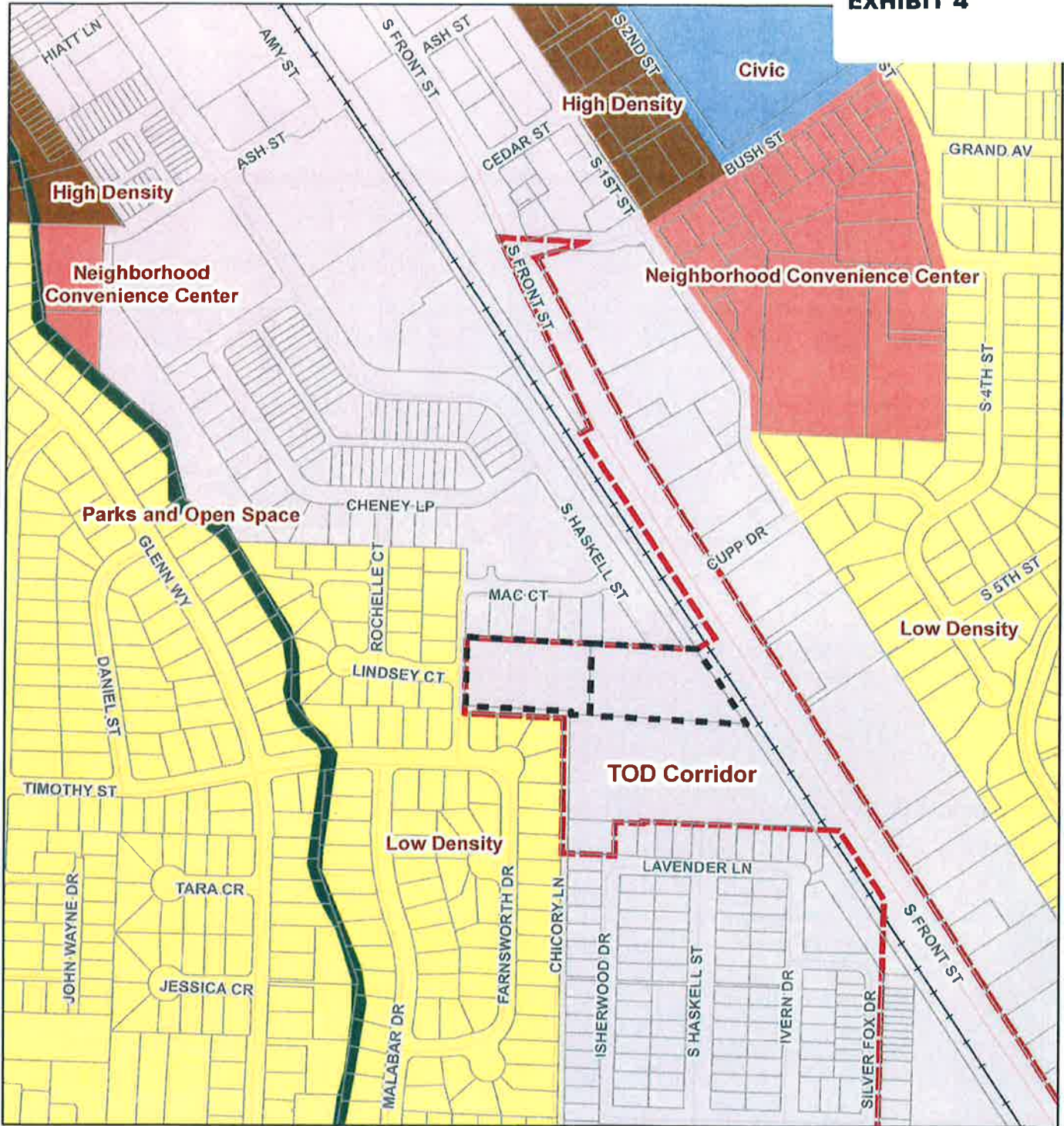
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JACKSON COUNTY
1" = 200'














- CANCELLED TAX LOT NUMBERS
- 181
 - 182
 - 183
 - 184
 - 185
 - 186
 - 187
 - 188
 - 189
 - 190
 - 191
 - 192
 - 193
 - 194
 - 195
 - 196
 - 197
 - 198
 - 199
 - 200

37 2W 11C
& INDEX
CENTRAL POINT
JACKSON COUNTY
JUN 17, 2008


FOR ASSURANCE AND
PARTITION ONLY




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

Existing Comprehensive Plan

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





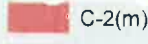

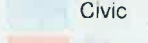



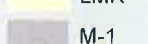
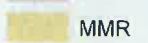
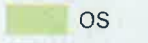
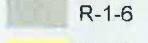
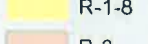




400 200 0 400 Feet

CSA Planning, Ltd.

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




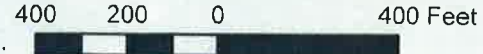
	Subject Lots	City Zoning
	City Limits	 C-2(m)
	Tax Lots	 Civic
	Railroad	 GC
	County Zoning	 LMR
		 M-1
		 MMR
		 OS
		 R-1-6
		 R-1-8
		 R-3

2012 Aerial

Existing Zoning on Aerial

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







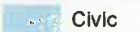



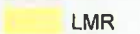







400 200 0 400 Feet

CSA Planning, Ltd.


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

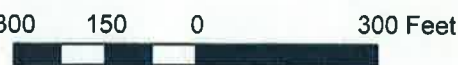


	Subject Lots	City Zoning
	Tax Lots	 C-2(m)
	Railroad	 Civic
	County Zoning	 EC
		 GC
		 LMR
		 M-1
		 MMR
		 OS
		 R-1-6
		 R-1-8

Proposed Zoning Map

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





300 150 0 300 Feet

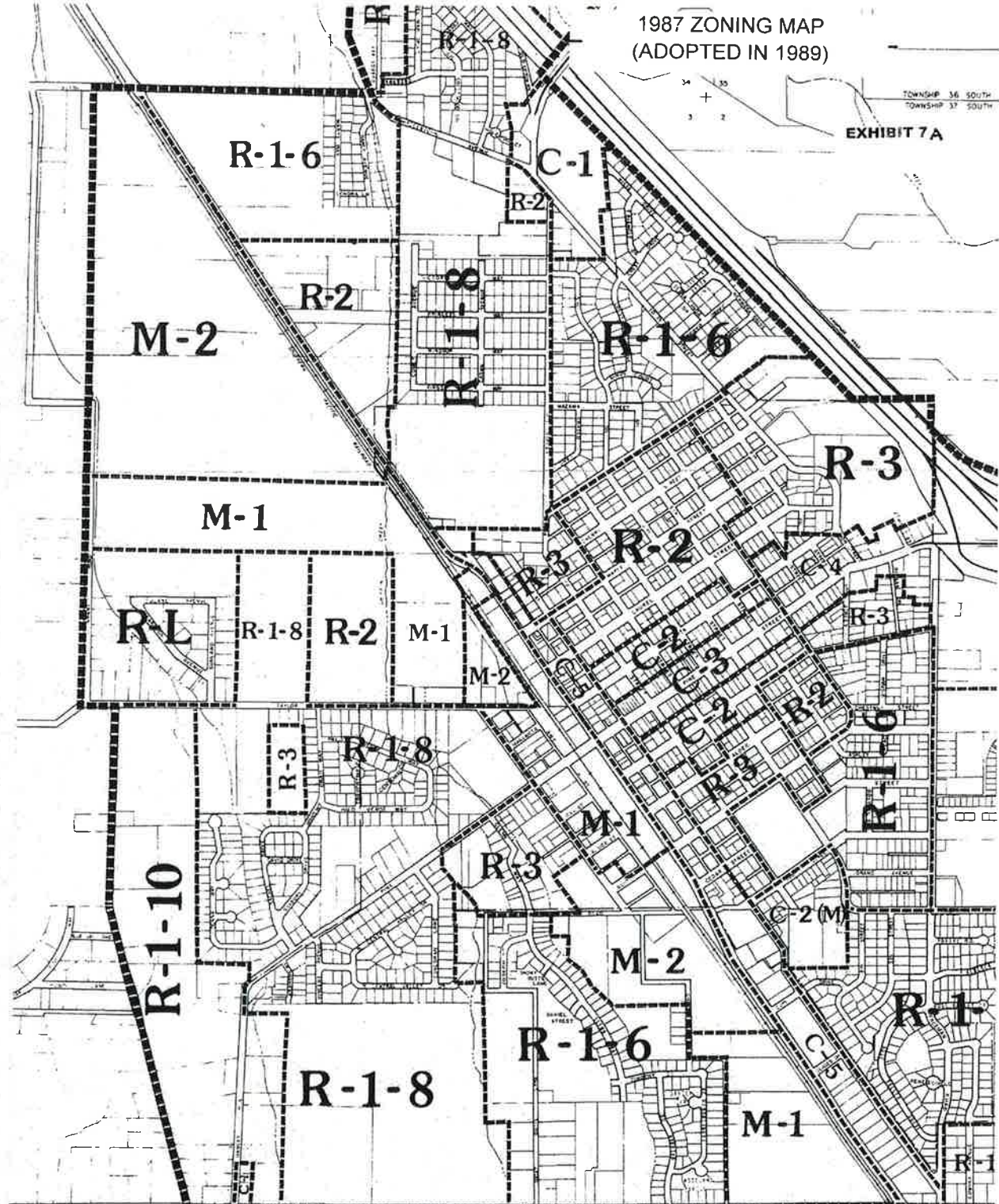
CSA Planning, Ltd.

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

1987 ZONING MAP
(ADOPTED IN 1989)

TOWNSHIP 36 SOUTH
TOWNSHIP 37 SOUTH

EXHIBIT 7A



ADOPTED VIA RESOLUTION NO. 1615
BY CENTRAL POINT CITY COUNCIL
ON 3/16/89
Proposed 11/3/87

City of
Central Point
ZONING MAP

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



Prepared by the RWCCG

* C-2(M) Zone pertains to the Concept Plan for hospital-related medical office development, as discussed on page XII-18 of the Comprehensive Plan.

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

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

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

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

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

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

Now, therefore;

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


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

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

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

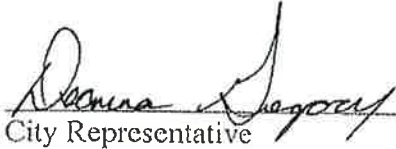
Section 4. This update being necessary for the immediate preservation of the public health, safety and welfare of the City of Central Point, Oregon, and based upon the need to conclude associated comprehensive plan amendment procedures, second reading of this ordinance is hereby waived and an emergency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

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



Mayor Rusty McGrath

ATTEST:



City Representative

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



Mayor Rusty McGrath

EXHIBIT A

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

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

AREA 2



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



155 South Second Street
 Central Point, Oregon 97502
 (541) 664-3321
 (541) 664-6384
 E-Mail: cporegon@cdsminter.net

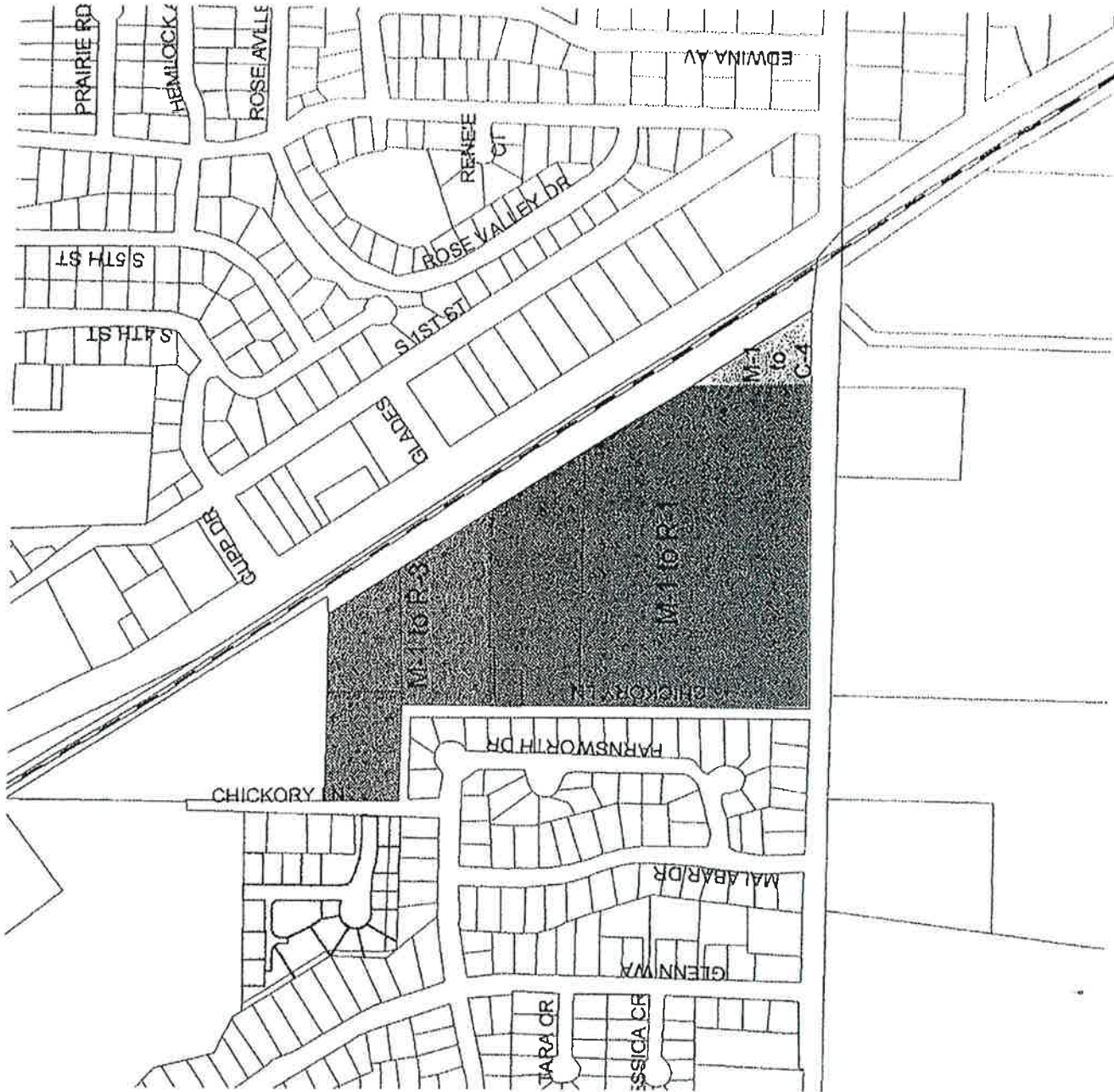


EXHIBIT B

PROPOSED CHANGES TO THE CENTRAL POINT COMPREHENSIVE PLAN

ENVIRONMENTAL MANAGEMENT (SECTION VI)

HISTORY OF CENTRAL POINT

THE RAILROAD

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

POLICIES FOR NOISE REDUCTION

Policies:

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

ECONOMICS (SECTION IX)

PLANNING AND REGULATION

Policies:

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

ENERGY UTILIZATION & CONSERVATION (SECTION X)

4 - TRANSPORTATION-RELATED ENERGY CONSERVATION

Goal:

Policies:

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

CIRCULATION/TRANSPORTATION (SECTION XI)

OTHER FACILITIES

RAILROAD

Paragraphs 1 & 2

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

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

Policies:

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

CORRECTIVE MEASURES TO SPECIFIC PROBLEMS

REDUCTION OF NOISE

A summary of some of the major considerations are:

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

LAND USE (SECTION XII)

RESIDENTIAL LAND USE

Policies:

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

INDUSTRIAL LAND USE

Policies:

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

PLANNING DEPARTMENT MEMORANDUM

DATE: May 19, 1998

TO: Central Point Planning Commission

FROM: Tom Humphrey, Planning Director

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

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

Discussion

DLCD Correspondence

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

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

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

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

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

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

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

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

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

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

ODOT Correspondence

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

Conclusion

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

ORDINANCE NO. 1815

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

RECITALS:

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

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

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

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

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


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

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


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

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

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


Mayor Bill Walton

ATTEST:


City Representative

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


Mayor Bill Walton

2 - Ordinance No. 1815 (113000)

Central Point TOD Design Requirements and Guidelines

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

**DRAFT
9/17/00**



APPLICATION SUMMARY

PURPOSE

For a Comprehensive Plan Amendment and a Zoning Code Text and Map Amendment to establish TOD (Transit Oriented Development) design requirements and guidelines in specific areas within the city of Central Point Urban Growth Boundary (UGB).

The purposes of the TOD District and Corridor are to:

- Use land efficiently;
- Provide a diversity of housing types;
- Provide a complementary mix of housing, service, and civic uses;
- Encourage transit, walking and bicycling;
- Retain and enhance environmentally sensitive areas; and
- Provide open space.

LOCATION

The affected properties are located in the central and northwest portions of the Central Point UGB as shown in Figure 1 and described in the background section of this application, beginning on page 9. The proposal involves two areas:

1. **TOD District** located in the northwest portion of the Central Point UGB; and
2. **TOD Corridor** located along Rogue Valley Highway 99 within the current city limit.

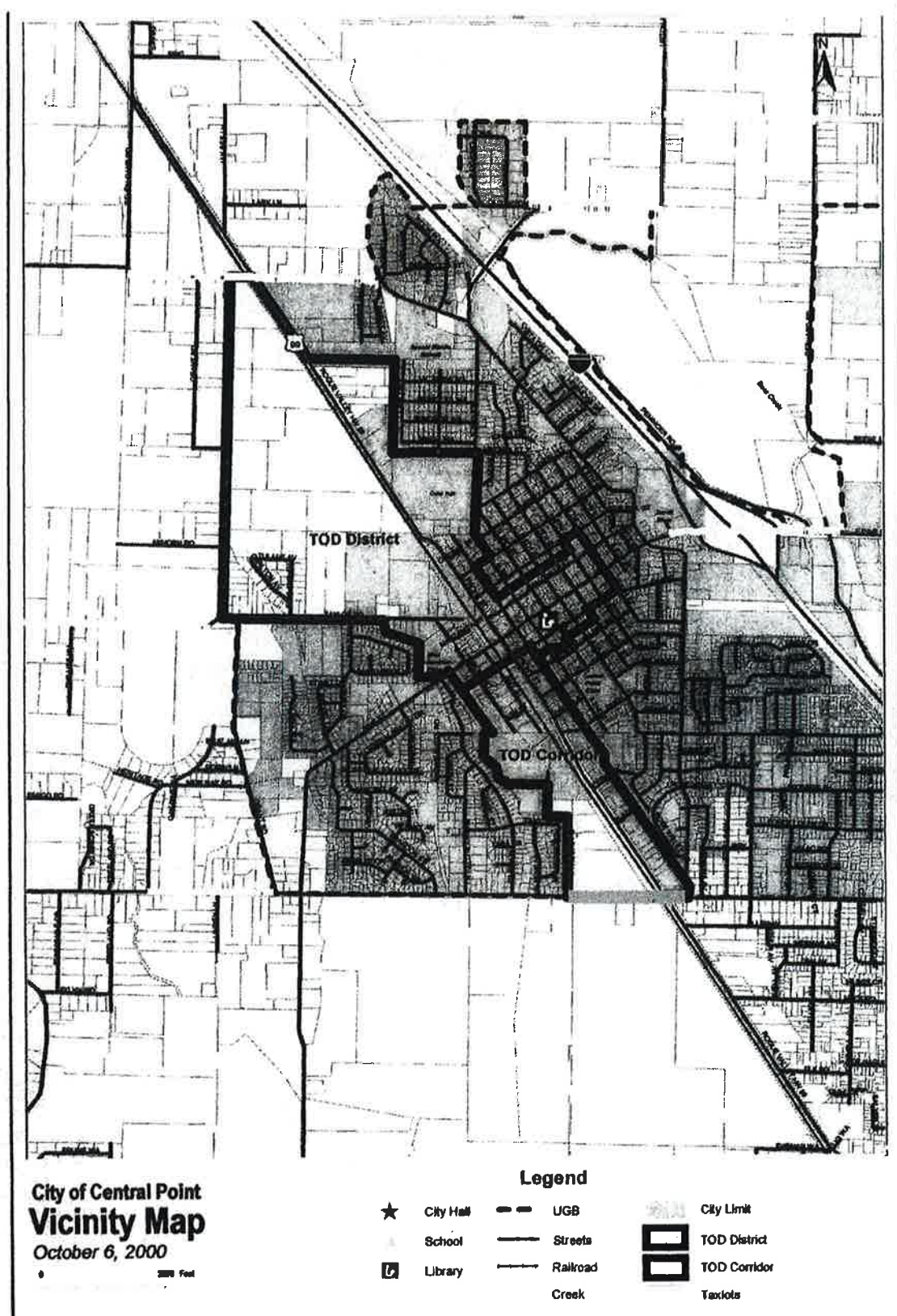


Figure 1

Central Point
November 10, 2000

ORDINANCE 1815
ADOPTED DECEMBER 14, 2000

PROPOSAL DESCRIPTION

INTRODUCTION

In August 1999, the Rogue Valley Council of Governments (RVCOG) completed a Transit Oriented Development and Transit Corridor Development Strategies report of the Rogue Valley Transit District. The purpose of the project was to create amended land use strategies to develop land more efficiently and promote transit use in a number of communities, including Central Point. Model land use ordinances and design guidelines were an important result of the project.

The project recommended that eight "TOD Districts" should be established in selected locations in the Rogue Valley. One of these TOD Districts is proposed for the northwest portion of the City of Central Point. It is proposed to feature a mix of medium and high-density residential uses, commercial services, civic uses, and parks and open space. A key element for the district includes accommodations for future transit service coupled with design features to encourage walking and bicycling.

To further enhance transit service in the Rogue Valley, "Transit Corridors" were also recommended to help support transit service along major transit routes, such as Highway 99. The same mix of land uses for the districts is recommended for the corridors. However, it is recognized that the corridors are more fully developed, and that change to transit should be accomplished over time, and on a voluntary basis by property owners.

The proposed amendments to the Comprehensive Plan and Zoning Code text and maps are intended to promote TOD design for the district and corridor areas in the city that are based upon the model RVCOG code and design guidelines. The amendments are summarized in the following pages. The complete text can be found in the exhibits as noted below.

Comprehensive Plan Amendments

The proposed Comprehensive Plan amendments include a revised Comprehensive Plan Map that shows the location of the TOD District, the TOD Corridor, and a brief section of new text that introduces the TOD design concept. Please refer to the proposed Comprehensive Plan Map in Figure 2 and the draft plan text in Exhibit A – Central Point Comprehensive Plan Amendments.

Zoning Code Amendments

Land Use Designations and Procedures

The proposed Zoning Code amendments include new code sections containing requirements and standards for the new zoning designations for the TOD District and new procedural requirements for major development applications within it. A summary of the zoning designations changes is provided below. Please refer to the proposed Zoning Map in Figure 3 and the draft Zoning Code sections in Exhibit B – Zoning Code Amendments for the complete version of the proposed amendments.

Definitions for new or unfamiliar terminology used in the proposed TOD Zoning Code and Design Standards can also be found in Exhibit B.

Design Standards

Proper design and orientation of development becomes increasingly important as densities increase and different uses are closer together. In addition, much of the success to alternative transportation modes, such as walking and transit, relies on creating environments which are pleasant and convenient for people to use. Building design, setbacks, orientation, landscaping, etc. all play a part in providing these pedestrian-friendly environments. Design Standards in Exhibit C are also proposed to be part of the Zoning Code amendments.

The TOD design standards address:

- Circulation and Access Standards for streets, public access, and pedestrian and bicycle circulation;
- Site Design Standards for retaining important on-site features, compatibility with existing structures, parking, landscaping, lighting, signs, and service areas;
- Common Open Space Design Standards for location, size, and design; and
- Building Design Standards regarding density transition, adjacent landscaping, architecture, and other design techniques to enhance compatibility between different uses within the development.

The nature of the amendments varies between the TOD District, proposed for the largely unincorporated area in the northwest corner of the UGB, and the TOD Corridor, located along Rogue Valley Highway 99. Therefore, the description of the amendments is presented in separate subsections below.

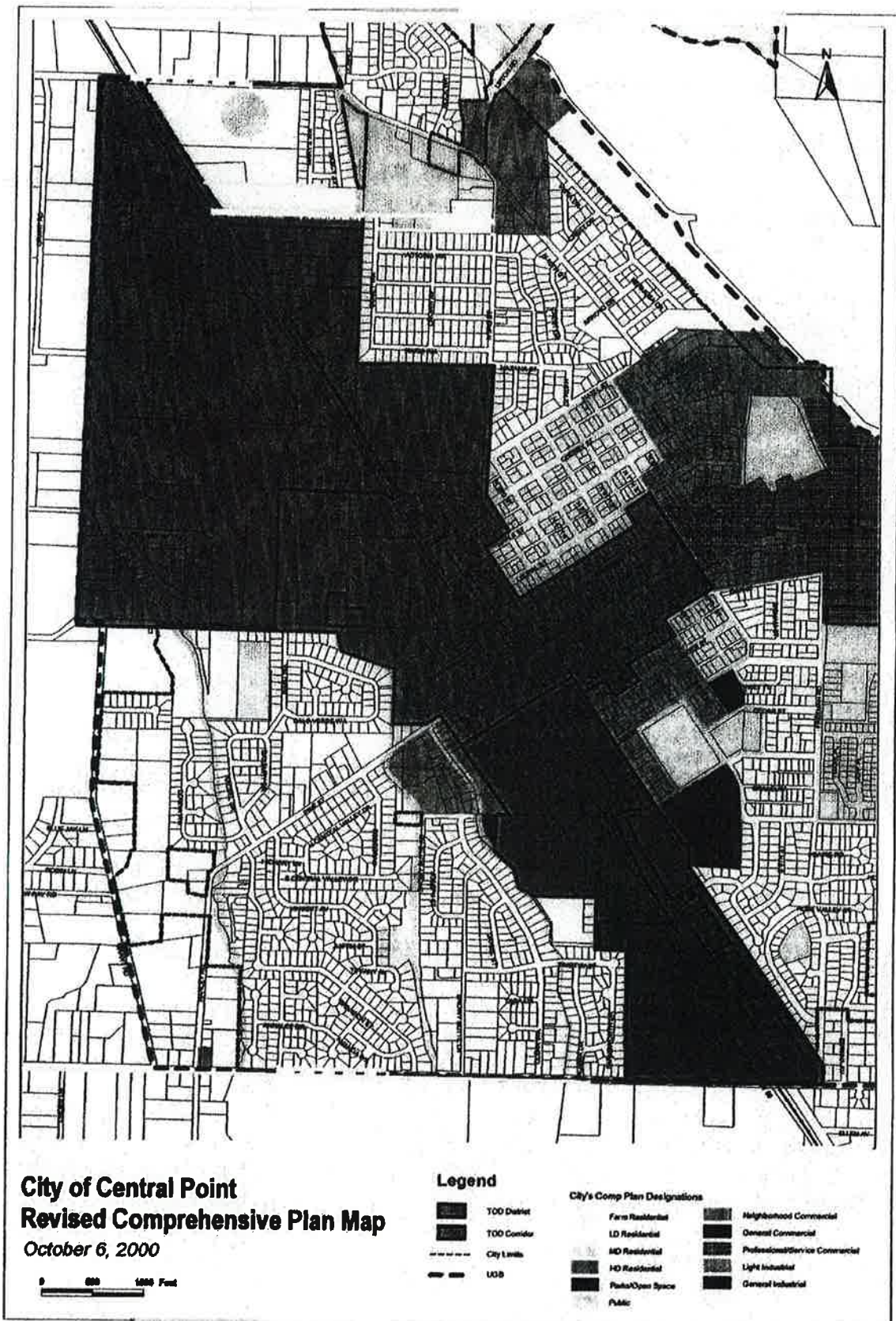


Figure 2

Central Point
November 10, 2000

ORDINANCE 1815
ADOPTED DECEMBER 14, 2000

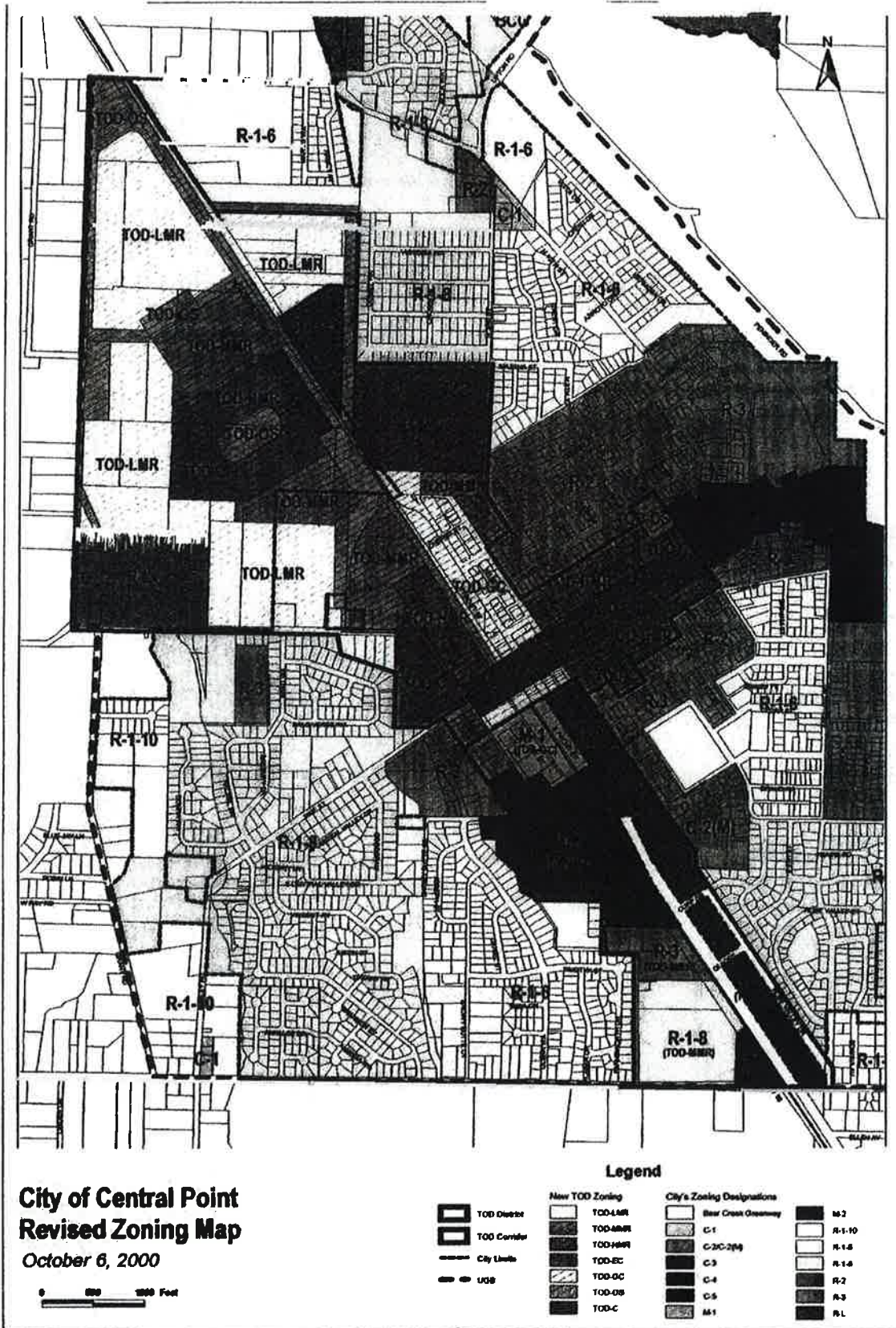


Figure 3

Central Point
November 10, 2000

ORDINANCE 1815
ADOPTED DECEMBER 14, 2000

TOD DISTRICT

Development Concept

The concept for the proposed development is a Transit Oriented Development (TOD). A TOD is a mixed-use development comprised of residential, commercial, civic, and recreational land uses designed in a way that increases ridership on transit systems, provides a pedestrian oriented environment, provides a diversity of housing types, improves public infrastructure investment, enhances property value, and provides an identifiable sense of community and a better quality of life. A system of pedestrian and bicycle friendly streets and pathways are intended to link uses within the development, provide a network of connections to a bus transit hub near the center of the site, and connect with the community of Central Point. The residential zones will allow a combination of single-family detached housing, town homes, condominiums, apartment buildings, apartments over ground floor commercial and office space, and a senior center. The commercial and office space are planned to provide employment opportunities and services such as retail sales and service, professional offices, and daycare to the residents of Central Point.

The parks and open spaces are planned to be an integral part of the TOD District. All residents of the TOD will be able to walk or ride a bicycle to a park or open space within one-quarter mile of their residence. The parks and open spaces are intended to provide opportunities for passive and active recreation and to protect and enhance natural resources and habitat.

The new TOD District designation is intended to compliment existing land uses within the District. TOD-LMR zoning is proposed east of Hwy 99 and north of Crater High. TOD-MMR, TOD-EC, and TOD-GC are proposed south of Crater High and compliment the proposed TOD zoning west of Hwy 99. This concentration of uses is intended to strengthen and anchor the western end Central Point's CBD.

Land Use Designation Summary

The proposed Comprehensive Plan and Zoning Map designations for the TOD District are:

- **Residential (TOD)**

This category would include three residential designations with densities ranging from 6 to 30+ units per acre.

TOD-LMR - Low Mix Residential Zone

TOD-MMR - Medium Mix Residential Zone

TOD-HMR - High Mix Residential/Commercial Zone

- **Employment (TOD) – Comprehensive Plan**

Two commercial designations are proposed which will be compatible with and supportive of the transit-oriented district.

TOD-EC – Employment Commercial Zone
 TOD-GC – General Commercial Zone

- Civic (TOD) – Comprehensive Plan

TOD-C Zone will apply to civic uses such as government offices, schools, and community centers are the primary uses intended in this district.

- Open Space (TOD) – Comprehensive Plan

TOD-OS Zone is intended to provide a variety of outdoor and recreation amenities.

Table 1
Land Use Summary – TOD District

Zone Designation (TOD)	Acreage	Density Units/Acre
Residential		
LMR	129	6 - 12
MMR	53	16 - 32
HMR	53	30+
Employment		
EC	37	N/A
GC	27	N/A
Civic		
C	56	N/A
Open Space		
OS	60	N/A

Residential TOD

TOD-LMR - Low Mix Residential

Location

The TOD-LMR designation is proposed to be located in the north, west, and southwest portions of the TOD District (Figure 3). The lower density in these areas is intended to

provide a suitable transition between the district and the low density residential uses outside of the district.

Land Uses and Building Types

The TOD-LMR designation will allow single-family detached dwellings, single-family dwellings with 0-foot setbacks, and lower density multiple family dwellings. Commercial or industrial uses are not allowed in this zone.

Density

The required density range will be 6 to 12 units per acre.

TOD-MMR - Medium Mix Residential

Location

The TOD-MMR designation is proposed to be located between the LMR and the higher density/intensity uses in the center of the TOD District (Figure 3). The moderate density in these areas is intended to continue the transition from lower density residential uses on the perimeter of the TOD District to the more densely developed center of the district.

Land Uses and Building Types

The TOD-MMR designation will allow single-family dwellings with 0-foot setbacks, and a full range of multiple family dwellings. Commercial or industrial uses are not allowed in this zone.

Density

The required density range will be 16 to 32 units per acre.

TOD-HMR - High Mix Residential/Commercial

Location

The TOD-HMR designation is proposed to be located in the center of the TOD District, along Haskell Road, and in the Central Business District on a section of Manzanita and Oak Street (Figure 3).

Land Uses and Building Types

The only residential uses in the TOD-HMR designation will be a range of multiple family dwellings. Because of the higher residential densities, support activities, such as retail sales and service, professional offices, and daycare are permitted in addition to multiple family residences.

Density

The required density will be a minimum of 30 units per acre.

Employment (TOD)

TOD-EC – Employment Commercial

Location

The TOD-EC designation is proposed to be located on the east and west side of Rogue Valley Highway 99 and north of Crater Higher School and on Pine Street from Haskell Road to North 6th Street (Figure 3). These designations primarily reflect existing development and uses. Having employment, retail, and service activities with convenient transit availability is an important element of the TOD.

Land Uses and Building Types

Commercial uses are the primary permitted activities. Multiple family uses are also permitted above the ground floor, and civic and open space uses may also be allowed. Industrial activities are not permitted.

Density

There are no minimum density or commercial floor area requirements.

TOD-GC – General Commercial

Location

The TOD-GC designation is proposed to be located on the east side of Rogue Valley Highway 99 north of Pine Street (Figure 3). Similar to the EC designation, the GC designation primarily reflects existing development and uses. Convenient transit access is an important characteristic of this area.

Land Uses and Building Types

The emphasis of this designations shifts from the commercial/residential focus of the EC designation to one, which includes industrial activities and excludes residential and civic uses.

Density

There are no minimum density or commercial/industrial floor area requirements.

Civic (TOD)

Location

The TOD-C designation is proposed to be located in the center of the TOD District, the Crater High School property, and the Mae Richardson Elementary School property. The TOD-C designation is also located in the vicinity of Pine Street between North 6th and 7th and along Oak Street between 2nd and 3rd (Figure 3).

Land Uses and Building Types

The intent of this designation is to provide necessary civic uses for the community, such as schools, post offices, public offices, and similar uses. The uses allowed are proposed to be compatible with the residential neighborhoods that generally surround them. Institutions, such as colleges and hospitals, which can have a wide range of potential impacts, are subject to conditional use review.

Open Space (TOD)

Location

The TOD-OS designation is proposed to be located along Griffin and Jackson Creeks as well as the north-central portion of the TOD District. TOD-OS is also located in downtown Central Point between Laurel and Manzanita Streets and North 6th and North 7th Streets (Figure 3).

Land Uses and Building Types

The intent of this designation is to provide necessary open space for the community and protection of environmentally sensitive areas. The uses allowed are proposed to be compatible with and complement the residential neighborhoods that generally surround them. Only park and open space uses are permitted.

TOD CORRIDOR

Development Concept

The TOD Corridor Zoning designation is intended to promote efficient land development and the increased use of transit as proposed in the 1999 Transit Oriented Design and Transit Corridor Development Strategies for the Rogue Valley Transportation District Report. In the context of the Rogue Valley region, the Central Point TOD Corridor will be one of several bus transit corridors which form links to a network of destinations. The increased densities along these corridors provides the ridership needed to commit funds to increase service frequency making bus transit a more viable means of transportation. In addition to the TOD District, the corridor is another important link in what is envisioned to be a region-wide system to increase reliance on public transit and decrease use of the automobile.

The TOD Corridor stretches from Pine Street to Beall Lane and include properties on both sides of Hwy 99. Hwy 99 is a proposed future transit/bus route.

The TOD Corridor overlay design standards work in tandem with the overlay zoning. The design standards address issues such as circulation, building design, site design, and open spaces. The intent is to create pedestrian oriented development areas that provide opportunities to use multiple forms of transit and have convenient access to quality open spaces.

Land Use Designation Summary

The TOD Corridor includes the TOD-GC, TOD-EC, and TOD-MMR designations described earlier under the TOD District information. These uses include medium density and multifamily housing, commercial, and industrial uses. The Corridor is not proposed to have the TOD Civic or Open Space designations. The existing zoning designations and the corresponding optional TOD Corridor zoning districts are listed in Table 2 and shown in Figure 3. *The major difference from the TOD District is that the existing Comprehensive Plan and Zoning designations in the TOD Corridor are proposed to remain and the new TOD designations represent optional standards that may be applied in lieu of the existing requirements.* The decision of which set of standards to use rests with the property owners.

The TOD Corridor zoning designations will generally allow property owners to develop their properties more intensively and with greater options, including mixing uses such as commercial and residential. The potential for greater densities and mixed uses can create a more viable neighborhood based on a variety of housing types and commercial or industrial activities.

Table 2
Land Use Summary – TOD Corridor

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

ANNEXATION PETITION

The undersigned hereby request and consent to the annexation to the City of Central Point, Oregon, of the real property contiguous thereto described in Exhibit "A" attached hereto and by this reference made a part of the within petition.

By their signature hereto, the undersigned certify that they are either "owners" of land in the territory proposed to be annexed as described in Exhibit "A", or are "electors" registered in the territory proposed to be annexed as described in Exhibit "A".

This petition, containing the request and consent to said annexation, must be filed with the Central Point City council on or before the date of the public hearing to be held upon the proposed annexation pursuant to ORS 222.120.

"Owner" is defined by ORS 222.120 as meaning the legal owner of record or, where there is a recorded land contract which is in force, the purchaser thereunder. If there is multiple ownership in a parcel of land, each consenting owner shall be counted as a fraction of 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 for purposes of the consent petition. If a corporation owns land in a territory proposed to be annexed, the corporation shall be considered to be the individual owner of that land.

"Elector" is defined in said statute as an individual qualified to vote under Article II, Section 2 of the Oregon Constitution, which in turn requires that the individual be 18 years of age or older, a resident of the area in question, and registered to vote as required by applicable state law. Furthermore, ORS 222.270(2) requires that electors petitioning for annexation be registered in the territory proposed to be annexed.


Name/Address	Elector or Property Owner	Signature	Date
Bob Fellows Construction LLC 2950 Phillips Wy Central Point OR 97502	Property Owner		4-27-17



EXHIBIT "A"
page 1 of 3

Jackson County Official Records 2004-038981
R-WD
07/08/2004 02:30:00 PM
Total: \$21.00



THIS SPACE RESERVE

Kathleen S. Beckett County Clerk for Jackson County Oregon
certify that the instrument identified herein was recorded in the Clerk
records Kathleen S. Beckett - County Clerk

After recording return to
BOB FELLOWS CONSTRUCTION, LLC, AN
OREGON LIMITED LIABILITY COMPANY
2950 PHILLIPS
Central Point, OR 97502

Until a change is requested all
tax statements shall be sent to
The following address:

BOB FELLOWS CONSTRUCTION, LLC, AN
OREGON LIMITED LIABILITY COMPANY
2950 PHILLIPS
Central Point, OR 97502

Escrow No. AP0764707

5511

STATUTORY WARRANTY DEED

LOLA V. ALBRIGHT, Grantor(s) hereby convey and warrant to BOB FELLOWS CONSTRUCTION, LLC,
AN OREGON LIMITED LIABILITY COMPANY, Grantee(s) the following described real property in the County
of JACKSON and State of Oregon, free of encumbrances except as specifically set forth herein:

Commencing at the Northeast corner of Lot K of Snowy Butte Orchards, Jackson County,
Oregon, according to the official plat thereof, now of record, which said point is
on the Southwesterly right of way line of the Southern Pacific Railroad; thence run
South 35°08' East along said right of way line 528.68 feet to a 1" iron pin for the
true point of beginning; thence North 89°27' West 300.77 feet; thence South 0°01'
West 222.24 feet, more or less, to the South boundary line of said lot; thence
South 89°58' East 454.04 feet, more or less, to the Southwesterly right of way line
of the Southern Pacific Railroad; thence North 35°08' West 264.58 feet along said
right of way line to the true point of beginning.

(Map No. 372W11C, Tax Lot 8400, Account No. 1-017632-8, Code 6-28)

The above-described property is free of encumbrances except all those items of record, if any, as of the date of this deed and those
shown below, if any:

Subject to the 2004-05 real property taxes, a lien not yet due and payable

The true and actual consideration for this conveyance is [REDACTED]

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION
OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT,
THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR
COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON
LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

Dated this 30th day of June, 2004
Lola V. Albright
LOLA V. ALBRIGHT



State of Oregon
County of JACKSON

This instrument was acknowledged before me on June 30, 2004 by Lola V. Albright.

J. L. Hofmann
(Notary Public for Oregon)
My commission expires 6-10-06

763998-5

EXHIBIT "A"
page 2 of 3



Jackson County Official Records 2005-072911
R-WD
Cnt=1 Sln=4 SHAWBJ 12/01/2005 09:00:00 AM
\$10.00 \$5.00 \$11.00 Total: \$26.00



01160098200500728110020021

THIS SPACE RESERVED
Kathleen S. Beckett, County Clerk for Jackson County, Oregon
certify that the instrument identified herein was recorded in the Clerk
records. Kathleen S. Beckett - County Clerk

After recording return to:
BOB FELLOWS CONSTRUCTION, LLC, an
Oregon Limited Liability Company
2950 Phillips Way
Central Point, OR 97502

Until a change is requested all
tax statements shall be sent to
The following address:

BOB FELLOWS CONSTRUCTION, LLC, an
Oregon Limited Liability Company
2950 Phillips Way
Central Point, OR 97502

Escrow No. AP0763998
Title No. 0763998

9:00

STATUTORY WARRANTY DEED

WALTER H. FROHREICH AND LEORA V. FROHREICH, TRUSTEES OR THEIR
SUCCESSORS IN TRUST UNDER THE FROHREICH LOVING TRUST DATED JANUARY 4,
1996, AND ANY AMENDMENTS THERETO, Grantor(s) hereby convey and warrant to BOB FELLOWS
CONSTRUCTION, LLC, an Oregon Limited Liability Company, Grantee(s) the following described real
property in the County of JACKSON and State of Oregon free of encumbrances except as specifically set forth herein:

SEE EXHIBIT A WHICH IS MADE A PART HEREOF BY THIS REFERENCE

The above-described property is free of encumbrances except all those items of record, if any, as of the date of this deed and
those shown below, if any:

The true and actual consideration for this conveyance is PURSUANT TO AN IRC 1031 TAX DEFERRED
EXCHANGE ON BEHALF OF GRANTOR/GRANTEE.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN
VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING
THIS INSTRUMENT, THE PERSON ACQUIRING FBE TITLE TO THE PROPERTY SHOULD CHECK WITH THE
APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO
DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS
30.930.

Dated this 30th day of November 2005

WALTER H. FROHREICH AND LEORA V. FROHREICH, TRUSTEES OR THEIR SUCCESSORS IN TRUST UNDER
THE FROHREICH LOVING TRUST DATED JANUARY 4, 1996, AND ANY AMENDMENTS THERETO

BY: *Walter H. Frohreich*
WALTER H. FROHREICH, TRUSTEE

BY: *Leora V. Frohreich*
LEORA V. FROHREICH, TRUSTEE



State of Oregon
County of JACKSON

This instrument was acknowledged before me on Nov. 30, 2005 by WALTER H. FROHREICH AND LEORA V.
FROHREICH, TRUSTEES OF THE FROHREICH LOVING TRUST DATED JANUARY 4, 1996.

J. L. Hofmann
(Notary Public for Oregon)

My commission expires 6-10-06

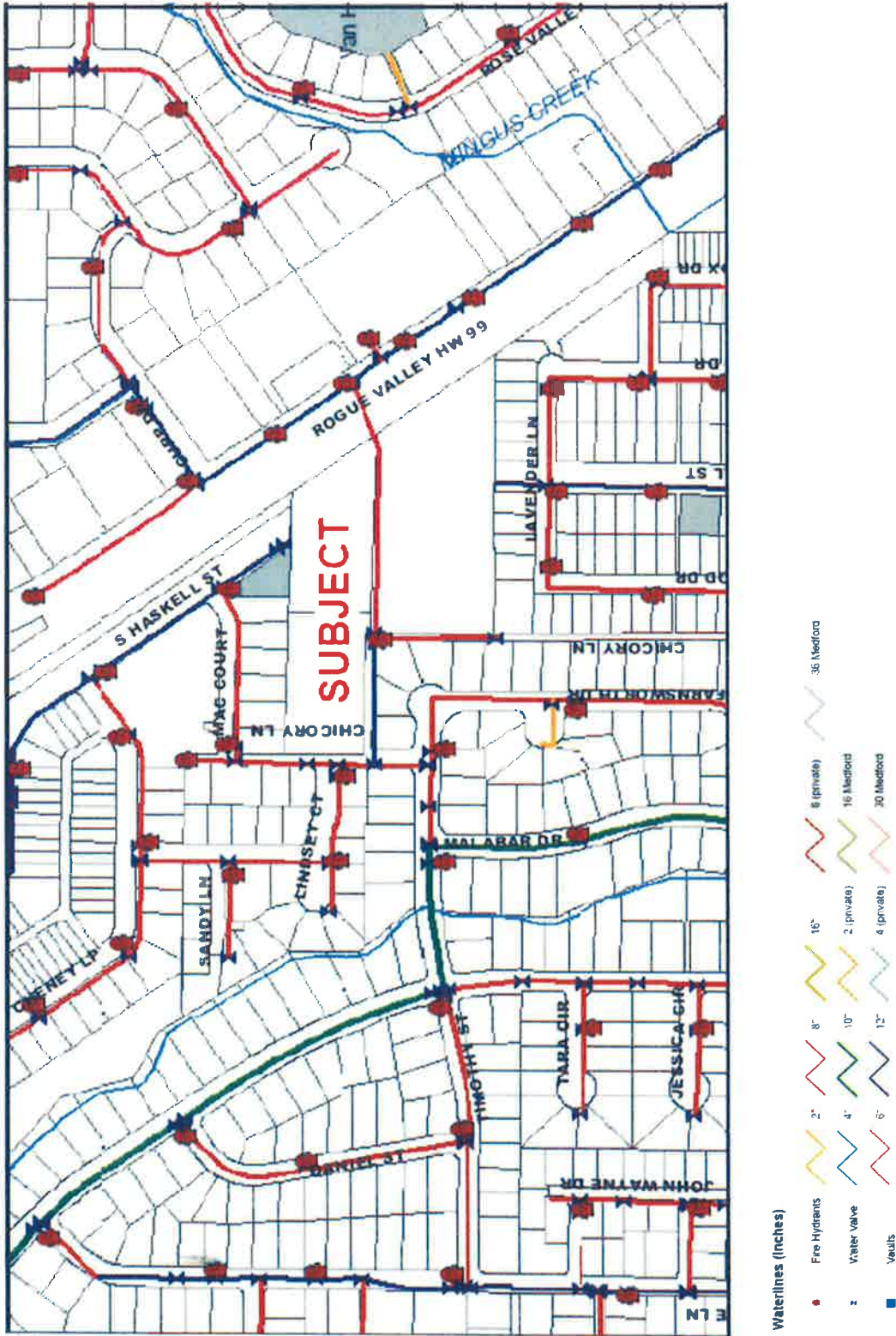
EXHIBIT "A"
page 3 of 3

Commencing at the Northeast corner of Lot "K" of Snowy Butte Orchards, Jackson County, Oregon, according to the official plat thereof, now of record, which said point is on the Southwesterly right-of-way line of the Southern Pacific Railroad; thence run South 35°08' East along said right-of-way line 528.68 to a 1" iron pin; thence North 89°27' West 300.77 feet for the true point of beginning; thence North 89°27' West 358.83 feet more or less to the Westerly boundary line of said Lot "K"; thence South 0°01' West 222.24 feet, more or less, to the Southwesterly corner of said Lot "K"; thence South 89°56' East 357.85 feet to a point which bears North 89°58' West 454.04 feet from the Southeast corner of said Lot; thence North 0°01' East 222.24 feet, more or less to the point of beginning.

(Map No. 372W11C, Tax Lot 8300, Account No. 1-017631-0, Code 6-2)

EXHIBIT 9A

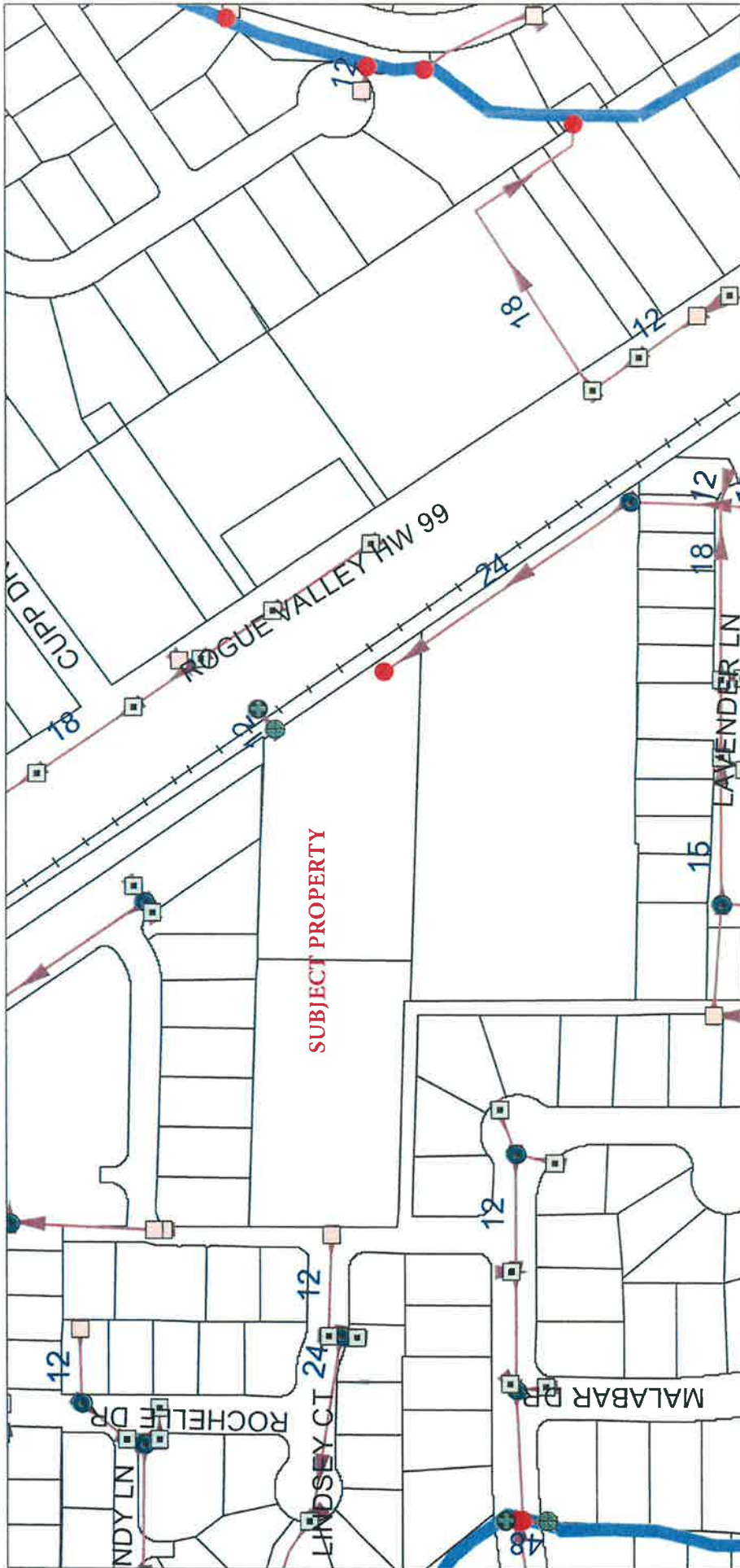
Central Point Waterlines, Valves and FH's



Print Date: 04-27-2017 Source: City of Central Point

EXHIBIT 9 B

Central Point Storm Drain System



LEGEND

- N
- Storm Pipe
- storm_retention_areas
- Streams
- CB
- LYNCH
- MH
- CULVOUT
- OUTFALL
- CULVIN

Print Date: 04-27-2017
Source: City of Central Point

EXHIBIT 9 C

ArcGIS Web Map

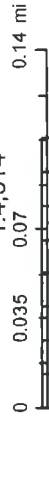


April 25, 2017

RVSS_recordmaps



- Other
- RVSS_Service_Boundary
- Manholes
- Sewer Lines


1:4,514



Sources: Esri, HERE, DeLorme, Intermap, increment P. Corp., GEBCO, USGS, FAO, NPS, NRCAN, Geobase, IGN, Kadaster NL, Ordnance Survey,



- Sample_Plots
- 12 ft w  Study Area
- 3 ft n  Wetland
- 6ft e
- pp2
- pp3




CSA Planning, Ltd.

Wetlands Study

Schott & Associates

Fellows
37-2W-11C-8400



1 inch = 100 feet

11-21-2018 Source: Schott & Associates; CSA Planning, Ltd. Jackson County GIS

May 3, 2017

CSA Planning

Public Utility Analysis - 37S 2W 11C Tax Lots 3470 & 3428

Per your request, I have prepared an analysis of the availability of public underground utilities necessary to provide service to the development of the referenced tax lot in Central Point,

Domestic Water System

The property is basically surrounded by existing water lines and the installation of a looped water system supplying domestic water and fire protection will not be difficult.

Storm Drainage

Providing adequate storm drainage will be somewhat more challenging, from a design standpoint, since the property is generally lower than surrounding properties.


A 12" storm drain has been stubbed into the property on the west side from Lindsey Court. The site will need to be filled in order to utilize this 12" storm drain and the storm drain may need to be removed and replaced with a larger sized pipe.

Sanitary Sewer System

The sanitary sewer system in Central Point is owned and maintained by RVSS. An existing system in the Lindsey Ct, Chicory Lane area is available for connection and extension to the east to provide service to the referenced parcels.

Summary

Any design challenges can be overcome through a combination of site grading and pipe upsizing and serving the property with adequate municipal storm drainage and other public utilities is feasible.

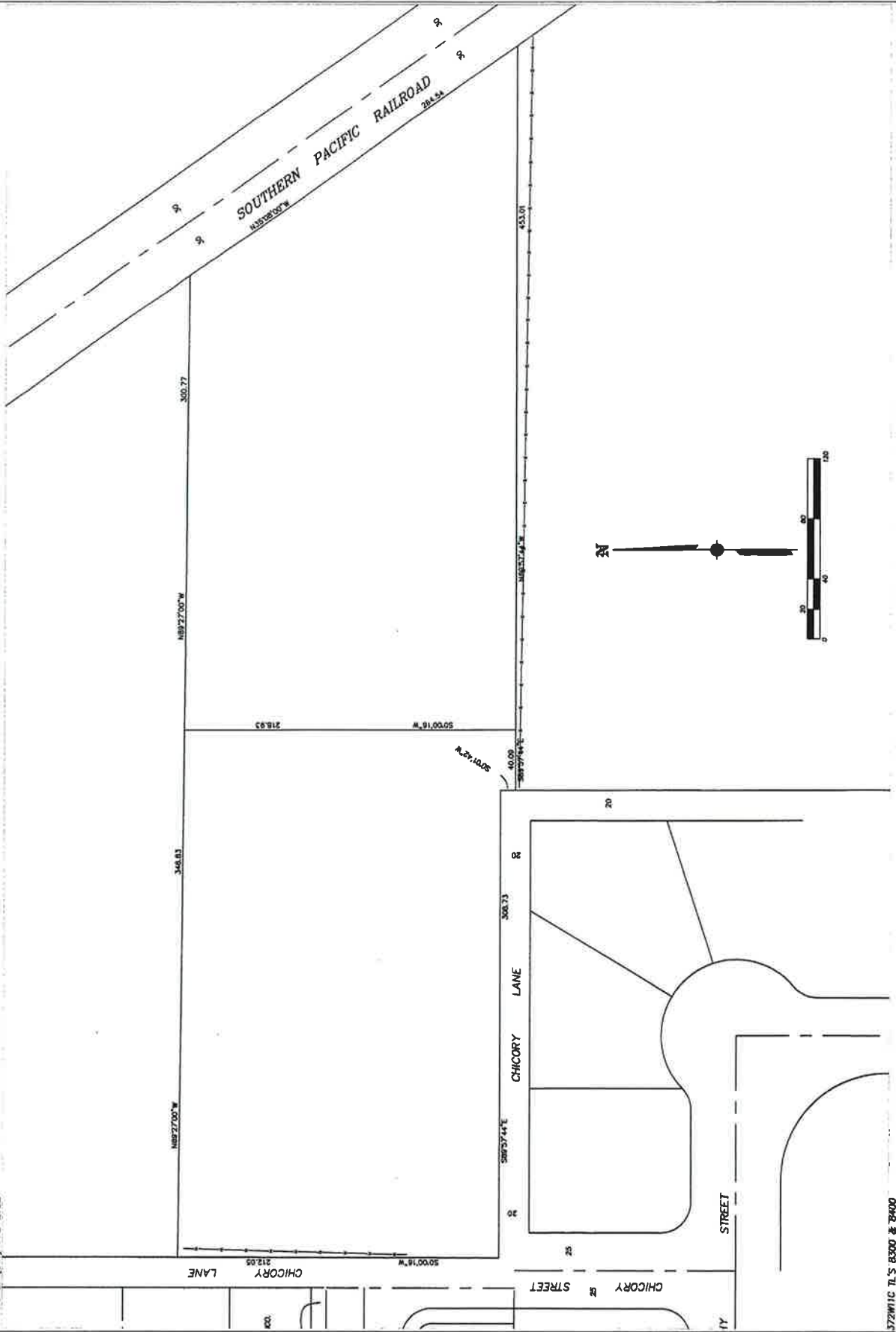

John E. Jensen, P.E.

PREPARED BY:
 L.V. FRIAR & ASSOCIATES, P.C.
 CONSULTING LAND SURVEYORS
 616 WEST BORTH STREET
 JACKSONVILLE, OR 97030
 PHONE: (541) 772-2782

PREPARED FOR:
 BOB FELLOWS
 2850 PHILLIPS WAY
 CENTRAL POINT, OR 97502

MAP OF SURVEY
 Located in the S.W. 1/4 of Section 11,
 T.37S., R.2W., W.M. City of Central Point
 Jackson County, Oregon

EXHIBIT 12



172M11C T.L.S. 8300 & 78400

LEGAL DESCRIPTION
372W11C, Tax Lot 8400

Jackson County Official Records 2004-038981

R-WD

Crnl=1 Sln=10 CUTTING 07/08/2004 02:30:00 PM

\$5.00 \$5.00 \$11.00 Total: \$21.00



01041863200400389810010011

Kathleen S. Beckett, County Clerk for Jackson County, Oregon
certify that the instrument identified herein was recorded in the Clerk
records
Kathleen S. Beckett - County Clerk

AmēriTitle
Part Of The FELD-WEN Family

THIS SPACE RESERVE

After recording return to:
BOB FELLOWS CONSTRUCTION, LLC, AN
OREGON LIMITED LIABILITY COMPANY
2950 PHILLIPS
Central Point, OR 97502

Until a change is requested all
tax statements shall be sent to
The following address:

BOB FELLOWS CONSTRUCTION, LLC, AN
OREGON LIMITED LIABILITY COMPANY
2950 PHILLIPS
Central Point, OR 97502

Escrow No. AP0764707

5511

STATUTORY WARRANTY DEED

LOLA V. ALBRIGHT, Grantor(s) hereby convey and warrant to **BOB FELLOWS CONSTRUCTION, LLC, AN OREGON LIMITED LIABILITY COMPANY**, Grantee(s) the following described real property in the County of **JACKSON** and State of Oregon, free of encumbrances except as specifically set forth herein:

Commencing at the Northeast corner of Lot K of Snowy Butte Orchards, Jackson County, Oregon, according to the official plat thereof, now of record, which said point is on the Southwesterly right of way line of the Southern Pacific Railroad; thence run South 35°08' East along said right of way line 528.68 feet to a 1" iron pin for the true point of beginning; thence North 89°27' West 300.77 feet; thence South 0°01' West 222.24 feet, more or less, to the South boundary line of said lot; thence South 89°58' East 454.04 feet, more or less, to the Southwesterly right of way line of the Southern Pacific Railroad; thence North 35°08' West 264.58 feet along said right of way line to the true point of beginning.

(Map No. 372W11C, Tax Lot 8400, Account No. 1-017632-8, Code 6-28)

The above-described property is free of encumbrances except all those items of record, if any, as of the date of this deed and those shown below, if any:

Subject to the 2004-05 real property taxes, a lien not yet due and payable

The true and actual consideration for this conveyance is [REDACTED]

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

Dated this 30th day of June, 2004
Lola V. Albright
LOLA V. ALBRIGHT



State of Oregon
County of JACKSON

This instrument was acknowledged before me on June 30, 2004 by Lola V. Albright.

J. L. Hofmann
(Notary Public for Oregon)
My commission expires 6-10-06

LEGAL DESCRIPTION
372W11C, Tax Lot 8300

Jackson County Official Records 2005-072911
R-WD
Cnl=1 Str=4 SHAWBJ 12/01/2005 09:00:00 AM
\$10.00 \$5.00 \$11.00 Total:\$26.00

Amērititle
Part Of The JELD-WEN Family



THIS SPACE RESERVED
Kathleen S. Beckett, County Clerk for Jackson County, Oregon,
certify that the instrument identified herein was recorded in the Clerk
records. Kathleen S. Beckett - County Clerk

After recording return to:
BOB FELLOWS CONSTRUCTION, LLC, an
Oregon Limited Liability Company
2950 Phillips Way
Central Point, OR 97502

Until a change is requested all
tax statements shall be sent to
The following address:

BOB FELLOWS CONSTRUCTION, LLC, an
Oregon Limited Liability Company
2950 Phillips Way
Central Point, OR 97502

Escrow No. AP0763998
Title No. 0763998

9:00

STATUTORY WARRANTY DEED

WALTER H. FROHREICH AND LEORA V. FROHREICH, TRUSTEES OR THEIR SUCCESSORS IN TRUST UNDER THE FROHREICH LOVING TRUST DATED JANUARY 4, 1996, AND ANY AMENDMENTS THERETO, Grantor(s) hereby convey and warrant to BOB FELLOWS CONSTRUCTION, LLC, an Oregon Limited Liability Company, Grantee(s) the following described real property in the County of JACKSON and State of Oregon free of encumbrances except as specifically set forth herein:

SEE EXHIBIT A WHICH IS MADE A PART HEREOF BY THIS REFERENCE

The above-described property is free of encumbrances except all those items of record, if any, as of the date of this deed and those shown below, if any:

The true and actual consideration for this conveyance is **PURSUANT TO AN IRC 1031 TAX DEFERRED EXCHANGE ON BEHALF OF GRANTOR/GRANTEE.**

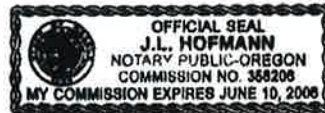
THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

Dated this 30th day of November 2005

WALTER H. FROHREICH AND LEORA V. FROHREICH, TRUSTEES OR THEIR SUCCESSORS IN TRUST UNDER THE FROHREICH LOVING TRUST DATED JANUARY 4, 1996, AND ANY AMENDMENTS THERETO

BY: Walter H. Frohreich Trustee
WALTER H. FROHREICH, TRUSTEE

BY: Leora V. Frohreich Trustee
LEORA V. FROHREICH, TRUSTEE



State of Oregon
County of JACKSON

This instrument was acknowledged before me on Nov. 30, 2005 by WALTER H. FROHREICH AND LEORA V. FROHREICH, TRUSTEES OF THE FROHREICH LOVING TRUST DATED JANUARY 4, 1996,.

J. L. Hofmann
(Notary Public for Oregon)

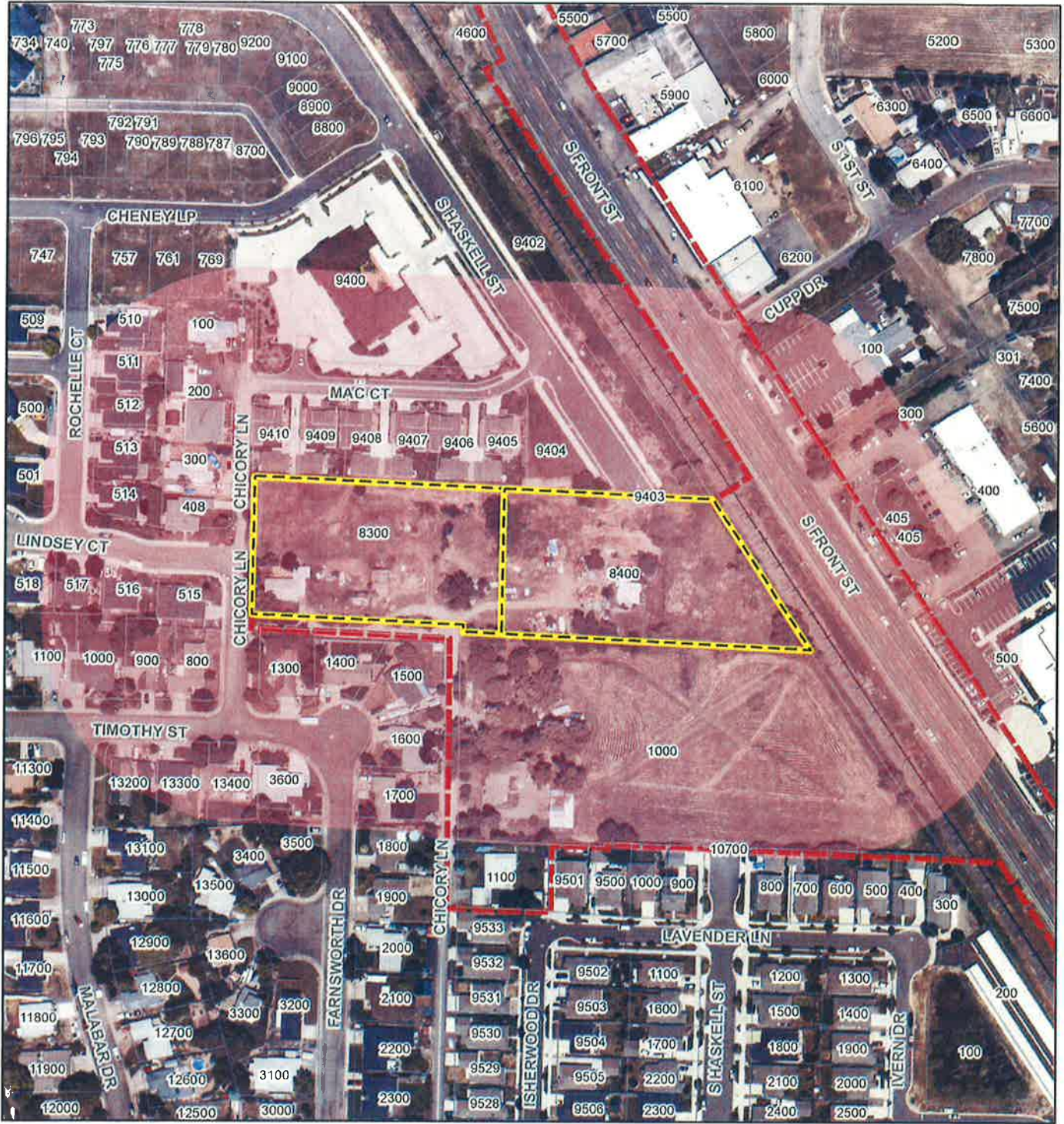
My commission expires 6-10-06

EXHIBIT 'A'

Commencing at the Northeast corner of Lot "K" of Snowy Butte Orchards, Jackson County, Oregon, according to the official plat thereof, now of record, which said point is on the Southwesterly right-of-way line of the Southern Pacific Railroad; thence run South 35°08' East along said right-of-way line 528.68 to a 1" iron pin; thence North 89°27' West 300.77 feet for the true point of beginning; thence North 89°27' West 358.83 feet more or less to the Westerly boundary line of said Lot "K"; thence South 0°01' West 222.24 feet, more or less, to the Southwesterly corner of said Lot "K"; thence South 89°58' East 357.85 feet to a point which bears North 89°58' West 454.04 feet from the Southeast corner of said Lot; thence North 0°01' East 222.24 feet, more or less to the point of beginning.

(Map No. 372W11C, Tax Lot 8300, Account No. 1-017631-0, Code 6-2)

2



Subject Lots

2012 Aerial



300-Foot Buffer



Tax Lots



City Limits



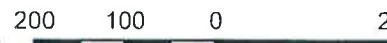
Railroad

300-Foot Radius Map

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



CSA Planning, Ltd.



200 Feet

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



CSA Planning, Ltd

4497 Brownridge, Suite 101
Medford, OR 97504

Telephone 541.779.0569
Fax 541.779.0114

Jay@CSAplanning.net

July 6, 2017

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

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

Dear Mr. Humphrey:

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

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

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

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

Zoning District	Min. Net Density	Min. Gr. Density ¹	Gross Vacant		Build-Out DU Yield	Fellows Adjusted Gr. Acres	Fellows Adjusted Build-Out DU Yield
			Acreage	% Distribution			
RL	1	1.25	4.25	3%	5	4.25	5
R-1-6	4	5	10.88	8%	54	10.88	54
R-1-8	3	3.75	3.86	3%	14	3.86	14
R-1-10	2	2.5	3.13	2%	8	3.13	8
R-2	6	7.5	37.99	27%	285	37.99	285
R-3	14	17.5	3.52	3%	62	3.52	62
LMR	6	7.5	15.44	11%	116	19.08	143
NMR	14	17.5	46.21	33%	809	42.57	745
HMR	30	37.5	13.50	10%	506	13.50	506
Average Gr. Density			138.79	100%	1,859	138.79	1,823
					13.40		13.13

¹ 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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

Very Truly Yours,

CSA Planning, Ltd.

Jay Harland
Principal

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

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 ____ day of September, 2017.

Planning Commission Chair

**CONSIDERATION OF A COMPREHENSIVE PLAN AMENDMENT/CLARIFICATION FOR 2 PARCELS TOTALING
3.64 ACRES AT 3428 AND 3470 CHICORY LANE**



STAFF REPORT
 September 5, 2017

AGENDA ITEM: File No. CPA-17002

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

STAFF SOURCE:

Molly Bradley, Community Planner I

BACKGROUND:

The Applicant has requested a Comprehensive Plan (Map) amendment/clarification in preparation for a subsequent zone change application for the above referenced Property (File No. ZC-17001). The Applicant has also filed an application for annexation of the Property (File No. ANNEX-17001). The Property is currently outside of City Limits but inside the Urban Growth Boundary (UGB), and its Comprehensive Plan designation when annexed to the City is TOD-Corridor (Attachment “A”).

In accordance with the City/County Urban Growth Boundary Management Agreement (UGBMA) (Attachment “B”), the Property retains its County land use and zoning designations until annexation into the City, which are Industrial and General Industrial (GI), respectively (Attachment “C”). Upon annexation, the Property will be subject to the TOD-Corridor land use classification. For purposes of this report it will be assumed that the Property has been annexed and the City’s TOD-Corridor land use classification applies.

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

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

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

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

The Applicant has submitted a set of Comprehensive Plan and Zoning Maps and Findings of Fact (Attachment “D”) along with relevant approval criteria for the City’s consideration. It is recommended that the Commission disregard the Applicant’s findings for the Land Use Plan Map amendment, and instead find that the TOD-Corridor land use designation is sufficiently clear in its scope of allowed uses to support the Applicant’s proposed zone change.

ISSUES & NOTES:

There are no issues with this application for Comprehensive Plan Amendment.

CONDITIONS OF APPROVAL:

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

ATTACHMENTS:

-
- Attachment “A” – Existing Comprehensive Plan Map and Proposed Zoning Map
 - Attachment “B” – Urban Growth Boundary Management Agreement (UGBMA)
 - Attachment “C” – Jackson County Comprehensive Plan Map
 - Attachment “D” – Applicant’s Findings of Fact, May 5, 2017
 - Attachment “E” – Applicant’s Supplemental Findings, July 6, 2017
 - Attachment “F” – Traffic Findings, S.O. Transportation Engineering, LLC, July 10, 2017
 - Attachment “G” – Resolution No. 845

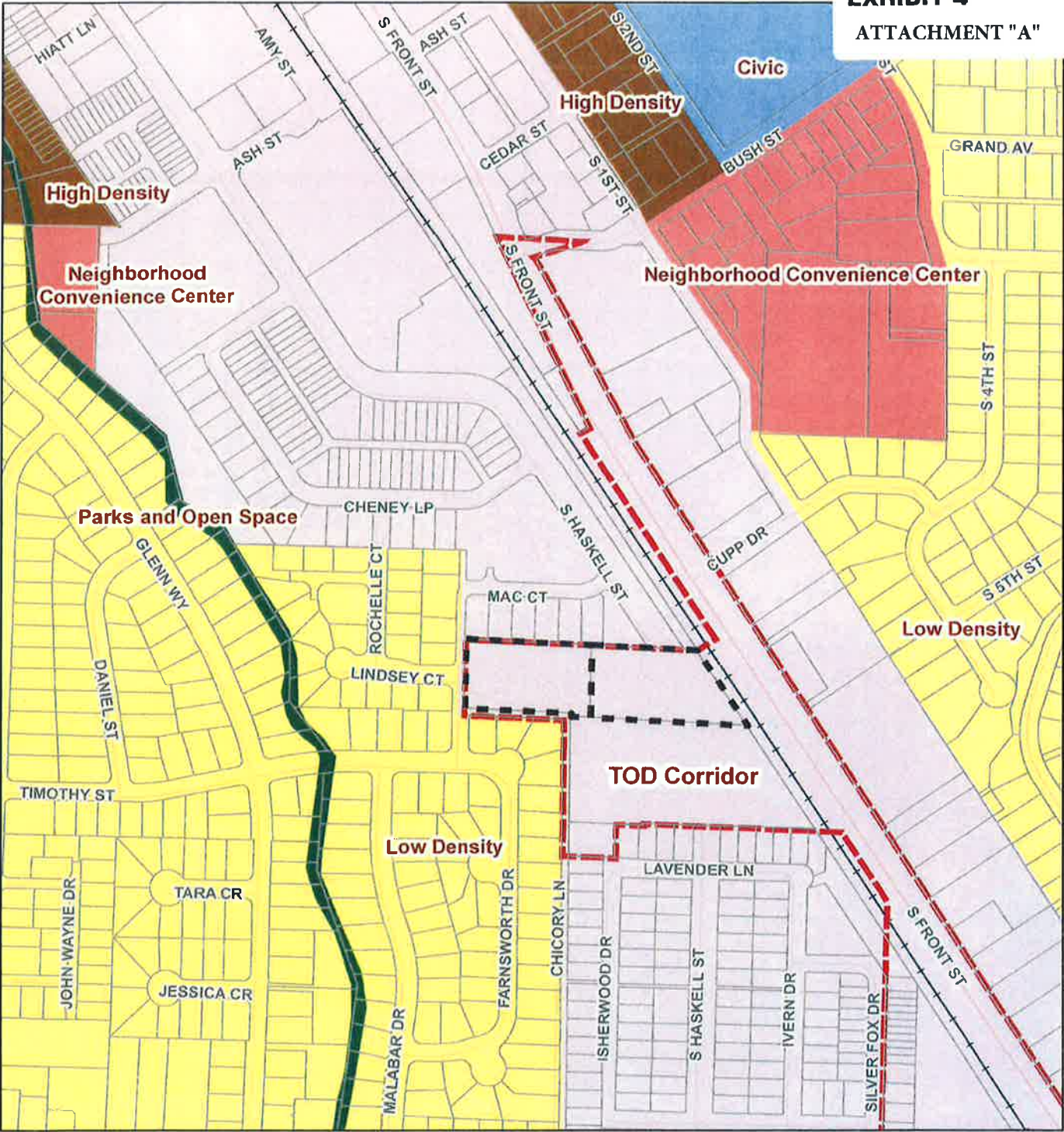
ACTION:

Open public hearing and consider the proposed amendment/clarification to the Comprehensive Plan, close the public hearing and 1) recommend approval to the City Council; 2) recommend approval with revisions; or 3) deny the application.

RECOMMENDATION:

Recommend approval of Resolution No. 845 to the City Council per the Staff Report dated September 5, 2017, and supported by Findings of Fact.


EXHIBIT 4
ATTACHMENT "A"

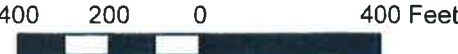


	Subject Lots	City Comp Plan
	Tax Lots	 Neighborhood Convenience Center
	City Limits	 TOD Corridor
	Urban Growth Boundary	 High Density Res.
	Railroad	 Low Density Res.
		 Civic
		 Parks and Open Space

Existing Comprehensive Plan

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






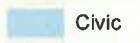






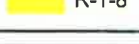


400 200 0 400 Feet

CSA Planning, Ltd.


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





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

Proposed Zoning Map

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





CSA Planning, Ltd. 

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

**AGREEMENT BETWEEN THE CITY OF CENTRAL POINT, OREGON (CITY)
AND JACKSON COUNTY, OREGON (COUNTY)
FOR THE JOINT MANAGEMENT OF THE CENTRAL POINT URBAN
GROWTH BOUNDARY**

WHEREAS, under ORS 190.003 to 190.030, and 197.175, et seq. City and County are authorized to enter into intergovernmental agreements and are required to prepare and adopt Comprehensive Plans consistent with Statewide Planning Goals; and

WHEREAS, under ORS 197 - State Land Use Goal 14, Urbanization, the "Establishment and change of the boundary shall be a cooperative process between a city and the county or counties that surround it"; and

WHEREAS, City and County have adopted a Regional Plan which necessitates revisions to the previous agreement; and

WHEREAS, City and County recognize the importance of providing an orderly transition of urban services from County to City jurisdiction and administration as the Urban Reserve transitions from a rural to an urban character; and

WHEREAS, ORS 190.003, et seq. requires that an intergovernmental agreement relating to the performance of functions or activities by one unit of local government for another shall be adopted and shall specify the responsibilities between the parties;

NOW, THEREFORE, the City and County adopt the following urban growth policies which shall serve as the basis for decisions pertaining to development and land uses in the area between the City limits of Central Point and its urban-growth boundary, and other lands that are of mutual interest or are of significant importance to Central Point's long-range growth and development.

DEFINITIONS

1. Area of Mutual Planning Concern: A geographical area lying beyond the adopted urban growth boundary in which the City and County have an interest in terms of that area's types and levels of development, land uses, environment, agriculture, and other unique characteristics. The area is not subject to annexation within the current planning period but may be in the path of longer-range urban growth. Therefore, the City and County will fully coordinate land use activity within this area.
2. BOC: Jackson County Board of Commissioners.
3. Comprehensive Plan: State-acknowledged comprehensive plan adopted by City or County.

4. Contract Annexation: A process whereby the City, County, and other involved parties enter into a contract that permits:
 - A) The parties to administer urban land use regulations on the development of property following an annexation decision while the property remains under County jurisdiction; and
 - B) The City to annex property developed to City densities and uses, with the improvement to appear on the County tax rolls prior to the effective date of annexation, resulting in a greater benefit to the tax base of the community.
5. Council: City of Central Point City Council
6. Develop: To bring about growth or create new opportunities for growth; to cause the expansion of available lands; to extend public facilities or services; to construct, alter or expand a structure; to conduct a mining operation; to make a change in the use of appearance of land; to divide land into smaller parcels; to create or terminate rights of access, etc.
7. LDO: Jackson County's Land Development Ordinance.
8. Non-Resource Land: Land that is not subject to the statewide Goals listed in OAR 660-004-0010(1)(a) through (g) except subsections (c) and (d).
9. Planning Services: Legislative activities, such as adoption and amendment of comprehensive plan text and maps, adoption and amendment of land use regulations, and quasi-judicial processing of land use actions.
10. Resource Land: Land that *is* subject to the statewide Goals listed in OAR 660-004-0010(1)(a) through (g) except subsections (c) and (d).
11. Subdivide or Partition Land: The act of dividing the legal ownership of land into smaller units, as set forth in Oregon Revised Statutes 92.010.
12. Urban/Public Facilities and Services: Basic facilities that are planned for and provided by either the private or public sector, and are essential to the support of development in accordance with the City's Comprehensive Plan. Such facilities and services include, but are not limited to, police and fire protection, sanitary facilities, public water and storm drain facilities; planning, zoning, and subdivision controls; health services; recreation facilities and services; energy and communication services; and community governmental services including schools and transportation.
13. Urban Growth Boundary: A site specific line on the Official Plan and Zoning Map of Jackson County, which identifies and encompasses urban and urbanizable lands within the County, including:

A) **URBAN LAND:** Residential areas generally comprised of parcels smaller than one acre, or highly developed commercial and industrial areas which are within incorporated cities or which contain concentrations of persons who reside or work in the areas, including land adjacent to and outside cities, and which have supporting urban public facilities and services.

B) **URBANIZABLE LAND:** Areas within an officially adopted urban growth boundary which are needed for the expansion of that urban area, and which have been determined to be necessary and suitable for development as future urban land and which can be served with necessary urban public facilities and services.

14. **Urban Reserve Areas (URA):** Land outside of a UGB identified as highest priority (per ORS 197.298) for inclusion in the UGB when additional urbanizable land is needed in accordance with the requirements of Statewide Planning Goal 14.

INTENT AND PURPOSE OF AGREEMENT

The intent and purpose of this Agreement is for City and County to:

1. Enhance long-range planning in the Urban Growth Boundary and the Urban Reserve.
2. Maintain and improve coordination and communication between City and County.
3. Develop consistent policies and procedures for managing urban growth and development within the Urban Growth Boundary.
4. Minimize impacts to property owners, local governments and service providers related to the transition of property from within the Urban Growth Boundary to within the City Limits.

URBAN GROWTH POLICIES

1. The City of Central Point shall have primary responsibility for all future urban level development that takes place within the City and urban growth boundary area. Additionally:
 - A) All urban level development shall conform to City standards, shall be consistent with the adopted City Comprehensive Plan, and shall meet all appropriate requirements of the City Zoning Ordinance and Map.

- B) The term "urban level development" shall be generally defined, for purposes of this agreement, as any commercial or industrial development, and any residential development, partitioning, or subdivision that creates actual or potential densities greater than allowed by the City's Residential Low-density District (R-L). The expansion or major alteration of legally existing commercial or industrial use shall also be considered urban level development.
 - C) Urban level development proposals submitted through County processes must be accompanied by a contract to annex to the City.
2. A change in the use of urbanizable land from a use designated on the Jackson County Comprehensive Plan/Zoning Map to uses shown on the City Comprehensive Plan shall occur only upon annexation or contractual intent to annex to the City. Additionally:
- A) Development of land for uses designated in the Comprehensive Plan shall be encouraged on vacant or underdeveloped lands adjacent to or within the City limits prior to the conversion of other lands within the urban growth boundary.
 - B) Urban facilities and services must be adequate in condition and capacity to accommodate the additional level of growth, as allowed by the Comprehensive Plan, prior to or concurrent with the land use changes.
 - C) The City may initiate annexation and zone changes of lands outside the City limits and within the UGB that are under a County "Exclusive Farm Use" designation or otherwise enjoying farm-related tax incentives when such lands are needed for urban development.
3. City annexation shall only occur within the framework of the City's Comprehensive Plan and within the Urban Growth Boundary.
4. Except as provided in Policy 11 of this agreement, specific annexation decisions shall be governed by the City of Central Point. The City will provide opportunities for the County and all affected agencies to respond to pending requests for annexation with the response time limited to sixty days to minimize any unnecessary and costly delay in processing.
5. The establishment of the Urban Growth Boundary does not imply that all lands within the Boundary must be annexed to the City.
6. Jackson County shall retain jurisdiction over any land use decisions, other than annexations, within the unincorporated urbanizable area, in conformance with these adopted policies. Additionally:

- A) The City shall be requested to respond to pending applications for land use changes in the unincorporated urbanizable area. If no response is received within fourteen days, the County will assume the City has no objections to the request
 - B) The City will request that the County respond to pending applications for land use changes within the incorporated area which could affect land under County jurisdiction. If no response is received within fourteen days, the City will assume the County has no objections to the request.
 - C) Recognizing that unincorporated areas within the Urban Growth Boundary could ultimately become part of Central Point, the City's recommendations will be given due consideration. It is the intent of the County to administer a mutually adopted City/County policy in the urbanizable area until such time as the area is annexed.
7. Lands in the vicinity of the Seven Oaks Interchange, as delineated on Map 1 attached, are considered unique because of the transportation facilities present. The I-5 Interchange Area Management Plan (IAMP) for Exit 35 addresses the unique characteristics of the area and recommendations from the plan will be incorporated into the City and County Comprehensive Plans. Portions of this area are in Central Point's Urban Reserve while the remainder is designated an *Area of Mutual Planning Concern* and shall be protected from premature development. Additionally:
- A) The County shall ensure that the area remains in a rural character so that a priority is placed on urban development within the UGB, as planned.
 - B) The Seven Oaks Interchange Area of Mutual Planning Concern shall retain its present County Comprehensive Plan and Zoning Map designation, or similar "rural" designation, until such time as the area can be shown to be needed for the City's urbanization, in accordance with the seven urbanization factors of Statewide goal 14 and the provisions of this agreement that pertain to City-initiated comprehensive plan amendments.
8. Lands in the vicinity of and including Forest/Gibbon Acres west of Table Rock Road, as delineated on Map 2 attached, are considered remote to Central Point at this time. Although located outside of any Urban Reserve, this area is designated an *Area of Mutual Planning Concern* and shall be protected from premature or more intense development. Additionally:
- A) The County shall ensure that the area remains in a rural character so that a priority is placed on urban development within the UGB and URAs, as planned.

- B) The Forest/Gibbon Acres *Area of Mutual Planning Concern* shall retain its present County Comprehensive Plan and Zoning Map designation, or similar "rural" designation, until such time as the area can be shown to be needed for the City's urbanization or for inclusion in Medford or in White City should it incorporate. Inclusion in a planning area will occur in accordance with the seven urbanization factors of Statewide goal 14 and the provisions of this agreement that pertain to City-initiated comprehensive plan amendments.
9. Lands under the ownership of Jackson County between Gebhard Road and Interstate-5 north of Pine Street, including the Jackson County Expo (fairgrounds) and property in the ownership of Jackson County adjacent to the Expo as delineated on Map 3 attached, are designated an *Area of Mutual Planning Concern* and shall be protected from uncoordinated land use development. Additionally:
- A) The County shall ensure that all land use planning that occurs will be coordinated with the City so that a priority is placed on urban development within the UGB and URAs, as planned.
 - B) The Jackson County Expo *Area of Mutual Planning Concern* shall retain its present County Comprehensive Plan and Zoning Map designation, or designations unique to the fairground master plan, until such time as the area can be shown to be needed for the City's urbanization, in accordance with the seven urbanization factors of Statewide goal 14 and the provisions of this agreement that pertain to City-initiated comprehensive plan amendments.
 - C) During the first coordinated Periodic Review process for the Regional Plan, Jackson County shall consider including the land occupied by the Jackson County Expo to the City of Central Point Urban Reserve Area.
 - D) The impacts of County development upon City and Regional infrastructure shall be assessed and mitigated in order to obtain a mutually beneficial outcome to both entities.
10. Lands within the urbanizable area which currently support a farm use shall be encouraged, through zoning and appropriate tax incentives, to remain in that use for as long as is "economically feasible".
- A) "Economically feasible", as used in this policy, shall be interpreted to mean feasible from the standpoint of the property owner. Implementation of this policy will be done on a voluntary basis.
 - B) "Exclusive Farm" or other appropriate low-intensity rural zoning designation shall be applied to areas within the UGB by the County for the

purpose of maintaining agricultural land uses and related tax incentives until such time as planned annexation and urban development occur.

- C) "Suburban Residential" or other zoning designations that would permit non-agricultural land uses to develop prematurely could result in obstacles to future planned and coordinated growth and, therefore, should be restricted to only those areas that are already developed to such levels.
- D) Agricultural zoning policies contained herein apply only to areas identified by the City or County as agricultural lands within the UGB, URA's or Seven Oaks Area of Mutual Planning Concern and shall not be used as a standard to review other land use applications within these areas.

11. The City and County acknowledge the importance of protecting agricultural lands. Therefore:

- A) While properties are in agricultural use, the City will apply the below standards when adjacent lands are proposed for urban residential development:
 - i. To mitigate the potential for vandalism, the development's design should incorporate the use of visible public or semipublic open space adjacent to the agricultural lands.
 - ii. To mitigate nuisances originating from agricultural noise, odors, irrigation run-off, and agricultural spray drift, the development's design should incorporate:
 - a. The use of landscaping and berms where a positive buffering benefit can be demonstrated.
 - b. The orientation of structures and fencing relative to usable exterior space such as patios, rear yards and courts, such that the potential impacts from spray drift, dust, odors, and noise intrusion are minimized.
 - c. The design and construction of all habitable buildings, including window and door locations, should be such that the potential impact of spray drift, noise, dust, and odors upon interior living/working areas will be minimized.
 - d. Physical separation between agricultural lands and urban development shall be utilized to the greatest extent possible to minimize adverse impacts. Site design emphasizing the appropriate use of open space areas, streets, and areas not

designed specifically for public recreation or assembly shall be considered.

- B) The City and County mutually agree herewith that the buffering standards established by the Jackson County Regional Plan and adopted by the City of Central Point have or can and will be met, prior to annexation or urban development of lands.
 - C) The City and County mutually agree to involve affected Irrigation Districts prior to annexation or when contemplating urban development of lands.
12. The City, County, and other affected agencies shall coordinate the expansion and development of all urban facilities and services within the urbanization area. Additionally:
- A) Provisions for urban facilities and services shall be planned in a manner limiting duplication in an effort to provide greater efficiency and economy of operation.
 - B) A single urban facility or service extended into the urbanizable area must be coordinated with the planned future development of all other facilities and services appropriate to that area, and shall be provided at levels necessary for expected uses, as designated in the City's Comprehensive Plan.
13. All County road construction and reconstruction resulting from new development, redevelopment, or land division, in the urbanizable area shall be to urban standards, except that the term "reconstruction" does not include normal road maintenance by the County.
14. Except for URAs, no other land or *non-municipal* improvements located outside the Urban Growth Boundary shall be permitted to connect to the water line serving Erickson unless it is first included in the Urban Growth Boundary or a "reasons" exception is taken to applicable Statewide Land Use Planning Goals which allows such connection. The owners of such benefited property must sign an irrevocable consent to annex to the City of Central Point.

AMENDMENTS AND CORRECTIONS TO THE URBAN GROWTH BOUNDARY

The procedure for joint City and County review and amendment of urban growth boundary and urbanization policies are established as follows:

MAJOR REVISIONS

Major revisions in boundary or policies will be considered amendments to both the City and County comprehensive plans and, as such, are subject to a legislative review process. A major revision shall include any boundary change that has widespread and significant impact beyond the immediate area, such as quantitative changes allowing for substantial changes in population or significant increases in resource impacts; qualitative changes in the land use itself, such as conversion of residential to industrial use, or spatial changes that affect large areas of many different ownerships. Any change in urbanization policies is considered a major revision.

Major revisions will be considered by the City and County at periodic intervals in accordance with the terms of the mutually adopted urban growth boundary agreements between the County and each municipal jurisdiction. It is the intent of the governing bodies to review the urban growth boundary and urbanization policies for consistency upon completion of the City and County Comprehensive Plans.

A request for major revision can be initiated only by the County or City governing bodies or their respective planning commissions. Individuals, groups, citizen advisory committees, and affected agencies may petition the County or appropriate City in accordance with the procedural guidelines adopted by the jurisdiction for initiating major legislative amendments. The party who seeks the revision shall be responsible for filing adequate written documentation with the City and County governing bodies. Final legislative action on major revision requests shall be based on the factors stated in each mutually adopted urban growth boundary agreement. Generally these are:

- A) Demonstrated need to accommodate unpredicted population trends, to satisfy urban housing needs, or to assure adequate employment opportunities;
- B) The orderly and economic provision of public facilities and services;
- C) Maximum efficiency of land uses within the current urbanizable area;
- D) Environmental, energy, economic and social consequences;
- E) Compatibility of the proposed change with other elements of the City and County comprehensive plans; and,
- F) The other statewide planning goals.

Major revision proposals shall be subject to a mutual City and County review and agreement process involving affected agencies, citizen advisory committees, and the general public. The review process has the following steps:

- A) CAC and planning commissions review and *make recommendations* to the City Council and Board of County Commissioners;
- B) Proposal mailed to the affected agencies and property owners; and,
- C) Proposal heard and acted upon by City Council and Board of County Commissioners.

MINOR BOUNDARY LINE ADJUSTMENTS

Minor adjustments to an urban growth boundary line may be considered subject to similar procedures used by the City and County in hearing zoning requests. A minor amendment is defined as focusing on specific individual properties and not having significant impacts beyond the immediate area of the change.

Application for a minor boundary line amendment can only be made by property owners, their authorized agents, or by a City or County governing body. Written applications for amendments may be filed in the office of the Jackson County Department of Planning and Development on forms prescribed by the County. The standards for processing an application are as indicated in the mutually adopted urban growth boundary agreement. Generally these are the same factors as for a major urban growth boundary amendment.

CORRECTION OF ERRORS

- A. An error is generally considered to be a cartographic mistake, or a misprint, omission, or duplication in the text. They are technical in nature and not the result of new information or changing attitudes or policies.
- B. If the City Council and Board of County Commissioners become aware of an error in the map(s) or text of this mutually-adopted urbanization program, both bodies may cause an immediate amendment to correct the error, after mutual agreement is reached.
- C. Corrections shall be made by ordinance, following a public hearing conducted by both governing bodies, but hearings before the planning commissions shall not be required when an amendment is intended specifically to correct an error.

REVIEW, AMENDMENT AND TERMINATION OF AGREEMENT

- A. This Agreement may be reviewed and amended at any time by mutual consent of both parties, after public hearings by the Council and the Board of Commissioners.

- B. Any modifications to this Agreement will be consistent with City and County comprehensive plans and state law.
- C. Staff from City and County will attempt to informally resolve any disputes regarding the terms, conditions, or meaning of this Agreement. For any disputes not resolved through this informal process, the Council and the BOC will meet jointly in an attempt to resolve those disputes. Either party may request the services of a mediator to resolve any dispute.
- D. This Agreement may be terminated by either party subsequent to dissolution of a URA or an Area of Mutual Planning Concern. Such termination shall proceed through a properly noticed public hearing process.

This agreement supersedes the prior agreement between the parties on the same subject matter approved by the County on _____, 20____, and by the City on _____, 20____.

CITY OF CENTRAL POINT

JACKSON COUNTY
BOARD OF COMMISSIONERS

Hank Williams, Mayor DATE

Doug Breidenthal, Chair DATE

APPROVED AS TO FORM:

County Counsel

ATTEST:

ATTEST:

City Administrator

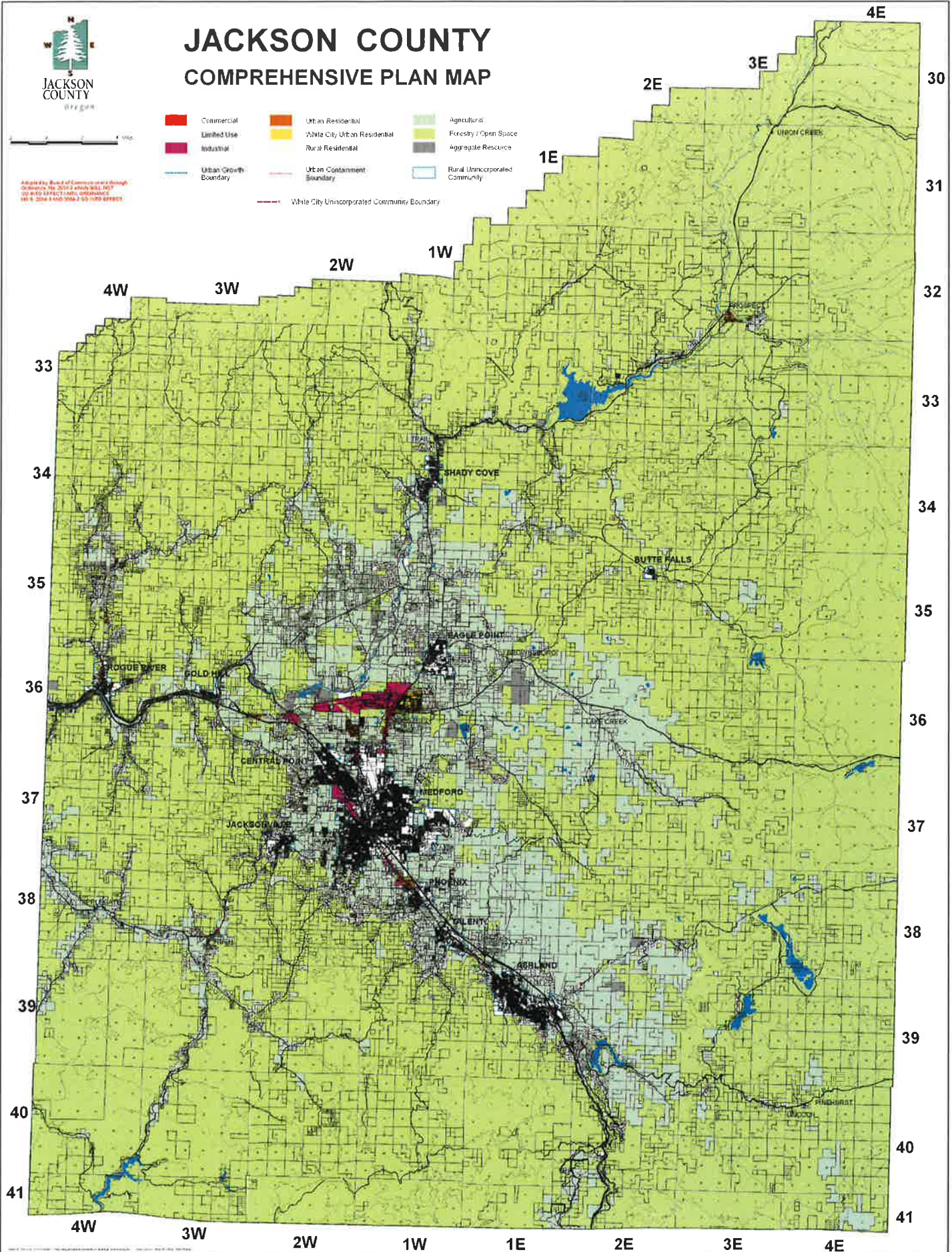
Recording Secretary



JACKSON COUNTY COMPREHENSIVE PLAN MAP

- | | | |
|--|------------------------------|--------------------------------|
| Commercial | Urban Residential | Agricultural |
| Limited Use | White City Urban Residential | Forestry / Open Space |
| Industrial | Rural Residential | Aggregate Resource |
| Urban Growth Boundary | Urban Containment Boundary | Rural Unincorporated Community |
| White City Unincorporated Community Boundary | | |

Adopted by Board of Commissioners through Ordinance No. 2012-02 which shall take effect on the first day of January, 2012.



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.



II

EVIDENCE SUBMITTED WITH THE APPLICATIONS

Applicant herewith submits the following evidence with its land use application:

- Exhibit 1.** Completed application forms and Duly Executed Limited Powers of Attorney from Applicants and Owners authorizing CSA Planning, Ltd. to act on their behalf.
- Exhibit 2.** These proposed findings of fact and conclusions of law, demonstrating how the application complies with the applicable substantive criteria of Central Point's Land Development Ordinance and applicable State Law and Municipal Code.
- Exhibit 3.** Jackson County Assessor Plat Map 37-2W-11C
- Exhibit 4.** Current Comprehensive Land Use Plan Map
- Exhibit 5.** Current Zoning Map (County Zoning) on Aerial Photo
- Exhibit 6.** Proposed Zoning Map
- Exhibit 7.** Background and Historical Map and Ordinances
 - A) 1987 Zoning Map (adopted in 1989)
 - B) Ordinance 1793 and Related Information
 - C) Ordinance 1815 and Related Information
- Exhibit 8.** Annexation Petition
- Exhibit 9.** Public Facilities Maps
 - A) Waterline Map
 - B) Storm Drainage Map
 - C) Sanitary Sewer Map
- Exhibit 10.** Wetlands Study Map
- Exhibit 11.** Civil Analysis
- Exhibit 12.** Preliminary Plat and Legal Description



III

RELEVANT SUBSTANTIVE APPROVAL CRITERIA

The relevant substantive criteria prerequisite to approving an Annexation with a minor Comprehensive Plan Amendment and Zone Change under the City of Central Point Zoning Ordinance (“CPZO”) is recited verbatim below:

CITY OF CENTRAL POINT ZONING ORDINANCE (CPZO)

**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.

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

- (1) Except when expressly required to do so by the city charter, the legislative body of a city is not required to submit a proposal for annexation of territory to the electors of the city for their approval or rejection.
- (2) When the legislative body of the city elects to dispense with submitting the question of the proposed annexation to the electors of the city, the legislative body of the city shall fix a day for a public hearing before the legislative body at which time the electors of the city may appear and be heard on the question of annexation.
- (3) The city legislative body shall cause notice of the hearing to be published once each week for two successive weeks prior to the day of hearing, in a newspaper of general circulation in the city, and shall cause notices of the hearing to be posted in four public places in the city for a like period.
- (4) After the hearing, the city legislative body may, by an ordinance containing a legal description of the territory in question:
 - (a) Declare that the territory is annexed to the city upon the condition that the majority of the votes cast in the territory is in favor of annexation;
 - (b) Declare that the territory is annexed to the city where electors or landowners in the contiguous territory consented in writing to such annexation, as provided in ORS 222.125 or 222.170, prior to the public hearing held under subsection (2) of this section; or
- (7) For the purpose of this section, ORS 222.125 and 222.170, “owner” or “landowner” means the legal owner of record or, where there is a recorded land contract which is in force, the purchaser thereunder. If there is a multiple ownership in a parcel of land each consenting owner shall be counted as a fraction to the same extent as the interest of the owner in the land bears in relation to the interest of the other



Findings of Fact and Conclusions of Law

Applicant: Bob Fellows Construction, LLC

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.

1.20.010 Generally.

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

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.

ZONE CHANGE CRITERIA

17.12.060 Zoning of annexed area. All future annexations are expected to include only lands within the city's urban growth boundary (UGB). The comprehensive plan of Central Point includes a plan for future land uses within the UGB area. The zoning map described in Section 17.12.030 is consistent with the comprehensive plan and will determine the district into which a newly annexed area is placed. The appropriate zoning district shall be applied to the area upon annexation.

17.10.200 Initiation of amendments.

A proposed amendment to the code or zoning map may be initiated by either:

- A. A resolution by the planning commission to the city council;
- B. A resolution of intent by the city council; or for zoning map amendments;
- C. An application by one or more property owners (zoning map amendments only), or their agents, of property affected by the proposed amendment. The amendment shall be accompanied by a legal description of the property or properties affected; proposed findings of facts supporting the proposed amendment, justifying the same and addressing the substantive standards for such an amendment as required by this chapter and by the Land Conservation and Development Commission of the state. (Ord. 1989 §1(part), 2014).

17.10.300 Major and minor amendments.

There are two types of map and text amendments:

- A. Major Amendments. Major amendments are legislative policy decisions that establish by law general policies and regulations for future land use decisions, such as revisions to the zoning and land division ordinance that have widespread and significant impact beyond the immediate area. Major amendments are reviewed using the Type IV procedure in Section 17.05.500.
- B. Minor Amendments. Minor amendments are those that involve the application of adopted policy to a specific development application, and not the adoption of new policy (i.e., major amendments). Minor amendments shall follow the Type III procedure, as set forth in Section 17.05.400. The approval authority shall be the city council after review and recommendation by the planning commission. (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006).

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



- D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule. (Ord. 1989 §1(part), 2014; Ord. 1874 §3(part), 2006. Formerly 17.10.300(B)).

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

SECTION 660-012-0060

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

COMPREHENSIVE PLAN AMENDMENT CRITERIA

17.96.200 Initiation of amendments.

A proposed amendment to the comprehensive plan or urban growth boundary may be initiated by either:

- A. A resolution by the planning commission to the city council;
- B. A resolution of intent by the city council; or
- C. An application by one or more property owners, or their agents, of property affected by the proposed amendment.

17.96.300 Major revisions and minor changes.

Proposed amendments to the comprehensive plan, including urban growth boundary amendments, are categorized as either major or minor amendments as defined in Section 17.10.300. Proposals for major revisions shall be processed as a Type IV procedure per Section 17.05.500. Proposals for minor changes shall be processed as a Type III procedure per Section 17.05.400.

17.96.500 Approval criteria.

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

- A. Approval of the request is consistent with the applicable statewide planning goals;
- B. Approval of the request is consistent with the Central Point comprehensive plan;
- C. For urban growth boundary amendments findings demonstrate that adequate public services and transportation networks to serve the property are either available, or identified for construction in the city's public facilities master plans (major and minor amendments); and
- D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule.



IV
FINDINGS OF FACT

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

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

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

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



9. Land Uses on Abutting Properties and Surrounding Area:

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

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

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

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

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

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

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

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

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

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

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

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

17. Transportation and Access:

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



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

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

18. Comprehensive Plan Map and Zoning Map Analysis:

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

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

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

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

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



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

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

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

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

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



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

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

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

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

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

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



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

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

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

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

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

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

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

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

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



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



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



V

**CONCLUSIONS OF LAW
ANNEXATION & ZONE CHANGE**

CITY OF CENTRAL POINT ZONING ORDINANCE (CPZO)

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

**Chapter 1.20
ANNEXATION PROCEDURE**

222.111 Authority and procedure for annexation.

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

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

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

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



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

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

1.20.010 Generally.

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

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

1.20.011 Application and review.

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

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

* * * * *



APPROVAL CRITERIA FOR ZONE CHANGE

Chapter 17.10 ZONE CHANGE

17.10.400 Approval criteria.

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

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

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

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

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

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

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

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

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

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



D. The amendment complies with OAR [660-012-0060](#) of the Transportation Planning Rule.

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

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

SECTION 660-012-0060

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

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

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



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

* * * * *



VI

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

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

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

APPROVAL CRITERIA FOR COMPREHENSIVE PLAN AMENDMENT

**Chapter 17.96
COMPREHENSIVE PLAN AMENDMENT**

17.96.500 Approval criteria.

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

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

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

Goal 1: Citizen Involvement

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

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



Goal 2: Land Use Planning

PART I -- PLANNING

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

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

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

Goal 3: Agricultural Lands

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

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

Goal 4: Forest Lands

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

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

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

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

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



Goal 6: Air, Water and Land Resources Quality

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

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

Goal 7: Areas Subject to Natural Hazards

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

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

Goal 8: Recreational Needs

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

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

Goal 9: Economic Development

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

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

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



Goal 10: Housing

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

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

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

Goal 11: Public Facilities and Services

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

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

Goal 12: Transportation

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

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



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

Goal 13: Energy Conservation

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

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

Goal 14: Urbanization

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

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

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

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

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

Housing Element Conclusion #1 Policy 2:

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

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

Land Use Element Policy 5:

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



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

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

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

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

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

VII

SUMMARY OF APPLICANTS' STIPULATIONS

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

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



VIII

ULTIMATE CONCLUSIONS; DECISION

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

Respectfully submitted on behalf of Applicants and Property Owners.

CSA Planning, Ltd.



Jay Harland
Principal

May 9, 2017

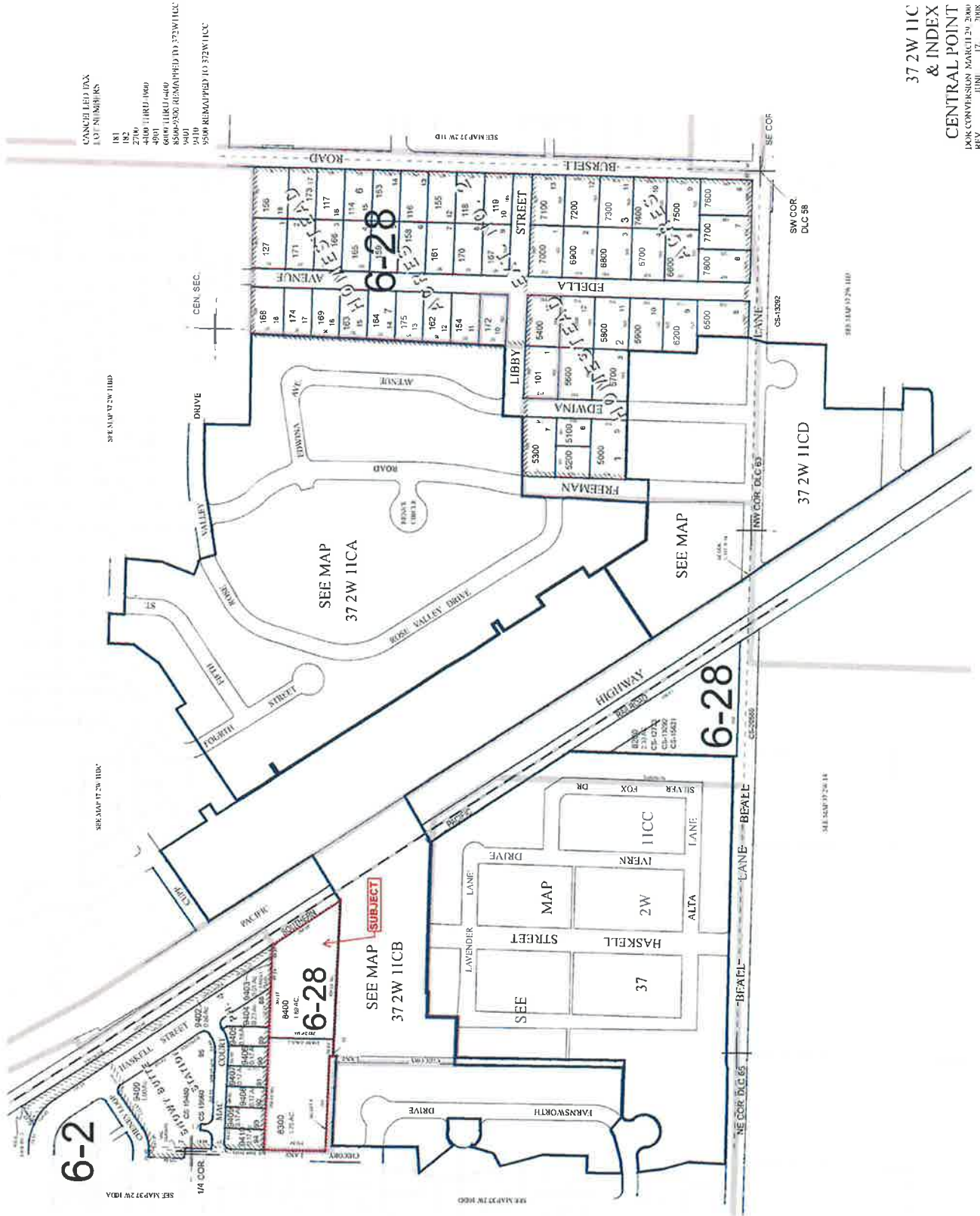


37 2W 11C
& INDEX
CENTRAL POINT

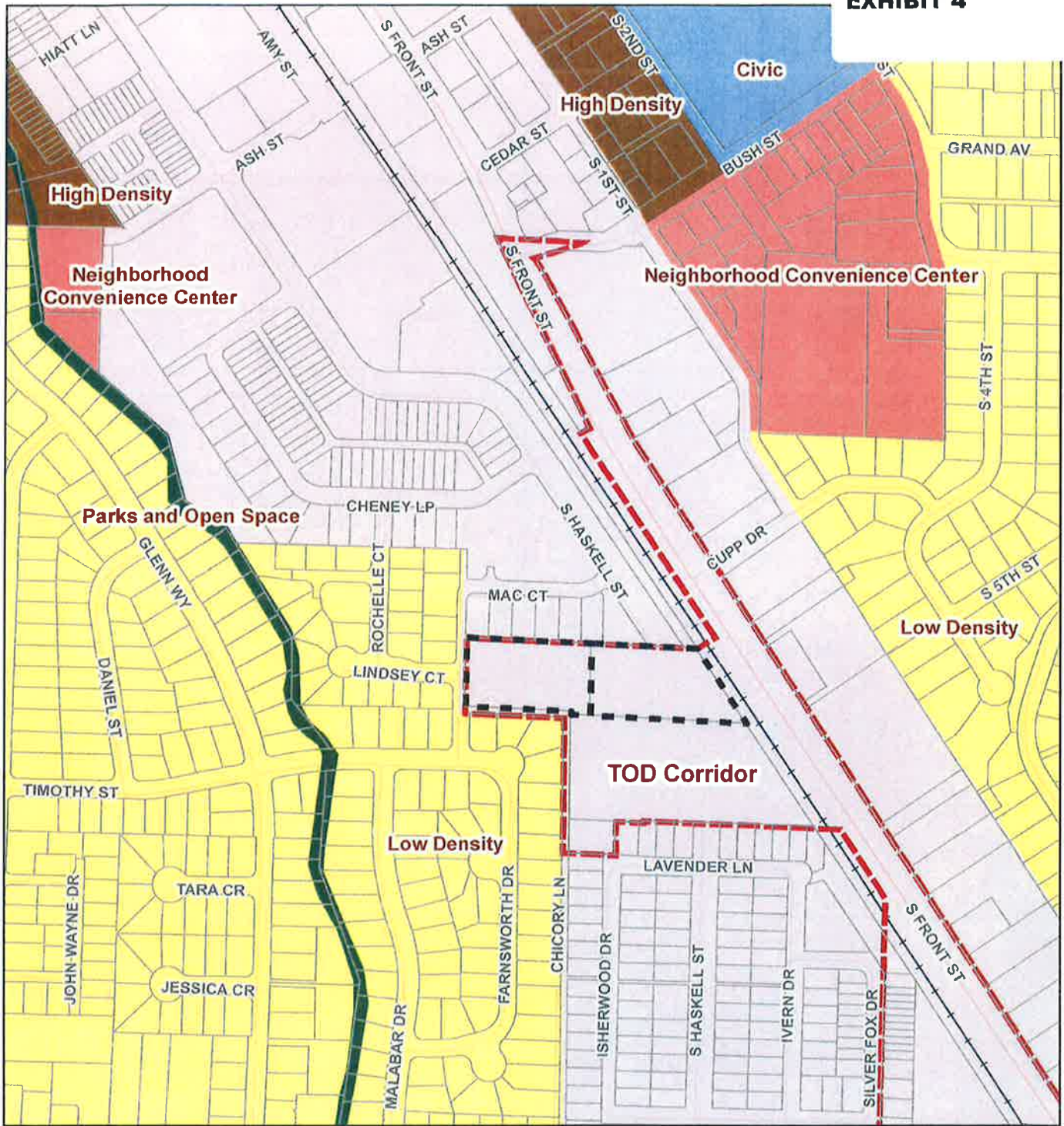
EXHIBIT 3












S.W. 1/4, SEC. 11, T. 37S., R. 2W., W.M.
JACKSON COUNTY

1" = 200'




37 2W 11C
& INDEX
CENTRAL POINT
JACKSON COUNTY
REV. JUNI 17, 2008





	Subject Lots	City Comp Plan
	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

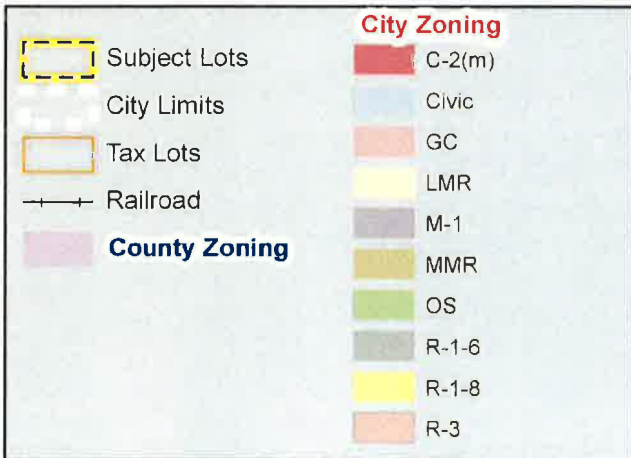
Annexation / Zone Change
 Bob Fellows Construction, LLC
 37-2W-11C tax lots 8300 & 8400







CSA Planning, Ltd.



2012 Aerial

Existing Zoning on Aerial















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

400 200 0 400 Feet

CSA Planning, Ltd.


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




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

Proposed Zoning Map

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




300 150 0 300 Feet

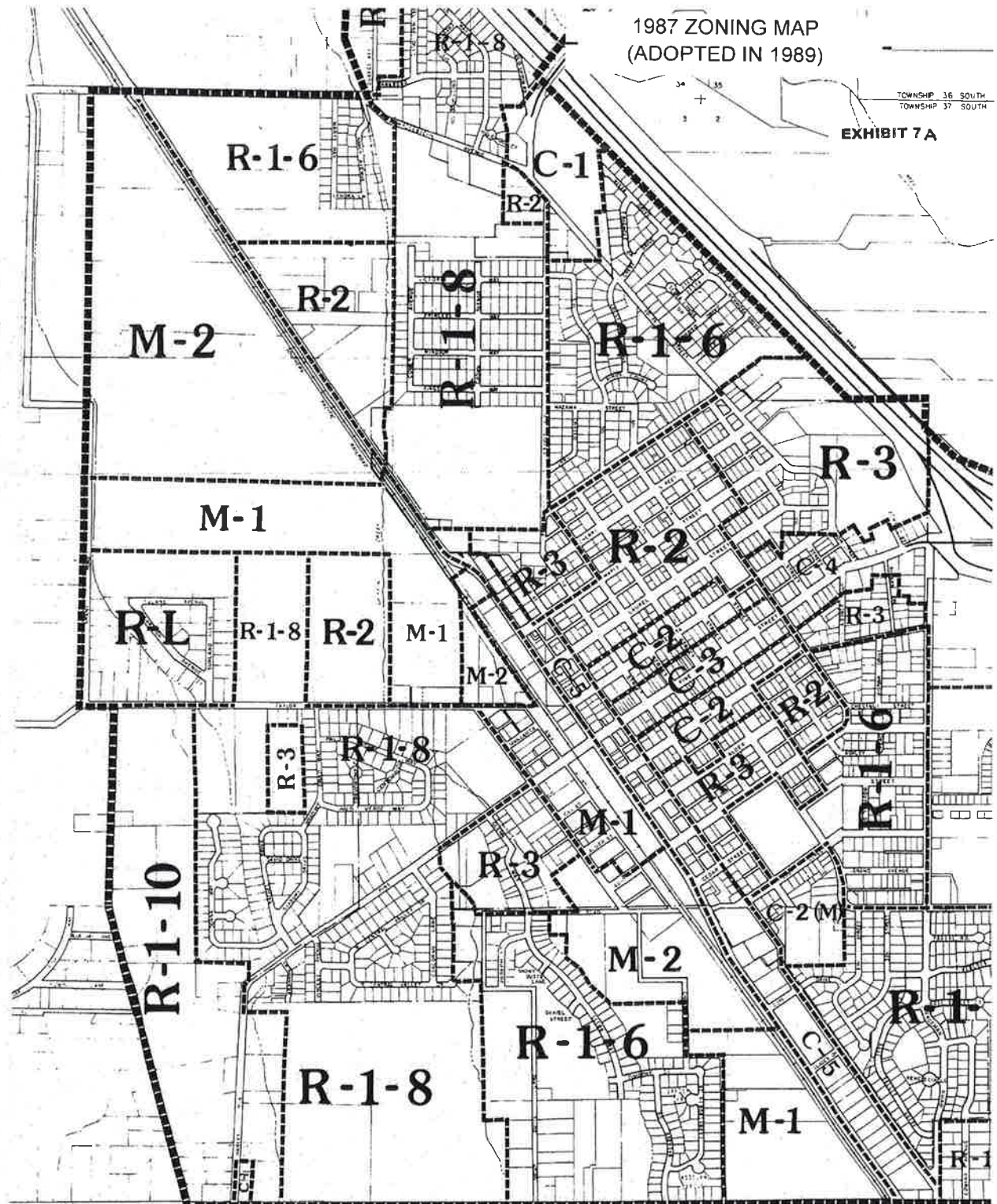
CSA Planning, Ltd.

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

1987 ZONING MAP
(ADOPTED IN 1989)

TOWNSHIP 36 SOUTH
TOWNSHIP 37 SOUTH

EXHIBIT 7A



ADOPTED VIA RESOLUTION NO. 515
BY CENTRAL POINT CITY COUNCIL
ON 3/16/89
Proposed 11/3/87

City of
Central Point
ZONING MAP

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

Prepared by the RVOOC

* C-2(M) Zone pertains to the Concept Plan for hospital-related medical office development, as discussed on page XII-18 of the Comprehensive Plan.

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

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

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

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

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

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

Now, therefore;

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


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

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

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

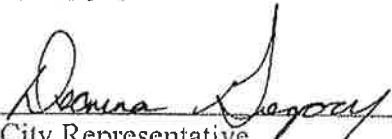
Section 4. This update being necessary for the immediate preservation of the public health, safety and welfare of the City of Central Point, Oregon, and based upon the need to conclude associated comprehensive plan amendment procedures, second reading of this ordinance is hereby waived and an emergency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

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




Mayor Rusty McGrath

ATTEST:



City Representative

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



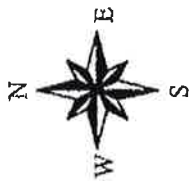
Mayor Rusty McGrath

EXHIBIT A

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

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

AREA 2



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



155 South Second Street
 Central Point, Oregon 97502
 (541) 664-3321
 (541) 664-6384
 E-Mail: cporegon@cdsinter.net



EXHIBIT B

PROPOSED CHANGES TO THE CENTRAL POINT COMPREHENSIVE PLAN

ENVIRONMENTAL MANAGEMENT (SECTION VI)

HISTORY OF CENTRAL POINT

THE RAILROAD

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

POLICIES FOR NOISE REDUCTION

Policies:

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

ECONOMICS (SECTION IX)

PLANNING AND REGULATION

Policies:

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

ENERGY UTILIZATION & CONSERVATION (SECTION X)

4 - TRANSPORTATION-RELATED ENERGY CONSERVATION

Goal:

Policies:

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

CIRCULATION/TRANSPORTATION (SECTION XI)

OTHER FACILITIES

RAILROAD

Paragraphs 1 & 2

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

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

Policies:

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

CORRECTIVE MEASURES TO SPECIFIC PROBLEMS

REDUCTION OF NOISE

A summary of some of the major considerations are:

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

LAND USE (SECTION XII)

RESIDENTIAL LAND USE

Policies:

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

INDUSTRIAL LAND USE

Policies:

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

PLANNING DEPARTMENT MEMORANDUM

DATE: May 19, 1998

TO: Central Point Planning Commission

FROM: Tom Humphrey, Planning Director

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

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

Discussion

DLCD Correspondence

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

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

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

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

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

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

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

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

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

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

ODOT Correspondence

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

Conclusion

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

ORDINANCE NO. 1815

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

RECITALS:

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

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

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

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

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

Now, therefore;

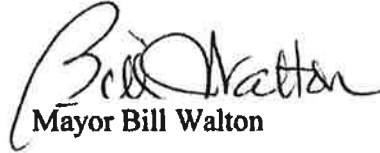
THE PEOPLE OF THE CITY OF CENTRAL POINT, OREGON, DO ORDAIN AS FOLLOWS:

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

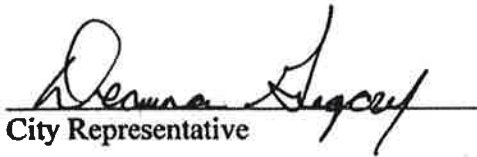
Section 2. The City Comprehensive Plan and Zoning Map are hereby amended as set forth on Exhibit "A" the Central Point TOD Design Requirements and Guidelines, with changes through November 30, 2000 including all maps and attachments to said exhibit, which are attached hereto and by this reference incorporated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

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

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


Mayor Bill Walton

ATTEST:


City Representative

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


Mayor Bill Walton

2 - Ordinance No. 1815 (113000)

Central Point TOD Design Requirements and Guidelines

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

**DRAFT
10/17/00**



APPLICATION SUMMARY

PURPOSE

For a Comprehensive Plan Amendment and a Zoning Code Text and Map Amendment to establish TOD (Transit Oriented Development) design requirements and guidelines in specific areas within the city of Central Point Urban Growth Boundary (UGB).

The purposes of the TOD District and Corridor are to:

- Use land efficiently;
- Provide a diversity of housing types;
- Provide a complementary mix of housing, service, and civic uses;
- Encourage transit, walking and bicycling;
- Retain and enhance environmentally sensitive areas; and
- Provide open space.

LOCATION

The affected properties are located in the central and northwest portions of the Central Point UGB as shown in Figure 1 and described in the background section of this application, beginning on page 9. The proposal involves two areas:

1. **TOD District** located in the northwest portion of the Central Point UGB; and
2. **TOD Corridor** located along Rogue Valley Highway 99 within the current city limit.

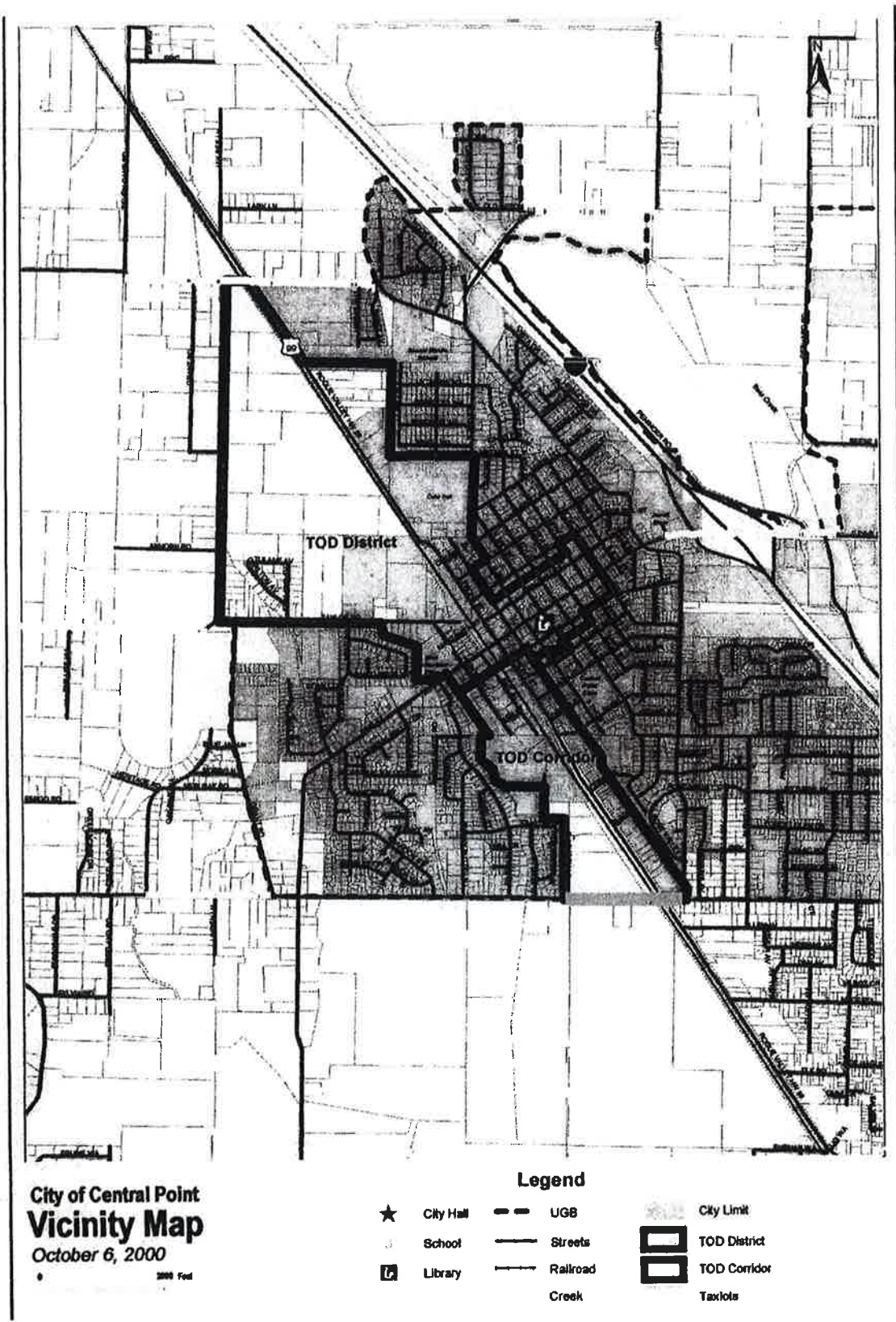


Figure 1

Central Point
November 10, 2000

ORDINANCE 1815
ADOPTED DECEMBER 14, 2000

PROPOSAL DESCRIPTION

INTRODUCTION

In August 1999, the Rogue Valley Council of Governments (RVCOG) completed a Transit Oriented Development and Transit Corridor Development Strategies report of the Rogue Valley Transit District. The purpose of the project was to create amended land use strategies to develop land more efficiently and promote transit use in a number of communities, including Central Point. Model land use ordinances and design guidelines were an important result of the project.

The project recommended that eight "TOD Districts" should be established in selected locations in the Rogue Valley. One of these TOD Districts is proposed for the northwest portion of the City of Central Point. It is proposed to feature a mix of medium and high-density residential uses, commercial services, civic uses, and parks and open space. A key element for the district includes accommodations for future transit service coupled with design features to encourage walking and bicycling.

To further enhance transit service in the Rogue Valley, "Transit Corridors" were also recommended to help support transit service along major transit routes, such as Highway 99. The same mix of land uses for the districts is recommended for the corridors. However, it is recognized that the corridors are more fully developed, and that change to transit should be accomplished over time, and on a voluntary basis by property owners.

The proposed amendments to the Comprehensive Plan and Zoning Code text and maps are intended to promote TOD design for the district and corridor areas in the city that are based upon the model RVCOG code and design guidelines. The amendments are summarized in the following pages. The complete text can be found in the exhibits as noted below.

Comprehensive Plan Amendments

The proposed Comprehensive Plan amendments include a revised Comprehensive Plan Map that shows the location of the TOD District, the TOD Corridor, and a brief section of new text that introduces the TOD design concept. Please refer to the proposed Comprehensive Plan Map in Figure 2 and the draft plan text in Exhibit A – Central Point Comprehensive Plan Amendments.

Zoning Code Amendments

Land Use Designations and Procedures

The proposed Zoning Code amendments include new code sections containing requirements and standards for the new zoning designations for the TOD District and new procedural requirements for major development applications within it. A summary of the zoning designations changes is provided below. Please refer to the proposed Zoning Map in Figure 3 and the draft Zoning Code sections in Exhibit B – Zoning Code Amendments for the complete version of the proposed amendments.

Definitions for new or unfamiliar terminology used in the proposed TOD Zoning Code and Design Standards can also be found in Exhibit B.

Design Standards

Proper design and orientation of development becomes increasingly important as densities increase and different uses are closer together. In addition, much of the success to alternative transportation modes, such as walking and transit, relies on creating environments which are pleasant and convenient for people to use. Building design, setbacks, orientation, landscaping, etc. all play a part in providing these pedestrian-friendly environments. Design Standards in Exhibit C are also proposed to be part of the Zoning Code amendments.

The TOD design standards address:

- Circulation and Access Standards for streets, public access, and pedestrian and bicycle circulation;
- Site Design Standards for retaining important on-site features, compatibility with existing structures, parking, landscaping, lighting, signs, and service areas;
- Common Open Space Design Standards for location, size, and design; and
- Building Design Standards regarding density transition, adjacent landscaping, architecture, and other design techniques to enhance compatibility between different uses within the development.

The nature of the amendments varies between the TOD District, proposed for the largely unincorporated area in the northwest corner of the UGB, and the TOD Corridor, located along Rogue Valley Highway 99. Therefore, the description of the amendments is presented in separate subsections below.

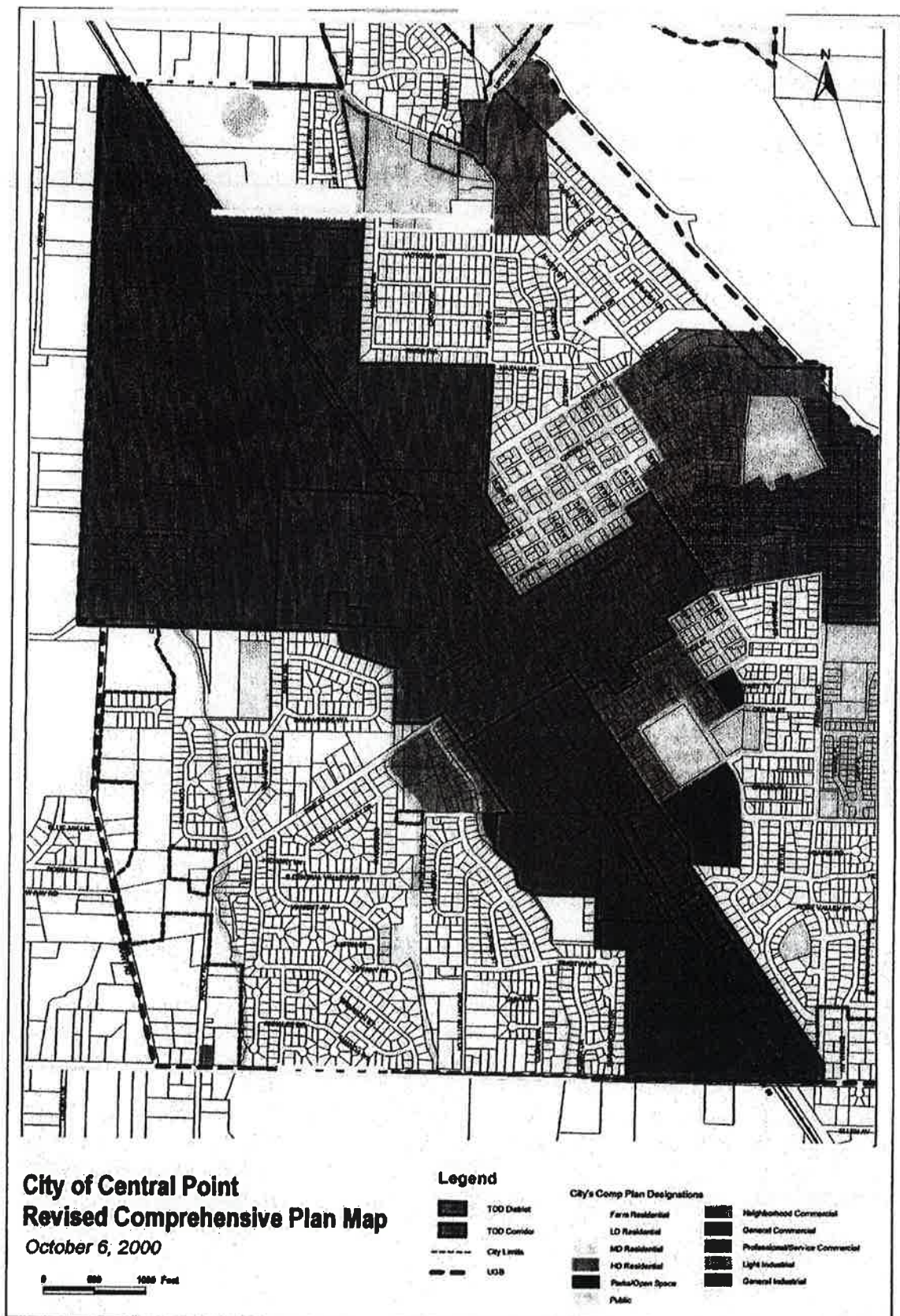


Figure 2

Central Point

ORDINANCE 1815
ADOPTED DECEMBER 14, 2000

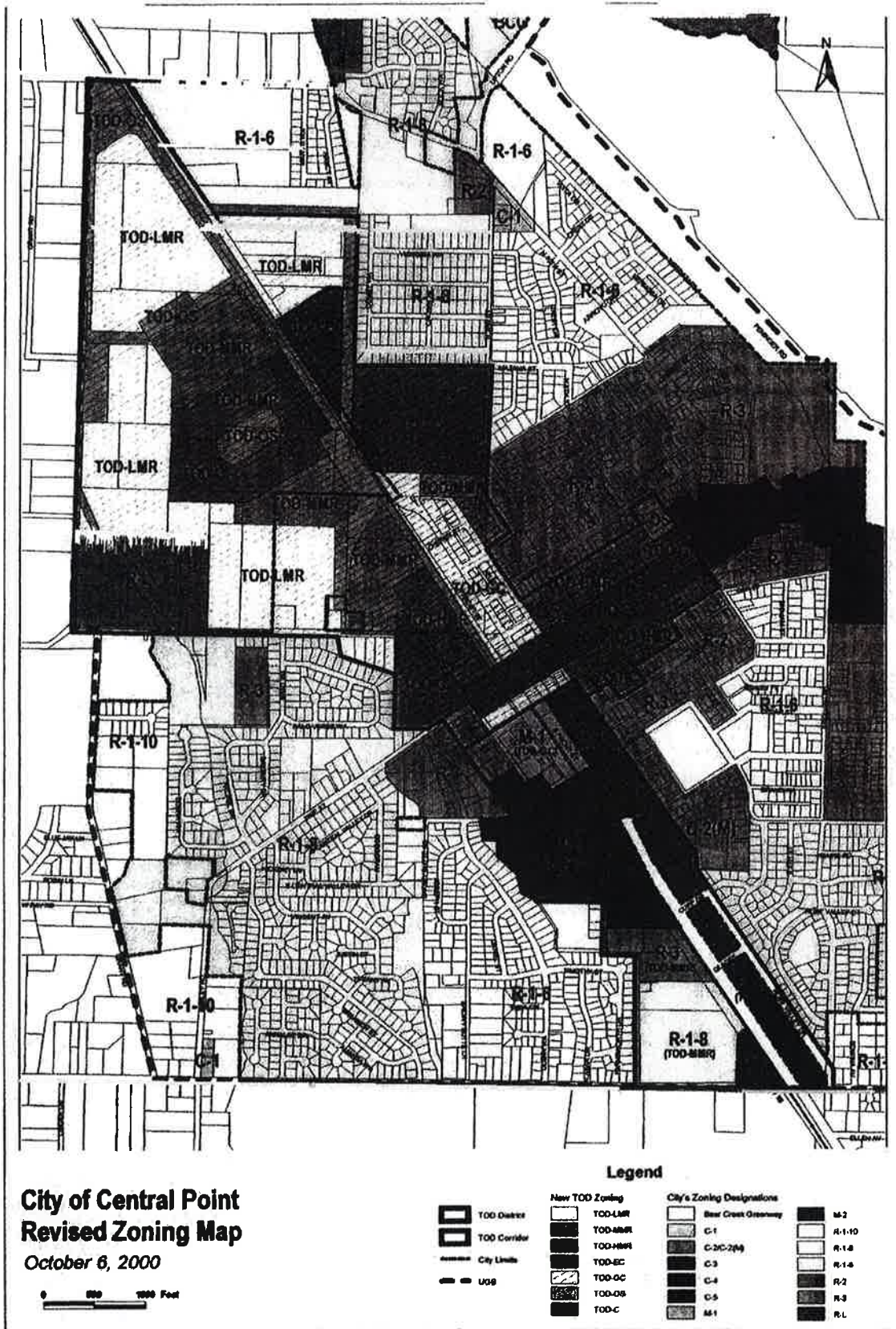


Figure 3

Central Point
November 10, 2000

ORDINANCE 1815
ADOPTED DECEMBER 14, 2000

TOD DISTRICT

Development Concept

The concept for the proposed development is a Transit Oriented Development (TOD). A TOD is a mixed-use development comprised of residential, commercial, civic, and recreational land uses designed in a way that increases ridership on transit systems, provides a pedestrian oriented environment, provides a diversity of housing types, improves public infrastructure investment, enhances property value, and provides an identifiable sense of community and a better quality of life. A system of pedestrian and bicycle friendly streets and pathways are intended to link uses within the development, provide a network of connections to a bus transit hub near the center of the site, and connect with the community of Central Point. The residential zones will allow a combination of single-family detached housing, town homes, condominiums, apartment buildings, apartments over ground floor commercial and office space, and a senior center. The commercial and office space are planned to provide employment opportunities and services such as retail sales and service, professional offices, and daycare to the residents of Central Point.

The parks and open spaces are planned to be an integral part of the TOD District. All residents of the TOD will be able to walk or ride a bicycle to a park or open space within one-quarter mile of their residence. The parks and open spaces are intended to provide opportunities for passive and active recreation and to protect and enhance natural resources and habitat.

The new TOD District designation is intended to compliment existing land uses within the District. TOD-LMR zoning is proposed east of Hwy 99 and north of Crater High. TOD-MMR, TOD-EC, and TOD-GC are proposed south of Crater High and compliment the proposed TOD zoning west of Hwy 99. This concentration of uses is intended to strengthen and anchor the western end Central Point's CBD.

Land Use Designation Summary

The proposed Comprehensive Plan and Zoning Map designations for the TOD District are:

- **Residential (TOD)**

This category would include three residential designations with densities ranging from 6 to 30+ units per acre.

TOD-LMR - Low Mix Residential Zone

TOD-MMR - Medium Mix Residential Zone

TOD-HMR - High Mix Residential/Commercial Zone

- **Employment (TOD) – Comprehensive Plan**

Two commercial designations are proposed which will be compatible with and supportive of the transit-oriented district.

TOD-EC – Employment Commercial Zone

TOD-GC – General Commercial Zone

- Civic (TOD) – Comprehensive Plan

TOD-C Zone will apply to civic uses such as government offices, schools, and community centers are the primary uses intended in this district.

- Open Space (TOD) – Comprehensive Plan

TOD-OS Zone is intended to provide a variety of outdoor and recreation amenities.

**Table 1
Land Use Summary – TOD District**

Zone Designation (TOD)	Acreage	Density Units/Acre
<u>Residential</u>		
LMR	129	6 - 12
MMR	53	16 - 32
HMR	53	30+
<u>Employment</u>		
EC	37	N/A
GC	27	N/A
<u>Civic</u>		
C	56	N/A
<u>Open Space</u>		
OS	60	N/A

Residential TOD

TOD-LMR - Low Mix Residential

Location

The TOD-LMR designation is proposed to be located in the north, west, and southwest portions of the TOD District (Figure 3). The lower density in these areas is intended to

provide a suitable transition between the district and the low density residential uses outside of the district.

Land Uses and Building Types

The TOD-LMR designation will allow single-family detached dwellings, single-family dwellings with 0-foot setbacks, and lower density multiple family dwellings. Commercial or industrial uses are not allowed in this zone.

Density

The required density range will be 6 to 12 units per acre.

TOD-MMR - Medium Mix Residential

Location

The TOD-MMR designation is proposed to be located between the LMR and the higher density/intensity uses in the center of the TOD District (Figure 3). The moderate density in these areas is intended to continue the transition from lower density residential uses on the perimeter of the TOD District to the more densely developed center of the district.

Land Uses and Building Types

The TOD-MMR designation will allow single-family dwellings with 0-foot setbacks, and a full range of multiple family dwellings. Commercial or industrial uses are not allowed in this zone.

Density

The required density range will be 16 to 32 units per acre.

TOD-HMR - High Mix Residential/Commercial

Location

The TOD-HMR designation is proposed to be located in the center of the TOD District, along Haskell Road, and in the Central Business District on a section of Manzanita and Oak Street (Figure 3).

Land Uses and Building Types

The only residential uses in the TOD-HMR designation will be a range of multiple family dwellings. Because of the higher residential densities, support activities, such as retail sales and service, professional offices, and daycare are permitted in addition to multiple family residences.

Density

The required density will be a minimum of 30 units per acre.

Employment (TOD)

TOD-EC – Employment Commercial

Location

The TOD-EC designation is proposed to be located on the east and west side of Rogue Valley Highway 99 and north of Crater Higher School and on Pine Street from Haskell Road to North 6th Street (Figure 3). These designations primarily reflect existing development and uses. Having employment, retail, and service activities with convenient transit availability is an important element of the TOD.

Land Uses and Building Types

Commercial uses are the primary permitted activities. Multiple family uses are also permitted above the ground floor, and civic and open space uses may also be allowed. Industrial activities are not permitted.

Density

There are no minimum density or commercial floor area requirements.

TOD-GC – General Commercial

Location

The TOD-GC designation is proposed to be located on the east side of Rogue Valley Highway 99 north of Pine Street (Figure 3). Similar to the EC designation, the GC designation primarily reflects existing development and uses. Convenient transit access is an important characteristic of this area.

Land Uses and Building Types

The emphasis of this designations shifts from the commercial/residential focus of the EC designation to one, which includes industrial activities and excludes residential and civic uses.

Density

There are no minimum density or commercial/industrial floor area requirements.

Civic (TOD)

Location

The TOD-C designation is proposed to be located in the center of the TOD District, the Crater High School property, and the Mae Richardson Elementary School property. The TOD-C designation is also located in the vicinity of Pine Street between North 6th and 7th and along Oak Street between 2nd and 3rd (Figure 3).

Land Uses and Building Types

The intent of this designation is to provide necessary civic uses for the community, such as schools, post offices, public offices, and similar uses. The uses allowed are proposed to be compatible with the residential neighborhoods that generally surround them. Institutions, such as colleges and hospitals, which can have a wide range of potential impacts, are subject to conditional use review.

Open Space (TOD)

Location

The TOD-OS designation is proposed to be located along Griffin and Jackson Creeks as well as the north-central portion of the TOD District. TOD-OS is also located in downtown Central Point between Laurel and Manzanita Streets and North 6th and North 7th Streets (Figure 3).

Land Uses and Building Types

The intent of this designation is to provide necessary open space for the community and protection of environmentally sensitive areas. The uses allowed are proposed to be compatible with and complement the residential neighborhoods that generally surround them. Only park and open space uses are permitted.

TOD CORRIDOR

Development Concept

The TOD Corridor Zoning designation is intended to promote efficient land development and the increased use of transit as proposed in the 1999 Transit Oriented Design and Transit Corridor Development Strategies for the Rogue Valley Transportation District Report. In the context of the Rogue Valley region, the Central Point TOD Corridor will be one of several bus transit corridors which form links to a network of destinations. The increased densities along these corridors provides the ridership needed to commit funds to increase service frequency making bus transit a more viable means of transportation. In addition to the TOD District, the corridor is another important link in what is envisioned to be a region-wide system to increase reliance on public transit and decrease use of the automobile.

The TOD Corridor stretches from Pine Street to Beall Lane and include properties on both sides of Hwy 99. Hwy 99 is a proposed future transit/bus route.

The TOD Corridor overlay design standards work in tandem with the overlay zoning. The design standards address issues such as circulation, building design, site design, and open spaces. The intent is to create pedestrian oriented development areas that provide opportunities to use multiple forms of transit and have convenient access to quality open spaces.

Land Use Designation Summary

The TOD Corridor includes the TOD-GC, TOD-EC, and TOD-MMR designations described earlier under the TOD District information. These uses include medium density and multifamily housing, commercial, and industrial uses. The Corridor is not proposed to have the TOD Civic or Open Space designations. The existing zoning designations and the corresponding optional TOD Corridor zoning districts are listed in Table 2 and shown in Figure 3. *The major difference from the TOD District is that the existing Comprehensive Plan and Zoning designations in the TOD Corridor are proposed to remain and the new TOD designations represent optional standards that may be applied in lieu of the existing requirements.* The decision of which set of standards to use rests with the property owners.

The TOD Corridor zoning designations will generally allow property owners to develop their properties more intensively and with greater options, including mixing uses such as commercial and residential. The potential for greater densities and mixed uses can create a more viable neighborhood based on a variety of housing types and commercial or industrial activities.

**Table 2
Land Use Summary – TOD Corridor**

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

ANNEXATION PETITION

The undersigned hereby request and consent to the annexation to the City of Central Point, Oregon, of the real property contiguous thereto described in Exhibit "A" attached hereto and by this reference made a part of the within petition.

By their signature hereto, the undersigned certify that they are either "owners" of land in the territory proposed to be annexed as described in Exhibit "A", or are "electors" registered in the territory proposed to be annexed as described in Exhibit "A".

This petition, containing the request and consent to said annexation, must be filed with the Central Point City council on or before the date of the public hearing to be held upon the proposed annexation pursuant to ORS 222.120.

"Owner" is defined by ORS 222.120 as meaning the legal owner of record or, where there is a recorded land contract which is in force, the purchaser thereunder. If there is multiple ownership in a parcel of land, each consenting owner shall be counted as a fraction of 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 for purposes of the consent petition. If a corporation owns land in a territory proposed to be annexed, the corporation shall be considered to be the individual owner of that land.

"Elector" is defined in said statute as an individual qualified to vote under Article II, Section 2 of the Oregon Constitution, which in turn requires that the individual be 18 years of age or older, a resident of the area in question, and registered to vote as required by applicable state law. Furthermore, ORS 222.270(2) requires that electors petitioning for annexation be registered in the territory proposed to be annexed.

Name/Address	Elector or Property Owner	Signature	Date
Bob Fellows Construction LLC 2950 Phillips Wy Central Point OR 97502	Property Owner	<i>Bob Fellows</i>	4-27-17



EXHIBIT "A"
page 1 of 3

Jackson County Official Records 2004-038981
R-WD
07/08/2004 02:30:00 PM
\$5.00 \$5.00 \$11.00 Total: \$21.00



THIS SPACE RESERVED

Kathleen S. Beckell County Clerk for Jackson County, Oregon
Certify that the instrument identified herein was recorded in the Clerk's Records
Kathleen S. Beckell County Clerk

After recording return to:
BOB FELLOWS CONSTRUCTION, LLC, AN
OREGON LIMITED LIABILITY COMPANY
2950 PHILLIPS
Central Point, OR 97502

Until a change is requested all
tax statements shall be sent to
The following address:

BOB FELLOWS CONSTRUCTION, LLC, AN
OREGON LIMITED LIABILITY COMPANY
2950 PHILLIPS
Central Point, OR 97502

Escrow No. AP0764707

5511

STATUTORY WARRANTY DEED

LOLA V. ALBRIGHT, Grantor(s) hereby convey and warrant to **BOB FELLOWS CONSTRUCTION, LLC, AN OREGON LIMITED LIABILITY COMPANY**, Grantee(s) the following described real property in the County of **JACKSON** and State of Oregon, free of encumbrances except as specifically set forth herein:

Commencing at the Northeast corner of Lot K of Snowy Butte Orchards, Jackson County, Oregon, according to the official plat thereof, now of record, which said point is on the Southwesterly right of way line of the Southern Pacific Railroad; thence run South 35°08' East along said right of way line 528.68 feet to a 1" iron pin for the true point of beginning; thence North 89°27' West 300.77 feet; thence South 0°01' West 227.24 feet, more or less, to the South boundary line of said lot; thence South 89°58' East 454.04 feet, more or less, to the Southwesterly right of way line of the Southern Pacific Railroad; thence North 35°08' West 264.58 feet along said right of way line to the true point of beginning.

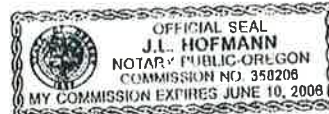
(Map No. 372W11C, Tax Lot 8400, Account No. 1-017632-B, Code 6-28)

The above-described property is free of encumbrances except all those items of record, if any, as of the date of this deed and those shown below, if any:
Subject to the 2004-05 real property taxes, a lien not yet due and payable

The true and actual consideration for this conveyance is [REDACTED]

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

Dated this 30th day of June, 2004
Lola V. Albright
LOLA V. ALBRIGHT



State of Oregon
County of JACKSON

This instrument was acknowledged before me on June 30, 2004 by Lola V. Albright.

J.L. Hofmann
(Notary Public for Oregon)
My commission expires 6-10-06



763948-5
EXHIBIT "A"
page 2 of 3

Jackson County Official Records 2005-072911
R-WD
Cnt=1 SIn=4 SHAWBJ 12/01/2005 09:00:00 AM
\$10.00 \$5.00 \$11.00 Total: \$26.00



THIS SPACE RESERVED
Kathleen S. Beckett, County Clerk for Jackson County, Oregon,
certify that the instrument identified herein was recorded in the Clerk
records.
Kathleen S. Beckett - County Clerk

After recording return to:
BOB FELLOWS CONSTRUCTION, LLC, an
Oregon Limited Liability Company
2950 Phillips Way
Central Point, OR 97502

Until a change is requested all
tax statements shall be sent to
The following address:

BOB FELLOWS CONSTRUCTION, LLC, an
Oregon Limited Liability Company
2950 Phillips Way
Central Point, OR 97502

Escrow No. AP0763998
Title No. 0763998

9:00

STATUTORY WARRANTY DEED

WALTER H. FROHREICH AND LEORA V. FROHREICH, TRUSTEES OR THEIR
SUCCESSORS IN TRUST UNDER THE FROHREICH LOVING TRUST DATED JANUARY 4,
1996, AND ANY AMENDMENTS THERETO, Grantor(s) hereby convey and warrant to BOB FELLOWS
CONSTRUCTION, LLC, an Oregon Limited Liability Company, Grantee(s) the following described real
property in the County of JACKSON and State of Oregon free of encumbrances except as specifically set forth herein:

SEE EXHIBIT A WHICH IS MADE A PART HEREOF BY THIS REFERENCE

The above-described property is free of encumbrances except all those items of record, if any, as of the date of this deed and
those shown below, if any:

The true and actual consideration for this conveyance is PURSUANT TO AN IRC 1031 TAX DEFERRED
EXCHANGE ON BEHALF OF GRANTOR/GRANTEE.

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN
VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING
THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE
APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO
DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS
30.930.

Dated this 30th day of November 2005

WALTER H. FROHREICH AND LEORA V. FROHREICH, TRUSTEES OR THEIR SUCCESSORS IN TRUST UNDER
THE FROHREICH LOVING TRUST DATED JANUARY 4, 1996, AND ANY AMENDMENTS THERETO

BY: *Walter H. Frohreich Trustee*
WALTER H. FROHREICH, TRUSTEE

BY: *Leora V. Frohreich Trustee*
LEORA V. FROHREICH, TRUSTEE



State of Oregon
County of JACKSON

This instrument was acknowledged before me on Nov. 30, 2005 by WALTER H. FROHREICH AND LEORA V.
FROHREICH, TRUSTEES OF THE FROHREICH LOVING TRUST DATED JANUARY 4, 1996.

J.L. Hofmann
(Notary Public for Oregon)
My commission expires 6-10-06

EXHIBIT 'A'
page 3 of 3

Commencing at the Northeast corner of Lot "K" of Snowy Butte Orchards, Jackson County, Oregon, according to the official plat thereof, now of record, which said point is on the Southwesterly right-of-way line of the Southern Pacific Railroad; thence run South 35°08' East along said right-of-way line 528.68 to a 1" iron pin; thence North 89°27' West 300.77 feet for the true point of beginning; thence North 89°27' West 358.83 feet more or less to the Westerly boundary line of said Lot "K"; thence South 0°01' West 222.24 feet, more or less, to the Southwesterly corner of said Lot "K"; thence South 89°58' East 357.85 feet to a point which bears North 89°58' West 454.04 feet from the Southeast corner of said Lot; thence North 0°01' East 222.24 feet, more or less to the point of beginning.

(Map No. 372W11C, Tax Lot 8300, Account No. 1-017631-0, Code 6-2)

2

EXHIBIT 9A

Central Point Waterlines, Valves and FH's

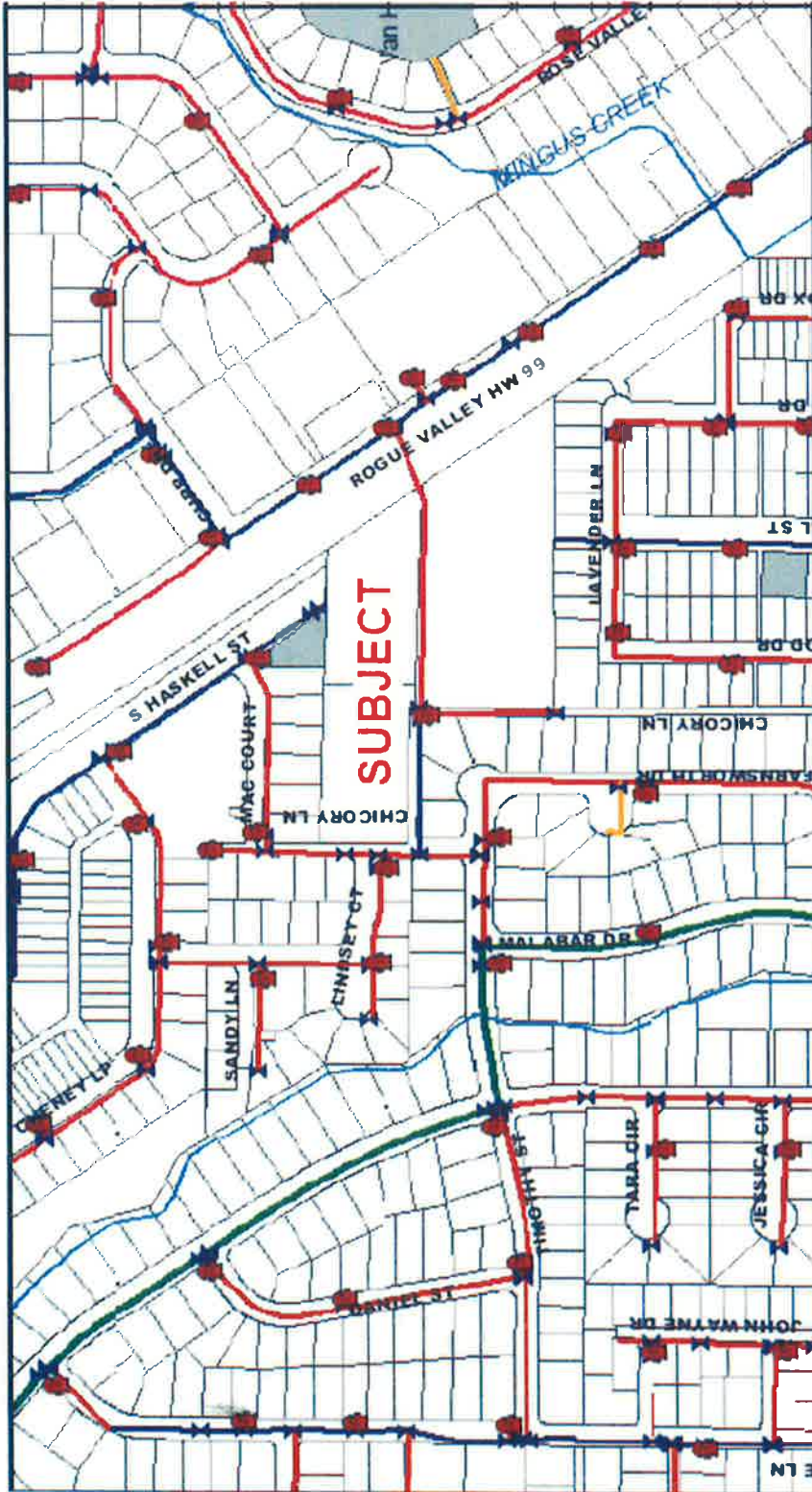
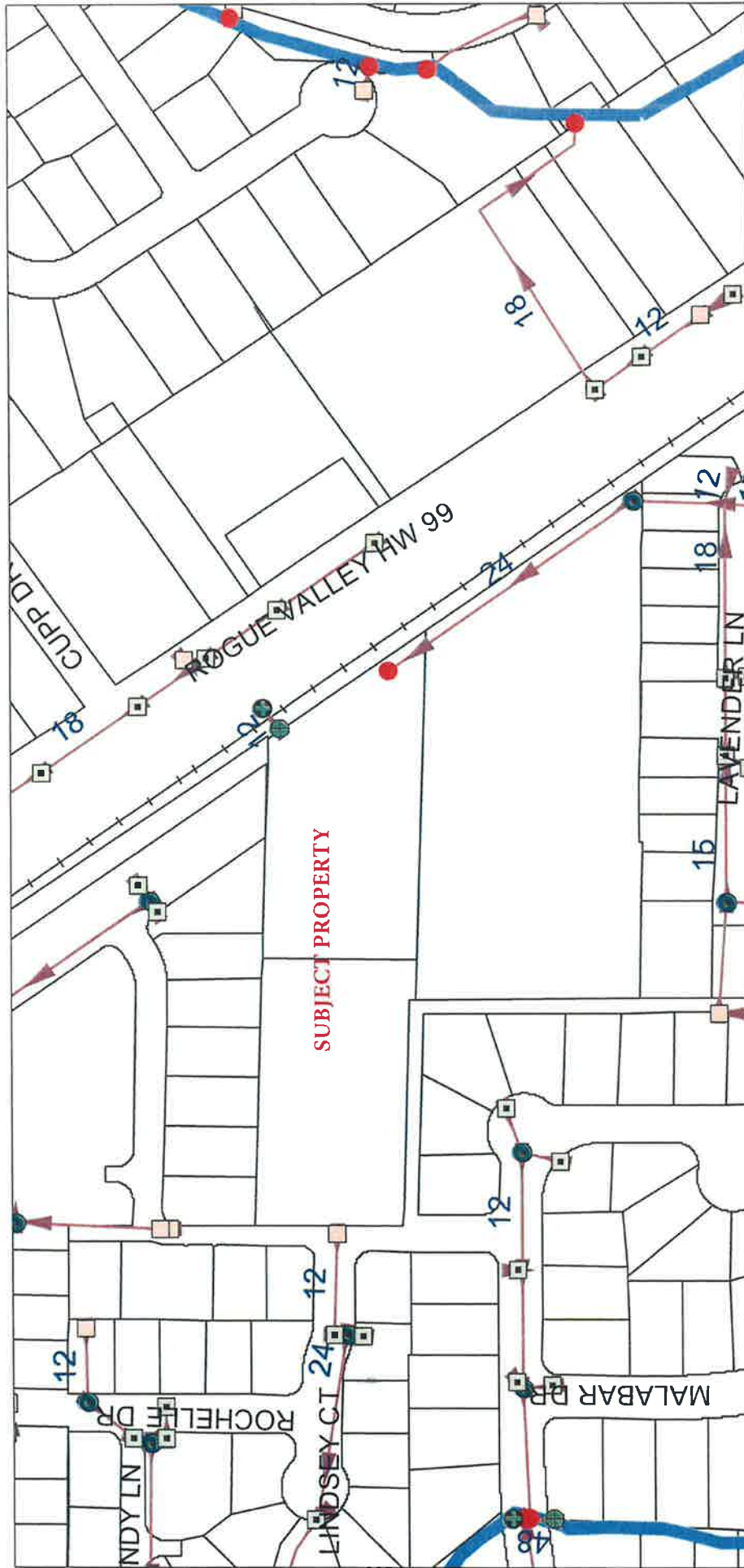


EXHIBIT 9 B

Central Point Storm Drain System



LEGEND

- North Arrow
- Storm Pipe
- Stream
- storm_retention_areas
- CB
- LYNCH
- MH
- CULVIN
- CULVOUT
- OUTFALL

Print Date: 04-27-2017
Source: City of Central Point

EXHIBIT 9 C

ArcGIS Web Map



April 25, 2017

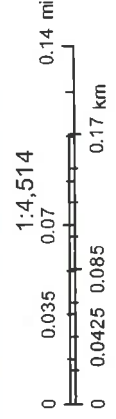
RVSS_record_maps

Other

Manholes

Sewer Lines



RVSS_Service_Boundary



Sources: Esri, HERE, DeLorme, Intermap, increment P. Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey,

County of Jackson, OR, MRLC, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri, HERE, Garmin, INCREMENT P, Intermap, USGS, EPA, USDA, U.S. Forest Service | RVSS GIS | Jackson County GIS | Web AppBuilder for ArcGIS



- Sample_Plots
- 12 ft w  Study Area
- 3 ft n  Wetland
- 6ft e
- pp2
- pp3



CSA Planning, Ltd.

Wetlands Study Schott & Associates

**Fellows
37-2W-11C-8400**



1 inch = 100 feet

May 3, 2017

CSA Planning

Public Utility Analysis - 37S 2W 11C Tax Lots 3470 & 3428

Per your request, I have prepared an analysis of the availability of public underground utilities necessary to provide service to the development of the referenced tax lot in Central Point,

Domestic Water System

The property is basically surrounded by existing water lines and the installation of a looped water system supplying domestic water and fire protection will not be difficult.

Storm Drainage

Providing adequate storm drainage will be somewhat more challenging, from a design standpoint, since the property is generally lower than surrounding properties.


A 12" storm drain has been stubbed into the property on the west side from Lindsey Court. The site will need to be filled in order to utilize this 12" storm drain and the storm drain may need to be removed and replaced with a larger sized pipe.

Sanitary Sewer System

The sanitary sewer system in Central Point is owned and maintained by RVSS. An existing system in the Lindsey Ct, Chicory Lane area is available for connection and extension to the east to provide service to the referenced parcels.

Summary

Any design challenges can be overcome through a combination of site grading and pipe upsizing and serving the property with adequate municipal storm drainage and other public utilities is feasible.

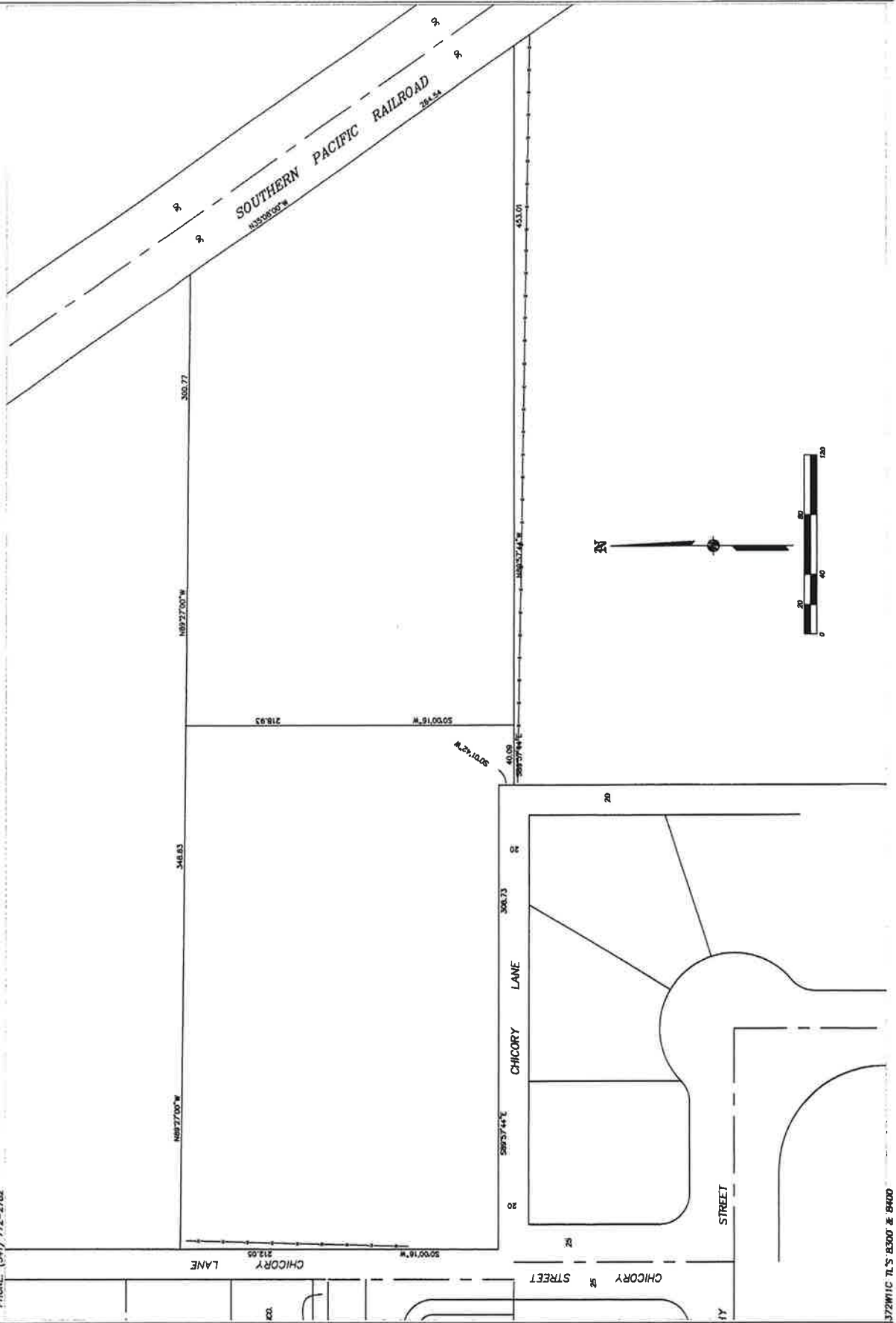

John E. Jensen, P.E.

PREPARED BY:
 L.J. FRAR & ASSOCIATES, P.C.
 CONSULTING AND SURVEYORS
 816 WEST EIGHTH STREET
 MEDFORD, OREGON 97501
 PHONE: (503) 772-2782

PREPARED FOR:
 808 FELLOWS
 2550 PHILLIPS WAY
 CENTRAL POINT, OR 97502

MAP OF SURVEY
 Located in the S.W. 1/4 of Section 11,
 T.37S., R.2W., N.M. City of Central Point
 Jackson County, Oregon

EXHIBIT 12



372M1C T.L.S. 8300 & 8400

LEGAL DESCRIPTION
372W11C, Tax Lot 8400



Jackson County Official Records 2004-038981
R-WD
Cnf=1 SIn=10 CUTTING 07/08/2004 02:30:00 PM
\$5.00 \$5.00 \$11.00 Total: \$21.00



THIS SPACE RESERVE

I, Kathleen S. Beckett, County Clerk for Jackson County, Oregon, certify that the instrument identified herein was recorded in the Clerk records.
Kathleen S. Beckett - County Clerk

After recording return to:
BOB FELLOWS CONSTRUCTION, LLC, AN
OREGON LIMITED LIABILITY COMPANY
2950 PHILLIPS
Central Point, OR 97502

Until a change is requested all
tax statements shall be sent to
The following address:

BOB FELLOWS CONSTRUCTION, LLC, AN
OREGON LIMITED LIABILITY COMPANY
2950 PHILLIPS
Central Point, OR 97502

Escrow No. AP0764707

5511

STATUTORY WARRANTY DEED

LOLA V. ALBRIGHT, Grantor(s) hereby convey and warrant to BOB FELLOWS CONSTRUCTION, LLC, AN OREGON LIMITED LIABILITY COMPANY, Grantee(s) the following described real property in the County of JACKSON and State of Oregon, free of encumbrances except as specifically set forth herein:

Commencing at the Northeast corner of Lot K of Snowy Butte Orchards, Jackson County, Oregon, according to the official plat thereof, now of record, which said point is on the Southwesterly right of way line of the Southern Pacific Railroad; thence run South 35°08' East along said right of way line 528.68 feet to a 1" iron pin for the true point of beginning; thence North 89°27' West 300.77 feet; thence South 0°01' West 222.24 feet, more or less, to the South boundary line of said lot; thence South 89°58' East 454.04 feet, more or less, to the Southwesterly right of way line of the Southern Pacific Railroad; thence North 35°08' West 264.58 feet along said right of way line to the true point of beginning.

(Map No. 372W11C, Tax Lot 8400, Account No. 1-017632-8, Code 6-28)

The above-described property is free of encumbrances except all those items of record, if any, as of the date of this deed and those shown below, if any:
Subject to the 2004-05 real property taxes, a lien not yet due and payable

The true and actual consideration for this conveyance is [REDACTED]

THIS INSTRUMENT WILL NOT ALLOW USE OF THE PROPERTY DESCRIBED IN THIS INSTRUMENT IN VIOLATION OF APPLICABLE LAND USE LAWS AND REGULATIONS. BEFORE SIGNING OR ACCEPTING THIS INSTRUMENT, THE PERSON ACQUIRING FEE TITLE TO THE PROPERTY SHOULD CHECK WITH THE APPROPRIATE CITY OR COUNTY PLANNING DEPARTMENT TO VERIFY APPROVED USES AND TO DETERMINE ANY LIMITS ON LAWSUITS AGAINST FARMING OR FOREST PRACTICES AS DEFINED IN ORS 30.930.

Dated this 30th day of June, 2004
Lola V. Albright
LOLA V. ALBRIGHT



State of Oregon
County of JACKSON

This instrument was acknowledged before me on June 30, 2004 by Lola V. Albright.

J.L. Hofmann
(Notary Public for Oregon)
My commission expires 6-10-08

LEGAL DESCRIPTION
372W11C, Tax Lot 8300

Jackson County Official Records **2005-072911**
R-WD
Cnt=1 SIn=4 SHAWBJ 12/01/2005 09:00:00 AM
\$10.00 \$5.00 \$11.00 **Total:\$26.00**

Amērilite
Part Of The JELD-WEN Family



THIS SPACE RESERVED
Kathleen S. Beckett, County Clerk for Jackson County, Oregon,
certify that the instrument identified herein was recorded in the Clerk
records. Kathleen S. Beckett - County Clerk

After recording return to:
BOB FELLOWS CONSTRUCTION, LLC, an
Oregon Limited Liability Company
2950 Phillips Way
Central Point, OR 97502

Until a change is requested all
tax statements shall be sent to
The following address:

BOB FELLOWS CONSTRUCTION, LLC, an
Oregon Limited Liability Company
2950 Phillips Way
Central Point, OR 97502

Escrow No. AP0763998
Title No. 0763998

9:00

SWL

STATUTORY WARRANTY DEED

WALTER H. FROHREICH AND LEORA V. FROHREICH, TRUSTEES OR THEIR SUCCESSORS IN TRUST UNDER THE FROHREICH LOVING TRUST DATED JANUARY 4, 1996, AND ANY AMENDMENTS THERETO, Grantor(s) hereby convey and warrant to BOB FELLOWS CONSTRUCTION, LLC, an Oregon Limited Liability Company, Grantee(s) the following described real property in the County of JACKSON and State of Oregon free of encumbrances except as specifically set forth herein:

SEE EXHIBIT A WHICH IS MADE A PART HEREOF BY THIS REFERENCE

The above-described property is free of encumbrances except all those items of record, if any, as of the date of this deed and those shown below, if any:

The true and actual consideration for this conveyance is **PURSUANT TO AN IRC 1031 TAX DEFERRED EXCHANGE ON BEHALF OF GRANTOR/GRANTEE.**

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Dated this 30th day of November 2005

WALTER H. FROHREICH AND LEORA V. FROHREICH, TRUSTEES OR THEIR SUCCESSORS IN TRUST UNDER THE FROHREICH LOVING TRUST DATED JANUARY 4, 1996, AND ANY AMENDMENTS THERETO

BY: Walter H. Frohreich Trustee
WALTER H. FROHREICH, TRUSTEE

BY: Leora V. Frohreich Trustee
LEORA V. FROHREICH, TRUSTEE



State of Oregon
County of JACKSON

This instrument was acknowledged before me on Nov. 30, 2005 by WALTER H. FROHREICH AND LEORA V. FROHREICH, TRUSTEES OF THE FROHREICH LOVING TRUST DATED JANUARY 4, 1996,.

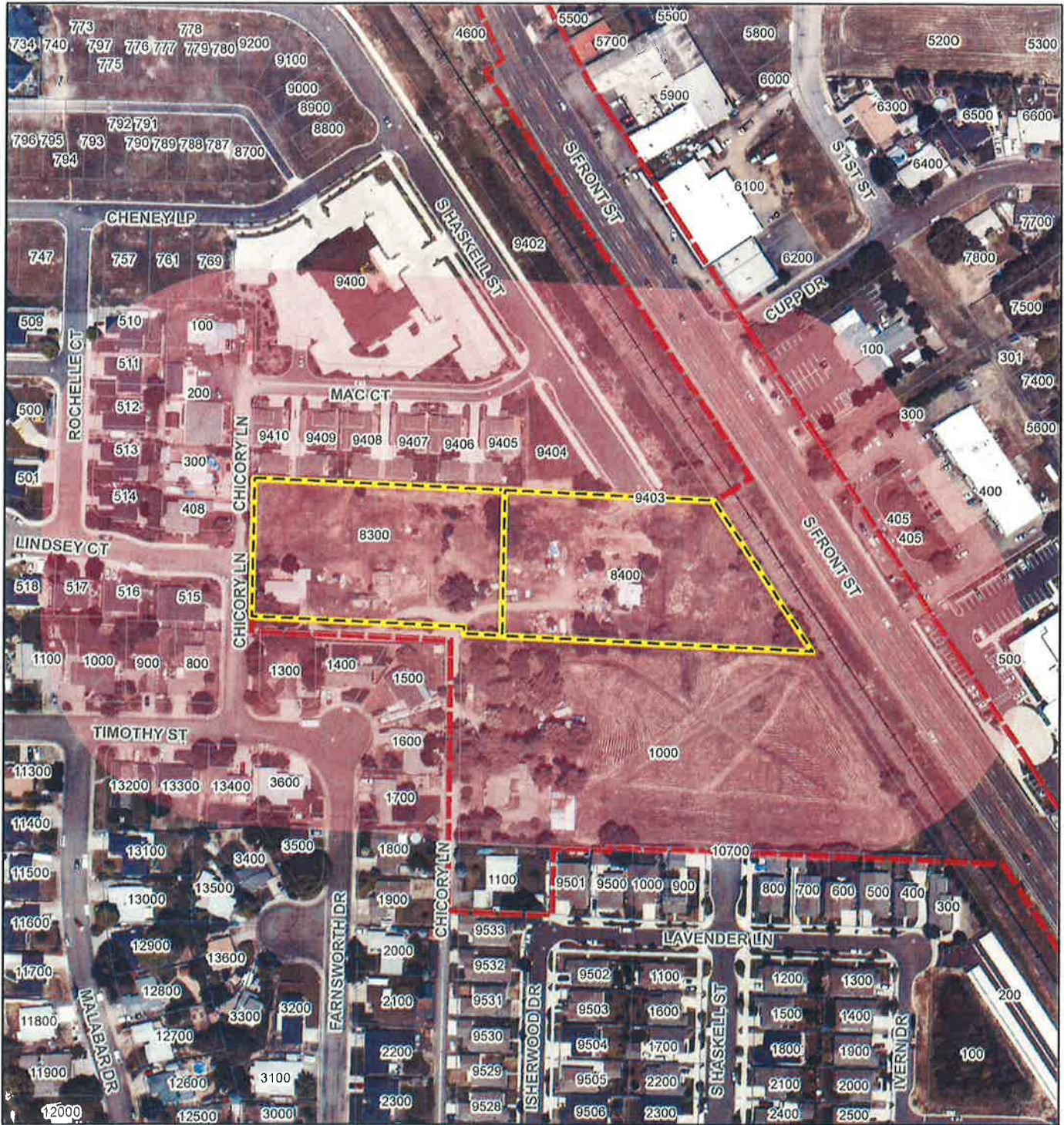
J. L. Hofmann
(Notary Public for Oregon)

My commission expires 6-10-08

EXHIBIT 'A'

Commencing at the Northeast corner of Lot "K" of Snowy Butte Orchards, Jackson County, Oregon, according to the official plat thereof, now of record, which said point is on the Southwesterly right-of-way line of the Southern Pacific Railroad; thence run South 35°08' East along said right-of-way line 528.68 to a 1" iron pin; thence North 89°27' West 300.77 feet for the true point of beginning; thence North 89°27' West 358.83 feet more or less to the Westerly boundary line of said Lot "K"; thence South 0°01' West 222.24 feet, more or less, to the Southwesterly corner of said Lot "K"; thence South 89°58' East 357.85 feet to a point which bears North 89°58' West 454.04 feet from the Southeast corner of said Lot; thence North 0°01' East 222.24 feet, more or less to the point of beginning.

(Map No. 372W11C, Tax Lot 8300, Account No. 1-017631-0, Code 6-2)



Subject Lots

2012 Aerial



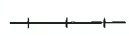
300-Foot Buffer



Tax Lots



City Limits



Railroad

300-Foot Radius Map

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



CSA Planning, Ltd.

200 100 0 200 Feet



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



CSA Planning, Ltd
 4497 Brownridge, Suite 101
 Medford, OR 97504
 Telephone 541.779.0569
 Fax 541.779.0114
 Jay@CSAplanning.net

July 6, 2017

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

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

Dear Mr. Humphrey:

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

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

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

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

Zoning District	Min. Net Density	Min. Gr. Density ¹	Gross Vacant		Build-Out DU Yield	Fellows Adjusted Gr. Acres	Fellows Adjusted Build-Out DU Yield
			Acreage in Urban Area	% Distribution			
RL	1	1.25	4.25	3%	5	4.25	5
R-1-6	4	5	10.88	8%	54	10.88	54
R-1-8	3	3.75	3.86	3%	14	3.86	14
R-1-10	2	2.5	3.13	2%	8	3.13	8
R-2	6	7.5	37.99	27%	285	37.99	285
R-3	14	17.5	3.52	3%	62	3.52	62
LMR	6	7.5	15.44	11%	116	19.08	143
MMR	14	17.5	46.21	33%	809	42.57	745
HMR	30	37.5	13.50	10%	506	13.50	506
Average Gr. Density			138.79	100%	1,859	138.79	1,823

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

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

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

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

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

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

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



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

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

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

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

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

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

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

Very Truly Yours,

CSA Planning, Ltd.

Jay Harland
Principal

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

Southern Oregon Transportation Engineering, LLC

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

July 10, 2017

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

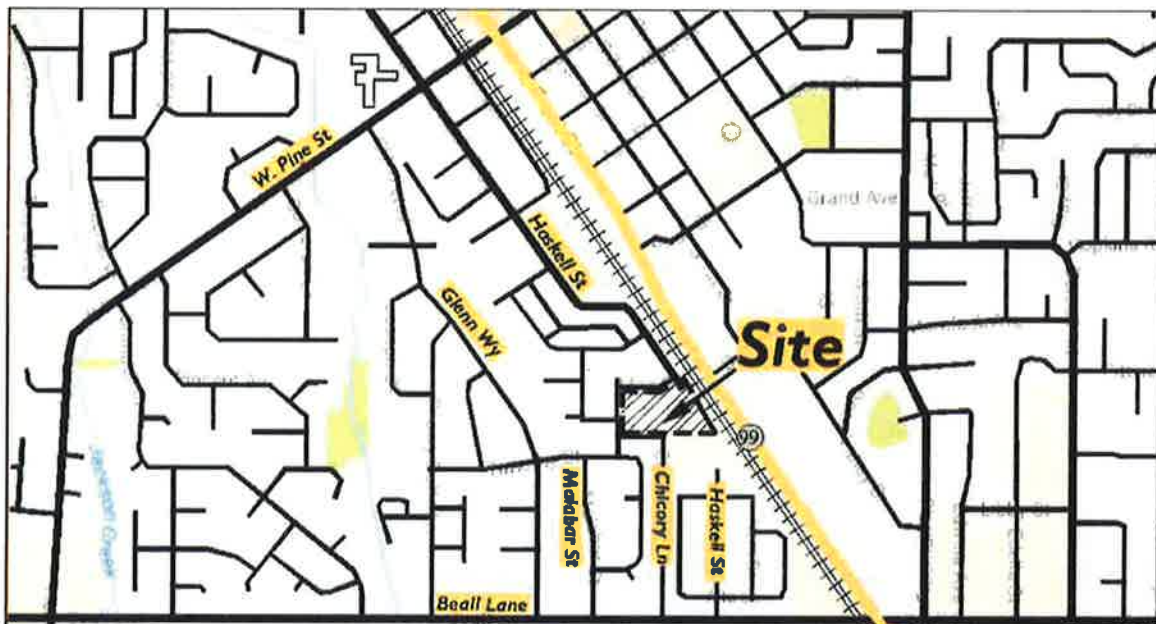
RE: Fellows Annexation Traffic Analysis

Dear Matt,

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

Background

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



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

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

Year 2017 No-Build Intersection Operations

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

Table 1 – Year 2017 No-Build Intersection Operations

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

LOS = Level of Service, sec = seconds

Note: Exceeded performance standards are shown in bold, italic

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

Year 2017 No-Build Queuing and Blocking

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

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

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

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

Note: Exceeded queue lengths are shown in bold, italic

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

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

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

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

Note: Exceeded queue lengths are shown in bold, italic

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

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

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

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

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

Note: Exceeded queue lengths are shown in bold, italic

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

Crash History

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

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

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

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

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

Table 6 - Crash History by Type, 2011-2015

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

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

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

Design Year 2018 No-Build Conditions

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

Design Year 2018 No-Build Intersection Operations

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

Table 7 – Design Year 2018 No-Build Intersection Operations

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

LOS = Level of Service, sec = seconds

Note: Exceeded performance standards are shown in bold, italic

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

Design Year 2018 No-Build Queuing and Blocking

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

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

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

Note: Exceeded queue lengths are shown in bold, italic

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

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

Trip Generation

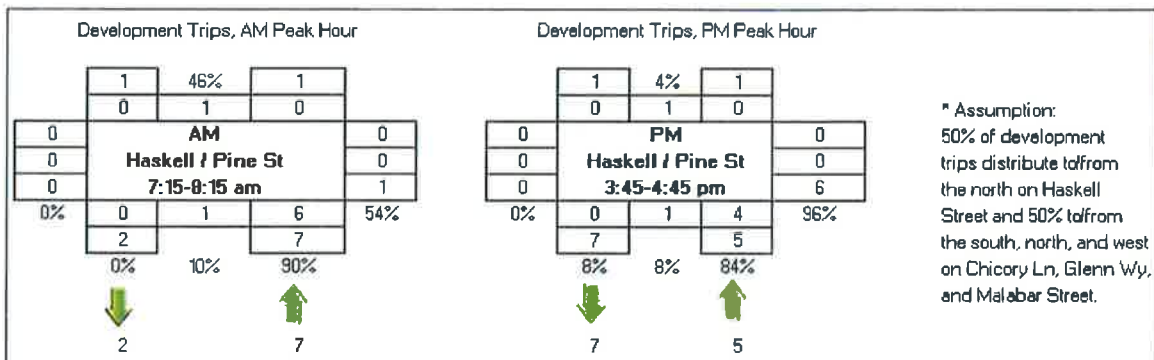
Trip generation calculations for proposed development trips were prepared utilizing the Institute of Transportation Engineers (ITE) *Trip Generation* 9th edition. The ITE rate was used for land use code 210 – Single Family Residential. All trips were considered new trips to the transportation system.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

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

DU = dwelling unit

Trip Distribution and Assignment

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



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

Design Year 2018 Build Conditions

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

Design Year 2018 Build Intersection Operations

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

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

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

LOS = Level of Service, sec = seconds

Note: Exceeded performance standards are shown in bold, italic

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

Design Year 2018 Build Queuing and Blocking

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

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

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

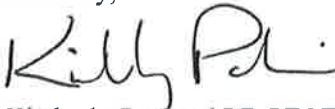
Conclusions

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

ATTACHMENTS

*Southern Oregon
Transportation Engineering, LLC
Medford, Or. 97504*

North-South: S. Haskell Street
East-West: E. Pine Street
Weather: Overcast, 45 deg
Veh Type: All Vehicles

File Name : Pine-Haskell_Tues
Site Code : 00000001
Start Date : 2/21/2017
Page No : 1

Groups Printed- Unshifted

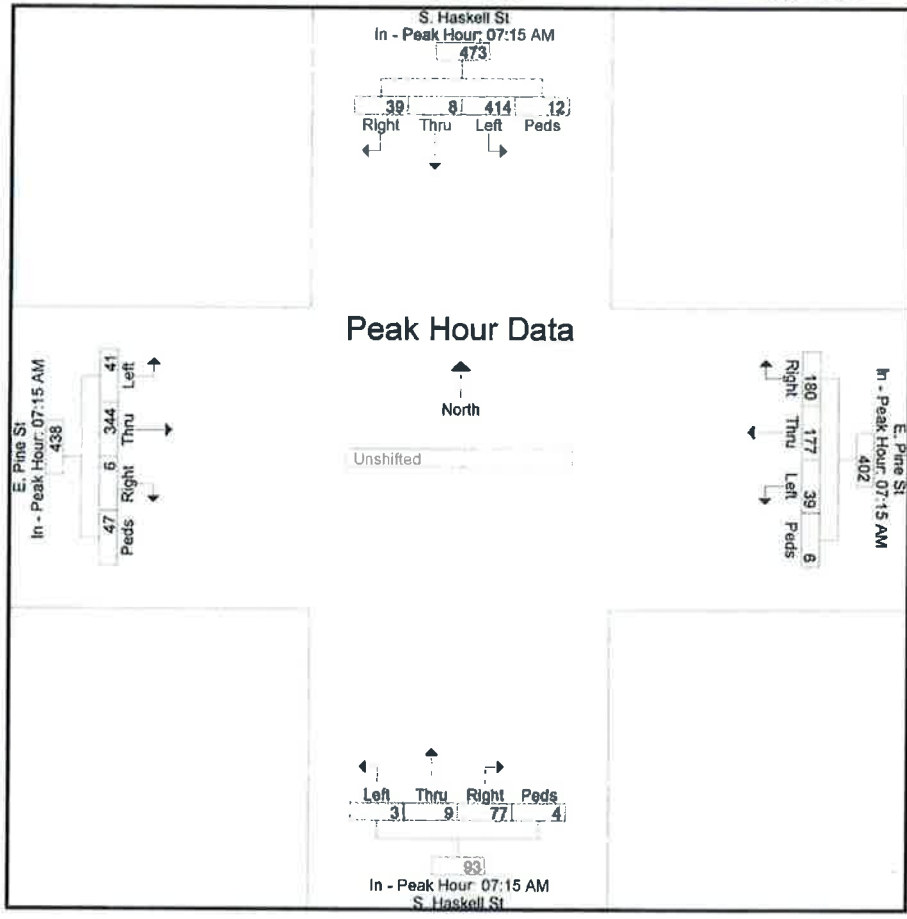
Start Time	S. Haskell St From North					E. Pine St From East					S. Haskell St From South					E. Pine St From West					App. Total	Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total		
06:45 AM	35	1	2	0	38	12	25	20	1	58	0	0	10	0	10	1	53	1	0	55	161	
Total	35	1	2	0	38	12	25	20	1	58	0	0	10	0	10	1	53	1	0	55	161	
07:00 AM	45	0	1	3	49	6	37	16	0	59	1	0	14	0	15	6	69	1	0	76	199	
07:15 AM	83	1	7	0	91	4	37	52	1	94	2	1	8	0	11	12	82	0	1	95	291	
07:30 AM	140	2	10	5	157	3	36	56	2	97	1	4	28	2	35	15	83	1	20	119	408	
07:45 AM	120	2	13	5	140	19	66	42	3	130	0	3	20	0	23	12	89	2	23	126	419	
Total	388	5	31	13	437	32	176	166	6	380	4	8	70	2	84	45	323	4	44	416	1317	
08:00 AM	71	3	9	2	85	13	38	30	0	81	0	1	21	2	24	2	90	3	3	98	288	
08:15 AM	69	0	1	2	72	9	35	30	0	74	3	2	7	1	13	2	59	1	1	63	222	
08:30 AM	72	0	5	1	78	8	49	34	0	91	0	1	11	0	12	1	95	1	1	98	279	
08:45 AM	47	2	3	0	52	20	44	27	2	93	3	2	12	1	18	1	52	1	3	57	220	
Total	259	5	18	5	287	50	166	121	2	339	6	6	51	4	67	6	296	6	8	316	1009	
Grand Total	682	11	51	18	762	94	367	307	9	777	10	14	131	6	161	52	672	11	52	787	2487	
Approch %	89.5	1.4	6.7	2.4		12.1	47.2	39.5	1.2		6.2	8.7	81.4	3.7		6.6	85.4	1.4	6.6			
Total %	27.4	0.4	2.1	0.7	30.6	3.8	14.8	12.3	0.4	31.2	0.4	0.6	5.3	0.2	6.5	2.1	27	0.4	2.1	31.6		

**Southern Oregon
Transportation Engineering, LLC
Medford, Or. 97504**

North-South: S. Haskell Street
East-West: E. Pine Street
Weather: Overcast, 45 deg
Veh Type: All Vehicles

File Name : Pine-Haskell_Tues
Site Code : 00000001
Start Date : 2/21/2017
Page No : 2

Start Time	S. Haskell St From North					E. Pine St From East					S. Haskell St From South					E. Pine St From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:15 AM					07:15 AM					07:15 AM					
+0 mins.	83	1	7	0	91	4	37	52	1	94	2	1	8	0	11	12	82	0	1	95	
+15 mins.	140	2	10	5	157	3	36	56	2	97	1	4	28	2	36	15	83	1	20	119	
+30 mins.	120	2	13	5	140	19	66	42	3	130	0	3	20	0	23	12	89	2	23	126	
+45 mins.	71	3	9	2	85	13	38	30	0	81	0	1	21	2	24	2	90	3	3	98	
Total Volume	414	8	39	12	473	39	177	180	6	402	3	9	77	4	93	41	344	6	47	438	
% App. Total	87.5	1.7	8.2	2.5		9.7	44	44.8	1.5		3.2	9.7	82.8	4.3		9.4	78.5	1.4	10.7		
PHF	.739	.667	.750	.600	.753	.613	.670	.804	.500	.773	.375	.563	.688	.500	.664	.683	.956	.600	.511	.869	



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Medford, Or. 97504*

North-South: S. Haskell Street
East-West: E. Pine Street
Weather: Overcast, 45 deg
Veh Type: All Vehicles

File Name : Pine-Haskell_Wednesday
Site Code : 00000002
Start Date : 2/22/2017
Page No : 1

Groups Printed- Unshifted

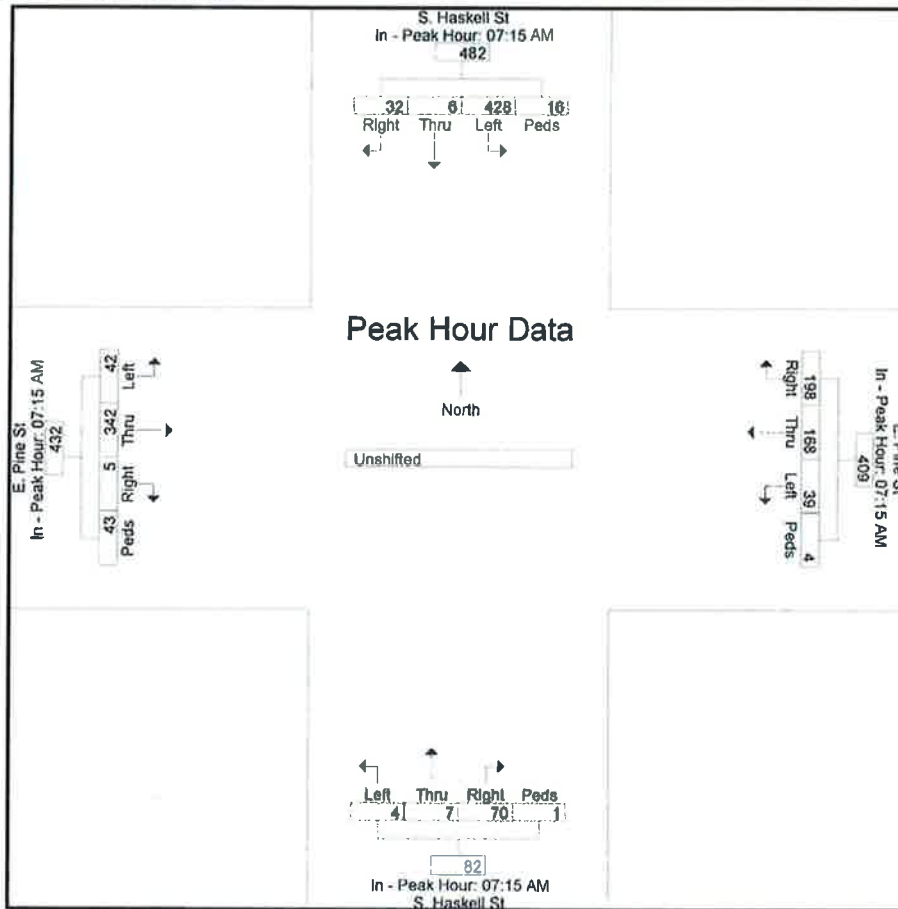
Start Time	S. Haskell St From North					E. Pine St From East					S. Haskell St From South					E. Pine St From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	43	0	2	1	46	9	35	19	0	63	0	0	14	0	14	3	49	1	0	53	176
07:15 AM	75	1	3	1	80	4	38	56	0	98	2	2	7	0	11	11	78	0	0	89	278
07:30 AM	145	1	12	5	163	9	21	52	1	83	1	2	36	0	39	18	88	2	24	132	417
07:45 AM	118	3	13	6	140	11	68	58	3	140	1	3	18	0	22	10	91	1	14	116	418
Total	381	5	30	13	429	33	162	185	4	384	4	7	75	0	86	42	306	4	38	390	1289
08:00 AM	90	1	4	4	99	15	41	32	0	88	0	0	9	1	10	3	85	2	5	95	292
08:15 AM	55	2	3	0	60	5	30	28	0	63	0	1	15	0	16	3	52	1	1	57	196
08:30 AM	66	0	5	1	72	8	33	22	0	63	1	1	11	1	14	0	61	0	4	65	214
08:45 AM	63	1	2	2	68	10	33	29	0	72	1	0	8	3	12	3	54	1	3	61	213
Total	274	4	14	7	299	38	137	111	0	286	2	2	43	5	52	9	252	4	13	278	915
Grand Total	655	9	44	20	728	71	299	296	4	670	6	9	118	5	138	51	558	8	51	668	2204
Apprch %	90	1.2	6	2.7		10.6	44.6	44.2	0.6		4.3	6.5	85.5	3.6		7.6	83.5	1.2	7.6		
Total %	29.7	0.4	2	0.9	33	3.2	13.6	13.4	0.2	30.4	0.3	0.4	5.4	0.2	6.3	2.3	25.3	0.4	2.3	30.3	

**Southern Oregon
Transportation Engineering, LLC
Medford, Or. 97504**

North-South: S. Haskell Street
East-West: E. Pine Street
Weather: Overcast, 45 deg
Veh Type: All Vehicles

File Name : Pine-Haskell_Wednesday
Site Code : 00000002
Start Date : 2/22/2017
Page No : 2

Start Time	S. Haskell St From North					E. Pine St From East					S. Haskell St From South					E. Pine St From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:15 AM					07:15 AM					07:15 AM					
+0 mins.	75	1	3	1	80	4	38	56	0	98	2	2	7	0	11	11	78	0	0	89	
+15 mins.	145	1	12	5	163	9	21	52	1	83	1	2	36	0	39	18	88	2	24	132	
+30 mins.	118	3	13	6	140	11	68	58	3	140	1	3	18	0	22	10	91	1	14	116	
+45 mins.	90	1	4	4	99	15	41	32	0	88	0	0	9	1	10	3	85	2	5	95	
Total Volume:	428	6	32	16	482	39	168	196	4	409	4	7	70	1	82	42	342	5	43	432	
% App. Total	88.8	1.2	6.6	3.3		9.5	41.1	48.4	1		4.9	8.5	85.4	1.2		9.7	79.2	1.2	10		
PHF	.738	.500	.615	.667	.739	.650	.618	.853	.333	.730	.500	.583	.486	.250	.526	.583	.940	.625	.448	.818	



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North-South: S. Haskell St
East-West: E. Pine St
Weather: Overcast, 45 deg
Veh Type: All Vehicles

File Name : Pine-Haskell_Thursday
Site Code : 00000003
Start Date : 2/23/2017
Page No : 1

Groups Printed- Unshifted

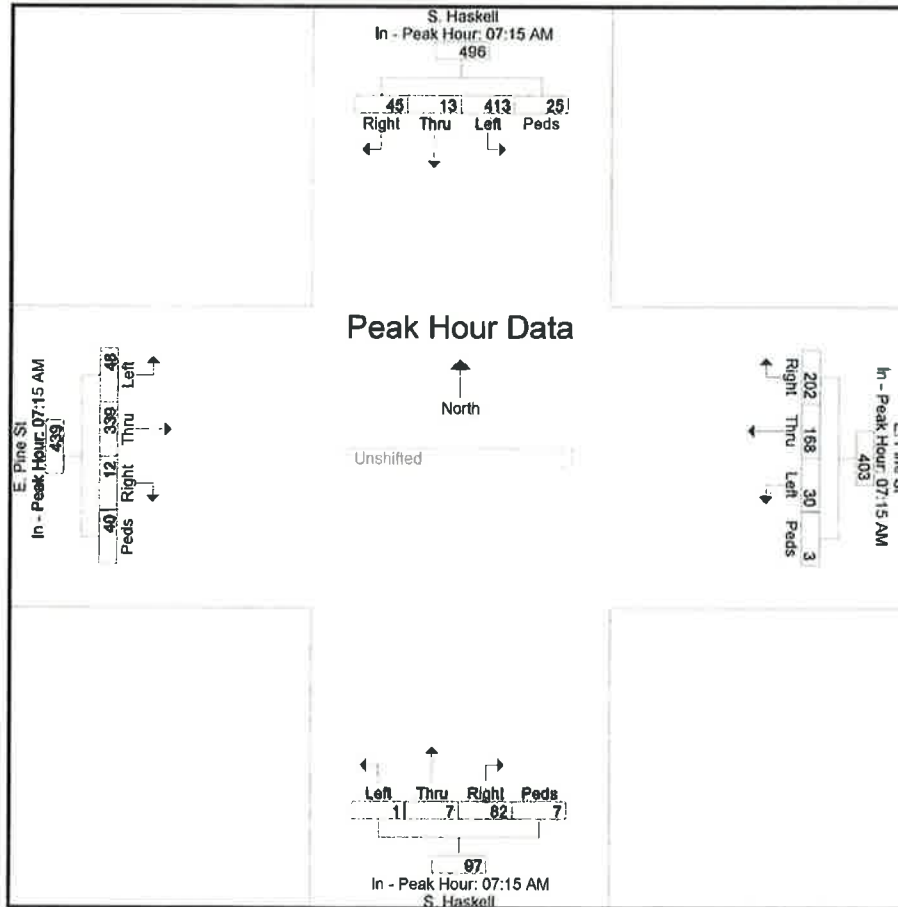
Start Time	S. Haskell From North					E. Pine St From East					S. Haskell From South					E. Pine St From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	35	2	2	1	40	15	30	19	1	65	1	0	13	0	14	3	58	0	1	62	181
07:15 AM	83	7	4	2	96	5	35	51	0	91	0	2	19	0	21	9	73	1	0	83	291
07:30 AM	136	3	16	7	162	2	42	62	0	106	0	3	23	0	26	17	90	4	15	126	420
07:45 AM	122	3	18	3	146	13	55	50	3	121	1	1	23	5	30	15	92	3	23	133	430
Total	376	15	40	13	444	35	162	182	4	383	2	6	78	5	91	44	313	8	39	404	1322
08:00 AM	72	0	7	13	92	10	36	39	0	85	0	1	17	2	20	7	84	4	2	97	294
08:15 AM	59	1	2	0	62	8	35	33	0	76	0	2	17	0	19	4	61	2	3	70	227
08:30 AM	70	0	1	2	73	5	38	36	0	79	0	0	12	0	12	1	105	1	1	108	272
08:45 AM	40	3	2	0	45	21	53	36	0	110	2	0	10	0	12	1	59	1	1	62	229
Total	241	4	12	15	272	44	162	144	0	350	2	3	56	2	63	13	309	8	7	337	1022
Grand Total	617	19	52	28	716	79	324	326	4	733	4	9	134	7	154	57	622	16	46	741	2344
Apprch %	86.2	2.7	7.3	3.9		10.8	44.2	44.5	0.5		2.8	5.8	87	4.5		7.7	83.9	2.2	6.2		
Total %	26.3	0.8	2.2	1.2	30.5	3.4	13.8	13.9	0.2	31.3	0.2	0.4	5.7	0.3	6.6	2.4	26.5	0.7	2	31.6	

**Southern Oregon
Transportation Engineering, LLC
Medford, Or. 97504**

North-South: S. Haskell St
East-West: E. Pine St
Weather: Overcast, 45 deg
Veh Type: All Vehicles

File Name : Pine-Haskell_Thursday
Site Code : 00000003
Start Date : 2/23/2017
Page No : 2

Start Time	S. Haskell From North					E. Pine St From East					S. Haskell From South					E. Pine St From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:15 AM					07:15 AM					07:15 AM					
+0 mins.	83	7	4	2	96	5	35	51	0	91	0	2	19	0	21	9	73	1	0	83	
+15 mins.	136	3	16	7	162	2	42	62	0	106	0	3	23	0	26	17	90	4	15	126	
+30 mins.	122	3	18	3	146	13	55	50	3	121	1	1	23	5	30	15	92	3	23	133	
+45 mins.	72	0	7	13	92	10	36	39	0	85	0	1	17	2	20	7	84	4	2	97	
Total Volume	413	13	45	25	496	30	168	202	3	403	1	7	82	7	97	48	339	12	40	439	
% App. Total	83.3	2.6	9.1	5		7.4	41.7	50.1	0.7		1	7.2	84.5	7.2		10.9	77.2	2.7	9.1		
PHF	.759	.464	.625	.481	.765	.577	.764	.815	.250	.833	.250	.583	.891	.350	.808	.706	.921	.750	.435	.825	



*Southern Oregon
Transportation Engineering, LLC
Medford, Or. 97504*

North-South: S. Haskell Street
East-West: E. Pine Street
Weather: Overcast, 45 deg
Veh Type: All Vehicles

File Name : Haskell-Pine
Site Code : 00000005
Start Date : 2/23/2017
Page No : 1

Groups Printed- Unshifted

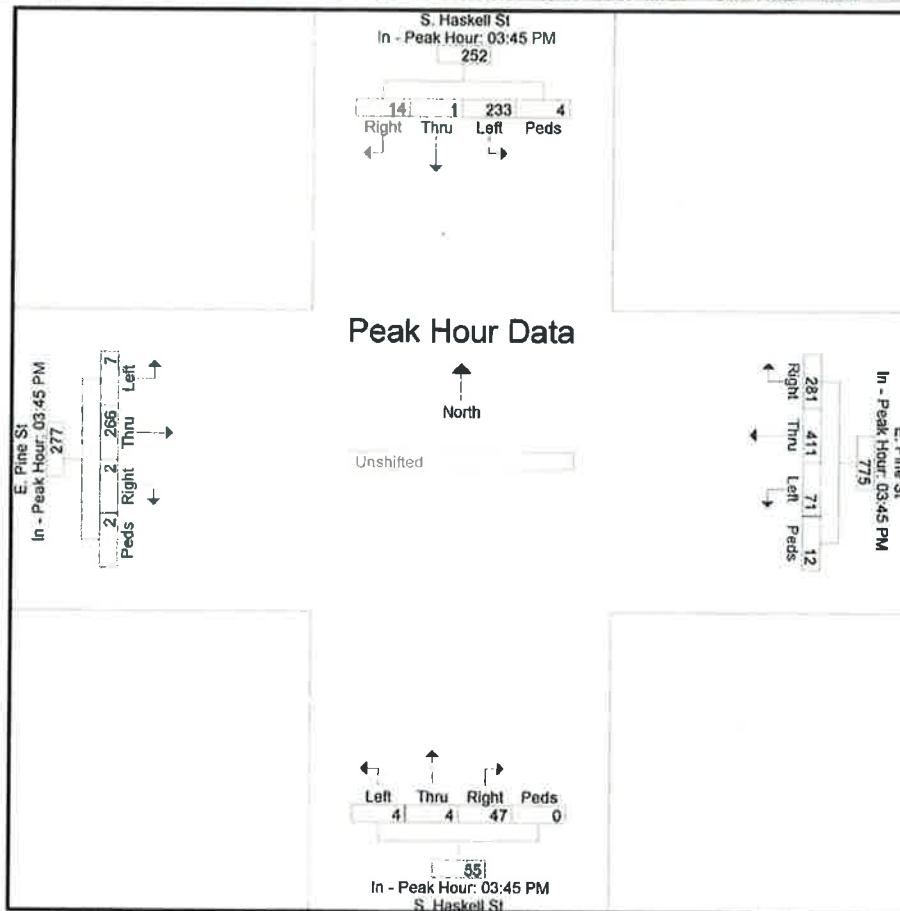
Start Time	S. Haskell St From North					E. Pine St From East					S. Haskell St From South					E. Pine St From West					Int Total
	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	Left	Thru	Right	Peds	App Total	
02:00 PM	39	3	3	3	48	8	36	38	0	82	2	4	5	1	12	6	37	4	0	47	189
02:15 PM	91	1	14	26	132	9	61	70	1	141	2	1	8	3	14	6	54	1	2	63	350
02:30 PM	77	1	10	6	94	13	63	76	0	152	4	0	13	0	17	5	64	1	0	70	333
02:45 PM	60	0	3	0	63	19	62	58	0	139	4	3	11	2	20	2	51	0	4	57	279
Total	267	5	30	35	337	49	222	242	1	514	12	8	37	6	63	19	206	6	6	237	1151
03:00 PM	44	2	1	2	49	8	73	48	1	130	2	2	13	0	17	2	57	0	5	64	260
03:15 PM	59	0	7	2	68	11	61	59	3	134	2	1	15	0	18	6	67	2	0	75	295
03:30 PM	52	1	3	1	57	22	79	54	1	156	1	2	16	0	19	0	76	2	0	78	310
03:45 PM	66	0	6	0	72	25	105	72	1	203	0	2	15	0	17	2	66	1	2	71	363
Total	221	3	17	5	246	66	318	233	6	623	5	7	59	0	71	10	266	5	7	288	1228
04:00 PM	63	0	3	2	68	18	106	64	2	190	2	1	13	0	16	3	65	0	0	68	342
04:15 PM	55	1	4	2	62	14	102	72	4	192	0	0	9	0	9	1	69	0	0	70	333
04:30 PM	49	0	1	0	50	14	98	73	5	190	2	1	10	0	13	1	66	1	0	68	321
04:45 PM	42	0	1	0	43	9	107	71	0	187	1	1	7	0	9	4	47	2	1	54	293
Total	209	1	9	4	223	55	413	280	11	759	5	3	39	0	47	9	247	3	1	260	1289
05:00 PM	61	0	1	0	62	16	95	85	0	196	1	2	26	1	30	5	49	2	4	60	348
05:15 PM	51	1	3	0	55	19	120	73	3	215	0	1	15	2	18	1	65	0	0	66	354
05:30 PM	56	0	2	3	61	15	88	89	5	197	3	0	14	0	17	2	65	2	0	69	344
05:45 PM	43	0	2	0	45	9	99	58	1	167	2	0	10	4	16	3	49	1	0	53	281
Total	211	1	8	3	223	59	402	305	9	775	6	3	65	7	81	11	228	5	4	248	1327
Grand Total	908	10	64	47	1029	229	1355	1080	27	2671	28	21	200	13	262	49	947	19	18	1033	4995
Apprch %	88.2	1	6.2	4.6		8.6	50.7	39.7	1		10.7	8	76.3	5		4.7	91.7	1.8	1.7		
Total %	18.2	0.2	1.3	0.9	20.6	4.6	27.1	21.2	0.5	53.5	0.6	0.4	4	0.3	5.2	1	19	0.4	0.4	20.7	

**Southern Oregon
Transportation Engineering, LLC
Medford, Or. 97504**

North-South: S. Haskell Street
East-West: E. Pine Street
Weather: Overcast, 45 deg
Veh Type: All Vehicles

File Name : Haskell-Pine
Site Code : 00000005
Start Date : 2/23/2017
Page No : 2

Start Time	S. Haskell St From North					E. Pine St From East					S. Haskell St From South					E. Pine St From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 03:45 PM to 04:30 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:45 PM					03:45 PM					03:45 PM					03:45 PM					
+0 mins.	66	0	6	0	72	25	105	72	1	203	0	2	15	0	17	2	66	1	2	71	
+15 mins.	63	0	3	2	68	18	106	64	2	190	2	1	13	0	16	3	65	0	0	68	
+30 mins.	55	1	4	2	62	14	102	72	4	192	0	0	9	0	9	1	69	0	0	70	
+45 mins.	49	0	1	0	50	14	98	73	5	190	2	1	10	0	13	1	66	1	0	68	
Total Volume	233	1	14	4	252	71	411	281	12	775	4	4	47	0	55	7	266	2	2	277	
% App. Total	92.5	0.4	5.6	1.6		9.2	53	36.3	1.5		7.3	7.3	85.5	0		2.5	96	0.7	0.7		
PHF	.883	.250	.583	.500	.875	.710	.969	.982	.600	.954	.500	.500	.783	.000	.809	.583	.964	.500	.250	.975	



*Southern Oregon
Transportation Engineering, LLC
Medford, Or. 97504*

North-South: OR 99
East-West: E. Pine Street
Weather: Overcast, 45 deg
Veh Type: All Vehicles (Thurs)

File Name : E Pine_OR 99_AM
Site Code : 00000004
Start Date : 2/23/2017
Page No : 1

Groups Printed- Unshifted

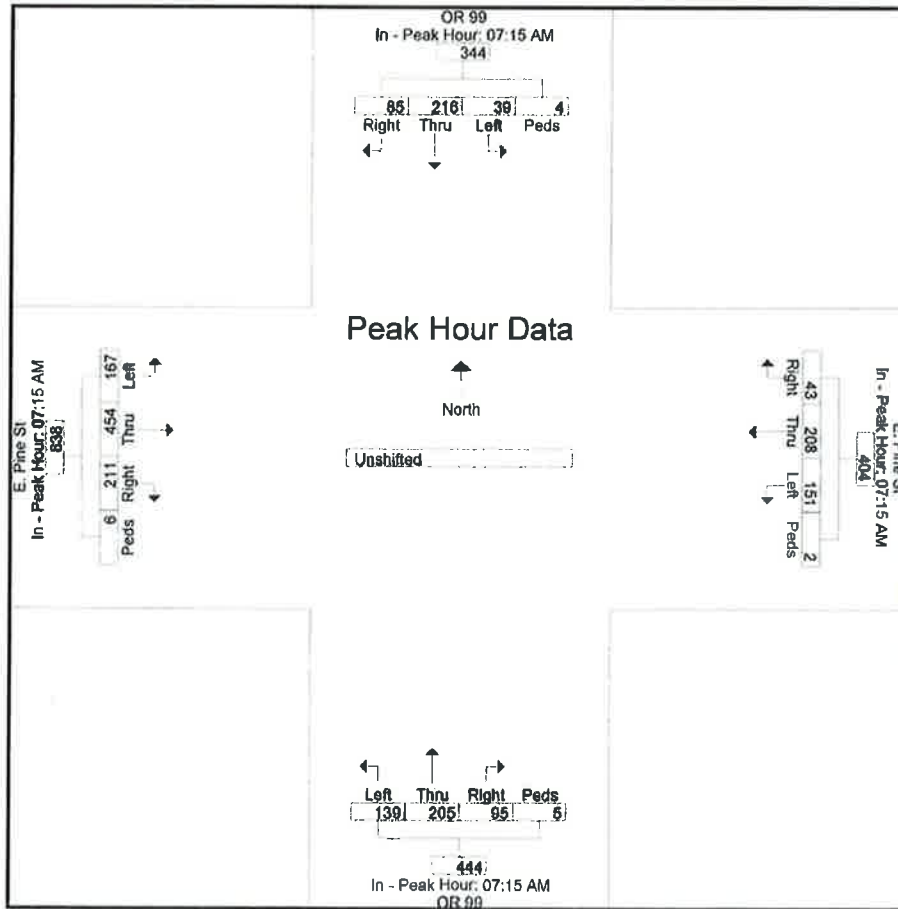
Start Time	OR 99 From North					E. Pine St From East					OR 99 From South					E. Pine St From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	3	28	16	0	47	21	37	4	0	62	19	30	19	0	68	17	72	27	1	117	294
07:15 AM	7	35	17	0	59	37	47	5	0	89	32	43	14	1	90	33	94	36	2	165	403
07:30 AM	11	58	28	0	97	35	44	9	0	88	38	49	23	0	110	42	140	62	1	245	540
07:45 AM	7	69	25	4	105	45	72	13	2	132	41	60	31	2	134	54	116	67	0	237	608
Total	28	190	86	4	308	138	200	31	2	371	130	182	87	3	402	146	422	192	4	764	1845
08:00 AM	14	54	15	0	83	34	45	16	0	95	28	53	27	2	110	38	104	46	3	191	479
08:15 AM	9	40	21	1	71	37	40	11	0	88	16	55	27	0	98	34	74	30	1	139	396
08:30 AM	13	57	19	0	89	41	49	7	0	97	13	73	30	0	116	72	82	45	0	199	501
08:45 AM	16	58	25	0	99	52	58	11	1	122	24	65	29	0	118	27	52	25	1	105	444
Total	52	209	80	1	342	164	192	45	1	402	81	246	113	2	442	171	312	146	5	634	1820
Grand Total	80	399	166	5	650	302	392	76	3	773	211	428	200	5	844	317	734	338	9	1398	3665
Apprch %	12.3	61.4	25.5	0.8		39.1	50.7	9.8	0.4		25	50.7	23.7	0.6		22.7	52.5	24.2	0.6		
Total %	2.2	10.9	4.5	0.1	17.7	8.2	10.7	2.1	0.1	21.1	5.8	11.7	5.5	0.1	23	8.6	20	9.2	0.2	38.1	

**Southern Oregon
Transportation Engineering, LLC
Medford, Or. 97504**

North-South: OR 99
East-West: E. Pine Street
Weather: Overcast, 45 deg
Veh Type: All Vehicles (Thurs)

File Name : E Pine_OR 99_AM
Site Code : 00000004
Start Date : 2/23/2017
Page No : 2

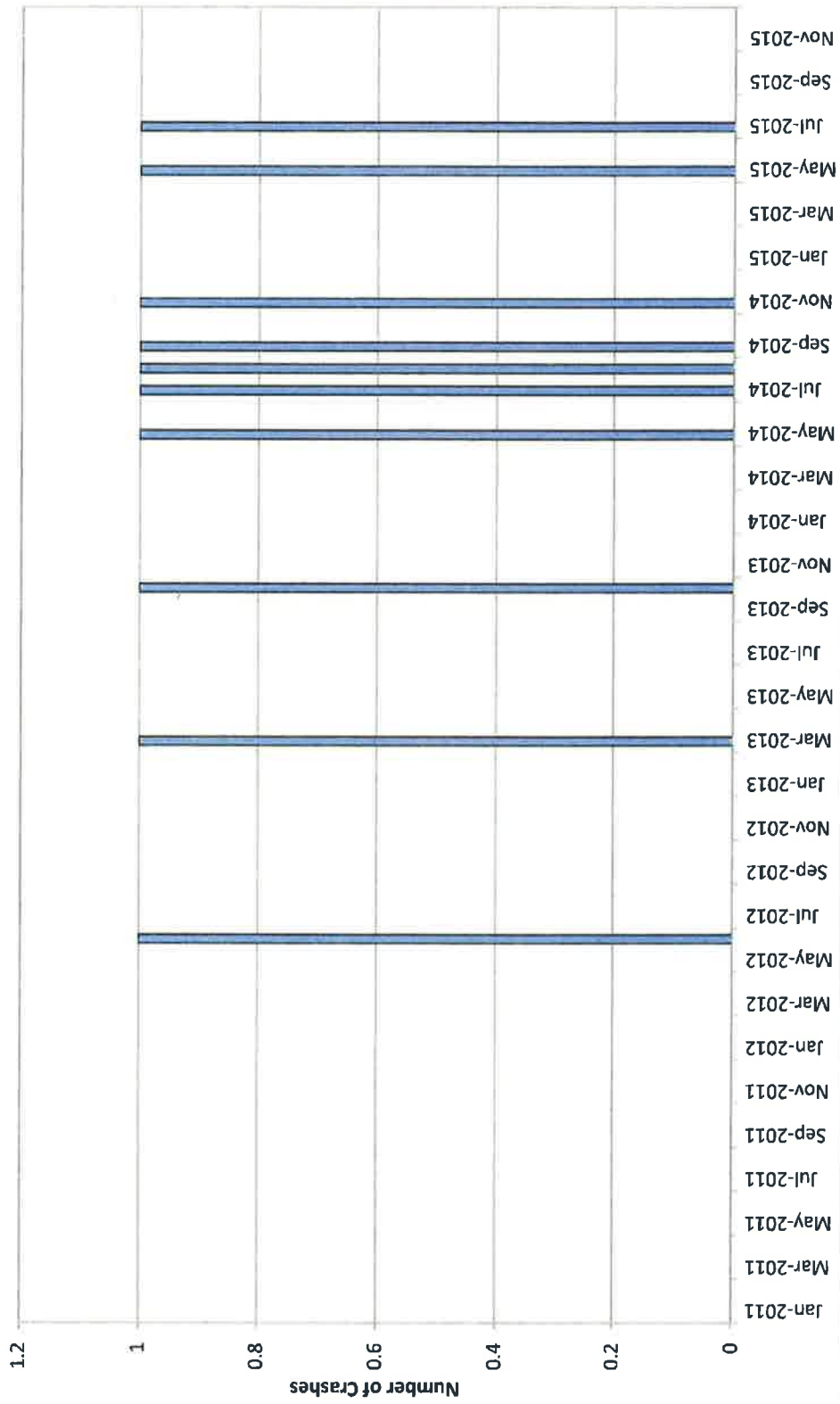
Start Time	OR 99 From North					E Pine St From East					OR 99 From South					E. Pine St From West					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15 AM					07:15 AM					07:15 AM					07:15 AM					
+0 mins.	7	35	17	0	59	37	47	5	0	89	32	43	14	1	90	33	94	36	2	165	
+15 mins.	11	58	28	0	97	35	44	9	0	88	38	49	23	0	110	42	140	62	1	245	
+30 mins.	7	69	25	4	105	45	72	13	2	132	41	60	31	2	134	54	116	67	0	237	
+45 mins.	14	54	15	0	83	34	45	16	0	95	28	53	27	2	110	38	104	46	3	191	
Total Volume	39	216	85	4	344	151	208	43	2	404	139	205	95	5	444	167	454	211	6	838	
% App. Total	11.3	62.8	24.7	1.2		37.4	51.5	10.6	0.5		31.3	46.2	21.4	1.1		19.9	54.2	25.2	0.7		
PHF	.696	.783	.759	.250	.819	.839	.722	.672	.250	.765	.848	.854	.766	.625	.828	.773	.811	.787	.500	.855	



Crash History by Month & Year

HASKELL ST at PINE ST | Milepoint to | 01/01/2011 to 12/31/2015

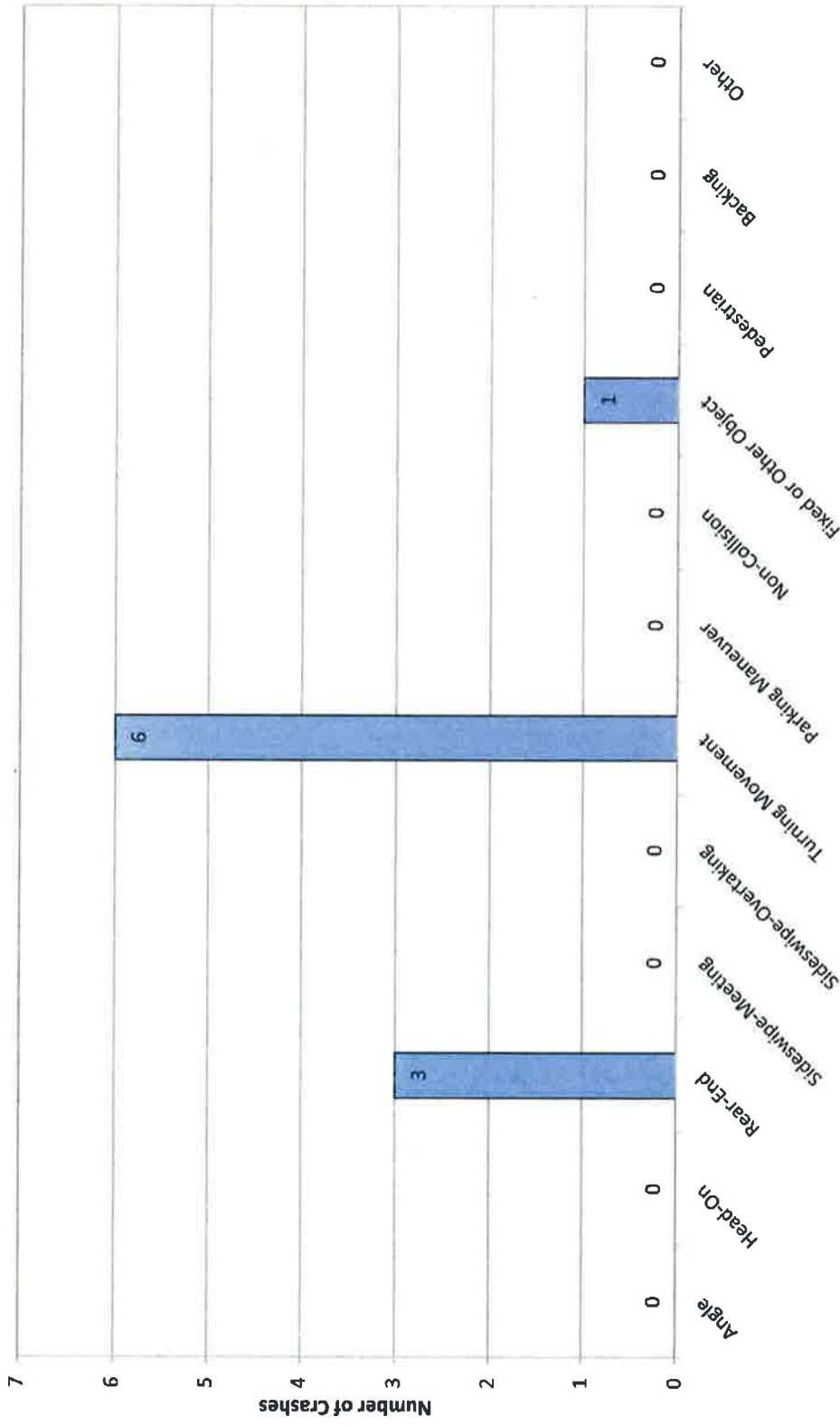
Mileage Type(s):



Crash History by Crash Type

HASKELL ST at PINE ST | Milepoint to | 01/01/2011 to 12/31/2015

Mileage Type(s):



Crash History by Injury Severity

HASKELL ST at PINE ST | Milepoint to | 01/01/2011 to 12/31/2015

Mileage Type(s):



shown in the table should be flagged for further analysis.

Exhibit 4-1 Intersection Crash Rates per MEV by Land Type and Traffic Control

	Rural				Urban			
	3SG	3ST	4SG	4ST	3SG	3ST	4SG	4ST
No. of Intersections	7	115	20	60	55	77	106	60
Mean Crash Rate	0.226	0.196	0.324	0.434	0.275	0.131	0.477	0.198
Median Crash Rate	0.163	0.092	0.320	0.267	0.252	0.105	0.420	0.145
Standard Deviation	0.185	0.314	0.223	0.534	0.155	0.121	0.273	0.176
Coefficient of Variation	0.819	1.602	0.688	1.230	0.564	0.924	0.572	0.889
90th Percentile Rate	0.464	0.475	0.579	1.080	0.509	0.293	0.860	0.408

Source: [Assessment Of Statewide Intersection Safety Performance](#), FHWA-OR-RD-18, Portland State University and Oregon State University, June 2011, Table 4.1, p. 47.

A [spreadsheet calculator](#) has been developed that implements the critical rate calculations for intersections. For additional information see pages 4-35 through 4-39 in HSM Volume 1. Example 4-2 illustrates the use of the Critical Rate method for urban area intersections.

Example 4-2 HSM Critical Rate for Intersections

As part of an urban street modernization project, a safety analysis needs to be done for Main Street. This street is a congested urban corridor with a mixture of unsignalized and signalized intersections with varying numbers of lanes.

The project engineer has created existing year average daily traffic (ADT) volumes from available intersection counts. The ADT counts were converted into AADT using appropriate seasonal factors which are shown as daily total entering volumes in the figure below. In addition, intersection crash data for the past five years are shown in the table below.

Data Needs:

Existing Year Annual Average Daily Entering Traffic Volumes

SEASONAL TREND TABLE (update 8/2014)

TREND	1-Jan	15-Jan	1-Feb	15-Feb	1-Mar	15-Mar	1-Apr	15-Apr	1-May	15-May	1-Jun	15-Jun	1-Jul	15-Jul	1-Aug	15-Aug	1-Sep	15-Sep	1-Oct	15-Oct	1-Nov	15-Nov	1-Dec	15-Dec	Seasonal Trend Peak Factor		
INTERSTATE URBANIZED	1.0328	1.0423	1.0515	1.0601	1.0687	1.0771	1.0854	1.0936	1.1017	1.1097	1.1175	1.1252	1.1328	1.1403	1.1477	1.1550	1.1622	1.1693	1.1763	1.1832	1.1900	1.1967	1.2033	1.2100	1.2167	0.9782	
INTERSTATE NONURBANIZED	1.2407	1.2688	1.2943	1.3181	1.3401	1.3603	1.3788	1.3956	1.4117	1.4271	1.4419	1.4561	1.4698	1.4830	1.4957	1.5080	1.5198	1.5312	1.5422	1.5528	1.5630	1.5728	1.5823	1.5915	1.6005	0.9449	
COMMITTEE	1.0475	1.0583	1.0692	1.0801	1.0911	1.1021	1.1131	1.1241	1.1351	1.1461	1.1571	1.1681	1.1791	1.1901	1.2011	1.2121	1.2231	1.2341	1.2451	1.2561	1.2671	1.2781	1.2891	1.3001	1.3111	1.3221	0.9584
COASTAL DESTINATION ROUTE	1.2011	1.2105	1.2198	1.2291	1.2384	1.2477	1.2570	1.2663	1.2756	1.2849	1.2942	1.3035	1.3128	1.3221	1.3314	1.3407	1.3500	1.3593	1.3686	1.3779	1.3872	1.3965	1.4058	1.4151	1.4244	1.4337	0.9484
URBAN DESTINATION ROUTE	1.2501	1.2611	1.2721	1.2831	1.2941	1.3051	1.3161	1.3271	1.3381	1.3491	1.3601	1.3711	1.3821	1.3931	1.4041	1.4151	1.4261	1.4371	1.4481	1.4591	1.4701	1.4811	1.4921	1.5031	1.5141	1.5251	0.9484
URBAN DESTINATION ROUTE	1.2501	1.2611	1.2721	1.2831	1.2941	1.3051	1.3161	1.3271	1.3381	1.3491	1.3601	1.3711	1.3821	1.3931	1.4041	1.4151	1.4261	1.4371	1.4481	1.4591	1.4701	1.4811	1.4921	1.5031	1.5141	1.5251	0.9484
RECREATIONAL SUMMER WATER	1.0828	1.0905	1.0982	1.1059	1.1136	1.1213	1.1290	1.1367	1.1444	1.1521	1.1598	1.1675	1.1752	1.1829	1.1906	1.1983	1.2060	1.2137	1.2214	1.2291	1.2368	1.2445	1.2522	1.2599	1.2676	1.2753	0.9584
RECREATIONAL WINTER	1.2064	1.2181	1.2300	1.2419	1.2538	1.2657	1.2776	1.2895	1.3014	1.3133	1.3252	1.3371	1.3490	1.3609	1.3728	1.3847	1.3966	1.4085	1.4204	1.4323	1.4442	1.4561	1.4680	1.4799	1.4918	1.5037	0.9484
SUMMER & WINTER	1.2555	1.2655	1.2755	1.2855	1.2955	1.3055	1.3155	1.3255	1.3355	1.3455	1.3555	1.3655	1.3755	1.3855	1.3955	1.4055	1.4155	1.4255	1.4355	1.4455	1.4555	1.4655	1.4755	1.4855	1.4955	1.5055	0.9484

*Seasonal Trend table factors are based on previous year ATR data. The table is updated yearly.
 **Only shading indicates months were seasonal factor is greater than 100%

Comments:
 Peak
 Adjustments:
 1.000

HWY	MP	DIR	HS	DESCRIPTION	2013	2014	2015	2035	RSQ
062	40.95	1		0.02 mile east of Poodle Creek Road			4800	5600	0.2310
062	42.34	1		0.05 mile east of Knight Road			5800	6000	0.0000
062	43.86	1		Noti Automatic Traffic Recorder, Sta. 20-005, 3.06 miles west of Territorial Highway No. 200 (OR200)			6300	6400	0.1003
062	46.56	1		0.05 mile east of 8th Street			6800	7300	0.6673
062	47.02	1		0.10 mile east of Territorial Highway			10100	11500	0.0038
062	47.97	1		0.13 mile east of Huston Road			11500	13600	0.0913
062	49.73	1		0.02 mile west of Central Road			12300	14700	0.1338
062	49.77	1		0.02 mile east of Central Road			13800	15800	0.2023
062	52.20	1		0.10 mile east of Fisher Road			12500	15900	0.5030
062	52.48	1		0.10 mile east of Richmond Street			12700	15100	0.0395
063	0.50	1		0.16 mile south of the southbound Pacific Highway (I-5) ramps	5300			8100	MODEL
063	1.43	1		0.02 mile south of Scenic Avenue	7200			10100	MODEL
063	3.72	1		0.05 mile south of Beall Lane	14400			20100	MODEL
063	4.56	1		0.05 mile south of Sage Road	13000			17300	MODEL
063	4.84	1		0.02 mile southeast of Howard Avenue	13500			18100	MODEL
063	5.30	1		0.02 mile east of Elm Street	14500			19600	MODEL
063	8.18	1		0.05 mile south of Stewart Avenue	14700			20200	MODEL
063	9.74	1		0.05 mile north of South Stage Road	12000			15400	MODEL
063	9.81	1		0.02 mile south of South Stage Road	13300			17100	MODEL
063	11.13	1		0.02 mile north of Fern Valley Road	14800			18600	MODEL
063	11.27	1		0.02 mile south of Bolz Lane	13400			19300	MODEL
063	11.47	1		0.02 mile north of 4th Street	7200			8900	MODEL
063	11.51	1		0.02 mile south of 4th Street	6200			7600	MODEL

GROWTH DEVELOPMENT:

ODOT Future Volume Table

		2013	2035	Growth Rate / Year
OR 99	at Scenic	7200	10,100	1.015
OR 99	at Beall	14,400	20,100	1.015

TWIN CREEKS CROSSING IMPACT:

Re-routed Traffic from Twin Creeks Railroad Crossing

AM Peak Hour: Approximately 15% SB increase on OR 99 or 50 trips reduction on Haskell Street at Pine (-50 SBL)
Approximately 12% NB increase on OR 99 or 65 trip reduction on Pine at Haskell (-40 WBR, -25 WBT)

PM Peak Hour: Approximately 12% SB increase on OR 99 or 45 trip reduction on Haskell Street at Pine (-45 SBL)
Approximately 21% NB increase on OR 99 or 115 trip reduction on Pine at Haskell (-65 WBR, -50 WBT)

HCM Signalized Intersection Capacity Analysis
54: E Pine St & Front

03/09/2017

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	140	205	95	40	220	85	180	510	225	150	210	45
Future Volume (vph)	140	205	95	40	220	85	180	510	225	150	210	45
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1568	2810		1511	3107	1359	1628	1699	1420	1568	3008	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.54	1.00	1.00	0.16	1.00	
Satd. Flow (perm)	1568	2810		1511	3107	1359	930	1699	1420	262	3008	
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	169	247	114	48	265	102	217	614	271	181	253	54
RTOR Reduction (vph)	0	42	0	0	0	86	0	0	66	0	11	0
Lane Group Flow (vph)	169	319	0	48	265	16	217	614	205	181	296	0
Confl. Peds. (#/hr)	4		5	5		4	2		6	6		2
Confl. Bikes (#/hr)			2			3			9			3
Heavy Vehicles (%)	6%	13%	8%	10%	7%	7%	2%	3%	2%	6%	8%	4%
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Actuated Green, G (s)	14.1	21.9		7.0	14.8	14.8	53.2	41.2	41.2	53.4	41.3	
Effective Green, g (s)	14.1	22.9		7.0	15.8	15.8	53.2	41.2	41.2	53.4	41.3	
Actuated g/C Ratio	0.14	0.23		0.07	0.16	0.16	0.54	0.42	0.42	0.54	0.42	
Clearance Time (s)	4.0	5.0		4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	2.5	4.7		2.5	4.7	4.7	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	222	648		106	494	216	583	705	589	300	1252	
v/s Ratio Prot	c0.11	c0.11		0.03	0.09		0.05	c0.36		c0.07	0.10	
v/s Ratio Perm						0.01	0.15		0.14	0.25		
v/c Ratio	0.76	0.49		0.45	0.54	0.08	0.37	0.87	0.35	0.60	0.24	
Uniform Delay, d1	40.9	33.1		44.3	38.3	35.5	12.3	26.6	19.8	16.6	18.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.7	1.1		2.2	1.9	0.3	0.3	11.3	0.3	2.9	0.1	
Delay (s)	54.6	34.2		46.5	40.2	35.8	12.6	37.9	20.1	19.4	18.8	
Level of Service	D	C		D	D	D	B	D	C	B	B	
Approach Delay (s)		40.7			39.8			28.5			19.0	
Approach LOS		D			D			C			B	

Intersection Summary

HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	99.2	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
60: E Pine St & Haskell St.
























03/09/2017

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗			↖	↗	↖	↗		↖	↗	↖
Traffic Volume (vph)	450	15	50	1	10	90	50	370	15	35	180	220
Future Volume (vph)	450	15	50	1	10	90	50	370	15	35	180	220
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.96			0.97		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00			1.00		1.00	1.00		0.97	1.00	1.00
Frt	1.00	0.88			0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1615	1462			1470		1623	1685		1620	1549	1405
Flt Permitted	0.72	1.00			1.00		0.55	1.00		0.24	1.00	1.00
Satd. Flow (perm)	1225	1462			1469		944	1685		408	1549	1405
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	542	18	60	1	12	108	60	446	18	42	217	265
RTOR Reduction (vph)	0	27	0	0	48	0	0	1	0	0	0	174
Lane Group Flow (vph)	542	51	0	0	73	0	60	463	0	42	217	91
Confl. Peds. (#/hr)	7		25	25		7	3		40	40		3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	2%	0%	2%	0%	0%	2%	2%	3%	0%	0%	13%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Actuated Green, G (s)	42.9	42.9			42.9		26.4	26.4		26.4	26.4	26.4
Effective Green, g (s)	42.9	42.9			42.9		26.4	26.4		26.4	26.4	26.4
Actuated g/C Ratio	0.55	0.55			0.55		0.34	0.34		0.34	0.34	0.34
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	679	811			815		322	575		139	529	479
v/s Ratio Prot		0.04						c0.27			0.14	
v/s Ratio Perm	c0.44				0.05		0.06			0.10		0.06
v/c Ratio	0.80	0.06			0.09		0.19	0.80		0.30	0.41	0.19
Uniform Delay, d1	13.7	7.9			8.1		17.9	23.1		18.7	19.5	17.9
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.3	0.0			0.0		0.2	7.8		0.9	0.4	0.1
Delay (s)	20.1	8.0			8.1		18.1	30.9		19.6	19.9	18.1
Level of Service	C	A			A		B	C		B	B	B
Approach Delay (s)		18.5			8.1			29.5			18.9	
Approach LOS		B			A			C			B	

Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	77.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	70.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
54: E Pine St & Front

03/13/2017

												
Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	245	390	180	70	210	115	110	355	135	130	465	60
Future Volume (vph)	245	390	180	70	210	115	110	355	135	130	465	60
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	1.00	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	0.98		1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1630	3053		1630	3260	1410	1630	1716	1428	1630	3198	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.29	1.00	1.00	0.26	1.00	
Satd. Flow (perm)	1630	3053		1630	3260	1410	492	1716	1428	440	3198	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	255	406	188	73	219	120	115	370	141	135	484	62
RTOR Reduction (vph)	0	37	0	0	0	91	0	0	83	0	8	0
Lane Group Flow (vph)	255	557	0	73	219	29	115	370	58	135	539	0
Confl. Peds. (#/hr)	14		14	14		14	1		1	1		1
Confl. Bikes (#/hr)			2			3			9			3
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Actuated Green, G (s)	14.9	26.1		7.8	19.0	19.0	31.5	21.8	21.8	30.9	21.5	
Effective Green, g (s)	14.9	27.1		7.8	20.0	20.0	31.5	21.8	21.8	30.9	21.5	
Actuated g/C Ratio	0.18	0.33		0.10	0.24	0.24	0.38	0.27	0.27	0.38	0.26	
Clearance Time (s)	4.0	5.0		4.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	2.5	4.7		2.5	4.7	4.7	2.5	2.5	2.5	2.5	2.5	
Lane Grp Cap (vph)	295	1007		154	794	343	323	455	379	301	837	
v/s Ratio Prot	c0.16	c0.18		0.04	0.07		0.04	c0.22		c0.05	0.17	
v/s Ratio Perm						0.02	0.09		0.04	0.12		
v/c Ratio	0.86	0.55		0.47	0.28	0.09	0.36	0.81	0.15	0.45	0.64	
Uniform Delay, d1	32.6	22.5		35.2	25.2	24.0	17.2	28.2	23.1	18.3	26.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	22.0	1.0		1.7	0.4	0.2	0.5	10.4	0.1	0.8	1.5	
Delay (s)	54.6	23.6		36.9	25.5	24.2	17.7	38.6	23.2	19.1	28.4	
Level of Service	D	C		D	C	C	B	D	C	B	C	
Approach Delay (s)		32.9			27.2			31.3			26.6	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay		29.9										
HCM 2000 Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		82.1							16.0			
Intersection Capacity Utilization		67.0%							C			
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
60: E Pine St & Haskell St.

03/13/2017

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	↖
Traffic Volume (vph)	255	1	15	5	5	50	10	290	2	75	445	305
Future Volume (vph)	255	1	15	5	5	50	10	290	2	75	445	305
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.98			1.00		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00			1.00		0.99	1.00		1.00	1.00	1.00
Frt	1.00	0.86			0.89		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1614	1471			1494		1652	1681		1597	1699	1396
Flt Permitted	0.72	1.00			0.99		0.39	1.00		0.55	1.00	1.00
Satd. Flow (perm)	1216	1471			1481		683	1681		928	1699	1396
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	271	1	16	5	5	53	11	309	2	80	473	324
RTOR Reduction (vph)	0	11	0	0	35	0	0	0	0	0	0	173
Lane Group Flow (vph)	271	6	0	0	28	0	11	311	0	80	473	151
Confl. Peds. (#/hr)			4	4			12		2	2		12
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	3%	0%	0%	0%	0%	4%	0%	4%	0%	4%	3%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Actuated Green, G (s)	14.2	14.2			14.2		19.3	19.3		19.3	19.3	19.3
Effective Green, g (s)	14.2	14.2			14.2		19.3	19.3		19.3	19.3	19.3
Actuated g/C Ratio	0.34	0.34			0.34		0.47	0.47		0.47	0.47	0.47
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	416	503			506		317	781		431	790	649
v/s Ratio Prot		0.00						0.18			c0.28	
v/s Ratio Perm	c0.22				0.02		0.02			0.09		0.11
v/c Ratio	0.65	0.01			0.06		0.03	0.40		0.19	0.60	0.23
Uniform Delay, d1	11.6	9.0			9.2		6.0	7.3		6.5	8.2	6.7
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.2	0.0			0.0		0.0	0.2		0.2	1.0	0.1
Delay (s)	14.8	9.0			9.2		6.1	7.5		6.7	9.3	6.8
Level of Service	B	A			A		A	A		A	A	A
Approach Delay (s)		14.5			9.2			7.5			8.1	
Approach LOS		B			A			A			A	

Intersection Summary

HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	41.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

SimTraffic Simulation Summary
 Year 2017 No-Build, AM Peak Hour

03/11/2017

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:10	7:10	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	2925	2995	2923	3027	3007	2974
Vehs Exited	2947	3037	2941	3037	3023	2997
Starting Vehs	80	106	75	79	77	80
Ending Vehs	58	64	57	69	61	59
Travel Distance (mi)	1006	1012	996	1032	1029	1015
Travel Time (hr)	77.5	76.7	72.2	96.4	83.8	81.3
Total Delay (hr)	38.9	37.8	34.0	56.7	44.1	42.3
Total Stops	3851	3846	3656	4205	3966	3907
Fuel Used (gal)	45.1	45.5	44.0	50.5	47.6	46.5

Interval #0 Information Seeding

Start Time 7:10
 End Time 7:15
 Total Time (min) 5
 Volumes adjusted by PHF, Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:15
 End Time 7:30
 Total Time (min) 15
 Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	831	832	767	813	808	810
Vehs Exited	814	794	764	766	755	780
Starting Vehs	80	106	75	79	77	80
Ending Vehs	97	144	78	126	130	112
Travel Distance (mi)	285	277	272	268	269	274
Travel Time (hr)	24.1	24.8	24.3	24.1	24.9	24.4
Total Delay (hr)	13.1	14.1	13.8	13.8	14.6	13.9
Total Stops	1126	1207	1145	1112	1168	1152
Fuel Used (gal)	13.2	13.4	13.0	12.9	13.0	13.1

SimTraffic Simulation Summary
Year 2017 No-Build, AM Peak Hour

03/11/2017

Interval #2 Information Recording

Start Time 7:30
End Time 8:15
Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2094	2163	2156	2214	2199	2167
Vehs Exited	2133	2243	2177	2271	2268	2219
Starting Vehs	97	144	78	126	130	112
Ending Vehs	58	64	57	69	61	59
Travel Distance (mi)	721	736	724	764	760	741
Travel Time (hr)	53.4	51.9	48.0	72.3	58.9	56.9
Total Delay (hr)	25.7	23.6	20.1	42.9	29.5	28.4
Total Stops	2725	2639	2511	3093	2798	2756
Fuel Used (gal)	31.9	32.1	31.0	37.7	34.6	33.5

Queuing and Blocking Report
 Year 2017 No-Build, AM Peak Hour

03/11/2017

Intersection: 48: E Pine St & 2nd

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	78	103	69	90	112	64
Average Queue (ft)	39	43	20	15	37	4
95th Queue (ft)	61	79	54	63	85	29
Link Distance (ft)	354	346		233	259	259
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			50			
Storage Blk Time (%)			0	1		
Queuing Penalty (veh)			1	2		

Intersection: 51: E Pine St & 1st

Movement	SE	NW	NE	SW	SW
Directions Served	LTR	LTR	LTR	LT	TR
Maximum Queue (ft)	60	103	166	93	126
Average Queue (ft)	28	44	28	22	15
95th Queue (ft)	56	81	108	67	74
Link Distance (ft)	313	295	221	233	233
Upstream Blk Time (%)			0		0
Queuing Penalty (veh)			0		0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
 Year 2017 No-Build, AM Peak Hour

03/11/2017

Intersection: 54: E Pine St & Front

Movement	NB	NB	NB	SB	SB	SB	SB	NE	NE	NE	SW	SW
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	T
Maximum Queue (ft)	224	298	231	117	189	157	104	203	317	125	194	233
Average Queue (ft)	114	98	80	38	99	55	38	84	289	102	89	145
95th Queue (ft)	216	233	175	87	167	128	76	153	323	168	162	266
Link Distance (ft)		316	316		327	327		222	222		221	221
Upstream Blk Time (%)		1	0					0	39		0	4
Queuing Penalty (veh)		2	0					1	178		0	8
Storage Bay Dist (ft)	200			200			150			100		
Storage Blk Time (%)	9	0			0	0	0		49	1		11
Queuing Penalty (veh)	10	0			0	0	0		112	7		18

Intersection: 54: E Pine St & Front

Movement	SW
Directions Served	TR
Maximum Queue (ft)	150
Average Queue (ft)	112
95th Queue (ft)	178
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	125
Storage Blk Time (%)	10
Queuing Penalty (veh)	11

Intersection: 57: E Pine St & Amy

Movement	NB	NE	NE	SW	SW
Directions Served	R	T	TR	T	TR
Maximum Queue (ft)	49	125	323	143	109
Average Queue (ft)	12	67	206	11	7
95th Queue (ft)	39	166	383	69	52
Link Distance (ft)	247		276	222	222
Upstream Blk Time (%)			8	0	0
Queuing Penalty (veh)			78	1	0
Storage Bay Dist (ft)		100			
Storage Blk Time (%)		0	24		
Queuing Penalty (veh)		1	111		

Queuing and Blocking Report
 Year 2017 No-Build, AM Peak Hour

03/11/2017

Intersection: 60: E Pine St & Haskell St.

Movement	SE	SE	NW	NE	NE	SW	SW	SW
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	795	175	116	199	723	134	257	151
Average Queue (ft)	317	30	43	62	296	33	89	59
95th Queue (ft)	762	167	86	172	671	84	189	113
Link Distance (ft)	1332	1332	386		929		276	276
Upstream Blk Time (%)					2		1	
Queuing Penalty (veh)					0		1	
Storage Bay Dist (ft)				100		100		
Storage Blk Time (%)				1	40	0	10	
Queuing Penalty (veh)				4	21	0	4	

Intersection: 64: Front & Oak

Movement	NB	NB	SB	SB	SB	SW
Directions Served	T	TR	L	T	T	LR
Maximum Queue (ft)	39	28	51	36	56	78
Average Queue (ft)	3	1	18	2	2	39
95th Queue (ft)	27	10	49	17	24	62
Link Distance (ft)	491	491		316	316	194
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			50			
Storage Blk Time (%)			1	0		
Queuing Penalty (veh)			1	0		

Intersection: 66: Front & Manzanita

Movement	NB	NB	SB	SB	SB	SW
Directions Served	T	TR	L	T	T	LR
Maximum Queue (ft)	14	36	35	24	20	69
Average Queue (ft)	1	1	4	1	1	29
95th Queue (ft)	9	16	21	13	9	55
Link Distance (ft)	327	327		421	421	184
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 572

SimTraffic Simulation Summary
 Year 2017 No-Build Isolated Intersection Evaluation, AM Peak Hour

03/13/2017

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:05	7:05	7:05	7:05	7:05	7:05
End Time	8:10	8:10	8:10	8:10	8:10	8:10
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	1444	1510	1441	1483	1458	1467
Vehs Exited	1462	1523	1472	1499	1459	1483
Starting Vehs	51	44	52	45	36	45
Ending Vehs	33	31	21	29	35	29
Travel Distance (mi)	701	729	699	723	707	712
Travel Time (hr)	34.1	35.8	34.5	35.1	35.3	35.0
Total Delay (hr)	6.5	7.0	7.1	6.7	7.4	6.9
Total Stops	922	975	943	948	990	955
Fuel Used (gal)	24.3	25.0	24.3	24.8	24.8	24.6

Interval #0 Information Seeding

Start Time 7:05
 End Time 7:10
 Total Time (min) 5

Volumes adjusted by PHF, Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:10
 End Time 7:25
 Total Time (min) 15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	421	414	444	443	463	437
Vehs Exited	434	415	449	441	449	439
Starting Vehs	51	44	52	45	36	45
Ending Vehs	38	43	47	47	50	45
Travel Distance (mi)	207	197	218	214	224	212
Travel Time (hr)	10.6	10.1	11.6	10.9	11.8	11.0
Total Delay (hr)	2.4	2.3	3.0	2.5	3.0	2.7
Total Stops	285	280	330	303	335	308
Fuel Used (gal)	7.3	6.9	7.8	7.4	8.0	7.5

SimTraffic Simulation Summary
 Year 2017 No-Build Isolated Intersection Evaluation, AM Peak Hour

03/13/2017

Interval #2 Information Recording

Start Time 7:25
 End Time 8:10
 Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	1023	1096	997	1040	995	1031
Vehs Exited	1028	1108	1023	1058	1010	1045
Starting Vehs	38	43	47	47	50	45
Ending Vehs	33	31	21	29	35	29
Travel Distance (mi)	494	531	482	509	483	500
Travel Time (hr)	23.5	25.7	22.9	24.2	23.4	24.0
Total Delay (hr)	4.1	4.6	4.0	4.2	4.4	4.3
Total Stops	637	695	613	645	655	648
Fuel Used (gal)	16.9	18.2	16.5	17.4	16.9	17.2

Queuing and Blocking Report
 Year 2017 No-Build Isolated Intersection Evaluation, AM Peak Hour

03/13/2017

Intersection: 60: E Pine St & Haskell St.

Movement	SE	SE	NW	NE	NE	SW	SW	SW
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	307	55	98	177	344	112	229	99
Average Queue (ft)	152	17	35	46	142	32	76	51
95th Queue (ft)	254	43	75	127	265	79	163	84
Link Distance (ft)	1331	1331	386		929		1457	1457
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				100		100		
Storage Blk Time (%)				0	15	0	4	
Queuing Penalty (veh)				1	8	1	1	

Network Summary

Network wide Queuing Penalty: 11

SimTraffic Simulation Summary
 Year 2017 No-Build, AM Peak Hour, Mitigated

03/12/2017

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:10	7:10	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	2952	3008	2950	2980	3014	2980
Vehs Exited	2986	3018	2967	2988	3017	2994
Starting Vehs	87	67	82	64	68	70
Ending Vehs	53	57	65	56	65	57
Travel Distance (mi)	1008	1010	989	1014	1017	1008
Travel Time (hr)	64.8	63.6	60.6	64.7	63.2	63.4
Total Delay (hr)	25.9	24.7	22.5	25.6	24.1	24.6
Total Stops	3337	3322	3160	3327	3308	3293
Fuel Used (gal)	43.0	42.3	41.5	42.6	42.4	42.4

Interval #0 Information Seeding

Start Time 7:10
 End Time 7:15
 Total Time (min) 5
 Volumes adjusted by PHF, Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:15
 End Time 7:30
 Total Time (min) 15
 Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	852	809	828	853	779	822
Vehs Exited	835	805	840	833	772	819
Starting Vehs	87	67	82	64	68	70
Ending Vehs	104	71	70	84	75	75
Travel Distance (mi)	297	280	288	301	267	287
Travel Time (hr)	20.4	18.2	19.0	20.6	17.6	19.2
Total Delay (hr)	9.0	7.5	7.9	9.0	7.3	8.1
Total Stops	1066	963	1005	1071	929	1008
Fuel Used (gal)	12.8	12.0	12.4	13.0	11.4	12.3

SimTraffic Simulation Summary
 Year 2017 No-Build, AM Peak Hour, Mitigated

03/12/2017

Interval #2 Information Recording

Start Time 7:30
 End Time 8:15
 Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2100	2199	2122	2127	2235	2159
Vehs Exited	2151	2213	2127	2155	2245	2179
Starting Vehs	104	71	70	84	75	75
Ending Vehs	53	57	65	56	65	57
Travel Distance (mi)	712	729	701	713	750	721
Travel Time (hr)	44.4	45.4	41.5	44.0	45.6	44.2
Total Delay (hr)	17.0	17.2	14.6	16.6	16.8	16.4
Total Stops	2271	2359	2155	2256	2379	2283
Fuel Used (gal)	30.2	30.4	29.0	29.6	31.0	30.0

Queuing and Blocking Report
 Year 2017 No-Build, AM Peak Hour, Mitigated

03/12/2017

Intersection: 48: E Pine St & 2nd

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	86	95	80	85	110	38
Average Queue (ft)	37	43	28	11	29	6
95th Queue (ft)	66	74	70	48	75	30
Link Distance (ft)	354	346	234	234	259	259
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 51: E Pine St & 1st

Movement	SE	NW	NE	NE	SW	SW
Directions Served	LTR	LTR	LT	TR	LT	TR
Maximum Queue (ft)	54	92	75	80	101	132
Average Queue (ft)	25	41	13	7	19	13
95th Queue (ft)	55	72	51	41	64	75
Link Distance (ft)	319	288	222	222	234	234
Upstream Blk Time (%)						0
Queuing Penalty (veh)						0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report
 Year 2017 No-Build, AM Peak Hour, Mitigated

03/12/2017

Intersection: 54: E Pine St & Front

Movement	NB	NB	NB	SB	SB	SB	SB	NE	NE	NE	SW	SW
Directions Served	L	T	TR	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	220	271	206	108	185	136	69	200	273	296	191	226
Average Queue (ft)	102	73	64	37	83	37	35	87	162	208	82	140
95th Queue (ft)	188	169	131	88	143	98	65	171	255	299	150	246
Link Distance (ft)		318	318		328	328			223	223	222	222
Upstream Blk Time (%)		0							2	7	0	3
Queuing Penalty (veh)		0							7	33	0	6
Storage Bay Dist (ft)	200			200			150	100				
Storage Blk Time (%)	3				0	0		4	20			13
Queuing Penalty (veh)	3				0	0		11	37			20

Intersection: 54: E Pine St & Front

Movement	SW
Directions Served	TR
Maximum Queue (ft)	157
Average Queue (ft)	115
95th Queue (ft)	179
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	125
Storage Blk Time (%)	11
Queuing Penalty (veh)	12

Intersection: 57: E Pine St & Amy

Movement	NB	NE	NE	SW	SW
Directions Served	R	T	TR	T	TR
Maximum Queue (ft)	35	73	87	82	48
Average Queue (ft)	7	12	16	9	6
95th Queue (ft)	28	47	61	44	34
Link Distance (ft)	241	276	276	223	223
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report
 Year 2017 No-Build, AM Peak Hour, Mitigated

03/12/2017

Intersection: 60: E Pine St & Haskell St.

Movement	SE	SE	NW	NE	NE	SW	SW	SW
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	321	112	91	195	284	69	181	158
Average Queue (ft)	156	20	35	36	136	27	80	59
95th Queue (ft)	277	68	68	100	246	63	155	112
Link Distance (ft)	1331	1331	373		929		276	276
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				100		100		
Storage Blk Time (%)				0	13	0	4	
Queuing Penalty (veh)				0	7	0	2	

Intersection: 64: Front & Oak

Movement	NB	NB	SB	SB	SB	SW
Directions Served	T	TR	L	T	T	LR
Maximum Queue (ft)	13	38	53	14	30	82
Average Queue (ft)	1	1	18	1	1	39
95th Queue (ft)	8	14	48	9	14	64
Link Distance (ft)	491	491		318	318	194
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			50			
Storage Blk Time (%)			0	0		
Queuing Penalty (veh)			1	0		

Intersection: 66: Front & Manzanita

Movement	NB	NB	SB	SB	SB	SW
Directions Served	T	TR	L	T	T	LR
Maximum Queue (ft)	7	13	40	31	14	60
Average Queue (ft)	0	0	5	2	0	31
95th Queue (ft)	5	7	26	16	7	55
Link Distance (ft)	328	328		421	421	184
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 140

SimTraffic Simulation Summary
 Year 2017 No-Build, PM Peak Hour

03/09/2017

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	3:40	3:40	3:40	3:40	3:40	3:40
End Time	4:45	4:45	4:45	4:45	4:45	4:45
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	3044	3026	3207	2969	2972	3042
Vehs Exited	3057	3042	3163	2975	2994	3047
Starting Vehs	61	66	51	68	90	65
Ending Vehs	48	50	95	62	68	60
Travel Distance (mi)	923	914	964	901	920	924
Travel Time (hr)	69.1	70.6	86.7	64.5	83.5	74.9
Total Delay (hr)	33.3	35.2	49.5	29.6	47.9	39.1
Total Stops	3979	3714	4496	3566	3943	3937
Fuel Used (gal)	42.7	43.0	48.1	40.9	46.2	44.2

Interval #0 Information Seeding

Start Time 3:40
 End Time 3:45
 Total Time (min) 5

Volumes adjusted by PHF, Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 3:45
 End Time 4:00
 Total Time (min) 15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	858	787	882	837	838	841
Vehs Exited	839	797	833	834	832	828
Starting Vehs	61	66	51	68	90	65
Ending Vehs	80	56	100	71	96	77
Travel Distance (mi)	247	229	251	248	249	245
Travel Time (hr)	18.6	16.4	19.1	19.1	23.2	19.3
Total Delay (hr)	9.0	7.5	9.4	9.5	13.6	9.8
Total Stops	1081	883	1082	1028	1151	1043
Fuel Used (gal)	11.4	10.3	11.7	11.6	12.8	11.6

SimTraffic Simulation Summary
 Year 2017 No-Build, PM Peak Hour

03/09/2017

Interval #2 Information Recording

Start Time 4:00
 End Time 4:45
 Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2186	2239	2325	2132	2134	2202
Vehs Exited	2218	2245	2330	2141	2162	2220
Starting Vehs	80	56	100	71	96	77
Ending Vehs	48	50	95	62	68	60
Travel Distance (mi)	676	685	713	653	671	679
Travel Time (hr)	50.6	54.2	67.6	45.4	60.2	55.6
Total Delay (hr)	24.3	27.7	40.1	20.1	34.3	29.3
Total Stops	2898	2831	3414	2538	2792	2896
Fuel Used (gal)	31.3	32.6	36.4	29.3	33.4	32.6

Queuing and Blocking Report
 Year 2017 No-Build, PM Peak Hour

03/09/2017

Intersection: 54: E Pine St & Front

Movement	NB	NB	NB	SB	SB	SB	SB	NE	NE	NE	SW	SW
Directions Served	L	T	TR	L	T	T	R	L	T	R	L	T
Maximum Queue (ft)	224	323	304	122	167	118	92	136	242	125	162	244
Average Queue (ft)	180	184	158	53	80	39	42	59	220	96	73	206
95th Queue (ft)	262	375	306	101	138	100	74	109	262	168	127	279
Link Distance (ft)		316	316		327	327		222	222		221	221
Upstream Blk Time (%)		17	0						26			15
Queuing Penalty (veh)		69	1						78			49
Storage Bay Dist (ft)	200			200			150			100		
Storage Blk Time (%)	32	0			0	0			54	1		28
Queuing Penalty (veh)	62	0			0	0			73	2		83

Intersection: 54: E Pine St & Front

Movement	SW
Directions Served	TR
Maximum Queue (ft)	152
Average Queue (ft)	135
95th Queue (ft)	180
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	125
Storage Blk Time (%)	15
Queuing Penalty (veh)	34

Intersection: 57: E Pine St & Amy

Movement	NB	NE	NE	SW	SW
Directions Served	R	T	TR	T	TR
Maximum Queue (ft)	38	124	290	121	76
Average Queue (ft)	6	36	149	19	8
95th Queue (ft)	27	125	324	79	41
Link Distance (ft)	247		276	222	222
Upstream Blk Time (%)			5		
Queuing Penalty (veh)			30		
Storage Bay Dist (ft)		100			
Storage Blk Time (%)		0	19		
Queuing Penalty (veh)		0	58		

Queuing and Blocking Report
 Year 2017 No-Build, PM Peak Hour

03/09/2017

Intersection: 60: E Pine St & Haskell St.

Movement	SE	SE	NW	NE	NE	SW	SW	SW
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	170	71	72	53	224	122	290	115
Average Queue (ft)	84	7	28	10	92	47	133	62
95th Queue (ft)	146	39	61	39	174	109	251	105
Link Distance (ft)		467	386		455		276	276
Upstream Blk Time (%)								0
Queuing Penalty (veh)								2
Storage Bay Dist (ft)	150			100		100		
Storage Blk Time (%)	1				8	1		9
Queuing Penalty (veh)	0				1	2		7

Zone Summary

Zone wide Queuing Penalty: 551

HCM Signalized Intersection Capacity Analysis
60: E Pine St & Haskell St.

07/07/2017

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	405	16	50	1	12	109	50	375	16	38	160	185
Future Volume (vph)	405	16	50	1	12	109	50	375	16	38	160	185
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.96			0.97		1.00	1.00		1.00	1.00	0.97
Fipb, ped/bikes	0.99	1.00			1.00		1.00	1.00		0.98	1.00	1.00
Frt	1.00	0.89			0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1617	1471			1471		1623	1685		1622	1549	1406
Flt Permitted	0.71	1.00			1.00		0.61	1.00		0.27	1.00	1.00
Satd. Flow (perm)	1203	1471			1471		1043	1685		467	1549	1406
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	476	19	59	1	14	128	59	441	19	45	188	218
RTOR Reduction (vph)	0	28	0	0	61	0	0	1	0	0	0	140
Lane Group Flow (vph)	476	50	0	0	82	0	59	459	0	45	188	78
Confl. Peds. (#/hr)	7		25	25		7	3		40	40		3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	2%	0%	2%	0%	0%	2%	2%	3%	0%	0%	13%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Actuated Green, G (s)	35.8	35.8			35.8		24.5	24.5		24.5	24.5	24.5
Effective Green, g (s)	35.8	35.8			35.8		24.5	24.5		24.5	24.5	24.5
Actuated g/C Ratio	0.52	0.52			0.52		0.36	0.36		0.36	0.36	0.36
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	630	771			771		374	604		167	555	504
v/s Ratio Prot		0.03						0.27			0.12	
v/s Ratio Perm	0.40				0.06		0.06			0.10		0.06
v/c Ratio	0.76	0.06			0.11		0.16	0.76		0.27	0.34	0.16
Uniform Delay, d1	12.8	8.0			8.2		14.9	19.3		15.5	16.0	14.9
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.9	0.0			0.0		0.1	5.2		0.6	0.3	0.1
Delay (s)	17.7	8.0			8.2		15.0	24.5		16.2	16.3	15.0
Level of Service	B	A			A		B	C		B	B	B
Approach Delay (s)		16.3			8.2			23.4			15.6	
Approach LOS		B			A			C			B	
Intersection Summary												
HCM 2000 Control Delay			17.7									B
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			68.3						8.0			
Intersection Capacity Utilization			75.7%									D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis
60: E Pine St & Haskell St.

07/07/2017

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖	↗			↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	405	16	50	1	12	109	50	375	16	38	160	185
Future Volume (vph)	405	16	50	1	12	109	50	375	16	38	160	185
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.96			0.98		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		0.98	1.00	1.00
Frt	1.00	0.89			0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1622	1471			1487		1623	1685		1622	1549	1406
Flt Permitted	0.71	1.00			1.00		0.61	1.00		0.27	1.00	1.00
Satd. Flow (perm)	1207	1471			1486		1044	1685		468	1549	1406
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	476	19	59	1	14	128	59	441	19	45	188	218
RTOR Reduction (vph)	0	28	0	0	61	0	0	1	0	0	0	140
Lane Group Flow (vph)	476	50	0	0	82	0	59	459	0	45	188	78
Confl. Peds. (#/hr)	7		25	25		7	3		40	40		3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	2%	0%	2%	0%	0%	2%	2%	3%	0%	0%	13%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Actuated Green, G (s)	35.6	35.6			35.6		24.4	24.4		24.4	24.4	24.4
Effective Green, g (s)	35.6	35.6			35.6		24.4	24.4		24.4	24.4	24.4
Actuated g/C Ratio	0.52	0.52			0.52		0.36	0.36		0.36	0.36	0.36
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	631	770			777		374	604		167	555	504
v/s Ratio Prot		0.03						c0.27			0.12	
v/s Ratio Perm	c0.39				0.06		0.06			0.10		0.06
v/c Ratio	0.75	0.06			0.11		0.16	0.76		0.27	0.34	0.16
Uniform Delay, d1	12.8	8.0			8.2		14.8	19.2		15.5	15.9	14.8
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.9	0.0			0.0		0.1	5.2		0.6	0.3	0.1
Delay (s)	17.6	8.0			8.2		15.0	24.4		16.1	16.2	14.9
Level of Service	B	A			A		B	C		B	B	B
Approach Delay (s)		16.3			8.2			23.3			15.6	
Approach LOS		B			A			C			B	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		

SimTraffic Simulation Summary
 Design Year 2018 No-Build, AM Peak Hour

07/07/2017

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:10	7:10	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	2911	2983	2982	2954	2956	2956
Vehs Exited	2937	2983	2992	2967	2941	2962
Starting Vehs	86	71	65	73	67	71
Ending Vehs	60	71	55	60	82	60
Travel Distance (mi)	994	988	1012	990	995	996
Travel Time (hr)	73.2	79.2	75.9	75.7	80.8	77.0
Total Delay (hr)	35.1	41.2	37.0	37.6	42.4	38.7
Total Stops	3661	3852	3924	3876	3881	3837
Fuel Used (gal)	43.9	45.3	45.3	44.5	45.8	45.0

Interval #0 Information Seeding

Start Time 7:10
 End Time 7:15
 Total Time (min) 5
 Volumes adjusted by PHF, Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:15
 End Time 7:30
 Total Time (min) 15
 Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	761	802	783	799	772	781
Vehs Exited	749	745	747	789	757	759
Starting Vehs	86	71	65	73	67	71
Ending Vehs	98	128	101	83	82	96
Travel Distance (mi)	263	262	268	272	265	266
Travel Time (hr)	23.8	27.5	21.3	23.6	19.7	23.2
Total Delay (hr)	13.7	17.4	11.1	13.2	9.4	13.0
Total Stops	1125	1218	1055	1166	982	1107
Fuel Used (gal)	12.6	13.4	12.3	12.9	11.7	12.6

SimTraffic Simulation Summary
Design Year 2018 No-Build, AM Peak Hour

07/07/2017

Interval #2 Information Recording

Start Time 7:30
End Time 8:15
Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2150	2181	2199	2155	2184	2175
Vehs Exited	2188	2238	2245	2178	2184	2207
Starting Vehs	98	128	101	83	82	96
Ending Vehs	60	71	55	60	82	60
Travel Distance (mi)	730	726	744	718	730	730
Travel Time (hr)	49.4	51.7	54.7	52.0	61.1	53.8
Total Delay (hr)	21.4	23.8	26.0	24.5	32.9	25.7
Total Stops	2536	2634	2869	2710	2899	2730
Fuel Used (gal)	31.3	31.9	33.0	31.6	34.1	32.4

Queuing and Blocking Report
 Design Year 2018 No-Build, AM Peak Hour

07/07/2017

Intersection: 60: E Pine St & Haskell St.

Movement	SE	SE	NW	NE	NE	SW	SW	SW
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	514	133	119	200	758	126	226	103
Average Queue (ft)	218	24	51	63	311	35	83	51
95th Queue (ft)	439	76	100	180	705	88	169	89
Link Distance (ft)	1332	1332	386		929		276	276
Upstream Blk Time (%)					2		0	
Queuing Penalty (veh)					0		0	
Storage Bay Dist (ft)				100		100		
Storage Blk Time (%)				0	39	1	6	
Queuing Penalty (veh)				2	20	2	2	

Zone Summary

Zone wide Queuing Penalty: 26

SimTraffic Simulation Summary
 Design Year 2018 No-Build, AM Peak Hour, Mitigated

07/07/2017

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:10	7:10	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	2926	2968	2984	2919	2941	2947
Vehs Exited	2926	3013	2995	2918	2936	2955
Starting Vehs	65	90	80	61	61	70
Ending Vehs	65	45	69	62	66	56
Travel Distance (mi)	966	1006	992	979	974	983
Travel Time (hr)	60.3	63.3	60.2	60.8	59.2	60.8
Total Delay (hr)	23.0	24.5	21.9	23.1	21.8	22.9
Total Stops	3150	3192	3140	3114	3228	3166
Fuel Used (gal)	40.9	42.0	41.1	41.0	40.8	41.2

Interval #0 Information Seeding

Start Time 7:10
 End Time 7:15
 Total Time (min) 5

Volumes adjusted by PHF, Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:15
 End Time 7:30
 Total Time (min) 15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	824	844	798	807	797	815
Vehs Exited	820	853	793	777	785	805
Starting Vehs	65	90	80	61	61	70
Ending Vehs	69	81	85	91	73	78
Travel Distance (mi)	285	291	271	275	272	279
Travel Time (hr)	19.8	20.0	17.4	18.0	17.3	18.5
Total Delay (hr)	8.8	8.7	7.0	7.4	6.8	7.8
Total Stops	1018	1039	933	944	926	973
Fuel Used (gal)	12.5	12.7	11.4	11.7	11.6	12.0

SimTraffic Simulation Summary
 Design Year 2018 No-Build, AM Peak Hour, Mitigated

07/07/2017

Interval #2 Information Recording

Start Time 7:30
 End Time 8:15
 Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2102	2124	2186	2112	2144	2135
Vehs Exited	2106	2160	2202	2141	2151	2153
Starting Vehs	69	81	85	91	73	78
Ending Vehs	65	45	69	62	66	56
Travel Distance (mi)	681	715	721	704	702	705
Travel Time (hr)	40.5	43.3	42.8	42.8	41.9	42.3
Total Delay (hr)	14.2	15.7	15.0	15.7	14.9	15.1
Total Stops	2132	2153	2207	2170	2302	2196
Fuel Used (gal)	28.4	29.3	29.7	29.3	29.2	29.2

Queuing and Blocking Report
 Design Year 2018 No-Build, AM Peak Hour, Mitigated

07/07/2017

Intersection: 60: E Pine St & Haskell St.

Movement	SE	SE	NW	NE	NE	SW	SW	SW
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	363	75	90	176	368	117	174	117
Average Queue (ft)	145	20	35	38	133	29	69	50
95th Queue (ft)	269	51	72	105	263	76	144	96
Link Distance (ft)	1331	1331	373		929		276	276
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				100		100		
Storage Blk Time (%)				0	12	0	3	
Queuing Penalty (veh)				1	7	0	1	

Zone Summary

Zone wide Queuing Penalty: 9

HCM Signalized Intersection Capacity Analysis
60: E Pine St & Haskell St.

07/07/2017

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔	↔			↕		↔	↔		↔	↕	↔
Traffic Volume (vph)	405	17	50	1	13	115	50	375	16	39	160	185
Future Volume (vph)	405	17	50	1	13	115	50	375	16	39	160	185
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.96			0.97		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00			1.00		1.00	1.00		0.98	1.00	1.00
Frt	1.00	0.89			0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1617	1474			1471		1623	1685		1621	1549	1406
Flt Permitted	0.70	1.00			1.00		0.61	1.00		0.27	1.00	1.00
Satd. Flow (perm)	1187	1474			1471		1039	1685		462	1549	1406
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	476	20	59	1	15	135	59	441	19	46	188	218
RTOR Reduction (vph)	0	28	0	0	64	0	0	1	0	0	0	140
Lane Group Flow (vph)	476	51	0	0	87	0	59	459	0	46	188	78
Confl. Peds. (#/hr)	7		25	25		7	3		40	40		3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	2%	0%	2%	0%	0%	2%	2%	3%	0%	0%	13%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Actuated Green, G (s)	36.5	36.5			36.5		24.7	24.7		24.7	24.7	24.7
Effective Green, g (s)	36.5	36.5			36.5		24.7	24.7		24.7	24.7	24.7
Actuated g/C Ratio	0.53	0.53			0.53		0.36	0.36		0.36	0.36	0.36
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	626	777			775		370	601		164	552	501
v/s Ratio Prot		0.03						c0.27			0.12	
v/s Ratio Perm	c0.40				0.06		0.06			0.10		0.06
v/c Ratio	0.76	0.07			0.11		0.16	0.76		0.28	0.34	0.16
Uniform Delay, d1	12.9	8.0			8.2		15.2	19.7		15.9	16.3	15.1
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.2	0.0			0.0		0.1	5.5		0.7	0.3	0.1
Delay (s)	18.1	8.0			8.3		15.3	25.1		16.6	16.6	15.3
Level of Service	B	A			A		B	C		B	B	B
Approach Delay (s)		16.7			8.3			24.0			15.9	
Approach LOS		B			A			C			B	

Intersection Summary

HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	69.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
60: E Pine St & Haskell St.

07/07/2017

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↔	↔			↕		↔	↔		↔	↔	↔
Traffic Volume (vph)	405	17	50	1	13	115	50	375	16	39	160	185
Future Volume (vph)	405	17	50	1	13	115	50	375	16	39	160	185
Ideal Flow (vphpl)	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750
Total Lost time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.96			0.98		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		0.98	1.00	1.00
Frt	1.00	0.89			0.88		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1622	1474			1487		1623	1685		1622	1549	1406
Flt Permitted	0.70	1.00			1.00		0.61	1.00		0.27	1.00	1.00
Satd. Flow (perm)	1191	1474			1487		1041	1685		465	1549	1406
Peak-hour factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Adj. Flow (vph)	476	20	59	1	15	135	59	441	19	46	188	218
RTOR Reduction (vph)	0	28	0	0	64	0	0	1	0	0	0	140
Lane Group Flow (vph)	476	51	0	0	87	0	59	459	0	46	188	78
Confl. Peds. (#/hr)	7		25	25		7	3		40	40		3
Confl. Bikes (#/hr)									1			1
Heavy Vehicles (%)	2%	0%	2%	0%	0%	2%	2%	3%	0%	0%	13%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		2
Actuated Green, G (s)	36.1	36.1			36.1		24.6	24.6		24.6	24.6	24.6
Effective Green, g (s)	36.1	36.1			36.1		24.6	24.6		24.6	24.6	24.6
Actuated g/C Ratio	0.53	0.53			0.53		0.36	0.36		0.36	0.36	0.36
Clearance Time (s)	4.0	4.0			4.0		4.0	4.0		4.0	4.0	4.0
Vehicle Extension (s)	2.5	2.5			2.5		2.5	2.5		2.5	2.5	2.5
Lane Grp Cap (vph)	625	774			781		372	603		166	554	503
v/s Ratio Prot		0.03						c0.27			0.12	
v/s Ratio Perm	c0.40				0.06		0.06			0.10		0.06
v/c Ratio	0.76	0.07			0.11		0.16	0.76		0.28	0.34	0.16
Uniform Delay, d1	12.9	8.0			8.2		15.0	19.5		15.7	16.1	15.0
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.2	0.0			0.0		0.1	5.4		0.7	0.3	0.1
Delay (s)	18.1	8.0			8.3		15.2	24.8		16.4	16.4	15.1
Level of Service	B	A			A		B	C		B	B	B
Approach Delay (s)		16.7			8.3			23.7			15.8	
Approach LOS		B			A			C			B	

Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

SimTraffic Simulation Summary
 Design Year 2018 Build, AM Peak Hour

07/07/2017

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:10	7:10	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	2999	2968	2963	2953	2944	2965
Vehs Exited	2988	2984	3000	2955	2980	2982
Starting Vehs	74	83	92	74	83	76
Ending Vehs	85	67	55	72	47	66
Travel Distance (mi)	996	999	991	1002	996	997
Travel Time (hr)	72.6	81.4	87.0	75.9	71.8	77.7
Total Delay (hr)	34.3	42.8	48.7	37.4	33.5	39.4
Total Stops	3702	3919	4085	3830	3644	3832
Fuel Used (gal)	44.1	46.3	47.3	45.1	44.1	45.4

Interval #0 Information Seeding

Start Time 7:10
 End Time 7:15
 Total Time (min) 5
 Volumes adjusted by PHF, Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:15
 End Time 7:30
 Total Time (min) 15
 Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	787	863	772	784	784	797
Vehs Exited	770	822	745	749	770	771
Starting Vehs	74	83	92	74	83	76
Ending Vehs	91	124	119	109	97	106
Travel Distance (mi)	268	288	257	266	261	268
Travel Time (hr)	20.5	32.0	26.7	22.3	22.2	24.8
Total Delay (hr)	10.2	20.8	16.8	12.1	12.2	14.4
Total Stops	1053	1348	1192	1121	1088	1162
Fuel Used (gal)	12.1	15.3	13.3	12.5	12.4	13.1

SimTraffic Simulation Summary
Design Year 2018 Build, AM Peak Hour

07/07/2017

Interval #2 Information Recording

Start Time 7:30
End Time 8:15
Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2212	2105	2191	2169	2160	2170
Vehs Exited	2218	2162	2255	2206	2210	2209
Starting Vehs	91	124	119	109	97	106
Ending Vehs	85	67	55	72	47	66
Travel Distance (mi)	728	711	734	737	735	729
Travel Time (hr)	52.1	49.5	60.2	53.6	49.6	53.0
Total Delay (hr)	24.1	22.0	31.9	25.3	21.4	24.9
Total Stops	2649	2571	2893	2709	2556	2680
Fuel Used (gal)	32.0	31.1	33.9	32.6	31.8	32.3

Queuing and Blocking Report
 Design Year 2018 Build, AM Peak Hour

07/07/2017

Intersection: 60: E Pine St & Haskell St.

Movement	SE	SE	NW	NE	NE	SW	SW	SW
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	517	118	165	199	815	147	255	117
Average Queue (ft)	220	21	55	56	333	38	90	54
95th Queue (ft)	484	72	114	163	808	94	189	94
Link Distance (ft)	1332	1332	386		929		276	276
Upstream Blk Time (%)					4		0	
Queuing Penalty (veh)					0		1	
Storage Bay Dist (ft)				100		100		
Storage Blk Time (%)				1	37	1	7	
Queuing Penalty (veh)				5	19	2	3	

Zone Summary

Zone wide Queuing Penalty: 29

SimTraffic Simulation Summary
 Design Year 2018 Build, AM Peak Hour, Mitigated

07/07/2017

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	7:10	7:10	7:10	7:10	7:10	7:10
End Time	8:15	8:15	8:15	8:15	8:15	8:15
Total Time (min)	65	65	65	65	65	65
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	3	3	3	3	3	3
# of Recorded Intervals	2	2	2	2	2	2
Vehs Entered	2918	2978	2953	2978	2982	2960
Vehs Exited	2936	2990	2969	2981	2982	2972
Starting Vehs	61	74	67	61	66	60
Ending Vehs	43	62	51	58	66	53
Travel Distance (mi)	978	987	978	987	995	985
Travel Time (hr)	58.7	60.4	60.7	60.4	61.0	60.2
Total Delay (hr)	21.0	22.5	23.2	22.4	22.6	22.4
Total Stops	3058	3138	3094	3160	3243	3139
Fuel Used (gal)	40.4	41.2	40.9	41.3	41.4	41.0

Interval #0 Information Seeding

Start Time 7:10
 End Time 7:15
 Total Time (min) 5
 Volumes adjusted by PHF, Growth Factors.
 No data recorded this interval.

Interval #1 Information Recording

Start Time 7:15
 End Time 7:30
 Total Time (min) 15
 Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	Avg
Vehs Entered	792	815	839	810	810	817
Vehs Exited	772	825	830	809	811	809
Starting Vehs	61	74	67	61	66	60
Ending Vehs	81	64	76	62	65	69
Travel Distance (mi)	272	277	289	279	278	279
Travel Time (hr)	17.9	18.2	19.7	18.1	18.0	18.4
Total Delay (hr)	7.4	7.6	8.5	7.3	7.2	7.6
Total Stops	948	966	994	923	955	956
Fuel Used (gal)	11.6	11.9	12.5	11.9	11.7	11.9

SimTraffic Simulation Summary
Design Year 2018 Build, AM Peak Hour, Mitigated

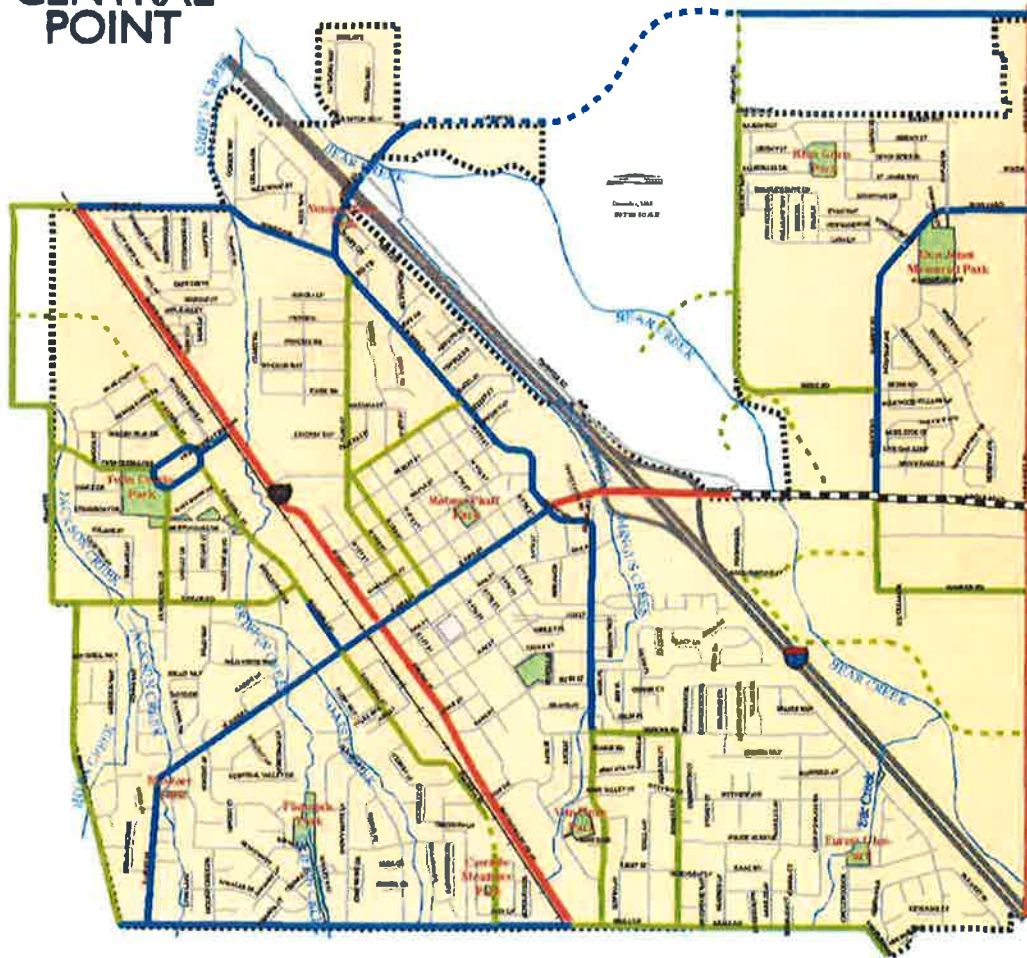
07/07/2017

Interval #2 Information Recording

Start Time 7:30
End Time 8:15
Total Time (min) 45

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	Avg
Vehs Entered	2126	2163	2114	2168	2172	2151
Vehs Exited	2164	2165	2139	2172	2171	2163
Starting Vehs	81	64	76	62	65	69
Ending Vehs	43	62	51	58	66	53
Travel Distance (mi)	706	710	689	708	717	706
Travel Time (hr)	40.8	42.2	41.0	42.3	43.0	41.9
Total Delay (hr)	13.6	14.9	14.7	15.1	15.4	14.7
Total Stops	2110	2172	2100	2237	2288	2184
Fuel Used (gal)	28.8	29.2	28.4	29.4	29.7	29.1

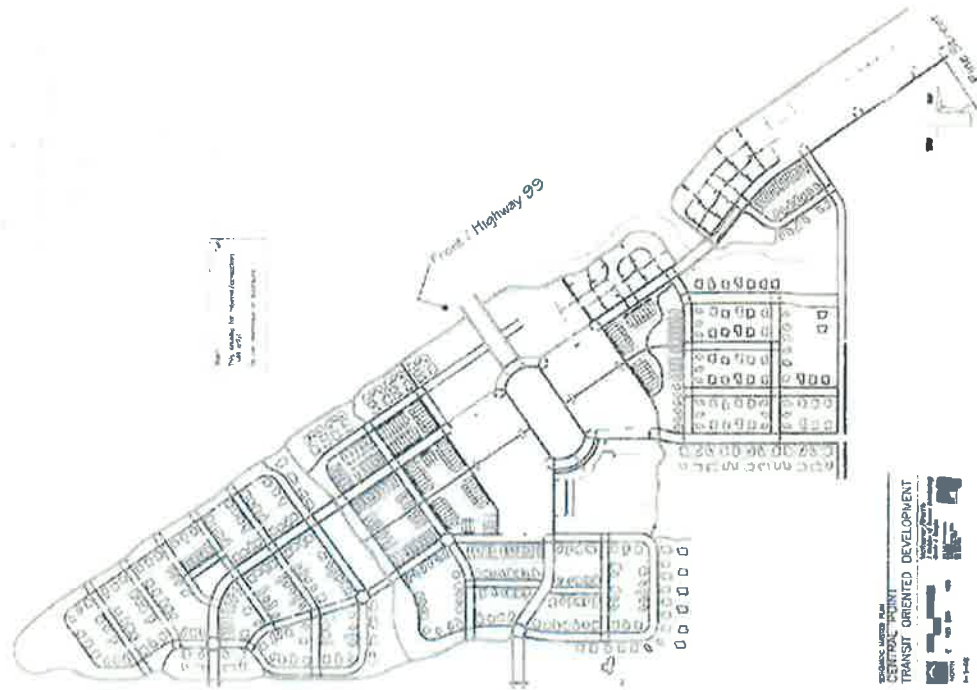


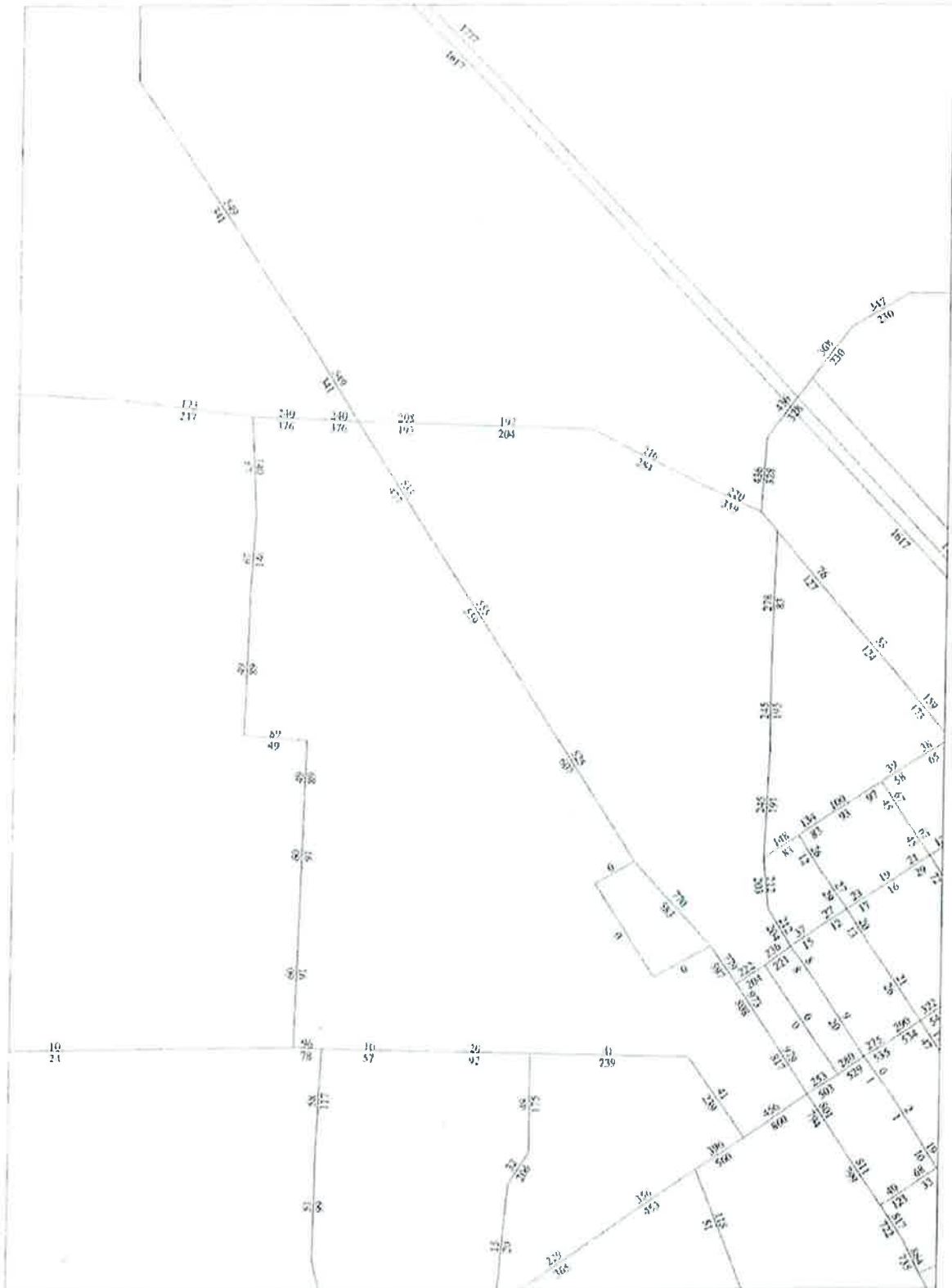
- Legend
- Urban Area
 - Principal Arterial
 - Collector
 - Public Parks
 - Intermodal Connector
 - Future Collector
 - Railroad
 - Minor Arterial
 - Local
 - Future Minor Arterial

Figure 7.1
Functional Classification &
Street Network Map
2008-2030

Figure 14

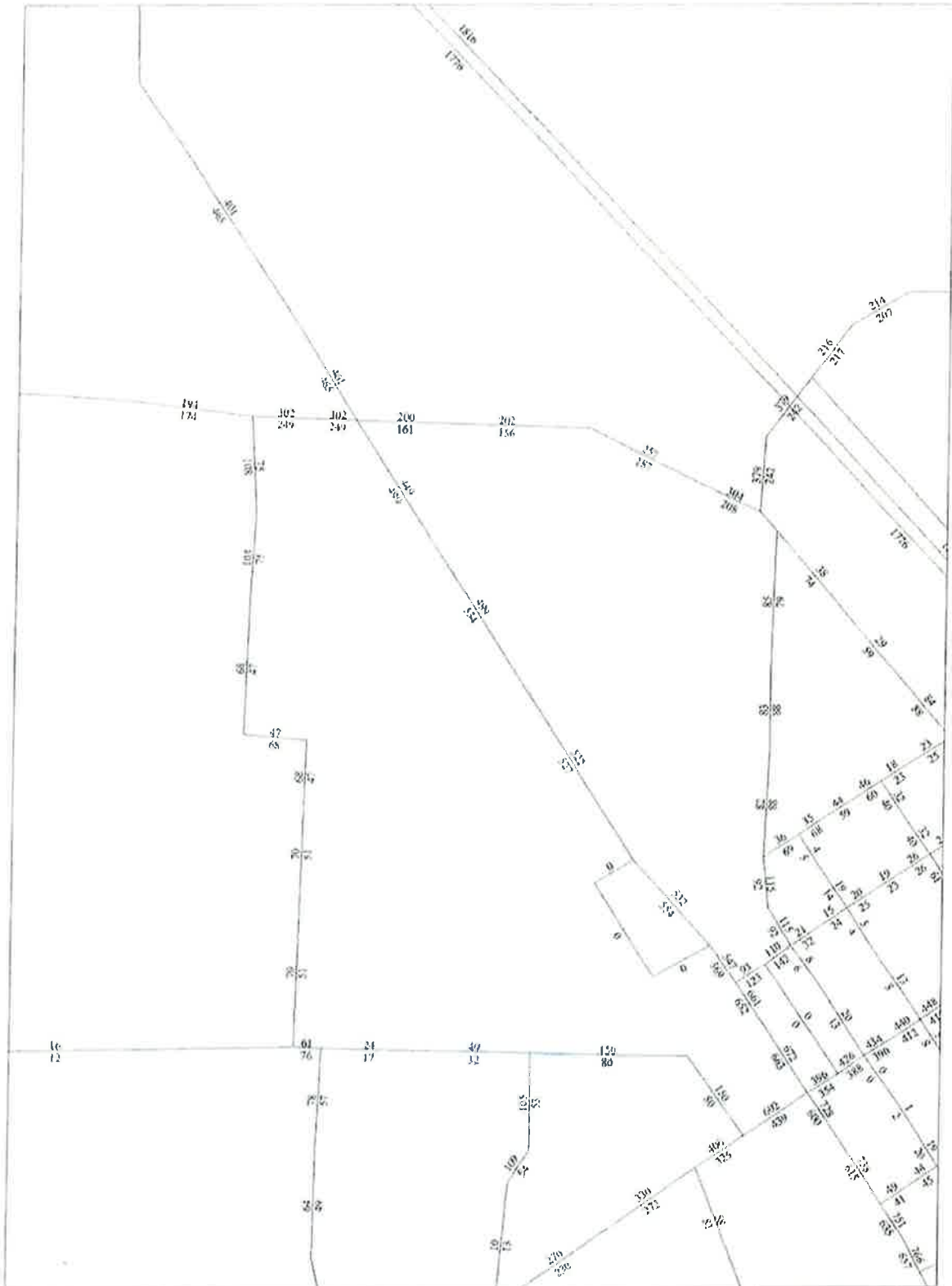
Central Point Transit Oriented Development





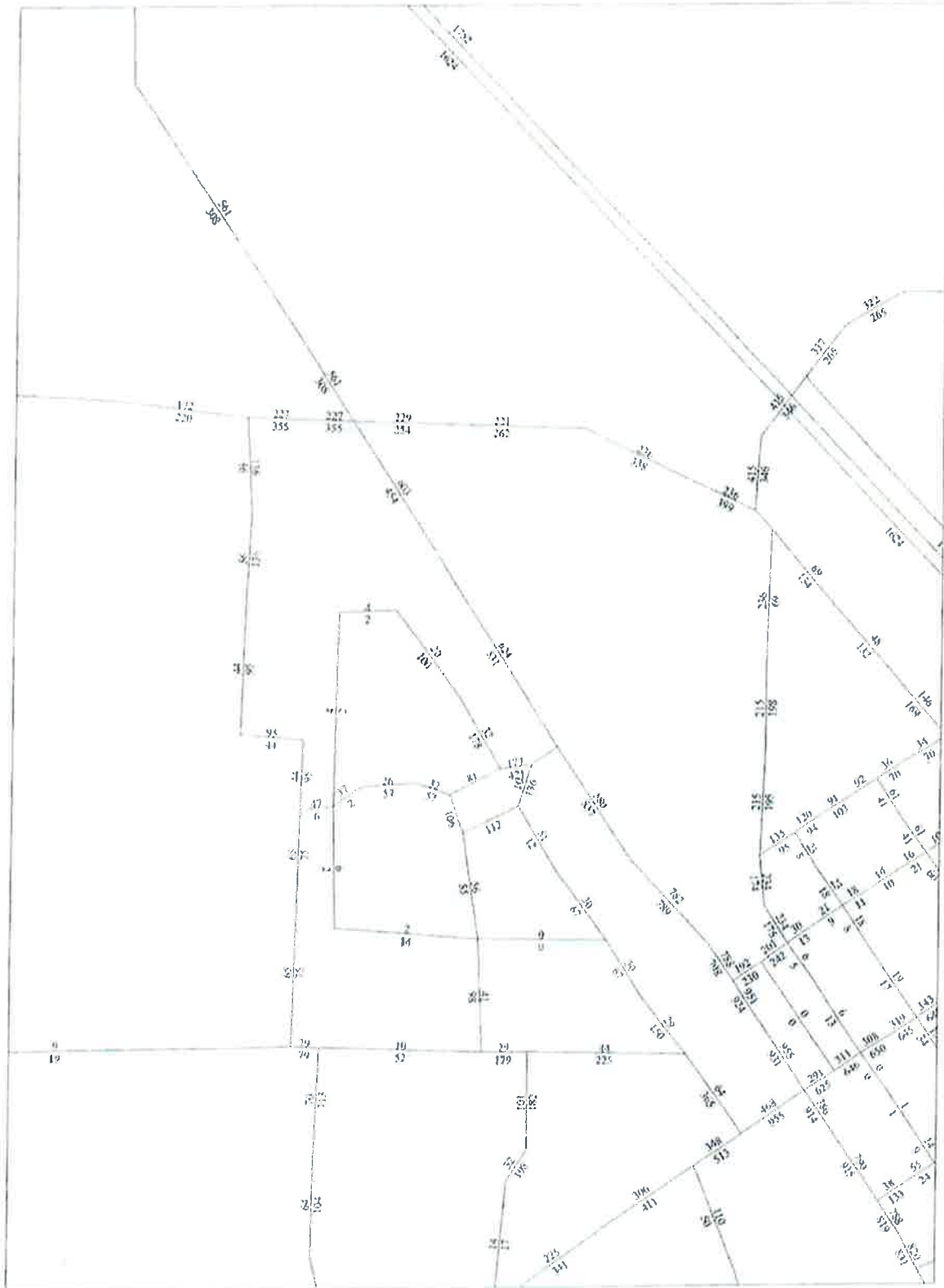
Scenario 150 (2020 Committed with Updated P&A)

2020 no-build AM



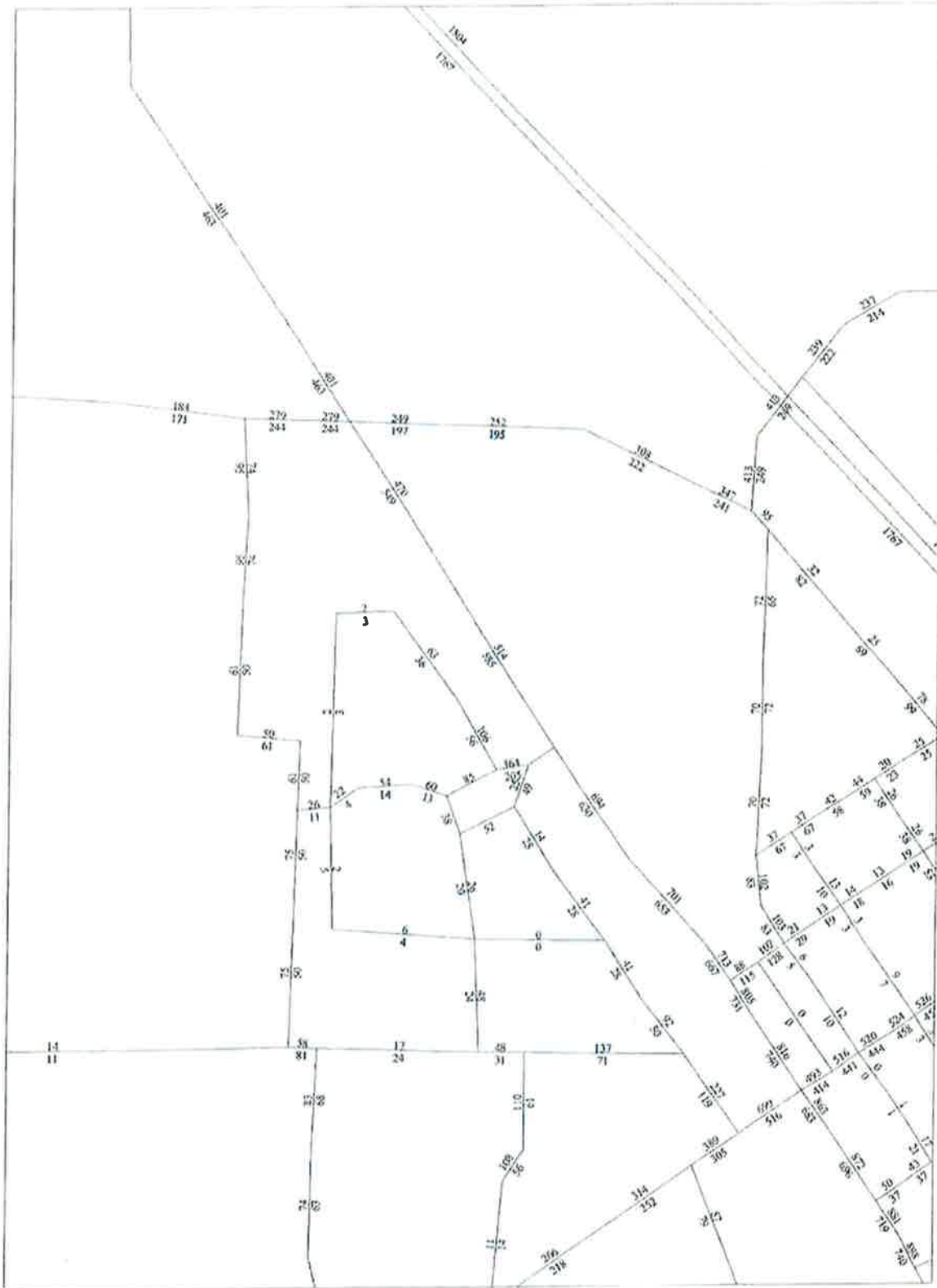
Scenario 150 (2020 Committed with Updated P&A)

2020 no-build PM



Scenario 550 (2020 Detailed Network)

2020 Build AM



Scenario 550 (2020 Detailed Network)

2020 Build PM

PLANNING COMMISSION RESOLUTION NO. 845

**A RESOLUTION FORWARDING A FAVORABLE RECOMMENDATION
TO THE CITY COUNCIL TO APPROVE THE COMPREHENSIVE PLAN
AMENDMENT/CLARIFICATION OF 3428 AND 3470 CHICORY LANE TO
TOD CORRIDOR**

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

**(37S 2W 11C, Tax Lots 8300 & 8400)
File No. CPA-17002**

WHEREAS, the Central Point Comprehensive Plan Land Use Map designates 3428 and 3470 Chicory Lane as TOD Corridor, and the current TOD-MMR/R-3 zoning designation and the proposed TOD-LMR/R-2 zoning designation are consistent with the Comprehensive Plan and surrounding uses; and

WHEREAS, the proposed Comprehensive Plan Amendment will provide clarification of the Property's land use designation upon annexation in the City; and

WHEREAS, the Planning Commission's consideration of the application is based on the standards and criteria applicable to Minor Comprehensive Plan Amendments per Section 17.96.500, and the findings of fact and conclusions of law incorporated herein (Exhibit "A"), and

WHEREAS, adequate public services and transportation networks are available to the site, and are consistent with the Statewide Planning Goals and Transportation Planning Rule; and

WHEREAS, on September 5, 2017, the Central Point Planning Commission opened a duly-noticed public hearing on the Application, at which time the Planning Commission heard testimony and comments on the Comprehensive Plan Amendment application, as specifically identified in Exhibit "A".

NOW, THEREFORE, BE IT RESOLVED, that the City of Central Point Planning Commission, by this Resolution No. 845, does hereby recommend approval of the Comprehensive Plan Amendment based on the findings of fact and conclusions of law as set forth in Exhibit "A, and attached hereto by reference and incorporated herein; and

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 ____ day of September, 2017.

Planning Commission Chair

Planning Commission Resolution No. 838