

CITY COUNCIL MEETING AGENDA

March 13, 2025

6:00 PM

Central Point City Hall, Council Chambers

140 S 3rd St, Central Point, OR

www.centralpointoregon.gov



10. Meeting Called to Order

20. Pledge of Allegiance

30. Roll Call

40. Public Comments

The City Council sets aside 20 minutes for in-person public comments on non-agenda items. Comments are limited to three (3) minutes per individual, five (5) minutes per group or organization. Please complete a public comment form before speaking.

The City Council encourages written comments. Please submit your comments by regular mail to City Council, 140 S Third St, or by email to meetings@centralpointoregon.gov. Comments must be received by noon on the date of the meeting to be noted in the record. Please include the date of the Council meeting with your comments.

50. Consent Agenda

- A. Approval of February 27, 2025, Meeting Minutes
- B. OLCC Application Central Point Liquor Store

60. Items Removed from the Consent Agenda

70. Public Hearing

Public comments will be allowed on items under this part of the agenda following a brief staff report presenting the item and action requested. The presiding officer may limit testimony.

For land use matters and other quasi-judicial appeals: Comments are limited to a total of 30 minutes for applicants and/or their representatives. They may request a 5-minute rebuttal time. Appellants and/or their representatives are limited to a total of 30 minutes and if the applicant is not the appellant they will also be allowed a total of 30 minutes. All other participants are limited to 4 minutes.

*For matters that are legislative or administrative and are not quasi-judicial:
Comments are limited to 4 minutes per individual, group or organization.*

Please complete a public comment form before speaking.

- A. Ordinance Adopting Diesel Fuel Tax
Chris Clayton, City Manager
- B. Parklet Program Fee Resolution
Stephanie Powers, Planning Director

80. Ordinances and Resolutions

- A. Code Amendments to Floodplain Development Standards
Justin Gindlesperger, Community Planner III
- B. Comprehensive Plan Land Use Element Amendment Designating a Climate Friendly Area
Stephanie Powers, Planning Director
- C. Zoning Map and Text Amendments to Designate a Climate Friendly Area
Stephanie Powers, Planning Director
- D. Temporary Parklet Program Revision
Stephanie Powers, Planning Director
- E. A Resolution Authorizing the City of Central Point to Apply for a Local Government Grant from the Oregon Parks and Recreation Department for Purchase and Installation of an Accessible Playground at Don Jones Memorial Park and Delegating Authority to the City Manager to Sign the Application
Dave Jacob, Park Planner

90. Business

- A. Planning Commission Report
Stephanie Powers, Planning Director

100. Mayor's Report

110. City Manager's Report

120. Council Reports

130. Department Reports

140. Public Agency Comment

150. Agenda Building

160. Executive Session

The City Council will adjourn to executive session under the provisions of ORS

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

170. Adjournment

Individuals wishing to attend a meeting via Zoom or needing special accommodations such as sign language, foreign language interpreters, or equipment for deaf and hard of hearing people must request such services at least 72 hours before the City Council meeting. To make your request, please contact the City Recorder at 541-423-1015 (voice) or by e-mail to meetings@centralpointoregon.gov.

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

CITY COUNCIL MEETING MINUTES

February 27, 2025

6:00 PM

Central Point City Hall, Council Chambers

140 S 3rd St, Central Point, OR

www.centralpointoregon.gov



1 Meeting Called to Order

2 Pledge of Allegiance

3 Roll Call

The following members were present: Mayor Taneea Browning, At Large Rob Hernandez, At Large Michael Parsons, Ward I Neil Olsen, Ward III Grey Zimmerman, Ward IV Brian Whitaker.

The following members were absent: Ward II Kelley Johnson

The following staff were also present: City Manager Chris Clayton, City Attorney Sydnee Dreyer (Remote), Police Chief Scott Logue, Planning Director Stephanie Powers, Parks and Public Works Director Matt Samitore (Remote), Construction Services Supervisor Greg Graves, Community Planner III Justin Gindlesperger, and City Recorder Rachel Neuenschwander.

4 Public Comments

5 Consent Agenda

A. Approval of January 23, 2025 Meeting Minutes

B. Arbor Week Proclamation 2025

C. Budget Committee Appointment's

D. Quarterly Financial Statements

Motion: Approve

Moved By: Rob Hernandez

Seconded by: Grey Zimmerman

Roll Call: Members Tanea Browning, Rob Hernandez, Michael Parsons, Neil Olsen, Grey Zimmerman, Brian Whitaker voted yes. None voted no.

6 Items Removed from the Consent Agenda

7 Public Hearing

A. Accepting the Bid for the Moore Family Fields Phase 2 Electrical Contract with Infinity Electric and Exempting from Competitive Bidding.

City Manager Chris Clayton read pre-hearing statement and asked if any council members had conflicts of interest to declare for item A on the agenda. No conflicts were declared.

Greg Graves, Construction Services Supervisor, presented the resolution to accept the bid for the Hanley Little League Infinity contract. He provided a summary of the project:

- It was a design-build project which was unusual for the city.
- The only initial bid received was from Knife River for \$2,900,000, which was beyond the available budget.
- To date, there have been 11 contracts totaling \$688,000.
- Three change orders for Infinity Electric exceeded the 25% threshold over the original contract cost.
- Change orders included work for Hunter Communications, exhaust fans, and backup power for scoreboards and field lighting.
- The project has saved about \$850,000 compared to the Knife River bid items.
- Public interest justifies the exemption from competitive bidding as it will save the city time and money to complete the items with the existing contractor and allow the fields to be ready for

this spring baseball season. If the work were rebid the project could not be completed on time.

Council members asked questions about the Ethernet line specifications and the fairness of the contractor's pricing. Staff clarified that the IT department was ensuring the correct specifications were being met. He also noted that local contractors had been community-minded and provided in-kind donations to help keep costs down.

Chris added that there was a plan to complete phase three of the project in the next budget cycle, which would finish the remaining fields except for lighting and parking.

Mayor Browning opened the public hearing. No one came forward, and the public hearing was closed.

Motion: Approve

Moved By: Rob Hernandez

Seconded by: Neil Olsen

Roll Call: Members Tanea Browning, Rob Hernandez, Michael Parsons, Neil Olsen, Grey Zimmerman, Brian Whitaker voted yes. None voted no.

Rob Hernandez moved to approve Resolution No. 1814, adopting findings, authorizing an exemption from competitive bidding and awarding a contract to Infinity Electric to complete change orders 4-6 – Hanley Baseball Complex.

B. Code Amendments to Floodplain Development Standards

City Manager Chris Clayton read the legislative pre-hearing statement which applies to the next three hearings on the agenda and asked if any council members had conflicts of interest to declare for items B, C, or D on the agenda. No conflicts were declared.

Justin Gindlesperger, Community Planner III, presented the first reading of the ordinance for floodplain management text amendments. He explained that the updates were necessary to comply with new FEMA regulations and the Endangered Species Act. Key points included:

- The amendments aim to keep property owners eligible for flood insurance and implement no net loss of floodplain functions.

- Central Point is part of the implementation area for these new standards.
- The updates focus on limiting future losses and don't affect existing development unless new floodplain permits are needed.
- The amendments incorporate permit-by-permit processes and habitat assessments.

Council members asked questions about vegetation requirements and enforcement. Justin clarified that the regulations only apply to mapped floodplain areas and only when property owners are making changes. He also explained that the city identifies requirements when people apply for development permits in the floodplain.

Mayor Browning opened the public hearing. No one came forward, and the public hearing was closed.

Motion: Approve

Moved By: Grey Zimmerman **Seconded by:** Michael Parsons

Roll Call: Members Tanea Browning, Rob Hernandez, Michael Parsons, Neil Olsen, Grey Zimmerman, Brian Whitaker voted yes. None voted no.

Grey Zimmerman moved to forward the ordinance amending Central Point municipal code Sections 8.24.030, 8.24.040, 8.24.050, 8.24.090, 8.24.130, and 8.24.140, regarding habitat assessments, a pre-implementation compliance measure pathway required by the federal emergency management agency a second reading.

C. Comprehensive Plan Land Use Element Amendment Designating a Climate Friendly Area

Planning Director Stephanie Powers presented the comprehensive plan amendments related to designating a climate-friendly area (CFA). She explained that this was in response to state rules requiring the city to designate a highly dense mixed-use urban center. Key points included:

- The proposed CFA overlay would be applied to 94.4 acres within the East Side transit-oriented development overlay.
- The area meets size and dimensional requirements set by the

state.

- The CFA needs to accommodate 30% of current and future housing needs.
- Changes to the land use element establish the CFA overlay and apply it to the general land use plan map.
- Some land use designations would be changed from medium density residential to high density residential.

Council members asked questions about parks and open space requirements within the CFA. Stephanie explained that the city has policies on level of service for amenities and that the transit-oriented development overlay includes requirements for open space based on unit types.

Mayor Browning opened the public hearing. No one came forward, and the public hearing was closed.

Motion: Approve

Moved By: Brian Whitaker

Seconded by: Rob Hernandez

Roll Call: Members Tanea Browning, Rob Hernandez, Michael Parsons, Neil Olsen, Grey Zimmerman, Brian Whitaker voted yes. None voted no.

Brian Whitaker moved to forward the Ordinance Amending the Central Point Comprehensive Plan Land Use Element Text and Maps to Establish and Apply a Climate Friendly Area (CFA) Overlay to 94.4 acres within a Portion of the Eastside Transit Oriented Development Overlay, and Amending the General Land Use Plan Map Designation on 27.6 acres within the CFA Overlay from Medium Density Residential to High Density Residential to a second reading.

D. Zoning Map and Text Amendments to Designate a Climate Friendly Area

Planning Director Stephanie Powers presented the zoning map and text amendments related to the climate friendly area (CFA). She explained that these changes were necessary to implement the CFA designation. Key points included:

- The map amendments would change 27.6 acres from low mix residential to medium mix residential.
- Text amendments would update definitions, align standards

with state requirements, and establish new regulations for the CFA overlay.

- Changes include allowing more diverse housing types, commercial uses, and public facilities within the CFA.
- New standards for bicycle parking, building heights, and density were introduced.
- Restrictions on auto-dependent uses like vehicle sales and drive-throughs were added within the CFA.

Council members asked questions about master plan requirements, density limits, and parking standards. Stephanie clarified that master plans would be optional in most cases within the CFA, and that while there were no maximum density limits, building heights would still be regulated. She also explained that while minimum parking requirements had been eliminated citywide, most developments still chose to include parking.

Mayor Browning opened the public hearing. No one came forward, and the public hearing was closed.

Motion: Approve

Moved By: Grey Zimmerman **Seconded by:** Michael Parsons

Roll Call: Members Taneea Browning, Rob Hernandez, Michael Parsons, Neil Olsen, Grey Zimmerman, Brian Whitaker voted yes. None voted no.

Grey Zimmerman moved to forward the Ordinance Amending the Central Point Zoning Map to Apply the Climate Friendly Area Overlay to 94.4 Acres within a portion of the Eastside Transit Oriented Development Overlay and Re-zone 27.6 acres from Low Mix Residential (LMR) to Medium Mix Residential (MMR); and Amending Central Point Municipal Code Sections 17.08.410 (TOD Definitions), 17.65 (TOD Overlay), 17.75.039(H) (Bicycle Parking Standards), and Adding New Chapter 17.69 (CFA Overlay) to a second reading.

8 Ordinances and Resolutions

A. Code Amendments to Allow Parklets in the Public Right of Way

Planning Director Stephanie Powers presented the second reading of an ordinance to amend chapter 12.20.020.A.2 of the municipal code

to allow parklets and sidewalk cafes in the public right-of-way. She explained that this amendment was necessary to implement the temporary parklet program approved by the council in January. Key points included:

- The amendment would carve out an exception to allow parklets and sidewalk cafes when the city issues a permit.
- The program would be year-round with annual renewals.
- Enforcement regarding trespassing and sleep/resting situations had been discussed with the Medford City Manager, who confirmed it could be addressed.

A local business owner, Christian Touzet from the Point Pub and Grill, asked about distinctions between businesses serving alcohol and those serving coffee. Stephanie clarified that the program doesn't make that distinction, and businesses would need to go through the OLCC process for alcohol service approvals.

Motion: Approve

Moved By: Michael Parsons

Seconded by: Neil Olsen

Roll Call: Members Tanea Browning, Rob Hernandez, Michael Parsons, Neil Olsen, Grey Zimmerman, Brian Whitaker voted yes. None voted no.

Michael Parsons moved to approve Ordinance No. 2122, an Ordinance amending Section 12.20.020(A)(2) of the Central Point Municipal Code to add a provision allowing parklets and sidewalk cafe's within the public right-of-way when a permit is issued by the city.

B. City Council 2025-2027

City Manger Chris Clayton presented a resolution to approve city council goals for 2025-2027, aligning with the budget cycle. He reviewed the nine goals that had been previously discussed and refined:

1. Youth education and involvement
2. Fiscal responsibility
3. Active transportation
4. Community policing and the Central Point way of policing
5. Public engagement and transparent communication
6. Government efficiency and effectiveness
7. Economic development

8. Supporting marginalized communities and accessibility
9. Enhancing equity and opportunity

Motion: Approve

Moved By: Neil Olsen

Seconded by: Grey Zimmerman

Roll Call: Members Taneea Browning, Rob Hernandez, Michael Parsons, Neil Olsen, Grey Zimmerman, Brian Whitaker voted yes. None voted no.

Neil Olsen moved to approve Resolution No. 1815 a Resolution adopting the City Council goals for the 2025-2027 Budget Cycle.

9 Business

A. Planning Commission Report

Planning Director Stephanie Powers provided an update on the February 11 Planning Commission meeting. She reported that the commission had discussed and unanimously recommended approval of the floodplain text amendments, climate-friendly area comprehensive plan amendment, and zone map amendment. She also mentioned ongoing development projects in the city, including:

- A brewery under construction on Highway 99
- A multi-family development application on Scenic by the housing authority
- A master plan application and subdivision north of Willow Bend on Gebhard Road
- A building permit application for Grocery Outlet on East Pine Street

Stephanie also mentioned a new transit route (Route 41) that would connect Twin Creeks to the airport, passing through the East Side TOD on Hamrick Road.

10 Mayor's Report

Mayor Browning reported that:

- Attended a CIS board meeting and conference in Salem, where they established a not-to-exceed percentage increase for insurance rates.
- Participated in the city employee awards breakfast.

- Coordinating with other regional mayors to establish regular meetings.
- Attending League of Oregon Cities legislative meetings to provide guidance on current bill activities.
- Met with state senators and representatives to discuss economic development items impacting the community.
- Planning to attend a meeting in Washington D.C. in the coming weeks.
- Attended the Study Session on Monday.

11 City Manager's Report

City Manager Chris Clayton reported that:

- Reported on insurance rate increases: 8.4% for medical insurance and 5% for property and liability insurance.
- Discussing potential changes to the management compensation plan.
- Preparing for budget discussions, including operating costs for the new community center.
- Writing articles for the upcoming newsletter on the mayoral transition and diesel tax updates.
- Preparing for bargaining with the general services unit.
- Considering options for modifying or eliminating the snow removal ordinance.
- Reported on progress with the community center construction, including the steel building package order.
- Mentioned the upcoming 2023-2024 concurrent audit.
- Noted the launch of the new city website.
- Highlighted recent achievements of Crater High School athletes.

12 Council Reports

Council members provided reports on their activities since the last meeting:

Rob Hernandez:

- Attended the Denim and Diamonds Chamber event.
- Attended a fair board meeting as the new liaison.

- Participated in an airport advisory committee meeting.
- Attended the recent study session.
- Shared personal health updates, including being cancer-free for 12 years.

Mike Parsons:

- Attended various meetings, including Jackson County Public Safety Coordinating Council, Parks and Recreation Foundation, Rogue Valley Sewer Service Board of Directors, and Fire District Joint Civil Service Commission.
- Participated in the Central Point employee appreciation breakfast.
- Attended the Parks and Recreation Commission meeting, where concerns about the Boes Area Creekside project were discussed.

Gray Zimmerman:

- Attended a League of Cities training online.
- Participated in two school board meetings, noting construction progress and increased attendance at Rogue Primary.
- Attempted to attend an RVTB board meeting but encountered access issues.

Brian Whitaker:

- Reported on various inquiries and situations he addressed, including records requests and mandatory abuse reports.
- Attended a DEI meeting and plans to submit a written report about it.
- Continuing to look at grant applications for various programs.

Neil Olson:

- Attended the study session and planning commission meeting virtually.
- Highlighted recent achievements of local high school athletes in track and field events.

13 Department Reports

Police Chief Scott Logue reported on recent hiring activities.

- A new officer was hired and started academy training.
- Two more potential hires are in the background check process.

14 Public Agency Comment

15 Agenda Building

16 Executive Session

17 Adjournment

Neil Olsen moved to adjourn, all said aye and the meeting was adjourned at 7:45pm.

The foregoing minutes of the February 27, 2025, Council meeting were approved by the City Council at its meeting of _____, 2025.

Dated:

Mayor Tanea W. Browning

ATTEST:

City Recorder



DEPARTMENT: Administration

MEETING DATE: March 13, 2025

STAFF CONTACT:

SUBJECT: OLCC Application Central Point Liquor Store

SUMMARY AND BACKGROUND:

The City has received an application for the Central Point liquor Store, located at 1217 Plaza Blvd Ste D. They are adding the sales of beer and wine which requires them to obtain an Off-Premises Sales License in conjunction with their current license with OLCC.

The ORS requires OLCC applications for new and changes of ownership to be approved by the City Council. The Police Department has run its background check and found no information pertinent to the request.

ATTACHMENTS/EXHIBITS:

1. OLCC Application Central Point Liquor



OREGON LIQUOR & CANNABIS COMMISSION
Local Government Recommendation – Liquor License

Annual Liquor License Types

Off-Premises Sales	Brewery-Public House
Limited On-Premises Sales	Brewery
Full On-Premises, Caterer	Distillery
Full On-Premises, Commercial	Grower Sales Privilege
Full On-Premises, For Profit Private Club	Winery
Full On-Premises, Non Profit Private Club	Wholesale Malt Beverage & Wine
Full On-Premises, Other Public Location	Warehouse
Full On-Premises, Public Passenger Carrier	

Section 1 – Submission – To be completed by Applicant:

License Information

Legal Entity/Individual Applicant Name(s): CENTRAL POINT BEVERAGES LLC/BRIAN ANDERS

Proposed Trade Name: CENTRAL POINT LIQUOR

Premises Address: 1217 PLAZA BLVD STE D

Unit:

City: CENTRAL POINT

County: JACKSON

Zip: 97502

Application Type: ☒ New License Application ☐ Change of Ownership ☐ Change of Location

License Type: OFF-PREMISES SALES ☐ Additional Location for an Existing License

Application Contact Information

Contact Name: BRANDON ANDERS

Phone: 541-531-6642

Mailing Address: 1217 PLAZA BLVD

City: CENTRAL POINT

State: OR

Zip: 97502

Email Address: BRNDNANDERS@GMAIL.COM

Business Details

Please check all that apply to your proposed business operations at this location:

☐ Manufacturing/Production

☒ Retail Off-Premises Sales

☐ Retail On-Premises Sales & Consumption

If there will be On-Premises Consumption at this location:

☐ Indoor Consumption

☐ Outdoor Consumption

☐ Proposing to Allow Minors

Section 1 continued on next page



Local Government Recommendation – Liquor License

Section 1 Continued – Submission - To be completed by Applicant:

Legal Entity/Individual Applicant Name(s): CENTRAL POINT BEVERAGES LLC/BRIAN ANDERS

Proposed Trade Name: CENTRAL POINT LIQUOR

IMPORTANT: You MUST submit this form to the local government PRIOR to submitting to OLCC.
Section 2 must be completed **by the local government** for this form to be accepted
with your CAMP application.

Section 2 – Acceptance - To be completed by Local Government:

Local Government Recommendation Proof of Acceptance

After accepting this form, please return a copy to the applicant with received and accepted information

City or County Name: Central Point

Optional Date Received Stamp

Date Application Received: 2/25/25

Received by: Rachel Neuenschwander City Recorder

Section 3 – Recommendation - To be completed by Local Government:

- ☐ Recommend this license be granted
- ☐ Recommend this license be denied (Please include documentation that meets [OAR 845-005-0308](#))
- ☐ No Recommendation/Neutral

Name of Reviewing Official:

Title:

Date:

Signature:

After providing your recommendation and signature, please return this form to the applicant.



Local Government Recommendation – Liquor License

Per OAR 845-005-0304(3): The Commission requires an applicant for issuance of a new license issued under ORS chapter 471, to provide written notice of the application to the local government in the form of a complete, accurate, and legible Commission form.

The local government is as follows:

- (a) If the address of the premises proposed to be licensed is within a city's limits, the local government is the city.
- (b) If the address of the premises proposed to be licensed is not within a city's limits, the local government is the county.

INSTRUCTIONS:

Step 1: Applicant completes all of Section 1 (including top of Page 2).

Step 2: Applicant submits both pages of the form to the appropriate local government. NOTE: The local government may require additional forms and/or fees.

Step 3: Local government completes at least Section 2 and returns all pages of the form, or a copy thereof, to the applicant. The local government is allowed up to 45 days to complete Section 3.

Step 4: Applicant takes the form with at least Sections 1 and 2 completed and includes it with their CAMP application to meet the Local Government Recommendation document requirement. Submissions that do not have at least Sections 1 and 2 completed will not be accepted.

Step 5: The local government issues its final recommendation in Section 3 and returns the completed form to the applicant. If the applicant has already submitted their initial application via CAMP, they hold on to the final recommendation and provide it to their investigator, when requested. If they have not already submitted their application, they upload the fully completed Local Government Recommendation form with their initial application submission.

Applicants within the city of Portland ONLY: After completing the attached form, please follow these steps to complete the Local Government Recommendation process:

- Apply via the [City of Portland website](#).
- Once you have completed the application with the City of Portland, you will receive an email notifying you that your application has been accepted, usually within two business days. The email will contain an attachment titled "ABC Public Notice."
- Upload the ABC Public Notice document with your CAMP application to meet the Local Government Recommendation document requirement.

NOTE: This document only provides proof of submission. Once you receive your final recommendation from the City of Portland, you will need to provide that to your assigned OLCC investigator.



DEPARTMENT: Administration

MEETING DATE: March 13, 2025

STAFF CONTACT: Chris Clayton, City Manager

SUBJECT: Ordinance Adopting Diesel Fuel Tax

SUMMARY AND BACKGROUND:

Purpose

The purpose of this staff report is to provide the City Council with an overview of the proposed diesel fuel tax and its potential implementation as a dedicated funding source for road maintenance and improvements. The City is currently awaiting the outcome of the 2025 Oregon Legislative Session, which may impact the necessity of this tax. If no alternative funding sources are provided at the state level, the City plans to refer the diesel tax measure to voters in the November 2025 general election.

Background

Central Point continues to face challenges in securing adequate funding for road maintenance and infrastructure improvements. The Oregon Department of Transportation (ODOT) has identified a \$1.7 billion annual funding shortfall statewide, leading to delays in critical infrastructure projects and increased maintenance backlogs. To address this, ODOT is considering multiple funding mechanisms, including an increase in the statewide gas tax, increases to vehicle registration fees, and a vehicle miles traveled (VMT) tax.

Initially, the City planned to place a \$0.02 per gallon diesel fuel tax measure on the May 2025 ballot to generate revenue for road maintenance. However, with the possibility of increased state funding through a gas tax, the City has opted to delay action until the conclusion of the 2025 Oregon Legislative Session. If the state gas tax proposal is approved, Central Point may receive a share of those funds, potentially negating the need for a local diesel tax. If no state-level solution is enacted, the City will proceed with referring the diesel tax measure to voters in November 2025.

Discussion

Revenue Generation & Economic Impact

The proposed diesel tax is estimated to generate significant revenue (estimated in the 500k-600k per year range), with approximately 80% of collections coming from non-residents, primarily commercial and freight vehicles passing through Central Point. This ensures that local residents, who already contribute to road maintenance through utility fees, bear minimal additional financial burden.

Investment in road maintenance and infrastructure has been identified as a top priority by Central Point residents. According to the 2024 Community Survey:

- **49% of respondents** identified maintaining major city streets as a primary concern.
- Road maintenance ranked **second-highest in spending priority**, following public safety.

Well-maintained roads not only improve the quality of life for residents but also support economic development. Central Point's infrastructure is critical for freight mobility, business attraction, and job creation. Enhanced road conditions can reduce transportation inefficiencies, alleviate congestion, and bolster local commerce.

Potential Statewide Funding & Legislative Developments

ODOT's proposed increase in the statewide gas tax would provide additional revenue to cities and counties across Oregon, including Central Point. Under ODOT's current funding distribution formula (50-30-20 Rule):

- **50%** of gas tax revenue would go to ODOT for statewide transportation initiatives.
- **30%** would be allocated to counties.
- **20%** would be distributed to cities like Central Point.

If the Oregon Legislature approves a gas tax increase or alternative transportation funding measures, it could substantially reduce the need for a local diesel tax (assuming current funding formula remains intact). However, if the state does not act, the City Council will need to proceed with the local measure to secure necessary funding.

Financial Implications

- **Projected Revenue:** The local diesel tax would generate revenue primarily from non-resident freight and commercial vehicles, easing the financial impact on local taxpayers (estimated in the 500K-600K per year range).
- **Fund Allocation:** Revenues from the tax would be dedicated solely to road maintenance street appurtenance projects, and capital improvement projects, ensuring infrastructure sustainability without diverting funds from other city services.
- **Implementation Condition:** The tax will only take effect if the proposed ordinance is referred by city council resolution and approved by voters in the November 2025 election.

Alternatives

1. **Await State Funding:** If the Oregon Legislature enacts a statewide gas tax or other transportation funding sources, the City could receive a share of those revenues, eliminating the need for a local diesel tax.
2. **Implement Budget Adjustments:** The City could consider reallocating existing funds for road maintenance, though this would impact other essential services.
3. **Refer the Diesel Tax to Voters:** If no state-level solution is provided, the City Council could move forward with referring the diesel tax ordinance via resolution to voters in November 2025 (referral would likely happen in July or August 2025).

FINANCIAL ANALYSIS:

LEGAL ANALYSIS:

Adoption of this Ordinance is only the first step in moving the diesel tax forward. The subject ordinance does not go into effect unless and until: 1) the Ordinance is referred to the electors for the November 2025 election; and 2) the measure passes. If the Council decides to refer this ordinance, staff would bring forward a Resolution directing staff to prepare a ballot measure. Following that meeting, staff would bring forward the draft ballot measure along with a resolution approving referral of the measure to the November 2025 election.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

Strategic Priority - Community Investment

GOAL 5 - Plan, design, and construct modern and efficient infrastructure in all areas and systems.

STRATEGY 1 – Continually update infrastructure plans.

STRATEGY 2 – Provide regular financial analysis on utility enterprise funds so infrastructure can be adequately maintained, restored, upgraded, and expanded.

Strategic Priority - Responsible Governance

GOAL 1 - Maintain a strong financial position that balances the need for adequate service levels and capital requirements against the affordability that is desired by our citizens.

STRATEGY 1 – Continually update the city's long-term financial plan/strategy.

ATTACHMENTS/EXHIBITS:

1. City of Central Point Newsletter Article - Diesel Tax
2. Talking Points and FAQ
3. Motor Fuel Tax Ordinance
4. Central Point could send diesel tax to voters in November election - rv-times _ rv-times

STAFF RECOMMENDATION:

City staff recommends approving the diesel tax ordinance and monitoring the developments of the 2025 Oregon Legislative Session. If no alternative transportation funding sources are approved at the state level, staff advises proceeding with the diesel tax proposal and referring the measure to the November 2025 ballot. The tax would ensure that necessary road maintenance and infrastructure improvements continue without significantly impacting local residents.

RECOMMENDED MOTION:

I move to forward the Ordinance Amending the Central Point Municipal Code Title 3 Adding Chapter 3.50 to Enact a Diesel Fuel Tax of 2 Cents per Gallon for Street and Sidewalk Improvements, Repair and Maintenance to a second reading.

City of Central Point Newsletter: Proposed Diesel Fuel Tax

Voters Will Decide on Local Transportation Funding—Pending State Action

The City of Central Point continues to explore ways to secure dedicated funding for road maintenance and improvements. Initially, the City planned to place a \$0.02 per gallon diesel fuel tax on the May 2025 ballot to generate funding for these critical needs. However, recent developments at the state level may influence this proposal. The Oregon Department of Transportation (ODOT) has suggested a potential statewide gas tax increase of up to \$0.35 per gallon as part of its plan to address a significant funding shortfall.

How the State's Gas Tax Proposal Could Impact Central Point

The proposed 35-cent gas tax could provide additional funding for ODOT, counties, and cities, including Central Point, potentially eliminating the need for a local fuel tax. If enacted, this state tax would help address pressing transportation needs throughout Oregon, including Central Point's road maintenance projects. ODOT has indicated that it faces a funding gap of up to \$1.7 billion annually, which is causing delays in critical infrastructure projects and increasing maintenance backlogs.

Given this potential funding source, the City will wait for the outcome of the 2025 Oregon Legislative Session, which concludes in mid-2025, to determine next steps. If the Legislature does not act to implement the gas tax or provide alternative funding, the City Council will move forward with the local diesel tax proposal for the November 2025 general election.

In preparation for this, city staff will recommend passing the diesel fuel tax ordinance in advance of referring the issue to the ballot. The adoption of such an ordinance is a formality. The ordinance not take effect unless and until it is placed on the ballot and passed by the voters of Central Point.

Why a Dedicated Funding Source Is Essential

Road maintenance has consistently ranked as a top priority for Central Point residents. According to the 2024 Community Survey:

- Nearly 49% of respondents identified maintaining major city streets as a primary concern.
- Road maintenance was the second-highest spending priority, after public safety.

Without new funding sources, the City may struggle to maintain current service levels, as existing revenue sources are insufficient to meet growing needs.

How the Diesel Tax Targets Non-Residents

Should the City need to proceed with a local diesel tax, it is estimated that 80% of the revenue would come from non-residents, specifically commercial and freight vehicles passing through Central Point. This ensures that local residents, who already contribute to road maintenance through utility fees, bear minimal additional financial burden.

What Comes Next?

- **If the State Gas Tax Passes:** Central Point could receive a significant share of the additional revenue, negating the need for a local fuel tax.

- **If the State Gas Tax Does Not Pass:** The City will propose the diesel fuel tax ordinance and refer it to voters in November 2025.

We will continue to monitor developments in the 2025 Oregon Legislative Session and keep residents informed.

Stay Engaged

We encourage all residents to stay informed about this evolving issue.

Key Issues/Points

1. Purpose of the Diesel Tax Proposal:

- Central Point aims to secure dedicated funding for road maintenance and improvements, ensuring well-maintained transportation infrastructure that supports economic growth and development.

2. Impact of the Proposed Statewide Gas Tax:

- The Oregon Department of Transportation (ODOT) is considering several funding options, including proposals to increase the statewide per-gallon gas tax, to address a \$1.7 billion annual funding gap.
- If enacted, Central Point could receive significant funding, reducing the need for a local diesel tax while fostering regional economic growth through improved infrastructure.

3. Economic Development Through Infrastructure Investment:

- Well-maintained roads are crucial for attracting businesses, supporting local industries, and improving freight mobility, all of which are essential for Central Point's economic vitality.
- Investment in road maintenance ensures the City remains a competitive location for commerce and employment opportunities.

4. Plan for Local Diesel Tax:

- If the state gas tax proposal fails, the City plans to propose a two-cent-per-gallon local diesel tax in November 2025.
- The ordinance will only take effect if voters approve it, with a primary focus on supporting economic sustainability.

5. Benefit to Residents:

- An estimated 80% of the diesel tax revenue would come from non-residents, particularly commercial and freight vehicles passing through.
- Improved roads will not only benefit local commuters but also bolster the local economy by attracting new businesses.

6. Next Steps:

- Awaiting the outcome of the 2025 Oregon Legislative Session to decide the necessity of the local diesel tax proposal.
- Engaging with the community through town halls, surveys, and public meetings to emphasize the broader economic benefits of well-maintained infrastructure.

Press Release

FOR IMMEDIATE RELEASE

City of Central Point Explores Options for Transportation Funding and Economic Growth

Central Point, OR — The City of Central Point is exploring ways to secure long-term funding for critical road maintenance and improvements, recognizing that strong transportation infrastructure is essential to the City's economic growth. In response to growing infrastructure needs, the City initially planned to propose a two-cent-per-gallon diesel fuel tax for the May 2025 ballot. However, pending a statewide gas tax/transportation funding proposal by the Oregon Department of Transportation (ODOT), the City is reevaluating its approach.

It is possible the Oregon Legislature will consider increasing the fuel tax or adopting other transportation revenue streams to address a \$1.7 billion annual shortfall for transportation funding statewide. Several proposals are under discussion. If implemented, increased statewide revenue could provide Central Point, and all cities and counties throughout Oregon, with additional resources to invest in road maintenance, supporting both infrastructure improvements and economic development opportunities.

"Investing in our transportation infrastructure is not just about maintaining roads; it's about ensuring that Central Point remains a competitive and thriving place for businesses and residents," said Chris Clayton, City Manager. "We will evaluate the outcome of the 2025 Oregon Legislative Session before taking any further steps."

Matt Samitore, Public Works Director for Central Point, emphasized the significant impact freight movements have on the local transportation system. "The targeted freight traffic, particularly at the Exit 33 Interchange and throughout the east side of Interstate 5, places a substantial burden on our roads. Addressing these impacts through improved infrastructure is critical to reducing congestion, maintaining safety, and supporting economic activity in Central Point and the region," said Samitore.

If state transportation funding is not addressed in the 2025 legislative session, the City plans to propose the diesel tax ordinance in November 2025. This tax would primarily target non-residents, with an estimated 80% of the revenue coming from commercial and freight vehicles, which have a considerable impact on our local transportation system. Improved roads will enhance freight mobility, reduce traffic concerns, and attract economic investment.

FAQ Document

1. Why is the City considering a diesel fuel tax?
 - The City aims to secure funding for critical road maintenance and improvements, which are vital to supporting the local economy and attracting new business opportunities.
2. How would the local diesel tax work?

- The proposed two-cent-per-gallon diesel tax would generate revenue primarily from commercial and freight vehicles passing through Central Point, reducing financial burdens on residents while improving roads to benefit the broader economy.
3. What is the connection between transportation infrastructure and economic development?
- Well-maintained roads are critical for attracting businesses, supporting local industries, and improving freight mobility. Investment in infrastructure fosters job creation, commerce, and a thriving community.
4. What is the status of the statewide gas tax proposal?
- ODOT has proposed several funding options to address a statewide funding shortfall. If approved during the 2025 Oregon Legislative Session, these options could provide Central Point with additional resources for infrastructure investments, reducing the need for a local diesel tax.
5. How does this benefit Central Point residents?
- The diesel tax would primarily affect non-residents, as an estimated 80% of the revenue would come from commercial and freight vehicles. Residents would benefit from improved roads that enhance safety and promote economic opportunities without significant additional financial burden.
6. When will the City decide whether to move forward with the diesel tax?
- The decision will be made after the conclusion of the 2025 Oregon Legislative Session in mid-2025. If state transportation revenue is not increased, the City will propose the diesel tax ordinance for the November 2025 ballot.
7. How can residents stay informed?
- The City will provide updates through newsletters, the City website, public meetings, and the local media. For the latest information, visit [City's Website URL].

ORDINANCE NO. _____

**AN ORDINANCE AMENDING CENTRAL POINT MUNICIPAL CODE TITLE 3
ADDING CHAPTER 3.50 TO ENACT A DIESEL FUEL TAX OF 2 CENTS PER
GALLON FOR STREET AND SIDEWALK IMPROVEMENTS, REPAIR AND
MAINTENANCE**

WHEREAS, ORS 319.950 authorizes the City to enact or amend an ordinance taxing diesel fuel for motor vehicles after submitting the proposed tax to the electors of the local government for their approval; and

WHEREAS, the City Council for the City of Central Point wishes to amend the Municipal Code to enact a motor vehicle diesel fuel tax of 2 cents per gallon for street improvements, repairs and maintenances.

NOW THEREFORE, the City of Central Point ordains as follows:

Section 1. Amends Title 3 of the Central Point Municipal Code to add Chapter 3.50 MOTOR VEHICLE DIESEL FUEL TAX.

Section 2. 3.50.010 Purpose and Title.

This ordinance is enacted to provide additional funds for the construction, reconstruction, improvement, repair, maintenance, operation and use of the public highways, roads, and streets in the city and those subject to city control. This ordinance shall be known as the “Motor Vehicle Diesel Fuel Tax Ordinance.”

Section 2. 3.50.020 Findings.

The City Council of the City of Central Point finds:

- A. The public highways, roads, and streets in the city and those subject to city control are consistently in need of construction, reconstruction, improvement, repair, upkeep and maintenance, to promote ease of travel and commerce in and around the city;
- B. The city’s current revenue sources do not produce adequate funding to fund said construction, reconstruction, improvement, repair, upkeep, and maintenance;
- C. The city wishes to enact a \$.02 per gallon motor vehicle diesel fuel tax on all motor vehicle diesel fuel dealers to provide additional funds for said construction, reconstruction, improvement, repair, upkeep, and maintenance of the public highways, roads, and streets in the city and those subject to city control;
- D. The monies generated by this ordinance will be dedicated to the construction, reconstruction, improvement, repair, maintenance, operation, and use of public highways, roads, and streets in the city and those subject to city control as required by the Oregon Constitution.

Section 3. 3.50.030 Definitions.

As used in this ordinance, unless context requires otherwise, the following words and phrases mean:

A. City. Means the City of Central Point and any person, agency, or other entity authorized by the city to act as its agent related to administration of the motor vehicle diesel fuel tax ordinance or collection of the motor vehicle diesel fuel tax ordinance.

B. Dealer. Any person who:

1) Imports or causes to be imported motor vehicle diesel fuel for sale, use or distribution in the city;

2) Produces, refines, manufactures or compounds motor vehicle diesel fuel in the city for use, distribution or sale in the city; or

3) Acquires in the city for sale, use or distribution in the city motor vehicle diesel fuels with respect to which there has been no motor vehicle diesel fuel tax previously incurred.

4) “Dealer” does not include any person who imports into the city motor vehicle diesel fuel in quantities of 500 gallons or less purchased from a supplier who is licensed as a dealer hereunder if that dealer assumes liability for the payment of the applicable motor vehicle diesel fuel tax to the city.

C. Distributor. In addition to its ordinary meaning, the deliverer of motor vehicle diesel fuel by a dealer to any service station or into any tank, storage facility, or series of tanks or storage facilities connected by pipelines, from which motor vehicle diesel fuel is withdrawn directly for sale or for delivery into the fuel tanks or motor vehicles whether or not the service station, tank, or storage facility is owned, operated, or controlled by the dealer.

D. Motor vehicle. All vehicles, engines or machines, moveable or immovable, operated or propelled by the use of motor vehicle diesel fuel.

E. Motor vehicle diesel fuel. Means and includes diesel fuel, by whatever name that diesel fuel is known or sold, usable as fuel for the operation of motor vehicles, except gas or liquid, the chief use of which, as determined by the tax administrator, is for purposes other than propulsion of motor vehicles upon the highways.

F. Person. Every natural person, association, firm, partnership, corporation, joint venture or other business entity.

G. Service station. Means and includes any place operated for the purpose of retailing and delivering motor vehicle diesel fuel into the fuel tanks of motor vehicles.

Section 4. 3.50.040 Tax Imposed.

A motor vehicle diesel fuel tax is hereby imposed on every dealer operating within the corporate limits of the city. The city motor vehicle diesel fuel tax shall be paid monthly to the city or its authorized agent.

A. A person who is not a licensed dealer shall not accept or receive motor vehicle diesel fuel in this city from a person who supplies or imports motor vehicle diesel fuel who does not hold a valid motor vehicle diesel fuel dealer license in this city. If a person is not a licensed dealer in this city and accepts or receives motor vehicle diesel fuel, the purchaser shall be responsible for all taxes, interests, and penalties prescribed herein.

B. A licensed dealer who accepts or receives motor vehicle diesel fuel from a person who does not hold a valid dealer license in this city, shall pay the tax that would have otherwise been imposed upon the unlicensed dealer by this ordinance to the city, or its authorized agent, upon the sale, use, or distribution of the motor vehicle fuel.

Section 5. 3.50.050 Amount and Payment.

A. In addition to any fees or taxes otherwise provided for by law, every dealer in the city engaging in the sale, use or distribution of motor vehicle diesel fuel shall:

1) Not later than the 25th day of each calendar month, render a statement to the city or its authorized agent, of all motor vehicle diesel fuel sold, used, or distributed by them in the city as well as all such diesel fuel sold, used, or distributed in the city by a purchaser thereof upon which sale, use, or distribution the dealer has assumed liability for the applicable motor vehicle diesel fuel tax during the preceding calendar month and within the time provided in this ordinance; and

2) Pay a motor vehicle diesel fuel tax on the basis of \$.02 per gallon of such motor vehicle diesel fuel so sold, used, or distributed as shown by such statement in the manner and within the time provided in this Ordinance.

3) In lieu of claiming refund of the tax as provided in Section 3.50.210, or of any prior erroneous payment of motor vehicle diesel fuel tax made to the city by the dealer, the dealer may show such motor vehicle diesel fuel as a credit or deduction on the monthly statement and payment of tax.

B. The amount of tax under A.2 of this section is determined by the date such motor vehicle diesel fuel is sold, used, or distributed by the person responsible for paying the tax. The date of such sale, use or distribution shall be recorded in the statements that persons must file under this chapter.

C. The motor vehicle diesel fuel tax shall not be imposed wherever it is prohibited by the Constitution, laws of the United States, or the State of Oregon.

Section 6. 3.50.060 License Requirements.

No dealer shall sell, use, or distribute any motor vehicle diesel fuel until they have secured a dealer license as required herein.

Section 7. 3.50.070 License Application and Issuance.

A. Every person, before becoming a dealer in motor vehicle diesel fuel in this city, shall make an application to the city or its duly authorized agent, for a license authorizing such person to engage in business as a dealer.

B. Applications for the license must be made on forms prescribed, prepared, and furnished by the city or its duly authorized agent.

C. Applications shall be accompanied by a fully acknowledged certificate containing:

- 1) The business name under which the dealer is transacting business;
- 2) The address of the applicant's principal place of business and location of distributing stations in and adjacent to the city;
- 3) The name and address of the managing agent, the names and addresses of the several persons constituting the firm or partnership and, if a corporation, the corporate name under which it is authorized to transact business and the names and addresses of its principal officers and registered agent, as well as primary transport carrier.

D. Upon an application for a motor vehicle diesel fuel dealer license having been accepted for filing, the city or its authorized agent shall issue to the dealer a license in such form as the city or its duly authorized agent may prescribe to transact business in the city. The license so issued is not assignable and is valid only for the dealer or in whose name it is issued.

E. The City Recorder shall keep on file a copy of all applications and licenses.

F. No fee shall be charged by the city for securing said license as described herein.

Section 8. 3.50.080 Failure to Secure License.

A. If any dealer sells, distributes or uses any motor vehicle diesel fuel without first filing the certificate and securing the license required by CPMC 3.50.070, the motor vehicle diesel fuel tax shall be immediately be due and payable on account of all motor vehicle diesel fuel sold, distributed or used.

B. The city shall proceed forthwith to determine, from the best available sources, the amount of such tax, and it shall assess the tax in the amount found due, together with a penalty of 200% of the tax, and shall make a certificate of such assessment and penalty, determined by the City Manager or the city's duly authorized agent. In any suit or proceeding to collect such tax or penalty or both, the certificate is prima facie evidence that the dealer therein named is indebted in the amount of tax and penalty stated therein.

C. Any tax or penalty so assessed may be collected in the manner prescribed in CPMC 3.50.120 of this ordinance with reference to delinquency in payment of the fee or by an action at law.

D. In the event any suit or action is instituted to enforce this section, if the city is the prevailing party, the city shall be entitled to recover from the person sued, reasonable attorney's fees at trial or upon appeal of such suit or action, in addition to all other sums provided by law.

Section 9. 3.50.090 Revocation of License.

The city or its authorized agent shall revoke the license of any dealer refusing or neglecting to comply with any provision of this ordinance. The city or its authorized agent shall mail by certified mail addressed to such dealer at their last known address on file, a notice of intention to revoke. The notice shall give the reasons for the revocation. The revocation shall become

effective without further notice if within 10 days from the mailing of the notice, the dealer has not made good its default or delinquency.

Section 10. 3.50.100 Cancellation of License.

A. The city or its authorized agent may upon written request of a dealer cancel any license issued to such dealer. The cancellation shall take effect not later than 30 days after receipt of the written request, after which the license shall no longer be effective.

B. If the city or its authorized agent ascertains and finds that the person to whom a license has been issued is no longer engaged in the business of as a dealer, the city or its authorized agent may cancel the license of such dealer upon investigation after 30 days' notice has been mailed to the last known address of the dealer.

Section 11. 3.50.110 Remedies Cumulative.

Except as otherwise provided in CPMC 3.50.120 and 3.50.140, the remedies provided in CPMC 3.50.080 and 3.50.100 are cumulative. No action taken pursuant to those sections shall relieve any person from the penalty provisions of this ordinance.

Section 12. 3.50.120 Delinquency.

A. Except as provided in subsection (B) and (C) of this section, if payment of the tax is not paid as required by the 25th day of each month in which it is due, a penalty of 1% of such license tax shall be assessed and be immediately due and payable.

B. Except as provided in subsection (C) of this section, if the payment of the tax and penalty, if any, is not made on or before the close of business on the last day of the month in which the payment is due, a further penalty of 10% of the tax shall be assessed. Said penalty shall be in addition to the penalty provided for in subsection (A) of this section and shall be immediately due and payable.

C. Penalties imposed by this section shall not apply if a penalty has been assessed and paid pursuant to CPMC 3.50.080.

D. The city or its authorized agent may for good cause shown waive any penalties assessed under this section.

E. If any person fails to pay the license tax, interest, or any penalty provided for by this section, the tax, interest, and/or penalty shall be collected from that person for the use by the city. The city shall commence and prosecute the final determination in any court of competent jurisdiction an action at law to collect the same.

F. In the event any suit or action is instituted to collect the tax, interest, or any penalty provided for by this section, if the city is the prevailing party, the city shall be entitled to recover from the person sued reasonable attorney's fees at trial or upon appeal of such suit or action, in addition to all other sums provided by law.

Section 13. 3.50.130 Monthly Statement of Dealer.

Every motor vehicle diesel fuel dealer or shall provide to the city or its authorized agent on or before the 25th day of each month, on forms prescribed, prepared and furnished by the city or its authorized agent, a statement of the number of gallons of motor vehicle diesel fuel sold,

distributed or used by the dealer during the preceding calendar month. The statement shall be signed by the license holder or its duly authorized agent. All statements as required in this section are public records.

Section 14. 3.50.140 Failure to File Monthly Statement.

If a dealer or fails to file any statement required by CPMC 3.50.130, the city or its authorized agent shall proceed forthwith to determine from as many available sources as the city or its authorized agent determines reasonable the amount of motor vehicle diesel fuel sold, distributed, used, or stored by such dealer for the period unreported, and such determination shall in any proceeding be prima facie evidence of the amount of fuel sold, distributed, used, or stored. The city or its authorized agent immediately shall assess the motor vehicle diesel fuel tax in the amount due determined, as pertaining to the reportable dealer, adding thereto a penalty of ten percent for failure to report. The penalty shall be cumulative to other penalties provided in this ordinance. In any suit brought to enforce the rights of the city under this section, any such determination showing the amount of tax, penalties, and costs unpaid by any dealer and that the same are due and unpaid to the city or its authorized agent is prima facie evidence of the facts as shown.

Section 15. 3.50.150 Billing Purchasers.

Bills shall be rendered to all purchasers of motor vehicle diesel fuel by dealers. The bills shall separately state and describe to the satisfaction of the city or its authorized agent, the different products shipped thereunder and shall be serially numbered except where other sales invoice controls acceptable to the city or its authorized agent are maintained. The bills required hereunder may be the same as those required under ORS 319.210.

Section 16. 3.50.160 Failure to Provide Invoice or Delivery Tag.

No person shall receive and accept any shipment of motor vehicle diesel fuel from any dealer, or pay for the same, or sell or offer the shipment for sale, unless, the shipment is accompanied by an invoice or delivery tag showing the date upon which shipment was delivered and the name of the dealer in motor vehicle fuel.

Section 17. 3.50.170 Transporting Motor Vehicle Diesel Fuel in Bulk.

Every person operating any conveyance for the purpose of hauling, transporting, or delivering motor vehicle diesel fuel in bulk shall, before entering upon the public streets of the city with such conveyance, have and possess during the entire time of such hauling or transporting of motor vehicle diesel fuel, an invoice, bill of sale, or other written statement showing the number of gallons conveyed, the true name and address of the seller or consignor, and the true name and address of the buyer or consignee of the same. The person hauling such motor vehicle diesel fuel shall at the request of any officer authorized by the city to inquire into, or investigate such matters, produce and offer for inspection the invoice, bill of sale, or other statement.

Section 18. 3.50.180 Exemption of Exported Fuel.

A. The tax imposed by CPMC 3.50.040 and 3.50.050 shall not be imposed on motor vehicle diesel fuel that is:

- 1) Exported from the city by a dealer; or
- 2) Sold by a dealer in individual quantities of 500 gallons or less for export by the purchaser to an area, or areas, outside the city in containers other than the fuel tank of a motor vehicle, but every dealer shall be required to report such exports and sales to the city in such detail as may be required.

B. In support of any exemption from motor vehicle diesel fuel taxes claimed under this section other than in the case of stock transfers or deliveries in their own equipment, every dealer must execute and file with the city or its authorized agent, an export certificate in such form as shall be prescribed, prepared and furnished by the city or its authorized agent, containing a statement, made by some person having actual knowledge of the fact of such exportation, that the motor vehicle diesel fuel has been exported from the city, and giving such details with reference to such shipment as may be required. The city or its authorized agent may demand of any dealer such additional data as is deemed necessary in support of any such certificate, and failure to supply such data will constitute a waiver of all right to exemption claimed by virtue of such certificate. The city or its authorized agent, may, in a case where it believes no useful purpose would be served by filing of an export certificate, waive the certificate.

C. Any motor vehicle diesel fuel carried from the city in the fuel tank of a motor vehicle shall not be considered as exported from the city.

D. No person shall, through false statements, trick or device, or otherwise, obtain motor vehicle diesel fuel for export as to which the city motor vehicle diesel fuel tax has not been paid and fail to export the same, or any portion thereof, or cause the motor vehicle diesel fuel or any portion thereof to be used, distributed or sold in the city and fail to notify the city or its authorized agent and the dealer from whom the motor vehicle diesel fuel was originally purchased of their act.

E. No dealer or other person shall conspire with any person to withhold from export, divert from export, or return motor vehicle diesel fuel to the city for sale or use so as to avoid any fees imposed herein.

F. In support of any exemption from taxes on account of sales of motor vehicle diesel fuel in individual quantities of 500 gallons or less for export by the purchaser, the dealer shall retain in its files for at least three years an export certificate executed by the purchaser in such form and containing such information as is prescribed by the city or its authorized agent. This certificate shall be prima facie evidence of the exportation of the motor vehicle diesel fuel to which it applies only if accepted by the dealer in good faith.

Section 19. 3.50.190 Sales to Armed Forces Exempted.

The motor vehicle diesel fuel tax imposed by CPMC 3.50.040 shall not be imposed on any motor vehicle diesel fuel sold to the Armed Forces of the United States for use in ships, aircraft or for export from the city; but every dealer shall be required to report such sales to the city, in such

detail as may be required. A certificate by an authorized officer of such Armed Forces shall be accepted by the dealer as sufficient proof that the sale is for the purpose specified in the certificate.

Section 20. 3.50.200 Fuels in Vehicles Coming into City Not Taxed.

Any person coming into the city in a motor vehicle may transport in the fuel tank of such vehicle motor vehicle diesel fuel for their own use only and for the purpose of operating such motor vehicle without securing a license or paying the tax provided in CPMC 3.50.040 and 3.50.050, or complying with any of the provisions imposed upon dealers herein, but if the motor vehicle diesel fuel so brought into the city is removed from the fuel tank of the vehicle or used for any purpose other than the propulsion of the vehicle, the person so importing the fuel into the city shall be subject to all provisions herein applying to dealers.

Section 21. 3.50.210 Refunds.

Refunds will be made pursuant to ORS 319.280 to 319.320.

Section 22. 3.50.220 Examination and Investigations.

The city, or its duly authorized agent, may make any examination of accounts, records, stocks, facilities, and equipment of dealers, diesel fuel handlers, service stations, and other persons engaged in storing, selling, or distributing motor vehicle diesel fuel within this city, and such other investigations as it considers necessary in carrying out the provisions of this ordinance. If the examinations or investigations disclose that any reports of dealers or other persons theretofore filed with the city or its authorized agent pursuant to the requirements herein, have shown incorrectly the amount of gallons of motor vehicle diesel fuel distributed or the tax accruing thereon, the city or its authorized agent may make such changes in subsequent reports and payments of such dealers or other persons, or may make such refunds, as may be necessary to correct the errors by its examinations or investigations.

Section 23. 3.50.230 Limitation on Credit for or Refund of Overpayment and on Assessment of Additional Tax.

A. Except as otherwise provided in this chapter, any credit for erroneous overpayment of tax made by a dealer taken on a subsequent return or any claim for refund of tax erroneously overpaid filed by a dealer must be so taken or filed within three (3) years after the date on which the overpayment was made to the city or to its authorized agent.

B. Except in the case of a fraudulent report or neglect to make a report, every notice of additional tax proposed to be assessed under this chapter shall be served on dealers within three (3) years from the date upon which such additional taxes become due.

Section 24. 3.50.240 Records to be kept by Dealers.

Every dealer in motor vehicle diesel fuel shall keep a record in such form as may be prescribed by the city or its authorized agent of all purchases, receipts, sales, and distribution of motor vehicle diesel fuel. The records shall include copies of all invoices or bills of all such sales and

purchases and shall at all times during the business hours of the day be subject to inspection by the city or its authorized agent.

Section 25. 3.50.250 Records to be kept Three Years.

Every dealer shall maintain and keep, for a period of three (3) years, all records of motor vehicle diesel fuel used, sold, and distributed within the city by such dealer, together with stock records, invoices, bills of lading, and other pertinent papers as may be required by the city or its authorized agent. In the event such records are not kept, or are not kept within the state of Oregon, the dealer shall reimburse the city or its authorized agents for all travel, lodging, and related expenses incurred in examining such records. The amount of such expenses shall be an additional tax imposed hereunder.

Section 26. 3.50.260 Use of Tax Revenues.

A. The city manager or designee shall be responsible for the disposition of the revenue from the tax imposed by this ordinance in the manner provided by this section.

B. For the purposes of this section, “net revenue” means the revenue from the tax imposed by this ordinance remaining after providing for the cost of administering the motor vehicle diesel fuel tax to motor vehicle diesel fuel dealers and any refunds and credits authorized herein. The program administration costs of revenue collection and accounting activities shall not exceed ten and one-half percent (10.5%) for the first year and ten percent (10%) thereafter, of annual tax revenues.

C. The net revenue shall be used only for the activities related to the construction, reconstruction, improvement, repair, and maintenance of public highways, roads and streets within the city which are subject to city control.

Section 27. 3.50.270 Administration.

A. The city manager or designee is responsible for administering this ordinance.

B. The city manager or designee may enter into an agreement with the Oregon Department of Transportation as an authorized agent for the implementation of certain sections of this ordinance.

Section 28. Voter Referral. This ordinance shall be effective upon certification by the County Elections Official that it has received voter approval at an election conducted on November 4, 2025 election.

Section 29. When Tax Shall Take Effect. The taxation imposed by this ordinance shall commence 30-days after it first becomes effective under Section 28 of the Ordinance.

Section 30. Severability. If any portion of this ordinance is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision and such holding shall not affect the validity of any remaining portions of this ordinance.

Section 31. Codification. Upon taking effect, provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Recitals and boilerplate provisions need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

Passed by the Council and signed by me in authentication of its passage this _____ day of _____, 2025.

Mayor Tanea W. Browning

ATTEST:

City Recorder

Central Point could send diesel tax to voters in November election

Published 3:00 pm Wednesday, February 5, 2025

By **BUFFY POLLOCK**

Rogue Valley Times (<https://rv-times.com/author/newsroomrvtimes/>)



Afternoon traffic near the Pilot truck stop in Central Point often results in near gridlock, with trucks backed up at nearby signals. Wear and tear from heavy traffic is visible on roadways near the city's East Pine Street intersection.

Central Point city officials, facing repair and maintenance of city streets that outpace available revenues for either, could take a 2-cent-per-gallon diesel tax to voters in the November election if state funding isn't increased during the current legislative session.

City officials say with increasing costs for materials and labor, budgeted street dollars don't cover even half of annual maintenance and repair needs, much less allow for infrastructure upgrades.

City Manager Chris Clayton said the city originally planned to propose a 2-cent-per-gallon diesel tax for the May 2025 ballot.

However, with legislators reviewing a statewide gas tax/transportation funding proposal by the Oregon Department of Transportation to address a \$1.7 billion shortfall, an increase from the state level would prevent the city from asking for its own increase.

Oregon lawmakers are considering a number of revenue options for state transportation infrastructure, including a possible 35-cent-per-gallon state gas tax hike.

Clayton said city officials sent information on a potential diesel tax inside city limits in the city newsletter last week. If increased funding doesn't happen at the state level, Central Point City Council members would consider an ordinance in March to allow a city diesel tax to be implemented with voter approval.

City officials would have to meet a mid-August deadline to place the measure for a diesel tax on the November ballot. "The ordinance would essentially say, 'Unless this is referred to the ballot and approved by voters, it never becomes effective,'" Clayton said.

Neglecting critical roadway infrastructure in the city has a list of ill effects, according to Clayton.

"Investing in our transportation infrastructure is not just about maintaining roads. It's about ensuring that Central Point remains a competitive and thriving place for businesses and residents," he said.

"If people need an example in Central Point of how investment in transportation equals economic development, look at Table Rock Road. In 2013 or 2014, the county invested \$7.5 million to redo Table Rock Road from Biddle south. ... Since then, we've had Costco come in, Amazon, Fed-Ex ... just a significant amount of commercial development."

Matt Samitore, public works director for Central Point, emphasized the significant impact freight traffic puts on local roadways.

With most cities in the Rogue Valley struggling to maintain pavement conditions, Samitore said Central Point would need an additional \$600,000 per year "just to maintain."

"The targeted freight traffic, particularly at the Exit 33 Interchange and throughout the east side of Interstate 5, places a substantial burden on our roads," Samitore said.

"Addressing these impacts through improved infrastructure is critical to reducing congestion, maintaining safety and supporting economic activity in Central Point and the region."

If approved, 80% of diesel tax revenues would come from commercial and freight vehicles.

Samitore said 49% of respondents in a community survey in 2024 ranked road maintenance as a top priority, although road maintenance is already a second highest spending priority — after public safety — for the city.

Clayton and Samitore said delayed funding of needed maintenance and repairs would only result in bigger price tags on eventual roadwork. Implementation of a diesel tax would also avoid an increase to a \$7 monthly street user fee paid by residents via water bills.

"The hard thing for us is that costs have gone up astronomically, and we have to do something," Samitore said.

"Just repaving Highway 99 through town is \$2.5 million. That alone would be six years' worth of our pavement maintenance budget."

Samitore said the city's budget doesn't cover a fraction of annual street needs.

"People were complaining over Christmas about the crosswalks in town and (the need for) new intersections, new sidewalks and new flashing beacons," he said.

"Our budgets right now are so tight we could maybe pick one, so it's like, 'Which one are we going to do?'" Samitore said. "We have a two-year budget; if we had adequate funding, we could possibly tackle all four of those over a four-year period ... but the way things are right now, it's just not feasible."

Clayton said the city will be "in a tough spot" without added streets funding from some source.

"We feel like this would be our best idea from both an investment standpoint and an infrastructure standpoint," Clayton said.

"If the state doesn't act, then we hope the citizens of Central Point will considering voting this in and that they'll realize it's in their own best interest."

If city officials call for a vote on a diesel tax, a series of town halls will be held prior to the November election, officials said.

Statewide, some 36 municipalities have a gasoline tax, though none have been implemented in Jackson or Josephine counties.

Some 34 municipalities have specific per-gallon taxes on diesel. In Jackson and Josephine counties, only the city of Talent has adopted a diesel tax; the city approved a 3-cent-per-gallon tax in 2017.

Marketplace



DEPARTMENT: Planning

MEETING DATE: March 13, 2025

STAFF CONTACT: Stephanie Powers, Planning Director

SUBJECT: Parklet Program Fee Resolution

SUMMARY AND BACKGROUND:

On January 23, 2025, the City Council approved Resolution No. 1813 to establish a temporary parklet program in the public right-of-way. Part of the program included direction to establish a fee for the parklet application and use of the public right-of-way. At this time, staff is proposing a Parklet Permit fee of \$300 and annual renewal fee of \$150.

FINANCIAL ANALYSIS:

The adopted hourly rate for Planning Staff is \$130/hr. The proposed parklet permit fee is \$300, which reflects roughly 1.5 hours of staff time for the initial review, including a site visit, and a \$100 right-of-way use fee. The annual renewal fee reflects roughly a half hour of staff time for renewal application review, including a site visit, and the \$100 right-of-way use fee.

LEGAL ANALYSIS:

Establishing the parklet permit and annual renewal fee implements the Temporary Parklet Program application approved in Resolution No. 1813.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

Strategic Priority: Responsible Governance

Goal 1 - Maintain a strong financial position that balances the need for adequate service levels and capital requirements against the affordability that is desired by our residents.

Comment: The proposed fee considers the demand for staff time to review applications and verify compliance with the home occupation permit regulations. Some applications may demand more time than 30-90 minutes; however, the estimated cost is based on the average time it takes to process a permit and conduct a site visit, which strikes a balance between assuring continued service levels and affordability for all.

ATTACHMENTS/EXHIBITS:

1. 03062025 Resolution (Parklet Program Fee)

STAFF RECOMMENDATION:

Staff recommends the City Council conduct a public hearing to consider the resolution setting a temporary parklet permit fee and annual renewal fee, and approve the resolution.

RECOMMENDED MOTION:

I move to approve Resolution No. _____, a Resolution of the City of Central Point City Council Setting Temporary Parklet Permit Fee and Annual Renewal Fee.

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY OF CENTRAL POINT CITY COUNCIL
SETTING TEMPORARY PARKLET PERMIT FEE AND ANNUAL RENEWAL
FEE**

RECITALS:

- A. The City Council approved Resolution No. 1813 establishing a temporary parklet program in the public right-of-way until December 29, 2029 unless extended or made permanent.
- B. Council desires to establish the permit fee and annual renewal fee for Temporary Parklets as provided in Resolution No. 1813.

The City of Central Point resolves:

Section 1. The initial permit fee for a parklet shall be \$300 with an annual renewal fee of \$150 until the Temporary Parklet Program sunsets on December 31, 2029 or the fee is adjusted by Council in the future.

Passed by the Council and signed by me in authentication of its passage
this _____ day of March, 2025.

Mayor Tanea W. Browning

ATTEST:

City Recorder



DEPARTMENT: Planning **MEETING DATE:** March 13, 2025

STAFF CONTACT: Justin Gindlesperger, Community Planner III

SUBJECT: Code Amendments to Floodplain Development Standards

SUMMARY AND BACKGROUND:

On November 14, 2024 the City of Central Point City Council approved Resolution No. 1806, a resolution of intent initiating an application to amend various sections of Chapter 8.24 to maintain consistency with FEMA requirements in response to provisions necessary to comply with the Endangered Species Act.

FEMA provided updated floodplain management standards as a result of consultations with the National Marine Fisheries Services (NMFS) in order to protect endangered and threatened species from development in the floodplain. The updates are based on short-term Pre-Implementation Compliance Measures (PICM) for communities located in the Oregon implementation area, that participate in the National Flood Insurance Program (NFIP) and have a mapped Special Flood Hazard Area (SFHA).

Central Point is within the implementation area, participates in the National Flood Insurance Program (NFIP) and has a mapped SFHA. In order to remain eligible for flood insurance purchases, the City must maintain consistency with federal floodplain development regulations. The proposed code amendments incorporate the FEMA requirements for a “no net loss” approach to floodplain management consistent with PICM, noted above.

This approach addresses mitigation measures that off-set potential negative impacts and requires applicants proposing development in the SFHA to complete a Habitat Assessment on a permit-by-permit basis. Changes to CPMC 8.24 include new definitions, floodplain development permit requirements, additional requirements for the Floodplain Administrator to ensure the new standards are met, and additional documentation and tracking requirements.

The Planning Commission considered the proposed amendments and forwarded a favorable recommendation to the City Council to approve them without changes (Attachment 3). At the February 27, 2025 Council meeting, the City Council forwarded the ordinance to a second reading. There have been no changes since the first reading.

FINANCIAL ANALYSIS:

The proposed text amendment does not generate additional cost to the City beyond in-kind staff expense.

LEGAL ANALYSIS:

Amendments to land use and development regulations that have widespread impact throughout the city are considered Major Amendments pursuant to CPMC 17.10.300(A) and are subject to legislative (Type IV) procedures in CPMC 17.05.500, which require two (2) public hearings and a decision by the City Council. In rendering its decision City Council may approve or deny the amendments based on written findings and conclusions that find the proposed changes meet the following criteria:

- Are consistent with applicable statewide planning goals;
- Are consistent with the Central Point Comprehensive Plan; and
- Comply with OAR 660-012-0060 of the State Transportation Planning Rule.

The proposed code amendments apply requirements from federal regulations, state statutes and existing policies in the Comprehensive Plan as demonstrated in the Findings of Fact and Conclusions of Law provided in Attachment 2.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

The Central Point 2040 Strategic Plan articulates the community's preferred vision for its future and establishes four strategic priorities with accompanying goals and strategies. The proposed land development code amendments align with the Strategic Priority concerning Responsible Governance, Goal 6: "Prepare as a resilient city with the capabilities required across the whole community to prevent, protect against, mitigate, respond to, and recover from the threats and hazards that pose the greatest risk."

Comment: The purpose of the City's floodplain management standards is to protect people and property, reduce flood insurance costs, and minimize the risk associated with floods and the inundation of the adjacent floodplain. The proposed amendments incorporate a standard for 'no net loss' of the natural and beneficial floodplain functions, including flood storage capacity, water quality and riparian habitat, that reduce flood risks by slowing runoff and storing flood water. This reflects the City's commitment to prevent and protect against risks associated with natural hazards.

ATTACHMENTS/EXHIBITS:

1. Ordinance Amending Floodplain Development Code
2. Planning Department Findings of Fact
3. Planning Commission Resolution No. 928

STAFF RECOMMENDATION:

Approval of an Ordinance approving amendments to the municipal code in Title 8 (Health & Safety).

RECOMMENDED MOTION:

I move to approve Ordinance No. _____ an ordinance amending Central Point Municipal Code Sections 8.24.030, 8.24.040, 8.24.050, 8.24.090, 8.24.130, and 8.24.140, regarding habitat assessments, a pre-implementation compliance measure pathway required by the federal emergency management agency.

ORDINANCE NO. _____

**AN ORDINANCE AMENDING CENTRAL POINT MUNICIPAL CODE
SECTIONS 8.24.030, 8.24.040, 8.24.050, 8.24.090, 8.24.130, AND 8.24.140,
REGARDING HABITAT ASSESSMENTS, A PRE-IMPLEMENTATION
COMPLIANCE MEASURE PATHWAY REQUIRED BY THE FEDERAL
EMERGENCY MANAGEMENT AGENCY**

Recitals:

A. Pursuant to CPMC, Chapter 1.01.040, the City Council, may from time to time revise its municipal code which shall become part of the overall document and citation.

B. In 2009, the Federal Emergency Management Agency (FEMA) was sued by various environmental agencies claiming the federal floodplain regulations were not compliant with the Endangered Species Act (ESA) regarding specific fish species and orcas in Oregon, and FEMA has been working on resolution since that time;

C. On July 15, 2024, FEMA announced the enforcement of short-term Pre-Implementation Compliance Measures (PICM) for communities located in the Oregon implementation area, who participate in the National Flood Insurance Program (NFIP) and have a mapped Special Flood Hazard Area (SFHA);

D. The purpose of the Pre-Implementation Compliance Measure is to ensure the continued existence of threatened or endangered species in compliance with the Endangered Species Act;

E. On November 14, 2024, the City Council selected Pathway/Option Two, to require a habitat assessment and mitigation plan for development on a permit-by-permit basis.

F. In accordance with CPMC 17.05.500, the City of Central Point Citizen's Advisory Committee considered the proposed amendments at their meeting on January 14, 2025 and recommended the City Council approve the amendments.

G. In accordance with CPMC 17.05.500 the following duly noticed public hearings were conducted:

1. February 11, 2025 Planning Commission meeting, at which the Planning Commission considered and approved Resolution No. 928 forwarding a favorable recommendation to the City Council to approve the proposed amendments; and,

2. February 27, 2025 City Council meeting at which time the City Council considered the first reading of the ordinance revising Central Point Municipal Code Chapter 8.24.

H. Words ~~lined through~~ are to be deleted and words **in bold** are added.

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

Section 1. Section 8.24.030 of the Central Point Municipal Code is amended as follows:

8.24.030 Statement of Purpose.

It is the purpose of this chapter to promote the public health, safety, and general welfare; reduce the annual cost of flood insurance; and to minimize public and private losses due to flood conditions in specific areas by provisions designed to:

- A. Protect human life and health;
- B. Minimize expenditure of public money on costly flood damage and control projects;
- C. Minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;
- D. Minimize unnecessary disruption of commerce, access and public service during times of flood;
- E. Minimize damage to public facilities and utilities such as water, sanitary sewer, storm drain and gas mains; electric, telephone, and television cable lines; and streets, bridges, and other appurtenances which are located in areas of special flood hazard;
- F. Help maintain a stable tax base by providing for the sound use and development of flood-prone areas;
- G. Ensure that potential buyers are notified that property is in an area of special flood hazard;
- H. Ensure that those who occupy the areas of special flood hazard assume responsibility for their actions;
- I. Manage the alteration of flood hazard areas, stream channels and shorelines to minimize the impact of development **and preserve** the natural and beneficial functions of the floodplain;
- J. Participate in and maintain eligibility for flood insurance and disaster relief.

Section 2. Section 8.24.040 of the Central Point Municipal Code is amended as follows:

8.24.040 Methods of reducing flood losses.

In order to accomplish its purposes, this chapter includes methods and provisions to:

- A. Restrict or prohibit uses which are dangerous to health, safety, and property due to water or erosion hazards, or which increase flood heights, velocities, or erosion;
- B. Require development that is vulnerable to floods, including structures and facilities necessary for the general health, safety and welfare of citizens, to be protected against flood damage at the time of initial construction;
- C. Control filling, grading, dredging and other development which may increase or modify flood damage or erosion;
- D. Prevent or regulate the construction of flood barriers that will unnaturally divert flood waters or that may increase flood hazards to other lands;
- E. Preserve and restore natural floodplains, stream channels and natural protective barriers which carry and store flood waters; and
- F. Coordinate with and supplement provisions of State of Oregon Specialty Codes Enforced by the State of Oregon Building Codes Division; **and**
- G. Employ a standard of “no net loss” of natural and beneficial floodplain functions such as flood storage capacity, water quality and riparian habitat.**

Section 3. Section 8.24.050 of the Central Point Municipal Code is amended as follows:

8.24.050 Definitions.

Unless specifically defined below, words or phrases used in this chapter shall be interpreted so as to give them the meaning they have in common usage and to give this chapter its most reasonable application.

“Accessory structure” means a structure on the same or adjacent parcel as a principal structure, the use of which is incidental and subordinate to the principal structure.

“Appeal” means a request for review of the floodplain administrator’s interpretation of provisions of this chapter.

“Area of shallow flooding” means a designated AO or AH zone on the flood insurance rate map (FIRM) with base flood depths ranging from one to three feet, and/or where a clearly defined channel does not exist, where the path of flooding

is unpredictable and indeterminate, and where velocity flow may be evident. AO zones are characterized as having sheet flow, and AH zones indicate ponding. For both AO and AH zones, adequate drainage paths are required around structures on slopes to guide floodwaters around and away from proposed structures.

“Area of special flood hazard” means the land in the floodplain within a community subject to a one percent or greater chance of flooding in any given year. It is shown on the Flood Insurance Rate Map (FIRM) as zone A, AO, AH, A1-30, AE, A99, AR. Also known as the special flood hazard area (SFHA).

“Base flood” means the flood having a one percent chance of being equaled or exceeded in any given year.

“Base flood elevation (BFE)” means the water surface elevation to which floodwater is anticipated to rise during the base flood. The BFE is depicted on the flood insurance rate map (FIRM) to the nearest foot and in the flood insurance study (FIS) to the nearest tenth of a foot.

“Basement” means any area of a building having its floor subgrade (below ground level) on all sides.

“Below-grade crawlspace” means an enclosed area below the BFE in which the interior grade is not more than two feet below the lowest adjacent exterior grade and the height, measured from the interior grade of the crawlspace to the top of the crawlspace foundation, does not exceed four feet at any point. Below-grade crawlspaces are allowed subject to the conditions found in FEMA Technical Bulletin 11-01 and in Section 8.24.250(E)(3).

“City” means the city of Central Point.

“Conditional letter of map revision (CLOMR)” means a formal review and comment by FEMA as to whether a proposed project complies with minimum National Flood Insurance Program (NFIP) floodplain management criteria. A CLOMR does not amend or revise effective flood insurance rate maps, flood boundary and floodway maps or flood insurance studies, nor does a CLOMR constitute a formal project approval by the city.

“Critical facility” or “essential facility” means a facility that is critical for the health and welfare of the population and is especially important following hazard events.

“Critical facilities” or “essential facilities” include:

1. Hospitals and other medical facilities having surgery and emergency treatment areas;
2. Fire and police stations;

3. Tanks or other structures containing, housing or supporting water or fire-suppression materials or equipment required for the protection of essential or hazardous facilities or special occupancy structures;
4. Emergency vehicle shelters and garages;
5. Structures and equipment in emergency preparedness centers;
6. Standby power generating equipment for essential facilities; and
7. Structures and equipment in government communication centers and other facilities required for emergency response.

“Datum” means the vertical datum. The vertical datum is a base measurement point (or set of points) from which all elevations are determined. Historically, that common set of points has been the National Geodetic Vertical Datum of 1929 (NGVD 1929). The vertical datum currently adopted by the federal government as a basis for measure heights is the North American Vertical Datum of 1988 (NAVD 1988)

“Development” means any manmade change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations; or storage of equipment and materials located within the area of special flood hazard. Exemptions to the definition of development, for the purpose of administering this chapter, include:

1. Signs, markers, aids, etc., placed by a public agency to serve the public provided the encroachment in the special flood hazard area is no larger than a standard utility pole; and
2. Residential gardens; provided, that they do not result in unauthorized, substantial alteration of topography; and provided, that gardening methods do not include the use or application of pesticides, herbicides, fertilizers or other toxic materials.

“DFIRM” means digital flood insurance rate map. It depicts flood risk and zones and flood risk information. The DFIRM presents the flood risk information in a format suitable for electronic mapping applications.

“Elevated building” means, for insurance purposes, a nonbasement building that has its lowest elevated floor raised above ground level by foundation walls, shear walls, posts, piers, pilings or columns.

“Encroachment” means the advancement or infringement of uses, fill, excavation, buildings, permanent structures or other development into a floodway, which may impede or alter the flow capacity of a floodplain.

Essential Facility. See “Critical facility.”

“FEMA” means the Federal Emergency Management Agency.

“Fill” means the placement of any materials such as soil, gravel, crushed stone, or other materials that change the elevation of the floodplain. The placement of fill is considered “development.”

“Fish Accessible Space” means the volumetric space available in the floodplain for fish to access.

“Fish Egress-able Space” means the volumetric space available in the floodplain for fish to exit or leave.

“Flood” or “flooding” means a general and temporary condition of partial or complete inundation of normally dry land areas from:

1. The overflow of inland or tidal waters; and/or
2. The unusual and rapid accumulation of runoff of surface waters from any source.

“Flood insurance rate map (FIRM)” means the official map of a community issued by FEMA delineating the areas of special flood hazard and/or risk premium zones applicable to the community.

“Flood insurance study (FIS)” means the official report provided by FEMA evaluating flood hazards and containing flood profiles, regulatory floodway boundaries and water surface elevations of the base flood.

“Floodway” or “regulatory floodway” means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

“Functionally Dependent Use” means a use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. The term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and ship building and ship repair facilities, and does not include long term storage or related manufacturing facilities.

“Green Infrastructure” means the use of natural or human-made hydrologic features to manage water and provide environmental and community benefits. Green infrastructure uses management approaches and technologies that use, enhance, and/or mimic the natural hydrologic cycle processes of infiltration, evapotranspiration, and reuse. At a large scale, it is an interconnected network of green space that conserves natural systems and provides assorted benefits to human populations. At a local scale, it manages stormwater by infiltrating it into the ground where it is generated using vegetation or porous surfaces, or by capturing it for later reuse. Green infrastructure practices can be used to achieve no net loss of pervious surface by creating infiltration of stormwater in an amount equal

to or greater than the infiltration lost by the placement of new impervious surface.

“Habitat Assessment” means a study that reviews and evaluates the potential impacts of proposed development on natural and beneficial floodplain functions and ensures “no net loss” of flood storage capacity, water quality and riparian habitat.

“Habitat Restoration Activities” means temporary activities with the sole purpose of restoring habitats to a healthy, sustainable and functional system. Such activities cannot include ancillary structures such as a storage shed for maintenance equipment, must demonstrate that no rise in the BFE would occur as a result of the activities, must obtain a CLOMR and LOMR, and must have obtained any other required permits (e.g., CWA Section 404 permit).

“Hazard Trees” means standing dead, dying, or diseased trees or ones with a structural defect that makes it likely to fail in whole or in part and that present a potential hazard to a structure or otherwise presents a significant health, life safety concern.

“Highest Adjacent Grade” means the highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

“Historic structure” means a structure that is:

1. Listed individually in the National Register of Historic Places (a listing maintained by the U.S. Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the national register;
2. Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or to a district preliminarily determined by the Secretary to qualify as a registered historic district;
3. Individually listed on a state inventory of historic places and determined as eligible by states with historic preservation programs which have been approved by the Secretary of the Interior; or
4. Individually listed on a local inventory of historic places and determined as eligible by communities with historic preservation programs that have been certified either:
 - a. By an approved state program as determined by the Secretary of the Interior; or

- b. Directly by the Secretary of the Interior in states without approved programs.

“Hydraulically Equivalent Elevation” means a location (e.g., a site where no net loss standards are implemented) that is approximately equivalent to another (e.g., the impacted site) relative to the same 100-year water surface elevation contour or base flood elevation. This may be estimated based on a point that is along the same approximate line perpendicular to the direction of flow.

“Hydrologically Connected” means the interconnection of groundwater and surface water such that they constitute one water supply and use of either results in an impact to both.

“Impervious Surface” means a surface that cannot be penetrated by water and thereby prevents infiltration and increases the amount and rate of surface water runoff, leading to erosion of stream banks, degradation of habitat, and increased sediment loads in streams. Such surfaces can accumulate large amounts of pollutants that are then “flushed” into local water bodies during storms and can also interfere with recharge of groundwater and the base flows to water bodies.

“Letter of map change (LOMC)” means an official FEMA determination by letter, to amend or revise effective flood insurance rate maps and flood insurance studies. LOMCs are issued in the following categories:

“Letter of map amendment (LOMA)” means a revision based on technical data showing that a property was inadvertently included in a designated special flood hazard area. A LOMA amends the current effective flood insurance rate map and establishes that a specific property or structure is not located in a special flood hazard area;

“Letter of map revision (LOMR)” means a revision based on technical data showing, due to human-made alterations, changes to flood zones, flood elevations, or floodplain and regulatory floodway delineations. One common type of LOMR, a LOMR-F, is a determination that a structure or parcel has been elevated by fill above the BFE and is excluded from the special flood hazard area.

“Low Impact Development” or (LID) means an approach to land development (or redevelopment) that works with nature to manage stormwater as close to its source as possible. It employs principles such as preserving and recreating natural landscape features and minimizing effective imperviousness to create functional and appealing site drainage that treats stormwater as a resource rather than a waste product. LID refers

to designing and implementing practices that can be employed at the site level to control stormwater and help replicate the predevelopment hydrology of the site. LID helps achieve no net loss of pervious surface by infiltrating stormwater in an amount equal to or greater than the infiltration lost by the placement of new impervious surface. LID is a subset of green infrastructure.

“Lowest floor” means the lowest floor of the lowest enclosed area, including basement. An unfinished or flood resistant enclosure (used solely for parking of vehicles, building access or storage) in an area other than a basement area, is not considered a building’s lowest floor; provided, that such enclosure is not built so as to render the structure in violation of the applicable nonelevation design requirements found in Section 8.24.250(B)(2) and (3).

“Manufactured dwelling” or “manufactured home” means a structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term “manufactured home” does not include a recreational vehicle.

“New construction” means structures for which the start of construction commenced on or after the effective date of the adopted flood damage prevention requirements codified in this chapter, including subsequent substantial improvements to the structure.

“NFIP” means National Flood Insurance Program.

“No Net Loss” means a standard where adverse impacts must be avoided or offset through adherence to certain requirements so that there is no net change in the function from the existing condition when a development application is submitted to the state, tribal, or local jurisdiction. The floodplain functions of floodplain storage, water quality, and vegetation must be maintained.

“Offsite” means mitigation occurring outside of the project area.

“Onsite” means mitigation occurring within the project area.

“Ordinary High Water Mark” means the line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear, natural line impressed on the bank; shelving; changes in the character of soil; destruction of terrestrial vegetation; the presence of litter and debris; or other appropriate means that consider the characteristics of the surrounding areas.

“Qualified Professional” means a Natural Resource professional qualified to complete the technical tasks identified in these Guidelines, as demonstrated through attainment of one or more of the following credentials:

1. **An advanced degree (Masters, PhD) in a Natural Resource related field, and 3 years relevant work experience;**
2. **Bachelor’s degree in in a Natural Resource related field, and 5 years relevant work experience;**
3. **An Associate degree or minimum 90 hours of college level credit in a Natural Resource related field, and 7 years relevant work experience;**
or
4. **10 years relevant work experience.**

“Reach” means a section of a stream or river along which similar hydrologic conditions exist, such as discharge, depth, area, and slope. It can also be the length of a stream or river (with varying conditions) between major tributaries or two stream gages, or a length of river for which the characteristics are well described by readings at a single stream gage.

“Reasonably safe from flooding” means development is designed and built to be safe from flooding based on consideration of current flood elevation studies, historical data, high water marks and other reliable data known to the community. In unnumbered A zones where flood elevation information is not available and cannot be obtained by practical means, reasonably safe from flooding means that the lowest floor is at least two feet above Highest Adjacent Grade.

“Recreational vehicle” means a vehicle that is:

1. Built on a single chassis;
2. Four hundred square feet or less when measured at the largest horizontal projection;
3. Designed to be self-propelled or permanently towable by a light duty truck; and
4. Not primarily designed for use as a permanent dwelling, but as temporary living quarters for recreational, camping, travel or seasonal use.

“Riparian” means an area of, adjacent to, or living on, the bank of a river, lake, pond, or other water body.

“Silviculture” means the art and science of controlling the establishment, growth, composition, health, and quality of forests and woodlands.

“Start of construction” means the date the development permit (which includes development, public works and building permits) was issued, provided the actual start of construction, repair, reconstruction, placement or other substantial improvement was within one year of the permit issuance date. The actual start of construction means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation or the placement of a manufactured home on a foundation or blocks. Permanent construction does not include land preparation, such as clearing, grading and filling; the installation of streets and/or walkways; excavation for a basement, footings, piers or foundations; the erection of temporary forms; or the installation of the property or accessory buildings (i.e., garages or sheds) not occupied as dwelling units or which are not part of the main structure. For a substantial improvement, the actual start of construction means the first alteration of any wall, ceiling, floor or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

“Structure” means a walled and roofed building, manufactured dwelling, a modular or temporary building, or liquid storage tank that is principally above ground.

“Substantial damage” means damage of any origin sustained by a structure on at least two separate occasions during a ten-year period whereby the cost of restoring the structure for which the cost of repairs to its before damaged condition would equal or exceed fifty percent of the market value of the structure before the damage occurred.

“Substantial improvement” means any repair, construction, or improvement of a structure, the cost of which equals or exceeds fifty percent of the market value of the structure within the course of a ten-year period either:

1. Before the improvement or repair is started; or
2. If the structure has been damaged and is being restored, before the damage occurred.

For the purposes of this definition, “substantial improvement” is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include:

- a. Any project for improvement of a structure to comply with existing state or local health, sanitary or safety code specifications which are solely necessary to assure safe living conditions; or
- b. Any alteration of a structure listed on the National Register of Historic Places or the Oregon State Inventory of Historic Places.

“Undeveloped Space” means the volume of flood capacity and fish-accessible/egress-able habitat from the existing ground to the Base Flood Elevation that is undeveloped. Any form of development including, but not limited to, the addition of fill, structures, concrete structures (vaults or tanks), pilings, levees and dikes, or any other development that reduces flood storage volume and fish accessible/egress-able habitat must achieve no net loss.

“Variance” means a grant of relief from the requirements of this chapter which permits construction in a manner that would otherwise be prohibited by this chapter.

“Violation” means the failure of a structure or other development to be fully compliant with the community’s floodplain management regulations. A structure or other development without evidence of compliance, such as a FEMA elevation certificate, floodproofing certificate or other certification, is presumed to be in violation until such time as that documentation is provided.

“Watercourse” means a lake river, creek, stream, wash, arroyo, channel or other topographic feature in, on, through, or over which water flows at least periodically.

“Water surface elevation” means the height, in relation to a specified datum of floods of various magnitudes and frequencies in the floodplains of riverine areas.

8.24.060 Lands to which this chapter applies.

- A. Applicability. This chapter shall apply to all areas of special flood hazards within the jurisdiction of the city. All development within special flood hazard areas is subject to the terms of this chapter and other applicable regulations. Nothing in this chapter is intended to allow uses or structures that are otherwise prohibited by the zoning regulations or specialty codes.
- B. Community Boundary Alterations. The Floodplain Administrator shall notify the Federal Insurance Administrator in writing whenever the boundaries of the community have been modified by annexation or the community has otherwise assumed authority or no longer has authority to adopt and enforce floodplain management regulations for a particular area, to ensure that all Flood Hazard Boundary Maps (FHBM) and Flood Insurance Rate Maps (FIRM) accurately represent the community’s boundaries. Include within such notification a copy of a map of the community suitable for reproduction, clearly delineating the new corporate limits or new area for which the community has assumed or relinquished floodplain management regulatory authority.

Section 4. Section 8.24.090 of the Central Point Municipal Code is amended as follows:

Pg. 12 Ordinance No. _____ (__/__/2025)

8.24.090 Requirement for floodplain development permit.

- A. A floodplain development permit shall be required prior to initiating development activities in any special flood hazard areas as established in Section 8.24.070. The permit shall be for all improvements or structures (including manufactured homes and fences, as set forth in Sections 8.24.050, 8.24.250 and 8.24.260), and for all development including fill and other activities, also set forth in Section 8.24.260. Floodplain development permits shall be subject to the review procedures based on the type of development activity proposed, as set forth below:
1. Section 17.05.200, Type I procedure (administrative), applies to the following floodplain development projects:
 - a. Site improvements and construction, including but not limited to new construction, additions, remodels, repairs and renovations located outside a regulatory floodway;
 - b. Development activities located outside the special stream setback area established in Section 17.60.090;
 - c. Development activities that do not require a conditional letter of map revision (CLOMR) or letter of map revision pursuant to Section 8.24.170(A) and (B);
 - d. Water dependent uses, such as bridges, culverts or other capital improvements identified in the city's capital improvement program that do not cause any rise in the base flood elevation per Section 8.24.200(A);
 - ~~e. Stream bank stabilization projects that utilize vegetative planting techniques and contribute no fill or material other than vegetation to the stream channel, stream bank or surrounding area;~~
 - e. Bridge or culvert replacement projects deemed necessary by the floodplain administrator or designee to address immediate concerns for life, safety, health and/or the general welfare of the community; provided, that the following conditions are met:
 - i. The applicant is responsible for providing evidence necessary to support determination of public emergency;
 - ii. The bridge or culvert replacement is located along a similar or parallel alignment and contributes no additional material to the floodway;
 - iii. The bridge or culvert replacement project is consistent with any applicable hazard mitigation project actions identified in the Central Point Hazard Mitigation Plan; and

- iv. The applicant provides certification of floodplain impacts and encroachment analysis for any permanent bridge or culvert placement at the time of application and includes:
 - (A) Impacts to the BFE;
 - (B) Impacts to the base floodplain boundaries; and
 - (C) Identification of any insurable structures within the base floodplain.
- 2. Section 17.05.300, Type II procedure (administrative), applies to **the following** floodplain development applications:
 - a. **Development projects located within the special stream setback area established in Section 17.60.090;**
 - b. **Stream bank stabilization projects that utilize vegetative planting techniques and contribute no other fill or material other than vegetation to the stream channel, stream bank or surrounding area;**
 - c. **Proposals** for minor partitions defined in Section 16.08.010(14).
- 3. Section 17.05.400, Type III procedure (quasi-judicial), applies to the following floodplain development projects:
 - a. Floodway development proposals except water dependent uses subject to the Type I review procedures per subsection (A)(1)(d) of this section;
 - b. Development proposals that require a conditional letter of map revision (CLOMR) and/or letter of map revision (LOMR) pursuant to Section 8.24.170(A) and (B);
 - c. Stream bank stabilization projects that utilize methods other than vegetative plantings to achieve shoreline stabilization and safety;
 - d. Projects requesting a variance to the provisions of this chapter.

Section 5. Section 8.24.130 of the Central Point Municipal Code is amended as follows:

8.24.130 Duties and responsibilities of the floodplain administrator.

Duties of the floodplain administrator shall include, but not be limited to, the following:

- A. Review all proposed development to determine whether it will be located in areas of special flood hazard or other flood-prone areas;

- B. Review applications for new development or modifications of any existing development located in areas of special flood hazard for compliance with the requirements of this chapter;
- C. Interpret flood hazard area boundaries, provide available flood hazard information, and provide BFEs where they exist;
- D. Review proposed development to assure that necessary permits have been obtained from government agencies from which approval is required by federal or state law. Copies of such permits shall be maintained on file;
- E. Review all development permit applications to determine if the proposed development is located in the regulatory floodway and, if so, ensure that the encroachment standards of Section 8.24.200 are met;
- F. When BFE data or floodway data have not been established pursuant to Section 8.24.070, then the floodplain administrator shall obtain, review and reasonably utilize any BFE and floodway data available from a federal, state or other authoritative source in order to administer the provisions of this chapter;
- G. When BFEs or other engineering data are not available from an authoritative source, the floodplain administrator shall require BFEs to be developed in accordance with Section 8.24.190(E) or take into account the flood hazards, to the extent they are known, to determine whether a proposed building site or subdivision will be reasonably safe from flooding;
- H. Where a determination is needed of the exact location of boundaries of the areas of special flood hazard, such as when there appears to be a conflict between a mapped boundary and actual field conditions, the floodplain administrator shall make the interpretation. Any person contesting the location of the boundary may appeal the determination subject to the process identified in Section 8.24.300;
- I. Issue floodplain development permits when the provisions of this chapter have been met, or deny the same in the event of noncompliance;
- J. Coordinate with the building official to assure that the applications for building permits comply with the requirements of this chapter;
- K. Obtain, verify and record the actual elevation, in relation to the vertical datum used on the effective FIRM, or highest adjacent grade where no BFE is available, of the lowest floor level, including basement of all new construction or substantially improved buildings and structures;
- L. Obtain, verify and record the actual elevation, in relation to the vertical datum used on the effective FIRM, or highest adjacent grade where no BFE is available, to which any new or substantially improved nonresidential buildings or structures have been floodproofed. When floodproofing criteria are utilized for a structure, the floodplain administrator shall obtain certification of design criteria from a registered professional engineer or architect;

- M. Ensure that all records pertaining to the provisions of this chapter are permanently maintained in the office of the floodplain administrator and are available for public inspection;
- N. Make periodic inspections of areas of special flood hazard to establish that development activities are being performed in compliance with this chapter, and to verify that existing buildings and structures maintain compliance with this chapter;
- O. Coordinate with the building official to inspect areas where buildings and structures in areas of special flood hazard have been damaged, regardless of the cause of damage, and notify owners that permits may be required prior to repair, rehabilitations, demolition, relocation or reconstruction of the building or structure; ~~and~~
- P. Make substantial improvement and substantial damage determinations for all structures located in areas of special flood hazard-; **and**
- Q. Review all permits to determine if the proposed development is in compliance with the no net loss standards in CPMC 8.24.040(G), ensure the proposed development does not reduce any flood storage capacity, water quality or riparian habitat, and is in compliance with the Endangered Species Act through the Habitat Assessment analysis.**

Section 6. Section 8.24.140 of the Central Point Municipal Code is amended as follows:

8.24.140 Permit procedures.

Application for a floodplain development permit shall be made to the floodplain administrator on forms furnished by the administrator or designee prior to starting development activities. Specifically, the following information is required:

A. Application Stage.

- 1. Plans in duplicate, drawn to scale with elevations of the project area and the nature, location, dimensions of existing and proposed structures, earthen fill placement, storage of materials or equipment and drainage facilities;
- 2. Delineation of special flood hazard areas, regulatory floodway boundaries, including BFEs, or flood depth in AO or AH zones where available;
- 3. For all proposed structures, elevation in relation to the highest adjacent grade and BFE or flood depth in AO or AH zones, of the:
 - a. Lowest enclosed area, including crawlspace or basement floor;
 - b. Top of the proposed garage slab, if any; and

- c. Next highest floor;
- 4. Locations and sizes of all flood openings in any proposed building;
- 5. Elevation to which any nonresidential structure will be floodproofed;
- 6. Certification from a registered professional engineer or architect that any proposed nonresidential floodproofed structure will meet the floodproofing criteria of the NFIP and specialty codes;
- 7. Description of the extent to which any watercourse will be altered or relocated as a result of a proposed development;
- 8. Proof that application has been made for necessary permits from other governmental agencies from which approval is required by federal or state law; and
- 9. Copies of documentation associated with a CLOMR received from FEMA required pursuant to Section 8.24.170.; and
- 10. **A Habitat Assessment prepared by a qualified professional as defined in Section 8.24.050 that demonstrates compliance with No Net Loss standards for proposed development in accordance with the Floodplain Habitat Assessment and Mitigation Guidelines provided by the Federal Emergency Management Agency (Regional Guidance for Oregon August 2024 or as amended).**
 - a. **A habitat assessment includes all plans and reports prepared in support of a development**
 - b. **In lieu of hiring a qualified professional, the property owner may elect to submit the habitat assessment to an independent third-party review to ensure completeness and accuracy. For purposes of this section, independent review means: a review of the report by a qualified professional. The cost of the independent third-party review shall be the sole responsibility of the applicant. The applicant shall provide the report of said review to the city which, to meet these requirements, must determine that the applicant's habitat assessment, plan and report is in compliance with all local, state and/or federal requirements.**
 - c. **A habitat assessment submitted in support of floodplain development projects subject to the Type I review procedures as established in Section 8.24.090 are not required to be prepared by a Qualified Professional, except when the Director determines the project will have a significant impact on the natural and beneficial floodplain functions.**
 - d. **Notwithstanding the provisions of Section 8.24.140.A.10, a habitat assessment is not required for Development of**

projects that have already received concurrence under another permit or other consultation with the National Marine Fisheries Services, either through Section 7, Section 4d, or Section 10 of the Endangered Species Act that addresses the entirety of the project in the floodplain.

B. Construction Stage.

1. For all new construction and substantial improvements, the permit holder shall provide to the floodplain administrator an as-built certification of the floor elevation or floodproofing level immediately after the lowest floor or floodproofing is placed and prior to further vertical construction;
2. Any deficiencies identified by the floodplain administrator shall be corrected by the permit holder immediately and prior to work proceeding. Failure to submit certification or failure to make the corrections shall be cause for the floodplain administrator to issue a stop-work order for the project.

C. Certificate of Occupancy.

1. In addition to the requirements of the building codes pertaining to certificate of occupancy, prior to the final inspection, the owner or authorized agent shall submit the following documentation that has been prepared and sealed by a registered surveyor or engineer for review and approval by the floodplain administrator:
 - a. For elevated buildings and structures in special flood hazard areas (A zones), a completed FEMA Elevation Certificate (FEMA Form 81-31) that includes the as-built elevation of the lowest floor, including basement or, where no BFE is available, the height above the highest adjacent grade of the lowest floor; and
 - b. For buildings and structures that have been floodproofed, a FEMA floodproofing certificate (FEMA Form 81-65) that includes the elevation to which the building or structure was floodproofed.
2. Failure to submit certification or failure to correct violations shall be cause for the floodplain administrator to withhold a certificate of occupancy until such deficiencies are corrected.

D. Expiration of Floodplain Development Permit.

1. A floodplain development permit shall expire one hundred eighty days after date of issuance unless the permitted activity has commenced as provided in the definition of "substantial improvement" in Section 8.24.050 and thereafter is pursued until completion;
2. The floodplain administrator or designee shall, upon written request by the applicant or authorized agent and payment of the required fee, grant a

written one one-hundred-eighty-day extension of the approval period with the exception that projects with extenuating circumstances may be granted additional extensions as needed; and provided, that:

- a. No changes are made to the original application as approved by the city;
- b. There have been no changes in the code provisions on which the approval was based. In the case where the plan conflicts with a code provision, the extension shall be either:
 - i. Denied; or
 - ii. Re-reviewed at the discretion of the floodplain administrator or designee;
- c. The extension request is made prior to the expiration date of the original approved plan; and
- d. The application shall be void if the original application expires and no extension has been granted.

Section 7. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Recitals and boilerplate provisions (i.e. Recitals A-H) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

SECTION 8. Effective Date. The Central Point City Charter states that an ordinance enacted by the Council shall take effect on the thirtieth day after its enactment. The effective date of this ordinance will be the thirtieth day after the second reading.

Passed by the Council and signed by me in authentication of its passage
this ____ day of _____, 2025.

Mayor Tanea W. Browning

ATTEST:

City Recorder

**FINDINGS OF FACT
AND CONCLUSIONS OF LAW
File No.: ZC-25001**

**Before the City of Central Point Planning Commission
Consideration of Zone Text Amendments to
Central Point Municipal Code Chapter 8.24, Flood Damage Prevention
to comply with National Flood Insurance Program (NFIP) standards.**

Applicant:	)	Findings of Fact
City of Central Point	)	and
140 South 3 rd Street	)	Conclusion of Law
Central Point, OR 97502		

**PART 1
INTRODUCTION**

The proposed text amendments aim to provide consistency with Federal and State guidance and implement improved base floodplain management standards to promote a safer community.

The zone text amendments request is a legislative amendment, which is processed using Type IV application procedures. Type IV procedures set forth in Section 17.05.500 provides the basis for decisions upon standards and criteria in the development code and the comprehensive plan, when appropriate.

Applicable development code criteria for this Application include CPMC 17.10, which includes compliance with the statewide planning goals, comprehensive plan and Transportation Planning Rule. The amendment's compliance with applicable criteria are presented in Part 2 and summarized in Part 3.

PART 2 - ZONING CODE COMPLIANCE

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).

Finding CPMC 17.10.200: *The Planning Commission is being asked to consider Resolution No. 928 to forward a favorable recommendation to the City Council regarding proposed changes to Central Point Municipal Code (CPMC) Chapter 8.24, Flood Damage Prevention.*

Conclusion 17.10.200: *Consistent.*

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).

***Finding CPMC 17.10.300:** The proposed amendments are legislative changes to land use regulations in CPMC 8.24. Although the changes consist of corrections and minor adjustments to land use regulations, they qualify as a Major Amendment and have been processed in accordance with Type IV procedures in CPMC 17.05.500.*

***Conclusion CPMC 17.10.300:** Consistent.*

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);

***Finding CPMC 17.10.400 (A):** The proposed amendments have been reviewed against the Statewide Planning Goals and found to comply as follows:*

Goal 1- Citizen Involvement. This goal requires that all citizens be given the opportunity to be involved in all phases of the planning process. As evidenced by the land use notifications in the newspaper on January 31, 2025, notice to DLCD on December 17, 2024 and advertisement on the City's website (www.centralpointoregon.gov/projects), the City has duly noticed the application as necessary to allow the opportunity for citizen participation in the public hearings scheduled with the Planning Commission (2-11-2025) and City Council (2-27-2024) for the proposed text changes consistent with Goal 1.

Goal 2 – Land Use Planning. Goal 2 addresses the land use planning procedures in Oregon, including the need to adopt comprehensive plans and implementing ordinances based on factual information. The proposed amendments are consistent with existing policy in the comprehensive plan and are aimed at complying current Federal standards for best management practices in floodplain management.

Goal 3 – Agricultural Lands. Goal 3 addresses agricultural land within rural areas. The proposed text amendments do not affect agricultural lands or agricultural buffers that would be required adjacent to agricultural lands outside the urban growth boundary. On this basis, Goal 3 does not apply to the proposed text amendments.

Goal 4 – Forest Lands. Goal 4 addresses forest lands within rural areas. The proposed text amendments do not affect forest lands or lands adjacent to forest lands; therefore, Goal 4 does not apply.

Goal 5 – Open Spaces, Scenic and Historic Areas, and Natural Resources. Goal 5 establishes a process for each natural and cultural resource to be inventoried and evaluated. If deemed to be significant, local governments may preserve, allow uses that conflict with the resource, or allow a combination of the two. In Central Point, floodplains and historic structures have been inventoried, and ordinances have been adopted to minimize impacts to each. The proposed text amendments are being initiated by the City based on new federal standards to mitigate potential impacts of development within the floodplain and to maintain consistency with National Flood Insurance Program (NFIP) standards.

Goal 6 – Air, Water and Land Resources Quality. Goal 6 requires local comprehensive plans and implementing ordinances to comply with state and federal regulations on air, water and land quality resource requirements. The proposed amendments are consistent with federal standards on implementing regulations for areas within the floodplain, including the stream channels, banks and upland areas.

Goal 7 – Areas Subject to Natural Hazards. Goal 7 requires appropriate safeguards when planning for development in floodplains or other areas subject to natural hazards. In Central Point, floodplain development is regulated in accordance with CPMC 8.24, Flood Damage Prevention. Earthquake and fire safety is a function of building and fire codes. The proposed amendments strengthen the standards set forth in CPMC 8.24, and would not impede or otherwise conflict with the building code or fire code as necessary to protect against flood, earthquake, or fire damages.

Goal 8 – Recreational Needs. This goal requires communities to inventory existing parks and recreational facilities, and to project the needed facilities to serve all populations within the community. Amending standards and regulations for development within the floodplains of Central Point not generate any additional need for parks and recreation services.

Goal 9 – Economy of the State. Goal 9 addresses diversification and improvement of the economy and specifically addresses commercial and industrial land. The proposed amendments would affect development on land within the floodplains, but the amendments are consistent with Goal 9 as it strengthens the standards for development and reduces impacts and dangers from flooding.

Goal 10 – Housing. Goal 10 requires local communities to plan for and accommodate housing needs in the City. The proposed amendments constitute minor adjustments and clarifications to floodplain development standards. As such, the proposed text amendments are not expected to have impacts on housing needs in the City.

Goal 11 – Public Facilities and Services. Goal 11 calls for efficient planning of public services such as sewer, water, law enforcement and fire protection to assure that public services are planned in accordance with a community's needs and capacities rather than to be forced to respond to development as it occurs. Public facilities and services are planned in accordance with the Comprehensive Plan Public Facilities Element and updated master plans for water, stormwater, etc. The proposed amendments will not affect the provision of services or generate additional need for services not already planned for.

Goal 12 – Transportation. Goal 12 aims to provide a safe, convenient and economic transportation system. The proposed amendments constitute minor adjustments and clarifications to floodplain development standards. As such, the proposed text amendments are not expected to have impacts on transportation facilities.

Goal 13 – Energy. Goal 13 has to do with conserving all forms of energy. The proposed amendments constitute minor adjustments and clarifications to floodplain development standards. As such, the proposed text amendments are not expected to increase energy utilization.

Goal 14 – Urbanization. Goal 14 has to do with managing the City’s growth in conjunction with project need based on population and land use. The proposed amendments will not affect population growth or land need; therefore, Goal 14 does not apply.

Goals 15- Applies to the Willamette Valley and does not apply to the City of Central Point.

Goals 16-19 - Applies to coastal areas and does not affect the City of Central Point.

Conclusion CPMC 17.10.400(A): Based on the nature of the proposed amendments and the findings above, the proposed changes to CPMC 8.24 are consistent with all applicable Statewide Planning Goals.

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

Finding CPMC 17.10.400 (B): A review of the Central Point Comprehensive Plan identified the following relevant policies:

Citizen Involvement:

Policy 3 – Citizen Influence. Whenever possible, citizens shall be given the opportunity to be involved in all phases of the planning process, including (1) data collection, (2) plan preparation, (3) adoption, (4) implementation, (5) evaluation, and (6) revision.

Finding Citizen Involvement Policy 3 – Citizen Influence: The proposed text amendments are being initiated by the City based on new federal standards to mitigate potential impacts of development within the floodplain and to maintain consistency with National Flood Insurance Program (NFIP) standards. To promote awareness of the proposed amendments, the City published notice of two (2) duly public hearings that have been scheduled with the Planning Commission (2/11/2025) and City Council (2/27/2025) to receive testimony. In addition to publishing notice in the newspaper on January 31, 2025, notice was provided to DLCD and information was posted on the City’s website (www.centralpointoregon.gov/projects).

Conclusion Citizen Involvement Policy 3 – Citizen Influence: As evidenced by the City’s collaboration with federal agencies and efforts to promote awareness of the proposed amendments and public involvement process, the proposed amendment was processed in accordance with Policy 3 for Citizen Involvement.

Policy 4 – Technical Information. The City will assure that all information used in the preparation of the Plan or related reports is made available in an easy to understand form and is available for review at the community library, City Hall, or other location.

Finding Citizen Involvement Policy 4 – Technical Information. The City has based the proposed text amendments on best practices for floodplain management. For example, FEMA provides a guidance and policy updates for the NFIP.

Conclusion Citizen Involvement Policy 4 – Technical Information. The proposed amendment is based on technical information related to floodplain management standards and best management practices.

Environmental Element:

Goal 5: To ensure future growth and development are not detrimental to the quality of air and water resources and do not contribute to urban noise pollution problems.

Finding Environmental Goal 5: The proposed amendments strengthen the standards set forth in CPMC 8.24 in order to reduce impacts of development in the floodplains, decrease the dangers from flooding hazards, and create a more resilient community through higher regulatory standards.

Conclusion Environmental Goal 5: Consistent.

Flood Hazard Reduction Policy 3: Prohibiting activities within the 100 year flood zone which in any way aggravates flood hazard by either filling available flood retention areas (thus displacing flood waters on to other areas) or inhibiting flow of natural drainage areas.

Finding Flood Hazard Reduction Policy 3: The proposed amendments are being initiated by the City based on new federal standards to mitigate potential impacts of development within the floodplain and further prohibiting development that increases the flood hazards.

Conclusion Flood Hazard Reduction Policy 3.: Consistent.

Conclusion CPMC 17.10.400(B):Based on the evaluation of applicable Comprehensive Plan policies, the proposed zoning text amendment is consistent with the Central Point Comprehensive Plan.

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

Finding CPMC 17.10.400 (C): The proposed zoning text amendment does not include changes to the zoning map.

Conclusion CPMC 17.10.400(C): Not applicable.

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)).

Finding CPMC 17.10.400 (D): The proposed text amendment does not involve any changes that would affect trip generation or public transportation facilities, such as an increase in density or parking standards.

Conclusion CPMC 17.10.400(D): *Given the nature of the proposed amendments and lack of impact to traffic, existing or planned transportation facilities, the proposed amendment complies with the TPR.*

PART 3 – CONCLUSION

As evidenced in findings and conclusions provided in Part 2, the proposed text amendments are consistent with applicable standards and criteria in the Central Point Municipal Code, including the Statewide Planning Goals (where applicable), Comprehensive Plan, and Statewide Transportation Planning Rule (where applicable).

PLANNING COMMISSION RESOLUTION NO. 928

**A RESOLUTION FORWARDING A FAVORABLE RECOMMENDATION FOR MAJOR
AMENDMENTS TO CHAPTER 8.24 (HEALTH AND SAFETY)**

FILE NO. ZC-25001

Applicant: City of Central Point

WHEREAS, on November 14, 2024 the City of Central Point City Council approved Resolution No. 1806, a resolution of intent initiating an application to amend various sections of Chapter 8.24 to maintain consistency with FEMA requirements in response to provisions necessary to comply with the Endangered Species Act;

WHEREAS, the City of Central Point is a participating community in the National Floodplain Insurance Program (NFIP), and Central Point must maintain consistency with FEMA floodplain development regulations;

WHEREAS, on February 4, 2025 the City of Central Point Planning Commission conducted a duly-noticed public hearing on the application, at which time it reviewed the record and heard testimony and comments on the application; and,

WHEREAS, the Planning Commission finds that the above referenced code amendments comply with the approval criteria set forth in CPMC 17.10, including the Statewide Planning Goals, Comprehensive Plan and Transportation Planning Rule as evidenced by the Planning Department Findings of Fact and Conclusions of Law in the Staff Report dated February 4, 2025 (Exhibit 1) including all exhibits thereto.

NOW, THEREFORE, BE IT RESOLVED, that

Section 1: The City of Central Point Planning Commission hereby forwards a favorable recommendation to the City Council to approve the amendments File No. ZC-25001 as set forth in the Staff Report dated February 4, 2025 (Exhibit 1).

Section 2: This decision is based upon the Planning Department Staff Report dated February 4, 2025, attached hereto as Exhibit 1, including Attachments A through C of the Staff Report.

PASSED by the Planning Commission and signed by me in authentication of its passage this 4th day of February 2025.



Planning Commission Chair

ATTEST:



City Representative



DEPARTMENT: Planning

MEETING DATE: March 13, 2025

STAFF CONTACT: Stephanie Powers, Planning Director

SUBJECT: Comprehensive Plan Land Use Element Amendment Designating a Climate Friendly Area

SUMMARY AND BACKGROUND:

The City Council conducted a public hearing on February 27, 2025, considering the first reading of an ordinance to amend the Comprehensive Plan Land Use Element text and map (Attachment 1). The proposed amendments accomplish the following:

- Amend the Comprehensive Plan Land Use Element to establish a Climate Friendly Area (CFA) Overlay; and,
- Amend the General Land Use Plan (GLUP) Map to apply the CFA Overlay to 94.4 acres within a portion of the eastside Transit Oriented Development (TOD) Overlay, and amend the land use designation on 27.6 acres from Medium Density Residential (MRes) to High Density Residential (HRes).

The proposed changes respond to portions of the Climate Friendly and Equitable Communities (CFEC) rules (Oregon Administrative Rule (OAR) 660-012-0300 through 0330). These rules require cities greater than 10,000 in population to establish at least one (1) Climate Friendly Area (CFA), an area subject to land use and transportation planning requirements that aim to create dense urban mixed-use centers where people can live, work and play without owning a car.

The proposed changes are necessary to amend the Zoning Ordinance in a subsequent item to establish CFA Overlay land use regulations and amend the zoning map to apply the CFA Overlay to 94.4 acres and re-zone 27.6 acres from Low Mix Residential (LMR) to Medium Mix Residential (MMR).

On February 27, 2025, the City Council held a duly noticed public hearing to consider the Comprehensive Plan Amendments and moved to forward the draft Ordinance to a second reading. No changes were made to the draft Ordinance since the first reading.

FINANCIAL ANALYSIS:

There are no costs associated with amending the Comprehensive Plan other than in-kind contributions of staff.

LEGAL ANALYSIS:

Pursuant to OAR 660-012-0010(3) and (4(a), the City is required to designate a CFA by March 31, 2025. The City is utilizing the existing policy framework for the TOD Overlay and proposing minor changes in land use designations and regulatory requirements to comply with the applicable CFA requirements in OAR 660-012-0300 through 0330. The Planning Department has prepared findings of fact and conclusions of law that demonstrate how the proposed amendment meets the applicable state and local requirements (Attachment 2).

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

Community Investment, Goal 4 - Manage Growth to provide places that are timely and loved by the community.

Strategy 2 - Continually monitor and update the community's land use to reflect the community's preferences for how new growth areas will look, feel, and function. (As the City grows, in response to market demand, this supports the creation of urban form and architectural character informed by the community's vision for its future).

Comment: The intent of the CFA to create dense, mixed-use urban areas that allow people to live, work and play without having to own a car aligns with the City's existing policies for transit-oriented development. The TOD Overlay promotes a compact urban form that supports multiple modes of transportation. By leveraging existing policies that have resulted in the creation of attractive neighborhoods and commercial areas that reflect the community's vision to maintain a small-town feel, the proposed amendments apply what is already working with targeted changes needed to comply with state standards. Through community involvement and stakeholder input, Central Point's land use strategy in the CFA further promotes the small-town feel, housing needs and preferences of our community.

ATTACHMENTS/EXHIBITS:

1. Exhibit C - Findings of Fact and Conclusions of Law
2. Ordinance Amending the Land Use Element (CPA-24001)

STAFF RECOMMENDATION:

Staff recommends City Council approve the ordinance.

RECOMMENDED MOTION:

I move to approve Ordinance No. _____ an Ordinance Amending the Central Point Comprehensive Plan Land Use Element Text and Maps to Establish and Apply a Climate Friendly Area (CFA) Overlay to 94.4 acres within a Portion of the Eastside Transit Oriented Development Overlay, and Amending the General Land Use Plan Map Designation on 27.6 acres within the CFA Overlay from Medium Density Residential to High Density Residential.

EXHIBIT C

Climate Friendly Area (CFA) Designation

Findings of Fact and Conclusions of Law

File No. CPA-24001 and ZC-24002

Applicant:

City of Central Point	)	Findings of Fact
140 South 3 rd Street	)	and
Central Point, OR 97502	)	Conclusions of Law

1 Introduction

The City is amending its Comprehensive Plan Land Use Element and Zoning Ordinance to accomplish the following:

- Amend the Comprehensive Plan Land Use Element to establish a Climate Friendly Area (CFA) Overlay;
- Amend the General Land Use Map (GLUP) to apply the CFA Overlay to 94.4 acres and to amend the land use designation on 27.6 acres from Medium Density Residential (MRes) to High Density Residential (HRes);
- Amend the Zoning Map to apply the CFA Overlay to 94.4 acres and to re-zone 27.6 acres from Low Mix Residential (LMR) to Medium Mix Residential (MMR) within the CFA Overlay area;
- Add a new CFA Overlay chapter and make various amendments to other chapters in Central Point Municipal Code (CPMC) Title 17, Zoning.

The proposed Comprehensive Plan and Zoning map and text amendments respond to amendments to portions of the Climate Friendly and Equitable Communities (CFEC) rules (Oregon Administrative Rule (OAR) 660-012-0300 through 0330), which require cities greater than 10,000 in population to establish at least one (1) Climate Friendly Area (CFA) that is subject to land use and transportation planning requirements that aim to create dense urban mixed-use centers where people can live, work and play without owning a car.

The purpose of these findings is to demonstrate that the City's proposed CFA is consistent with the locational, capacity and land use requirements set forth in OAR 660-012-0310, 0315 and 0320, respectively, as well as the Statewide Planning Goals, Central Point Comprehensive Plan and Zoning Ordinance.

1.1 Applications

There are two (2) applications required to establish the CFA Overlay as provided below:

1.1.1 Comprehensive Plan Amendment: Land Use Element Text and General Land Use Plan Map (File No. CPA-24001)

The proposed amendment to the Land Use Element includes text amendments to describe the purpose and applicability of the new Climate Friendly Overlay, as well as the map amendments to establish the 94.4-acre CFA Overlay; and re-

designate 27.6 acres within the CFA Overlay area from Medium Density Residential (MRes) to High Density Residential (HRes).

1.1.2 Zoning Text and Map Amendment (File No. ZC-24002)

The proposed Zoning Map Amendment applies the CFA Overlay to 94.4 acres and re-zones 27.6 acres from Low Mix Residential (LMR) to Medium Mix Residential (MMR) consistent with the Comprehensive Plan GLUP Map amendment (Figures 3 and 4). The proposed Zoning Text Amendment amends relevant definitions for types of land uses, amends selected transit-oriented development (TOD) standards that apply to the proposed CFA and beyond, and introduces standards for a new CFA overlay zone that allow a broad mix of uses at intensities that support walkable, mixed-use patterns of development.

1.2 Procedural Requirements

The proposed amendments include change to a 94.4-acre area within the City, including policy, regulatory and map changes. Given the broad scope of the changes that will apply new policies and regulations, all three (3) applications qualify as major legislative amendments pursuant to CPMC 17.96.300 and CPMC 17.10.300(A) and are being processed using Type IV (Legislative) procedures in a consolidated proceeding.

1.3 Approval Criteria

Comprehensive Plan and Zoning Ordinance amendments, text and map changes are subject to overlapping approval criteria as follows:

- OAR 660-012-0310, Climate Friendly Areas
- OAR 660-012-0315, Designation of Climate Friendly Areas
- OAR 660-012-0320, Land Use Requirements in Climate Friendly Areas
- OAR 660-012-0325, Transportation Review in Climate-Friendly Areas and Centers
- OAR 660-012-0330, Land Use Requirements
- Statewide Planning Goals
- Central Point Comprehensive Plan
- CPMC 17.96, Comprehensive Plan and Urban Growth Boundary Amendments
- CPMC 17.10, Zoning Map and Text Amendments

1.4 Document Organization

These findings are presented in four (4) sections as set forth below:

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Figure 1. Current GLUP Map Designations within the CFA Overlay

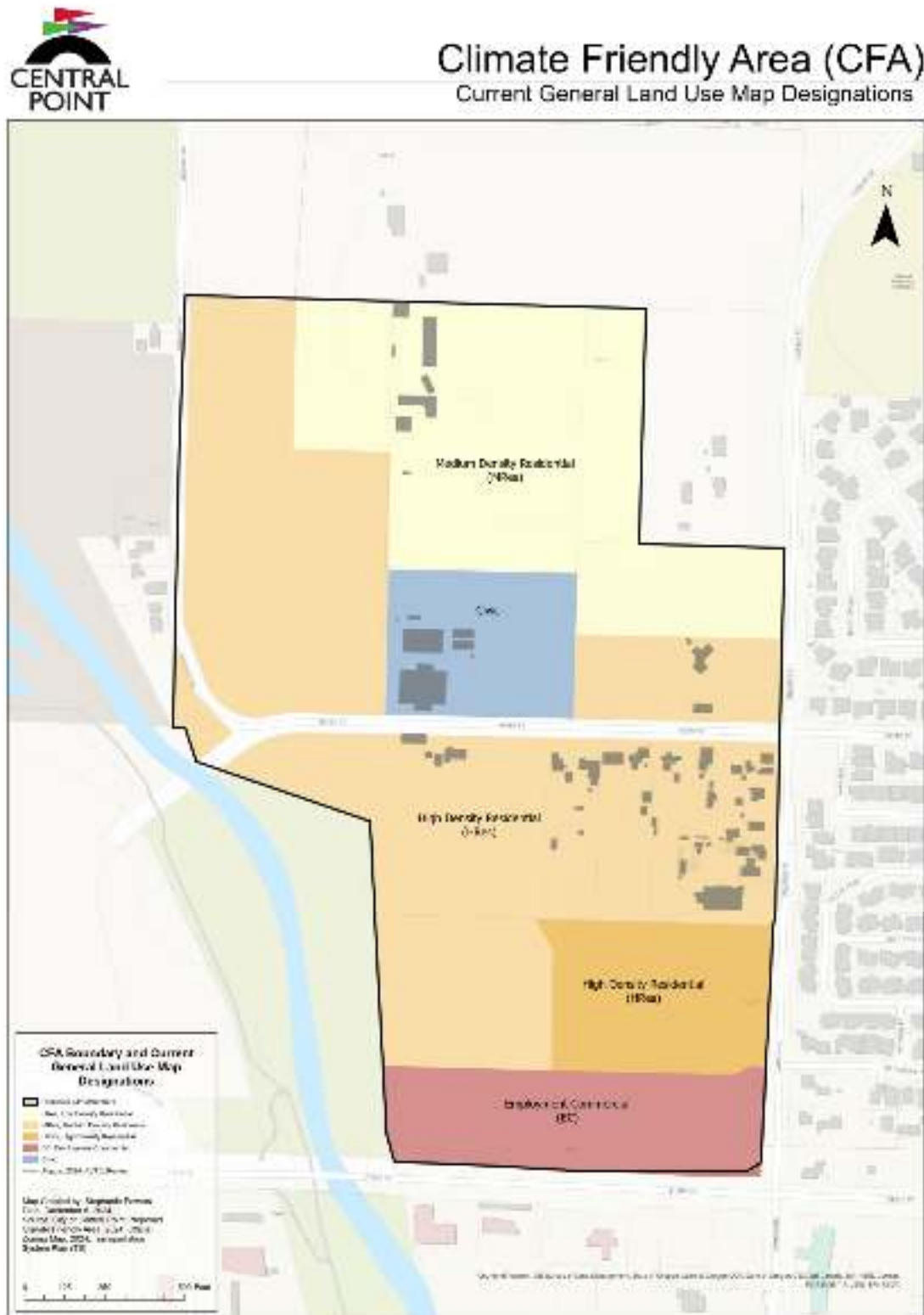


Figure 2. Proposed GLUP Map Designations within the CFA Overlay



Figure 3. Current Zoning Designations within the CFA Overlay.

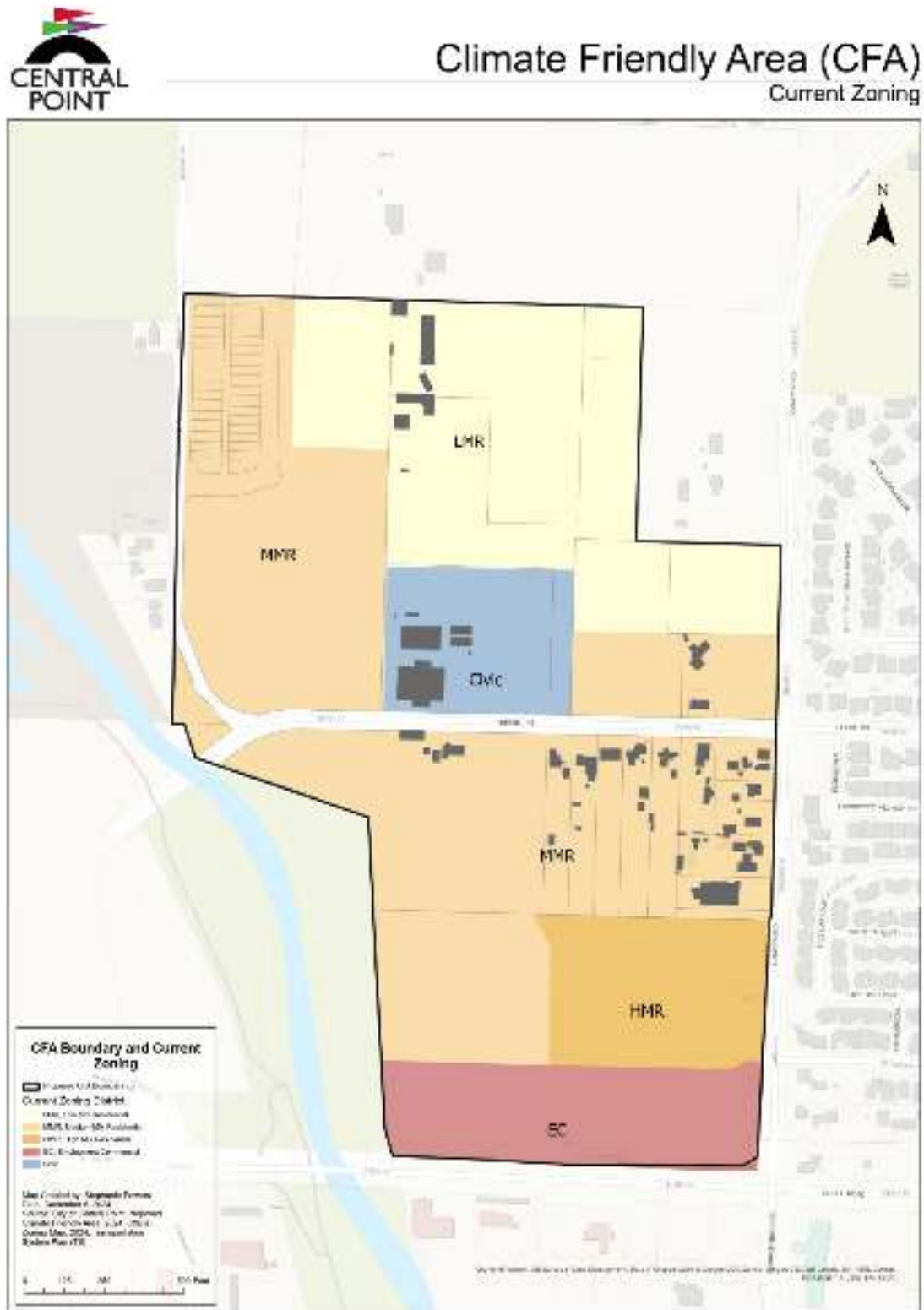
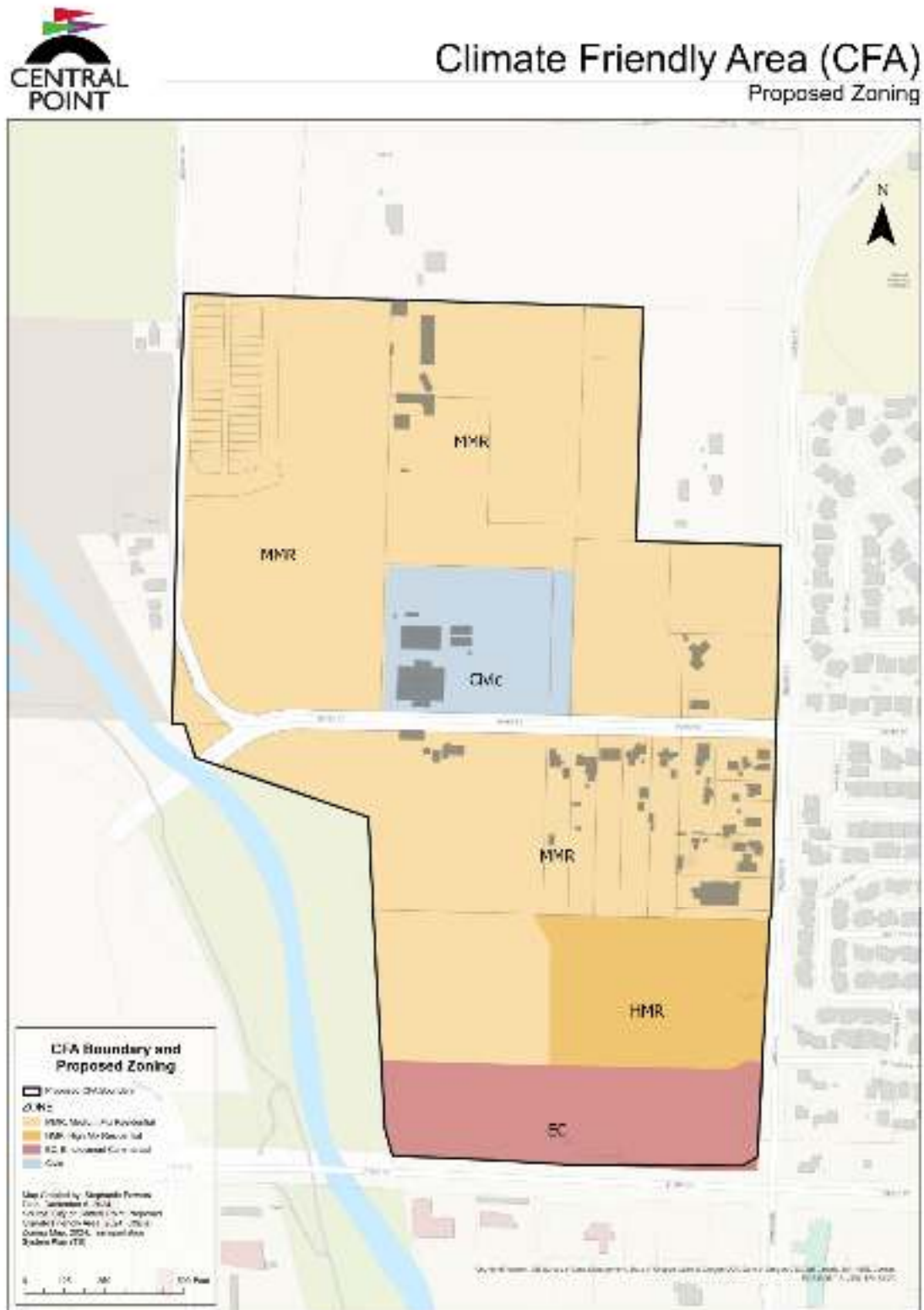


Figure 4. Proposed Zoning Designations within the CFA Overlay



2 Background

The City of Central Point has been committed to promoting multi-modal transportation options through the use of compact land development patterns and complete street design and construction for over two decades. These land management approaches have received increasing attention as an important way to reduce reliance on passenger vehicles by promoting active transportation, such as walking and cycling. On March 10, 2022, Governor Kate Brown issued Executive Order 20-04, directing state agencies to reduce climate pollution. The Land Conservation and Development Commission (LCDC) adopted Climate Friendly & Equitable Communities (CFEC) rules in July 2022, which fundamentally alters the way communities plan for and implement land use and transportation and includes designation of Climate Friendly Areas (CFAs). Since LCDC's adoption of the CFEC rules, the City of Central Point has accomplished the following:

- Eliminated off-street parking mandates in alignment with OAR 660-012-0420;
- Reformed parking lot design standards to increase tree canopy coverage and promote solar power generation and Electric Vehicle (EV) charging capacity in alignment in OAR 660-012-0405 and 660-012-0410; and,
- Studied potential CFA locations.

At this time, the City is establishing a CFA to meet OAR 660-012-0310 to 660-012-0320 sized to accommodate at least 30% of Central Point's current and future housing needs within a mixed-use district where residents, workers and visitors can meet most of their daily needs via a multimodal system that provides frequent, comfortable, and convenient connections to key destinations within the city and the region. Parking lots within CFAs are not required. However, if provided, they are designed to provide abundant tree canopy and other design elements that support pedestrian and bicycle use.

2.1 CFA Study

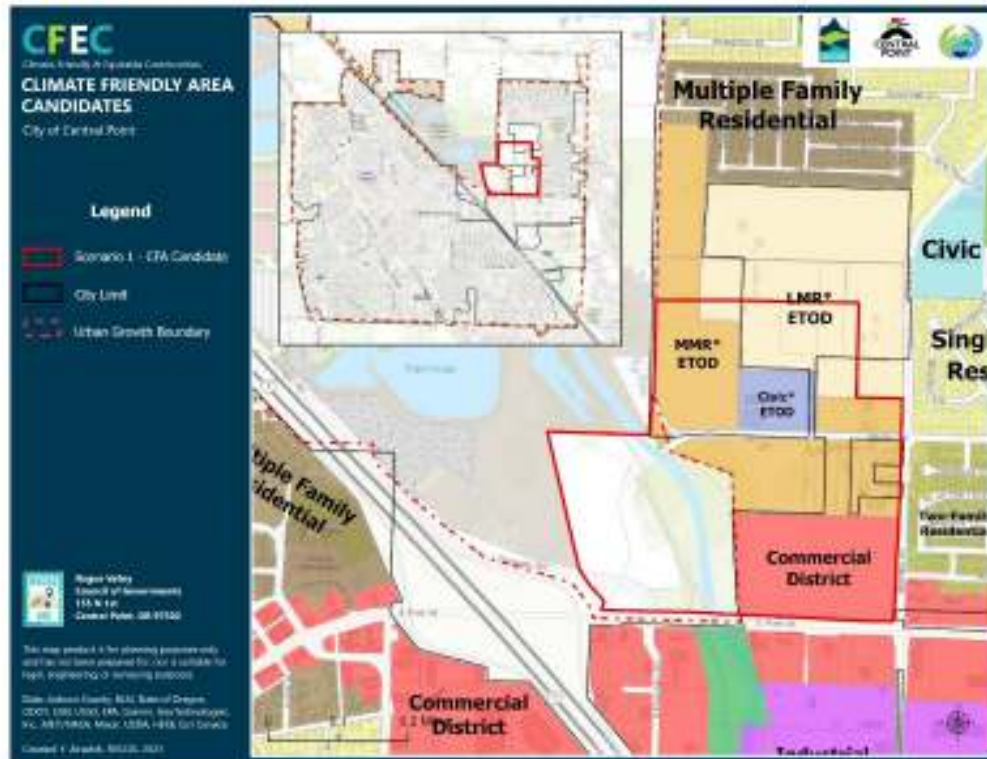
In 2023, the City partnered with the Rogue Valley Council of Governments (RVCOG), 3J Consulting and the Department of Land Conservation and Development (DLCD) to study potential CFA locations in Central Point (Exhibit 6). The Study documents the 8-step process including:

1. Develop a Community Engagement Plan;
2. Locate CFA candidate areas;
3. Size the CFA to accommodate 30% of current and projected housing needs;
4. Evaluate existing development standards for conformance with CFA requirements;
5. Identify needed zoning changes, if any;
6. Calculate CFA capacity;
7. Conduct an equity analysis to improve outcomes for underserved populations; and,
8. Complete the Study.

2.1.1 CFA Candidate Areas

The CFA Study identified two CFA boundary scenarios on the east side of Interstate 5 both including lands within the Eastside Transit Oriented Development (ETOD) Overlay area. Scenario 1 was roughly 110 acres and included lands outside the ETOD west of Bear Creek that are planned for heavy commercial use and open space (Figure 5). Scenario 2 is roughly 86 acres and has the same boundary as Scenario 1 minus the lands west of Bear Creek (Figure 6). Proposed CFA Overlay implements the Scenario 2 boundary.

Figure 5. CFA Study: Scenario 1 Candidate Area



CFEC
Climate Friendly & Equitable Communities
CLIMATE FRIENDLY AREA CANDIDATES
City of Central Point

Legend

- Scenario Z - CRA Candidate
- City Limit
- Urban Growth Boundary

Multiple Family Residential

Commercial District

Civic ETOD

LMR ETOD

MMR ETOD

Single Residential

Two-Family Residential

Regional Context Map

Oregon Valley Council of Governments
115 N. 1st
Central Point, OR 97502

This map product is for planning purposes only and has not been prepared for, nor is suitable for, legal engineering or planning purposes.

Map created by: Givens, B.M., State of Oregon
2008. GIS, ESRI, Inc. Services Technologies
Inc. METROPA, Mass. 01801, MA, Inc. 01801

Created: 10-10-2011 10:00:00 AM

The Central Point CFA study relied on the acknowledged Housing Needs Analysis to determine the current and future housing needs in the CFA (Table 1). Based on evaluation of current and future housing, the CFA is required to provide zoned building capacity for 2,926 dwelling units.

2019 Existing Housing Units	6,864
2039 Forecast Units Needed	2,887
Total Needed Housing Units	9,751
Required CFA Housing Capacity (No. Units)	2,926

Based on the City's acknowledged Housing Needs Analysis for 2019-2039, the City has 6,684 and needs an additional 2,887 units to accommodate forecast population growth. In accordance with OAR 660-012-0315(1), the CFA Overlay must have zoned capacity to accommodate 30% of the current and forecast housing need, which is equivalent to 2,926 housing units. The RVCOC Housing Capacity Analysis for the proposed CFA Overlay/Scenario 2 is provided on Pages 43-46 in Exhibit 6. The analysis calculated housing capacity for each of the zones within the CFA was based on the land use distribution in Table 2.

Table 2. Original CFA Scenario 2 Land Use Distribution (Gross and Net Developable Acreage (NDA))

CFA Study Scenario 2 Land Use Distribution (Acres)					
LMR	MMR	HMR	Civic	EC	Total
22	37	7.43	6	14.14	86.57

Based on the above distribution and the assumed block lengths (360' * 260'), the CFA Study concluded that the CFA Overlay area would have capacity to accommodate 3,779 units, which exceeds the required zoned housing capacity by 853 units.

2.1.4 Housing Capacity Analysis Update

The City's proposed CFA Overlay does not modify the Scenario 2 boundary. However, review of the study identified several changes needed to update to the Housing Capacity Analysis calculations: reducing the assumed maximum block length from 360-ft to 350-ft consistent with OAR 660-012-0310(2)(a) and updating the acreages based on the proposed land use and zoning changes being adopted as part of the project (Table 3).

Table 3. Corrected Land Use Distribution (Gross and Net Developable Acreage (NDA))

CFA Overlay Corrected Land Use Distribution (Acres) ¹						
	LMR	MMR	HMR	Civic	EC	Total
Gross Acres	0	71.0	7.4	5.9	10.1	94.4
NDA	0	50.2	5.3	4.2	7.1	66.8

The updated Housing Capacity Analysis indicates that the proposed CFA Overlay can accommodate 4,056 dwelling units based on the proposed land use distribution, which continues to exceed the zoned housing capacity requirement to provide 2,926 units. (See Exhibit 7.)

2.2 Proposed CFA

2.2.1 Location

The City's CFA is located within a portion of the Transit Oriented Development (TOD) Overlay east of Interstate 5 (Figure 7). The 94.4-gross-acre CFA is bound by East Pine Street to the South, Hamrick Road to the east, Bear Creek to the west and undeveloped lands planned for residential use to the north. The CFA is within the Urban Growth Boundary (UGB) with roughly 29.4 acres located outside the city limits boundary.

¹ Acreages for the updated Housing Capacity Analysis are based on calculation of GIS shapefile geometry for zoning district boundaries, tax lots and right-of-way deductions. This accounts for the minor discrepancies in the net acreage totals for the CFA between Table 1 and 2.

Figure 7. CFA Overlay Aerial Photo Showing Existing conditions



2.2.2 Current Land Use

The current land use and zoning provides for a mix of medium and high density housing, civic and commercial uses (Figure 1 and 3; and Table 4).

Table 4. CFA Current Land Use and Zoning Distribution

Current Land Use	Gross Acreage	Current Zoning	Gross Acreage
Medium Density Residential (MRes)	27.6	Low Mix Residential (LMR)	27.6
High Density Residential (HRes)	50.8	Medium Mix Residential (MMR)	43.4
		High Mix Residential (HMR)	7.4
Employment Commercial	10.1	Employment Commercial	10.1
Civic	5.9	Civic	5.9
TOTALS:	94.4		94.4
Existing Right-of-Way	9.09	Existing Right-of-Way	9.09
Total Net Acreage:	85.3	Total Net Acreage:	85.3

2.2.3 Housing Inventory

Based on the most current tax assessor's records and the City's Buildable Lands Inventory, the CFA has 62 residential dwelling units, including the following housing types (Table 5):

- Single-family Detached (SFRD)
- Single-family Attached (SFRA)
- Mobile Home
- Manufactured Dwelling (MFD)
- Multifamily Apartments
- Dwelling Group
- Residential Care Home

According to the Oregon Affordable Housing Inventory², there are no existing or pending income-restricted affordable housing units within the CFA Overlay. However, there are two newer developments on Hamrick Road including a 12 unit apartment building with four (4) accessible ground floor units and a single-story, 15-unit residential care facility that is designed for accessibility. Although the mortgage and/or rental rates are unknown for the housing stock within the proposed CFA, there is a 1972 single-wide mobile home, a 1977 double-wide manufactured dwelling and a 2019 manufactured dwelling. These units are typically more affordable home ownership options.

² <https://geo.maps.arcgis.com/apps/webappviewer/index.html?id=cdd80b0c47054fbbbc8995055ae6fe6b>

Table 5. CFA Tax Lot and Housing Inventory

CFA Overlay Tax Lot and Housing Inventory							
Map/Lot	Account	Acreage	Address Number	Street Name	Year Built	Housing Type	No. Units
372W01CB1100	10195515	0.48	4475	HAMRICK RD	2021	Multifamily Apartments	12
372W022900	10195881	6.67		BEEBE RD	1978	N/A	0
372W01BC10200	10195339	0.17	444	BEEBE RD	1957	SFRD	1
372W01C2400	10195572	1.05	495	BEEBE RD	1956	SFRD	1
372W01BC10100	10195321	1.66	446	BEEBE RD	1954	SFRD	1
372W02D200	10195921	1.00	511	BEEBE RD	1950	SFRD	1
372W01C1800	10195507	0.26	4497	HAMRICK RD	1949	SFRD, ADU	2
372W01C2200	10195540	0.76	443	BEEBE RD	1949	SFRD	1
372W01C2300	10195556	1.18	477	BEEBE RD	1949	N/A	0
372W01C2500	10195581	1.04	507	BEEBE RD	1949	SFRD	1
372W01C1700	10195491	0.57	4511	HAMRICK RD	1947	SFRD, ADU	2
372W01CB1000	10195523	0.91	4461	HAMRICK RD	1947	Dwelling Group	3
372W01BC10000	10195312	2.27	4615	HAMRICK RD	1910	N/A	0
372W023000	10195899	8.57	628	BEEBE RD	1900	N/A	0
372W01BC9900	10195299	4.06	456	BEEBE RD	0	Vacant	0
372W01C2301	10195564	1.18	445	BEEBE RD	1972	Mobile Home	1
372W01CB900	10195531	0.72	4439	HAMRICK RD	2013	Residential Care	15
372W022700	10195872	14.39	718	BEEBE RD	0	Vacant	0
372W022701	10575641	0.41		BEEBE RD	0	Vacant	0
372W023100	10195904	5.49	600	BEEBE RD	0	Church	0
372W02D100	10195947	21.12	1777	E PINE ST	0	Vacant	0
372W02D300	10195939	8.95	587	BEEBE RD	1977	Manufactured Home	1
372W02D300	10195939	0.21	587	BEEBE RD	0	Vacant	0
372W02AD100	11014132	0.08	4762	GEBHARD RD	2024	SFRA, ADU	2
372W02AD200	11014133	0.08	4758	GEBHARD RD	2024	SFRA	1
372W02AD300	11014134	0.06	4754	GEBHARD RD	2024	SFRA	1
372W02AD400	11014135	0.08	4750	GEBHARD RD	2024	SFRA, ADU	2
372W02AD500	11014136	0.08	4746	GEBHARD RD	2024	SFRA, ADU	2
372W02AD600	11014137	0.06	4742	GEBHARD RD	2024	SFRA, ADU	2
372W02AD700	11014138	0.08	4738	GEBHARD RD	0	Vacant	0
372W02AD800	11014139	0.06	4734	GEBHARD RD	0	Vacant	0
372W02AD900	11014140	0.06	4730	GEBHARD RD	0	Vacant	0
372W02AD1000	11014141	0.08	4726	GEBHARD RD	0	Vacant	0
372W02AD1100	11014142	0.06	4722	GEBHARD RD	0	Vacant	0
372W02AD1200	11014143	0.08	4718	GEBHARD RD	0	Vacant	0
372W02AD1300	11014144	0.08	4714	GEBHARD RD	0	Vacant	0
372W02AD1400	11014145	0.06	4710	GEBHARD RD	0	Vacant	0
372W02AD1500	11014146	0.06	4706	GEBHARD RD	0	Vacant	0
372W02AD1600	11014147	0.07	4702	GEBHARD RD	0	Vacant	0
372W02AD1700	11014148	0.08	1101	ANNALISE ST	0	Vacant	0
372W02AD1800	11014149	0.06	1105	ANNALISE ST	0	Vacant	0
372W02AD1900	11014150	0.06	1109	ANNALISE ST	0	Vacant	0
372W02AD2000	11014151	0.06	1113	ANNALISE ST	0	Vacant	0
372W02AD2100	11014152	0.06	1117	ANNALISE ST	0	Vacant	0
372W02AD2200	11014153	0.06	1121	ANNALISE ST	0	Vacant	0
372W02AD2300	11014154	0.06	1125	ANNALISE ST	0	Vacant	0
372W02AD2400	11014155	0.08	1129	ANNALISE ST	0	Vacant	0
372W02AD2500	11014156	0.08	1133	ANNALISE ST	0	Vacant	0
372W02AD2600	11014157	0.06	1137	ANNALISE ST	0	Vacant	0
372W02AD2700	11014158	0.08	1141	ANNALISE ST	2024	SFRA, ADU	2
372W02AD2800	11014159	0.06	1145	ANNALISE ST	2024	SFRA, ADU	2
372W02AD2900	11014160	0.06	1149	ANNALISE ST	2024	SFRA	1
372W02AD3000	11014161	0.06	1153	ANNALISE ST	2024	SFRA, ADU	2
372W02AD3100	11014162	0.06	1157	ANNALISE ST	2024	SFRA	1
372W02AD3200	11014163	0.08	1161	ANNALISE ST	2024	SFRA, ADU	2
TOTALS:		85.32					62

2.3 Proposed Land Use

The proposed land use, as shown in Table 6, would change the land use and zoning of 27.6 gross acres from Medium Density Residential (MRes) and Low Mix Residential (LMR) to High Density Residential (HRes) and Medium Mix Residential (MMR). The change will facilitate a greater variety of housing types, increased density and building heights consistent with the CFA land use requirements.

Table 6. Proposed CFA Land Use and Zoning Distribution

Proposed Land Use	Gross Acreages	Current Zoning	Gross Acreage
Medium Density Residential (MRes)	0	Low Mix Residential (LMR)	0
High Density Residential (HRes)	78.4	Medium Mix Residential (MMR)	71
		High Mix Residential (HMR)	7.4
Employment Commercial	10.1	Employment Commercial	10.1
Civic	5.9	Civic	5.9
Total Gross Acreage:	94.4	Total Gross Acreage:	94.4
Existing Right-of-Way	9.09	Existing Right-of-Way	9.09
Total Net Acreage:	85.3	Total Net Acreage:	85.3

2.4 Anti-Displacement & Housing Production Strategies

As part of the CFA Overlay designation project, the City has identified and selected housing production strategies that aim to mitigate impacts of gentrification on state and federal protected classes. Gentrification occurs when redevelopment results in attractive, modernized and competitively priced developments that can displace protected classes. The 2023 City of Central Point Climate Friendly Area Study evaluated the neighborhood typology within the CFA Overlay area using the DLCD Anti-Displacement Map, which classifies neighborhoods based on their income profile, vulnerable classes, amount of precarious housing, housing market activity and overall neighborhood demographic change. There are seven neighborhood typologies:

1. Affordable and Vulnerable.
2. Early Gentrification
3. Active Gentrification
4. Late Gentrification
5. Becoming Exclusive
6. Advanced Exclusive
7. Unassigned

As shown in Figure 11, the CFA Overlay area is within the Late Gentrification neighborhood typology. This type of neighborhood does not have predominantly low-income households, but still has a population that is vulnerable to gentrification. By definition, the housing market in this neighborhood typology exhibits high housing prices with high appreciations as they have a relatively low share of precarious housing. The neighborhoods in this typology typically have experienced significant changes in demographics related to gentrification.

RVCOG identified several potential housing production strategies to minimize impacts on existing population displacement, promote housing affordability and equitable outcomes within Categories A through F in Figure 8. (Exhibit 2)

Also worth noting is that although the CFA Overlay area is identified as a Late Gentrification neighborhood typology, there are relatively few existing homes in the area (62 homes in 94.4 acres, as shown in Table 5) and the majority of the overlay area is undeveloped. Thus, there are significant opportunities to introduce housing affordable to a range of households as new housing is built to promote equitable outcomes, in addition to anti-displacement strategies.

Figure 8. Anti-displacement Strategy Categories

Category A		Zoning and Code Changes	These are strategies that a jurisdiction can take to proactively encourage needed housing production through zoning and code modifications. These strategies may also include regulations to ensure housing goals are met.
Category B		Reduce Regulatory Impediments	These strategies address known impediments to providing needed housing. These include but are not limited to zoning, permitting, and infrastructure impediments.
Category C		Financial Incentives	These are a list of financial incentives that jurisdictions can give to developers to encourage them to produce needed housing.
Category D		Financial Resources	These are a list of resources or programs at the local, state and federal level that can provide money for housing projects. The majority of these resources are intended to provide money for affordable housing projects.
Category E		Tax Exemption and Abatement	These are a list of tax exemption and abatement programs that are intended to encourage developers to produce housing.
Category F		Land Acquisition, Lease, and Partnerships	These are strategies that secure land for needed housing, increase the value of land for housing, and/or create partnerships that will catalyze housing development.
Category Z		Custom Options	Any other Housing Production Strategy not listed in Categories A through F that the jurisdiction wishes to implement will be outlined in this section and numbered accordingly.

To encourage production of affordable housing and mitigate displacement of protected classes, the City has identified the following current and proposed strategies:

1. **Eliminate Ground Floor Commercial Requirement** (Category A). The City's proposed CFA Overlay allows affordable multifamily housing and single-family attached housing within the Employment Commercial (EC) zone without any ground-floor commercial requirement. This is a departure from current regulations in the EC zone, which only permits multifamily residential when located above ground-floor commercial. According to the market feasibility analysis, there is low demand for mixed-use development with ground floor commercial and residential units above at this location. By eliminating the ground floor requirement for affordable multifamily housing, the City is encouraging provision of affordable housing along with attached single-family that is typically more affordable at market rates.

Strategy: Allow affordable multifamily affordable housing without ground floor commercial and single-family attached as permitted uses.

Status: Will be completed with CFA adoption. The provisions are included in the proposed code amendments for the CFA Overlay.

Monitoring: Track and report the number of inquiries/land use applications/permits and units constructed. Although the City cannot mandate the construction of housing at this location, we can promote it through more flexible regulations. If we start to see this strategy generating development interest or action, this will provide an opportunity to expand this housing production strategy to other areas and in other zones that have ground floor commercial requirements.

2. **Public Facility Planning/Urban Renewal** (Category B). There is a 21-acre area within the CFA that is included in the City's Urban Renewal District. This property is planned and zoned for high density residential and Employment Commercial uses. Per the City's Transportation System Plan, Gebhard Road, a Collector, will be extended from the north part of the CFA to East Pine Street at a future signalized intersection (Figure 9). This future roadway project will be completed as a function of development in the area and will provide for multimodal connections between existing and future streets in the CFA. Due to lack of existing development in the area, System Development Charge (SDC) credits available are limited to the cost of roadway construction above the local street standard. Additionally, a large segment of the roadway extension and the signal at East Pine Street are identified in the Downtown and East Pine Street Corridor Revitalization Plan as eligible projects to receive urban renewal funding, which can help incentivize both residential and commercial development at this location, which may be a catalyst for more residential development throughout the CFA.

Figure 9. Urban Renewal Boundary and the Gebhard Road Extension Project.



Strategy: Make funding available for the portion of the Gebhard Road extension project and East Pine Street signal.

Status: In Progress. The projects have been in the Urban Renewal Plan since 2012. There are development restrictions on the subject property from the prior landowner, which has been an impediment to the site's development. The City will continue to work with developers and discuss this funding opportunity subject to performance of the Urban Renewal District.

Monitoring: Report on any funds allocated through Urban Renewal and the number of units and estimated jobs produced as a result.

3. **Multiple Unit Tax Exemption Program** (Category E). The City will pursue formation of a Multiple Unit Tax Exemption Program (MUPTE) to promote the development of multifamily housing types, including middle housing (e.g. duplex, triplex, fourplex, cottage clusters) within portions of in the City, including but not limited to the CFA. The community has a vision to maintain the community's small-town feel as it grows. In conversations with community members, small-town feel is derived from a combination of community connectivity and human-

scale design. More work is needed to understand the community's definition of small-town relative to design features as part of the MUPTE program creation. Notwithstanding, the preliminary concept is to incentivize the development of higher density multifamily developments that apply site and building form and design that is human-scale; promotes connectivity between the public and private realms to foster social connection; informal street surveillance for crime prevention and safety, multimodal transportation features and housing affordability.

Strategy: Pursue formation of a MUPTE Program that applies to the CFA. Include public features that support multimodal transportation, design components that align with the small-town preference of the community and housing affordability.

Status: Not Started.

Monitoring: Report on the formation of the MUPTE Program, including stakeholder engagement to customize the program to meet community needs and preferences, adoption, implementation and units produced.

4. **Middle Housing Pre-Approved Plans** (Category B). The City allows several forms of middle housing, such as accessory dwelling units (ADUs), townhomes, duplexes, triplexes, four plexes and dwelling groups. However, some forms of middle housing have not been produced (i.e. stacked duplexes, triplexes, fourplexes; dwelling groups/cottage clusters). To promote middle housing types, reduce applicant cost, uncertainty and processing timelines, the City plans to budget for professional services to develop pre-approved plans. Due to the small size of the City and funding availability, this strategy will be considered during budget planning relative to other professional and contract services needs for the City's Planning Department and whether this strategy has worked. Our vision is to create a growing set of plans that can be used in the CFA and other areas of the City.

Strategy: Hire an architect to develop pre-approved plans including but not limited to: ADUs, stacked duplexes/triplexes/fourplexes, live-work units.

Status: Not Started.

Monitoring: Performance of this strategy will be based on development of the pre-approved plans and frequency of their use measured annually and overtime. This strategy will be successful if it increases the development of middle housing.

5. **Partnerships** (Category F). The City has a history of working collaboratively with the private sector and non-profits to support development of affordable housing projects with in-kind staff support and resources as they are available. Past actions taken to support housing development have included city-initiated land use/zoning changes, public improvement assistance, and right-of-way vacations. The City will continue to partner with private, non-profit and governmental agencies to support affordable and market rate housing production, as well as by providing financial contributions to directly support vulnerable populations in the community (e.g. St. Vincent de Paul, Access, etc.).

Strategy: Partner with the public and private sector and non-profits to directly support vulnerable populations in the community, incentivize and remove obstacles to housing production in the City.

Status: Ongoing. Recently, the City has partnered with the Housing Authority of Jackson County to prepare a site for mixed-income housing development through adoption of Comprehensive Plan and zoning map amendments (Ordinances 2111 and 2112) and approval of a partition (PAR-23002). The preliminary development plan shown in Figure 10 was the subject of a Pre-Application Conference held on October 19, 2021 for the site.

Monitoring: Report on annual financial assistance and in-kind support to produce housing, support vulnerable populations.

Figure 10. Preliminary Development Plan, 1777 East Pine Street (Submitted for 2021 Pre-Application Conference)

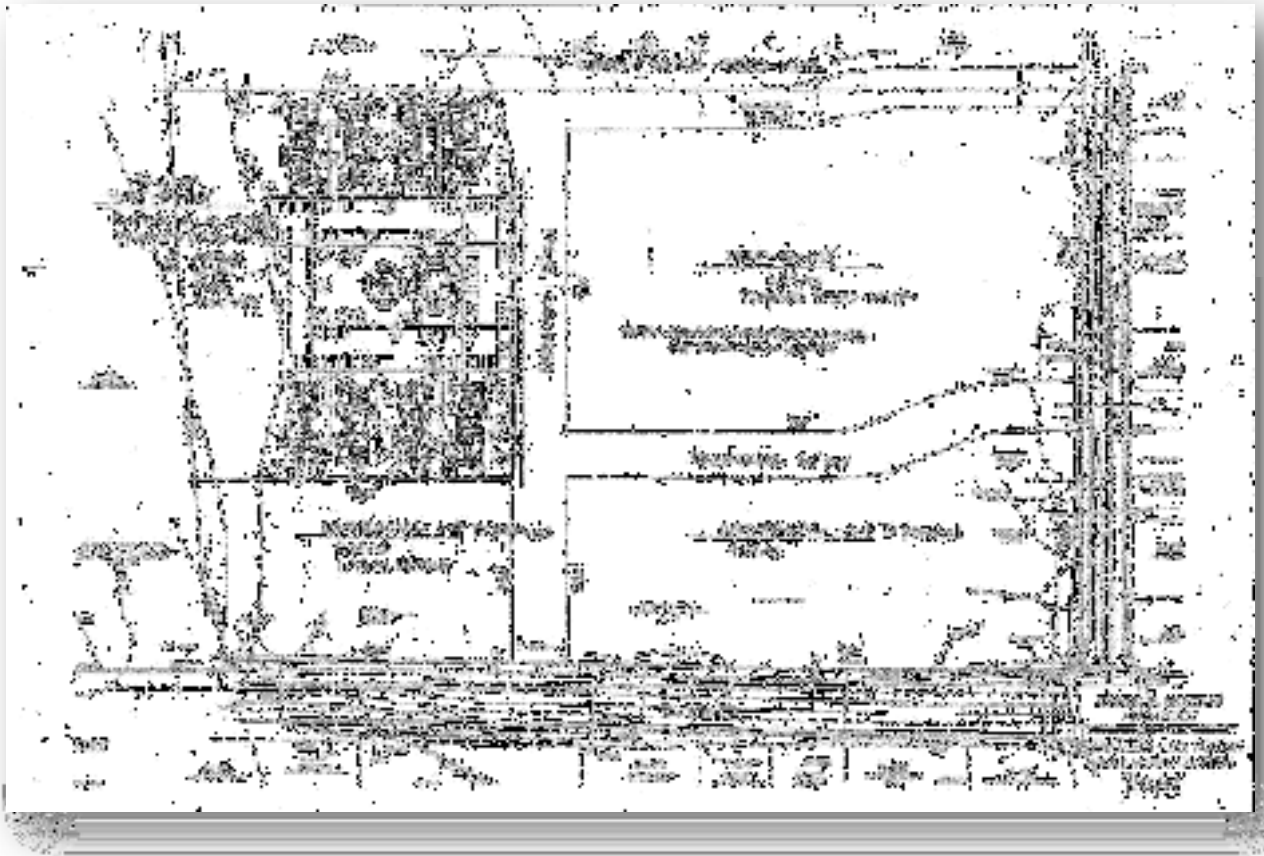
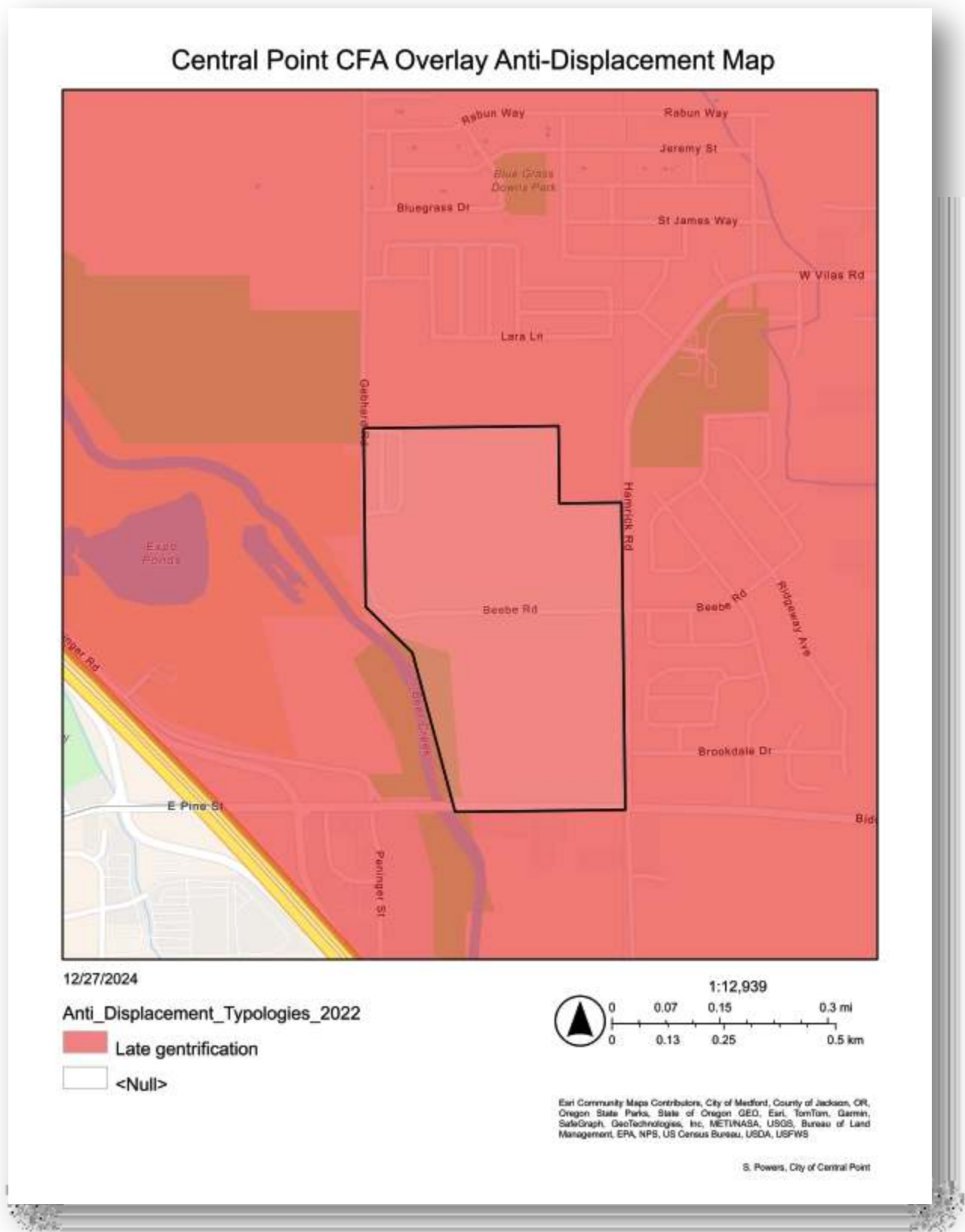


Figure 101. Central Point CFA Anti-Displacement Map



2.5 Multimodal Gap Summary

Pursuant to OAR 660-012-0325(4), the City has prepared a Multimodal Gap Summary that summarizes the existing multimodal inventory, including the street, bicycle, pedestrian and transit system. Since the CFA is largely undeveloped, there are significant gaps in the system that require urban upgrades, new bicycle lanes, sidewalks and transit stops. The multimodal system gaps and infill approaches are also addressed in the Multimodal Gap Summary document (Exhibit 4)

2.6 Highway Impact Summary

Pursuant to OAR 660-012-0325(5), the Oregon Department of Transportation (ODOT) coordinated with the City to prepare a Highway Impact Summary since the CFA is within the Interchange Area Management Plan area for Exit 33 (Exhibit 6). The highway impact summary identifies how the highway system will be impacted by implementation of the CFA and includes the following components:

- Summary of the changes in development capacity based on the proposed Comprehensive Plan and Zoning Amendments;
- Summary of additional vehicle trips during the 20-year planning period (2019-2039);
- Summary of traffic related injuries and deaths within the CFA during the past 5-years;

The Highway Impact Summary considers that the CFA is already planned and zoned to be a higher density, mixed-use neighborhood within the City's Transit Oriented Development (TOD) Overlay. It concludes that changes from the current undeveloped conditions will result in an impact to the highway system. However, the impact resulting from the proposed land use and zoning will be less than the impact of the current plan for land use/zoning. This accounts for the decrease in the commercial land.

3 Findings of Fact and Conclusions of Law

The City of Central Point has been committed to promoting multi-modal transportation Findings of Fact and Conclusions of Law must show compliance with relevant Oregon Administrative Rules (OARs) for Climate Friendly Areas (CFAs), statewide planning goals, the Central Point Comprehensive Plan, and approval criteria for comprehensive plan and zoning map and text amendments in the Central Point Municipal Code (CPMC).

3.1 State Climate Friendly Area Rules (OAR 660-012-0310 to 660-012-0330)

OAR 660-012-0310: Climate-Friendly Areas

(1) This rule, OAR 660-012-0315, and OAR 660-012-0320 apply to cities and counties that:

- (a) Are within a metropolitan area other than the Portland Metropolitan Area;
- (b) Are inside incorporated cities or areas within an urban growth boundary as provided in section (3); and
- (c) Have a population of more than 5,000 within an urban growth boundary.

(2) Cities and counties shall study and zone climate-friendly areas for locations that meet the following requirements.

- (a) Locations able to support development consistent with the land use requirements of OAR 660-012-0320.
- (b) The locations shall be in existing or planned urban centers, including downtowns, neighborhood centers, transit-served corridors, or similar districts. To the extent practicable, climate-friendly areas should be located within, or in close proximity to, areas planned for, or provided with, high-density residential uses and a high concentration of employment opportunities.
- (c) The locations shall be in areas that are served, or planned for service, by high quality pedestrian, bicycle, and transit services.
- (d) The locations shall not be in areas where development is limited or disallowed by provisions adopted pursuant to Statewide Planning Goal 7. Climate-friendly areas may be designated in such areas if the local government has adopted requirements for development that will mitigate potential hazards to life and property, in compliance with Statewide Planning Goal 7.
- (e) Cities may designate climate-friendly areas within the urban growth boundary, but outside the city limits boundary, if the following requirements are met:
 - (A) The area is contiguous with the city limits boundary;
 - (B) The provision of urban services is contingent upon annexation into the city limits and the area is readily serviceable with urban water, sewer, stormwater, and transportation. "Readily serviceable" means that urban infrastructure services are nearby and could be provided to allow construction on the site within one year of an application for a building permit;

- (C) The zoning that will be applied upon annexation, based on the city's comprehensive plan designation for the area, is consistent with climate-friendly area requirements;
 - (D) The county in which the subject area is located has adopted a consistent comprehensive plan designation for the area; and
 - (E) The city can demonstrate that at least 70 percent of complete annexation applications within the last five years have been approved within one year of the date of complete annexation application.
- (f) Climate-friendly areas shall have a minimum width of 750 feet, including any internal rights of way that may be unzoned. Contiguous climate-friendly areas with distinct land use requirements may be considered cumulatively to demonstrate compliance with the minimum width requirement. Exceptions to these minimum dimensional requirements are allowed due to natural barriers, such as rivers; or due to long-term barriers in the built environment, such as freeways. Exceptions are also allowed if potential climate-friendly areas are constrained by adjacent areas planned and zoned to meet industrial land needs.

Finding, OAR 660-012-0310: *The City of Central Point is subject to the CFA requirements, per section (1). The proposed CFA is located within a planned urban center, an area designated and zoned as the Eastside Transit Oriented District (ETOD) since 2000. The ETOD is intended to and zoned for a range of commercial, employment and residential uses at a range of densities and mix of housing types, with additional proposed code amendments to fully align with the CFA land use requirements in OAR 660-012-0320, satisfying subsections (2)(a) and (b). (CPMC 17.65 to 17.69, as proposed.)*

Bicycle lanes and sidewalks are planned for all arterials and collectors within the ETOD; because this area is largely undeveloped, most of these facilities will be constructed at the time of future development. (2030 TSP, Figure 8.1.) Within the ETOD, the City has adopted additional standards addressing the design of sidewalks within commercial areas, including provisions for landscaping, lighting, delineation, and on-site connectivity between adjacent developments to provide an environment that encourages walking. (2030 TSP, Section 8.6.) The proposed CFA is also adjacent to the Bear Creek Greenway, a 20-mile, multi-use path from Central Point south to Ashland that serves both transportation and recreational uses. (2030 TSP, Section 8.9.) The Rogue Valley Transportation District (RVTD) incorporates the proposed CFA as a planned transit-oriented development and a new transit route is proposed to serve the area as part of the Short-term Preferred System – 2027, with implementation underway for 2025. (2040 Transit Master Plan, Figure 25.) Together the planned bicycle, pedestrian and transit improvement will provide high-quality service to the proposed CFA, satisfying subsection (2)(c).

There are no areas within the proposed CFA that are Goal 7 identified hazard areas, satisfying subsection (2)(d). (Comprehensive Plan Environmental Management Element, page VI-29.)

While the majority of the proposed CFA is within the City limits, a 29.4-acre portion is outside the current limits within the UGB. Per subsection (e), the area is contiguous with the existing City limits and is readily serviceable, per adopted utility master plans. Comprehensive plan designations and zoning consistent with the CFA requirements are proposed with this application, as shown in Figures 2 and 4. The City has approved 100% of recent annexation applications: five applications were submitted within the past five years and approved within one year. (Council Resolutions 1613, 1690, 1723, 1747, and 1774.)

The proposed CFA is approximately 2,700 feet north-south and 1,200 feet east-west at its narrowest along E Pine Street, satisfying subsection (2)(f).

Conclusion, OAR 660-012-0310: *This rule is met.*

OAR 660-012-0315, Designation of Climate Friendly Areas

(1) The designation of climate-friendly areas refers to the process of studying potential climate-friendly areas and adopting land use requirements and climate-friendly elements into comprehensive plans, as provided in this rule. Cities and counties subject to the requirements of OAR 660-012-0310 with a population greater than 10,000 shall designate climate-friendly areas sufficient to accommodate at least 30 percent of the total identified number of housing units necessary to meet all current and future housing needs by calculating zoned building capacity as provided in section (2), or using an alternative methodology as provided in OAR 660-012-0320(10).

(a) A local government may designate one or more climate-friendly areas to accommodate at least 30 percent of housing units.

(b) The total number of housing units necessary to meet all current and future housing needs shall be determined from the local government's most recently adopted and acknowledged analysis of housing capacity and needed housing consistent with ORS 197.296 at the time it was adopted, by adding the total number of existing dwelling units identified in the buildable land inventory to the anticipated number of future needed housing units over the planning period of the housing capacity analysis.

Finding, OAR 660-012-0315(1): *The City's population exceeds 10,000 and is subject to this section. One CFA is proposed to accommodate 30% of housing units, determined to be 2,926 units. (See calculation of housing need in Section 2.1.2.)*

Conclusion, OAR 660-012-0315(1): *This rule is met.*

(2) Cities and counties subject to section (1) shall calculate the housing unit capacity within climate-friendly areas, as follows:

(a) Regardless of existing development in a climate-friendly area, determine the potential square footage of zoned building capacity for each net developable area based on proposed development standards for the climate-friendly area, including applicable setbacks, allowed building heights, open space requirements, on-site parking requirements, and all other applicable regulations that would impact the developable site area. Within developed areas with no blocks greater than 5.5

acres, analysis of net developable areas may be conducted for each city block, without regard to property boundaries within the block. Within areas of 5.5 acres or more bounded by streets, the local government shall assume the same ratio of gross land area to net land area as that which exists in the most fully developed urban center within the city or county.

(b) Where the local government has not established a maximum building height, assumed building height shall be 85 feet. For the purpose of calculating zoned building capacity, cities and counties may assume the following number of floors within multistory buildings, based on allowed building heights:

- (A) Thirty feet allows two floors.
- (B) Forty feet allows three floors.
- (C) Fifty feet allows for four floors.
- (D) Sixty feet allows for five floors.
- (E) Seventy-five feet allows for six floors.
- (F) Eighty-five feet allows for seven floors.

(c) If a local government allows height bonuses above the maximum building heights used for calculations in subsection (b), the local government may include 25 percent of that additional zoned building capacity when the bonuses:

- (A) Allow building heights above the minimums established in OAR 660-012-0320(8); and,
- (B) Allow height bonuses for publicly-subsidized housing serving households with an income of 80 percent or less of the area median household income, or height bonuses for the construction of accessible dwelling units, as defined in OAR 660-008-0050(4)(a), in excess of minimum requirements.

(d) Local governments shall assume that residential dwellings will occupy 30 percent of the zoned building capacity calculated in subsections (a), (b), and (c) within climate-friendly areas. Public parks and open space areas within climate-friendly areas that are precluded from development shall not be included in calculations of zoned building capacity, but may be counted towards minimum area and dimensional requirements for climate-friendly areas. Zoning and development standards for public parks and open space areas are exempted from compliance with the land use requirements in OAR 660-012-0320 if the existing zoning standards do not allow residential, commercial, or office uses.

(e) Local governments shall assume an average dwelling unit size of 900 square feet. Local governments shall use the average dwelling unit size to convert the square footage of zoned residential building capacity calculated in subsection (d) into an estimate of the number of dwelling units that may be accommodated in the climate-friendly area.

Finding, OAR 660-012-0315(2): The proposed CFA has been shown to have capacity to accommodate 4,056 housing units using the methodology in this section. (See Housing Capacity Analysis Update in Section 2.1.4 and Exhibit 7.)

Conclusion, OAR 660-012-0315(2): This rule is met.

[...]

(6) Cities and counties must adopt land use requirements as provided in OAR 660-012-0320, and clearly identify the climate-friendly areas in their comprehensive plan maps, comprehensive plans, zoning maps, or zoning codes; indicated by land use designation, overlay zone, or similar mechanisms. Adoption of land use requirements and findings for the plan, code, or map amendment shall include the following:

(a) Cities and counties subject to section (1) shall provide maps showing the location of all adopted climate-friendly areas, and supplemental materials to demonstrate that climate-friendly areas contain sufficient zoned residential building capacity to accommodate 30 percent of total housing units as provided in section (2), or using an alternative methodology as provided in OAR 660-012-0320(10), and based on adopted land use requirements in these areas as provided in OAR 660-012-0320. Cities and counties subject to section (3) shall provide maps showing the location of the adopted climate-friendly area. Local governments subject to (1) or (3) shall include findings containing the information and analysis required in section (4) for any climate-friendly areas that were not included in the initial study specified in section (4).

(b) Documentation of the number of total existing dwelling units, accessible dwelling units, and income-restricted dwelling units within all climate-friendly areas. Where precise data is not available, local governments may provide estimates based on best available information.

(c) Documentation that all adopted and applicable land use requirements for climate-friendly areas are consistent with the provisions of OAR 660-012-0320.

(d) Adopted findings shall demonstrate compliance with the provisions of OAR 660-012-0310 through 660-012-0325, and shall include:

(A) Identification of all ongoing and newly-added housing production strategies the local government shall use to promote the development of affordable housing in climate-friendly areas. The local government may use the Housing Production Strategy Guidance for Cities to review and identify potential strategies, as provided in OAR 660-008-0050(3). These strategies shall be incorporated into future housing production strategy reports, as provided in OAR chapter 660, division 8.

(B) Identification of all ongoing and newly-added housing production strategies the local government shall use to prevent the displacement of members of state and federal protected classes in climate-friendly areas. Findings shall include a description of how the strategies will be implemented based on consideration of identified neighborhood typologies and the most effective measures to prevent displacement based on typology. The local government may use the Housing Production Strategy Guidance for Cities, along with the department's "Anti-Displacement and Gentrification Toolkit" to identify the most effective measures to prevent displacement based on neighborhood typologies. These strategies shall be incorporated into future

housing production strategy reports, as provided in OAR chapter 660, division 8.

Finding, OAR 660-012-0315(6): *Proposed comprehensive plan map and zoning map amendments include a proposed CFA overlay to clearly identify the CFA, as shown in Figures 2 and 4. Exhibits 6 and 7 include supplemental documentation of the CFA housing capacity showing that there is capacity for 4,056 housing units, well over the required 30% of total housing units or 2,926 units determined for Central Point.*

Documentation of existing dwelling units by category is provided in Section 2.2.3, in response to subsection (6)(b).

These findings include documentation that the existing and proposed land use requirements for the proposed CFA meet the CFA rules in -0310 to -0325, satisfying subsections (6)(c) and (d). Relevant housing production strategies that promote affordable housing and prevent displacement are detailed in Section 2.4, satisfying subsection (6)(d). Given the relatively low population within the proposed CFA, the City's primary efforts will be to support a mix of housing types affordable to households at a variety of income levels to integrate affordable housing into the CFA as it develops because there are relatively few existing units to preserve.

Conclusion, OAR 660-012-0315(6): *This rule is met.*

OAR 660-012-0320, Land Use Requirements in Climate Friendly Areas

(1) Cities and counties subject to the provisions of OAR 660-012-0310 shall incorporate the requirements in sections (2) through (7) of this rule into policies and development regulations that apply in all climate-friendly areas. Cities and counties shall either incorporate the provisions in section (8) into development regulations for climate-friendly areas, or shall demonstrate with adopted findings and analysis that alternative development regulations for climate-friendly areas will comply with the requirements in section (9). If adopting more than one climate-friendly area, a city or county may demonstrate compliance with either section (8) or section (9) for each climate-friendly area, provided that all requirements for each respective climate-friendly area are met.

(2) Except as noted in subsection (a) and section (3), development regulations for a climate-friendly area shall allow single-use and mixed-use development within individual buildings and development sites, including the following outright permitted uses:

(a) Multi-unit housing and attached single-unit housing. Other residential building types may be allowed, subject to compliance with applicable minimum density requirements in section (8) of this rule, or alternative land use requirements as provided in section (9). Notwithstanding this section, local governments may require ground floor commercial and office uses within otherwise single-use multi-unit buildings, unless a multi-unit building will contain units subject to a recorded agreement that runs with the land and requires affordability for an established income level for a defined period of time.

(b) Office-type uses.

- (c) Non-auto dependent retail, services, and other commercial uses.
- (d) Child care, schools, and other public uses, including public-serving government facilities.

Finding, OAR 660-012-0320(2): *Single uses and mix of uses are generally permitted with no restrictions on mixing within buildings or sites. Multiple primary uses are permitted for a development. (CPMC 17.08.410(B)(1).) The following uses are permitted or proposed to be permitted by zone:*

- **Medium Mix Residential (MMR):** *Duplexes, multifamily dwellings (3+ units) and attached row houses are among the permitted residential building types, with no ground floor commercial requirement. Office, commercial, child care, schools and other community service uses are permitted or proposed, with the exception of areas north of Beebe Rd that are instead proposed to meet the residential standards of OAR 660-012-0320(3) discussed below. (Proposed CPMC 17.65 Table 1 and 17.69.040.)*
- **High Mix Residential (HMR):** *Duplexes, multifamily dwellings (3+ units) and attached row houses are among the permitted residential building types, with no ground floor commercial requirement. Office, commercial, child care, schools and other community service uses are permitted or proposed. (Proposed CPMC 17.65 Table 1 and 17.69.040(C).)*
- **Employment Commercial (EC):** *Duplexes, multifamily dwellings (3+ units) with ground-floor commercial (except within qualifying developments with affordability requirements), and attached row houses are among the permitted residential building types. Office, commercial, child care, schools and other community service uses are permitted or proposed; auto-oriented vehicle sales and services uses are not proposed. (Proposed CPMC 17.65 Table 1 and 17.69.040(D).)*
- **Civic (C):** *Duplexes, multifamily dwellings (3+ units), and attached row houses are among the permitted residential building types, with no ground-floor commercial requirement. Office, commercial, child care, schools and other community service uses are permitted or proposed. (Proposed CPMC 17.65 Table 1 and 17.69.040(E).)*

The above uses are permitted through Site Plan and Architectural Review (Type I or II review, residential with 3 or fewer units exempt), and development sites within the CFA are proposed to be exempt from the TOD Overlay Master Plan (Type III review). (CPMC Table 17.05.1, 17.66.030(A), proposed 17.69.080(A).) Multifamily and row house developments within the CFA are proposed to be exempted from the TOD housing mix requirements that otherwise require a mix of housing types on a site. (Proposed CPMC 17.69.070(A).)

Conclusion, OAR 660-012-0320(2): *This rule is met.*

- (3) Portions of abutting residential or employment-oriented zoned areas within a half-mile walking distance of a mixed-use area zoned as provided in section (1) may count

towards climate-friendly area requirements, if in compliance with subsections (a) or (b). Notwithstanding existing development, zoned residential building capacity shall be calculated for the abutting areas based on allowed building heights and existing development standards in these areas, as provided in OAR 660-012-0315(2) or using an alternative methodology as provided in OAR 660-012-0320(10). Residential densities for abutting areas shall correspond to the climate-friendly area type, provided in subsections (8)(a), (b), or (c) or (9)(a), (b), or (c). Employment densities for abutting areas shall comply with the thresholds in subsection (b). If subsections (a) or (b) are met, no changes to existing zoning or development standards are required for these areas.

(a) Residential areas with minimum residential densities or existing residential development equal to or greater than the densities provided in section (8); or

[...]

Finding, OAR 660-012-0320(3): *The area north of Beebe Rd with proposed MMR zoning is proposed as part of the CFA under these residential provisions. The area is within one-half mile walking distance of the mixed-use areas south of Beebe Rd that are proposed for a full mix of uses: although the road network is not fully constructed within this area, the total straight-line distance from Beebe Rd to the northern edge of the CFA is approximately 1,300 ft so future walking distances will not be greater than one-half mile (2,640 ft) even with slight out-of-direction travel. Per subsection (a), the area north of Beebe Rd is proposed to be zoned MMR with a minimum density of 15 units per acre, meeting the density required in section (8) for a city under 25,000.*

Conclusion, OAR 660-012-0320(3): *This rule is met.*

(4) Local governments shall prioritize locating government facilities that provide direct service to the public within climate-friendly areas and shall prioritize locating parks, open space, plazas, and similar public amenities in or near climate-friendly areas that do not contain sufficient parks, open space, plazas, or similar public amenities. Local governments shall amend comprehensive plans to reflect these policies, where necessary. Streetscape requirements in climate-friendly areas shall include street trees and other landscaping, where feasible.

Finding, OAR 660-012-0320(4): *There are no current public school, library, fire or police stations, or civic service facilities currently located within or near the CFA; there is a private school, Chesterton Academy of the Rogue Valley, and the Shephard of the Valley Catholic Church. Most of these government facilities are sited by special districts independent of the City: Schools are sited by the Central Point School District 6, libraries by Jackson County Library Services, and fire stations by Jackson County Fire District 3. The Public Facilities & Services Element of the Comprehensive Plan generally prioritizes providing facilities and services as the city grows, which can include future development within the CFA.*

The 2018 Parks Element of the Comprehensive Plan identifies the need for a new community park within the CFA to meet existing and future needs. (Parks and Recreation Element Map 5.) Adopted policies prioritize “equitable access” to

parks so that all residents are within ½ mile of a park, and prioritize parks acquisition and development in underserved areas. (P&R Element Policies 3.2, 3.3.) Acquisition guidelines direct the City to prioritize acquisition of large sites or multiple adjacent properties because large sites are most limited, and to apply acquisition criteria that include distribution equity, site suitability and site-specific concerns, such as environmentally sensitive areas or hazards. (P&R Element Section 6.1.) Together these policies and maps will guide siting of new parks facilities within the proposed CFA as it is developed.

Within the proposed CFA, TOD requirements include street trees along both sides of all public streets spaced 20 to 40 feet apart. 17.67.050(K)(5)

Conclusion, OAR 660-012-0320(4): *This rule is met.*

(5) Local governments shall establish maximum block length standards as provided below. For the purpose of this rule, a development site consists of the total site area proposed for development, absent previously dedicated rights-of-way, but including areas where additional right-of-way dedication may be required.

(a) For development sites less than 5.5 acres in size, a maximum block length of 500 feet or less. Where block length exceeds 350 feet, a public pedestrian through-block easement shall be provided to facilitate safe and convenient pedestrian connectivity in climate-friendly areas. Substantial redevelopment of sites of two acres or more within an existing block that does not meet the standard shall provide a public pedestrian accessway allowing direct passage through the development site such that no pedestrian route will exceed 350 feet along any block face. Local governments may grant exceptions to street and accessway requirements as provided in OAR 660-012-0330(2).

(b) For development sites of 5.5 acres or more, a maximum block length of 350 feet or less. Local governments may grant exemptions to street requirements as provided in OAR 660-012-0330(2).

Finding, OAR 660-012-0320(5): *Block length standards specific to the CFA are proposed with a maximum block length of 350 feet, up to 500-foot spacing for sites smaller than 5.5 acres in size if off-street bike/pedestrian pathways are provided. Block spacing may be modified based on site-specific factors. (Proposed CPMC 17.69.090(A).)*

Conclusion, OAR 660-012-0320(5): *This rule is met.*

(6) Development regulations may not include a maximum density limitation.

Finding, OAR 660-012-0320(6): *No maximum density limits are proposed within the CFA Overlay; see proposed CPMC 17.69.050(A) applying to MMR zone and 17.65.040 Table 2 for other zones. Additionally, minimum lot sizes or average minimum lot sizes are not proposed to apply within the CFA Overlay in order to avoid creating de facto maximum densities. (Proposed CPMC 17.69.060(A) and (B).)*

Conclusion, OAR 660-012-0320(6): *This rule is met.*

(7) Local governments shall adopt policies and development regulations in climate-friendly areas that implement the following:

- (a) The transportation review process in OAR 660-012-0325;
- (b) The land use requirements as provided in OAR 660-012-0330;
- (c) The applicable parking requirements as provided in OAR 660-012-0435; and
- (d) The applicable bicycle parking requirements as provided in OAR 660-012-0630.

Finding, OAR 660-012-0320(7): *See findings below for each applicable OAR.*

Conclusion, OAR 660-012-0320(7): *This rule is met.*

(8) Local governments shall adopt either the following provisions into development regulations for climate-friendly areas, or the requirements in section (9). Local governments are not required to enforce the minimum residential densities below for mixed-use buildings (buildings that contain residential units, as well as office, commercial, or other non-residential uses) if the mixed-use buildings meet a minimum floor area ratio of 2.0. A floor area ratio is the ratio of the gross floor area of all buildings on a development site, excluding areas within buildings that are dedicated to vehicular parking and circulation, in proportion to the net area of the development site on which the buildings are located. A floor area ratio of 2.0 would indicate that the gross floor area of the building was twice the net area of the site. Local governments are not required to enforce the minimum residential densities below for redevelopment that renovates and adds residential units within existing buildings, but that does not add residential units outside the existing exterior of the building.

(a) Local governments with a population greater than 5,000 up to 25,000 shall adopt the following development regulations for climate-friendly areas:

- (A) A minimum residential density requirement of 15 dwelling units per net acre; and
- (B) Maximum building height no less than 50 feet.

[...]

Finding, OAR 660-012-0320(8): *Minimum density of 15 units per net acre is proposed in the MMR and C zones within the CFA Overlay; see proposed CPMC 17.65.040 Table 2 and 17.69.050(C). A minimum density of 25 units per net acre applies to the HMR zone, and is proposed for the EC zone within the CFA Overlay. (See CPMC 17.65.040 Table 2 and proposed 17.69.050(B).)*

A maximum height of 50 feet is proposed in the MMR and C zones within the CFA Overlay; see proposed CPMC 17.69.060(D). A maximum building height of 60 feet applies to the HMR and EC zones. (See CPMC 17.65.040 Table 2.)

Conclusion, OAR 660-012-0320(8): *The minimum density and height requirements of this rule are met.*

(9) As an alternative to adopting the development regulations in section (8), local governments may demonstrate with adopted findings and analysis that their adopted development regulations for climate-friendly areas will provide for equal or higher levels

of development in climate-friendly areas than those allowed per the standards in section (8). Additional zoned building capacity of 25 percent may be included for development regulations that allow height bonuses for additional zoned building capacity above established maximums that are consistent with OAR 660-012-0315(2)(c)(B).

Specifically, the local government must demonstrate that the alternative development regulations will consistently and expeditiously allow for the levels of development described in subsections (a)-(c). Alternative development regulations must require either a minimum residential density of 15 dwelling units per net acre or a minimum floor area ratio of 1.0, as described in section (8).

[...]

(10) A local government may provide an alternative methodology for zoned residential building capacity calculations that differs from OAR 660-012-0315(2). The methodology must clearly describe all assumptions and calculation steps, and must demonstrate that the methodology provides an equal or better system for determining the zoned residential building capacity sufficient to accommodate at least 30 percent of the total identified number of housing units necessary to meet all current and future housing needs within climate-friendly areas. The alternative methodology shall be supported by studies of development activity in the region, market studies, or similar research and analysis.

Finding, OAR 660-012-0320(9) and (10): The City does not propose alternative development regulations or alternative methodology for zoned building capacity;

Conclusion, OAR 660-012-0320(9) and (10): These sections are not relevant.

OAR 660-12-0325, Transportation Review in Climate Friendly Areas

(1) Cities or counties shall use the provisions of this rule to review amendments to comprehensive plans or land use regulations in lieu of the provisions of OAR 660-012-0060 when the amendment is:

- (a) To adopt a climate-friendly area as provided in OAR 660-012-0310 through OAR 660-012-0320, or a Metro Region 2040 center; or
- (b) Within an adopted climate-friendly area or Metro Region 2040 center.

(2) Cities and counties considering amendments to comprehensive plans or land use regulations to adopt or expand a climate-friendly area as provided in OAR 660-012-0310 through OAR 660-012-0320, or a Metro Region 2040 center, must make findings, including:

- (a) A multimodal transportation gap summary as provided in section (4); and
- (b) The multimodal transportation gap summary must include a highway impacts summary as provided in section (5) if the designated climate-friendly area as provided in OAR 660-012-0315 or Region 2040 center contains a ramp terminal intersection, state highway, interstate highway, or adopted ODOT Facility Plan.

Finding, OAR 660-012-0325: The proposed action is to adopt a CFA including amendments to the Comprehensive Plan and zoning code for consistency with OARs pertaining to CFAs. A multimodal transportation gap summary has been

prepared and is provided in Exhibit 4, which identifies bicycle, pedestrian and transit opportunities existing and proposed within the CFA. The study identifies that the multimodal transportation system gaps will be connected as a function of land development within the CFA and in accordance with the City's land development codes, including walkable design standards that promote increased connectivity.

Conclusion, OAR 660-012-0325: *This rule is met.*

OAR 660-12-0330, Land Use Requirements

(1) Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks.

Finding, OAR 660-012-0330(1): *This rule applies to the entire city of Central Point and must be met at the time the City adopts its next Transportation System Plan (TSP) update. The rule applies specifically to the proposed CFA per OAR 660-012-0320(7)(b) and the findings below are specific to the proposed CFA.*

Conclusion, OAR 660-012-0330(1): *This rule is met.*

(2) Cities and counties may allow exemptions to provisions in this rule when conditions on a site or class of sites would make those provisions prohibitively costly or impossible to implement. Cities or counties may adopt land use regulations that provide for exemptions as provided in this section. Any allowed exemption shall advance the purposes of this rule to the extent practical. Conditions that may provide for an exemption include, but are not limited to:

- (a) Topography or natural features;
- (b) Railroads, highways, or other permanent barriers;
- (c) Lot or parcel size, orientation, or shape;
- (d) Available access;
- (e) Existing or nonconforming development;
- (f) To provide for accessibility for people with disabilities; or
- (g) Other site constraints.

Finding, OAR 660-012-0330(2): *Block spacing and thus pedestrian connectivity within the CFA may be modified based on site-specific factors such as topography, permanent barriers, or natural resources. (Proposed CPMC 17.69.090(A), referencing 17.67.040(A)(5).)*

Conclusion, OAR 660-012-0330(2): *This rule is met.*

(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods. Land use regulations must meet the following requirements for neighborhood design and access:

(a) Neighborhoods shall be designed with connected networks of streets, paths, accessways, and other facilities to provide circulation within the neighborhood and pedestrian and bicycle system connectivity to adjacent districts. A connected street network is desirable for motor vehicle traffic but may be discontinuous where necessary to limit excessive through-travel, or to protect a safe environment for walking, using mobility devices, and bicycling in the neighborhood.

(b) Neighborhoods shall be designed with direct pedestrian access to key destinations identified in OAR 660-012-0360 via pedestrian facilities.

(c) Cities and counties shall set block length and block perimeter standards at distances that will provide for pedestrian network connectivity. Cities and counties may allow alleys or public pedestrian facilities through a block to be used to meet a block length or perimeter standard.

(d) Cities and counties shall set standards to reduce out-of-direction travel for people using the pedestrian or bicycle networks.

Finding, OAR 660-012-0330(3): The proposed CFA will be developed with a connected network of streets, alleys and major off-street bike/pedestrian pathways as required by the existing TOD design standards and proposed block spacing standards of 350 to 500 feet to meet OAR 660-012-0320(5), with options for major off-street bike/pedestrian pathways. Together these standards will reduce out-of-direction travel for people using the pedestrian or bicycle networks.

Conclusion, OAR 660-012-0330(3): This rule is met.

(4) Cities and counties shall have land use regulations in commercial and mixed-use districts that provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks. Commercial or mixed-use site design land use regulations must meet the following requirements:

(a) Primary pedestrian entrances to buildings must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities. An uninterrupted accessway, courtyard, plaza, or other pedestrian-oriented space must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility. All pedestrian entrances must be designed to be barrier-free.

(b) Motor vehicle parking, circulation, access, and loading may be located on site beside or behind buildings. Motor vehicle parking, circulation, access, and loading must not be located on site between buildings and public pedestrian facilities on or along the primary facing street. Bicycle parking may be permitted.

(c) On-site accessways must be provided to directly connect key pedestrian entrances to public pedestrian facilities, to any on-site parking, and to adjacent properties, as applicable.

(d) Any pedestrian entrances facing an on-site parking lot must be secondary to primary pedestrian entrances as required in this section. Primary pedestrian entrances for uses open to the public must be open during business hours.

(e) Large sites must be designed with a connected network of public pedestrian facilities to meet the requirements of this section.

(f) Development on sites adjacent to a transit stop or station on a priority transit corridor must be oriented to the transit stop or station. The site design must provide a high level of pedestrian connectivity and amenities adjacent to the stop or station. If there is inadequate space in the existing right of way for transit infrastructure, then the infrastructure must be accommodated on site.

(g) Development standards must be consistent with bicycle parking requirements in OAR 660-012-0630.

(h) These site design land use regulations need not apply to districts with a predominantly industrial or agricultural character.

Finding, OAR 660-012-0330(4): The TOD design standards that apply to the CFA include, but are not limited to:

- *Requirements for buildings to have pedestrian-oriented, accessible entrances facing toward the street and connected to the street with a pedestrian walkway. (CPMC 17.67.070(C).)*
- *Parking areas are required to be located to the side or rear of buildings, with parking in front of buildings prohibited. (CPMC 17.67.050(J)(1).)*
- *On-site pedestrian and bicycle circulation is required to connect sidewalks and building entrances, parking areas, and through sites to supplement the public right-of-way. (CPMC 17.67.040(C).)*
- *Main building entrances for nonresidential uses must front on pedestrian streets and remain open during regular business hours. (CPMC 17.67.070(C)(2).)*
- *Transit stations require additional pedestrian-scaled amenities like benches and plantings within the adjacent sidewalk area, and buildings shall provide canopy coverage over the sidewalk. (CPMC 17.67.040(A)(8)(b) and 17.67.070(D)(2)(b).)*

Conclusion, OAR 660-012-0330(4): This rule is met.

(5) Cities and counties shall have land use regulations in residential neighborhoods that provide for slow neighborhood streets comfortable for families, efficient and sociable development patterns, and provide for connectivity within the neighborhood and to adjacent districts. Cities and counties must adopt land use regulations to meet these objectives, including but not limited to those related to setbacks, lot size and coverage, building orientation, and access.

Finding, OAR 660-012-0330(5): Areas within the CFA may develop as residential areas or mixed-use areas. Street standards will residential street standards to be developed within the CFA to serve new development; residential streets include travel lanes, on-street parking, landscaping and sidewalks. (Central Point Department of Public Works Standard Specifications and Uniform Standard Details, Tables 300-1C and 1D.) The block spacing standards of 350 to

500 feet to meet OAR 660-012-0320(5), with options for major off-street bike/pedestrian pathways, will provide for connectivity within the area and beyond.

Conclusion, OAR 660-012-0330(5): *This rule is met.*

(6) Cities and counties shall have land use regulations that ensure auto-oriented land uses are compatible with a community where it is easy to walk or use a mobility device. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses. Land use regulations must meet the following requirements:

(a) Auto-oriented land uses must provide safe and convenient access opportunities for people walking, using a mobility device, or riding a bicycle. Ease of access to goods and services must be equivalent to or better than access for people driving a motor vehicle.

(b) Outside of climate-friendly areas, cities and counties may provide for exemptions to this rule in cases where an auto-oriented land use cannot reasonably meet the standards of this rule. Standards developed in cases of an exemption must protect pedestrian facilities.

Finding, OAR 660-012-0330(6): *Drive-throughs are proposed as a limited use within the portion of the CFA zoned EC, limited to two total facilities and subject to design standards that minimize conflicts between vehicles and people on foot or bike and provide for equivalent access to goods and services. (Proposed CPMC 17.69.040(D)(2) and 17.69.090(C).) Other auto-oriented uses including auto service, sales and repairs are proposed to be prohibited within the CFA. (CPMC 17.65.040 Table 1 and proposed 17.69.040(D).)*

Conclusion, OAR 660-012-0330(6): *This rule is met.*

OAR 660-12-0435, Parking Reform in Climate-Friendly Areas

(1) This rule applies to cities and counties that:

(a) Are within a metropolitan area; and

(b) Have not adopted land use regulations without parking mandates as provided in OAR 660-012-0420.

[...]

Finding, OAR 660-012-0435: *The City adopted land use regulations without parking mandates consistent with OAR 660-012-0420 with Ordinance 2100 in 2023. Per CPMC Table 17.64.02, no minimum off-street parking standards apply to development citywide including within the proposed CFA. Therefore, this rule specific to CFAs does not apply.*

Conclusion, OAR 660-012-0435: *This rule is not applicable.*

OAR 660-12-0630, Bicycle Parking

- (1) Cities and counties shall require and plan for adequate parking to meet the increasing need for travel by bicycle and other small-scale mobility devices.
- (2) Cities and counties shall require bicycle parking for the following uses:
 - (a) All new multi-unit development or mixed-use development of five residential units or more as provided in section (3);
 - (b) All new retail development;
 - (c) All new office and institutional developments;
 - (d) All major transit stops, and any park-and-ride lots that require land use approval; and
 - (e) Any land use where off-street motor vehicle parking is mandated.
- (3) Cities and counties shall require a minimum of one-half of a covered bicycle parking space per unit for multi-unit and mixed-use residential uses. Cities and counties may:
 - (a) Allow for reductions or exemptions to the minimum parking requirement based on development-specific considerations; and
 - (b) Exempt or reduce the minimum parking requirement for certain types of residential uses that are likely to have less future demand for bicycle parking.
- (4) Cities and counties shall adopt development regulations requiring all required bicycle parking provided must:
 - (a) Either allow ways to lock at least two points on a bicycle, or be within a lockable space only available to authorized users;
 - (b) Be installed in a manner to allow space for the bicycle to be maneuvered to a position where it may be secured without conflicts from stairs, other parked bicycles, walls, or other obstructions;
 - (c) Be in a location that is convenient and well-lit; and
 - (d) Include bicycle parking spaces to accommodate large bicycles, including family and cargo bicycles.

Finding, OAR 660-012-0630(1) to (4): Minimum bicycle parking ratios for multifamily residential (1 space per unit), commercial, office, institutional and transit stations apply to new development. (CPMC Table 17.64.043.) Design standards require that bike parking be located near well-used entrances with access from ROW. Spaces must meet minimum 6-foot by 2-foot dimensions, with maneuvering aisles and thorough illumination. (CPMC 17.75.039(H).) Proposed code updates include provisions for larger parking spaces for cargo/large bicycles, and lockable provisions to enhance security. (Proposed CPMC 17.75.039(H).)

Conclusion, OAR 660-012-0630(1) to (4): These rules are met.

- (5) Cities and counties shall provide for public bicycle parking and allow and provide for parking and ancillary facilities for shared bicycles or other small-scale mobility devices

in climate-friendly areas, Metro Region 2040 centers, and near key destinations identified as provided in OAR 660-012-0360.

Finding, OAR 660-012-0630(5): *It is premature to provide public bicycle parking within the CFA because it has not yet been developed; the City will look to site public bicycle parking. Any public uses that are proposed will be required to provide bicycle parking meeting the City's adopted minimums. (CPMC Table 17.64.043.) The City has no prohibitions on facilities for shared bicycles or other small-scale mobility devices and would work with any operator proposing to locate such a service within the CFA and/or elsewhere in the City.*

Conclusion, OAR 660-012-0630(5): *This rule is met.*

3.2 Statewide Planning Goals

In accordance with CPMC 17.10, Zoning Map and Text Amendments and CPMC 17.96, Comprehensive Plan and Urban Growth Boundary Amendments, the Statewide Planning Goals apply to Comprehensive Plan amendments. The Statewide Planning Goals 1-14 are addressed below for File No. CPA-24001, ZC-24002, ZC-24003. Goals 15-19 involve coastal lands and areas in the Willamette Valley, which do not apply to the City of Central Point.

3.2.1 Goal 1 – Citizen Involvement

To develop a citizen's involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding, Goal 1: *The City's Citizen Involvement Program is set forth in the Comprehensive Plan and CPMC 17.05. This program specifies that a broad spectrum of affected citizens be involved throughout preparation, implementation, monitoring and amendment of plans, including but not limited to a Citizen's Advisory Committee. Procedures in CPMC 17.05 establish notification and involvement requirements relative to each application type (i.e. Type I, II, III, IV).*

The City has engaged specifically on the proposed CFA designation and zoning through a number of public events:

- *Interviews with three community stakeholders active in the development industry in Central Point in Spring 2024.*
- *A joint work session with Planning Commission and City Council on June 17, 2024.*
- *A public open house on September 16, 2024 that was attended by 24 members of the public.*
- *A public survey on preferred zoning concepts in October-November 2024 that garnered 72 responses.*
- *A Planning Commission briefing on December 3, 2024.*

Additionally, the Proposed Amendments have been processed in accordance with Type IV procedures, including mailed and posted notices of the public hearings scheduled for the Planning Commission on February 11, 2025 and the

City Council on February 27, 2025. Additionally, the City posted notice of the proposed amendments on the DLCD Post Acknowledgement Plan Amendment (PAPA) portal on December 31, 2024 and revised this notice on January 29, 2025.

Conclusion, Goal 1: *The proposal is consistent with this goal.*

3.2.2 Goal 2 – Land Use Planning

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual basis for such decisions and actions.

Finding, Goal 2: *The City's land use planning process and policy framework is provided in the Land Use Element of the Comprehensive Plan and Central Point Municipal Code in Title 17. The proposed Major Comprehensive Plan Map and Zoning Map Amendment introduce a new CFA Overlay for a 94.4-acre portion of the City, re-designate a 27.6-acre portion of that area from MRes to HRes, and rezone the same area from LMR to MMR to implement the state's new rules for CFAs. The proposed Zoning Text Amendment modifies the existing TOD standards that apply to the proposed CFA and introduces new standards for the proposed CFA Overlay. Approval of the proposed amendments is subject to the criteria for Comprehensive Plan Amendments in CPMC 17.96 and Zoning Amendments in CPMC 17.10.*

Conclusion, Goal 2: *The City has applied its land use planning process and policy framework to the proposed map and text amendments.*

3.2.3 Goal 3 – Agricultural Lands

To preserve and maintain agricultural lands.

Finding, Goal 3: *The proposed Major Comprehensive Plan and Zoning Map Amendments are to lands within the city limits or within the City's Urban Growth Boundary (UGB) and do not involve or otherwise affect agricultural lands.*

Conclusion, Goal 3: *Not applicable.*

3.2.4 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 a 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.

Finding, Goal 4: *The proposed Major Comprehensive Plan and Zoning Map Amendments are to lands within the city limits or within the City's Urban Growth Boundary (UGB) and do not involve or otherwise affect forest lands.*

Conclusion, Goal 4: *Not applicable.*

3.2.5 Goal 5 – Natural Resources, Scenic and Historic Areas, and Open Spaces

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding, Goal 5: Pursuant to Goal 5, the City is required to adopt programs and regulations that protect natural resources and conserve scenic, historic and open space resources. Goal 5 resources that must be inventoried include: wetlands, riparian corridors, wildlife habitat, federal wild and scenic rivers, state scenic waterways, groundwater resources, approved Oregon recreational trails, natural areas, wilderness areas, mineral and aggregate resources, energy sources, and cultural areas. Local governments are also encouraged to inventory historic resources, open space and scenic view and sites.

The proposed Major Comprehensive Plan and Zoning Map Amendments and Zoning Text Amendments for the proposed CFA include land that is within the Special Flood Hazard Area (SFHA) and riparian corridor for Bear Creek, in the southwest corner of the proposed CFA north of E Pine Street. All future development will be subject to development standards in CPMC 8.24 to reduce risks and impacts associated with development within areas of special floor hazard.

At this time, the City is updating its Environmental Element of the Comprehensive Plan including a local wetland and riparian inventory. The lands with identified natural resources will be managed as a function of the land development process consistent with local implementing regulations for natural resources including floodplain, riparian areas and wetlands, as well as state and federal requirements.

Conclusion, Goal 5: The proposal is consistent with this goal.

3.2.6 Goal 6 – Air, Water and Land Resources Quality

To maintain and improve the quality of the air, water and land resources of the state.

Finding, Goal 6: Goal 6 requires that all waste and process discharges from existing and future development will not threaten to violate or violate applicable state or federal environmental quality statutes, rules and standards. There is no interpretive rule for Goal 6. The City finds that air, water and land resource quality will be addressed by the City's land use, transportation and environmental programs that minimize, mitigate or avoid conflicts with Goal 6 associated with land development: In this case, the proposed actions to establish the CFA overlay through map and zoning text amendments and to modify the designation and zoning for a portion of residential land will allow for future mixed-use development served by multimodal transportation options. No development is proposed with this application. Future land development proposals will be subject to the City's land use, transportation and environmental programs that minimize, mitigate or avoid conflicts with Goal 6, including:

- **Land Use and Transportation Planning.** The land use and development regulations that apply to the properties that are the subject of this amendment, will be in the TOD Overlay and the proposed CFA Overlay. The TOD and CFA Overlay standards promotes multi-modal transportation in neighborhoods with mixed-use opportunities and human-scale design. This supports the ability of residents to have needs met

within walking distance and thereby reduces vehicle miles traveled, which is associated with air and water pollution.

- *Stormwater Management. The City of Central Point manages all land development in accordance with the National Pollution Discharge Elimination System Phase II Program. This includes erosion and sediment control, as well as post-construction runoff treatment to protect water quality from pollutants and increased volume associated with increased impervious surface area and land development. The proposed Amendments do not cause land development; however, future land development will be subject to the City's stormwater management program to protect water quality.*
- *Floodplain Management. The City's Floodplain Management regulations are set forth in CPMC 8.24 and address risk reduction, as well as higher standards that buffer floodways and preserve riparian corridors. Future land development proposals for the subject properties will be subject to the City's Floodplain Program, including preservation of open space within the floodway and floodway buffer.*
- *Urban Forestry. Central Point is a Tree City USA and implements regulations (CPMC 12.36, CPMC 17.75, and CPMC 17.67) and programs to increase the urban forest canopy in the City. Trees are shown to promote cleaner air and water (photosynthesis, through fall, evapotranspiration), cooler ambient air temperatures (shade from increased canopy) and increased soil quality (by increasing soil infiltration and beneficial soil organisms). The City will continue its program of requiring street trees, along street frontages and within parking areas development buffers. This will apply to the properties that are within the proposed CFA Overlay at such time they are developed.*

Conclusion, Goal 6: *The proposal is consistent with this goal.*

3.2.7 Goal 7 – Areas Subject to Natural Hazards

To protect people and property from natural hazards.

Finding, Goal 7: *The proposed Major Comprehensive Plan and Zoning Map Amendments include areas within the Bear Creek area of special flood hazard along the southwest boundary north of E Pine Street. Future land development proposals in this area will require conformance with CPMC 8.24, Flood Damage Prevention.*

Conclusion, Goal 7: *Protection of people and property from flood hazards will be managed consistent with CPMC 8.24 at the time of land development application consistent with Goal 7.*

3.2.8 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.

Finding, Goal 8: *The proposed Major Comprehensive Plan and Zoning Map and Text Amendments respond to state requirements to create a CFA that supports a mix of uses within a walkable urban center. Recreation needs are managed through the City's Parks Element, which identifies the need for a new community park within the CFA to meet existing and future recreation needs. Future development within the CFA will be required to meet the TOD Overlay standards for public parks and open space in conjunction with new residential development. (CPMC 17.67.060.)*

Conclusion, Goal 8: *The proposed map and text amendments, through the future land development process, are supportive and consistent with the need to provide for the recreational needs of the community.*

3.2.9 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.

Finding, Goal 9: *The proposed Map and Text Amendments apply land use and zoning designations, including the new CFA Overlay and changing the residential zoning and designation of a portion of the proposed CFA. The proposed amendments maintain the existing EC zoning along E Pine Street, and maintain commercial development potential within that area by limiting competition with residential uses: the code amendments maintain existing requirements for ground-floor commercial with any multifamily residential uses and require row houses to be set back at least 100 feet from E Pine Street. (CPMC 17.65.040 Table 1 and proposed 17.69.040(D)(1). The existing TOD standards and additional CFA standards provide for a range of commercial and employment uses within the area zoned EC, and expand provisions for commercial and employment uses within areas zone MMR south of Beebe Rd, HMR and C. (Proposed CPMC 17.69.040.)*

Conclusion, Goal 9: *The proposed amendments are consistent with the need to provide economic opportunities.*

3.2.10 Goal 10 – Housing

To provide for the housing needs of the state.

Finding, Goal 10: *The proposed Map and Text Amendments include several provisions that will expand housing opportunities within the proposed CFA:*

- *The proposed map amendments redesignate 27.6 acres of residential land north of Beebe Rd from MRes to HRes, and rezone the areas from LMR to MMR zoning that permits greater variety and density of housing types.*
- *The proposed text amendments slightly increase the minimum density for residential development in all TOD areas zoned MMR, inside and outside of the CFA Overlay, from 14 units per net acre to 15 units per net acre. (Proposed CPMC 17.65.040 Table 2.) While only required for areas within the CFA Overlay, the proposed change would apply to all TOD areas based on Council input.*

- *The proposed text amendments increase allowed building heights in areas zoned MMR from 45 to 50 feet, and eliminate maximum densities and minimum lot sizes in those areas to allow more flexibility. (Proposed CPMC 17.69.050 and .060.) The amendments maintain the existing 60-foot height limit in areas zoned HMR and EC, where no maximum density currently applies. (CPMC 17.65.040 Table 2.)*
- *The proposed text amendments limit single-family detached dwellings within CFA areas zoned MMR, only permitting them as a portion of a site developed with a master plan meeting minimum densities. (Proposed CPMC 17.69.040(A)(1).) This change is intended to spur more varied, higher-density development that incorporates some single-family detached housing that responds to market demand as part of a mix of housing types.*
- *The proposed text amendments continue to permit duplexes, multifamily and row houses within areas zoned MMR and HMR.*
- *The proposed text amendments introduce row houses as an additional permitted housing type within areas zoned EC, and encourage a mix of residential and commercial uses. (Proposed CPMC 17.69.040(D).)*
- *The proposed text amendments make master plans optional within the CFA Overlay, which will eliminate a discretionary review requirement for residential development, and allow developments of apartments and row houses without requiring a mix of housing types that otherwise applies within the TOD Overlay, which could make such projects more feasible to develop without assembling multiple housing type plans, construction teams and financing. (Proposed CPMC 17.69.070 and .080.)*

In total, the proposed CFA is estimated to have capacity for 4,056 dwelling units using the CFA capacity methodology detailed in OAR 660-012-0315 above. The additional capacity created in the CFA through the map amendments, increased minimum densities, and removal of maximum densities meets or exceeds the City's needed housing supply of 2,887 units. (2019 Housing Needs Analysis, 2039 Forecasted Units.)

Conclusion, Goal 10: *The proposed Minor Comprehensive Plan and Zoning Map Amendments are consistent with providing needed housing consistent with Statewide Planning Goal 10.*

3.2.11 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.

Finding, Goal 11: *The proposed Map Amendments are served by existing and planned public facilities and services per the Public Facilities Element of the Comprehensive Plan, the Transportation System Plan, Water System Master Plan and Stormwater Management Plan. Construction of extended facilities and services will occur as a function of land development.*

Conclusion, Goal 11: *The proposal is consistent with this goal.*

3.2.12 Goal 12 – Transportation

To provide and encourage a safe, convenient and economic transportation system.

Finding, Goal 12: *The proposed Map Amendments are in an area with existing and planned transportation facilities. Extension of facilities and services, such as roads, sidewalks, bike lanes and transit stations will be a function of land development. Development of properties in the TOD Overlay and CFA Overlay emphasizes compact land development patterns and provision of multi-modal transportation facilities and services that are necessary to support highly livable neighborhoods for all segments of the population, including those who do not own a car.*

Conclusion, Goal 12: *The proposal is consistent with this goal.*

3.2.13 Goal 13 – Energy Utilization

To conserve energy.

Finding, Goal 13: *The proposed Map Amendments do not impact energy utilization in and of themselves; however, future land development within high density, mixed-use neighborhoods reduces energy consumption by promoting multi-modal transportation options and locating jobs within walking distance of housing. This may have the added benefit of reducing the need for automobile ownership as the area develops.*

Conclusion, Goal 13: *The proposal is consistent with this goal.*

3.2.14 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.

Finding, Goal 14: *The proposed Map Amendments are within the UGB and apply land use designations that transition density within the context of surrounding land use/zoning designations. The portion of the CFA Overlay proposed to be re-designated and rezoned from LMR to MMR will allow for more intense urban development and will maintain consistency with adjacent land uses: the area directly south is already zoned MMR and areas to the north are zoned LMR, so the proposed map amendments effectively move the dividing line between MMR and LMR areas further north, shifting but maintaining the existing transition between zones. The proposed CFA Overlay provides for urban-level residential and employment development and efficient use of land, which will concentrate development within the UGB to decrease the need for further UGB expansion.*

Conclusion, Goal 14: *The proposal is consistent with this goal.*

3.3 Central Point Comprehensive Plan

A review of the Central Point Comprehensive Plan finds that the Land Use, Housing and Economic Elements apply to the proposed Plan and Zoning Amendments. In

accordance with CPMC 17.10 and CPMC 17.96, the Comprehensive Plan applies to the Comprehensive Plan Amendment (CPA-24001), the Zoning Map Amendment (ZC-24002), and the Zoning Text Amendment (ZC-24003). The goals and policies for the applicable Elements are set forth and addressed below.

3.3.1 Housing Element

The Housing Element aims to assure that the City's land use policies support a variety of housing types at densities and locations that provide and encourage opportunities of 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 also aims 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. It contains seven (7) goals and twenty-seven (27) policies.

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

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

Finding, Housing Policy 1.1: *At the time of land development, the City will apply the TOD minimum densities of 15 units per net acre in areas zoned MMR (increased from 14 units per net acre) and C and 25 units per net acre in areas zoned HMR and EC.*

Conclusion, Housing Policy 1.1: *Complies.*

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

Finding, Housing Policy 1.2: *The City adopted the Housing Implementation Plan (HIP) on December 13, 2018 (City Council Resolution No. 1560). The HIP sets forth a housing strategy for a 5-year period, 2019-2024. Adoption of the proposed Comprehensive Plan and Zoning Amendments furthers the goals of the HIP to plan for a support development of mixed-use/pedestrian friendly areas and does not interfere or otherwise conflict with the City's policy to regularly update it based on current market conditions.*

Conclusion, Housing Policy 1.2: *Consistent.*

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

Finding, Housing Policy 1.3: *The City's proposed Zoning Text Amendments simplify the development review process for projects within the CFA Overlay by eliminating the requirement for a Type III Master Plan application for larger developments; new developments will be reviewed subject to Site Plan and Architectural Review (Type I or II) and Master Plans will be optional. (Proposed CPMC 17.69.080.)*

Conclusion, Housing Policy 1.3: Consistent.

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

Finding, Housing Policy 1.4: *The proposed Comprehensive Plan and Zoning Map Amendments aim to provide needed housing in accordance with the Housing Element. At present, there is a low supply of housing available that contributes to high cost. Although the proposed Map Amendments do not directly affect upfront cost, the proposed Map Amendments increase the amount of housing that can be built by increasing the minimum density for areas zoned MMR, re-designating and rezoning 27.6 gross acres from lower-density LMR to higher-density MMR, and eliminating maximum densities within the CFA Overlay, which together can help increase supply of housing units. (Proposed CPMC 17.69.050.) This does not affect other efforts to work with regional partners to implement measures that directly reduce upfront housing development cost.*

Conclusion, Housing Policy 1.4: Consistent.

Housing 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.

Finding, Housing Policy 1.5: *The proposed Comprehensive Plan and Zoning Amendments do not require or otherwise involve a UGB Amendment or Annexation application. As demonstrated in response to OAR 660-012-0310(2)(e), the City has a demonstrated history of reviewing annexation applications in a timely manner and will do so when those areas of the CFA Overlay currently outside of City limits are proposed for annexation.*

Conclusion, Housing Policy 1.5: Consistent

Housing Policy 1.6. When properly mitigated to preserve the integrity of existing neighborhoods support higher density residential development within the Downtown and older surrounding residential areas, capitalizing on availability of existing infrastructure and supporting revitalization efforts.

Finding, Housing Policy 1.6: *The proposed Comprehensive Plan and Zoning Amendments do not interfere or otherwise conflict with higher density infill developments within the downtown or older surrounding residential areas. The proposed CFA is located away from the downtown.*

Conclusion, Housing Policy 1.6: Not applicable.

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

Housing Policy 2.1. Through a Housing Implementation Plan explore and promote federal, state, and regional programs and incentives that support new affordable housing.

Finding, Housing Policy 2.1: *The proposed Comprehensive Plan and Zoning Amendments do not include specific proposals for affordable housing development. The CFA Overlay includes a 21.1-acre parcel owned by the Housing Authority of Jackson County that has been rezoned and partitioned to support the Housing Authority's future plans to develop affordable housing on the site. (Ordinances 2111 and 2112, and partition (PAR-23002).) These proposed amendments maintain the existing land use and zoning map designations for that property as well as maintaining and expanding the scale of development that is permitted on the site. The applications do not interfere or conflict with other efforts to explore federal, state and regional programs and incentives.*

Conclusion, Housing Policy 2.1: *Not applicable.*

Housing Policy 2.2. Support and participate in the Greater Bear Creek Valley Regional Plan's program addressing regional housing strategies, particularly as they apply to affordable housing.

Finding, Housing Policy 2.2: *The proposed Comprehensive Plan and Zoning Map Amendments do not interfere or otherwise conflict with the City's ability to support and participate in the Greater Bear Creek Valley Regional Plan's program addressing regional housing strategies, including affordable housing.*

Conclusion, Housing Policy 2.2: *Not applicable.*

Housing Policy 2.3. Support regional efforts addressing homelessness, medical and social services for special need households.

Finding, Housing Policy 2.3: *The proposed Comprehensive Plan and Zoning Map Amendments do not affect the City's support for regional efforts to address homelessness or services for special needs households.*

Conclusion, Housing Policy 2.3: *Not applicable.*

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.

Housing Policy 3.1. Provide a sufficient inventory of residential planned and zoned vacant land to meet projected demand in terms of density, tenure, unit size, accessibility, and cost.

Finding, Housing Policy 3.1: *The proposed Comprehensive Plan and Zoning Map Amendments modify the land use and zoning designations to support high density housing by redesignating and rezoning 27.6 gross acres from LMR to MMR. The amendments do not affect the amount of total residential land within the UGB for housing.*

Conclusion, Housing Policy 3.1: Consistent.

Housing Policy 3.2. Throughout the 2019-2039 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.

Finding, Housing Policy 3.2: *The current land supply in the city limits and UGB support attainment of 6.9 units/gross acre. The added high-density residential land within the proposed CFA Overlay, increase to MMR minimum density, and elimination of maximum density in the CFA Overlay is consistent with and supportive of attaining higher densities within the urban area.*

Conclusion, Housing Policy 3.2: Consistent.

Housing Policy 3.3. Update the Housing Element's vacant acreage needs every four-years consistent with the PSU Population Research Centers update of population.

Finding, Housing Policy 3.3: *The proposed Comprehensive Plan and Zoning Amendments do not affect the City's schedule for updating the Housing Element.*

Conclusion, Housing Policy 3.3: Not applicable.

Housing Policy 3.4. To avoid speculation the City shall, when expanding the UGB establish procedures that give priority to lands that will be developed in a timely manner and with a residential mix and density consistent with the Housing Element.

Finding, Housing Policy 3.4: *The proposed Comprehensive Plan and Zoning Amendments do not include expansion of the UGB.*

Conclusion, Housing Policy 3.4: Not applicable.

Housing Policy 3.5. 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.

Finding, Housing Policy 3.5: *The proposed Comprehensive Plan and Zoning Amendments do not include specific development as in-fill or other development.*

Conclusion, Housing Policy 3.5: Not applicable.

Housing 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.

Housing Policy 4.1. Residential land use designations on the General Land Use Plan and the Zoning Map shall be compliant with the residential land use needs and housing types identified in the Housing Element.

Finding, Housing Policy 4.1: *The proposed land use and zoning designations for the Comprehensive Plan and Zoning Map Amendments align with the land use and housing needs identified in the Housing Element by providing for a range of housing types: single-family detached, row houses, and duplexes, multifamily, mixed-use developments. The proposed map change from LMR to MMR will expand the development capacity of that portion of the CFA Overlay to allow creation of more housing to meet local needs.*

Conclusion, Housing Policy 4.1: *Consistent.*

Housing Policy 4.2. Based on the findings of the Housing Implementation Plan incentivize housing types that are needed but not being provided in adequate numbers by the private sector market forces.

Finding, Housing Policy 4.2: *The proposed Comprehensive Plan and Zoning Amendments does not affect the City's ability to enact findings of the Housing Implementation Plan, including but not limited to incentives for underrepresented but needed housing types. No additional incentives are proposed with these applications.*

Conclusion, Housing Policy 4.2: *Not applicable.*

Housing Policy 4.3. In larger residential developments (in excess of 5 acres) encourage a mix of densities and housing types to accommodate a variety of households based on age and income levels.

Finding, Housing Policy 4.3: *The proposed Zoning Text Amendments include changes to the TOD master plan requirements and housing mix requirements in order to comply with OARs for the CFA. The proposed amendments would make master plans optional, rather than required, for land development proposals on sites greater than 2 acres, to ensure that there is no discretionary review requirement for residential development per ORS 197A.400. (Proposed CPMC 17.69.080.) The TOD housing mix requirements are also proposed to be eliminated within the CFA overlay to ensure that multifamily and row houses are permitted outright per OAR 660-012-0320(2). (Proposed CPMC 17.69.070.) The CFA Overlay does include provisions for applicants to propose a master plan if they wish to incorporate single-family detached housing types within a development, which will encourage a mix of housing types beyond the single-family detached housing type that predominates in Central Point. (Proposed CPMC 17.69.080.) The overall mix of zones proposed within the CFA Overlay and the variety of housing types permitted within those zones will continue to encourage a mix of densities and housing types.*

Conclusion, Housing Policy 4.3: *Consistent.*

Housing Policy 4.4. Support programs that encourage the ability of older residents to age in place by making existing housing more age friendly and accessible.

Finding, Housing Policy 4.4: *The proposed amendments do not apply to existing housing.*

Conclusion, Housing Policy 4.4: *Not applicable.*

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

Housing Policy 5.1. 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.

Finding, Housing Policy 5.1: *The proposed Comprehensive Plan and Zoning Amendments do not affect or otherwise preclude the City's ability to review and amend development procedures and standards for compliance with the Housing Element.*

Conclusion, Housing Policy 5.1: *Not applicable.*

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.

Housing Policy 6.1. Support collaborative partnerships with non-profit organizations, affordable housing builders, and for-profit developers to gain greater access to various sources of affordable housing funds.

Finding, Housing Policy 6.1: *The proposed Comprehensive Plan and Zoning Amendments arise out of need to comply with state CFA rules and include commitment to partnerships with non-profit organizations and affordable housing builders as an HPS/anti-displacement measure. (See Section 2.4, Strategy 5.)*

Conclusion, Housing Policy 6.1: *Consistent.*

Housing Policy 6.2. Support and participate in the Greater Bear Creek Valley Regional Plan's program addressing regional housing strategies.

Finding, Housing Policy 6.2: *The City participated in and continues to support the regional housing strategies program as evidenced by approval and implementation of the Housing Implementation Plan. The proposed Comprehensive Plan and Zoning Amendment applications do not preclude or otherwise conflict with the City's continued participation in the Regional Plan's program addressing affordable housing.*

Conclusion, Housing Policy 6.2: Not applicable.

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

Finding, Housing Policy 6.3: *The proposed Comprehensive Plan and Zoning Amendments do not affect the City's ability to address the special housing needs of seniors. The proposed text amendments maintain standards that permit multifamily housing types including senior housing in all zones within the proposed CFA Overlay. (CPMC 17.65.040 Table 1.)*

Conclusion, Housing Policy 6.3: Consistent.

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

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

Finding, Housing Policy 7.1: *The proposed CFA Overlay is located entirely within the existing TOD Overlay. Future land development will be subject to design and development standards that promote multimodal transportation options, inclusion of recreation and open spaces to support housing and high quality, pedestrian scale design. The proposed zoning text amendments also include new design standards for drive-through facilities to ensure they do not conflict with walkable design goals within the CFA. (Proposed CPMC 17.69.090(C).)*

Conclusion, Housing Policy 7.1: Consistent.

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

Finding, Housing Policy 7.2: *The proposed Comprehensive Plan and Zoning Amendment applications do not affect or otherwise preclude the City's ability to provide flexible development standards.*

Conclusion, Housing Policy 7.2: Not applicable.

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

Finding, Housing Policy 7.3: *The existing TOD zoning districts provide opportunities for mixed-use, and the proposed map and text amendments expand the mix of permitted uses within the proposed CFA Overlay. Row*

houses, multifamily, commercial, office and public uses are all proposed as permitted uses, individually or in a mixed-use configuration, within the CFA Overlay. (Proposed CPMC 17.69.040.)

Conclusion, Housing Policy 7.3: *Consistent.*

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

Finding, Housing Policy 7.4: *The City of Central Point no longer requires minimum parking for any development in accordance with Climate Friendly and Equitable Communities rules adopted as part of OAR-660-012. The proposed CFA Overlay is located within the TOD Overlay which aims to support public transit, as evidenced by the Rogue Valley Transportation District's 2040 Transit Master Plan.*

Conclusion, Housing Policy 7.4: *Not applicable.*

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

Finding, Housing Policy 7.5: *The proposed Comprehensive Plan and Zoning Amendments do not include or affect agricultural lands or otherwise preclude the City's ability to maintain and enforce the regulations for Agricultural Mitigation in CPMC 17.71.*

Conclusion, Housing Policy 7.5: *Not applicable.*

3.3.2 Economic Element

The Economic Element provides a framework for meeting the City's economic goal to diversity its economic base.

Economic Element Goals:

1. To actively promote a strong, diversified and sustainable local economy that reinforces Central Point's "small town feel" and family orientation while preserving or enhancing the quality of life in the community as a place to live, work and play.
Because this Economic Element concludes that there will be economic uncertainty in the short-term, it is important that Central Point work to diversify and strengthen its economy. By continuing to analyze economic trends, Central Point will be able to continue growing strong throughout the 2019-2039 period.
2. To create meaningful incentives to encourage and support economic development.
Central Point has historically been a bedroom community where people live but

work elsewhere. In order to maintain a strong tax base and to ensure continued economic prosperity, Central Point must take an active role in encouraging economic development.

3. To encourage and promote the development, redevelopment, and enhancement of retail and office areas to achieve a vibrant shopping entertainment, living and working experience in the downtown area.

This goal is important because Central Point needs a vibrant downtown in order to ensure future economic prosperity. Further, based on the current BLI and the project land use needs, Central Point is going to need targeted redevelopment strategies to encourage these types of activities in the future.

4. To encourage active communication and cooperation between the City, local and state agencies, and local businesses concerning economic development, education and workforce development.

The city cannot reach its goals without the assistance of others. As a result, the City needs to be receptive to suggestions and aid from others and also needs to be active in communicating its needs and plans.

5. To encourage and support growth, particularly in the targeted industries (specialty food manufacturing, and trucking and warehousing sectors).

These targeted industries are where the City could make strides. It is important that the City help maintain and grow these industries now and in the future.

6. To maintain at all times an adequate supply of suitable short-term (five-year) employment lands.

Central Point does not have an adequate short-term supply of lands for institutional/government and other employment types. As a result, the City should plan to add to the land supply in the near future.

7. To prepare and maintain a City of Central Point Economic Development Manual identifying and monitoring economic development strategies and programs available to the City.

8. Create a positive environment for industrial, commercial and institutional job growth and development by maintaining an adequate land supply; providing a local development review process that is predictable, responsive, and efficient; and delivering high quality public facilities and services.

9. Assure, through the UGB process, that adequate commercial lands are planned and designated for the development of pedestrian oriented neighborhood commercial centers to serve the City's new residential neighborhoods.

The Economic Element Goals are implemented through the following ten (10) policies:

Economic Policy 1, Participation. The City shall participate on the regional and state level in the development and programming of alternative financial incentives and initiatives for economic development, including education and workforce development that are consistent with the City's economic development goals.

Finding, Economic Policy 1: *The City's proposed Comprehensive Plan and Zoning Amendments do not preclude or otherwise conflict with the City's participation on the regional or state level in development and programming for financial incentives and initiative for economic development.*

Conclusion, Economic Policy 1: *Not applicable.*

Economic Policy 2, Refine Policies. The City shall continue to monitor and refine its land development and fiscal policies as they relate to economic development to ensure that the City's economic development programming can be effectively implemented.

Finding, Economic Policy 2: *The proposed Comprehensive Plan and Zoning Amendments do not interfere with or otherwise conflict with the City's ability to monitor and refine policies relative to economic development.*

Conclusion, Economic Policy 2: *Not applicable.*

Economic Policy 3, Monitor Long-Term Consequences. Consider economic development incentives as an inducement to development only when it can be demonstrated that the short-term consequences are understood and found to be acceptable and the long-term consequences are determined to be beneficial to the City.

Finding, Economic Policy 3: *The proposed Comprehensive Plan and Zoning Amendments do not interfere with or otherwise conflict with the City's ability to consider or implement incentives for beneficial economic development.*

Conclusion, Economic Policy 3: *Not applicable.*

Economic Policy 4, Small Business. Central Point concludes that the City has experienced the loss of cottage industry and expanding small businesses due to a lack of vacant available employment related buildings (flex-space³) and the City cannot attract small businesses from elsewhere for the same reason.

Finding, Economic Policy 4: *The proposed Comprehensive Plan and Zoning Amendments retains the existing commercial land supply through the opportunity for a mix of residential and commercial uses. Although the land use and zoning designations (current and proposed) do not result in the immediate construction of needed building space, the Amendments support these activities as necessary to address the loss of cottage industry and expanding small businesses. The proposed amendments maintain the existing EC zoning along E Pine Street, and maintain commercial development potential within that area by limiting competition with residential uses: the zoning text amendments maintain existing requirements for ground-floor commercial with any multifamily residential uses and require row houses to be set back at least 100 feet from E Pine Street. (CPMC 17.65.040 Table*

³ An industrial or commercial/office building designed to provide the flexibility to utilize the floor space in a variety of configurations. Usually provides a configuration allowing a flexible amount of office or showroom space in combination with manufacturing, laboratory, warehouse distribution, etc.

1 and proposed 17.69.040(D)(1).) The existing TOD standards and additional CFA standards provide for a range of commercial and employment uses within the area zoned EC, and expand provisions for commercial and employment uses within areas zone MMR south of Beebe Rd, HMR and C. (Proposed CPMC 17.69.040.)

Conclusion, Economic Policy 4: *Consistent.*

Economic Policy 5, Business Innovation. Encourage innovation, research, development, and commercialization of new technologies, products and services through responsive regulations and public sector approaches.

Finding, Economic Policy 5: *Business innovation activities by the City are not affected or impeded by the proposed Comprehensive Plan and Zoning Map Amendments.*

Conclusion, Economic Policy 5: *Not applicable.*

Economic Policy 6, Tolo Area. The City shall in collaboration with Jackson County continue planning the Exit 35 area—also called “Area CP-1B (Tolo)” —in the Regional Plan Element to capitalize on economic opportunities, especially for transportation-based economic activity and truck/rail freight support services. This area also contains the aeronautics manufacturing company Erickson Air Crane and serves aggregate uses; these uses have many specific and unique dimensions that should be carefully considered. Plans and land use regulations applicable to this area need to account for the site requirements of firms in these sectors. Because the area is currently constrained as a result of a lack of access to water, the City should begin planning how to make water more readily available so as to make these lands available for more economic development.

Finding, Economic Policy 6: *The CP-1B Tolo area is not included in either the Comprehensive Plan or Zoning Map Amendments. The proposed Amendments do not affect the City’s ability to develop and implement plans in this area.*

Conclusion, Economic Policy 6: *Not applicable.*

Economic Policy 7, Monitor Regulations. The City shall periodically evaluate its regulations for employment related development, particularly as it relates to targeted industries, as well as compatibility with adjacent non-employment lands to ensure that regulations are consistent with applicable best practices. Regulations found to no longer be appropriate should be amended as soon as practicable thereafter.

Finding, Economic Policy 7: *The proposed Comprehensive Plan and Zoning Map Amendments do not interfere with other otherwise conflict with the City’s ability to evaluate and update its land development regulations relative to employment uses. The proposed Zoning Text Amendments expand provisions for mixed-use development, both on individual sites and within the CFA Overlay generally, which*

can expand employment opportunities and minimize conflicts by integrating uses within a broader neighborhood framework rather than isolating them.

Conclusion, Economic Policy 7: *Consistent.*

Economic Policy 8, Adequate Short-Term Supply. The City shall assure that, through its Capital Improvement Program, public facilities and transportation facilities are available and adequate in capacity to maintain a supply of competitive short-term buildable lands sufficient to meet employment needs within a 5-year period, particularly for the retail, specialty foods, professional health care and trucking sectors.

Finding, Economic Policy 8: *The City's public facility plans for transportation, water and stormwater have all been updated. There are adequate facilities planned and available to serve development within the proposed CFA Overlay.*

Conclusion, Economic Policy 8: *Consistent.*

Economic Policy 9, Prepare for Long-Term Needs. The City shall maintain a supply of competitive short-term employment lands in the medium and large site categories equivalent to the twenty-year demand for those categories. The supply of short-term employment land shall be reviewed and updated annually. When it is determined that the supply of land as measured in terms of the number of sites and/or acreage in the medium and large site categories is inadequate to serve the twenty-year land needs, then the City shall amend the UGB to include additional short-term (5-year) employment lands.

Finding, Economic Policy 9: *The proposed Comprehensive Plan Amendment retains employment lands via mixed-use zoning. This is consistent with the short-term supply for large and mediums sites.*

Conclusion, Economic Policy 9: *Consistent.*

Economic Policy 10, Pedestrian Oriented Neighborhood Commercial Centers. As the City expands the UGB it will include in the land use mix adequate commercial lands for the development of Pedestrian Oriented Commercial Centers designed to complement the physical character and encourage neighborhood pedestrian use. Adequacy of the acreage needed for Pedestrian Oriented Commercial Centers will be guided by the Regional Plan land use allocation.

Finding, Economic Policy 10: *The proposed Comprehensive Plan and Zoning Amendments do not involve a UGB Amendment. The proposed CFA Overlay is located within an existing Mixed-use/Pedestrian Friendly Activity Center, and the proposed Zoning Text Amendments further expand the mix of uses that will be permitted within the area. (Proposed CPMC 17.69.040.)*

Conclusion, Economic Policy 10: *Consistent.*

3.3.3 Land Use Element

The Land Use Element is responsible for managing and mapping the land use needs of the City as described in other Comprehensive Plan elements. The Land Use Element sets forth goals and policies for Residential, Commercial, Industrial, Civic, Parks and Recreation and Circulation land uses. Since these Amendments do not include industrial lands, the policies for industrial lands are not addressed in these findings.

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

***Finding, Residential Land Use Policy 1:** The proposed Comprehensive Plan and Zoning Map Amendments for the proposed CFA Overlay is part of the TOD Overlay, a Mixed-Use/Pedestrian Friendly Activity Center. Proposed land use and zoning designations are consistent with this policy to increases the number of people living within these Mixed-use/Pedestrian Friendly Areas.*

***Conclusion, Residential Land Use Policy 1:** Consistent.*

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

***Finding, Residential Land Use Policy 2:** The proposed Zoning Text Amendments make minor amendments to the existing definitions to reflect changes in state laws (e.g., definitions for child care facilities) and to TOD standards (e.g., differentiating duplexes from multifamily uses) that are consistent with evolving state zoning rules and practices. The most significant Zoning Text Amendments introduce new standards for the proposed CFA Overlay that fully implement new state rules for Climate-Friendly Areas, a state-led initiative as part of the Climate-Friendly and Equitable Communities program that responds to Governor Brown's Executive Order 20-04 (EO 20-04) directing certain state agencies to take specific actions to reduce greenhouse gas emissions (GHGs) and mitigate the impacts of climate change.*

***Conclusion, Residential Land Use Policy 2:** Consistent.*

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

***Finding, Residential Land Use Policy 3:** The proposed CFA Overlay is in areas planned and zone for medium and high-density housing and mixed-use opportunities. The TOD standards and proposed CFA Overlay standards promote a mix of uses to better integrate commercial uses into the neighborhood, rather than*

separating them. The street system is planned and designed to support attractive neighborhoods with multimodal transportation facilities consistent with the land use pattern typical of the TOD Overlay areas.

Conclusion, Residential Land Use Policy 3: *Consistent.*

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

Finding, Residential Land Use Policy 4: *No site-specific development is proposed with these Comprehensive Plan and Zoning Amendments.*

Conclusion, Residential Land Use Policy 4: *Not applicable.*

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

Finding, Commercial Land Use Policy 1: *The proposed Comprehensive Plan and Zoning Amendments maintain the existing EC zoning along E Pine Street, and maintain commercial development potential within that area by limiting competition with residential uses: the zoning text amendments maintain existing requirements for ground-floor commercial with any multifamily residential uses and require row houses to be set back at least 100 feet from E Pine Street. (CPMC 17.65.040 Table 1 and proposed 17.69.040(D)(1).) The existing TOD standards and additional CFA standards provide for a range of commercial and employment uses within the area zoned EC, and expand provisions for commercial and employment uses within areas zone MMR south of Beebe Rd, HMR and C. (Proposed CPMC 17.69.040.)*

Conclusion, Commercial Land Use Policy 1: *Consistent.*

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

Finding, Commercial Land Use Policy 2: *The proposed Comprehensive Plan and Zoning Amendments do not affect the City's plans to study the Central Business District.*

Conclusion, Commercial Land Use Policy 2: *Not applicable.*

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

Finding, Commercial Land Use Policy 3: *The proposed Comprehensive Plan and Zoning Amendments do not affect the downtown area.*

Conclusion, Commercial Land Use Policy 3: *Not applicable.*

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

Finding, Commercial Land Use Policy 4: *The Comprehensive Plan and Zoning Amendments designate the proposed CFA Overlay within the existing TOD Overlay. Future development within the CFA will be subject to existing TOD standards for site design. (CPMC 17.67.)*

Conclusion, Commercial Land Use Policy 4: *Consistent.*

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

Finding, Commercial Land Use Policy 5: *The proposed Amendments do not affect or otherwise preclude the City's ability to implement the Highway 99 Corridor Plan.*

Conclusion, Commercial Land Use Policy 5: *Not applicable.*

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

Finding, Civic Land Use Policy 1: *The proposed Comprehensive Plan and Zoning Amendments do not include siting any public or quasi-public facility. The proposed Zoning Text Amendments include expanding permitted public and quasi-public uses within all portions of the CFA, including within mixed-use residential areas zoned MMR and HMR. (Proposed CPMC 17.69.040.) Future site-specific development of any public uses will be required to meet existing TOD design standards to ensure compatibility within a mixed-use context.*

Conclusion, Civic Land Use Policy 1: *Consistent.*

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

Finding, Civic Land Use Policy 2: *School District 6 has a land bank for future school sites. No sites are proposed as part of the Comprehensive Plan and Zoning Map Amendments. Consequently, this application does not affect or otherwise*

preclude the City and School District #6 from continuing to work together on long-range planning and school site acquisition.

Conclusion, Civic Land Use Policy 2: *Not applicable.*

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

Finding, Civic Land Use Policy 3: *The proposed Comprehensive Plan and Zoning Amendment proposals are within the existing TOD Overlay which is a Mixed-use/Pedestrian Friendly Activity Centers designed to encourage safe, convenient and comfortable walking and bicycling facilities as part of the street network.*

Conclusion, Civic Land Use Policy 3: *Consistent.*

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

Finding, Parks and Recreation Land Use Policy 1: *The proposed Comprehensive Plan and Zoning Amendments do not include public parks, as there is no site-specific development proposed at this time. Public parks designation has already occurred consistent with the Parks Element.*

Conclusion, Parks and Recreation Land Use Policy 1: *Not applicable.*

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

Finding, Circulation Land Use Policy 1: *The Comprehensive Plan and Zoning Amendments do not include moving land from the URAs to the UGB.*

Conclusion, Circulation Land Use Policy: *Not applicable.*

3.3.4 Transportation Element

The 2030 Transportation System Plan (TSP) has been adopted as the City’s Transportation Element. The TSP identifies and plans for a coordinated network of transportation facilities that serves current and future state, regional and local multimodal transportation needs. Most of the transportation goals and policies address building transportation systems, which are not directly applicable to this proposed map and text amendment because no transportation facilities are proposed at this time. The Climate Friendly and Equitable Communities program includes updated transportation planning direction, which will be implemented into the City’s next TSP update that kicks off this year and will be completed prior to December 31, 2029 as required by OAR 660-

012-0012(4)(a). Several of the current TSP's Land Use Goals are relevant to the proposed amendments, as addressed below.

Transportation Goal 3.1: To effectively manage the use of land within the Central Point Urban Area in a manner that is consistent with, and that supports, the successful implementation of this Transportation System Plan.

***Finding, Transportation Goal 3.1:** The proposed CFA adoption and the implementing map and code amendments refine the existing TOD standards for the area, maintaining effective land management through a mix of uses that can be supported by multimodal transportation facilities planned in the TSP.*

***Conclusion, Transportation Goal 3.1:** Consistent.*

Transportation Policy 3.1.1: The City shall manage the land use element of the Comprehensive Plan in a manner that enhances livability for the citizens of Central Point as set forth in the Transportation System Plan.

***Finding, Transportation Policy 3.1.1:** The proposed CFA adoption and the implementing map and code amendments support the development of a walkable, mixed-use urban neighborhood within the ETOD area that supports livability with a mix of residential, commercial, civic and open spaces interconnected with sidewalks, bicycle routes, transit, and roads consistent with the TSP.*

***Conclusion, Transportation Goal 3.1.1:** Consistent.*

Transportation Policy 3.1.2: The City shall continuously monitor and update the Land Development Code to maintain best practices in transit-oriented design consistent with the overall land use objectives of the City.

***Finding, Transportation Policy 3.1.2:** The proposed CFA adoption and the implementing map and code amendments update the City's existing TOD standards consistent with the state requirements for transit-oriented design within CFAs.*

***Conclusion, Transportation Goal 3.1.2:** Consistent.*

3.4 CPMC 17.96, Comprehensive Plan and Urban Growth Boundary Amendments

The findings and conclusions for CPMC 17.96 are set forth below.

17.96.100 Amendments--Purpose.

The purpose of this chapter is to provide procedures for amendments to the city's comprehensive plan, including amendments to the urban growth boundary, that may be necessary from time to time as the public necessity and convenience and general welfare requires. Amendments may be made to the comprehensive plan by following the procedural requirements set forth in Section 17.05.500 and this chapter.

Finding CPMC 17.96.100: *The proposed Comprehensive Plan Amendment (File No. CPA-24001) has been prepared and processed in accordance with this procedure set forth in this Chapter as necessary to implement state rules for Climate Friendly Areas (CFAs).*

Conclusion CPMC 17.96.100: *Consistent.*

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.

Finding CPMC 17.96.200: *The Planning Commission, per Resolution Nos. 929 recommended the CFA Comprehensive Plan.*

Conclusion CPMC 17.96.200: *Consistent.*

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.

Finding CPMC 17.96.300: *In accordance with Finding CPMC 17.10.300(A), the proposed amendments constitute a legislative policy decision and are therefore subject to a Type IV procedure. The application has been scheduled for two duly noticed public hearings by the Planning Commission and City Council on February 11, 2025 and February 27, 2025, respectively. Public notice was published in the The Daily Courier on January 31, 2025. Written notice was provided to DLCD on December 31, 2024 and amended on January 29, 2025. All notices are available in the file for viewing upon request at City Hall located at 140 South Third Street in Central Point, Oregon.*

Conclusion CPMC 17.96.300: *Consistent.*

17.96.400 Submittal timing of proposals.

Applications for an amendment to the comprehensive plan, or urban growth boundary, may be submitted at any time. Once accepted proposals shall be scheduled by the city council by resolution of intent. The applications and review thereof shall conform to the provisions of Chapter 17.05 and all applicable laws of the state.

Finding CPMC 17.96.400: *The proposed amendments were submitted on, based on work completed in 2024 to develop the proposed CFA boundaries and implementing regulations. The application has been reviewed in accordance with Type IV procedure per CPMC 17.05.500, as detailed above.*

Conclusion CPMC 17.96.400: *Consistent.*

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;

Finding CPMC 17.96.500(A): *See Findings in Section 3.2, Statewide Planning Goals.*

Conclusion CPMC 17.96.500(A): *Consistent.*

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

Finding CPMC 17.96.500(B): *See the Findings in Section 3.3, Comprehensive Plan.*

Conclusion CPMC 17.96.500(B): *Consistent.*

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

Finding CPMC 17.96.500(C): *The proposed change is to the Comprehensive GLUP Map and Land Use Element, which does not involve an amendment to the UGB.*

Conclusion CPMC 17.96.500(C): *Not applicable.*

D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule.

Finding CPMC 17.96.500(D): *Amendments to the Comprehensive Plan to adopt a CFA and to amend regulations within a CFA must comply with OAR 660-012-025, Transportation Review in Climate-Friendly Areas and Centers, in lieu of OAR 660-012-0060. Compliance with OAR 660-012-0325 is included in Section 3.1.*

Conclusion CPMC 17.96.500(D): *Consistent.*

3.5 CPMC 17.10, Zoning Map and Text Amendments

CPMC 17.10.100 Purpose

The purpose of this chapter is to provide standards and procedures for major and minor amendments to this code or the Central Point city zoning map (zoning map), herein referred to as "map or text amendments."

Finding CPMC 17.10.100: *The proposed application is for a Major Zoning Map Amendment (File No. ZC-24002) and Zoning Text Amendment (File No. ZC-24003) that aims to adopt and implement land use regulations for a Climate-Friendly Area consistent with the proposed Major Comprehensive Plan Amendment (File No. CPA-24001).*

Conclusion CPMC 17.10.100: *Consistent.*

CPMC 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.

Finding CPMC 17.10.200: *The Planning Commission initiated the proposed Zoning Map and Text Amendments by Resolution No. 930.*

Conclusion CPMC 17.10.200: *Consistent.*

CPMC 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.

Finding CPMC 17.10.300: *The proposed Amendments include a Major Map Amendment to adopt a CFA Overlay and rezone a portion of the Overlay from LMR to MMR and a Zoning Text Amendment to adopt general policies and regulations for future land use decisions within the CFA Overlay and is therefore a Major Amendment. The application has been scheduled for two duly noticed public hearings by the Planning Commission and City Council per CPMC 17.05.500 on February 11, 2025 and February 27, 2025, respectively. Public notice was published in the Daily Courier on January 31, 2025. Written notice was provided to DLCD on December 31, 2024 and amended on January 29, 2025. All notices are available in the file for viewing upon request at City Hall located at 140 South Third Street in Central Point, Oregon.*

Conclusion CPMC 17.10.300: *Consistent.*

CPMC 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);

Finding CPMC 17.10.400(A): See Findings in Section 3.2, Statewide Planning Goals.

Conclusion CPMC 17.10.400(A): Consistent.

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

Finding CPMC 17.10.400(B): See Findings in Section 3.3, Comprehensive Plan.

Conclusion CPMC 17.10.400(B): Consistent.

- 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

Finding CPMC 17.10.400(C): The proposed Zoning Map Amendment apply to a 94.4-acre site proposed as the CFA Overlay bounded by E Pine Street to the south, Hamrick Rd to the east, Cleo Street to the north and Gebhard Road to the west. As demonstrated in the Transportation System Plan, Water System Master Plan and Stormwater Management Plan, there are adequate public facilities available and planned for the area as follows:

- **Transportation:** This area includes E Pine Street (Primary Arterial), Hamrick Road (Secondary Arterial), Beebe Road (Collector), Gebhard Road (Collector), and several local streets. Per the Transportation System Plan, Gebhard Road is planned to be extended through the area from Beebe Road to East Pine Street (Projects No. 258-260), E Pine Street is planned to be widened to include bike lanes and sidewalks (Project No. 233), and Beebe Road is planned to be widened to include bike lanes and sidewalks (Project No. 209). New local streets will be required within the CFA to create an interconnected network of multimodal transportation facilities.
- **Water:** Per the Water System Master Plan, there is a 12-inch waterline in E Pine Street, a 16-inch waterline in Hamrick Road, and a 16-inch waterline in Gebhart Road that is available to the area. (Water System Master Plan, Figure ES-1.) Additional distribution pipes within the CFA Overlay are proposed as developer-built projects to occur at the time of future development. (Water System Master Plan, Figure 8-1.)
- **Stormwater:** As shown in the Stormwater Master Plan, there are stormwater lines in Hamrick Road, Beebe Road and E Pine Street. Additional facilities are planned to serve future development within the CFA Overlay, shown as the Eastside TOD capital improvement projects 15-1 and 15-2 along the northern boundary of the proposed CFA. (Stormwater Master Plan, Figure ES-1.)

Conclusion CPMC 17.10.400(C): *As shown in the findings above, there are adequate public facilities available and planned to serve the area.*

- D. The amendment complies with OAR 660-012-0060 of the Transportation Planning Rule.

Finding CPMC 17.10.400(D): *Amendments to the Comprehensive Plan to adopt a CFA and to amend regulations within a CFA must comply with OAR 660-012-025, Transportation Review in Climate-Friendly Areas and Centers, in lieu of OAR 660-012-0060. Compliance with OAR 660-012-0325 is included in Section 3.1.*

Conclusion CPMC 17.10.400(D): *Consistent.*

3.6 Summary Conclusion

The proposed Comprehensive Plan Amendment (CPA-24001) has been prepared and reviewed for conformance with CPMC 17.96, Comprehensive Plan and Urban Growth Boundary Amendments, and found to comply with Comprehensive Plan policies, statewide planning goals, and relevant Oregon Administrative Rules (OARs) as demonstrated in Sections 3.1, 3.2 and 3.3 and 3.5 of these Findings of Fact and Conclusions of Law.

The proposed Zoning Map Amendment (ZC-24002) and Zoning Text Amendment has been prepared and reviewed for conformance with CPMC 17.10, Zoning Map and Text Amendments and found to comply with Comprehensive Plan policies, statewide planning goals, and relevant Oregon Administrative Rules (OARs) as demonstrated in Sections 3.1, 3.2 and 3.3 and 3.4 of these Findings of Fact and Conclusions of Law.

4 Exhibits

4.1 Exhibit 1 – Planning Commission Resolution No. 929

4.2 Exhibit 2 – Planning commission Resolution No. 930

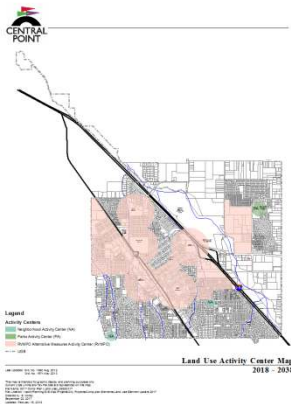
4.3 Exhibit 3 – Land Use Element with Redline



LAND USE ELEMENT

2018-2038

City of Central Point Comprehensive Plan



City Council

March 8, 2018
Final Draft

Ordinance No. 2043

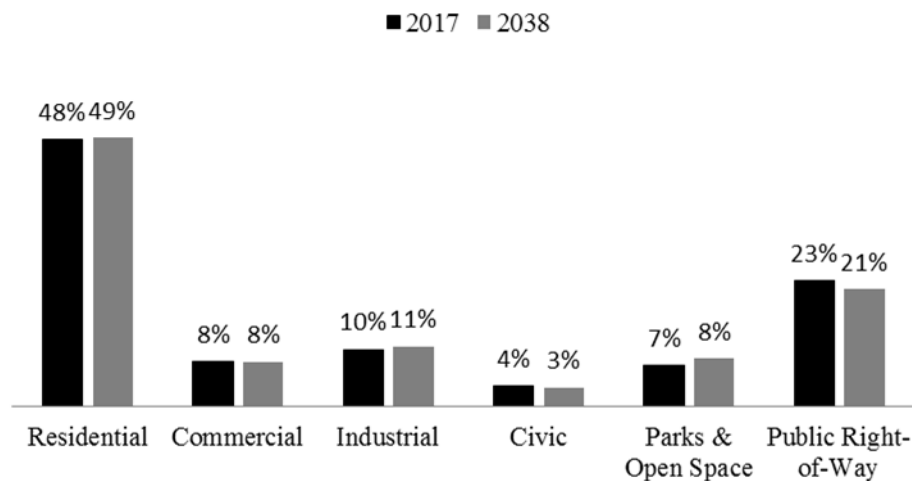
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1. Summary

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

Figure 1.1. Land Use Distribution, 2017 vs. 2038



The Land Use Element relies on other Comprehensive Plan elements, such as the Population, Housing, Economic, Regional, and Parks and Recreation elements to determine the quantity and classification of land uses necessary to accommodate the City's current and future projected population growth. Over the course of the 2018-38 planning period it is projected that the City will grow by 5,580 residents¹, generating a demand for 2,230 new housing units. To accommodate the expected population growth the City will need an additional 325 gross acres, distributed across all land use classifications. By 2038 the distribution of land uses (Figure 1.1) will be very similar to the City's current distribution, signifying no major changes in land use policy. As in the past the Residential land use will continue to be the dominant land use, followed by Right-of-Way.

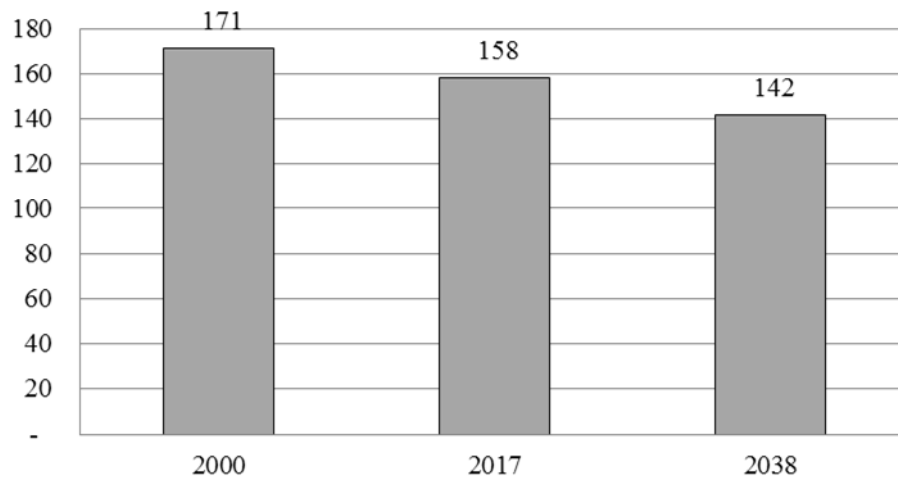
Another popular measure of land use is the ratio of acres per 1,000 residents. Unlike the percentage measurement the ratio of acres per 1,000 residents does address policy changes in the efficiency of land use. Figure 1.2 illustrates that in 2000² the developed was 171 acres per 1,000 residents. By 2017 the actual ratio was 158 acres per 1,000 residents. By 2038, based on current average minimum density policies, it is expected that the ratio will drop to 142 acres per 1,000 residents; the lower the ratio the more efficient the use of land. The adoption of a minimum residential density of 6.9 dwelling units per gross acre³ is the reason for the lower 2038 ratio.

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

² 1980 City of Central Point Land Use Element

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

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



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

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

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

2. Introduction

The primary purpose of the Land Use Element is to:

- Identify and map all land use classifications within the City's urban area (city limits and UGB); and

- Track activity through the Buildable Lands Inventory (BLI) for compliance with associated goals and policies identified in related Comprehensive Plan elements; i.e. the Housing Element, Economic Element, Parks and Recreation Element, Transportation System Plan, etc.

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

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

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

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

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

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

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

2.1. Buildable Lands Inventory

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

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

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

2.2. State Land Use Guidelines

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

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

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

2.3. Central Point Forward, A City Wide Strategic Plan

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

2.3.1. City Mission Statement

The City’s mission statement reads as follows:

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

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

2.3.2. City Statement of Values

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

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

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

2.4. The Regional Plan Element

As previously noted the City's Comprehensive Plan elements must be consistent with any applicable regional plan. In 2012 the City adopted a Regional Plan Element⁵ establishing Urban Reserve Areas (URAs) sufficient to accommodate the City's growth needs to the year 2060. The City's Regional Plan Element was prepared in accordance with the County's Greater Bear Creek Valley Regional Plan.

The City's Regional Plan Element established eight (8) URAs, totaling 1,721 acres for future use as the City grows. Within the URAs land uses were assigned based on very broad categories; Residential, Aggregate, Resource, Open Space/Parks, and Employment. The Regional Plan Element does not spatially allocate the land use types within any URA, but it does require that Concept Plans⁶ be prepared and adopted prior to inclusion of a URA, or any part thereof, into the City's urban growth boundary (UGB)⁷. The Concept Plans are required to address performance indicators, regionally significant transportation corridors, how land uses will be spatially distributed, the encouragement of mixed use/pedestrian friendly areas⁸ (Activity Centers), and minimum residential density requirements. The Concept Plans, when approved, remain a part of the Regional Plan Element. At such time as lands within a URA are added to the UGB the concept plans will be further refined consistent with the level of land use descriptions consistent with the Land Use Element. At the time of inclusion in to the UGB they then become part of the Land Use Element. This Land Use Element does not address lands within the URA.

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

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

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

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

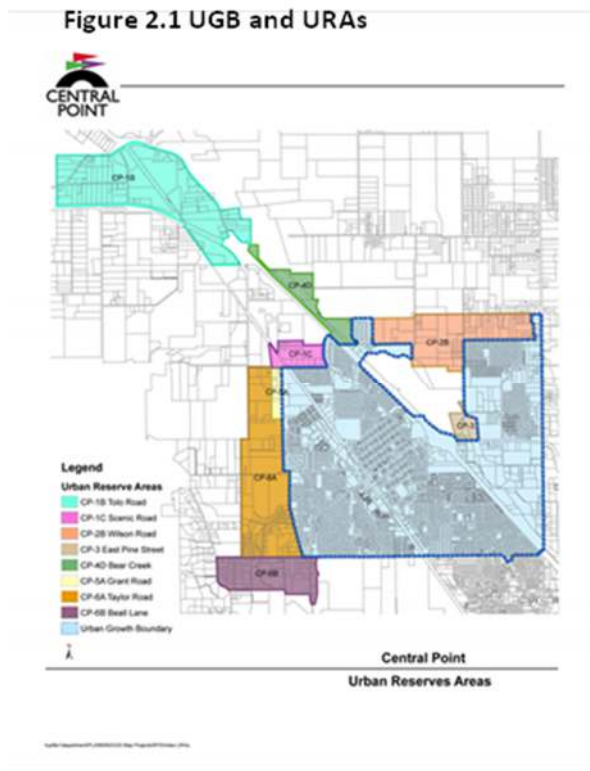
2.4.1.Direction of Growth

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

land use need and the availability of necessary infrastructure.

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

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



The relationship between the Regional Plan Element and the Land Use Element is timing. When the need is properly demonstrated then land within the URAs can be brought into the UGB. The timing of inclusion to the UGB will be a function of demonstrated need and the ability to develop to urban standards, and annex to the City in a timely manner.

2.5. Land Use and Urban Form

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

As used in this Land Use Element the term “urban form” refers the general pattern of use, building height and development intensity and the structural elements that define the City physically, such as natural features, transportation corridors, open space, public facilities, as well

⁹ ORS

as activity centers and other community focal elements. The introduction of urban form is not intended as *the* answer to good urban design, but it is intended to provide a basic awareness and a palette from which good urban form can evolve.

2.6. Performance Indicators

As previously noted the Regional Plan Element established performance indicators as a means to measure compliance with the objectives of the Regional Plan Element. There are eight (8) performance indicators that, via the Regional Plan Element, apply to the Land Use Element as the UB expands into the Regional Plan's URAs. The PIs are¹⁰:

2.6.1. Committed Residential Density

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

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

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

2.6.2. Mixed-Use/Pedestrian Friendly Areas

For land within a URA and for land currently within a UGB but outside of the existing City Limit, each city shall achieve the 2020 benchmark targets for the number of new dwelling units¹¹ and employment¹² to be located in mixed-use/pedestrian-friendly areas as identified in the 2009 Regional Transportation Plan (RTP) or most recently adopted RTP¹³. Beyond the year 2020, cities shall continue to achieve the 2020 benchmark targets, or if additional benchmark years are established, cities shall achieve the targets corresponding with the applicable benchmarks. Measurement and definition of qualified development shall be in accordance with adopted RTP methodology. The requirement is considered met if the city or the region overall is achieving the targets or minimum qualifications, whichever is greater. This requirement can be offset by increasing the percentage of dwelling units and/or employment in the City Limit.

To facilitate compliance with this performance indicator the Land Use Element, in Figure 2.1, identifies mixed-use/pedestrian-friendly areas (Activity Centers), and through the BLI tracks

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

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

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

¹³ RVMPO Alternative Measures Activity Centers, 2017

population and employment development within these Activity Centers. It is also anticipated that as the City expands into the URA additional Activity Centers will be added per approved Conceptual Land Use Plans.

2.6.3. Conceptual Transportation Plan

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

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

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

2.6.4. Conceptual Land Use Plan

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

2.6.5. Target Residential Density

The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential density in section 2.6.1 above will be met at full build-out of the area added to the UGB amendment.

2.6.6. Land Use Distribution

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

2.6.7. Transportation Infrastructure

The Conceptual Land Use Plan shall include the transportation infrastructure required in section 2.6.3 above.

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

The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of section 2.6.2 above will be met at full build-out of the area added to the UGB amendment.

2.6.8.1. Activity Centers

An important consideration related to urban form and the Regional Plan's Performance Indicators is the concept of activity centers. As used in this Land Use Element the term "activity center" is interchangeable with the term Transit-Oriented/Mixed-Use Pedestrian-Friendly areas. Both terms represent the development of a place(s) that encourages higher density mixed-use environments that are neighborhood oriented and designed to increase the convenience of walking, bicycling, and transit. Activity Centers are illustrated in the RVMPO's Alternative Measures Activity Centers' map (Figure 2.1). The concept of activity centers is a key component to the City's success in the retention and creation of neighborhoods and community identity necessary to support the City's small town atmosphere¹⁴, and ultimately creates an environment that supports transit use.

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

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

Benefits of activity centers include:^{[3][4]}

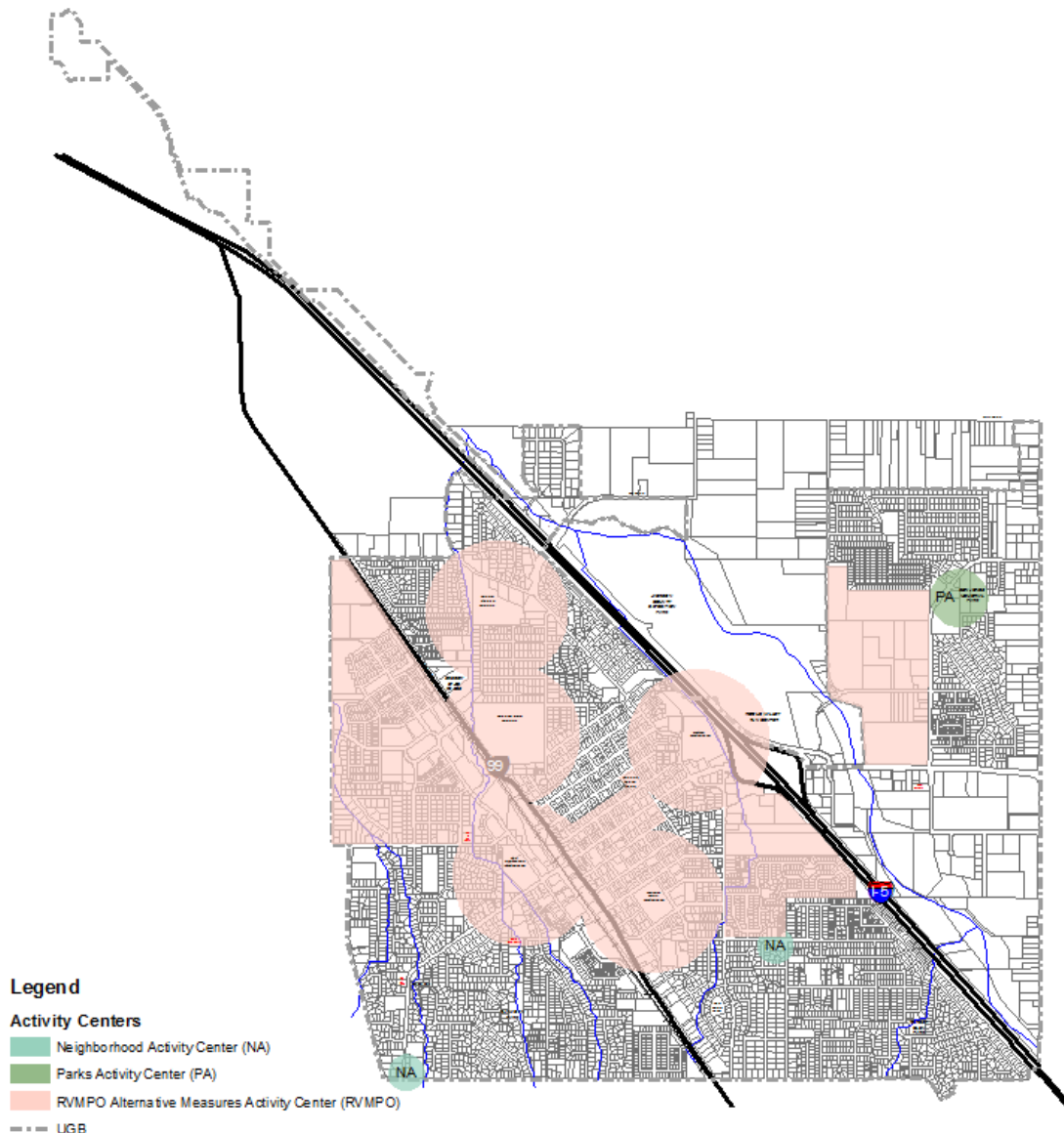
- Greater housing variety and density, more affordable housing (smaller units), including life-cycle housing (starter homes to larger homes to senior housing);

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

- Reduced distances between housing, workplaces, retail businesses, and other amenities and destinations;
- More compact development, land-use synergy (e.g. residents provide customers for retail which provide amenities for residents);
- Stronger neighborhood character, sense of place; and
- Walkable, bikeable neighborhoods, increased accessibility via transit, both resulting in reduced transportation costs.

The City's activity centers are illustrated in Figure 2.2. As the city grows into the URA's additional, strategically located activity centers will be needed to service both residential neighborhoods and the retail and employment needs of the community. The placement of future activity centers will be addressed in the Conceptual Land Use Plans prepared for each URA.

Figure 2.2 Activity Centers



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

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

This map is intended for graphic display and planning purposes only.
Current UGB Limits and Tax Parcels are represented on this map.
File Name: 2017 Comp Plan (Land Use)_09282017
File Location: \upch\Planning\GIS Map Projects\City Projects\Comp plan Elements\Land Use Element Update 2017
Created by: S. Holley
September 28, 2017
Updated: February 15, 2018

3. Land Use Benchmarks

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

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

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

Table 3.1 illustrates the changes in the two benchmarks for the planning period 1980 – 2000, 2017 (current), and the planning period 2018 – 2038. Since the 1980 Land Use Element was completed the City has more intensely used its land. In 1980 it was estimated that the City would need 171 total acres per 1,000 residents. By 2017 the population benchmark (when measured against developed acreage) was 152 acres per 1,000 residents. By the end of the 2018 – 2038 planning period that ratio is expected to be 142 acres per 1,000 population; a 15% increase in development intensity from 1980 to 2038.

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

Table 3.1 Land Use Benchmarks

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

Source: Buildable Lands Inventory, 2017

4. Current (2017) Land Use Summary

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

The City's current Land Use Element was completed in 1983 covering an urban area of 2,736.83 acres. At that time it was expected that the City's urban area (build-out) was sufficient in size to accommodate a population of 16,000 by the year 2000, or 171 acres per 1,000 residents. By the end of 2017 the City's certified population was 17,700¹⁵ and the urban area accounted for approximately 3,100 acres of which 2,679 acres were classified as developed¹⁶, for a ratio of 158 developed acres per 1,000 residents.

Since 1983 the most noticeable change in land use was due to changes in the Industrial and Residential land use classifications. This was the result of land use changes in 2001 allowing for development of the Twin Creeks TOD. At that time the lands currently occupied by the Twin Creeks TOD was designated for industrial use and needed to be changed to residential use to accommodate the Twin Creeks TOD project. This change was off-set by changes in the southeast quadrant of the city from Residential to Industrial land use. Table 3.1 identifies and compares the City's current land use distribution based on the 1983 Land Use Element to year 2000, current land use for 2017, and projected land use needs to 2038¹⁷.

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

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

¹⁵PSU Certified 2017 Population

¹⁶ Defined as buildable lands in the BLI

¹⁷ PSU Certified 2017 Population

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

5. Land Use Classifications

The City’s current (2017) urban area contains approximately 3,100 acres. Every parcel is assigned to one of six (6) primary land use classifications, which are supported by nine (9) secondary land use classifications (Table 5.1), and ~~four~~five overlay districts, for a total land use system of ~~19~~20 land use classifications.

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

Table 5.2 identifies the distribution of the different land uses by net acreage for the current planning period (2018 to 2038). In Table 5.2 the additional 240 acres (approx.) represents, by land use, the projected acreage within the current URA that need to be brought into the City’s UGB over the course of the next 20 years. As previously noted the acreages and their land use distribution are based on the needs established in such other elements as Housing (residential

lands), Economic (commercial and industrial lands), Parks, etc. Figure 5.1 (Land Use Map) represents the spatial distribution of all land as defined in the Land Use Element, less what is shown in Table 5.2 as additional needed net acres uses.

Table 5.2 Projected Urban Area Land Use Needs

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

Source: City of Central Point Buildable Lands Inventory, 2017

Notes: ¹ "Additional Need" Source 2017 Housing Element

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

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

⁴ "Additional Need" not adjusted for future development

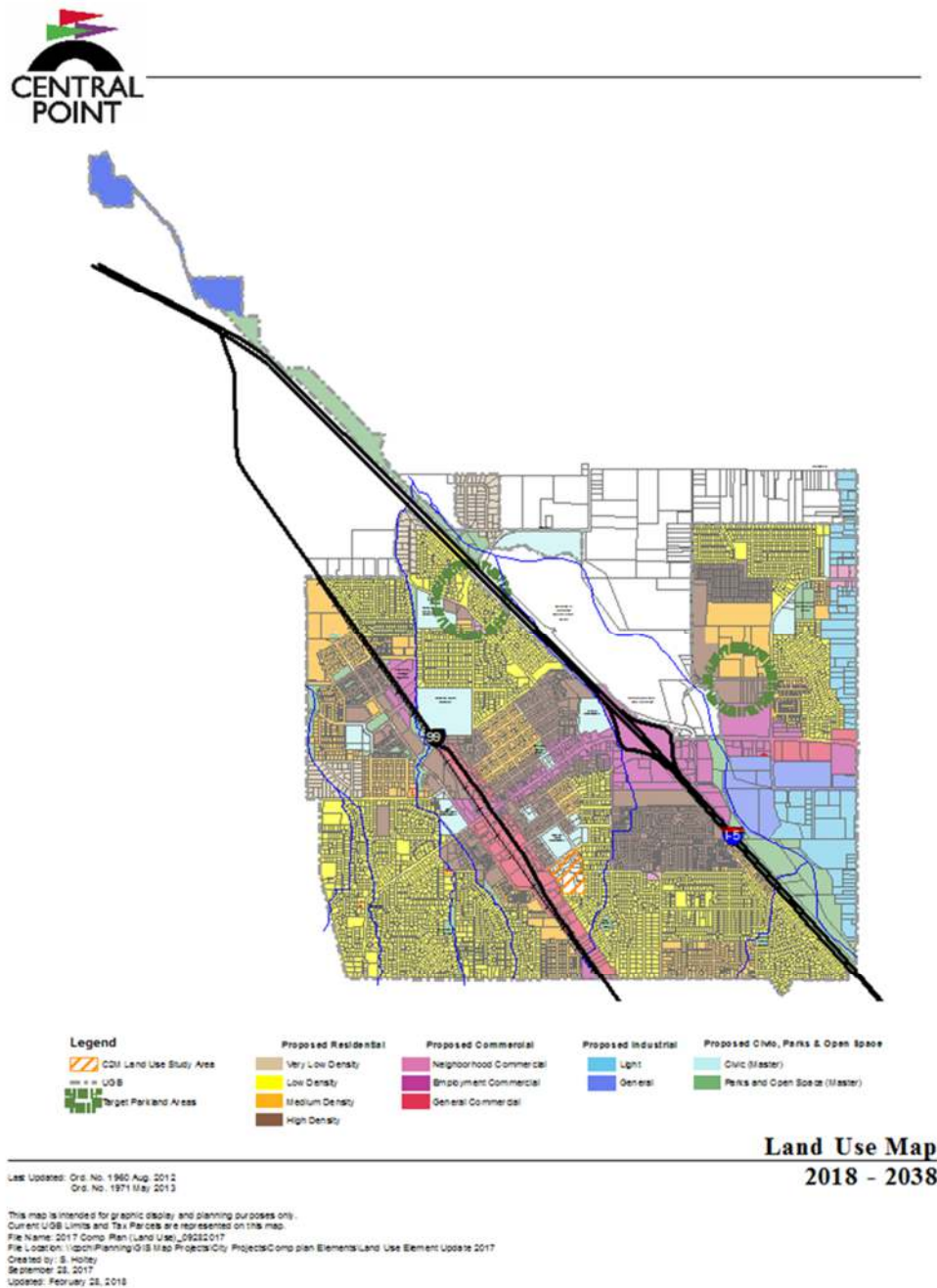
6. Residential Land Use

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

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

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

Figure 5.1 Land Use Plan Map



6.1. Residential Land Use Classifications

Since 1980 residential lands have accounted for approximately 50% of all developed lands within the City. Over the next 20 years it is projected that the residential percentage of the City's land inventory will remain at approximately 50%. On a population basis the ratio of population to residential acres was initially planned in 1980 at 80:1,000 (Acres per 1000 residents). By the year 2000 the actual ratio was 80:1,000¹⁸. By 2017 the ratio was 83:1,000. By 2038, with the mandated minimum density at 6.9 the ratio is expected to drop to 77:1,000.

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

Table 6.1 Residential Land Use Classifications			
Land Use Classification	Permitted Housing Types	Associated Zoning Districts	Suggested Minimum and Maximum Gross Densities
VLRes (Very Low Density)	Single-Family Detached	R-L	1 to 4
LRes (Low Density)	Single-Family Detached and Attached	R-1-6 R-1-8 R-1-10	4 to 8
MRes (Medium Density)	Single-Family Attached, Plexes and Apartments	R-2 LMR	7 to 20
HRes (High Density)	Single-Family Attached, Plexes, Apartments	R-3 MMR HMR	20 to 50

The following defines each Residential land use classification:

6.1.1. Very Low Density Residential (VLRes)

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

As a percentage of the City's residential lands inventory it accounts for slightly over 1%. Today the reliance on buffering from agricultural use has been mitigated by implementation of agricultural buffering standards¹⁹, reducing the reliance on the VLRes classification as the sole solution to agricultural buffering strategy. However, the VLRes classification is

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

¹⁹ CPMC 17.71 Agricultural Mitigation

still a viable option to agricultural buffering, and in environmentally sensitive lands, such as flood hazard areas and wet lands, where larger lots will facilitate buffering mitigation.

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

Table 6.2 Very Low Density Residential				
Zoning District	Minimum Density/Gross Acre	Maximum Density/Gross Acre	Suggested Minimum Net Lot Size	Suggested Maximum Net Lot Size
R-L	1	4	9,000 sq. ft.	35,000 sq. ft.

6.1.2. Low Density Residential (LRes)

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

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

Table 6.3 Low Density Residential				
Zoning District	Minimum Density/Gross Acre	Maximum Density/Gross Acre	Suggested Minimum Net Lot Size	Suggested Maximum Net Lot Size
R-1-6	6	8	4,000 sq. ft.	6,000 sq. ft.
R-1-8	5	6	6,000 sq. ft.	7,000 sq. ft.
R-1-10	4	5	7,000 sq. ft.	9,000 sq. ft.

6.1.3. Medium Density Residential (MRes)

The MRes classification's preferred location is within 1/2 mile of activity centers and/or transit facilities. The MRes classification allows for a mix of detached and attached dwelling units either owner and/or renter occupied, subject to compliance with the minimum and maximum density requirements in Table 6.4. The MRes designation covers two zoning districts; the R-2 and the LMR districts. The LMR district is a performance based zoning district that applies to all new development within the UGB. The R-2 district

applies to older areas of the City that are already developed. To avoid non-conforming issues properties in the R-2 retains separate development standards from the LMR district, but may in-fill, or redevelop using LMR standards.

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

6.1.4.High Density Residential (HRes)

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

Table 6.5 High-Density Residential (HRes)				
Zoning District	Minimum Density/Gross Acre	Maximum Density/Gross Acre	Suggested Minimum Net Lot Size	Suggested Maximum Net Lot Size
R-3	15	20	N.A.	N.A.
MMR	15	20	N.A.	N.A.
HMR	20	50	N.A.	N.A.

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

6.1.5.Residential Land Use Plan Map

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

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

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

6.1.6. Residential Infill and Redevelopment

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

6.1.7. Small Town, Neighborhood Preservation, Identification and Livability

One of the benefits of living in Central Point is its small town character, the importance of which is acknowledged in the City's 2007 *Central Point Forward Fair City Vision 2020* (Vision Plan) "... with a 'small town' commitment and feel that promotes community pride, safety, and friendliness;" followed by the value statement that the City values "... planned growth that will retain our small town atmosphere." With the "... small town aspiration ... "and increasing residential density urban design is, and will continue to be an important consideration in the City's continuing development.

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

6.2. Residential Zoning & Density

The residential densities shown in the above tables are based on gross acres as defined in Section 6.3. All residential development must meet the minimum density requirement based on its land use classification²⁰ and the applicable underlying zoning district. The minimum and maximum net lot area shown in the above tables are advisory only. The designation of minimum and maximum lot size for each residential district is the responsibility of the City's Zoning Ordinance, which may be modified from time-to-time provided they comply with the applicable densities set forth in the Housing Element for each associated residential land use classification.

6.3. Minimum/Maximum Density Calculation

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

²⁰ City of Central Point 2018 Housing Element

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

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

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

Gross acreage equals 2.5 acres

Minimum required density 5 units/gross acre.

Maximum allowed density 6 units/gross acre.

$2.5 \times 5 = 12$ minimum number of dwelling units.

$2.5 \times 6 = 15$ maximum number of dwelling units.

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

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

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

Minimum required density 5 units per gross acre.

Maximum allowed density 6 units per gross acre.

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

$1.25 \times 6 = 7.5$ rounded²¹ to 8 maximum number of dwelling units.

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

Over the course of the next 20-year planning period the City will need approximately 250 acres of residential land to meet its expected population growth²². The below tables illustrate how the new residential lands are scheduled to be distributed by land use classification²³ as necessary to meet the minimum density standards of the Housing Element.

²¹ Conventional rounding method

²² City of Central Point Housing Element

²³ City of Central Point Housing Element

Table 7.6 Proposed Maximum and Minimum Gross Density, Zoning

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

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

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

6.3.1. Public Parks/Open Space and Residential Density

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

6.3.2. Civic Uses and Residential Density

The designation of Civic lands, as with parks and open space, predominantly responds to residential development. Similar to the provision to adjust residential lands for park and open space development, when civic uses, such as churches, develop within the Residential land use classification, then the residential lands must be appropriately

adjusted to accommodate the loss in acreage. As civic uses are developed the change will be reflected in the BLI.

6.3.3. Environmental Lands and Residential Density

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

6.3.4. Residential Goals and Policies:

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

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

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

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

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

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

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

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

7. Employment Land Use

The Employment land use category is comprised of six (6) supporting land use classifications addressing the City's land use needs for commercial, office, and industrial acreage. The City has a

total 2017 inventory of 511 acres within the urban area designated for employment purposes. Based on the findings of the Economic Element it is estimated that by the year 2033 the City will have a need for 59 to 64 additional gross acres²⁴, or 13 acres per 1,000 residents of employment lands to meet its 2033 year growth projection. The Economic Element was based on the assumption that by 2033 the population would be 27,410. Portland State University Population Research Center's²⁵ official forecast for 2033, was 22,257, was considerably lower. By 2038 it is projected to be 23,290. Because the 2038 population projection does not exceed the Economic Element's 2033 population projection the estimated demand of 59 – 64 additional acres for employment purposes will be acceptable for the 2018 – 2038 planning period.

Table 7.1. Projected Employment Land Use Needs

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

Source: City of Central Point Buildable Lands Inventory, 2017

7.1. Commercial Land Use Summary

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

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

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

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

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

Table 7.2. Commercial Land Use Distribution, 2017

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

7.1.1. Commercial Land Use Plan

The City's commercial land use plan is based on the Economic Element's analysis of commercial, office, and tourist needs of the community for the planning period (2013-33). At the time the Economic Element was completed (2013) the City's commercial lands accounted for 8% (235 acres) of the City's total land inventory. At 8% of the total land area the population to commercial land use ratio was 13 acres of commercial land for every 1,000 population by the year 2033. This ratio remains consistent with the standard adopted in the 1983 Land Use Element, and is supported by the Economic Element which notes that there are sufficient commercial lands within the current urban area to address future commercial land needs to meet the 2033 population.

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

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

7.1.1.1. Neighborhood Commercial (NC).

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

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

7.1.1.2. Employment Commercial (EC).

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

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

7.1.1.3. General Commercial (GC).

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

7.1.2. Commercial Development Goals and Policies

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

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

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

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

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

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

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

7.2. Industrial Land Use Plan

It was determined in the 1980 Land Use Plan that a typical city in Oregon similar in size to Central Point had approximately 15 acres of industrial land per 1,000 residents. At that time the City's

industrial lands inventory accounted for only 4.1 acres per 1,000 residents. Today (2018) the City has 14.87 acres per 1,000 residents, and industrial acres in number and size to provide an attractive inventory of industrial lands.

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

The industrial land use classification is divided into two sub-classifications; Light Industrial and Heavy Industrial. Together they total 275 acres, of which 54 acres are considered vacant. The Economic Element determined that by 2033 an additional 49 gross acres²⁶ will be needed for industrial purposes. This need determination was based on a 2033 population projection of 27,410. Since adoption of the Economic Element Portland State University's Population Research Center, in accordance with recently adopted legislation, completed an updated population estimate for 2015 through 2060. The projected population for 2038 is 23,290²⁷ which is less than that used in the Economic Element. As such, and since population was used as an indicator of future need, the Economic Element's project need is deemed acceptable for 2038 use.

7.2.1. Industrial Goals and Policies

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

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

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

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

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

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

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

²⁷ Portland State University, Population Research Center Interpolation Table

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

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

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

7.3. Civic Land Use

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

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

7.3.1. Civic Land Use Goals and Policies

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

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

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

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

7.4. Parks and Recreation Land Use

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

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

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

7.5. Circulation/Transportation Land Use

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

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

7.5.1. Circulation Land Use Goal

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

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

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

8. Overlay Districts

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

8.1. Central Business District (CBD)

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

8.2. Transit Oriented Development District (TOD)

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

8.3. Environmental Overlay

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

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

8.4. Airport Overlay

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

8.5. Climate Friendly Area (CFA) Overlay

The CFA Overlay represents an area designed to encourage an urban mixed-use area with higher-density housing, jobs, business and services that are accessible via high quality, connected bicycle, pedestrian and transit networks and services. The CFA Overlay includes a land area with sufficient zoned building capacity to accommodate 30 percent of the City's current and future housing need and applies land use and development standards consistent with the requirements provided in Oregon Administrative Rule 660-012-0300 through 0325.

The City's CFA Overlay is 94.4 gross acres with 66.8 net developable acres after deducting existing and future right-of-way. The CFA Overlay is 1,226 feet wide measured at the narrowest area along East Pine Street. As illustrated in Figures 8.5.1, the CFA is located within the TOD Overlay north of East Pine Street between Bear Creek and Hamrick Road on the east side of Interstate 5. It is planned to accommodate a mix of high density residential, employment commercial and civic land uses (Figure 8.5.2)

Figure 8.5.1. CFA Overlay Map



Climate Friendly Area (CFA)



Figure 8.5.2. CFA General Land Use Plan



Climate Friendly Area (CFA)

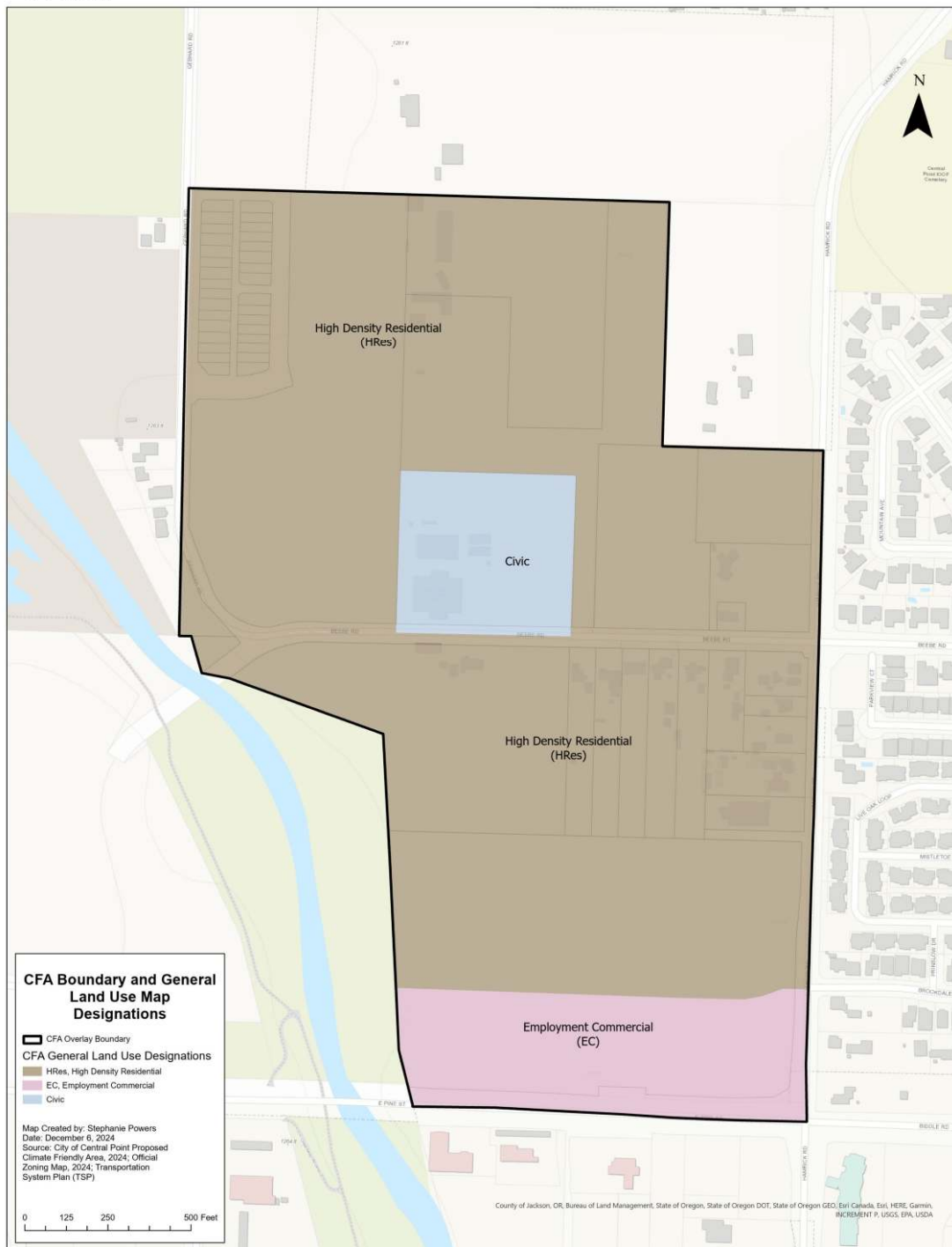
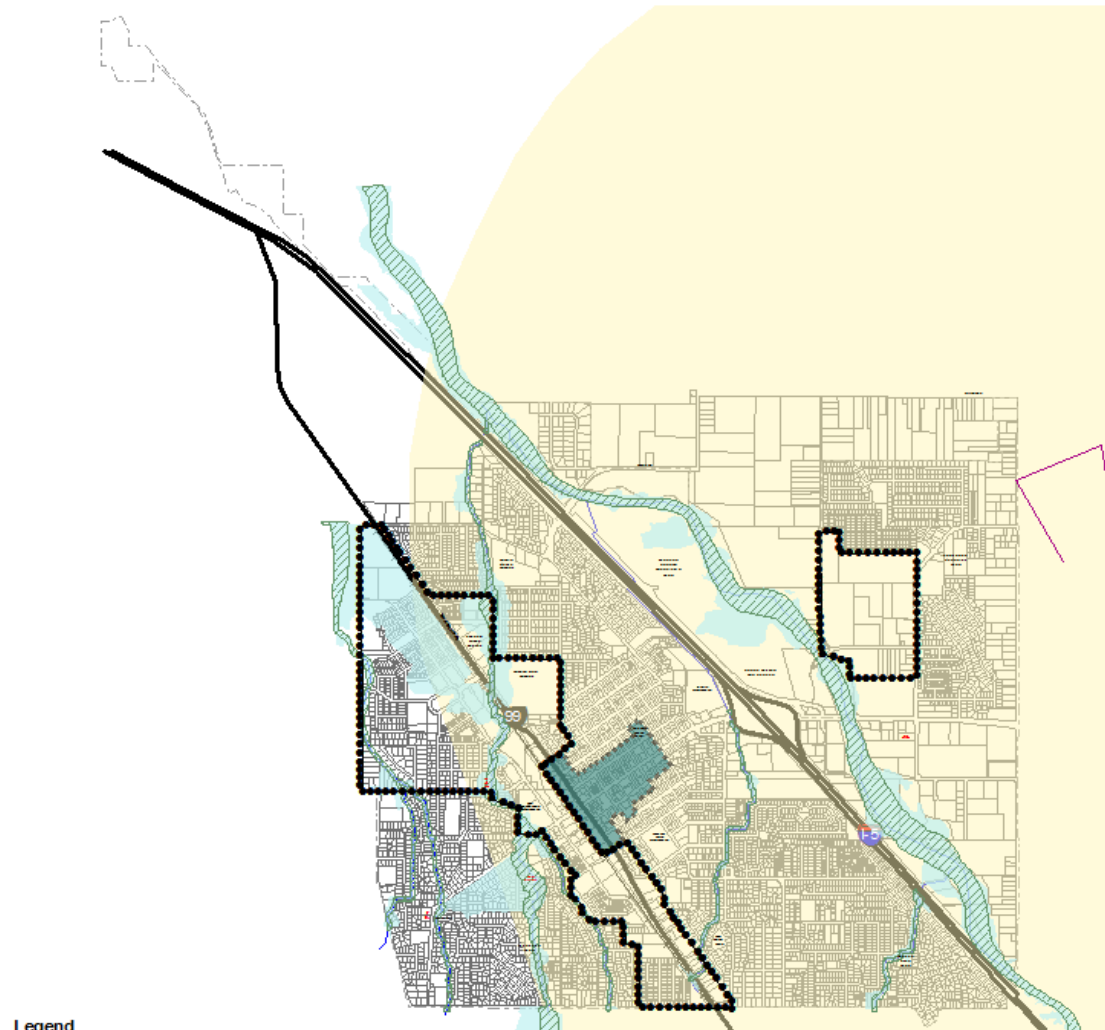


Figure 8.1. City of Central Point Overlay Districts Map



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

Land Use Overlay Map
2018 - 2038

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

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

9. Urban Growth Boundary

As the City grows it will be necessary to expand the UGB to accommodate the projected growth. The preferred protocol is to expand the UGB provided the criteria set forth in CPDC, Section 17.96.500 are met. Based on the BLI and findings in Housing, Economic, and Parks and Recreation Elements the UGB needs to expand to include an additional 240 acres (approx.), distributed as shown in Table 9.1.

Table 9.1 Projected Urban Area Land Use Needs

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

Source: City of Central Point Buildable Lands Inventory, 2017

Notes: ¹ "Additional Need" Source 2017 Housing Element

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

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

⁴ "Additional Need" not adjusted for future development

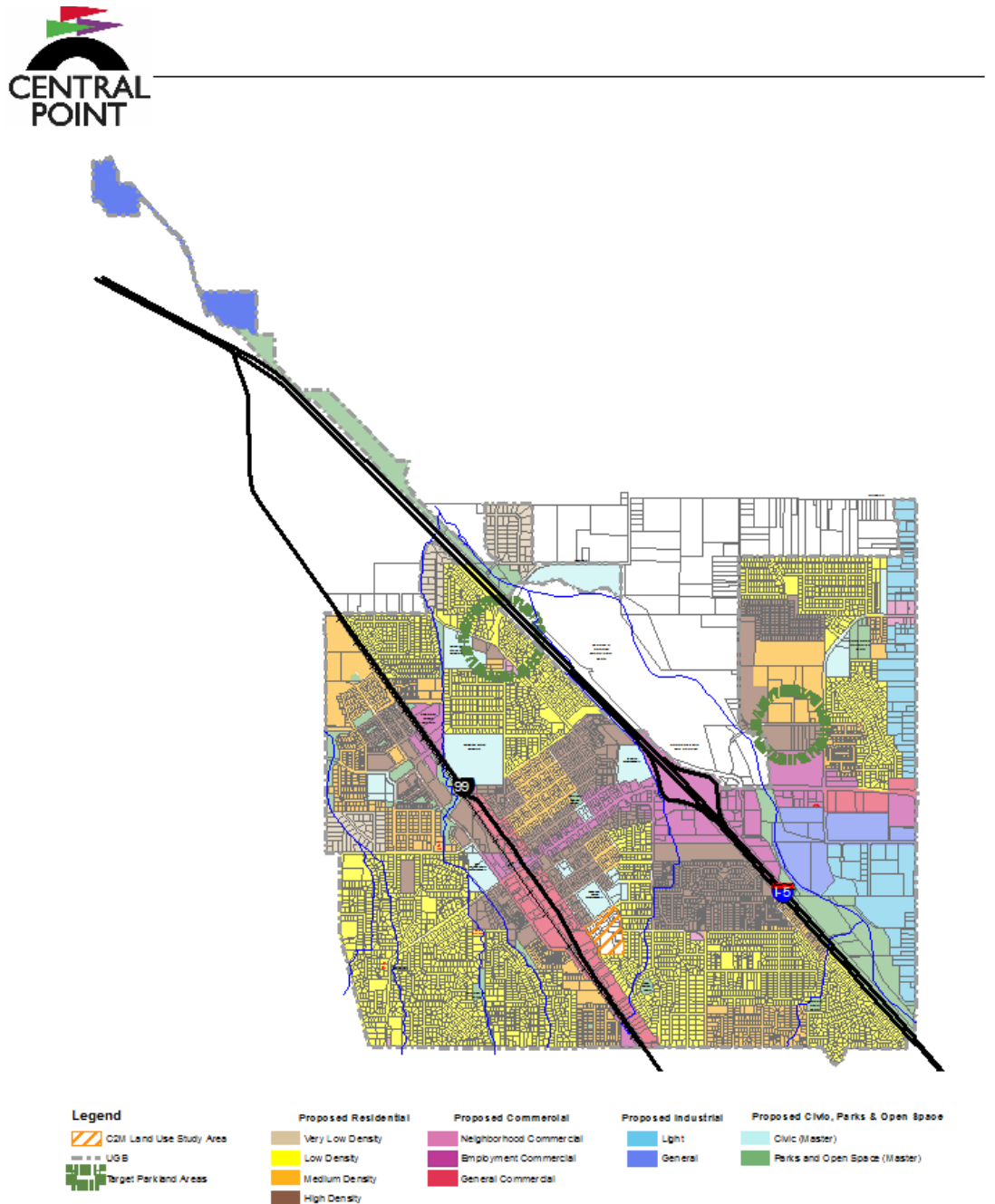
10. Land Use Plan Map

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

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

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

Figure 10.1. City of Central Point, Land Use



Land Use Map 2018 - 2038

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

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

4.4 Exhibit 4 – Zoning Text Amendments

Chapter 17.08

DEFINITIONS

17.08.410 TOD overlay definitions and uses.

A. Definitions of Land Use Types. The purpose of this section is to classify land uses and activities into use categories for the TOD overlay in Chapters 17.65, 17.66, and 17.67 on the basis of common functional, product, or physical characteristics. Characteristics include the type and amount of activity, the type of customers or residents, how goods or services are sold or delivered, and certain site factors. The types of uses allowed in the various zones are based on the goals and policies of the comprehensive plan.

B. Considerations.

1. Uses are assigned to the category whose description most closely describes the nature of the primary use. Developments may have more than one primary use, and accessory activities may also be present. Primary and accessory uses are addressed in subsections (B)(2) and (3) of this section.

2. The following factors are considered to determine what category the use is in, and; whether the activity(ies) constitute primary or accessory uses:

- a. The description of the activity(ies) in relationship to the characteristics of each use category;
- b. The relative amount of site or floor space and equipment devoted to the activity;
- c. The relative amount of sales from each activity;
- d. The number and type of customers for each activity;
- e. The relative number of employees in each activity;
- f. Hours of operation;
- g. Building and site arrangement;
- h. The number and type of vehicles used with the activity;
- i. The relative number of vehicle trips generated by the activity(ies);
- j. Signs;
- k. How the use advertises itself; and
- l. Whether the activity(ies) would be likely to be found independent of the other activities on the site.

3. Multiple Primary Uses. When a development has a number of primary uses that fall within one use category, then the development is assigned to that use category. For example, if a development includes a grocery store and pharmacy, the development would be classified as a commercial retail sales and service use. When the primary uses in a development are within different use categories, each primary use is classified in the applicable category and is subject to the regulations for that category.

4. Accessory Uses. These uses are allowed by right and are regulated in conjunction with the primary use unless otherwise stated in this title.

5. Examples and Exceptions. To help illustrate the types of uses allowed or not allowed under a specific uses category, examples and/or exceptions are given. They are based on the common meaning of the terms and not on what a specific use may call itself.

C. Residential Use Types.

1. Dwelling, Single-Family. An attached or detached dwelling unit located on its own lot.

a. Large and Standard Lot Single-Family, Detached. These include dwellings located on individual lots. Homes which are constructed on site or manufactured homes are included under this definition.

b. Zero Lot Line, Detached. These residences are detached with building setbacks on the property line. Examples include Charleston row houses and courtyard cluster residences.

c. Attached Row Houses. These residences are attached along common side lot lines with adjoining units. They are classified as single-family residences because each unit is located on a separate lot, and they do not share common floors or ceilings with other dwelling units.

2. Dwelling, Duplex. A structure that contains two dwelling units which share common walls, floors, or ceilings on a single lot. A single-family dwelling with an accessory unit dwelling is not considered a duplex.

2 3. Dwelling, Multifamily. A structure that contains **two three** or more dwelling units which share common walls, floors, or ceilings on a single lot.

a. Plexes. These include **two three** or more attached units on a single lot. They may have single or multiple stories. They share common walls with other dwelling units, but not common floors or ceilings.

b. Apartments and Condominiums. These include **two three** or more attached units on a single lot. They typically have multiple stories. Common walls, floors and ceilings are shared with other dwelling units. Apartment complexes that have accessory services such as food service, dining rooms, and housekeeping are included under this use type.

3 4. Dwelling, Accessory Unit. An auxiliary living unit with separate kitchen, living and sleeping facilities in a single-family structure or in a separate accessory building on the same lot as a primarily single-family residence.

4 5. Boarding and Rooming Houses. See Section 17.08.010.

5 6. Family Care **Facility**. This includes two types of child care services and one type for adults.

a. Family Day Care. As defined by Oregon state statute, refers to the provision of day care services for children, with or without compensation, in the home of the caregiver. Family day care may provide care for six or fewer children full time, with an additional four or fewer part time children. During the school year, a family day care provider may care for four additional day care children on the days and during the hours school is not in session. Such children must be at least three years of age up to a maximum of four hours per day. No more than a total of ten children including the provider's own children may be present at any one time.

a. Family Child Care Home. As defined by Oregon state statute, a child care facility in a dwelling that is caring for not more than 16 children and is certified under ORS 329A.280 (When certification required) (2) or is registered under ORS 329A.330 (Registration requirements)

b. Day Care Group Home. As defined by Oregon state statute, is one in which care is provided in the home of the caregiver, with or without compensation, for seven through twelve children. It is subject to certification by the Children's Services Division. For the purposes of this section, 'full-time' is defined as eight or more hours in a twenty-four hour period. 'Part-time' is defined as four or fewer hours in a twenty-four hour period.

b. Child Care Center. As defined by Oregon state statute, a child care facility, other than a family child care home, that is certified under ORS 329A.280 (When certification required) (3).

c. Adult Day Care. A community-based group program designed to meet the needs of functionally or cognitively impaired adults through an individual plan of care. It is a structured, comprehensive program that provides a variety of health, social, and related support services in a protective setting during part of a day but for less than twenty-four hours. These facilities have an enrollment of ten or more individuals.

6. Home Occupation. See Section 17.08.010.

7. Residential Facility. A residential care, residential training, or residential treatment facility licensed or registered by the state (Mental Health and Developmental Services Division) as defined in ORS 443.400 where supervision; protection; assistance while bathing, dressing, grooming or eating; management of money; transportation; recreation; and the providing of room and board or a combination thereof are provided for six or more physically disabled or socially dependent individuals, in one or more buildings on contiguous properties.

A residential facility does not include a residential school; state or local correctional facility; juvenile training school; youth care center operated by a county juvenile department; juvenile detention facility; nursing home; family care facility; or children's or adult day care as defined by state law.

8. Residential Home. A residential treatment or training or an adult foster home licensed by or under the authority of the state (Mental Health and Developmental Services Division), which provides residential care alone or in conjunction with treatment or training or a combination thereof for less than six individuals. These individuals need not be related. Staff persons needed to meet licensing requirements shall not be counted in the number of facility residents, and need not be related to each other or to any resident of the residential home.

9. Senior Housing. Housing designed and constructed to accommodate the needs of seniors and includes the following as defined in Section 17.08.010, Definitions, specific: independent living, senior apartments, and assisted living facilities. Senior housing does not include nursing facilities.

D. Commercial Use Types.

1. Entertainment. Businesses such as restaurants, cafes, and delicatessens; bowling alleys; health clubs; gyms; and membership clubs and lodges.

2. Professional Office. A use that is conducted in an office setting generally for business, government, professional, medical, or financial services.

Examples include professional services such as lawyers, accountants, engineers, or architects; financial businesses such as lenders, brokerage houses, bank headquarters, or real estate agents; data processing; sales offices; government offices and public utility offices; television and radio studios; medical and dental clinics, medical and dental labs; and blood-collections facilities.

3. Retail Sales and Service. Businesses that are involved in the sale, lease, or rental of new or used products to the general public. They may also provide personal services or entertainment, or provide product repair or services for consumer and business goods. Such uses are conducted indoors with limited provisions in this title to allow outdoor storage of material or merchandise. Categories and examples of retail sales and service uses include:

- a. Sales-Oriented. Stores selling, leasing, or renting consumer, home, and business goods including appliances, art supplies, bicycles, clothing, dry goods, electronic equipment, fabric, furniture, garden supplies, gifts, groceries, hardware, home improvements, household products, jewelry, liquor, pets, pet food, pharmaceuticals, plants, printed material, stationery, and videos; and food sales.
- b. Personal Service-Oriented. Businesses such as branch banks; urgency medical care; dental and medical offices; laundromats; photo or laundry drop-off; photographic studios; photocopy and blueprint services; hair, tanning, and personal care services; business, martial arts, and other trade schools; dance or music classes; mortuaries; veterinarians; and animal grooming.
- c. Repair-Oriented. Businesses such as repair of televisions, bicycles, clocks, watches, shoes, guns, appliances and office equipment; tailor; locksmith; and upholsterer.
- d. Drive-Through Facilities. Vehicle drive-up windows associated with restaurants, banks, laundries, photo processing, and similar uses.
- e. Quick Vehicle Service. A business that provides direct services for motor vehicles where the driver generally waits in the car before and while the service is performed. The use includes a drive-through facility and the area where the service is performed. Examples include:
 - i. Full-service and mini-serve gas stations;
 - ii. Unattended card key stations;
 - iii. Carwashes; and
 - iv. Quick lubrication services. This use type does not include servicing of vehicles over ten thousand pounds gross cargo weight (except for gasoline), body repairs, welding, or painting.
- f. Vehicle Sales/Rental and Repair. Sale, retail, and/or rental of autos, noncommercial trucks, motorcycles, motorhomes, and trailers less than ten thousand pounds gross cargo weight, together with incidental maintenance, such as automobile dealers, car rental agencies, or recreational vehicle sales and rental agencies. Also, repair of automobiles and light vehicles under ten thousand pounds gross cargo weight, including body repairs, welding and painting.

Uses not included, thus prohibited, as part of this definition are:

- i. Lumber yards and other building material sales that sell primarily to contractors and do not have a retail orientation;
- ii. Landscape materials stored outside, including bark chips, rock, fertilizer, and compost;

- iii. Repair, sale, rental, or leasing of vehicles over ten thousand pounds gross cargo weight, commercial or consumer vehicles, and industrial vehicles and equipment.
- 4. Tourist Accommodations. This definition includes two use categories:
 - a. Bed and Breakfast Inn. A structure designed and occupied as a residence in which sleeping rooms are provided on a daily or weekly basis for use by travelers or transients for a charge or fee paid or to be paid for the rental or use of the facility. The bed and breakfast establishment has no more than five guest sleeping rooms provided on a daily or weekly basis for the use of no more than a total of ten travelers or transients at any one time;
 - b. Motel or Hotel. Establishments primarily engaged in providing lodging services on a temporary basis with incidental food, drink, and other sales and services intended for the convenience of guests.

E. Industrial Use Types.

- 1. Manufacturing. The manufacturing, processing, fabrication, packaging, or assembly of goods. Natural, manmade, raw, secondary, or partially completed materials may be used. Products may be finished or semi-finished and are generally made for the wholesale market, for transfer to other plants, or to order for firms or consumers. Goods are generally not displayed on site, but if so, they are a subordinate part of sales. Relatively few customers come to the manufacturing site.
- 2. Industrial Services. The repair, servicing, and storage of industrial, business, or consumer machinery, equipment, products, or by-products. Contractors and building maintenance services and similar uses can perform services off-site. Few customers, especially the general public, come to the site. Categories and examples of industrial service uses include:
 - a. Light. These activities are generally conducted indoors, but may have related outdoor activities including parking or storage of operable vehicles and equipment and finished products. Examples include welding shops; machine shops; tool, electric motor, and scientific or professional instruments repair; metal and building materials; towing and vehicle storage; heavy truck servicing and repair; truck stops; building, heating, plumbing, or electrical contractors; printing, publishing and lithography shops; exterminators; janitorial and building maintenance services; laundry, dry-cleaning, and carpet cleaning plants; photo-finishing laboratories; and warehousing.
 - b. Heavy. Activities are conducted indoors and outdoors, and outdoor activities may include storage of inoperable vehicles and equipment, scrap metal, other salvage or recyclable materials, and stockpiled material such as gravel, construction debris, or compost. Examples include sales, repair, storage, salvage or wrecking of heavy machinery; auto and truck salvage and wrecking; tire retreading or recapping; fuel oil distributors; and solid fuel yards.
- 3. Wholesale Sales. The sale, lease, or rent of products primarily intended for industrial, institutional, or commercial businesses. The uses emphasize on-site sales or order-taking and often include display areas. Businesses may or may not be open to the general public, but sales to the public are limited. Products may be picked up on the site or delivered to the customer. Examples include sale or rental machinery, equipment, heavy trucks, building materials, special trade tools, welding supplies, machine parts, electrical supplies, janitorial supplies, restaurant equipment and store fixtures; mail order houses; and wholesale of food, clothing, auto parts, and building hardware.

F. Civic Use Types.

1. Community Services. Uses of a public, nonprofit, or charitable nature generally providing a local service to people of the community. Generally, they provide other service on the site or have employees at the site on a regular basis. The service is ongoing, not just for special events. Community centers or facilities are open to the general public or have membership provisions that are open to the general public to join at any time (for instance, any senior citizen could join a senior center). The use may also provide special counseling, education, or training of a public, nonprofit, or charitable nature.

Examples include libraries, museums, senior centers, community centers, publicly owned swimming pools, youth club facilities, hospices, drug and alcohol centers, social service facilities, vocational training for the physically or mentally disabled, cemeteries, crematoriums, and mausoleums.

Not included as part of this definition are:

- a. Private lodges;
- b. Clubs; or
- c. Private or commercial athletic or health clubs (these uses are classified as retail sales and service).

2. Hospital. A use which provides medical or surgical care to patients and offers overnight care.

3. Public Facilities. Public uses that provide support, transportation, safety, and emergency services to the general public. Examples include police stations, fire stations, ambulance stations, public utility offices, operations centers, transit stations, and park-and-ride facilities for transit. This definition excludes streets.

4. Religious Assembly. Institutions that are intended to primarily provide meeting areas for religious activities. Examples include churches, temples, synagogues, and mosques. **Includes related facilities such as the following in any combination: Rectory or convent, meeting hall, offices for administration of the institution, or cemetery.**

5. Schools. Public and private kindergarten, primary, elementary, middle, junior high, or high schools that provide state mandated basic education and colleges and trade schools. **Includes related dormitory facilities or staff housing.**

6. Utilities. Infrastructure services which need to be located in or near the area where the service is provided. Basic utility uses generally do not have regular employees at the site. Services may be public or privately provided. Examples include water and sewer pump stations; electrical substations; water towers and reservoirs; stormwater retention and detention facilities; telephone exchanges; and recycling drop-off. This definition excludes wireless communication facilities and structures as defined in this chapter.

G. Open Space Use Types.

1. Parks and Open Space. Public or private land that is primarily left in a natural state or landscaped with few structures. Examples include parks, play grounds, golf courses, public squares, recreational trails, botanical gardens, and nature preserves.

H. Sign-Related Definitions.

1. A-board sign. A double-face temporary rigid sign which is self-supporting.

2. Area of Sign. The area of a sign shall be the entire area within any type of perimeter or border which encloses the outer limits of any writing, representation, emblem, figure, or character. If the sign is enclosed in a frame or cabinet, the area is based on the inner dimensions of the frame or cabinet surrounding the sign face. When a sign is on a base material and attached without a frame, such as a wood board, the dimensions of the base material are to be used. The area of a sign having no such perimeter, border, or base material shall be computed by enclosing the entire area within the parallelogram or a triangle of the smallest size sufficient to cover the entire message of the sign and computing the area of the parallelogram or a triangle. For the purpose of computing the number of signs, all writing included within such sign structure, which shall be counted as one sign per structure.
3. Balloon. See definition under Temporary Sign.
4. Banner. See definition under Temporary Sign.
5. Building Face. The single wall surface of a building facing a given direction.
6. Directional Sign. A permanent sign which is designed and erected solely for the purpose of traffic or pedestrian direction and placed on the property to which the public is directed.
7. Flashing Sign. A sign any part of which pulsates or blinks on and off. This excludes message signs.
8. Freestanding Sign. A sign supported by any structure primarily for the display and support of the sign.
9. Height of Sign. Height is measured from the grade of the curb line closest to the base of the sign to the highest point of the sign. In the absence of a curb line, the edge of the street pavement shall be used. In the absence of street pavement, the ground level shall be used to measure the height.
10. Lawn Sign. See definition under Temporary Sign.
11. Lighting Methods.
 - a. Direct. Exposed lighting or neon tubes on the sign face;
 - b. Flashing. Lights which blink on and off randomly or in sequence;
 - c. Indirect or External. The light source is separate from the sign face or cabinet and is directed toward the sign so as to shine upon the exterior surface of the sign;
 - d. Internal. A source of illumination from within a sign.
12. Message Sign. A sign with a maximum area of eight square feet, which can change its message electronically and is designed to display various messages, including but not limited to signs displaying time and temperature.
13. Multi-Faced Sign. A sign which has two or more sign faces, contained in a single sign structure.
14. Projecting Sign. A sign that is mounted perpendicular to the face of a building or that hangs from a canopy or awning.
15. Real Estate Sign. A sign for the purpose of rental, lease, sale, etc., of real property, building opportunities, or building space.

16. Roof Sign. A sign any portion of which is displayed above the highest point on the roof.
17. Sign Face. Surface of a sign containing the message. The sign face shall be measured as set forth in the definition for sign area.
18. Temporary Sign. A sign not permanently affixed to a structure on a property. These signs primarily include, but are not limited to, canvas, cloth, or paper banners or posters hung on a building wall or on a permanent pole such as on a free-standing sign support.
 - a. Temporary Rigid Sign. A temporary sign, other than a lawn sign, made of rigid materials such as wood, plywood, or plastic. This includes A-board signs.
 - b. Lawn Sign. A freestanding sign in a residential zone which is exempt from sign permit requirements for one or two signs which do not exceed six square feet per sign face or three feet in height. Examples include real estate signs and election signs.
19. Wall Sign. Any sign attached to, painted on, or erected against the wall of a building or structure with the exposed face of the sign in a plane parallel to the wall.
20. Reader Board. A sign that conveys information about a variety of subjects, including advertising for products or services, travel, news or event information.
21. Scoreboard. A large internally illuminated sign located within a sports stadium or in conjunction with a sporting event field on which the score of the sporting event is shown and intended for viewing primarily by persons participating in such sporting events and/or spectators of such sporting events. (Ord. 2100 § 4, 2023; Ord. 2028 §1, 2016; Ord. 2014 §1(part), 2015; Ord. 1815 §1(part), Exh. D, 2000).

Chapter 17.65

TOD OVERLAY

Sections:

- 17.65.010 Purpose.
- 17.65.020 Area of application.
- 17.65.025 Special conditions.
- 17.65.030 Conflict with other regulations.
- 17.65.040 Land use.
- 17.65.050 Zoning regulations.

17.65.010 Purpose.

The purpose of the Central Point transit oriented development (TOD) overlay is to promote efficient and sustainable land development and the increased use of transit as required by the Oregon Transportation Planning Rule.

17.65.020 Area of application.

These regulations apply to the Central Point TOD overlay as shown on the official city comprehensive plan and zoning maps. A development application within the TOD overlay shall comply with the requirements of this chapter.

17.65.025 Special conditions.

On occasion it may be necessary to impose interim development restrictions on certain TOD overlay areas. Special conditions will be identified in this section for each TOD overlay.

A. Eastside Transit Oriented Development Overlay (ETOD) Agricultural Mitigation. All development shall acknowledge the presence of active farm uses within the ETOD area by recording a right-to-farm disclosure statement as a condition of final plat, transfer of property, or site plan and architectural review approval. The ETOD agricultural mitigation shall be removed at such time as the urban growth boundary is incorporated and completely builds out.

B. Eastside Transit Oriented Development Overlay (ETOD) Shallow Wells. Prior to development within the ETOD, a water table analysis shall be conducted to determine the local water table depth. Any development impacting the water table will require further analysis to determine the effect on neighboring wells and the development shall be expected to mitigate that impact.

The ETOD agricultural and shallow wells mitigation shall be removed at such time as the urban growth boundary is incorporated and parcels within the ETOD are built to urban standards and connected to city water. (Ord. 2100 § 10 (Exh. B), 2023; Ord. 1971 § 4 (Exh. C) (part), 2013).

17.65.030 Conflict with other regulations.

When there is a conflict between the provisions of this chapter and other requirements of this title, the provisions of this chapter shall govern. (Ord. 2100 § 10 (Exh. B), 2023; Ord. 1971 § 4 (Exh. C) (part), 2013; Ord. 1815 § 1(part), Exh. B(part), 2000).

17.65.040 Land use.

Four special zone district categories are applied in the Central Point TOD overlay. The characteristics of these zoning districts are summarized in subsections A through D of this section, with specific uses further defined in Section 17.65.050, Table 1.

A. Residential (TOD).

1. LMR--Low Mix Residential. This is the lowest density residential zone in the district. Single-family detached residences are intended to be the primary housing type; however, **duplexes**, attached single-family and lower density multifamily housing types, ~~such as duplex and triplex, for example,~~ are also allowed and encouraged.
2. MMR--Medium Mix Residential. This medium density residential zone focuses on higher density forms of residential living. The range of housing types includes higher density **single family, such as zero lot line and** attached single-family dwellings, **duplexes**, and a variety of multifamily residences. Low impact commercial activities may also be allowed.
3. HMR--High Mix Residential/Commercial. This is the highest density residential zone intended to be near the center of the TOD district. High density forms of multifamily housing, such as multiplexes or apartments, are encouraged along with complementary ground floor commercial uses. Low impact commercial activities may also be allowed. Low density residential types, including large and standard lot single-family detached housing, are not permitted.

B. Employment (TOD).

1. EC--Employment Commercial. Retail, service, and office uses are primarily intended for this district. Activities which are oriented and complementary to pedestrian travel and transit are encouraged. Development is expected to support pedestrian access and transit use. Automobile-oriented activities are generally not included in the list of permitted uses. Residential uses above ground floor commercial uses are also consistent with the purpose of this zone.
2. GC--General Commercial. Commercial and industrial uses are primarily intended for this district. Activities which are oriented and complementary to pedestrian travel and transit are encouraged. Residential uses above ground floor commercial uses are also consistent with the purpose of this zone.

C. C--Civic (TOD). Civic uses such as government offices, schools, and community centers are the primary uses intended in this district. These uses can play an important role in the vitality of the TOD district.

D. OS--Open Space (TOD). Because the density of development will generally be higher than other areas in the region, providing open space and recreation opportunities for the residents and employees in the TOD district becomes very important. This zone is intended to provide a variety of outdoor and recreation amenities. (Ord. 2100 § 10 (Exh. B), 2023; Ord. 1971 § 4 (Exh. C) (part), 2013; Ord. 1867 § 4(part), 2006; Ord. 1815 § 1(part), Exh. B(part), 2000).

17.65.050 Zoning regulations.

A. Permitted Uses. Permitted uses in Table 1 are shown with a "P." These uses are allowed if they comply with the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.

B. Limited Uses. Limited uses in Table 1 are shown with an "L." These uses are allowed if they comply with the specific limitations described in this chapter and the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.

C. Conditional Uses. Conditional uses in Table 1 are shown with a "C." These uses are allowed if they comply with the applicable provisions of this title. They are subject to the same application and review process as other conditional uses identified in this title.

D. Density. The allowable residential density and employment building floor area are specified in Table 2.

E. Dimensional Standards. The dimensional standards for lot size, lot dimensions, building setbacks, and building height are specified in Table 2.

F. Development Standards.

1. Housing Mix. The required housing mix for the TOD district is shown in Table 2.

2. Accessory Units. Accessory units are allowed as indicated in Table 1. Accessory units shall meet the following standards:

- a. A maximum of one accessory unit is permitted per single-family unit;
- b. An accessory unit shall have a maximum floor area of eight hundred square feet;
- c. The applicable zoning standards in Table 2 shall be satisfied.

3. Parking Standards. The off-street parking and loading requirements in Chapter 17.64 shall apply to the TOD overlay.

Table 1 TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
<u>Residential</u>							
Dwelling, Single-Family							
Large and standard lot	P	L5	N	N	N	N	N
Zero lot line, detached	P	P	N	N	N	N	N
Attached row houses	P	P	P	C	N	N	N
Dwelling, Duplex	P	P	P	L1	L1	N	N
Dwelling, Multifamily							
Multiplex, apartment	P	P	P	L1	L1	N	N
Senior housing	L6	P	P	L1	L1	N	N
Accessory Units	P1	P1	P1	C	N	N	N
Boarding/Rooming House	N	C	C	N	N	N	N

Table 1 TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Family Care Facility							
Family day care-child care home	P	P	P	N-P	N-P	N	N
Day care group home Child care center	C-N	C-N	P-N	N-P	N-P	N-P	N
Adult day care	C	C	C	N	N	N	N
Home Occupation	P	P	P	P	N	N	N
Residential Facility	P	P	P	N	N	N	N
Residential Home	P	P	P	N	N	N	N
<u>Commercial</u>							
Entertainment	N	N	C	P, L7	P, L8, L9	N	N
Professional Office	C	L3	L3, L4	P	P	P	N
Retail Sales and Service							
Sales-oriented	C	L3	L3	P	P	N	N
Personal service-oriented	C	L3	L3, L4	P	P	N	N
Repair-oriented	N	N	N	P	P	N	N
Drive-through facilities	N	N	N	P	P	N	N
Quick vehicle service	N	N	N	P	P	N	N
Vehicle sales, rental and repair	N	N	N	P	P	N	N

Table 1 TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Tourist Accommodations							
Motel/hotel	N	N	C	P	P	N	N
Bed and breakfast inn	C	C	P	P	P	N	N
<u>Industrial</u>							
Manufacturing	N	N	N	N	P	N	N
Industrial Service							
Light	N	N	N	N	P	N	N
Heavy	N	N	N	N	C	N	N
Wholesale Sales	N	N	N	N	P	N	N
<u>Civic</u>							
Community Services	C	C	C	N	N	P	C
Hospital	C	C	C	C	N	C	N
Public facilities	C	C	C	C	C	C	N
Religious assembly	C	C	C	C	N	P	N
Schools	C	C	C	N	N	P	L2
Utilities	C	C	C	C	C	C	C
<u>Open Space</u>							
Parks and Open Space	P	P	P	P	P	P	P

N--Not permitted.

P--Permitted use.

N--Not permitted.

P--Permitted use.

P1--Permitted use, one unit per lot.

C--Conditional use.

L1--Only permitted as residential units above ground floor commercial uses. **Affordable housing is permitted according to ORS 197A.445(1).**

L2--School athletic and play fields only. School building and parking lots are not permitted.

L3--Permitted in existing commercial buildings or new construction with ground floor businesses with multifamily dwellings above ground floor. Maximum floor area for commercial use not to exceed ten thousand square feet per tenant.

L4--Second story offices may be permitted in areas adjacent to EC zones as a conditional use.

L5--Only permitted as a transition between lower density zones and/or when adjacent to an environmentally sensitive area.

L6--Permitted only when part of an existing or proposed senior housing project on abutting property under the same ownership within the MMR or HMR district.

L7--Mobile food vendors, pods and mobile food courts are prohibited as provided in Chapter 5.44, Mobile Food Businesses.

L8--Mobile food vendors and pods are subject to the application requirements and provisions in Chapter 5.44, Mobile Food Businesses.

L9--Mobile food courts may be permitted in the GC zone as a conditional use in accordance with Chapter 5.44, Mobile Food Businesses and per Chapter 17.76, Conditional Use Permits.

Table 2 TOD District Zoning Standards							
Standard	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Density--Units Per Net Acre (f)							
Maximum	12	32	NA	NA	NA	NA	NA
Minimum	6	14-15	25	NA	NA	NA	NA
Dimensional Standards							
Minimum Lot or Land Area/Unit							
Large single-family	5,000 SF	NA	NA	NA	NA	NA	NA
Standard single-family	3,000 SF	NA	NA	NA	NA	NA	NA
Zero lot line detached	2,700 SF	2,700 SF	NA	NA	NA	NA	NA
Attached row houses	2,000 SF	1,500 SF	1,200 SF	NA	NA	NA	NA
Duplexes	3,000 SF (1)	2,700 SF (1)	1,200 SF	NA	NA	NA	NA
Multifamily	NA	NA	NA	NA	NA	NA	NA
Average Minimum Lot or Land Area/Unit							
Large single-family	7,500 SF	NA	NA	NA	NA	NA	NA
Standard single-family	4,500 SF	NA	NA	NA	NA	NA	NA
Zero lot line detached	3,000 SF	3,000 SF	NA	NA	NA	NA	NA
Attached row houses	2,500 SF	2,000 SF	1,500 SF	NA	NA	NA	NA
Duplexes	4,500 SF (1)	2,700 SF (1)	1,500 SF	NA	NA	NA	NA
Multifamily	NA	NA	NA	NA	NA	NA	NA
Minimum Lot Width							
Large single-family	50'	NA	NA	NA	NA	NA	NA
Standard single-family	50'	NA	NA	NA	NA	NA	NA

Table 2 TOD District Zoning Standards							
Standard	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Zero lot line detached	30'	30'	NA	NA	NA	NA	NA
Attached row houses	24'	22'	18'	NA	NA	NA	NA
Duplexes	50'	30'	18'	NA	NA	NA	NA
Multifamily	NA	NA	NA	NA	NA	NA	NA
Minimum Lot Depth	50'	50'	50'	NA	NA	NA	NA
Building Setbacks (k)							
Front (min./max.)	10'/15'	10'/15'	0'/15'	0'	0'/15'	0'/5'	15'
Side (between bldgs.) (detached/attached)	5' detached 0' attached (a)(c)	5' detached 0' attached (a)(c)	5' detached 0' attached (a)	0' 10' (b)	0' 15' (b)	0' 20' (b)	5'
Corner (min./max.)	10'/NA	10'/NA	0'/10'	5'/10'	15'/30'	5'/10'	15'/NA
Rear	10'	10'	10'	0' 10' (b)	15' (b) 0'	0' 20' (b)	5'
Garage Entrance	(d)	(d)	(d)	(e)	(e)	(e)	NA
Maximum Building Height	35'	45'	60'	60'	60'	45'	35'
Maximum Lot Coverage (g)	80%	80%	85%	100%	100%	85%	25%
Minimum Landscaped Area (i)	20% of site area	20% of site area	15% of site area (j)	0% of site area (h)	15% of site area	15% of site area	NA
Housing Mix							
Required housing types as listed under Residential in Table 1.	< 16 units in development: 1 housing type. 16--40 units in development: 2 housing types. > 40 units in development: 3 or more housing types (plus approved master plan)			NA	NA	NA	NA

Notes:

NA--Not applicable.

(a) The five-foot minimum also applies to the perimeter of the attached unit development.

- (b) Setback required when adjacent to a residential zone.
- (c) Setback required is ten feet minimum between units when using zero lot line configurations.
- (d) Garage entrance shall be at least ten feet behind front building facade facing street.
- (e) Garage entrance shall not protrude beyond the face of the building.
- (f) Net acre equals the area remaining after deducting environmental lands, exclusive employment areas, exclusive civic areas and right-of-way.
- (g) Lot coverage refers to all impervious surfaces including buildings and paved surfacing.
- (h) Parking lot landscaping and screening requirements still apply.
- (i) Landscaped area shall include living ground cover, shrubs, trees, and decorative landscaping material such as bark, mulch or gravel. No pavement or other impervious surfaces are permitted except for pedestrian pathways and seating areas.
- (j) Rooftop gardens can be used to help meet this requirement.
- (k) Where a building setback abuts a public utility easement (PUE), the building setback shall be measured from the furthest protrusion or overhang for the structure to avoid utility conflicts.

(l) For the purposes of calculating maximum density, a duplex shall be counted as a single dwelling unit. A duplex shall be counted as two dwelling units for purposes of calculating minimum density.

(Ord. 2100 § 10 (Exh. B), 2023; Ord. 2089 §2, 2022; Ord. 2064 §5, 2020; Ord. 2047 §1, 2018; Ord. 2034 §§10, 11, 2017; Ord. 2014 §10 (part), 2015; Ord. 2002 §2 (Exh. A) (part), 2015; Ord. 1981 §4 (Exh. D), 2014; Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1867 §4(part), 2006; Ord. 1815 §1(part), Exh. B(part), 2000

Chapter 17.69
CFA OVERLAY (new)

Sections:

17.69.010	Purpose.
17.69.020	Area of application.
17.69.030	Relationship with other regulations.
17.69.040	Land uses.
17.69.050	Density.
17.69.060	Dimensional standards.
17.69.070	Development standards.
17.69.080	Application review process.
17.69.090	Design standards.

17.69.010 Purpose.

The purpose of the Central Point Climate-Friendly Area (CFA) overlay is to promote climate-friendly development where residents, workers, and visitors can meet most of their daily needs without having to drive. The CFA overlay permits a variety of housing, jobs, businesses, and services in an area supported by high-quality pedestrian, bicycle, and transit infrastructure, as required by the Oregon Transportation Planning Rules.

17.69.020 Area of application.

These regulations apply to the Central Point CFA overlay as shown on the official city comprehensive plan and zoning maps. A development application within the CFA overlay shall comply with the requirements of this chapter.

17.69.030 Relationship with other regulations.

The provisions of this chapter apply in addition to other applicable TOD overlay zoning district standards and other requirements of this title. When there is a conflict between the provisions of this chapter and other requirements of this title including the TOD overlay standards, the provisions of this chapter shall govern.

17.69.040 Land uses.

Permitted, limited and conditional uses are allowed according to Table 1 of Section 17.65.050, with the following exceptions:

A. Within areas zoned MMR north of Beebe Road:

1. Large and standard lot and zero lot line single-family dwellings are permitted as a limited use, only as part of a TOD Master Plan subject to Section 17.69.080(A)(1).
2. Child care centers are permitted.

B. Within areas zoned MMR south of Beebe Road:

1. Large and standard lot and zero lot line single-family dwellings are prohibited.
2. Child care centers are permitted.

3. Entertainment uses that are restaurants, cafes, delis or other food and beverage-related establishments are permitted. Mobile food vendors, pods and mobile food courts are prohibited as provided in Chapter 5.44, Mobile Food Businesses.
4. Professional offices are permitted.
5. Sales-oriented, personal service-oriented and repair-oriented retail sales and services are permitted.
6. Community services are permitted.
7. Public facilities are permitted.
8. Schools are permitted.

C. Within areas zoned HMR:

1. Child care centers are permitted.
2. Entertainment uses that are restaurants, cafes, delis or other food and beverage-related establishments are permitted. Mobile food vendors, pods and mobile food courts are prohibited as provided in Chapter 5.44, Mobile Food Businesses.
3. Professional offices are permitted.
4. Sales-oriented, personal service-oriented and repair-oriented retail sales and services are permitted.
5. Community services are permitted.
6. Public facilities are permitted.
7. Schools are permitted.

D. Within areas zoned EC:

1. Attached row houses are permitted as a limited use, only where they are not fronting an arterial.
2. Drive-through facilities are permitted as a limited use, limited to a maximum of two total drive-through facilities within the CFA Overlay. Drive-through facilities are subject to proposed design standards in Section 17.69.090(x).
3. Quick vehicle services are prohibited.
4. Vehicle sales, rental and repair are prohibited.
5. Community services are permitted.
6. Public facilities are permitted.
7. Schools are permitted.

E. Within areas zoned C:

1. Attached row houses are permitted.
2. Duplex dwellings are permitted.

3. Multiplex, apartment and senior housing multifamily dwellings are permitted.
4. Entertainment uses that are restaurants, cafes, delis or other food and beverage-related establishments are permitted. Mobile food vendors, pods and mobile food courts are prohibited as provided in Chapter 5.44, Mobile Food Businesses.
5. Sales-oriented, personal service-oriented and repair-oriented retail sales and services are permitted.
6. Public facilities are permitted.

17.69.050 Density.

The allowable residential density standards in Table 2 of Section 17.65.050 shall apply, with the following exceptions:

- A. No maximum density applies within areas zoned MMR.
- B. A minimum density of 25 units per net acre applies within areas zoned EC.
- C. A minimum density of 15 units per net acre applies within areas zoned C.

17.69.060 Dimensional standards.

The dimensional standards in Table 2 of Section 17.65.050 shall apply, with the following exceptions:

- A. Minimum lot standards do not apply within areas zoned MMR or HMR.
- B. Average minimum lot standards do not apply within areas zoned MMR or HMR.
- C. A maximum front setback of 15 feet on an arterial or 5 feet on all other streets applies within areas zoned EC.
- D. A maximum building height of 50 feet applies within areas zoned MMR or C.

17.69.070 Development standards.

The development standards of Section 17.65.050(F) shall apply, with the following exception:

- A. The required housing mix standard does not apply to developments within the CFA overlay that include all attached row houses or multifamily dwellings.

17.69.080 Application review process.

Development within the CFA overlay shall be subject to the review procedures established in Chapter 17.66, Application Review Procedures for the TOD Overlay, with the following exceptions.

- A. Master plans shall be optional for development or land use applications. Applicants may elect to propose a master plan for:
 1. A development including single-family detached dwelling units within areas zoned MMR north of Beebe Road. A master plan may be approved where the single-family detached dwelling units comprise no more than fifty percent of the total dwelling units, the development meets a minimum density of 20 units per net acre, and the development meets all other CFA overlay standards, applicable TOD standards and master plan requirements of Chapter 17.66, Application Review Process for TOD Overlay.
 2. Any other development.

17.69.090 Design standards.

The design standards of Chapter 17.67, Design Standards—TOD Overlay, and Chapter 17.75, Design and Development Standards, shall apply, with the following exceptions:

A. Block Lengths.

1. For development sites less than 5.5 acres in size (excluding existing rights-of-way but inclusive of any proposed right-of-way dedication), block lengths for public streets shall not exceed 500 feet between through streets, measured along street right-of-way. Where block length exceeds 350 feet, a major off-street bike/pedestrian pathway meeting the requirements of Section 17.67.040(A)(9)(b) shall be provided midblock.
2. Substantial redevelopment of sites 2 to 5.5 acres within an existing block that does not meet the 500-foot block length standard shall provide major off-street bike/pedestrian pathways allowing direct passage through the development site such that no pedestrian route will exceed 350 feet along any block face.
3. For development sites of 5.5 acres or more, block lengths for public streets shall not exceed 350 feet between through streets, measured along street right-of-way. Major off-street bike/pedestrian pathways may not be used to meet this requirement.
4. The block length standards may be modified consistent with Section 17.67.040(A)(5).

B. Transitions in Density. The transitions in density standards in Section 17.67.050(I) shall not apply. The following standard shall apply:

1. Building height within 20 feet of a property line shared with single-family detached dwellings built prior to approval of this code shall be limited to 35 feet.

C. Drive-Through Facility Design. The following standards apply to new developments with drive-through facilities, the addition of drive-through facilities to existing developments, and the relocation of an existing drive-through facility.

1. Pedestrian Service Areas

- a. Drive-through facilities must provide at least one walk-up service area. Examples of a walk-up service area include an indoor service area directly accessible from a public street or an outdoor walk-up service window. Walk-up service areas must be accessible by customers arriving on foot, using a mobility device, or by bicycle. Customers using a walk-up service area must have the same or better access to goods and services as customers using the drive-through. [Vehicle-serving uses] are exempt from this standard.
- b. If the walk-up service area is limited to an outdoor service window, it must meet the following standards:
 - i. The walk-up service area must not also be used by vehicles.
 - ii. The walk-up service area must abut or be connected to a pedestrian amenity space. The space must be hardscaped for pedestrian use, be a minimum of one hundred square feet, and must include benches or seating that provide at least five linear feet of seats. The seating

surface must be at least fifteen inches deep and between sixteen and twenty-four inches above the grade upon which the seating or bench sits.

- c. Service access for pedestrians and bicyclists must be connected to the street by a direct and convenient pedestrian walkway.

2. Vehicle Service Areas and Stacking Lanes

- a. All driveway entrances, including stacking lane entrances, must be at least fifty feet from any street intersection. If a drive-through facility has frontage on two streets, the drive-through facilities must receive access from the street with the lower classification.

- b. Service areas and stacking lanes must not be located between the building and a street lot line.

- c. Stacking lanes must be designed so that they do not prevent access to parking stalls. The minimum length of stacking lanes must be a minimum of one hundred-fifty feet for a single stacking lane or seventy-five feet per lane when there is more than one stacking lane. A stacking lane is measured between the lane entrance and the service area.

3. Alternative Design. The applicant may propose an alternative drive-through facility design as a conditional use to be reviewed as provided in Chapter 17.76, Conditional Use Permits. The applicant shall demonstrate that the proposed alternative drive-through facility design equally or better meets the intent of this subsection, and that:

- a. The design supports pedestrian-oriented site design and limits the negative impact of facilities oriented to vehicles.

- b. The design orients buildings to the sidewalk and offers points of entry and service that can be directly accessed on foot.

- c. The design provides visible, safe, and clearly defined routes for pedestrians and bicyclists.

- d. The design provides for adequate vehicle queuing space.

Chapter 17.75

DESIGN AND DEVELOPMENT STANDARDS

17.75.039 Off-street parking design and development standards.

All off-street vehicular parking spaces shall be improved to the following standards:

[...]

H. Bicycle Parking. The amount of bicycle parking shall be provided in accordance with Section 17.64.050, **provided that at least one or five percent of required bicycle parking spaces, whichever is more, shall meet the cargo/large bicycle parking space dimensions per Item 2(b)(ii) below,** and constructed in accordance with the following standards:

1. Location of Bicycle Parking. Required bicycle parking facilities shall be located on site in well-lit, secure locations within fifty feet of well-used entrances. Bicycle parking shall have direct access to both the public right-of-way and to a main entrance of the principal use. Bicycle parking may also be provided inside a building in suitable, secure and accessible locations. Bicycle parking for multiple uses (such as in a commercial center) may be clustered in one or several locations.

2. Bicycle Parking Design Standards. All bicycle parking and maneuvering areas shall be constructed to the following minimum design standards:

a. Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as a motor vehicle parking area or with a minimum of a three-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers or similar material). This surface will be maintained in a smooth, durable and well-drained condition.

b. Parking Space Dimension Standards.

i. Standard Bicycle parking spaces shall be at least six feet long and two feet wide with minimum overhead clearance of seven feet.

ii. Cargo/large bicycle parking spaces shall be at least eight feet long and three feet wide with minimum overhead clearance of seven feet.

c. Lighting. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use.

d. Aisles. A five-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.

e. Signs. Where bicycle parking facilities are not directly visible from the public rights-of-way, entry and directional signs shall be provided to direct bicycles from the public rights-of-way to the bicycle parking facility.

f. Security. Bicycle parking spaces shall either allow ways to lock at least two points on a bicycle, or be within a lockable space only available to authorized users.

4.5 Exhibit 5 – Multimodal Gap Summary

Central Point Climate Friendly Area (CFA)

Project Narrative, Multimodal Gap Summary and Anti-displacement Strategies

The City of Central Point is designating 94.4 gross acres as a CFA pursuant to OAR 660-012-0310. As shown in Figure 1, the CFA is located east of Interstate 5, north of East Pine Street between Bear Creek and Hamrick Road. The area is largely rural with large tracts in active farm use, several rural dwellings and some residential uses at urban densities. The City's objective is to foster creation of a highly livable area that reflects the community's preference to maintain a small-town feel while meeting the CFA requirements. The City selected this location due to the low levels of existing development and existing designation within the Transit Oriented Development (TOD) Overlay. These two characteristics provide a couple of advantages that make this area desirable for locating a CFA:

1. The CFA land use regulations required in OAR 660-012-0320 require densities and development standards that are similar to those provided in the TOD Overlay; and,
2. The availability of larger tracts of land that are largely undeveloped or developed to rural densities decreases the likelihood for non-conforming uses, developments and lots.

Existing Conditions

The CFA is 94.4 gross acres with roughly 9.09 acres of existing public right-of-way resulting in 85.3 net acres¹. At the narrowest location near, East Pine Street, the CFA is 1,226.4-ft according to measurement of the GIS shapefile. Given the rural character of most of the CFA, there are limited streets and multimodal facilities currently. These will be developed consistent with the City's land development and Public Works Standard Specifications as the area develops. Existing facilities, system gaps and future standards for streets, sidewalks and bicycle lane construction are listed in Table 1 and illustrated in Figures 2-4.

Central Point is also served by three (3) transit routes that provide connectivity within the City, including the CFA, and the region (Figure 5-6). These include:

- Route 40 – Provides 30-minute service from Front Street Station in Medford to 3rd and 10th Street in Central Point with connection to Route 24 at the Rogue Valley Mall. This route provides service in the downtown core, serves Crater High School. Also will provide connection to the new cross-town circulator in 2025 (Route #41).
- Route 41 – Provides 60-minute service from Twin Creeks Crossing in west Central Point to the Jackson County airport with stops throughout town, including the CFA, downtown area, Scenic Middle School, Albertson's shopping center, and East Pine Street shopping center where the new Goodwill will be located. Provides connection to Route 61.
- Route 61 – The Rogue Community College Table Rock route provides service from Front Street Station in Medford to the RCC Campus and Cascade Shopping Center on Antelope Road in White City. This route has stops at the shopping Center on Popular, McAndrews and the Jackson County Airport.

¹Right-of-way is determined by deducting the area of tax lots within the CFA from the gross acreage of the CFA. Acreages are based on calculation of shapefile geometry in ArcGIS Pro.

Figure 1. CFA Location & Existing Conditions



Figure 2. Current CFA Street Classifications

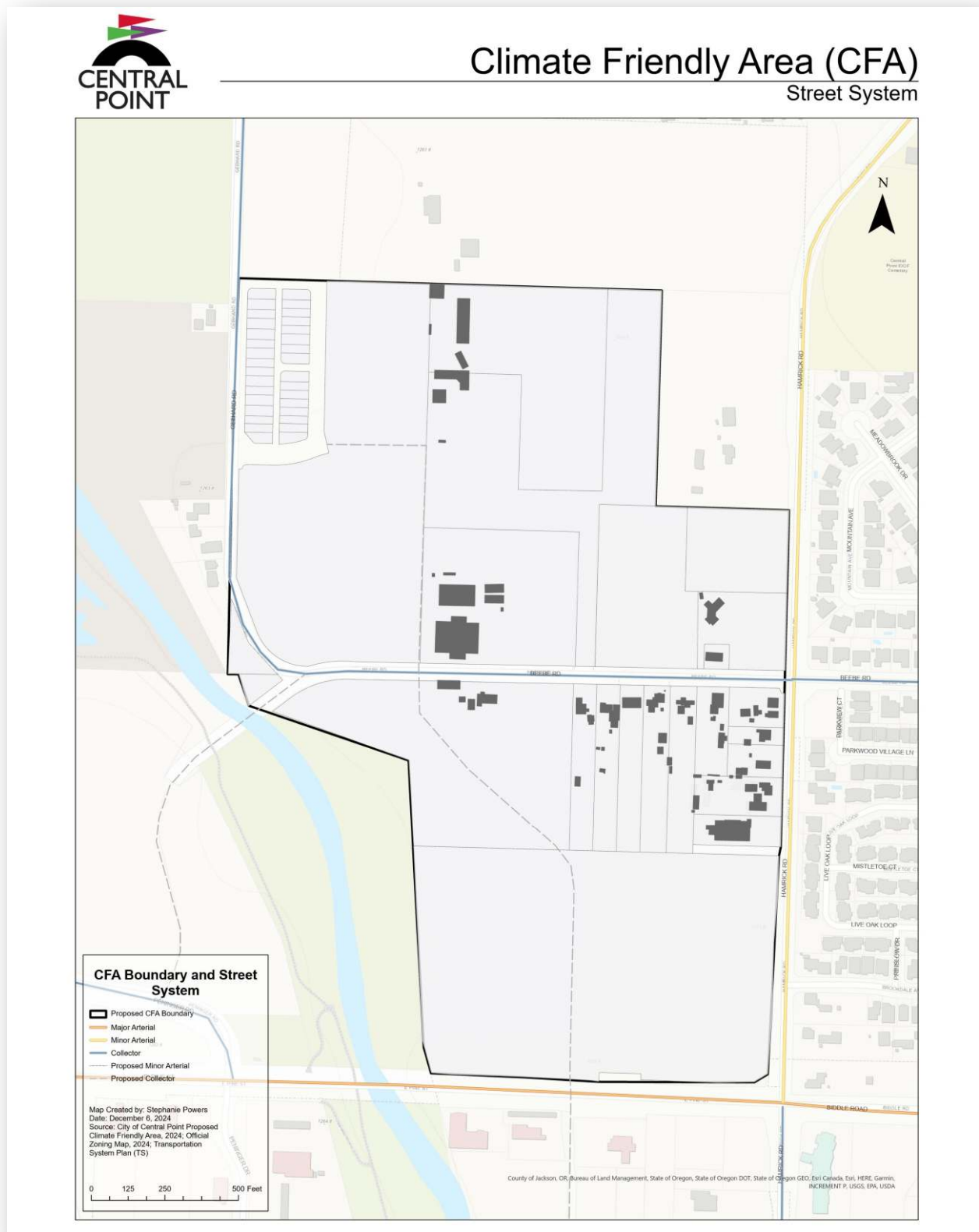


Figure 3. CFA Bicycle System



Climate Friendly Area (CFA) Bicycle System

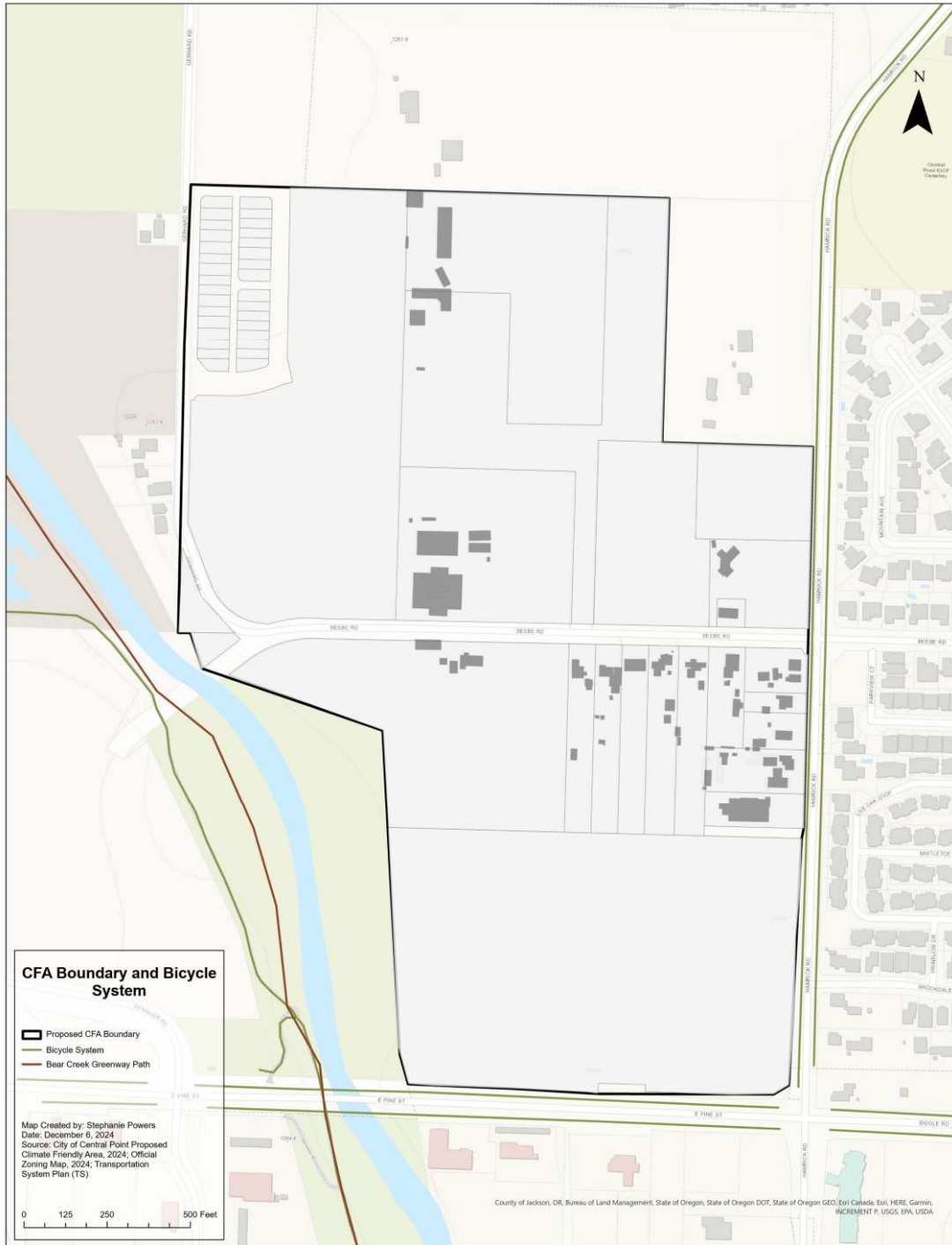


Figure 4. CFA Sidewalk System



Climate Friendly Area (CFA) Sidewalk System



Table 1. Multimodal Inventory and Street Standards

Roadway Name	Jurisdiction	Classification	Description
East Pine Street	Jackson County	Intermodal Connector/Primary Arterial	Currently developed with 5-vehicle travel lanes, east and west bound bicycle lanes (shoulder), no existing sidewalks. Street standard (ST-32) requires 6-ft sidewalk with 7.5-ft landscape row or 12-ft sidewalk with tree wells and 6-ft bicycle lanes at the time of development.
Hamrick Road	City of Central Point	Secondary Arterial	Developed with 3-vehicle lanes, southbound bicycle lane within the CFA, intermittent sidewalks where urban development has occurred. Street standard (ST-30) requires 6-ft sidewalk and landscape or 12-ft sidewalk with tree wells and 6-ft bicycle lane.
Beebe Road	City of Central Point	Collector	Developed with 2-vehicle travel lanes. No sidewalks or bicycle lanes currently. City standard (ST21) requires 3-vehicle travel lanes, 6-ft bicycle lane, 5/6-ft sidewalks and 6-ft landscape row.
Gebhard Road	City of Central Point	Collector	Developed with 2-vehicle travel lanes. Sidewalks and bicycle lanes are limited to the area adjacent to Willow Bend Phase 1 between Hartgrave Way and Denson Street. City standard (ST21) requires 3-vehicle travel lanes, 6-ft bicycle lane, 5/6-ft sidewalks and 6-ft landscape row throughout the CFA..
Hartgrave Way	City of Central Point	Collector	This street segment is part of the future Gebhard Road extension. It was built with sufficient right-of-way width to accommodate all improvements consistent with ST-21. Until the project is connected, it is built with two travel lanes, shared bike lane, 6-ft sidewalk, 6-ft landscape row on the north side of the street. South side improvements will be constructed with the next phase of development.
Denson Street	City of Central Point	Local	Developed 2-vehicle lane street with on-street parking and 5-ft sidewalk and 6-ft landscape row (ST-15) on the south side of the street. Sidewalks and landscape rows on the north side of the street will be constructed when the adjacent property develops.

Roadway Name	Jurisdiction	Classification	Description
Annalise Street	City of Central Point	Local	Developed with 2-vehicle lanes with parallel on-street parking on the west side, 5-ft sidewalks and 6-ft landscape row. The east side has diagonal on-street parking to serve a future neighborhood park. Sidewalks and landscaping will be constructed with the next phase of development.

Figure 5. Transit Routes Serving Central Point and the CFA



Climate Friendly Area (CFA) Transit Routes

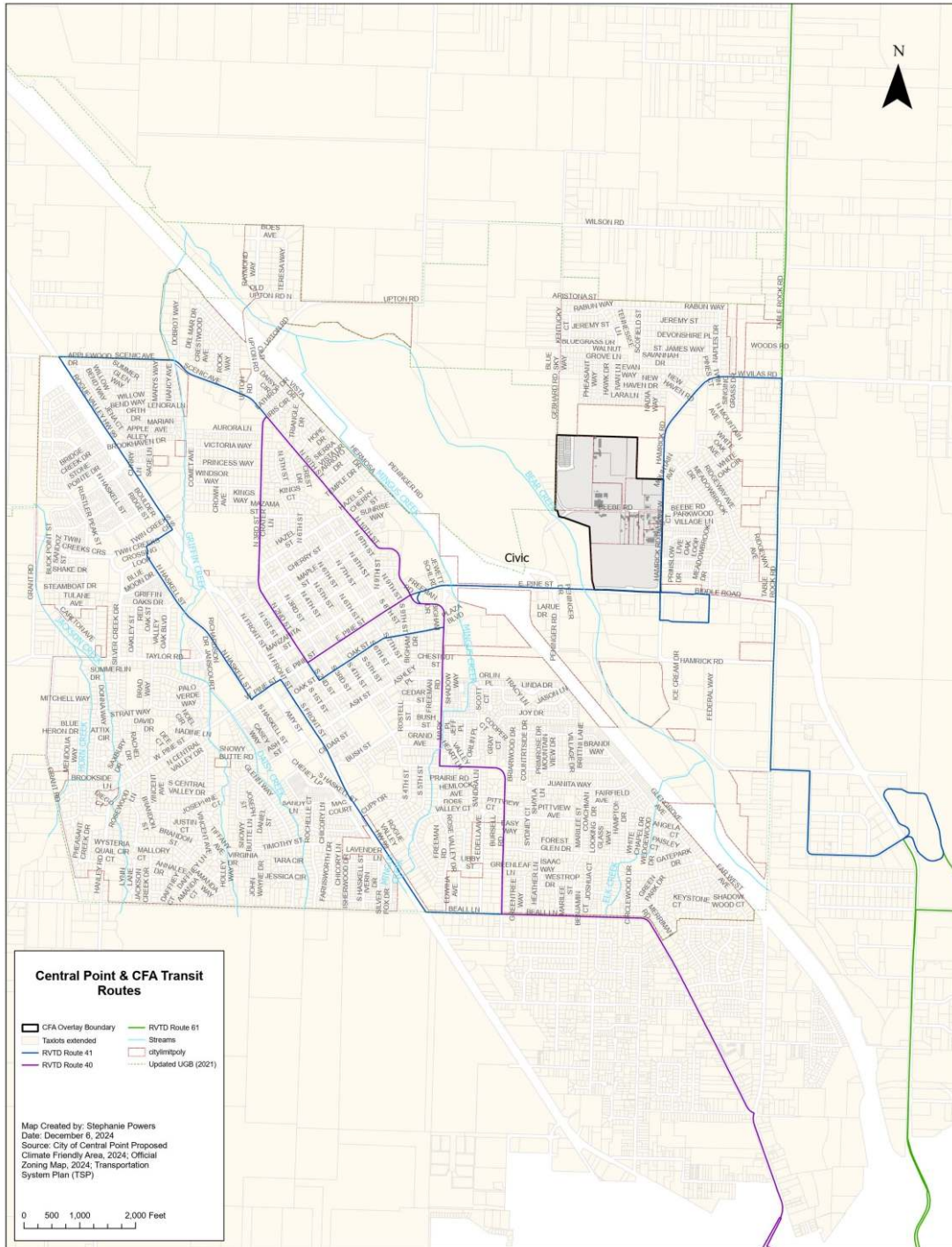
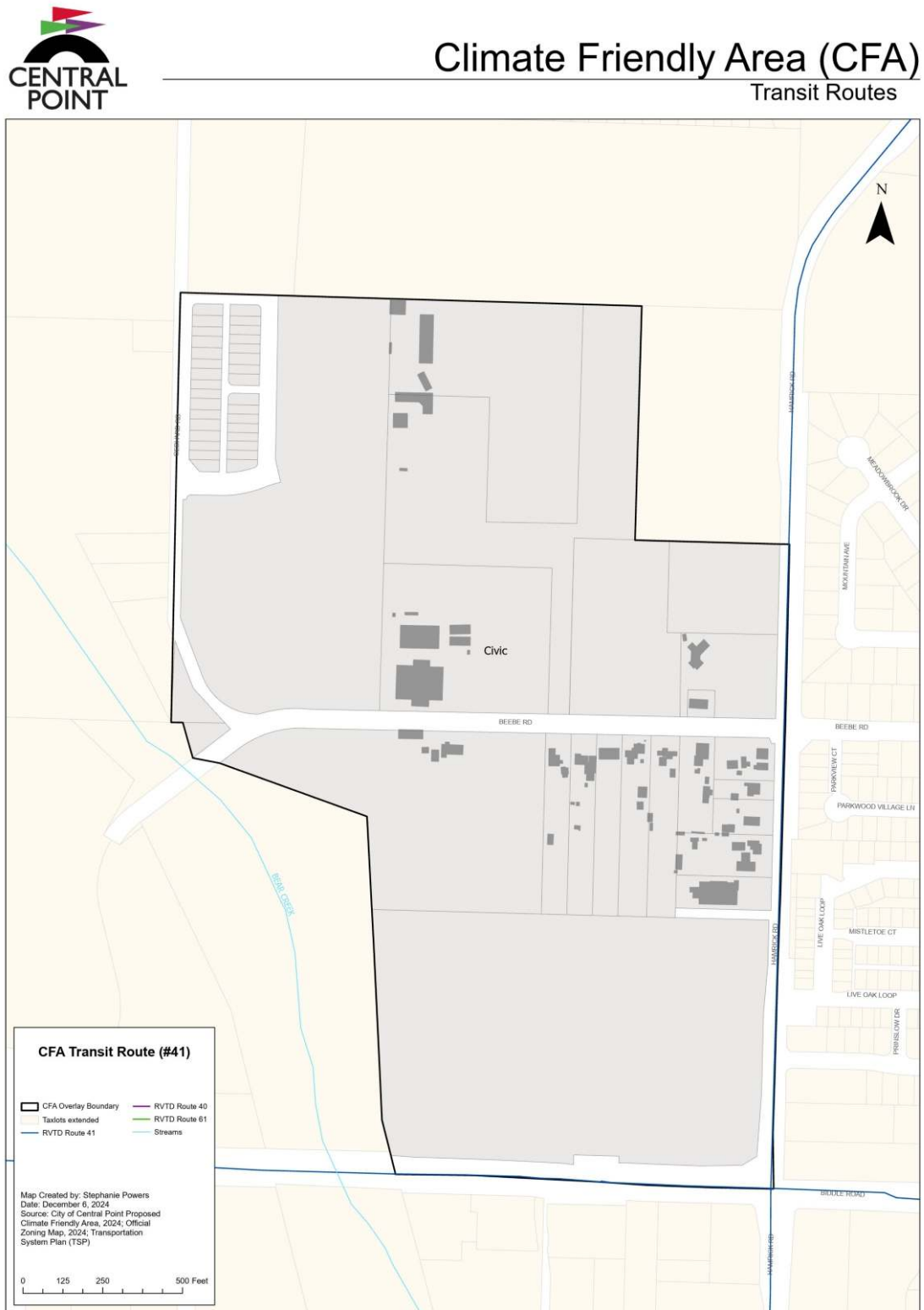


Figure 6. Transit Route #41 Serving the CFA



Connecting the Multimodal System

The multimodal transportation system gaps will be connected as a function of land development within the CFA and in accordance with the City's land development codes, including walkable design standards that promote increased connectivity.

Street System

The City's transportation System Plan (TSP) identifies gaps and infill strategies for arterials and collectors throughout the City, including within the CFA (Table 2, Figures 7-8). A vital component of the area's buildout will be construction of the Gebhard Road extension from Beebe Road to East Pine Street. This will provide north-south connectivity for vehicles, bicycles and pedestrians, as well as an opportunity for increased transit service by Route #41.

Beebe and Gebhard Road are currently developed as 2-lane county roads and require urban upgrades to bring them to City standards, including provision of bicycle lanes and sidewalks. As development occurs within the CFA, this will increase traffic volumes to warrant installation of a traffic signal at the intersection of Beebe/Hamrick Road. Additionally, Beebe Road is planned to be extended westward across Bear Creek to connect with Peninger Road adjacent to the Jackson County EXPO, Central Point Community Center, Family Fun Center, the Bear Creek Greenway and a future commercial area. In addition to providing multimodal connectivity to key destinations west of Bear Creek, filling this gap in the street system will improve circulation for cars, bicycles and pedestrians and add another emergency evacuation route.

As development occurs throughout the CFA, the street system will be subject to the walkable design and circulation standards for the CFA Overlay codified in CPMC 17.69, 17.67 and 17.75 as applicable.

Bicycle & System

Providing adequate facilities and programs that support bicyclist and pedestrian needs is an important transportation strategy for promoting alternatives to the automobile. It is the City's goal to continually seek bicycle and pedestrian system improvements that will encourage use of these systems for journey-to-work trips as well as the non-work/recreational trip. Increases in bicycle and pedestrian use will reduce the City's reliance on automobile use through reductions in vehicular miles traveled and parking demand.

The City's current street standards for arterial and collectors include bike lanes. Since 2000, all new arterial and collector streets have been required to include bike lanes. However, the City's older arterial and collector streets have gaps where bike lanes do not currently exist. Over time, it is expected that these street sections will be modernized to include bike lanes. Short-term and long-term strategies for closing these gaps are presented in Table 3.

As the CFA develops, new sidewalks will be built for all street classifications consistent with the Public Works Standard Specifications for street construction. Additionally, the CFA walkable design standards reduce the City's current block length standard from 600-ft to 350-ft, which can be met by providing separated bicycle and pedestrian accessways. This has the potential to increase safe routes for bicycle and pedestrian travel within the CFA and will enhance facilities constructed as part of the street system.

Transit

Public transportation services fulfill two roles. First, they provide transportation for those who cannot or choose not to drive their own automobile. The majority of Central Point transit riders would likely fall into this category. Secondly, the provision of a comprehensive local transit

service is a key measure of quality of life within a community. In concert with walking and bicycling, transit provides an alternative to driving. Transit is also an important component in the toolbox of strategies that can support Smart Growth through higher density, mixed use development, and a more compact form of urban development where the dependency on automobile use is minimized.

The growth of transit service, in terms of ridership, will necessitate a variety of strategies that need to be simultaneously employed. These strategies include a variety of disciplines such as economics, land use and transportation planning, and urban design that when considered collectively will provide a solid infrastructure to build future transit ridership. The CFA Overlay design standards for walkability combined with those for the Transit Oriented Development Overlay work in concert to provide a physical environment that facilitates connections between transit facilities, parking areas, housing, employment and recreation areas. These regulations will continue to be implemented through the Site Plan and Architectural Review process to assure that the CFA is built to accommodate increased transit service and ridership.

Figure 7. Existing and Future Street Classifications

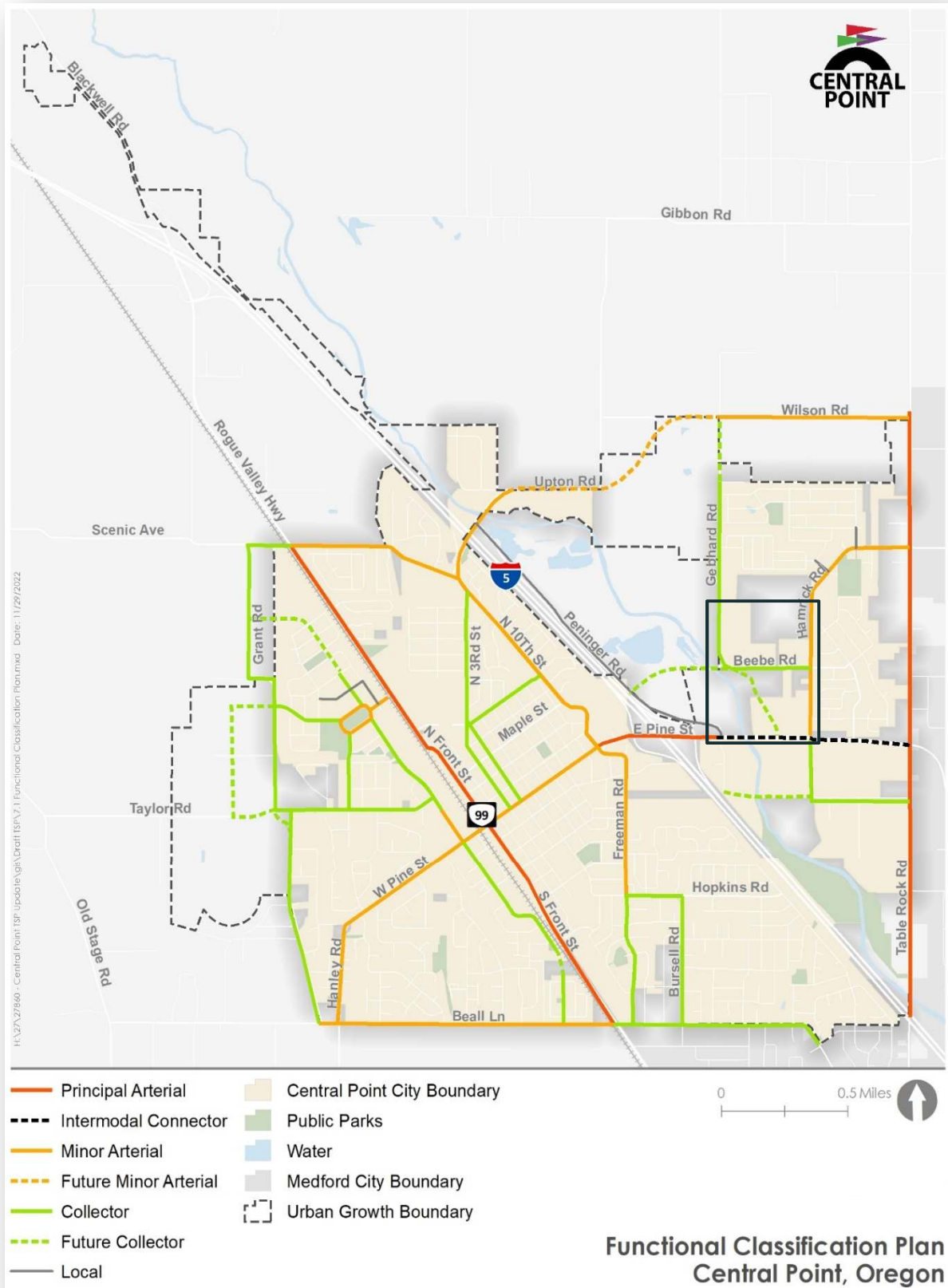


Figure 8. Tier 1 Street Projects

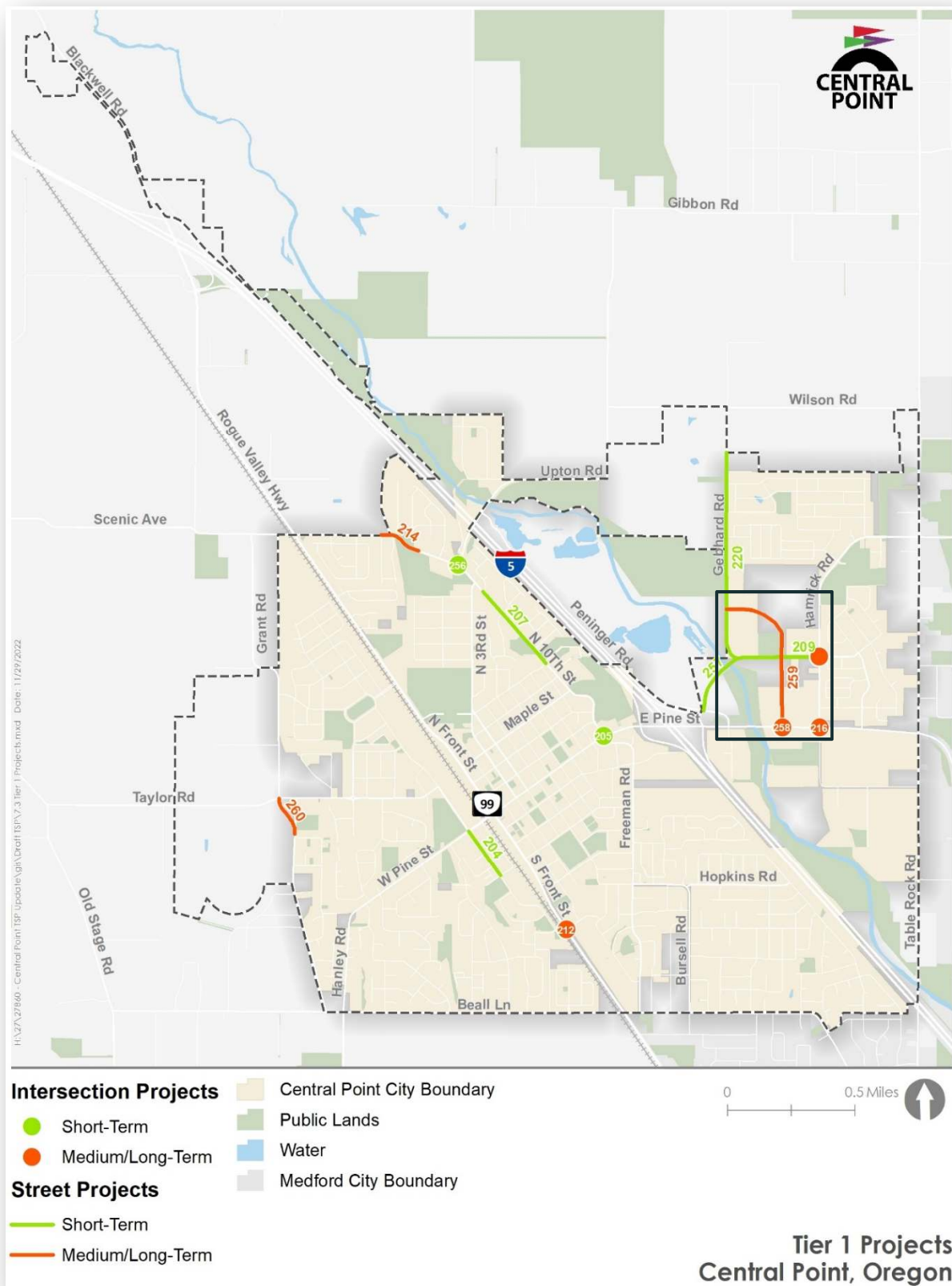


Table 2. Street System Capital Improvement Projects within the CFA

Ref. No.	Project Location	Category	Project Description	Vehicle	Bicycle	Pedestrian	Transit	Freight	Access	Economic	Safety	Operations	Truck Traffic	Urban Upgrade	ODOT	County	Central Point	Medford	Other
209	Beebe Rd.: Gebhard Rd. to Hamrick Rd.	uu	Widen to collector standards with sidewalks & bike lanes.	▪	▪	▪					√			√		◆	◆		
211	Beebe Rd. & Hamrick Rd. intersection	p	Add traffic signal.		▪	▪		▪			√					◆	◆		◆
212	Hwy. 99, Project No. 4	p	Cupp Street Gateway.		▪	▪				√	√						◆		◆
214	Scenic Av.: Mary's Way to Scenic Middle School.	uu	Add bike lanes & sidewalks.		▪	▪					√			√		◆	◆		
216	E. Pine St. & Hamrick Rd. Intersection	minor	Widen west and south approaches to add a second eastbound left turn lane and second receiving lane. Restripe northbound approach to include dual left turns and a single through-shared-right turn. Restripe southbound approach to include a left turn, through, and exclusive right turn lanes.	▪				▪			√	√				◆	◆		
220	Gebhard Rd.: UGB to Beebe Rd.	uu	Realign, widen to 3 lanes, and install separated bike-ped path on west side	▪	▪	▪					√			√		◆	◆		◆
257	Beebe Rd Extension	nc	Extend Beebe Rd west to Peninger Rd – project includes a bridge over Bear Creek	▪	▪	▪			√	√		√				◆			
258	Gebhard Rd & Pine St intersection	major	Install a traffic signal, a third westbound through lane (beginning east of Table Rock Rd and extending to the I-5 northbound ramps), dual eastbound and southbound left-turn lanes, and dedicated westbound and northbound left-turn lanes to support future traffic volumes when the Gebhard Rd Extension is complete	▪					√			√			◆	◆			
259	Gebhard Rd Extension (Phase 1)	nc	Extend Gebhard Rd from north of Pine St south to Pine St (west of Hamrick Rd) – Coordinate with Project#258	▪	▪	▪			√	√		√				◆			
260	Grant Rd Realignment	nc	Realign Grant Rd south of Taylor Rd to align with Grant Rd north of Taylor Rd. Install two-way stop-control at Taylor Rd / Grant Rd and Grant Rd / CP-6A	▪	▪	▪			√	√		√			◆	◆			
263	Gebhard Rd & Wilson Rd intersection	minor	Install all-way stop-control when warranted	▪								√				◆			
265	Gebhard Rd & Beebe Rd intersection	major	Install a roundabout when Gebhard Rd Extension is complete	▪	▪	▪				√	√	√				◆			
266	Gebhard Rd & Local Gebhard Rd intersection	major	Install a roundabout when Gebhard Rd Extension is complete	▪	▪	▪				√	√	√				◆			
267	Gebhard Rd Extension (Phase 2)	nc	Extend Gebhard Rd from Gebhard Rd (north of Beebe Rd) to north of Pine St – coordinate with Projects #259 and #261	▪	▪	▪			√	√		√				◆			

Figure 9. Bicycle Plan Map

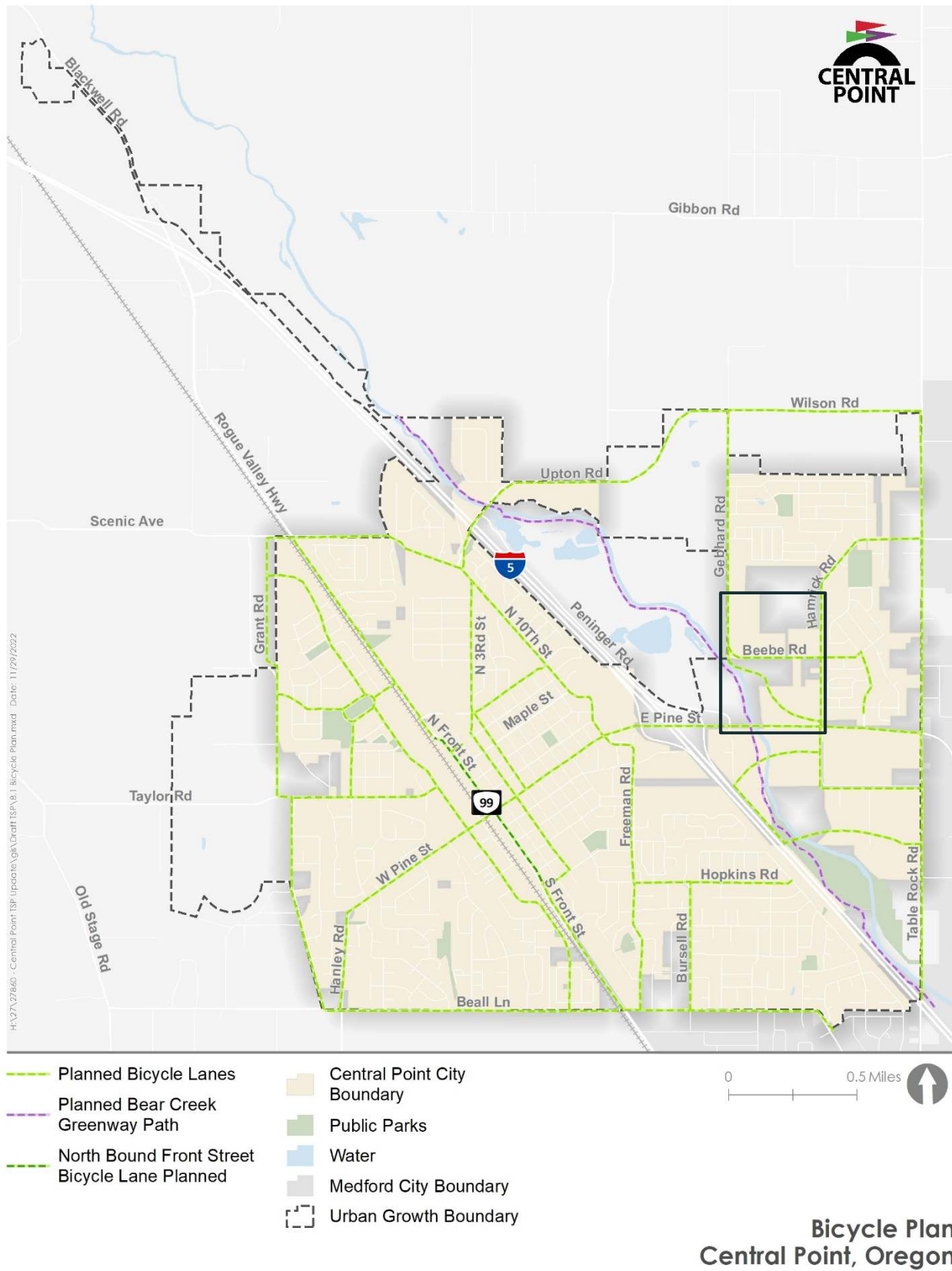


Table 3. Bicycle System Infill Strategies

Short-Term Strategy	Description	Objectives of the Strategy
Fill in Gaps	Improve/construct facilities linking existing and planned bikeways (filling in “missing links”)	• Increase percentage of bicycle facilities on arterial and collector streets • Improve connections to employment centers, commercial districts, transit centers, institutions, and recreational destinations when possible • Increase percentage of daily trips made via bicycle
Long-Term Strategy	Description	Objectives of the Strategy
Focus on Schools	Provide bikeways to/from all public schools where none exist (emphasis on arterials and collectors)	• Primarily improve connections to schools • Secondly improve connections to employment and commercial districts, transit, institutions, and recreation • Encourage and facilitate safe and convenient bicycle transportation for younger riders • Increase percentage of daily trips made via bicycle • Secondly increase percentage of bicycle facilities on arterial and collector streets
Focus on Parks and other Activity Centers	Provide bikeways to/from commercial and neighborhood employment centers and parks where none exist (emphasis on arterials and collectors)	• Primarily improve connections to employment and commercial districts, transit, institutions, and recreation • Increase percentage of daily trips made via bicycle • Increase percentage of bicycle facilities on arterial and collector streets • Encourage and facilitate safe and convenient bicycle
Connect to Transit Routes	Provide bikeways to/from major transit stops where none exist (emphasis on arterials and collectors)	• Primarily improve connections to transit • Secondly improve connections to employment and commercial districts, institutions, and recreation • Increase percentage of daily trips made via bicycle and transit • Encourage and facilitate safe and convenient bicycle transportation

4.6 Exhibit 6 – Highway Impacts Summary

Highway Impacts Summary: City of Central Point Climate-Friendly Area Site E

Planning Context

Location Description

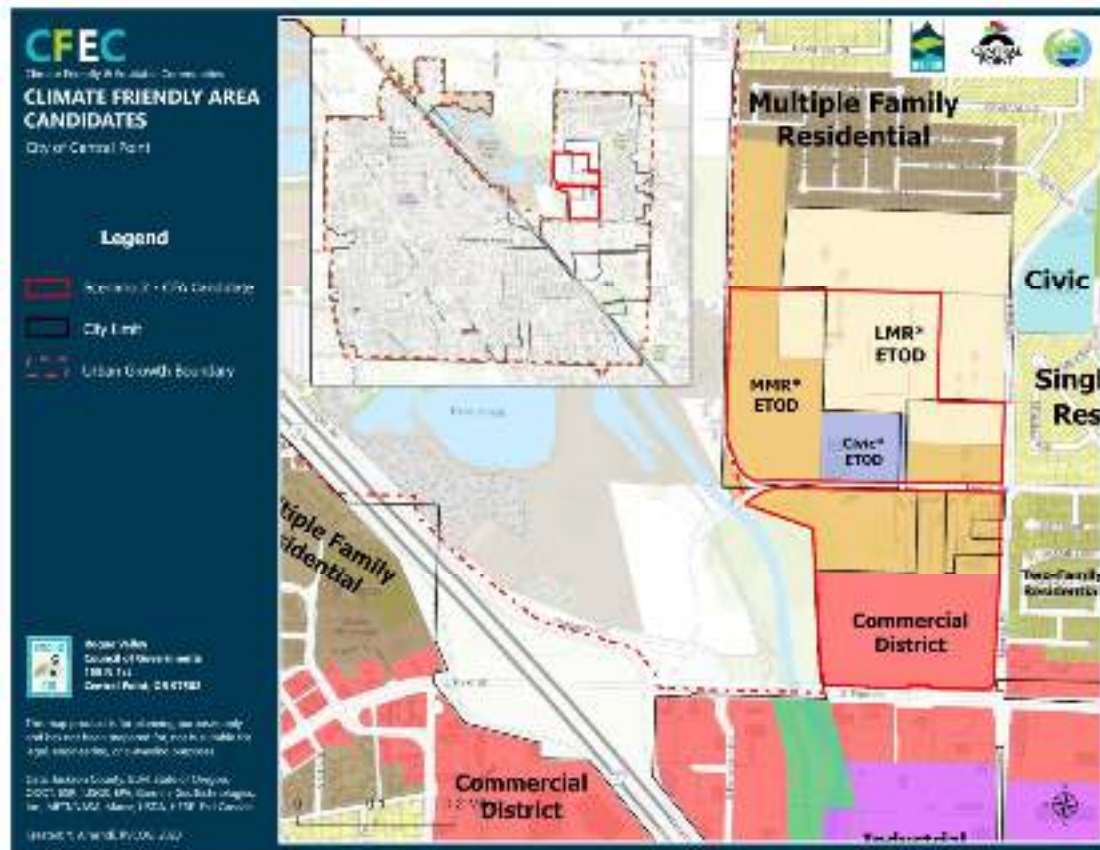
The Climate Friendly Area (CFA) is in the Eastern Central Point on the axes of East Pine Street and Hamrick Road. It is located on the east side of Interstate 5 (I-5) and adjacent to the identified management area of Interchange 33. The Bear Creek Greenway runs alongside the western boundary of the proposed CFA and offers a unique opportunity to connect this proposed mixed-used core to a regional multimodal pathway. There are also additional plans from the City of Central Point to connect Beebe Road to Peninger Road via a bridge.

Central Point has designated this area within their Comprehensive Plan as a Transit Oriented Development (TOD) Overlay. The City and Rogue Valley Transit District have been working on improving transit within the CFA.

CFA Acreage

The proposed CFA is approximately 94 gross acres and 65 net acres.

Figure 2. Central Point ETOD area (Scenario 2)



Highway Impacts Summary Trigger

The CFA, Scenario 2, is within the study area boundary of the adopted I-5 Exit 33 Interchange Area Management Plan.

Key Destinations and Services

Shipment stops; diverse commercial uses: large box stores, medical offices, gas stations, restaurants, hotels; government services; community college; adjacent to the Eastern TOD. There are 58 dwelling units located within the subject area. Multi-use path west of the CFA, east of I-5, and adjacent to Exit 33.

Existing Land Uses

Primarily commercial development along East Pine Street and mostly rural residential and agricultural uses in the vicinity of Beebe and Gebhard Road.

Rail Crossings within 500 ft of the CFA

There is no rail crossings identified within 500 feet of the CFA. The nearest rail line is approximately one mile to the west adjacent to OR 99.

Freight Routes

Hamrick Road and E. Pine Street are heavily used routes for freight accessing onto Interstate 5 via Exit 33.

Land Use Changes

Existing Zoning

- Civic (C), Low Mix Residential (LMR), and Medium Mix Residential (MMR), High Mix Residential/Commercial (HMR), Employment Commercial (EC).

Proposed Zoning

- Acreage Breakdown

Area (Acres)						
LMR	MMR	HMR	Civic	EC	Total	NDA Total*
0	71	7.4	5.9	10.1	94.4	65.1

*NDA – net developable area is the total area after all the deductions.

Existing and Proposed Allowed Building Height by Land Use Zone (per current Central Point Zoning Code)

- LMR: 2 floors (35-feet); 2 floors (50 feet)
- MMR: 3 floors (45-feet); 4 floors (50 feet)
- HMR: 5 floors (60-feet); no change proposed
- Civic: 3 floors (45-feet); 4 floors (50 feet)
- Employment Commercial (EC): 5 floors (60 feet); no change proposed

Proposed Land Use Regulations Changes

The purpose of the Central Point Transit-Oriented Development (TOD) Overlay is to promote efficient and sustainable land development and the increased use of transit. In general, the TOD district scores the highest and it is more compatible with the land use requirements for CFAs; specifically, the high-density zones like MMR, HMR, EC and GC.

- Low Mix Residential (LMR):
 - This medium density zone is the lowest density residential zone in the TOD Overlay. Single-family detached residences are intended to be the primary housing type; however, attached single-family and lower density multifamily housing types are also allowed. As part of the CFA designation project, the lands zoned LMR will be re-zoned to MMR.
- Medium Mix Residential (MMR):
 - This high-density residential zone focuses on higher density forms of residential living. The range of housing types includes higher density single-family and a variety of multifamily residences. Low impact commercial activities may also be allowed. To meet CFA requirements, the City is establishing a CFA Overlay zone and making minor adjustments to the MMR zone to comply with the land use requirements in OAR 660-012-0320, including increasing the minimum density to 50units/acre, eliminating the maximum density requirement, increasing the maximum building height to 50-ft and adopting new block length standards.

- High Mix Residential/Commercial (HMR):
 - This is the highest density residential zone intended to be near the center of the TOD district. High density forms of multifamily housing are encouraged along with complementary ground floor commercial uses. Low impact commercial activities may also be allowed. Low density residential uses are not permitted. The HMR zone already aligns well with CFEC land use regulations. As part of the CFA designation project the City's CFA Overlay outright permits government facilities, parks, and open space uses in the zone and adopt CEFC block length requirements.
- Employment Commercial (EC):
 - This district was designed to host retail, service, and office uses are primarily intended for this district. Activities which are oriented and complementary to pedestrian travel and transit are encouraged. Residential uses above ground floor commercial uses are also consistent with the purpose of this zone. To meet the CFA land use requirements, the City is proposing to establish a CFA Overlay to outright permit government facilities, parks, and open space uses in the zone and adopt CEFC block length requirements. Since the EC zone is adjacent to East Pine Street and land zoned MMR, the City is establishing a minimum density of 25 units/acre for residential development in the EC zone.
- Civic (C): C
 - Civic uses such as government offices, schools, and community centers are the primary uses intended in this district. These uses can play an important role in the vitality of the TOD district. To amend this zone, the city would need to allow a wider array of uses like allow residential and commercial uses, mandate a minimum density of 15 units/acre, and introduce a new building height minimum of 50 feet, 5 feet more than what is currently allowed. Adopt CEFC block length requirements.

Estimated Existing Dwelling Units

Based on the current Jackson County Assessor's records and the City's Buildable Lands Inventory, there are 58 dwelling units in the CFA.

Projected Housing Capacity

The project housing capacity is 4,056 housing units based on the proposed land use changes. The estimated housing units needed to accommodate the 30% of the City's total current and future units is estimated at 2,926 total housing units.

Table 1. Existing Development Capacity (sq ft)

Land Use Zone	Net Developable Area (acres)	Total Net Developable Area (sq ft)	Allowed Building Height	Maximum Number of Floors	Development Capacity (Sq Ft)	Percent Residential based on Existing Dwelling Units	Development Capacity without Dwelling Units (Sq Ft)
Low Mix Residential (LMR)	15.58	678,665	35	2	1,357,330	0.00%	N/A
Medium Mix Residential (MMR)	26.2	1,141,272	45	3	3,423,816	0.00%	N/A
High Mix Residential/Commercial (HMR)	5.2	226,512	60	5	1,132,560	80.00%	226,512
Civic (C)	4.35	189,486	45	3	568,458	66.67%	189,486
Employment Commercial (EC)	9.9	431,244	60	5	2,156,220	80.00%	431,244
Total	61.23						

*No commercial allowed in the LMR

*No commercial allowed in the MMR

*1st floor commercial, 4 floors of residential

*No commercial allowed in Civic

*1st Floor Commercial, 4 floors of residential

Table 2. Proposed Development Capacity (sq ft)

Land Use Zone	Net Developable Area (acres)	Total Net Developable Area (sq ft)	Allowed Building Height	Maximum Number of Floors	Development Capacity (Sq Ft)	Residential Area x Number of floors	Development Capacity without proposed dwelling units (1 floor)
Medium Mix Residential (MMR)	48.9	2,130,084	50	4	8,520,336	6,390,252	2,130,084
High Mix Residential/Commercial (HMR)	5.1	222,156	60	5	1,110,780	888,624	222,156
Civic (C)	4.1	178,596	50	4	714,384	535,788	178,596
Employment Commercial (EC)	7	304,920	60	5	1,524,600	1,219,680	304,920
Total	65.1						

*Net Developable Acres did not account for a 31% for ROW – adjustment made.

*Development Capacity for Residential and Commercial switched to reflect 1st floor retail and 3-4 floors of residential.

Table 3. Existing Trip Generation (weekday average daily trips)

Land Use Zone	Development Capacity (sq ft) or Number of Dwelling Units	ITE Code	Average Daily Trip Generation Rate	Existing Average Daily Trips
C	189,486	710 Government Office Building	10.84	2,054
HMR, EC	657,756	822 Strip Retail Plaza (<40k)	54.45	35,815
LMR (existing units)	31	210 Single-Family Detached Housing	9.43	292
MMR, HMR, EC (existing units)	27	221 Multifamily Housing (Mid-Rise) Not Close to Rail Transit	4.54	123
			Total	38,284

Table 4. Proposed Trip Generation (weekday average daily trips)

Land Use Zone	Development Capacity (sq ft) or Number of Dwelling Units	ITE Code	Average Daily Trip Generation Rate	Proposed Average Daily Trips	Total Average Daily Trips Including 10% Internal Capture Reduction
Civic	178,956	710 Government Office Building	10.84	1,940	1,746
MMR, HMR, Civic, EC	4,056	231 Land use (mid-rise residential with ground floor commercial)	3.44	13,953	12,557
				Total	14,303

Table 5. Difference Between Existing and Proposed Trip Generation (weekday average daily trips) Existing Land Use Average Daily Trips	Proposed CFA Land Use Average Daily Trips	Difference in Average Daily Trips	Percent Change
38,284	14,303	(23,980)	-62.6%

The proposed CFA Land Use and Zoning results in a 62.6% decrease in the anticipated trip generation, which is attributable to a decrease in the commercial development capacity. However, it should be noted the transition from mostly

undeveloped to fully developed residential with a mix of residential uses and commercial uses will undoubtedly cause an increase and impact on safety and operations on nearby intersections. As land development applications are submitted for properties in the CFA and the broader IAMP impact area, they will be reviewed by the City and ODOT collaboratively to assure identified projects in Table 8 are implemented to mitigate impacts to the highway system.

Safety

Within the past five years of reported data (between January 1, 2018, and December 31, 2022), there have been multiple minor property damage crashes and serious injury crashes within the CFA, Scenario 2. These crashes are mostly east of Exit 33, along E. Pine Street and Hamrick Road.

January 22, 2025



- There are no fatal injury accidents in the CFA between the timeframe of 2018 – 2022.
- Most of the accidents recorded are classified as property-damage or possible injury crashes.

Table 6. Serious Injury Crashes in the CFA, 2018-2022

Date	Time	Road & Intersecting Road	Crash Type Desc	Collision Type Desc	Weather & Road Surface Description	Traffic Control Device Description	Crash Cause	Highest Injury Severity Description
Crash Date	Crash Hour Description	Road Description & Intersecting Road Description	Crash Type Desc	Collision Type Desc	Weather Desc & Road Surface Condition Desc	Traffic Control Device Description	Crash Cause 1-3 Desc	Highest Injury Severity Description
8/26/22 5:00 AM	10:00 AM to 10:59 AM	Biddle Rd	From opposite direction -one left turn, one straight	Turning Movement	clear & dry	Traffic Signals	Turning Movement; clear & dry; Traffic Signals	Suspected Serious Injury (A)
4/26/22 5:00 AM	10:00 PM to 10:59 PM	Biddle Rd & Hamrick Rd	From opposite direction -one left turn, one straight	Turning Movement	clear & dry	Traffic Signals	Turning Movement; clear & dry; Traffic Signals	Suspected Serious Injury (A)
11/29/22 4:00 AM	04:00 PM to 04:59 PM	Beebe Rd & Hamrick Rd	From same direction - one stopped	Rear-End	clear & dry	Stop Sign	Rear-End; clear & dry; Stop Sign	Suspected Serious Injury (A)

Safety Priority Index System (SPIS)

This data includes the most recent crash data available (currently 2015-2018) for the top 10% (90%-100%) of sites in Oregon, located within Central Pont's CFA, Scenario 2 (E. Pine Street and Hamrick Road)

Table 7. SPIS Data

ODOT Highway Number	Mile point	Effective Date	Crash Data Years	SPIS Percentile	Percent (5% or 10%)	SPIS Score	Record ID
Local	3.95	2018	2015-2017	85% - 89.99%	No	44.87	40,466
Local	4.01	2018	2015-2017	85% - 89.99%	No	47.4	116,838
Local	4.03	2018	2015-2017	85% - 89.99%	No	47.35	40,460
Local	4.02	2018	2015-2017	85% - 89.99%	No	47.41	116,839
Local	3.95	2018	2015-2017	85% - 89.99%	No	44.87	116,833
Local	3.71	2018	2015-2017	90% - 94.99%	No	49.76	40,462
Local	3.97	2018	2015-2017	85% - 89.99%	No	44.88	116,834
Local	3.77	2018	2015-2017	85% - 89.99%	No	47.35	40,463
Local	3.99	2018	2015-2017	85% - 89.99%	No	47.37	116,836
Local	3.89	2018	2015-2017	85% - 89.99%	No	44.87	40,465
Local	3.98	2018	2015-2017	85% - 89.99%	No	47.36	116,835
Local	4	2018	2015-2017	85% - 89.99%	No	47.38	116,837
Local	3.83	2018	2015-2017	85% - 89.99%	No	44.87	40,464
Local	4.03	2018	2015-2017	85% - 89.99%	No	44.95	185,423
Local	3.97	2019	2016-2018	90% - 94.99%	No	47.23	104,512
Local	4.01	2019	2016-2018	90% - 94.99%	No	47.23	104,516
Local	3.98	2019	2016-2018	90% - 94.99%	No	47.23	104,513
Local	3.95	2019	2016-2018	90% - 94.99%	No	47.23	104,511
Local	4	2019	2016-2018	90% - 94.99%	No	47.23	104,515
Local	3.99	2019	2016-2018	90% - 94.99%	No	47.23	104,514
Local	4.03	2019	2016-2018	85% - 89.99%	No	44.77	104,518
Local	4.02	2019	2016-2018	90% - 94.99%	No	47.23	104,517

Safety Narrative

The most recent crash data would indicate that this section of E. Pine Street is not a SPIS site. However, because of inattentiveness by drivers and high traffic flow, there are numerous rear end crashes resulting in property damage and possible injury crashes (3 noted serious injury crashes).

Financially Constrained Projects

Among the relevant financially constrained projects within or abutting the CFA, there are several that would help address crash-related incidents and improve bicycle-pedestrian access and use. Some of these projects have already been completed (example: duel right turns onto E. Pine Street from the Northbound I-5 ramp).

Table 8. Summary of IAMP Improvements

Improvement		Description	Implementation		Mobility	Safety	Multimodal	Estimated Cost ¹	State	Local
			Priority	Trigger						
TRANSPORTATION SYSTEM MANAGEMENT MEASURES TO MAINTAIN SAFE AND EFFICIENT OPERATIONS										
1	I-5 SB Ramp Terminal at East Pine St TSM	▪ Monitor queuing on the SB off-ramp and maintain traffic signal timing to safely manage queues on the ramp.	Ongoing	▪ Queuing on the off-ramp	✓	✓		<\$5,000	✓	✓
2	I-5 NB Ramp Terminal at East Pine St TSM	▪ Monitor queuing on the NB off-ramp and maintain traffic signal timing to safely manage queues on the ramp	Ongoing	▪ Queuing on the off-ramp	✓	✓		<\$5,000	✓	✓
3	East Pine St at 10 th St/Freeman Rd TSM	▪ Maintain signal progression to avoid queuing that affects the I-5 SB ramp terminal ▪ Implement protected/permissive left-turn phasing on NB and SB approaches ▪ Extend left-turn lane striping on East Pine St to provide more queue storage for WB left-turn movement and consider restricting access between 10th St and Jewett School Rd to right turns only	Ongoing	▪ WB queuing that affects SB ramp terminal ▪ Congestion on 10th St/ Freeman Rd ▪ WB queuing that affect SB ramp terminal	✓	✓		\$50,000	✓	✓
4	East Pine St at Peninger Rd TSM	▪ Maintain signal progression to avoid queuing that affects the I-5 NB ramp terminal ▪ Implement protected/permissive left-turn phasing on NB and SB approaches	Ongoing	▪ EB queuing that affects NB ramp terminal ▪ Congestion and delays on Peninger	✓	✓		\$25,000	✓	✓

				Rd						
5	East Pine St east of I-5 TSM	Maintain signal progression to avoid queuing that affects the I-5 NB ramp terminal	Ongoing	EB queuing that affects NB ramp terminal	✓	✓		<\$5,000		✓
BICYCLE AND PEDESTRIAN INFRASTRUCTURE PROJECTS TO ADDRESS EXISTING DEFICIENCIES										
6	South Sidewalk on East Pine St between Ramp Terminals	- Add a 5-ft sidewalk to south side of bridge by replacing railing and restriping roadway with narrower travel lanes³ - Connect bridge sidewalk to the existing sidewalk network and the ramp terminals	High to Medium	Current deficiency	✓	✓	✓	\$1,200,000	✓	✓
7	Bike Lane on East Pine St between 10 th St/Freeman Rd and I-5 SB Ramp Terminal	Restripe eastbound travel lanes between 9th Street and the I-5 southbound ramp to improve bike lane transitions³	High	Current deficiency	✓	✓	✓	\$25,000	✓	✓
8	I-5 SB Ramp Terminal at East Pine St	- Widen East Pine St beginning at the west end of the freeway overpass to add a second WB left-turn lane with up to 200 feet of additional storage³ - Widen the SB on-ramp to create two receiving lanes that merge to a single lane	Medium to Low	Queuing on the off-ramp that cannot be managed with signal timing	✓	✓		\$1,300,000	✓	✓
9	I-5 NB Ramp Terminal at East Pine St	Widen NB off-ramp to provide a second right-turn lane with approximately 350 feet of storage	Medium to Low	Queuing on the off-ramp that cannot be managed with signal timing	✓	✓		\$1,700,000	✓	✓
10	East Pine St at Peninger Rd	Implement Central Point TSP Tier 2 Project #236 – Widen East Pine St to accommodate a third WB through travel lane that will feed into the existing right-turn lane at the I-5 NB on-ramp; Maintain bike lanes; Add sidewalks where	Low	Queuing and congestion that affects NB ramp operations	✓	✓		\$150,000 ²		✓

		necessary (revised project description)								
11	East Pine St at Hamrick Rd	Implement Central Point TSP Tier 1 Project #216 – Widen west and north approaches to add a dual eastbound left-turn lane and second northbound receiving lane	Medium	Intersection congestion or queuing	✓	✓		\$600,000 ²		✓

SUMMARY OF PRELIMINARY COST ESTIMATES

Transportation System Management Measures to Maintain Safe and Efficient Operations	\$90,000
Bicycle and Pedestrian Infrastructure Projects to Address Existing Deficiencies	\$1,225,000
Roadway Infrastructure Projects Needed to Meet Future Demand	\$3,750,000
TOTAL	\$5,065,000

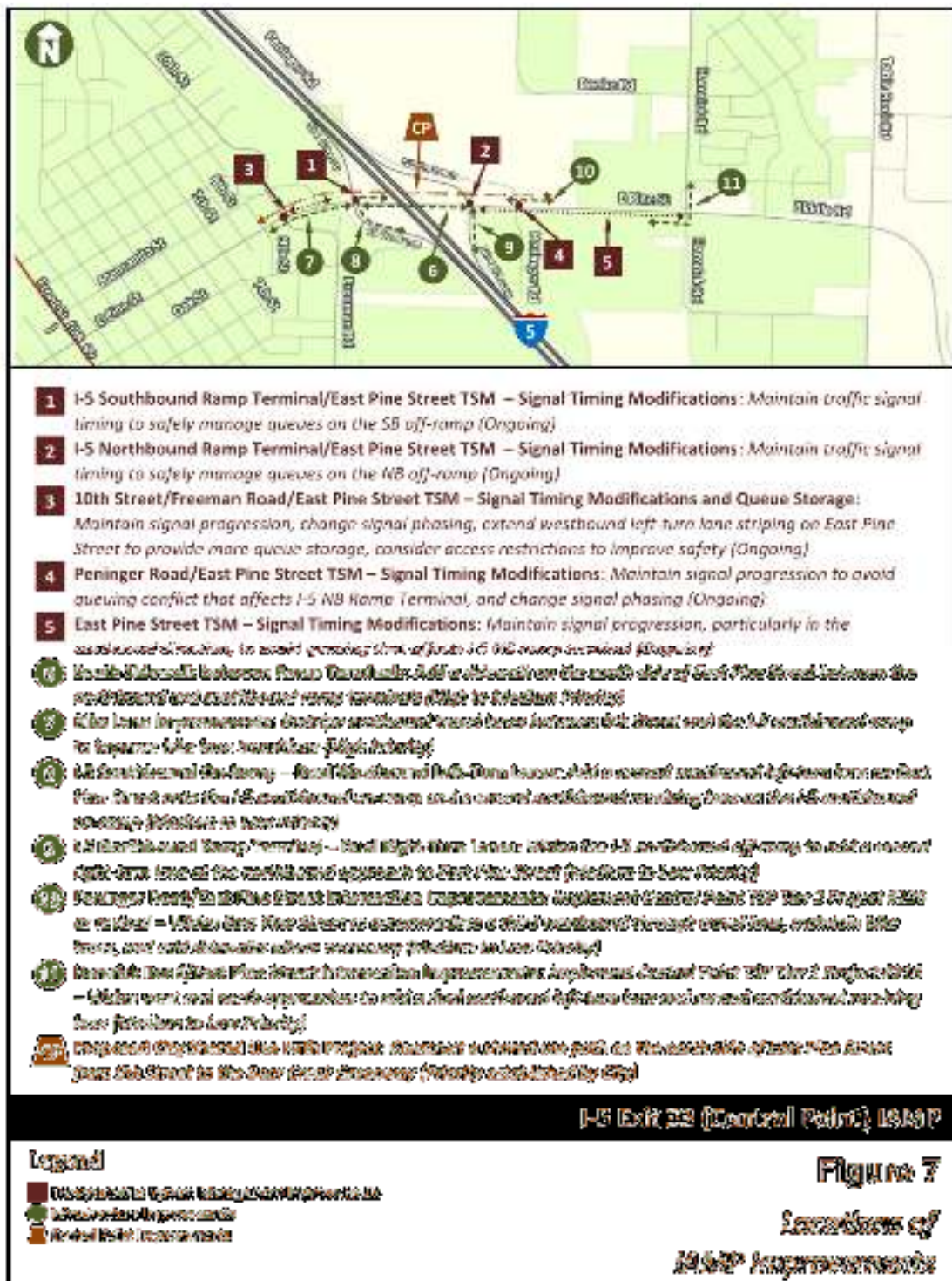
Acronyms: NB = northbound, SB = southbound, EB = eastbound, WB = westbound

Notes:

1. Cost estimates were prepared in year 2012 using present day dollars and are consistent with standard estimating methods.
2. The costs for the Central Point TSP projects are taken from Table 12.4 (Tier 1 – Medium Term Projects) and Table 12.6 (Tier 2 Projects) and increased by approximately 20 percent to account for inflation since the TSP was prepared.
3. A design exception will be required.

*These estimates need to be updated as this IAMP was adopted in 2016.

Figure 4. Identified ODOT Projects within and around the CFA



4.7 Exhibit 7 – Updated Housing Capacity Analysis Calculations

Central Point Proposed CFA (Study Scenario 2 with Zoning Changes)

Updated December 9, 2024

Block Level Calculation: Does not count for lot area or setbacks.

Gross NDA	Area (Acres)				
	MMR	HMR	CIVIC	EC	Total
	71.0	7.4	5.9	10.1	94.43
	50.2	5.3	4.2	7.1	66.8

Total Housing Units Needed	2926
----------------------------	------

Deductibles:	
R.O.W	25%
Block Alley Area	6%

	Assumptions				
	MMR Zones				
			Area (Sq. ft.)	Area (acres)	% of Block area %
	Typical Blocks (ft)	350 * 260	91000	2	100%
City variables	Typical Alleys (ft)	20 * 260	5200	0.12	6%
	Maximum Floor	4	-	-	-
	Residential Use	30%	-	-	-
CFA variable	Average Dwelling unit size (sq. ft.)	900	-	-	-

	Assumptions				
	HMR Zones				
			Area (Sq. ft.)	Area (acres)	% of Block area %
	Typical Blocks (ft)	350 * 260	91000	2	100%
City variables	Typical Alleys (ft)	20 * 260	5200	0.12	6%
	Maximum Floor	5	-	-	-
	Residential Use	30%	-	-	-
CFA variable	Average Dwelling unit size (sq. ft.)	900	-	-	-

	Acres	SQ. FT.
Total Area	71	
NDA (Net Block Area)	50.20714286	2187023.251

	Actual Num.	Rounded Down
Housing Unit Capacity (Units)	2916.031002	2916
%From Needed Housing%	0.996582365	100%
Unit per Acre	41.07042254	41

	Acres	SQ. FT.
Total Area	7.43	
NDA (Net Block Area)	5.254071429	228867.3628

	Actual Num.	Rounded Down
Housing Unit Capacity (Units)	381.4456046	381
%From Needed Housnig%	0.130211893	13%
Unit per Acre	51.27860027	51

CFA variable City variables	Assumptions				
	CIVIC Zones				
			Area (Sq. ft.)	Area (acres)	% of Block area %
	Typical Blocks (ft)	350 * 260	91000	2	100%
	Typical Alleys (ft)	20 * 260	5200	0.12	6%
	Maximum Floor	4	-	-	-
CFA variable	Residential Use	30%	-	-	-
	Average Dwelling unit size (sq. ft.)	900	-	-	-

CFA variable City variables	Assumptions				
	EC Zones				
			Area (Sq. ft.)	Area (acres)	% of Block area %
	Typical Blocks (ft)	340 * 220	74800	2	100%
	Typical Alleys (ft)	20 * 220	4400	0.10	6%
	Maximum Floor	5	-	-	-
CFA variable	Residential Use	30%	-	-	-
	Average Dwelling unit size (sq. ft.)	900	-	-	-

ETOD Housing Capacity		
	Actual Num.	Rounded Down
Total Housing Unit Capacity (Units)	4056	4056
Unit per Acre	42.95245155	42

	Acres	SQ. FT.
Total Area	5.9	
NDA (Net Block Area)	4.172142857	181738.5519

	Actual Num.	Rounded Down
Housing Unit Capacity (Units)	242.3180692	242
%From Needed Housnig%	0.082706767	8%
Unit per Acre	41.01694915	41

	Acres	SQ. FT.
Total Area	10.1	
NDA (Net Block Area)	7.129411765	310557.1919

	Actual Num.	Rounded Down
Housing Unit Capacity (Units)	517.5953198	517
%From Needed Housnig%	0.176691729	18%
Unit per Acre	51.18811881	51

Total CFA Acreage:	94.4
Total CFA NDA Acreage:	66.8
Percentage of Required CFA Housing Capacity	139%

ORDINANCE NO. _____

**AN ORDINANCE AMENDING THE CENTRAL POINT COMPREHENSIVE
PLAN LAND USE ELEMENT TEXT AND MAPS TO ESTABLISH AND APPLY
A CLIMATE FRIENDLY AREA (CFA) OVERLAY TO 94.4 ACRES WITHIN A
PORTION OF THE EASTSIDE TRANSIT ORIENTED DEVELOPMENT
OVERLAY, AND AMENDING THE GENERAL LAND USE PLAN MAP
DESIGNATION ON 27.6 ACRES WITHIN THE CFA OVERLAY FROM MEDIUM
DENSITY RESIDENTIAL TO HIGH DENSITY RESIDENTIAL**

File No. CPA-24001

Recitals:

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

B. Pursuant to OAR 660-012-0010(3) and 4(a), the City of Central Point is required to designate a Climate Friendly Area (CFA), including adoption of land use regulations consistent with OAR 660-012-300 through OAR 660-012-0330 by March 31, 2025.

C. In accordance with CPMC 17.96.200(A), by Resolution No. 929 to the City Council, the Planning initiated the Major Amendment to the Comprehensive Plan Land Use Element, including text and maps to designate a 94.4 acre CFA Overlay within a portion of the eastside TOD Overlay.

D. In accordance with CPMC 17.05.500, the City of Central Point Citizen's Advisory Committee considered the proposed amendments at their meeting on January 14, 2025 and recommended the City Council approve the amendments.

E. In accordance with CPMC 17.05.500 the following duly noticed public hearings were conducted:

1. February 11, 2025 Planning Commission meeting, at which the Planning Commission considered and approved Resolution No. 929 forwarding a favorable recommendation to the City Council to approve the proposed amendments; and,
2. February 27, 2025 City Council meeting at which time the City Council considered the first reading of the ordinance amending the Zoning Map and the Central Point Municipal Code in Section 17.08.410 (TOD Definitions), 17.65 (TOD Overlay), 17.75.039 (Bicycle Parking Design Standards) and adding a new chapter CPMC 17.69 (CFA Overlay).

F. Words ~~lined through~~ are to be deleted and words **in bold** are added.

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

Section 1. The General Land Use Plan Map of the City of Central Point is amended to apply the CFA Overlay to a 94.4 acre area within a portion of the eastside TOD Overlay, and amend the land use designation on 27.6 acres within the CFA Overlay from Medium Density Residential to High Density Residential as provided in Exhibit A.

Section 2. The City of Central Point Land Use Element is amended as provided in Exhibit B.

Section 5. Basis of Decision. Based upon all the information received, the City Council adopts Sections 1, 2, 3.1, 3.2, 3.3, 3.4, 3.6, 4.1, 4.3, 4.5, 4.6 and 4.7 in the findings of fact and conclusions of law set forth in Exhibit C, hereby incorporated by reference.

Section 6. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Recitals and boilerplate provisions (i.e. Recitals A-H) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

Section 7. Effective Date. The Central Point City Charter states that an ordinance enacted by the Council shall take effect on the thirtieth day after its enactment. The effective date of this ordinance will be the thirtieth day after the second reading.

Passed by the Council and signed by me in authentication of its passage
this _____ day of _____, 2025.

Mayor Tanea W. Browning

ATTEST:

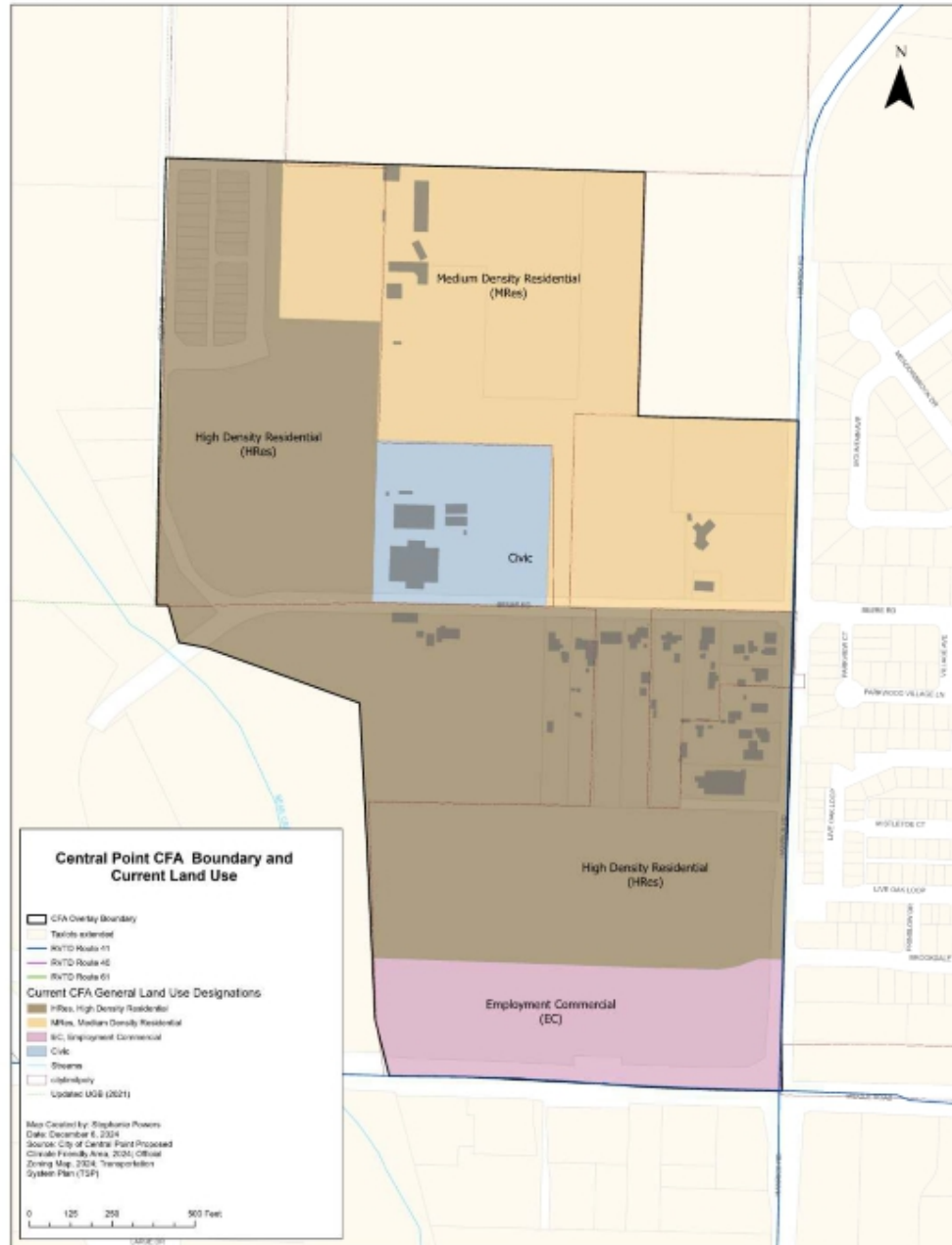
City Recorder

EXHIBIT A



Climate Friendly Area (CFA)

Current Land Use Designations





Climate Friendly Area (CFA) Proposed General Land Use Map Designations

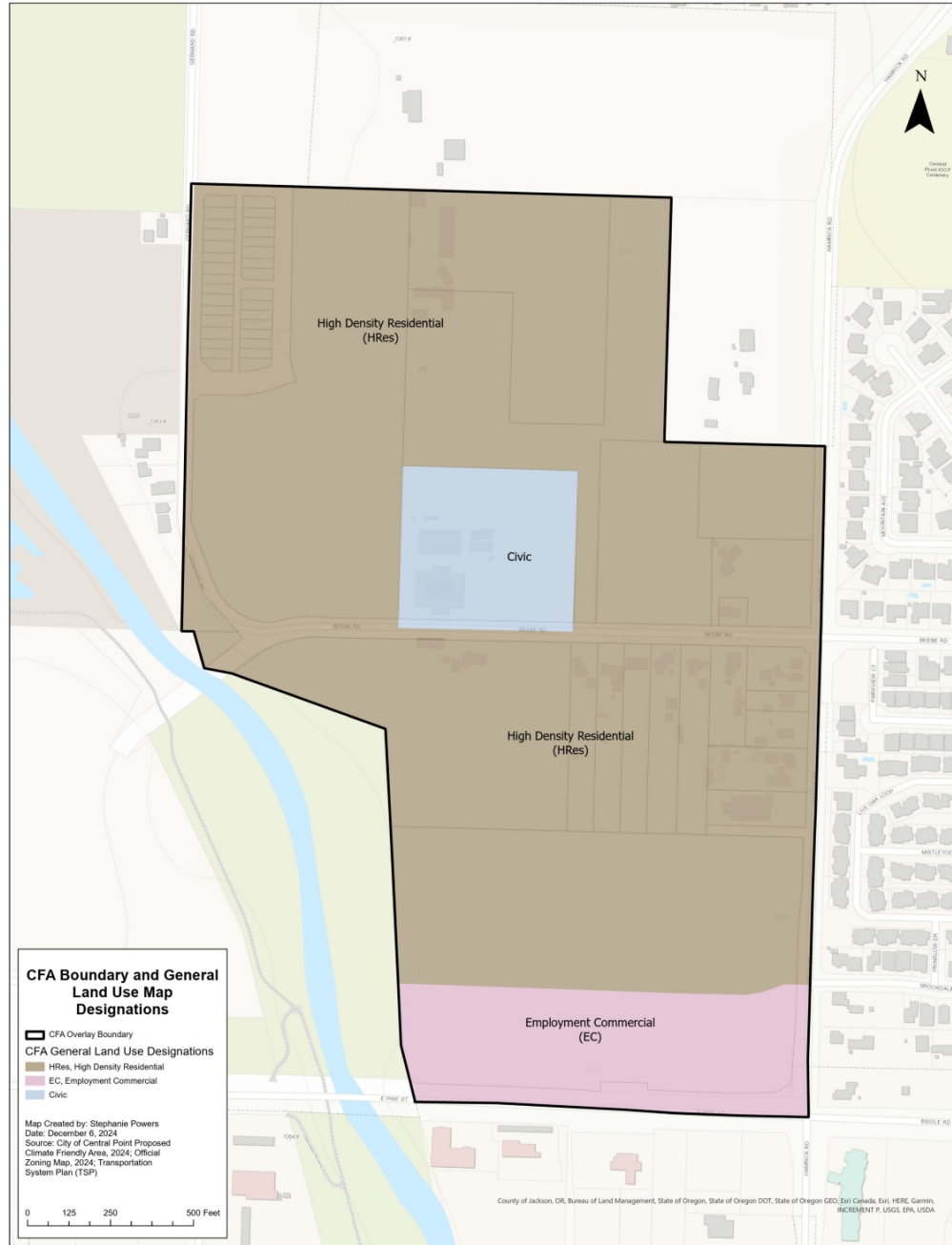
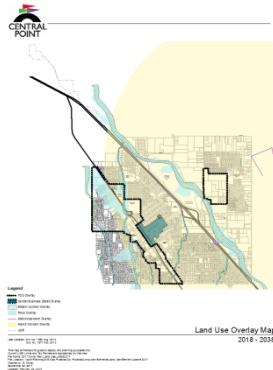
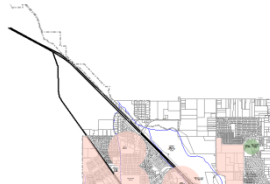
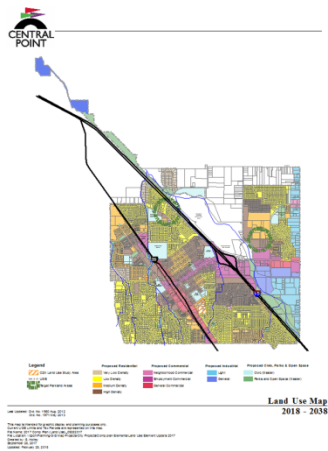


EXHIBIT B

LAND USE ELEMENT

2018-2038

City of Central Point Comprehensive Plan



City Council
March 8, 2018
Final Draft
Ordinance No. 2043

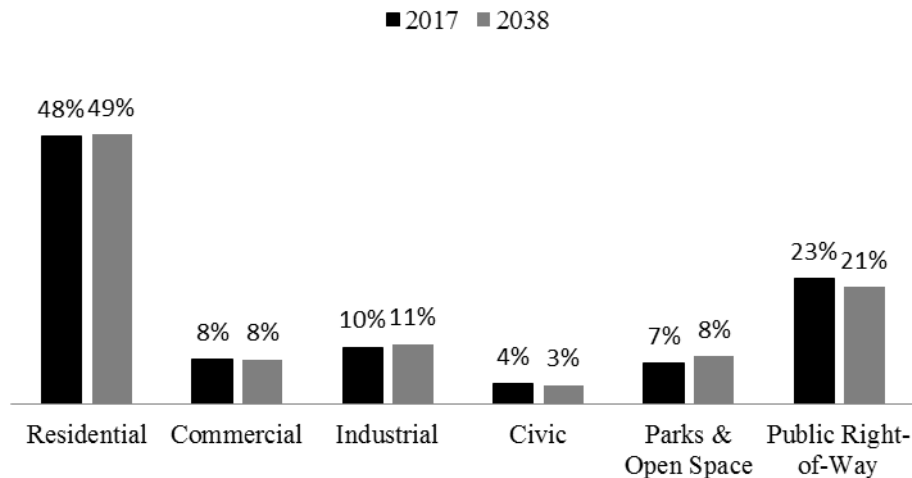
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1. Summary

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

Figure 1.1. Land Use Distribution, 2017 vs. 2038



The Land Use Element relies on other Comprehensive Plan elements, such as the Population, Housing, Economic, Regional, and Parks and Recreation elements to determine the quantity and classification of land uses necessary to accommodate the City's current and future projected population growth. Over the course of the 2018-38 planning period it is projected that the City will grow by 5,580 residents¹, generating a demand for 2,230 new housing units. To accommodate the expected population growth the City will need an additional 325 gross acres, distributed across all land use classifications. By 2038 the distribution of land uses (Figure 1.1) will be very similar to the City's current distribution, signifying no major changes in land use policy. As in the past the Residential land use will continue to be the dominant land use, followed by Right-of-Way.

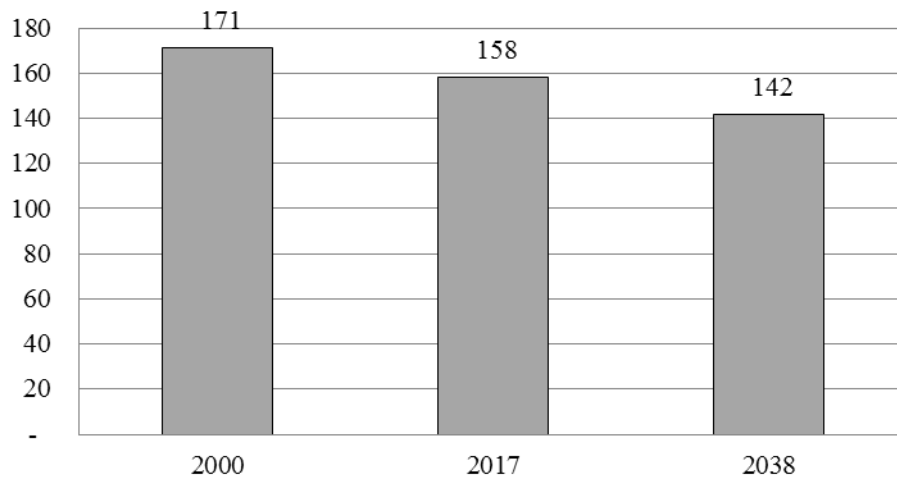
Another popular measure of land use is the ratio of acres per 1,000 residents. Unlike the percentage measurement the ratio of acres per 1,000 residents does address policy changes in the efficiency of land use. Figure 1.2 illustrates that in 2000² the developed was 171 acres per 1,000 residents. By 2017 the actual ratio was 158 acres per 1,000 residents. By 2038, based on current average minimum density policies, it is expected that the ratio will drop to 142 acres per 1,000 residents; the lower the ratio the more efficient the use of land. The adoption of a minimum residential density of 6.9 dwelling units per gross acre³ is the reason for the lower 2038 ratio.

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

² 1980 City of Central Point Land Use Element

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

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



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

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

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

2. Introduction

The primary purpose of the Land Use Element is to:

- Identify and map all land use classifications within the City's urban area (city limits and UGB); and

- Track activity through the Buildable Lands Inventory (BLI) for compliance with associated goals and policies identified in related Comprehensive Plan elements; i.e. the Housing Element, Economic Element, Parks and Recreation Element, Transportation System Plan, etc.

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

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

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

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

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

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

2.1. Buildable Lands Inventory

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

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

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

2.2. State Land Use Guidelines

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

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

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

2.3. Central Point Forward, A City Wide Strategic Plan

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

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

2.3.1. City Mission Statement

The City's mission statement reads as follows:

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

2.3.2. City Statement of Values

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

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

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

2.4. The Regional Plan Element

As previously noted the City's Comprehensive Plan elements must be consistent with any applicable regional plan. In 2012 the City adopted a Regional Plan Element⁵ establishing Urban Reserve Areas (URAs) sufficient to accommodate the City's growth needs to the year 2060. The City's Regional Plan Element was prepared in accordance with the County's Greater Bear Creek Valley Regional Plan.

The City's Regional Plan Element established eight (8) URAs, totaling 1,721 acres for future use as the City grows. Within the URAs land uses were assigned based on very broad categories; Residential, Aggregate, Resource, Open Space/Parks, and Employment. The Regional Plan Element does not spatially allocate the land use types within any URA, but it does require that Concept Plans⁶ be prepared and adopted prior to inclusion of a URA, or any part thereof, into the City's urban growth boundary (UGB)⁷. The Concept Plans are required to address performance indicators, regionally significant transportation corridors, how land uses will be spatially distributed, the encouragement of mixed

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

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

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

use/pedestrian friendly areas⁸ (Activity Centers), and minimum residential density requirements. The Concept Plans, when approved, remain a part of the Regional Plan Element. At such time as lands within a URA are added to the UGB the concept plans will be further refined consistent with the level of land use descriptions consistent with the Land Use Element. At the time of inclusion in to the UGB they then become part of the Land Use Element. This Land Use Element does not address lands within the URA.

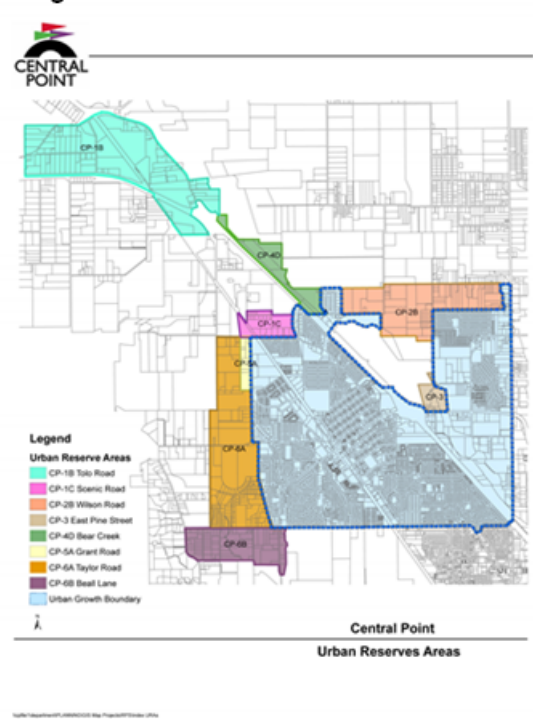
2.4.1.Direction of Growth

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

for inclusion in the City’s urban growth boundary⁹, subject to demonstrated land use need and the availability of necessary infrastructure.

As illustrated in Figure 2.1, any expansion of the UGB will be to the west and north. The City’s easterly and southerly UGB and URA boundaries about the City of Medford’s assigned jurisdictional areas, limiting the City’s ability for easterly or southerly expansion. As outlined in the Regional Plan Element most of the residential development (55%) will be directed to the west (CP-6A, CP-6B, and CP-5A), and to the north (CP-1C and CP-2B). For industrial employment lands the primary direction of future growth will be to the far northerly urban reserve (CP-1B). This area is well served with multi-modal transportation infrastructure, i.e. I-5 and rail.

Figure 2.1 UGB and URAs



Commercial development will be distributed throughout the URAs per the Regional Plan allocations and concept plans.

The relationship between the Regional Plan Element and the Land Use Element is timing. When the need is properly demonstrated then land within the URAs can be brought into the UGB. The timing of inclusion to the UGB will be a function of demonstrated need and the ability to develop to urban standards, and annex to the City in a timely manner.

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

⁹ ORS

2.5. Land Use and Urban Form

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

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

2.6. Performance Indicators

As previously noted the Regional Plan Element established performance indicators as a means to measure compliance with the objectives of the Regional Plan Element. There are eight (8) performance indicators that, via the Regional Plan Element, apply to the Land Use Element as the UB expands into the Regional Plan's URAs. The PIs are¹⁰:

2.6.1. Committed Residential Density

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

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

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

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

2.6.2. Mixed-Use/Pedestrian Friendly Areas

For land within a URA and for land currently within a UGB but outside of the existing City Limit, each city shall achieve the 2020 benchmark targets for the number of new dwelling units¹¹ and employment¹² to be located in mixed-use/pedestrian-friendly areas as identified in the 2009 Regional Transportation Plan (RTP) or most recently adopted RTP¹³. Beyond the year 2020, cities shall continue to achieve the 2020 benchmark targets, or if additional benchmark years are established, cities shall achieve the targets corresponding with the applicable benchmarks. Measurement and definition of qualified development shall be in accordance with adopted RTP methodology. The requirement is considered met if the city or the region overall is achieving the targets or minimum qualifications, whichever is greater. This requirement can be offset by increasing the percentage of dwelling units and/or employment in the City Limit.

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

2.6.3. Conceptual Transportation Plan

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

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

The Land Use Plan Element includes the street classification system for all streets within the City's urban area. As the City's UGB is expanded the Land

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

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

¹³ RVMPO Alternative Measures Activity Centers, 2017

Use Map must be amended to be consistent with the conceptual transportation plan for the appropriate URA.

2.6.4. Conceptual Land Use Plan

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

2.6.5. Target Residential Density

The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the residential density in section 2.6.1 above will be met at full build-out of the area added to the UGB amendment.

2.6.6. Land Use Distribution

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

2.6.7. Transportation Infrastructure

The Conceptual Land Use Plan shall include the transportation infrastructure required in section 2.6.3 above.

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

The Conceptual Land Use Plan shall provide sufficient information to demonstrate how the commitments of section 2.6.2 above will be met at full build-out of the area added to the UGB amendment.

2.6.8.1. Activity Centers

An important consideration related to urban form and the Regional Plan's Performance Indicators is the concept of activity centers. As used in this Land Use Element the term "activity center" is interchangeable with the term Transit-Oriented/Mixed-Use Pedestrian-Friendly areas. Both terms represent the development of a place(s) that encourages higher density mixed-use environments that are neighborhood oriented and designed to increase the convenience of walking, bicycling, and transit. Activity Centers are illustrated in the

RVMPO's Alternative Measures Activity Centers' map (Figure 2.1). The concept of activity centers is a key component to the City's success in the retention and creation of neighborhoods and community identity necessary to support the City's small town atmosphere¹⁴, and ultimately creates an environment that supports transit use.

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

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

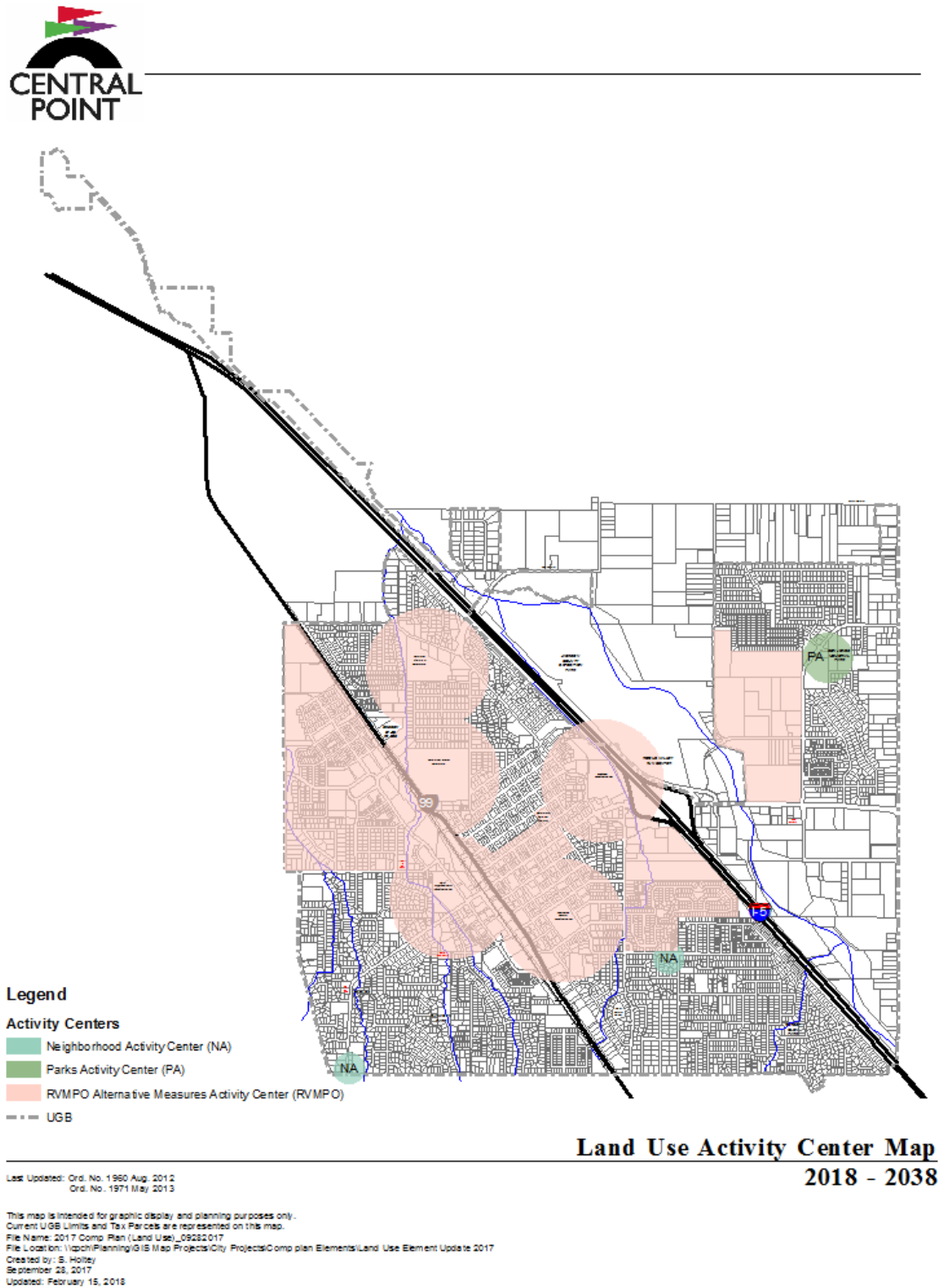
Benefits of activity centers include:[\[3\]\[4\]](#)

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

The City's activity centers are illustrated in Figure 2.2. As the city grows into the URA's additional, strategically located activity centers will be needed to service both residential neighborhoods and the retail and employment needs of the community. The placement of future activity centers will be addressed in the Conceptual Land Use Plans prepared for each URA.

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

Figure 2.2 Activity Centers



3. Land Use Benchmarks

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

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

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

Table 3.1 illustrates the changes in the two benchmarks for the planning period 1980 – 2000, 2017 (current), and the planning period 2018 – 2038. Since the 1980 Land Use Element was completed the City has more intensely used its land. In 1980 it was estimated that the City would need 171 total acres per 1,000 residents. By 2017 the population benchmark (when measured against developed acreage) was 152 acres per 1,000 residents. By the end of the 2018 – 2038 planning period that ratio is expected to be 142 acres per 1,000 population; a 15% increase in development intensity from 1980 to 2038.

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

Table 3.1 Land Use Benchmarks

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

Source: Buildable Lands Inventory, 2017

4. Current (2017) Land Use Summary

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

The City's current Land Use Element was completed in 1983 covering an urban area of 2,736.83 acres. At that time it was expected that the City's urban area (build-out) was sufficient in size to accommodate a population of 16,000 by the year 2000, or 171 acres per 1,000 residents. By the end of 2017 the City's certified population was 17,700¹⁵ and the urban area accounted for approximately 3,100 acres of which 2,679 acres were classified as developed¹⁶, for a ratio of 158 developed acres per 1,000 residents.

Since 1983 the most noticeable change in land use was due to changes in the Industrial and Residential land use classifications. This was the result of land use changes in 2001 allowing for development of the Twin Creeks TOD. At that time the lands currently occupied by the Twin Creeks TOD was designated for industrial use and needed to be changed to residential use to accommodate the Twin Creeks TOD project. This change was off-set by changes in the southeast quadrant of the city from Residential to Industrial land use. Table 3.1 identifies and compares the City's current land use distribution based on the 1983 Land Use Element to year 2000, current land use for 2017, and projected land use needs to 2038¹⁷.

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

The other noticeable change in Table 3.1 was in the Civic classification from a projected 7% of total land area to 4% by 2017. This reduction was the result of changes in accounting methodology for civic land uses. The current figure is based on lands actually designated as Civic use on the Land Use Plan Map and account for such public uses as schools, libraries, and misc. government uses. The earlier 1983 number was based on an accounting of all "civic" uses such as churches, private schools, fraternal organizations, etc. which is located within other land use classifications (predominantly Residential). When all "civic" uses (public and private) are accounted for the actual percentage in 2017 was close to 7%. Going forward the term "Civic" applies to only public or utility related civic uses. Uses such as churches and private schools, because of their size, no longer are limited to the Civic land use classification, but are allowed in other zoning districts as either an out-right permitted uses, or conditional uses. The City BLI will continue to maintain an inventory of these "other civic" land uses and make appropriate adjustments to the underlying land use classification and zoning as they occur.

¹⁵PSU Certified 2017 Population

¹⁶ Defined as buildable lands in the BLI

¹⁷ PSU Certified 2017 Population

5. Land Use Classifications

The City's current (2017) urban area contains approximately 3,100 acres. Every parcel is assigned to one of six (6) primary land use classifications, which are supported by nine (9) secondary land use classifications (Table 5.1), and five overlay districts, for a total land use system of 20 land use classifications.

Table 5.1. Land Use Classifications

1 Residential (Res)

Very Low Density (VLRes)

Low Density (LRes)

Medium Density (MRes)

High Density (HRes)

2 Commercial

Neighborhood Commercial (NC)

Employment Commercial (EC)

General Commercial (GC)

3 Industrial

Light Industrial (LI)

General Industrial (GI)

4 Park and Recreation (P/R)

5 Civic (C)

6. Overlay Districts

Transit Oriented Development (TOD)

Environmental (E)

Airport (A-A)

Central Business District (CBD)

Climate Friendly Area (CFA)

Table 5.2 identifies the distribution of the different land uses by net acreage for the current planning period (2018 to 2038). In Table 5.2 the additional 240 acres (approx.) represents, by land use, the projected acreage within the current URA that need to be brought into the City's UGB over the course of the next 20 years. As previously noted the acreages and their land use distribution are based on the needs established in such other elements as Housing (residential lands), Economic (commercial and industrial lands), Parks, etc. Figure 5.1 (Land Use Map) represents the spatial distribution of all land as defined in the Land Use Element, less what is shown in Table 5.2 as additional needed net acres uses.

Table 5.2 Projected Urban Area Land Use Needs

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

Source: City of Central Point Buildable Lands Inventory, 2017

Notes: ¹ "Additional Need" Source 2017 Housing Element

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

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

⁴ "Additional Need" not adjusted for future development

6. Residential Land Use

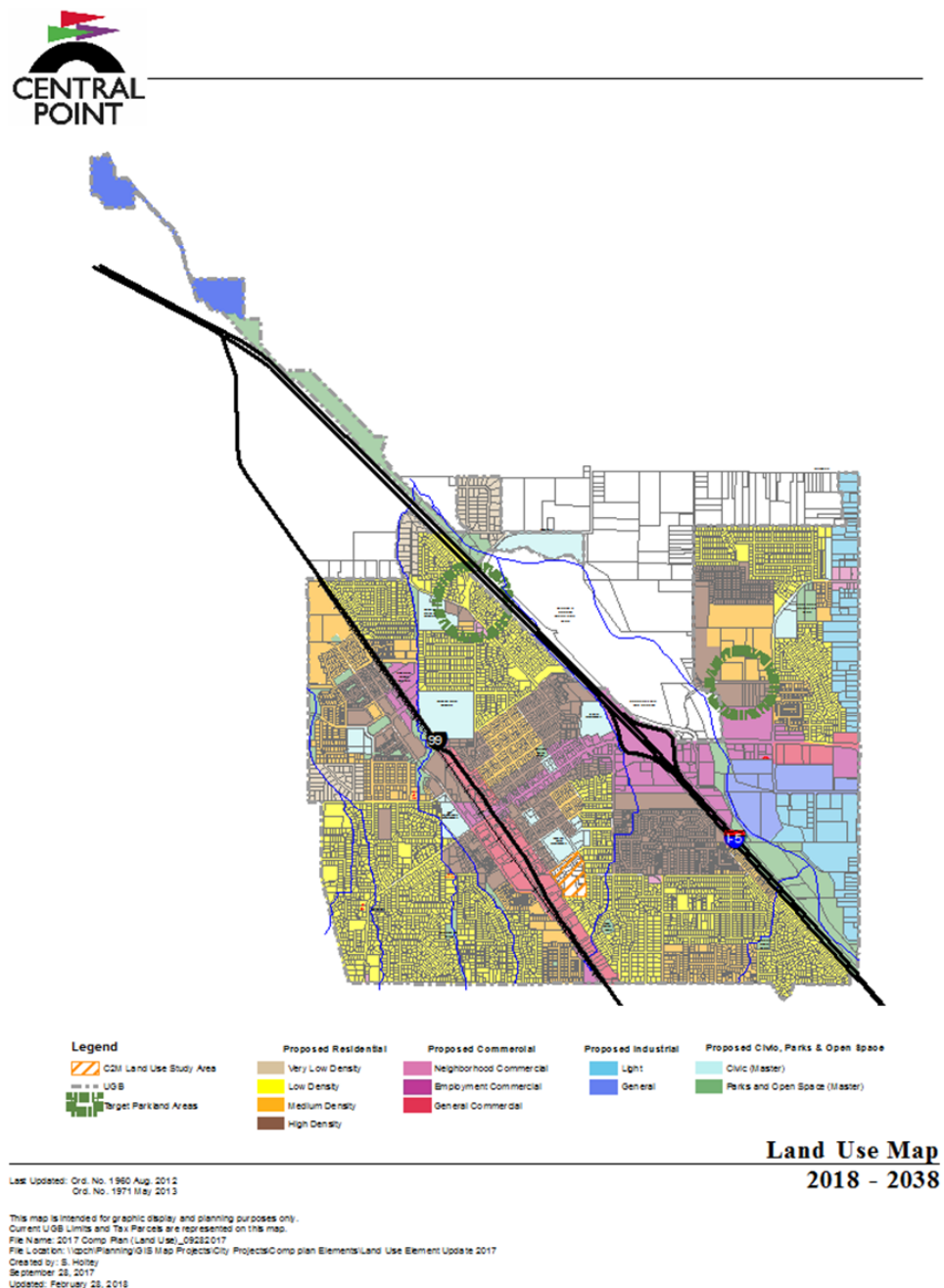
In 2017 the City's residential land uses accounted for 52% of the City's total urban land area, representing the largest single land use classification. For a City the size of Central Point the residential inventory is historically typical. The purpose of the residential land use classification is to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

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

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

minimum densities in the Housing Element as carried forward in the Land Use Element.

Figure 5.1 Land Use Plan Map



6.1. Residential Land Use Classifications

Since 1980 residential lands have accounted for approximately 50% of all developed lands within the City. Over the next 20 years it is projected that the residential percentage of the City's land inventory will remain at approximately 50%. On a population basis the ratio of population to

residential acres was initially planned in 1980 at 80:1,000 (Acres per 1000 residents). By the year 2000 the actual ratio was 80:1,000¹⁸. By 2017 the ratio was 83:1,000. By 2038, with the mandated minimum density at 6.9 the ratio is expected to drop to 77:1,000.

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

Table 6.1 Residential Land Use Classifications			
Land Use Classification	Permitted Housing Types	Associated Zoning Districts	Suggested Minimum and Maximum Gross Densities
VLRes (Very Low Density)	Single-Family Detached	R-L	1 to 4
LRes (Low Density)	Single-Family Detached and Attached	R-1-6 R-1-8 R-1-10	4 to 8
MRes (Medium Density)	Single-Family Attached, Plexes and Apartments	R-2 LMR	7 to 20
HRes (High Density)	Single-Family Attached, Plexes, Apartments	R-3 MMR HMR	20 to 50

The following defines each Residential land use classification:

6.1.1. Very Low Density Residential (VLRes)

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

As a percentage of the City's residential lands inventory it accounts for slightly over 1%. Today the reliance on buffering from agricultural use has been mitigated by implementation of agricultural buffering standards¹⁹, reducing the reliance on the VLRes classification as the sole solution to agricultural buffering strategy. However, the VLRes classification is still a viable option to agricultural buffering, and in environmentally sensitive lands, such as flood hazard areas and wet lands, where larger lots will facilitate buffering mitigation.

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

¹⁹ CPMC 17.71 Agricultural Mitigation

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

Table 6.2 Very Low Density Residential				
Zoning District	Minimum Density/Gross Acre	Maximum Density/Gross Acre	Suggested Minimum Net Lot Size	Suggested Maximum Net Lot Size
R-L	1	4	9,000 sq. ft.	35,000 sq. ft.

6.1.2. Low Density Residential (LRes)

The LRes land use classification supports the need for low density housing and represents the City's R-1 zoning district. The LRes classification represents the largest residential land use category, accounting for 60% of the City's residential acreage. The purpose of this land use classification is to accommodate the demand for single-family attached and detached housing. The minimum density is 4 dwelling units per gross acre (R-1-10), with a maximum of 8 dwelling units per gross acre (Table 6.3). Single-family attached housing is permitted within the LRes classification subject to design standards that assure architectural compatibility with abutting single-family detached dwellings. Design emphasis is on massing, fenestration, and pedestrian and vehicular access to assure individual identity for each attached unit.

Table 6.3 Low Density Residential				
Zoning District	Minimum Density/Gross Acre	Maximum Density/Gross Acre	Suggested Minimum Net Lot Size	Suggested Maximum Net Lot Size
R-1-6	6	8	4,000 sq. ft.	6,000 sq. ft.
R-1-8	5	6	6,000 sq. ft.	7,000 sq. ft.
R-1-10	4	5	7,000 sq. ft.	9,000 sq. ft.

6.1.3. Medium Density Residential (MRes)

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

development standards from the LMR district, but may in-fill, or redevelop using LMR standards.

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

6.1.4.High Density Residential (HRes)

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

Table 6.5 High-Density Residential (HRes)				
Zoning District	Minimum Density/Gross Acre	Maximum Density/Gross Acre	Suggested Minimum Net Lot Size	Suggested Maximum Net Lot Size
R-3	15	20	N.A.	N.A.
MMR	15	20	N.A.	N.A.
HMR	20	50	N.A.	N.A.

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

6.1.5.Residential Land Use Plan Map

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

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

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

6.1.6. Residential Infill and Redevelopment

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

6.1.7. Small Town, Neighborhood Preservation, Identification and Livability

One of the benefits of living in Central Point is its small town character, the importance of which is acknowledged in the City's 2007 *Central Point Forward Fair City Vision 2020* (Vision Plan) "... with a 'small town' commitment and feel that promotes community pride, safety, and friendliness;" followed by the value statement that the City values "... planned growth that will retain our small town atmosphere." With the "... small town aspiration ..." and increasing residential density urban design is, and will continue to be an important consideration in the City's continuing development.

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

6.2. Residential Zoning & Density

The residential densities shown in the above tables are based on gross acres as defined in Section 6.3. All residential development must meet the minimum density requirement based on its land use classification²⁰ and the applicable underlying zoning district. The minimum and maximum net lot area shown in the above tables are advisory only. The designation of minimum and maximum lot size for each residential district is the responsibility of the City's Zoning Ordinance, which may be modified from time-to-time provided they comply with the applicable densities set forth in the Housing Element for each associated residential land use classification.

6.3. Minimum/Maximum Density Calculation

The Regional Plan Element measures density in terms of dwelling units per gross acre (43,560 sq. ft.). To calculate residential density per gross acre it is

²⁰ City of Central Point 2018 Housing Element

sometimes necessary to remove other non-residential use areas within the proposed project that will be given a land use reclassification from the Residential inventory to another approved land use (excepting right-of-way). The range of residential units allowed within any particular land use classification and zoning district can be calculated by taking the gross acreage (43,560 sq. ft. per gross acre) less any areas proposed for public parks/public open space, civic uses and environmental lands as that term is defined in the Land Use Element Environmental Overlay (Section 6.3.3).

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

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

Gross acreage equals 2.5 acres

Minimum required density 5 units/gross acre.

Maximum allowed density 6 units/gross acre.

$2.5 \times 5 = 12$ minimum number of dwelling units.

$2.5 \times 6 = 15$ maximum number of dwelling units.

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

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

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

Minimum required density 5 units per gross acre.

Maximum allowed density 6 units per gross acre.

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

$1.25 \times 6 = 7.5$ rounded²¹ to 8 maximum number of dwelling units.

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

Over the course of the next 20-year planning period the City will need approximately 250 acres of residential land to meet its expected population growth²². The below tables illustrate how the new residential lands are scheduled to be distributed by land use classification²³ as necessary to meet the minimum density standards of the Housing Element.

²¹ Conventional rounding method

²² City of Central Point Housing Element

²³ City of Central Point Housing Element

Table 7.6 Proposed Maximum and Minimum Gross Density, Zoning

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

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

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

6.3.1. Public Parks/Open Space and Residential Density

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

6.3.2. Civic Uses and Residential Density

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

6.3.3. Environmental Lands and Residential Density

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

6.3.4. Residential Goals and Policies:

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

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

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

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

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

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

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

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

7. Employment Land Use

The Employment land use category is comprised of six (6) supporting land use classifications addressing the City's land use needs for commercial, office, and industrial acreage. The City has a total 2017 inventory of 511 acres within the urban area designated for employment purposes. Based on the findings of the Economic Element it is estimated that by the year 2033 the City will have a need for 59 to 64

additional gross acres²⁴, or 13 acres per 1,000 residents of employment lands to meet its 2033 year growth projection. The Economic Element was based on the assumption that by 2033 the population would be 27,410. Portland State University Population Research Center's²⁵ official forecast for 2033, was 22,257, was considerably lower. By 2038 it is projected to be 23,290. Because the 2038 population projection does not exceed the Economic Element's 2033 population projection the estimated demand of 59 – 64 additional acres for employment purposes will be acceptable for the 2018 – 2038 planning period.

Table 7.1. Projected Employment Land Use Needs

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

Source: City of Central Point Buildable Lands Inventory, 2017

7.1. Commercial Land Use Summary

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

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

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

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

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

Table 7.2. Commercial Land Use Distribution, 2017

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

7.1.1. Commercial Land Use Plan

The City's commercial land use plan is based on the Economic Element's analysis of commercial, office, and tourist needs of the community for the planning period (2013-33). At the time the Economic Element was completed (2013) the City's commercial lands accounted for 8% (235 acres) of the City's total land inventory. At 8% of the total land area the population to commercial land use ratio was 13 acres of commercial land for every 1,000 population by the year 2033. This ratio remains consistent with the standard adopted in the 1983 Land Use Element, and is supported by the Economic Element which notes that there are sufficient commercial lands within the current urban area to address future commercial land needs to meet the 2033 population.

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

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

7.1.1.1. Neighborhood Commercial (NC).

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

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

7.1.1.2. Employment Commercial (EC).

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

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

7.1.1.3. General Commercial (GC).

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

The GC land use designation replaces the prior Thoroughfare Commercial classification.

7.1.2. Commercial Development Goals and Policies

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

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

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

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

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

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

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

7.2. Industrial Land Use Plan

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

and industrial acres in number and size to provide an attractive inventory of industrial lands.

The City's vision plan restates the continuing need to improve the industrial, employment, and economic health of the Community as a major goal, and to mitigate the City's "bedroom community" image. Since 1980 the City has successfully pursued this goal, having attained a current ratio of 14.87 industrial acres per resident. The industrial land use classification is divided into two sub-classifications; Light Industrial and Heavy Industrial. Together they total 275 acres, of which 54 acres are considered vacant. The Economic Element determined that by 2033 an additional 49 gross acres²⁶ will be needed for industrial purposes. This need determination was based on a 2033 population projection of 27,410. Since adoption of the Economic Element Portland State University's Population Research Center, in accordance with recently adopted legislation, completed an updated population estimate for 2015 through 2060. The projected population for 2038 is 23,290²⁷ which is less than that used in the Economic Element. As such, and since population was used as an indicator of future need, the Economic Element's project need is deemed acceptable for 2038 use.

7.2.1. Industrial Goals and Policies

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

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

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

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

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

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

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

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

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

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

²⁷ Portland State University, Population Research Center Interpolation Table

7.3. Civic Land Use

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

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

7.3.1. Civic Land Use Goals and Policies

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

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

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

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

7.4. Parks and Recreation Land Use

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

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

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

7.5. Circulation/Transportation Land Use

The Land Use Plan maintains the City's public street system as a percentage of the City's total land inventory. As a typical rule-of-thumb the right-of-way needs of a typical community averages 25%²⁸ of all land uses within an urban area. In 1980 it was estimated that by the year 2000 the City's street right-of-ways would account for 20% of the City's total land area. By 2017 the figure was actually 22%. Statistically the 2%

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difference is insignificant when the methodology for determining right-of-way is considered. As explained in the BLI with the exception of right-of-way all other parcels (A) are based on the tax assessors information. The City's GIS system uses a shape file for the City's urban area (B). When A is deducted from B the result is right-of-way. The City's circulation planning is the responsibility of the City's Transportation System Plan. The Transportation System Plan address not only the City's street right-of-way needs, but also, rail, bicycle, pedestrian, and air.

7.5.1. Circulation Land Use Goal

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

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

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

8. Overlay Districts

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

8.1. Central Business District (CBD)

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

8.2. Transit Oriented Development District (TOD)

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

8.3. Environmental Overlay

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

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

8.4. Airport Overlay

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

8.5. Climate Friendly Area (CFA) Overlay

The CFA Overlay represents an area designed to encourage an urban mixed-use area with higher-density housing, jobs, business and services that are accessible via high quality, connected bicycle, pedestrian and transit networks and services. The CFA Overlay includes a land area with sufficient zoned building capacity to accommodate 30 percent of the City's current and future housing need and applies land use and development standards consistent with the requirements provided in Oregon Administrative Rule 660-012-0300 through 0325.

The City's CFA Overlay is 94.4 gross acres with 66.8 net developable acres after deducting existing and future right-of-way. The CFA Overlay is 1,226 feet wide measured at the narrowest area along East Pine Street. As illustrated in Figures 8.5.1, the CFA is located within the TOD Overlay north of East Pine Street between Bear Creek and Hamrick Road on the east side of Interstate 5. It is planned to accommodate a mix of high density residential, employment commercial and civic land uses (Figure 8.5.2)

Figure 8.5.1. CFA Overlay Map



Climate Friendly Area (CFA)



Figure 8.5.2. CFA General Land Use Plan



Climate Friendly Area (CFA)

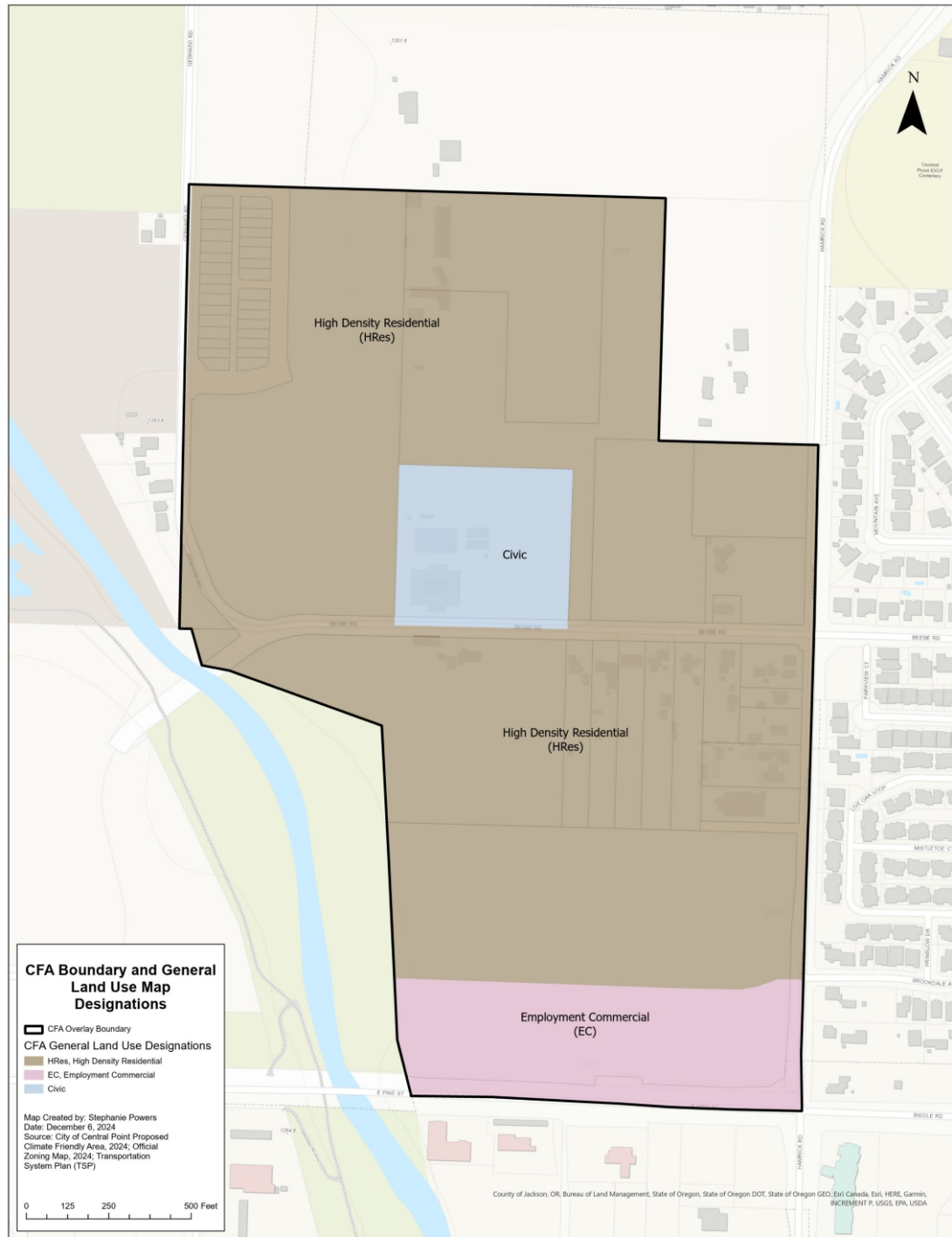
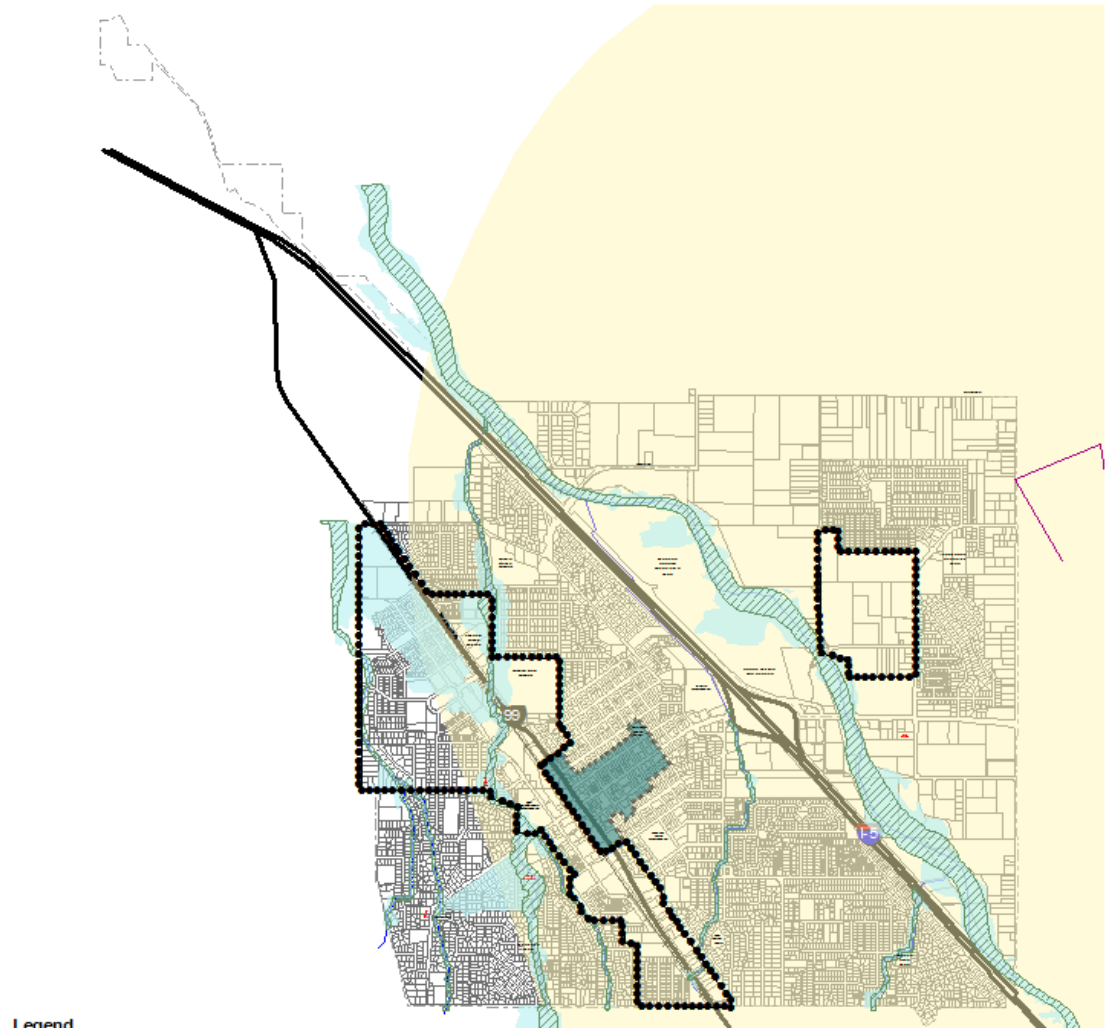


Figure 8.1. City of Central Point Overlay Districts Map



Legend

- TOD Overlay
- Central Business District Overlay
- ▨ Stream Corridor Overlay
- Flood Overlay
- Airport Approach Overlay
- Airport Concern Overlay
- UGB

**Land Use Overlay Map
2018 - 2038**

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

This map is intended for graphic display and planning purposes only.
Current UGB Limits and Tax Parcels are represented on this map.
File Name: 2017 Comp. Plan (Land Use)_09262017
File Location: \\apch\Planning\GIS Map Projects\City Projects\Comp plan Elements\Land Use Element Update 2017
Created by: S. Holley
September 28, 2017
Updated: February 28, 2018

9. Urban Growth Boundary

As the City grows it will be necessary to expand the UGB to accommodate the projected growth. The preferred protocol is to expand the UGB provided the criteria set forth in CPDC, Section 17.96.500 are met. Based on the BLI and findings in Housing, Economic, and Parks and Recreation Elements the UGB needs to expand to include an additional 240 acres (approx.), distributed as shown in Table 9.1.

Table 9.1 Projected Urban Area Land Use Needs

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

Source: City of Central Point Buildable Lands Inventory, 2017

Notes: ¹ "Additional Need" Source 2017 Housing Element

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

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

⁴ "Additional Need" not adjusted for future development

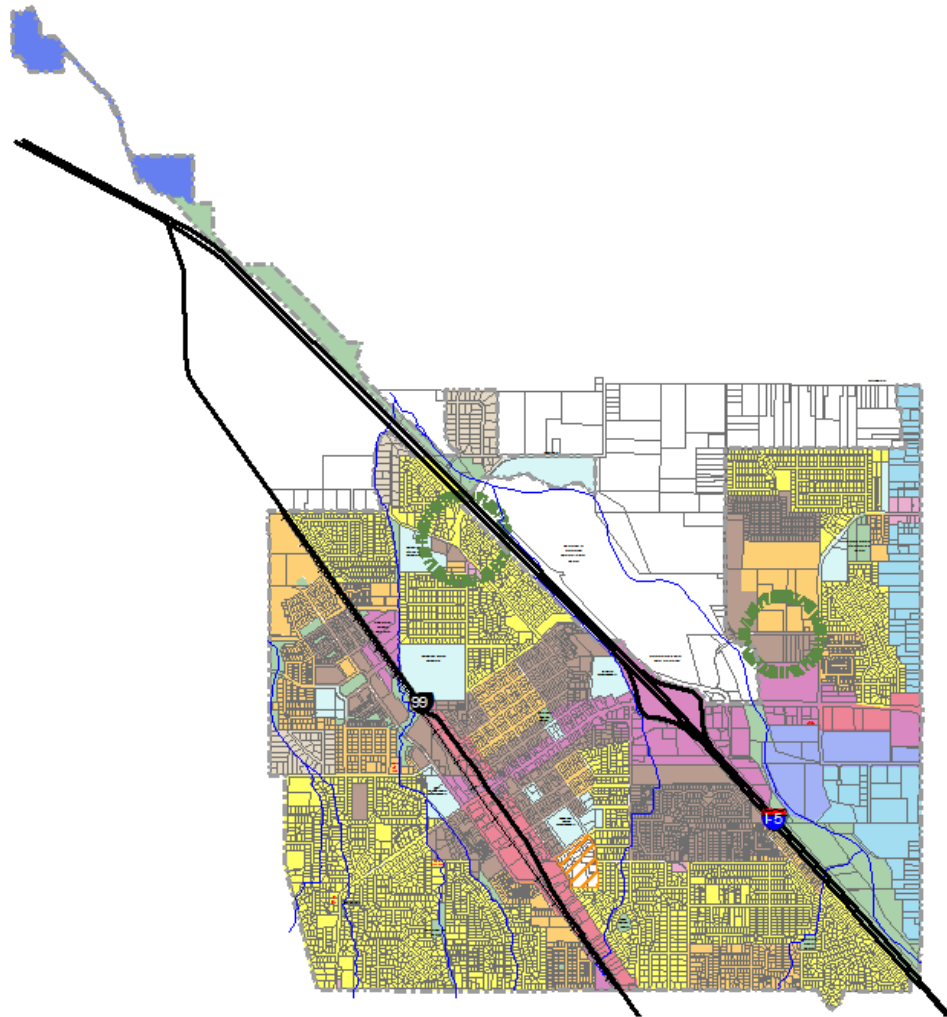
10. Land Use Plan Map

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

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

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

Figure 10.1. City of Central Point, Land



Legend

- CDM Land Use Study Area
- UGB
- Target Parkland Areas

Proposed Residential

- Very Low Density
- Low Density
- Medium Density
- High Density

Proposed Commercial

- Neighborhood Commercial
- Employment Commercial
- General Commercial

Proposed Industrial

- Light
- General

Proposed Civic, Parks & Open Space

- Civic (Master)
- Parks and Open Space (Master)

**Land Use Map
2018 - 2038**

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

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



DEPARTMENT: Planning **MEETING DATE:** March 13, 2025

STAFF CONTACT: Stephanie Powers, Planning Director

SUBJECT: Zoning Map and Text Amendments to Designate a Climate Friendly Area

SUMMARY AND BACKGROUND:

The City Council conducted a duly noticed public hearing on February 27, 2025, to consider an ordinance to amend the Zoning Map and Ordinance to accomplish the following:

- Amend the Zoning Map to apply the CFA Overlay to 94.4 acres and to re-zone 27.6 acres from Low Mix Residential (LMR) to Medium Mix Residential (MMR) within the CFA Overlay area;
- Add a new CFA Overlay chapter and make various amendments to other chapters in Central Point Municipal Code (CPMC) Title 17, Zoning including: CPMC 17.08.410 (TOD Land Use Definitions), CPMC 17.65 (TOD Overlay), CPMC 17.75.039 (Bicycle Parking Design Standards).

The proposed Zoning map and text amendments respond to amendments to portions of the Climate Friendly and Equitable Communities (CFEC) rules (Oregon Administrative Rule (OAR) 660-012-0300 through 0330), which require cities greater than 10,000 in population to establish at least one (1) Climate Friendly Area (CFA) to create dense urban mixed-use centers where people can live, work and play without owning a car.

At its February 27, 2025 hearing, the City Council moved to forward the Ordinance to a second reading. No changes have been made to the Ordinance since the first reading.

FINANCIAL ANALYSIS:

There are no costs associated with amending the zoning map and text other than in-kind contributions of staff.

LEGAL ANALYSIS:

Pursuant to OAR 660-012-0010(3) and 4(a), the City is required to designate a CFA by March 31, 2025. The City is utilizing the existing regulatory framework for the TOD Overlay and proposing minor changes in zoning designations and regulatory requirements to comply with the applicable CFA requirements in OAR 660-012-0300 through 0330. The Planning Department has prepared findings of fact and conclusions

of law that demonstrate how the proposed amendment meets the applicable state and local requirements (Attachment 1).

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

Community Investment, Goal 4 - Manage Growth to provide places that are timely and loved by the community.

Strategy 2 - Continually monitor and update the community's land use to reflect the community's preferences for how new growth areas will look, feel, and function. (As the City grows, in response to market demand, this supports the creation of urban form and architectural character informed by the community's vision for its future).

Comment: The intent of the CFA to create dense, mixed-use urban areas that allow people to live, work and play without having to own a car aligns with the City's existing policies for transit-oriented development. The TOD Overlay promotes a compact urban form that supports multiple modes of transportation. By leveraging existing policies that have resulted in the creation of attractive neighborhoods and commercial areas that reflect the community's vision to maintain a small-town feel, the proposed amendments apply what is already working with targeted changes needed to comply with state standards. Through community involvement and stakeholder input, Central Point's land use strategy in the CFA further promotes the small-town feel, housing needs and preferences of our community.

ATTACHMENTS/EXHIBITS:

1. Ordinance Amending the Zoning Map and Text (ZC-24002)

STAFF RECOMMENDATION:

Staff recommends approving the ordinance.

RECOMMENDED MOTION:

I move to approve Ordinance No. _____ an Ordinance Amending the Central Point Zoning Map to Apply the Climate Friendly Area Overlay to 94.4 Acres within a portion of the Eastside Transit Oriented Development Overlay and Re-zone 27.6 acres from Low Mix Residential (LMR) to Medium Mix Residential (MMR); and Amend Central Point Municipal Code Sections 17.08.410 (TOD Definitions), 17.65 (TOD Overlay), 17.75.039(H) (Bicycle Parking Standards), and Add New Chapter 17.69 (CFA Overlay).

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE CENTRAL POINT ZONING MAP TO APPLY THE CLIMATE FRIENDLY AREA OVERLAY TO 94.4 ACRES WITHIN A PORTION OF THE EASTSIDE TOD OVERLAY AND RE-ZONE 27.6 ACRES FROM LOW MIX RESIDENTIAL (LMR) TO MEDIUM MIX RESIDENTIAL (MMR); AND AMEND CENTRAL POINT MUNICIPAL CODE SECTIONS 17.08.410 (TOD DEFINITIONS), 17.65 (TOD OVERLAY), CPMC 17.75.039 (BICYCLE PARKING DESIGN STANDARDS), AND ADD NEW CHAPTER 17.69 (CFA OVERLAY).

File No. ZC-24002

Recitals:

A. Pursuant to CPMC, Chapter 1.01.040, the City Council, may from time to time revise its municipal code which shall become part of the overall document and citation.

B. In 2022, the State Land Development Commission adopted new transportation and land use planning rules in Oregon Administrative Rule (OAR) 660-012 to address climate mitigation and equity.

C. Pursuant to OAR 660-012-0010(3) and 4(a), the City of Central Point is required to designate a Climate Friendly Area (CFA), including adoption of land use regulations consistent with OAR 660-012-300 through OAR 660-012-0330 by March 31, 2025.

D. The City Council amended the Land Use Element establishing and designating a CFA Overlay within a 94.4 acre area in the City's eastside Transit Oriented Development (TOD) Overlay, and amended the General Land Use Map (GLUP) designation on 27.6 acres from Medium Density Residential to High Density Residential in land use File No. CPA-24001;

E. In accordance with CPMC 17.10.200(A), by Resolution No. 930 to the City Council, the Planning initiated the Major Amendment to the Zoning Map and Text to apply the 94.4 acre CFA Overlay within a portion of the eastside TOD Overlay, re-zone 27.6 acres from LMR to MMR, amend Section 17.08.410 (TOD Definitions), Section 17.65 (TOD Overlay), 17.75.039(H) (Bicycle Parking Design Standards), and add new Chapter 17.69 (CFA Overlay).

F. In accordance with CPMC 17.05.500, the City of Central Point Citizen's Advisory Committee considered the proposed amendments at their meeting on January 14, 2025 and recommended the City Council approve the amendments.

G. In accordance with CPMC 17.05.500 the following duly noticed public hearings were conducted:

1. February 11, 2025 Planning Commission meeting, at which the Planning Commission considered and approved Resolution No. 930 forwarding a favorable recommendation to the City Council to approve the proposed amendments; and,
2. February 27, 2025 City Council meeting at which time the City Council considered the first reading of the ordinance amending the Zoning Map and the Central Point Municipal Code in Section 17.08.410 (TOD Definitions), 17.65 (TOD Overlay), 17.75.039 (Bicycle Parking Design Standards) and adding a new chapter CPMC 17.69 (CFA Overlay).

H. Words ~~lined through~~ are to be deleted and words **in bold** are added.

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

Section 1. The Zoning Map of the City of Central Point is amended to apply the CFA Overlay to a 94.4 acre area within a portion of the eastside and re-zone 27.6 acres within the CFA Overlay from Low Mix Residential (LMR) to Medium Mix Residential (MMR) as provided in Exhibit A.

Section 2. Section 17.08.410 of the Central Point Municipal Code is amended provided in Exhibit B.

Section 3. Section 17.65 of the Central Point Municipal Code is amended as provided in Exhibit C.

Section 4. Section 17.75.039(H) of the Central Point Municipal Code is amended provided in Exhibit D.

Section 5. New Chapter 17.69 of the Central Point Municipal Code is hereby added as provided in Exhibit E.

Section 6. Basis of Decision. Basis of Decision. Based upon all the information received, the City Council adopts Sections 1, 2, 3.1, 3.2, 3.3, 3.5, 3.6, 4.2, 4.4, 4.5, 4.6 and 4.7 in the findings of fact and conclusions of law set forth in Exhibit F, hereby incorporated by reference.

Section 7. Codification. Provisions of this Ordinance shall be incorporated in the City Code and the word "ordinance" may be changed to "code", "article", "section", "chapter" or another word, and the sections of this Ordinance may be renumbered, or re-lettered, provided however that any Recitals and boilerplate provisions (i.e. Recitals A-H) need not be codified and the City Recorder is authorized to correct any cross-references and any typographical errors.

Section 7. Effective Date. The Central Point City Charter states that an ordinance enacted by the Council shall take effect on the thirtieth day after its enactment. The effective date of this ordinance will be the thirtieth day after the second reading.

Passed by the Council and signed by me in authentication of its passage this
_____ day of _____, 2025.

Mayor Taneea W. Browning

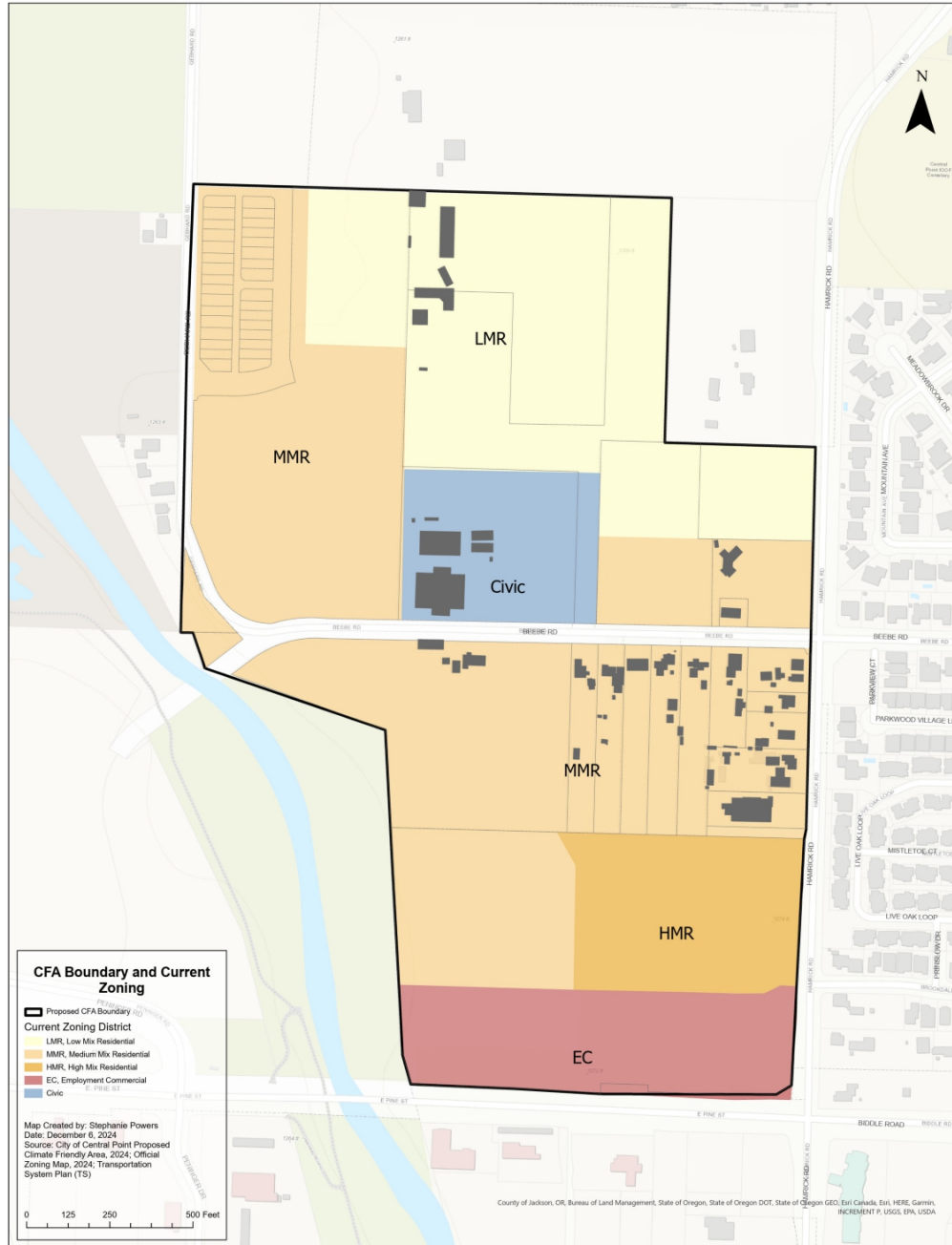
ATTEST:

City Recorder

EXHIBIT A



Climate Friendly Area (CFA) Current Zoning





Climate Friendly Area (CFA) Proposed Zoning

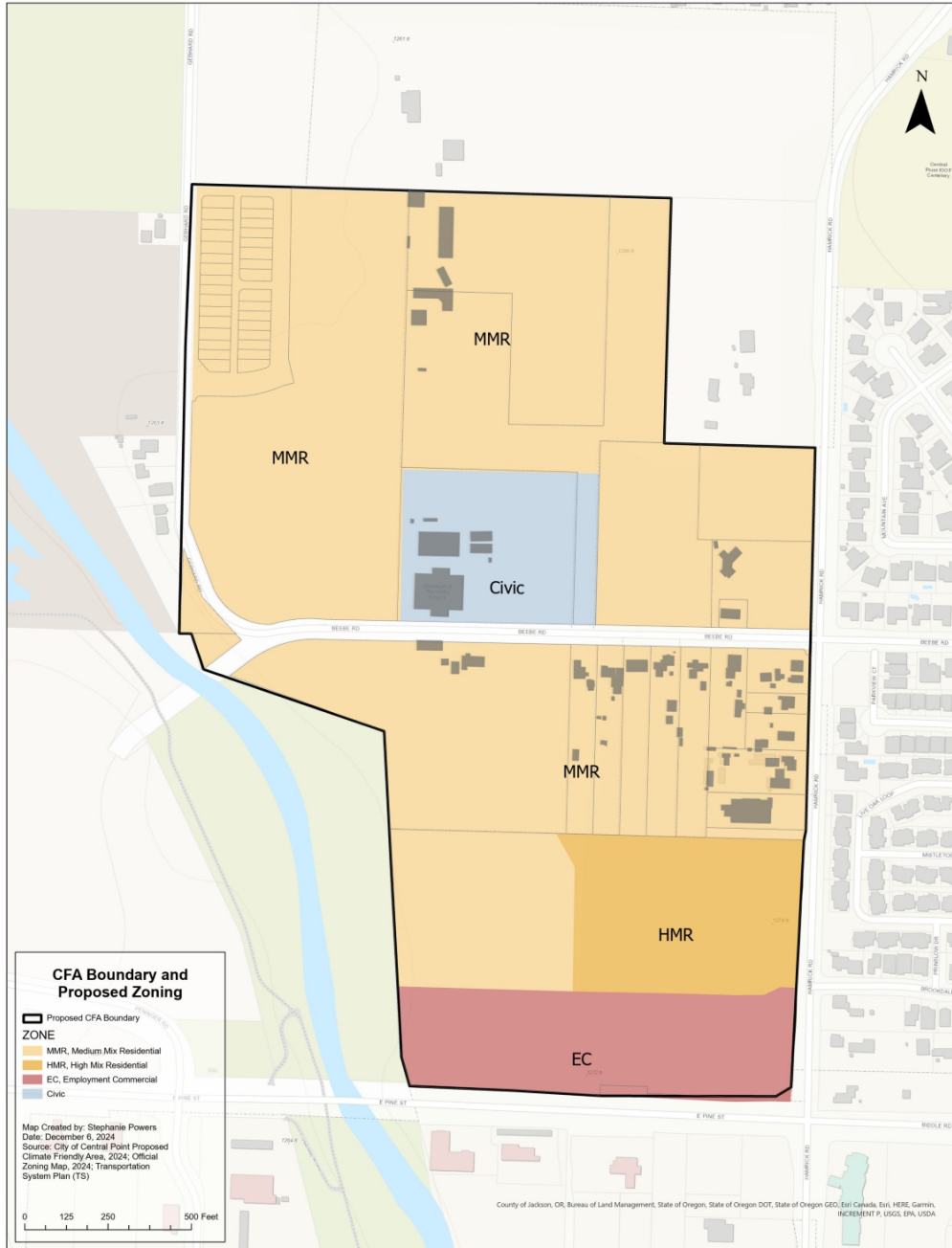


EXHIBIT B

17.08.410 TOD overlay definitions and uses.

A. Definitions of Land Use Types. The purpose of this section is to classify land uses and activities into use categories for the TOD overlay in Chapters 17.65, 17.66, and 17.67 on the basis of common functional, product, or physical characteristics.

Characteristics include the type and amount of activity, the type of customers or residents, how goods or services are sold or delivered, and certain site factors. The types of uses allowed in the various zones are based on the goals and policies of the comprehensive plan.

B. Considerations.

1. Uses are assigned to the category whose description most closely describes the nature of the primary use. Developments may have more than one primary use, and accessory activities may also be present. Primary and accessory uses are addressed in subsections (B)(2) and (3) of this section.

2. The following factors are considered to determine what category the use is in, and; whether the activity(ies) constitute primary or accessory uses:

- a. The description of the activity(ies) in relationship to the characteristics of each use category;
- b. The relative amount of site or floor space and equipment devoted to the activity;
- c. The relative amount of sales from each activity;
- d. The number and type of customers for each activity;
- e. The relative number of employees in each activity;
- f. Hours of operation;
- g. Building and site arrangement;
- h. The number and type of vehicles used with the activity;
- i. The relative number of vehicle trips generated by the activity(ies);
- j. Signs;
- k. How the use advertises itself; and
- l. Whether the activity(ies) would be likely to be found independent of the other activities on the site.

3. Multiple Primary Uses. When a development has a number of primary uses that fall within one use category, then the development is assigned to that use category. For example, if a development includes a grocery store and pharmacy, the development would be classified as a commercial retail sales and service use. When the primary uses in a development are within different use categories, each primary use is classified in the applicable category and is subject to the regulations for that category.

4. Accessory Uses. These uses are allowed by right and are regulated in conjunction with the primary use unless otherwise stated in this title.

5. Examples and Exceptions. To help illustrate the types of uses allowed or not allowed under a specific uses category, examples and/or exceptions are given. They are based on the common meaning of the terms and not on what a specific use may call itself.

C. Residential Use Types.

1. Dwelling, Single-Family. An attached or detached dwelling unit located on its own lot.

a. Large and Standard Lot Single-Family, Detached. These include dwellings located on individual lots. Homes which are constructed on site or manufactured homes are included under this definition.

b. Zero Lot Line, Detached. These residences are detached with building setbacks on the property line. Examples include Charleston row houses and courtyard cluster residences.

c. Attached Row Houses. These residences are attached along common side lot lines with adjoining units. They are classified as single-family residences because each unit is located on a separate lot, and they do not share common floors or ceilings with other dwelling units.

2. Dwelling, Duplex. A structure that contains two dwelling units which share common walls, floors, or ceilings on a single lot. A single-family dwelling with an accessory unit dwelling is not considered a duplex.

2 3. Dwelling, Multifamily. A structure that contains **two three** or more dwelling units which share common walls, floors, or ceilings on a single lot.

a. Plexes. These include **two three** or more attached units on a single lot. They may have single or multiple stories. They share common walls with other dwelling units, but not common floors or ceilings.

b. Apartments and Condominiums. These include **two three** or more attached units on a single lot. They typically have multiple stories. Common walls, floors and ceilings are shared with other dwelling units. Apartment complexes that have accessory services such as food service, dining rooms, and housekeeping are included under this use type.

3 4. Dwelling, Accessory Unit. An auxiliary living unit with separate kitchen, living and sleeping facilities in a single-family structure or in a separate accessory building on the same lot as a primarily single-family residence.

4 5. Boarding and Rooming Houses. See Section 17.08.010.

5 6. Family Care Facility. This includes two types of child care services and one type for adults.

~~a. Family Day Care. As defined by Oregon state statute, refers to the provision of day care services for children, with or without compensation, in the home of the caregiver. Family day care may provide care for six or fewer children full-time, with an additional four or fewer part-time children. During the school year, a family day care provider may care for four additional day care children on the days and during the hours school is not in session. Such children must be at least three years of age up to a maximum of four hours per day. No more than a total of ten children including the provider's own children may be present at any one time.~~

a. Family Child Care Home. As defined by Oregon state statute, a child care facility in a dwelling that is caring for not more than 16 children and is certified under ORS 329A.280 (When certification required) (2) or is registered under ORS 329A.330 (Registration requirements)

~~b. Day Care Group Home. As defined by Oregon state statute, is one in which care is provided in the home of the caregiver, with or without compensation, for seven through twelve children. It is subject to certification by the Children's Services Division. For the purposes of this section, 'full-time' is defined as eight or more hours in a twenty-four-hour period. 'Part-time' is defined as four or fewer hours in a twenty-four-hour period.~~

b. Child Care Center. As defined by Oregon state statute, a child care facility, other than a family child care home, that is certified under ORS 329A.280 (When certification required) (3).

c. Adult Day Care. A community-based group program designed to meet the needs of functionally or cognitively impaired adults through an individual plan of care. It is a structured, comprehensive program that provides a variety of health, social, and related support services in a protective setting during part of a day but for less than twenty-four hours. These facilities have an enrollment of ten or more individuals.

6. Home Occupation. See Section 17.08.010.

7. Residential Facility. A residential care, residential training, or residential treatment facility licensed or registered by the state (Mental Health and Developmental Services Division) as defined in ORS 443.400 where supervision; protection; assistance while bathing, dressing, grooming or eating; management of money;

transportation; recreation; and the providing of room and board or a combination thereof are provided for six or more physically disabled or socially dependent individuals, in one or more buildings on contiguous properties.

A residential facility does not include a residential school; state or local correctional facility; juvenile training school; youth care center operated by a county juvenile department; juvenile detention facility; nursing home; family care facility; or children's or adult day care as defined by state law.

8. Residential Home. A residential treatment or training or an adult foster home licensed by or under the authority of the state (Mental Health and Developmental Services Division), which provides residential care alone or in conjunction with treatment or training or a combination thereof for less than six individuals. These individuals need not be related. Staff persons needed to meet licensing requirements shall not be counted in the number of facility residents, and need not be related to each other or to any resident of the residential home.

9. Senior Housing. Housing designed and constructed to accommodate the needs of seniors and includes the following as defined in Section 17.08.010, Definitions, specific: independent living, senior apartments, and assisted living facilities. Senior housing does not include nursing facilities.

D. Commercial Use Types.

1. Entertainment. Businesses such as restaurants, cafes, and delicatessens; bowling alleys; health clubs; gyms; and membership clubs and lodges.

2. Professional Office. A use that is conducted in an office setting generally for business, government, professional, medical, or financial services.

Examples include professional services such as lawyers, accountants, engineers, or architects; financial businesses such as lenders, brokerage houses, bank headquarters, or real estate agents; data processing; sales offices; government offices and public utility offices; television and radio studios; medical and dental clinics, medical and dental labs; and blood-collections facilities.

3. Retail Sales and Service. Businesses that are involved in the sale, lease, or rental of new or used products to the general public. They may also provide personal services or entertainment, or provide product repair or services for consumer and business goods. Such uses are conducted indoors with limited provisions in this title to allow outdoor storage of material or merchandise. Categories and examples of retail sales and service uses include:

a. Sales-Oriented. Stores selling, leasing, or renting consumer, home, and business goods including appliances, art supplies, bicycles, clothing, dry goods, electronic equipment, fabric, furniture, garden supplies, gifts, groceries, hardware, home improvements, household products, jewelry, liquor, pets, pet food, pharmaceuticals, plants, printed material, stationery, and videos; and food sales.

b. Personal Service-Oriented. Businesses such as branch banks; urgency medical care; dental and medical offices; laundromats; photo or laundry drop-off; photographic studios; photocopy and blueprint services; hair, tanning, and personal care services; business, martial arts, and other trade schools; dance or music classes; mortuaries; veterinarians; and animal grooming.

c. Repair-Oriented. Businesses such as repair of televisions, bicycles, clocks, watches, shoes, guns, appliances and office equipment; tailor; locksmith; and upholsterer.

d. Drive-Through Facilities. Vehicle drive-up windows associated with restaurants, banks, laundries, photo processing, and similar uses.

e. Quick Vehicle Service. A business that provides direct services for motor vehicles where the driver generally waits in the car before and while the service is performed. The use includes a drive-through facility and the area where the service is performed. Examples include:

i. Full-service and mini-serve gas stations;

ii. Unattended card key stations;

iii. Carwashes; and

iv. Quick lubrication services. This use type does not include servicing of vehicles over ten thousand pounds gross cargo weight (except for gasoline), body repairs, welding, or painting.

f. Vehicle Sales/Rental and Repair. Sale, retail, and/or rental of autos, noncommercial trucks, motorcycles, motorhomes, and trailers less than ten thousand pounds gross cargo weight, together with incidental maintenance, such as automobile dealers, car rental agencies, or recreational vehicle sales and rental agencies. Also, repair of automobiles and light vehicles under ten thousand pounds gross cargo weight, including body repairs, welding and painting.

Uses not included, thus prohibited, as part of this definition are:

i. Lumber yards and other building material sales that sell primarily to contractors and do not have a retail orientation;

ii. Landscape materials stored outside, including bark chips, rock, fertilizer, and compost;

iii. Repair, sale, rental, or leasing of vehicles over ten thousand pounds gross cargo weight, commercial or consumer vehicles, and industrial vehicles and equipment.

4. Tourist Accommodations. This definition includes two use categories:

- a. Bed and Breakfast Inn. A structure designed and occupied as a residence in which sleeping rooms are provided on a daily or weekly basis for use by travelers or transients for a charge or fee paid or to be paid for the rental or use of the facility. The bed and breakfast establishment has no more than five guest sleeping rooms provided on a daily or weekly basis for the use of no more than a total of ten travelers or transients at any one time;
- b. Motel or Hotel. Establishments primarily engaged in providing lodging services on a temporary basis with incidental food, drink, and other sales and services intended for the convenience of guests.

E. Industrial Use Types.

1. Manufacturing. The manufacturing, processing, fabrication, packaging, or assembly of goods. Natural, manmade, raw, secondary, or partially completed materials may be used. Products may be finished or semi-finished and are generally made for the wholesale market, for transfer to other plants, or to order for firms or consumers. Goods are generally not displayed on site, but if so, they are a subordinate part of sales. Relatively few customers come to the manufacturing site.
2. Industrial Services. The repair, servicing, and storage of industrial, business, or consumer machinery, equipment, products, or by-products. Contractors and building maintenance services and similar uses can perform services off-site. Few customers, especially the general public, come to the site. Categories and examples of industrial service uses include:
 - a. Light. These activities are generally conducted indoors, but may have related outdoor activities including parking or storage of operable vehicles and equipment and finished products. Examples include welding shops; machine shops; tool, electric motor, and scientific or professional instruments repair; metal and building materials; towing and vehicle storage; heavy truck servicing and repair; truck stops; building, heating, plumbing, or electrical contractors; printing, publishing and lithography shops; exterminators; janitorial and building maintenance services; laundry, dry-cleaning, and carpet cleaning plants; photo-finishing laboratories; and warehousing.
 - b. Heavy. Activities are conducted indoors and outdoors, and outdoor activities may include storage of inoperable vehicles and equipment, scrap metal, other salvage or recyclable materials, and stockpiled material such as gravel, construction debris, or compost. Examples include sales, repair, storage, salvage or wrecking of heavy machinery; auto and truck salvage and wrecking; tire retreading or recapping; fuel oil distributors; and solid fuel yards.
3. Wholesale Sales. The sale, lease, or rent of products primarily intended for industrial, institutional, or commercial businesses. The uses emphasize on-site sales or order-taking and often include display areas. Businesses may or may not be open to the general public, but sales to the public are limited. Products may be picked up on the site or delivered to the customer. Examples include sale or rental machinery, equipment, heavy trucks, building materials, special trade tools, welding

supplies, machine parts, electrical supplies, janitorial supplies, restaurant equipment and store fixtures; mail order houses; and wholesale of food, clothing, auto parts, and building hardware.

F. Civic Use Types.

1. Community Services. Uses of a public, nonprofit, or charitable nature generally providing a local service to people of the community. Generally, they provide other service on the site or have employees at the site on a regular basis. The service is ongoing, not just for special events. Community centers or facilities are open to the general public or have membership provisions that are open to the general public to join at any time (for instance, any senior citizen could join a senior center). The use may also provide special counseling, education, or training of a public, nonprofit, or charitable nature.

Examples include libraries, museums, senior centers, community centers, publicly owned swimming pools, youth club facilities, hospices, drug and alcohol centers, social service facilities, vocational training for the physically or mentally disabled, cemeteries, crematoriums, and mausoleums.

Not included as part of this definition are:

- a. Private lodges;
- b. Clubs; or
- c. Private or commercial athletic or health clubs (these uses are classified as retail sales and service).

2. Hospital. A use which provides medical or surgical care to patients and offers overnight care.

3. Public Facilities. Public uses that provide support, transportation, safety, and emergency services to the general public. Examples include police stations, fire stations, ambulance stations, public utility offices, operations centers, transit stations, and park-and-ride facilities for transit. This definition excludes streets.

4. Religious Assembly. Institutions that are intended to primarily provide meeting areas for religious activities. Examples include churches, temples, synagogues, and mosques. **Includes related facilities such as the following in any combination: Rectory or convent, meeting hall, offices for administration of the institution, or cemetery.**

5. Schools. Public and private kindergarten, primary, elementary, middle, junior high, or high schools that provide state mandated basic education and colleges and trade schools. **Includes related dormitory facilities or staff housing.**

6. Utilities. Infrastructure services which need to be located in or near the area where the service is provided. Basic utility uses generally do not have regular employees at the site. Services may be public or privately provided. Examples

include water and sewer pump stations; electrical substations; water towers and reservoirs; stormwater retention and detention facilities; telephone exchanges; and recycling drop-off. This definition excludes wireless communication facilities and structures as defined in this chapter.

G. Open Space Use Types.

1. Parks and Open Space. Public or private land that is primarily left in a natural state or landscaped with few structures. Examples include parks, play grounds, golf courses, public squares, recreational trails, botanical gardens, and nature preserves.

H. Sign-Related Definitions.

1. A-board sign. A double-face temporary rigid sign which is self-supporting.
2. Area of Sign. The area of a sign shall be the entire area within any type of perimeter or border which encloses the outer limits of any writing, representation, emblem, figure, or character. If the sign is enclosed in a frame or cabinet, the area is based on the inner dimensions of the frame or cabinet surrounding the sign face. When a sign is on a base material and attached without a frame, such as a wood board, the dimensions of the base material are to be used. The area of a sign having no such perimeter, border, or base material shall be computed by enclosing the entire area within the parallelogram or a triangle of the smallest size sufficient to cover the entire message of the sign and computing the area of the parallelogram or a triangle. For the purpose of computing the number of signs, all writing included within such sign structure, which shall be counted as one sign per structure.
3. Balloon. See definition under Temporary Sign.
4. Banner. See definition under Temporary Sign.
5. Building Face. The single wall surface of a building facing a given direction.
6. Directional Sign. A permanent sign which is designed and erected solely for the purpose of traffic or pedestrian direction and placed on the property to which the public is directed.
7. Flashing Sign. A sign any part of which pulsates or blinks on and off. This excludes message signs.
8. Freestanding Sign. A sign supported by any structure primarily for the display and support of the sign.
9. Height of Sign. Height is measured from the grade of the curb line closest to the base of the sign to the highest point of the sign. In the absence of a curb line, the edge of the street pavement shall be used. In the absence of street pavement, the ground level shall be used to measure the height.
10. Lawn Sign. See definition under Temporary Sign.

11. Lighting Methods.

- a. Direct. Exposed lighting or neon tubes on the sign face;
- b. Flashing. Lights which blink on and off randomly or in sequence;
- c. Indirect or External. The light source is separate from the sign face or cabinet and is directed toward the sign so as to shine upon the exterior surface of the sign;
- d. Internal. A source of illumination from within a sign.

12. Message Sign. A sign with a maximum area of eight square feet, which can change its message electronically and is designed to display various messages, including but not limited to signs displaying time and temperature.

13. Multi-Faced Sign. A sign which has two or more sign faces, contained in a single sign structure.

14. Projecting Sign. A sign that is mounted perpendicular to the face of a building or that hangs from a canopy or awning.

15. Real Estate Sign. A sign for the purpose of rental, lease, sale, etc., of real property, building opportunities, or building space.

16. Roof Sign. A sign any portion of which is displayed above the highest point on the roof.

17. Sign Face. Surface of a sign containing the message. The sign face shall be measured as set forth in the definition for sign area.

18. Temporary Sign. A sign not permanently affixed to a structure on a property. These signs primarily include, but are not limited to, canvas, cloth, or paper banners or posters hung on a building wall or on a permanent pole such as on a free-standing sign support.

- a. Temporary Rigid Sign. A temporary sign, other than a lawn sign, made of rigid materials such as wood, plywood, or plastic. This includes A-board signs.

- b. Lawn Sign. A freestanding sign in a residential zone which is exempt from sign permit requirements for one or two signs which do not exceed six square feet per sign face or three feet in height. Examples include real estate signs and election signs.

19. Wall Sign. Any sign attached to, painted on, or erected against the wall of a building or structure with the exposed face of the sign in a plane parallel to the wall.

20. Reader Board. A sign that conveys information about a variety of subjects, including advertising for products or services, travel, news or event information.

21. Scoreboard. A large internally illuminated sign located within a sports stadium or in conjunction with a sporting event field on which the score of the sporting event is shown and intended for viewing primarily by persons participating in such sporting events and/or spectators of such sporting events. (Ord. 2100 § 4, 2023; Ord. 2028 §1, 2016; Ord. 2014 §1(part), 2015; Ord. 1815 §1(part), Exh. D, 2000).

EXHIBIT C

17.65 TOD OVERLAY

17.65.010 Purpose.

The purpose of the Central Point transit oriented development (TOD) overlay is to promote efficient and sustainable land development and the increased use of transit as required by the Oregon Transportation Planning Rule.

17.65.020 Area of application.

These regulations apply to the Central Point TOD overlay as shown on the official city comprehensive plan and zoning maps. A development application within the TOD overlay shall comply with the requirements of this chapter.

17.65.025 Special conditions.

On occasion it may be necessary to impose interim development restrictions on certain TOD overlay areas. Special conditions will be identified in this section for each TOD overlay.

A. Eastside Transit Oriented Development Overlay (ETOD) Agricultural Mitigation. All development shall acknowledge the presence of active farm uses within the ETOD area by recording a right-to-farm disclosure statement as a condition of final plat, transfer of property, or site plan and architectural review approval. The ETOD agricultural mitigation shall be removed at such time as the urban growth boundary is incorporated and completely builds out.

B. Eastside Transit Oriented Development Overlay (ETOD) Shallow Wells. Prior to development within the ETOD, a water table analysis shall be conducted to determine the local water table depth. Any development impacting the water table will require further analysis to determine the effect on neighboring wells and the development shall be expected to mitigate that impact.

The ETOD agricultural and shallow wells mitigation shall be removed at such time as the urban growth boundary is incorporated and parcels within the ETOD are built to urban standards and connected to city water. (Ord. 2100 § 10 (Exh. B), 2023; Ord. 1971 §4 (Exh. C) (part), 2013).

17.65.030 Conflict with other regulations.

When there is a conflict between the provisions of this chapter and other requirements of this title, the provisions of this chapter shall govern. (Ord. 2100 § 10 (Exh. B), 2023; Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1815 §1(part), Exh. B(part), 2000).

17.65.040 Land use.

Four special zone district categories are applied in the Central Point TOD overlay. The characteristics of these zoning districts are summarized in subsections A through D of this section, with specific uses further defined in Section 17.65.050, Table 1.

A. Residential (TOD).

1. LMR--Low Mix Residential. This is the lowest density residential zone in the district. Single-family detached residences are intended to be the primary housing type; however, **duplexes**, attached single-family and lower density multifamily housing types, ~~such as duplex and triplex, for example~~, are also allowed and encouraged.

2. MMR--Medium Mix Residential. This medium density residential zone focuses on higher density forms of residential living. The range of housing types includes higher density ~~single-family, such as zero lot line and~~ **duplexes**, and a variety of multifamily residences. Low impact commercial activities may also be allowed.

3. HMR--High Mix Residential/Commercial. This is the highest density residential zone intended to be near the center of the TOD district. High density forms of multifamily housing, such as multiplexes or apartments, are encouraged along with complementary ground floor commercial uses. Low impact commercial activities may also be allowed. Low density residential types, including large and standard lot single-family detached housing, are not permitted.

B. Employment (TOD).

1. EC--Employment Commercial. Retail, service, and office uses are primarily intended for this district. Activities which are oriented and complementary to pedestrian travel and transit are encouraged. Development is expected to support pedestrian access and transit use. Automobile-oriented activities are generally not included in the list of permitted uses. Residential uses above ground floor commercial uses are also consistent with the purpose of this zone.

2. GC--General Commercial. Commercial and industrial uses are primarily intended for this district. Activities which are oriented and complementary to pedestrian travel and transit are encouraged. Residential uses above ground floor commercial uses are also consistent with the purpose of this zone.

C. C--Civic (TOD). Civic uses such as government offices, schools, and community centers are the primary uses intended in this district. These uses can play an important role in the vitality of the TOD district.

D. OS--Open Space (TOD). Because the density of development will generally be higher than other areas in the region, providing open space and recreation opportunities for the residents and employees in the TOD district becomes very important. This zone is intended to provide a variety of outdoor and recreation amenities. (Ord. 2100 § 10

(Exh. B), 2023; Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1867 §4(part), 2006; Ord. 1815 §1(part), Exh. B(part), 2000).

17.65.050 Zoning regulations.

A. Permitted Uses. Permitted uses in Table 1 are shown with a “P.” These uses are allowed if they comply with the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.

B. Limited Uses. Limited uses in Table 1 are shown with an “L.” These uses are allowed if they comply with the specific limitations described in this chapter and the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.

C. Conditional Uses. Conditional uses in Table 1 are shown with a “C.” These uses are allowed if they comply with the applicable provisions of this title. They are subject to the same application and review process as other conditional uses identified in this title.

D. Density. The allowable residential density and employment building floor area are specified in Table 2.

E. Dimensional Standards. The dimensional standards for lot size, lot dimensions, building setbacks, and building height are specified in Table 2.

F. Development Standards.

1. Housing Mix. The required housing mix for the TOD district is shown in Table 2.

2. Accessory Units. Accessory units are allowed as indicated in Table 1. Accessory units shall meet the following standards:

- a. A maximum of one accessory unit is permitted per single-family unit;
- b. An accessory unit shall have a maximum floor area of eight hundred square feet;
- c. The applicable zoning standards in Table 2 shall be satisfied.

3. Parking Standards. The off-street parking and loading requirements in Chapter 17.64 shall apply to the TOD overlay.

Table 1 TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
<u>Residential</u>							
Dwelling, Single-Family							

Table 1 TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Large and standard lot	P	L5	N	N	N	N	N
Zero lot line, detached	P	P	N	N	N	N	N
Attached row houses	P	P	P	C	N	N	N
<u>Dwelling, Duplex</u>	<u>P</u>	<u>P</u>	<u>P</u>	<u>L1</u>	<u>L1</u>	<u>N</u>	<u>N</u>
Dwelling, Multifamily							
Multiplex, apartment	P	P	P	L1	L1	N	N
Senior housing	L6	P	P	L1	L1	N	N
Accessory Units	P1	P1	P1	C	N	N	N
Boarding/Rooming House	N	C	C	N	N	N	N
<u>Family Care Facility</u>							
Family day care <u>child care home</u>	P	P	P	<u>N-P</u>	<u>N-P</u>	N	N
<u>Day care group home</u>	<u>C-N</u>	<u>C-N</u>	<u>P-N</u>	<u>N-P</u>	<u>N-P</u>	<u>N-P</u>	N
<u>Child care center</u>							
Adult day care	C	C	C	N	N	N	N
Home Occupation	P	P	P	P	N	N	N
Residential Facility	P	P	P	N	N	N	N
Residential Home	P	P	P	N	N	N	N
<u>Commercial</u>							

Table 1 TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Entertainment	N	N	C	P, L7	P, L8, L9	N	N
Professional Office	C	L3	L3, L4	P	P	P	N
Retail Sales and Service							
Sales-oriented	C	L3	L3	P	P	N	N
Personal service-oriented	C	L3	L3, L4	P	P	N	N
Repair-oriented	N	N	N	P	P	N	N
Drive-through facilities	N	N	N	P	P	N	N
Quick vehicle service	N	N	N	P	P	N	N
Vehicle sales, rental and repair	N	N	N	P	P	N	N
Tourist Accommodations							
Motel/hotel	N	N	C	P	P	N	N
Bed and breakfast inn	C	C	P	P	P	N	N
<u>Industrial</u>							
Manufacturing	N	N	N	N	P	N	N
Industrial Service							
Light	N	N	N	N	P	N	N
Heavy	N	N	N	N	C	N	N
Wholesale Sales	N	N	N	N	P	N	N

Table 1 TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
<u>Civic</u>							
Community Services	C	C	C	N	N	P	C
Hospital	C	C	C	C	N	C	N
Public facilities	C	C	C	C	C	C	N
Religious assembly	C	C	C	C	N	P	N
Schools	C	C	C	N	N	P	L2
Utilities	C	C	C	C	C	C	C
<u>Open Space</u>							
Parks and Open Space	P	P	P	P	P	P	P

N--Not permitted.

P--Permitted use.

N--Not permitted.

P--Permitted use.

P1--Permitted use, one unit per lot.

C--Conditional use.

L1--Only permitted as residential units above ground floor commercial uses. **Affordable housing is permitted according to ORS 197A.445(1).**

L2--School athletic and play fields only. School building and parking lots are not permitted.

L3--Permitted in existing commercial buildings or new construction with ground floor businesses with multifamily dwellings above ground floor. Maximum floor area for commercial use not to exceed ten thousand square feet per tenant.

L4--Second story offices may be permitted in areas adjacent to EC zones as a conditional use.

L5--Only permitted as a transition between lower density zones and/or when adjacent to an environmentally sensitive area.

L6--Permitted only when part of an existing or proposed senior housing project on abutting property under the same ownership within the MMR or HMR district.

L7--Mobile food vendors, pods and mobile food courts are prohibited as provided in Chapter 5.44, Mobile Food Businesses.

L8--Mobile food vendors and pods are subject to the application requirements and provisions in Chapter 5.44, Mobile Food Businesses.

L9--Mobile food courts may be permitted in the GC zone as a conditional use in accordance with Chapter 5.44, Mobile Food Businesses and per Chapter 17.76, Conditional Use Permits.

Table 2 TOD District Zoning Standards							
Standard	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Density--Units Per Net Acre (f)							
Maximum	12	32	NA	NA	NA	NA	NA
Minimum	6	14 15	25	NA	NA	NA	NA
Dimensional Standards							
Minimum Lot or Land Area/Unit							
Large single-family	5,000 SF	NA	NA	NA	NA	NA	NA
Standard single-family	3,000 SF	NA	NA	NA	NA	NA	NA
Zero lot line detached	2,700 SF	2,700 SF	NA	NA	NA	NA	NA
Attached row houses	2,000 SF	1,500 SF	1,200 SF	NA	NA	NA	NA
<u>Duplexes</u>	<u>3,000 SF (l)</u>	<u>2,700 SF (l)</u>	<u>1,200 SF</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>
Multifamily	NA	NA	NA	NA	NA	NA	NA
Average Minimum Lot or Land Area/Unit							
Large single-family	7,500 SF	NA	NA	NA	NA	NA	NA
Standard single-family	4,500 SF	NA	NA	NA	NA	NA	NA
Zero lot line detached	3,000 SF	3,000 SF	NA	NA	NA	NA	NA

Table 2 TOD District Zoning Standards							
Standard	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Attached row houses	2,500 SF	2,000 SF	1,500 SF	NA	NA	NA	NA
<u>Duplexes</u>	<u>4,500 SF</u> <u>(l)</u>	<u>2,700 SF</u> <u>(l)</u>	<u>1,500 SF</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>
Multifamily	NA	NA	NA	NA	NA	NA	NA
Minimum Lot Width							
Large single-family	50'	NA	NA	NA	NA	NA	NA
Standard single-family	50'	NA	NA	NA	NA	NA	NA
Zero lot line detached	30'	30'	NA	NA	NA	NA	NA
Attached row houses	24'	22'	18'	NA	NA	NA	NA
<u>Duplexes</u>	<u>50'</u>	<u>30'</u>	<u>18'</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>
Multifamily	NA	NA	NA	NA	NA	NA	NA
Minimum Lot Depth	50'	50'	50'	NA	NA	NA	NA
Building Setbacks (k)							
Front (min./max.)	10'/15'	10'/15'	0'/15'	0'	0'/15'	0'/5'	15'
Side (between bldgs.) (detached/attached)	5' detached 0' attached (a)(c)	5' detached 0' attached (a)(c)	5' detached 0' attached (a)	0' 10' (b)	0' 15' (b)	0' 20' (b)	5'
Corner (min./max.)	10'/NA	10'/NA	0'/10'	5'/10'	15'/30'	5'/10'	15'/NA
Rear	10'	10'	10'	0' 10' (b)	15' (b) 0'	0' 20' (b)	5'
Garage Entrance	(d)	(d)	(d)	(e)	(e)	(e)	NA
Maximum Building Height	35'	45'	60'	60'	60'	45'	35'

Table 2 TOD District Zoning Standards							
Standard	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
Maximum Lot Coverage (g)	80%	80%	85%	100%	100%	85%	25%
Minimum Landscaped Area (i)	20% of site area	20% of site area	15% of site area (j)	0% of site area (h)	15% of site area	15% of site area	NA
Housing Mix							
Required housing types as listed under Residential in Table 1.	< 16 units in development: 1 housing type. 16--40 units in development: 2 housing types. > 40 units in development: 3 or more housing types (plus approved master plan)			NA	NA	NA	NA

Notes:

NA--Not applicable.

- (a) The five-foot minimum also applies to the perimeter of the attached unit development.
- (b) Setback required when adjacent to a residential zone.
- (c) Setback required is ten feet minimum between units when using zero lot line configurations.
- (d) Garage entrance shall be at least ten feet behind front building facade facing street.
- (e) Garage entrance shall not protrude beyond the face of the building.
- (f) Net acre equals the area remaining after deducting environmental lands, exclusive employment areas, exclusive civic areas and right-of-way.
- (g) Lot coverage refers to all impervious surfaces including buildings and paved surfacing.
- (h) Parking lot landscaping and screening requirements still apply.
- (i) Landscaped area shall include living ground cover, shrubs, trees, and decorative landscaping material such as bark, mulch or gravel. No pavement or other impervious surfaces are permitted except for pedestrian pathways and seating areas.
- (j) Rooftop gardens can be used to help meet this requirement.

(k) Where a building setback abuts a public utility easement (PUE), the building setback shall be measured from the furthest protrusion or overhang for the structure to avoid utility conflicts.

(l) For the purposes of calculating maximum density, a duplex shall be counted as a single dwelling unit. A duplex shall be counted as two dwelling units for purposes of calculating minimum density.

(Ord. 2100 § 10 (Exh. B), 2023; Ord. 2089 §2, 2022; Ord. 2064 §5, 2020; Ord. 2047 §1, 2018; Ord. 2034 §§10, 11, 2017; Ord. 2014 §10 (part), 2015; Ord. 2002 §2 (Exh. A) (part), 2015; Ord. 1981 §4 (Exh. D), 2014; Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1867 §4(part), 2006; Ord. 1815 §1(part), Exh. B(part), 2000)

EXHIBIT D

17.75.039 Off-street parking design and development standards.

All off-street vehicular parking spaces shall be improved to the following standards:

[...]

H. Bicycle Parking. The amount of bicycle parking shall be provided in accordance with Section 17.64.050, **provided that at least one or five percent of required bicycle parking spaces, whichever is more, shall meet the cargo/large bicycle parking space dimensions per Item 2(b)(ii) below,** and constructed in accordance with the following standards:

1. Location of Bicycle Parking. Required bicycle parking facilities shall be located on site in well-lit, secure locations within fifty feet of well-used entrances. Bicycle parking shall have direct access to both the public right-of-way and to a main entrance of the principal use. Bicycle parking may also be provided inside a building in suitable, secure and accessible locations. Bicycle parking for multiple uses (such as in a commercial center) may be clustered in one or several locations.

2. Bicycle Parking Design Standards. All bicycle parking and maneuvering areas shall be constructed to the following minimum design standards:

a. Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as a motor vehicle parking area or with a minimum of a three-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers or similar material). This surface will be maintained in a smooth, durable and well-drained condition.

b. Parking Space Dimension Standards.

i. Standard B bicycle parking spaces shall be at least six feet long and two feet wide with minimum overhead clearance of seven feet.

ii. Cargo/large bicycle parking spaces shall be at least eight feet long and three feet wide with minimum overhead clearance of seven feet.

c. Lighting. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use.

d. Aisles. A five-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.

e. Signs. Where bicycle parking facilities are not directly visible from the public rights-of-way, entry and directional signs shall be provided to direct bicycles from the public rights-of-way to the bicycle parking facility.

f. Security. Bicycle parking spaces shall either allow ways to lock at least two points on a bicycle, or be within a lockable space only available to authorized users.

EXHIBIT E

Chapter 17.69 CFA OVERLAY

Sections:

- 17.69.010 Purpose.**
- 17.69.020 Area of application.**
- 17.69.030 Relationship with other regulations.**
- 17.69.040 Land uses.**
- 17.69.050 Density.**
- 17.69.060 Dimensional standards.**
- 17.69.070 Development standards.**
- 17.69.080 Application review process.**
- 17.69.090 Design standards.**

17.69.010 Purpose.

The purpose of the Central Point Climate-Friendly Area (CFA) overlay is to promote climate-friendly development where residents, workers, and visitors can meet most of their daily needs without having to drive. The CFA overlay permits a variety of housing, jobs, businesses, and services in an area supported by high-quality pedestrian, bicycle, and transit infrastructure, as required by the Oregon Transportation Planning Rules.

17.69.020 Area of application.

These regulations apply to the Central Point CFA overlay as shown on the official city comprehensive plan and zoning maps. A development application within the CFA overlay shall comply with the requirements of this chapter.

17.69.030 Relationship with other regulations.

The provisions of this chapter apply in addition to other applicable TOD overlay zoning district standards and other requirements of this title. When there is a conflict between the provisions of this chapter and other requirements of this title including the TOD overlay standards, the provisions of this chapter shall govern.

17.69.040 Land uses.

Permitted, limited and conditional uses are allowed according to Table 1 of Section 17.65.050, with the following exceptions:

A. Within areas zoned MMR north of Beebe Road:

- 1. Large and standard lot and zero lot line single-family dwellings are permitted as a limited use, only as part of a TOD Master Plan subject to Section 17.69.080(A)(1).**
- 2. Child care centers are permitted.**

B. Within areas zoned MMR south of Beebe Road:

- 1. Large and standard lot and zero lot line single-family dwellings are prohibited.**
- 2. Child care centers are permitted.**
- 3. Entertainment uses that are restaurants, cafes, delis or other food and beverage-related establishments are permitted. Mobile food vendors, pods and mobile food courts are prohibited as provided in Chapter 5.44, Mobile Food Businesses.**
- 4. Professional offices are permitted.**
- 5. Sales-oriented, personal service-oriented and repair-oriented retail sales and services are permitted.**
- 6. Community services are permitted.**
- 7. Public facilities are permitted.**
- 8. Schools are permitted.**

C. Within areas zoned HMR:

- 1. Child care centers are permitted.**
- 2. Entertainment uses that are restaurants, cafes, delis or other food and beverage-related establishments are permitted. Mobile food vendors, pods and mobile food courts are prohibited as provided in Chapter 5.44, Mobile Food Businesses.**
- 3. Professional offices are permitted.**
- 4. Sales-oriented, personal service-oriented and repair-oriented retail sales and services are permitted.**

5. Community services are permitted.

6. Public facilities are permitted.

7. Schools are permitted.

D. Within areas zoned EC:

1. Attached row houses are permitted as a limited use, only where they are not fronting an arterial.

2. Drive-through facilities are permitted as a limited use, limited to a maximum of two total drive-through facilities within the CFA Overlay. Drive-through facilities are subject to proposed design standards in Section 17.69.090(x)).

3. Quick vehicle services are prohibited.

4. Vehicle sales, rental and repair are prohibited.

5. Community services are permitted.

6. Public facilities are permitted.

7. Schools are permitted.

E. Within areas zoned C:

1. Attached row houses are permitted.

2. Duplex dwellings are permitted.

3. Multiplex, apartment and senior housing multifamily dwellings are permitted.

4. Entertainment uses that are restaurants, cafes, delis or other food and beverage-related establishments are permitted. Mobile food vendors, pods and mobile food courts are prohibited as provided in Chapter 5.44, Mobile Food Businesses.

5. Sales-oriented, personal service-oriented and repair-oriented retail sales and services are permitted.

6. Public facilities are permitted.

17.69.050 Density.

The allowable residential density standards in Table 2 of Section 17.65.050 shall apply, with the following exceptions:

- A. No maximum density applies within areas zoned MMR.**
- B. A minimum density of 25 units per net acre applies within areas zoned EC.**
- C. A minimum density of 15 units per net acre applies within areas zoned C.**

17.69.060 Dimensional standards.

The dimensional standards in Table 2 of Section 17.65.050 shall apply, with the following exceptions:

- A. Minimum lot standards do not apply within areas zoned MMR or HMR.**
- B. Average minimum lot standards do not apply within areas zoned MMR or HMR.**
- C. A maximum front setback of 15 feet on an arterial or 5 feet on all other streets applies within areas zoned EC.**
- D. A maximum building height of 50 feet applies within areas zoned MMR or C.**

17.69.070 Development standards.

The development standards of Section 17.65.050(F) shall apply, with the following exception:

- A. The required housing mix standard does not apply to developments within the CFA overlay that include all attached row houses or multifamily dwellings.**

17.69.080 Application review process.

Development within the CFA overlay shall be subject to the review procedures established in Chapter 17.66, Application Review Procedures for the TOD Overlay, with the following exceptions.

- A. Master plans shall be optional for development or land use applications. Applicants may elect to propose a master plan for:**

- 1. A development including single-family detached dwelling units within areas zoned MMR north of Beebe Road. A master plan may be approved where the single-family detached dwelling units comprise no more than fifty percent of the total dwelling units, the development meets a minimum density of 20 units per net acre, and the development meets all other CFA overlay standards, applicable TOD standards and master**

plan requirements of Chapter 17.66, Application Review Process for TOD Overlay.

2. Any other development.

17.69.090 Design standards.

The design standards of Chapter 17.67, Design Standards—TOD Overlay, and Chapter 17.75, Design and Development Standards, shall apply, with the following exceptions:

A. Block Lengths.

1. For development sites less than 5.5 acres in size (excluding existing rights-of-way but inclusive of any proposed right-of-way dedication), block lengths for public streets shall not exceed 500 feet between through streets, measured along street right-of-way. Where block length exceeds 350 feet, a major off-street bike/pedestrian pathway meeting the requirements of Section 17.67.040(A)(9)(b) shall be provided midblock.
2. Substantial redevelopment of sites 2 to 5.5 acres within an existing block that does not meet the 500-foot block length standard shall provide major off-street bike/pedestrian pathways allowing direct passage through the development site such that no pedestrian route will exceed 350 feet along any block face.
3. For development sites of 5.5 acres or more, block lengths for public streets shall not exceed 350 feet between through streets, measured along street right-of-way. Major off-street bike/pedestrian pathways may not be used to meet this requirement.
4. The block length standards may be modified consistent with Section 17.67.040(A)(5).

B. Transitions in Density. The transitions in density standards in Section 17.67.050(I) shall not apply. The following standard shall apply:

1. Building height within 20 feet of a property line shared with single-family detached dwellings built prior to approval of this code shall be limited to 35 feet.

C. Drive-Through Facility Design. The following standards apply to new developments with drive-through facilities, the addition of drive-through facilities to existing developments, and the relocation of an existing drive-through facility.

1. Pedestrian Service Areas

a. Drive-through facilities must provide at least one walk-up service area. Examples of a walk-up service area include an indoor service area directly accessible from a public street or an outdoor walk-up service window. Walk-up service areas must be accessible by customers arriving on foot, using a mobility device, or by bicycle. Customers using a walk-up service area must have the same or better access to goods and services as customers using the drive-through. [Vehicle-serving uses] are exempt from this standard.

b. If the walk-up service area is limited to an outdoor service window, it must meet the following standards:

i. The walk-up service area must not also be used by vehicles.

ii. The walk-up service area must abut or be connected to a pedestrian amenity space. The space must be hardscaped for pedestrian use, be a minimum of one hundred square feet, and must include benches or seating that provide at least five linear feet of seats. The seating surface must be at least fifteen inches deep and between sixteen and twenty-four inches above the grade upon which the seating or bench sits.

c. Service access for pedestrians and bicyclists must be connected to the street by a direct and convenient pedestrian walkway.

2. Vehicle Service Areas and Stacking Lanes

a. All driveway entrances, including stacking lane entrances, must be at least fifty feet from any street intersection. If a drive-through facility has frontage on two streets, the drive-through facilities must receive access from the street with the lower classification.

b. Service areas and stacking lanes must not be located between the building and a street lot line.

c. Stacking lanes must be designed so that they do not prevent access to parking stalls. The minimum length of stacking lanes must be a minimum of one hundred-fifty feet for a single stacking lane or seventy-five feet per lane when there is more than one stacking lane. A stacking lane is measured between the lane entrance and the service area.

3. Alternative Design. The applicant may propose an alternative drive-through facility design as a conditional use to be reviewed as provided in Chapter 17.76, Conditional Use Permits. The applicant shall demonstrate that the proposed alternative drive-through facility design equally or better meets the intent of this subsection, and that:

- a. The design supports pedestrian-oriented site design and limits the negative impact of facilities oriented to vehicles.**
- b. The design orients buildings to the sidewalk and offers points of entry and service that can be directly accessed on foot.**
- c. The design provides visible, safe, and clearly defined routes for pedestrians and bicyclists.**
- d. The design provides for adequate vehicle queuing space.**

EXHIBIT F

For the purposes of this saving paper, the Findings of Fact and Conclusions of Law for the proposed Zoning Map and Text Amendments in File No. ZC-24002 are provided in the previous item (File No. CPA-24001) and are not duplicated here.

If you'd like another copy sent, please email planning@centralpointoregon.gov or visit the Planning Department at 140 South 3rd Street in Central Point, Oregon to view them in person.

**DEPARTMENT:** Planning**MEETING DATE:** March 13, 2025**STAFF CONTACT:** Stephanie Powers, Planning Director**SUBJECT:** Temporary Parklet Program Revision

SUMMARY AND BACKGROUND:

On January 23, 2025, the City Council approved Resolution No. 1813, establishing a temporary parklet program within the public right-of-way. Parklets are extensions of the public sidewalk, typically created in on-street parking spaces, providing outdoor environments that promote social interaction, increase pedestrian and bicycle activity, and enhance the streetscape. Given that parklets occupy public right-of-way, staff is proposing amendments to the program to introduce requirements for liability insurance, naming the City as an additional insured, and to require participants to submit a waiver to hold harmless and indemnify the City. These revisions aim to protect the City from potential liability related to the installation, operation, and use of parklets.

Additional clarifications are also proposed reiterating that parklets are authorized on a first come, first served basis; a permit approval is for a one-year time period; and, the term adjacent refers to the eligible street frontage next to the primary or side entrance.

FINANCIAL ANALYSIS:

The proposed revisions do not involve direct financial costs to the City beyond in-kind contributions of staff time to manage and enforce the new requirements. The primary goal of these revisions is to mitigate the City's financial exposure to risks associated with leasing public right-of-way for parklet activities. By implementing insurance and indemnification requirements, the City shifts the responsibility for potential liabilities, such as accidents or property damage, to parklet operators and their insurers, thereby reducing the City's legal and financial risks.

LEGAL ANALYSIS:

The amendments to the downtown parklet program are designed to enhance safety and minimize the City's exposure to liability associated with parklet use in the public right-of-way. Specifically, the revisions introduce two key requirements:

1. Insurance Requirement

- **General Liability Coverage:** Parklet operators will be required to maintain General Liability Insurance with coverage of at least \$1,000,000 per occurrence and \$2,000,000 in the aggregate. This helps ensure that the City is protected from financial consequences arising from accidents, injuries, or property damage associated with parklet operations. The

coverage limits align with industry standards for public liability.

- **City as Additional Insured:** The City will be named as an additional insured on the insurance policy, providing direct protection in the event of a claim. This provision reduces the City's exposure to legal and financial liabilities and ensures that the operators' insurance is primary in addressing claims.

2. Waiver of Liability and Indemnification

- **Waiver of Liability:** A waiver of liability will require parklet operators to assume responsibility for claims arising from parklet activities, thereby shifting any legal or financial burden away from the City.
- **Indemnification:** The indemnification requirement ensures that parklet operators will bear the costs of any legal actions or claims related to their parklet. This standard risk management tool protects the City, its officials, staff, and agents from financial and legal consequences arising from incidents involving parklets.

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

The City's Strategic Plan establishes the community's vision to be a, "...safe, family-friendly, livable community that cultivate its small-town feel by managing growth and inspiring meaningful connections between people and places." To accomplish this there are five (5) Strategic Priorities. A review of the Strategic Plan finds that the proposed amendments are supportive of the Strategic Priority for Responsible Governance, Goal 1 related to maintaining a strong financial position by minimizing liability and protecting the City from financial and legal consequences involving parklets in the right-of-way.

ATTACHMENTS/EXHIBITS:

1. Exhibit A - Parklet Program Packet Revisions
2. Resolution to Amend the Temporary Parklet Program

STAFF RECOMMENDATION:

Approve the resolution to amend the Temporary Parklet Program in the public right-of-way adding provision for liability insurance and hold harmless agreement.

RECOMMENDED MOTION:

I move to approve Resolution No. _____, a Resolution to Amend the Temporary Parklet Program in the Public Right-of-Way Adding Provisions for Liability Insurance and Hold Harmless Agreement.



Downtown Parklet Program

Requirements & Application Form

WHAT IS A PARKLET?

A parklet is an on-street parking space that is converted to an outdoor seating or community gathering space. They can include seating, plants, tables/chairs, public art and other approved amenities. During the COVID-19 pandemic parklets were an innovative approach used by many communities to help restaurants stay open. The program is intended to help create more spaces in the downtown where patrons can gather while fostering a more enjoyable shopping, dining and recreation experience.

AREA OF ELIGIBILITY

Parklets are only **allowed on a first come, first served basis** within the downtown Central Point Central Business District adjacent to the Employment Commercial (EC) Zone on 1st through 6th Street, with the exception of North 2nd Street.



LOCATION REQUIREMENTS

The parklet must be located adjacent to the associated business it serves and may not be used for retail purposes. **For purpose of this program, adjacent means next to the primary or side building entrance along the eligible streets identified in the section above.**

A parklet may occupy up to two (2) on-street parking spaces except that accessible spaces may not be used.

Only one (1) parklet per block on each side of the street may be allowed.

Parklets may not be located in front of fire facilities or hydrants, over manhole covers, curb inlets or other public utilities. The parklet shall not impede drainage or obstruct a traffic control device (e.g. street light, flashing beacon, street sign, etc.)

LENGTH OF PERMIT

Each permit or renewal permit issued by the City is valid for one-year from the date of issuance.

AMENITIES



Lighting - Low voltage, self-contained lighting elements are allowed (i.e. battery operated or solar powered). Power via extension cords or connecting to the electrical system or tree well receptacles or generators is prohibited. Lighting may be extended from an approved electrical outlet on the building and across the sidewalk as long as a 10-ft clearance is maintained at all times.

Plants - Planter boxes and potted plants are allowed provided that the planting medium is contained.

Tables/Chairs/Seating - Built-in seating and/or removable furniture can be incorporated into the parklet. The proposed number of tables and chairs shall be approved by the City. Furniture must be able to accommodate those with disabilities, wheelchairs or mobility devices.

Heating Devices - Certified devices are allowed as permitted by the Building Department and Fire District #3.

Umbrellas/Shade Coverings - Umbrellas or other shade coverings shall not block other business storefronts or building signage without consent.

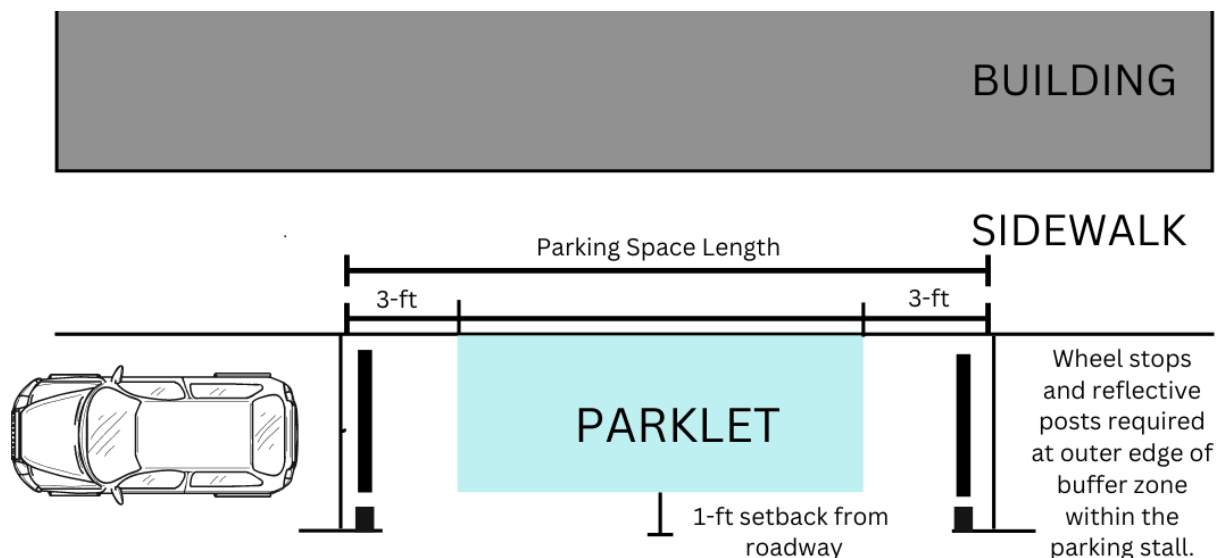
Public Art - Displays of art are allowed to be incorporated into the parklet design.

PROHIBITED ITEMS

- Objects that distract or otherwise cause hazards for drivers, such as balloons or flashing lights;
- Pop-up tents
- Vinyl fencing, plastic, jersey barriers, wood pallets.

DIMENSIONAL STANDARDS

Each parklet, including buffer space, must be fully within the two (2) designated parking spaces. A one (1) foot setback is required between the adjacent bicycle or vehicle travel lane and the parklet as shown in the diagram below



ACCESSIBILITY

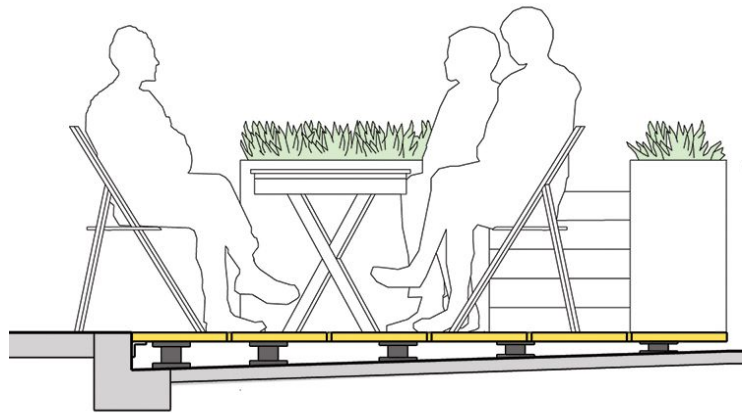
The parklet must be ADA compliant. A platform is required for each parklet that is flush mounted with the curb (no more than a ½ inch gap) to be level with the adjacent sidewalk.

PLATFORM MATERIALS

The platform must be constructed with durable materials capable of withstanding the effects of weathering. Wood pallets are not allowed.

Surface materials shall not include loose particles, such as sand or loose stone. A non-slip surface is required.

The parklet platform may not be attached to or damage the street and must be easily assembled and disassembled. Any damage to the street is the responsibility of the applicant.



PARKLET PROTECTION

Design - Parklet design must include a 3-ft tall continuous physical barrier along the street while maintaining clear visual sightlines to the street. Examples include planters, fencing, or railings. Appropriate buffer materials include treated wood, wrought iron or other finished metals. Prohibited materials include jersey barriers, plastic and vinyl fencing.

Safety Barrier - Wheel stops and delineator posts must be installed at both ends of the parklet in accordance with the following standards:

- Each wheel stop shall be located 3-feet from the parklet structure and 1-foot from the curb within the parking space boundary.
- Each wheel stop must be 4-6 feet wide, mounted with three (3) butyl (rubber) pads.
- A reflective delineator post must be placed at the outer corner of the parking space six (6) inches from the wheel stop.
- Delineator posts must be 36 inches tall, cylindrical white Safe-Hit® posts and must include reflective striping. Posts should be attached to the street with a butyl (rubber) adhesive pad.

DRAINAGE

The platform must be designed to allow for water flow along the curb and from the street. Covering or obstructing a storm drain inlet or basin is prohibited.

SIDEWALK ENCROACHMENT

Sidewalk encroachment is not permitted unless authorized by a Sidewalk Café permit in accordance with CPMC 5.10.

WASTE REMOVAL

Waste from the parklet must be removed each day by the business or sponsor operating the parklet.

MAINTENANCE

Parklets must be kept clear of debris. Maintenance shall be performed to keep it safe and sanitary. The facility shall be secured after hours to deter crime.

SHADE COVERINGS

Shade coverings may include umbrellas or structured covers, such as nylon or other durable material. Pop-up tents and tarps are prohibited. Placement of umbrellas or other shade elements must be contained within the parklet and maintain adequate sightlines.

VERTICAL ELEMENTS

Vertical elements shall be no higher than 10-feet and must consist of quality materials, such as treated wood, wrought iron or other finished metals. Elements made out of plastic or vinyl are prohibited. Applicants must demonstrate that vertical elements do not obstruct adjacent business storefronts and signage. If there is any obstruction, the proposed vertical element may only be allowed with written consent of the adjacent business.

SIGNAGE

One (1) sign that is no more than 2 square feet in size is permitted on the sidewalk side of the parklet to identify the business or sponsor operating the parklet.

PROPERTY OWNER:

Name: _____

Company: _____

Mailing Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

BUSINESS INFORMATION:

Business Name: _____

Mailing Address: _____

City, State, Zip: _____

Phone: _____

Email: _____

Website: _____

PARKLET INFORMATION:

Review the Downtown Parklet Program Guide and complete the application form.

☐ New ☐ Renewal

Describe the parklet location and design concept in the space below:

Check all that apply:

- | | | |
|---|---|--|
| ☐ Slip-resistant surface | ☐ 1-ft travel lane setback | ☐ Buffer zone safety barrier |
| ☐ ADA Access Point | ☐ 3-ft buffer zones provided | ☐ Vertical elements < 10-ft |
| ☐ Approved materials | ☐ 3-ft tall continuous barrier | ☐ 10-ft overhead lighting clearance |
| ☐ Reflective measures | ☐ 1 sign no more than 2 SF | ☐ Trash receptacle |

Submittal Checklist

- ☐ Complete application form, including applicant's signature
- ☐ Application fee **for a one year permit.**
- ☐ Site Plan (i.e. bird's eye view of the property and existing and proposed parklet.) Include the location electrical outlets, fire hydrants, curb inlets, or other utilities; location of the safety barrier, the proposed parklet including the buffer zones and setbacks from the adjacent bicycle or vehicle travel land, points of access, parking spaces to be occupied and those adjacent to the parklet and any other information needed to demonstrate compliance with the Downtown Parklet Program requirements.
- ☐ Design Plans and Renderings with details that identity the building materials, colors, design elements, platform materials, etc.
- ☐ Written Maintenance and Operations Plan.
- ☐ **Copy of General Liability Insurance Information (\$1,000,000/\$2,000,000); City of Central Point named as Additional Insured by Endorsement and attached to Certificate of Insurance when submitted.**
- ☐ **Copy of Indemnity and Hold Harmless Agreement Form, signed.**
- ☐ Property Owner Consent Form (signed), if applicable.

Signatures

By signing, I certify that the information provided in this application for a Home Occupation Permit is complete and accurate to the best of my ability.

Printed Name

Signature

Date

Property Owner Consent Form

I/We, _____, the property owner(s) of

Address _____ Tax Lot(s) _____

On the Jackson County assessor Map, hereby consent to the filing of a Downtown Parklet

Application to be placed on the street near my/our property.

Signed: _____ Signed: _____

Print Name: _____ Print Name: _____

Date: _____ Date: _____

Signed: _____ Signed: _____

Print Name: _____ Print Name: _____

Date: _____ Date: _____

Signed: _____ Signed: _____

Print Name: _____ Print Name: _____

Date: _____ Date: _____

Signed: _____ Signed: _____

Print Name: _____ Print Name: _____

Date: _____ Date: _____

Downtown Parklet Indemnity and Hold Harmless Agreement

In consideration of being allowed to use a portion of the city of Central Point ("City") right-of-way for business purposes, and by signing below, Applicant/Owner hereby:

- a) Releases, waives, agrees to hold harmless, and covenants not to sue the City, and any agent, officer or employee of the City for any and all liability, loss damage, claim or demand, on account of injury to persons or property while using the designated portion of City right-of-way authorized for Applicant's use by this permit;
- b) Assumes all responsibility and risk associated with all conditions, hazards and potential dangers in, on or about the designated portion of City right-of-way authorized for Applicant's/Owner's use by this permit; and,
- c) Agrees to release, indemnify and hold harmless the City of Central Point and its respective elected officials, officers, employees and agents from all loss, injury, damage or liability to persons or property arising out of Applicant's/Owner's use of the designated portion of City right-of-way authorized for Applicant's/Owner's use by this permit.

Signature _____ ☐ Applicant ☐ Owner

Print Name _____ Date _____

RESOLUTION NO. _____

**A RESOLUTION TO AMEND THE TEMPORARY PARKLET PROGRAM IN
THE PUBLIC RIGHT-OF-WAY ADDING PROVISIONS FOR LIABILITY
INSURANCE AND HOLD HARMLESS AGREEMENT**

RECITALS:

- A. On January 23, 2025 the City Council approved Resolution 1813 to establish a temporary parklet program in the public right-of-way, including program guidelines, design standards and application requirements.
- B. The City Council desires to make minor revisions to the program and to require the following additional requirements:
 - a. Proof of General Liability Insurance;
 - b. Owner Consent Form; and
 - c. Hold Harmless and Indemnification Agreement releasing the City of Central Point.

The City of Central Point resolves:

Section 1. The City Council adopts Exhibit A, the Revised Downtown Parklet Program ("Program"), which includes new requirements for General Liability Insurance, naming the City of Central Point as Additional Insured, and to provide a signed Hold Harmless and Indemnification Agreement. The revision also includes a Property Owner Consent form, which was previously omitted.

Section 2. The City Council authorizes the Planning Director and the City Attorney to make minor revisions to fix typographical errors and clarifications that do not substantially modify the program requirements approved by the Council.

Passed by the Council and signed by me in authentication of its passage
this _____ day of March 2025.

Mayor Tanea W. Browning

ATTEST:

City Recorder



DEPARTMENT: Parks and Recreation

MEETING DATE: March 13, 2025

STAFF CONTACT: Dave Jacob, Park Planner

SUBJECT: A Resolution Authorizing the City of Central Point to Apply for a Local Government Grant from the Oregon Parks and Recreation Department for Purchase and Installation of an Accessible Playground at Don Jones Memorial Park and Delegating Authority to the City Manager to Sign the Application

SUMMARY AND BACKGROUND:

Don Jones Memorial Park was dedicated in 2008 and, at 7.89 acres, is the city's largest and most popular park. It features the city's only spray park, tennis/pickleball courts, a basketball court, two large gazebos, a walking trail, a community garden, and open green space. The park is also home to the Oregon Fallen War Heroes Memorial and the Dennis Richardson Memorial.

The playground structure at Don Jones Memorial Park is outdated and in need of replacement. Over time, several playground elements have been removed due to safety concerns and the lack of available replacement parts. Given the park's popularity and regional significance, replacing the playground is one of the Parks Department's top priorities. The new playground will feature equipment designed for two age groups: 2 to 5 years and 5 to 12 years. Additionally, it will include accessible elements to accommodate children with physical limitations.

Playground Design Selection: City staff contacted Burke Designs, Ross Recreation Equipment/Landscape Structures, and Playcraft Systems to request playground design proposals. Each company received the same project criteria, including budget constraints and preferred playground elements. In response, each firm submitted at least one design, with some offering multiple options. Staff selected one design from each company for further review and public input. As part of the selection process, the city conducted a public survey to gather community feedback. Following a thorough review of the submitted designs and survey results, staff met with a representative from Landscape Structures/Ross Recreation Equipment to refine their original proposal. The final recommended design was selected for the following reasons:

- **Enhanced Accessibility:** Landscape Structures is a leader in designing inclusive playground equipment that engages children of all abilities. Prioritizing accessibility strengthens the grant application and ensures the playground is welcoming to all users.

- **Shade Structures:** Public feedback emphasized the need for more shade in the playground. The selected design incorporates shade structures throughout, improving comfort for visitors.
- **Improved Surfacing:** Many survey respondents expressed dissatisfaction with the existing wood fiber surfacing, citing discomfort and high maintenance needs. While wood fiber provides impact absorption, it can cause splinters and requires frequent upkeep. The new design will use turf surfacing, which enhances accessibility, stays cooler during hot summer months, and provides a more user-friendly experience.

On November 7, 2024, the Central Point Parks and Recreation Commission reviewed and approved the recommended design. The Commission also approved submitting a grant application to the Oregon Parks and Recreation Department (OPRD) Local Government Grant Program to help fund the project. The OPRD Local Government Grant Program provides funding to local governments for the acquisition, development, and rehabilitation of public outdoor recreation areas and facilities. Funded by the Oregon Lottery, this program supports projects that enhance recreational opportunities across the state. Eligible applicants include cities, counties, park districts, and other local government entities. Grants are awarded based on community need, project impact, and alignment with state outdoor recreation goals. If awarded, the grant would provide 60% of project costs with the city providing 40% of the required match funds. The grant application will be submitted on April 1, 2025, with funding decisions expected by August 2025.

FINANCIAL ANALYSIS:

The total cost for playground equipment, surfacing and installation is \$1,187,601.43. If awarded, the OPRD Local Government Grant would provide 60% of the required funds: \$712,560.86. The city would provide 40%: \$475,040.57. The source of matching funds would be the Parks Capital Fund.

LEGAL ANALYSIS:

COUNCIL GOALS/STRATEGIC PLAN ANALYSIS:

Community Investment

GOAL 2 - Be a city filled with happy, healthy people who are thriving.

STRATEGY 5 – Plan, design, build, and maintain a comprehensive system of sustainable facilities, trails, and park spaces, (setting the highest standards) to provide attractive places people will use and enjoy. Acquire additional lands for active and passive recreation use based on current deficiencies and public demands created by increasing population or the environmental and recreational significance of the area. (Be mindful of the budget and plan trail locations)

STRATEGY 7 – Maintain parks and facilities at the highest possible levels to encourage a sense of community pride and ownership.

GOAL 4 - Manage growth to provide places that are timeless and loved by the community.

STRATEGY 5 – When developing new parks or updating features of our older parks, involve the community in these planning efforts so that these facilities meet the needs of our citizens. Each park should reflect the individual character of the neighborhood in which they reside. Continually reevaluate the needs of our community in terms of parks and facilities.

Community Culture

GOAL 2 - Create opportunities for all segments of the population to enjoy Central Point places and events.

STRATEGY 2 – Plan park designs with forethought for accommodating all populations and needs. Ensure equitable access to safe and attractive parks and facilities that meet community needs. Offer high-quality recreation programs to all age groups, varied interests, and neighborhoods.

ATTACHMENTS/EXHIBITS:

1. Resolution to Apply 3-5-25
2. Don Jones Park - Landscape Structure - Final Design

STAFF RECOMMENDATION:

Staff recommends approval of the Resolution to Apply.

RECOMMENDED MOTION:

I move to approve the Resolution Authorizing the City of Central Point to Apply for a Local Government Grant from the Oregon Parks and Recreation Department for the Purchase and Installation of an Accessible Playground at Don Jones Memorial Park and Delegating Authority to the City Manager to Sign the Application.

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE CITY OF CENTRAL POINT TO APPLY FOR A LOCAL GOVERNMENT GRANT FROM THE OREGON PARKS AND RECREATION DEPARTMENT FOR PURCHASE AND INSTALLATION OF AN ACCESSIBLE PLAYGROUND AT DON JONES MEMORIAL PARK AND DELEGATING AUTHORITY TO THE CITY MANAGER TO SIGN THE APPLICATION

RECITALS:

WHEREAS, the Oregon Parks and Recreation Department is accepting applications for the Local Government Grant Program; and

WHEREAS, the City of Central Point desires to participate in this grant program to the greatest extent possible as a means of providing needed park and recreation acquisitions, improvements and enhancements; and

WHEREAS, Central Point City Council and the Park, Recreation Commission, and Staff have identified improvements at Don Jones Memorial Park as a high priority need in City; and

WHEREAS, the project will replace the outdated, 15-year-old playground at Don Jones Memorial Park and install a new, more accessible playground; and

WHEREAS, the City of Central Point has available local matching funds to fulfill its share of obligation related to this grant application should the grant funds be awarded; and

WHEREAS, the City of Central Point will provide adequate funding for on-going operations and maintenance of this park facility should the grant funds be awarded.

The City of Central Point resolves as follows:

Section 1: The City of Central Point demonstrates its support for the submittal of grant application to the Oregon Park and Recreation Department for development at Don Jones Memorial Park.

Section 2: This resolution shall be effective following its adoption by the City of Central Point City Council.

Passed by the Council and signed by me in authentication of its passage this _____ day of _____, 2025.

Mayor Tanee Brown

ATTEST:

City Recorder

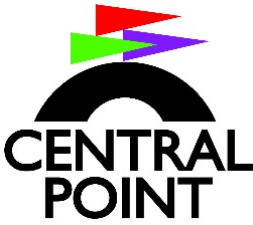


Don Jones Memorial Park

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Planning Commission Report

March 4, 2025

Stephanie Powers, Planning Director

The Central Point Planning Commission met at their regular meeting on March 4, 2025. There was one (1) quasi-judicial public hearing on the agenda for a Conditional Use Permit for a religious institution, Anchor Church.

Anchor Church Conditional Use Permit

The Planning Commission opened a public hearing to consider a Conditional Use Permit to operate a religious institution, Anchor Church, within an existing building in the City's Neighborhood Commercial Zone. The site is located at 1775 N. 10th Street. Staff introduced the item and reported that the Applicant's Agent submitted a written request to continue the public hearing until the April 1, 2025 Planning Commission. The Commission received public testimony from two members of the public. The first was the church pastor, who was available for questions and requested approval. The second was a resident living in the vicinity who reported that there are no issues with parking on Sundays based on his observations. The Planning Commission unanimously voted to continue the public hearing until the April 1, 2025 meeting.

Miscellaneous

City staff provided a brief update on land development applications reporting that a Transit Oriented Development (TOD) Master Plan and Subdivision would be considered at the April 1st meeting. Commissioners had questions about the Yellow Basket property and the status of Grocery Outlet and Goodwill on East Pine Street. Staff reported that a Pre-Application Conference was held for the Yellow Basket property. Building permits are being reviewed for Grocery Outlet but we have not seen any permit submittals for Goodwill.

The meeting adjourned before 6:30 p.m.