

Chapter 4.CP

Proposed URAs

Central Point

1. CITY DESCRIPTION

Central Point is one of the fastest growing small cities in the state, and is projected to become the second largest municipality in Jackson County by the year 2026. The Jackson County Comprehensive Plan Population Element projects that population for Central Point’s urban area will be 23,875 residents in the year 2026 and 31,237 residents by the year 2040. To accommodate its proportional share of a doubling of the region’s urban population, Central Point will plan for an increase of 21,499¹ residents for a total of 39,151 residents within its urban area by the year 2060. Chapter 3 of the Regional Plan includes the methodology and discussion to estimate the projected land needs for urban reserve planning for residential and employment lands. Demand for urban park land for Central Point is estimated as an approximation of ten acres per 1,000 additional residents. The estimated land demand needs are summarized in Figure CP.1 below.

Figure CP.1

CENTRAL POINT URBAN RESERVE LAND DEMAND SUMMARY (LOW DENSITY)							
	Residential		Employment		Urban Parks		Total Demand (acres)
	Population	Land (acres)	Jobs	Land (acres)	Developed (acres)	Open Space (acres)	
Allocated Regional Share	21,499	1,359	4,536	584			1,943
Planned Inside UGB	4,749	321	486	63			384
Urban Reserve Land Demand	16,750	1,038	4,050	521	163	-	1,722

CENTRAL POINT URBAN RESERVE LAND DEMAND SUMMARY (HIGH DENSITY)							
	Residential		Employment		Urban Parks		Total Demand (acres)
	Population	Land (acres)	Jobs	Land (acres)	Developed (acres)	Open Space (acres)	
Allocated Regional Share	21,499	1,179	4,536	584			1,762
Planned Inside UGB	4,749	321	486	63			384
Urban Reserve Land Demand	16,750	858	4,050	521	163	-	1,542

Rapid growth in the early 1990s led to the creation of the Central Point Strategic Plan, adopted in 1998. The plan establishes a vision to preserve the City’s small town character and community values, and to enhance community life.

Effective growth management practices have led to a follow-on strategic planning process, *Central Point Forward*. Through this process, the City has updated its 1998 Strategic Plan,

¹ Greater Bear Creek Valley Regional Plan, Chapter 3, Figure 3.2: RPS Proportionate Population Allocation. Increase is relative to estimated base 2007 population.

including the overall community vision, goals and actions aimed at implementing its desired future. Central Point has also created a plan to revitalize its downtown, along with adopted Transit Oriented Development (TOD) policies and implementing land use regulations, and has promoted consolidated land use and transportation master planning. The same have resulted in significant TOD development within the city, including one large project that is now substantially built out.

Central Point is committed to planning and facilitating the building of master planned communities that contain a diversity of uses including mixed housing types and residential densities, parks, open spaces, civic areas and commercial uses that contribute in a positive way to the city's character. City plans and land use regulations require natural features to be incorporated as living assets within new neighborhoods. The City actively promotes new and more efficient planning practices that include mixed use and higher density nodal development. In addition to facilitating livable neighborhoods, the City's practices are also aimed at controlling and minimizing land consumption in order to preserve important farm land. Central Point has also sought to establish its own identity, independent and apart from nearby Medford and other Rogue Valley cities. Consequently, the City's goals have served to attract new residents. With its growing population, the City has moved away from its former identity as a bedroom community.

In 2002, the City adopted Transit Oriented Development (TOD) land use classifications and zoning standards. This provides for higher residential densities, mixed-use zoning, and more integrated civic and open space development. The City is also working with multiple property owners to design a new neighborhood north of Beebe Road in one of the few-remaining residentially zoned areas already within the UGB. Plans call for zone changes that increase residential densities, integrate more parks and open space land and introduce limited commercial uses. This will likely become the city's second TOD. The City's west side growth results in a preferable compact form than growth to the east of the freeway, which is more distant from the City center and is impacted by airport noise and hazard overlay. In an effort to improve access to downtown from east of the interstate, Central Point has set improved the Upton Road overpass. and is setting aside funds to improve the Pine Street Interchange. Heavier employment land uses are more compatible on the east side of the freeway where proximity to freeway and the airport provide logistical advantages to industry.

The City will increase its employment and industrial land base, both to balance jobs and housing, and to provide more immediate services to a growing population. Consistent with benchmarks in Central Point's comprehensive plan, the current level of 9 to 10 acres of employment land per 1,000 residents will be increased to 15 acres per 1,000 residents.

Location and access to Interstate 5 make Central Point attractive for regional and interstate transportation, warehousing, and distribution firms. Recent development includes the USF Reddaway truck terminal, expansion of the Knife River² regional offices, and the partial development of the Airport Orchard industrial site. Professional, scientific, and technical service firms have also been attracted to the City.

Central Point is committed as a community to accept a considerable share of the region's future population growth; however Urban Reserve Planning in the City of Central Point is faced with the following challenges:

² Knife River is a large aggregate and heavy construction company.

- To the north, agricultural land and severe natural hazards and regionally important natural resources constrain future urbanization. These include the Upton Slough drainage basin with broad floodplain and associated wetlands, a high concentration of intact vernal pool wetland habitat, and a generally intact oak savannah habitat. See, Atlas Maps 13 (Vernal Pools by Nature Conservancy Conservation Codes), 19 (Physical Features – Hydrology Map, Central Point), and Appendix IV – “Greater Bear Creek Valley Regional Problem Solving Phase One Status Report.”
- The City of Central Point shares its eastern and southern boundaries with the City of Medford, precluding growth in those directions. See, Atlas Map 2 (Jackson County Comprehensive Plan Map).
- There are exception lands to the west, and the largest concentration is located in the southwest adjacent to the Urban Growth Boundary and extending to the foothills of the West Valley slope and in the vicinity includes some of the region’s best agricultural soils and active farmlands. See, Atlas Map 20 (Agricultural Lands by Soil Capability Class – Central Point), Map 14 (Soils by Irrigated Agricultural Class – Region), and Map 15 (Agricultural Lands Composite Analysis Map).

2. CITY GROWTH GUIDELINES AND POLICIES

The stated goal of the City’s current urbanization element is *“To provide for an orderly and efficient transition from rural to urban land use.”*

An urban growth boundary and urbanization policies were first established in 1978 by joint action of the City of Central Point and Jackson County. The location of the growth areas planned through year 2000 and the juxtaposition of planned land uses within the urban growth boundary were intended to maximize the potential of the City’s existing and secondary arterial streets as well as the considerable potential of the Seven Oaks Interchange Area which was then and continues to be designated jointly by the City and County as an Area of Mutual Planning Concern. Much of the area within the urban growth boundary and to the west of the Southern Pacific railway (now, California & Oregon Pacific – CORP) at that time was planned for industrial development. The area east of the freeway was designated for low, medium, and high density residential development. However, in 1998, the City and Jackson County modified the Urban Growth Boundary and Policy Agreement with Jackson County to allow a redistribution of land uses within the City, and the City revised its comprehensive plan to reflect this redistribution. The land west of the railway was redesignated for residential development, and lands east of the freeway were redesignated for General Commercial, Neighborhood Commercial, General Industrial, and Light Industrial development.

The redistribution of land uses in the original urbanization policies was necessary to improve the efficiency of freight transportation and to attract more local jobs by providing employment land in the vicinity of the airport and close to freeway access in exchange for heavy industrial land along the railroad for which oblique angle street intersections with Highway 99 were not conducive to freight truck turning movements. Re-designation of area west of the railway to residential use also served to separate industrial development from the City’s core residential and downtown business districts. This allowed the City to respond to growing residential demand pressure with a “neighborhood concept”. The concept dates back to the City’s original Urbanization Agreement to avoid inefficiently designed or located developments at the fringe of the urbanizable area and to ensure the maximum efficiency of the circulation and public facility systems.

The City's agricultural zoning policies contained within the Urban Growth Boundary Agreement apply only to areas within the urban growth boundary or Seven Oaks Area of Mutual Planning Concern. Pursuant to the Agreement, lands within the urbanizable area which supported farm uses would be encouraged, through zoning and appropriate tax incentives, to remain in farm use for as long as economically feasible (as determined by the property owner). This policy reflects statewide policy regarding the retention of agricultural tax deferments for lands within urban growth boundaries.

3. STUDY AREA SELECTION / COARSE FILTER

Inclusion of land within an urban reserve must be based upon the locational factors of Goal 14 and a demonstration that there are no reasonable alternatives that will require less, or have less effect upon, resource land. The study areas for initial (coarse) filtering are identified on Map 21a of the Atlas. They are CP-A, CP-B, CP-C, CP-D and CP-FG. The study areas include lands to the north, west, and southwest of the city; lands south and east of Central point are either already within the City of Medford or consists of high value farmland that was ruled out by the RLRC. The initial study areas have been sized to consider all nearby and adjacent lands and areas where urban reserves may be appropriately extended beyond one-quarter mile if needed to accommodate identified urban land needs over the planning horizon. The estimated urban land need for the planning horizon is related to the initial study area in the table at Figure CP.2 below. The study area is reasonably sized to yield an inventory of suitable lands responsive to the future urban needs of Central Point. Of the 4,800 gross acres within the coarse study areas, 2,664 acres were passed through for further study.

Figure CP.2

COARSE STUDY AREA COMPARED TO ESTIMATED NEED						
Jurisdiction	Estimated Need		Coarse Study Areas			
	Low Density	High Density	Lots	Acres	Percent of Need	
					Low Density	High Density
Central Point	1,722	1,542	1,037	4,800	279%	311%

Area CP-A

CP-A is generally described as the land area north of the urban growth boundary, east of Interstate-5, and west of Table Rock Road. The northern extent corresponds roughly with the West Gregory Road alignment — about one mile north of the existing urban growth boundary.

Bear Creek and the Upton Slough — two regionally significant drainages — traverse Area CP-A from southeast to northwest. There is a regional greenway and trail system associated with Bear Creek (the Bear Creek Greenway) which is located adjacent to Interstate 5. The area between Bear Creek and Upton Slough is comprised of good agricultural soils (Atlas Map 20). The Upton Slough parallels to the northeast. Heavy clay soils and flat terrain underlay a broad drainage and flood area along this course. (Atlas Map 19). Vernal pool and other wetlands in addition to the flood hazard associated with this drainage constitute severe natural development constraints. The area provides primary storm drainage capacity downgrade from Medford, the largest municipality in the Region. The drainage alignment also coincides with the primary flight path for the regional airport.

A mostly intact oak savannah habitat was identified by pCIC during the RPS planning process as a regionally significant natural feature north of Wilson Road between Upton and Table Rock Roads. The RLRC identified the agricultural lands west of the Upton Slough as part of the Region's commercial agricultural land base.

The northeastern extent of the CP-A study area intersects with a portion of the Gibbons/Forest Acres Urban Containment Boundary as designated in the Urban Lands Element of the Jackson Comprehensive Plan (JCCP). It is described therein as follows:

“The Gibbons/Forest Acres area is situated two miles north of Medford, and astride Table Rock Road. Central Point is two miles to the west, and White City is located two miles to the east of Gibbons/Forest Acres. The Unincorporated Containment Boundary includes the least number of parcels possible, while still encompassing the extent of small-lot development. A definite differentiation exists along the unincorporated containment boundary between smaller parcels inside the unincorporated containment boundary versus larger parcels outside the unincorporated containment boundary and reflects County policy for urban-centered growth. Fill-in development is encouraged, but outward expansion is restricted. Adjacent rural lands are preserved for agriculture, open space and rural residential needs and consider noise and accident potential related to the Medford airport.”

The Urban Lands Element also includes the following relevant provisions at Policy 11:

“The Gibbons/Forest Acres area lies near and adjacent to the Medford [sic], and potentially, the Central Point Urban Growth Boundary. It may be desirable to include this area within an urban growth boundary, sometime in the future.

POLICY: THE GIBBONS/FOREST ACRES UNINCORPORATED CONTAINMENT BOUNDARY SHOULD ULTIMATELY BE INCLUDED WITHIN AN URBAN GROWTH BOUNDARY OF AN ADJACENT CITY.

IMPLEMENTATION STRATEGY: *Consider the possibility of inclusion of this area in an adjacent urban growth boundary major update of the Comprehensive Plan and city urban growth boundaries.”*

The City of Central Point is located opposite a severely constrained land area of the Upton Slough drainage basin from Gibbons/Forest Acres. The County policy, while meriting consideration with regard to urban reserve planning, is directly applicable by its terms only to the potential situation of a city’s growth boundary being adjacent to the Gibbons/Forest Acres Urban Containment Boundary. The area is neither adjacent to nor near the existing urban growth boundary pursuant to the terms of the Urban Reserve Rule. Future inclusion of the area as part of Central Point is not reasonable given severe intervening natural constraints and the City’s objectives for accommodating most of its residential growth in a compact urban form west of the freeway and near its own urban core.

The area south of Wilson Road within CP-A is bordered to the west and east by the existing municipal and urban growth boundaries of Central Point. This entire area is within one-quarter mile. The western half of this area is designated as agricultural land; the eastern half is designated as rural residential land.

Coarse Filter Outcome for CP-A: Except for the portion of CP-A that is part of the Bear Creek Greenway, which merits further consideration specific to park and trail needs, lands further than one-quarter mile north of the existing urban growth boundary are unsuitable to meet the identified land needs for the City of Central Point. Nearby and adjacent lands, along with the lands in the Bear Creek Greenway, are passed through the coarse filter for further review.

Area CP-B

CP-B is the area adjacent and immediately southeast of the City’s urban growth boundary. It is also adjacent and west of Medford’s urban growth boundary. This study area extends

approximately one-half mile south of Beall Lane along the westerly boundary of Medford's urban growth boundary and tapers in depth to approximately one-quarter mile at its western boundary at Old Stage Road.

Within CP-B, adjacent to and west of Medford's corporate limits, is an agricultural area that is part of a larger contiguous block of Class I irrigated soils. This area is universally recognized by the region's agricultural community as having some of the deepest and highest quality soils in southern Oregon. See, Atlas Map 20 (Agricultural Lands by Soil Capability Class – Central Point), Map 14 (Soils by Irrigated Agricultural Class – Region), and Map 15 (Agricultural Lands Composite Analysis Map). As such, it was never seriously considered for future urbanization. It also is one of the few remaining areas to provide a distinct separation between the two cities. Central Point and Medford already share several miles of contiguous growth boundaries.

The remainder of the CP-B land is predominately comprised of rural residential exception land with limited agricultural land inclusions, and no obvious constraints that would otherwise preclude future urbanization.

Coarse Filter Outcome for CP-B: Land in CP-B along Hanley Road and extending west to Old Stage Road are passed through for further detailed consideration. The remainder of the CP-B that is within one-quarter mile of the urban growth boundary is high value agricultural land but passed through for further consideration given proximity to the urban growth boundary.

Area CP-C

CP-C is a study area extending approximately one-mile west of the existing urban growth boundary and north of Beall Lane to just north of Scenic Avenue. The northern boundary is approximately level and extends no further north than the City's existing urban growth boundary. Existing collector order east-west roadways through the area, from Central Point to Old Stage Road, are Taylor Road Scenic Avenue.

An exception area comprised of a block of County designated urban and rural residential land is located adjacent and north of Beall Lane, between the existing urban growth boundary and Green Acres Drive (on the west side of the El Reina Subdivision). The western boundary of this subdivision/exception area was selected as the western-most extent of lands within CP-C to be passed through for further consideration for urban reserve suitability. The resulting area for further study includes all parcels wholly or partially within one-quarter mile of the existing urban growth boundary from Beall Lane on the south to lands abutting the north side of Scenic Avenue and west of the California Oregon Pacific Railroad. The remainder of CP-C, although well situated to provide for urban needs in terms of topography and proximity to the urban core, was excluded from further review due to the greater resource value and agricultural productivity of those lands.

Coarse Filter Outcome for CP-C: Although the City's location choices are severely limited in every other direction, and although the City must accommodate the region's second largest urban population over the planning period, the importance of the agricultural land in this area compelled that the further study area be restricted to those lands located "adjacent and nearby" as slightly modified to align with the western boundary of the existing exception area (El Reina Subdivision).

Area CP-D

CP-D includes the land northwest of the existing urban growth boundary that is oriented along Interstate-5 and the Highway 99/California and Pacific Railroad rights-of-way. This study area

extends north from the urban growth boundary to include the Tolo exception area north of the Seven Oaks interchange.

Area CP-D includes the Area of Mutual Planning Concern designated in the Central Point/Jackson County Urban Growth Boundary and Policy Agreement as the Seven Oaks Interchange Area. That area extends north from the urban growth boundary at Scenic Avenue to the Seven Oaks interchange, but does not extend beyond the interchange into the Tolo area. In pertinent part, the agreement established Policy 7 as follows:

“Lands in the vicinity of the Seven Oaks Interchange, as delineated on Map 1 attached, are considered unique because of the transportation facilities present. Although located outside the year 2000 Urban Growth Boundary, this area is designated an Area of Mutual Planning Concern and shall be protected from premature development. Additionally:

- A) *The County shall ensure that the area remains in a rural character so that a priority is placed on urban development within the UGB, as planned.*
- B) *The Seven Oaks Interchange Area of Mutual Planning Concern shall retain its present Comprehensive Plan and Zoning Map designation, or similar “rural designation, until such time as the area can be shown to be needed for the City’s urbanization, in accordance with the seven urbanization factors of Statewide Goal 14 and the provision of this agreement that pertain to City-initiated comprehensive plan amendments.”*

The policy is, in essence, equivalent to the restrictions to be placed on urban reserve lands pursuant to OAR 660-021-0040. Despite the long standing policy to reserve this land for future industrial needs of the City, the presence of high-value agricultural soils and active farming (especially the Seven Oaks Farm) compelled the RLRC to recommend that it be designated as part of the Region’s commercial agriculture land base.

The City concurs with the Region that the farm area would not be suitable for urbanization if its identified need for industrial land can reasonably be met instead at the Tolo area. The identified urban needs of the City also requires sufficient area near the intersection of Scenic Avenue and Highway 99 to re-align and improve the railroad crossing and thereby adequately serve the TOD area to the south and west. A nearby rural residential exception area exists at Lark Lane approximately one-quarter mile north of the existing urban growth boundary. The agricultural land area beyond the Tolo area and this exception area will therefore be excluded from further urban suitability review.

The Tolo area within CP-D was identified through the RPS process as regionally significant employment land that would be suitable to meet Central Point’s identified urban needs over the planning period. The area is sited along the same transportation facilities that warranted designation of the Seven Oaks Area of Mutual Planning Concern, and is mostly comprised of non-resource or exception lands.³ It is also comprised primarily of non-resource lands, including large tracts of currently designated commercial, industrial, and rural residential exception lands.

Coarse Filter Outcome for CP-D: Agricultural land between the Lark Lane and Tolo exception areas and west of Grant Road within CP-D is excluded from further review for urban reserve suitability. Although the area may be suitable for urbanization, exclusion

³ Throughout most of the course of the RPS Planning process, a large tract of County designated Industrial Land was assumed to be resource land due to OSR zoning. However, the two parcels are Industrial exception lands for which OSR operates as a holding zone. Additionally, an 8.4 acre parcel identified as part of the commercial agricultural base east of Blackwell Road is designated Aggregate Resource rather than Agricultural land.

would minimize impacts to the Region's commercial agricultural land base and a reasonable alternative exists at the Tolo area.

Area CP FG

This study area is the Jackson County Fairgrounds & Exposition Center. The property situated northeast of and along Interstate 5 and west of Gebhard Road is located along the northeast side of Interstate 5 between the existing urban growth boundary and study area CP-A. The fairgrounds include county-owned facilities important to the entire region which are heavily utilized to support agricultural and recreational events in addition to other activities which can be noisy and generally incompatible with urban residential areas. The property is subject to a County-adopted master plan incorporated as part of a conditional use permit. The County exercises jurisdictional authority over this area. Portions of the site not occupied by buildings and other physical improvements is devoted to outdoor fair and exposition activities or is otherwise severely constrained by the Bear Creek floodway and riparian areas. Several sizable ponds, the product of aggregate mining, are also located on the property. As a fully developed or otherwise constrained site, it will not accommodate future municipal urban needs. The site was therefore deemed to be unsuitable for urban reserve designation.

Coarse Filter Outcome for CP-FG: No lands are passed through for further consideration.

4. SUITABLE LANDS ANALYSIS / FINE FILTER

Lands within the initial study areas selected for further study were then examined in more detail to determine which should be inventoried as suitable lands for urban reserve consideration. Subareas are designated for the detail study on Atlas Map 22 and the area attributes are summarized in the table at Figure CP.3.

Figure CP.3

OVERVIEW SUMMARY OF DETAIL STUDY AREA						
Detail Study Area	Lots	Existing Dwellings	Gross Acres	Physically Constrained	Built	Generally Unconstrained
CP-1B	104	103	544	82	21	441
CP-1C	25	26	70	2	9	60
CP-2B	72	82	325	25	18	282
CP-3	9	7	36	8	1	27
CP-4D	6	0	82	30	0	52
CP-5	9	11	31	10	2	19
CP-6A	165	163	444	2	56	386
CP-6B	95	93	188	4	22	162
CP-A.a	28	30	86	9	9	69
CP-A.b	1	1	177	8	0	169
CP-A.x	1	1	1	0	1	0
CP-B.x	6	4	297	11	1	286
CP-D.a	7	4	87	0	1	86
CP-D.b	3	0	46	0	0	46
CP-FG.x	4	4	247	67	1	179
Totals	535	529	2,664	258	141	2,264

4.1 Fine Filter Study Areas - Unsuitable

Each of the areas identified in the accompanying Atlas (Map 22 – Study Lots by Suitability) as CP-A.a, CP-A.b, CP-A.x, CP-B.x, CP-D.a, CP-D.b and CP-F.x were evaluated for suitability considering the growth policies for Central Point and in balance with the Goal 14 boundary location factors. Each of the areas were found to be unsuitable for inclusion/ protection as Urban Reserve for the detailed reasons explained below.

Area CP-A.a:

This area includes approximately 86 gross acres of land situated immediately north of Wilson Road and west of Table Rock Road. Of this, 54 acres are designated as Agricultural land and the remainder is Urban Residential Land (UR). The largest parcel within the subarea, consists of approximately 50 acres designated Agricultural land. The Upton Slough flows over most of this property which is also severely constrained by wetlands including Vernal Pools. The Upton Slough floodplain is 45.7 acres in area of CP-A.a. The floodway of the slough has not been mapped by FEMA – therefore, the size of the floodway area is not available nor reflected in the table at Figure CP.3, above. Atlas Maps 19 (Physical Features – Hydrology Map) and 26 (Aerial Map) indicate that the majority of CP-A.a is severely constrained by natural hydrology features.

The exception lands on the north side of Wilson Road have been extensively parcelized into approximately one-acre lots that are all developed with one or more dwellings (Atlas Map 18). Seventy-eight acres within the subarea are thereby severely constrained by hydrology, wetlands, or are otherwise built.

The Goal 14 location factors relate, in balance, to CP-A.a as follows:

1. *Efficient Accommodation of Identified Land Needs.* This land is too severely constrained or otherwise developed in the ways explained above, to reasonably or efficiently accommodate any identified land need.
2. *Orderly and Economic Provision of Public Facilities and Services.* Public facilities and services are available and located adjacent to the area. An interior street system cannot reasonably be provided given the existing development pattern. The homes are arrayed toward the front of the existing narrow lots along Wilson Road – dwelling placements the likely result of avoiding lower areas that are subject to inundation as a consequence of periodic stream flooding. The alternative of additional direct driveway access (by way of flag lot development) would unacceptably affect the function and safety of Wilson Road.
3. *ESEE Consequences-* The overall comparative ESEE consequences of designating these lands Urban Reserve is negative, based upon the following:
 - a. *Economic-* Promoting development of flood hazard areas would adversely affect the community's flood insurance rates. Given the unlikelihood of significant infill potential, any increase to the tax base and system development fees would be unlikely to cover costs to the community.
 - b. *Social-* Established residents in largely built-out environments similar to the urban residential portion of this subarea would tend to consider infill attempts negatively (overcrowding). Development of the larger agricultural land parcel in the location of the Upton Slough would also have adverse social consequences produced by a loss of open space.
 - c. *Environmental-* Upton Slough is the repository of a drainage basin that serves to cleanse waters and provide for natural open space and habitat for fish and wildlife.

The Bear Creek Greenway area is comparatively better situated to accommodate the City's urban park needs because it is more centrally located, already in public ownership, and near areas planned for or already devoted to urban housing.

- d. Energy- Accommodating urban growth in close proximity to existing boundaries is generally considered as having positive energy consequences. Moreover, the inclusion of this area will produce an undesirable urban form which deviates from the simple urban form sought with the inclusion of lands that have been designed for Urban Reserve in consideration of the existing form of Central Point.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary-* Other than an Oak Savannah stand that has been identified in this area there are no nearby forest lands or forest activities. Nearby agricultural land that would remain outside the urban growth boundary is similar to the agricultural land within the subarea – severely constrained by hydrology and wetlands. If the subarea itself was not so severely constrained, there are no nearby resource land activities now or likely to occur that would be incompatible.

This subarea is not suitable to meet future urban needs due to the existing housing density, lot configuration and the location of existing homes which precludes: 1) any reasonable or cost-effective means of constructing a local order street system to serve new dwellings, and 2) the creation of new residential lots which would have sufficient depth to meet the Region's agreed to agricultural buffering standards. Further urbanization of these lands, given the aforementioned constraints, would have an adverse impact on the sensitive environmental resources located on adjacent land to the north. Consequently, CP-A.a is excluded as unsuitable for urban reserve.

Area CP-A.b:

The western 177 acres of CP-A.b are planted as an active fruit orchard owned and managed by Bear Creek Corporation, a regionally important employer and national supplier of food. The City determined that inclusion of this orchard would not only remove some of the most intensively used farmland from production, but the future urbanization of this orchard would produce additional and unnecessary conflicts with farm activities occurring further to the north. Central Point has declined to assert any compelling urban need to further consider inclusion of this orchard. Consequently, full review of the Goal 14 factors is not merited as other alternatives have been identified that will have a lesser impact to agriculture.

Area CP-A.x:

This area is a single rural residential parcel one acre in size with one dwelling. It is situated between the City-owned Bear Creek Greenway tract to the west and the Boes Subdivision to the east. An actively farmed 177 acre orchard (Area CP-A.b, above) is adjacent to the north. This parcel is not appropriately sized in a manner that could accommodate appreciable urban development without increasing existing conflicts with adjacent high-value commercial agricultural uses. Further review of the Goal 14 factors is not merited where compatibility with adjacent agriculture cannot be achieved.

Area CP-B.x:

This subarea of approximately 297 acres is comprised of six parcels that are wholly or partially within one-quarter mile of the existing urban growth boundary. Of this, 286 acres are generally unconstrained. There exist four dwelling in the area. However, it is part of the

agricultural area within Coarse Area CP-B, adjacent to and west of Medford's corporate limits, that is part of a larger contiguous block of Class I irrigated soils. This area is universally recognized by the region's agricultural community as having some of the deepest and highest quality soils in southern Oregon. See, Atlas Map 20 (Agricultural Lands by Soil Capability Class – Central Point), Map 14 (Soils by Irrigated Agricultural Class – Region), and Map 15 (Agricultural Lands Composite Analysis Map). As such, it was never seriously considered for future urbanization. It also is one of the few remaining areas to provide a distinct separation between the two cities. Central Point and Medford already share several miles of contiguous growth boundaries.

Area CP-D.a:

Sub-area CP-D.a includes seven lots totaling 87 acres that are dominated by the Seven Oaks farm, an intensively operated and regionally important farm operation identified by the RLRC as part of the Commercial Agricultural land base. The bulk of Seven Oaks farm was considered unsuitable under the coarse filter above. These lands warranted a refined analysis because of their close proximity to the City. Nonetheless, the conclusions are the same. Excepting tax lot 1000 which abuts Highway 99, all of the lots are actively farmed as part of the Seven Oaks operation and are needed as part of those operations. Industrial development of this land has long been anticipated by the City and Jackson County. However, it has been agreed through the collaborative regional problem solving process that this land is part of the commercial agricultural land base and should be given no further consideration as Urban Reserve. The alternative and similarly situated Tolo exception/non-resource area (which is currently designated for industrial use) is located nearby and generally east of the freeway. As such, and because Central Point has adopted policies favoring a redistribution of industrial uses generally to the east of Interstate 5, the comparative environmental, energy, economic, and social consequences favor preservation of CP-D.a for agriculture and the Tolo area as a more appropriate future industrial land base.

Area CP-D.b:

Sub-area CP-D.b includes three lots totaling 46 acres that are each are part of Otto Bohnert Farms located north of Scenic Avenue, east of Seven Oaks Road, and west of the railroad. The properties are high-quality agricultural lands that are and have for many years been intensively farmed and the area was identified by the RLRC as part of the commercial agricultural land base. Although this area is also part of the Seven Oaks Interchange Area of Mutual Planning Concern, the comparative environmental, energy, economic, and social consequences favor preservation of CP-D.b for agriculture rather than industrial uses given that the Tolo area can provide an adequate substitute industrial land base.

Area CP-FG.x:

Because the Jackson County Fairgrounds & Exposition Park is within one-quarter mile of the urban growth boundary, this land was assigned for detail review. However, the reasons for exclusion explained in the coarse filter section stand. The site is unsuitable to meet the identified urban needs of the City of Central Point.

4.2 Fine Filter Study Areas - Suitable

Areas identified in the accompanying Atlas as numbered Urban Reserves were evaluated for suitability considering the growth policies for Central Point and balance of Goal 14 boundary location factors. All of the sub-areas are found to be generally suitable for inclusion/protection as Urban Reserve for the detailed reasons explained herein below.

Area CP-1B (Tolo):

This area is approximately 544 acres. The majority of the area is located north of Interstate 5 and west of its junction with Highway 99. The area is currently planned for a variety of uses, including Industrial, Aggregate, Rural Residential, and Agricultural. The primary and dominating use of the land is Industrial – 224 acres. A small portion of this area extends south of Interstate 5 to Willow Springs Road to include property owned and occupied by the Erickson Air Crane. The property is the site of a major valley industrial employer with facilities already connected to the City's municipal water supply and the RVSS sewer system. The Tolo area also contains approximately 148 acres of land designated Agricultural Land, 48 acres of which were concluded by the RLRC to be part of the Commercial Agricultural Base.⁴

The 1984 Urban Growth Boundary and Policy Agreement (updated in 1998) between the City and Jackson County designated lands in the vicinity of the Seven Oaks Interchange as unique because of the transportation facilities present. The area was designated as an Area of Mutual Planning Concern to protect it from premature development, but available for urbanization when it could be shown to warrant such development. However, much of the land within the Area of Mutual Planning Concern is intensively farmed and has been identified as part of the region's commercial agricultural land base. The Tolo area includes only the northern portion of the original Seven Oaks Interchange Area of Mutual Planning Concern. It also includes existing county exception and non-resource areas that are largely devoted to industrial uses already. The city's comprehensive plan addresses proximity to the interchange as an opportunity to develop transportation-dependent uses (such as trucking terminals and freight forwarding facilities) in the area.

Central Point currently lacks attractive and suitable sites for new industrial development. The Tolo area's industrially-zoned sites could accommodate new industries and the expansion of existing industrial uses. The properties in this area are currently planned and zoned for industrial use by Jackson County and may be developed, pursuant to ORS 197.713, with industrial uses including buildings of any size and type that may be served by on-site sewer facilities notwithstanding land use planning goals related to urbanization (Goal 14) or public services and facilities (Goal 11).⁵ A county approved truck-train freight transfer site already exists near the interchange for the Cross Creek Trucking Company. The Hilton Fuel and Supply Company and North Valley Industrial Park are also, with Erickson Air Crane, significant existing employment lands within the CP-1B area.

⁴ In 2008, Jackson County re-designated an 8.4 acre EFU zoned parcel within the RLRC area to Aggregate Removal. Consequently, that land is no longer designated as Agricultural Land and no longer meets the Regionally adopted criteria for commercial agricultural land base (Appendix VII – Commercial Agricultural Land Base Criteria).

⁵ ORS 197.713 provides: "Industrial development on industrial lands outside urban growth boundaries; exceptions. (1) Notwithstanding statewide land use planning goals relating to urbanization or to public facilities and services, a county or its designee may authorize: (a) Industrial development, including accessory uses subordinate to the industrial development, in buildings of any size and type, subject to the permit approval process described in ORS 215.402 to 215.438 and to applicable building codes, in an area planned and zoned for industrial use on January 1, 2004, subject to the territorial limits described in subsections (2) and (3) of this section. (b) On-site sewer facilities to serve the industrial development authorized under this section, including accessory uses subordinate to the industrial development.(2) Subject to subsection (3) of this section, a county or its designee may consider the following land for industrial development under this section: (a) Land more than three miles outside the urban growth boundary of every city with a population of 20,000 individuals or more; and (b) Land outside the urban growth boundary of every city with a population of fewer than 20,000 individuals. (3) A county or its designee may not authorize industrial development under this section on land within the Willamette Valley as defined in ORS 215.010. (4) A county or its designee may not authorize under this section retail, commercial or residential development in the area zoned for industrial use. [2003 c.688 §1; 2005 c.666 §1]"

To ensure that the interchange is able to function and continue to operate within the State's mobility standard over time, designation of CP-1B as an Urban Reserve is to be subject to the following condition adopted by the RPS Policy Committee:

Prior to the expansion of the Central Point Urban Growth Boundary into the CP-1B area, ODOT, Jackson County and Central Point shall adopt an Interchange Area Management Plan (IAMP) for the Seven Oaks Interchange Area.

Consequently, and subject to the above IAMP condition, CP-1B was found to be suitable for Urban Reserve designation as it will efficiently accommodate identified urban land needs, has reasonable access to public facilities and services including sewer and water (Atlas, Map 5 – Water and Sewer), and is and will continue to be predominately devoted to industrial uses in a manner compatible with nearby agricultural and forest activities. Regional buffering standards will improve the current situation. Also, designation of the Tolo Area CP-1B will provide a substitute land base for the previously adopted Seven Oaks Interchange Area of Mutual Planning Concern which will be retained as Agricultural land rather than preserved for future Industrial use.

Figure CP.4

CP-1B Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 544	Reasonably Developable: 441	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan		29%	4%	26%	0	42%
Proposed Uses						100%

This area was found to be suitable pursuant to the following Goal 14 boundary location factors and resource land use impacts:

1. *Efficient Accommodation of Identified Land Needs*- Although urbanization of lands proximate to existing population concentrations is generally considered more efficient, it is recognized that the Tolo area already contains significant acreage devoted to industrial use and development, and therefore merits careful consideration. Restrictions typically applicable to rural areas which relate to Goal 14 (Urbanization) and Goal 11 (Public Facilities and Services) are not applicable to land already designated and zoned for industrial use where ORS 197.713 applies - as it does in this location. Future urbanization of areas already partially urbanized, where the area has additional capacity and is suitably situated to provide for the identified land needs, is also appropriately characterized as efficient urbanization.
2. *Orderly and Economic Provision of Public Facilities and Services* - The Tolo area, like the Seven Oaks Interchange, is situated adjacent to the same strategic transportation hub where three major facilities converge. The facilities are the Central Oregon & Pacific Railroad (CORP), Highway 99, and Interstate 5. The rail service line for White City (commonly known as the White City Railroad) joins the mainline railway along the north boundary of CP-1B adjacent to the Blackwell Road rail crossing. Just east to that point, Kirtland Road extends from its junction with Blackwell Road to provide a local arterial road connection to White City. The local arterial network of Kirtland, Blackwell, and Tolo Roads in combination with the junction of the White City and CORP railways, Interstate 5, and Highway 99 constitutes one of the most important convergences of transportation facilities in the region. These factors produce a comparative economic

advantage for this area (and for Central Point) that should not be ignored. Rogue Valley Sewer Service lines already have been extended to the area (Atlas Map 5). A water service line limited to serve only Erickson Air Crane was extended from Central Point. Inclusion of the Tolo area as part of an incorporated city would allow for expanded water service consistent with the Medford Water Commission's policy (as source provider) to restrict extensions to municipal areas.

3. *ESEE Consequences*- The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic*- The comparative economic consequence of selecting these lands is positive. An existing employment land base with strong comparative advantages for transportation related firms, in a region that has strong comparative advantages generally with regard to this sector, will be better served with municipal services and a strategic development plan coordinated between participant agencies. The result will be a more efficient use of existing employment land base to provide more jobs for the region. Transportation and warehousing is also a sector that complements other basic sector industries such as agriculture and manufacturing. The comparative economic consequences were identified in the City's earliest urbanization policies and are validated by the Regional Economic Opportunities Analysis (Appendix VII). Creation of jobs in basic sector industries will have obvious positive social consequences. While there may be adverse impacts to existing residents in the area, it is recognized that the area is already highly impacted by proximity to existing major transportation facilities, industrial uses, and aggregate removal operations.
 - b. *Social*- The comparative social consequences are expected to be positively correlated with anticipated economic consequences.
 - c. *Environmental*- The comparative environmental consequences are expected to be positive. Inclusion of CP-1B as an urban reserve will also provide a means by which transportation/freight oriented uses may locate in an area largely free of congestion that would otherwise result where transportation/freight oriented uses must mix with a high concentration urban residential and commercial uses. Congestion at freight hubs contributes to the region's air quality problems. Consequently, provision of a freight oriented employment area that will operate without undue congestion will provide an opportunity for the region to mitigate existing air quality problems. Moreover, future industrial intensification of this area is largely unhampered by existing or planned residential development which would otherwise produce land use incompatibility and environmental conflicts.
 - d. *Energy*- The comparative energy consequences are expected to be positive as freight movement will not be hampered by congestion at existing urban interchanges heavily used for residential and commercial traffic. Relief from congestion will reduce fuel consumption by reason that idling vehicles consume more energy than vehicles moving freely on the transportation system.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary*- CP-1B is intended to provide primarily for industrial uses in the transportation/freight and warehousing sectors, sectors of vital import to the Region's agricultural economic base. Industrial activities are not considered sensitive receptors with regard to buffering or setback needs, and the area is generally insulated from other uses by the freeway, other arterial roadways, and natural features (including Bear Creek and the natural topography of the area). The foothills to the north and west are not nor are they expected in the future to be intensively farmed and do not contain harvestable timber. The portion of

CP-1B southwest of the Seven Oaks interchange is already developed and used by Erickson Air Crane. Land to the south is in agricultural use for the cultivation of field crops and has been so for many years. To the extent that future industrial development within CP-1B would produce impacts to existing residential areas, such intensification will be subject to adopted buffering standards in a manner appropriate to and which will assure compatibility.

Area CP-1C:

This study area consists of about 70 acres located near the northwestern corner of Central Point's corporate city limits and UGB. It extends from Jackson Creek to Griffin Creek, with Scenic Avenue defining its southern edge.

In this subarea (and unlike other areas in Central Point) a right-angled railway crossing is possible to Highway 99 and the same is necessary to correct the existing oblique angle railroad crossing which now exists at the intersection at Scenic Avenue and Highway 99. Correcting the angle of intersection is important to serve Central Point's objective of providing for a higher density master planned Transit Oriented Development neighborhood on land west of the railway. The needed road connection would extend north from Scenic Avenue on the east side of the highway before crossing Highway 99 in a perpendicular alignment; the triangular parcel at the northwest corner of the projected intersection is necessary to ensure that its geometry is safe and efficient. The new railroad crossing includes a four way traffic signal as a component of the overall improvement.

Currently, a 12-inch water line extends the length of Highway 99 from the city boundary to the Erickson Air Crane facility, at the edge of CP-1B. Other water and sewer lines are near CP-1C inside the city limits. As such, new infrastructure to serve the CP-1C area will not require extensive public or private infrastructure investment and urban uses can be more cost-effectively delivered. The northern portion of the area is developed with approximately 15 residences.

Within the subarea are three parcels totaling 50 acres which have been found by the RLRC to be a part of the Commercial Agricultural Base. The parcel immediately east of Highway 99 is bordered by exception land to the north, south and east. The parcel further to the east is bordered by the City on the east, by exception land to the south, and partially bordered by exception land to the west. The last parcel, west of the highway, is bordered by Jackson Creek to the west and by Scenic Avenue to the south. The area in total contains over 20 residences. Given the proximity to the existing urban growth boundary, the juxtaposition of the agricultural land between highly parcelized rural residential exception areas and the municipal boundary on two sides, it was concluded that the area may be reasonably developed with urban uses. Moreover, urbanization of this area in a manner compatible with the remaining nearby farmland to the north, given its limited contiguity with that area and the City's agreement to implement the Region's agricultural buffering standards and conceptual urban reserve planning requirements, helped lead to the conclusion of suitability.

The City intends to promote a master planning effort for this area to ensure more efficient urban development that incorporates nearby natural features including Griffin Creek into the neighborhood design, creates appropriate agricultural buffers, and establishes an internal street network that minimizes access onto Highway 99. The comparative environmental, energy, economic, and social consequences are, in the balance, concluded to support the suitability of CP-1C for Urban Reserve inclusion.

Figure CP.5

CP-1C Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 70	Reasonably Developable: 60	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan		32%		68%		
Proposed Uses		100%				

This area was found to be suitable due to the following Goal 14 boundary location factors and resource land use impacts:

1. *Efficient Accommodation of Identified Land Needs*- Inclusion of this area will better accommodate identified land needs already within the urban growth boundary because it will provide a needed and properly aligned northern rail crossing which will facilitate (and make safer) the buildout of the existing TOD neighborhood. Proximity to the existing urban growth boundary and municipal public facilities and services also renders the area suitable to accommodate the City's identified urban needs. Additionally, this land is in close proximity to existing urban facilities and services which now exists in adjacent neighborhoods.
2. *Orderly and Economic Provision of Public Facilities and Services* – Inclusion will provide for a more orderly provision of services to the existing municipal area by solving a significant transportation facility bottleneck.
3. *ESEE Consequences*- The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic*- The comparative economic consequence of including these lands is positive as it will supply the established demand for future housing in an efficient manner that will enhance housing affordability.
 - b. *Social*- The comparative social consequences are expected to be positively correlated with positive economic consequences as it promotes the City's vision for well situated neighborhoods near the downtown core.
 - c. *Environmental*- The comparative environmental consequences are expected to be positive. Inclusion of CP-1B as an urban reserve will provide an urbanizable area that does not conflict with any identified natural resource and which will be located in close proximity to core urban uses so as to reduce reliance on motorized vehicles.
 - d. *Energy*- The comparative energy consequences are expected to be positive as inclusion of this area as an Urban Reserve will provide a solution to an existing transportation facility constraint that congests traffic flow to and from a large mixed use urban neighborhood. The urban reserve designation will also provide for the future urbanization of a walkable neighborhood on land in close proximity to the City's downtown core.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary*- The cultivation of field crops occurs and is expected to continue on lands located north and west of area should the urban growth boundary be expanded in the future. The area is configured and sized adequately to permit implementation of the Region's adopted agricultural setback and buffering standards.

Area CP-2B:

This area, approximately 325 acres, is defined on the north by Wilson Road and on the south by the Jackson County Fairgrounds Exposition Park and portions of the Central Point city limits. The existing municipal boundary also defines this area’s eastern and western boundaries. Area CP-2B includes a mixture of designated agricultural and rural residential uses. Of this, the RLRC found that 197 acres of the total was a part of the Commercial Agricultural Base. About 20 percent of the area contains oak savanna, and some areas have ponded sources of irrigation water.

Interstate 5 currently divides the City, and Central Point believes it is important to maintain a proper urban form by closing the loop along the city’s northern boundary to permit, among other things, the installation of looped municipal water mains to ensure proper pressure for fire flows; non-looped water mains produce significantly less pressure and flow. The County Roads Department, in cooperation with ODOT, reconstructed the Upton Road bridges in 2008. This strengthened the connection between northeast and northwest Central Point. The City also determined the area to be suitable to provide a needed connection of the east-west leg of Upton Road westward to Gebhard Road.

Public infrastructure, in the form of sewer lines and gas lines, already extend into CP-2B. Water lines exist in city subdivisions east of Gebhard Road and north along Table Rock Road. These water lines can be extended into CP-2B. This area also is critical for extending storm drainage from the exception area south of Wilson Road and from other areas closer to Bear Creek.

While Central Point recognizes the conflict between urban and rural uses, it has few places to grow without encroaching into farmland and/or open space. The City plans to protect CP-2B’s natural resources by incorporating them into a master plan, and will also require agricultural buffers to protect nearby agricultural lands that remain in production.

City planning staff has and is collaborating with the Jackson County Fair Board in its master planning efforts. The Jackson County Expo property is slated to become a recreational/parks regional centerpiece in the future, similar to Stewart Park in Roseburg. Consequently, the comparative environmental, energy, economic, and social consequences are deemed, in the balance, to be positive for urban land suitability.

Figure CP.6

CP-2B Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 325	Reasonably Developable: 282	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan		38%		62%		
Proposed Uses		81%			6%	13%

This area was found to be suitable due to the following Goal 14 boundary location factors and resource land use impacts:

1. *Efficient Accommodation of Identified Land Needs-* Inclusion of this area will provide for better connectivity between lands already with the urban growth boundary the east and west. Proximity to the existing urban growth boundary and municipal services renders the area suitable to accommodate the City’s identified urban needs. Although the City would prefer to accommodate the majority of future residential growth on land west of the freeway, its choices are limited in that direction due to the existence of important high-value agricultural land. Existing parcel sizes and the location of development will accommodate reasonably efficient infill development to help accommodate the City’s identified land needs.

2. *Orderly and Economic Provision of Public Facilities and Services* – Inclusion will provide for a more orderly provision of services to the existing municipal area by solving a significant transportation facility bottleneck, to improve city stormwater drainage systems, and accommodate a fully looped water system. Other municipal facilities and services are readily available to serve the area.
3. *ESEE Consequences*- The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic*- The comparative economic consequence of including these lands is positive as it will supply the demand for future urban housing in an efficient and affordable manner. Affordability for this area goes to the proximity and availability of public facilities and services and the generally level terrain. A portion of the area will also provide for employment land needs.
 - b. *Social*- The comparative social consequences are expected to be positive by bolstering a sense of community identity for this area and through the provision of municipal park and open space improvements in coordination with the Jackson County Fair Board.
 - c. *Environmental*- The comparative environmental consequences are expected to be positive if urban needs can be accommodated by careful integration with natural areas that include Bear Creek and some oak savannah inclusions. Improvement of storm water systems will also improve water quality in the region. Proximity to the existing urban growth boundary for future urban areas will also minimize vehicle miles traveled over the planning period.
 - d. *Energy*- The comparative energy consequences are expected to be positive as this land will provide a solution to an existing transportation facility constraint that congests traffic flow to and from existing municipal areas to the east and west. The Urban Reserve designation will also provide for future urbanization of a walkable neighborhood on land not too distant from the downtown core.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary*- A 177 acre active orchard exists and is expected to continue operations along the northwest boundary of CP-2B. Conflicts have already occurred between the orchard and the urban residential neighborhood (Boes Subdivision) now within the City and further to the west. Development of this area will require future lots, streets, and activity areas to be designed to accommodate the Region's agricultural buffering standards, portions of which require the avoidance of locating sensitive receptors in proximity to the orchard. This area is sufficiently sized and the parcels and existing development are adequate to effectively achieve compatibility.

Area CP-3:

This 36-acre study area abuts and is located north of East Pine Street. It is bound on the south and east sides by the existing municipal boundary and to the west and north by the Jackson County Fairgrounds. Bear Creek and its associated floodplain cross this area's eastern edge. Penuinger Road traverses the area's southwest corner. The majority of this area is currently designated Aggregate Resource.

Water and sewer infrastructure either exists or is planned to serve the area. The East Pine Street Transportation Plan includes recommendations for improvements to the I-5 interchange and reconfiguration of fairground access; this may dictate the type and the amount of new commercial uses along North Penninger Road.

The 100-year floodplain of Bear Creek within this area does not entirely constrain the site but may limit uses to regional parks, open space or tourist commercial uses. Consequently, the area is concluded to be, in the balance, suitable under Goal 14 for an Urban Reserve designation.

Figure CP.7

CP-3 Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 36	Reasonably Developable: 27	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan		7%	93%			
Proposed Uses					58%	42%

This area was found to be suitable due to the following Goal 14 boundary location factors and resource land use impacts:

1. *Efficient Accommodation of Identified Land Needs*- The area is situated adjacent to the northbound Interstate 5 ramps and along existing local higher order roads, including East Pine Street. Central Point believes that reclamation of an aggregate mining site for urban uses near the heart of the community is an efficient means to accommodate identified urban land needs.
2. *Orderly and Economic Provision of Public Facilities and Services*- All municipal services and facilities are adjacent or readily available to serve this area. Proximity to the freeway interchange will require careful consideration and coordination with ODOT to ensure that future development minimizes transportation impacts upon this important facility. While Central Point acknowledges that limitations on the types or intensities of land uses may be appropriate, it believes the site can feasibly accommodate some urban needs even with such limitations.
3. *ESEE Consequences*- The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic*- The comparative economic consequences for this area are positive in providing for reclamation of the site as a beneficial urban use located in an area of high commercial land values.
 - b. *Social*- The comparative social consequences are expected to be positive as by providing enhanced access to the natural area of Bear Creek while eliminating land use conflicts that existed while the land was used for aggregate mining.
 - c. *Environmental*- The comparative environmental consequences are expected to be positive by reason of the mining area being reclaimed to beneficial urban use, portions of which will include restoration of natural amenities.
 - d. *Energy*- The comparative energy consequences are expected to be positive due to proximity to the urban core and Interstate 5 interchange; proximity to the interchange for travel-related commercial uses will enable travelers to access goods and services without need to travel far from the freeway.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary*- There are no agricultural or forest lands nearby this area.

Area CP-4D:

This Urban Reserve area exists as a triangular-shaped tract that runs along the northeastern side of Interstate 5. The area has approximately 82 acres, approximately two-thirds of which

is currently designated Agricultural and is owned by Jackson County. The southerly third of the area is designated as Rural Residential land and is owned by the City of Central Point. Both tracts are part of the Bear Creek Greenway. None of the land is or has in recent history been in agricultural production and the soils are of low agricultural suitability (Class IV-VII, where not built as roadway or within the Bear Creek floodway). This area also has environmental constraints. The eastern third of this 82-acre area is within the 100-year floodplain of Bear Creek and is also impacted by wetlands. The City expects to use this area for passive recreation, dedicated open space, or parks adjacent to and in connection with the Bear Creek Greenway.

Figure CP.8

CP-4D Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 82	Reasonably Developable: 52	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan		32%		68%		
Proposed Uses					100%	

This area was found to be suitable specifically for park and trail use due to the following Goal 14 boundary location factors and resource land use impacts:

1. *Efficient Accommodation of Identified Land Needs*- CP-4D will accommodate the City’s identified park land needs and non-motorized transportation facility needs. The Bear Creek Greenway Master Plan guides the city and county development which links active recreation nodes with a bicycle/pedestrian trail system along the natural corridor of Bear Creek. The plan includes a land and easement acquisition strategy which seeks to eventually extend the greenway trail to the Rogue River. Although public ownership of the greenway is preferred, easements have also been employed as a viable alternative. Through the years aggregate has been mined from Bear Creek; sometimes leaving deep pits which have filled with water and provide habitat for fish and wildlife. Reclamation plans for aggregate sites which exist to the north provide extension of the greenway trail system. Construction of this trail linkage and including same within or linking to the larger Central Point urban area, will provide an alternative transportation mode for workers in the Tolo employment area in addition to providing recreational access along the greenway for all.
2. *Orderly and Economic Provision of Public Facilities and Services*- The area extends northerly from existing city limits over land assembled by public agencies for the purpose of providing the Bear Creek Greenway in accordance with its adopted master plan. Access to urban facilities and services, to the limited extent needed for the greenway use, may be extended directly from the Old Upton Road on the south and the Boes subdivision to the east. Greenway improvements, policing, and management would be coordinated between the City and Jackson County.
3. *ESEE Consequences*- The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic*- The provision of park and non-motorized transportation linkage will supply an attractive community amenity and have a positive affect on property values and tourism. It will also afford workers a more economical way to access employment opportunities. The area has already been acquired by the public and inclusion into Central Point will help finance completion of this segment of the Bear Creek Greenway. The use of lands within the greenway area for economically viable agriculture is severely limited as discussed above. Land acquisition will be required in other areas to provide for park and trail land needs.

- b. *Social-* Residents and visitors will have the opportunity to view preserved natural habitat in close proximity to urban populations and inclusion of this area will facilitate the development of facilities for the handicapped. This will positively affect the community's sense of identity and quality of life, and will promote opportunities for healthful exercise. Park land will need to be provided in some proportion for any future growth area. However, the greenway is a unique resource in this fixed location.
 - c. *Environmental-* The area will serve as a natural area providing open space and habitats for fish and wildlife. Inclusion as urban reserve will assure, through an urban reserve management agreement and the RPS agreement, further protection for the area to preserve the enumerated natural values.
 - d. *Energy-* Inclusion of the area will facilitate completion of a continuous trail along the length of the Bear Creek corridor and, specific to this segment, a non-motorized corridor between the Tolo employment area and residential population areas of Central Point. The delivery of non-motorized transportation facilities linking employment and residential areas can and is expected to result in significant energy savings.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary-* There are no nearby forest lands or forest activities. Nearby agricultural uses on land that would remain outside the urban area (assuming inclusion of the greenway area) include an active fruit orchard having approximately 177 acres and located to the east of the corridor. Hay and livestock pasturing further to the north exists along the east bank, and the cultivation of field crops also exists north of the subject area to the west of the creek corridor. The proposed urban use of the area will be for park and trail use. The Bear Creek Greenway routinely traverses farm land throughout its reach. Fencing is used to control and prevent trespass. The predominant wind direction during the summer months is from the north. Consequently, care in the routing of the trail and separation of recreational areas from farm activities should and will be taken in the planning of these park and trail facilities and the same will occur under the jurisdiction of Jackson County or the City of Central Point. The area has sufficient size to accommodate setbacks and screening of sensitive receptors from the nearby and sometimes adjacent agricultural land activities. The riparian corridor along the creek is heavily vegetated and provides natural screening through a significant portion of the area. While the potential exists for noise from farm activities, the same are not anticipated to be a significant problem and can be mitigated. In addition, ambient noise from Interstate 5 will serve to dampen noise from farm uses.

Area CP-5:

Area CP-5 has approximately 31 acres located immediately west of city limits, east of Grant Road, and south of Scenic Avenue. Most parcels within the area are designated as Rural Residential exception land. A 10-acre parcel is designated as Agricultural land at the area's southern end. The parcel contains a walnut grove, Christmas trees, and a dwelling with accessory uses located southwest of the creek. A small pasture and two barns are on the creek's opposite side. Because the creek runs through the property and portions are in residential use, the property's effective farmable portion is significantly less than ten acres; no adjacent parcels are available for farm use in conjunction with this property. Jackson Creek and its associated 100-year floodplain follow Grant Road except where they cut through the EFU parcel. The riparian areas create a significant physical barrier from the larger tract of farmland to the west and reduce the need for fencing. Consequently, the area can and will

provide for urban needs in a manner that is compatible with nearby agricultural lands. There are no nearby forest lands or uses.

Figure CP.9

CP-5 Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 31	Reasonably Developable: 19	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan		66%		34%		
Proposed Uses		91%			9%	

This area was found to be suitable due to the following Goal 14 boundary location factors and resource land use impacts:

1. *Efficient Accommodation of Identified Land Needs*- The properties in this area are adjacent to the city limits, and could easily be served by the extension of public facilities and services from the Twin Creeks TOD. This area could be used for either urban residential development or dedicated open space for Twin Creeks TOD.
2. *Orderly and Economic Provision of Public Facilities and Services*- The area is adjacent to all public facilities and services which are necessary and appropriate for future urban residential or open space land needs.
3. *ESEE Consequences*- The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic*-The comparative economic consequence of selecting this area will be positive in that identified residential demand would be satisfied by a supply of land located in near proximity to the existing urban growth boundary, urban core, and supporting commercial uses within the Twin Creeks TOD. Maintaining an appropriate equilibrium of supply to meet demand is fundamental for housing affordability. Proximity to the urban facilities and services will also minimize the cost of services, thereby enabling lower overall cost to make this land available for urban uses — a positive economic consequence. This is somewhat offset by loss of a limited amount of farm area. Inclusion of this area would not likely produce negative economic consequences on farming or farm uses beyond the area’s boundaries as both Grant Road and the creek provide a good separation between future urban uses and farm activities. Moreover, access to the area does not require travel through farm areas designated Agricultural.
 - b. *Social*- Comparative social consequences are expected to be positive with future urban development anticipated to be similar to the outcome of the highly successful Twin Creeks TOD, which is based on the principals of New Urbanism and Transit Oriented Development. The resulting neighborhood will have a cohesive identity, be pedestrian-friendly and reflect positively on the City as a whole.
 - c. *Environmental*- Comparative environmental consequences are expected to be approximately neutral. Properly designed development in this area and constructed with best management practices will minimize impacts the riparian creek habitat. Accommodating urban needs in a compact form proximate to the urban core will serve to minimize land consumption over the planning period and thereby minimize future development pressure on other more sensitive natural areas.
 - d. *Energy*- The comparative energy consequences are expected to be positive, given proximity to the urban core. This is expected to result in a reduction of per capita vehicle miles traveled over the planning period.

4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary-* The location of Jackson Creek and Grant Road reinforces this area’s stronger relationship to urban development than to farm land which exists across the creek and to the west. A road and creek will serve as a superior dividing line and demarcation between urban and rural uses than would a property line having no discernable difference and separated only by a fence.

Area CP-6A:

This area consists of 444 acres. The CP-6A area is adjacent to city limits, and could easily be served by services from the Twin Creeks TOD or from existing collector roads, such as Beall Lane, Taylor Road, and Scenic Avenue. The circulation plan for this area is a natural extension of the Twin Creeks TOD, and of historic east-west roads such as Taylor and Beale.

Public water, sanitary sewer and natural gas maps indicate that this infrastructure can be readily, efficiently, and economically extended to CP-6A from the east and the south. Storm drainage can be developed, treated, and effectively discharged into existing systems. The Twin Creeks TOD uses passive water treatment. Central Point intends to require passive water treatment for new development in this area.

Approximately two-thirds of the land in this urban reserve is currently designated for agriculture, and was recommended by the RLRC as part of the Commercial Agricultural Base. The remaining one-third consists of exception lands planned Rural Residential. Soils in this area are Class 3 with limited amounts of Class 2. Agricultural use has been limited to livestock grazing or has otherwise remained fallow.

The area is generally free of any severe environmental constraints that occur elsewhere around the City, and proximity to the downtown core is conducive to urban centric growth objectives that minimize vehicle trip lengths and durations and the same represents a positive consequence under all of the ESEE factors. Central Point’s experience with TOD design on the west side of the City has been extremely positive and has fostered positive social relationships in the community. In the balance, it is concluded that the comparative ESEE consequences for urbanization are positive. In combination with the other Goal 14 location factors, CP-6A is determined to be suitable and appropriate as an urban reserve. The City believes that there are more natural linkages from the areas west of Grant Road to the Downtown core and many other Central Point neighborhoods.

Figure CP.10

CP-6A Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 444	Reasonably Developable: 386	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan		32%		68%		
Proposed Uses		76%			20%	4%

This area was found to be suitable due to the following Goal 14 boundary location factors and resource land use impacts:

1. *Efficient Accommodation of Identified Land Needs-* Inclusion of the area will promote the City’s goal of developing in an approximate centric pattern near the urban core as the best means to afford all neighborhoods — existing and future — the most direct and convenient access to the Downtown core. Managed growth to the west will promote efficient local resident access to the Downtown core. This area will provide for a master planned TOD community that will achieve higher residential densities, perpetual open

- space and the establishment of agricultural buffers consistent with the Regional standards.
2. *Orderly and Economic Provision of Public Facilities and Services-* Water, sanitary sewer, urban streets and natural gas maps show that this infrastructure can be readily, efficiently, and economically extended to CP-6A from the east and the south. Storm drainage can be developed, treated, and effectively discharged into existing drainage systems. The Twin Creeks TOD uses passive water treatment, and Central Point intends to require the same of new development in this area.
 3. *ESEE Consequences-* The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic-*The comparative economic consequence of selecting these lands is positive in that identified residential demand would be satisfied by a supply of land located in proximity to the existing urban growth boundary and urban core. Maintaining an appropriate equilibrium of supply to meet demand is fundamental for housing affordability. Proximity to the urban facilities and services will also minimize the cost of services, thereby enabling lower overall cost to make this land available for urban uses — a positive economic consequence. While including this area as Urban Reserve, the same is somewhat offset by the relative limited loss of farm land in comparison to the expectation of higher density, pedestrian-friendly living opportunities that are locationally near the urban core. Inclusion of this area is not likely to negatively impact nor produce negative economic consequences on farming upon farm lands beyond; as the planning area is of adequate size and well configured, development can easily accommodate large setbacks and vegetative buffering. Moreover, access to the area through the remaining farm land will be unnecessary.
 - b. *Social-* The comparative social consequences are expected to be positive in the manner similar to the outcome of the Twin Creeks TOD neighborhood development, a project which incorporates the best principals of New Urbanism and exists as a successful developing neighborhood that exemplifies transit oriented development. Central Point anticipates that this area will follow a similar design. In anticipation, the City believes this area will produce another neighborhood that has a cohesive identity and which reflects well upon the City as a whole.
 - c. *Environmental-* The comparative environmental consequences are expected to be approximately neutral. This area will accommodate the City's urban growth needs in proximity to the urban core, using TOD principals to reduce automobile reliance. In so doing, the anticipated development will be expected to comparatively reduce per capita vehicle trip lengths and durations, resulting in decreased emissions. The negative consequences that necessarily result from urban development and construction can be mitigated through proper design and use of best management practices.
 - d. *Energy-* The comparative energy consequences are expected to be positive and result from producing a compact urban form located near the urban core. Additionally, as explained under *Environmental* (immediately above) the anticipated/required development form will also reduce per capita vehicle trip lengths and durations, resulting in reduced energy consumption as well as decreased air contaminant discharges.
 4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary-* Urbanization of the area would require careful planning and extensive buffering to maintain compatibility with nearby and adjacent farm lands and farm uses to the west. However,

this area is adequately sized and configured to enable comprehensive master planning and utilization of Regional agricultural buffering standards similar to those employed in the Twin Creeks TOD neighborhood.

Area CP-6B:

This 188-acre area is located immediately south of CP-6A which, along with Beall Lane, defines its northern boundary. The southern boundary is defined by Sylvia Road, its west boundary is Old Stage Road, and the east boundary is defined by the 100-year floodplain of Jackson Creek which runs along Hanley Road. Current plan designations are primarily Rural Residential, with two developed areas that are designated Agricultural.

The area generally is comprised of rural residential parcels ranging from small to fairly large acreages (up to 13 acres). There is an existing network of local order streets in a block pattern that lends itself to further and more intensive urbanization. Redevelopment potential is feasible for the area given existing large lot parcelization and the existence of a well defined gridded transportation network. This area has long suffered serious water problems that would be resolved by extension of municipal water. The City has received reports of failing septic systems within this area. Extension of urban services will serve to mitigate or prevent potential negative affects that failing septic systems may have on aquifers in this area (upon which others depend for drinking water).

Central Point Little League operates a baseball field facility on a 14.5 acre parcel within one of the two Agricultural land inclusions in CP-6B. The baseball property constitutes the majority of the acreage within this Agricultural land inclusion. Two EFU zoned parcels having approximately five aggregate acres, exists between the baseball fields and the Rural Residential land to the north. These two parcels are used by the Central Point Council, Boy Scouts of America for its facilities and activities. The Boy Scout property is not nor likely will be used for farming in the future (other than incidental not-for-profit farming by Boy Scouts). The second inclusion of Agricultural land is located near the geographic center of CP-6B and is completely surrounded by Rural Residential exception lands. Together, these inclusions have approximately 14 acres.

Figure CP.11

CP-6B Urban Reserve By Existing and Potential Land-Use Type						
Gross Acres: 188	Reasonably Developable: 162	Residential	Aggregate	Resource	Open Space / Parks	Employment Land
Existing Plan		77%		23%		
Proposed Uses		90%				10%

This area was found to be suitable due to the following Goal 14 boundary location factors and resource land use impacts:

1. *Efficient Accommodation of Identified Land Needs-* Inclusion of the area will promote the City's goal of developing, as near as practicable, in a centric pattern centering on the Downtown urban core. This area can provide for a master planned community that will achieve higher density residential development with open space preserved and agricultural buffers created. Managed growth to the west will promote efficient local resident access to the Downtown core.
2. *Orderly and Economic Provision of Public Facilities and Services-* Public water, sanitary sewer and natural gas maps indicate that municipal public facilities and services can be readily, efficiently, and economically extended to CP-6A from the east and the south. Storm drainage can be developed, treated, and effectively discharged into existing

systems. The Twin Creeks TOD Development uses passive water treatment, which the City intends to require of new development in this area.

3. *ESEE Consequences*- The overall comparative ESEE consequences of an Urban Reserve boundary in this area is positive, based upon the following:
 - a. *Economic*-The comparative economic consequence of selecting these lands is positive in that identified residential demand would be satisfied by a supply of land located in proximity to the existing urban growth boundary and urban core. Maintaining an appropriate equilibrium of supply to meet demand is fundamental for housing affordability. Proximity to the urban core will also minimize the cost to extend public facilities and services. This will produce positive economic consequences by making facility extensions more affordable to existing development. Extending public facilities and services, while solving septic and shortages of groundwater for wells, will also facilitate in-fill development and help underwrite the cost of extending facilities to larger blocks of developable land. Although inclusion of this area will result in the loss of some farmland, the loss is somewhat offset by the limited amount in consideration of the existing problems that will be solved through infrastructure extensions. Inclusion of this area is unlikely to produce negative economic consequences on nearby farming operations because the planning area is adequately sized and its parcels are suitably configured to accommodate setbacks and vegetative buffering pursuant to Regional standards. Additionally, access to the area will not necessitate travel through other farmland.
 - b. *Social*- Comparative social consequences are expected to be positive in the manner similar to the outcome of the Twin Creeks TOD as explained above for other areas similarly anticipated as TOD candidates. Development based upon the principals of New Urbanism and Transit Oriented Development result in a greater neighborhood cohesiveness and identity and reflect positively on the City as a whole.
 - c. *Environmental*- The comparative environmental consequences are expected to be approximately neutral. The accommodation of urban growth needs in proximity to the urban core using TOD principals is reasonably expected to reduce per capita vehicle trip lengths and durations, resulting in decreased emissions. The ordinary and expected negative consequences that results from development and construction can be mitigated through proper design and the use of best management practices. Existing septic and groundwater problems, which are both environmental and social in nature, can be efficiently solved.
 - d. *Energy*- The comparative energy consequences are expected to be positive and result a reduction of vehicle trip lengths and durations owing a compact urban form and the incorporation of TOD principals. These methods will result in energy savings along with fewer air contaminant discharges.
4. *Compatibility of the Proposed Urban Uses with Nearby Agriculture and Forest Activities Occurring on Farm and Forest Land Outside the Urban Growth Boundary*- Compatibility concerns with nearby agricultural land uses outside the UGB exist to the northwest, south, and east of CP-6B. However, the impacts can and will be mitigated to acceptable levels through proper implementation of the Regional agricultural buffering standards and thoughtful master planning consistent with Central Point's demonstrated success TOD and cluster neighborhood design concepts. The area is adequately sized and configured to permit the undertaking of a master planning similar to the Twin Creeks TOD.

5. PRIORITIZATION OF SUITABLE LANDS

Once suitable lands were identified through the above Goal 14 analysis, these remaining lands were sorted according to the priorities found in the Division 21 Urban Reserve Rule. The priorities are set by OAR 660-0021-0003, as described under Chapter 5 Urban Reserves Overview. An excerpt of the priority scheme is as follows:

- (3) *Land found suitable for an urban reserve may be included within an urban reserve only according to the following priorities:*
- (a) *First priority goes to land adjacent to, or nearby, an urban growth boundary and identified in an acknowledged comprehensive plan as an exception area or nonresource land. First priority may include resource land that is completely surrounded by exception areas unless these are high value crop areas as defined in Goal 8 or prime or unique agricultural lands as defined by the United States Department of Agriculture;*
 - (b) *If land of higher priority is inadequate to accommodate the amount of land estimated in section (1) of this rule, second priority goes to land designated as marginal land pursuant to former ORS 197.247 (1991 edition);*
 - (c) *If land of higher priority is inadequate to accommodate the amount of land estimated in section (1) of this rule, third priority goes to land designated in an acknowledged comprehensive plan for agriculture or forestry, or both. Higher priority shall be given to land of lower capability as measured by the capability classification system or by cubic foot site class, whichever is appropriate for the current use.*
- (4) *Land of lower priority under section (3) of this rule may be included if land of higher priority is found to be inadequate to accommodate the amount of land estimated in section (1) of this rule for one or more of the following reasons:*
- (a) *Future urban services could not reasonably be provided to the higher priority area due to topographical or other physical constraints; or*
 - (b) *Maximum efficiency of land uses within a proposed urban reserve requires inclusion of lower priority lands in order to include or to provide services to higher priority lands.*

The following tables summarize the results of the Priority analysis of the suitable lands inventory for the City of Central Point. The tables identify the amount of suitable lands by priority type able to accommodate future urban supply. The column headings are explained here:

<**Lots**> includes the number of tax lots within the given category.

<**Acres**> provides the gross acres of the lots, minus existing right-of-way.

<**Dwellings**> identifies the number of dwellings already occupying the given set of properties.

<**Natural Constraints**> calculates the net acres severely constrained by steep slopes over 22 percent, intact and weak vernal pools, floodway, wetlands, and stream corridors.

<**Built**> is the total acreage dedicated to existing dwellings or other substantial improvement.

<**Suitable & Developable**> refers to the amount of reasonably developable land within the inventory once built areas and naturally constrained acres have been subtracted from the gross acres.

<**Remaining Deficiency**> indicates whether suitable lands within the given priority sufficiently meet the projected need. The following tables are placed in the order which

they were analyzed consistent with the Urban Reserve Rule, and are intended to illustrate the 'running total' of land deficiency within each priority level.

Atlas Map 23 (Suitable Lots by Priority – Central Point) identifies the location of suitable lots by priority. The following tables are placed in the order which they were analyzed consistent with the Urban Reserve Rule, and are intended to illustrate the 'running total' of land deficiency within each priority level.

5.1 Priority (a) – Exception and Nonresource Lands

The County's Comprehensive Plan map was used to identify exception and non-resource lands, which include all those lands designated for Commercial, Industrial, Limited Use, Aggregate Removal, Rural Residential, and Urban Residential. Exception or non-resource lands adjacent (abutting) or near (wholly or partly within one-quarter mile of the existing growth boundary are designated for this review as "(a)1" sites. Exception and Non-Resource lands found to be suitable but not part of a contiguous block with other exception or non-resource lands that abut or are nearby the existing urban growth boundary are designated as "(a)2" sites.

Figure CP.12

Priority (a)1 Lands Results (LOW DENSITY)							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Calculated Need	Remaining Deficiency
(a)1	322	535	97	59	380	1,722	(1,342)

Priority (a)1 Lands Results (HIGH DENSITY)							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Calculated Need	Remaining Deficiency
(a)1	322	535	97	59	380	1,542	(1,162)

Figure CP.13

Priority (a)2 Lands Results (LOW DENSITY)							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(a)2	85	382	17	56	309	1,342	(1,034)

Priority (a)2 Lands Results (HIGH DENSITY)							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(a)2	85	382	17	56	309	1,162	(853)

Priority (a) Lands within the Suitable Lands Inventory would not accommodate all of the identified land need for the planning period. A deficiency of between 853-1,034 acres of developable land would exist after all Priority (a) lands are designated as urban reserve.

5.2 Priority (b)– Marginal Lands

Jackson County is not a marginal lands county pursuant to former ORS 197.247 (1991 edition), nor were marginal lands ever designated by Jackson County pursuant to that statute. Because there is an inadequate supply of Priority (a) and there are no Priority (b) lands available, the analysis must proceed to evaluate Priority (c) Resource lands.

5.3 Priority (c) – Resource Lands

The County’s Comprehensive Plan map was used to identify Priority (c) Resource Lands, which include designated Agricultural Land and Forestry/Open Space Land. These Resource Lands are ranked by hierarchy within the Priority (c) category based on soil capability classification. Because no forest uses exist within the study area, the NRCS Agricultural Capability Classification System was utilized to identify the level of priority under Priority (c). Lands comprised of lowest capability soils are included as the highest priority resource lands for inclusion- Priority (c)1. Lands comprised of the highest capability soils are classified as the lowest priority resource lands for inclusion- Priority (c)3. Only when land supply of the higher priority is inadequate may the lower priority lands be included in urban reserves consistent with OAR 660-21-0030(3)(c).

Figure CP.14

Priority (c)1 Lands Results (LOW DENSITY)							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(c)1	1	23	0	4	19	1,034	(1,015)
Priority (c)1 Lands Results (HIGH DENSITY)							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(c)1	1	23	0	4	19	853	(835)

There are no Priority (c)1 lands within the study area surrounding Central Point. Thus, the Priority Lands Rule requires the study to extend to Priority (c)2 Resource Lands for examination of potential supply.

Figure CP.15

Priority (c)2 Lands Results (LOW DENSITY)							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(c)2	49	481	9	39	433	1,015	(582)

Priority (c)2 Lands Results (HIGH DENSITY)							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(c)2	49	481	9	39	433	835	(402)

Because there is an inadequate supply of suitable Priority (c)2 Lands, as demonstrated in the above table, the Priority Lands Rule requires the study to extend to Priority (c)3 Resource Lands for examination of potential supply.

Figure CP.16

Priority (c)3 Lands Results (LOW DENSITY)							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(c)3	28	300	6	5	290	582	(292)

Priority (c)3 Lands Results (HIGH DENSITY)							
Priority	No. of Lots	Gross Acres	Built	Natural Constraints	Suitable & Reasonably Developable	Remaining Need	Remaining Deficiency
(c)3	28	300	6	5	290	402	(112)

As shown above, after inclusion of the Priority (c)3 lands, there still exists a supply deficiency of between 112-292 acres for Central Point as compared to the estimated amount of land needed to accommodate growth over the 50 year planning horizon of this Plan.

Figure CP.17

CENTRAL POINT SUITABLE LANDS BY PRIORITY						
Priority	Lots	Gross Acres	Built Acres	Naturally Constrained	Reasonably Developable	Percent of Total
(a)1	322	535	97	59	380	31%
(a)2	85	382	17	56	309	22%
(c)1	1	23	0	4	19	1%
(c)2	49	481	9	39	433	28%
(c)3	28	300	6	5	290	17%
Total	485	1,721	129	163	1,430	100%

6. CENTRAL POINT URBAN RESERVE CONCLUSIONS

The table in Figure CP.18 reiterates the projected needs by land-use type for City of Central Point over the designated planning period.

Figure CP.18

CENTRAL POINT URBAN RESERVE LAND DEMAND SUMMARY (LOW DENSITY)							
	Residential		Employment		Urban Parks		Total Demand (acres)
	Population	Land (acres)	Jobs	Land (acres)	Developed (acres)	Open Space (acres)	
Allocated Regional Share	21,499	1,359	4,536	584			1,943
Planned Inside UGB	4,749	321	486	63			384
Urban Reserve Land Demand	16,750	1,038	4,050	521	163	-	1,722

CENTRAL POINT URBAN RESERVE LAND DEMAND SUMMARY (HIGH DENSITY)							
	Residential		Employment		Urban Parks		Total Demand (acres)
	Population	Land (acres)	Jobs	Land (acres)	Developed (acres)	Open Space (acres)	
Allocated Regional Share	21,499	1,179	4,536	584			1,762
Planned Inside UGB	4,749	321	486	63			384
Urban Reserve Land Demand	16,750	858	4,050	521	163	-	1,542

The following table summarizes the supply of land within each urban reserve designated for the City of Central Point.

Figure CP.19

SUMMARY OF SUITABLE LANDS						
Fine Study Area	Lots	Existing Dwellings	Gross Acres	Physically Constrained	Built	Generally Unconstrained
CP-1B	104	103	544	82	21	441
CP-1C	25	26	70	1	9	61
CP-2B	72	82	325	25	18	282
CP-3	9	7	36	8	1	27
CP-4D	6	0	82	30	0	52
CP-5	9	11	31	10	2	19
CP-6A	165	163	444	2	56	386
CP-6B	95	93	188	4	22	162
Totals	485	485	1,721	162	129	1,430

The overall Central Point results yield a deficit in suitable urban reserve land supply of between approximately 112-292 acres. The base populations and needs determinations are based upon several factors and layers of assumptions including: a county-adopted 2005 Population Element; City of Central Point buildable lands analysis, projected densities, a forecasted growth rate, and target future time period. All these factors are reasonable, based on best available information and are extrapolated using sound methodologies.