

STEVE ENNIS ARCHITECT

GARY WEST LIVING TRUST NEW RESIDENTIAL DEVELOPMENT CENTRAL POINT, OREGON

WRITTEN FINDINGS

August 4, 2016

1. **PROJECT OVERVIEW:** 7-Unit Multi-Family Residential Development on 0.24 acres within the MMR Zone in the TOD Corridor. The development includes a 3-Story 6-Unit building, 2-Story Single Family Residence, 10 Parking Spaces, Landscaping and related site improvements.
2. **TYPE OF PLANNING ACTION:** Type II Procedure (17.05.300) for a Site Plan & Architectural Review (17.72.020 (B)).
3. **PROJECT TEAM:**
 - a. **Applicant/Owner of Record:** Gary West
Gary West Living Trust
PO Box 5175
Central Point, OR 97502
(541) 840-1938
 - b. **Agent:** Steve Ennis
Steve Ennis Architect
1108 East Jackson Street
Medford, OR 97504
(541) 618-9155
 - c. **Civil Engineer:** Marc Cross, P.E., P.L.S.
Rhine Cross Group, LLC
112 North 5th Street, Suite 200
Klamath Falls, OR 97601
(541) 851-9405
 - d. **Landscape Architect:** Tom Madara
Madara Design Inc.
2994 Wells Fargo Road
Central Point, OR 97502
(541) 664-7055
 - e. **Structural Engineer:** Shane W. Earp
(Building Drawings) Structural Integrity, LLC
724 Main Street, Suite 214
Klamath Falls, OR 97601
(541) 884-1081
4. **PROJECT DATA:**
 - a. In jurisdiction of City of Central Point.
 - b. Topographic Map completed by Farber Surveying.
 - c. Geotechnical report to be completed.
 - d. Address: 249 Hiatt Lane.
 - e. Legal Description: Township 37 South, Range 2 West, Section 10AA, Tax Lot 7100.
 - f. 54'-0" x 190'-0" = 10,260 SF (0.24 Acres).

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5. ZONING REVIEW:

- a. Zoning District: TOD - MMR Zone (R-3 - Medium Mix Residential) in the Transit Oriented Development (TOD) Corridor.
- b. Density:
 - 1) Maximum is 32 Units per Acre. $0.24 \text{ Acres} \times 32 = 7.68 \text{ Units}$. 7 Maximum.
 - 2) Minimum is 14 Units per Acre. $0.24 \text{ Acres} \times 14 = 3.36 \text{ Units}$. 3 Minimum.
 - 3) Actual Density is 7 Units.
- c. Minimum Lot or Land Area: NA.
- d. Minimum Lot Width: NA.
- e. Minimum Lot Depth:
 - 1) 50'.
 - 2) Actual Depth is 190'.
- f. Building Setbacks:
 - 1) Front:
 - a. 10' Minimum, 15' Maximum.
 - b. Actual Front Yard Setback is 8'.
 - 2) Side:
 - a. 5' Minimum Detached, 0' Minimum Attached.
 - b. Actual Side Yard Setback is 5'.
 - 3) Rear:
 - a. 15' Minimum.
 - b. Actual Rear Yard Setback is 15'.
- g. Building Height:
 - 1) 45' Maximum.
 - 2) Actual Building Height is 33'.
- h. Lot Coverage:
 - 1) 80% Maximum.
 - 2) Actual Lot Coverage is 74%.
- i. Landscape Area:
 - 1) 20% Minimum.
 - 2) Actual Landscape Area is 26%.
- j. Off-Street Parking:
 - 1) 1.0 Space per 1-Bedroom Unit.
 - 2) 1.5 Spaces per 2-Bedroom Unit.
 - 3) Actual 10 Parking Spaces (1.0 x (1) 1-Bedroom + 1.5 x (6) 2-Bedroom).

6. CPMC Chapter 17.05, Section 300:

17.05.300 Type II procedure.

A. Pre-Application Conference. A pre-application conference is optional for a Type II permit application. The requirements and procedures for a pre-application conference are described in Section 17.05.600(C).

A Pre-Application Conference was held on March 21, 2016.

B. Application Requirements.

1. Application Forms. Type II applications shall be made on forms provided by the planning department for the land development permit requested.

Application form attached.

2. *Submittal Requirements. A Type II permit application shall include:*

a. *The information requested on the application form;*

All Required Submittals are attached.

b. *Findings addressing the applicable regulations per Table 17.05.1. Note: At the discretion of the community development director, additional information may be required during the application process;*

This is a Major Site Plan and Architectural Review, so Chapter 17.72 contains the applicable regulations. See findings for Chapter 17.72 in Item 10 below.

c. *One set of pre-addressed mailing labels for all real property owners of record who will receive a notice of the application as required in subsection C of this section. The records of the Jackson County assessor's office are the official records for determining ownership. The applicant shall produce the notice list using the most current Jackson County assessor's real property assessment records to produce the notice list. The city shall mail the notice of application; and*

Mailing labels are attached.

d. *The required fee.*

Fee is attached.

7. **CPMC Chapter 17.65:**

This site is in the Central Point Transit Oriented Development (TOD) district. It is also in a Medium Mix Residential (MMR) zone. The detached Single-Family Dwelling and 6-Unit Multifamily Dwelling are both permitted uses in Table 1. See the Zoning Review in Section 5 of these findings for how the development conforms to standards outlined in Tables 2 and 3.

The only standard not met is the front yard setback of 8', where a minimum of 10' is required. Using the underlying Residential Multi-Family (R-3) zoning standard (minimum of 20' from the front lot line) will work best with neighboring properties and remain consistent with the purpose of the design standards for TOD Districts.

8. **CPMC Chapter 17.66:**

17.66.030 Application and review.

A. Application Types. There are four types of applications which are subject to review within the Central Point TOD district and corridor.

2. Site Plan and Architectural Review. The provisions of Chapter 17.72, Site Plan and Architectural Review, shall apply to permitted and limited uses within the TOD district and corridor. For site plan and architectural review applications involving two or more acres of land, a master plan approval, as provided in this chapter, shall be approved prior to, or concurrently with, a site plan and architectural review application.

See findings for Chapter 17.72 in Item 10 below.

17.66.050 Application approval criteria.

B. Site Plan and Architectural Review. A site plan and architectural review application shall be approved when the approval authority finds that the following criteria are satisfied or can be shown to be inapplicable:

- 1. The provisions of Chapter 17.72, Site Plan and Architectural Review, shall be satisfied; and*
- 2. The proposed improvements comply with the approved TOD district or corridor master plan for the property, if required; and*
- 3. Chapter 17.67, Design Standards--TOD District and TOD Corridor.*

See findings for Chapter 17.67 in Item 9 below and findings for Chapter 17.72 in Item 10 below.

9. **CPMC Chapter 17.67:**

17.67.040 Circulation and access standards.

B. Parking Lot Driveways.

1. Parking lot driveways that link public streets and/or private streets with parking stalls shall be designed as private streets, unless one of the following is met:

- a. The parking lot driveway is less than one hundred feet long;*
- b. The parking lot driveway serves one or two residential units; or*
- c. The parking lot driveway provides direct access to angled parking stalls.*

The parking lot driveway is less than one hundred feet long.

2. The number and width of driveways and curb cuts should be minimized and consolidated when possible.

There will be a single driveway into the site.

3. *Where possible, parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent sites.*

This is not possible at this site.

4. *Large driveways should use distinctive paving patterns.*

The design does not include a large driveway.

C. *On-Site Pedestrian and Bicycle Circulation. Attractive access routes for pedestrian travel should be provided by:*

1. *Reducing distances between destinations or activity areas such as public sidewalks and building entrances. Where appropriate, develop pedestrian routes through sites and buildings to supplement the public right-of-way;*
2. *Providing an attractive, convenient pedestrian accessway to building entrances;*
3. *Bridging across barriers and obstacles such as fragmented pathway systems, wide streets, heavy vehicular traffic, and changes in level by connecting pedestrian pathways with clearly marked crossings and inviting sidewalk design;*
4. *Integrating signage and lighting system which offers interest and safety for pedestrians;*
5. *Connecting parking areas and destinations with pedestrian paths identified through use of distinctive paving materials, pavement stripings, grade separations, or landscaping. (Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1815 §1(part), Exh. C(part), 2000).*

The building entrances face the public sidewalk and provide clear paths for the on-site pedestrian and bicycle circulation. The limited width of the site prevented separating the pedestrian and bicycle routes from the paved vehicle circulation. Site signage is TBD. Site lighting will be mounted on the buildings.

17.67.050 Site design standards.

The following standards and criteria shall be addressed in the master plan, land division, and/or site plan review process:

A. *Adjacent Off-Site Structures and Uses.*

1. *All off-site structures, including septic systems, drain fields, and domestic wells (within one hundred feet) shall be identified and addressed in the master plan, land division, or site plan process in a manner that preserves and enhances the livability and future development needs of off-site structures and uses consistent with the purpose of the TOD district and as necessary to improve the overall relationship of a development or an individual building to the surrounding context.*
2. *Specific infrastructure facilities identified on site in the master plan, land division, and/or site plan shall comply with the underground utility standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 400, Storm Water Sewer System and, more specifically, Section 420.10.02, Ground Water Control Plan, in order to safeguard the water resources of adjacent uses.*

There are no off-site structures. The civil drawings have been designed to comply with all applicable standards.

B. Natural Features.

- 1. Buildings should be sited to preserve significant trees.*
- 2. Buildings should be sited to avoid or lessen the impact of development on environmentally critical areas such as steep slopes, wetlands, and stream corridors.*
- 3. Whenever possible, wetlands, groves, and natural areas should be maintained as public preserves and as open space opportunities in neighborhoods.*

The site does not contain any significant trees, steep slopes, wetlands or stream corridors.

C. Topography.

- 1. Buildings and other site improvements should reflect, rather than obscure, natural topography.*
- 2. Buildings and parking lots should be designed to fit into hillsides, for instance, reducing the need for grading and filling.*
- 3. Where neighboring buildings have responded to similar topographic conditions on their sites in a consistent and positive way, similar treatment for the new structure should be considered.*

The site is nearly flat.

D. Solar Orientation.

- 1. The building design, massing and orientation should enhance solar exposure for the project, taking advantage of the climate of Central Point for sun-tempered design.*
- 2. Where possible, the main elevation should be facing within twenty-five degrees of due south.*
- 3. In residential developments, the location of rooms should be considered in view of solar exposure, e.g., primary living spaces should be oriented south, but a west facing kitchen should be avoided as it may result in summer overheating.*
- 4. Outdoor spaces should be strategically sited for solar access and the cooling summer winds.*
- 5. Shadow impacts, particularly in winter, on adjacent buildings and outdoor spaces should be avoided.*

The bedrooms in the 6-Unit building all have south exposure.

G. Views. The massing of individual buildings should be adjusted to preserve important views while benefiting new and existing occupants and surrounding neighborhoods.

Given the relatively flat nature of this area, there are no important views to preserve.

H. Adjoining Uses and Adjacent Services.

- 1. When more intensive uses, such as neighborhood commercial or multifamily dwellings, are within or adjacent to existing single-family neighborhoods, care should be taken to minimize the impact of noise, lighting, and traffic on adjacent dwellings.*
- 2. Activity or equipment areas should be strategically located to avoid disturbing adjacent residents.*
- 3. All on-site service areas, loading zones and outdoor storage areas, waste storage, disposal facilities, transformer and utility vaults, and similar activities shall be located in an area not visible from a street or urban space.*
- 4. Screening shall be provided for activities, areas and equipment that will create noise, such as loading and vehicle areas, air conditioning units, heat pumps, exhaust fans, and garbage compactors, to avoid disturbing adjacent residents.*
- 5. Group mailboxes are limited to the number of houses on any given block of development. Only those boxes serving the units may be located on the block. Multiple units of mailboxes may be combined within a centrally located building of four walls that meets the design guidelines for materials, entrance, roof form, windows, etc. The structure must have lighting both inside and out.*

The trash enclosure is not visible from the street. Location of mailboxes is TBD.

I. Transitions in Density.

- 1. Higher density, attached dwelling developments shall minimize impact on adjacent existing lower density, single-family dwelling neighborhoods by adjusting height, massing and materials and/or by providing adequate buffer strips with vegetative screens.*
- 2. Adequate buffer strips with vegetative screens shall be placed to mitigate the impact of higher density development on adjacent lower density development.*
- 3. New residential buildings within fifty feet of existing low density residential development shall be no higher than thirty-five feet and shall be limited to single-family detached or attached units, duplexes, triplexes or fourplexes.*
- 4. New commercial buildings within fifty feet of existing low density residential development shall be no higher than forty-five feet.*
- 5. Dwelling types in a TOD district or corridor shall be mixed to encourage interaction among people of varying backgrounds and income levels.*
- 6. Zoning changes should occur midblock, not at the street centerline, to ensure that compatible building types face along streets and within neighborhoods. When dissimilar building types face each other across the street because the zoning change is at the street centerline or more infill housing is desired (for instance, duplexes across the street from single dwellings), design shall ensure similarity in massing, setback, and character.*
- 7. Density should be increased incrementally, to buffer existing neighborhoods from incompatible building types or densities. Sequence density, generally, as follows: large lot single dwelling, small lot single dwelling, duplex, townhomes, courtyard multifamily apartments, large multifamily apartments, and mixed use buildings.*

The 6-Unit Building is located near the rear of the site, closest to the more dense development to the south. The Single Family Residence is closest to the adjacent lower density adjacent properties.

J. Parking.

1. Parking Lot Location.

- a. Off-street surface parking lots shall be located to the side or rear of buildings. Parking at midblock or behind buildings is preferred.*
- b. Off-street surface parking lots shall not be located between a front facade of a building and a public street.*
- c. If a building adjoins streets or accessways on two or more sides, off-street parking shall be allowed between the building and the pedestrian route in the following order of priority:
 - 1st. Accessways;*
 - 2nd. Streets that are nontransit streets;*
 - 3rd. Streets that are transit streets.**
- d. Parking lots and garages should not be located within twenty feet of a street corner.*

The parking lot is located to the side and rear of the 2-Story Single Family Residence.

2. Design.

- a. All perimeter and interior landscaped areas must have protective curbs along the edges. Trees must have adequate protection from car doors and bumpers.*
- b. A portion of the standard parking space may be landscaped instead of paved. The landscaped area may be up to two feet in front of the space as measured from a line parallel to the direction of the bumper of a vehicle using the space. Landscaping must be ground cover plants. The landscaping does not apply towards any perimeter or interior parking lot landscaping requirements, but does count towards any overall site landscaping requirement.*
- c. In order to control dust and mud, all vehicle areas must be paved.*
- d. All parking areas must be striped in conformance with the city of Central Point parking dimension standards.*
- e. Thoughtful siting of parking and vehicle access should be used to minimize the impact of automobiles on the pedestrian environment, adjacent properties, and pedestrian safety.*
- f. Large parking lots should be divided into smaller areas, using, for example, landscaping or special parking patterns.*
- g. Parking should be located in lower or upper building levels or in less visible portions of site.*

Concrete curbs surround the parking lot and the (10) parking spaces have been broken up to limit the visual impact of the lot.

K. Landscaping.

1. Perimeter Screening and Planting.

a. Landscaped buffers should be used to achieve sufficient screening while still preserving views to allow areas to be watched and guarded by neighbors.

b. Landscaping should be used to screen and buffer unsightly uses and to separate such incompatible uses as parking areas and waste storage and pickup areas.

See the Landscape Plan for the screening and planting surrounding the parking lot.

2. Parking Lot Landscaping and Screening.

a. Parking areas shall be screened with landscaping, fences, walls or a combination thereof.

i. Trees shall be planted on the parking area perimeter and shall be spaced at thirty feet on center.

ii. Live shrubs and ground cover plants shall be planted in the landscaped area.

iii. Each tree shall be located in a four-foot by four-foot minimum planting area.

iv. Shrub and ground cover beds shall be three feet wide minimum.

v. Trees and shrubs must be fully protected from potential damage by vehicles.

See the Landscape Plan for conformance to the requirements outlined above.

d. Parking Area Interior Landscaping.

ii. Development Standards for Parking Area Interior Landscaping.

(A) All landscaping must comply with applicable standards. Trees and shrubs must be fully protected from potential damage by vehicles.

(B) Interior parking area landscaping must be dispersed throughout the parking area. Some trees may be grouped, but the groups must be dispersed.

(C) Perimeter landscaping may not substitute for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends four feet or more into the parking area from the perimeter landscape line.

(D) Parking areas that are thirty feet or less in width may locate their interior landscaping around the edges of the parking area. Interior landscaping placed along an edge is in addition to any required perimeter landscaping.

See the Landscape Plan for conformance to the requirements outlined above.

3. Landscaping Near Buildings. Landscaping shall serve as a screen or buffer to soften the appearance of structures or uses such as parking lots or large blank walls, or to increase the attractiveness of common open spaces.

Landscaping has been located to soften the scale of the new buildings.

4. *Service Areas. Service areas, loading zones, waste disposal or storage areas must be fully screened from public view.*

a. Prohibited screening includes chainlink fencing with or without slats.

b. Acceptable screening includes:

i. A six-foot masonry enclosure, decorative metal fence enclosure, a wood enclosure, or other approved materials complementary to adjacent buildings; or

ii. A six-foot solid hedge or other plant material screening as approved.

The Trash Enclosure will be a 6'-0" high decorative metal fence with gates.

L. Lighting.

1. Minimum Lighting Levels. Minimum lighting levels shall be provided for public safety in all urban spaces open to public circulation.

a. A minimum average light level of one and two-tenths footcandles is required for urban spaces and sidewalks.

b. Metal-halide or lamps with similar color, temperature and efficiency ratings shall be used for general lighting at building exteriors, parking areas, and urban spaces. Sodium-based lamp elements are not allowed.

c. Maximum lighting levels should not exceed six footcandles at intersections or one and one-half footcandles in parking areas.

3. On-Site Lighting. Lighting shall be incorporated into the design of a project so that it reinforces the pedestrian environment, provides continuity to an area, and enhances the drama and presence of architectural features. Street lighting should be provided along sidewalks and in medians. Selected street light standards should be appropriately scaled to the pedestrian environment. Adequate illumination should be provided for building entries, corners of buildings, courtyards, plazas and walkways.

a. Accessways through surface parking lots shall be well lighted with fixtures no taller than twenty feet.

b. Locate and design exterior lighting of buildings, signs, walkways, parking lots, and other areas to avoid casting light on nearby properties.

c. Fixture height and lighting levels shall be commensurate with their intended use and function and shall assure compatibility with neighboring land uses. Baffles shall be incorporated to minimize glare and to focus lighting on its intended area.

d. Additional pedestrian-oriented site lighting including step lights, well lights and bollards shall be provided along all courtyard lanes, alleys and off-street bike and pedestrian pathways.

e. In addition to lighting streets, sidewalks, and public spaces, additional project lighting is encouraged to highlight and illuminate building entrances, landscaping, parks, and special features.

Site Lighting will be mounted on the buildings and conform to the requirements outlined above.

17.67.070 Building design standards.

A. General Design Requirements.

1. In recognition of the need to use natural resources carefully and with maximum benefit, the use of "sustainable design" practices is strongly encouraged. In consideration of the climate and ecology of the Central Point area, a variety of strategies can be used to effectively conserve energy and resources:

a. Natural ventilation;

b. Passive heating and cooling;

c. Daylighting;

d. Sun-shading devices for solar control;

e. Water conservation;

f. Appropriate use of building mass and materials; and

g. Careful integration of landscape and buildings. It is recommended that an accepted industry standard such as the U.S. Green Building Council's LEED™ program be used to identify the most effective strategies. (Information on the LEED™ program can be obtained from the U.S. Green Building Council's website, www.usgbc.org.)

2. All development along pedestrian routes shall be designed to encourage use by pedestrians by providing a safe, comfortable, and interesting walking environment.

3. Convenient, direct and identifiable building access shall be provided to guide pedestrians between pedestrian streets, accessways, transit facilities and adjacent buildings.

4. Adequate operable windows or roof-lights should be provided for ventilation and summer heat dissipation.

The new buildings have been designed with generous amounts and sizes of operable windows to take advantage of passive heating & cooling and daylighting. All building entrances face the street, providing clear routes for pedestrians.

B. Architectural Character.

1. General.

a. The architectural characteristics of surrounding buildings, including historic buildings, should be considered, especially if a consistent pattern is already established by similar or complementary building articulation, building scale and proportions, setbacks, architectural style, roof forms, building details and fenestration patterns, or materials. In some cases, the existing context is not well defined, or may be undesirable. In such cases, a well-designed new project can establish a pattern or identity from which future development can take its cues.

b. Certain buildings, because of their size, purpose or location, should be given prominence and distinct architectural character, reflective of their special function or position. Examples of these special buildings include theaters, hotels, cultural centers, and civic buildings.

c. Attention should be paid to the following architectural elements:

i. Building forms and massing;

- ii. *Building height;*
- iii. *Rooflines and parapet features;*
- iv. *Special building features (e.g., towers, arcades, entries, canopies, signs, and artwork);*
- v. *Window size, orientation and detailing;*
- vi. *Materials and color; and*
- vii. *The building's relationship to the site, climate, topography and surrounding buildings.*

The scale, proportions, articulation, roof pitches, fenestration and materials of the new buildings have been designed to blend well with the surrounding development.

C. Building Entries.

1. General.

a. The orientation of building entries shall:

- i. Orient the primary entrance toward the street rather than the parking lot;*
- ii. Connect the building's main entrance to the sidewalk with a well-defined pedestrian walkway.*

b. Building facades over two hundred feet in length facing a street shall provide two or more public building entrances off the street.

c. All entries fronting a pedestrian accessway shall be sheltered with a minimum four-foot overhang or shelter.

d. An exception to any part of the requirements of this section shall be allowed upon finding that:

- i. The slope of the land between the building and the pedestrian street is greater than 1:12 for more than twenty feet and that a more accessible pedestrian route to the building is available from a different side of the building; or*
- ii. The access is to a courtyard or clustered development and identified pedestrian accessways are provided through a parking lot to directly connect the building complex to the most appropriate major pedestrian route(s).*

The entrance porches on both buildings face the street and provide sheltered entrances to all units.

3. Residential.

a. The main entrance of each primary structure should face the street the site fronts on, except on corner lots, where the main entrance may face either of the streets or be oriented to the corner. For attached dwellings, duplexes, and multi-dwellings that have more than one main entrance, only one main entrance needs to meet this guideline. Entrances that face a shared landscaped courtyard are exempt.

b. Residential buildings fronting on a street shall have an entrance to the building opening on to the street.

- i. Single-family detached, attached and row house/townhouse residential units fronting on a pedestrian street shall have separate entries to each dwelling unit directly from the street.*
- ii. Ground floor and upper story dwelling units in a multifamily building fronting a street may share one or more building entries accessible directly from the street, and shall not be accessed through a side yard except for an accessory unit to a single-family detached dwelling.*
- c. The main entrances to houses and buildings should be prominent, interesting, and pedestrian-accessible. A porch should be provided to shelter the main entrance and create a transition from outdoor to indoor space.*
- d. Generally, single-dwelling porches should be at least eight feet wide and five feet deep and covered by a roof supported by columns or brackets. If the main entrance is to more than one dwelling unit, the covered area provided by the porch should be at least twelve feet wide and five feet deep.*
- e. If the front porch projects out from the building, it should have a roof pitch which matches the roof pitch of the house. If the porch roof is a deck or balcony, it may be flat.*
- f. Building elevation changes are encouraged to make a more prominent entrance. The maximum elevation for the entrance should not be more than one-half story in height, or six feet from grade, whichever is less.*
- g. The front entrance of a multi-dwelling complex should get architectural emphasis, to create both interest and ease for visual identification.*

The entrance porches on both buildings meet these requirements. The large front porch and stair on the 6-Unit Building has been designed to provide a clear entrance to the units while breaking down the scale of the building. One exception to the requirements above is the 4'-6" wide x 4'-0" deep porch on the front building. The smaller front porch is appropriate for this narrow and tall structure.

D. Building Facades.

1. General.

- a. All building frontages greater than forty feet in length shall break any flat, monolithic facade by including discernible architectural elements such as, but not limited to: bay windows, recessed entrances and windows, display windows, cornices, bases, pilasters, columns or other architectural details or articulation combined with changes in materials, so as to provide visual interest and a sense of division, in addition to creating community character and pedestrian scale. The overall design shall recognize that the simple relief provided by window cutouts or sills on an otherwise flat facade, in and of itself, does not meet the requirements of this subsection.*
- b. Building designs that result in a street frontage with a uniform and monotonous design style, roofline or facade treatment should be avoided.*
- c. Architectural detailing, such as but not limited to, trellis, long overhangs, deep inset windows, should be incorporated to provide sun-shading from the summer sun.*
- d. To balance horizontal features on longer facades, vertical building elements shall be emphasized.*
- e. The dominant feature of any building frontage that is visible from a pedestrian street or public open space shall be the habitable area with its accompanying windows and doors. Parking lots,*

garages, and solid wall facades (e.g., warehouses) shall not dominate a pedestrian street frontage.

f. Developments shall be designed to encourage informal surveillance of streets and other public spaces by maximizing sight lines between the buildings and the street.

g. All buildings, of any type, constructed within any TOD district or corridor shall be constructed with exterior building materials and finishes that are of high quality to convey permanence and durability.

h. The exterior walls of all building facades along pedestrian routes, including side or return facades, shall be of suitable durable building materials including the following: stucco, stone, brick, terra cotta, tile, cedar shakes and shingles, beveled or ship-lap or other narrow-course horizontal boards or siding, vertical board-and-batten siding, articulated architectural concrete or concrete masonry units (CMU), or similar materials which are low maintenance, weather-resistant, abrasion-resistant, and easy to clean. Prohibited building materials include the following: plain concrete, plain concrete block, corrugated metal, unarticulated board siding (e.g., T1-11 siding, plain plywood, sheet pressboard), Exterior Insulated Finish Systems (EIFS), and similar quality, nondurable materials.

i. All visible building facades along or off a pedestrian route, including side or return facades, are to be treated as part of the main building elevation and articulated in the same manner. Continuity of use of the selected approved materials must be used on these facades.

j. Ground-floor openings in parking structures, except at points of access, must be covered with grilles, mesh or lattice that obscures at least thirty percent of the interior view (e.g., at least thirty percent solid material to seventy percent transparency).

k. Appropriately scaled architectural detailing, such as but not limited to moldings or cornices, is encouraged at the roofline of commercial building facades, and where such detailing is present, should be a minimum of at least eight inches wide.

l. Compatible building designs along a street should be provided through similar massing (building facade, height and width as well as the space between buildings) and frontage setbacks.

The 6-Unit Building has been designed to break down the 3-Story mass from each direction. A 2'-0" deep gabled element at the south wall adds depth to that façade. The corner patios at the six units provide relief for the side and front walls. The entrance porch and covered stair have been scaled to provide clear entrances and generous outdoor space for the residents. The 2-Story Single Family Residence faces the street with large windows and a recessed porch, while the west wall of that building has many windows to provide natural light and architectural interest.

3. Residential.

a. The facades of single-family attached and detached residences (including duplexes, triplexes, fourplexes, townhouses, and row houses) shall comply with the following standards:

i. No more than forty percent of the horizontal length of the ground floor front elevation of a single-family detached or attached dwelling shall be an attached garage.

ii. When parking is provided in a garage attached to the primary structure and garage doors face the street the front of the garage should not take up more than forty percent of the front facade in plan, and the garage should be set back at least ten feet from the front facade. If a porch is provided, the garage may be set back ten feet from the front of the porch. In addition, garage doors that are part of the street-facing facade of a primary structure should not be

more than eighty square feet in area, and there should not be more than one garage door for sixteen feet of building frontage.

iii. Residential building elevations facing a pedestrian route shall not consist of undifferentiated blank walls, but shall be articulated with architectural details such as windows, dormers, porch details, balconies or bays.

iv. For any exterior wall which is within twenty feet of and facing onto a street or public open space and which has an unobstructed view of that pedestrian street or public open space, at least twenty percent of the ground floor wall area shall be comprised of either display area, windows, or doorways.

v. Architectural detailing is encouraged to provide variation among attached units. Architectural detailing includes but is not limited to the following: the use of different exterior siding materials or trim, shutters, different window types or sizes, varying roof lines, balconies or porches, and dormers. The overall design shall recognize that color variation, in and of itself, does not meet the requirements of this subsection.

vi. Fences or hedges in a front yard shall not exceed three feet in height. Side yard fencing shall not exceed three feet in height between the front building facade and the street. Fences beyond the front facade of the building in a sideyard or back yard and along a street, alley, property line, or bike/pedestrian pathway shall not exceed four feet in height. Fences over four feet in height are not permitted and hedges or vegetative screens in no case shall exceed six feet in height.

b. The facades of multifamily residences shall comply with the following standards:

i. Building elevations, including the upper stories, facing a pedestrian route shall not consist of undifferentiated blank walls, but shall be articulated with architectural detailing such as windows, balconies, and dormers.

ii. For any exterior wall which is within twenty feet of and facing onto a pedestrian street or public open space and which has an unobstructed view of that pedestrian street or public open space, at least twenty percent of the ground floor wall area shall be comprised of either display area, windows, or doorways.

iii. Arcades or awnings should be provided over sidewalks where ground floor retail or commercial exists, to shelter pedestrians from sun and rain.

As outlined in response to Item 1 above, both new buildings have been designed to break down the scale of the exterior wall surfaces, address the street with clear entrances and meet the intent of the requirements outlined in this section.

E. Roofs.

2. Residential.

a. Flat roofs with a parapet and cornice are allowed for multifamily residences in all TOD, LMR, MMR and HMR districts, in which the minimum for sloped roofs is 5:12.

b. Flat roofs with a parapet and cornice are allowed for single-family attached and detached residences (including duplexes, triplexes, fourplexes, townhouses, and row houses) in all TOD residential districts, except the LMR zone.

c. For all residences with sloped roofs, the roof slope shall be at least 5:12, and no more than 12:12. Eaves shall overhang building walls at a minimum twelve inches deep on all sides (front, back, sides) of a residential structure.

d. Roof shapes, surface materials, colors, mechanical equipment and other penthouse functions should be integrated into the total building design. Roof terraces and gardens are encouraged.

The 6:12 sloped roofs and 24" overhangs exceed the requirements outlined above.

F. Exterior Building Lighting.

2. Residential.

a. Lighting shall not draw inordinate attention to the building facade.

b. Porch and entry lights are encouraged on all dwellings to create a safe and inviting pedestrian environment at night.

c. No exterior lighting exceeding one hundred watts per fixture is permitted in any residential area.

Exterior site lighting will be mounted on the buildings and meet the requirements above.

10. CPMC Chapter 17.72:

17.72.030 Information required.

Application for site plan and architectural review shall be made to the community development department and shall be accompanied by the application fee prescribed in the city of Central Point planning department fee schedule. The application shall be completed, including all information and submittals listed on the official site plan and architectural review application form. (Ord. 1946 (part), 2011; Ord. 1685 §65, 1993; Ord. 1436 §2(part), 1981).

The application, fee and all required submittals are attached.

11. CPMC Chapter 17.75:

17.75.039 Off-street parking design and development standards.

All off-street vehicular parking spaces shall be improved to the following standards:

A. Connectivity. Parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent sites unless as a result of any of the following such connections are not possible:

- 1. Topographic constraints;*
- 2. Existing development patterns on abutting property which preclude a logical connection;*
- 3. Traffic safety concerns; or*
- 4. Protection of significant natural resources.*

Existing development patterns on abutting properties preclude logical connections.

B. Parking Stall Minimum Dimensions. Standard parking spaces shall conform to the following standards and the dimensions in Figure 17.75.03 and Table 17.75.02; provided, that compact parking spaces permitted in accordance with Section 17.64.040(G) shall have the following minimum dimensions:

- 1. Width--Shall be as provided in column B in Table 17.75.02;*
- 2. Length--Shall reduce column C in Table 17.75.02 by no more than three feet.*

C. Access. There shall be adequate provision for ingress and egress to all parking spaces.

D. Driveways. Driveway width shall be measured at the driveway's narrowest point, including the curb cut. The design and construction of driveways shall be as set forth in the Standard Specifications and Public Works Department Standards and Specifications.

E. Improvement of Parking Spaces.

- 1. When a concrete curb is used as a wheel stop, it may be placed within the parking space up to two feet from the front of a space. In such cases, the area between the wheel stop and landscaping need not be paved, provided it is maintained with appropriate ground cover, or walkway. In no event shall the placement of wheel stops reduce the minimum landscape or walkway width requirements.*
- 2. All areas utilized for off-street parking, access and maneuvering of vehicles shall be paved and striped to the standards of the city of Central Point for all-weather use and shall be adequately drained, including prevention of the flow of runoff water across sidewalks or other pedestrian areas. Required parking areas shall be designed with painted striping or other approved method of delineating the individual spaces, with the exception of lots containing single-family or two-family dwellings.*
- 3. Parking spaces for uses other than one- and two-family dwellings shall be designed so that no backing movements or other maneuvering within a street or other public right-of-way shall be necessary.*
- 4. Any lighting used to illuminate off-street parking or loading areas shall be so arranged as to reflect the light away from adjacent streets or properties.*
- 5. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining the lines through points twenty feet from their intersection.*
- 6. Parking spaces located along the outer boundaries of a parking lot shall be contained by a curb or a bumper rail so placed to prevent a motor vehicle from extending over an adjacent property line, a public street, public sidewalk, or a required landscaping area.*
- 7. Parking, loading, or vehicle maneuvering areas shall not be located within the front yard area or side yard area of a corner lot abutting a street in any residential (R) district, nor within any portion of a street setback area that is required to be landscaped in any commercial (C) or industrial (M) district.*

See Civil Sheet 1 of 7 for the dimensions of the parking lot, which meet these code requirements.

H. Bicycle Parking. The amount of bicycle parking shall be provided in accordance with Section 17.64.040 and constructed in accordance with the following standards:

1. Location of Bicycle Parking. Required bicycle parking facilities shall be located on-site in well lighted, secure locations within fifty feet of well-used entrances and not farther from the entrance than the closest automobile parking space. Bicycle parking shall have direct access to both the public right-of-way and to a main entrance of the principal use. Bicycle parking may also be provided inside a building in suitable, secure and accessible locations. Bicycle parking for multiple uses (such as in a commercial center) may be clustered in one or several locations.

2. Bicycle Parking Design Standards. All bicycle parking and maneuvering areas shall be constructed to the following minimum design standards:

a. Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as a motor vehicle parking area or with a minimum of a three-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers or similar material). This surface will be maintained in a smooth, durable and well-drained condition.

b. Parking Space Dimension Standard. Bicycle parking spaces shall be at least six feet long and two feet wide with minimum overhead clearance of seven feet.

c. Lighting. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use.

d. Aisles. A five-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.

e. Signs. Where bicycle parking facilities are not directly visible from the public rights-of-way, entry and directional signs shall be provided to direct bicycles from the public rights-of-way to the bicycle parking facility.

3. Exceptions to Bicycle Parking. The community development director may allow exceptions to the bicycle parking standards in connection with temporary uses or uses that do not generate the need for bicyclists parking such as Christmas tree sales and mini-storage units. (Ord. 2014 §11, 2015; Ord. 1946 (part), 2011).

Each of the (7) residential units has a bike parking space. Two bikes are stored on the porch at each of the three floors of the 6-Unit building and a bike can be stored within the Single Family Residence.