



**CITY OF CENTRAL POINT
PLANNING COMMISSION AGENDA
November 3, 2015 - 6:00 p.m.**

I. MEETING CALLED TO ORDER

II. ROLL CALL

III. CORRESPONDENCE

IV. MINUTES

Review and approval of October 6, 2015 Minutes.

V. PUBLIC APPEARANCES

VI. BUSINESS

- A.** Review the Findings of Fact and Conclusions of Law in support of the Planning Commission's October 6, 2015 decision to approve the White Hawk Transit Oriented Development (TOD) Master Plan per the Revised Staff Report dated October 6, 2015. The 18.91 acre project site is in the Eastside TOD district east of Gebhard Road and north of Beebe Road, and is identified on the Jackson County Assessor's Map as 37S 2W 02 Tax Lots 2700 and 2701. The project site is within the LMR—Low Mix Residential (2.69 acres) and MMR—Medium Mix Residential (16.22 acres) zoning districts. File No. 14004. Approval Criteria: CPMC 17.66, Application Review Process for the TOD District and Corridor. Applicant: People's Bank of Commerce; Agent: Tony Weller, CES|NW.
- B.** Review the Findings of Fact and Conclusions of Law in support of the Planning Commission's October 6, 2015 decision to approve the three (3) lot tentative partition per the Revised Staff Report dated October 6, 2015. The 18.77 acre lot is within the White Hawk Master Plan area (File No. 14004) in the Eastside TOD and is identified on the Jackson County Assessor's Map as 37S 2W 02 Tax Lot 2700. File No. 14016. Approval Criteria: CPMC 16.10 Tentative Plans. Applicant: People's Bank of Commerce; Agent: Tony Weller, CES|NW.

VII. DISCUSSION

- A.** Introduction and discussion of amendments to the 2008 Population Element
- B.** CP3 URA Consideration

VIII. ADMINISTRATIVE REVIEWS

IX. MISCELLANEOUS

X. ADJOURNMENT

**City of Central Point
Planning Commission Minutes
October 6, 2015**

I. MEETING CALLED TO ORDER AT 6:00 P.M.

Pledge of Allegiance

II. ROLL CALL

Commissioners: Chuck Piland (Chair), Kay Harrison, Tim Schmeusser, Tom VanVoorhies, and Mike Oliver, were present. Also in attendance were: Sydnee Dreyer, City Attorney, Christopher Clayton, City Manager, Tom Humphrey, Community Development Director, Don Burt, Planning Manager, Stephanie Holtey, Community Planner, Matt Samitore, Parks & Public Works Director and Cheryl Adams, Planning Recording Secretary.

Absent: Commissioners Craig Nelson and Susan Szczesniak

III. CORRESPONDENCE

Stephanie Holtey stated that there was an updated Staff Report regarding items C and D on the agenda.

IV. MINUTES

There were two corrections to the September 1, 2015, Minutes.
Page 1: The addition of Mike Oliver to the roll call attendance.
Page 4: Last sentence should be 1997 instead of 1977.
Corrections were noted and changes were made to the Minutes.

Motion: Approve the September 1, 2015, Minutes as amended.

Made By: Thomas VanVoorhies

Seconded by: Kay Harrison

Roll Call Vote: Commissioners VanVoorhies, Oliver, Schmeusser and Harrison all voting "yes".

Motion passed. 4/0

V. PUBLIC APPEARANCES

None

VI. BUSINESS

A. Consideration of a Site Plan and Conditional Use Permit for the construction of a Vietnam War Memorial Replica at Don Jones Memorial Park which includes covered seating, a memorabilia building, additional parking areas and site landscaping. The proposed memorial is located in the O-S, Open Space zoning district and is identified on the Jackson County Assessor's map as 37S 2W 01BA, Tax Lots 1000 & 1100. Applicant: Southern Oregon Veteran's Benefit (SOVB); Agent: John David Duffie', Architect File Nos. 15018 & 15020.

Chuck Piland, the Chair of the Planning Commission read the Quasi-judicial hearing statement, indicated the time limitations for public input and that all input should be relative to the criteria for each application.

Chair Piland inquired if any of the Commissioners had conflict of interest, ex parte contact or bias regarding the CUP for the construction of the Vietnam War Memorial Replica at Don Jones Memorial Park.

There were no disclosures by the Commission.

Tom Humphrey presented a Staff Report identifying the criteria for the application and issues that have arisen relative to the application. He addressed traffic, visual obstruction, the Park Master Plan, scale of the project, neighborhood issues, site design and the community garden.

Commissioner Harrison questioned whether the Community Gardens would be, either removed or relocated?

Matt Samitore, Parks Director, indicated that the Community Gardens would be relocated next to the entrance to the water reservoir. There is an area on the left side of the access to the reservoir that was left over that was originally designed to be gardens.

Options are: 1) approve; 2) approve with revisions; 3) postpone a decision pending receipt of answers to questions raised at the public hearing; or 4) deny the application.

Recommendation: Deny the Site Plan and Conditional use Permit applications for the construction of a Vietnam War Memorial Replica at Don Jones Memorial Park.

Applicant: John Duffie, Architect. Mr. Duffie is representing the SOVB regarding this project and presented photos and renderings of the project. He presented design details of the site plan. The Wall has two sections 180 feet in length, walk ways, raised planters for shrubs and flowers, presentation area in the center, lined with trees for buffering and landscaping, retaining wall to address poor soil condition, there are ramps and stairs, it is all slightly sloped, covered seating for shading which is proposed to have photovoltaic solar panels and finally a small little flag pole area. We pushed back the area 16 feet as a buffer from the child soccer field to allow for more open space area. The height of the Wall is 8 feet at the center and then slopes down to 3 or 4 feet at the ends, it will have

engraving on both sides. SOVB is also planning a small little storage building, kiosk for memorabilia left at the Wall. There are additional parking spaces for the Wall (68 spaces) in order to handle the additional visitation to the Wall. Visitation stages: Passive: Negligible; Weekend Event: 200/hour or 2000 people per day, the additional parking spaces could handle; Special Event/Speaker: 5000 people; off-site shuttle service would be needed to handle capacity.

The Commission inquired as to the height of the photovoltaic canopy over the seating.

Mr. Duffie indicated it would be approximately 11 to 12 feet high and the flag pole height is up to 20 feet.

The Commission asked what would be powered by the panels. Mr. Duffie indicated that it was not conclusive, but could be lighting, wayfinding system that is built into the Memorial where there are computer screens programmed for giving people guidance on where to find a name on the Wall, or whatever other power requirements the Park may need.

Mr. Duffie showed photos that indicated it would not obstruct the view from the houses to the park.

The Commission asked Mr. Duffie to give a concept of what the mural on the back of the Wall would be. Mr. Duffie indicated that so far they are thinking of depictions of war injured in the Vietnam War, there would be a series of these depictions. There will be sidewalk on the back side with landscaping also. There would also be downward directing lighting on the path to avoid glare to the neighbors.

Ron Kuhl, President of Southern Oregon Veterans Benefit (SOVB) and President for the Vietnam Wall Committee. Mr. Kohl went over a few points in the Staff Report.

1. Lack of adequate parking - There is adequate parking for usual daily parking. The special event parking is another matter and would be handled differently. There are no numbers showing the ingress or egress of vehicles to the park on a daily basis. So we have no idea how to judge how much parking is needed. However the 68 new spaces should handle the Wall parking. Off-site parking or shuttling will be used during special events.
2. Increased vehicle activity – It was expressed that the neighbors had a problem with additional vehicles in their neighborhood. It was assumed that people trying to get to the Wall would be directed through their neighborhoods to get access to the parking. This is a false perception. There will be a main entrance. We would be more than willing to put up signage for the Wall, and no parking signs “during events” if the City so desired.
3. Conflicting park uses – The Staff Report indicates that this has not been an issue. We propose the posting of a sign at each end of the Wall indicating that “this is a

park” additional sounds, persons, recreational equipment in the form of Frisbees, balls, etc. can be experienced.

4. Visual Obstructions – Residents have expressed that they feel the Wall will be obstructing their view of the Park and the back side of the Wall will be somewhat imposing. We went out and took a look we measured and people from the homes can see. In our proposal there will be a mural on the back side. This is going to be many pictures of Vietnam, they are going to be scrutinized, family oriented, and will not be offensive. The City has requested that the meandering of the walkway be straightened to allow for larger playing field for the youth that use the park. We will look at that, it will be honored and respected.
5. Master Plan - We are not familiar with the Master Plan but would like to have the opportunity to address these issues and research them. We want this to be a draw to the park not something that people will shy away from. For the City for the revenue that would be coming to the City. All of the examples in Exhibit G were not of the same type or size as the proposed Wall. Bottom line is we would like you to consider apples to apples, not apples to oranges. Our Wall is 80%.

Proposal: That the Commission consider

specific questions they would like answered and not use the staff report examples as a guideline but as a reference and give SOVB ample time to follow-up with better answers. Further if the Commission would also consider looking at an updated visual of Don Jones Park so that references could be looked at fresh.

I would also request that we have a 30 day extension on this matter, and I make a formal request for that at this time.

Commissioner Harrison stated that she understood SOVB looked at other places before coming to the Commission with the proposal for Don Jones Park in Central Point. They have gone before the City of Medford. Did they go to the County as well?

Mr. Kohl said that they looked at some places in the county, however at that time they had the proposal into the City of Central Point and wished to pursue it.

Commissioner Harrison recommended the Expo and its proximity and capability to handle parking and a big event.

PUBLIC HEARING OPENED

- A. Ralph Nelson – Mr. Nelson was representing the Central Point East neighborhood and stated that there was an agreement between the City of Central Point and Central point East regarding ingress and egress to the park and parking spaces on North Mountain. He also asked if the veterans had approached the VA Domiciliary regarding the replica and stated that should be done. He was

concerned about drainage issue and the fact that a 2 to 3 foot foundation would need to be added thus making the wall 10 feet instead of 8 feet.

Matt Samitore, Parks & Public Works Director stated that there would be no directional signage in Central Point East and no parking in that area for the park.

- B. Regina Nelson – Ms. Nelson indicated she was the president of the Homeowners Association for Hidden Grove/Green Valley and was concerned about the impact to the neighborhood and to their parking.
- C. David Roadman – Mr. Roadman indicated that when Don Jones Park was first opened the Public Works Department indicated that it was the “Crown Jewel of Parks”. He would like to make sure it remains that way. His concerns include the size of the proposed project, that it was not in the Master Plan, the reduction in Open Spaces, inadequate parking, increased traffic, need for added security and maintenance, and the added cost to the city and the public. His recommendation was to support the project, just not at Don Jones Park. Mr. Roadman submitted his testimony in writing for the record.
- D. Patricia Day -- Ms. Day stated her concerns regarding the Replica. She has investigated 14 other similar memorials which were underway in other states. Of those 80% were lacking in needed funds to complete the project. They were all located in areas specific to Veterans and were in larger areas. One replica was on a 55 acre park and there were over 100,000 visitors to the memorial the first year it opened. Her recommendation would be to help the Vets find an appropriate place for the wall other than the park.
- E. Sandra Thomas -- Ms. Thomas spoke to the need for the memorial to be a solemn and reverent place so that the Vets and people visiting the memorial could do so in private without the noise and interference of a child friendly park. She also repeated the parking issue which could create an unsafe condition around the park. She would like a traffic study done for Hamrick Road and the ingress and egress to the new parking spaces.
- F. Don Nadeau -- Mr. Nadeau indicated that this proposal would be contrary to the Mission Statement of the City and the Parks Department. The monument and the extra parking would take away the green area. He would like to see the memorial at a different location, perhaps the VA Domiciliary in White City or the Expo would be better suited for this type of memorial. His suggestion would be to check with Expo/Fair Board.
- G. Kyle Mayer – Mr. Mayer agreed with what has previously been stated. His main objection is with the size (length and width) of the imposing project and with the reduction in the things that are appreciated about the park if a significant monument is added. He also had concerns regarding the computer technician that would be needed to service the kiosk that was mentioned.
- H. David Borum -- Mr. Borum questioned the issue of finances. He indicated that the project is estimated to cost \$500,000, but only \$150,000 is needed to start. He does not want to see the wall partially built then funding run out. He is also

concerned about the maintenance costs and does not believe that Don Jones Park is an appropriate location for the memorial.

- I. Mike Whitfield – Mr. Whitfield, with Old Guard Riders indicated that he appreciated and respected everyone’s opinion on the matter.
- J. Linda Borum -- Ms. Borum is worried about the homeless and has concerns about vandalism at the park if this memorial is placed here. There is already a homeless population sleeping in the cemetery. She is also concerned about the community garden being relocated because of the wall.
- K. Anita Berry -- Ms. Berry asked about the additional motorhomes and travel trailers that would be using the area. She also stated the traffic on Hamrick Road is terrible. She also worried that the restrooms were inadequate and that more would be needed if the wall were constructed in Don Jones Park.
- L. Russ McBride - Mr. McBride addressed the funding and cost of the project. The cost of the wall is \$300,000; \$200,000 for construction. The \$150,000 needed to begin is half of the \$300,000 above. It takes 6 months to complete the project and they would have that much time to raise the rest of the \$150,000. No tax money would be used. They have received lots of support from businesses in the area. SOVB would be raising their own money and have been inquiring as to the maintenance costs, for which they would also be raising money.
- M. Cindy Shandel - Ms. Shandel was concerned about the noise, she currently hears events at the Expo and fears that when there are special events at the memorial, she will be subject to that noise also. She is also concerned about the cemetery sleepers (homeless) and parking in her yard.
- N. Ellen Dickerson - Ms. Dickerson presented a petition to be placed in the record with 135 names. The Petition read: Petition to Preserve Don Jones Memorial Park, aka Water Spray Park. We the undersigned concerned citizens, urge the City of Central Point to preserve Don Jones family friendly residential park by voting “NO” on: Placing the Vietnam Memorial Replica Wall in Don Jones Park and “NO” on additional parking that would route park traffic through our family friendly residential streets.
- O. Mike O - Eagle Point understands people’s objection to having the monument in their back yard and asked who would be willing to volunteer to find an alternate location.

Rebuttal

- A. Ron Kohl- Mr. Kohl addressed the issues above one by one below:
 - a. Parking - Angled parking would not be a good idea for this area, rather regular parallel parking spaces should be used.
 - b. Signage – there would be ample signage for the Wall at the main entrance to the park.
 - c. Master Plan – is unfamiliar with the plan but will investigate
 - d. Security and Maintenance – SOVB is looking into ways to address security and maintenance issues. Trying to find a happy medium

- e. Green area concerns, Wall area was moved back to preserve some open space for the soccer field.
- f. Smaller Wall (50% as opposed to 80%) – SOVB will look into a 50% Wall but the 80% replica is their preference.
- g. Finances were addressed by Russ McBride
- h. Play/Safety – could assist with signage, maintenance and traffic control. SOVB will check with the VA Dom for possible volunteer assistance.
- i. SOVB will pledge to work with and accommodate the neighbors.

PUBLIC HEARING WAS CLOSED.

The City Attorney advised the Commission of their options to leave the record open to receive additional information or to continue the public hearing to a date and time specific and give the applicant opportunity to address the concerns raised by the public. The applicant reiterated their desire that the meeting be continued. He indicated that he would submit in writing the extension request to the Planning Department.

Discussion

The Commissioners discussed the issues brought up during the public hearing. Questions were asked of Parks & Public Works Director Matt Samitore regarding the park master plan and other issues that were raised by citizens. Matt stated that a master plan for the park was not adopted and there was never a formal agreement regarding the parking on North Mountain. As far as bathroom capacity, what the City does for special events is bring in porta potties. There was discussion regarding bringing back needed information and concerns to the next Planning Commission meeting so that the SOVB had time to investigate some issues and costs and make some changes to their proposal

Motion: Continue the public hearing to the Planning Commission meeting of December 1, 2015, at 6:00 p.m.

Made by: Kay Harrison

Seconded by: Thomas VanVoorhies

Commissioner VanVoorhies would like a better sense of the discussion that took place at the Parks Commission about the scale of the proposal.

Commissioner Harrison specified that information needed to include:

- a. Financial Impact to the City – additional costs to City and Parks Department
- b. Financial benefit to the City – how does this compare with the cost
- c. Master Plan Charrettes in 2007– consideration was given to installing a stop light rather than the pedestrian signal, at New Haven and Hamrick. Would this proposal necessitate a full signal and what would it cost?
- d. Porta-potty expense

- e. How many people rent Don Jones Park especially during the summer time on any given day, for Birthday Parties, family reunions, etc.
- f. Use of Park info – practices for sports groups, etc.

Commissioner Piland also added:

- a. What are answers to the unknowns that have been raised during the hearing.

Commission VanVoorhies also added:

- a. What is the attendance at the existing memorial in the park

Roll Call Vote: Commissioners VanVoorhies, Oliver, Schmeusser and Harrison voted “yes”.

Motion passed. 4/0

There was a question from the audience regarding a traffic study being done by the December 1, 2015, meeting.

City Attorney, Sydnee Dreyer, stated that if there were any questions regarding the application that people go into the Planning Department and address those questions or concerns to staff before the hearing.

Five Minute Break

B. Consideration of a Minor Amendment to the Comprehensive Plan, Transportation System Plan (TSP) incorporating Option “C” from the Gebhard Road Alignment Study as the preferred routing for the southerly extension of Gebhard Road. File No. 15024. Applicant: City of Central Point.

Chair Piland inquired if any of the Commissioners had conflict of interest, ex parte contact or bias regarding the Minor Amendment to the Comprehensive Plan. There were no disclosures by the Commission.

Don Burt presented a staff report stating the criteria and presented the project realignment study indicating that Option C was the preferred route. He recounted the opportunities for community involvement that were part of the alignment study and reviewed previous options and presentations that were made to the Commission. He reiterated that the amendment institutionalizes the alignment of Gebhard Road for the benefit of future development and that the classification of the road as a collector would not change. There is some language in the TSP that will be amended to support the new alignment.

Recommendation: Recommend approval of the Gebhard Road TSP Amendment to the City Council based upon findings of fact and Conclusions of Law in the Staff Report and

information from the public hearing. A Planning Commission Resolution No. 824 is included as Attachment "C" for the Commission's consideration.

Commissioner Harrison indicated that she previously was not fond of round-a-bouts but has grown to like the idea and thinks they will work well to calm traffic.

Commissioner Oliver questioned the phasing of the round-a-bouts, with regard to the White Hawk development.

Mr. Burt explained that both of the round-a-bouts involved two pieces of property. The one on the West could be developed fairly soon, but the other on the East end won't occur until full development of the property to the east and will be coordinated with that property owner. He reiterated that this is a realignment study, it is not a traffic study.

Commissioner VanVoorhies asked whether Gebhard Road would remain intact and was told that it would.

PUBLIC HEARING OPENED

- A. Gus Picollo, Beebe Farms – Mr. Picollo stated that if this was approved for future development of the area, it would cut his orchard in half south of Beebe Road. He wanted to know if this was a flexible plan or set in stone. He also indicated that he disapproved of this alignment.
- B. Ernest Mingus - Mr. Mingus indicated that the road would be 90' wide right through Gus' property so instead of having 9.02 acres he would have 6 acres. He does not believe this is a workable plan and it needs to be looked at again. He questioned the amount of traffic that currently uses Beebe Road and would consequently be routed onto the new Gebhard Road alignment. He indicated that the phasing should be rated as "poor" not "fair" in the slide presentation. He doesn't believe that study period of 2020 is realistic. He is opposed to the amendment and requests that this is not forwarded to City Counsel, but sent back to staff.
- C. David Webb -- Mr. Webb indicated that right now it is dangerous to get out of his driveway and with two round-a-bouts it would be more dangerous. There is still a lot of high speed traffic on Gebhard Road. It is an accident waiting to happen. Please review again, he is opposed to the Amendment and believes it warrants more study.

Rebuttal

Don Burt addressed the concerns:

- a. Mr. Burt explained that the alignment, specifically the language changes in the TSP has the flexibility to address, at time of development, Mr. Picollo's concerns about the alignment through his orchard property.

- b. Mr. Burt agreed with Mr. Mingus that the study should reflect 2030 and not 2020.
- c. Other options were studied (14 in all), we could revisit those, but they were eliminated for valid reasons.
- d. This realignment is provided to be flexible, but it can be revisited if the Commission desires.
- e. Before property in the study area is developed, a traffic study would be required of each development.
- f. He also indicated that the phasing will not disrupt traffic flow as it currently exists.

Commissioner Harrison reiterated the fact that traffic studies will be done with each development in this area and is separate from the alignment that the City wants set at this time. Mr. Burt agreed.

Mr. Mingus questioned whether Mr. Picollo will have some leeway with the alignment on his property in the future. Mr. Burt confirmed that he will.

- D. Charlotte Proffitt -- Ms. Proffitt asked what is stopping them from going straight on Gebhard along the creek. She also asked if a road could be extended east from the second traffic circle to Hamrick Road.

Mr. Burt stated that the topography, flood plain issues, and environmental issues were at play in extending Gebhard Road south so that an alignment along the creek would not be a viable alternative.

Commissioner Oliver wanted to make certain that this realignment was not locked in concrete. Mr. Burt indicated that the section through Gus' property was not set in concrete, just the property (White Hawk) north of Beebe Road is locked in at this time.

PUBLIC HEARING CLOSED

Motion: Recommend approval of Resolution No. 824, an Amendment to the Comprehensive Plan to incorporate option "C" of the Gebhard Road Alignment Study into the TSP based upon findings of fact and Conclusions of Law in the Staff Report dated October 6, 2015, and information from the public hearing.

Made by: Kay Harrison

Seconded by: Mike Oliver

Roll Call Vote: Commissioners Oliver, Schmeusser and Harrison voted "yes"; Commissioner VanVoorhies voted "no".

Motion passed. 3/1

C. Consideration of the White Hawk Transit Oriented Development (TOD) master plan. The 18.91 acre project site is in the Eastside TOD district east of Gebhard Road and north of Beebe Road, and is identified on the Jackson County Assessor's Map as 37S 2W 02

Tax Lots 2700 and 2701. The project site is within the LMR—Low Mix Residential (2.69 acres) and MMR—Medium Mix Residential (16.22 acres) zoning districts. File No. 14004. Approval Criteria: CPMC 17.66, Application Review Process for the TOD District and Corridor. Applicant: People's Bank of Commerce; Agent: Tony Weller, CES|NW.

Chuck Piland, the Chair of the Planning Commission re-read the Quasi-judicial hearing statement, indicated the time limitations for public input and that all input should be relative to the criteria for each application.

Chair Piland inquired if any of the Commissioners had conflict of interest, ex parte contact or bias regarding the White Hawk Transit Oriented Development Master Plan.

There were no disclosures by the Commission.

Stephanie Holtey presented a staff report indicating the criteria for the project. She addressed the changes that were requested at the July 7th, 2015, Planning Commission meeting. She outlined the process that this application would go through and indicated the items that remained intact. The zoning on the property is Low Mix Residential (LMR) and Medium Mix Residential (MMR). The applicant has indicated they would go through the DEQ Voluntary Clean-up Plan for the contaminated area of this project. To participate in the VCP, the applicant will need to submit a formal application and proposal to the DEQ. A project manager will be assigned to oversee the clean-up process, including selection of the required clean-up remedy. There is a public notification portion to this process. The soil contamination will be addressed in Phase 1 of the project. The first phase will be the construction of the apartments.

The Commission expressed concerns regarding the contaminants located on the property involved. Commissioner Harrison questioned if there were any contaminants in the first Phase of the project where the apartments were to be constructed. Ms. Holtey indicated that the only contaminated areas that exceed state limits are in soil management groups A and B. Soil management group C is everything else on the site and does not contain arsenic above the statutory background level. Based on the applicant's draft soil clean up report prepared in 2006, the proposed clean-up remedy involves: Placing a barrier on Groups A and B; Digging out the soil from group C and putting that soil C on top of the barrier to a height of two feet. As conditioned, the Master Plan establishes the timing of soil remedy selection and clean-up completion relative to the land development process to assure mitigation is complete prior to occupancy of any phase of development.

Ms. Holtey indicated that the other concern was underground utility construction impacts on shallow wells in the area. The applicant submitted a water table analysis that evaluates potential impacts and identifies mitigation measures. In response to concerns raised at the public hearing, the applicant included further steps for identifying undocumented wells within the Eastside TOD area and those properties to the west of White Hawk to Bear Creek, including three residential parcels west of Gebhard Road. As

conditioned the report would need to be updated with additional information on the location and any changes in the engineering solutions to mitigate groundwater impacts, if any. The applicant would then submit engineered plans for the construction of the storm drains which would be reviewed by the City Engineer for approval to assure that we agree that those mitigation measures are adequate to protect people as much as possible from any potential impact, over the short- and long-term.

The major transportation issue that was identified was relative to the Beebe/Hamrick Road signalization. The applicant submitted a Traffic Impact Analysis (TIA) that indicates generation of 107 p.m. Peak Hour Trips could occur before triggering the need to install the signal. After 107 p.m. Peak Hour Trips the intersection at Beebe and Hamrick Road would require signalization. As conditioned, this is resolved through imposition of a trip cap allowing 96 p.m. Peak Hour Trips commensurate with proposed development in Phase 1. After that point no further development would be allowed until the signal is installed. The City will install the traffic signal. The applicant's proportional cost share per the TIA is around 11% of this cost, payable through Street Systems Development Charges (SDCs).

Recommendation: Approve Resolution No. 825 approving the White Hawk Master Plan subject to conditions in the Revised Staff Report dated October 6, 2015.

Commissioner Oliver had questions regarding the storm drain construction and installation.

Matt Samitore indicated that they do not normally review engineering plans at a Master Plan level. Typically Public Works reviews engineered plans as part of the site plan and architectural review. On this basis, he expects the storm drain plan may change substantially.

PUBLIC HEARING OPENED

Applicant: People's Bank of Commerce - Ralph Tahran, Architect - Mr. Tahran indicated that the Master Plan proposal has shrunk some due to Option C of the realignment project previously discussed, but otherwise everything is the same. He stated that they can comply with the conditions of approval for this project including the DDA. He introduced Tony Weller from CES Engineering to address the engineering aspects of the project.

Amanda Spencer from Apex addressed the environmental concerns regarding the project, specifically soil contamination and shallow wells. She indicated that the Oregon DEQ soil clean-up plan would be adhered to and that a project manager will be assigned to oversee the clean-up process. The layer between the contaminated and clean soil would consist of a jute mat, usually colored to demarcate the contaminated soil. Relative to shallow wells, she addressed problems caused by a previous storm drain installation project including loss of water and property damage. She indicated that proposed utilities

would not be constructed in the same manner as the previous project and described the key differences that would avoid adverse impacts to shallow well.

Chair Piland indicated that in the past a meeting could not go past 10:00 p.m. without a vote of the Commission, therefore a Motion to Extend the meeting is needed at this time.

Motion: Extend the October 6, 2015, Planning Commission meeting beyond the 10:00 p.m. hour in order to complete the agenda.

Made by: Kay Harrison

Seconded by: Thomas VanVoorhies

Voice Vote: All in favor

Motion passed. Unanimously

Two Minute Recess.

Continuation of public hearing:

People's Bank submitted for the record: Beebe Road Storm Drain Dewatering Liability and Settlement Brochure prepared by Schroeder Law Offices, PC.

Commissioner VanVoorhies asked for details on the traffic in this area for Phase 1.

Kim Parducci, Southern Oregon Transportation Engineering, addressed the traffic concerns. She indicated there would be no Gebhard Road access. She also indicated that the previous traffic impact study had been done based on 350 units and now it would only be based on 310. Phase 1 includes 144 apartments.

- A. David Webb -- Mr. Webb questioned how long before the completion of Phase 1, and how long before completion of Phase 2 and 3.
- B. Marty Mingus -- Mr. Mingus indicated he had met with People's Bank of Commerce. Mr. Mingus requested the following of the bank:
 - a. Voluntary DEQ Clean-up - The bank is willing to do the voluntary clean-up through the DEQ which will meet the condition of approval. He asked the bank to send letters to the surrounding property owners indicating what is going on to avoid rumors.
 - b. There are nice old trees on the property and he requested preservation of as many as possible, perhaps getting credit for open spaces.
 - c. Send a letter explaining the storm drain construction and location. Move the storm drain from the west side of the property to the east side of the property, which he noted has already been done.
 - d. Send a letter to residents within ¼ mile regarding shallow well identification/potential impact mitigation.

- e. In 1997 there were angry people because of dry wells. If this project does de-water, he requested a plan for temporary or long-term water for residents.

Rebuttal

People's Bank of Commerce will take all these suggestions into consideration. Phase 1 should be completed within 10 to 12 months. The other phases would be market driven. They are willing to send a letter regarding the DEQ cleanup. Of course trees are valuable and they would like to save as many as possible, but they will also be planting hundreds of trees on the site as well. They indicated that they are amenable to looking at a contingency plan for dry wells if that occurs.

PUBLIC HEARING CLOSED

Deliberation: Stephanie Holtey introduced Don Burt who went over the changes to the Staff Report for the record.

1. Condition 2.a.2 post bond for soil mitigation plan.
2. Notifying people within 300 feet prior to consent of any DEQ mitigation.
3. Apex Supplemental Report. Certified mailing of all properties – undocumented wells.

Motion: Approve Resolution No. 825 approving the White Hawk Master Plan subject to conditions in the Revised Staff Report dated October 6, 2015 and direct staff to prepare Findings of Fact and Conclusions of Law in support of the decision made at the October 6, 2015 meeting and bring back Resolution No. 825 for review at the November 3, 2015, Planning Commission meeting.

Made by: Mike Oliver

Seconded by: Kay Harrison

Roll Call Vote: Commissioners VanVoorhies, Oliver, Schmeusser and Harrison voted "yes".

Motion passed. 4/0

Chair Piland inquired if any of the Commissioners had conflict of interest, ex parte contact or bias regarding the Tentative Partition Plan.

There were no disclosures by the Commission.

D. Consideration of a Tentative Partition Plat to create three (3) parcels in the LMR—Low Mix Residential and MMR—Medium Mix Residential zoning districts within the Eastside Transit Oriented Development District on property identified on the Jackson County Assessor's Map as 37S 2W 02 Tax Lot 2700. File No. 14016. Approval Criteria:

CPMC 16.10, Tentative Plans. Applicant: People's Bank of Commerce; Agent: Tony Weller, CES|NW.

Stephanie Holtey presented a Revised Staff Report and indicated the criteria for the project. She gave a presentation of the project indicating that the conditions of approval are consistent with the Master Plan requirements.

Commission Oliver questioned that if on the assumption that we approve this particular item, does final approval of this have to wait until the previous one has been approved in November?

Ms. Dreyer had a question regarding phasing, but had not seen the updated Staff Report, so her concern was alleviated. Since the land division is contingent upon an approved Master Plan, the Planning Commission can approve the resolution, as was done for the previous agenda item, and direct staff to prepare Findings of Fact and the final resolution for review at the November Planning Commission meeting.

Recommendation: Approve Resolution No. 826, granting approval of the tentative plat per the Revised Staff Report dated October 6, 2015

PUBLIC HEARING OPENED

Applicant - Tony Weller addressed the financing issue facing the applicant on this project.

A. Marty Mingus - Mr. Mingus inquired as to why there would be a bond.

Ms. Holtey explained the process to Mr. Mingus citing Section 16.36 of the Code. It gives the City assurance that the developer is going to install all of the public improvements in a specified timeline. The letter of credit provides financial assurance that if the developer fails, the City can go back and complete the project and have the developer pay for doing the work.

PUBLIC HEARING CLOSED

Motion: Approve Resolution No. 826 approving the White Hawk tentative plat subject to conditions in the Revised Staff Report dated October 6, 2015, and direct staff to prepare Findings of Fact and Conclusions of Law in support of the decisions made at the October 6, 2015 meeting and bring back Resolution No. 826 for review at the November 3, 2015, Planning Commission meeting.

Made by: Thomas VanVoorhies

Seconded by: Mike Oliver

Roll Call Vote: Commissioners VanVoorhies, Oliver, Schmeusser and Harrison voted “yes”.

Motion passed. 4/0

VIII. MISCELLANEOUS

None

X. ADJOURNMENT

Mike Oliver made a motion to adjourn. Seconded by Thomas VanVoorhies. All members said “aye”. Meeting adjourned at 11:00 p.m.

Respectfully submitted,

Cheryl Adams, Recording Secretary

The foregoing Minutes of the October 6, 2015, Planning Commission meeting were approved by the Planning Commission at its meeting on the 3rd day of November, 2015.

Chuck Piland, Planning Commission Chair

Review the Findings of Fact and Conclusions of Law in support of the Planning Commission's October 6, 2015 decision to approve the White Hawk Transit Oriented Development (TOD) Master Plan per the Revised Staff Report dated October 6, 2015.



STAFF REPORT

November 3, 2015

AGENDA ITEM: File No. 14004

Consideration of a Transit Oriented Development (TOD) preliminary master plan on 18.91 acres in the Eastside TOD district. The project site is located east of Gebhard Road and north of Beebe Road, and is identified on the Jackson County Assessor's Map as 37S 2W 02 Tax Lots 2700 and 2701. The project site is within the LMR—Low Mix Residential (2.69 acres) and MMR—Medium Mix Residential (16.22 acres) zoning districts. **Applicant:** People's Bank of Commerce; **Agent:** Tony Weller, CES|NW.

STAFF SOURCE:

Don Burt, Planning Manager
Stephanie Holtey, Community Planner II

BACKGROUND:

On October 6, 2015, the Planning Commission conducted its third duly-noticed public hearing for the White Hawk Master Plan ("Master Plan") for a residential development on 18.91 acres within the Eastside TOD. After hearing testimony from staff, the applicant's development team, and members of the public, the public hearing was closed and the Planning Commission approved a duly seconded motion to approve the White Hawk Master Plan as conditioned in the Revised Staff Report dated October 6, 2015 (Attachment "A") and directed staff to prepare Findings of Fact and Conclusions of Law (Attachment "B") for review at the November 3, 2015 Planning Commission Meeting. Since there were no requests to leave the record open, the record for this item was closed.

ATTACHMENTS:

Attachment "A" – Revised Staff Report dated October 6, 2015
Attachment "B" – Planning Department Supplemental Findings of Fact and Conclusions of Law
Attachment "C" – Resolution No. 825

ACTION:

Final consideration of Resolution No.825 with Planning Department Findings of Fact and Conclusions of Law as directed at the Planning Commission's October 6, 2015 meeting.

RECOMMENDATION:

Approve Resolution No. 825 Approving the White Hawk Master Plan per the Revised Staff Report dated October 6, 2015 and Planning Department Supplemental Findings of Fact and Conclusions of Law.

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



Community Development
 Tom Humphrey, AICP
 Community Development Director

REVISED STAFF REPORT

October 6, 2015

AGENDA ITEMS: File No. 14004

Consideration of a Transit Oriented Development (TOD) master plan on 18.91 acres in the Eastside TOD district. The project site is located east of Gebhard Road and north of Beebe Road, and is identified on the Jackson County Assessor's Map as 37S 2W 02 Tax Lots 2700 and 2701. The project site is within the LMR—Low Mix Residential (2.69 acres) and MMR—Medium Mix Residential (16.22 acres) zoning districts. **Applicant:** People's Bank of Commerce; **Agent:** Tony Weller, CES|NW.

STAFF SOURCE:

Don Burt, AICP, Planning Manager
 Stephanie Holtey, Community Planner II

BACKGROUND:

The proposed White Hawk Master Plan ("Master Plan) establishes a framework for a residential development on 18.91 acres within the Eastside Transit Oriented Development (ETOD) district (Attachment "B"). It is the applicant's objective to obtain master plan approval to facilitate marketing and sale of the property to a developer who will implement the plan.

The Master Plan serves as a blueprint to instruct future development of the site. Implementation of the plan will occur through the land use process as follows:

- 1) Land division— To create new legal lots, it will be necessary to partition and/or subdivide the site per the Master Plan, which requires a tentative plat and final plat application. A tentative plat presents the land division proposal, which is often modified as necessary to comply with all applicable review criteria (i.e. approved master plan, subdivision regulations, zoning standards, etc.) A final plat is the final map and text that result in the creation of new lots upon being approved by the City and recorded by the County. Public improvements (i.e. streets and utilities) are installed before the City grants final plat approval.

At this time, the applicant has submitted an application for a three (3) lot tentative plat (File No. 14016), which is being reviewed concurrently with the Master Plan application.

- 2) Site Plan & Architectural Review –Site Plan and Architectural Review is conducted to assess the proposed private development improvements (i.e. layout and architecture for buildings, parking areas, landscaping, signage, etc.). For the project it will be necessary that Site Plan and Architectural Review applications comply with the Master Plan and all applicable design standards. Upon completion of Site Plan and Architectural Review, the applicant may apply for building permits to commence construction.

To date there have been no application submittals for a Site Plan and Architectural review for the project site.

The Master Plan was considered at the July 7, 2015 Planning Commission meeting. At that time staff provided an evaluation of the Master Plan relative to its compliance with the land use and

dimensional requirements and design standards for TOD districts and corridors. The Master Plan was found to be generally consistent with the applicable review criteria; however, staff identified three (3) major issues and three (3) minor issues relative to the environment and transportation. The public hearing was continued to September 1, 2015 for the applicant to make the recommended amendments to the Master Plan Exhibits. Revised submittals were received from the applicant on August 24, 2015 addressing the major issues as follows:

- The Environmental Plan (Attachment “B”) was amended to establish the process for soil remediation through the Department of Environmental Quality (DEQ) Voluntary Clean-up Program (VCP). Through this pathway, DEQ will assign a project manager who will be involved in the clean-up remedy selection and implementation to assure remedial actions protect public health and safety over the short- and long-term.
- The Transportation and Circulation Plan (Attachment “B” Exhibit “7”) was amended to provide additional right-of-way as necessary to accommodate the future extension of Gebhard Road south to East Pine Street per the City’s Transportation System Plan (TSP) and the Gebhard Road Alignment Study.
- The Environmental Plan (Attachment “B”) was updated to incorporate a report by APEX (Attachment “D” Appendix “B”) addressing groundwater and shallow well mitigation measures, as well as future actions required to complete the inventory of undocumented wells and ground water evaluation within the ETOD.
- A development phasing plan was added to the Master Plan, which identifies up to three phases of development (Attachment “B” Exhibit “4”).

The September 1, 2015 public hearing was continued to accommodate re-evaluation of these materials by affected agencies and City staff. Final action by the Planning Commission is required at this meeting to comply with the statutory limit¹ for land use decisions.

PROJECT DESCRIPTION:

The revised Master Plan proposal is for a 310 unit residential development consisting of apartments, townhouses, duplexes and a 4.12 acre public park. The current proposal represents a reduction in the total number of dwelling units as illustrated in Table 1. The proposal remains within the range of minimum and maximum density allowed on the site (202 units to 457 units).

Table 1. Housing Comparison							
Housing Type	Original Proposal			Revised Proposal			Difference (Units)
	No Units	Net Acres	Net Density	No. Units	Net Acres	Net Density	
Duplexes	16	1.09	-	16	1.05	-	0
Townhouses	20	1.22	-	18	1.15	-	(-2)
Apartments	288	9.45	-	276	9.27	-	(-12)
Public Park	0	4.22	-	0	4.12	-	0
TOTAL	324	15.98	20.28	310	15.59	19.89	(-14)

¹ ORS 227.178

Table 2. Revised Housing, Density and Open Space

Housing Type	No. Units	Housing		Open Space	
		Net Acres	Net Density	OS Required	OS Proposed
Duplexes	16	1.05	-	6,400	0
Townhouses	18	1.15	-	7,200	0
Apartments	276	9.27	-	165,600	86,562
Public Park	0	4.12	-		179,671
TOTAL	310	15.98	19.89	179,200	266,233

Aside from slight adjustments in the net acreage to accommodate the Gebhard Road alignment, the proposal remains consistent with the original transportation and circulation layout, as well as the parks and open space plan. There have been no changes to the Building Design Plan (Attachment “C”, Exhibits “9-12”), which proposes an attractive neo-traditional design that is architecturally consistent with the building design standards in the TOD. Proposed parking meets the minimum requirements for the number of spaces provided and dimensional standards.

The Master Plan has been evaluated against all applicable review criteria. Based on the evidence submitted, as demonstrated in the Planning Department Supplemental Findings (Attachment “F”), the proposal can comply as conditioned.

ISSUES:

There are four (4) issues relative to this application that will require specific conditioning as follows:

1. **Soil Contamination/Parks Design & Transfer Timing.** The Master Plan sets forth the general steps necessary to navigate the DEQ Voluntary Clean-up Program (VCP) requirements to clean-up the soil contamination. To justify acceptance of the park, it is necessary to coordinate the soil remediation strategy through the VCP with design of the park to assure that the post-mitigation grades are the final grades identified in the parks design. An understanding of any long-term monitoring and maintenance requirements must be addressed to assure 1) safety when equipment is replaced or added to the site and 2) financial sustainability for the City in on-going maintenance requirements for soil remediation.

Resolution: To assure timely completion of the soil remediation relative to Master Plan implementation (i.e. tentative plat process and/or Site Plan and Architectural Review), staff is recommending the following:

- a. Prior to final plat approval for any land division and/or Site Plan and Architectural Review application, including the current tentative plat application (File No. 14016), the soil mitigation plan shall be completed, approved by DEQ, and accepted by the City. The mitigation plan shall be coordinated with the parks design such that post-mitigation site grading is equivalent to the finished site grading per the park design. A long-term monitoring and maintenance plan must be provided with the mitigation strategy and include a 20-year maintenance cost analysis. Based on the above information, the Parks Commission will consider the proposal to transfer the park to the City’s ownership and will make a recommendation for action by the City Council.
- b. Site Plan and Architectural Review application for any phase of development shall be conditioned to withhold Certificate of Occupancy for all building permits until DEQ issues a “No Further Action” letter indicating that the soil contamination has been resolved per the DEQ approved soil mitigation plan.

- c. Regardless of ownership, the park improvements must be completed prior to certificate of occupancy for any building within Phase 2 and 3. If the Council votes to accept the park as public, the transfer to public ownership shall occur no less than two-years from the date of construction. Landscaping and equipment repairs will be required prior to the transfer, if necessary.
 - d. Prior to final plat approval for Phase 1 the City and Developer shall enter into a disposition and development agreement (DDA) that addresses Developer's obligations for soils mitigation, park design and construction, park maintenance related to soil mitigation, Park SDC reimbursement, and minimum requirements for transfer to, and City's acceptance of, the public park.
2. **Hamrick – Beebe Road Signalization.** Currently the Beebe Road/Hamrick Road intersection provides an acceptable level of service (LOS D). However, the applicant's Transportation Impact Analysis (TIA) shows that the proposed development, at build-out, would generate 2,274 average daily trips (ADT), which would reduce the level of service to unacceptable levels (LOS F) warranting intersection signalization. The TIA notes that upon completion of 38 townhouses/duplexes and 140 apartments, the equivalent of 107 P.M. Peak Hour Trips, the LOS would exceed LOS D, at which point the intersection of Hamrick/Beebe would need to be signalized.

Resolution: The imposition of a trip cap would assure the timely installation of a signal at the intersection of Beebe and Hamrick. Sufficient information is provided in the applicant's TIA to identify 107 P.M. Peak Hour trips as the trigger for meeting a signal warrant. Based on the TIA, a trip cap will be applied until such time as the signal is installed. As stated in Condition No. 2(c) the recommended trip cap is 96 P.M. Peak Hour trips, which is equivalent to the P.M. Peak Hour trips generated by Phase I. The trip cap shall automatically be removed upon installation of a signal at the intersection of Beebe and Hamrick Road.

3. **Groundwater/Shallow Well Mitigation.** Construction of public utilities as part of the development process may impact the water table and shallow wells within the vicinity of the project site. The applicant previously submitted a report prepared by APEX dated August 24, 2015 (Attachment "C" Appendix "B") addressing the potential impacts and necessary mitigation measures to be used when constructing underground utilities; however, it was brought to staff's attention during the public hearing that not all shallow wells have been identified and sampled.

Resolution: To minimize the potential for temporary or permanent impacts to groundwater, staff is recommending the tentative plat application be conditioned such that prior to final plat approval and the start of construction for any improvements:

- a. The applicant shall meet with the neighborhood stakeholders within the ETOD to identify all shallow wells;
 - b. The mitigation report shall be revised to incorporate baseline data for all identified wells in the ETOD and an updated mitigation strategy (if necessary); and,
 - c. The revised report shall be submitted to the City for evaluation by the City's Engineer and incorporated in final engineering plans.
4. **Covered Parking Requirement.** In accordance with Section 17.65.050(F)(3)(a), fifty percent of all off-street parking areas shall be covered. The proposed Site Plan (Attachment "B" Exhibit "4") does not provide for any covered off-street parking areas. Instead the

Master Plan proposes extensive landscaping areas and bioswales with large canopy trees within the parking areas. Although consistent with the code's encouragement of pedestrian oriented landscaping and the use of bioswales, the current proposal does not comply with the covered parking standard.

Resolution: At the time of Site Plan and Architectural Review, the applicant shall demonstrate compliance with the covered parking standard or resolve the conflict by obtaining a Class "C" variance eliminating the covered parking requirement in favor of the proposed landscaping and stormwater management plan.

5. **TOD Block Perimeter Standard.** The block perimeter for the apartment site (Phase 1 and Phase 2 south of Beebe Park Drive) has a 2,306-ft block perimeter. The Applicant's findings state that the pedestrian accessway illustrated on the site plan (Attachment "C" Exhibit 4) is proposed to meet the block standards. In accordance with Section 17.67.040(A)(4), major off-street public pathways designed in accordance with Section 17.67.040(A)(9)(a) can be used to meet the block standards. The proposed pathway is designed as a minor pathway and does not meet this standard.

Resolution: To meet the block standard for perimeter length, the applicant will be required to design the off-street bicycle and pedestrian pathway near the intersection of Beebe and Gebhard Road as a major pedestrian accessway per CPMC 17.67.040(A)(9)(a). The redesign shall be included as part of the Site Plan and Architectural Review application for Phase 1.

CONDITIONS OF APPROVAL:

Approval of the master plan shall be subject to the following conditions:

1. The site phasing plan set forth in Attachment "B" Exhibit "4" shall be supported by the tentative plat for current and future land division applications.
2. Prior to final plat approval for any land division application and/or final approval of any Site Plan and Architectural Review application, the applicant shall:
 - a. Complete and receive approval of a soil remediation plan from the Oregon Department of Environmental Quality (DEQ).
 - i. The DEQ approved soils remediation plan shall be based on and include the City approved park design.
 - ii. For all phases the issuance of certificates of occupancy shall be withheld until a "No Further Action" letter is received from DEQ. The applicant may bond and guarantee the timely receipt of a "No Further Action" letter from DEQ provided the approved remediation plan includes provisions for remediation phasing.
 - iii. Prior to commencement of soils remediation the applicant shall notify all properties within 1/4 mile of the Project site with a brief description of the proposed mitigation plan, mitigation schedule, the DEQ Voluntary Cleanup Program, and the applicant's and City's contact sources and address for further information and submittal of comments. If upon written request by 10 or more persons or by a group having 10 or more members, the applicant shall conduct a public meeting at or near the project site for the purpose of receiving verbal

comment regarding the proposed mitigation plan. Contents of the notification shall be reviewed and approved by the City prior to mailing.

- b. Enter into a disposition and development agreement (DDA) addressing the park design, construction, construction timing, remediation timing and requirements, mitigation maintenance requirements and cost, park SDC reimbursements, and transfer of the park to the City. If the City does not accept the park site the applicant shall amend the Master Plan to identify an alternative use of the park site, consistent with the LMR zoning district.
 - c. Based on the applicant's TIA a trip cap of 96 P.M. Peak Hour trips is hereby imposed. Upon installation of signal improvements at the Beebe/Hamrick intersection the trip cap shall be removed and development of the remaining Phases 2 and 3 allowed subject to all conditions of approval and other applicable laws and regulations.
 - d. Prior to final plat approval for Phase I the applicant shall supplement the Apex report dated August 24, 2015 with additional information on the location, and depth to ground water of undocumented wells on all properties within the ETOD and on properties immediately west of, and abutting, the Project's Gebhard Road frontage (Study Area). Preparation of the supplemental report shall include a certified mailing to all Study Area properties explaining the purpose of the mailing and requesting assistance with the identification of undocumented wells and their depth to ground water. Based on the information received the applicant shall complete the inventory of wells (Exhibit 6), and present and discuss findings at a neighborhood meeting, including temporary dewatering mitigation, any changes in engineering solutions proposed in the August 24, 2015 Apex Report. The final report shall be submitted to the City for evaluation and approval by the City's engineer and incorporation into final engineering plans for Phase I.
 - e. Prior to final plat approval the applicant shall provide a revised master plan showing White Hawk Way extending to the north of Beebe Park Drive thru the park site as a ROW reservation.
3. The park improvements shall be completed prior to certificate of occupancy for any building within Phase 2 and 3.
 4. At the time of Site Plan and Architectural Review, the applicant shall comply with the covered parking requirements per CPMC 17.65.050(F)(3)(a) or submit for a Class "C" variance application to eliminate the covered parking requirement in lieu of the proposed bioswales.
 5. At the time of Site Plan and Architectural Review for Phase 1, the applicant shall demonstrate compliance with the block perimeter standard per CPMC 17.67.040(A)(2) and (4).

ATTACHMENTS:

Attachment "A" – Site Location Map
Attachment "B" – Master Plan (Narrative & Exhibits)
Attachment "C" – Applicant's Findings (Revised)
Attachment "D" – Public Works Staff Report
Attachment "E" – Jackson County Roads Staff Report
Attachment "F" – Planning Department Supplemental Findings
Attachment "G" – Resolution No. 825

ACTION:

Consider the White Hawk Master Plan application and 1) approve; 2) approve with revisions; or 3) deny the application

RECOMMENDATION:

Approve Resolution No. 825 approving the White Hawk Master Plan subject to conditions of approval per the Revised Staff Report dated October 6, 2015.

**FINDINGS OF FACT
AND CONCLUSIONS OF LAW
File No.: 14004**

**Before the City of Central Point Planning Commission
Consideration of the White Hawk Transit Oriented District Master Plan**

Applicant:)	Findings of Fact
People's Bank of Commerce)	and
750 Biddle Road, Suite 103)	Conclusion of Law
Medford, OR 97504)	

**PART 1
INTRODUCTION**

The applicant submitted the White Hawk Master Plan ("Master Plan") for an 18.91 acre residential development, including a 4.12 acre public park, in the Eastside Transit Oriented Development (ETOD) district. The Master Plan proposes a maximum of 310 dwelling units consisting of apartments, townhouses and duplexes to be built in 3 phases over a five year period.

The Master Plan is being reviewed as a Type III application. Type III applications are reviewed in accordance with procedures provided in Section 17.05.400, which provides the basis for decisions upon standards and criteria in the development code and the comprehensive plan, when appropriate.

Applicable Review Criteria for TOD master plans are set forth in Chapter 17.66, Application Review Process for the TOD District and Corridor and include:

1. CPMC 17.65.040 and 17.65.050 relating to the TOD District
2. CPMC 17.65.060 and 17.65.070 relating to the TOD Corridor
3. CPMC 17.67, Design Standards—TOD District and TOD Corridor;
4. CPMC 17.60, General Regulations unless superseded by Sections 17.65.040 through 17.65.070
5. CPMC 17.65.050, Table 3, TOD District and Corridor Parking Standard, and CPMC 17.64, Off-Street Parking and Loading
6. CPMC 17.70, Historic Preservation Overlay
7. CPMC 17.76, Conditional Use Permits

Findings will be presented in three (3) parts addressing the requirements of Section 17.05.300 as provided below. Findings for CPMC 17.67, Design Standards—TOD District and TOD Corridor will include those sections with standards denoted by "shall" or "must" and not recommended standards denoted by "should."

1. Introduction
2. Comprehensive Plan
3. Central Point Zoning Ordinance
4. Summary Conclusion

PROPOSAL BACKGROUND

The White Hawk Master Plan proposes a medium density residential development, including a public park, in the Eastside TOD on lands zoned Low Mix Residential (LMR) and Medium Mix Residential (MMR). The project site consists of 18.91 acres with frontage on Beebe Road and Gebhard Road. At this time there are no structures on the project site.

Figure 1. Location Map



Legend

-  Eastside TOD
-  Tax Lots

File No. 14004 - White Hawk Master Plan
 Created June 22, 2015
 Central Point Community Development Department

The proposal is the first Master Plan application within the ETOD and encompasses roughly 23.1% of the total ETOD land area. As the first proposal in the ETOD, land use and circulation patterns will influence development on surrounding properties.

Of regional significance is the proposal’s ability to accommodate realignment of Gebhard Road to provide north/south connectivity between Wilson Road and East Pine Street per the City’s Transportation System Plan (TSP). The master plan narrative and exhibits incorporate the Preferred Alternative by the neighborhood stakeholders, Citizen’s Advisory Committee and Planning Commission.

Master Plan Narrative

The narrative (Attachment “A”) provides a written summary of the proposed development. These instructions for the eventual site development establish the scope and limits of the proposal, describe site challenges and how these are to be addressed throughout the development process. Future land division and development applications will be required to demonstrate compliance with this document and the exhibits set forth below:

Exhibit 2 – Existing Conditions

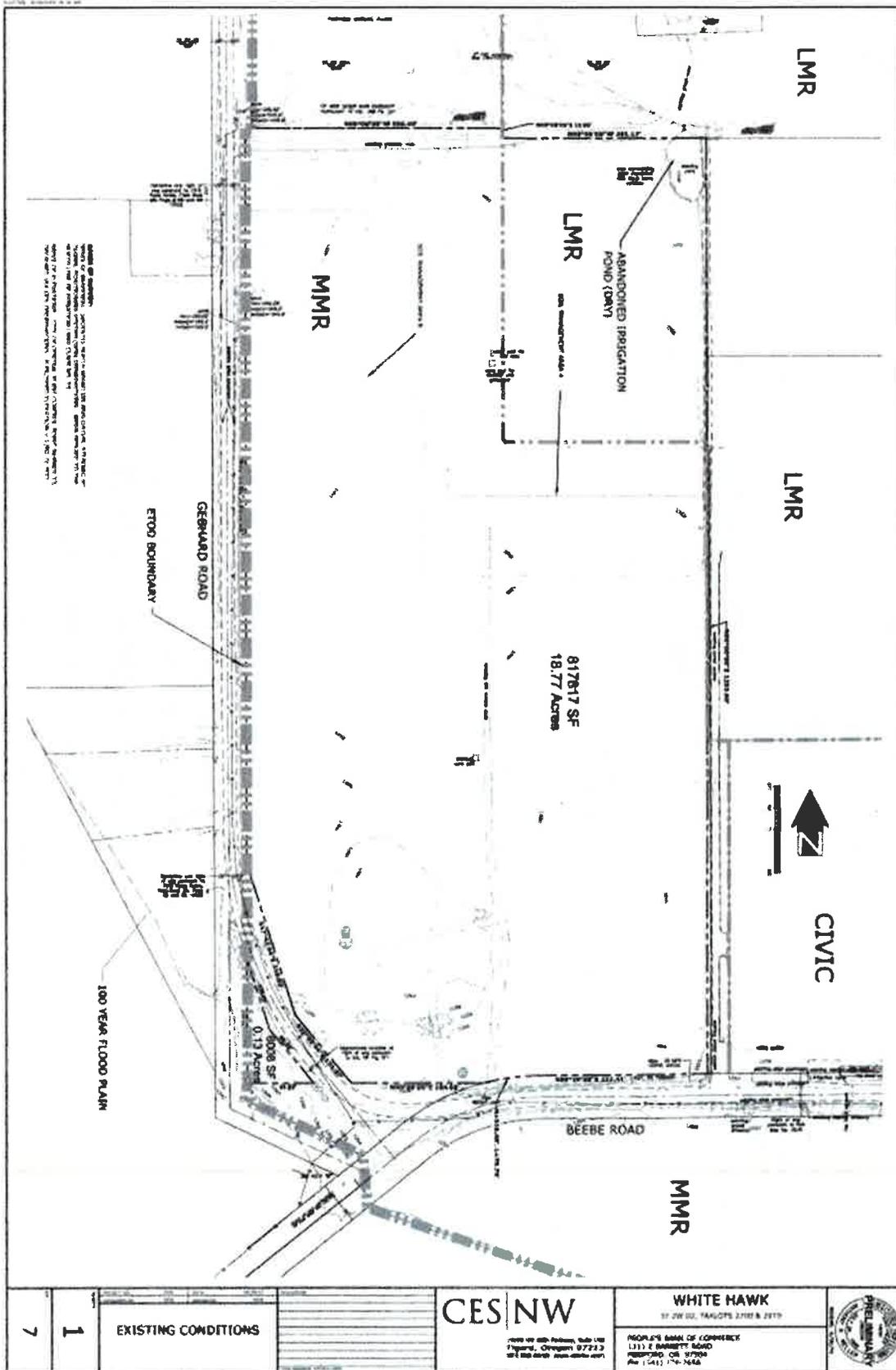
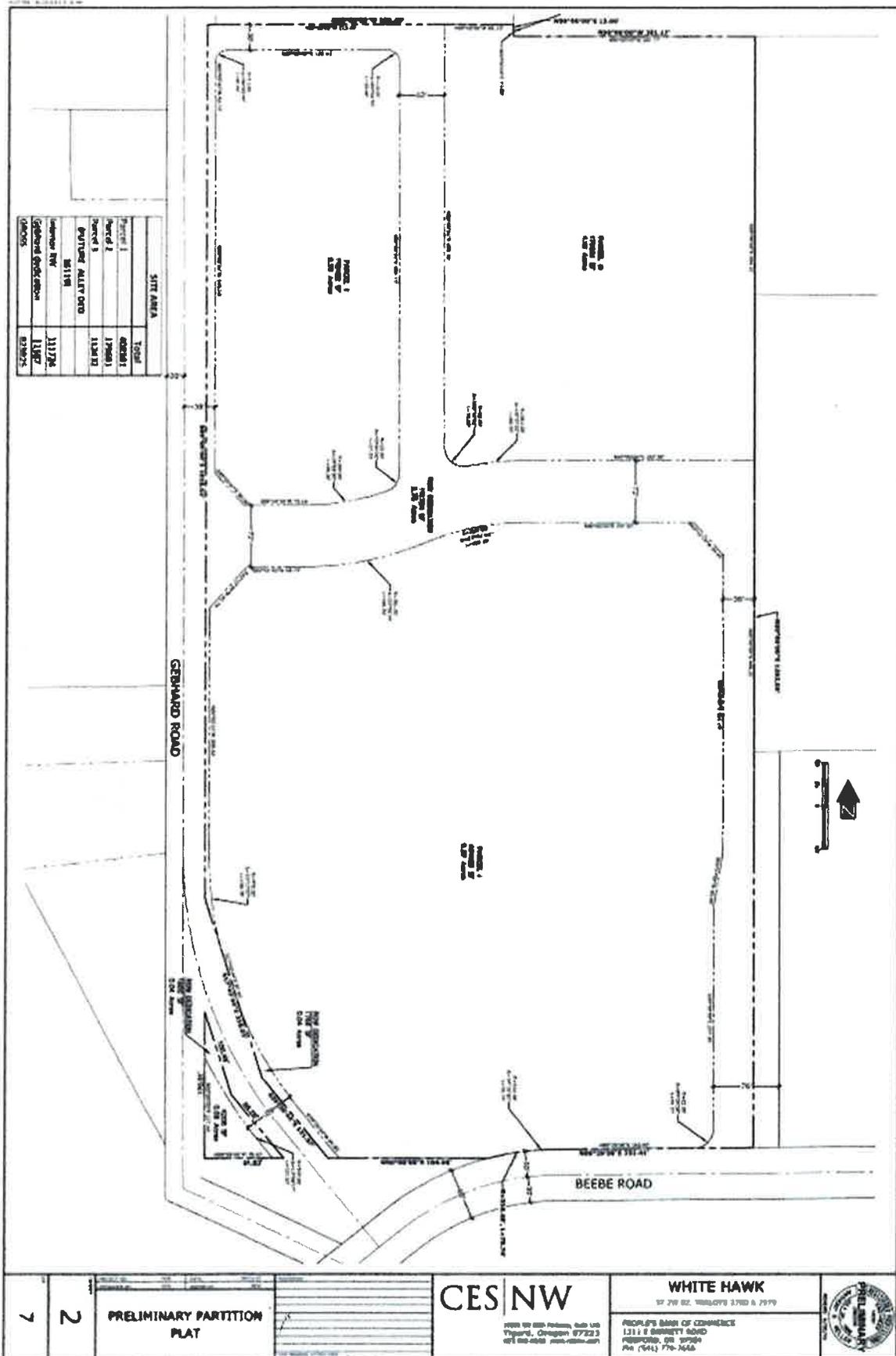


Exhibit 3 – Preliminary Partition Plat



7	2	PRELIMINARY PARTITION PLAT	<p>CES NW</p> <p>1111 E BERRY ST TULSA, OK 74106 TEL: (918) 779-2444</p>	<p>WHITE HAWK</p> <p>1111 E BERRY ST TULSA, OK 74106 TEL: (918) 779-2444</p>	
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Exhibit 4 – Site Plan

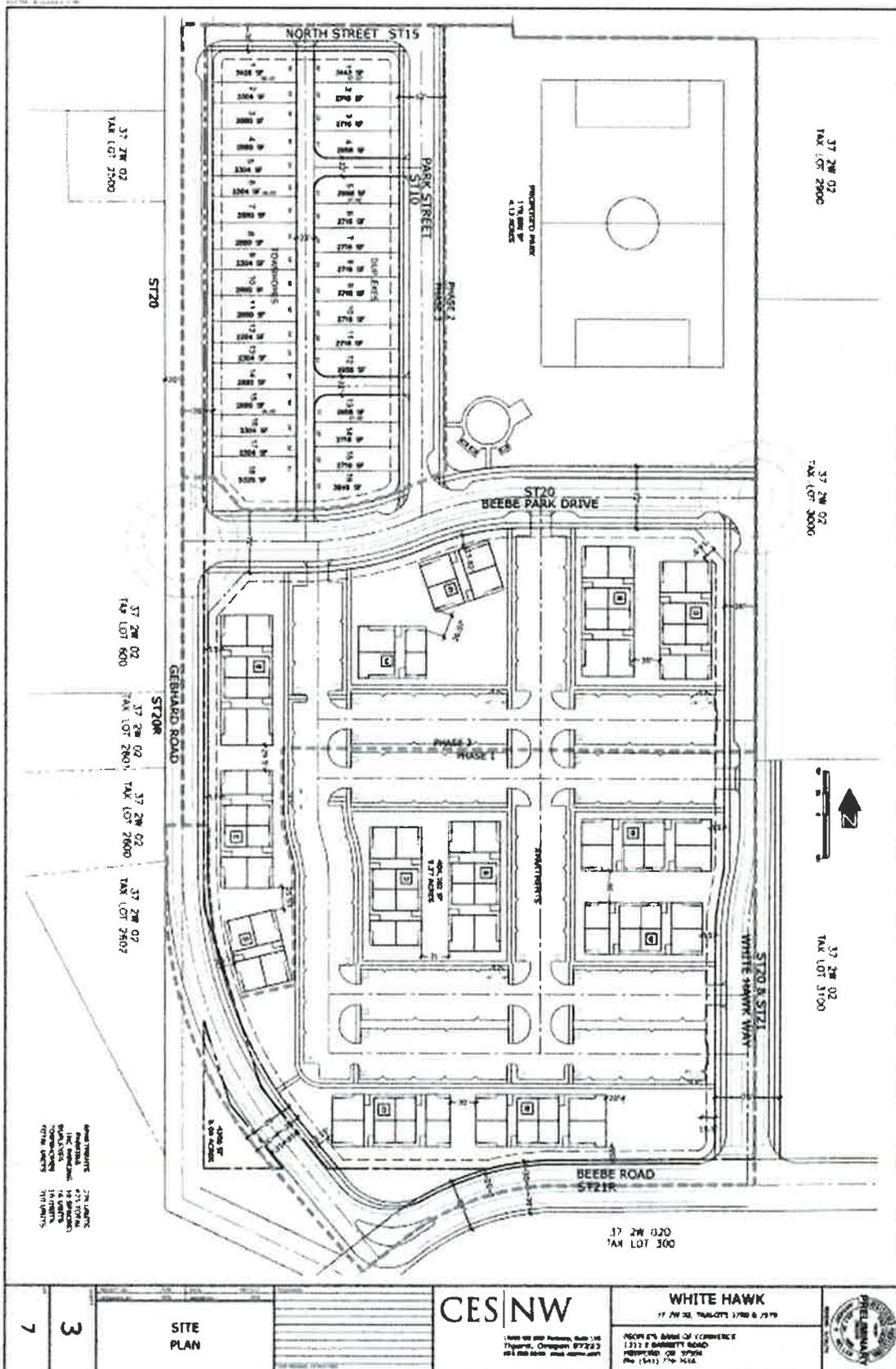
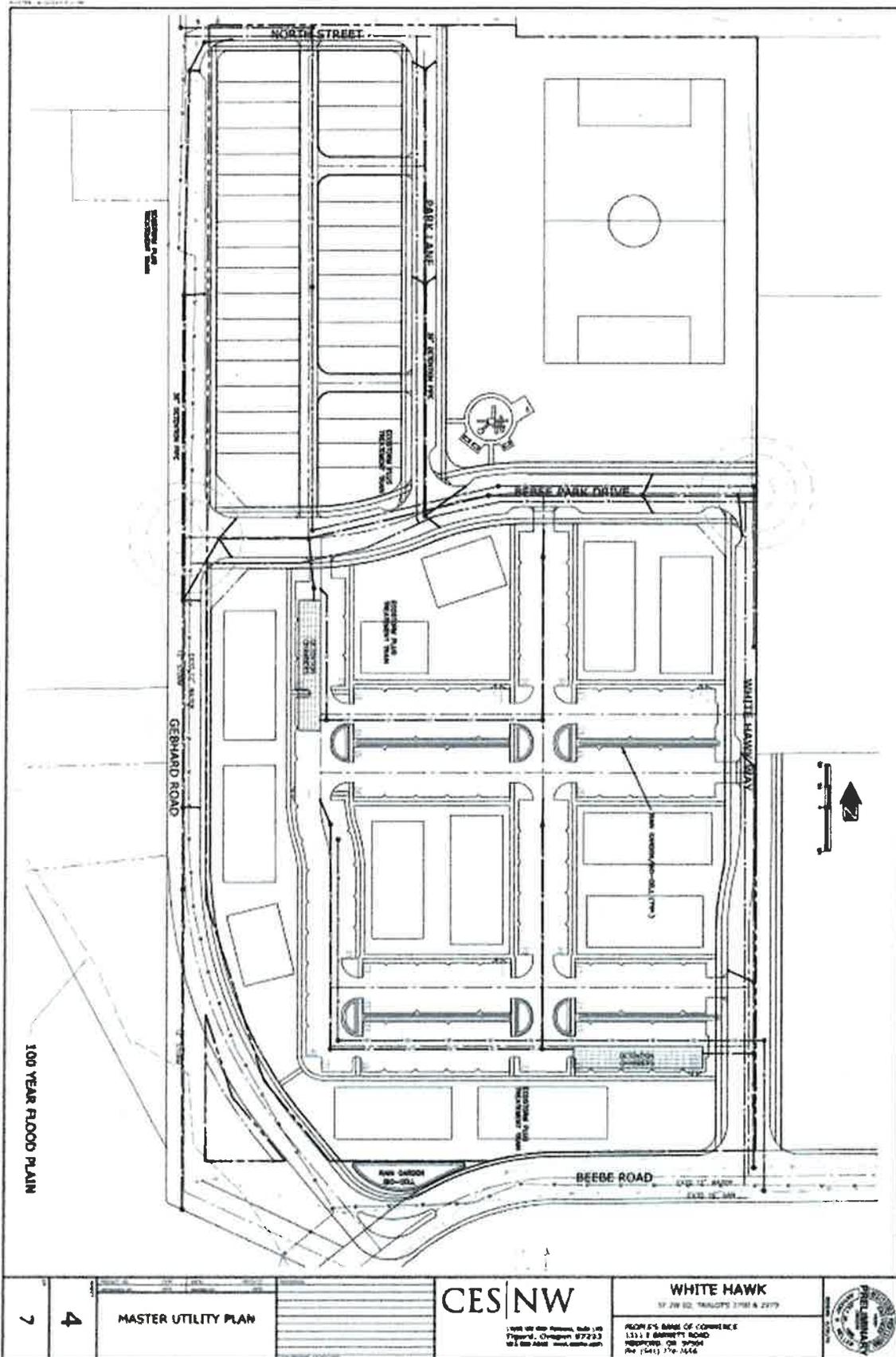
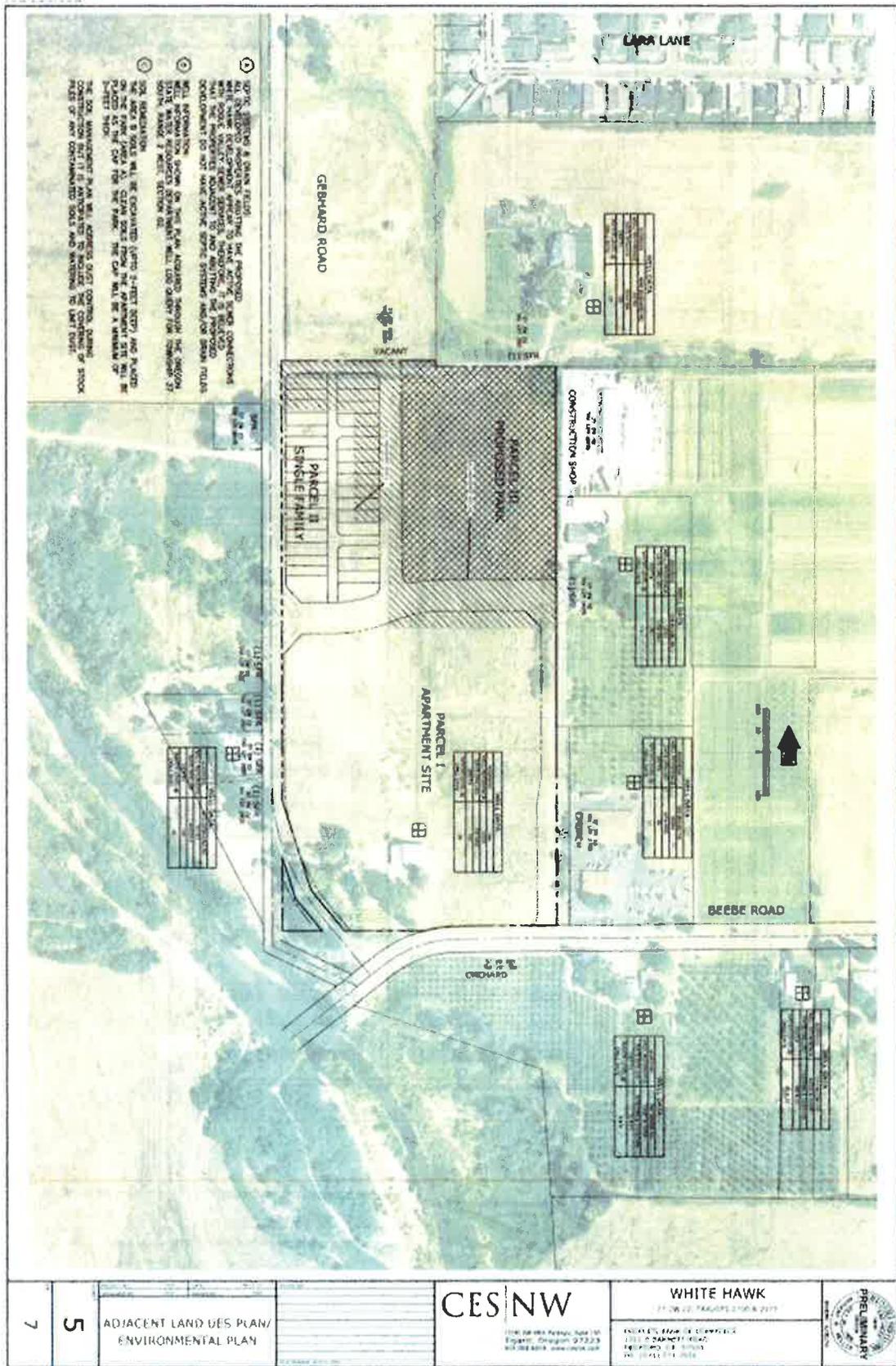


Exhibit 5 – Master Utility Plan



7	4	MASTER UTILITY PLAN	<p>CES NW</p> <p>1100 W. 10th Avenue, Suite 110 Portland, Oregon 97223 503.255.4600 www.cesnw.com</p>	<p>WHITE HAWK</p> <p>57.2W.02. TRACTS 2198 & 2179</p> <p>PROPERTY BASED ON COMMERCE 1311 S. GARDNER ROAD PORTLAND, OR 97204 PL 1641 176.1666</p>	
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Exhibit 6 – Adjacent Land Use/Environmental Plan

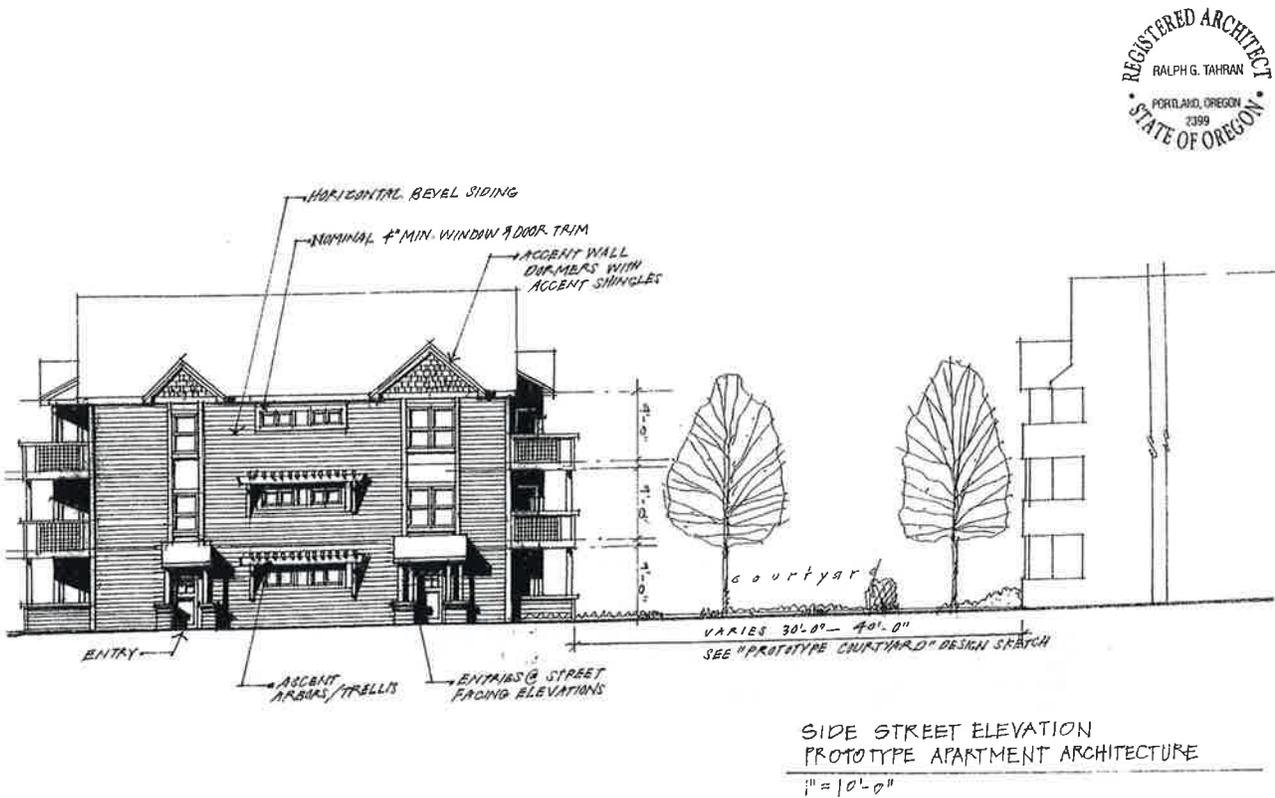
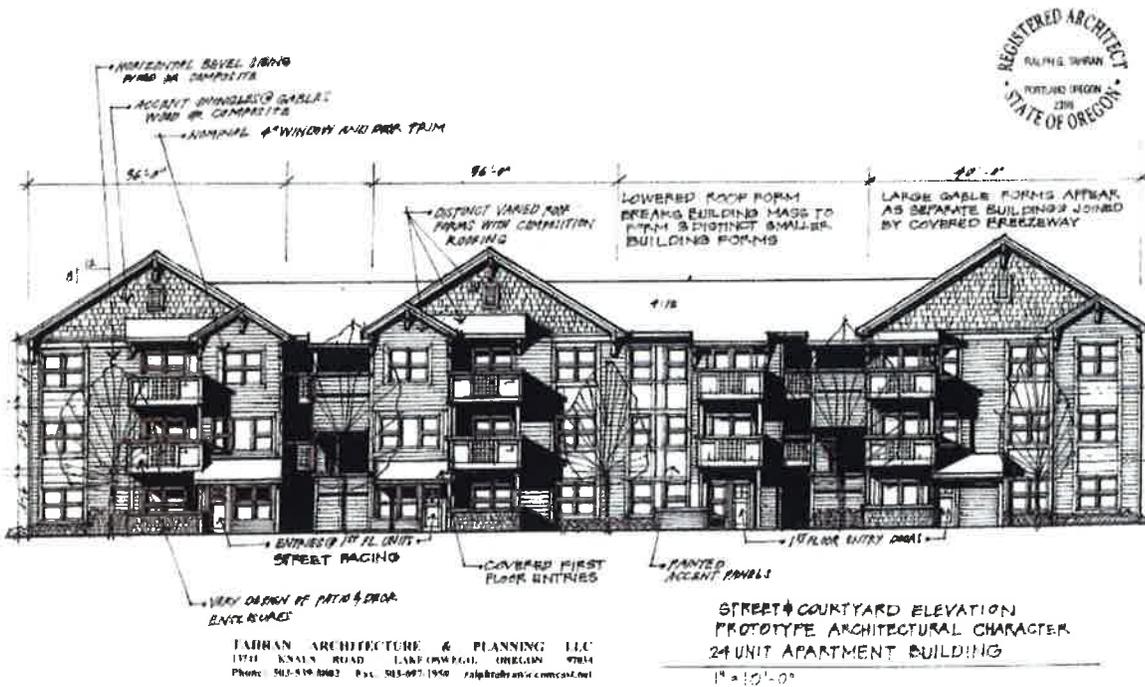


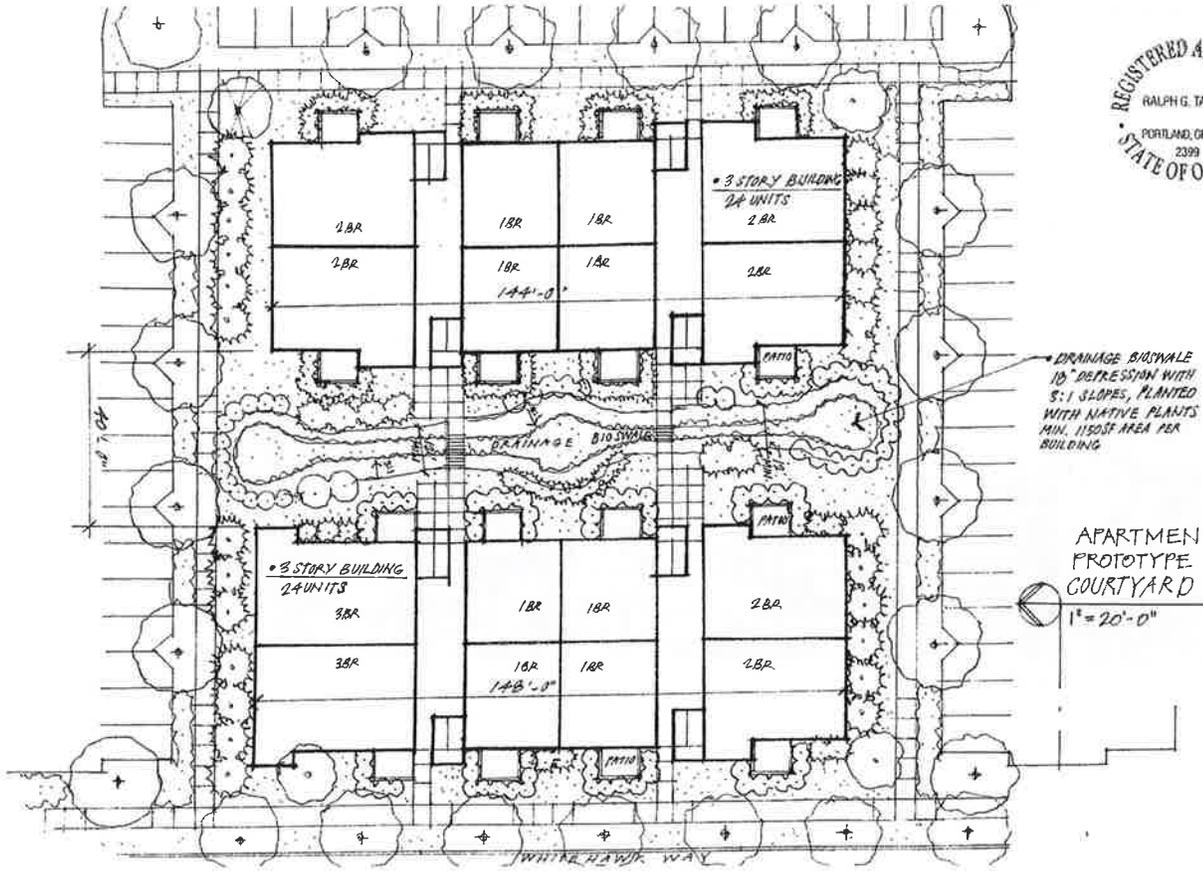
- 1. 100% SETBACKS AND OTHER FEELINGS
- 2. ALL DEVELOPMENT PROPOSALS MUST BE PROVIDED WITH ADEQUATE BUFFER ZONES TO PROTECT ADJACENT DEVELOPMENT FROM VISUAL AND NOISE IMPACTS. BUFFER ZONES SHOULD BE DEVELOPED TO NOT HAVE MORE THAN ONE STORY AND/OR ONE FLOOR WITH EXPOSED ROOFING.
- 3. ALL DEVELOPMENT PROPOSALS MUST BE PROVIDED WITH ADEQUATE BUFFER ZONES TO PROTECT ADJACENT DEVELOPMENT FROM VISUAL AND NOISE IMPACTS. BUFFER ZONES SHOULD BE DEVELOPED TO NOT HAVE MORE THAN ONE STORY AND/OR ONE FLOOR WITH EXPOSED ROOFING.
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- 5. ALL DEVELOPMENT PROPOSALS MUST BE PROVIDED WITH ADEQUATE BUFFER ZONES TO PROTECT ADJACENT DEVELOPMENT FROM VISUAL AND NOISE IMPACTS. BUFFER ZONES SHOULD BE DEVELOPED TO NOT HAVE MORE THAN ONE STORY AND/OR ONE FLOOR WITH EXPOSED ROOFING.

7	5	ADJACENT LAND USE PLAN/ ENVIRONMENTAL PLAN	<p>CES NW</p> <p>11000 SW 10th Street, Suite 100 Portland, Oregon 97223 503.288.8818 www.cesnw.com</p>	<p>WHITE HAWK</p> <p>1100 SW 10th Street, Suite 100 Portland, Oregon 97223 503.288.8818 www.cesnw.com</p>	
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Exhibit 9 – Building Design Plan

A. Apartments

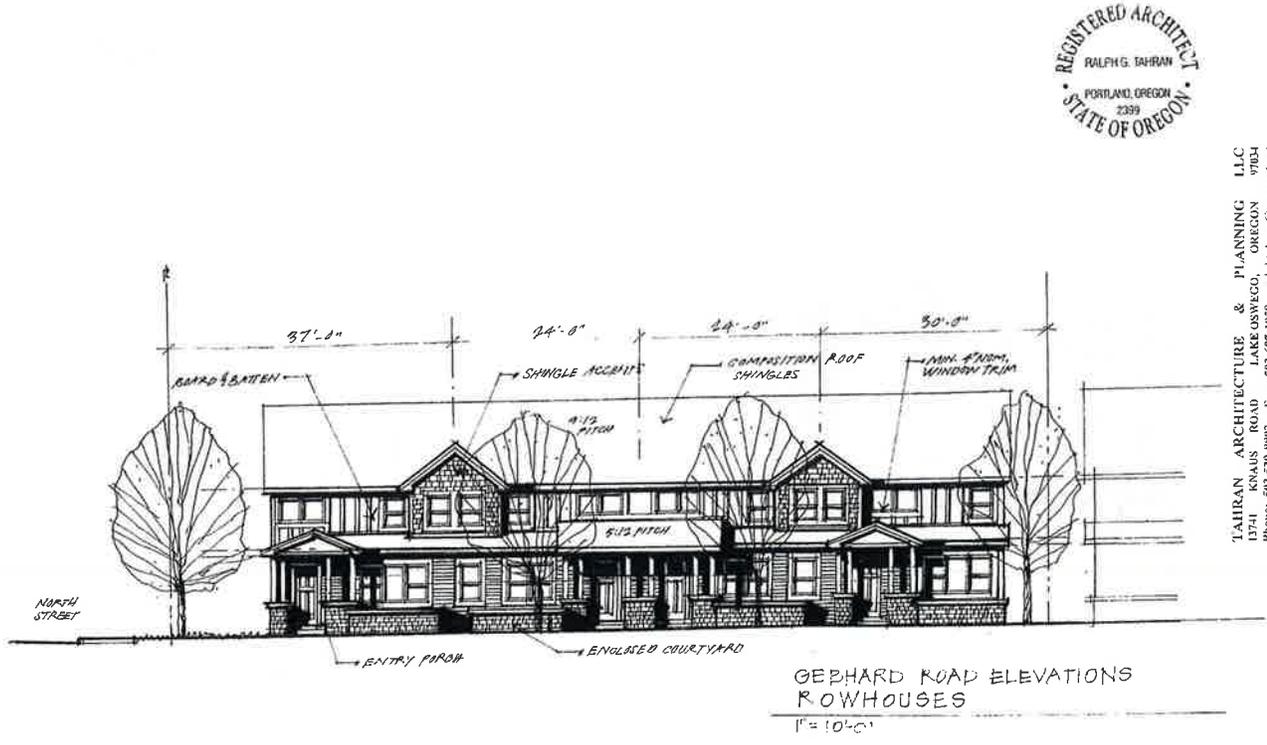




REGISTERED ARCHITECT
RALPH G. TAHRAN
PORTLAND, OREGON 97034
2399
STATE OF OREGON

TAHRAN ARCHITECTURE & PLANNING LLC
13741 KNAUS ROAD LAKE OSWAGO, OREGON 97034
Phone: 503-539-8802 Fax: 503-697-1958 ralph@tahrancpa.com

B. Row houses

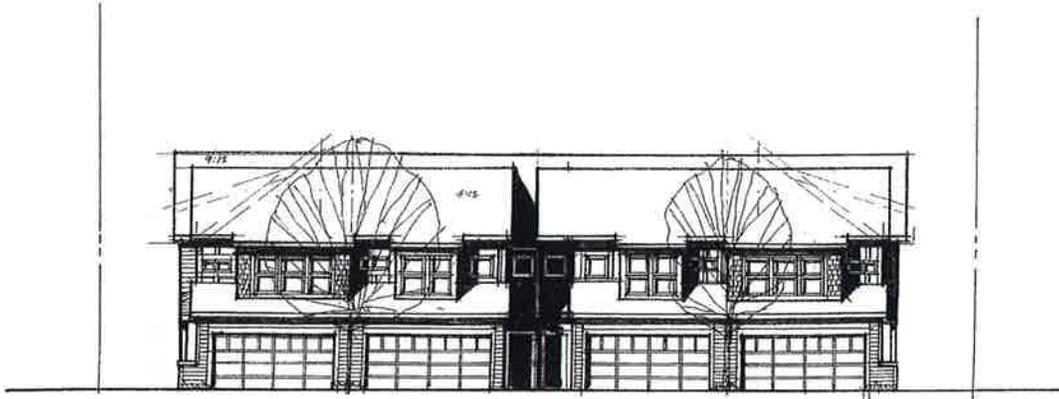


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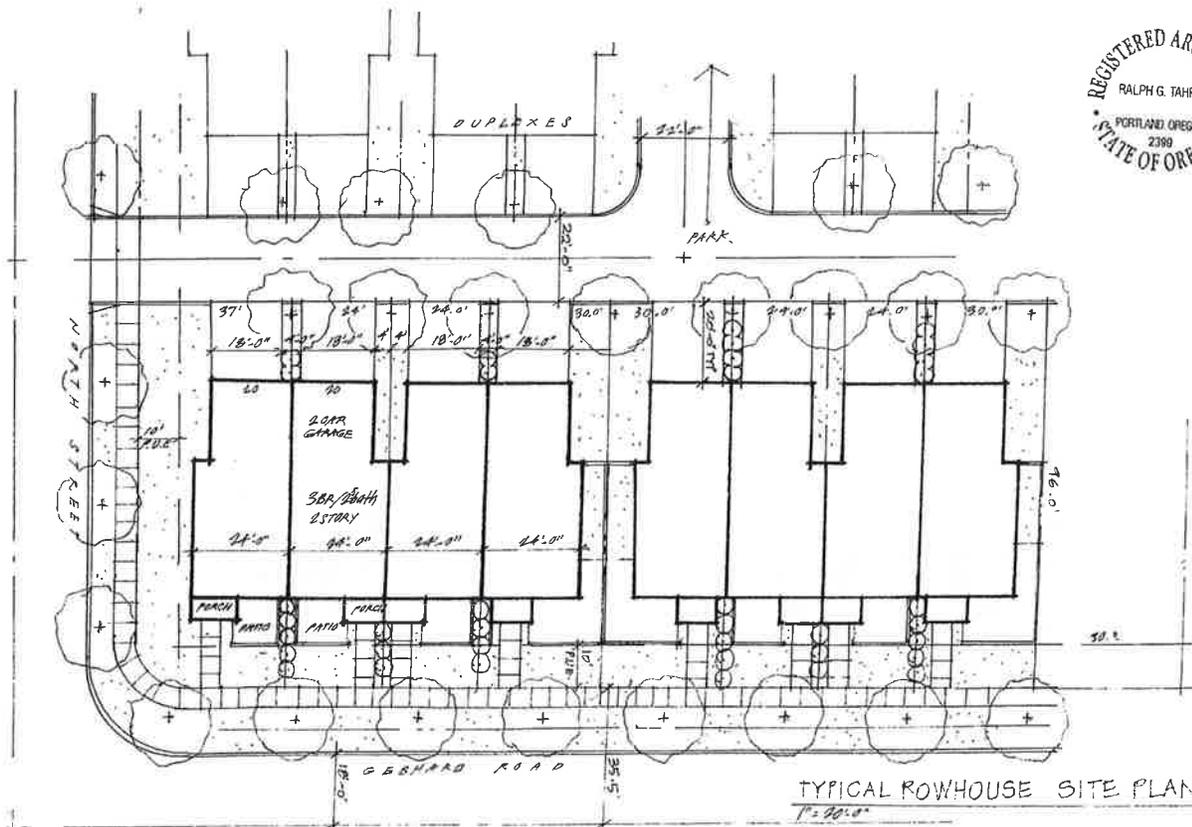
TAHRAN ARCHITECTURE & PLANNING LLC
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ALLEY ACCESS ELEVATIONS
 ROWHOUSES
 1" = 10'-0"



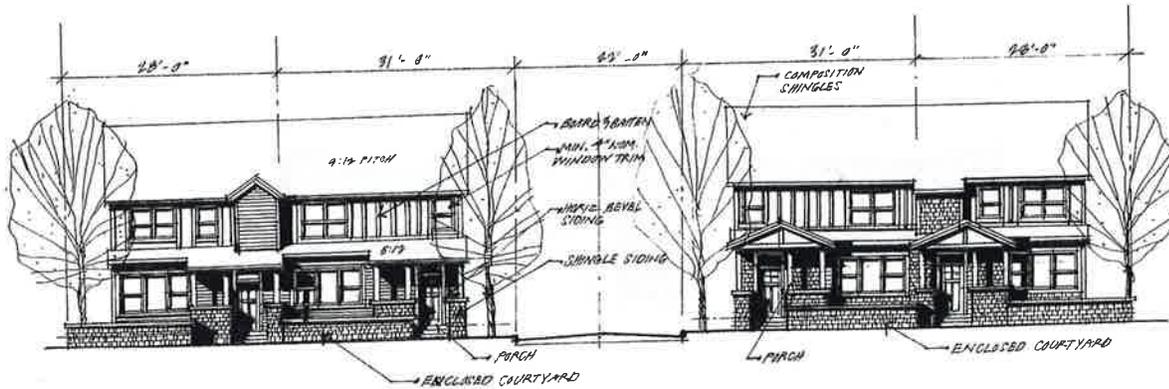
TAIRAN ARCHITECTURE & PLANNING LLC
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TYPICAL ROWHOUSE SITE PLANS
 1" = 10'-0"

C. Duplexes



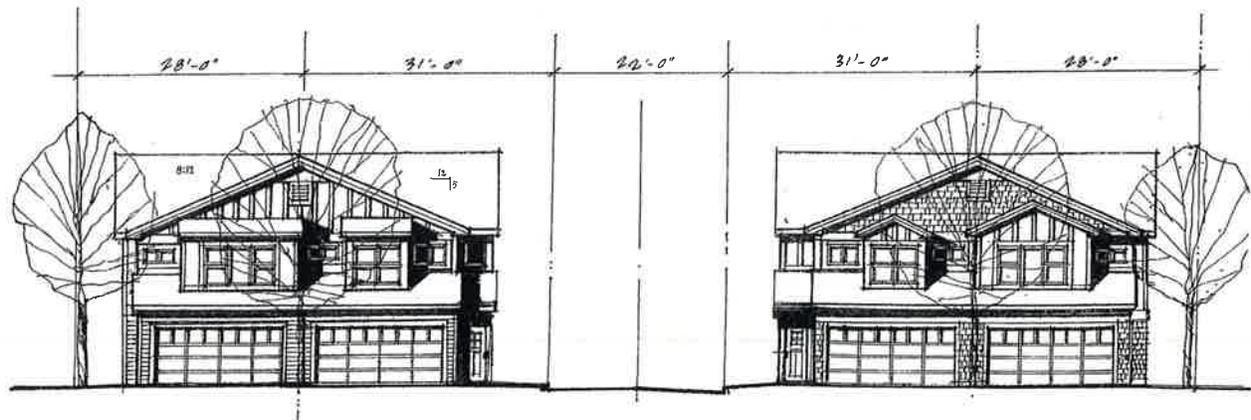
TAHIRAN ARCHITECTURE & PLANNING LLC
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 Phone: 503-539-8802 Fax: 503-497-1958 raltahr@rauplan.com



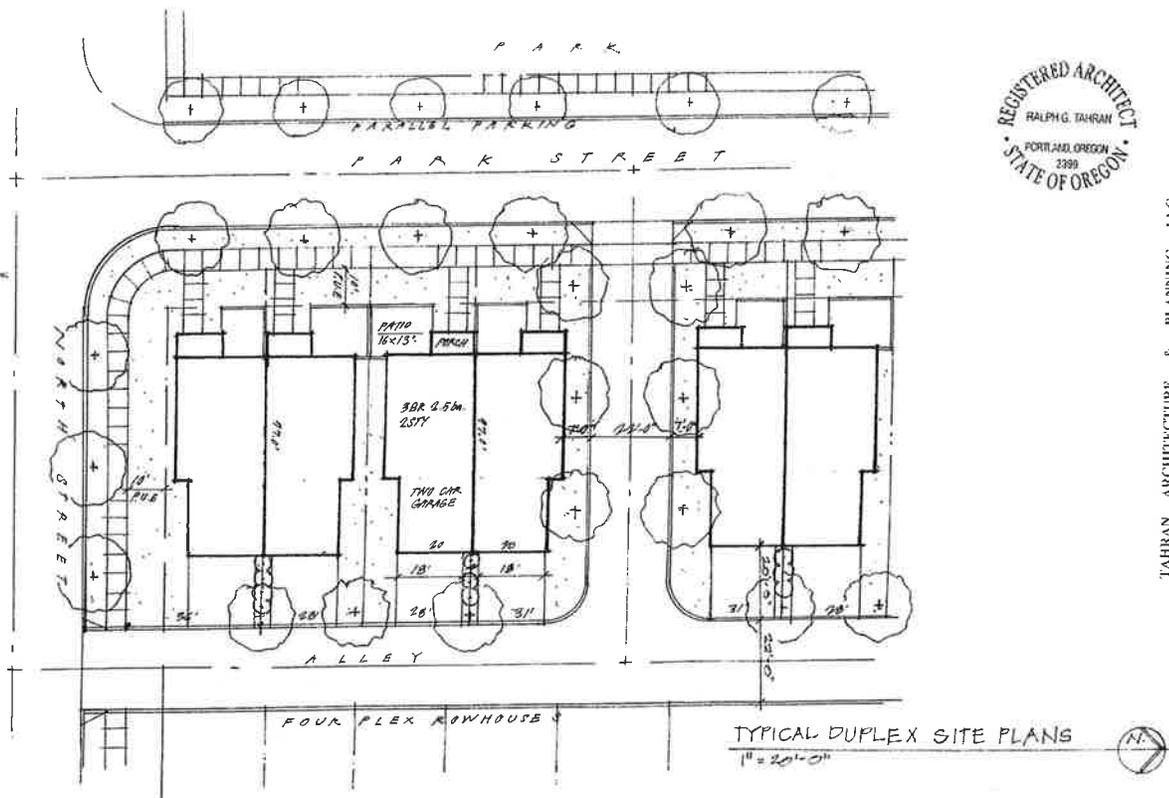
PARK STREET ELEVATIONS
 DUPLEXES
 1" = 10'-0"



TAHIRAN ARCHITECTURE & PLANNING LLC
 13741 KNAUS ROAD LAKE OSWEGO, OREGON 97034
 Phone: 503-539-8802 Fax: 503-497-1958 raltahr@rauplan.com

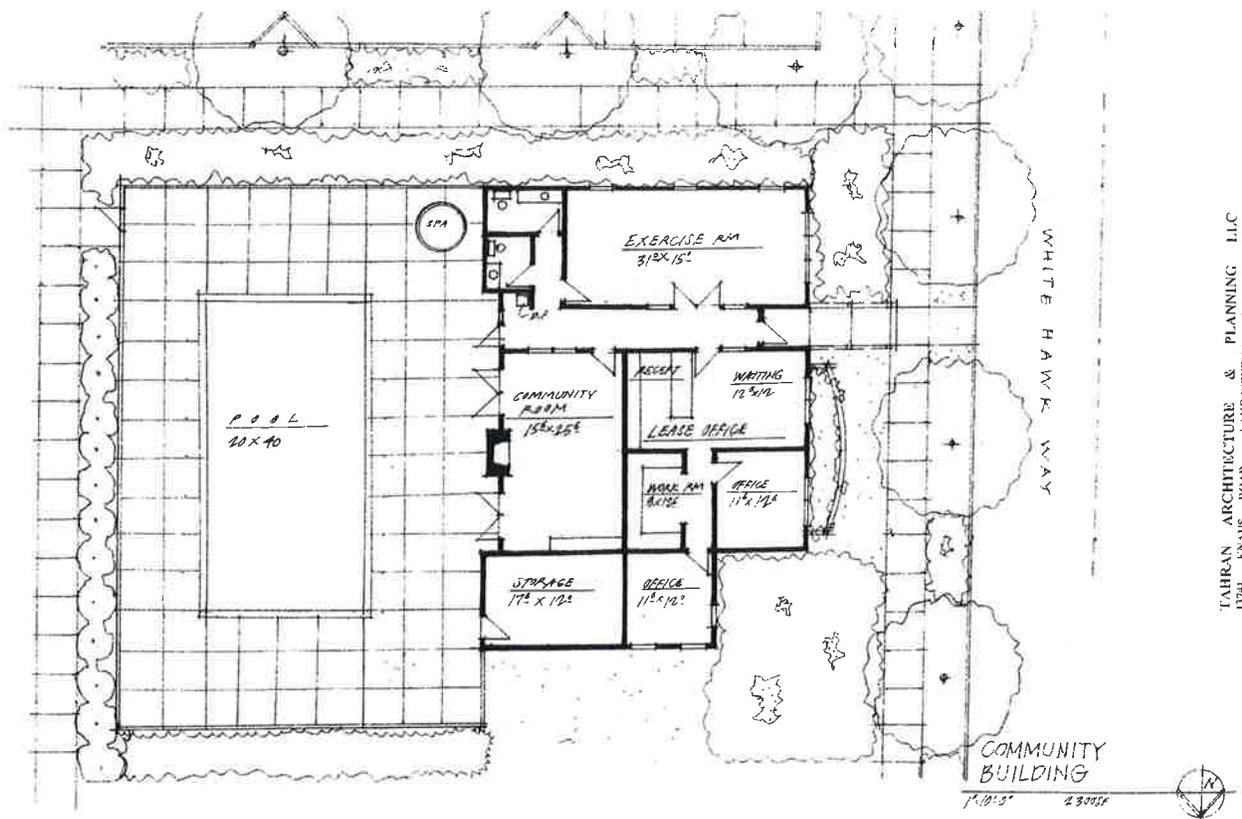


ALLEY ACCESS ELEVATIONS
 DUPLEXES
 1/8" = 10'-0"



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D. Community Building Prototype



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PART 2
CITY OF CENTRAL POINT COMPREHENSIVE PLAN

The Comprehensive Plan Land Use Map designates the White Hawk Master Plan area as Eastside Transit Oriented District (ETOD) Low Mix Residential (LMR) (2.69 acres) and Medium Density Residential (15.22 acres). The TOD land use designation allows for mixed-use transit oriented development. Development within this land use classification.

***Finding:** The Master Plan proposes a mix of housing types (i.e. apartments, townhouses and duplexes) at densities that are consistent with the Eastside TOD Low Mix and Medium Mix designations.*

***Conclusion:** Consistent*

PART 3
TRAFFIC IMPACT ANALYSIS

Section 17.05.900 of the Central Point Municipal Code (CPMC) establishes which road authorities participate in land use decision and implements Section 660-012-0045(2)(e) of the State Planning Transportation Rule. This rule requires the City to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities.

CPMC 17.05.900(A), When a Traffic Impact Analysis is Required

- A. The City shall require a traffic impact analysis (TIA) as part of an application for development, a change in use, or a change in access in the following situations:
1. If the application includes a residential development, a TIA shall be required when the development application involves one or more of the following actions:
 - a. A change in zoning or plan amendment;
 - b. An increase in site traffic volume generation by two hundred fifty average daily trips or more;
 - c. An increase in peak hour volume of a particular movement to and from the state highway by twenty percent or more; or,
 - d. An increase in use of adjacent streets by vehicles exceeding the twenty thousand pounds gross vehicle weights by ten vehicles or more per day.

***Finding 17.05.900(A)(1):** The White Hawk Master Plan is for a 310-unit residential development, including a 4.12 acre public park. Specifically, the Master Plan would result in 276 new apartment units, 16 duplex units and 18 townhouse units. The proposal would generate more than 250 average daily trips and as such requires a TIA. The applicant prepared a TIA in July 2014, which was submitted with the application package.*

The TIA evaluates the impacts of the proposed residential development on three intersections as follows: 1) Beebe/Hamrick Road; 2) Gebhard/Wilson Road; and 3) Hamrick/East Pine Street. Per the TIA, the development will generate 2,274 average daily trips (ADT), which would cause the Beebe/Hamrick intersection to degrade from a Level of Service (LOS) D (i.e. acceptable) to LOS F (i.e. unacceptable). The TIA notes that upon completion of 38 townhouses/duplexes and 140 apartments, the equivalent of 107 P.M. Peak Hour Trips, the LOS would exceed LOS D, at which point the intersection of Hamrick/Beebe would need to be signalized. As conditioned, the Master Plan imposes a Trip Cap of 96 PM Peak Hour Trips, equivalent to the P.M. Peak Hour Trips generated by Phase I (Exhibit 4) to assure timely installation of the signal at Beebe/Hamrick. Upon installation of the signal, the trip cap will be removed.

Conclusion 17.05.900(A)(1): *Consistent.*

2. If the application does not include residential development, a TIA shall be required when a land use application involves one or more of the following actions:
 - a. A change in zoning or a plan amendment designation;
 - b. Any proposed development or land use action that a road authority, including the city, Jackson County or ODOT, states may have operational or safety concerns along its facility(ies);
 - c. An increase in site traffic volume generation by two hundred fifty average daily trips (ADT) or more;
 - d. An increase in peak hour volume of a particular movement to and from the state highway by twenty percent or more;
 - e. An increase in use of adjacent streets by vehicles exceeding twenty thousand pounds gross vehicle weight by ten vehicles or more per day;
 - f. The location of the access driveway does not meet minimum sight distance requirements, as determined by the city engineer, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the state highway, creating a safety hazard in the discretion of the community development director; or
 - g. A change in internal traffic patterns that, in the discretion of the community development director, may cause safety problems, such as backup onto a street or greater potential for traffic accidents.

Finding 17.05.900(A)(2): *The White Hawk Master Plan is for a 310-unit residential development, including a 4.12 acre public park.*

Conclusion 17.05.900(A)(2): *Not applicable.*

- B. Traffic Impact Analysis Preparation. A traffic impact analysis shall be prepared by a traffic engineer or civil engineer licensed to practice in the state of Oregon with special training and experience in traffic engineering. The TIA shall be prepared in accordance with the public works department's document entitled "Traffic Impact Analysis." If the road authority is the Oregon Department of Transportation (ODOT), consult ODOT's regional development review planner and OAR [734-051-180](#).

Finding 17.05.900(B): *The applicant's TIA was prepared by Kimberly Parducci, an Oregon registered Professional Engineer, with Southern Oregon Transportation Engineering, Inc. The TIA was coordinated with the Public Works Department and prepared in accordance with the Traffic Impact Analysis requirements set forth in Section 320.10.02 through 320.10.04 of the Public Works Standard Specifications.*

Conclusion 17.05.900(B): *Consistent.*

PART 4 CITY OF CENTRAL POINT ZONING ORDINANCE

Section 17.05.100, Table 17.05.01 of the Central Point Municipal Code (CPMC) establishes application review procedures for TOD District Master Plan applications. TOD District and Corridor Master Plan approval criteria are set forth in Chapter 17.66.

Chapter 17.66 – Application Review Process for the TOD District and Corridor

Four application types in the TOD District and Corridor are subject to review procedures and approval criteria established in Chapter 17.66. TOD District or Corridor Master Plans ("Master Plan"), are one of these

application types. Master Plan approval is required for development projects or land divisions involving two or more acres or when a modification to an approved Master Plan involves one of four specific changes as specified in Section 17.66.030(A)(1)(b).

CPMC 17.66.030(A), 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.

1. TOD District or Corridor Master Plan

- a. Development or land division applications which involve two or more acres of land; or
- b. Modifications to a valid master plan approval which involve one or more of the following:
 - i. An increase in dwelling unit density which exceeds five percent of approved density;
 - ii. An increase in commercial gross floor area of ten percent or two thousand square feet, whichever is greater;
 - iii. A change in the type and location of streets, accessways, and parking areas where off-site traffic would be affected; or
 - iv. A modification of a condition imposed as part of the master plan approval.

***Finding 17.66.030(A)(1):** The White Hawk Master Plan is for a residential development consisting of 18.91 acres. The current application is to satisfy the master plan requirement for development and land division proposals greater on two or more acres.*

***Conclusion 17.66.030(A)(1):** Consistent.*

- 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.

***Finding 17.66.030(A)(2):** At this time, the applicant is requesting approval of a TOD District Master Plan.*

***Conclusion 17.66.030(A)(2):** Not applicable.*

- 3. Land Division. Partitions and subdivisions shall be reviewed as provided in Title [16](#), Subdivisions. For a land division application 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 land division application.

***Finding 17.66.030(A)(3):** The applicant is requesting approval of a TOD District Master Plan. A tentative three (3) lot partition is the subject of File No. 14016, which is being reviewed concurrently.*

***Conclusion 17.66.030(A)(3):** Not applicable.*

- 4. Conditional Use. Conditional uses shall be reviewed as provided in Chapter [17.76](#), Conditional Use Permits.

***Finding 17.66.030(A)(4):** The proposed park and residential land uses associated with the White Hawk Master Plan are Permitted Uses in accordance with the TOD District zoning regulations (CPMC 17.65.050). Since conditional uses are not proposed, they will not be discussed any further in the findings.*

***Conclusion 17.66.030(A)(4):** Not Applicable.*

CPMC 17.66.030(B), Submittal Requirements

A master plan shall include the following elements:

1. Introduction. A written narrative describing:
 - a. Duration of the master plan;
 - b. Site location map;
 - c. Land use and minimum and maximum residential densities proposed;
 - d. Identification of other approved master plans within the project area (one hundred feet).

Finding 17.66.030(B)(1): *The Master Plan narrative is entitled “White Hawk Master Plan Design Guidelines” (Attachment “A”) and includes the required information as outlined below:*

Master Plan Duration. *The Master Plan duration is for a maximum duration of 5-years.*

Site Location Map. *The site location map is illustrated in Exhibit 1.*

Density. *The Master Plan proposes a residential density that is mixed across the project site (Table 1).*

Table 1. Housing, Density & Open Space					
Housing				Open Space	
Housing Type	No. Units	Net Acres	Net Density	OS Required	OS Proposed
Duplexes	16	1.05	-	6,400	0
Townhouses	18	1.15	-	7,200	0
Apartments	276	9.28	-	165,600	86,562
Public Park	0	4.13	-		179,690
TOTAL	310	15.61	19.86	179,200	266,252

All units are within the MMR zoning district, which requires 14 units/acre minimum and 32 units/acre maximum. The proposed net density of 19.86 units/acre is within the range for minimum and maximum density in the MMR zone.

Other Approved Master Plans. *Since this is the first master plan in the ETOD, there are no approved master plans in the vicinity of the project site.*

Conclusion 17.66.030 (B)(1): *Consistent.*

2. Site Analysis Map. A map and written narrative of the project area addressing site amenities and challenges on the project site and adjacent lands within one hundred feet of the project site.

Finding 17.66.030(B)(2): *The Master Plan presents a site analysis in Attachment “A,” and is illustrated in Exhibit 2. Although the site is generally flat, vacant and zoned for the proposed uses, the Master Plan identifies two site challenges as follows: 1) Soil Contamination and 2) Potential Groundwater/Shallow Well Impacts. Evaluation and mitigation actions to address these challenges are provided in the Environmental Plan section of the Master Plan, which includes an updated report dated August 24, 2015 prepared by the applicant’s environmental consultant, APEX.*

Conclusion 17.66.030(B)(2): *Consistent.*

- a. Master Utility Plan. A plan and narrative addressing existing and proposed utilities and utility extensions for water, sanitary sewer, storm water, gas, electricity, and agricultural irrigation.

Finding 17.66.030(B)(2)(a): *The Master Utility Plan is illustrated in Exhibit 5 and discussed on page 2 of the Master Plan narrative (Attachment "A"). The Master Utility Plan identifies existing and proposed utilities for the project site. A Preliminary Stormwater Management Plan was also submitted addressing the water quantity and quality management approaches for the site.*

Conclusion 17.66.030(B)(2)(a): Consistent.

- b. Adjacent Land Use Plan Map. A map identifying adjacent land uses and structures within one hundred feet of the project perimeter and remedies for preservation of livability of adjacent land uses.

Finding 17.66.030(B)(2)(b): *The Adjacent Land Use Map is presented in Exhibit 6, which identifies residential, civic and agriculture related uses within 100-feet of the project site. Zoning designations are provided in Exhibits 1 and 7. The Master Plan narrative (Attachment "A") states that livability preservation is to be achieved through street frontage and landscaping improvements, which will buffer the proposed residential uses from adjacent land uses and structures. The proposed park will provide an additional open space buffer to preserve livability on the adjoining residences and agricultural operations on properties immediately north and east of the project site.*

Conclusion 17.66.030(B)(2)(b): Consistent.

3. Transportation and Circulation Plan. A transportation impact analysis (TIA) identifying planned transportation facilities, services and networks to be provided concurrently with the development of the master plan and addressing Section 17.67.040, Circulation and Access Standards.

Finding 17.66.030(B)(3): *The applicant submitted a TIA prepared by Southern Oregon Transportation Engineers in July 2014. The TIA identifies planned transportation facilities, services and street networks within the White Hawk Master Plan area, as well as the impacts and necessary mitigation of the proposed development on the existing transportation system. The proposed transportation layout is illustrated in Exhibit 7 and discussed in the Master Plan Narrative. See Findings 17.67.040(A-B).*

Conclusion 17.66.030(B)(3): Consistent.

4. Site Plan. A plan and narrative addressing Section 17.67.050 Site Design Standards.

Finding 17.66.030(B)(4): *The site plan (Exhibit 4) illustrates the proposed site layout and development phasing. The site design standards are addressed in the Master Plan narrative (Attachment "A"). See Findings 17.67.050(A-M).*

Conclusion 17.66.030(B)(4): Consistent.

5. Recreation and Open Space Plan. A plan and narrative addressing Section 17.67.060, Public Parks and Open Space Design Standards.

Finding 17.66.030(B)(5): *Exhibit 8 presents the Recreation and Open Space Plan as described on page 7 of the Master Plan narrative (Attachment "A"). The proposal is consistent with the area and design requirements for parks and open space (See findings for 17.67.060(A-D)).*

Conclusion 17.66.030(B)(5): Consistent.

6. Building Design Plan. A written narrative and illustrations addressing Section 17.67.070, Building Design Standards.

Finding 17.66.030(B)(6): The Building Design Plan is presented in Exhibit 9. The plan identifies a neo-traditional architectural character to be used throughout all housing types within the Master Plan area. The designs are consistent with the building design standards in the TOD (See Findings 17.67.070)(A-H)).

Conclusion 17.66.030(B)(6): Consistent.

7. Transit Plan. A plan identifying proposed, or future, transit facilities (if any).

Finding 17.66.030(B)(7): The Master Plan narrative (page 11) includes a Transit Plan section. At this time there is no transit plan for the ETOD, nor is a transit stop envisioned for this site.

Conclusion 17.66.030(B)(7): Consistent.

8. Environmental Plan. A plan identifying environmental conditions such as wetlands, flood hazard areas, groundwater conditions, and hazardous sites on and adjacent to the project site.

Finding 17.66.030(B)(8): The Environmental Plan is provided on page 11 of Attachment "A" and illustrated in Exhibit 6. The Environmental Plan identifies soil contamination and potential groundwater/shallow well impacts as environmental concerns. The Master Plan sets forth actions necessary to resolve soil contamination and groundwater/shallow well concerns, as follows:

Soil Contamination – The applicant will resolve soil contamination through the Department of Environmental Quality (DEQ) Voluntary Clean-up Program (VCP). The VCP provides DEQ oversight throughout the soil remediation process from remedy selection through completion. At the end of the process, DEQ will issue a "No Further Action" letter indicating that the site clean-up has been completed per state standards.

Groundwater/Shallow-Wells – The applicant's environmental consultant conducted an evaluation of potential shallow well impacts resulting from underground utility construction. A supplemental letter dated August 24, 2015 outlines the potential impacts, mitigation measures and actions necessary to expand the report to include undocumented shallow wells in the project vicinity. Per the APEX letter, shallow well impacts can be successfully mitigated.

As conditioned, the Master Plan establishes timing requirements to assure timely completion of these actions relative to Master Plan implementation (i.e. the land development process).

Conclusion 17.66.030(B)(8): Consistent.

CPMC 17.66.040, Parks and Open Spaces

This section establishes the requirement for common park and open space to be provided for all residential development within a TOD District or Corridor in accordance with Section 17.67.060.

Finding 17.66.040: See Findings for 17.67.060(A-D).

Conclusion 17.66.040: Consistent.

CPMC 17.66.050, Application Approval Criteria

A. TOD District or Corridor Master Plan. A master plan shall be approved when the approval authority finds that the following criteria are satisfied or can be shown to be inapplicable:

1. Sections 17.65.040 and 17.65.050 relating to the TOD district;

Finding 17.66.050(A)(1): Findings for 17.65.040 and 17.65.050.

Conclusion 17.66.050(1): *Consistent.*

2. Sections 17.65.060 and 17.65.070 relating to the TOD corridor;

Finding 17.66.050(A)(2): *The Master Plan area is within the ETOD district.*

Conclusion 17.66.050(2): *Not applicable.*

3. Chapter 17.67, Design Standards—TOD District and Corridor;

Finding 17.66.050(A)(3): *See Findings for 17.67.040 through 17.67.070.*

Conclusion 17.66.050(3): *Consistent.*

4. Chapter 17.60, General Regulations, unless superseded by Sections 17.65.040 through 17.65.070.

Finding 17.66.050(A)(4): *Sections 17.65.040 through 17.65.070 supersede Chapter 17.60 General Regulations.*

Conclusion 17.66.050(4): *Not applicable.*

5. Section 17.65.050, Table 3, TOD District and Corridor Parking Standards, and Chapter 17.64, Off-Street Parking and Loading;

Finding 17.66.050(A)(5): *See Findings for 17.65.050, Table 3.*

Conclusion 17.66.050(5): *Consistent.*

6. Chapter 17.70, Historic Preservation Overlay Zone; and,

Finding 17.66.050(A)(6): *The project site is vacant and not identified as a historic site in the Section VI of the Comprehensive Plan.*

Conclusion 17.66.050(6): *Not applicable.*

7. Chapter 17.76, Conditional use Permits for any conditional uses proposed as part of the master plan.

Finding 17.66.050(A)(7): *All proposed land uses identified in the Master Plan are “permitted” in the LMR—Low Mix Residential and MMR—Medium Mix Residential zoning district.*

Conclusion 17.66.050(7): *Not applicable.*

B. Site Plan and Architectural Review.

Finding 17.66.050(B): *The application is for a TOD District Master Plan approval.*

Conclusion 17.66.050(B): *Not applicable.*

C. Land Division.

Finding 17.66.050(C): *The application is for a TOD District Master Plan approval.*

Conclusion 17.66.050(C): *Not applicable.*

D. Conditional Use.

Finding 17.66.050(D): *The application is for a TOD District Master Plan approval.*

Conclusion 17.66.050(D): *Consistent.*

CPMC 17.65.040, Land Use—TOD District

Four special zone district categories are applied in the Central Point TOD districts. The characteristics of these zoning districts are summarized in subsections A through D of this section.

A. Residential (TOD).

1. LMR--Low Mix Residential. This is the lowest density residential zone in the district. Single-family detached residences are intended to be the primary housing type; however, attached single-family and lower density multifamily housing types are also allowed and encouraged.
2. MMR--Medium Mix Residential. This medium density residential zone focuses on higher density forms of residential living. The range of housing types includes higher density single-family and a variety of multifamily residences. Low impact commercial activities may also be allowed.
3. HMR--High Mix Residential/Commercial. This is the highest density residential zone intended to be near the center of the TOD district. High density forms of multifamily housing are encouraged along with complementary ground floor commercial uses. Low impact commercial activities may also be allowed. Low density residential uses are not permitted.

Finding 17.65.040(A): *The Master Plan is for an 18.91 acre project site within the LMR and MMR zoning districts. The proposed residential and open space/recreation uses are consistent with use requirements and character definition of the site zoning designations.*

Conclusion 17.65.040(A): *Consistent.*

B. Employment (TOD).

1. EC--Employment Commercial. Retail, service, and office uses are primarily intended for this district. Activities which are oriented and complementary to pedestrian travel and transit are encouraged. Development is expected to support pedestrian access and transit use. Automobile oriented activities are generally not included in the list of permitted uses. Residential uses above ground floor commercial uses are also consistent with the purpose of this zone.
2. GC--General Commercial. Commercial and industrial uses are primarily intended for this district. Activities which are oriented and complementary to pedestrian travel and transit are encouraged. Residential uses above ground floor commercial uses are also consistent with the purpose of this zone.

Finding 17.65.040(B): *There are no employment zones designated within the Master Plan project site.*

Conclusion 17.65.040(B): *Not applicable.*

C. C—Civic (TOD). Civic uses such as government offices, schools, and community centers are the primary uses intended in this district. These uses can play an important role in the vitality of the TOD district.

Finding 17.65.040(C): *There are no Civic zones designated on the project site.*

Conclusion 17.65.040(C): *Not applicable.*

- D. Open Space (TOD). Because the density of development will generally be higher than other areas in the region, providing open space and recreation opportunities for the residents and employees in the TOD district becomes very important. This zone is intended to provide a variety of outdoor and recreation amenities.

Finding 17.65.040(D): *Although the Master Plan provides for open space and recreation, including a 4.12 acre proposed Public Park, there are no Open Space zones within the project site.*

Conclusion 17.65.040(D): *Not applicable.*

CPMC 17.65.050, Zoning Regulations—TOD District

Regulations are established for each zoning district related to land use, density, dimension standard and development standards.

- A. Permitted Uses. Permitted uses in Table 1 are shown with a “P.” These uses are allowed if they comply with the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.

Finding 17.65.050(A): *The Master Plan proposes open space/recreation and residential uses, and housing types (i.e. apartments, duplexes and row houses) that are permitted in the LMR and MMR zoning districts per CPMC 17.65.050, Table 1.*

Conclusion 17.65.050(A): *Consistent.*

- B. Limited Uses. Limited uses in Table 1 are shown with an “L.” These uses are allowed if they comply with the specific limitations described in this chapter and the applicable provisions of this title. They are subject to the same application and review process as other permitted uses identified in this title.

Finding 17.65.050(B): *The Master Plan proposal does not include any Limited Uses listed in CPMC 17.65.050, Table 1.*

Conclusion 17.65.050(B): *Not applicable.*

- C. Conditional Uses. Conditional uses in Table 1 are shown with a “C.” These uses are allowed if they comply with the applicable provisions of this title. They are subject to the same application and review process as other conditional uses identified in this title.

Finding 17.65.050(C): *The Master Plan proposal does not include any Conditional Uses listed in CPMC 17.65.050, Table 1.*

Conclusion 17.65.050(C): *Not applicable.*

- D. Density. The allowable residential density and employment building floor area are specified in Table 2.

Finding 17.65.050(D): *The Master Plan proposes 310 residential units within the MMR zone, which is equivalent to a residential density of 19.86 units per acre across the site as illustrated in Table 1. The proposed density is consistent with the range of density allowed within the MMR zoning district per CPMC 17.65.050, Table 2. The Master Plan does not propose any employment buildings.*

Conclusion 17.65.050(D): *Consistent.*

E. Dimensional Standards. The dimensional standards for lot size, lot dimensions, building setbacks, and building height are specified in Table 2.

Finding 17.67.050(E): *The Site Plan (Exhibit 4) proposes lots, and building locations in conformance with the minimum lot dimensions, setback requirements and building heights per Table 2. The building design plan proposes three story apartment buildings (33-ft building height) and two-story duplexes (24-ft building height) and row houses (24.5-ft building height), which are within the maximum 45-ft building height requirement per CPMC 17.65.050, Table 2.*

Conclusion 17.67.050(E): *Consistent.*

F. Development Standards.

1. Housing Mix. The required housing mix for the TOD district is shown in Table 2.

Finding 17.67.050(F)(1): *Proposals exceeding 40 units are required to provide three housing types per Table 2. The Master Plan provides for a mix of three (3) housing types: 1) apartments (276 units); 2) rowhouses/townhouses (18 units); and 3) duplexes (16 units) consistent with the Table 2 requirement.*

Conclusion 17.67.050(F)(1): *Consistent.*

2. Accessory Units. Accessory units are allowed as indicated in Table 1. Accessory units shall meet the following standards:

- a. A maximum of one accessory unit is permitted per lot;
- b. The primary residence and/or the accessory unit on the lot must be owner-occupied;
- c. An accessory unit shall have a maximum floor area of eight hundred square feet;
- d. The applicable zoning standards in Table 2 shall be satisfied.

Finding 17.67.050(F)(2): *The Master Plan does not propose any accessory units.*

Conclusion 17.67.050(F)(2): *Not applicable.*

3. Parking Standards. The off-street parking and loading requirements in Chapter 17.64 shall apply to the TOD district and TOD corridor, except as modified by the standards in Table 3 of this section.

Finding 17.67.050(F)(3): *The Master Plan proposes sufficient parking spaces for each housing type proposed as illustrated in Table 2 below. Per the applicant's findings, there are 10 accessible spaces proposed, which is consistent with the requirements of Table 17.64.03, which requires a minimum of 9 accessible spaces for parking lots greater between 401 and 500 spaces.*

Table 2. Parking Analysis					
	Proposed Units	Required Spaces/Unit	Required No. Spaces	Proposed Spaces	Difference
Apartments	276	1.5	414	475	+61
Rowhouses	16	2	32	32	0
Duplexes	18	2	36	36	0

Conclusion 17.67.050(F)(3): *Consistent.*

- a. Fifty percent of all residential off-street parking areas shall be covered. Accessory unit parking spaces are not required to be covered.

Finding 17.67.050(F)(3)(a): *Off-street parking for the rowhouses and duplexes is accommodated by rear-loaded two-car garages and a 20-ft parking pad. The Master Plan does not propose covered parking for the apartments. Per the applicant's findings, covered parking is deemed to detract from the pedestrian feel and scale of the parking areas; however, the findings further state that the covered parking can be provided if necessary. As a condition, the applicant will be required to amend the site plan at the time of site plan and architectural review to provide the required covered parking or resolve the conflict through approval of a Class "C" Variance. As evidenced in the applicant's findings the proposal can comply.*

Conclusion 17.67.050(F)(3)(a): *Consistent.*

- b. Parking standards may be reduced when transit service is provided in the TOD district and TOD corridor and meets the following conditions:
 - i. Parking standards may be reduced up to twenty-five percent when transit service is provided in the TOD district and TOD corridor.
 - ii. Parking standards may be reduced up to fifty percent when transit service is provided in the TOD district and TOD corridor and when bus service includes fifteen-minute headways during the hours of seven to nine a.m. and four to six p.m.

Finding 17.67.050(F)(3)(b): *Parking standard reduction is not requested or applicable since transit service is not currently provided in the ETOD.*

Conclusion 17.67.050(F)(3)(b): *Not applicable.*

- c. Bicycle parking standards in Chapter [17.64](#) shall not be reduced at any time.

Finding 17.67.050(F)(3)(c): *Table 16.64.04 establishes minimum bicycle parking requirements as 1 space per multi-family unit. The applicant's findings state that 1 bicycle parking space will be provided per unit within the units and guest parking racks outside of the buildings. The location of proposed bicycle racks will be determined as part of the site plan and architectural review process.*

Conclusion 17.67.050(F)(3)(c): *Consistent.*

- d. Shared parking easements or agreements with adjacent property owners are encouraged to satisfy a portion of the parking requirements for a particular use where compatibility is shown. Parking requirements may be reduced by the city when reciprocal agreements of shared parking are recorded by adjacent users.

Finding 17.65.050(F)(3)(d): *Shared parking easements or agreements are not proposed, as this is the first TOD Master Plan application within the ETOD.*

Conclusion 17.65.050(F)(3)(d): *Not applicable.*

CPMC 17.65.060, Land Use—TOD Corridor

Establishes two special zone district categories in the TOD Corridor and describes the characteristics for each. These categories include: Residential (LMR—Low Mix Residential MMR—Medium Mix Residential), and Employment (EC—Employment Commercial, GC—General Commercial).

Finding 17.65.060: *The White Hawk Master Plan is within the Eastside TOD district per the Central Point Comprehensive Plan Land Use Map; therefore, the TOD Corridor standards of this section do not apply.*

Conclusion 17.65.060: *Not applicable.*

CPMC 17.65.070, Zoning Regulations—TOD Corridor

Regulations are established for each zoning district related to land use, density, dimension standard and development standards.

Finding 17.65.070: The White Hawk Master Plan is within the Eastside TOD district per the Central Point Comprehensive Plan Land Use Map; therefore the TOD Corridor standards of this section do not apply.

Conclusion 17.65.070: Not applicable.

CPMC 17.67, Design Standards, TOD District and Corridor

Design standards address circulation and access, site design, public parks and open spaces, and building design for projects in the TOD District or Corridor as set forth below.

17.67.040, Circulation and Access Standards

A. Public Street Standards.

1. Except for specific transportation facilities identified in a TOD district or corridor master plan, the street dimensional standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction shall apply for all development located within the TOD district and for development within the TOD corridor which is approved according to the provisions in Section 17.65.020 and Chapter 17.66.

Finding 17.67.040(A)(1): The Master Plan proposes to retrofit portions of Beebe and Gebhard Road consistent with Public Works Standard Specifications (Details ST21R and ST20R, respectively). The new street network designs are consistent with the Public Works Standards set forth in Table 3 below:

<i>Table 3. White Hawk Internal Street Network Standards</i>	
<i>STREET NAME</i>	<i>STREET STANDARD</i>
<i>White Hawk Way</i>	<i>Three Lane Collector (ST-21)- Near Beebe Two Lane Collector (ST-20)</i>
<i>Beebe Park Drive</i>	<i>Two Lane Collector (ST-20)</i>
<i>Park Street</i>	<i>Minor Local Street (ST-10)</i>
<i>North Street</i>	<i>Standard Local Street (ST-15)</i>

Conclusion 17.67.040(A)(1): Consistent.

2. Block perimeters shall not exceed two thousand feet measured along the public street right-of-way.

Finding 17.67.040(A)(2): The proposed apartments in Phases 1 and 2 of the Master Plan are bounded by proposed Beebe Park Drive, White Hawk Way and existing Beebe Road and Gebhard Road (2,306.6 feet). Parking lot driveways and a network of private streets and minor and major accessways establish a series of blocks within the proposed apartment site. On this basis, there are no blocks that exceed 2,000 feet measured along the public street right-of-way.

Conclusion 17.67.040(A)(2): Consistent.

3. Block lengths for public streets shall not exceed six hundred feet between through streets, measured along street right-of-way.

Finding 17.67.040(A)(3): See Finding 17.67.040(A)(4).

Conclusion 17.67.040(A)(3): Consistent.

4. Public alleys or major off-street bike/pedestrian pathways, designed as provided in this chapter, may be used to meet the block length or perimeter standards of this section.

Finding 17.67.040(A)(4): The maximum block length is 669.2-feet measured along the south boundary of White Hawk Way adjacent to the apartment site (Phases 1 and 2). Due to the combined use of pedestrian accessways and internal private street network, the block length standard can be met.

Conclusion 17.67.040(A)(4): Consistent.

5. The standards for block perimeters and lengths shall be modified to the minimum extent necessary based on findings that strict compliance with the standards is not reasonably practicable or appropriate due to:
 - a. Topographic constraints;
 - b. Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
 - c. Railroads;
 - d. Traffic safety concerns;
 - e. Functional and operational needs to create a large building; or
 - f. Protection of significant natural resources.

Finding 17.67.040(A)(5): Modification of the block length standard is not necessary per Finding 16.67.040(A)(4).

Conclusion 17.67.040(A)(5): Not applicable.

6. All utility lines shall be underground but utility vault access lids may be located in the sidewalk area.

Finding 17.67.040(A)(6): Per the applicant's findings and Exhibit 5, all proposed utilities are to be located underground.

Conclusion 17.67.040(A)(6): Consistent.

7. Connections shall be provided between new streets in a TOD district or corridor and existing local and minor collector streets.

Finding 17.67.040(A)(7): The proposed street network provides connection to the existing public right-of-way at three intersections, including 1) White Hawk Way/Beebe Road; 2) Beebe Park Drive/Gebhard Road; and 3) North Street/Gebhard Road.

Conclusion 17.67.040(A)(7): Consistent.

8. Pedestrian/Bike Accessways within Public Street Right-of-Way.

- a. Except for specific accessway facilities identified in a TOD district or corridor master plan, the following accessway dimensional standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction shall apply for any development located within the TOD district and for development within the TOD corridor which is approved according to the provisions in Section 17.65.020 and Chapter 17.66.
- b. In transit station areas, one or more pedestrian-scaled amenities shall be required with every one hundred square feet of the sidewalk area, including but not limited to:
 - i. Street furniture;
 - ii. Plantings;
 - iii. Distinctive Paving;
 - iv. Drinking fountains; and
 - v. Sculpture.
- c. Sidewalks adjacent to undeveloped parcels may be temporary.
- d. Public street, driveway, loading area, and surface parking lot crossings shall be clearly marked with textured accent paving or painted stripes.
- e. The different zones of a sidewalk should be articulated using special paving or concrete scoring.

Finding 17.67.040(A)(8): Sidewalks are proposed along all new street frontages within the Master Plan area. An internal network of minor and major pedestrian accessways connects with the sidewalks in the public right-of-way.

Conclusion 17.67.040(A)(8): Consistent.

9. Public Off-Street Accessways.

- a. Pedestrian accessways and greenways should be provided as needed to supplement pedestrian routes along public streets.

Finding 17.67.040(A)(9)(a): As illustrated in Exhibit 4, the Master Plan proposes a series of minor and major pedestrian accessways.

Conclusion 17.67.040(A)(9)(a): Consistent.

- b. Off-street pedestrian accessways shall incorporate all of the following design criteria:
 - i. The applicable standards in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction;
 - ii. Minimum ten-foot vertical clearance;
 - iii. Minimum twenty-foot horizontal barrier clearance for pathway;

- iv. Asphalt, concrete, gravel, or wood chip surface as approved by the city, with a compacted subgrade;
- v. Nonskid boardwalks if wetland construction is necessary; and
- vi. Minimum one hundred square feet of trailhead area at intersections with other pedestrian improvements. A trail map sign shall be provided at this location.

Finding 17.67.040(A)(9)(b): *Per the applicant's findings, the pedestrian accessway that connects Gebhard/Beebe Road with the southwest apartments is intended to satisfy the block standard per CPMC 17.67.040(A)(1). Exhibit 4 illustrates the location of the pedestrian accessway, which has sufficient room to accommodate the required design elements, which is required at the time of site plan and architectural review.*

Conclusion 17.67.040(A)(9)(b): *Consistent.*

- c. Minor off-street trails shall be a minimum of five feet wide, have a minimum vertical clearance of eight feet, a minimum two-foot horizontal clearance from edge of pathway and be constructed of gravel or wood chips, with a compacted subgrade.

Finding 17.67.040(A)(9)(c): *Minor pedestrian accessways shown on Exhibit 4 meet the dimensional requirements of this section.*

Conclusion 17.67.040(A)(9)(c): *Consistent.*

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.

Finding 17.67.040(B)(1): *The Master Plan proposes four (4) parking lot driveways as a connection between the public streets and the private internal streets/parking stalls for the apartments. These are designed as private streets.*

Conclusion 17.67.040(B)(1): *Consistent.*

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

Finding 17.67.040(B)(2): *The proposed driveways and curb cuts provide access to 9.27 acres designated for apartment development. The driveways are spaced 225-feet apart consistent with the Public Works requirements for driveway spacing per Table 300-6 in the Public Works Standard Specifications.*

Conclusion 17.67.040(B)(2): *Consistent.*

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

Finding 17.67.040(B)(3): *The parking lots for the apartment site provide pedestrian and vehicle connections from the site to the public right-of-way. These connections serve to connect apartment residents to the proposed public park site within the Master Plan area. There are no proposed parking lots for the row house or duplex sites.*

Conclusion 17.67.050(B)(3): *Consistent.*

4. Large driveways should use distinctive paving patterns.

Finding 17.67.040(B)(4): *The Master Plan does not propose the use of distinctive paving patterns at each of the driveway locations, as encouraged by this section of the code.*

Conclusion 17.67.040(B)(4): *Not applicable.*

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;

Finding 17.67.040(C)(1): *A network of pedestrian routes is provided throughout the apartment site to emulate a city block design consistent with this section.*

Conclusion 17.67.040(C)(1): *Consistent.*

2. Providing an attractive, convenient pedestrian accessway to building entrances;

Finding 17.67.040(C)(2): *Per the applicant's finding and the Master Plan Narrative (Attachment "A") building entries will have pedestrian oriented building entrances with walkways, landscaping and lighting.*

Conclusion 17.67.040(C)(2): *Consistent.*

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;

D. **Finding 17.67.040(C)(3):** *Exhibit 4 of the Master Plan illustrates the use of curb extensions and bulb-outs at intersections to reduce travel distances for pedestrians. The proposed pedestrian accessway/sidewalk networks provide connections throughout the proposed phases of development (i.e. apartments, duplexes and townhouses, and park site).*

Conclusion 17.67.040(C)(3): *Consistent.*

4. Integrating signage and lighting system which offers interest and safety for pedestrians;

Finding 17.67.040(C)(4): *Per the Master Plan (Attachment "A"), pedestrian scale, LED lighting will be used throughout the development.*

Conclusion 17.67.040(C)(4): *Consistent.*

5. Connecting parking areas and destinations with pedestrian paths identified through use of distinctive paving materials, pavement striping, grade separations, or landscaping.

Finding 17.67.040(C)(5): See Finding 17.67.040(C)(3).

Conclusion 17.67.040(C)(5): Consistent.

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.

Finding 17.67.050(A)(1): Exhibit 6 identifies adjacent land uses and off-site structures, including six domestic wells. An engineering analysis prepared by APEX dated August 24, 2015 evaluates the potential for short-term and long-term well impacts, identifies the likelihood of impacts, and recommends mitigation actions. The report indicates that, although adverse impacts are not expected, mitigation actions are recommended considering the area's historic context (i.e. Beebe Road storm drain installation/well impacts/litigation). The report also establishes a process to identify and sample unregistered wells within a ¼ mile radius of the project site. As conditioned, this information will be utilized to update the shallow well/groundwater mitigation actions, if necessary, prior to presentation to the neighborhood stakeholders and evaluation by the City's engineer.

Conclusion 17.67.050(A)(1): Consistent.

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.

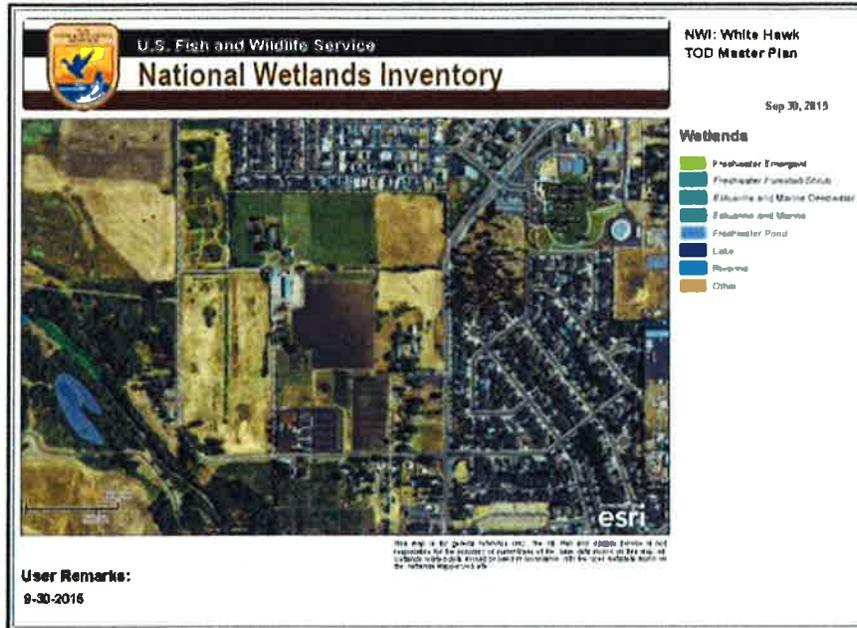
Finding 17.67.050(A)(2): The Master Utility Plan (Attachment "A" and Exhibit 5) proposes underground utility construction consistent with the Public Works Standard Specifications. As noted in Finding 17.67.050(A)(1), the final engineering plans will reflect any changes to accommodate safeguards for groundwater resources and nearby shallow wells.

Conclusion 17.67.050(A)(2): Consistent.

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.

Finding 17.67.050(B): According to the National Wetland Inventory, there are no wetlands mapped on the project site. There are no significant trees, stream corridors, steep slopes, or groves located on the project site.



Conclusion 17.67.050(B): *Consistent.*

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.

Finding 17.67.050(C): *The project site is generally flat, so none of the proposed parking lots or buildings will occupy hillsides.*

Conclusion 17.67.050(C): *Not applicable.*

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.

Finding 17.67.050(D): *The applicant's findings state that the proposed site layout maximizes solar exposure for the apartment buildings where possible. To comply with the building frontage requirement of CPMC 17.67.070(C)(1)(a), some of the apartments, row houses and duplexes face east/west and cannot maximize solar exposure.*

Conclusion 17.67.050(D): *Consistent.*

E. Existing Buildings on the Site.

1. Where a new building shares the site with an admirable existing building or is a major addition to such a building, the design of the new building should be compatible with the original.
2. New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.

Finding 17.67.050(E): *There are no existing buildings on the project site. The existing neighborhood is rural; however, the comprehensive plan land use map and regional plan designate the area for future urban uses. As the first master plan in the ETOD, White Hawk proposes an architectural character that should be considered as the area transitions to urban uses.*

Conclusion 17.60.050(E): *Consistent.*

- F. New Prominent Structures. Key public or civic buildings, such as community centers, churches, schools, libraries, post offices, and museums, should be placed in prominent locations, such as fronting on public squares or where pedestrian street vistas terminate, in order to serve as landmarks and to symbolically reinforce their importance.

Finding 17.67.050(F): *The Master Plan does not propose any public or civic buildings.*

Conclusion 17.67.050(F): *Not applicable.*

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

Finding 17.67.050(G): *The project site is in a low lying area with territorial views.*

Conclusion 17.67.050(G): *Not applicable.*

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.

Finding 17.67.050(H)(1): *The site plan (Exhibit 4) provides for building orientation of all multi-family and single-family structures in a manner that directs traffic interior to the site and away from the existing single-family development on Gebhard Road. In addition to the public right-of-way improvements including sidewalks and landscape rows, the Master Plan proposes 10-15-foot of landscape buffer within the front yard setback areas on Beebe and Gebhard Road.*

Conclusion 17.67.050(H)(1): *Consistent.*

2. Activity or equipment areas should be strategically located to avoid disturbing adjacent residents.

Finding 17.67.050(H)(2): *The site plan (Exhibit 4) and the applicant's findings indicate that there are no proposed equipment areas proposed adjacent to existing residents.*

Conclusion 17.67.050(H)(2): *Consistent.*

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.

Finding 17.67.050(H)(3): *On-site service areas, such as loading zones and waste storage and disposal facilities will be located internal to the apartment site. The duplexes and row houses provide rear alley access to accommodate weekly trash pick-up services.*

Conclusion 17.67.050(H)(3): *Consistent.*

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.

Finding 17.67.050(H)(4): *The applicant's findings state that screening materials for trash collection will include landscaping and building materials that are consistent with the proposed architecture. On-site service areas for trash and mail collection will be internal to the site with exact locations determined at the time of site plan and architectural review.*

Conclusion 17.67.050(H)(4): *Consistent.*

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.

Finding 17.67.050(H)(5): *Group mailbox locations will be determined as part of the site plan and architectural review process. There is sufficient area on the project site to meet this standard.*

Conclusion 17.67.050(H)(5): *Consistent.*

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.

Finding 17.67.050(I)(1): *The surrounding properties to the north and east are within the ETOD. Although rural in character, these areas are planned for urban use and density consistent with the Master Plan site. There are three (3) parcels west of the project site outside of the city limits developed with single family dwellings. The Master Plan proposes landscaping, building setbacks and street frontage improvements to minimize impacts of the higher density residential development on adjoining properties as follows:*

Landscaping along Gebhard Road and building frontages will provide over twenty feet in buffer area.

Massing provides open spaces areas ranging between 25 and 30-feet between buildings.

Street Frontage Improvements on Gebhard Road will create an additional landscape and area buffer between existing residences west of Gebhard Road and the master planned development.

Conclusion 17.67.050(I)(1): *Consistent.*

2. Adequate buffer strips with vegetative screens shall be placed to mitigate the impact of higher density development on adjacent lower density development.

Finding 17.67.050(I)(2): See Finding 17.67.050(I)(1).

Conclusion 17.67.050(I)(2): Consistent.

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.

Finding 17.67.050(I)(3): Existing residential development is located west of Gebhard Road and includes three rural tax lots with single family dwellings. The Gebhard Road right-of-way between the project site and rural residential properties west of Gebhard Road ranges between 60-feet near the Beebe Road intersection and 72-feet north of proposed Beebe Park Drive. Although proposed structures are located more than 50-feet from existing residences in the County, the maximum building height proposed does not exceed 35-feet per CPMC 17.05.010. There are also two single family dwellings near the northwest quadrant of the project site. These residences will be separated from proposed development by a 4.12 acre public park.

Conclusion 17.67.050(I)(3): Consistent.

4. New commercial buildings within fifty feet of existing low density residential development shall be no higher than forty-five feet.

Finding 17.67.050(I)(4): Commercial buildings are not proposed as part of the White Hawk Master Plan.

Conclusion 17.67.050(I)(4): Not applicable.

5. Dwelling types in a TOD district or corridor shall be mixed to encourage interaction among people of varying backgrounds and income levels.

Finding 17.67.050(I)(5): The Master Plan proposes a mix of three (3) housing types including: 1) apartments; 2) single-family row houses; and 3) duplexes.

Conclusion 17.67.050(I)(5): Consistent.

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.

Finding 17.67.050(J)(1)(a): Garages for the duplexes and row houses are rear-loaded within an internal alley system away from residential streets and collectors. Parking areas for the apartment buildings are located to the sides and rear of buildings near the public right-of-way and interior to the apartment development as illustrated in Exhibit 4.

Conclusion 17.67.050(J)(1)(a): Consistent.

- b. Off-street surface parking lots shall not be located between a front facade of a building and a public street.

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

Finding 17.67.050(K)(1): *The Master Plan narrative (Attachment "A") and the applicant's findings state that landscaping will be utilized to buffer the proposed development, including parking and service areas in a manner that softens the appearance of buildings and unsightly areas while preserving views to encourage informal surveillance of the neighborhood.*

Conclusion 17.67.050(K)(1): *Consistent.*

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.

Finding 17.67.050(K)(2)(a): *Off-street parking areas provided within the apartment site include 10-foot wide landscape rows between parking areas and sidewalks, and protected tree wells. Further refinement of the site plan (Exhibit 4) relative to landscaping will be accommodated through the site plan and architectural review process.*

Conclusion 17.67.050(K)(2)(a): *Consistent.*

- b. Surface parking areas shall provide perimeter parking lot landscaping adjacent to a street that meets one of the following standards:
 - i. A five-foot-wide planting strip between the right-of-way and the parking area. The planting strip may be interrupted by pedestrian-accessible and vehicular accessways. Planting strips shall be planted with an evergreen hedge. Hedges shall be no less than thirty-six inches and no more than forty-eight inches in height at maturity. Hedges and other landscaping shall be planted and maintained to afford adequate sight distance for vehicles entering and exiting the parking lot;
 - ii. A solid decorative wall or fence a minimum of thirty-six inches and a maximum of forty-eight inches in height parallel to and not closer than two feet from the edge of right-of-way. The area between the wall or fence and the pedestrian accessway shall be landscaped. The required wall or screening shall be designed to allow for access to the site and sidewalk by pedestrians and shall be constructed and maintained to afford adequate sight distance as described above for vehicles entering and exiting the parking lot;
 - iii. A transparent screen or grille forty-eight inches in height parallel to the edge of right-of-way. A two-foot minimum planting strip shall be located either inside the screen or between the screen and the edge of right-of-way. The planting strip shall be planted with a hedge or other landscaping. Hedges shall be a minimum thirty-six inches and a maximum of forty inches in height at maturity.

Finding 17.67.050(K)(2)(b): *Per Exhibit 4, surface parking areas beside proposed apartment buildings provide a minimum 10-foot planting strip between the right-of-way and the parking area, which meets the standard of item*

Finding 17.67.050(J)(1)(b): *The Master Plan does not propose any parking lots between a front façade of a building and a public street.*

Conclusion 17.67.050(J)(1)(b): *Consistent.*

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 non-transit streets;
- 3rd. Streets that are transit streets.

Finding 17.67.050(J)(1)(c): *See Finding 17.67.050(J)(1)(a).*

Conclusion 17.67.050(J)(1)(c): *Consistent.*

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.

Finding 17.67.050(J)(2): *Per the applicant's findings, the apartment parking area will be fully paved with curbs and protected tree wells. Spaces will be striped per City standards in CPMC 17.75.039. Based upon the site plan in Exhibit 4, extensive landscaped areas are proposed to provide a pedestrian oriented environment internal to the apartment site. At the time of site plan and architectural review, the parking lot design will be required to demonstrate compliance with design standards relative to construction and the master plan.*

Conclusion 17.67.050(J)(2): *Consistent.*

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(i). Further refinement of the site plan (Exhibit 4) relative to landscaping improvements will occur at the time of site plan and architectural review.

Conclusion 17.67.050(K)(2)(b): *Consistent.*

- c. Gaps in a building's frontage on a pedestrian street that are adjacent to off-street parking areas and which exceed sixty-five feet in length shall be reduced to no more than sixty-five feet in length through use of a minimum eight-foot-high screen wall. The screen wall shall be solid, grille, 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).

Finding 17.67.050(K)(2)(c): *The applicant's findings state that additional screening will be provided along street frontages where building gaps exceed 65-feet.*

Conclusion 17.67.050(K)(2)(c): *Consistent.*

d. Parking Area Interior Landscaping.

- i. Amount of Landscaping. All surface parking areas with more than ten spaces must provide interior landscaping complying with one or both of the standards stated below.

(A) Standard 1. Interior landscaping must be provided at the rate of twenty square feet per stall. At least one tree must be planted for every two hundred square feet of landscaped area. Ground cover plants must completely cover the remainder of the landscaped area.

(B) Standard 2. One tree must be provided for every four parking spaces. If surrounded by cement, the tree planting area must have a minimum dimension of four feet. If surrounded by asphalt, the tree planting area must have a minimum dimension of three feet.

Finding 17.67.050(K)(2)(d): *Extensive landscape areas are identified in the off-street parking areas for the apartments (Exhibit 4). Further refinement relative to the tree, shrub, and ground cover locations will occur through the site plan and architectural review process.*

Conclusion 17.67.050(K)(2)(d): *Consistent.*

- 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.

Finding 17.67.050(K)(2)(d)(ii): *Landscape areas are identified within the apartment site, including perimeter and interior landscaping areas in conformance with the development standards for interior parking areas. Further refinement of landscape plans will occur as part of site plan and architectural review.*

Conclusion 17.67.050(K)(2)(d)(ii): *Consistent.*

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.

Finding 17.67.050(K)(3): *The Master Plan (Attachment "A") and applicant's findings state that landscaping will be provided near buildings. Landscaping will be further refined through the site plan and architectural review process.*

Conclusion 17.67.050(K)(3): *Consistent.*

4. Service Areas. Service areas, loading zones, waste disposal or storage areas must be fully screened from public view.
 - e. Prohibited screening includes chain-link fencing with or without slats.
 - f. 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.

Finding 17.67.050(K)(4): *See Finding 17.67.070(G).*

Conclusion 17.67.050(K)(4): *Consistent.*

5. Street Trees. Street trees shall be required along both sides of all public streets with a spacing of twenty feet to forty feet on center depending on the mature width of the tree crown, and planted a minimum of two feet from the back of curb. Trees in the right-of-way or sidewalk easements shall be approved according to size, quality, and tree well design, if applicable, and irrigation shall be required. Tree species shall be chosen from the city of Central Point approved street tree list.

Finding 17.67.050(K)(5): *The site plan identifies landscape rows adjacent to public streets that are sufficient to accommodate street trees per the required spacing. Street tree details will be provided on the final construction drawings for the public street improvements as part of the land division process.*

Conclusion 17.67.050(K)(5): *Consistent.*

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 foot-candles 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 foot-candles at intersections or one and one-half foot-candles in parking areas.

Finding 17.67.050(L)(1): *The Master Plan (Attachment "A") provides for LED lighting not to exceed 6 foot-candles at any intersection or 1.5 foot-candles in parking area. Lighting levels proposed are consistent with the lighting requirements of this section.*

Conclusion 17.67.050(L)(1): *Consistent.*

- 2. Fixture Design in Public Rights-of-Way.
 - a. Pedestrian-scale street lighting shall be provided including all pedestrian streets along arterials, major collectors, minor collectors and local streets.
 - b. Pedestrian street lights shall be no taller than twenty feet along arterials and collectors, and sixteen feet along local streets.

Finding 17.67.050(L)(2): *Per the Master Plan (Attachment "A") pedestrian scale lighting will be provided along all local streets and collectors. The designs for the fixtures will be established at the time of site plan and architectural review.*

Conclusion 17.67.050(L)(2): *Consistent.*

- 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 lit 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.

Finding 17.67.050(L)(3): *The Master Plan (Attachment "A") states that on-site lighting will not exceed 20-feet, and will provide cutoff fixtures to avoid casting light on nearby properties. Lighting along pedestrian pathways and near building entries will be provided to accommodate safety.*

Conclusion 17.67.050(L)(3): *Consistent.*

M. Signs.

1. The provisions of this section are to be used in conjunction with the city sign regulations in the Central Point Sign Code, Chapter 15.24. The sign requirements in Chapter 15.24 shall govern in the TOD district and corridor with the exception of the following:
 - a. The types of signs permitted shall be limited only to those signs described in this chapter.
 - b. All signs in the TOD district and corridor shall comply with the design standards described in this chapter.
 - c. Decorative exterior murals are allowed and are subject to review and criteria by planning commission or architectural review committee appointed by city council.
 - d. Signs that use images and icons to identify store uses and products are encouraged.
 - e. Projecting signs located to address the pedestrian are encouraged.
2. Sign Requirements.
3. Sign Materials.
 - a. The base materials for a freestanding sign shall be natural materials including stone, brick, or aggregate.
 - b. Signs and supporting structural elements shall be constructed of metal or stone with wood or metal informational lettering. No plastics or synthetic material shall be allowed, except for projecting awning signs, which may be canvas or similar fabric.
 - c. Sign lettering shall be limited to sixteen inches maximum in height.
 - d. Sign illumination shall be limited to external illumination to include conventional lighting and neon, if neon is applied to the sign plane area. Internally illuminated signs are prohibited.
4. Prohibited Signs.
 - a. Internally illuminated signs;
 - b. Roof signs;
 - c. Reader boards;
 - d. Sidewalk A-board signs;
 - e. Flashing signs;
 - f. Electronic message/image signs;
 - g. Bench signs;
 - h. Balloons or streamers;
 - i. Temporary commercial banners.

Finding 17.67.050(M): *The Master Plan proposes monument signs at the main entries located on Beebe and Gebhard Road. These will be composed of stone or masonry consistent with the size and design requirements for signs within the TOD. There are no other signs proposed.*

Conclusion 17.67.050(M): *Consistent.*

17.67.060 Public parks and open space design standards.

- A. General. Parks and open spaces shall be provided in the TOD districts and TOD corridors and shall be designed to accommodate a variety of activities ranging from active play to passive contemplation for all ages and accessibility.

Finding 17.67.060(A): *The Open Space and Recreation Plan (Exhibit 8) identifies the open space and recreation areas within the Master Plan area, including a 4.12 acre public park and 1.99 acres of courtyard open space area*

within the apartment site. Recreation amenities include a children's play structure, community building/pool, walking pathways, benches and courtyard landscaping for passive enjoyment.

Conclusion 17.67.060(A): *Consistent.*

B. Parks and Open Space Location.

1. Parks and open spaces shall be located within walking distance of all those living, working, and shopping in TOD districts.

Finding 17.67.060(B)(1): *Per the applicant's findings, the proposed park and open spaces are within a 5 minute (1/4 mile) walking distance to future residents of the ETOD.*

Conclusion 17.67.060(B)(1): *Consistent.*

2. Parks and open spaces shall be easily and safely accessed by pedestrians and bicyclists.

Finding 17.67.060(B)(2): *Bicycle paths on White Hawk Way and Beebe Park Drive provide bicycle access to the park site. An extensive network of public sidewalks and pedestrian accessways throughout the development also provide connections for proposed development to the park site.*

Conclusion 17.67.060(B)(2): *Consistent.*

3. For security purposes, parks and open spaces shall be visible from nearby residences, stores or offices.

Finding 17.67.060(B)(3): *The proposed park is located at the corner of two public streets (See Exhibit 4) and is visible from the proposed duplexes and apartments.*

Conclusion 17.67.060(B)(3): *Consistent.*

4. Parks and open space shall be available for both passive and active use by people of all ages.

Finding 17.67.060(B)(4): *See Finding 17.67.060(A).*

Conclusion 17.67.060(B)(4): *Consistent.*

5. Parks and open space in predominantly residential neighborhoods shall be located so that windows from the living areas (kitchens, family rooms, living rooms but not bedrooms or bathrooms) of a minimum of four residences face onto it.

Finding 17.67.060(B)(5): *Per the applicant's findings, the duplex units will each have living areas that face onto the park site. Several of the apartments will also have views of the park.*

Conclusion 17.67.060(B)(5): *Consistent.*

C. Parks and Open Space Amount and Size.

1. Common open spaces will vary in size depending on their function and location.

Finding 17.67.060(C)(1): *The Master Plan provides for a variety of common open spaces with a range of sizes. In addition to a 4.12 acre public park, the Master Plan includes landscaped courtyards that are roughly 6,000 square feet in size, as well as a community building and pool.*

Conclusion 17.67.060(C)(1): *Consistent.*

2. The total amount of common open space provided in a TOD district or corridor shall be adequate to meet the needs of those projected (at the time of build out) to live, work, shop, and recreate there.

Finding 17.67.060(C)(2): *The Master Plan provides for 6.11 acres of common open space, including the proposed 4.12 acre public park, which meets the minimum requirements set forth in CPMC 17.67.060(C)(4).*

Conclusion 17.67.060(C)(2): *Consistent.*

3. All TOD projects requiring master plans shall be required to reserve, improve and/or establish parks and open space which, excluding schools and civic plazas, meet or exceed the following requirements:
 - a. For single-family detached and attached residences, including duplex units, townhouses and row houses: four hundred square feet for each dwelling.
 - b. For multifamily residences, including multistory apartments, garden apartments, and senior housing: six hundred square feet for each dwelling.
 - c. Nonresidential development: at least ten percent of the development’s site area.

Finding 17.67.060(C)(3): *The Master Plan provides sufficient parks and open space area for the proposed dwelling types as illustrated in Table 4 below.*

Table 4. Housing, Density and Open Space					
Housing Type	No. Units	Housing		Open Space	
		Net Acres	Net Density	OS Required	OS Proposed
Duplexes	16	1.05	-	6,400	0
Townhouses	18	1.15	-	7,200	0
Apartments	276	9.27	-	165,600	86,562
Public Park	0	4.12	-		179,671
TOTAL	310	15.98	19.89	179,200	266,233

Conclusion 17.67.060(C)(3): *Consistent.*

D. Parks and Open Space Design.

1. Parks and open spaces shall include a combination garbage/recycling bin and a drinking fountain at a frequency of one combination garbage/recycling bin and one drinking fountain per site or one combination garbage/recycling bin and one drinking fountain per two acres, whichever is less, and at least two of the following improvements:
 - a. Benches or a seating wall;
 - b. Public art such as a statue;
 - c. Water feature or decorative fountain;
 - d. Children’s play structure including swing and slide;
 - e. Gazebo or picnic shelter;
 - f. Picnic tables with barbecue;
 - g. Open or covered outdoor sports court for one or more of the following: tennis, skateboard, basketball, volleyball, badminton, racquetball, handball/paddleball;
 - h. Open or covered outdoor swimming and/or wading pool or play fountain suitable for children to use; or
 - i. Outdoor athletic fields for one or more of the following: baseball, softball, Little League, soccer.

Finding 17.67.060(D)(1): *The park site proposes a children’s play structure, two benches, a drinking fountain and one garbage/recycling bin. A soccer field is shown on the site plan (Exhibit 4) for illustration purposes only. A community building/swimming pool is also proposed as part of the apartment development. The recreation amenities for the master plan area are consistent with minimum design requirements of this section.*

Conclusion 17.67.060(D)(1): *Consistent.*

2. All multifamily buildings that exceed twenty-five units and may house children shall provide at least one children’s play structure on site.

Finding 17.67.060(D)(2): *Each apartment building proposes up to 24 units. A children’s play structure is proposed as part of the park site, which is across the street and within walking distance of the proposed apartment site.*

Conclusion 17.67.060(D)(2): *Consistent.*

3. For safety and security purposes, parks and open spaces shall be adequately illuminated.

Finding 17.67.060(D)(3): *Per the Master Plan (Attachment “A”), park illumination will be provided consistent with the code requirements. This is deemed sufficient to provide adequate illumination.*

Conclusion 17.67.060(D)(3): *Consistent.*

17.67.070 Building design standards.

Findings for this section will include standards denoted by “shall” or “must” and not recommended standards denoted by “should.”

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).

Finding 17.67.070(A)(1): *As evidenced in the Master Plan narrative (Attachment “A”) and the Building Design Plan (Exhibit 9), the Master Plan provides for energy efficient buildings by utilizing many of the strategies listed above.*

Conclusion 17.67.070(A)(1): *Consistent.*

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

Finding 17.67.070(A)(2): *Pedestrian routes are designed in accordance with the Public Works Standard Specifications based on street classification and per the pedestrian accessway standards. Landscaping and adjoining architectural character on all proposed building facades (Exhibit 9) are deemed sufficient to create a safe, comfortable and interesting walking environment throughout the Master Plan area.*

Conclusion 17.67.070(A)(2): *Consistent.*

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

Finding 17.67.070(A)(3): *As illustrated in Exhibit 9, building entries are prominent and will be accessed via pedestrian accessways that connect with the public sidewalk system and/or adjoining minor accessways. There are no proposed transit facilities.*

Conclusion 17.67.070(A)(3): *Consistent.*

B. Architectural Character.

Finding 17.67.070(B): *There are no standards presented in this section; only recommended recommendations for architectural character.*

Conclusion 17.67.070(B): *Not applicable.*

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..

Finding 17.67.070(C)(1)(a): *Per the applicant's findings and the Building Design Plan (Exhibit 9) and Site Plan (Exhibit 4), the building entries are oriented to street to the maximum extent possible. Where not oriented to the street, building entries are oriented to pedestrian accessways and parking lot driveways, which are designed as private streets. Landscaping defines the pedestrian accessways and building entries.*

Conclusion 17.67.070(C)(1)(a): *Consistent.*

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

Finding 17.67.070(C)(1)(b): *The Master Plan does not propose any building façade greater than 200-feet.*

Conclusion 17.67.070(C)(1)(b): *Not applicable.*

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

Finding 17.67.070(C)(1)(c): *As illustrated in the Building Design Plan (Exhibit 9) and stated in the applicant's findings, the Master Plan provides for 4-ft sheltered entries that front a pedestrian accessway.*

Conclusion 17.67.070(C)(1)(c): *Consistent.*

- 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).

Finding 17.67.070(C)(1)(d): *The Master Plan does not require any exception to any part of the general building entry requirements in this section.*

Conclusion 17.67.070(C)(1)(d): *Not applicable.*

2. Commercial and High Mix Residential.

Finding 17.67.070(C)(2): *The Master Plan does not include any commercial development or lands zoned High Mix Residential (HMR).*

Conclusion 17.67.070(C)(2): *Not applicable.*

3. Residential.

- j. 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.

Finding 17.67.070(C)(3)(a): *As illustrated in the Site Plan (Exhibit 4) and Building Design Plan (Exhibit 9(A)), the apartments provide building entries along the street frontage as much as possible. Some entries face the pedestrian accessways and parking lot driveways, which are designed as private streets with 90 degree parking. The proposed row houses and duplexes provide main entries on the street frontage with rear loaded garages along internal alleys.*

Conclusion 17.67.070(C)(3)(a): *Consistent.*

- k. 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.

Finding 17.67.070(C)(3)(b): *As illustrated in the Site Plan (Exhibit 4) and Building Design Plan (Exhibit 9(A)), the rowhouses and duplexes provide building entries facing the street. The apartments provide building entries along the street frontage as much as possible with second story access being provided from an interior walkway and stairwell.*

Conclusion 17.67.070(C)(3)(b): *Consistent.*

1. 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.

Finding 17.67.070(C)(3)(c): *As illustrated in the Building Design Plan (Exhibit 9(A)), proposed building entries for all housing types provide porches and overhangs that are part of the overall neo-traditional architectural design.*

Conclusion 17.67.070(C)(3)(c): *Consistent.*

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.

Finding 17.67.070(D)(1)(a): *The Building Design Plan (Exhibit 9) includes architectural elements for all housing types (i.e. bay windows, porches, enclosed patios, recessed windows) and materials variation (i.e. board and batten, accent shingles, painted accent panels) to break up building frontages. On the basis, the Master Plan does propose any flat facades.*

Conclusion 17.67.070(D)(1)(a): *Consistent.*

- b. Building designs that result in a street frontage with a uniform and monotonous design style, roofline or façade treatment should be avoided.

Finding 17.67.070(D)(1)(b): *The Building Design Plan (Exhibit 9) includes architectural elements for all housing types that avoids a singular roofline and monotonous design.*

Conclusion 17.67.070(D)(1)(b): *Consistent.*

- c. To balance horizontal features on longer facades, vertical building elements shall be emphasized.

Finding 17.67.070(D)(1)(c): *The Building Design Plan (Exhibit 9) and Master Plan narrative (Attachment "A") provide for vertical elements (i.e. vertically integrated building offsets, painted accent panels) no less than 30-ft high to balance horizontal features.*

Conclusion 17.67.070(D)(1)(c): *Consistent.*

- d. 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.

Finding 17.67.070(D)(1)(d): *The Building Design Plan (Exhibit 9) provides enclosed patios/decks, windows and doors along the street frontage. Rear loaded garages provided for the duplexes and row houses avoid the pedestrian street frontage.*

Conclusion 17.67.070(D)(1)(d): *Consistent.*

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

Finding 17.67.070(D)(1)(e): *Provision of outdoor living spaces (i.e. enclosed patios and decks) and extensive window area from living areas encourage informal surveillance of streets and other public spaces.*

Conclusion 17.67.070(D)(1)(e): *Consistent.*

- f. 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.

Finding 17.67.070(D)(1)(f): *The Building Design Plan (Exhibit 9) and Master Plan narrative (Attachment "A") provide for high quality building materials and finishes.*

Conclusion 17.67.070(D)(1)(f): *Consistent.*

- g. 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.

Finding 17.67.070(D)(1)(g): *The Building Design Plan (Exhibit 9) includes shingles, beveled wood or composite narrow-course horizontal siding, vertical board and batten siding and painted accent panels. The proposal does not include any prohibited materials.*

Conclusion 17.67.070(D)(1)(g): *Consistent.*

- h. 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.

Finding 17.67.070(D)(1)(h): *Per the Master Plan, the sides of buildings are designed to utilize the same materials palette. Articulation will be similar to the front facades.*

Conclusion 17.67.070(D)(1)(h): *Consistent.*

- i. 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).

Finding 17.67.070(D)(1)(i): *There are no parking structures proposed as part of the site plan (Exhibit 4) or Building Design Plan (Exhibit 9).*

Conclusion 17.67.070(D)(1)(i): *Not applicable.*

- j. 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.

Finding 17.67.070(D)(1)(j): *There are no commercial buildings proposed as part of the Master Plan.*

Conclusion 17.67.070(D)(1)(j): *Not applicable.*

- k. 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.

Finding 17.67.070(D)(1)(k): *The Building Design Plan (Exhibit 9) applies compatible building designs for all housing types along streets by providing similar architectural elements and building materials, massing and setback applications.*

Conclusion 17.67.070(D)(1)(k): *Consistent.*

2. Commercial and High Mix Residential.

Finding 17.67.070(D)(2): *The Master Plan does not include any commercial development or lands zoned High Mix Residential (HMR).*

Conclusion 17.67.070(D)(2): *Not applicable.*

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.

Finding 17.67.070(D)(3)(a)(i): *The Master Plan proposes duplexes and row houses/townhouses with alley loaded garages. The proposal does include garages along the front building elevation for any building type.*

Conclusion 17.67.070(D)(3)(a)(i): *Consistent.*

- 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.

Finding 17.67.070(D)(3)(a)(ii): *The Master Plan proposes duplexes and row houses/townhouses with alley loaded garages. The proposal does not locate any garages along the front building elevation.*

Conclusion 17.67.070(D)(3)(a)(ii): *Consistent.*

- 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.

Finding 17.67.070(D)(3)(a)(iii): *Exhibit 9, A-B provide the architectural elevations for the proposed duplexes and row houses, which show architectural details that avoid blank undifferentiated walls, including windows, enclosed patios with accent shingles, stepped walls, and building material variation.*

Conclusion 17.67.070(D)(3)(a)(iii): *Consistent.*

- 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.

Finding 17.67.070(D)(a)(3)(iv): *Exhibit 9(A) presents the architectural elevations for duplexes. Based on measurements of the windows and doors, the ground floor adjacent on the front elevation consists of 38.1% of window and door area. Exhibit 9(B) presents the architectural elevation for row houses. Based on measurements of the windows and doors, the ground floor consists of 36.7% of door and window area.*

Conclusion 17.67.070(D)(3)(a)(iv): *Consistent.*

- 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.

Finding 17.67.070(D)(a)(3)(v): *Exhibit 9 illustrates the architectural detailing for the duplexes and row houses, including but not limited to: variations in exterior siding materials, different window sizes, varying rooflines, and porches and balconies.*

Conclusion 17.67.070(D)(3)(a)(v): *Consistent.*

- 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 side yard 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.

Finding 17.67.070(D)(a)(3)(vi): *The site plan Exhibit 4 and Building Design Plan (Exhibit 9) do not illustrate any proposed fences or hedges exceeding three feet. At the time of site plan and architectural review, any proposed fences and/or landscaping will be further evaluated for consistency with this standard.*

Conclusion 17.67.070(D)(3)(a)(vi): *Consistent.*

- 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.

Finding 17.67.070(D)(b)(i): *Exhibit 9(C) provides the architectural elevations for the proposed apartments, which show architectural details that avoid blank undifferentiated walls, including windows, patios/balconies with accent shingles, stepped walls, and building material variation.*

Conclusion 17.67.070(D)(b)(i): *Consistent.*

- 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.

Finding 17.67.070(D)(b)(ii): *Exhibit 9(C) provides the architectural elevations for the proposed apartments, which include 28% of door and window area on the ground floor.*

Conclusion 17.67.070(D)(b)(ii): *Consistent.*

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

Finding 17.67.070(D)(b)(iii): *Ground floor retail and commercial are not proposed as part of the Master Plan.*

Conclusion 17.67.070(D)(b)(iii): *Not applicable.*

E. Roofs.

1. 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.

Finding 17.67.070(E)(1)(a): *As illustrated in Exhibit 9, flat roofs are not proposed for any housing type in the Master Plan.*

Conclusion 17.67.070(E)(1)(a): *Not applicable.*

- 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.

Finding 17.67.070(E)(1)(b): *As illustrated in Exhibit 9, flat roofs are not proposed for any housing type.*

Conclusion 17.67.070(E)(1)(b): *Not applicable.*

- 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.

Finding 17.67.070(E)(1)(c): *Exhibit 9 illustrates the proposed roof pitch for each housing type as follows:*

Duplexes Exhibit 9(A) – 9:12 with 5:12 overhangs

Row houses (Exhibit 9(B)) – 9:12 with 5:12 overhangs

Apartments (Exhibit 9(C)) – 8:12 with 4:12 saddles and 5:12 overhangs.

Conclusion 17.67.070(E)(1)(c): *Consistent.*

- 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.

Finding 17.67.070(E)(1)(d): *As illustrated in Exhibit 9, the proposed architectural elevations show gable roof shapes with composition shingles. No mechanical equipment is proposed as part of the roof design.*

Conclusion 17.67.070(E)(1)(d): *Not applicable.*

F. Exterior Building Lighting.

1. 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.

Finding 17.67.070(F): *The Master Plan indicates that lighting will be minimized to provide for safety and ADA requirements to promote energy efficiency. Each dwelling unit for all housing types will provide porch lights. All exterior lighting will be under 100 watts per fixture.*

Conclusion 17.67.070(F): *Consistent.*

G. Service Zones.

- 1. Buildings and sites shall be organized to group the utilitarian functions away from the public view.

Finding 17.67.070(H)(1): *As illustrated in Exhibit 4, the site is organized so that parking, and service areas are interior to site and away from public rights-of-way.*

Conclusion 17.67.070(H)(1): *Consistent.*

2. Delivery and loading operations, mechanical equipment (HVAC), trash compacting/collection, and other utility and service functions shall be incorporated into the overall design of the building(s) and the landscaping.

***Finding 17.67.070(H)(2):** The applicant's findings state that no mechanical equipment is necessary to serve the apartment units because each will be heated with small electrical units and air conditioned with PTAC units or a mini-split system. Heat pumps utilized for the row houses and duplexes will be screened using landscaping.*

***Conclusion 17.67.070(H)(2):** Consistent.*

3. The visual and acoustic impacts of these functions, along with all wall- or ground-mounted mechanical, electrical and communications equipment, shall be out of view from adjacent properties and public pedestrian streets.

***Finding 17.67.070(H)(3):** See Condition 17.67.050(H)(2).*

***Conclusion 17.67.050(H)(3):** Consistent.*

4. Screening materials and landscape screens shall be architecturally compatible with and not inferior to the principal materials of the building.
 - a. The visual impact of chimneys and equipment shall be minimized by the use of parapets, architectural screening, rooftop landscaping, or by using other aesthetically pleasing methods of screening and reducing the sound of such equipment.

***Finding 17.67.070(H)(4):** The applicant's findings for the Master Plan state that screening materials will be architectural extensions of the principal materials of the buildings.*

***Conclusion 17.67.050(H)(4):** Consistent.*

H. Parking Structures.

1. Parking garage exteriors should be designed to visually respect and integrate with adjacent buildings.
2. Garage doors and entrances to parking areas should be located in a sensitive manner using single curb cuts when possible.
3. Residential parking structures must comply with the facade requirements for residential developments.

***Finding 17.67.070(I):** There are no parking structures proposed as part of the Master Plan.*

***Conclusion 17.67.070(I):** Not applicable.*

PART 5 SUMMARY CONCLUSION

As evidenced in these findings, the proposed application for the White Hawk Master Plan has been evaluated and found to comply with the Comprehensive Plan designation for the site and the applicable standards and criteria of the Central Point Municipal Code.

WHITE HAWK MASTER PLAN

DESIGN GUIDELINES



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April 27, 2015

Revised August 24, 2015



WHITE HAWK TRANSIT ORIENTED DEVELOPMENT MASTER PLAN

1. INTRODUCTION/ OVERVIEW OF MASTER PLAN

The White Hawk Transit Oriented Development Master Plan is intended to guide the development of an 18.91 acre parcel of land in the City of Central Point. This Master Plan provides the necessary information to demonstrate the satisfaction of all applicable approval criteria by defining the character and nature of the development. The objective is to create a livable, transit supportive neighborhood extension of the City of Central Point. The plan demonstrates several tools for smart growth, including: mixed housing types, pedestrian oriented neighborhood structure, connectivity, convenient recreation and open space, and connections to future transit.

White Hawk represents approximately 23% of the entire ETOD District (approximately 82 acres) of Central Point, and we understand that a number of design guidelines, goals and standards may be established with this first major project in the ETOD District. We have prepared our master plan after several conversations and reviews with Central Point Staff, review of Twin Creeks TOD, review of Central Point TOD Standards and from our TOD projects and experiences in Oregon, Washington, Colorado, and Arizona.

This Master Plan is for an entirely residential portion of mixed densities for this portion of the ETOD. As the first project in this ETOD, we are proposing as a “centerpiece” of the development, a park that is central to the entire ETOD District that will serve as a central organizing feature for all the surrounding neighborhoods. We anticipate that surrounding properties and future projects can add to the area of the park and add improvements to complete their open space requirements. All future residents of the entire ETOD District will be able to walk to the public park within five minutes or less, as it is within a quarter mile or less walking distance. The circulation structure of our project and how it expands to the remaining areas of the ETOD are guided by the park location and prominence as the organizing feature of this ETOD. The park open space is intended to provide a variety of outdoor recreation amenities. Because the density of this development and the ETOD as a whole will be higher than other areas of the region, large central open spaces for active recreation become very important.

a.) Duration of the Master Plan

We anticipate the “apartment” section of the plan to be the first to be constructed and it may be constructed in one, two or three phases. It will depend on the market demand, vacancy rates and the developer’s market studies for absorption. If a total of three phases of apartments, the master plan would take approximately five years for the complete construction. The duplexes and rowhouses may be developed in one or two phases, most likely within the same five year duration. The final phasing plan will be determined by consumer and developer interest during and following the approval process of this plan. Marketing of the plan cannot begin in earnest until approvals are in process.

b.) Site Location Map (See Drawings)

c.) Land Use and Minimum, and Maximum Residential Densities Proposed

The total site area is 18.91 acres and has two residential densities assigned, a 2.71 net acre LMR Area And a 13.0 net acre MMR zone. For the master plan we have mixed the densities

across the entire site. The total maximum density allowed is 449 units and the minimum density required is 172 units. The master plan is for 310 units maximum density, which equals 69% of the maximum allowed. The plan is composed of 276 apartment units on 9.37 acres and a combination of 34 duplex and rowhouse units on 4.12 acres. (See White Hawk Density Analysis Chart).

- d.) Identification of Other Approved Master Plans Within the Project Area; (100 Feet)
There are no other approved master plans within the project area.

2. SITE ANALYSIS MAP AND ADJACENT USES

The existing site is a vacant flat site with frontage on Beebe Road and Gebhard Road. To the east of the site a new church has been recently constructed and fronts on Beebe Road. The remainder of the area is vacant except for an existing residence. The area to the east is also part of the ETOD and zoned LMR. The White Hawk Master Plan proposes a new north south public road to separate the two properties. About a "third" of the east boundary will front on the proposed "Park." Across Beebe to the south is mostly vacant properties zoned MMR and can be developed to apartment densities like that proposed for White Hawk. Across Gebhard Road to the west is county property and has existing single family residences fronting on Gebhard.

Landscaping and new road construction for Gebhard will preserve livability of the existing residences and/or raise the values for future development. To the north of White Hawk is MMR and LMR zoned property in the ETOD. The White Hawk Plan proposes a shared access road along the property line and proposes park frontage to maintain livability and to "join" the other future developments to the featured central park.

3. TRANSPORTATION AND CIRCULATION PLAN

A transportation impact analysis (TIA) has been completed by Southern Oregon Transportation Engineering LLC and is attached to this Master Plan. The Planning Commission recently approved the Gebhard Road Alignment Study. The adopted alignment includes the realignment of Gebhard Road through the middle of this site to the easterly boundary and then continues southerly to Beebe Road. In the future, Gebhard Road will continue southerly to Pine Street. Roundabouts may be added at both the westerly and easterly ends of the east-west portion of Gebhard through this Site

The transportation plan has been organized around a network of transportation options that accommodate autos, yet respects pedestrians and the form of the neighborhoods, and public open space. The overall form is a grid street pattern that will extend to the underdeveloped parcels of the ETOD to the east and north (See Transportation & Circulation Plan). The grid street pattern will disperse traffic and allow autos numerous routes and park cars most efficiently.

Based on our analysis of the Transportation & Circulation Plan, the White Hawk Plan incorporates the realignment of Gebhard Road with the north-south segment along the easterly border and an east-west segment through the middle of the site, both designed to accommodate future roundabouts at each end. In the interim, both streets will accommodate on-street parking. We envision a planter strip and sidewalk along all street sections. The proposed street sections have been coordinated with the City of Central Point's Public Works department, (See Street Sections).

To serve the “apartment project” we have designed the “building blocks” to emulate “city blocks” with parking in front as in a city street. These private drives will have planter strips, sidewalks and street trees like the public streets to appear more as an “urban streetscape.” The entries to these private drives will have a textured material change from the public street to the private street to signal the difference. Turning radii have been designed to meet fire truck and emergency vehicle standards.

We envision the future transit connection to be a bus connection at the southeast and southwest corner of the “civic” designation on the ETOD map. The bus could continue on a north-south route through the ETOD. All properties and densities are within a five minute (quarter mile) walk of this transit route. The highest density on the White Hawk site is within 500 feet of the anticipated transit stop.

a.) On Site Pedestrian and Bicycle Circulation

1. Pedestrian routes are provided through the common courtyards that separate the apartment buildings to supplement the public right-of-way.
2. Direct pedestrian paths efficiently serve entrance breezeways for the apartment buildings. The duplexes and rowhouses have direct connections to their front doors as well.
3. Curb extensions are proposed at each intersection to minimize the “street crossing.”
4. Pedestrian street lighting and signage are proposed.
5. Parking areas and streets are defined by distinctive landscaping to achieve interest and variety.

4. SITE PLAN

The neighborhood form of the site plan has been designed to interact with a sensibly designed overall land use pattern and an integrated, multi-modal circulation system which forms the White Hawk quadrant of the 82 acre ETOD. The White Hawk 18.91 acres contains the highest density designation for the ETOD, so the open space, circulation framework and parking solutions have been designed to accommodate a density of a net of approximately 20 units per acre, combining all housing types. The proposed framework is strengthened and enhanced by a number of community design features which further define the character of the urban structure of White Hawk and the surrounding ETOD.

The neighborhoods are envisioned to be connected by a network of pedestrian oriented streetscapes and public open spaces (See Transportation & Circulation Plan). The traditional grid street pattern will disperse traffic and allows autos numerous routes i.e., a “Main Street” design, the most efficient way to park increased densities. Bicycle and pedestrian pathway system is envisioned to link all neighborhoods. We envision the most practical and efficient future transit service to be bus service located at the southeast and southwest corners of the “civic” designated portion of the ETOD to serve the most riders conveniently.

The landscaping at entry areas into White Hawk will complement high quality design and construction of architecture, incorporating specialty landscape treatments of yards with streetscape and pedestrian detailing of fences, signs and walls. Lower density areas are envisioned to have casual landscape character that will become increasingly formal and structured as one moves toward more urban, higher density neighborhoods.

Street trees will be typically large broad canopied trees for the lower density neighborhoods and narrower, more columnar trees are proposed for higher density areas. Typically the streets will be lined with trees planted at 30 feet on center.

The proposed street lighting will also reinforce the character of each neighborhood. Decorative light fixtures will be proposed that will be mounted at heights that respect the pedestrian scale of the open spaces. Pedestrian streetlights will not exceed 20 feet in height arterials and collectors and 16 feet along local streets.

Parking

a.) The surface parking lots are being designed to appear as “private streets with parking” and also serve to create the appearance of a “gridded street pattern” establishing a pedestrian “block pattern.”

1. The parking is not located between a “front façade” of a building and a public street.
2. The off-street parking is located along the “access ways.”
3. No parking lot or garage is located within 20 feet of a street corner

b.) Design

1. All perimeter and landscaped areas have protective curbs along the edges. Trees are inset in planter strips to provide adequate protection from car doors and bumpers.
2. The parking design utilizes a two foot bumper overhang for additional landscape and will consist of ground cover plants.
3. All vehicle areas will be paved.
4. All parking areas will be striped to City of Central Point parking dimension standards.
5. The parking has been designed to emulate a “Main Street” design, by dividing the large apartment site into approximately 250 feet by 250 feet “blocks”, a city block dimension similar to many communities.
6. Parking has been made part of the overall “Streetscape” in a “grid pattern”.

c.) Additional Standards for LMR, MMR, and HMR Zones

1. Parking is not located to the side of buildings as the site design is a “grid pattern” street system.
2. Alleys are being used for the rowhouses to bring vehicle access to the back of the site.

d.) Parking Structures

No parking structures are proposed, and are not cost effective for projects of this density.

5. LANDSCAPING

a.) Perimeter Screening and Planting

1. Tall landscaping will be used in the interior courtyards to preserve privacy for the individual units. Landscape at the perimeter of buildings will be used to keep people away from getting close to bedroom windows and to see out of units to help visually patrol immediate areas.
2. Parking areas will be significantly landscaped to separate it from the living units. Trash enclosures will be constructed of masonry, landscaped and screened around the perimeter. We anticipate two trash enclosures of approximately 8x10 for a project of 276 units of apartments but it will be ultimately decided by the local trash hauler.

b.) Parking Lot Landscaping and Screening

1. Trees will be planted on the parking perimeter spaced at 30 feet on center.
2. Shrubs and ground cover will be planted in the landscaped area.
3. Each tree will be located in a minimum four foot by four foot minimum planting area.
4. Shrub and ground cover beds will be three feet wide minimum.
5. Trees and shrubs will be fully protected from damage by vehicles.
6. Surface parking areas shall provide perimeter parking lot landscaping adjacent to a street and will provide a five foot wide planting strip between the right-of-way and the parking area.
7. The White Hawk Plan does not have any gaps in a buildings frontage on a pedestrian street that are adjacent to off-street parking areas and which exceed 65 feet in length.

c.) Parking Area Interior Landscaping

1. The White Hawk Plan will comply with (B) Standard 2 and provide one tree for every four parking spaces in a tree planting area that has a minimum dimension of four feet.
2. Development Standards for Parking Area Interior Landscaping
 - All landscaping must comply with applicable standards. Trees and shrubs must be fully protected from potential damage by vehicles.
 - Interior parking area landscaping must be dispersed throughout the parking area. Some trees may be grouped, but the groups must be dispersed.
 - 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.
 - 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.

d.) Landscaping Near Buildings

Landscaping will be used as border plantings for the buildings, taller materials will be used to mark and emphasize entries to buildings and courtyards. Hedge materials and ground covers will be used to screen and soften parking areas.

e.) Service Areas

Service areas for storage and trash enclosures will be enclosed and screened with six foot minimum height masonry and/or wood or cementitious siding to match adjacent buildings. Landscape materials will be used to soften the utility structures.

f.) Street Trees

Street trees will be planted along both sides of public and private streets, a minimum of two feet from the back of curb, placed 20 to 40 feet on center, depending on species, with an average of 30 feet on center. Tree species will be chosen from the City of Central Point approved street tree list.

g.) Lighting

1. A minimum average light level of 1.2 footcandles will be provided at urban spaces and Sidewalks, through the use of building wall lights and pole lights.
2. "LED" lighting is proposed for general exterior lighting for energy efficiency.

3. Maximum lighting levels will not exceed six footcandles at any intersection or 1.5 footcandles in parking areas.

h.) Fixture Design in Public Rights-of-Way

1. Pedestrian scale street lighting not exceeding 16 feet in height will be provided along all local streets.
2. Pedestrian street lights no taller than 20 feet will be provided along arterials and collectors.

i.) On-Site Lighting

3. Accessways through parking lots will be lighted with fixtures no taller than 20 feet and will not exceed 1.5 footcandles.
4. All Exterior lighting of buildings, signs, walkways, and parking lots will be lit with “cut-off” fixtures to avoid casting light on nearby properties.
5. Fixture heights and lighting levels will be chosen to provide adequate illumination at entryways, building entrances, walkways and parking lots for safety.
6. Additional pedestrian-oriented site lighting, utilizing bollard lighting and pedestrian sealed pole lighting will be provided at alleys and off-street bike and pedestrian pathways.
7. Additional lighting will be provided to light each housing unit entry, breezeway entries, project signage and specialized landscape fixtures.

6. SIGNS

- a.) White Hawk will comply with all city sign regulations. An entry monument sign of masonry or stone will mark the main entries off Gebhard and Beebe Roads. In addition to standard city street signs, the only other signage will be building number signage and individual address signage.

1. The types of signage will be limited to those described in the city sign code.
2. All signs in the ETOD district will comply with the TOD design standards.
3. No decorative exterior murals are envisioned for White Hawk.
4. White Hawk has no commercial uses, so commercial type signage will not be utilized.
5. Blade signs directing pedestrians will be used on a limited basis throughout the project.

b.) Sign Requirements

White Hawk signage will comply with the “Sign Type” code requirements defined in the code exhibit table for the LMR and MMR Zones.

1. White Hawk has no HMR Zones.

c.) Sign Materials

1. Free standing signs in White Hawk will have a stone or brick base.
2. White Hawk signage and supporting structural elements will be constructed of metal or stone with wood or metal informational lettering.
3. White Hawk sign lettering will not exceed 16 inches maximum height. Most lettering will be in the eight inch to 12 inch range. House addresses will be four to six inch numerals.
4. Sign illumination will be conventional lighting, no neon lighting is anticipated.

d.) Prohibited Signs

White Hawk has no interest in having any of the listed “Prohibited Signs” in the project.

7. Recreation and Open Space Plan

A large park is proposed as a central organizing feature for the neighborhoods. All future residents will be able to walk to the future park as it is a five minute or less walk (plus or minus quarter mile). This is a unique opportunity to have a project area large enough to “pool” the open space requirements to provide a large park area with the first project in the ETOD to accommodate active and passive recreation. This project proposes a park, very centrally located to the entire 82 acre ETOD. It would be beneficial for surrounding parcels to add to it with their “open space” requirements, either by dedicating and adding land and/or providing “payment in lieu” for improvements. The park is a magnificent “centerpiece” for the entire ETOD. This size park can accommodate a ballpark, or soccer field, passive areas, a tennis court and a music venue all on one site. (See Transportation & Circulation Plan)

The open space is intended to provide a variety of outdoor and recreation amenities. Because the density of this development is higher than other areas, central open spaces for active recreation become very important. White Hawk proposes to dedicate the park as part of their open space requirement. In addition, each of the “apartment blocks” have their own “central commons” each of an individual design that range from 5600 square feet to over 7200 square feet. (See Prototype Courtyard Sketch). The ownership transfer of the park will be assured through an agreement between the developer, DEQ, and the City. The timing of the transfer and improvements has been discussed to happen when building permits for 200 units have been approved to allow for soil remediation plans by DEQ to be accomplished by using soils that come from overall site preparation work on other adjoining phases. The specifics including assurances, timing, roles, etc., associated with the park transfer plan will be part of a development agreement with the City.

a.) Parks and Open Spaces

1. In addition to the large central park, each apartment grouping has a “common Courtyard” ranging in size from 5600 square feet to over 7200 square feet. Each of the rowhouses and duplex units have yards ranging in size from a minimum of 400 square feet to 600 square feet.
2. White Hawk has 34 units of duplex and rowhouse units required to contribute 400 square feet of open space per unit. (34 units x 400 sq. ft. = 13,600 sq. ft. required).

b.) Parks and Open Space Design

1. The central park will include at least one combination garbage/recycling bin and a drinking fountain with White Hawk improvements and two benches and a children’s play structure including a swing and a slide.
2. White Hawk has 276 apartment units, a children’s play structure will be provided in the park.

8. Building Design Plan

The architectural character proposed for White Hawk will reflect the region’s local climate, history, building practice and materials in a current traditional manner. The architecture will be characterized by being: pedestrian friendly, sensible building forms and massing, articulation, defined entries, quality, durable materials and continuity between neighborhoods of varying densities. (See Preliminary Prototype Buildings and Plans).

Three types of housing are proposed for White Hawk:

- Rental apartment living.
- Duplex, zero lot line single family attached housing for sale and rental.
- Two story rowhouses for sale or rental.

a.) Building Design Standards

1. The design of all the buildings will employ natural ventilation with generous openable Windows and cross ventilation where possible
2. Passive heating and cooling is accomplished through meeting the Oregon Energy Code, shading devices, good building practices and good windows.
3. Day lighting will be used to cut down on the lighting load. Nine foot ceiling heights will be common to increase window area and reflectance.
4. Sun shading will be accomplished by use of overhangs, deck structures, trellises and strategically placed deciduous trees.
5. Water conservation measures will include low flow plumbing fixtures, shower flow restrictors and low water use landscape materials. Drip irrigation will be used to the maximum extent as a more efficient irrigation practice.
6. The buildings are very simply composed for cost efficiency and to avoid excessive waste of materials.
7. Many of the "LEED" practices are mentioned above, we have done numerous LEED standard buildings, but most likely will not be pursuing certification for White Hawk. We have found it more cost effective to utilize the LEED principles without the costly documentation and testing to use those funds for better fixtures, windows, insulation and venting.
8. The buildings have been designed to have interesting massing and articulated elevations on all sides for an interesting, safe walking environment.
9. Convenient, safe, direct access is provided to all unit types from "enclosed breezeways" at apartments, and direct garage and front door access for rowhouses and duplexes. A complete gridded pedestrian system and courtyard walkways is provided to provide access from building to building to open spaces and the park, through interesting walks.
10. Except for a few "picture windows," all windows will be operable to selectively provide ventilation depending on the orientation of the building and time of year.

b.) Architectural Character

1. There is not a consistent architectural pattern in the area as it has very sporadic rural development. The designation of the area as an ETOD puts structure to the area to develop in a more urban character. As we have previously mentioned our intent with the architecture is to draw on local traditions and climatic conditions and develop a current architecture that is appropriate to the area.
2. This project is entirely residential so we have minimal effect on commercial or civic buildings other than our site planning respect for adjacent uses.
3. Again, we are accomplishing a number of these goals and objectives with our residential buildings and have very little impact on future commercial and civic uses.

c.) Building Entries

1. The building entries have been oriented to the street to the maximum extent possible. In this case the "public streets" from the "private streets" will be practically

“imperceptible” in the “built form.” Many of our entries come off “common courtyards” but does not diminish the pedestrian experience as the buildings are all designed to have “lively elevations” at each exposure.

- a. The main entrances are connected to the sidewalk with a well-defined pedestrian walkway.
 - b. No building facades in White Hawk are over 200 feet in length.
 - c. All entries fronting a pedestrian access way will be sheltered with a minimum four foot overhang or shelter.
 - d. An exception may be granted in certain cases in that “access is to a courtyard” and identified access ways are provided through a parking lot to directly connect the building complex to the most direct (appropriate) pedestrian route.
2. Commercial and High Mix Residential - White Hawk has no commercial or high mix residential.
 3. Residential
 - a. At White Hawk all main entrances to each primary structure face the street it fronts on, public street or private street. Several buildings have more than one main entrance, but at least one entrance per building faces the street.
 - b. Attached residential buildings have been designed to have an entrance opening on to the street.
 - c. The main entrances to the attached residential and apartment buildings have been designed to be prominent, interesting and pedestrian accessible.
 - d. For attached residential structures, porches are at least eight feet wide and five feet deep and covered by a roof supported by columns for brackets.
 - e. The front porch will have a roof pitch that matches one of the pitches of the roof when more than one pitch exists to create architectural interest.
 - f. The porch elevation roof will be different than the main elevation for a more prominent entrance.
 - g. The front major entrance to the multi-dwelling complexes has added emphasis from “gable towers and decks” that mark the main entrances to the buildings. (See Proto- type Building Elevations).

d.) Building Facades

1. General
 - a. White Hawk does not propose any building frontage greater than 30 feet in length without a “break” identified by a change in façade, decks, entries, etc. due to the Articulation planned for the proposed buildings.
 - b. Monotonous building designs along a street frontage have been avoided by designing all four elevations to be interesting.
 - c. Trellises, long overhangs, decks, insets, and trees have been incorporated to provide “sun-shading” from the summer sun.
 - d. Elevations on major buildings have been designed to have “vertical elements” at no greater length than 30 feet to “break down” longer buildings visually to smaller proportions that is more acceptable to the “eye.”
 - e. Living units and a variety of living spaces front different frontages to provide interest. No garages front any major street to emphasize the pedestrian environment.
 - f. The living units of each building type have living spaces that have surveillance of the street.

- g. All White Hawk buildings propose high quality building materials found in the best residential neighborhoods.
 - h. The exterior walls of all building facades will be of suitable durable building materials as shown on the proposed building prototypes. None of the identified “prohibited building materials” are proposed to be used on any building.
 - i. The elevations have been designed to have the same materials palette on all four sides of the building.
 - j. No parking structures are proposed, nor are they economically feasible at this density.
 - k. There are no commercial structures on the White Hawk project.
 - l. Attractive, articulated elevations have been designed for each street frontage. (see Prototype drawings.)
- 2. Commercial and High Mix Residential/ Commercial
White Hawk has no Commercial or High Mix/Residential/Commercial Zones or development.
 - 3. Residential (Duplexes and Rowhouses)
 - a. Garages are proposed to be two car garages off an alley, the garages will exceed 40% of the horizontal length but the living space above accentuated the elevation to achieve the vitality the code wishes to achieve and provides a realistic parking solution for the building type. The access to the garages and parking is from an alley, not a “frontage street.”
 - b. Building elevations of upper stories of apartment buildings facing pedestrian routes shall have articulated detailing including windows, balconies, dormers and trellises.
- e.) Roofs
- 1. Commercial and High Mix Residential/Commercial
White Hawk has no Commercial and High Mix Residential Commercial.
 - 2. Residential
 - a. No flat roofs are proposed.
 - b. No flat roofs with parapets are proposed.
 - c. We have proposed 8:12 roofs at the most visible elevations on the large apartment buildings filled in with 4:12 “saddles” to “emphasize” the vertical elements of the buildings and minimize large unnecessary energy wasteful roof areas. The 4:12 “saddles” break down large buildings to appear as 3 separate smaller buildings for a more appropriate residential scale.
 - d. Roof shapes have been designed to emphasize important building masses and have been integrated into the total building design to present visually interesting articulated masses and elevations, and to break down the “apparent scale” into smaller proportions.
- f.) Exterior Building Lighting
- 1. Commercial and High Mix Residential/Commercial
White Hawk has no commercial and high mix residential/commercial.
 - 2. Residential
 - a. Only lighting necessary for safety and ADA requirements will be proposed for the project for energy efficiency and operations costs reasons.

- b. Porch and entry lights will be provided at each residential unit as a practical safety and identity necessity. Most likely these fixtures will be compact fluorescents or LED.
- c. No exterior lighting will exceed 100 watts per fixture, in any residential area.

g.) Service Zones

- 1. Trash and mail collection and distribution can be planned for convenient and efficient use after discussion with local mail providers and trash haulers.
- 2. No mechanical equipment (HVAC) is required for the apartment units as they will be heated with small electrical units and may be air conditioned with PTAC units or a minisplit system.
- 3. Wall mounted AC units will be designed as part of the wall of the unit or screened behind proposed decks. The only ground mounted units would be at the rowhouse or duplex units and space exists in the yards for necessary pads.
- 4. Screening materials and landscape screens will be “architectural extensions” of the principal materials of the buildings.

h.) Parking Structures

There are no parking structures in White Hawk. Parking structures will not appear until densities are 100 units per acre and greater density in our experience in urban areas.

9. Transit Plan

We are not aware of an adopted “transit plan” for this ETOD area, however due to the definition and vision of the area, we have “proposed” for discussion and analysis a couple of “future transit stops and routes” probably by bus service for this ETOD district. These suggestions are our initial reactions and are open for discussion and change by the greater community. We applaud the forward thinking of the community to accommodate a coordinated “transit plan.”

10. Environmental Plan

a) Park Area

Unique to this site, is the approximately 6 acres in the northeast corner that was determined to have arsenic contamination that exceeds allowable limits. The arsenic originated from agriculturally derived lead arsenate and is primarily confined to shallow soil. The investigation by Ash Creek in 2006 defined the contamination into two zones, Area B with soil contamination up to 2 feet deep and Area A with deeper levels of soil contamination.

A Draft Independent Cleanup Program (ICP) was submitted to DEQ in 2006. DEQ reviewed and provided initial comments in 2007. The ICP indicated that the soils from Area B would be removed and placed on the Area A area. Area A was to be capped with either 2-feet of clean soil or pavement (concrete or asphalt). The Master Plan was prepared in accordance with this plan. The park area is essentially the Area A area anticipated with the 2-foot of clean soil cap. The Area B soils will be excavated and placed on the Park area and clean soils from the apartment site will be placed as the cap for the park. The Soil Manage Plan will address dust control during construction but it is anticipated to include the covering of stock piles of any contaminated soils and watering to limit dust.

Apex (who acquired Ash Creek) has prepared a letter detailing the next steps in the cleanup and DEQ permitting process; anticipated maintenance efforts for the soil cap and any potential use restrictions. The next steps for the project once the master plan is approved are:

- Submit a Voluntary Cleanup Program (VCP) application so DEQ assigns an oversight project manager for the project.
- Finalize the ICP report to address DEQ comments presented in a letter to Mike Duncan, the previous property owner, in a letter dated January 19, 2007.
- Update the Soil Management Plan (Ash Creek, 2006), for application to the current development plan and incorporating applicable DEQ comments from the 2007 letter.
- Submission of previously listed reports to DEQ for their review and to confirm that their 2007 comments have been adequately addressed.
- Once DEQ has approved the submitted documents, file a deed restriction on the property notifying of the presence of the arsenic (this would need to be completed following excavation of soil containing arsenic above background concentrations from areas outside of the proposed park and placement of this soil in the park area underneath an appropriately constructed cap).
- Following completion of deed restriction, provide a copy of the restriction document to DEQ.

As part of the Disposition and Development Agreement (DDA) with the City, conditions outlining the Developer's responsibility to obtain a No Further Action from DEQ and submit the deed restriction, soil management plan and maintenance plan for City approval prior to the City accepting the park as a "public" park. If the City declines to accept the park as a public park, the park would remain private and be maintained through a homeowners association between the apartment site, townhomes and duplexes.

b) Shallow Wells and Groundwater Protection

The project area also includes several properties that are served by shallow groundwater wells. A past storm drainage project impacted several of these wells raising both the awareness and concern regarding protection of groundwater in the area. Apex has researched the existing wells listed on the State's well records. The Apex letter indicates that groundwater levels have been declining in the area for many years. Based on site borings, groundwater is anticipated to be about 9 feet deep. This depth is greater than most of the onsite utility work anticipated on the site. Any utility work deeper than 8-feet will include low permeable plugs, installed periodically along the proposed trench lines to prevent migration and dewatering of groundwater.

Additionally, prior to construction letters will be sent to all property owners within one half mile of the project site to identify any wells on their property. The survey will be followed by a door-to-door inquiry to verify the well information and to request access to measure depth to groundwater. The survey and data gathering will provide a baseline to address any property owner concerns and identify any unique circumstances to be addressed during construction. The recommendations included in the Apex letter will be incorporated in the construction of the project.

11. Disposition and Development Agreement (DDA)

White Hawk TOD will require a Disposition and Development Agreement with the City prior to construction. This agreement will address the following:

- a) Updated TIA. The TIA will be updated for the adoption of the Gebhard Road Alignment Study.
- b) Hamrick – Beebe Road Signalization. With the adoption of the Gebhard Road Alignment Study will reduce the number of site developed trips at this intersection. The DDA will address the level of participation and timing for this improvement.
- c) Phasing of Public improvements. The phasing of public street improvements is shown on the drawings and described in this document but will also be addressed in the DDA.
- d) Park Status. The DDA will address conditions to be met for the park to be transferred to the City as a public park. It will also address funding of park improvements and SDC credits.

PLANNING COMMISSION RESOLUTION NO. 825

**A RESOLUTION APPROVING A MASTER PLAN FOR THE WHITE HAWK TRANSIT
ORIENTED DEVELOPMENT**

(FILE NO. 14004)

WHEREAS, the applicant has submitted an application for approval of the White Hawk Transit Oriented Development Master Plan, a residential development within the City's Eastside Transit Oriented District; and

WHEREAS, on October 6, 2015, the City of Central Point Planning Commission conducted its third duly-noticed public hearings on the application, at which time it reviewed the Staff Report and heard testimony and comments on the application; and

WHEREAS, the Planning Commission's consideration of the application is based on the standards and criteria applicable to master plans and development standards within the TOD districts in accordance with Section 17.65 through 17.67 of the Central Point Municipal Code; and

WHEREAS, after duly considering the proposed master plan, it is the Planning Commission's determination that, subject to compliance with conditions as set forth in the Revised Staff Report (Exhibit "A") dated October 6, 2015, the application does comply with applicable standards and criteria for approval of a master plan; and,

WHEREAS, the Planning Commission by a duly seconded motion granted master plan approval per the conditions as set forth in the Revised Staff Report dated October 6, 2015; and

WHEREAS, the Planning Commission directed staff to prepare Findings of Fact and Conclusions of Law (Exhibit "B") in support of the decision made at the October 6, 2015 meeting for review at the November 3, 2015 Planning Commission meeting.

NOW, THEREFORE, BE IT RESOLVED, that the City of Central Point Planning Commission, by this Resolution No. 825, does hereby approve the Master Plan for the White Hawk TOD application. This approval is based on the findings and conditions of approval as set forth on Exhibit "A", the Planning Department Staff Report dated October 6, 2015 and the Findings of Fact and Conclusions of Law as set forth in Exhibit "B," including attachments incorporated herein by reference.

PASSED by the Planning Commission and signed by me in authentication of its passage this 3rd day of November, 2015.

Planning Commission Chair

ATTEST:

City Representative

Review the Findings of Fact and Conclusions of Law in support of the Planning Commission's October 6, 2015 decision to approve the three (3) lot tentative partition per the Revised Staff Report dated October 6, 2015.



STAFF REPORT
November 3, 2015

AGENDA ITEM: File No. 14016

Consideration of a Tentative Partition Plan to create three (3) parcels in the LMR—Low Mix Residential and MMR—Medium Mix Residential zoning districts within the Eastside Transit Oriented Development (TOD) District on property identified as 37 2W 02 Tax Lot 2700. **Applicant:** People’s Bank of Commerce; **Agent:** Tony Weller, CES|NW.

STAFF SOURCE:

Don Burt, Planning Manager
Stephanie Holtey, Community Planner II

BACKGROUND:

On October 6, 2015, the Planning Commission conducted its third duly-noticed public hearing for a three (3) lot tentative partition plan within the White Hawk Master Plan area in the Eastside TOD. After hearing testimony from staff, the applicant’s development team, and members of the public, the public hearing was closed and the Planning Commission approved a duly seconded motion to approve the White Hawk Tentative Partition plat as conditioned in the Revised Staff Report dated October 6, 2015 (Attachment “A”) and directed staff to prepare Findings of Fact and Conclusions of Law (Attachment “B”) for review at the November 3, 2015 Planning Commission Meeting. Since there were no requests to leave the record open, the record for this item was closed.

ATTACHMENTS:

Attachment “A” – Revised Staff Report dated October 6, 2015
Attachment “B” – Planning Department Supplemental Findings of Fact and Conclusions of Law
Attachment “C” – Resolution No. 826

ACTION:

Final consideration of Resolution No.826 with Planning Department Findings of Fact and Conclusions of Law as directed at the Planning Commission’s October 6, 2015 meeting.

RECOMMENDATION:

Approve Resolution No. 826 Approving a Three Lot Tentative Plan to be known as White Hawk per the Revised Staff Report dated October 6, 2015 and Planning Department Supplemental Findings of Fact and Conclusions of Law.

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



Community Development
 Tom Humphrey, AICP
 Community Development Director

REVISED STAFF REPORT

October 6, 2015

AGENDA ITEM: File No. 14016

Consideration of a three (3) lot tentative partition plat application in the Eastside Transit Oriented Development (TOD) district. The 18.77 project site is located in the TOD-LMR, Low Mix Residential and TOD-MMR, Medium Mix Residential zoning districts and is identified on the Jackson County Assessor's map as 37 2W 02 Tax Lot 2700 in Central Point, Oregon. **Applicant:** People's Bank of Commerce; **Agent:** Tony Weller, CES|NW.

STAFF SOURCE:

Don Burt, AICP, Planning Manager
 Stephanie Holtey, Community Planner II

BACKGROUND

The Planning Commission considered the proposed three (3) lot partition at the July 7, 2015 and September 1, 2015 meetings. The public hearing was continued at both meetings as necessary to amend the Master Plan exhibits that provide the basis for tentative plat approval. Revised submittals were received on August 24, 2015 and have been re-evaluated by affected agencies and City staff. To comply with the statutory limit¹ for land use decisions, the Planning Commission must take action on the tentative plat application at this meeting.

Project Description:

The project site consists of 18.77 acres, the design and development of which are subject to a master plan approval (see File No 14004). The project site has frontage on Beebe and Gebhard Road, both of which are currently within the County's jurisdiction. The proposed tentative plat would create three (3) parcels and an internal street network as illustrated in Figure 1. Per the Master Plan, proposed Parcels 1 and 2 will be occupied by residential development (i.e. apartments, single-family rowhouses, and duplexes) and Parcel 3 will be a park site intended for public use. It is the applicant's intent to obtain final plat approval and develop the site, including public improvements in three phases as illustrated in Figure 2.

Sufficient right-of-way is provided along all existing and proposed roadways to accommodate the future realignment of Gebhard Road, including roundabout construction, per the City's TSP and Gebhard Road Alignment Study.

The proposal has been evaluated against all applicable approval criteria and found to comply as evidenced in the Planning Department Supplemental Findings (Attachment "F").

¹ ORS 227.178

Figure 1, Tentative Plat

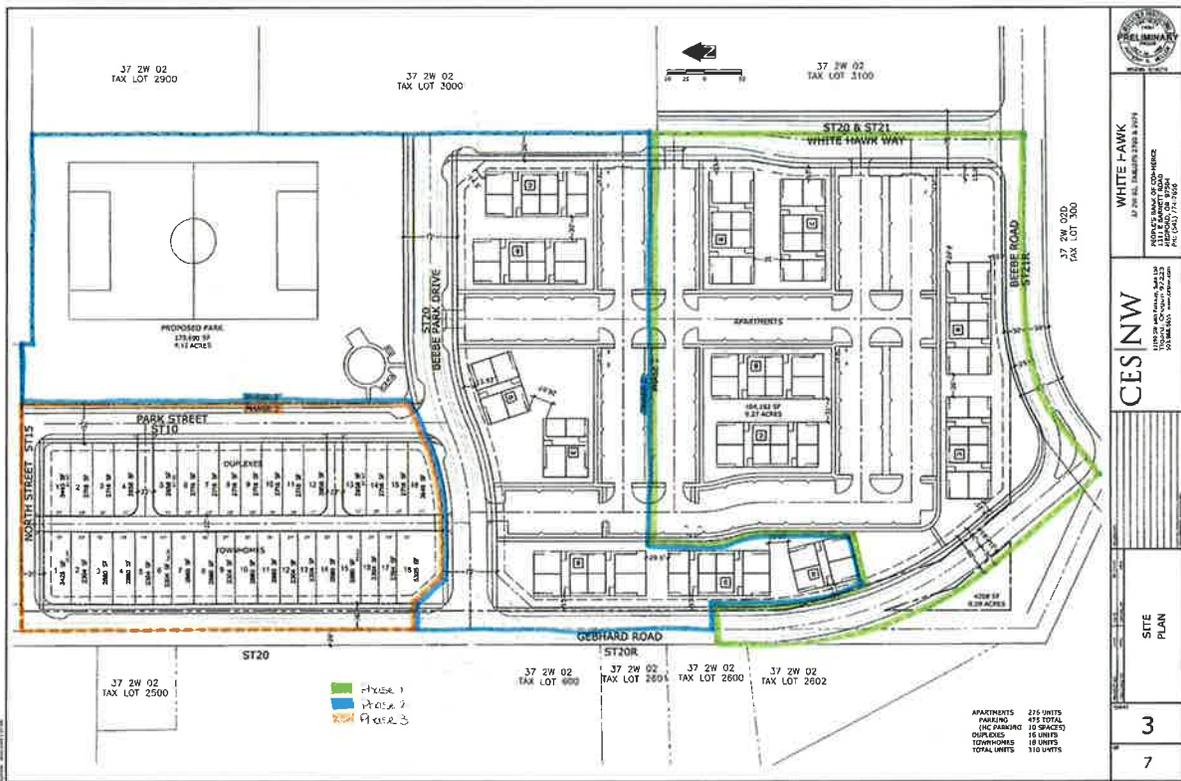
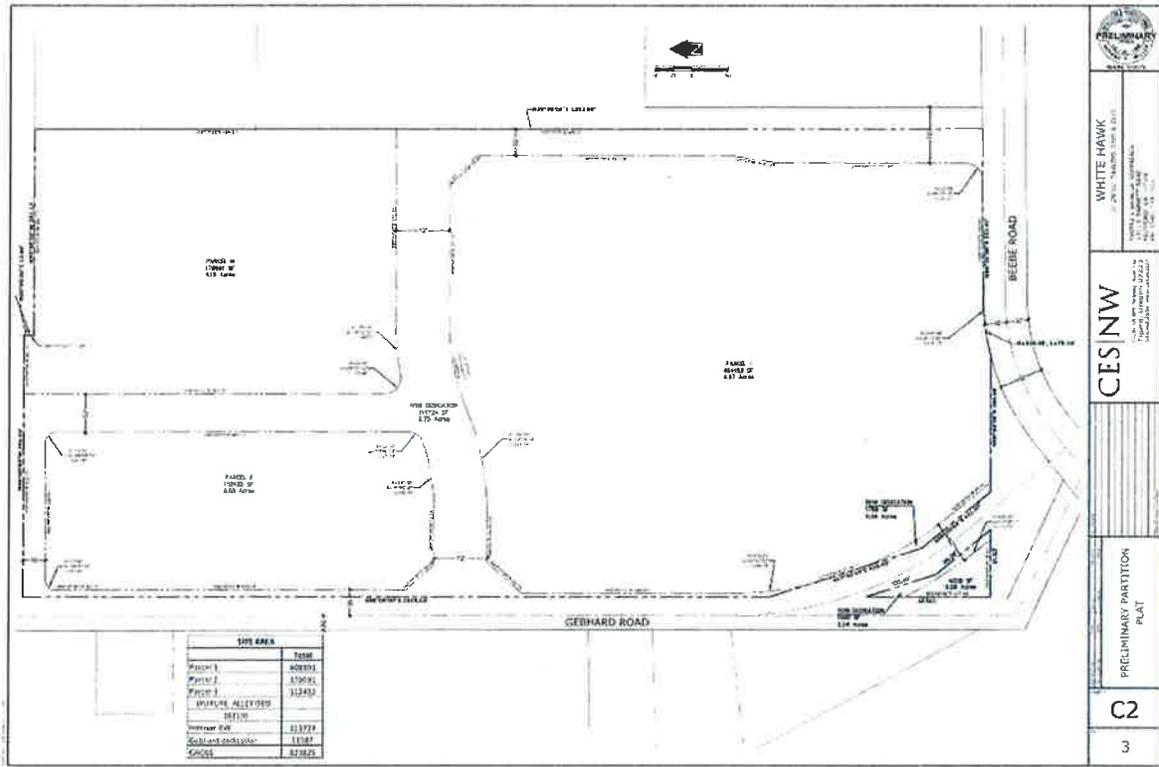


Figure 2, Phasing Plan

ISSUES

There are several issues relative to the tentative plat application, as follows:

1. **Phasing** – The applicant’s findings state that the construction of public utilities and streets will be phased per the phasing plan (Figure 2). CPMC Section 16.36.030(B, C) requires not only dedication of street right-of-way, but also improvement to City standards prior to final plat approval. The purpose of the quoted standard is to assure the public that as land is partitioned that it has all needed public services for development of the lot/parcel.
2. **Transportation.** The Public Works Department staff report (Attachment “C”) identifies the following issues relative to transportation:
 - a. Beebe/Hamrick Signal – Signal warrants will be met when the project generates 107 P.M. Peak Hour trips, at which point the intersection of Beebe/Hamrick will need to be signalized. at some point during development of the property. Since the issue of signalization scheduling cannot be answered at this time the applicant will be required to complete an updated TIA prior to final plat approval (See PW Condition #1).
 - b. County Review – Currently, both Beebe and Gebhard are county roads. Review of the proposed project’s engineering will need to be coordinated with the County. Additionally Beebe Road and its affiliated storm drain will need to be transferred to City jurisdiction (See PW Condition #3).
 - c. System Development Charges – Several proposed streets in the development are SDC eligible. These include Beebe Road and Gebhard north of Beebe Park Drive, the new main storm drain facility and the potential public park. Additionally, White Hawk Way and Beebe Park Drive will also be eligible once added to the City’s Transportation System Plan (TSP).
 - d. White Hawk Way – Due to lack of right-of-way control, the applicant is proposing to construct half street improvements along the full length of White Hawk Way. Half street improvements are permitted in limited instances where full street improvements are not possible. In 2013 the City received 30-feet of street right-of-way east of Phase 1, Parcel 1. This section of the street will need to be improved as part of the development (See PW Condition #2). White Hawk Way will be eligible for Street SDC credits with a maximum reimbursement rate of approximately 33% based on current land values.
3. **Soil Contamination/Park Design & Transfer.** As noted in the Master Plan, soil contamination exists on all proposed parcels within the tentative plat area. Soil remediation will occur with DEQ oversight and must be coordinated with the design of the park (Parcel 3). To assure timely completion of the soil remediation relative to the tentative plat process, and in accordance with the Master Plan approval, it is recommended that the applicant and/or developer of the site enter into a disposition and development agreement (DDA) subject to the following:
 - a. Prior to final plat approval, the DEQ approved soils remediation plan shall be completed and accepted by the City. The mitigation plan shall be coordinated with the parks design such that post-mitigation site grading is equivalent to the finished site grading per the park design. A long-term monitoring and maintenance plan must be provided with the mitigation strategy and include a 20-year cost analysis. Based on the above information, the Parks Commission will consider the proposal to transfer the park to the City’s ownership and will make a recommendation for action by the City Council.

- b. Prior to final plat approval, and pending the City's acceptance of the park, the applicant and/or developer shall enter into an DDA reflecting the City Council's decision relative to acceptance of the park as public and possible Park SDC credits.
4. **Groundwater/Shallow Well Mitigation.** Construction of public utilities as part of the tentative plat process may impact the water table and shallow wells within the vicinity of the project site. The applicant submitted a report prepared by APEX dated August 24, 2015 (Attachment "C") addressing the potential impacts and necessary mitigation measures; however, it was brought to staff's attention during the public hearing that not all shallow wells have been identified and sampled. To minimize the potential for temporary or permanent impacts to groundwater, it is recommended (See Condition # ~~12~~(bc)) that the following actions be taken prior to final plat approval and the start of construction:
- a. The applicant shall meet with the neighborhood stakeholders within the ETOD to identify ~~all~~ undocumented shallow wells; and
 - b. ~~The Update the mitigation Apex report dated August 24, 2015 report shall be revised to incorporate previously unidentified undocumented wells within the ETOD. The updated Apex report will be used to prepare final engineered plans. baseline data for all identified wells in the ETOD and an updated mitigation strategy unless demonstrated unnecessary.~~

CONDITIONS OF APPROVAL:

1. Phasing– The final plat shall be limited to two (2) parcels; Parcel 1 (or portion thereof) and the remaining parcels (2 and 3) consolidated and identified as "Reserve Acreage". For Parcel 1 all public streets shall be dedicated and improved to the southerly boundary of the "Reserved Acreage" per CPMC Section 16.36.030. Reserved Acreage street dedication and improvement shall be deferred until future partition/subdivision, or Site Plan and Architectural Review approval for properties in the reserved acreage. If Parcel 1 is reduced in area to the limits identified on the Master Plan Phasing Plan then the northerly half of Parcel I shall become part of the "Reserved Acreage and the public street improvements accordingly deferred.
2. Prior to Final Plat approval, the applicant shall:
 - a. Update the tentative plat per Condition 1 above, if necessary.
 - b. Comply with all conditions set forth in the Public Works Staff Report dated October 6, 2015.
 - c. Prior to final plat approval for Phase I the applicant shall supplement the Apex report dated August 24, 2015 with additional information on the location, and depth to ground water of undocumented wells on all properties within the ETOD and on properties immediately west of, and abutting, the Project's Gebhard Road frontage (Study Area). Preparation of the supplemental report shall include a certified mailing to all Study Area properties explaining the purpose of the mailing and requesting assistance with the identification of undocumented wells and their depth to ground water. Based on the information received the applicant shall complete the inventory of wells (Exhibit 6), and present and discuss findings at a neighborhood meeting and changes in engineering solutions proposed in the August 24, 2015 Apex Report, if any. The final report shall be

~~submitted to the City for evaluation and approval by the City's engineer and incorporation into final engineering plans for Phase I. Conduct a minimum of two (2) neighborhood meetings to address final engineering solutions regarding ground water and shallow wells as outlined in the applicant's Findings. The first meeting will be to discuss and document issues and the second to present and discuss engineering solutions. The ground water and shallow well mitigation report shall be updated to incorporate baseline data for all identified wells in the ETOD and an updated mitigation strategy, if necessary. The final report shall be submitted to the City for evaluation by the City's Engineer. Solutions must be included in the engineered plans prior to final plat approval.~~

3. Based on the applicant's TIA a trip cap of 96 P.M. Peak Hour trips is hereby imposed. Upon installation of signal improvements at the Beebe/Hamrick intersection the trip cap shall be removed and development of the remaining Phases 2 and 3 allowed subject to all conditions of approval and other applicable laws and regulations.

3.4. Prior to final plat approval, the applicant shall comply with all public agency conditions of approval including the following:

- a. Provide a recorded Noise Easement for the Airport;
- b. Comply with conditions of approval provided by Jackson County Roads in a letter dated June 1, 2015 (Attachment "D").
- c. Coordinate with Fire District #3 to plan the location of and install fire hydrants and mark fire lanes in accordance with Fire District #3 comments received on September 4, 2015 (Attachment "E").

ATTACHMENTS:

Attachment "A-1" – Cover Sheet
Attachment "A-2" – Existing Conditions
Attachment "A-3" – Tentative Plat
Attachment "B" – Applicant's Findings
Attachment "C" – APEX Report
Attachment "D" – Public Works Staff Report
Attachment "E" – Jackson County Roads Letter dated June 1, 2015
Attachment "F" – Fire District #3 Letter dated September 4, 2015
Attachment "G" – Planning Department Supplemental Findings
Attachment "H" – Resolution No. 826

ACTION:

Consideration of a tentative plat application to create three (3) lots in the ETOD subject to conditions of approval.

RECOMMENDATION:

Approve Resolution No. 826, granting approval of the tentative plat subject to conditions.

**FINDINGS OF FACT
AND CONCLUSIONS OF LAW
File No.: 14016**

**Before the City of Central Point Planning Commission
Consideration of the White Hawk Tentative Partition Plat**

Applicant:)	Findings of Fact
People's Bank of Commerce)	and
750 Biddle Road, Suite 103)	Conclusion of Law
Medford, OR 97504)	

**PART 1
INTRODUCTION**

The applicant is proposing to partition an existing 18.77 acre parcel into three (3) parcels within the Eastside Transit Oriented Development (ETOD) district. Zoning designations within the proposed land partition include LMR—Low Mix Residential and MMR—Medium Mix Residential. The proposed tentative plat is being reviewed concurrently with the White Hawk Master Plan application (File No. 14004).

The Tentative Plat is being reviewed as a Type III application. Type III applications are reviewed in accordance with procedures provided in Section 17.05.400, which provides the basis for decisions upon standards and criteria in the development code and the comprehensive plan, when appropriate.

Applicable development code criteria for this Application includes:

1. The White Hawk Master Plan (the "Master Plan");
2. CPMC 16, Subdivisions;
3. CPMC 17.05.900 Traffic Impact Analysis
4. CPMC 17.65.050, Table 2, TOD District Zoning Standards; and
5. CPMC 17.67 Design Standards – TOD District and Corridor

Findings will be presented in five (5) parts addressing the requirements of Section 17.05.300 as follows:

1. Introduction
2. Title 16, Subdivisions
3. Traffic Impact Analysis
4. TOD District Zoning Standards
5. White Hawk Master Plan
6. Summary Conclusion

PROJECT BACKGROUND

The proposed tentative plat is the first land division application within the White Hawk Master Plan area (File No. 14004). The tentative plat application includes three (3) parcels and an internal street network as illustrated in Exhibits 1-3. It is the applicant's intent to obtain final plat approval and development site, including public improvements in three phases as illustrated in Exhibit 4.

Exhibit 1 – Tentative Plat Cover Sheet

**PRELIMINARY PLANS FOR
WHITE HAWK (ETOD)
PARTITION PLAT
CENTRAL POINT, OREGON**

37.2W.02, T40N.05, R27E.01

OWNER
PEOPLE'S BANK OF COMMERCE
1311 E BARNETT ROAD
MEDFORD, OR 97504
PH: (541) 774-7656

PLANNER, SURVEYOR & CIVIL ENGINEER
CESJNW, INC.
13190 SW 68TH PARKWAY, STE 150
TIGARD, OR 97223
503-968-6655

ARCHITECT
TAHRAN ARCHITECTURE & PLANNING LLC
13741 KNAUS ROAD
LAKE OSWEGO, OR 97034
503-539-8802

VICINITY MAP
N.T.S.

SYMBOLS LEGEND

ALL OTHERS	EXISTING	PROPOSED
ALL OTHERS	EXISTING	PROPOSED
...

SHEET LEGEND

NUMBER	TITLE SHEET	DESCRIPTION
C0	EXISTING CONDITIONS	
C1	EXISTING CONDITIONS	
C2	PRELIMINARY PARTITION PLAT	

SEPTEMBER 17, 2015

Exhibit 2 – Existing Conditions

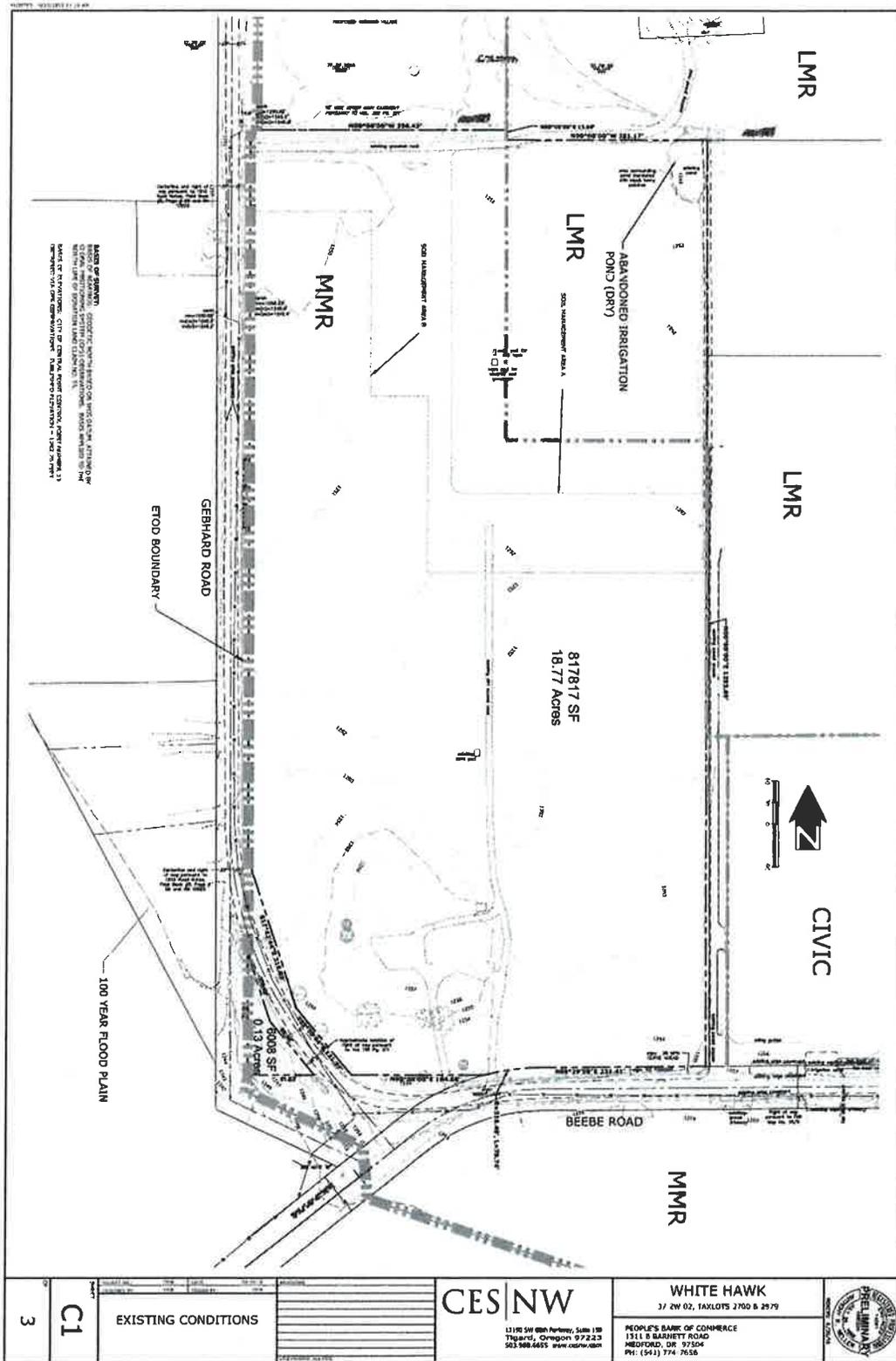
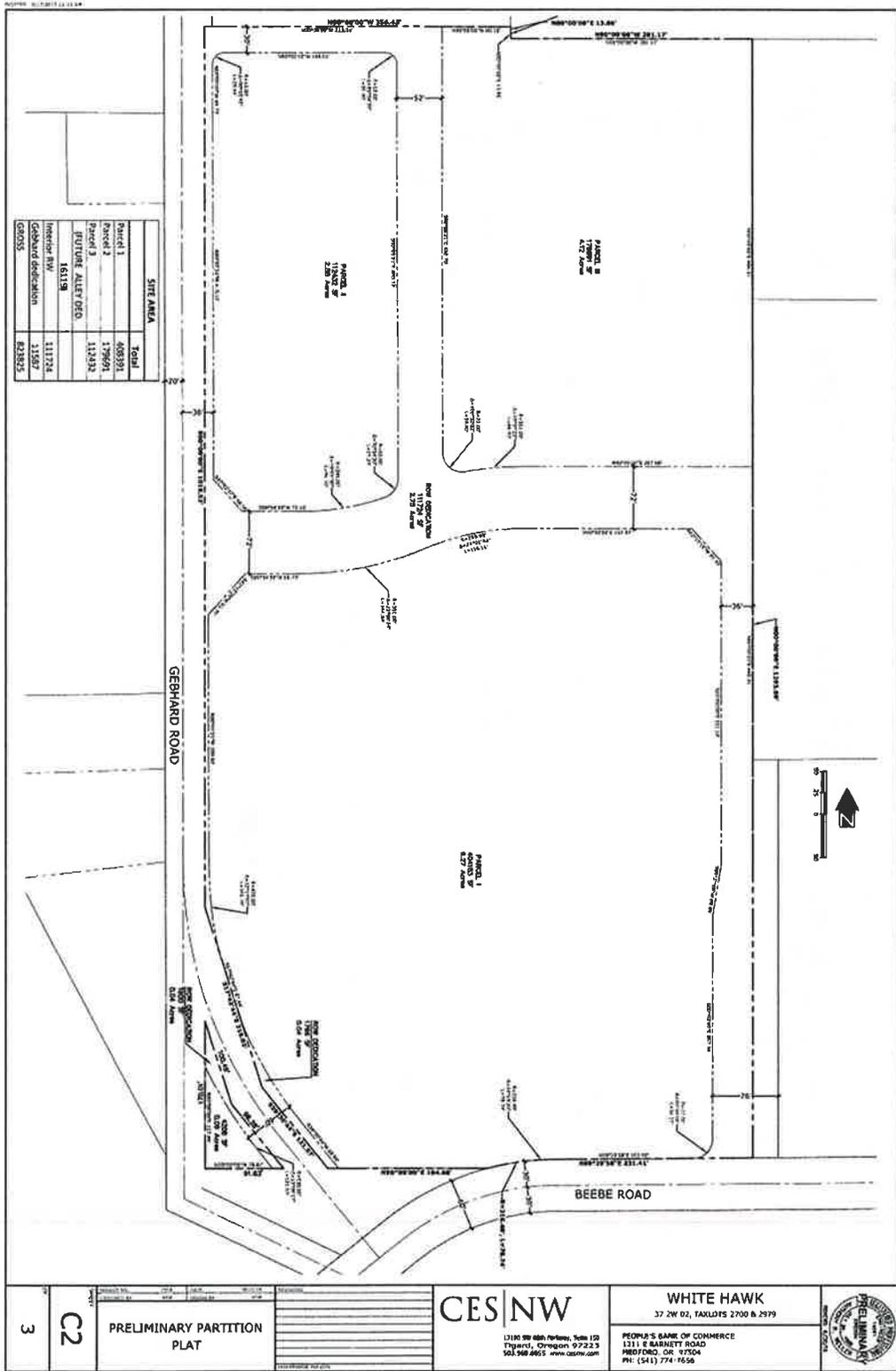


Exhibit 3 – Tentative Plat



CES | NW

WHITE HAWK
37 2W 02, TAXLOTS 2700 & 2979

3

C2

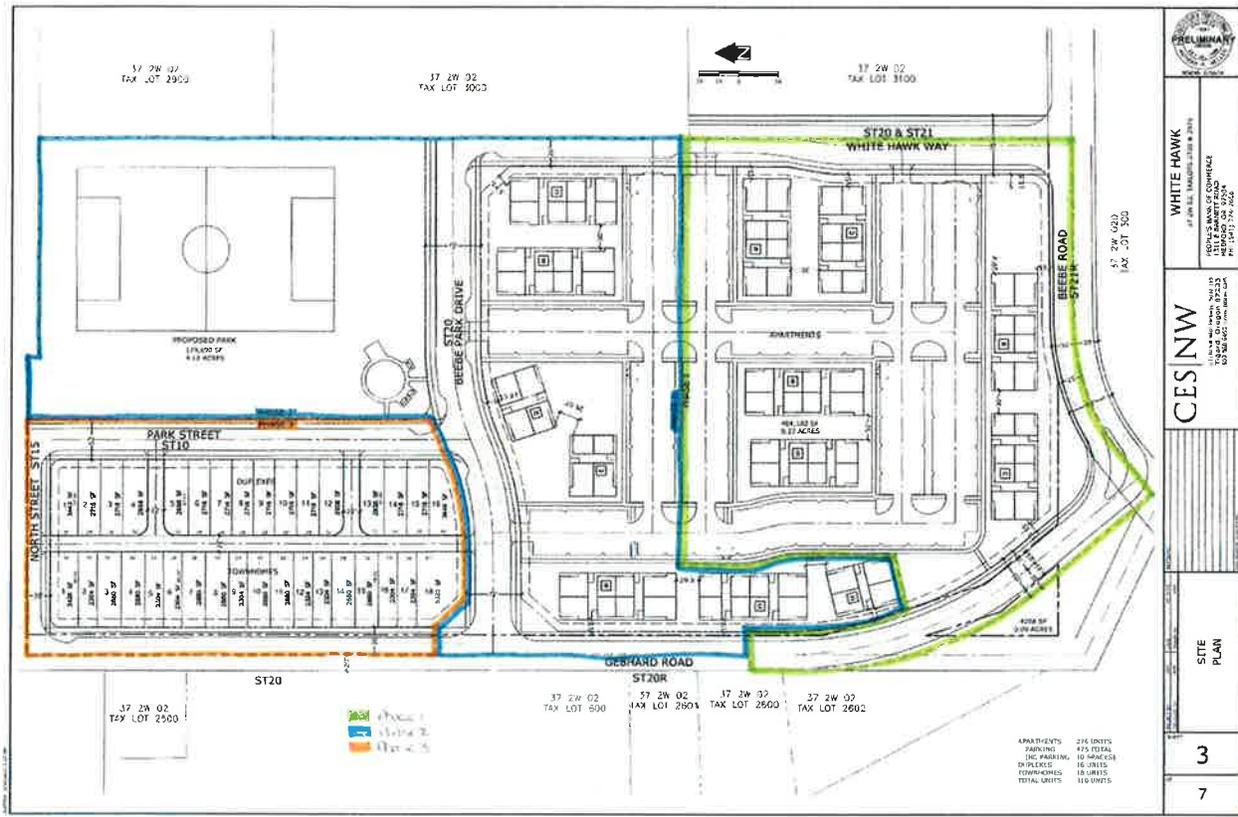
PRELIMINARY PARTITION
PLAT

1180 NW 68th Parkway, Suite 120
Tigard, Oregon 97223
503.568.8615 www.cesnw.com

PEOPLE'S GAME OF COMMERCE
1311 S BARNETT ROAD
MEDFORD, OR 97504
PH: (541) 774-1656



Exhibit 4 – Site Phasing Plan



**PART 2
TITLE 16, SUBDIVISIONS**

16.10.010 Submission of application--Filing fee.

The applicant shall submit an application and tentative plan together with improvement plans and other supplementary material as may be required to indicate the development plan and shall submit ten copies to the city together with a filing fee defined in the city’s adopted planning application fee schedule. The diagrams submitted shall consist of three copies at the scale specified in Section 16.10.020 and one copy in an eight-and-one-half-inch by eleven-inch format. (Ord. 1941 §11, 2010; Ord. 1786 §4, 1998; Ord. 1684 §6, 1993; Ord. 1650(part), 1990).

***Finding 16.10.010:** The applicant submitted the tentative plan application along with a \$3,100 application fee on July 22, 2014. On August 7, 2014, the City determined the applicant incomplete and requested additional information, which was submitted on April 30, 2015. The submittal was reviewed and accepted on May 20, 2015 as complete for review in accordance with the submittal requirements in CPMC 16.10 and CPMC 17.66.*

***Conclusion 16.10.010:** Consistent.*

16.10.015 Application and review--Fees.

Applications and review thereof shall conform to the provisions of Chapter [17.05](#) and all applicable city ordinances and laws of the state. All costs of administrative and legal staff time costs, plans checks, construction inspection, preparation of agreements, in excess of the filing fee, shall be borne by the applicant and paid upon billing by city. Failure to pay such costs as billed shall constitute grounds for denial of final plat approval or building permits. (Ord. 1650(part), 1990).

Finding 16.10.015: *The required fee for the tentative partition plat was paid on July 22, 2015.*

Conclusion: 16.10.015: *Consistent.*

16.10.020 Scale.

The tentative plan shall be drawn on a sheet eighteen by twenty-four inches in size or a multiple thereof at a scale of one inch equals one hundred feet or, for areas over one hundred acres, one inch equals two hundred feet, and shall be clearly and legibly reproduced. (Ord. 1650(part), 1990).

Finding 16.10.020: *The tentative plan is drawn on a sheet that is twenty-four inches by thirty-six inches and at a scale of one-inch equals fifty feet, which is clearly and legibly produced relative to the project area.*

Conclusion: 16.10.020: *Consistent.*

16.10.030 General information.

The following general information shall be shown on or included with the tentative plan:

A. Proposed name of the subdivision. This name must not duplicate or resemble the name of another subdivision in the county;

Finding 16.10.030(A): *The proposed partition is named "White Hawk," which is unique relative to other approved land divisions in Jackson County.*

Conclusion: 16.10.030(A): *Consistent.*

B. Date, north point, and scale of drawing;

Finding 16.10.030(B): *The tentative plan was drawn on 8/21/2015 and includes the scale and north arrow.*

Conclusion: 16.10.030(B): *Consistent.*

C. Location of the subdivision by section, township, and range, and a legal description sufficient to define the location and boundaries of the proposed tract or the tract designation or other description according to the records of the county assessor;

Finding 16.10.030(C): *Exhibit 1 provides the section, township and range (37 2W 02, Tax Lot 2700 and 2979) and a site vicinity map. Combined with the legal description submitted with the application, these items define the location and boundaries of the project site.*

Conclusion 16.10.030(C): *Consistent.*

D. Names and addresses of the owner or owners, applicant and engineer or surveyor;

***Finding 16.10.030(D):** The owner is listed on the tentative plan cover sheet (Exhibit 1) as People's Bank of Commerce and the agent/engineer is listed as CES\NW out of Tigard, Oregon.*

***Conclusion 16.10.030(D):** Consistent.*

E. A title report indicating all interests of record in the property which is the subject of the application.

***Finding: 16.10.030(E):** A title report prepared by Amerititle on July 22, 2014 was provided with the original submittal on July 22, 2014.*

***Conclusion 16.10.030(E):** Consistent.*

16.10.040 Existing conditions.

The following existing conditions shall be shown on the tentative plan:

A. The location, widths and names of all existing or platted streets or other public ways within or adjacent to the tract, easements, railroad rights-of-way and such other important features within or adjacent to the tract as may be required by the city;

***Finding 16.10.040(A):** The tentative plat illustrates the location and width of Beebe Road and Gebhard Road, which are adjacent to the project site. There are no easements of rights-of-way within or adjacent to the tract.*

***Conclusion 16.10.040(A):** Consistent.*

B. Contour lines related to some established bench mark or other datum as approved by the city when the city determines that the nature of the topography or size of the subdivision requires such data. Contour lines shall have the following minimum intervals:

1. Two-foot contour intervals for ground slopes less than five percent;
2. Five-foot contour intervals for ground slopes exceeding five percent;

***Finding 16.10.040(B):** Exhibit 2 presents existing conditions including topographic information at 1-foot contour intervals.*

***Conclusion 16.10.040(B):** Consistent.*

C. The location of at least one temporary bench mark within the plat boundaries;

***Finding 16.10.040(C):** Exhibit 2 in the tentative plat submittal provides the basis of survey including the bearings and elevations.*

***Conclusion 16.10.040(C):** Consistent.*

D. Location and direction of all watercourses and drainage systems;

Finding 16.10.040(D): Existing drainage systems are illustrated on Exhibit 2 relative to existing site conditions. Existing conditions include an existing storm drainage line in the Beebe Road right-of-way that drains westerly toward Bear Creek. There are no watercourses on or immediately adjacent to the project site.

Conclusion 16.10.040(D): Consistent.

E. Natural features, such as rock outcroppings, marshes and wooded areas;

Finding 16.10.040(E): Existing trees are shown on Exhibit 2. There are no rock outcroppings or marshes.

Conclusion 16.10.040(E): Consistent.

F. Existing uses of the property, including location of all existing structures which the subdivider proposes to leave on the property after platting;

Finding 16.10.040(F): The proposed partition plat occupies a parcel of land that is vacant. A portion of the property was historically used as an orchard, which is reflected in Exhibit 2 that shows the location of the abandoned irrigation pond that is now dry.

Conclusion 16.10.040(F): Consistent.

G. The location within the subdivision and in the adjoining streets and property of existing sewers and water mains, culverts and drain pipes, and all other existing or proposed utilities to be used on the property to be subdivided and invert elevations of sewers at points of probable connections;

Finding 16.10.040(G): The existing infrastructure location and invert elevations are provided as part of Exhibit 2 relative to existing conditions. Water, sewer and storm drainage utilities are located within the public right-of-way for Beebe Road. Only water and sanitary sewer lines are within the Gebhard Road right-of-way.

Conclusion 16.10.040(G): Consistent.

H. Zoning on and adjacent to the tract.

Finding 16.10.040(H): Zoning designations on the project site are denoted on the existing conditions map (Exhibit 2).

Conclusion 16.10.040(H): Consistent.

16.10.050 Additional information.

The following additional information shall also be included on the tentative plan:

A. Streets, showing location, width, proposed names, approximate grades and approximate radii of curves and the relationship of all streets to any projected streets as shown of any development plan adopted by the city;

Finding 16.10.050(A): *The proposed tentative plat map (Exhibit 3) identifies four proposed internal streets, including their location, and width. The proposed names shall be as provided in the approved White Hawk Master Plan.*

Condition 16.10.050(A): *Consistent.*

B. Easements, showing the width and purpose;

Finding 16.10.050(B): *The tentative plat does not propose any easements on the project site.*

Conclusion 16.10.050(B): *Not applicable.*

C. Lots, showing approximate dimensions, area of smallest lot or lots and utility easements and building setback lines to be proposed, if any;

Finding 16.10.050(C): *Public utility easements are shown on the Site Plan for the White Hawk Master Plan but are not included on the Tentative Plat Map. As conditioned, the PUE shall be shown on each proposed parcel prior to final plat approval.*

Conclusion 16.10.050(C): *Complies as conditioned.*

D. Sites, if any, proposed for purposes other than dwellings;

Finding 16.10.050(D): *Per the White Hawk Master Plan, Parcel III is identified as a proposed public park site. This is identified in the Applicant's Findings.*

Conclusion 16.10.050(D): *Consistent.*

E. Area in square footage of each lot and the average lot area.

Finding 16.10.050(E): *The lot area for the proposed three lot partition is provided on the tentative plat map (Exhibit 3) and listed below:*

- *Parcel I – 9.27 acres*
- *Parcel II – 2.58 acres*
- *Parcel III – 4.12 acres*

On this basis, the average lot area is 5.36 acres.

Conclusion 16.10.050(E): *Consistent.*

16.10.060 Partial development.

When the property to be subdivided contains only part of the tract owned or controlled by the applicant, the city may require a development plan of a layout for streets, numbered lots, blocks, phases of development, and other improvements in the undivided portion, indicating inter-relationship with the portion sought to be divided. The city shall have authority to require that any adjacent parcel or parcels owned or controlled by the applicant but not included in the proposed subdivision boundaries be included in the development whenever inclusion of such parcel or parcels would be an appropriate extension of the

development and in the best interests of the public, considering the development plan and the relationship between the surrounding area and the area of proposed development.

Finding 16.10.060: *The project site is owned by People's Bank of Commerce in its entirety. It is the applicant's objective to obtain approval of the White Hawk Master Plan (File No. 14004) and Tentative Partition Plan to market the property to one or more developers per the Site Phasing Plan illustrated in Exhibit 4.*

Conclusion 16.10.060: *Consistent.*

16.10.070 Explanatory information.

Any of the following information may be required by the city and, if it cannot be shown practicably on the tentative plan, it shall be submitted in separate statements accompanying the tentative plan:

A. A vicinity map showing all existing subdivisions, streets and un-subdivided land ownerships adjacent to the proposed subdivision and showing how proposed streets may be connected to existing streets;

Finding 16.10.070(A): *The White Hawk Master Plan, the guiding document for land use and circulation patterns for the project site, addresses the existing land uses and a conceptual neighborhood circulation plan. Per the Master Plan, the tentative partition plat has been updated to accommodate future connectivity for the Gebhard Road Realignment to East Pine Street.*

Finding 16.10.070(A): *Consistent.*

B. Proposed deed restrictions in outline form;

Finding 16.10.070(B): *Per the White Hawk Master Plan, a soil remediation plan must be implemented to either remove or contain soil contamination that occupies a portion of Parcels I and II and all of Parcel III. Accordingly, the Applicant will pursue soil remediation through DEQ's Voluntary Clean-up Program (VCP). Upon completion DEQ will issue a "No Further Action" letter that may include conditions, such as recording a deed restriction, etc. At this time, the deed restriction requirements are unknown. Satisfaction of DEQ's requirements relative to the "No Further Action" letter will be required prior to final plat approval for the first phase of development.*

Conclusion 16.10.070(B): *Consistent.*

C. Approximate centerline profiles showing the proposed finished grade of all streets, including the extensions for a reasonable distance beyond the limits of the proposed subdivision;

Finding 16.10.700(C): *Street profiles for the tentative partition plan are provided on the Title Sheet (Exhibit 1).*

Conclusion 16.10.070(C): *Consistent.*

D. The approximate location and size of all proposed and existing water and sewer lines and storm drainage systems.

Finding 16.10.070(D): *Existing water, sanitary sewer and storm drainage systems are illustrated in Exhibit 2. Proposed systems are identified in the Master Utility Plan of the White Hawk Master Plan.*

Conclusion 16.10.070(D): *Consistent.*

16.10.080 Tentative plan approval.

A. Approval of the tentative plan shall not constitute final acceptance of the final plat of the proposed subdivision or partition for recording; however, approval of the tentative plan shall be binding upon city for the purpose of the approval of the final plat if the final plat is in substantial compliance with the tentative plan and any conditions of approval thereof. A tentative plan approval shall expire and become void one year from the date on which it was issued unless the final plat has been approved pursuant to Chapter [16.12](#) or an application for extension is filed and approved subject to the requirements of Section [16.10.100](#) and Chapter [17.05](#).

Finding 16.10.090: *Upon receipt of a final plat application within the required time limitation per CPMC 16.12 or CPMC 16.10.100 and 17.05, the City will evaluate the final plat application to assure that the final plat is substantially compliant with the tentative plan and that all conditions have been met.*

Conclusion 16.10.090: *Consistent.*

B. When it is the intent to develop a tentative plan and record a final plat in phases, the city, at the time of tentative plat approval, may authorize a time schedule for platting the various phases in periods exceeding one year, but in no case shall the total time period for platting all phases be greater than five years without review of the tentative plan for compliance with the current code and comprehensive plan. Each phase so platted shall conform to the applicable requirements of this chapter. Phases platted after the passage of one year from approval of the tentative plan will be required to modify the tentative plan as necessary to avoid conflicts with changes in the comprehensive plan or this chapter.

Finding 16.10.090(B): *The Applicant has requested flexibility to record the tentative plan in phases consistent with the White Hawk Master Plan Site Phasing Plan (Exhibit 4). As conditioned, final plat approval shall be limited to two (2) parcels; Parcel 1 (or portion thereof) and the remaining parcels (Parcels 2 and 3) consolidated and identified as "Reserve Acreage." At this time, a schedule for platting in phases beyond one year has not been requested.*

Conclusion 16.10.090(B): *Consistent.*

CPMC 16.20, Streets and Other Ways—Design Standards

16.20.010 Creation of streets.

A. Streets created by subdivisions and partitions shall be designed and constructed in conformance with the requirements of the city's comprehensive plan, this code, the city's public works standards, and all conditions established by the city.

Finding 16.20.010: *The tentative plat proposes four (4) new streets and retrofits to the existing alignments of Beebe and Gebhard Road along the project area frontage, which utilize the Public Works Street Standards as illustrated in Exhibit 1. Future subdivision of parcel two (2) will create public alleys, which will be addressed at time of further subdivision of Parcel 2.*

<i>Table 1. Street Standards.</i>	
<i>STREET NAME</i>	<i>STREET STANDARD</i>
<i>White Hawk Way</i>	<i>Three Lane Collector (ST-21)- Near Beebe Two Lane Collector (ST-20)</i>
<i>Beebe Park Drive</i>	<i>Two Lane Collector (ST-20)</i>
<i>Park Street</i>	<i>Minor Local Street (ST-10)</i>
<i>North Street</i>	<i>Standard Local Street (ST-15)</i>

Since the applicant has requested recording the final plat in phases per Exhibit 4, public street improvements shall be completed and dedicated for each phase of development. As conditioned, final plat approval for Phase 1 will be limited to Parcel 1 (or portion thereof). All remaining acreage (Parcels 2 and 3) will be shown on the final plat map as "Reserve Acreage." Street improvements and dedication within the "Reserve Acreage" shall be deferred until future partition/subdivision, or Site Plan and Architectural Review approval for properties in the reserved acreage. If Parcel 1 is reduced in area to the limits identified in Exhibit 4, then the northerly half of Parcel 1 will become part of the "Reserved Acreage" and public street improvements accordingly deferred. On this basis, the streets created by the proposed partition are found to be consistent with the design and construction requirements of this code, the public works standards and conditions of approval set forth in the Revised Staff Report dated October 6, 2015.

Conclusion 16.20.010(A): *Consistent.*

B. The construction of streets shall include subgrade, base, asphaltic concrete surfacing, curbs, gutters, sidewalks, storm drainage, street signs, street lighting, and underground utilities.

Finding 16.20.010(B): *The Applicant's Revised Findings dated August 2015 state that each of the proposed roadways is designed to comply with the City's codes including the Public Works Design Specifications for street construction.*

Conclusion 16.20.010(B): *Consistent.*

C. All streets, including the entire right-of-way necessary for the installation of the items mentioned in the preceding paragraph, shall be dedicated to the city.

Finding 16.20.010(C): *See Finding 16.20.010(A).*

Conclusion 16.20.010(C): *Consistent.*

16.20.020 Streets--Generally.

The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions as they relate to drainage and the operation of the water, sewer systems, to public convenience and safety and their appropriate relation to the proposed use of the land to be served by such streets. Where location is not shown in a development plan, the arrangement of streets in a subdivision shall either:

A. Provide for the continuation or appropriate projection of existing streets in surrounding areas; or,

***Finding 16.20.020(A):** The project site is generally flat. White Hawk Way, Beebe Park Drive and Park Street extend to the property lines to connect with a future neighborhood street network in accordance with the Transportation and Circulation Plan identified in the approved Master Plan (File No. 14004).*

***Conclusion 16.20.020(A):** Consistent.*

B. Conform to the plan for the neighborhood approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.

***Finding 16.20.020(B):** As the first development in the ETOD, White Hawk is establishing the cornerstone for the neighborhood street network. Per the Master Plan, the proposed streets provide connections with future roadways on adjacent properties. Plan revisions in August 2015 accommodate the future realignment of Gebhard Road per the City's TSP.*

***Conclusion 16.20.020(B):** Consistent.*

16.20.030 Streets--Reserve strips.

Reserve strips ("street plugs") controlling the access to public ways may be required, in the discretion of city.

***Finding 16.20.030:** Reserve strips are not proposed or determined necessary for any part of the proposed White Hawk Tentative Partition.*

***Conclusion 16.20.030:** Not Applicable.*

16.20.050 Streets--Extension.

Where a subdivision adjoins acreage, streets which in the option of the city should be continued in the event of the subdivision of the acreage will be required to be provided through to the boundary lines of the tract. Reserve strips and street plugs may be required to preserve the objectives of street extensions.

***Finding 16.20.050:** Per the White Hawk Master Plan, the applicant proposes Parcel III as a public park. Future additions to the park from adjoining acreage is envisioned to meet open space and recreation requirements in the ETOD. However, if the park is not transferred to the City's ownership prior to final plat approval, the City will require a 30-foot reserve strip along the north boundary of proposed Parcel III in the event the adjoining property owner does not propose to consolidate open space with White Hawk. The objective of the reserve strip would be to preserve the possibility of future extension of White Hawk Way.*

***Conclusion 16.20.050:** Consistent.*

16.20.060 Existing streets.

Whenever existing streets within a tract are determined by the city to be of inadequate width, additional right-of-way shall be provided as required.

Finding 16.20.060: *The proposal includes dedication of an additional 11,587 square feet (0.27 acres) of right-of-way along Gebhard Road. The dedication will facilitate retrofit of Gebhard Road to Collector Standards (ST-20R). Sufficient right-of-way exists on Beebe Road to accommodate the retrofit to Collector Standards (ST-21R); therefore, additional dedication along Beebe Road is not necessary.*

Conclusion 16.20.060: *Consistent.*

16.20.070 Half streets.

Half streets while generally not acceptable may be approved where essential to the reasonable development of the subdivision when in conformity with the other requirements of these regulations and when the city finds it will be practical to require the dedication of the other half when the adjoining property is developed. Whenever a half street is adjacent to a tract to be subdivided, the other half of the street shall be platted within such tract. Reserve strips and street plugs may be required to preserve the objectives of half streets.

Finding 16.20.070: *White Hawk Way and North Street adjoin the east and north property lines, respectively. Half street improvements will be allowed until such time the adjoining properties are developed. However, the portion of White Hawk Way along the Civic property occupied by Shepherd of the Valley Catholic Church has sufficient right-of-way to accommodate full-width street improvements to Collector Standards. As a condition of approval, the Public Works Department is requiring that full-width improvements be completed on White Hawk Way from the intersection with Beebe Road to the north extent of the Shepherd of the Valley parcel. The transition from full-width to half-street improvements have been evaluated by the City's Engineer and determined sufficient to meet the circulation needs until such time that adjoining properties complete the required street improvements.*

Conclusion 16.20.070: *Consistent.*

16.20.080 Cul-de-sac.

A cul-de-sac shall be as short as possible and shall in no event be more than four hundred feet long nor serve more than twelve single-family dwellings or seventy-five dwelling units. All cul-de-sacs shall terminate with a circular turn-around.

Finding 16.20.080: *The proposed tentative partition does not include any cul-de-sac roadways.*

Conclusion 16.20.080: *Not applicable.*

16.20.090 Streets--Names.

No street name shall be used which will duplicate or be confused with the names of existing streets except for extensions of existing streets. Street names and numbers shall conform to the established pattern in the city and the surrounding area and shall be subject to the approval of the city.

Finding 16.20.090: *The proposed street names do not duplicate existing street names. However, the ESCO 911 has requested that the names for "North Street" and "Park Street" be changed to be more distinct and avoid confusion with other similar street names in other communities. Prior to final plat approval, the applicant shall be required to modify the street names for North Street and Park Street to meet the unique nomenclature requirement of this section.*

Conclusion 16.20.090: Complies as conditioned.

16.20.100 Streets--Adjacent to railroad right-of-way.

Wherever the proposed subdivision contains or is adjacent to a railroad right-of-way, provisions shall be made for a street approximately parallel to and on each side of such right-of-way at a distance to be determined by city. Such distance shall be determined with due consideration at cross streets of the minimum distance required for approach grades to a future grade separation.

Finding 16.20.100: There are no railroad rights-of-way within or adjacent to the project site; therefore, the provision of this section do not apply.

Conclusion 16.20.100: Not applicable.

16.20.110 Planting easements.

Where physical conditions require approval of streets less than fifty feet in right-of-way width, additional easements for planting of street trees or shrubs may be required.

Finding 16.20.110: The Public Works Department is not requiring any easements for planting of street trees or shrubs.

Conclusion 16.20.110: Not applicable.

16.20.120 Alleys.

A. Location. Alleys may be provided in commercial and industrial districts, unless other permanent provisions for access to off-street parking and loading facilities are made as approved by the city.

Finding 16.20.120(A): The project site is located within the TOD—LMR and MMR zoning district; therefore, the alley location provisions for parking and loading facilities in commercial and industrial districts do not apply.

Conclusion 16.20.120(A): Not applicable.

B. Intersections. Alley intersections and sharp changes in alignment shall be avoided. The corners of necessary alley intersections shall have a radius of not less than twenty feet.

Finding 16.20.120(B): The tentative plat does not include alley development.

Conclusion 16.20.120(B): Not applicable.

16.20.130 Sidewalks.

Sidewalks shall be constructed in accordance with such standards as are adopted by the city. Sidewalk construction shall be completed on each individual lot prior to the city building inspector granting a certificate of occupancy for any construction upon said individual lot. No application for a building permit shall be granted without a requirement in the building permit for construction of sidewalks to city's standards.

***Finding 16.20.130:** Sidewalks shall be constructed in conjunction with each phase of development (See Finding 16.20.010(A)) per the public works standards identified on Exhibit 1.*

***Conclusion 16.20.130:** Consistent.*

CPMC 16.24, Blocks, Lots and Other Standards

16.24.010 Blocks--Length, width and shape.

The lengths, widths and shapes of blocks shall be designed with due regard to providing adequate building sites suitable to the special needs of the type and use contemplated, needs for convenient access, circulation, control and safety of street traffic and limitations and opportunities of topography.

***Finding 16.24.010:** Block configuration is consistent with the White Hawk Master Plan Site Plan, which accommodates a mix of three (3) housing types. Per the Master Plan, pedestrian accessways and parking lot driveways are utilized to achieve the block standard within Parcel I in accordance with the TOD Design Standards set forth in CPMC 17.67.040(A).*

***Conclusion 16.24.010:** Consistent.*

16.24.020 Blocks--Sizes.

Blocks shall not exceed twelve hundred feet in length except blocks adjacent to arterial streets or unless the previous adjacent layout or topographical conditions justify a variation. The recommended minimum distance between intersections on arterial streets is three hundred feet.

***Finding 16.24.020:** A network of pedestrian accessways is planned within Parcel I per the White Hawk Master Plan (Site Plan). The proposal complies with the circulation and access standards set forth in CPMC 17.67.040. Per CPMC 17.67.020, the TOD circulation and access standards take precedence when there is a conflict in regulatory requirements.*

***Conclusion 16.24.020:** Not applicable.*

16.24.030 Blocks--Easements.

A. Utility Lines. Easements for electric lines or other non-city-owned public utilities may be required, and shall be a minimum of ten feet in width located on the exterior portion of a single property. Easements for city utilities (i.e., water, storm drain and sanitary sewer mains) shall be a minimum of fifteen feet in width located on the exterior portion of a single property. Tie-back easements six feet wide by twenty feet long shall be provided for utility poles along lot lines at change of direction points of easements.

***Finding 16.24.030(A):** Public Utility Easements (PUEs) are planned along all public streets within the tentative plat project site. At this time, the tentative plat does not illustrate the PUEs. Prior to final plat approval, the PUE dedications shall be provided on the narrative and plat map per the Master Plan.*

***Conclusion 16.24.030:** Consistent.*

1. Structures Located within a City Utility Easement.

a. Except for public utilities and for signs when developed in accordance with Chapter 15.24 (Sign Code), no person shall locate, construct, or continue to locate a structure (as defined in Chapter 16.08) within a city utility easement (as defined in Chapter 16.08), except as provided in subsections (A)(1)(b) and (A)(2) of this section.

b. Notwithstanding the foregoing, the city may approve fencing, concrete block walls/fencing, retaining walls, and similar fencing/wall structures that are otherwise in compliance with the building code, and with the clearance provisions noted herein, over an easement subject to the following requirements:

i. Said fencing or wall structures that interfere with the installation, maintenance, access, or operation of a public utility or city utility may be removed by the utility provider or the city at the sole cost of owner.

ii. Any replacement or relocation of the fencing or wall structures shall be at the sole cost of the property owner or occupant.

iii. Owners and occupants of property shall not be entitled to compensation for damages related to removal of the fencing or wall structures.

Finding 16.24.030(A)(1): *The proposed tentative plat is supported by the White Hawk Master Plan (File No. 14004), which locates structures outside of the proposed PUEs. On this basis, sufficient area is available to accommodate future residential development outside PUEs.*

Conclusion 16.24.030(A)(1): *Consistent.*

2. Grass, Asphalt, and Concrete Installed within a City Utility Easement.

a. Subject to the limitations of the building code, lawful owners and occupants of property may install grass, asphalt and concrete within a city utility easement.

b. In the course of installing, accessing, maintaining, or operating its facilities in a city utility easement, a public utility or the city, as the case may be, may move or remove any asphalt, concrete, or vegetation located within said easement. After the same are moved or removed and after completion of the necessary work, the grass, asphalt or concrete shall be repaired and replaced in a reasonable manner at the sole cost of the public utility or city.

c. Owners and occupants of property shall not be entitled to compensation related to damages to grass, asphalt, or concrete so long as the repairs and replacement are done in a reasonable manner and in a reasonable time frame.

Finding 16.24.030(A)(2): *Grass, Asphalt, and Concrete installed within a PUE shall be subject to the procedural requirements when utility companies and/or the City needs conduct utility maintenance, repair or replacement.*

Conclusion 16.24.030(A)(2): *Consistent.*

B. Watercourses. Where a subdivision is traversed by a watercourse, drainage way, channel or stream, there may be required a stormwater easement or drainage right-of-way conforming substantially with the

lines of such watercourse, and such further width as will be adequate for the purpose. Streets, parkways or access roads parallel to major watercourses may be required.

Finding 16.24.060(B): *There are no watercourses, drainages, channels or streams that traverse the project site. As a result, there is no need for a stormwater easement or drainage right-of-way dedication relative to the tentative plat application.*

Conclusion 16.24.060(B): *No applicable.*

C. Pedestrian Ways. In any block over seven hundred fifty feet in length a pedestrian way may be required. The minimum width of the pedestrian right-of-way must be at least six feet in width which shall be hard surfaced through the block and curb to curb in order to provide easy access to schools, parks, shopping centers, mass transportation stops or other community services. If conditions require blocks longer than twelve hundred feet, two pedestrian ways may be required for combination pedestrian way and utility easement. When essential for public convenience, such ways may be required to connect to cul-de-sacs. Long blocks parallel to arterial streets may be approved without pedestrian ways if desirable in the interests of traffic safety.

Finding 16.24.030(C): *Pedestrian accessways are planned as part of the apartment development on Parcel I per the White Hawk Master Plan (File No. 14004).*

Conclusion 16.24.030(C): *Consistent.*

16.24.040 Lots--Uses.

A. The city may, in its discretion, deny approval for the creation of any lot by any manner if the effect of such creation of lot would be to facilitate perpetuation of a nonconforming use.

Finding 16.24.040 (A): *The project site is vacant. As a result, there are no non-conforming uses that would be perpetuated by the creation of three parcels as proposed in this current tentative plat application.*

Conclusion: 16.24.040(A): *Consistent.*

B. No lot shall be created unless it is in compliance with all applicable provisions of this code.

Finding 16.24.040(B): *The tentative plat has demonstrated that it can comply with all applicable provisions of this code. The timing of final plat approval will be contingent upon satisfaction of all outstanding code requirements relative to: block standards, traffic improvements necessitated by the proposal, Public Utility Easement dedication, soil remediation, and shallow well/groundwater mitigation.*

Conclusion 16.24.040(B): *Consistent.*

16.24.050 Lots--Size and determination.

Lot sizes shall conform with the zoning ordinance and shall be appropriate for the location of the subdivision and for the type of development and use contemplated. In the case of irregular lots, the width shall be measured along the front building line. In no case shall the average depth be more than two and

one-half times the width. Corner lots for residential use shall have sufficient width to permit appropriate building setback from and orientation to both streets.

A. In areas that cannot be connected to sewer lines, minimum lot sizes shall be sufficient to permit sewage disposal by an engineered system in accordance with Department of Environmental Quality, Jackson County environmental quality section, and public works standards. Such lot sizes shall conform to the requirements of the Jackson County environmental quality section.

***Finding 16.24.050(A):** The proposed lot sizes are within the minimum lot area requirements in the MMR zoning district and consistent with the lot area, circulation and utility plans presented in the White Hawk Master Plan.*

***Conclusion 16.24.050(A):** Consistent.*

B. Where property is zoned and planned for business or industrial use, other widths and areas may be required, at the discretion of the city. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for the off-street service and parking facilities required by the type of use and development contemplated.

***Finding 16.24.050(B):** Per the White Hawk Master Plan, there are no business or industrial uses planned in association with the tentative plat.*

***Conclusion 16.24.050(B):** Not applicable.*

16.24.060 Through lots.

Through lots shall be avoided except where essential to reduce access to primary or secondary arterial streets or streets of equivalent traffic volume, reduce access to adjacent nonresidential activities, or to overcome specific disadvantages of topography and orientation. A planting screen easement of at least ten feet may be required along the line of lots abutting such adjacent street. There shall be no right of access across such planting screen easements.

***Finding 16.24.060:** The proposal does not include any through lots.*

***Conclusion 16.24.060:** Not applicable.*

16.24.070 Lot side lines.

The side lines of lots shall run at right angles to the street upon which the lots face, as far as practicable, or on curbed streets they shall be radial to the curve.

***Finding 16.24.070:** The proposed tentative plat would create three large lots for future development prescribed by the White Hawk Master Plan (File No. 14004). Each lot will be a corner lot without interior side lot lines.*

***Conclusion 16.24.070:** Not applicable.*

16.24.080 Large lot subdivision.

In subdividing tracts into large lots which at some future time are likely to be resubdivided, the location of lot lines and other details of the layout shall be such that the resubdivisions may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets or other utilities. Restrictions of building locations in relationship to future rights-of-way shall be made a matter of record if the city considers it necessary.

Finding 16.24.080: *Per the Master Plan, Parcel 2 of the proposed tentative plat will be re-subdivided to create 34-lots for single-family row house and duplex development. The Master Plan in Exhibit 4 illustrates the locations of the proposed future lot lines. These are consistent with the dimensional standards set forth in CPMC 17.65.050 relative to the MMR zone.*

Conclusion 16.24.080: *Consistent.*

PART 3 TRAFFIC IMPACT ANALYSIS

17.05.900 Traffic impact analysis.

The purpose of this section of the code is to assist in determining which road authorities participate in land use decisions, and to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the city to adopt a process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities.

This chapter establishes the standards for when a development proposal must be reviewed for potential traffic impacts; when a traffic impact analysis must be submitted with a development application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a traffic impact analysis; and who is qualified to prepare the study.

A. When a Traffic Impact Analysis Is Required. The city shall require a traffic impact analysis (TIA) as part of an application for development, a change in use, or a change in access in the following situations:

1. If the application includes residential development, a TIA shall be required when the development application involves one or more of the following actions:
 - a. A change in zoning or a plan amendment;
 - b. An increase in site traffic volume generation by two hundred fifty average daily trips or more;
 - c. An increase in peak hour volume of a particular movement to and from the state highway by twenty percent or more; or
 - d. An increase in use of adjacent streets by vehicles exceeding the twenty thousand pounds gross vehicle weights by ten vehicles or more per day;

Finding 17.05.900(A)(1): *The tentative plat application would create three (3) parcels consistent with the White Hawk Master Plan (File No. 14004). Per the Master Plan, this would result in 276 new*

apartment units. Future land division is necessary to allow development of 16 duplex units and 18 townhouse units. The proposal would generate more than 250 average daily trips and as such requires a Traffic Impact Analysis (TIA). The applicant prepared a TIA in July 2014, which was submitted with the application package.

The TIA evaluates the impacts of the proposed residential development on three intersections as follows: 1) Beebe/Hamrick Road; 2) Gebhard/Wilson Road; and 3) Hamrick/East Pine Street. Per the TIA, the development will generate 2,274 average daily trips (ADT), which will cause the Beebe/Hamrick intersection to degrade from a Level of Service (LOS) D (i.e. acceptable) to LOS F (i.e. unacceptable). The TIA notes that upon completion of 38 townhouses/duplexes and 140 apartments, the equivalent of 107 P.M. Peak Hour Trips, the LOS would exceed LOS D, at which point the intersection of Hamrick/Beebe would need to be signalized. As conditioned, the Tentative Plat imposes a Trip Cap of 96 P.M. Peak Hour Trips, equivalent to the P.M. Peak Hour Trips generated by Phase I (Exhibit 4), to assure timely installation of the signal at Beebe/Hamrick. Upon installation of the signal, the trip cap will be removed.

Conclusion 17.05.900(A)(1): Consistent.

2. If the application does not include residential development, a TIA shall be required when a land use application involves one or more of the following actions:

- a. A change in zoning or a plan amendment designation;
- b. Any proposed development or land use action that a road authority, including the city, Jackson County or ODOT, states may have operational or safety concerns along its facility(ies);
- c. An increase in site traffic volume generation by two hundred fifty average daily trips (ADT) or more;
- d. An increase in peak hour volume of a particular movement to and from the state highway by twenty percent or more;
- e. An increase in use of adjacent streets by vehicles exceeding twenty thousand pounds gross vehicle weight by ten vehicles or more per day;
- f. The location of the access driveway does not meet minimum sight distance requirements, as determined by the city engineer, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate on the state highway, creating a safety hazard in the discretion of the community development director; or
- g. A change in internal traffic patterns that, in the discretion of the community development director, may cause safety problems, such as backup onto a street or greater potential for traffic accidents.

Finding 17.05.900(A)(2): The proposal is for a tentative plan to create three (3) parcels for a residential development.

Conclusion 17.05.900(A)(2): *Not applicable.*

B. Traffic Impact Analysis Preparation. A traffic impact analysis shall be prepared by a traffic engineer or civil engineer licensed to practice in the state of Oregon with special training and experience in traffic engineering. The TIA shall be prepared in accordance with the public works department's document entitled "Traffic Impact Analysis." If the road authority is the Oregon Department of Transportation (ODOT), consult ODOT's regional development review planner and OAR [734-051-180](#).

Finding 17.05.900(B): *The applicant's TIA was prepared by Kimberly Parducci, an Oregon registered Professional Engineer, with Southern Oregon Transportation Engineering, Inc. The TIA was coordinated with the Public Works Department and prepared in accordance with the Traffic Impact Analysis requirements set forth in Section 320.10.02 through 320.10.04 of the Public Works Standard Specifications.*

Conclusion 17.05.900(B): *Consistent.*

PART 4 TOD DISTRICT ZONING STANDARDS

CPMC 17.67.040, Circulation and Access Standards

A. Public Street Standards.

1. Except for specific transportation facilities identified in a TOD district or corridor master plan, the street dimensional standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction shall apply for all development located within the TOD district and for development within the TOD corridor which is approved according to the provisions in Section [17.65.020](#) and Chapter [17.66](#).

Finding 17.67.040(A)(1): *Proposed retrofits to existing streets and new streets are designed per the street standards set forth per the Public Works Standard Specifications per Table 1 (See Finding 16.20.010).*

Conclusion 17.67.040(A)(1): *Consistent.*

2. Block perimeters shall not exceed two thousand feet measured along the public street right-of-way.

Finding 17.67.040(A)(2): *See Finding 16.24.010.*

Conclusion 17.67.040(A)(2): *Consistent.*

3. Block lengths for public streets shall not exceed six hundred feet between through streets, measured along street right-of-way.

Finding 17.67.040(A)(3): *See Finding 17.67.040(A)(4).*

Conclusion 17.67.040(A)(3): *Consistent.*

4. Public alleys or major off-street bike/pedestrian pathways, designed as provided in this chapter, may be used to meet the block length or perimeter standards of this section.

Finding 17.67.040(A)(4): *The maximum block length is 669.2 feet, which is along the north boundary of proposed Parcel 1. Per the approved Master Plan (File No. 14004), Parcel 1 can comply with the block length standard set forth in CPMC 17.67.040(A)(3) due to the combined use of pedestrian accessways and an internal private street network.*

Conclusion 17.67.040(A)(4): *Consistent.*

5. The standards for block perimeters and lengths shall be modified to the minimum extent necessary based on findings that strict compliance with the standards is not reasonably practicable or appropriate due to:

- a. Topographic constraints;
- b. Existing development patterns on abutting property which preclude the logical connection of streets or accessways;
- c. Railroads;
- d. Traffic safety concerns;
- e. Functional and operational needs to create a large building; or
- f. Protection of significant natural resources.

Finding 17.67.040(A)(5): *Modification of the block lengths is not necessary per Finding 17.67.040(A)(4).*

Conclusion 17.67.040(A)(5): *Not applicable.*

6. All utility lines shall be underground but utility vault access lids may be located in the sidewalk area.

Finding 17.67.040(A)(6): *The Applicant's findings state that that all utilities are proposed to be underground.*

Conclusion 17.67.040(A)(6): *Consistent.*

7. Connections shall be provided between new streets in a TOD district or corridor and existing local and minor collector streets.

Finding 17.67.040(A)(7): *The proposed street network connects with the existing right-of-way for Beebe and Gebhard Road by way of White Hawk Way and Beebe Park Drive, respectively.*

Conclusion 17.67.040(A)(7): *Consistent.*

8. Pedestrian/Bike Accessways Within Public Street Right-of-Way.

- a. Except for specific accessway facilities identified in a TOD district or corridor master plan, the following accessway dimensional standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works

Construction, Section 300, Street Construction shall apply for any development located within the TOD district and for development within the TOD corridor which is approved according to the provisions in Section [17.65.020](#) and Chapter [17.66](#).

Finding 17.67.040(A)(8)(a): *Proposed pedestrian accessways are identified in the Master Plan and designed in accordance with Section 300 Street Design Standards of the Public Works Standard Specifications.*

Conclusion 17.67.040(A)(8)(a): *Consistent.*

- b. In transit station areas, one or more pedestrian-scaled amenities shall be required with every one hundred square feet of the sidewalk area, including but not limited to:
 - i. Street furniture;
 - ii. Plantings;
 - iii. Distinctive paving;
 - iv. Drinking fountains; and
 - v. Sculpture.
- c. Sidewalks adjacent to undeveloped parcels may be temporary.
- d. Public street, driveway, loading area, and surface parking lot crossings shall be clearly marked with textured accent paving or painted stripes.
- e. The different zones of a sidewalk should be articulated using special paving or concrete scoring.

Finding 17.67.040(A)(8)(b): *The proposal does not include any transit stations.*

Conclusion 17.67.040(A)(8)(b): *Not applicable.*

9. Public Off-Street Accessways.

- a. Pedestrian accessways and greenways should be provided as needed to supplement pedestrian routes along public streets.

Finding 17.67.040(A)(9)(a): *The proposal includes a combination of minor and major pedestrian accessways per the White Hawk Master Plan (File No. 14004).*

Conclusion 17.67.040(A)(9)(a): *Consistent.*

- b. Off-street pedestrian accessways shall incorporate all of the following design criteria:
 - i. The applicable standards in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction;
 - ii. Minimum ten-foot vertical clearance;

- iii. Minimum twenty-foot horizontal barrier clearance for pathway;
- iv. Asphalt, concrete, gravel, or wood chip surface as approved by the city, with a compacted subgrade;
- v. Nonskid boardwalks if wetland construction is necessary; and
- vi. Minimum one hundred square feet of trailhead area at intersections with other pedestrian improvements. A trail map sign shall be provided at this location.

Finding 17.67.040(A)(9)(b): *The proposed major pedestrian accessway identified in the Master Plan (File No. 14004) to meet the block perimeter requirement of 17.67.040(A)(3) is located at the south west property corner. There is sufficient room to accommodate the required design elements at the time of site plan and architectural review.*

Conclusion 17.67.040(A)(9)(b): *Consistent.*

- c. Minor off-street trails shall be a minimum of five feet wide, have a minimum vertical clearance of eight feet, a minimum two-foot horizontal clearance from edge of pathway and be constructed of gravel or wood chips, with a compacted subgrade.

Finding 17.67.040(A)(9)(c): *The tentative plan does not include minor pedestrian accessways. These will be addressed at the time of site plan and architectural review per the approved Master Plan (File No. 14004).*

Conclusion 17.67.040(A)(9)(c): *Not applicable.*

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.

Finding 17.67.040(B)(1): *The tentative plat does not include parking lot driveways. These will be addressed as part of the site plan and architectural review per the approved Master Plan.*

Conclusion 17.67.040(B)(1): *Not applicable.*

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

Finding 17.67.040(B)(2): *See Finding 17.67.040(B)(1).*

Conclusion: 17.67.040(B)(2): *Not applicable.*

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

Finding 17.67.040(B)(3): See Finding 17.67.040(B)(1).

Conclusion: 17.67.040(B)(3): Not applicable.

4. Large driveways should use distinctive paving patterns.

Finding 17.67.040(B)(4): See Finding 17.67.040(B)(1).

Conclusion: 17.67.040(B)(4): Not applicable.

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;

Finding 17.67.040(C)(5): The tentative plan does not provide for on-site pedestrian and bicycle circulation outside of the public right-of-way. These are addressed in the approved Master Plan (File No. 14004).

Conclusion 17.67.040(C)(5): Not applicable.

2. Providing an attractive, convenient pedestrian accessway to building entrances;

Finding 17.67.040(C)(5): The tentative plan is to create three (3) parcels. Site development is not being considered at this time.

Conclusion 17.67.040(C)(5): Not applicable.

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;

Finding 17.67.040(C)(5): Street design is per the Public Works Standard Specifications. There are no fragmented pathway systems or wide street crossings proposed as part of the tentative plan.

Conclusion 17.67.040(C)(5): Not applicable.

4. Integrating signage and lighting system which offers interest and safety for pedestrians;

Finding 17.67.040(C)(5): Per the applicant's findings, lighting will be integrated throughout the public right-of-way throughout the tentative plan area, including pedestrian scale lighting that does not exceed 20-feet in height.

Conclusion 17.67.040(C)(5): Consistent.

5. Connecting parking areas and destinations with pedestrian paths identified through use of distinctive paving materials, pavement stripings, grade separations, or landscaping.

***Finding 17.67.040(C)(5):** Site development outside of the proposed public right-of-way is not being considered as part of the tentative plat application.*

***Conclusion 17.67.040(C)(5):** Not applicable.*

PART 4 WHITE HAWK MASTER PLAN

The White Hawk Master Plan provides the framework for site development and includes a network of public streets internal to the site (See File No. 14004).

***Finding:** The tentative plat application would result in creation of three (3) parcels consistent with the Master Plan site plan (Exhibit 4).*

***Conclusion:** Consistent.*

PART 5 SUMMARY CONCLUSION

The proposed tentative plat application has been reviewed against all applicable review criteria set forth in CPMC 17.66 of the Central Point Municipal Code and found to comply as conditioned.

3. Based on the applicant's TIA a trip cap of 96 P.M. Peak Hour trips is hereby imposed. Upon installation of signal improvements at the Beebe/Hamrick intersection the trip cap shall be removed and development of the remaining Phases 2 and 3 allowed subject to all conditions of approval and other applicable laws and regulations.
4. Prior to final plat approval, the applicant shall comply with all public agency conditions of approval including the following:
 - a. Provide a recorded Noise Easement for the Airport;
 - b. Comply with conditions of approval provided by Jackson County Roads in a letter dated June 1, 2015 (Attachment "D").
 - c. Coordinate with Fire District #3 to plan the location of and install fire hydrants and mark fire lanes in accordance with Fire District #3 comments received on September 4, 2015 (Attachment "E").

ATTACHMENTS:

Attachment "A-1" – Cover Sheet

Attachment "A-2" – Existing Conditions

Attachment "A-3" – Tentative Plat

Attachment "B" – Applicant's Findings

Attachment "C" – APEX Report

Attachment "D" – Public Works Staff Report

Attachment "E" – Jackson County Roads Letter dated June 1, 2015

Attachment "F" – Fire District #3 Letter dated September 4, 2015

Attachment "G" – Planning Department Supplemental Findings

Attachment "H" – Resolution No. 826

ACTION:

Consideration of a tentative plat application to create three (3) lots in the ETOD per the Revised Staff Report dated October 6, 2015.

RECOMMENDATION:

Approve Resolution No. 826, granting approval of the tentative plat per the Revised Staff Report dated October 6, 2015.

PLANNING COMMISSION RESOLUTION NO. 826

A RESOLUTION OF THE PLANNING COMMISSION APPROVING A THREE LOT TENTATIVE PLAN TO BE KNOWN AS WHITE HAWK.

(File No: 14016)

WHEREAS, the applicant has submitted a tentative plan application to create a three (3) lot partition of a 18.77 acre property identified on the Jackson County Assessor's map as 37S 2W 02, Tax Lot 2700 in Central Point, Oregon; and

WHEREAS, the project site is located in the TOD-LMR, Low Mix Residential and TOD-MMR, Medium Mix Residential zoning districts; and

WHEREAS, on October 6, 2015, the City of Central Point Planning Commission conducted its third duly-noticed public hearing on the application, at which time it reviewed the Staff Report and heard testimony and comments on the application; and

WHEREAS, the Planning Commission's consideration of the application is based on the standards and criteria applicable to land divisions within the TOD districts in accordance with Section 17.66.050(C) of the Central Point Municipal Code, including Title 16—Subdivisions, an approved TOD Master Plan (File No. 14004), and Section 17.67 Design Standards; and

WHEREAS, after duly considering the proposed tentative plan, it is the Planning commission's determination that subject to compliance with conditions of approval as set forth in the Revised Staff Report (Exhibit "A") dated October 6, 2015, the application does comply with applicable standards and criteria for approval of a master plan; and

WHEREAS, the Planning Commission by a duly seconded motion granted tentative plat approval subject to conditions in the Revised Staff Report dated October 6, 2015; and

WHEREAS, Planning Commission directed staff to prepare Findings of Fact and Conclusions of Law (Exhibit "B") in support of the decisions made at the October 6, 2015 meeting for review at the November 3, 2015, Planning Commission meeting.

NOW, THEREFORE, BE IT RESOLVED that the City of Central Point Planning Commission by Resolution No. 826 hereby approves the White Hawk Tentative Partition Plan, based on the findings and conditions of approval as set forth in Exhibit "A," the Planning Department Revised Staff Report dated October 6, 2015 and Exhibit "B, the Findings of Fact and Conclusions of Law," including attachments incorporated herein by reference.

PASSED by the Planning Commission and signed by me in authentication of its passage this 3rd day of November 2015.

 Planning Commission Chair

ATTEST:

 City Representative



STAFF REPORT

STAFF REPORT
November 6, 2015

AGENDA ITEM: File No. 15029

Introduction and Discussion of Amendments to the 2008 Population Element; **Applicant:** City of Central Point.

STAFF SOURCE:

Don Burt, Planning Manager

BACKGROUND:

Population forecasts are a necessary comprehensive planning tool, they serve as the basis for identifying long-term land and infrastructure needs. Their availability and accuracy are important

Prior to July 1, 2013 Oregon law required each county to adopt a "coordinated population forecast" for the urban and rural areas in that county. As part of the Regional Planning Process, Jackson County updated their Population Element in 2007. In 2008 the City of Central Point updated its Population Element using the County's forecast as required by law. On July 1, 2013 HB 2253 was signed into law and became immediately effective. HB 2253 re-assigns the responsibility for the preparation of population forecasts from all counties to the *Population Forecasting Center* at Portland State University (PSU). Population forecasts will now be updated under a continuing four-year cycle. For Jackson County that cycle was completed in 2015 and is referred to as the *Coordinated Population Forecast 2015 through 2065, Jackson County (PSU Forecast)*. The forecast produced by PSU estimates 50-year

population growth, but also provides shorter-term incremental forecasts (for example, 1-, 10- and 20-year forecasts).

Year	City of Central Point Regional Plan	PSU City	City Gain/(Loss)
2010	17,736	17,169	(567)
2011	18,050	17,235	(815)
2012	18,411	17,275	(1,136)
2013	18,778	17,315	(1,463)
2014	19,152	17,375	(1,777)
2015	19,541	18,329	(1,212)
2020	21,491	19,332	(2,159)
2025	23,483	20,484	(2,999)
2030	25,880	21,638	(4,242)
2035	28,469	22,680	(5,789)
2040	31,237	23,706	(7,531)
2050	34,155	25,416	(8,739)
2060	39,151	26,836	(12,315)

As a pre-requisite to updating the City's Housing Element it is necessary for the City to amend its 2008 Population Element to be consistent with PSU Forecast. The most significant change is the difference between the 2008 population forecast (higher) and the PSU Forecast (lower). The table identifies the broadening differences between each forecast from 2010 to 2060.

For all forecast years the PSU Forecast requires less residential land than the 2008 forecast. In all other respects (average household size, age cohorts, etc.) the two population forecasts are consistent.

Source: Jackson County Comprehensive Plan, 2007 Population Element
Greater Bear Creek Valley Regional Plan, 2010
PSU Proposed Population Forecast, 2015

ISSUES:

It needs to be noted that the PSU Forecast requires less residential land than previously planned. It should also be noted that the PSU Forecast will be updated by PSU every four (4) years.

EXHIBITS/ATTACHMENTS:

Attachment "A – PSU Forecast"

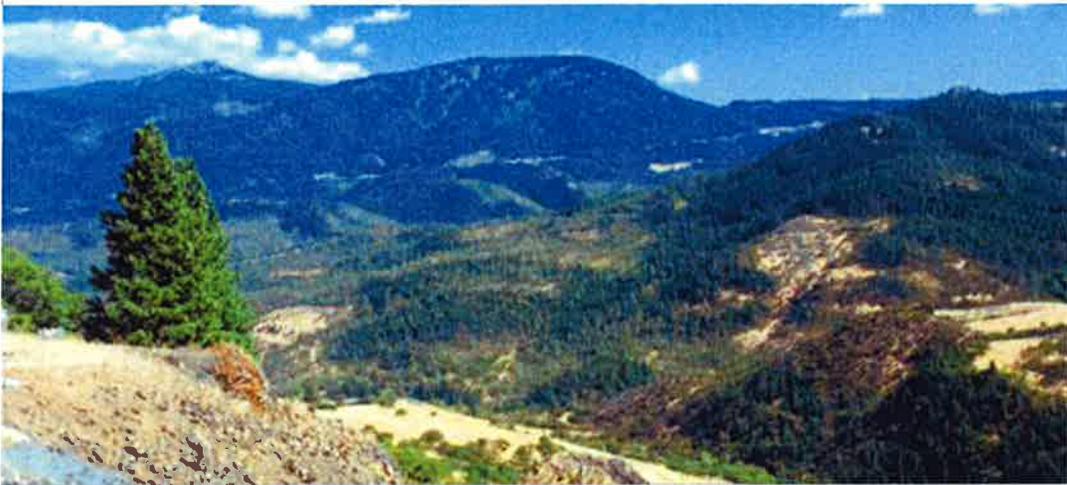
ACTION:

Information and Discussion Only

RECOMMENDATION:

Information and Discussion Only

Coordinated Population Forecast



2015

Through

2065

Jackson County

Urban Growth
Boundaries (UGB)
& Area Outside UGBs



Population Research Center
PORTLAND STATE UNIVERSITY

**Coordinated Population Forecast for Jackson County,
its Urban Growth Boundaries (UGB), and
Area Outside UGBs
2015-2065**

**Prepared by
Population Research Center
College of Urban and Public Affairs
Portland State University**

June, 2015

This project is funded by the State of Oregon through the Department of Land Conservation and Development (DLCD). The contents of this document do not necessarily reflect the views or policies of the State of Oregon.

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The Population Research Center and project staff wish to acknowledge and express gratitude for support from the Forecast Advisory Committee (DLCD), the hard work of our staff Deborah Loftus and Emily Renfrow, data reviewers, and many people who contributed to the development of these forecasts by answering questions, lending insight, providing data, or giving feedback.

How to Read this Report

This report should be read with reference to the documents listed below—downloadable on the Forecast Program website (<http://www.pdx.edu/prc/opfp>).

Specifically, the reader should refer to the following documents:

- *Methods and Data for Developing Coordinated Population Forecasts*—Provides a detailed description and discussion of the forecast methods employed. This document also describes the assumptions that feed into these methods and determine the forecast output.
- *Forecast Tables*—Provides complete tables of population forecast numbers by county and all sub-areas within each county for each five-year interval of the forecast period (i.e., 2015-2065). These tables are also located in [Appendix C](#) of this report.

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Executive Summary

Historical

Different growth patterns occur in different parts of the county and these local trends within the UGBs and the area outside UGBs collectively influence population growth rates for the county as a whole.

Jackson County's total population has grown steadily since 2000, with an average annual growth rate of above one percent between 2000 and 2010 (Figure 1); however some of its sub-areas experienced more rapid population growth during the 2000s. Eagle Point and Central Point UGBs posted the highest average annual growth rates at 5.6 and 2.9 percent, respectively, during the 2000 to 2010 period.

Jackson County's positive population growth in the 2000s was the result of substantial net in-migration and natural increase. Meanwhile an aging population not only led to an increase in deaths, but also resulted in a smaller proportion of women in their childbearing years. This along with more women choosing to have fewer children and have them at older ages has led to slower growth in births. The more rapid growth in deaths relative to that of births caused natural increase—the difference between births and deaths—to decline to almost nothing by 2014. While net in-migration outweighed declining natural increase during the early and middle years of the last decade, the gap between these two numbers shrank during the later years—slowing population growth by 2010. Since 2010 net in-migration has driven rising population growth rates, while natural increase continues to shrink.

Forecast

Total population in Jackson County as a whole as well as within its sub-areas will likely grow at a slightly faster pace in the first 20 years of the forecast period (2015 to 2035), relative to the last 30 years (Figure 1). The tapering of growth rates is largely driven by an aging population—a demographic trend which is expected to lead to natural decrease (more deaths than births). As natural decrease occurs, population growth will become increasingly reliant on net in-migration.

Even so, Jackson County's total population is forecast to increase by nearly 44,600 over the next 20 years (2015-2035) and by nearly 95,600 over the entire 50-year forecast period (2015-2065). Sub-areas that showed strong population growth in the 2000s are expected to experience similar rates of population growth during the forecast period.

Figure 1. Jackson County and Sub-Areas—Historical and Forecast Populations, and Average Annual Growth Rates (AAGR)

	Historical			Forecast				
	2000	2010	AAGR (2000-2010)	2015	2035	2065	AAGR (2015-2035)	AAGR (2035-2065)
Jackson County	181,269	203,206	1.1%	211,275	255,840	306,858	1.0%	0.6%
Ashland ¹	20,023	20,626	0.3%	20,905	23,183	24,138	0.5%	0.1%
Butte Falls	440	423	-0.4%	421	437	447	0.2%	0.1%
Central Point	13,310	17,736	2.9%	18,329	22,680	27,485	1.1%	0.6%
Eagle Point	4,952	8,508	5.6%	9,657	14,839	18,669	2.2%	0.8%
Gold Hill	1,181	1,228	0.4%	1,267	1,496	2,018	0.8%	1.0%
Jacksonville	2,256	2,785	2.1%	2,927	4,316	6,687	2.0%	1.5%
Medford	67,865	76,581	1.2%	80,024	99,835	124,582	1.1%	0.7%
Phoenix	4,379	4,774	0.9%	4,955	6,883	9,775	1.7%	1.2%
Rogue River	2,544	2,714	0.6%	2,838	3,705	5,545	1.3%	1.4%
Shady Cove	2,528	3,050	1.9%	3,168	4,343	6,105	1.6%	1.1%
Talent	5,683	6,123	0.7%	6,411	9,020	14,290	1.7%	1.5%
Outside UGBs	56,108	58,658	0.4%	60,373	65,104	67,119	0.4%	0.1%

Sources: U.S. Census Bureau, 2000 and 2010 Censuses; Forecast by Population Research Center (PRC).

¹ For simplicity each UGB is referred to by its primary city's name.

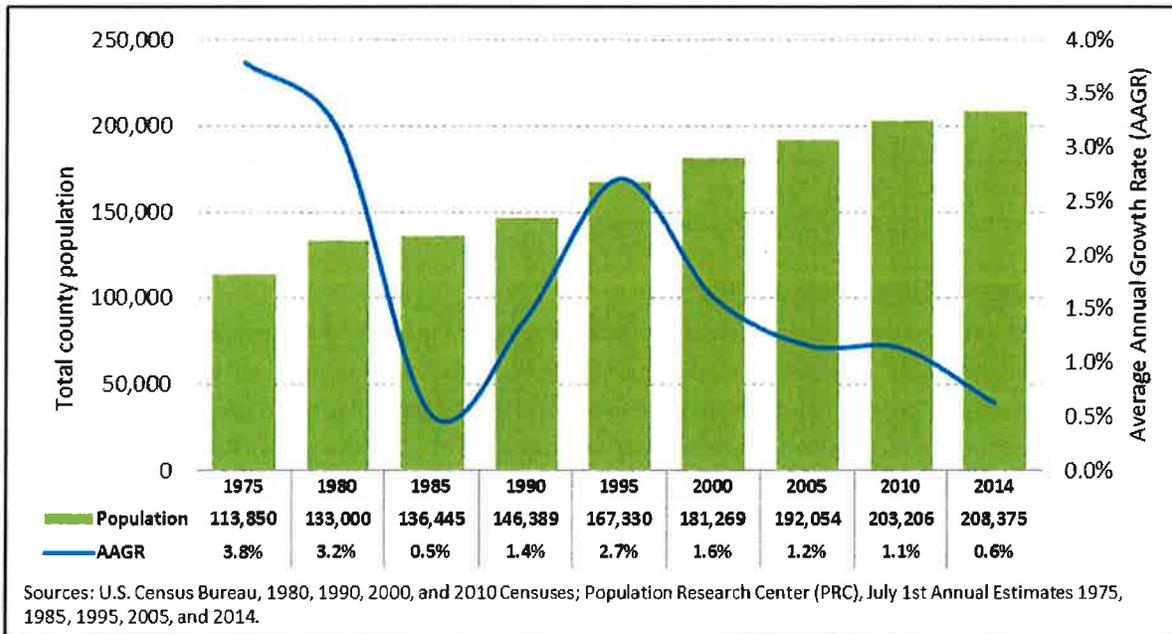
Historical Trends

Different growth patterns occur in different parts of the county. Each of Jackson County’s sub-areas was examined for any significant demographic characteristics or changes in population or housing growth that might influence their individual forecasts. Factors that were analyzed include age composition of the population, ethnicity and race, births, deaths, migration, and number of *housing units* as well as the *occupancy rate* and *persons per household (PPH)*. It should be noted that population trends of individual sub-areas often differ from those of the county as a whole. However, in general, population growth rates for the county are collectively influenced by local trends within its sub-areas.

Population

Jackson County’s total population grew by about 83 percent between 1975 and 2014—from roughly 114,000 in 1975 to more than 208,000 in 2014 (Figure 2). During this approximately 40-year period, the county realized the highest growth rates during the 1970s, which coincided with a period of relative economic prosperity. During the early 1980s, challenging economic conditions, both nationally and within the county, yielded a sharp decline in population growth. Since 1985, the county has experienced steady population growth averaging just over one percent per year. During the 2000s, population growth remained positive and averaged more than one percent per year, in spite of the Great Recession.

Figure 2. Jackson County—Total Population by Five-year Intervals (1975-2010 and 2010-2014)



Jackson County’s population change is the sum of its parts, in the sense that countywide population change is the combined population growth or decline within each UGB and the area outside UGBs. During the 2000s, Jackson County’s average annual population growth rate stood at 1.1 percent, but the growth rate varied to a large degree in sub-areas across the county. Some UGBs, such as Central Point, Eagle Point, Jacksonville, and Shady Cove, realized average annual growth rates that were well above

the countywide rate of one percent (Figure 3). At the same time the remaining UGBs recorded growth rates near or below one percent, or even population decline as was the case for Butte Falls. Most UGBs increased as a share of total county population, but some decreased. The most notable decrease was Ashland. The area outside UGBs experienced an average annual growth rate below that of the county as a whole and declined as a share of total county population between 2000 and 2010.

Figure 3. Jackson County and Sub-Areas—Total Population and Average Annual Growth Rate (AAGR) (2000 to 2010)

	2000	2010	AAGR (2000-2010)	Share of County 2000	Share of County 2010
<i>Jackson County</i>	181,269	203,206	1.1%	100.0%	100.0%
Ashland ¹	20,023	20,626	0.3%	11.0%	10.2%
Butte Falls	440	423	-0.4%	0.2%	0.2%
Central Point	13,310	17,736	2.9%	7.3%	8.7%
Eagle Point	4,952	8,508	5.6%	2.7%	4.2%
Gold Hill	1,181	1,228	0.4%	0.7%	0.6%
Jacksonville	2,256	2,785	2.1%	1.2%	1.4%
Medford	67,865	76,581	1.2%	37.4%	37.7%
Phoenix	4,379	4,774	0.9%	2.4%	2.3%
Rogue River	2,544	2,714	0.6%	1.4%	1.3%
Shady Cove	2,528	3,050	1.9%	1.4%	1.5%
Talent	5,683	6,123	0.7%	3.1%	3.0%
Outside UGBs	56,108	58,658	0.4%	31.0%	28.9%

Sources: U.S. Census Bureau, 2000 and 2010 Censuses

¹ For simplicity each UGB is referred to by its primary city's name.

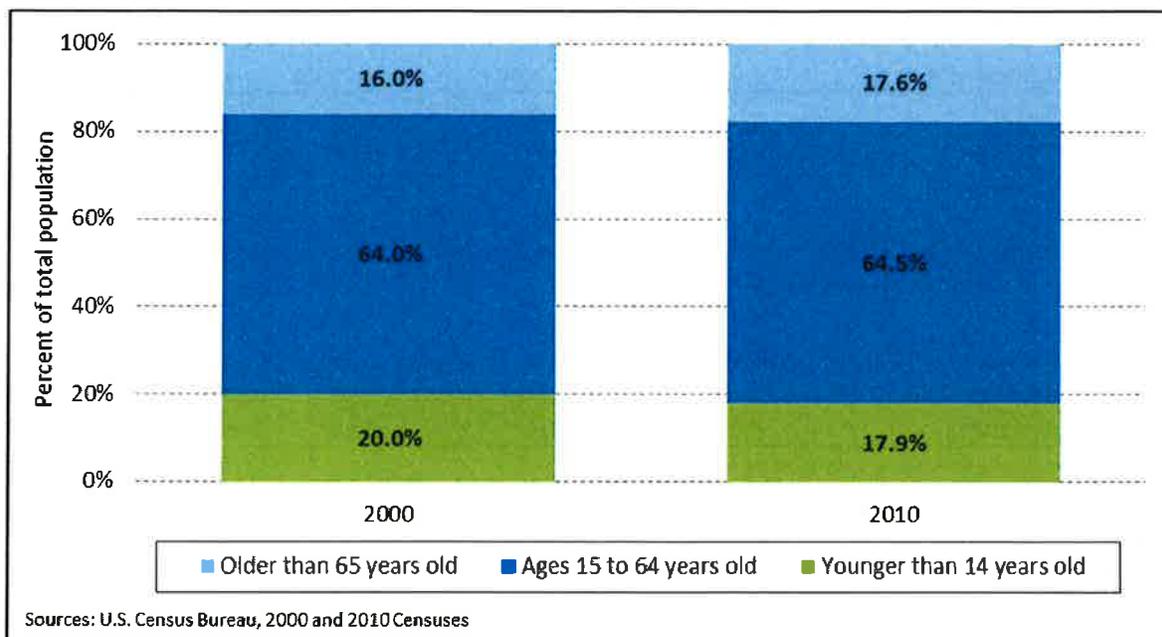
Age Structure of the Population

Similar to most areas across Oregon, Jackson County's population is aging. An aging population significantly influences the number of deaths, but also yields a smaller proportion of women in their childbearing years, which may result in a decline in births. This demographic trend underlies some of the population change that has occurred in recent years. From 2000 to 2010 the proportion of county population 65 or older grew from about 16 percent to approximately 18 percent (Figure 4).¹ Further underscoring the countywide trend in aging, the median age went from about 39 in 2000 to 42 in 2010.²

¹ The population over the age of 65 calculated as a proportion of the working age population is known as the elderly dependency ratio. In general this dependency ratio has been growing more rapidly in recent years.

² Median age is sourced from the U.S. Census Bureau's 2000 and 2010 Censuses

Figure 4. Jackson County—Age Structure of the Population (2000 and 2010)



Race and Ethnicity

While the statewide population is aging, another demographic shift is occurring across Oregon—minority populations are growing as a share of total population. A growing minority population affects both the number of births and average household size. The Hispanic population within Curry County increased substantially from 2000 to 2010 (Figure 5), while the White, non-Hispanic population increased by a smaller amount (in relative terms) over the same time period. This increase in the Hispanic population and other minority populations brings with it several implications for future population change. First, both nationally and at the state level, fertility rates among Hispanic and minority women have tended to be higher than among White, non-Hispanic women. Second, Hispanic and minority households tend to be larger relative to White, non-Hispanic households.

Figure 5. Jackson County—Hispanic or Latino and Race (2000 and 2010)

Hispanic or Latino and Race	2000		2010		Absolute Change	Relative Change
<i>Total population</i>	181,269	100.0%	203,206	100.0%	21,937	12.1%
Hispanic or Latino	12,126	6.7%	21,745	10.7%	9,619	79.3%
Not Hispanic or Latino	169,143	93.3%	181,461	89.3%	12,318	7.3%
White alone	160,795	88.7%	170,023	83.7%	9,228	5.7%
Black or African American alone	674	0.4%	1,227	0.6%	553	82.0%
American Indian and Alaska Native alone	1,782	1.0%	1,874	0.9%	92	5.2%
Asian alone	1,583	0.9%	2,304	1.1%	721	45.5%
Native Hawaiian and Other Pacific Islander alone	291	0.2%	562	0.3%	271	93.1%
Some Other Race alone	198	0.1%	229	0.1%	31	15.7%
Two or More Races	3,820	2.1%	5,242	2.6%	1,422	37.2%

Sources: U.S. Census Bureau, 2000 and 2010 Censuses

Births

Historical fertility rates for Jackson County don't mirror the decline in total fertility observed for Oregon overall (Figure 6). Furthermore fertility for younger women in Jackson County has remained at a much higher level than for younger women statewide (Figure 7 and Figure 8). As Figure 7 demonstrates, fertility rates for younger women in Jackson County are lower in 2000 compared to 2010, and women are choosing to have children at older ages. While the decrease in fertility among younger women largely mirrors statewide changes, county fertility changes are distinct from those of the state in two ways. First, while fertility among younger women did decrease within the county, the drop was less pronounced than for younger women statewide. Second, the increase in total fertility in Jackson County during the 2000s runs contrary to the statewide decline during this same period. At the same time Jackson County's total fertility remains below *replacement fertility*.

Figure 6. Jackson County and Oregon—Total Fertility Rates (2000 and 2010)

	2000	2010
Jackson County	1.87	1.97
Oregon	1.98	1.79

Sources: U.S. Census Bureau, 2000 and 2010 Censuses. Oregon Health Authority, Center for Health Statistics. Calculations by Population Research

Figure 7. Jackson County—Age Specific Fertility Rate (2000 and 2010)

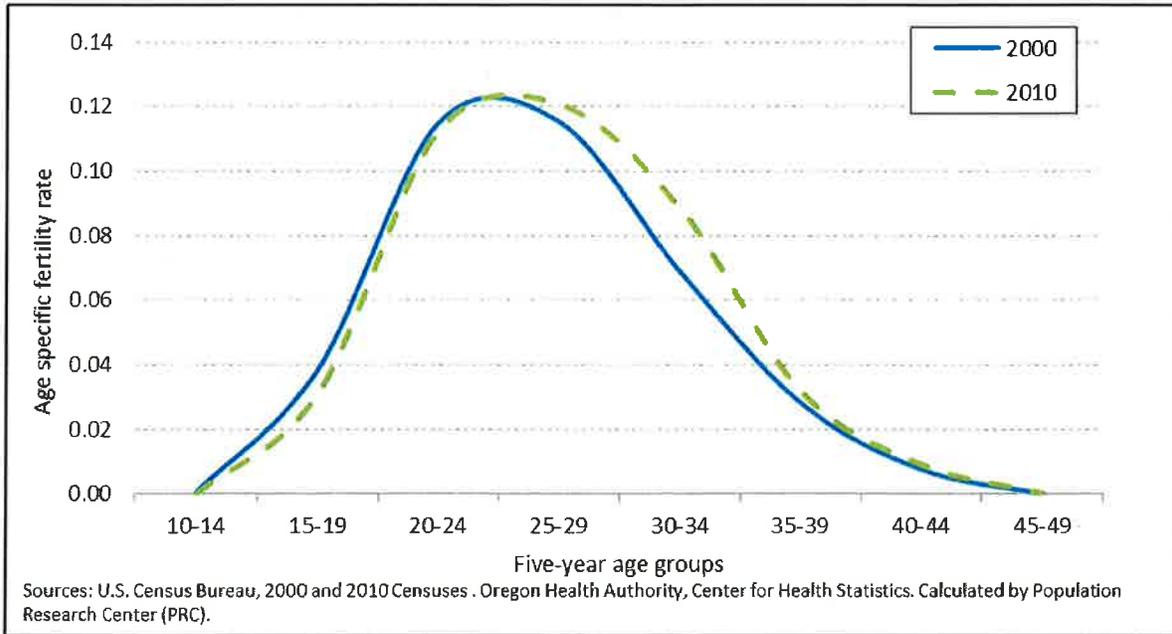


Figure 8. Jackson County and Oregon—Age Specific Fertility Rate (2000 and 2010)

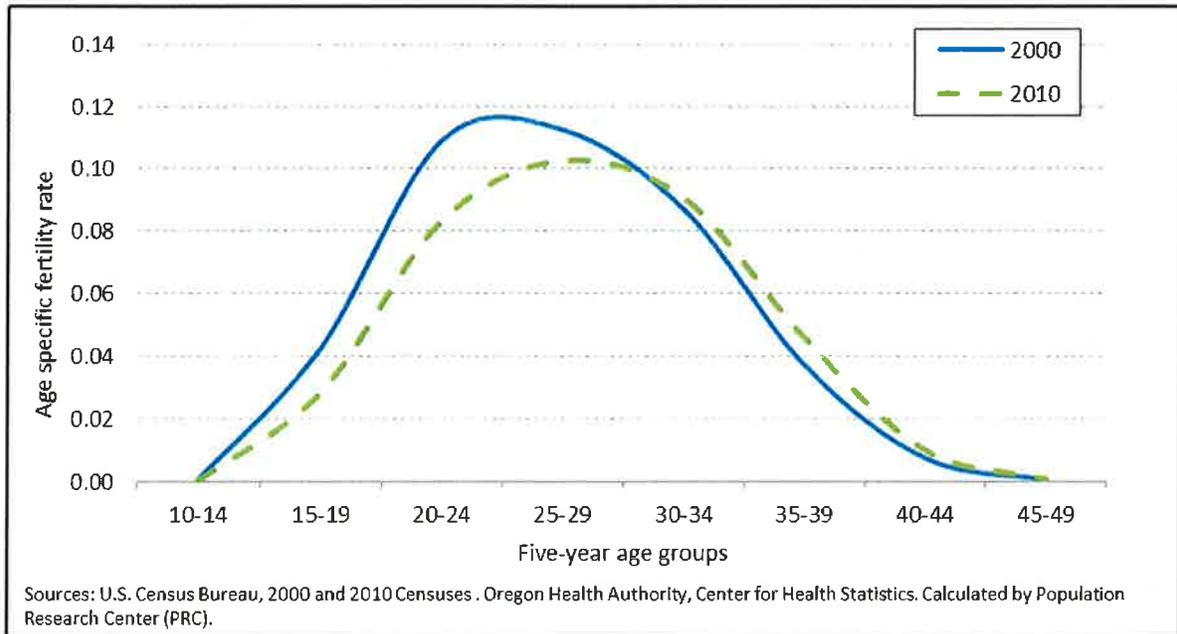


Figure 9 shows the number of births by the area in which the mother resides. Please note that the number of births fluctuates from year to year. For example a sub-area with an increase in births

between two years could easily show a decrease for a different time period; however for the 10-year period from 2000 to 2010 the county as a whole saw an increase in births (Figure 9).

Figure 9. Jackson County and Sub-Areas—Total Births (2000 and 2010)

	2000	2010	Absolute Change	Relative Change	Share of County 2000	Share of County 2010
<i>Jackson County</i>	2,050	2,341	291	14.2%	100.0%	100.0%
Ashland ¹	162	123	-39	-24.0%	7.9%	5.3%
Central Point	180	270	90	50.1%	8.8%	11.5%
Eagle Point	93	103	10	10.8%	4.5%	4.4%
Medford	920	1,111	191	20.8%	44.9%	47.5%
Smaller UGBs ²	234	230	-4	-1.7%	11.4%	9.8%
Outside UGBs	462	504	42	9.1%	22.5%	21.5%

Sources: Oregon Health Authority, Center for Health Statistics. Aggregated by Population Research Center (PRC).

¹ For simplicity each UGB is referred to by its primary city's name.

² Smaller UGBs are those with populations less than 8,000 in forecast launch year.

Deaths

While the population in the county as a whole is aging, more people are living longer. For Jackson County in 2000, life expectancy for males was 76 years and for females was 80 years. By 2010, life expectancy had increased to 77 for males and 82 for females. For both Jackson County and Oregon, the survival rates changed little between 2000 and 2010—underscoring the fact that mortality is the most stable component of population change. Even so, the total number of countywide deaths increased (Figure 10).

Figure 10. Jackson County and Sub-Areas—Total Deaths (2000 and 2010)

	2000	2010	Absolute Change	Relative Change	Share of County 2000	Share of County 2010
<i>Jackson County</i>	1,877	2,172	295	15.7%	100.0%	100.0%
Ashland ¹	164	190	26	15.8%	8.7%	8.8%
Central Point	114	135	21	18.4%	6.1%	6.2%
Medford	796	904	108	13.6%	42.4%	41.6%
All other areas ²	803	943	140	17.4%	42.8%	43.4%

Sources: Oregon Health Authority, Center for Health Statistics. Aggregated by Population Research Center (PRC).

¹ For simplicity each UGB is referred to by its primary city's name.

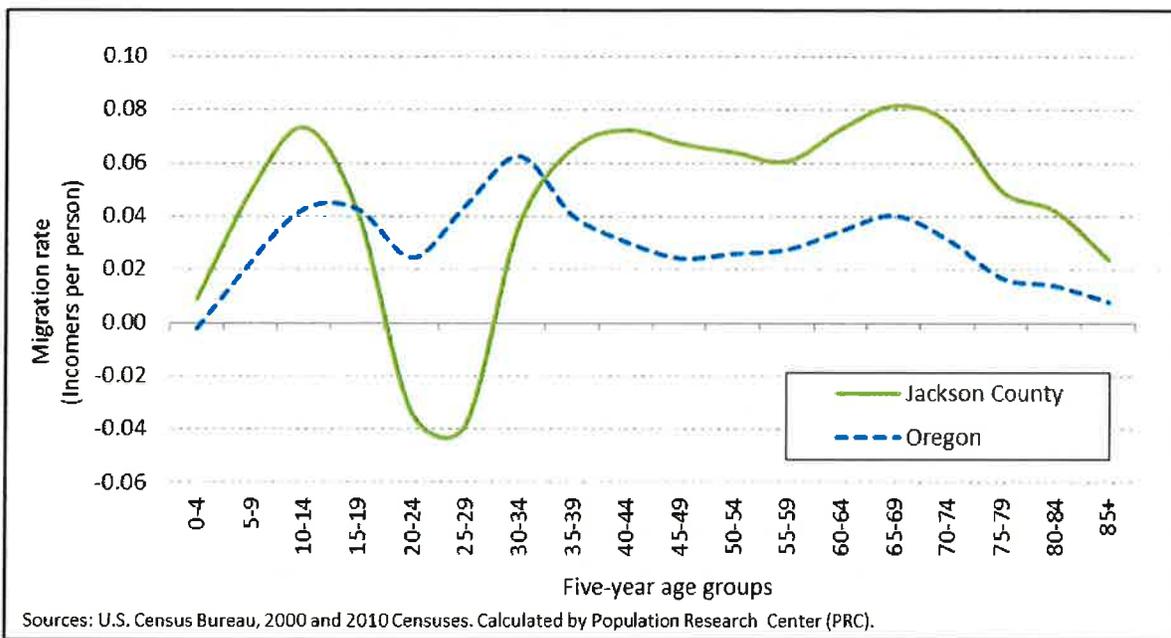
² All other areas includes some larger UGBs (those with populations greater than 8,000), all smaller UGBs (those with populations less than 8,000), and the area outside UGBs. Detailed, point level death data were unavailable for 2000, thus PRC was unable to assign deaths to some UGBs.

Migration

The propensity to migrate is strongly linked to age and stage of life. As such, age-specific migration rates are critically important for assessing these patterns across five-year age cohorts. Figure 11 shows the historical age-specific migration rates by five-year age group, both for Jackson County and Oregon as a whole. The migration rate is shown as the number of net migrants per person by age group.

From 2000 to 2010, younger individuals (ages with the highest mobility levels) moved out of the county in search of employment and education opportunities, as well as military service. At the same time the county attracted a large number of middle-aged to older migrants who likely moved into the county for work-related reasons, to retire, or to be closer family members.

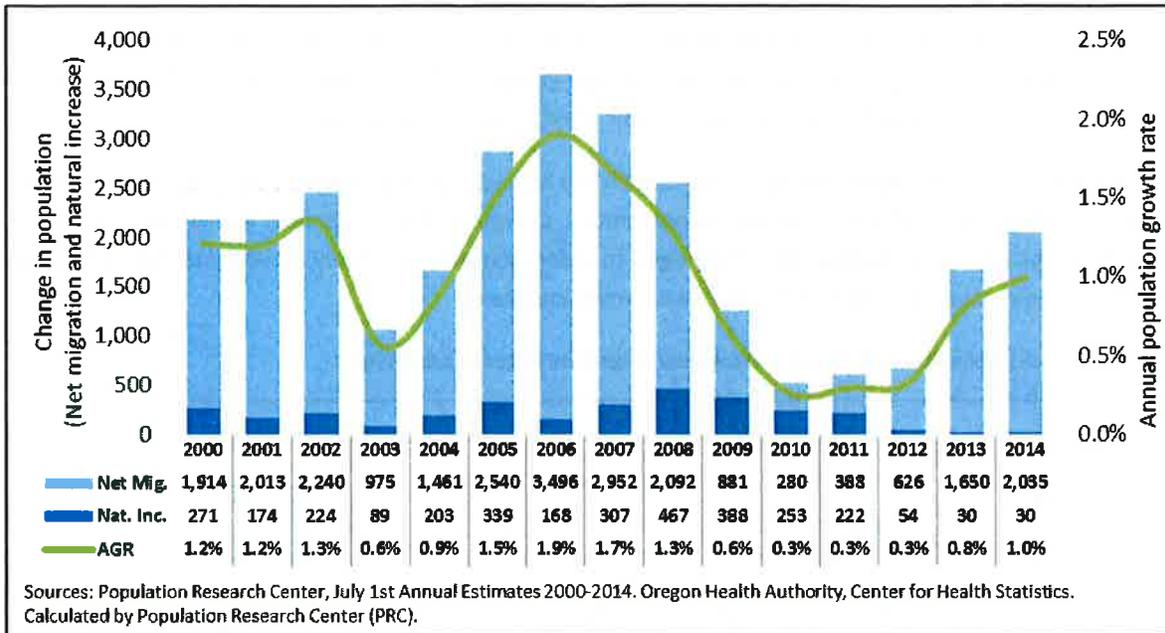
Figure 11. Jackson County and Oregon—Five-year Migration Rates (2000-2010)



Historical Trends in Components of Population Change

In summary, Jackson County's positive population growth in the 2000s was the result of substantial net in-migration and natural increase (Figure 12). Meanwhile an aging population not only led to an increase in deaths, but also resulted in a smaller proportion of women in their childbearing years. This along with more women choosing to have fewer children and have them at older ages has led to slower growth in births. The more rapid growth in deaths relative to that of births caused natural increase—the difference between births and deaths—to decline to almost nothing by 2014. While net in-migration outweighed declining natural increase during the early and middle years of the last decade, the gap between these two numbers shrank during the later years—slowing population growth by 2010. Since 2010 net in-migration has driven rising population growth rates, while natural increase continues to shrink.

Figure 12. Jackson County—Components of Population Change (2000-2014)



Housing and Households

The total number of housing units in Jackson County increased rapidly during the middle years of this last decade (2000 to 2010), but this growth slowed with the onset of the national recession in 2007. Over the entire 2000 to 2010 period, the total number of housing units increased by 20 percent countywide; this equaled more than 15,000 new housing units (Figure 13). Medford captured the largest share of growth in total housing units, with the area outside UGBs, Central Point, Eagle Point, and Ashland also seeing large shares of the countywide housing growth. In terms of relative housing growth Eagle Point grew the most during the 2000s; its total housing units increased nearly 93 percent (1,746 housing units) by 2010.

The rates of increase in the number of total housing units in the county, UGBs, and area outside UGBs are similar to the growth rates of their corresponding populations. The growth rates for housing may slightly differ than the rates for population because the numbers of total housing units are smaller than the numbers of persons, or the UGB has experienced changes in the average number of persons per household or in occupancy rates. However, the pattern of population and housing change in the county is relatively similar.

Figure 13. Jackson County and Sub-Areas—Total Housing Units (2000 and 2010)

	2000	2010	AAGR (2000-2010)	Share of County 2000	Share of County 2010
<i>Jackson County</i>	75,737	90,937	1.8%	100.0%	100.0%
Ashland ¹	9,289	10,735	1.5%	12.3%	11.8%
Butte Falls	170	188	1.0%	0.2%	0.2%
Central Point	5,072	7,202	3.6%	6.7%	7.9%
Eagle Point	1,882	3,628	6.8%	2.5%	4.0%
Gold Hill	523	557	0.6%	0.7%	0.6%
Jacksonville	1,116	1,548	3.3%	1.5%	1.7%
Medford	28,215	33,166	1.6%	37.3%	36.5%
Phoenix	2,017	2,251	1.1%	2.7%	2.5%
Rogue River	1,309	1,462	1.1%	1.7%	1.6%
Shady Cove	1,200	1,533	2.5%	1.6%	1.7%
Talent	2,453	2,853	1.5%	3.2%	3.1%
Outside UGBs	22,491	25,814	1.4%	29.7%	28.4%

Sources: U.S. Census Bureau, 2000 and 2010 Censuses

¹ For simplicity each UGB is referred to by its primary city's name.

Occupancy rates tend to fluctuate more than PPH. This is particularly true in smaller UGB areas where fewer housing units allow for larger changes—in relative terms—in occupancy rates. From 2000 to 2010 the occupancy rate in Jackson County declined slightly; this was most likely due to slack in demand for housing as individuals experienced the effects of the Great Recession. A slight drop in occupancy rates was mostly uniform across all sub-areas.

Average household size, or PPH, in Jackson County was 2.4 in 2010, down from 2.5 in 2000 (Figure 14). Jackson County's PPH in 2010 was slightly lower than for Oregon as a whole, which had a PPH of 2.5. PPH varied across the sub-areas, with all of them falling between 2.0 and 2.6 persons per household. In 2010 Central Point and Eagle Point had the highest PPH of 2.6. Ashland and Jacksonville had the lowest PPH of 2.0.

Figure 14. Jackson County and Sub-Areas—Persons per Household (PPH) and Occupancy Rate

	Persons Per Household (PPH)			Occupancy Rate		
	2000	2010	Change 2000-2010	2000	2010	Change 2000-2010
<i>Jackson County</i>	2.5	2.4	-3.2%	94.4%	91.4%	-3.1%
Ashland ¹	2.2	2.0	-5.4%	94.2%	90.0%	-4.1%
Butte Falls	2.8	2.5	-7.3%	94.1%	88.3%	-5.8%
Central Point	2.7	2.6	-2.8%	96.8%	93.8%	-3.0%
Eagle Point	2.8	2.6	-6.9%	93.5%	89.5%	-4.0%
Gold Hill	2.5	2.4	-4.9%	89.9%	92.3%	2.4%
Jacksonville	2.1	2.0	-5.9%	93.6%	89.0%	-4.7%
Medford	2.5	2.4	-1.4%	95.4%	92.8%	-2.6%
Phoenix	2.3	2.3	-1.2%	94.5%	93.2%	-1.4%
Rogue River	2.1	2.1	-1.2%	92.7%	90.2%	-2.5%
Shady Cove	2.3	2.3	-4.0%	89.8%	88.3%	-1.5%
Talent	2.4	2.3	-4.5%	96.1%	93.4%	-2.7%
Outside UGBs	2.6	2.5	-5.0%	93.3%	89.7%	-3.6%

Sources: U.S. Census Bureau, 2000 and 2010 Censuses. Calculated by Population Research Center (PRC)

¹ *For simplicity each UGB is referred to by its primary city's name.*

Assumptions for Future Population Change

Evaluating past demographic trends provides clues about what the future will look like, and helps determine the most likely scenarios for population change. Past trends also explain the dynamics of population growth specific to local areas. Relating recent and historical population change to events that influence population change serves as a gauge for what might realistically occur in a given area over the long-term.

Assumptions about fertility, mortality, and migration were developed for Jackson County's population forecast as well as the forecasts for larger sub-areas.³ The assumptions are derived from observations based on life course events, as well as trends unique to Jackson County and its larger sub-areas. Population change for smaller sub-areas is determined by the change in the number of total housing units and PPH. Assumptions around housing unit growth as well as occupancy rates are derived from observations of historical building patterns and current plans for future housing development. In addition assumptions for PPH are based on observed historical patterns of household demographics—for example the average age of householder. The forecast period is 2015-2065.

Assumptions for the County and Larger Sub-Areas

During the forecast period, as the population in Jackson County is expected to continue to age, fertility rates will begin to decline in the near term and continue on this path throughout the remainder of the forecast period. Total fertility in Jackson County is forecast to decrease from 1.9 children per woman in 2015 to 1.8 children per woman by 2065. Similar patterns of declining total fertility are expected within the county's larger sub-areas.

Changes in mortality and life expectancy are more stable compared to fertility and migration. One influential factor affecting mortality and life expectancy is advances in medical technology. The county and larger sub-areas are projected to follow the statewide trend of increasing life expectancy throughout the forecast period—progressing from a life expectancy of 79 years in 2010 to 87 in 2060. However in spite of increasing life expectancy and the corresponding increase in survival rates, Jackson County's aging population and large population cohort reaching a later stage of life will increase the overall number of deaths throughout the forecast period. Larger sub-areas within the county will experience a similar increase in deaths as their population ages.

Migration is the most volatile and challenging demographic component to forecast due to the many factors influencing migration patterns. Economic, social and environmental factors—such as employment, educational opportunities, housing availability, family ties, cultural affinity, climate change, and natural amenities—occurring both inside and outside the study area can affect both the direction and the volume of migration. Net migration rates will change in line with historical trends unique to Jackson County. Net out-migration of younger persons and net in-migration of older

³ County sub-areas with populations greater than 8,000 in forecast launch year were forecast using the [cohort-component method](#). County sub-areas with populations less than 8,000 in forecast launch year were forecast using the [housing-unit method](#). See Glossary of Key Terms at the end of this report for a brief description of these methods or refer to the *Methods* document for a more detailed description of these forecasting techniques.

individuals will persist throughout the forecast period. Countywide average annual net migration is expected to increase from 1,505 net in-migrants in 2015 to 2,855 net in-migrants in 2035. Over the last 30 years of the forecast period average annual net migration is expected to be more steady, increasing to 3,479 net in-migrants by 2065. With natural increase diminishing in its potential to contribute to population growth, net in-migration will become an increasingly important component of population growth.

Assumptions for Smaller Sub-Areas

Rates of population growth for the smaller UGBs are assumed to be determined by corresponding growth in the number of housing units, as well as changes in housing occupancy rates and PPH. The change in housing unit growth is much more variable than change in housing occupancy rates or PPH.

Occupancy rates are assumed to stay relatively stable over the forecast period, while PPH is expected to decline slightly. Smaller household size is associated with an aging population in Jackson County and its sub-areas.

In addition, for sub-areas experiencing population growth, we assume a higher growth rate in the near term, with growth stabilizing over the remainder of the forecast period. If planned housing units were reported in the surveys, then we account for them being constructed over the next 5-15 years. Finally, for county sub-areas where population growth has been flat or declined, and there is no planned housing construction, we hold population growth mostly stable with little to no change.

Supporting Information and Specific Assumptions

Assumptions used for developing population forecasts are partially derived from surveys and other information provided by local planners and agencies. See [Appendix A](#) for a summary of all submitted surveys and other information that was directly considered in developing the sub-area forecasts. Also, see [Appendix B](#) for specific assumptions used in each sub-area forecast.

Forecast Trends

Under the most-likely population growth scenario in Jackson County, countywide and sub-area populations are expected to increase over the forecast period. The countywide population growth rate is forecast to peak in 2025 and then slowly decline throughout the forecast period. Forecasting tapered population growth is largely driven by an aging population, which is expected to contribute to an increase in deaths, as well as a decrease in births—fewer women within child-bearing years. The aging population is expected to in turn contribute to natural decrease over the forecast period. Net migration is expected to grow steadily throughout the forecast period, but this growth will likely not fully offset the decline in natural increase. The combination of these factors is expected to result in a slowly declining population growth rate as time progresses through the forecast period.

Jackson County’s total population is forecast to grow by nearly 95,600 persons (45 percent) from 2015 to 2065, which translates into a total countywide population of 306,858 in 2065 (Figure 15). The population is forecast to grow at the highest rate—approximately one percent per year—in the near term (2015-2025). This anticipated population growth in the near term is based on two core assumptions: 1) Jackson County’s economy will continue to strengthen in the next five years, and; 2) an increasing number of Baby Boomers will retire to the county. The single largest component of growth in this initial period is net in-migration. Nearly 24,000 net in-migrants are forecast for the 2015 to 2025 period.

Figure 15. Jackson County—Total Forecast Population by Five-year Intervals (2015-2065)



Jackson County’s larger UGBs are forecast to experience a combined population growth of more than 31,600 from 2015 to 2035 and more than 34,300 from 2035 to 2065 (Figure 16). Eagle Point is expected to grow at the fastest average annual rate at more than two percent per year during the first 20 years of

the forecast period. Over this same time period Central Point and Medford are forecast to grow at average annual rates greater than one percent, while Ashland is expected to grow at a relatively slower pace of about one half percent per year. Average annual growth rates are expected to slow during the final 30 years of the forecast period. The majority of larger UGBs are expected to grow as a share of total county population; however Ashland is forecast to decline as a share of total countywide population.

Population outside UGBs is expected to grow by more than 4,700 people from 2015 to 2035, but is expected to grow at a much slower rate during the second half of the forecast period, only adding a little more than 2,000 people from 2035 to 2065. The population of the area outside UGBs is expected to decline as a share of total countywide population over the forecast period, composing 29 percent of the countywide population in 2015 and about 22 percent in 2065.

Figure 16. Jackson County and Larger Sub-Areas—Forecast Population and AAGR

	2015	2035	2065	AAGR (2015-2035)	AAGR (2035-2065)	Share of County 2015	Share of County 2035	Share of County 2065
<i>Jackson County</i>	211,275	255,840	306,858	1.0%	0.6%	100.0%	100.0%	100.0%
Ashland ¹	20,905	23,183	24,138	0.5%	0.1%	9.9%	9.1%	7.9%
Central Point	18,329	22,680	27,485	1.1%	0.6%	8.7%	8.9%	9.0%
Eagle Point	9,657	14,839	18,669	2.2%	0.8%	4.6%	5.8%	6.1%
Medford	80,024	99,835	124,582	1.1%	0.7%	37.9%	39.0%	40.6%
Smaller UGBs ²	21,987	30,199	44,865	1.6%	1.3%	10.4%	11.8%	14.6%
Outside UGBs	60,373	65,104	67,119	0.4%	0.1%	28.6%	25.4%	21.9%

Source: Forecast by Population Research Center (PRC)

¹ For simplicity each UGB is referred to by its primary city's name.

² Smaller UGBs are those with populations less than 8,000 in forecast launch year.

Medford, Jackson County's largest UGB, is expected to capture the largest share of total countywide population growth throughout the entire forecast period (Figure 17). The remaining larger UGBs all account for significant portions of countywide population growth, but they are all expected to capture a smaller share (in relative terms) of population growth during the final 30 years of the forecast period. The area outside UGBs is forecast to capture a decreasing share of countywide population growth as time progresses through the forecast period.

Figure 17. Jackson County and Larger Sub-Areas—Share of Countywide Population Growth

	2015-2035	2035-2065
<i>Jackson County</i>	100.0%	100.0%
Ashland ¹	5.1%	1.9%
Central Point	9.8%	9.4%
Eagle Point	11.6%	7.5%
Medford	44.5%	48.5%
Smaller UGBs ²	18.4%	28.7%
Outside UGBs	10.6%	3.9%

Source: Forecast by Population Research Center (PRC)

¹ For simplicity each UGB is referred to by its primary city's name.

² Smaller UGBs are those with populations less than 8,000 in forecast launch year.

The remaining smaller UGBs are expected to grow by a combined number of more than 8,200 persons from 2015 to 2035, with a combined average annual growth rate of 1.6 percent (Figure 16). This growth rate is driven by expected rapid growth in Jacksonville, Phoenix, Rogue River, Shady Cove, and Talent (Figure 18). Butte Falls and Gold Hill are forecast to grow at average annual rates below one percent per year during the first 20 years of the forecast period. Similar to the larger UGBs and the county as a whole, population growth rates are expected to decline for the second half of the forecast period (2035 to 2065). Even so, the smaller UGBs are forecast to collectively add nearly 14,700 people from 2035 to 2065.

Figure 18. Jackson County and Smaller Sub-Areas—Forecast Population and AAGR

	2015	2035	2065	AAGR (2015-2035)	AAGR (2035-2065)	Share of County 2015	Share of County 2035	Share of County 2065
<i>Jackson County</i>	211,275	255,840	306,858	1.0%	0.6%	100.0%	100.0%	100.0%
Butte Falls ¹	421	437	447	0.2%	0.1%	0.2%	0.2%	0.1%
Gold Hill	1,267	1,496	2,018	0.8%	1.0%	0.6%	0.6%	0.7%
Jacksonville	2,927	4,316	6,687	2.0%	1.5%	1.4%	1.7%	2.2%
Phoenix	4,955	6,883	9,775	1.7%	1.2%	2.3%	2.7%	3.2%
Rogue River	2,838	3,705	5,545	1.3%	1.4%	1.3%	1.4%	1.8%
Shady Cove	3,168	4,343	6,105	1.6%	1.1%	1.5%	1.7%	2.0%
Talent	6,411	9,020	14,290	1.7%	1.5%	3.0%	3.5%	4.7%
Larger UGBs ²	128,915	160,537	194,874	1.1%	0.6%	61.0%	62.7%	63.5%
Outside UGBs	60,373	65,104	67,119	0.4%	0.1%	28.6%	25.4%	21.9%

Source: Forecast by Population Research Center (PRC)

¹ For simplicity each UGB is referred to by its primary city's name.

² Larger UGBs are those with populations greater than 8,000 in forecast launch year.

All of Jackson County's smaller sub-areas are expected to capture an increasing share of countywide population growth over the 50-year forecast period (Figure 19).

Figure 19. Jackson County and Smaller Sub-Areas—Share of Countywide Population Growth

	2015-2035	2035-2065
<i>Jackson County</i>	100.0%	100.0%
Butte Falls ¹	0.0%	0.0%
Gold Hill	0.5%	1.0%
Jacksonville	3.1%	4.6%
Phoenix	4.3%	5.7%
Rogue River	1.9%	3.6%
Shady Cove	2.6%	3.5%
Talent	5.9%	10.3%
Larger UGBs ²	71.0%	67.3%
Outside UGBs	10.6%	3.9%

Source: Forecast by Population Research Center (PRC)

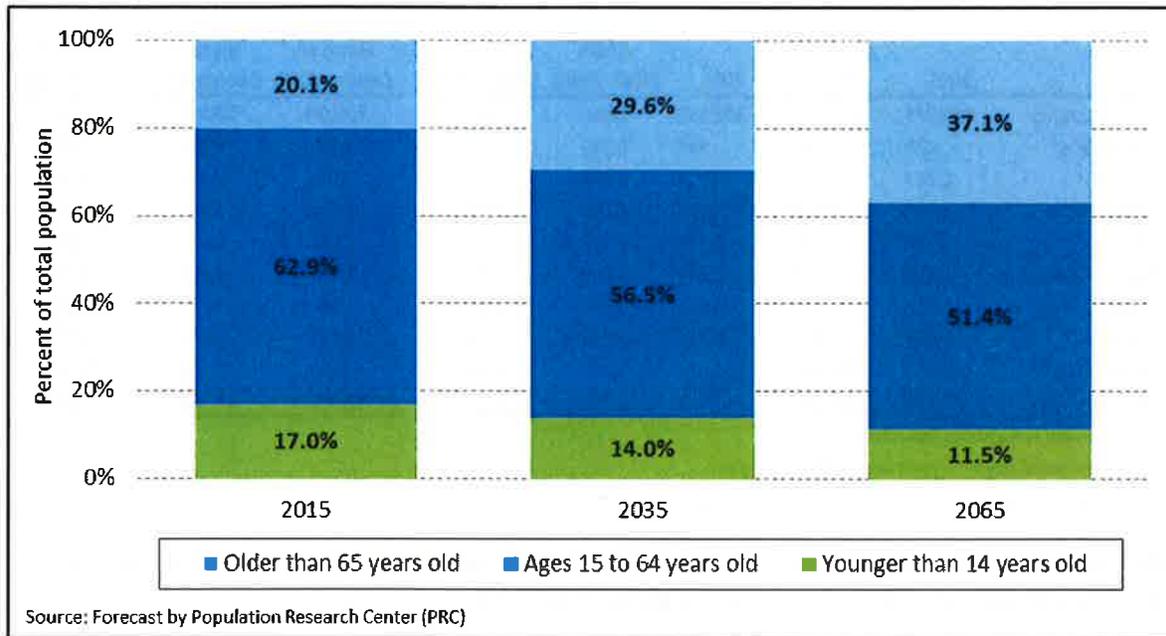
¹ For simplicity each UGB is referred to by its primary city's name.

² Larger UGBs are those with populations greater than 8,000 in forecast launch year.

Forecast Trends in Components of Population Change

As previously discussed, a key factor in both declining births and increasing deaths is Jackson County's aging population. From 2015 to 2035 the proportion of county population 65 or older is forecast to grow from a little over 20 percent to nearly 30 percent. By 2065 approximately 37 percent of the total population is expected to be 65 or older (Figure 20). For a more detailed look at the age structure of Jackson County's population see the final forecast table published to the forecast program website (<http://www.pdx.edu/prc/opfp>).

Figure 20. Jackson County—Age Structure of the Population (2015, 2035, and 2065)

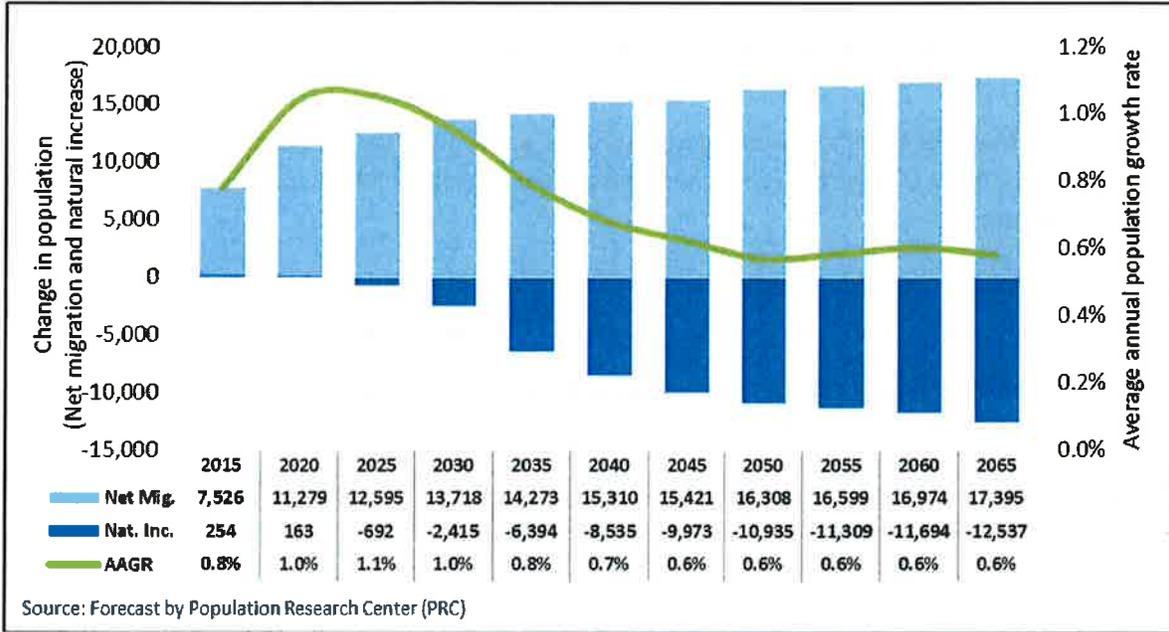


As the countywide population ages—contributing to a slow-growing population of women in their years of peak fertility—and more women choose to have fewer children and have them at an older age, average annual births are expected to decline, although slowly, over the forecast period; this combined with the rising number of deaths, will lead to a natural decrease (Figure 21). The total number of deaths countywide is expected to increase more rapidly in the near term, followed by slower growth during the later years of the forecast period. This pattern of initial growth in the number of deaths is explained by the relative size and aging patterns of the Baby Boom and Baby Boom Echo generations. For example, in Jackson County, deaths are forecast to begin to increase significantly during the 2025-2035 period as Baby Boomers age out, and peak again in the 2040-2050 period as children of Baby Boomers (i.e. Baby Boom Echo) experience the effects of aging.

As the increase in the number of deaths outpaces births, population growth in Jackson County is expected to become increasingly reliant on net in-migration; and in fact positive net in-migration is expected to persist throughout the forecast period. The majority of these net in-migrants are expected to be middle-aged and older individuals.

In summary, declining natural increase and steady net in-migration is forecast to result in population growth reaching its peak in 2025 and then tapering through the remainder of the forecast period (Figure 21). An aging population is expected to not only lead to an increase in deaths, but a smaller proportion of women in their childbearing years is expected to result in a long-term decline in births. Net migration is expected to grow steadily throughout the forecast period, but it will not fully offset the growth in natural decrease.

Figure 21. Jackson County—Components of Population Change, 2015-2065



Glossary of Key Terms

Cohort-Component Method: A method used to forecast future populations based on changes in births, deaths, and migration over time.

Coordinated population forecast: A population forecast prepared for the county along with population forecasts for its city urban growth boundary (UGB) areas and non-UGB area.

Housing unit: A house, apartment, mobile home or trailer, group of rooms, or single room that is occupied or is intended for occupancy.

Housing-Unit Method: A method used to forecast future populations based on changes in housing unit counts, vacancy rates, the average numbers of persons per household (PPH), and group quarter population counts.

Occupancy rate: The proportion of total housing units that are occupied by an individual or group of persons.

Persons per household (PPH): The average household size (i.e. the average number of persons per occupied housing unit for a particular geographic area).

Replacement Level Fertility: The average number of children each woman needs to bear in order to replace the population (to replace each male and female) under current mortality conditions in the U.S. This is commonly estimated to be 2.1 children per woman.

Appendix A: Supporting Information

Supporting information is based on planning documents and reports, and from submissions to PRC from city officials and staff, and other stakeholders. The information pertains to characteristics of each city area, and to changes thought to occur in the future. The cities of Gold Hill and Talent did not submit survey responses.

Ashland—Jackson County

Observations about Population Composition (e.g. about children, the elderly, racial ethnic groups)	Observations about Housing (including vacancy rates)	Planned Housing Development/Est. Year Completion	Future Group Quarters Facilities	Future Employers	Infrastructure	Promotions (Promos) and Hindrances (Hinders) to Population and Housing Growth; Other notes
<p>Ashland's persons per household number has decreased from 2.2 to 2.14 between 2000 and 2010.</p> <p>See demographic changes cited in Ashland 2012 Housing Needs Analysis</p>	<p>Vacancy rates for rental units (1%) and ownership units (4.2%) remained relatively unchanged between 2000 and 2010</p> <p>A questionnaire of rental property owners conducted by</p>	<p>A Neighborhood Masterplan for a 94 acre residential area within the UGB is in review and adoption process. The Normal Neighborhood Plan area would accommodate 450-550 residential units of various housing types over a 20+ year planning period consistent with Ashland's</p>	<p>No new facilities identified</p>	<p>No new large scale employers are identified</p>	<p>See Transportation System Plan approved in 2013.</p>	<p>Promos: Has enough vacant land in Urban Growth Boundary to accommodate expected 20 year growth, with a total capacity of an estimated 2,853 dwelling units.</p> <p>Hinders: The overall impact of a low vacancy rate is that there are fewer options in the rental market when people are looking for a unit to rent.</p> <p>Retail and Service are the fastest growing employment sectors in Ashland. The average monthly earnings from jobs in the Retail sector (\$2420) and Service sector (\$2271) are insufficient to afford fair market rents in Ashland when measured as spending less than 30% of one's income</p>

Ashland—Jackson County

	the City in 2012 showed the current rental vacancy rate to be 1%.	Comprehensive Plan. (see www.ashland.or.us/normalplan)			on housing costs. However, this trend is not specific to Ashland; in general wages have been outpaced by housing costs for at least the past decade.
Highlights or summary of influences on or anticipation of population and housing growth from planning documents and studies	<p>Ashland's Housing Needs Analysis 2012 cites the population growth rate of individuals 65 years old and older grew at a faster rate in Ashland than in the rest of the State, while the population of individuals between the ages of 35 and 44 actually declined. In the last decades Ashland has also seen a substantial decrease in the population of nearly all age groups between 15 and 55 (one exception was the 25-34 age groups which saw a 3.4% increase between 2000 and 2010). The populations of age groups 55 years old and older see growth.</p> <p>SOU's 2014 fall enrollment was 6,203 students, up from 6,140 a year ago, representing the first increase in fall enrollment since 2011, in contrast to an expected decrease projected by Oregon University System (see http://www.ous.edu/sites/default/files/factreport/enroll/files/enrdmnd.pdf).</p>				
Other information (e.g. planning documents, email correspondence, housing development survey)	<p>Ashland's low vacancy rate is symptomatic of a mismatch between the price of existing housing stock and the ability to pay for this housing. In short there is an abundance of high priced single family dwellings, but a shortage of affordable multi-family housing. The 2013 Housing Needs Analysis identified that "the largest dwelling unit gap exists for households earning less than \$10,000 annually." This population makes up about 12 percent of all Ashland households. While there is clearly a gap in affordable dwelling units for renters, there is also a growing number of retirees moving to Ashland—a demographic that may have sufficient assets to purchase the higher priced single family dwellings. In any case the city is definitely facing a substantial shortage of affordable rental housing for its workforce. One constraint is the volume of buildable land which is currently zoned for multi-family residential use. The 2013 Housing Needs Analysis identifies solutions such as re-zoning commercial land to encourage more mixed use development, enforce current zoning ordinances to ensure multi-family development occurs in the areas already zoned for it, allow for and facilitate adaptive reuse and infill of existing built-out areas, etc.</p>				

Butte Falls—Jackson County

Observations about Population Composition (e.g. about children, the elderly, racial ethnic groups)	Observations about Housing (including vacancy rates)	Planned Housing Development/Est. Year Completion	Future Group Quarters Facilities	Future Employers	Infrastructure	Promotions (Promos) and Hindrances (Hinders) to Population and Housing Growth; Other notes
Elderly population is stable. No population decreases or increases.	Quite a few homes in foreclosure. Vacancy rate for rentals is low.	None	None	Water Bottling Plant will add an estimated 4 jobs.		<p>Promos:</p> <p>Hinders:</p>
<p>Highlights or summary of influences on or anticipation of population and housing growth from planning documents and studies</p>						

Butte Falls — Jackson County

**Other information
(e.g. planning
documents, email
correspondence,
housing
development
survey)**

Central Point—Jackson County

<p>Observations about Population Composition (e.g. about children, the elderly, racial ethnic groups)</p>	<p>Observations about Housing (including vacancy rates)</p>	<p>Planned Housing Development/Est. Year Completion</p>	<p>Future Group Quarters Facilities</p>	<p>Future Employers</p>	<p>Infrastructure</p>	<p>Promotions (Promos) and Hindrances (Hinders) to Population and Housing Growth; Other notes</p>
<p>Remains consistent with 2010 U.S. Census population characteristics.</p>	<p>Occupancy Rates stable both for ownership and rental units.</p>	<p>North Village, Phase 1 (75 detached dwelling units) and 2 (31 detached dwelling units) pending receipt of a Letter of Map Revision from FEMA (est. timing Summer 2015). Estimated Build-out Fall 2018.</p>	<p>No plans for future Group Quarters.</p>	<p>Combined Trucking will add in excess of 100 employees</p>	<p>City's infrastructure and capital improvement program adequate to serve planned growth.</p>	<p>Promos: Sufficient urbanizable land with infrastructure plus a fast and efficient land use process.</p> <p>Hinders: Economy</p>
<p>Has been increased interest in retirement facilities, including some assisted living, but generally consistent with projections.</p>	<p>Significant majority (90+% of new construction is for new housing.</p>	<p>Plans for development of the Eastside Transit Oriented District (8 duplexes, 30</p>				

Central Point—Jackson County

				townhomes, 288 apartments over three phases. Estimated timing summer 2016 start)		
Highlights or summary of influences on or anticipation of population and housing growth from planning documents and studies	City infrastructure is in good condition to accept projected growth. Currently preparing documentation to expand UGB as necessary to add more residential land.					
Other information (e.g. planning documents, email correspondence, housing development survey)	There are three approved housing development applications that will result in a total of 49 townhomes and 20 single family dwellings. The townhomes are expected to be built out by 2018 and the single family dwellings by 2016. The townhomes are targeted at first time home buyers as well as retirees looking to downsize. The single family dwellings are targeted at a more affluent home buyer, and are priced at \$225,000 to \$350,000.					

Eagle Point—Jackson County

Observations about Population Composition (e.g. about children, the elderly, racial ethnic groups)	Observations about Housing (including vacancy rates)	Planned Housing Development/Est. Year Completion	Future Group Quarters Facilities	Future Employers	Infrastructure	Promotions (Promos) and Hindrances (Hinders) to Population and Housing Growth; Other notes
<p>In the past 20 years Eagle Point has morphed from a small, working class, timber-oriented bedroom community to a more diverse, growing city with a broad range of neighborhoods, housing types and costs. Middle income families and retirees have been the town's primary market in recent years. Ethnicity here is almost 90% white, with Hispanic and mixed races making up most of the</p>	<p>Eagle Point has a wide variety of housing types, densities and costs, with noticeable distinctions between the north, south, and center of town. After a period of foreclosures and vacancies, existing stock is more stable now.</p>	<p>Please refer to the 2014 PSU Housing Development Survey for Eagle Point.</p>	<p>None planned beyond the existing senior housing development.</p>	<p>Same as current. Major employers in town are the Eagle Point School District and Walmart. However, over 90% of the working population commutes to other nearby cities (primarily Medford) for work.</p>	<p>Planned water system improvement and expansion as outlined in the 2013 Water System Master Plan; ongoing street capital improvements and maintenance.</p>	<p>Promos: Over 200 acres of vacant and subdivided land available for single family and multifamily home construction, along with a Town Center Plan that promotes urban, higher density residential infill and redevelopment.</p> <p>Hinders: Development within the SE area of City limited to 25 – 30 more residences before water supply has reached its maximum for that zone. An additional water tank is currently being planned.</p>

Eagle Point—Jackson County

<p>remainder.</p>																			
<p>Highlights or influences on or anticipation of population and housing growth from planning documents and studies</p>	<p>The number of issued residential building permits increased significantly during the latter part of 2013, and has been picking up steam since then. The city is investing in maintenance of its existing infrastructure, particularly roads, water and storm water system. The Town Center Plan, adopted in 2008, envisions significant growth in and around the downtown, with a supply of residential and commercial infill and redevelopment opportunities that will exceed current market demand. At the same time, over 200 acres of available, subdivided and un-subdivided residential land is primed for construction. Further, in 2012 Eagle Point received approval from the State, and has since formally established, four urban reserve areas totaling almost 3,000 acres of land for future expansion outside the city's current urban growth boundary.</p>																		
<p>Other information (e.g. planning documents, email correspondence, housing development survey)</p>	<p>Eagle Point has six housing development projects either under review or approved for construction. These projects—if built out to specifications—will result in 550 single family dwellings and 14 duplexes. The majority of the new houses—including the duplexes—will be targeting retirees and those able to afford housing priced at \$300,000 to \$700,000. Only 30 single family dwellings will be targeting working class families.</p>																		

Jacksonville—Jackson County

Observations about Population Composition (e.g. about children, the elderly, racial ethnic groups)	Observations about Housing (including vacancy rates)	Planned Housing Development/Est. Year Completion	Future Group Quarters Facilities	Future Employers	Infrastructure	Promotions (Promos) and Hindrances (Hinders) to Population and Housing Growth; Other notes
High percentage of retired and empty nesters. High home prices make it difficult for young families with children. Predominantly white Caucasian.	High percentage of single family dwellings, very few multi-family developments.	See Housing Development Survey	None	None	City is in the process of looking into purchasing more water rights to satisfy the usage at our present time and eventual growth. It is already capable of handling a population up to approximately 5000. Recent water master plan update is mainly for upgrading the system for maintenance purposes.	<p>Promos: The City's National Historic Landmark District brings tourism and commerce. Wine industry is growing in the area, more people visiting and deciding to purchase property.</p> <p>Hinders: The City of Jacksonville does not have an urban reserve area. The City's Urban Growth Boundary is identical to its City Limits with the exception of 10 acres. The City must expand its urban growth boundary before additional growth can occur.</p>

Jacksonville—Jackson County

<p>Highlights or summary of influences on or anticipation of population and housing growth from planning documents and studies</p>	<p>City of Jacksonville. See above.</p>
<p>Other information (e.g. planning documents, email correspondence, housing development survey)</p>	<p>Within Jacksonville there are six housing development projects. All of these are approved, but two (39 single family dwellings) have not started construction yet. The remaining projects will yield 16 single family dwellings and 51 manufactured townhomes. The manufactured townhomes are targeting a mix of young families and retirees at \$250,000 to \$300,000. The remaining single family dwellings are mostly targeting a more affluent home buyer, with some lots projected to be above \$400,000.</p>

Medford—Jackson County

Observations about Population Composition (e.g. about children, the elderly, racial ethnic groups)	Observations about Housing (including vacancy rates)	Planned Housing Development/Est. Year Completion	Future Group Quarters Facilities	Future Employers	Infrastructure	Promotions (Promos) and Hindrances (Hinders) to Population and Housing Growth; Other notes
<p>One interesting thing I found out in the last Census was Medford had a younger population than Ashland (home of Southern Oregon University). Medford has a sizeable retirement population and is more affordable than many places in the Rogue Valley (easier for young families to buy a house).</p>	<p>The vacancy rates are extremely low in Medford.</p>	<p>There are two large multi-family developments being planned for downtown. Additional planned housing development is depicted on the Housing Survey.</p>	<p>Bonaventure Senior Living and Fern Gardens Phase III</p>	<p>Denny's Restaurant opening in 2015 (70 employees)</p>		<p>Promos: The city has just "upzoned" 40 acres of low density residential to higher density residential.</p> <p>Hinders:</p>

Medford—Jackson County

<p>Highlights or summary of influences on or anticipation of population and housing growth from planning documents and studies</p>	<p>With Medford's population rate of increase roughly in line with the state (over the past 25 years), the City will taking a greater share of population in Jackson County. The following is an excerpt from the Population Element:</p> <p>“For many decades, Medford consistently made up a 30% to 33% proportion of the County population. The proportion increased to 36% in 2005; and the forecast increases this proportion to 42% in 2027 and to 44% in 2040. This is consistent with the Regional Problem Solving (RPS) program’s future growth proposal, which increases Medford’s share of the urban population in the County over roughly a 50-year period, allowing for some other cities to grow more slowly. The RPS program is designating Urban Reserve Areas for each city, which will ultimately be taken into the UGB to accommodate future growth.”</p>
<p>Other information (e.g. planning documents, email correspondence, housing development survey)</p>	<p>Medford has 18 residential development projects which are either under construction or in the process of being approved. These projects, if built out, will result in about 216 single family dwellings and roughly 217 multi-family units. No price information was available.</p>

Phoenix—Jackson County

Observations about Population Composition (e.g. about children, the elderly, racial ethnic groups)	Observations about Housing (including vacancy rates)	Planned Housing Development/Es t. Year Completion	Future Group Quarters Facilities	Future Employers	Infrastructure	Promotions (Promos) and Hindrances (Hinders) to Population and Housing Growth; Other notes
Established & growing latino community as demonstrated by latino-owned business cluster in downtown Phoenix	Multifamily vacancy is very low (roughly 1-2%); no single family rental; increasing single family fee simple infill development ;	4 projects to begin construction in 2015 and finish in 2017, adding approximately 300 new dwelling units; Phoenix will annex approximately 1,229 existing dwelling units that are located within its designated Urban Reserve Areas within the next 5-10 years	None planned currently	Development of approximately 300 acres of employment land in next 10 years	All infrastructure is currently available to serve new residential and employment development	<p>Promos: See comments below.</p> <p>Hinders: Regional economy is plagued by high unemployment, particularly at low skill levels, and wage stagnation. While competition for housing increases, many low and moderate income households will confront more barriers to securing quality housing that is consistent with their life circumstances and consumer preferences.</p>

Phoenix—Jackson County

<p>Highlights or summary of influences on or anticipation of population and housing growth from planning documents and studies</p>	<p>Phoenix is initiating its first UGB amendment ever which includes the addition of residential and employment land. With the annexation of one Urban Reserve Area, it will increase its population by 50% of its 2015 estimated population. Comprehensive planning efforts are supportive of increasing density through infill development in existing residential neighborhoods and mixed use redevelopment projects that will achieve densities that are 2-3 times current densities. Phoenix will also be the beneficiary of development pressure in Ashland and Talent as low and median income homebuyers and renters are priced out of those communities. The City has also initiated ambitious community development projects with the goal of attracting developers, small businesses, and residents.</p>
<p>Other information (e.g. planning documents, email correspondence, housing development survey)</p>	<p>Phoenix has four residential development projects which are either under construction or in the process of being approved. These projects, if built out, will result in about 291 single and multi-family dwellings. Roughly 41 of these dwellings would be priced for young families or single professionals. Forty to fifty of these dwellings are intended for workforce housing or low income senior housing. No market information was provided for the largest development (approximately 200 dwellings). In addition to the planned residential development, Phoenix plans to annex roughly 1,229 dwellings into its UGB within the next 5-10 years.</p>

Rogue River—Jackson County

Observations about Population Composition (e.g. about children, the elderly, racial ethnic groups)	Observations about Housing (including vacancy rates)	Planned Housing Development/Est. Year Completion	Future Group Quarters Facilities	Future Employers	Infrastructure	Promotions (Promos) and Hindrances (Hinders) to Population and Housing Growth; Other notes
No reason to think the demographics of our population has changed in the last four years, nor to think that will change in the next four years.	Almost all new homes here are being built in a P.U.D. where buildings costs are \$127,000 and selling costs are about \$180,000	Foothill Estates is the P.U.D. It is about 35% complete and might be completed by the end of 2018.	None than we know of.	None that we know of. Except possible small business (Subway/Dollar General) with 1-12 employees each.	No plans for infrastructure improvements or expansions.	<p>Promos:</p> <p>Hinders:</p>
<p>Highlights or summary of influences on or anticipation of population and housing growth from planning documents and studies</p> <p>Only the Foothill Estates planned unit development (P.U.D.) as described above.</p>						

Rogue River—Jackson County

**Other information
(e.g. planning
documents, email
correspondence,
housing
development
survey)**

Rogue River has one housing development project approved and under construction. Twenty-four of the 74 total lots in the Foothills Estates P.U.D. are currently built. The target is small families and retirees, with a price ranging from \$180,000 to \$190,000.

Shady Cove—Jackson County

Observations about Population Composition (e.g. about children, the elderly, racial ethnic groups)	Observations about Housing (including vacancy rates)	Planned Housing Development/Est. Year Completion	Future Group Quarters Facilities	Future Employers	Infrastructure	Promotions (Promos) and Hindrances (Hinders) to Population and Housing Growth; Other notes
<p>Contrast between very wealthy (high income housing) and strong inventory of Manufactured dwelling in mobile home parks</p>	<p>Occupancy rates stable; Slow and steady construction on vacant lots</p>	<p>None</p>	<p>Unlikely</p>	<p>Unknown</p>		<p>Promos: Has enough land in and outside city for residential development, enough to accommodate at least 3,500 persons.</p> <p>Hinders: Properties along primary physical attraction (Rogue River) are occupied;</p> <p>Distance from medical services;</p> <p>Lack of municipal water.</p>

Shady Cove—Jackson County

<p>Highlights or summary of influences on or anticipation of population and housing growth from planning documents and studies</p>	<p>Population growth is slightly less than projected for the period beginning in 1990. Current estimates are around 2,920 in 2014; the estimate for 2015 is 3,178.</p>
<p>Other information (e.g. planning documents, email correspondence, housing development survey)</p>	<p>The response to the housing development survey stated that there are numerous scattered, but vacant lots in subdivisions. Beyond this there is no current or planned housing development.</p>

Non-UGB Unincorporated Area—Jackson County

Observations about Population Composition (e.g. about children, the elderly, racial ethnic groups)	Observations about Housing (including vacancy rates)	Planned Housing Development/Est. Year Completion	Future Group Quarters Facilities	Future Employers	Infrastructure	Promotions (Promos) and Hindrances (Hinders) to Population and Housing Growth; Other notes
						<p>Promos:</p> <p>Hinders:</p>
<p>Highlights or summary of influences on or anticipation of population and housing growth from planning documents and studies</p>						

Non-UGB Unincorporated Area—Jackson County

**Other information
(e.g. planning
documents, email
correspondence,
housing
development
survey)**

Jackson County recorded a total of 88 building permits issued for 2014. The majority of these building permits were for construction of single family dwellings, but a few were for duplex structures and out buildings.

Email Communication

Comment from State of Oregon DLCD: March 25, 2015

Here are my comments as iterated in the meetings last week.

City of Talent- the City has some significant land constraint/availability issues that will likely affect their ability to grow at the level predicted. The City has a limited amount of land within its current UGB that is developable. What is developable has some fairly serious development constraints (e.g. railroad crossing, steep slopes). Also, they do not have much residential land in their Urban Reserve areas.

Glendale- Population estimates seem high for this community. Even if they have the infrastructure available to accommodate growth (which I'm not sure about) the estimates still seem high based on isolated location and limited services and employment.

Comments from City of Phoenix: March 26, 2015

I recently attended the Oregon Population Forecast Program in Medford and learned that the City of Phoenix had not submitted the housing development and demographic surveys. They have been completed and are attached.

I have the following general comments regarding the population forecast

The forecasts apply only to existing UGBs. The City of Phoenix and five other communities in the Rogue Valley have identified Urban Reserve Areas through a Regional Problem Solving planning process. In the case of Phoenix, one of those URAs consists of urbanized land that will be annexed by the City within the next 10 years. With approximately 1,229 dwelling units in this area the City's population will grow by 2,500 to 2,700 in a relatively short period of time. At the same time, Jackson County will lose that population.

Two other URAs, which are currently undeveloped agricultural land, will likely be included (at least in part) in the City's upcoming UGB amendment process. Between them, 124 acres have been designated for residential development. At an average density of 10 dwelling units per gross developable acre, we anticipate that these residential lands will accommodate approximately 1,240 new households or another 2,500 people. We expect this development to begin over the next 5 years, reaching its peak between 10 to 20 years, and reaching buildout within the next 30-40 years.

Please contact me with any questions or comments you might have.

Question from Jacksonville: March 17, 2015

I went to your presentation on the population forecast for Jackson County. We are concerned that the numbers the forecast reflect for Jacksonville are too high.

As I understand it, it sounds like you need comments fairly soon. Since next week is spring break, and some key people in our office are going to be gone, the soonest I can discuss this with our department and City Administrator is the week of March 30th.

Could you send me some information regarding the process? What would you need with regards to data?

One thing I can tell you right now is that our current water capacity will only support for a maximum population of about 5,000. Additionally, we have very little buildable land at this point. There are murmurs of possibly expanding our UGB, but even with that, I think the numbers in the forecast are still too high.

If you could let me know how we should proceed, and your timeline, that would be great.

Response from PSU: March 19, 2015

If you can send comments prior to March 31, that would be great. We will post the proposed forecasts on March 31. The formal challenge period begins April 1 and continues through May 15. We will request that evidence or additional data be submitted to us to consider for revising the proposed forecast (in addition to survey data previously submitted). The link below will take you to our web page where additional information can be found about the 45-day review/challenge period (deadlines, type of data to submit).

<http://www.pdx.edu/prc/opfp>

Your comments and information included in your email (this one) are helpful to have. We will revisit the forecast for Jacksonville and reevaluate our assumptions for future growth.

Follow up question from Jacksonville: March 26, 2015

Our Planning Director is out of town this week, so I haven't had the opportunity to sit down with her and our City Administrator about the numbers. We are planning on meeting early next week. Any chance we can have until Friday, April 3rd to send you our comments?

Follow up response from PSU: March 26, 2015

We cannot extend the period in which to respond to the preliminary forecasts because we release the proposed forecasts on March 31. The release of the proposed forecasts begins the formal challenge period.

We did adjust Jacksonville's forecasts down to account for lower density growth and issues with water rights.

If you check back later today, we can give you the revised average annual growth rates

Follow up questions from Jacksonville: March30, 2015

Could you send me the revised annual growth rates for the City of Jacksonville?

I am meeting with our City Administrator and Planning Director tomorrow morning and would like to show them the revised numbers.

Follow up response from PSU: March 30, 2015

Below are tentative Proposed numbers for Jacksonville for 2015, 2035, and 2065. As you'll see these numbers are roughly 400 lower in 2035 and 700 lower by 2065. The AAGR is now at 2% for the 2015-2035 period and remains at 1.5% for the 2035-2065 period.

Contact us with any questions or concerns.

	2015	2035	2065	AAGR (2015-2035)	AAGR (2035-2065)	Share of County 2015	Share of County 2035	Share of County 2065
<i>Jackson County</i>	211,275	255,840	306,858	1.0%	0.6%	100.0%	100.0%	100.0%
Butte Falls¹	421	437	447	0.2%	0.1%	0.2%	0.2%	0.1%
Gold Hill	1,267	1,496	2,018	0.8%	1.0%	0.6%	0.6%	0.7%
Jacksonville	2,927	4,316	6,687	2.0%	1.5%	1.4%	1.7%	2.2%
Phoenix	4,955	6,883	9,775	1.7%	1.2%	2.3%	2.7%	3.2%
Rogue River	2,838	3,705	5,545	1.3%	1.4%	1.3%	1.4%	1.8%
Shady Cove	3,168	4,343	6,105	1.6%	1.1%	1.5%	1.7%	2.0%
Talent	6,411	9,020	14,290	1.7%	1.5%	3.0%	3.5%	4.7%
Larger UGBs ²	128,915	160,537	194,874	1.1%	0.6%	61.0%	62.7%	63.5%
Outside UGBs	60,373	65,104	67,119	0.4%	0.1%	28.6%	25.4%	21.9%

Source: Forecast by Population Research Center (PRC)

¹ For simplicity each UGB is referred to by its primary city's name.

² Larger UGBs are those with populations greater than 8,000 in forecast launch year.

Other general inquiry for Jackson County and UGBs, April and May, 2015

Per telephone conversation and emails after the challenge period commenced, more information and insight about population growth in Jackson County and its sub-areas from a local planning firm were provided and discussed.

Appendix B: Specific Assumptions

Ashland

The total fertility rate (TFR) is assumed to stay slightly above the historical average TFR observed in the 2000s. Survival rates for 2060 are assumed to be a little above those forecast for the county as a whole. Ashland has historically had slightly higher survival rates than observed countywide; this corresponds with a slightly longer life expectancy. Age-specific net migration rates are assumed to generally follow historical patterns for Ashland, but at slightly higher rates over the forecast period.

Butte Falls

The annual housing unit growth rate is assumed to rapidly increase to one percent during the initial years of the forecast period and then gradually decline to zero over the remainder of the forecast period. The occupancy rate is assumed to steadily decline over the forecasting period, starting at a rate higher than observed in 2010 and ending at a rate slightly lower than observed in 2010. Average household size is assumed to slightly decrease over the forecast period. Group quarters population is assumed to stay steady over the forecast period.

Central Point

The total fertility rate (TFR) is assumed to begin at the rate observed in 2010 and then gradually decline over the forecast period. Survival rates for 2060 are assumed to be a little above those forecast for the county as a whole. Central Point has historically had slightly higher survival rates than observed countywide; this corresponds with a slightly longer life expectancy. Age-specific net migration rates are assumed to generally follow countywide historical patterns, but at slightly higher rates over the forecast period.

Eagle Point

The total fertility rate (TFR) is assumed to decline over the forecast period—although more slowly than it has historically—from the rate observed in 2010. Survival rates for 2060 are assumed to be a little above those forecast for the county as a whole. Eagle Point has historically had slightly higher survival rates than observed countywide; this corresponds with a slightly longer life expectancy. Age-specific net migration rates are assumed to generally follow historical patterns for Eagle Point, but at slightly higher rates over the forecast period.

Gold Hill

The annual housing unit growth rate is assumed to rapidly increase in the initial years of the forecast period and then slightly decline to a rate just greater than one percent and remain at this level for the duration of the forecast period. The occupancy rate is assumed to slightly increase during the initial years of the forecast period and then gradually decline through the remainder of the forecast period. Average household size is assumed to gradually decline over the forecast period. Group quarters population is assumed to remain at zero over the forecast period.

Jacksonville

The annual housing unit growth rate is assumed to slightly increase during the initial years of the forecast period and then gradually decline to a rate just above a long term historical average annual rate over the later years of the forecast period. The occupancy rate is assumed to slightly increase in the first few years of the forecast period and then gradually decline through the remainder of the forecast period, ending at rate slightly lower than what was observed in 2010. Average household size is assumed to gradually decline over the forecast period. Group quarters population is assumed to stay relatively steady over the forecast period.

Medford

The total fertility rate (TFR) is assumed to begin at the rate observed in 2010 and then gradually decline over the forecast period. Survival rates for 2060 are assumed to be a little below those forecast for the county as a whole. Medford has historically had slightly lower survival rates than observed countywide; this corresponds with a slightly shorter life expectancy. Age-specific net migration rates are assumed to generally follow countywide historical patterns, but at slightly higher rates over the forecast period.

Phoenix

The annual housing growth rate is assumed to rapidly increase during the initial years of the forecast period and then gradually decline over the remainder of the forecast period. The occupancy rate is assumed to remain slightly above 90 percent throughout the forecast period. Average household size is assumed to gradually decline over the forecast period. Group quarters population is assumed to stay relatively steady over the forecast period.

Rogue River

The annual housing unit growth rate is assumed to rapidly increase during the initial years of the forecast period and then decrease slightly and remain at this level through the remainder of the forecast period. The occupancy rate is assumed to slightly decrease over the forecast period, starting from the rate observed in 2010. Average household size is assumed to remain at about two persons per household over the forecast period. Group quarters population is assumed to stay relatively steady over the forecast period.

Shady Cove

The annual housing unit growth rate is assumed to rapidly increase during the initial years of the forecast period and then gradually decline to and remain at a rate slightly higher than a long term historical average over the duration of the forecast period. The occupancy rate is assumed to initially increase and then gradually decrease through the end of the forecast period. Average household size is assumed to gradually decline over the forecast period. Group quarters population is assumed to remain relatively steady over the forecast period.

Talent

The annual housing unit growth rate is assumed to rapidly increase during the initial years of the forecast period and then gradually decline through the end of the forecast period. The occupancy rate is assumed to slightly decline over the forecast period. Average household size is assumed to slightly

decline over the forecast period. Group quarters population is assumed to remain relatively steady over the forecast period.

Outside UGBs

The total fertility rate (TFR) is assumed to gradually decline over the forecast period from the rate observed in 2010. Survival rates for 2060 are assumed to be a little above those forecast for the county as a whole. The area outside UGBs in Lane County has historically had slightly higher survival rates than observed countywide; this corresponds with a slightly longer life expectancy. Age-specific net migration rates are assumed to generally follow countywide historical patterns, but at slightly higher rates over the forecast period.

Appendix C: Detailed Population Forecast Results

Figure 22. Jackson County—Population by Five-Year Age Group

Age Group	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065
00-04	11,470	11,439	11,502	11,558	11,608	11,516	11,432	11,339	11,343	11,359	11,356
05-09	12,213	11,626	11,620	11,713	11,826	11,813	11,737	11,620	11,592	11,622	11,652
10-14	12,208	12,699	12,115	12,140	12,295	12,349	12,353	12,243	12,190	12,187	12,233
15-19	12,733	12,308	12,832	12,273	12,357	12,448	12,521	12,493	12,454	12,428	12,440
20-24	12,723	12,490	12,167	12,732	12,240	12,258	12,367	12,407	12,454	12,443	12,433
25-29	11,694	12,453	12,273	11,994	12,610	12,065	12,103	12,181	12,296	12,373	12,381
30-34	12,255	12,282	13,148	13,002	12,770	13,363	12,808	12,821	12,979	13,135	13,237
35-39	12,032	13,182	13,304	14,295	14,207	13,890	14,560	13,927	14,023	14,231	14,423
40-44	11,835	12,999	14,346	14,535	15,697	15,532	15,215	15,918	15,316	15,461	15,716
45-49	12,643	12,716	14,054	15,566	15,855	17,050	16,907	16,534	17,405	16,793	16,983
50-54	14,465	13,475	13,633	15,129	16,850	17,097	18,431	18,250	17,965	18,970	18,344
55-59	15,885	15,270	14,296	14,525	16,219	18,002	18,321	19,733	19,678	19,442	20,586
60-64	16,613	16,876	16,286	15,310	15,654	17,428	19,402	19,736	21,411	21,434	21,243
65-69	14,745	17,416	17,851	17,326	16,403	16,736	18,711	20,832	21,363	23,284	23,398
70-74	10,253	14,592	17,443	18,005	17,610	16,946	17,430	19,516	21,509	22,091	24,157
75-79	7,165	9,589	13,801	16,629	16,706	17,246	16,306	17,265	19,160	21,163	21,834
80-84	5,376	6,187	8,388	12,181	14,846	15,235	15,880	15,060	15,837	17,653	19,603
85+	4,967	4,983	5,500	7,051	10,085	13,687	16,538	19,028	20,265	22,011	24,839
Total	211,275	222,583	234,561	245,963	255,840	264,660	273,023	280,902	289,239	298,078	306,858

Figure 23. Jackson County's Sub-Areas—Total Population

	2015	2020	2025	2030	2035	2040	2045	2050	2055	2060	2065
Ashland UGB	20,905	21,547	22,231	22,839	23,183	23,335	23,433	23,557	23,742	23,941	24,138
Butte Falls Town UGB	421	428	429	438	437	443	447	447	455	447	447
Central Point UGB	18,329	19,332	20,484	21,638	22,680	23,706	24,599	25,416	26,155	26,836	27,485
Eagle Point UGB	9,657	11,030	12,424	13,735	14,839	15,796	16,612	17,315	17,912	18,372	18,669
Gold Hill UGB	1,267	1,318	1,383	1,441	1,496	1,520	1,604	1,684	1,788	1,899	2,018
Jacksonville UGB	2,927	3,227	3,659	3,980	4,316	4,584	5,031	5,347	5,651	6,147	6,687
Medford UGB	80,024	84,813	89,917	95,002	99,835	104,598	108,917	113,026	117,001	120,892	124,582
Phoenix UGB	4,955	5,437	5,919	6,401	6,883	7,365	7,847	8,329	8,811	9,293	9,775
Rogue River UGB	2,838	2,938	3,158	3,421	3,705	3,975	4,247	4,538	4,850	5,185	5,545
Shady Cove UGB	3,168	3,462	3,756	4,049	4,343	4,637	4,930	5,224	5,517	5,811	6,105
Talent UGB	6,411	6,829	7,429	8,084	9,020	9,714	10,702	11,318	12,195	13,201	14,290
Outside UGBs	60,373	62,222	63,775	64,934	65,104	64,986	64,656	64,702	65,161	66,053	67,119

Photo Credit: A view of the rugged landscape along Highway 66 in the Cascade Mountains.
(Photo No. jacDA0063) Gary Halvorson, Oregon State Archives

<http://www.sos.state.or.us/archives/pages/records/local/county/scenic/jackson/103.html>

CP3 URA Consideration

STAFF REPORT



Planning Department

Tom Humphrey, AICP,
Community Development Director

STAFF REPORT

November 3, 2015

AGENDA ITEM: File No. 15030

Open discussion about a Conceptual Land Use and Transportation Plan for Urban Reserve Area CP-3; **Applicant:** City of Central Point.

STAFF SOURCE:

Tom Humphrey AICP, Community Development Director

BACKGROUND:

The City's Regional Plan Element includes a provision that prior to expansion of the urban growth boundary into an urban reserve area it is necessary to adopt conceptual land use and transportation plans for the affected urban reserve. The City received a request to add Urban Reserve Area CP-3 to the City's UGB for additional job creation. The City Council responded to this request by passing a Resolution of Intent to initiate a UGB Amendment.

City staff is initiating this preliminary discussion with the Planning Commission in order to create a concept plan that reflects local land use expectations and remedies for traffic congestion those land uses may generate. The City agreed to an employment/open space split in the Regional Plan (42% and 58% respectively). That means there 16-17 acres that can be designated for employment. The Commission will be asked for their opinions about the uses they would like to see given the constraints that exist in this area. Existing city land uses and environmental constraints are reflected in the attached maps.

ISSUES:

Public Comment on the CP-3 Conceptual Plan will be received at the Citizen Advisory Committee (CAC) and then again at the Planning Commission meeting when a draft is complete. Pending land owner and CAC input, the Planning Commission will make a recommendation to the City Council.

EXHIBITS/ATTACHMENTS:

Attachment "A – CP-3 Concept Plan Maps"

ACTION:

Discuss localized constraints, land use expectations and transportation options for the CP-3 Concept Plan.

RECOMMENDATION:

Direct staff to develop a conceptual plan base upon input from the Planning Commission discussion.

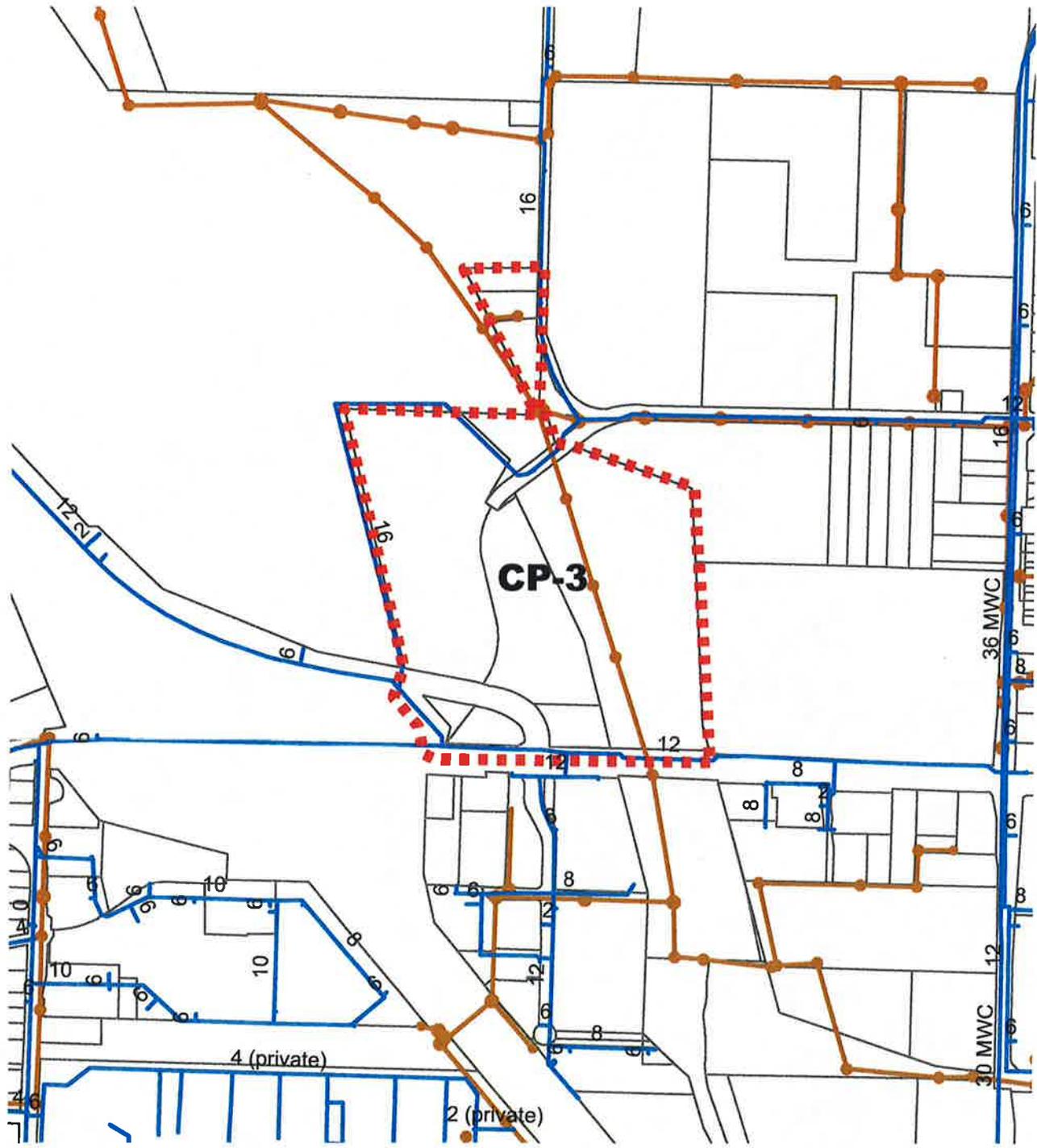
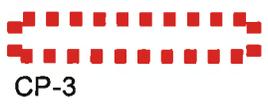


Figure 5. Utilities

CP - 3 Concept Plan

Legend



— Central Point Waterlines
— <all other values>



**Figure 3. Aerial Map
CP-3 Concept Plan**

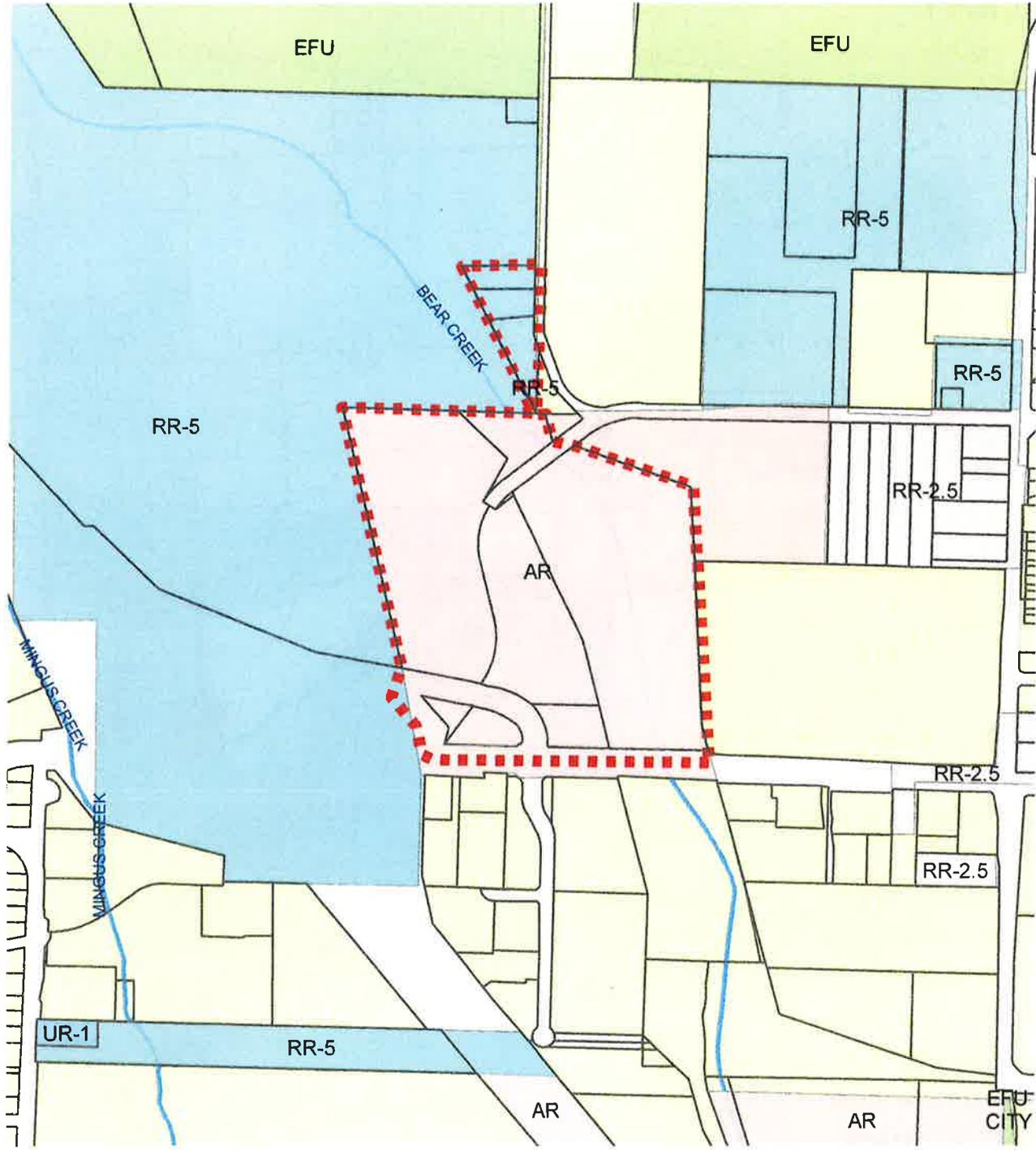
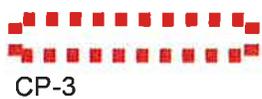


Figure 5. Zoning

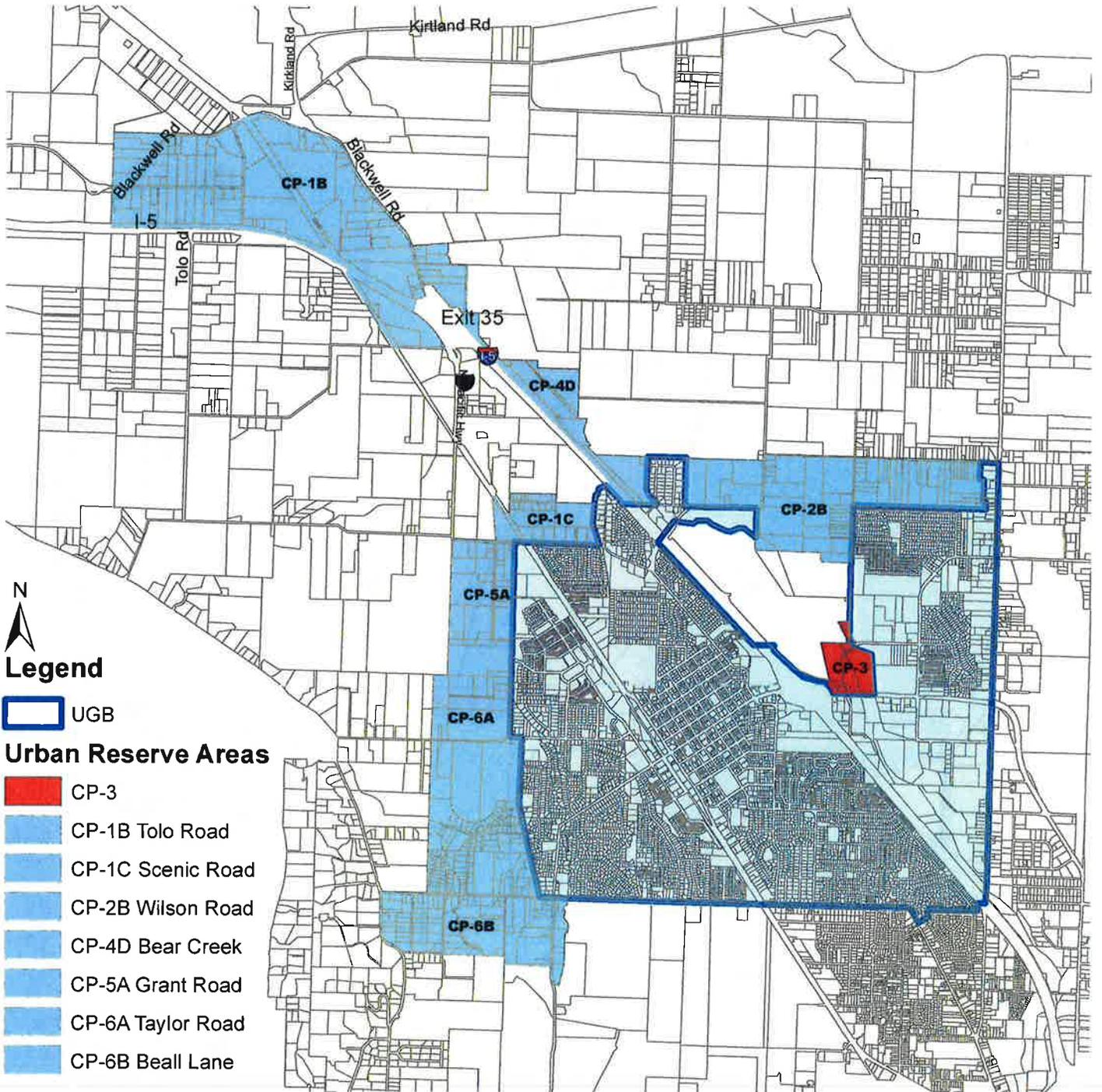
CP - 3 Concept Plan

Legend



Jackson Co Zoning
 County Zoning
 AR
 EFU

RR-2.5
 RR-5
 UR-1



**Figure 1. Central Point
Urban Reserves Areas**

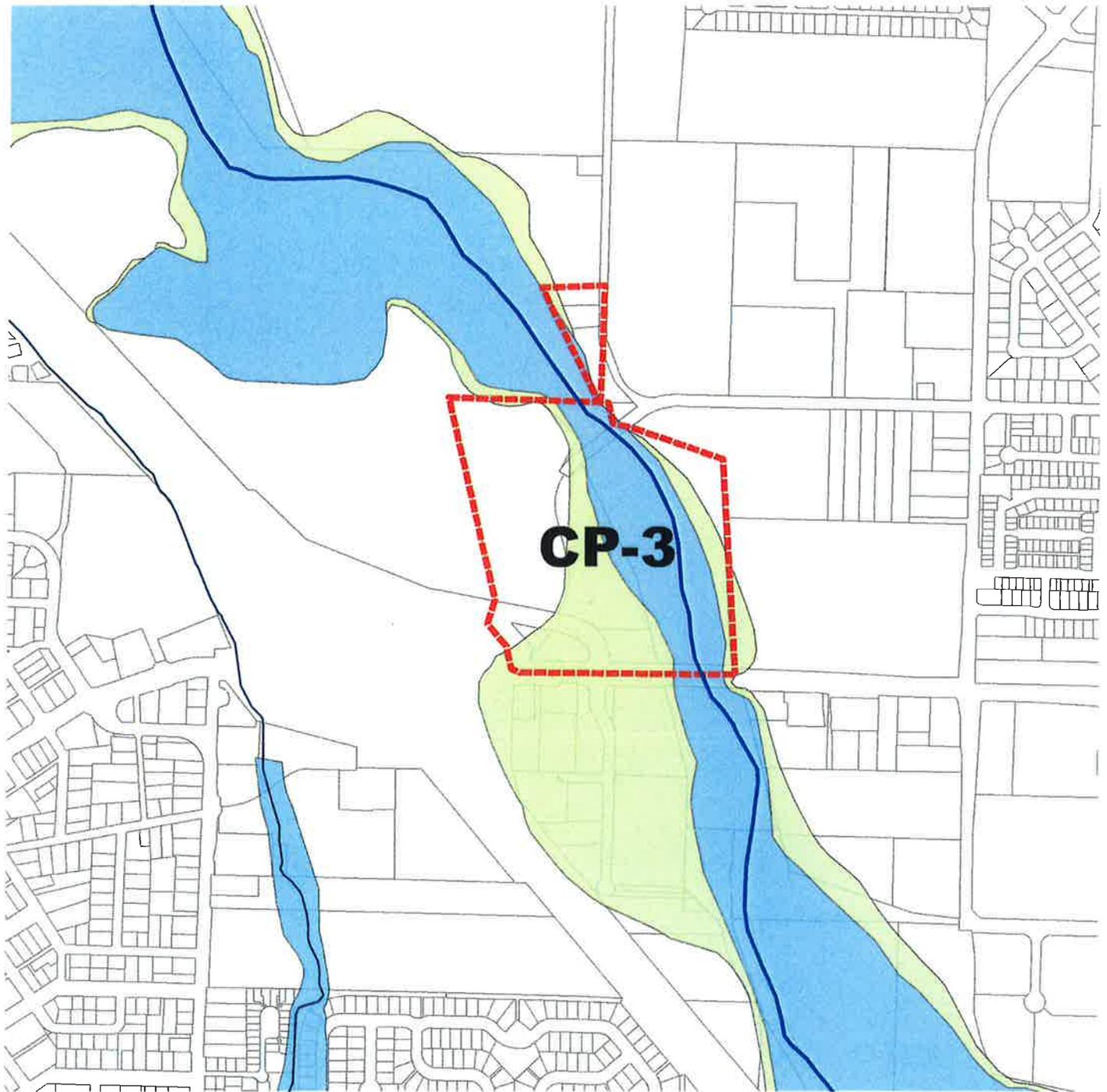


Figure 4. Flood Hazards

CP-3 Concept Plan

Legend

Flood Zones



CP-3

 A Zone (100 yr)

 X Shaded (500 yr)