

23 July, 2020

Written Findings of Fact

Denoting Compliance with CPMC per CPMC 17.05.300 B 2 b.

Project Location and Data:

4475 Hamrick Road, Central Point, OR

372-W01-CB Tax Lot 1100

Base zone: MMR – ETOD (Mixed Medium Residential - Eastside Transit Oriented District)

Density: Minimum = 14 DU/Acre, Maximum = 32 DU/Acre

Land Area: 20,766 sf (0.477 acres)

Min/Max Density = 14(0.4770), 32(0.477) = 7 DU Minimum, 15 DU Maximum

CPMC 17.65, TOD Districts and Corridors.

17.65.010 Purpose:

The purpose of the Central Point Transit Oriented Development (TOD) District is to promote efficient and sustainable land development and the increased use of transit as required by the Oregon Transportation Planning Rule.

This project promotes efficient and sustainable land development and the increased use of Transit by providing higher density housing along the Hamrick Road transit corridor.

17.65.020 (B) Area of Application.

The applicant elects that this development application shall be subject to the TOD corridor requirements contained in this chapter. (as opposed to the normal base zone requirements)

17.65.025 Special Conditions:

A. Eastside Transit Oriented Development District (ETOD) Trip Caps.

1. Development within the ETOD shall not cause the aggregated daily trips to exceed six thousand one hundred ADT for the entire ETOD area. This trip cap shall be removed at such time as the city amends the TSP to incorporate ODOT's IAMP 33 projects, including a financial plan for interchange projects necessary to support the ETOD district: and

2. The planning director or designee, shall maintain an accounting of all ADT for all proposed development applications within the ETOD. Projects that will exceed the trip cap shall not be approved.

Our project consists of the replacement of a single family residence with 12 apartment style dwelling units. According to the textbook "Design of Urban Streets" A single family residence generates 9 average daily trips, and an

apartment 5 average daily trips per dwelling unit. That equates to a total trip generation of 60 average daily trips and a reduction of 9, so a net increase of 51 average daily trips. According to the Development Director, the current aggregate daily trips within the ETOD is _____. So adding 51 trips to that means that the total aggregate daily trips after our development will be _____ which is less than the 6,100 aggregate daily trip cap.

B. Eastside Transit Oriented Development District (ETOD) Agricultural Mitigation.

We acknowledge the presence of active farm uses within the ETOD area and stipulate to recording a tight to farm disclosure statement as a condition of site plan and architectural review approval.

C. Eastside Transit Oriented Development District (ETOD) Shallow Wells.

Our onsite stormwater detention system prevents the development from impacting the water table.

In addition, the residence to be displaced by this project was on well water. The removal of the existing well from the property is a net positive impact to the water table.

17.65.030 Conflict with other regulations

This chapter supercedes others within these regulations.

17.65.040 Land Use – TOD district

A. Residential TOD

2. This project falls within the MMR (Medium Mix Residential) category

17.65.050 Zoning Regulations – TOD District

A. Permitted Uses: Our proposed use of Multiplex Apartment is permitted per Table 1.

B. Limited Uses: N/A

C. Conditional Uses: N/A

D. Density. Our proposed density of 12 Dwelling Units is greater than the minimum and less than the maximum (14(0.4770), 32(0.477) = 7 DU Minimum, 15 DU Maximum) per Table 2.

E. Dimensional Standards:

Lot Size: N/A

Lot Dimensions: Min Depth = 50', Actual Depth = 188.73' ok.

Building Setbacks: Front Min/Max = 10'/15', actual = 11.5' ok.

Building Height: Max = 45', Actual = 38'-9" (to ridge) ok.

The project as proposed is within the applicable dimensional standards.

F. Development Standards

1. *Housing Mix per Table 2:* Development is less than 16 units therefore only one housing type is required.
2. *Accessory Units:* No accessory units are proposed.
3. *Parking Standards:* Per Table 3, 1.5 spaces per unit ($12 \times 1.5 = 18$) are provided with no reductions taken for nearby Transit Service. Bicycle Parking is provided per Chapter 17.64 and Table 17.64.04 (1 space per Dwelling Unit \times 12 units = 12 spaces.) In addition to the 12 spaces (one on each side of 6 inverted U style bicycle stanchions) shown on the site plan each apartment has storage space for a bicycle to be kept inside.

Table 2 TOD District Zoning Standards:

Minimum Lot Depth: 50'
 Actual Lot Depth: 188'+. OK
 Front Min/Max Setback: 10'/15'
 Actual Setback: 11'-6-1/2" OK.
 Side Yard Setback: 5'
 Actual Side Yard Setback: 6'-10" OK.
 Corner Min/Max: 10'/NA
 Actual Corner:
 Rear Min. Setback: 10'
 Actual Rear yard setback: 12'-3-3/4" OK.
 Garage Entrance: Not Applicable
 Maximum Building Height: 45'
 Actual Building Height: 38'-9" (to ridge) OK.
 Maximum Lot Coverage: $80\% \times 20,766 = 16,613$ sf
 Actual Lot Coverage: 15,481 sf < 16,613 sf, OK.
 Minimum Landscaped Area: 20% of site area. ($0.2 \times 20,766$) = 4,153 sf
 Actual Landscaped Area: 5,510 sf > 4,153 sf, OK.

17.65.060 Land Use – TOD Corridor: Not Applicable. However, development complies as indicated below.

A. 2: MMR – Medium Mixed Residential:

The 12 unit apartment building is at the higher end of the target development density for the MMR zone of 7-15 dwelling units for our 0.477 acre property. The proposal includes pedestrian connectivity to the public way on Hamrick Road and new sidewalk and landscaping in front of the property along the Hamrick Road ROW.

17.65.070 Zoning Regulations – TOD Corridor: Not Applicable, however development complies as indicated below.

A. Permitted Uses:

Multiplex Apartment is a Permitted Use per Table 4 for the subject property.

B. Limited Uses: Not Applicable.

C. Conditional Uses: Not Applicable.

D. Density: Our proposed density of 12 Dwelling Units is greater than the minimum and less than the maximum (14(0.4770), 32(0.477) = 7 DU Minimum, 15 DU Maximum) per Table 5.

17.66 Application Review Process for the TOD District and Corridor

17.66.010 Purpose:

The purpose of the Central Point TOD is to promote efficient development, pedestrian/bike travel and the increased use of transit as required by the Oregon Transportation Planning Rule.

This project provides multifamily housing within the target density of the Land Use Zone. Accordingly the project can be found to promote efficient development, pedestrian/bike travel and increased use of transit.

17.66.020 Applicability.

These regulations apply to land within the Central Point TOD District. As provided in Section 17.65.020, these regulations may also apply to land within the Central Point TOD Corridor. The boundaries of the district and corridor are shown on the official city zoning map.

According to the Official Central Point Zoning Map

(<http://centralpoint.maps.arcgis.com/apps/MapTools/index.html?appid=f38f4ff4865b43de9ee6827615d69777>) as of July 20, 2020 this project is not shown within the TOD District, and is not located on a Transit Corridor. However, development is proposed in accordance with regulations for both the TOD District and the TOD Corridor, as we have observed that Hamrick Road is designated as a Future Transit Route per Figure 9.2 of the 2008-2030 Transit Plan and is shown as within the Central Point ETOD-MMR (East Transit Oriented District-Mixed Medium Residential) on the Zoning Map.

(https://www.centralpointoregon.gov/sites/default/files/fileattachments/public_works/page/339/cityzoning_may20131.pdf)

17.66.30 Application and Review

A. Application Types:

- 1. TOD District or Corridor Master Plan: Not Applicable.*
- 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.*

These Findings of Fact are prepared in support of our application for Site Plan and Architectural Review.

- 3. Land Division: Not Applicable.*
- 4. Conditional Use: Not Applicable.*

B. Submittal Requirements. A master plan shall include the following elements:

Not Applicable, submittal requirements for Site Plan and Architectural Review application per CPMC 17.72, Site Plan and Architectural Review apply.

17.66.040 Parks and Open Spaces.

Common park and open space shall be provided for all residential development within a TOD district or corridor as per Section 17.67.060

Not required as development is less than 2 acres and none of the provisions of CPMC 17.66.030 A 1 apply. However, project is located within walking and biking distance of Bear Creek Greenway and Don Jones Park and both pedestrian and bicycle access to the Public Way is provided. In addition, street frontage improvements including sidewalk and landscaping are included with the development proposal.

17.66.050 Application Approval Criteria:

A. TOD District or Corridor Master Plan....Not Applicable.

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

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

The proposed project is designed in compliance with Chapter 17.72 and 17.67 per discussion to follow.

17.66.060 Conditions of Approval.

We understand that the approval authority may apply reasonable conditions of approval to ensure that applicable standards of this code are satisfied.

17.66.070 Approval Expiration.

We understand that an approval if granted will expire after one year unless an extension is requested and approved or building permits are issued and construction commenced.

17.67 Design Standards TOD District and TOD Corridor.

17.67.010 Purpose

The purpose of the Central Point TOD district and TOD corridor design standards is to complement and support efficient and sustainable land development, to reduce auto reliance and to increase transit use as required by the Oregon Transportation Planning Rule.

This project furthers the stated purpose by increasing dwelling unit density within the ETOD district and along the future Hamrick Road transit corridor.

17.67.020 Area of Application.

These regulations apply to the Central Point TOD district and TOD corridor. The boundaries of the district and corridor are shown on the official city zoning map.

According to the Official Central Point Zoning Map (<http://centralpoint.maps.arcgis.com/apps/MapTools/index.html?appid=f38f4ff4865b43de9ee6827615d69777>) as of July 20, 2020 this project is not shown within the TOD District, and is not located on a Transit Corridor. However, development is proposed in accordance with regulations for both the TOD District and the TOD Corridor, as we have observed that Hamrick Road is designated as a Future Transit Route per Figure 9.2 of the 2008-2030 Transit Plan and is shown as within the Central Point ETOD-MMR (East Transit Oriented District-Mixed Medium Residential) on the Zoning Map. (https://www.centralpointoregon.gov/sites/default/files/fileattachments/public_works/page/339/cityzoning_may20131.pdf)

17.67.030 Conflict with other regulations

When there is a conflict between the provisions of this chapter and other requirements of this title, the provisions of this chapter shall govern.

The following discussion demonstrates compliance with the provisions of this chapter.

17.67.040 Circulation and Access Standards.

A. Public Street Standards.

1. The project creates no new public streets. Connection to Hamrick Road will be per City of Central Point Department of Public Works Standard Specifications.
2. *Block perimeters* are not impacted by this project, an existing access point from Hamrick Road will be re-used to access our 0.477 acre lot.
3. *Block Lengths: 600' maximum block length rule.* The property is located on Hamrick Road about 275' south of Beebe and 1,125 feet north of Biddle. The current block length is about 1,400 lf. accessed from Hamrick Road, on a block that is are also not impacted by this development.
4. *Public alleys or major off street bike-pedestrian pathways* are not applicable.
5. *Block perimeters and lengths:* The property, block configuration and development context present no opportunity to decrease the block perimeter or the block length.
6. *All utility lines shall be underground but utility vault access lids may be located in the sidewalk area.*

Utility service will be via underground per civil drawings.

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

This property is only connected directly to Hamrick road, so presents no opportunity to provide for through connections.

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

- a. *Accessway dimensional standards* are compliant with City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction.

- b. *In transit station areas, one or more pedestrian scaled amenities shall be required ...N/A, this is not a transit station area.*

- c. *Sidewalks adjacent to undeveloped parcels may be temporary. N/A*

- d. *Public Street, driveway, loading area and surface parking lot crossings shall be clearly marked with textured accent paving or painted stripes. They are, see Civil plans for markings.*
- e. *The different zones of a sidewalk should be articulated using special paving or concrete scoring. They will be, see architectural and civil site plan drawings.*
- 9. *Public Off Street Accessways. Not Applicable.*

B. *Parking Lot Driveways:*

- 1. The parking lot driveway is designed as a private street. See Civil Drawings.
- 2. Curb Cuts are kept to the minimum of one.
- 3. Parking lot drive could provide connectivity to site so west if needed in the future with mitigation for three parking spaces.
- 4. *Large Driveways should use distinctive paving pattern.* Driveway is differentiated from road by concrete apron and sidewalk.

C. *On-Site Pedestrian and Bicycle Circulation.* Concrete sidewalks and walkways connect each dwelling unit to the Public Way.

17.67.050 *Site Design Standards.*

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

1. *All off-site structures including septic systems, drain fields, and domestic wells (within 100 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.*

Adjacent structures are shown on the Architectural site plan. The property will be fenced and filled as required for proper site drainage and connectivity to the street system. The fence will be a 6' cedar 'neighbor' style fence, built on our side of the property line with alternating 8' panels of dog ear cedar fencing on each side of the fence line. Fencing within the front yard setback distance will be 4' tall. All surface water drainage will be cycled through a stormwater detention system beneath the parking lot as indicated on the Civil Drawings. Adjacent properties are all zoned MMR so proposed uses are consistent with the TOD District and the context.

2. *Specific infrastructure facilities identified on the 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.*

Utility connections will be underground, per referenced standards. All runoff and surface water is designed to be cycled through a stormwater detention system designed per the referenced standards.

B. Natural Features:

There are no significant natural features to preserve on the site.

C. Topography:

The site is generally flat, but lies several feet below the surface of Hamrick Road. Accordingly, we will be adding about 3' of fill to the site to allow connectivity to the road system and to allow for proper surface water drainage and sewer system connectivity.

D. Solar Orientation.

The main building elevation, ridgeline and unit entrances faces south, and the patios, decks and yards face north. Ground level building entrances and glazing on the south side are shaded by the walkway providing access to the second floor entrances. Second floor entrances for the two level Townhome units are setback and shaded from the south building façade. West facing glazing is minimized due the buildings east/west ridgeline orientation. Shadow impacts to the north are minimized due to the building side yard setback exceeding the minimum and height being less than the maximum allowable.

E. Existing Buildings on the Site.

All existing buildings on the site will be removed. New construction is compatible with the regional craftsman style wood framed construction prevalent in the area.

F. New Prominent Structures.

N/A. This is not a public or civic building.

G. Views.

Building Mass aligns with the lot development pattern. Setbacks and surrounding development patterns allow for views all around the site for our tenants and for existing neighbors.

H. Adjoining Uses and Services.

To the maximum extent possible service areas are not visible from the street. Trash and recycling are located in a split faced CMU enclosure. Activity areas and equipment that will create noise such as air conditioners, heat pumps and exhaust fans will be screened to minimize visual and audible impacts and avoid disturbing adjacent residents. A CBU style group mailbox will be provided for the building located under a stairway.

I. Transitions in Density.

All adjacent properties are zoned ETOD MMR so this factor is Not Applicable.

J. *Parking.*

1. *Parking Lot Location:* The parking lot is located in the buildings southern side yard and in compliance with all aspects of this section.
2. *Design:* The parking lot is designed with protective curbs around all edges. Trees are set back from curbs more than 3' in all cases. All vehicle areas are paved. Striping is shown on the site plan and is in conformance with City of Central Point parking dimension standards. The parking area is relatively compact, measuring about 176' x 53'. Even though it is compact, it still has three landscaped peninsulas that also contain functions like garbage enclosures and stair elements.
3. *Additional standards for LMR, MMR and HMR Zones:* Parking frontage is limited to the maximum extent possible by double loading the circulation aisle with parallel and head in parking. Parking frontage is approximately the length of the building on one side, therefore it provides maximum convenience to tenants, and is less than 50% of total site frontage. The property is not adjacent to any alleys or parking structures.

K. *Landscaping.*

1. *Perimeter Screening and Planting.* The north property line is fenced with a neighbor style cedar fence and landscaped with vine maple trees and shrubs. The landscaping and fence create small backyard spaces as well as providing screening between our project and the neighbor to the north. See discussion continued below for landscaping adjacent to the parking lot.
2. *Parking Lot Landscaping and Screening.* Landscaped buffers including trees spaced about 30' oc along the south and west property lines, shrubs and groundcover generally tiered all around the parking lot perimeter. These screen the parking area from offsite views and provide a transition zone around the parking. The landscaping also buffers and screens separate uses such as waste storage/pickup, stairs etc. The planting strip behind the sidewalk along the Hamrick Road Right of Way is more than 5' wide and consists of small asymmetrical patch of drought tolerant grass/wildflower mix next to a tiered planting assembly against the building of shrubs and groundcover. Parking lot landscaping along Hamrick Road is also tiered in a similar manner and meets the standards of subsection (i). Parking Lot Interior Landscaping requirement of 20 sf per parking stall (20sf x 18 = 360 sf) is exceeded by peninsula landscaped areas which provide 370 sf of parking lot interior landscaping. Additional parking lot interior landscaping is provided next to the trash enclosure.
3. *Landscaping Near Buildings.* See also the discussion above. Landscaping near the building is tiered towards Hamrick road at the east to provide an attractive presentation to passers by. Trees serve to break up the building mass and provide shade. The landscaping also serves to enclose the project when experienced from within the property creating a comfortable and attractive courtyard feeling for our tenants.

4. *Service Areas.* Service areas are screened from public view by a combination of dog eared cedar fencing and landscaping. The Trash/Recycling Enclosure is screened by a 6' masonry wall and landscape trees, shrubs and groundcover on 3 sides.
5. *Street Trees.* Our landscape architect has selected Eastern Redbud trees for planting along Hamrick Road. Their location is indicated on the Landscape Planting Plan.

L. Lighting.

1. *Minimum Lighting Levels.* Metal Halide or similar color lamps will be used as needed to meet minimum light levels of 2/10 fc for urban spaces and sidewalks. Lighting levels will not exceed 6 fc at intersections or 1-1/2 fc in parking areas.
2. *Fixture Design in Public Rights of Way.* We will work with the city to select and locate pedestrian scale street light fixtures to establish the desired design precedent along Hamrick Road.
3. *On-Site Lighting.* Will be designed for safety, to reinforce the pedestrian environment, provide way finding to entry points and to enhance the drama and presence of architectural and landscape features. Light fixtures will be selected and located to minimize and focus lighting on intended areas while avoiding casting light on adjacent properties.

M. Signs.

A small externally lit monument sign not exceeding 4' in height may be located near the parking lot entrance indicating the name and address of the building. Total sign area would not exceed 32 sf. The base materials for the sign would be the same as used for other purposes around the project. Colored, Split face CMU Block or other stone/masonry base and Fiber Cement sign surface with cut metal or stone letters/numbers.

Section 17.67.060 Public Parks and Open Space Design Standards.

As a 12 unit apartment building, our project requires (12x600 sf = 7,200 sf) of park and open space area. In addition to the over 4,700 sf of perimeter landscaped area on site, The project is located within 2 blocks of Don Jones Park, which provides a complete park with play structures, picnic tables, benches and seating designed per the standards of part D of this section.

Section 17.67.070 Building Design Standards.

- A. *General Design Requirements.* Our project will be built with locally sourced materials such as wood framing, fiber cement siding and CMU Masonry. The East/West building orientation (primary elevation faces south) saves energy during all seasons of the year by decreasing heating and cooling loads. The second floor walkway providing access to the entries on the second floor shades south facing windows and doors. Many other entries and doors on the south are inset for shade

and shelter. Most of the rest of the windows are located on the north elevation, allowing for maximum light and minimum heat gain. Natural ventilation is achieved by having operable windows with screens. Heating and cooling costs are further mitigated by double common walls between units and insulated floor systems between for both thermal and acoustic isolation of each dwelling unit. Pedestrian connectivity and clear wayfinding are provided from the Public Way and Parking Lot to each dwelling unit.

- B. *Architectural Character.*** As the existing adjacent and nearby architectural character is not well defined we have used a Craftsman style common throughout our region due to the availability of wood products and a labor force skilled in its use. We have incorporated changes in plane, material and color to create interest and massing variety. Changes in building height, rooflines and special features including covered walkways, canopies, stair and railing details and coverings, gables and setbacks to help define individual entries and limits of dwelling units.
- C. *Building Entries.*** Entries are for individual dwelling units, and are therefore separate in nature, relating to the parking lot rather than Hamrick Road. All entries are sheltered by a building overhang. Accordingly, the project functions as more of a clustered development with entries facing into the project and not the street. We have provided a clear and accessible pedestrian accessway from the parking area / building complex to the pedestrian route on the west side of Hamrick Road.
- D. *Building Facades.*** (Items 1. General and 3 b. (Residential Multifamily) apply.) The building design avoids flat monolithic facades by incorporating numerous changes in plane, setbacks, recessed entries and patios, windows, roof setbacks, gables, dormers, brackets, corbels, arcade/walkways and other architectural features. These same features are used to provide sun shading where possible and help to define entries, individual dwelling units and to impart a more residential and human scale to an otherwise large building. Façade materials employed include horizontal Fiber Cement siding, Wood Trim, Fiber Cement Shingles, vertical Board and Batt siding, CMU masonry (split faced and colored). These materials are selected for their aesthetic appeal, ready availability, durability and long term value.
- E. *Roofs.*** Laminated high relief Composition shingle roof over an 8:12 pitch roof structure with 12” overhangs.
- F. *Exterior Building Lighting.*** Lighting is intended to create a safe and secure environment and to enhance wayfinding. It is not intended to draw attention to the building façade. Porch and entry lights are provided to create a safe and inviting pedestrian environment at night. No exterior lighting will exceed 100 watts per fixture.
- G. *Service Zones.*** Every effort will be made to group utilitarian functions such as electrical meters and utility service entrance, mechanical

equipment, trash and service functions away from the public view. Accordingly, electrical meters are shown on the west elevation and utilities are provided via underground vaults where practicable as shown on the civil submittal. Where this is not possible, we will use mechanical screening and/or landscape features to conceal them.

17.72 Site Plan and Architectural Review.

17.72.020

This project over 5000 sf and is therefore considered a 'major' project per this section and is subject to Type II procedural requirements as set forth in Chapter 17.05.

17.05.100 B 2:

Type II. Type II procedures apply to administrative decisions that involve clear and objective approval standards and criteria the application of which requires the use of limited discretion. Type II decisions are made by the community development director or designee with public notice, and an opportunity for a public hearing if appealed. The appeal of a Type II decision is treated as a Type III procedure, except that the appeal is to the planning commission, which is the final decision of the city.

17.75 Design and Development Standards.

As described in the preceding discussion, this project has been designed in compliance with all applicable provisions of this section.