



LAND USE PLANNING AND CONSULTING SERVICES

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## SITE PLAN & ARCHITECTURAL REVIEW APPLICATION FOR LOT 4, TWIN CREEKS CROSSING PHASE 1 - SENIOR HOUSING COMMUNITY DEVELOPMENT

### FINDINGS OF FACT

<b>Submittal No.:</b>	1
<b>Document Date:</b>	December 10, 2016
<b>Applicant's Request:</b>	Site Plan and Architectural Review approval for a new senior housing/assisted living facility within the High Mix Residential (HMR) Zone and Transit Oriented Development (TOD) District.
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## **Project Data**

<b>Subject Property:</b>	Jackson County Assessor's Map 37S 2W 03CA, Tax Lot 1400
<b>Location:</b>	Southerly Corner of Twin Creeks Crossing and North Haskell Street
<b>Legal Description:</b>	Lot 4, Twin Creeks Crossing Phase 1, located in the Northeast quarter of Section 3, Township 37 South, Range 2 West, Willamette Meridian, Jackson County, Oregon
<b>Property Size:</b>	2.62 Acres
<b>Current Zoning:</b>	High Mix Residential (HMR) Zone in the Transit Oriented Development (TOD) District

## **Background**

This is an application for a Site Plan and Architectural Review in the High Mix Residential (HMR) Zone as well as the Transit Oriented Development (TOD) District. The subject site is one existing, master planned and platted lot within Phase 1 of Twin Creeks Crossing and occupies 2.62 acres. This site is bordered on three sides by existing public streets including North Haskell Street, Twin Creeks Crossing, and Boulder Ridge. The subject property is relatively flat and unimproved. As a result of this proposed development, two buildings will be constructed, connected by a covered walk ("porte cochere") that will comprise a senior housing/assisted living facility. More specifically, one building will be two-stories and have 60 units whereas the second building will be one-story with 24 memory care units. This site will have its primary access from North Haskell Street and a secondary access connection to Twin Creeks Crossing via Boulder Ridge. In addition to the proposed buildings, this development project includes 49 parking spaces, landscaping, and general site improvements such as utilities necessary to serve the new buildings.

The applicant is aware that this Site Plan and Architectural Review will be reviewed under the Type II Procedures per Central Point Municipal Code (CPMC) 17.05.300. Within this written statement are findings of fact to demonstrate that this proposed development will be in compliance with the regulations pertaining specifically to the TOD District and to Site Plan and Architectural Reviews in general. This document addresses the following applicable sections of the CPMC.

- CPMC 17.65 TOD Districts and Corridors
- CPMC 17.66 Application Review Process for the TOD District and Corridor
- CPMC 17.67 Design Standards—TOD District and TOD Corridor
- CPMC 17.72 Site Plan and Architectural Review
- CPMC 17.75 Design and Development Standards

Under the discussion of CPMC 17.75, specifically CPMC 17.75.039(H), is a request for a bicycle parking exception per CPMC 17.75.039(H)(3). The approval criteria and standards from the CPMC are in italics and the responses are included in plain text.

### **CPMC 17.65: TOD Districts and Corridors**

#### ***17.65.050 Zoning regulations--TOD district.***

*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.*

The closest use in the CPMC to the proposed assisted living/memory care facility is 'senior housing' that falls under Dwelling, Multi-family. Table 1 in CPMC 17.65.050 lists 'senior housing' as a permitted use in the HMR Zone. Based on this fact, the proposed development is allowed, subject to the site plan and architectural review process.

*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.*

As mentioned above in 'A', 'senior housing' is a permitted use in the HMR Zone and not a limited use.

*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.*

As mentioned above in 'A', 'senior housing' is a permitted use in the HMR Zone and not a conditional use.

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

Table 2 in CPMC 17.65.050 provides no maximum density per net acre in the HMR Zone, but there is a minimum density of 30 units per net acre. The subject property is 2.62 acres in size and there are 84 proposed units. Based on this fact, the minimum number of units required for this particular site is 78.6 units. The 84 proposed units will be 5.4 units above the minimum density.

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

The subject property is an existing, platted lot; thus the lot size and lot dimensions standards are not applicable to this application. Table 2 of CPMC 17.655.050 states a minimum front yard setback of 0 feet with a maximum of 15 feet. The same table lists the side yard setback for detached buildings as 5 feet, the rear yard setback is 10 feet, and corner lots have a minimum setback of 0 feet with a 10 foot maximum. On the Site Plan prepared by Dustrud Architecture, the front yard setback to North Haskell Street and Twin Creeks Crossing will be 15 feet at the greatest point. The street side yard (corner) setback to Twin Creeks Crossing will be no more than the 10 foot maximum. Per the Master Plan, the parking lot in the rear yard is allowed to be 4 ft. away from the property line so long as it is paired with a total 8 ft. parking median with parking abutting it on the adjacent property. The side yard setback to the southeast will be at least 10 feet. Based on these facts, all dimensional standards applicable to the HMR Zone will be met. In addition, the tallest of the two buildings will be two stories; thus the maximum 60 foot building height standard will be met.

*F. Development Standards.*

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

The proposed senior housing development is not a standard residential development; thus the housing mix requirement would not be applicable.

*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.*

There are no accessory units proposed with this application; thus this standard is 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.*

- a. Fifty percent of all residential off-street parking areas shall be covered. Accessory unit parking spaces are not required to be covered.*
- 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.*
- c. Bicycle parking standards in Chapter 17.64 shall not be reduced at any time.*
- 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.*

Table 3 of this section, CPMC 17.65.050, specifies that the minimum number of off-street parking spaces for senior housing is 0.5 spaces per unit. With a total of 84 units, the required number of parking spaces on-site for this particular development would be 42. This development proposes 49 parking spaces in compliance with the parking standards for the TOD District.

In terms of bicycle parking standards, the applicant understands that in the TOD District the minimum amount required is not usually reduced. However, in conversations with city staff the design team understands that this particular situation allows the possibility of a bicycle parking exemption given that the CPMC groups the bike parking requirement for multi-family and senior housing together. While traditional multi-family developments certainly need to meet the minimum bicycle parking requirement, a senior housing is designed for residents with significantly reduced physical abilities who may not be able to ride a bicycle anymore. The applicant is requesting a bicycle parking exemption (discussed in more detail under CPMC 17.75 below).

**CPMC 17.66: Application Review Process for the TOD District and Corridor**

***17.66.030 Application and review.***

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

- 1. TOD District or Corridor Master Plan. Master plan approval shall be required for:
  - 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.***

This site is 2.62 acres in size; thus a master plan approval is required. The subject property was included in the Twin Creek Master Plan that was completed in December 2000; thus this required application has already been completed.

*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.*

This Senior Housing project involves 2.62 acres of land and therefore requires Master Plan approval prior to, or concurrent, with a Site Plan and Architectural Review application. Given that the subject property was included in the Twin Creek Master Plan, completed in December 2000, the required master plan approval is already in place. This Site Plan and Architectural Review application addresses the provisions from CPMC 17.72 below.

*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.*

This application is not a partition or subdivision; thus this application review process is not applicable.

~~*4. Conditional Use. Conditional uses shall be reviewed as provided in Chapter 17.76, Conditional Use Permits.*~~

This application is for a permitted use and not a conditionally-permitted use; thus this application review process is not applicable.

*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).**
- 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.
  - 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.*
  - b. Adjacent Land Use Plan. 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.**
- 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.*
- 4. Site Plan. A plan and narrative addressing Section 17.67.050, Site design standards.*
- 5. Recreation and Open Space Plan. A plan and narrative addressing Section 17.67.060, Public parks and open space design standards.*
- 6. Building Design Plan. A written narrative and illustrations addressing Section 17.67.070, Building design standards.*
- 7. Transit Plan. A plan identifying proposed, or future, transit facilities (if any).*

*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.*

This application is not for master plan approval; thus these submittal requirements are not applicable to this application.

**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. (Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1815 §1(part), Exh. B(part), 2000).*

This proposed development is not a standard residential development. However, there is common open space being provided in the form of courtyards that each building surrounds. In addition, there is a public park (Twin Creeks Park) located across

Twin Creeks Crossing from the subject property that was established as part of the previous master plan process. The requirement for common park and open space is being provided.

**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;*
- 2. Sections 17.65.060 and 17.65.070, relating to the TOD corridor;*
- 3. Chapter 17.67, Design Standards--TOD District and TOD Corridor;*
- 4. Chapter 17.60, General Regulations, unless superseded by Sections 17.65.040 through 17.65.070;*
- 5. Section 17.65.050, Table 3, TOD District and Corridor Parking Standards, and Chapter 17.64, Off-Street Parking and Loading;*
- 6. Chapter 17.70, Historic Preservation Overlay Zone; and*
- 7. Chapter 17.76, Conditional Use Permits, for any conditional uses proposed as part of the master plan.*

This application is for a Site Plan and Architectural Review; thus the Master Plan approval criteria are not applicable to this application.

*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*

There are findings of fact provided for the applicable portions of CPMC 17.72 below in this written statement.

- 2. The proposed improvements comply with the approved TOD district or corridor master plan for the property, if required; and*

The proposed development is a 'senior housing' facility that is a permitted use in the High Mix Residential (HMR) Zone; which will be consistent with the land use plan designation in the Twin Creeks Master Plan (2000).

- 3. Chapter 17.67, Design Standards--TOD District and TOD Corridor.*

There are findings of fact provided below in this written statement to address CPMC 17.67, Design Standards—TOD District and TOD Corridor.

*C. Land Division. A land division 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 Title 16, Subdivisions; and*
- 2. The proposed land division complies with the approved TOD district or corridor master plan for the property, if required; and*
- 3. Chapter 17.67, Design Standards--TOD District and TOD Corridor.*

This application is for a Site Plan and Architectural Review; thus the approval criteria for land divisions are not applicable to this application.

*D. Conditional Use.*

1. A conditional use application shall be approved when the approval authority finds that the following criteria are satisfied or can be shown to be inapplicable:
  - a. The provisions of Chapter 17.76, Conditional Use Permits; and
  - b. The proposed conditional use complies with the approved TOD district or corridor master plan for the property, if required; and
  - c. Chapter 17.67, Design Standards--TOD District and TOD Corridor.
2. A conditional use application shall not be required for a conditional use which was approved as part of a valid master plan approval as provided in subsection (A) of this section. (Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1815 §1(part), Exh. B(part), 2000).

This application is for a Site Plan and Architectural Review; thus the approval criteria for conditional use permits are not applicable to this application.

**Chapter 17.67: Design Standards – TOD District and TOD Corridor**

**17.67.40 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.
2. Block perimeters shall not exceed two thousand feet measured along the public street right-of-way.
3. Block lengths for public streets shall not exceed six hundred feet between through streets, measured along street right-of-way.
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.
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.
6. All utility lines shall be underground but utility vault access lids may be located in the sidewalk area.
7. Connections shall be provided between new streets in a TOD district or corridor and existing local and minor collector streets.
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.
9. *Public Off-Street Accessways.*

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

*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.*

*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.*

North Haskell Street, Twin Creeks Crossing, and Boulder Ridge are all existing, public streets that were planned and constructed as part of the Twin Creeks Master Plan process. There are no proposed public streets; thus the public street standards are not applicable to this application.

#### *B. Parking Lot Driveways.*

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

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

*b. The parking lot driveway serves one or two residential units; or*

*c. The parking lot driveway provides direct access to angled parking stalls.*

The parking lot driveway does not meet any of the exceptions above and therefore is designed as a private street. The proposed driveway from North Haskell Street is 24 feet; thus the proposal exceeds the 21 foot required width.

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

There is a single curb cut and driveway accessed from the main ingress and egress location off of North Haskell Street with a secondary access from the terminus of Boulder Ridge. The secondary access is necessary to provide access to both the East and South adjacent properties, as well as, the subject property.

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

By using the secondary access location, the parking lot has been designed to accommodate vehicular and pedestrian connections to adjacent properties.

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

On the included landscape plans, the hardscape patterns are detailed to demonstrate that the proposed, large driveway uses a distinctive paving pattern.

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

*1. Reducing distances between destinations or activity areas such as public sidewalks and building entrances. Where appropriate, develop pedestrian routes through sites and buildings to supplement the public right-of-way;*

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

*3. Bridging across barriers and obstacles such as fragmented pathway systems, wide streets, heavy vehicular traffic, and changes in level by connecting pedestrian pathways with clearly marked crossings and inviting sidewalk design;*

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

*5. Connecting parking areas and destinations with pedestrian paths identified through use of distinctive paving materials, pavement stripings, grade separations, or landscaping. (Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1815 §1(part), Exh. C(part), 2000).*

The existing, public sidewalks on the three public streets are shown on the Site Plan. As shown on the attached Site Plan, Landscape Plan, and Civil Plans there are paths around the parking lot and building perimeters. These interior pathways provide a

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convenient, short path between building entrances and the public sidewalk that is also planned to be landscaped so as to be very attractive for on-site pedestrian and bicycle circulation. The landscaping plan shows a design for the pedestrian paths. In addition, site signage has not been determined yet, but anticipated locations are noted on the Site Plan. Also, site lighting will be adjacent to pathways as well as mounted on the building to provide a safe development.

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

All of the proposed development will be located on the subject property. There will be no off-site structures including infrastructure facilities; thus these standards under 'A' are not applicable to this application.

**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.*

There are no significant trees, steep slopes, wetlands, or stream corridors on the subject property; thus these standards under 'B' are not applicable to this application.

**C. Topography.**

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

The subject site is relatively flat with a nearly imperceptible slope from the SE property line to the NW property line. Based on this fact, these topography standards are 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.*

The building design and massing is oriented to enhance solar exposure with the main entrance to the Assisted Living Facility facing SE off of the access drive from North Haskell Street. The courtyard for residents of the Memory Care Facility also opens to the SE taking advantage of the solar exposure. All resident units are designed to have living spaces at the exterior of the building with kitchens and baths at the interior corridors to maximize exposure to light and sun.

**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.*

There are no existing buildings on the subject site. The proposed buildings have been designed to be residential in character and will use materials that are similar to the residential neighborhood across North Haskell Street.

*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.*

These two proposed buildings are not a public or civic building; thus this standard is not applicable to this application.

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

Given the relatively flat topography of this area, there are no important views to preserve. Additionally, the assisted living facility (ALF) is only two stories and the memory care facility (MCF) will be one story. The neighboring residential development across North Haskell Street is comprised of primarily two-story structures. The proposed development will blend in with the existing development on surrounding properties.

*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.*

Traffic circulation associated with the ALF/MCF is primarily at the rear of the property with the main vehicular access location opposite an alley off of North Haskell Street that leads into a currently undeveloped portion of the adjacent neighborhood. Secondary access is located off of Twin Creeks Crossing via Boulder Ridge, where there is currently no development on the two adjacent sites also located in the HMR zone. Site lighting will not have any impact on the adjacent neighborhood, as the buildings are pulled back from the property line to the maximum front yard setback of 15 feet.

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

Activity areas are located within the buildings and at interior courtyards and thus will not impact adjacent residents. The generator and mechanical equipment that is needed for the kitchen are located at the east side of the building away from the adjacent neighborhood.

*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.*

The trash containers will be stored, and the loading zone for kitchen deliveries, will be located on the east side of the building (rear of the building) so as not to be visible from either North Haskell Street or Twin Creeks Crossing.

*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.*

The mechanical equipment and loading areas on the east side of the building will be screened from view of the adjacent residential properties either by the buildings themselves or by the proposed landscaping shown on the Landscape Plan.

*5. Group mailboxes are limited to the number of houses on any given block of development. Only those boxes serving the units may be located on the block. Multiple units of mailboxes may be combined within a centrally located building of four walls that meets the design guidelines for materials, entrance, roof form, windows, etc. The structure must have lighting both inside and out.*

The group mailboxes will be located inside the buildings near the reception desk. There will be no mailboxes on the outside of the buildings.

*I. Transitions in Density.*

*1. Higher density, attached dwelling developments shall minimize impact on adjacent existing lower density, single-family dwelling neighborhoods by adjusting height, massing and materials and/or by providing adequate buffer strips with vegetative screens.*

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

*3. New residential buildings within fifty feet of existing low density residential development shall be no higher than thirty-five feet and shall be limited to single-family detached or attached units, duplexes, triplexes or fourplexes.*

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

5. *Dwelling types in a TOD district or corridor shall be mixed to encourage interaction among people of varying backgrounds and income levels.*
6. *Zoning changes should occur midblock, not at the street centerline, to ensure that compatible building types face along streets and within neighborhoods. When dissimilar building types face each other across the street because the zoning change is at the street centerline or more infill housing is desired (for instance, duplexes across the street from single dwellings), design shall ensure similarity in massing, setback, and character.*
7. *Density should be increased incrementally, to buffer existing neighborhoods from incompatible building types or densities. Sequence density, generally, as follows: large lot single dwelling, small lot single dwelling, duplex, townhomes, courtyard multifamily apartments, large multifamily apartments, and mixed use buildings.*

The two proposed buildings will be either one or two stories in height in order to be a similar/same height to the lower-density residential development on nearby surrounding properties. In addition, as shown on the attached Landscape Plan, there will be an effective use of landscaping to buffer and screen the proposed buildings from lower density development.

#### *J. Parking.*

##### *1. Parking Lot Location.*

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

The location of the off-street parking will be at the rear of the two buildings except for six spaces that will be at the side along the main driveway. None of the parking lot will be located between the front façade of the buildings and the public streets. In addition, the proposed parking is not located within 20 feet of the intersection of North Haskell Street and Twin Creeks Crossing or Twin Creeks Crossing and Boulder Ridge.

##### *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.*

The proposed parking lot is almost entirely located at the rear of the buildings. Also, the location of parking does not impact the pedestrian environment, adjacent properties, or pedestrian safety. In terms of the technical parking lot design, it will be paved, landscaped, and striped to the minimum standards and dimensions.

##### *3. Additional Standards for LMR, MMR, and HMR Zones.*

- a. *When parking must be located to the side of buildings, parking frontage should be limited to approximately fifty percent of total site frontage.*
- b. *Where possible, alleys should be used to bring the vehicle access to the back of the site.*

This site is zoned High Mix Residential (HMR). There are only six (6) parking spaces to the side of the buildings; which occupy less than 30 feet of the frontage along North Haskell Street. This is less than 7 % of the site frontage on North Haskell Street. Further while there are no alleys adjacent to the site, Boulder Ridge provides secondary access to the parking lot from the rear of the site.

4. For parking structures, see Section 17.67.070(H).

The proposed parking lot will not be located within a parking structure; thus this standard is not applicable.

K. Landscaping.

1. Perimeter Screening and Planting.

- a. Landscaped buffers should be used to achieve sufficient screening while still preserving views to allow areas to be watched and guarded by neighbors.
- b. Landscaping should be used to screen and buffer unsightly uses and to separate such incompatible uses as parking areas and waste storage and pickup areas.

As is shown on the Landscape Plans, there are perimeter plantings to achieve a natural buffer between the subject site and adjacent properties. In addition, landscaping areas shield parking and waste disposal areas from view to the greatest extent possible.

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.
- 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.
- 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).
- 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.
  - 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.*
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.*
4. *Service Areas. Service areas, loading zones, waste disposal or storage areas must be fully screened from public view.*
- a. *Prohibited screening includes chainlink fencing with or without slats.*
- b. *Acceptable screening includes:*
- i. *A six-foot masonry enclosure, decorative metal fence enclosure, a wood enclosure, or other approved materials complementary to adjacent buildings; or*
- ii. *A six-foot solid hedge or other plant material screening as approved.*
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.*

The attached Landscape Plans demonstrate that parking lot landscaping will be provided in the amount required by the standards above. There will also be landscaping between buildings, around service areas, and there will be street trees as shown on the Landscape Plans as well.

#### *L. Lighting.*

1. *Minimum Lighting Levels. Minimum lighting levels shall be provided for public safety in all urban spaces open to public circulation.*
- a. *A minimum average light level of one and two-tenths footcandles is required for urban spaces and sidewalks.*
- b. *Metal-halide or lamps with similar color, temperature and efficiency ratings shall be used for general lighting at building exteriors, parking areas, and urban spaces. Sodium-based lamp elements are not allowed.*
- c. *Maximum lighting levels should not exceed six footcandles at intersections or one and one-half footcandles in parking areas.*
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.*
3. *On-Site Lighting. Lighting shall be incorporated into the design of a project so that it reinforces the pedestrian environment, provides continuity to an area, and enhances the drama and presence of architectural features. Street lighting should be provided along sidewalks and in medians. Selected street light standards should be appropriately scaled to the pedestrian environment. Adequate illumination should be provided for building entries, corners of buildings, courtyards, plazas and walkways.*
- a. *Accessways through surface parking lots shall be well lighted with fixtures no taller than twenty feet.*
- b. *Locate and design exterior lighting of buildings, signs, walkways, parking lots, and other areas to avoid casting light on nearby properties.*
- c. *Fixture height and lighting levels shall be commensurate with their intended use and function and shall assure compatibility with neighboring land uses. Baffles shall be incorporated to minimize glare and to focus lighting on its intended area.*
- d. *Additional pedestrian-oriented site lighting including step lights, well lights and bollards shall be provided along all courtyard lanes, alleys and off-street bike and pedestrian pathways.*
- e. *In addition to lighting streets, sidewalks, and public spaces, additional project lighting is encouraged to highlight and illuminate building entrances, landscaping, parks, and special features.*

There will be on-site light fixtures attached to the sides of the buildings and along the interior pathways. The lighting will be directed downward in order to avoid any negative effects on surrounding properties. The proposed lighting will enhance architectural features of the buildings and illuminate building entrances, landscaping, paths, and parking spaces.

#### *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. *Decorative exterior murals are allowed and are subject to review and criteria by planning commission or architectural review committee appointed by city council.*

- c. Signs that use images and icons to identify store uses and products are encouraged.*
- d. Projecting signs located to address the pedestrian are encouraged.*
- 2. Sign Requirements. Signs within the TOD district or corridor shall comply with the standards in Table 17.67.050(1).*
- 3. Sign Materials. Unless otherwise exempt, or authorized by the planning commission, all signs must comply with the following design criteria:*
  - a. The base materials for a freestanding sign shall be natural materials including stone, brick, or aggregate.*
  - b. Building/sign proportionality as referenced in Table 17.67.050(1).*
  - c. Sign illumination shall be limited to external illumination to include conventional lighting and neon, if neon is applied to the sign plane area. External illumination is understood to include "back lit" or "halo" lighting. Internally illuminated signs are prohibited except as provided under Table 17.67.050(1) for scoreboards.*
- 4. Prohibited Signs.*
  - a. Internally illuminated signs;*
  - b. Roof signs;*
  - c. Reader boards;*
  - d. Flashing signs;*
  - e. Electronic message/image signs on which copy is created through the use of a pattern of lights in a dot matrix configuration, which may be changed intermittently;*
  - f. Bench signs;*
  - g. Balloons or streamers;*

Any proposed signage will be designed to be in compliance with the above standards. The exact signage and its location is still to be worked out; thus a more detailed discussion cannot be provided in this written statement.

**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.*

Across Twin Creeks Crossing from the subject property is Twin Creeks Park, an existing public park, that is located within the TOD District and available to residents of the ALF and MCF. In addition, there will be common open space in the form of a courtyard provided within the interior of each proposed buildings. There will be ample open spaces on or off-site for a variety of activities by the future residents.

*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.*
- 2. Parks and open spaces shall be easily and safely accessed by pedestrians and bicyclists.*
- 3. For security purposes, parks and open spaces shall be visible from nearby residences, stores or offices.*
- 4. Parks and open space shall be available for both passive and active use by people of all ages.*
- 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.*

Pedestrians can easily use the public sidewalks to walk from the proposed development to the public park. The public sidewalks are completely visible from nearby residential development or other locations as well. In terms of the common open space on-site, there are windows that look onto the courtyards to ensure visibility of the open space area and safety of residents. There are also exterior doors that lead from the building interiors directly to the exterior.

*C. Parks and Open Space Amount and Size.*

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

During the Twin Creeks Master Plan process, it was determined that the size of the adjacent public park would be an adequate size to serve the projected needs. In addition, the common open space on-site will be large enough to accommodate the residents and staff of the facility.

*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.*
- 2. All multifamily buildings that exceed twenty-five units and may house children shall provide at least one children's play structure on site.*
- 3. For safety and security purposes, parks and open spaces shall be adequately illuminated. (Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1815 §1(part), Exh. C(part), 2000).*

The adjacent Twin Creeks Park was reviewed at the time of the master plan process to ensure that these open space design standards were met.

**17.67.070 Building design standards.**

*A. General Design Requirements.*

- 1. In recognition of the need to use natural resources carefully and with maximum benefit, the use of "sustainable design" practices is strongly encouraged. In consideration of the climate and ecology of the Central Point area, a variety of strategies can be used to effectively conserve energy and resources:*
  - a. Natural ventilation;*
  - b. Passive heating and cooling;*
  - c. Daylighting;*
  - d. Sun-shading devices for solar control;*
  - e. Water conservation;*
  - f. Appropriate use of building mass and materials; and*
  - g. Careful integration of landscape and buildings. It is recommended that an accepted industry standard such as the U.S. Green Building Council's LEEDTM program be used to identify the most effective strategies. (Information on the LEEDTM program can be obtained from the U.S. Green Building Council's website, [www.usgbc.org](http://www.usgbc.org).)*

The proposed buildings have incorporated some of the strategies listed above to conserve energy and resources such as natural ventilation, water conservation, and appropriate use of building mass and materials.

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

The attached Landscape Plan provides the location and details of the hardscape (i.e. paths) and tree and shrub plantings that will make sure that the pedestrian experience on-site and along the public sidewalks within the adjacent right-of-ways is safe, comfortable, and interesting.

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

The building access/entrances are conveniently located on either side of the main driveway off of North Haskell Street in the area designed as a porte cochere. This building access provides a short and direct access for pedestrians from the streets and adjacent properties. Additionally, there are two building entrances facing the public streets: one at North Haskell Street, and one at the curved section of Twin Creeks Crossing.

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

The proposed buildings will have adequate operable windows as at least one way of providing ventilation and summer heat dissipation.

*B. Architectural Character.*

*1. General.*

- a. The architectural characteristics of surrounding buildings, including historic buildings, should be considered, especially if a consistent pattern is already established by similar or complementary building articulation, building scale and proportions, setbacks, architectural style, roof forms, building details and fenestration patterns, or materials. In some cases, the existing context is not well defined, or may be undesirable. In such cases, a well-designed new project can establish a pattern or identity from which future development can take its cues.*
- b. Certain buildings, because of their size, purpose or location, should be given prominence and distinct architectural character, reflective of their special function or position. Examples of these special buildings include theaters, hotels, cultural centers, and civic buildings.*
- c. Attention should be paid to the following architectural elements:*
  - i. Building forms and massing;*
  - ii. Building height;*
  - iii. Rooflines and parapet features;*
  - iv. Special building features (e.g., towers, arcades, entries, canopies, signs, and artwork);*
  - v. Window size, orientation and detailing;*
  - vi. Materials and color; and*
  - vii. The building's relationship to the site, climate, topography and surrounding buildings.*

The proposed buildings will be constructed of building materials and be a similar mass as the existing residential development that has already been built within the Twin Creeks Crossing master planned development.

*2. Commercial and High Mix Residential.*

- a. Buildings shall be built to the sidewalk edge for a minimum of seventy-five percent of their site's primary street frontage along collector and arterial streets in C, EC, GC, and HMR zones unless the use is primarily residential or the activity that constitutes the request for increased setback is intended to increase pedestrian activity, i.e., pedestrian plaza or outdoor seating area.*

North Haskell Street is the subject site's primary street frontage and said street is identified as a collector street within the City of Central Point Transportation System Plan. None of the buildings will be built right to the sidewalk edge along North Haskell Street. The reason is to have an increased setback, but still be no greater than the maximum front yard setback, to promote a pedestrian-scale development that blends into the existing residential development in the area. By promoting a pedestrian-scale development, the intent is to be able to increase pedestrian activity along the public sidewalks and public park. For these reasons, the applicant requests an exception to this standard.

- b. Commercial structures and multi-dwellings should be sited and designed to provide a sensitive transition to adjacent lower density residential structures, with consideration for the scale, bulk, height, setback, and architectural character of adjacent single-family dwellings.*

The increased setbacks mentioned above under 'B' are being done to promote a sensitive transition to adjacent lower density residential structures.

- c. In multi-dwelling structures, the plan layout, orientation and window treatment of the building design should not infringe upon the privacy of other adjacent dwellings.*

The proposed buildings have been designed with the privacy of adjacent dwellings in mind in terms of building layout and orientation as well as window treatments.

*C. Building Entries.*

*1. General.*

- a. The orientation of building entries shall:*
  - i. Orient the primary entrance toward the street rather than the parking lot;*
  - ii. Connect the building's main entrance to the sidewalk with a well-defined pedestrian walkway.*
- b. Building facades over two hundred feet in length facing a street shall provide two or more public building entrances off the street.*
- c. All entries fronting a pedestrian accessway shall be sheltered with a minimum four-foot overhang or shelter.*

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

The proposed main building entries do not face the parking lot, but rather the main driveway and there are convenient paths that connect to the public sidewalk. In addition, there will be additional entries to the building and a porte cochere for a covered shelter over the entrance area.

**2. Commercial and High Mix Residential.**

- a. For nonresidential buildings, or nonresidential portions of mixed-use buildings, main building entrances fronting on pedestrian streets shall remain open during normal business hours for that building.*
- b. Nonresidential and mixed-use buildings fronting a pedestrian street shall have at least one main building entrance oriented to the pedestrian street.*
  - i. an entrance shall not require a pedestrian to first pass through a garage, parking lot, or loading area to gain access to the entrance off or along the pedestrian street, but the entrance may be through a porch, breezeway, arcade, antechamber, portico, outdoor plaza, or similar architectural feature.*
  - ii. If a building has frontage on more than one street, the building shall provide a main building entrance oriented to at least one of the streets, or a single entrance at the street intersection.*
  - iii. A building may have more than one main building entrance oriented to a street, and may have other entrances facing off-street parking and loading areas.*

The main building entrances are oriented to the pedestrian private drive that is being designed as a private street. In addition, the buildings will be open throughout normal business hours and there are two entrances that face out to the public streets.

**3. Residential.**

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

The proposed development is not for traditional residential dwellings; thus these standards are not applicable.

**D. Building Facades.**

**1. General.**

- a. All building frontages greater than forty feet in length shall break any flat, monolithic facade by including discernible architectural elements such as, but not limited to: bay windows, recessed entrances and windows, display windows, cornices, bases, pilasters, columns or other architectural details or articulation combined with changes in materials, so as to provide visual interest and a sense of division, in addition to creating community character and pedestrian scale. The overall design shall recognize that the simple relief provided by window cutouts or sills on an otherwise flat facade, in and of itself, does not meet the requirements of this subsection.*
- b. Building designs that result in a street frontage with a uniform and monotonous design style, roofline or facade treatment should be avoided.*

- c. Architectural detailing, such as but not limited to, trellis, long overhangs, deep inset windows, should be incorporated to provide sun-shading from the summer sun.*
- d. To balance horizontal features on longer facades, vertical building elements shall be emphasized.*
- e. The dominant feature of any building frontage that is visible from a pedestrian street or public open space shall be the habitable area with its accompanying windows and doors. Parking lots, garages, and solid wall facades (e.g., warehouses) shall not dominate a pedestrian street frontage.*
- f. Developments shall be designed to encourage informal surveillance of streets and other public spaces by maximizing sight lines between the buildings and the street.*
- g. All buildings, of any type, constructed within any TOD district or corridor shall be constructed with exterior building materials and finishes that are of high quality to convey permanence and durability.*
- h. The exterior walls of all building facades along pedestrian routes, including side or return facades, shall be of suitable durable building materials including the following: stucco, stone, brick, terra cotta, tile, cedar shakes and shingles, beveled or ship-lap or other narrow-course horizontal boards or siding, vertical board-and-batten siding, articulated architectural concrete or concrete masonry units (CMU), or similar materials which are low maintenance, weather-resistant, abrasion-resistant, and easy to clean. Prohibited building materials include the following: plain concrete, plain concrete block, corrugated metal, unarticulated board siding (e.g., T1-11 siding, plain plywood, sheet pressboard), Exterior Insulated Finish Systems (EIFS), and similar quality, nondurable materials.*
- i. All visible building facades along or off a pedestrian route, including side or return facades, are to be treated as part of the main building elevation and articulated in the same manner. Continuity of use of the selected approved materials must be used on these facades.*
- j. Ground-floor openings in parking structures, except at points of access, must be covered with grilles, mesh or lattice that obscures at least thirty percent of the interior view (e.g., at least thirty percent solid material to seventy percent transparency).*
- k. Appropriately scaled architectural detailing, such as but not limited to moldings or cornices, is encouraged at the roofline of commercial building facades, and where such detailing is present, should be a minimum of at least eight inches wide.*
- l. Compatible building designs along a street should be provided through similar massing (building facade, height and width as well as the space between buildings) and frontage setbacks.*

These building façade design guidelines have been followed. For example, the building facades have multiple breaks in the façade to avoid a long continuous exterior wall.

## *2. Commercial and High Mix Residential/Commercial.*

- a. In areas adjacent to the transit station, sidewalks in front of buildings shall be covered to at least eight feet from building face to provide protection from sun and rain by use of elements such as: canopies, arcades, or pergolas. Supports for these features shall not impede pedestrian traffic.*
- b. Canopies, overhangs or awnings shall be provided over entrances. Awnings at the ground level of buildings are encouraged.*
- c. Awnings within the window bays (either above the main glass or the transom light) should not obscure or distract from the appearance of significant architectural features. The color of the awning shall be compatible with its attached building.*
- d. Ground floor windows shall meet the following criteria:*
  - i. Darkly tinted windows and mirrored windows that block two-way visibility are prohibited as ground floor windows.*
  - ii. On the ground floor, buildings shall incorporate large windows, with multi-pane windows and transom lights above encouraged.*
  - iii. Ground floor building facades must contain unobscured windows for at least fifty percent of the wall area and seventy-five percent of the wall length within the first ten to twelve feet of wall height.*
  - iv. Lower windowsills shall not be more than three feet above grade except where interior floor levels prohibit such placement, in which case the lower windowsill shall not be more than a maximum of four feet above the finished exterior grade.*
  - v. Windows shall have vertical emphasis in proportion. Horizontal windows may be created when a combination of vertical windows is grouped together or when a horizontal window is divided by mullions.*

The proposed architectural plans have incorporated these design features where required along the building façade.

## *3. Residential.*

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

- i. No more than forty percent of the horizontal length of the ground floor front elevation of a single-family detached or attached dwelling shall be an attached garage.*
- ii. When parking is provided in a garage attached to the primary structure and garage doors face the street the front of the garage should not take up more than forty percent of the front facade in plan, and the garage should be set back at least ten feet from the front facade. If a porch is provided, the garage may be set back ten feet from the front of the porch. In addition, garage doors that are part of the street-facing facade of a primary structure should not be more than eighty square feet in area, and there should not be more than one garage door for sixteen feet of building frontage.*
- iii. Residential building elevations facing a pedestrian route shall not consist of undifferentiated blank walls, but shall be articulated with architectural details such as windows, dormers, porch details, balconies or bays.*
- iv. For any exterior wall which is within twenty feet of and facing onto a street or public open space and which has an unobstructed view of that pedestrian street or public open space, at least twenty percent of the ground floor wall area shall be comprised of either display area, windows, or doorways.*
- v. Architectural detailing is encouraged to provide variation among attached units. Architectural detailing includes but is not limited to the following: the use of different exterior siding materials or trim, shutters, different window types or sizes, varying roof lines, balconies or porches, and dormers. The overall design shall recognize that color variation, in and of itself, does not meet the requirements of this subsection.*
- vi. Fences or hedges in a front yard shall not exceed three feet in height. Side yard fencing shall not exceed three feet in height between the front building facade and the street. Fences beyond the front facade of the building in a sideyard or back yard and along a street, alley, property line, or bike/pedestrian pathway shall not exceed four feet in height. Fences over four feet in height are not permitted and hedges or vegetative screens in no case shall exceed six feet in height.*
- b. The facades of multifamily residences shall comply with the following standards:*
  - i. Building elevations, including the upper stories, facing a pedestrian route shall not consist of undifferentiated blank walls, but shall be articulated with architectural detailing such as windows, balconies, and dormers.*
  - ii. For any exterior wall which is within twenty feet of and facing onto a pedestrian street or public open space and which has an unobstructed view of that pedestrian street or public open space, at least twenty percent of the ground floor wall area shall be comprised of either display area, windows, or doorways.*
  - iii. Arcades or awnings should be provided over sidewalks where ground floor retail or commercial exists, to shelter pedestrians from sun and rain.*

The proposed development is not for traditional residential dwellings; thus these standards are not applicable.

#### *E. Roofs.*

##### *1. Commercial and High Mix Residential/Commercial.*

- a. 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.*
- b. When the commercial structure has a flat parapet roof adjacent to pitched roof residential structures, stepped parapets are encouraged so the appearance is a gradual transition of rooflines.*

The proposed architectural plans have incorporated these design features where required along the building façade.

##### *2. Residential.*

- a. Flat roofs with a parapet and cornice are allowed for multifamily residences in all TOD, LMR, MMR and HMR districts, in which the minimum for sloped roofs is 5:12.*
- b. Flat roofs with a parapet and cornice are allowed for single-family attached and detached residences (including duplexes, triplexes, fourplexes, townhouses, and row houses) in all TOD residential districts, except the LMR zone.*
- c. For all residences with sloped roofs, the roof slope shall be at least 5:12, and no more than 12:12. Eaves shall overhang building walls at a minimum twelve inches deep on all sides (front, back, sides) of a residential structure.*
- d. Roof shapes, surface materials, colors, mechanical equipment and other penthouse functions should be integrated into the total building design. Roof terraces and gardens are encouraged.*

The proposed development is not for traditional residential dwellings; thus these standards are not applicable.

1. *Commercial and High Mix Residential/Commercial.*

a. *Lighting of a building facade shall be designed to complement the architectural design. Lighting shall not draw inordinate attention to the building.*

i. *Primary lights shall address public sidewalks and/or pedestrian plazas adjacent to the building.*

b. *No exterior lighting shall be permitted above the second floor of buildings for the purpose of highlighting the presence of the building if doing so would impact adjacent residential uses.*

The proposed architectural plans have incorporated these design features where required along the building façade.

2. *Residential.*

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

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

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

The proposed development is not for traditional residential dwellings; thus these standards are not applicable.

G. *Service Zones.*

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

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.*

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.*

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.*

The service zone areas have been designed to be on the rear side of the buildings that face the parking lot; thus these features will be shielded from public view. The proposed plantings on the Landscape Plan will also provide an important screening function to help shield these features from public view.

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. (Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1815 §1(part), Exh. C(part), 2000).*

There are no parking structures within the ALF and MCF; thus these standards are not applicable.

## **Chapter 17.72: Site Plan and Architectural Review**

### **17. 72.20 Applicability.**

A. *Exempt Projects. Except as provided in subsection (B)(3) of this section the following projects do not require site plan and architectural review:*

1. *Single-family detached residential structures;*

2. *Any multiple-family residential project containing three or less units;*

3. *Landscape plans, fences, when not part of a major project;*

4. *Storage sheds, patio covers, garages and carports, decks, gazebos, and similar non-occupied structures used in conjunction with residential uses; and*

5. *Signs that conform to a previously approved master sign program for the project site.*

This proposed 84-unit senior housing development that will create two buildings for an ALF and MCF does not qualify for an exemption to the Site Plan and Architectural Review.

B. *Major Projects. The following are "major projects" for the purposes of the site plan and architectural review process and are subject to Type 2 procedural requirements as set forth in Chapter 17.05, Applications and Types of Review Procedures:*

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1. *New construction, including private and public projects, that:*
  - a. *Includes a new building or building addition of five thousand square feet or more;*
  - b. *Includes the construction of a parking lot of ten or more parking spaces; or*
  - c. *Requires one or more variances or conditional use permits and, in the judgment of the director, will have a significant effect upon the aesthetic character of the city or the surrounding area;*
2. *Any attached residential project that contains four or more units;*
3. *Any minor project, as defined in subsection C of this section, that the director determines will significantly alter the character, appearance, or use of a building or site.*

This Senior Living project meets the definition of a "Major Project". It is for new construction (private development) with over 75,000 square feet of building area. There will also be approximately 48 parking spaces serving 84 attached dwelling units. This application is being submitted as required under the Type II procedures per CPMC 17.05.

*C. Minor Projects. Except when determined to be an exempt project or a major project pursuant to subsections A and B of this section respectively, the following are defined as "minor projects" for the purposes of site plan and architectural review, and are subject to the Type I procedural requirements of Chapter 17.05, Applications and Types of Review Procedures:*

1. *New construction, including private and public projects, that involves a new building or building addition of less than five thousand square feet;*
2. *Signs that meet all applicable standards as set forth in Section 17.75.050, Signage standards;*
3. *Exterior remodeling within the commercial or industrial zoning districts when not part of a major project;*
4. *Parking lots less than ten parking spaces;*
5. *Any project relating to the installation of cabinets containing communications service equipment or facilities owned and operated by a public utility and not subject to Section 17.60.040, Antenna standards;*
6. *Minor changes to the following:*
  - a. *Plans that have previously received site plan and architectural review approval;*
  - b. *Previously approved planned unit developments;*
7. *At the discretion of the director any changes to previously approved plans requiring site plan and architectural review.*

As stated above under subsection 'B', this proposed development is classified as a major and not a minor project.

#### **17.72.040 Site plan and architectural standards.**

*A. Applicable site plan, landscaping, and architectural design standards as set forth in Chapter 17.75, Design and Development Standards;*

Within CPMC 17.75 Design and Development Standards, the only section that applies to this project is 17.75.039 Off-Street Parking Design and Development Standards. Findings of fact addressing CPMC 17.75.039 are below. These findings demonstrate that the applicable provisions of CPMC 17.75 are satisfied. The reason that the other sections of CPMC 17.75 do not apply to this development is because all other development standards are governed by CPMC 17.67 TOD District and TOD Corridor (addressed earlier) per CPMC 17.66.50. The CPMC 17.67 requirements take precedence over any other design standards of the Code per CPMC 17.67.030. This criterion will be met.

*B. City of Central Point Department of Public Works Department Standard Specifications and Uniform Standard Details for Public Works Construction;*

The project engineer from KPFF has prepared detailed civil engineering plans that show the proposed utility connections, grading specifications, and important civil design details. In general the proposed development will be served by private utility lines that connect to the public lines within the adjacent right-of-ways. These civil engineering plans have been designed to comply with the City of Central Point Public Works Standard Specifications and Uniform Standard Details for Public Works Construction. This criterion will be satisfied.

Please refer to the included civil engineering drawings for details of how the plans comply with all Public Works standards.

*C. Accessibility and sufficiency of fire fighting facilities to such a standard as to provide for the reasonable safety of life, limb and property, including, but not limited to, suitable gates, access roads and fire lanes so that all buildings on the premises are accessible to fire apparatus. (Ord. 1946 (part), 2011; Ord. 1702 §4, 1994; Ord. 1684 §67, 1993; Ord. 1436 §2(part), 1981).*

The proposed development has been designed with one primary ingress-egress location onto North Haskell Street. There will also be a secondary ingress-egress connection to Twin Creeks Crossing via Boulder Ridge. These access locations are at least 20 feet in width in order to provide the minimum amount of clear path for fire engines and emergency medical vehicles to enter

Site Plan and Architectural Review Application for Lot 4, Twin Creeks Crossing Phase 1 – Senior Housing Community Development and exit the subject site. By the proposed design of the development all buildings are accessible to fire fighting apparatus. This criterion will be satisfied.

Please refer to the included civil engineering drawings for details of how the plans comply with Fire Accessibility standards.

## **Chapter 17.75: Design and Development Standards**

### *17.75.39 Off-street parking design and development standards.*

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

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

The proposed parking lot will be located at the rear of the two buildings. This location will allow easy access to Boulder Ridge, the secondary access location, and to a future access to Boulder Ridge for the adjacent development site (currently vacant) to the east. There will also be pedestrian paths along the edge of the parking lot that connect to the public sidewalks.

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

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

The parking lot stalls are being designed as 90 degree spaces; thus each space will be 9 feet by at least 17 feet. On the site plan and civil engineering plans, the widths of the parking stalls will comply with the minimum dimensions.

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

This development site has one primary ingress-egress location onto North Haskell Street with a secondary ingress-egress location onto Twin Creeks Crossing via Boulder Ridge. By having two separate ingress and egress connections there will be adequate access to all parking spaces.

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

The proposed driveways, as shown on the site plan and civil engineering plans, will be 24 feet wide to meet the minimum drive width and also provide acceptable fire vehicle access.

*E. Improvement of Parking Spaces.*

- 1. When a concrete curb is used as a wheel stop, it may be placed within the parking space up to two feet from the front of a space. In such cases, the area between the wheel stop and landscaping need not be paved, provided it is maintained with appropriate ground cover, or walkway. In no event shall the placement of wheel stops reduce the minimum landscape or walkway width requirements.*
- 2. All areas utilized for off-street parking, access and maneuvering of vehicles shall be paved and striped to the standards of the city of Central Point for all-weather use and shall be adequately drained, including prevention of the flow of runoff water across sidewalks or other pedestrian areas. Required parking areas shall be designed with painted striping or other approved method of delineating the individual spaces, with the exception of lots containing single-family or two-family dwellings.*
- 3. Parking spaces for uses other than one- and two-family dwellings shall be designed so that no backing movements or other maneuvering within a street or other public right-of-way shall be necessary.*
- 4. Any lighting used to illuminate off-street parking or loading areas shall be so arranged as to reflect the light away from adjacent streets or properties.*
- 5. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway centerline, the street right-of-way line, and a straight line joining the lines through points twenty feet from their intersection.*
- 6. Parking spaces located along the outer boundaries of a parking lot shall be contained by a curb or a bumper rail so placed to prevent a motor vehicle from extending over an adjacent property line, a public street, public sidewalk, or a required landscaping area.*

*7. Parking, loading, or vehicle maneuvering areas shall not be located within the front yard area or side yard area of a corner lot abutting a street in any residential (R) district, nor within any portion of a street setback area that is required to be landscaped in any commercial (C) or industrial (M) district.*

The proposed parking lot will be paved and meet the minimum parking lot improvement standards such as the drive aisles will provide the minimum of 24 feet of clearance.

*F. Limitation on Use of Parking Areas. Required parking areas shall be used exclusively for vehicle parking in conjunction with a permitted use and shall not be reduced or encroached upon in any manner. The parking facilities shall be so designed and maintained as not to constitute a nuisance at any time, and shall be used in such a manner that no hazard to persons or property, or unreasonable impediment to traffic, will result.*

The applicant will be using the proposed parking lot for the exclusive use of residents, staff, and visitors at all times. Regular maintenance will be done to ensure the parking area does not become a visual nuisance.

*G. Parking/Loading Facility Landscaping and Screening. Parking lot landscaping shall be used to reinforce pedestrian and vehicular circulation, including parking lot entries, pedestrian accessways, and parking aisles. To achieve this objective the following minimum standards shall apply; however, additional landscaping may be recommended during the site plan and architectural review process (Chapter 17.72). All parking lots shall be landscaped in accordance with the following standards:*

*1. Perimeter and Street Frontage Landscaping Requirements. The perimeter and street frontage for all parking facilities shall be landscaped according to the standards set forth in Table 17.75.03.*

*2. Terminal and Interior Islands. For parking lots in excess of ten spaces all rows of parking spaces must provide terminal a minimum of six feet in width to protect parked vehicles, provide visibility, confine traffic to aisles and driveways, and provide a minimum of five feet of space for landscaping. In addition, when ten or more vehicles would be parked side-by-side in an abutting configuration, interior landscaped islands a minimum of eight feet wide must be located within the parking row. For parking lots greater than fifty parking spaces, the location of interior landscape island shall be allowed to be consolidated for planting of large stands of trees to break up the scale of the parking lot.*

*The number of trees required in the interior landscape area shall be dependent upon the location of the parking lot in relation to the building and public right-of-way:*

- a. Where the parking lot is located between the building and the public right-of-way, one tree for every four spaces;*
- b. Where the parking lot is located to the side of the building and partially abuts the public right-of-way, one tree for every six spaces;*
- c. Where the parking lot is located behind the building and is not visible from the public right-of-way, one tree for every eight spaces.*

*3. Bioswales. The use of bioswales within parking lots is encouraged and may be located within landscape areas subject to site plan and architectural review. The tree planting standards may be reduced in areas dedicated to bioswales subject to site plan and architectural review.*

Please refer to the Landscape Plans that depict the proposed landscape plantings within the parking area that will meet the CPMC design standards for landscaping.

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

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

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

- a. Surfacing. Outdoor bicycle parking facilities shall be surfaced in the same manner as a motor vehicle parking area or with a minimum of a three-inch thickness of hard surfacing (i.e., asphalt, concrete, pavers or similar material). This surface will be maintained in a smooth, durable and well-drained condition.*
- b. Parking Space Dimension Standard. Bicycle parking spaces shall be at least six feet long and two feet wide with minimum overhead clearance of seven feet.*
- c. Lighting. Lighting shall be provided in a bicycle parking area so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or motor vehicle parking lots during all hours of use.*
- d. Aisles. A five-foot aisle for bicycle maneuvering shall be provided and maintained beside or between each row of bicycle parking.*

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

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

Table CPMC 17.64.04 requires that multi-family residential uses, including senior housing, have 1 bicycle parking space per every 5 units. With a total of 84 units, the minimum amount of bicycle parking would be 17 spaces (84 divided by 5) for this development site. As shown on the site and/or civil engineering plans, there will be 12 bicycle parking spaces provided. These spaces will be design to meet the above requirements per CPMC 17.75.039(H).

This proposed number of bicycle parking spaces is 5 spaces less than the minimum required. The applicant is requesting a bicycle parking exception per CPMC 17.75.039(H)(3) given that senior housing communities do not generate the same amount of bicycle riders as a traditional multi-family development given the limited physical abilities of the residents who are senior citizens. While the TOD District that this subject property is a part does not normally allow for such a bicycle parking exception, the applicant’s design team has consulted with city staff and it was concluded that the bicycle parking requirement for senior housing being the same as other multi-family was an oversight; thus it is possible to reduce the bicycle parking minimum with sufficient justification. Below is documentation of the expected level of demand for bicycle parking as justification for a bicycle parking exception.

The applicant for this development is experienced in operating ALF and MCF and has done an analysis of demand for bicycle use by residents, staff, and visitors and several other locations. Below is a summary of the analysis for 10 other communities in table form.

Community Name	Location	AL Units	MC Units	Number of Staff	Biking Staff	Driving Residents	Biking Residents	Biking Visitors	Bike Racks
Carolina	Appleton, Wisconsin	45	0	15	0	0	0	0	None
Carrington	Green Bay, Wisconsin	20	0	18	0	0	0	0	None
Desert Peaks	Las Cruces, New Mexico	35	10	31	0	0	0	1	None (store bike on side of building)
HeatherWood	Eau Claire, Wisconsin	28	8	31	0	0	0	0	None
Marla Vista	Green Bay, Wisconsin	40	20	46	0	0	0	1	None (use columns on the building)
Magnolia Gardens	Collage Grove, Oregon	51	15	48	1 (seasonal)	0	0	1 (seasonal)	None
Regent Court	Corvallis, Oregon	0	48	48	5	0	0	3	1 small rack (holds 2 bikes)
Sundial	Redding, California	44	0	35	0	2	0	0	None
Sun Oak	Citrus Heights, California	48	30	50	3	1	0	1 (monthly)	1 (fits 4 bikes)
Woodland Palms	Tucson, Arizona		48	29	0	1	0	0	None
Totals		311	179	351	9	4	0	7	2

The first thing that is noticed in the above table is that out of 490 AL and MC residents only 4 drive (less than 1%). None of the residents was able to ride a bicycle. This is due to the fact that the level of care is significant for residents of an ALF or MCF. The residents are at the point in life where driving or bicycling is not physically possible. This is reflected in the fact that the resident to staff ratio is between 1 to 1 and 2 to 1. There are almost as many staff as residents. While this might mean that the number of staff would generate the need for bicycle parking by itself, the data suggests that staff at these 10 communities do not bike to work. Only about 2.5% of all staff between 10 locations rides a bike. Further, the number of biking visitors is less than 5 at each community. Finally, most communities do not even provide bike racks. One of the other communities, in Corvallis, Oregon, provides only enough space for two bikes. This analysis demonstrates that the level of care needed for ALF and MCF residents warrants a reduced bicycle parking requirement. Based on actual, constructed communities that are in operation, the demand for bicycle parking for senior housing is not the same as a traditional multi-family development. Given these facts, the applicant believes a bicycle parking exception is justified and requests that the proposal for 12 spaces be allowed.

If there are any questions, please do not hesitate to contact me at Metro Planning via email ([robert@metroplanning.com](mailto:robert@metroplanning.com)) or by phone (Office 541.302.9830 or Cell 541.968.9849).

Respectfully,

Robert Stevens, AICP  
 Senior Planner