

STAFF REPORT

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April 13, 2017

AGENDA ITEM (File No. SPAR 17001)

Consideration of a Site Plan and Architectural Review application for a proposed fifty (50) unit multi-family housing complex, comprised of eight (8) residential buildings, a community building and children’s play area. The proposed project, called Creekside Apartments, is to be located within the Snowy Butte Station Master Plan area, on 3.27 acres of property described as 200 South Haskell Street. The project site is located in a Medium Mix Residential (MMR) zone within the Transit Oriented Development (TOD) corridor, and is identified on the Jackson County Assessor’s Map as 37S 2W 10AD, Tax Lot 701.

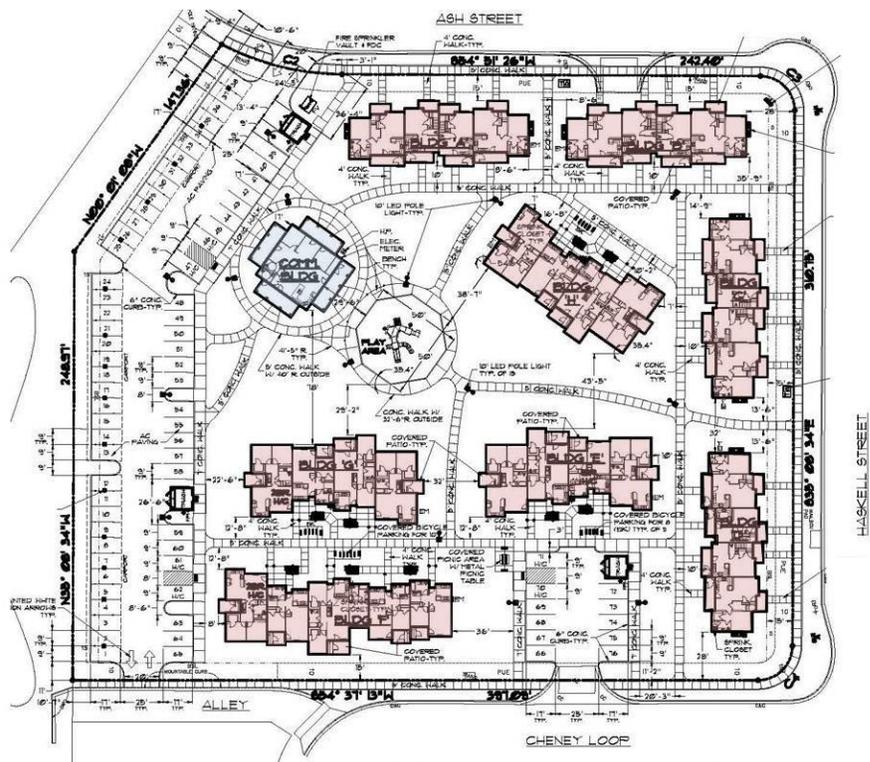
Applicant: Housing Authority of Jackson County; **Agent:** Daniel Horton

SOURCE

Molly Bradley, Community Planner I

BACKGROUND

The Housing Authority of Jackson County (“Applicant”) is proposing the development of Creekside Apartments, a multi-family housing complex in Snowy Butte Station. In 2003, this property was included in the Snowy Butte Station Master Plan, and designated for multi-family residential use (Attachment “A”). Developed properties within the Master Plan area and adjacent to the project site include Daisy Creek Village to the north and Snowy Butte Station condominiums to the south. Currently, the project site is vacant with partial sidewalk improvements on the perimeter. All utilities are available to the site.



Project Description: The Applicant proposes to construct eight (8) principle residential buildings, a community building, and a play area. All residential buildings are two-story and consist of four (4) apartment flats and four (4) townhouse-style buildings. The community building is single-story (Attachment “B-1”). The project site has street frontage along Haskell Street, Ash Street, and Cheney Loop.

The townhouse units are proposed on the perimeter of the project site, along Ash and Haskell, with front porches connected by a pathway to the city sidewalk. The apartment flats are positioned on the site's interior, and along Cheney Loop, and contain one, two, and three bedroom units.

Architecturally, the proposed residential buildings are designed in the craftsman style with varying rooflines and building materials, which alternate between lap siding, board and batten, and shake siding. Varied earth-tone colors are proposed between individual structures (Attachment "B-2").

Access: The subject property has access exclusively from the north by way of Haskell Street, a three (3) lane collector. The project site takes access from, Ash and Cheney Loop (minor residential streets), and has three (3) points of public ingress/egress. One access point providing ingress/egress to the main parking area is located off Ash Street to the north and from an alley extending off Cheney Loop to the south. There is a third ingress/egress off Cheney Loop, providing access to the second, smaller parking area.

A network of pedestrian pathways are proposed throughout the development, designed for internal circulation around the play structure and community building, as well as for direct access from residential buildings to the parking lot and public sidewalks on Ash, Cheney Loop and Haskell.

Parking: The development proposes a total of seventy-six (76) off-street parking spaces for residents, of which thirty-eight (38) will be covered by carports. The main parking area with sixty-five (65) spaces is proposed behind the complex on the western edge of the property, out of sight from the street. A secondary, smaller parking lot with eleven (11) spaces is provided with access from Cheney Loop. The entrance drive is aligned with an existing driveway into Snowy Butte Station to the south. Covered bicycle parking shelters are provided in 8-10 space corrals throughout the site. The proposed parking, both vehicular and bicycle, is consistent with the City's parking requirements.

Landscaping: The project proposes a mixed landscape buffer of shrubs and ground cover along the frontage of the project site and bordering all the buildings, with grass in the central open space around the play area (Attachment "B-3"). Trees are spaced intermittently throughout the site and along the perimeter. Flowering cherry trees line the western edge of the parking area, providing a landscape buffer between the parking lot and designated open space along Daisy Creek. A bioswale is proposed to improve treatment of stormwater runoff from the parking lot to the creek (Attachment "B-4").

ISSUES

- 1) **Landscaping:** Fire District #3 provided feedback regarding the plant species described in the landscape plan (Attachment "C-1"). They recommend replacing the proposed juniper plants with a more fire resistant border plant.

Comment: The Applicant understands the concerns of the Fire Marshal and is agreeable to replacing the juniper plants around the perimeter of the project site with a more fire resistant plant. A condition of approval for this application is to submit a modified landscaping plan demonstrating the proposed changes prior to building permit issuance.

- 2) **Traffic Impact:** A Traffic Impact Analysis (TIA) was required with this application to determine the impact of the proposed housing complex (Attachment "D"). Results of the TIA demonstrate that the intersection of S Haskell Street and E Pine Street are currently operating at a Level of Service (LOS) "C"

during peak morning traffic, and LOS “A” during all other hours of the day. Per city performance standards, a LOS “D” is considered acceptable for this intersection, which determines that existing traffic conditions are acceptable. The findings of the traffic analysis conclude that the additional average daily trips projected from the proposed Project will not create a substantial impact to the surrounding transportation system, or create conditions that operate below city performance standards. The traffic study indicates that the most significant issue causing the LOS to decrease to “C” in the morning hours is the traffic queuing on East Pine from its intersection with Front Street (OR 99).

Comment: Per the TIA, the intersection of Haskell and Pine Street will continue to operate at an acceptable LOS with and without construction of the proposed development. The existing queuing at Pine and Front Street will be mitigated when the City completes construction of the following Capital Improvement Projects:

- a. Twin Creeks Rail Project. Connecting Twin Creeks Crossing to North Front Street is expected to reduce traffic volumes at the intersection of Haskell and West Pine Street during the morning peak hours. This will provide some relief from the queuing generated at the intersection of Pine and Front Street, but will not entirely resolve the issue. Construction of the crossing is expected to be complete in winter 2018, consistent with the scheduled completion of the Creekside Apartments project.
- b. Street Extensions. Complete mitigation of the queuing at Pine Street and Front Street will occur when South Haskell Street connects with Beall Lane to the south, and when a second east bound lane is established on Pine Street. The City is continuing to work towards extending South Haskell to Beall Lane, though there is currently no schedule for the connection. The construction of a second east bound lane on West Pine Street is scheduled in the next 18-24 months, which will aid in relieving congestion at the Pine and Front Street intersection.

Additional mitigation measures have been suggested per the Public Works Staff Report (Attachment “C-2”). A Walking Plan is recommended to be developed by the Applicant and distributed to residents, to provide education about the benefits of walking and biking to school. To enable and further encourage walking to school, the City recognizes that a continuous sidewalk is necessary on Haskell Street between the project site and West Pine Street, and estimated the improvement to cost \$35,000. The Applicant will be required to pay \$35,000 in street impact fees to contribute to the sidewalk improvements, and the Applicant may also apply for System Development Charges (SDC) Credits that are still eligible for this area.

The completion of both the continuous sidewalk on Haskell Street and the aforementioned Capital Improvement Projects, together with education distributed through the Walking Plan will effectively mitigate the morning queuing issue at Haskell and Pine Street.

- 3) **Public Comments:** The City received three (3) letters during the public comment period regarding this proposed project. Two of the letters were submitted anonymously, and each letter addressed similar concerns relative to the development’s effect on the neighborhood, as summarized below:

- A) On-Street Parking:** Adjacent property owners in the Daisy Creek subdivision submitted comments regarding the impact of new development on the amount of available on-street parking. They stated that residents in their subdivision use the on-street parking that exists now, and they are concerned that availability will decrease as a result of new residential development (Attachment “E-1, E-2”).

Comment: Off-street parking requirements for the proposed development have been met with one additional space exceeding the requirement. Similarly, the Daisy Creek Village subdivision was approved with off-street parking requirements met for single-family detached housing. New development will naturally increase on-street parking; however, both Ash Street and Cheney Loop are minor residential streets designed with two (2) travel lanes, on-street parking on one (1) side, landscape rows and sidewalks. Residential parking lanes are combined with the travel lane and are typically not delineated. Per public works standards and the city’s municipal code, the street design and parking spaces provided by the proposed development and the existing subdivisions is considered acceptable to service the residential neighborhood.

- B) Emergency Vehicle Access:** Adjacent property owners of Snowy Butte Station submitted concerns regarding fire access from Cheney Loop to the subdivision. Their concern is that fire trucks will not be able to access the condominiums if parking is allowed on Cheney Loop because the street is narrow (Attachment “E-3”).

Comment: Cheney Loop is a minor residential street designed for two-way traffic with parking on one (1) side. Emergency vehicles are able to navigate a street this size when one side of the street is designated “No Parking”. A condition of approval for this application is to designate one side of the street “No Parking”. The City will install paint and no parking signs to correspond with construction.

FINDINGS

The Site Plan and Architectural Review application for the proposed Creekside Apartments development has been evaluated for compliance with the Site Plan and Architectural Review criteria set forth in Chapter 17.72, 17.65, 17.66 and 17.67 of the Central Point Municipal Code and found to comply (Attachment “F”).

CONDITIONS OF APPROVAL

1. Prior to issuance of a Building Permit the Applicant shall comply with all agency conditions as listed in the following:
 - a. Fire District #3 letter dated March 20, 2017 (Attachment “C-1”)
 - b. Public Works Staff Report dated April 5, 2017 (Attachment “C-2”)
 - c. Building Department letter dated March 23, 2017 (Attachment “C-3”)
 - d. Rogue Valley Sewer Services letter dated November 16, 2016 (Attachment “C-4”)
 - e. Airport letter dated March 17, 2017 (Attachment “C-5”)
 - f. Avista Utilities letter dated March 16, 2017 (Attachment “C-6”)
2. The Applicant shall submit a revised landscape plan showing modifications to fire prone plants prior to building permit issuance.

3. The Applicant shall submit a signage plan for monument sign prior to sign permit approval.
4. Prior to issuance of a Certificate of Occupancy both Ash Street and Cheney Loop shall be marked with “No Parking” signs on one (1) side of the street, to be determined.

ATTACHMENTS

Attachment “A” – Snowy Butte Station Master Plan
Attachment “B-1” – Site Plan
Attachment “B-2” – Elevations
Attachment “B-3” – Landscape Plan
Attachment “B-4” – Stormwater Management Plan
Attachment “C-1” – Fire District #3 Comments
Attachment “C-2” – Public Works Staff Report
Attachment “C-3” – Building Department
Attachment “C-4” – Rogue Valley Sewer Services
Attachment “C-5” – Airport
Attachment “C-6” – Avista Utilities
Attachment “D” – Traffic Impact Analysis (S.O. Transportation Engineering, LLC)
Attachment “E-1” – Public Comment #1
Attachment “E-2” – Public Comment #2
Attachment “E-3” – Public Comment: John and Roger Scott
Attachment “F” – Applicant’s Findings

ACTION

Consider the proposed Site Plan & Architectural Review application for a fifty (50) unit multi-family housing complex by the Housing Authority of Jackson County, and 1) approve; 2) approve with conditions; or 3) deny the application.

RECOMMENDATION

Approve the Site Plan & Architectural Review application for the Creekside Apartments with conditions per the Staff Report dated April 13, 2017.