



STAFF REPORT

REVISED STAFF REPORT

June 6, 2017

AGENDA ITEM: (File No. SPAR-17002)

Consideration of a Site-Plan and Architectural Review application to construct a 245 unit multi-family residential development. The project site consists of two (2) lots located in the Twin Creeks Transit Oriented Development (TOD) Master Plan area within the Medium Mixed Residential (MMR) zone. The 9.51 acre project site fronts North Haskell Street and is identified on the Jackson County Assessor’s Map as 37S 2W 03C Tax Lot 138 and 37S 2W 03DC Tax Lot 3400. **Applicant:** Milo Smith; **Agent:** Scott Sinner.

STAFF SOURCE:

Stephanie Holtey, CFM, Community Planner II
Matthew Burt, Planning Technician

BACKGROUND:

The Twin Creeks Master Plan (“Master Plan”) was approved in 2001 to provide guidance and instruction for land use and development on 230 acres of land within the city. The Master Plan provides a mix of housing types and densities throughout the Twin Creeks community. Per the Master Plan, medium density multifamily residential housing is planned for two tracts of land along North Haskell Street near the intersections of Griffin Oaks (Tax Lot 138) and Richardson Drive (Tax Lot 3400) (Attachments “A” and “B”). At this time PCMI, Inc. (“Applicant”) is requesting Site Plan and Architectural Review approval to construct a multifamily residential housing development on Tax Lots 138 and 3400 (Attachment “C-1” and “C-2”). It’s the Applicant’s intent to develop the project in phases as follows:

- Phase 1 – 37S 2W 03C Tax Lot 138 – 100-units
- Phase 2 – 37S 2W 03DC Tax Lot 3400 – 145 units

The project site is served by all planned infrastructure identified in the Master Plan, including but not limited to streets and stormwater treatment facilities. All utilities are available to the site.

Project Description:

The Applicant proposes to construct a total of seventeen (17) multifamily apartment buildings, including eight (8) in Phase 1 and nine (9) in Phase 2. The structures vary in size and unit count; however, each multifamily building includes 1 and 2 bedroom apartment flats and 2 and 3 bedroom townhouse style units. The parking plan consists of off-street parking spaces and garages. As illustrated in Table 1, the proposal is within the minimum/maximum range for density and complies with the minimum parking requirements for multifamily housing.

Table 1. Density and Parking Analysis

	Site Acres	Minimum Density	Minimum No. Units	Maximum Density	Maximum No. Units	Proposed No. Units	Minimum Parking Ratio	Minimum No. Parking Spaces	Proposed Parking Spaces	Surplus/ Deficit (+/-)
Phase 1	4.25	14	60	32	136	100	1.5	150	168	18
Phase 2	5.26	14	74	32	168	145	1.5	217	219	2
TOTALS:	9.51	14	133134	32	304	245	1.5	367	390387	203

Open space and recreation amenities are proposed, including a clubhouse, pool, and playground (Phase 1) and a large central open space square (Phase 2). Both phases include landscape improvements, as well as a network of pedestrian pathways (Attachments “C-12” and “C-13”).

Architecturally, the multifamily buildings are three-story wood frame construction with articulation and craftsman detailing. All the building elevations demonstrate the craftsman style design using a blue/gray or green/tan color palette, including the clubhouse and garages (Attachments “C-3 through “C-11”). Per the Applicant’s Findings, the proposed development was designed to be compatible with existing surrounding architecture and was presented to the neighborhood for comment at a voluntary meeting on January 6, 2017 (Attachment “E”).

ISSUES:

There are three (3) issues relative to the proposed development as follows:

1. **Master Plan.** The Twin Creeks Master Plan governs land use and circulation. A review of the proposed site development in the context of the Master Plan requires clarification of shared access and traffic impacts as follows:
 - a. **Shared Access.** Phase 1 provides a private drive connection with the adjoining property to the northeast (TL 1500), which is illustrated in the Master Plan Exhibit 3, Circulation Detail (Attachment “G”). The Applicant is requesting that the shared connection be for emergency vehicle use only through placement of a fire access gate or similar apparatus. Per the Applicant’s findings, the basis of the request is to avoid potential safety conflicts of off-site commercial traffic generated by a future land use on Tax Lot 1500.

Comment: On January 24, 2017 the Community Development Director approved a senior living and memory care facility on TL 1400 (File No. 16032). At that time the provision for shared open access was shifted to the east to avoid potential conflicts between the residential facility and a future commercial use on TL 1500. The current request reflects similar concerns for resident safety associated with shared open access to accommodate off-site commercial traffic on TL 1500. In consideration of these concerns and written testimony in support of the Applicant’s request provided by the property owner of TL 1500 (Attachment “F”), staff recommends the Planning Commission grant the request to provide shared access for emergency vehicles only.

- b. **Traffic.** The Master Plan includes a Traffic Impact Analysis (TIA) that evaluates the impacts of land uses planned throughout Twin Creeks. Per the analysis and public agency feedback, a trip cap was imposed to assure traffic generated by new development is completed in sync with specified street capacity enhancement projects. The Twin Creeks Rail Crossing is the last project to be complete before the trip cap is removed. Based on an analysis of existing and approved development projects in Twin Creeks, there is sufficient capacity to accommodate the proposed development in Phase 1. However, Phase 2 will exceed the available trips identified in the Master Plan and cannot be built until the Twin Creeks Rail Crossing project is complete.

Comment: Per the Public Works Staff Report dated May 19, 2017, the Twin Creeks Rail Crossing is scheduled for construction in September 2017 with an estimated completion of between January and July 2018, weather depending (Attachment “J”). Per the Applicant, Phase 1 construction is estimated to be complete in December 2018, 6 months following completion of the rail crossing. It is the Applicant’s intent to immediately begin construction of Phase 2 in December 2018 with estimated completion one and half years following completion of the Twin Creeks Rail Crossing project. Although there is no apparent conflict in timing, the Public Works Department recommends Phase 2 be subject to the trip cap in the event there are unexpected delays in completing the Twin Creeks Rail Crossing. (Condition No. 2).

2. **Special Flood Hazard Area (SFHA).** A small portion of Phase 1 is within the SFHA (Attachment “C-1”) Most of the impacted area is planned for parking and landscape improvements but utilities for Building 5 are shown within the SFHA.

Comment: Floodplain development proposals are subject to compliance with CPMC 8.24, Flood Damage Prevention. There are no requirements relative to the proposed landscape and parking improvements; however, Building No. 5 will be subject to the residential construction standards for development in high risk floodplains. Compliance verification is a function of the building permit process. Staff recommends a condition that the Applicant obtain a floodplain development permit for Building No. 5 prior to building permit issuance unless it can be demonstrated through a Letter of Map Amendment (LOMA) that the building site is located above the 100-year flood elevation (Condition No. 3).

3. **Accessory Structure Setback.** Phase 2 proposes placement of the garage and maintenance facility 3-ft from the rear property line (Attachment “C-2”). Per the Applicant’s Findings, placement of the structure in this location is necessary to provide a visual and auditory buffer from the railroad and industrial area east of the project site.

Comment: The proposed garage and maintenance building is an accessory structure. Per CPMC 17.60.030(A), accessory structures in residential districts may be located 3-ft from the rear and/or side property line when the building is at least 10-ft from all other structures and 55-feet from the street right-of-way. The proposal locates the garage/maintenance building at least 20-feet from all other buildings and 311-feet from North Haskell Street consistent with the setback standard in CPMC 17.60.030(A). No conditions are recommended.

4. **Minor Pedestrian Accessway.** Phase 1 proposes a minor pedestrian accessway required per Master Plan, Exhibit 3. There is a 65-ft segment at the northeast property corner that does not provide the required 24” landscape row between the drive and the pathway per the standard identified in Master Plan Exhibit 12 (Attachment “B”).

Comment: The Master Plan identifies the pedestrian connection from North Haskell Street to Twin Creeks Crossing, which could be on the project site or the adjacent open space tract owned by Twin Creeks Development Co. To meet the standard pathway cross section, it will be necessary for the Applicant to locate a portion of the pathway on the open space tract. Staff recommends that the Applicant provide written authorization and a revised site plan demonstrating compliance with the Minor Pedestrian Accessway standard per the Master Plan prior to building permit issuance.

5. **Landscaping.** The Applicant’s Landscape Plan (Attachments “C-12” and “C-13”) does not provide adequate tree placement at the north entrance to Phase 1 as required in CPMC 17.67.050(K)(2)(a). This section of the code requires tree placement at 30-ft on center. Phases 1 and 2 do not provide adequate screening at the parking lot driveway entrances from North Haskell Street. CPMC 17.67.050(K)(2)(b) requires screening evergreen hedges or decorative fences walls or transparent screens.

Comment: There is sufficient area on the site to accommodate the required landscaping and screening per CPMC 17.67.050(K)(2)(a-b). Staff recommends that the Planning Commission impose Condition No. 5 to require submittal of a revised landscape plan at the time of building permit issuance.

- ~~5-6.~~ **Accessible Parking.** The parking plan identifies four (4) accessible parking spaces in Phase 1 and five (5) accessible parking spaces in Phase 2. The Oregon Structural Specialty Code requires a minimum of six (6) accessible parking spaces in parking lots with 151-200 total spaces and seven (7) spaces in parking lots with 201-300 total spaces. Per the Building Department, Phases 1 and 2 do

not meet the minimum requirement for accessible parking (Attachment "I").

Comment: Based on an analysis of the proposed parking plan for Phase 1 and the minimum parking requirement in Table 1, there are 18 spaces in excess of the minimum requirement. Phase 2 provides 2 spaces in excess of the minimum requirement. Although the addition of two (2) accessible parking spaces in Phase 2 would reduce parking to the minimum required, provision of accessible parking can be provided in conformance with the Oregon Structural Specialty Code while remaining compliant with the minimum parking standard in CPMC 17.65.050(F)(3). Staff recommends the Applicant submit a revised site plan showing the required accessible parking for Phases 1 and 2 at the time of building permit application (Condition No. 7).

FINDINGS:

The Site Plan and Architectural Review application for Smith Crossing Phases 1 and 2 has been evaluated for compliance with the Central Point Municipal Code requirements set forth in the applicable sections of Chapters 17.65, 17.66, 17.67, 17.72 and 17.75 and found to comply as evidenced by the Planning Department Supplemental Findings (Attachment "~~KI~~"), including all figures and exhibits therein. 7

CONDITIONS OF APPROVAL:

1. Prior to building permit issuance for any structure in any Phase, the Applicant shall provide a copy of a signed and recorded reciprocal access easement with the adjoining parcel to the North (37S 2W 03CA Tax Lot 1500 and 37S 2W 03CA Tax Lot 1400) ("Lots") as necessary to allow shared access between the Lots for emergency purposes.
2. Per the Public Works Staff Report dated May 19, 2017, the Twin Creeks Rail Crossing shall be complete prior to issuance of building permits for any portion of Phase 2.
3. Prior to building permit issuance for Building No. 5 in Phase 1, the Applicant shall either 1) provide a Letter of Map Amendment (LOMA) from the Federal Emergency Management Agency (FEMA) demonstrating that the site for Building No. 5 is outside Flood Zone AE; or, 2) obtain a floodplain development permit for Building No. 5 in Phase 1 as necessary to comply with CPMC 8.24, Flood Damage Prevention requirements for residential construction.
4. Prior to building permit issuance for any building in Phase 1, the Applicant shall provide a written authorization to locate a portion of the Minor Pedestrian Accessway identified in the Twin Creeks Master Plan, Exhibit 3 on the adjacent open space tract, as necessary to comply with the Minor Pedestrian Accessway standard in Master Plan Exhibit 12.
5. At the time of building permit issuance, the Applicant shall submit a revised landscape plan demonstrating compliance with the tree planting and parking lot screening requirements in CPMC 17.67.050(K)(2)(a-b).
6. The Applicant shall comply with agency conditions as per the Fire District #3 (Attachment "H"), Building Department (Attachment "I"), and Public Works Department (Attachment "J") staff reports.
- ~~6-7.~~ At the time of building permit application, the Applicant shall submit a revised site plan for Phases 1 and 2 demonstrating compliance with the Accessible Parking Spaces requirement in the 2010 Oregon Structural Specialty Code and the overall parking standards in CPMC 17.65.050(F)(3).

ATTACHMENTS:

Attachment "A" – Project Location Map

Attachment "B" – Twin Creeks Master Plan Exhibits 3, 12, 35, 18 and 35 printed; remaining pages herein incorporated in the record by reference. Copies available upon request.

Attachment “C-1” – Phase 1 Site Plan
Attachment “C-2” – Phase 2 Site Plan
Attachment “C-3” – Elevation Overview
Attachment “C-4” – 12-Plex Street Side Elevation
Attachment “C-5” – 12-Plex Parking Lot and Side Elevation
Attachment “C-6” – Roof Plan, typical
Attachment “C-7” – 18-Plex Elevation
Attachment “C-8” – 11-Plex Elevations
Attachment “C-9” – 22-Plex Elevations
Attachment “C-10” – 6-Plex Elevations
Attachment “C-11” – Clubhouse and Typical Garage Elevations
Attachment “C-12” – Phase 1 Landscape Plan
Attachment “C-13” – Phase 2 Landscape Plan
Attachment “C-14” – Phase 1 Conceptual Utility and Drainage Plan
Attachment “C-15” – Phase 2 Conceptual Utility and Drainage Plan
Attachment “D” – Applicant’s Findings (Stricken and incorporated in Attachment “K” as Exhibit 16)
Attachment “E” – Neighborhood Meeting Notice and Sign-in dated January 6, 2017
Attachment “F” – Letter from Twin Creeks Development Co. dated May 22, 2017
Attachment “G” – Master Plan Exhibit 3, Detail
Attachment “H” – Fire District #3 Plan Review Comments
Attachment “I” – Building Department letter dated May 9, 2017
Attachment “J” – Public Works Staff Report dated May 19, 2017
Attachment “K” – Planning Department Supplemental Findings (Revised)
Attachment “L” – Resolution No. 842

ACTION:

Consider the site plan and architectural review application 1) approve; 2) approve with conditions; or 3) deny the application.

RECOMMENDATION:

Approve Resolution 842 approving the site plan and architectural review application for Smith Crossing per the Revised Staff Report dated June 6, 2017, based upon the Revised Planning Department Supplemental Findings (Attachment “K), including all exhibits attached thereto, as conditioned by Conditions of Approval Nos. 1-7.-