



STAFF REPORT

STAFF REPORT July 18, 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 9.51 acre project site consists of two (2) lots located in the Twin Creeks Transit Oriented Development (TOD) Master Plan area within the Medium Mix Residential (MMR) zone. The 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, PCMI, Inc.; **Agent:** Scott Sinner, Scott Sinner Consulting, Inc.

STAFF SOURCE:

Stephanie Holtey, Community Planner II

BACKGROUND:

PCMI, Inc. ("Applicant") is requesting Site Plan and Architectural Review approval to construct multi-family housing on two (2) lots each lot representing a separate phase of development as follows:

- Phase 1 – 37S 2W 03 Tax Lot 138 – 100-units
- Phase 2 – 37S 2W03DC Tax Lot 3400 – 145 units

The Site Plan and Architectural Review application was considered at the June 6, 2017 Planning Commission meeting. At that time staff presented an evaluation of the proposal relative to its compliance with the site plan and architectural review criteria for applications in the TOD per CPMC 17.66.050(B). Based on the evidence submitted, the proposal was found to comply with the applicable review criteria as conditioned.

The Planning Commission heard testimony from the applicant, proponents, and opponents of the application. One participant requested that the record be left open for seven (7) days following closure of the public hearing to allow additional time to review the evidence in the record and submit additional written evidence. The public hearing was closed and, per a duly seconded motion, the request to leave the record open was granted with written comments to be submitted by the deadlines below:

- Open record period – Tuesday, June 13, 2017 at 4:30 p.m.
- New evidence rebuttal period – Tuesday, June 20, 2017 at 4:30 p.m.
- Applicant rebuttal period – Tuesday June 27, 2017 at 4:30 p.m.

Written testimony and new evidence was received during the open record period. There were no requests to respond to new evidence submitted during the open record period. The Applicant submitted their written rebuttal addressing concerns raised during the open record period. Staff has reviewed the evidence submitted during the open record period, Applicant's Rebuttal, and all other evidence in the record and finds that the conditions previously recommended by staff adequately address the site plan and architectural review approval criteria and do not need to be modified. However, per the Planning Commission's direction, Condition No. 1 has been modified to limit shared access between Phase 1 and the adjoining parcels for emergency purposes "only."

ISSUES:

During the open record period, new evidence was submitted including photos of on-street parking conditions for a similar development in Medford, and a revised site plan for Phase 2. Additionally, the City received three (3) letters in opposition to the proposal. The Applicant responded to opposing testimony with a timely rebuttal. It should be noted that multiple arguments were raised beyond the scope of the site plan and architectural review criteria in CPMC 17.66.050(B), some of them addressing aspirational statements (i.e. solar orientation, views and building massing, and transitions in density). Other arguments raised beyond the scope of the site plan and architectural review criteria include property value impacts, company reputation and commitment concerns, and social factors such as the impacts of home ownership vs. rental occupancy on educational attainment, etc. Aspirational statements are not code standards and are addressed in the Planning Department Supplemental Findings (Exhibit 9). A summary of the new evidence and written testimony is provided below:

1. **New Evidence.** During the open record period, the following new evidence was submitted into the record:
 - a. **Revised Site Plan.** The Applicant submitted a revised site plan for Phase 2 (Exhibit 1). The revised site plan illustrates 251 total parking spaces, which exceeds the minimum number of spaces required for Phase 2 as illustrated in Table 1 below.

Table 1. Density and Parking Analysis

	Site Area (Ac.)	Min. Density	Min. No. Units	Max. Density	Max. No. Units	Proposed No. Units	Min. Parking Ratio	Min. 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	251	34
TOTAL:	9.51	14	134	32	304	245	1.5	367	419	52

To achieve the increase in parking, the site plan illustrates a decrease in landscaped open space by roughly 11,700 square feet. Based on analysis of the proposed revisions and the Applicant’s rebuttal, the landscape open space accounts for 22% of the Phase 2 site area, which meets the 20% minimum landscape area requirement per Table 2 in CPMC 17.65.050(F). The Planning Department Supplemental Findings have been updated to reflect changes proposed in the revised site plan.

- b. **On-Street Parking.** A public hearing participant submitted photographs of on-street parking conditions at Charles Point, a development built by the Applicant in Medford (Exhibit 2). These photos supplement oral testimony in opposition to proposed parking on the basis that the number of spaces is inadequate.
2. **Written Testimony.** Three (3) letters were received in opposition to the proposed project on the basis that the project will adversely impact Twin Creeks and the immediate neighborhood.

Several arguments were raised contesting the adequacy of the City’s code requirements for landowner notification in CPMC 17.05.400 and lack of covered parking required in the TOD for multifamily housing per CPMC 17.65.050(F)(3)(a), as well as provisions in the Twin Creeks Master Plan (“Master Plan”). Code amendments are not within the scope of the current application, and the project does not trigger the need to modify the Master Plan per CPMC 17.66.030(1)(b). Arguments addressing code amendments and master plan updates are not addressed further. Written testimony primarily cites the following concerns:

- a. **Project Size.** There are concerns that the project is too big (i.e. too many buildings/units).

Comment: Project size is a function of density and the demonstrated ability of the proposal to meet the design and development standards in the TOD district and MMR zone. As conditioned in the Revised Staff Report dated June 6, 2017, the proposed development for Phase 1 and 2 complies with the requirements for site plan and architectural review including density.

- b. **Traffic Impact Analysis (TIA).** There are concerns that the Traffic Impact Analysis needs to be updated prior to the Planning Commission's decision and that traffic generated by the proposal will cause congestion and safety concerns, specifically at the intersection of West Pine and Haskell Street.

Comment: The Applicant's Rebuttal (Exhibit 7) states that traffic concerns relative to traffic congestion and safety were addressed as part of the Twin Creeks Master Plan, which included a Traffic Impact Analysis. This is further supported by the Planning Department Supplemental Findings in Exhibit 25, which addresses Traffic Impact Analysis/Master Plan requirements and concludes that no further traffic studies are needed for the proposed multifamily housing project because:

- 1) The application is consistent with Chapters 17.66.030, 17.72 and 17.05.900, which govern the requirement to obtain a TIA at the time of master plan application, site plan and architectural review criteria, and TIA requirements.
- 2) A traffic impact analysis was conducted as part of the Twin Creeks TOD Master Plan and resulted in enactment of a trip cap to assure development within a 230-acre planning area can be accommodated by the street system based on assumed full build-out in 2020.
- 3) The proposed development has been reviewed against the Twin Creeks TOD Master Plan and found to comply with the density, housing type, and trip cap as conditioned per the Revised Staff Report dated June 6, 2017.

Based on the above, staff recommends that the traffic concerns raised in the written testimony is addressed by the Applicant's Rebuttal and evidence in the record and that a new traffic study is not a condition of approval under City Code.

- c. **Parking.** Written testimony expresses concern that the proposed off-street parking plan is inadequate and will adversely impact the neighborhood. An additional concern was raised regarding the adequacy of the code requirements relative

Comment: The Applicant's Rebuttal (Exhibit 7) addresses concerns raised during the public hearing and the open record period concerning the proposed off-street parking plan being inadequate. To address this, the Applicant submitted a revised site plan for Phase 2 (Exhibit 1) increasing the off-street parking from 219 spaces to 251 spaces. The proposed changes exceed the minimum requirement to provide 1.5 parking spaces per unit by 34 spaces. The Planning Department Supplemental Findings have been updated to reflect the changes submitted during the open record period, which are consistent with the minimum parking standards in the TOD, the Twin Creeks Master Plan and responsive to public opposition to the lower parking threshold.

- d. **Landscaping.** Due to past problems in other areas of Twin Creeks, written testimony asserts that proposed landscaping needs careful review to assure plant selection and placement avoids utility conflicts, hazardous conditions and maintenance issues.

Comment: Per the Public Works Department, landscape improvements in the public right-of-way are evaluated for utility conflicts prior to building permit issuance. Since this is a separate requirement of the building permit process, no conditions of approval are recommended.

- e. **Transition in Density.** Written testimony states that the density transition from Blue Moon Drive to Phase 1 is not “incremental” per CPMC 17.67.050(I).

Comment: Written testimony states that the proposed multifamily housing for Smith Crossing does not comply with CPMC 17.67.050(I)(7), which recommends incremental transitions in density with a focus on housing type. As stated in the Planning Department Supplemental Findings (Exhibit 7, Attachment “K,” incremental changes in housing type and density were addressed in the land use and housing exhibits in the Master Plan, which identified zoning districts (i.e. density requirements) and housing types for the project site and adjoining neighborhoods. In particular, the Master Plan identifies existing housing on North Haskell Street and Blue Moon Drive as one- and two-story single-family attached row house development as a transition between small lot single-family dwellings and the project site, which was designated multifamily apartment housing. Additionally, per the Planning Department Supplemental Findings, the proposal provides a 101-foot buffer between the proposed buildings and existing structures on North Haskell Street and Blue Moon Drive, which will be comprised of street right-of-way, public and private landscape improvements. Given the proposal’s compliance with the Master Plan and standards relative to buffering and screening, it is found to provide incremental transitions in density with adjustments as necessary to the landscaping and buffering to mitigate adverse impacts on adjoining neighborhoods.

- f. **Notification Requirements.** Written testimony contests the adequacy of the City’s code requirements for landowner notification in CPMC 17.05.400, which requires that landowners within 100-feet of the project perimeter be notified of the proposed land use action within 10-20-days of the public hearing.

Comment: The Applicant’s Rebuttal addresses notification concerns. On May 2, 2017 written notice of the site plan and architectural review application and the June 6, 2017 public hearing was mailed to property owners within 100-feet of the project perimeter. In addition to meeting the minimum notification requirements, the Applicant’s Rebuttal states that additional notification for a voluntary neighborhood meeting in January was held consistent with the above municipal code requirements. As shown above, evidence in the record demonstrates landowner notification complies with the municipal code requirements in Section 17.05.400.

- g. **Building Height.** Written testimony identified a discrepancy between the applicant’s findings and the Planning Department Supplemental Findings (Attachment “K,” Revised Staff Report dated June 6, 2017) relative to building height. The Applicant’s Findings reference a maximum building height of 37-feet and the Planning Department Supplemental Findings reference a maximum building height of 34-feet.

Comment: The Planning Department Supplemental Findings are based on the Applicant’s Building Elevations (Exhibits 3-11, Planning Department Supplemental

Findings). It appears the discrepancy is a typographical error. Based on the written testimony received, the Applicant's Findings have been corrected for the record. The discrepancy has been reviewed and determined to have no impact on the proposal's ability to meet the building height requirements in CPMC 17.65.050, Table 3.

- h. Pedestrian Accessway.** Written testimony in Exhibit 4, referenced the proposal's compliance with the Master Plan Exhibit 3, Circulation and CPMC 17.67.040(A)(9) relative to off-street pedestrian accessways. Specifically, there is a 65-ft segment of the proposed minor pedestrian accessway that does not comply with the standard as illustrated on the site plan, but which can comply if relocated. The letter asked if owner approval has been obtained to relocate the path.

Comment: As conditioned, the Applicant is required to provide written authorization from the open space tract owner (i.e. Twin Creeks Development Co., LLC) to relocate the subject section of the pedestrian accessway. This requirement must be met prior to building permit issuance. No evidence was submitted during the open record period demonstrating this requirement has been satisfied. If not satisfied, building permits will not be issued. No additional conditions are recommended.

- i. Housing Demand.** Written testimony addresses impacts of the proposed multifamily housing project on housing demand and vacancy rates in other areas of Central Point.

Comment: Typically this topic is addressed as part of a land use or zoning amendment, and at the time of site plan and architectural review. However, during the public hearing the Applicant spoke to the current housing shortage in the Rogue Valley, including Central Point. He stated that typically there is currently a 3% vacancy rate throughout the valley when the vacancy rate is typically 5%. Additionally, he said that similar projects they own have less than a 1% vacancy rate, indicative of strong demand for multifamily housing.

- j. Code Amendments.** Several arguments were raised contesting the adequacy of existing code provisions (i.e. lack of covered parking requirement for multifamily housing and lighting provisions).

Comment: The municipal code requirements for site plan and architectural review in effect at the time of application acceptance are the only criteria that can be considered. Any future changes to the municipal code requirements will have no impact on the current application.

EXHIBITS:

Exhibit 1 – New evidence from the Applicant: Revised Site Plan (Phase 2), received June 7, 2017

Exhibit 2 – New evidence from Henry Williams: Charles Point Photos, received June 12, 2017

Exhibit 3 – Letter from Charles R. Stamps, received June 12, 2017

Exhibit 4 – Letter from Jim Huefner, received June 13, 2017

Exhibit 5 – Letter from Michael & Svieta King, Susan Gressett, and Hanna King, received June 13, 2017

Exhibit 6 – Applicant's Rebuttal, received June 27, 2017

Exhibit 7 – Revised Staff Report dated June 6, 2017 including all attachments thereto, except

Attachments "C-2," "D," and "K,," which are superseded by Exhibits 1, 8, 9, respectively

Exhibit 8 – Revised Applicant's Findings (Modified to address new evidence)

Exhibit 9 – Revised Planning Department Supplemental Findings, including all Exhibits thereto

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 only.
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 Phase 2 residential buildings.
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 for Phases 1 and 2 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.
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).

ACTION:

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

RECOMMENDATION:

Move to approve the site plan and architectural review application for Smith Crossing, as per conditions 1-7 in the Staff Report dated July 18, 2017, including the revision to Condition No. 1 per the Planning Commission’s direction at the June 6, 2017 meeting. This motion is based upon the following evidence in the record: a) the Revised Staff Report dated June 6, 2017 including all exhibits thereto, except as modified by the Staff Report dated July 18, 2017, b) Staff Report dated July 18, 2017 including Exhibits 1, 6, 7, 8, and 9 to said Staff Report.

SMITH CROSSING AT TWIN CREEKS

PHASE 2



APPLICANT / OWNER

MED. PHILIP & CHUCK SMITH
353 DALTON STREET
MEDFORD, OREGON 97501
(541) 664-5599

AGENT

SCOTT SINNER CONSULTING, INC.
4401 SAN JUAN DR. SUITE G
MEDFORD, OREGON 97504
(541) 601-0917

SURVEYING

FABER SURVEYING
431 DEAK STREET
CENTRAL POINT OR, 97502
(541) 664-5599

LOT AREAS

TOTAL LOT AREA = 5.26 ACRES
(229,125 SQFT)
LOT COVERAGE = 75,334 SQFT
LANDSCAPE AREA = 51,308 SQFT

HOUSING SUMMARY:

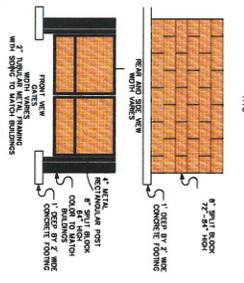
- 17 1 BEDROOM - 1 BATH
- 50 2 BEDROOM - 1 1/2 BATH
- 12 - 2 BEDROOM, 2 1/2 BATH, TOWNHOUSE SECOND AND THIRD FLOORS
- 3 BEDROOM, 2 1/2 BATH TOWNHUSES SECOND AND THIRD FLOORS
- 145 TOTAL LIVING UNITS

LEGEND

- 21 GARAGES
- MAINTENANCE FACILITY
- BIKE RACK LOCATION
- SIGN LOCATION
- STREET LIGHTS
- DESTROY/PARKING LOT LIGHTS
- COMMUNITY MAIL BOX LOCATION
- MB/C UNIT

PARKING

- TYPICAL PARKING SPACE
- 145 ASSIGNED PARKING SPACES
- 51 OPEN PARKING SPACES
- HANDICAP PARKING SPACES
- VAN ACCESSIBLE HANDICAP GARAGES
- 20 GARAGES
- 251 TOTAL PARKING SPACES



<p>SMITH CROSSING AT TWIN CREEKS</p>		<p>TO BE BUILT BY P.M.C.I. INC. 388 DALTON STREET MEDFORD, OR 97501 PHONE: (541) 661-8888</p>	<p>PLOT PLAN PHASE 2 - 145 UNITS</p>									
<p>REVISIONS</p> <table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td>1</td> <td>4/21/17</td> <td>Issue for Review</td> </tr> <tr> <td>2</td> <td>5/17/17</td> <td>Final Review</td> </tr> </table>	NO.	DATE	DESCRIPTION	1	4/21/17	Issue for Review	2	5/17/17	Final Review	<p>DATE: 5/17/17</p> <p>SCALE: AS SHOWN</p> <p>DRAWN BY: J. W. W.</p> <p>CHECKED BY: J. W. W.</p> <p>PROJECT CONTROLLER:</p> <p>SHEET:</p>		
NO.	DATE	DESCRIPTION										
1	4/21/17	Issue for Review										
2	5/17/17	Final Review										

CHARLES POINT, MEDFORD, OREGON

Sunday afternoon, June 11, 2017



RECEIVED
JUN 12 2017

Note many cars parked on the Street with the last photo being out of the apartment complex

June 12, 2017 Amy O'Millan



June 12, 2017

City of Central Point
140 S 3rd Street
Central Point OR 97502

Attention: Planning Commission

Inre: Smith Crossing

To Whom It May Concern

I want to thank you for allowing us this extra 7 days to review and learn more about "Smith Crossing" in the Twin Creeks Development.

Most areas of concern have been previously addressed in and by other neighbors. I and others still have great concerns with traffic congestion generated by this project.

Since the June 6, 2017 meeting we have learned that the Senior Housing complex at the corners of N, Haskell, Richardson Drive and Taylor is planning on adding 40 units to their apartments as soon as they can get the funding.

There is, also, the development being planned for S. Haskell, which will only add more traffic to the corner of N Haskell, S Haskell and Pine Street.

Many new homes have been added to Twin Creeks.

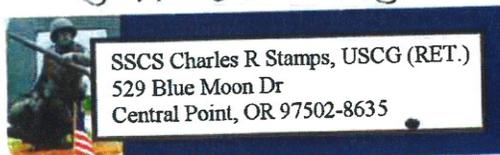
In today's world, most people do not take the newspaper and many others, also, do not have internet capabilities. Most of my neighbors had no idea this proposal was in the works and then we only had a few days to express our concerns

At this time I would ask that the traffic survey be updated before the July 18, 2017 meeting.

I have gone to Charles Point and have spoken with the Manager there and she put at rest many of my concerns. I feel that the project, overall, is in good hands.

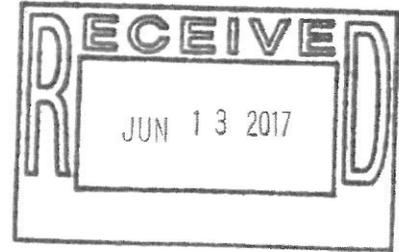
Sincerely, *Charles R. Stamps*
541-665-0188

1



June 13, 2017

City of Central Point
140 So. 3rd Street
Central Point, OR 97502



Attention: Planning Commission

RE: Smith Crossing

To Whom It May Concern:

I have reviewed the "Planning Department Supplemental Findings of Fact and Conclusions of Law" and the "Findings of Fact" prepared by Scott Sinner, Agent for the Applicant regarding the Smith Crossing at Twin Creeks application and have several comments and questions. The references are to those documents.

Finding: Master Plan Exhibit 3, Circulation: There is "an opportunity to relocate (a) portion of" a 65 foot section of the Off-Street Pedestrian Accessway. Regarding **Finding 17.67.040 (A) (9)**, "the Applicant shall coordinate with Twin Creeks Development Co. to locate a portion of the path...." Has that been done?

17.65.050 Zoning Regulations, Table 2 shows the "Maximum Building Height" for both Phase 1 and Phase 2 as 34 feet. However, in the Findings of Fact prepared by Scott Sinner, the "Maximum Building Height" for each building is 37 feet. This inconsistency concerns me. The Planning Department found the parking spaces required and proposed by the Applicant were not correct. See Table 3 of the Planning Department response. Are there other "Findings in Fact" which are not consistent, not accurate, not really "facts"?

Finding 17.67.050 (F) (3): The application refers to the Twin Creeks Transit Oriented Development (TOD) Master Plan, which sets parking standards. That document apparently indicates: "Except for multifamily housing, fifty percent of all residential off-street parking areas shall be covered." I suggest that exception may no longer be appropriate, that the Master Plan needs to be reviewed prior to approval of this application. Despite that exception, "The project includes 25 single car garages (5 in Phase 1 and 20 in Phase 2)." I wonder why there are garages for only 5% of Phase 1 units yet nearly 14% of the Phase 2 units.

Finding 17.67.050 (D) addresses "Solar Orientation" and indicates what "should" be done to take "advantage of the climate of Central Point." This finding states "The proposal maximizes solar orientation to the **greatest extent possible with the context of the existing street network.**" (Emphasis added.) I think that is not the case if there were fewer buildings in the project. If there were fewer

buildings, the "orientation" could be adjusted. Regarding "Solar Orientation" in the Scott Sinner Findings of Fact, it says "Both Phases of the development **considered** solar orientation in the design process. The siting objectives of this section were utilized and **considered** with other site constraints and existing easement. CPMC (Central Point Municipal Code) standards for building orientation adjacent to a right of way and natural features (Griffin Creek) constrained the site. The sites, particularly Phase 1 are further encumbered with existing sanitary and irrigation easements. The structures were sited with the solar orientation in the code **as much as possible** given all the site constraints and density requirements." (Emphasis added) That might be the case if all the buildings included in the application are built, eight in Phase 1 and nine in Phase 2. However, if fewer buildings are constructed on the site, I suggest many of these "constraints" would no longer exist.

Finding 17.67.050 (G): "The massing of individual buildings should be adjusted to preserve important views while benefiting new and existing occupants and surrounding neighborhoods. Views of Table Rock and Mt. McLoughlin were identified in the Twin Creeks TOD Master Plan." From our home on Blue Moon Drive, our view of Table Rock will be blocked by the two story row houses across from our home when construction is completed in the near future. Our view of Mt. McLoughlin will similarly be blocked by the Smith Crossing apartment complex. This project is NOT "Consistent" with that provision of the TOD Master Plan.

Finding 17.67.050 (H): The TOD Master Plan states "care should be taken to minimize the impact of noise, lighting, and traffic on adjacent dwellings." The finding indicates "The majority of vehicle parking and loading areas are centrally located within the site and therefore screened by buildings and site landscaping." If the occupants in each phase have one vehicle per unit, a total of 245 vehicles, most of which will travel along Haskell, traffic will be significantly increased. While that will have an "impact" on those living in "adjacent dwellings," the greater impact will likely be at Richardson Elementary School, at the intersection of Haskell and Pine Street. How many children will be hurt or killed in traffic accidents before people regret approving this increased traffic? But of course, at that time, the project will have been built so other efforts and additional expense will be required to reduce the likelihood of further injuries.

Finding 17.67.050 (I)(1): The Master Plan "addresses transitions in density." The finding points out "Property to the west of Phase 1 is ... developed with existing two-story single family attached residents." There are also numerous single story row houses west of Phase 1. The finding says "the proposal is consistent with the density transition standard of this item **as evidenced by its compliance with the TOD Master Plan....**" (Emphasis added.) In view of the impact on "existing" residents, I submit the Master Plan be reviewed and revised prior to approval of

this application. Furthermore, **Finding 17.67.050 (I)(7)** indicates *“density should be increased incrementally, to buffer existing neighborhood from incompatible building types or densities.”* Crossing Haskell to existing homes on Blue Moon cannot reasonably be characterized as *“increased incrementally.”* (Emphasis added)

Finding 17.67.050 (I)(5): The finding states *“the Master Plan establishes a mix of housing types throughout a 230-acre community, which encourages interaction among individuals with diverse backgrounds and income levels.”* How is that accomplished when the *“Site Plan for each phase illustrates a network of private (limited to residents of Smith Crossing, emphasis added) pedestrian walkways with the housing development to provide connectivity between the apartment buildings, clubhouse and pool, playground and open space amenities.”* (**Finding 17.67.040 (C).**)

Numerous landscaping issues are of concern. In several of the findings regarding **17.67.050 (K)(2)**, *“trees shall be (emphasis added) planted”* in prescribed locations and sizes. The master plan in force at the time many existing trees were planted has resulted in numerous problems. Some trees were planted over underground utilities and water lines, which, as the trees have grown, have disrupted service. In other cases trees and lighting poles are so close together that the tree prevents effective lighting. The roots of other trees have caused the sidewalks to become uneven, resulting in safety hazards. Some homeowners are concerned about the size of some trees, afraid that in a wind or snow storm part of the tree might fall, damaging their homes. Some trees are very *“dirty,”* dropping acorns, nuts, fruit, and leaves that create trip or slip hazards. I strongly recommend a thorough review of tree, shrub and ground cover requirements be done before this project is approved. For example, **17.67.050 (K)(2)(d)(i)**, provides that *“trees and shrubs must be (emphasis added) fully protected from potential damage by vehicles.”* A corresponding requirement apparently does not exist protecting people and property from trees and shrubs.

In a similar manner, **Finding 17.67.050 (L)(1-3)** specifies *“metal-halide lamps ... shall be used for general lighting Sodium-based lamp elements are not allowed.”* There might be better lighting available now or in the near future. Specifying what is allowed and what is prohibited may not be in the best interest of the citizens, the environment, etc.

This Smith Crossing proposal refers to the Twin Creeks Transit Oriented Development (TOD) Master Plan. In the Findings of Fact prepared by Scott Sinner, *“The purpose of the Central Point transit oriented development (TOD) district is to promote efficient and sustainable land development and the increased use of transit as required by the Oregon Transportation Planning Rule.”* Furthermore, *“The Twin Creeks Master Plan identifies proposed service routes*

from Rogue Valley Transit District (RVTD), however, RVTD does not currently have Route 40 into the Twin Creeks area. The closest RVTD stop is 2nd and Manzanita .66 miles from the site with schedules (sic) service every ½ hour from 6:18 AM to 7:18 PM weekdays." In view of that, until public transportation is better utilized (because it better fits the needs of citizens), I think it is inappropriate to base proposed construction on the Twin Creeks Transit Oriented Development (TOD) Master Plan.

I am also concerned about the need for additional housing in Central Point. What are the demographics of people who might live in Smith Crossing? Is there a market for this type of housing in Central Point? If there is, will it merely increase the vacancy rate in other parts of the city creating blight elsewhere?

I was unable to find any information regarding the Applicant, PMCI, Inc. Are they financially sound? Will they complete any approved construction? Who will manage the property when built? What is their history? Nobody wants a large, vacant, partially completed building in the city. What guarantees has the Applicant/Developer provided the City of Central Point? Has the City of Central Point made any commitments to the Applicant/Developer regarding this property?

In conclusion, I urge that action on this proposal be delayed until the Twin Creeks Transit Oriented Development (TOD) Master Plan is reviewed and updated. As **Finding 17.67.050 (1)(7)** indicates "There are no changes proposed to the land use plan or zoning text." Perhaps changes are appropriate at this time to promote safety and be in accordance with public interest.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Huefner", written in a cursive style.

Jim Huefner
523 Blue Moon Drive
Central Point, OR 97502
541-727-8998

June 13, 2017

To the Planning Committee, City Council, and Mayor Williams:

We are shocked and concerned about the disadvantage that the proposed Smith Crossing Apartment Complex brings to the community of Central Point.

Our greatest concern rests on how simply massive the project will be: with 245 rental units and many additional low-income houses. Why is the city encouraging the development of the flood of social liquidity instead of promoting and protecting homeownership in our community? The negative effects of this direction are already undermining the Twin Creek neighborhood as people are hurrying to list their homes in order to leave the area—before ground has even been broken yet.

Our neighborhood more than any other will feel the reduction in value—not only due to the proximity to a transient populous, but also due to the noise and vastly inadequate parking plan. The only people benefiting from this plan are the developers exploiting our city to satisfy their pursuit of profit. No homeowner wants to purchase a house in a neighborhood that will only decrease in value, while taxes for a small home are already outrageous. We ask that you read the article provided.

Homeowners are the pillars of a community, and a city that does not protect the foundation of a progressive society instead promotes an influx of population that has no attachment to the neighborhood. This in turn promotes higher crime, social instability, decrease in educational achievement, etc.. The research and support for this is included in the article provided.

We believe that Central Point should move towards developing and encouraging home ownership. This will benefit the city in encouraging a strong community. In our neighborhood, particularly, we see families that *want* to live here—that sacrifice a lot and will do almost anything to preserve and develop their lives and homes here. Moving instead towards encouraging transient renters will only destroy this communal attitude.

“In addition to tangible financial benefits, homeownership brings substantial social benefits for families, communities, and the country as a whole.” We are the reason that this area has become a desirable place to live; you owe it to us to hear our concerns.

Michael and Svieta King

From Mike & Svieta
502 Griffin Oaks Dr

Susan Gressett

Susan Gressett
506 Griffin Oaks Dr.



Hannah King
King

Social Benefits of Homeownership and Stable Housing

NATIONAL ASSOCIATION OF REALTORS®

Research Division

April 2012

Introduction

Research has consistently shown the importance of the housing sector on the economy and the long-term social and financial benefits to individual homeowners. The economic benefits of the housing market and homeownership are immense and well documented. The housing sector directly accounted for approximately 15 percent of total economic activity in 2011. Household real estate holdings totaled \$16 trillion in the last quarter of 2011. After subtracting mortgage liabilities, net real estate household equity totaled \$5.9 trillion.

In addition to tangible financial benefits, homeownership brings substantial social benefits for families, communities, and the country as a whole. Because of these societal benefits, policy makers have promoted homeownership through a number of channels. Homeownership has been an essential element of the American Dream for decades and continues to be so even today.

The purpose of this paper is to review existing academic literature that documents the social benefits of homeownership. Furthermore, this paper examines not only the ownership of homes, but also the impact of stable housing (as opposed to transitory housing and homelessness) on social outcomes, looking specifically at the following outcome measures:

- Educational achievement;
- Civic participation;
- Health benefits;
- Crime;
- Public assistance; and
- Property maintenance and improvement.

In general, research supports the view that homeownership brings substantial social benefits. Because of these extensive social benefits - what economists call positive externalities - policies that support sustainable homeownership are well justified.¹

¹ There is a strong correlation between homeownership with income, education, age, marital status, and several other factors. Therefore, a strong correlation between homeownership and social outcome variables may simply be superfluous in that the correlation is simply capturing the impact of higher income, education, and the like. To isolate the impact solely attributable to homeownership and/or stable housing, it is important to control for factors that are generally present with homeownership (like higher income and older age). Carefully executed research, as documented below, takes these and many other factors into account to isolated the impact of homeownership on social outcomes.

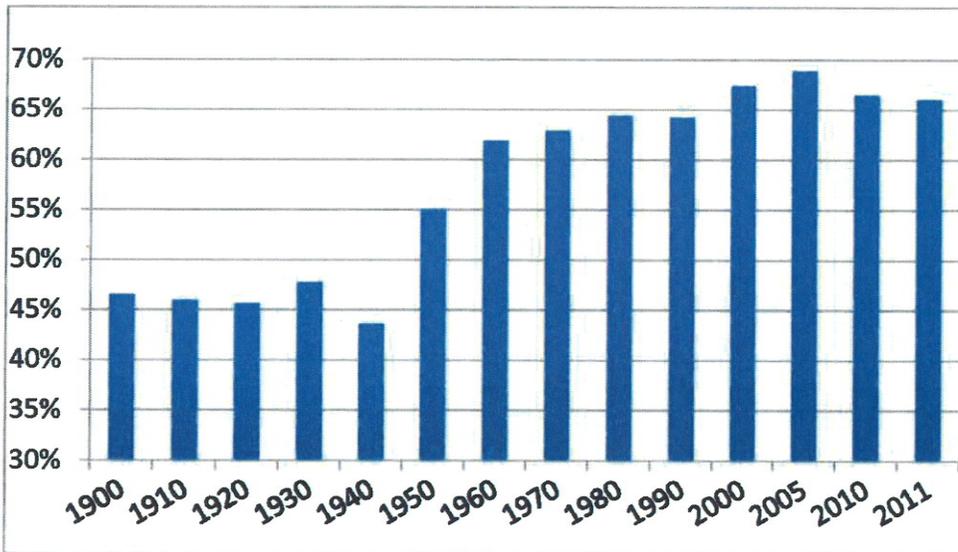
Trends in Homeownership

The prevalence of homeownership is not universal. Across different demographic groups and even within different regions of the country, the homeownership rate varies widely. Many of these gaps are long standing. Therefore, the social benefits of homeownership differ widely from community to community.

Less than half of Americans owned their homes at the beginning of the 20th century (see **Exhibit 1**). Homeownership remained fairly stable until the onset of the Great Depression, during which many homeowners lost their homes. In the subsequent two decades, the homeownership rate rose dramatically with the rate easily topping 60 percent by 1960. Modest gains were made during the 1960s, 1970s and 1980s. However, during the early 1990s, the homeownership rate once again trended upward as mortgage rates steadily declined and the economy expanded at rates not experienced in many years. By 2004, 69 percent of Americans owned their homes – a record high. The homeownership rate has since declined to 66.0 percent as of the end of 2011.

Exhibit 1

Homeownership Rate for Selected Years (1900 – 2011)



Source: U.S. Census Bureau

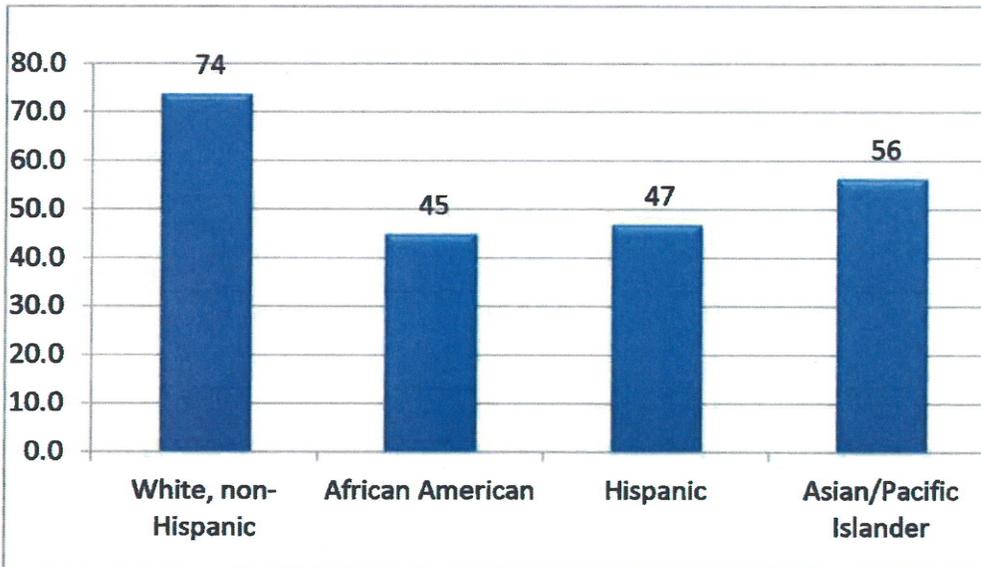
Minorities have made marked progress in homeownership in recent years (see **Exhibit 2**). But even with these gains, the homeownership rate among minorities still lags significantly behind that of whites. In 2011, fewer than half of African-American and Hispanic households owned their homes. In contrast, more than 74 percent of non-Hispanic whites were homeowners.

A large part of the gap in homeownership among minorities can be attributed to differences in economic circumstances and the age composition of minority populations. Income and wealth holdings among minorities are typically lower than that of whites. Furthermore, there is a disproportionately higher share of younger households – who are less likely to be homeowners – among minorities. Finally, a large number of minorities, particularly Asians and Hispanics, live

in less affordable urban centers on both the East and West coasts. By some estimates, if income, age, and family type (but not location) of minorities were similar to that of whites, the homeownership gap would be reduced from roughly 25 percentage points to about 10 percentage points. Even after adjusting for financial and demographic factors, minorities would have a lower homeownership rate than whites.

Exhibit 2

Percentage Point Gains in Homeownership Rate by Racial Group (1994 – 2011)



Source: U.S. Census Bureau, Housing Vacancy Survey

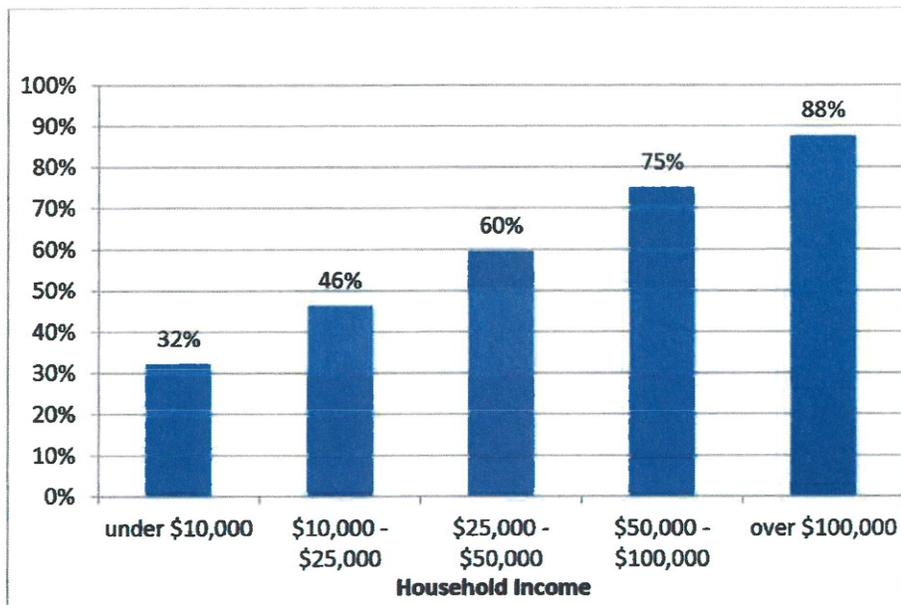
Recent research suggests that targeting discrimination in housing and mortgage markets or targeting renters' lack of information about the home buying process would contribute to narrowing of racial gaps in homeownership. Also important are efforts to reduce differences in household circumstances by race and ethnicity—including wealth, income, and marital status—that account for a large majority of observed differences in homeownership rates.²

One of the primary drivers of homeownership is income. As **Exhibit 3** shows, the homeownership rate is less than 35 percent for households in the lowest income bracket while it approaches 90 percent for those in the top income bracket. Higher income clearly widens the choice of available homes for purchase and increases the likelihood that a household will qualify for a mortgage. While homeownership is not limited to those with higher incomes, households with lower incomes face barriers such as too few homes in lower price ranges in locations near their place of employment.

Exhibit 3

Homeownership Rate by Income Level

² Haurin, Donald R., Herbert, Christopher E. and Rosenthal, Stuart S., Homeownership Gaps Among Low-Income and Minority Households. *Cityscape*, Vol. 9, No. 2, 2007.



Source: 2010 American Community Survey

A home purchase entails substantial transaction costs, as measured both in financial resources and search time; therefore it is rational for people who are expecting to move frequently to forego homeownership. Younger households are more mobile because they are more likely to be single and more likely to change employers. As a result, mobility rates decline as age rises. According to the U.S. Census Bureau, about one-quarter of those aged 20 to 29 years moved during 2010 while only 4 percent of those aged 55 and over moved during the same year.³ Higher mobility rates among young people contribute to lower homeownership rates for this group. In addition, due to the large upfront cost associated with purchasing a first home, households need time to accumulate necessary savings. Therefore, as **Exhibit 4** depicts, it is not surprising to see that homeownership rates rise with the age of households.

Homeownership and Stable Housing

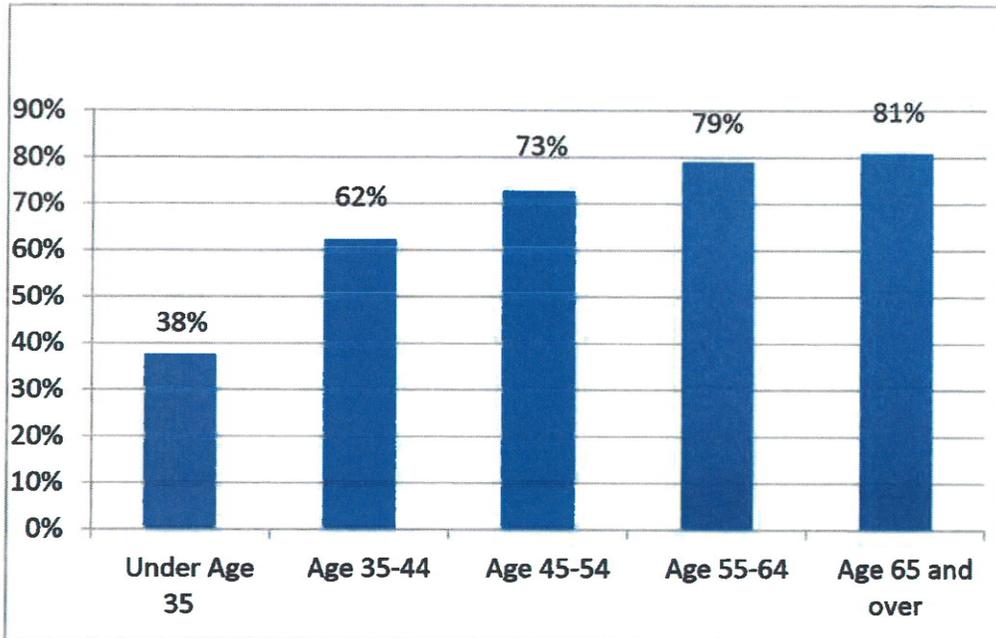
Homeownership and stable housing go hand-in-hand. Homeowners move far less frequently than renters, and hence are embedded into the same neighborhood and community for a longer period. While 4.7 percent of owner-occupied residents moved from 2010 to 2011, 26 percent of renters changed residential location.⁴ The key reason for the higher “mover rate” among renters is the fact that renters are younger – that is, changing and searching for ideal jobs, not yet married, and hence, literally, less committed. The mover rate or percentage of people changing residence, among 20-to-24 year-olds was 27 percent, and for 25-to-29 year-olds it was 26 percent, as shown in **Exhibit 5**. The mover rate then declines rapidly from 14 percent for those in their early 30s to less than 5 percent for those 65 years or older.

³ The Current Population Survey, Geographical Mobility 2008 to 2009, Table 1.

⁴ The Current Population Survey, Geographical Mobility 2008 to 2009, Table 1.

Exhibit 4

Homeownership Rate by Age



Source: U.S. Census, Housing Vacancy Survey, 2011

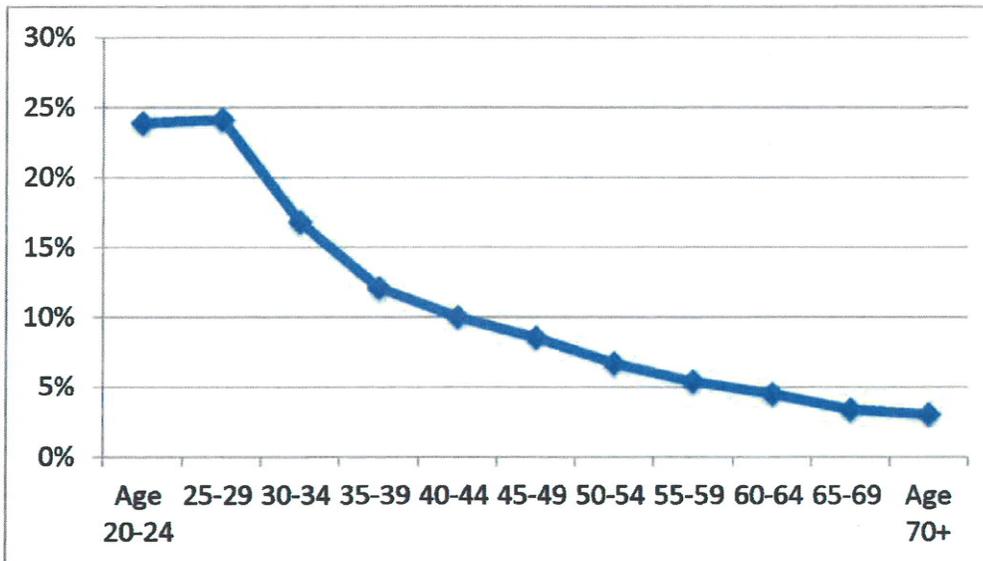
As to why people move, the predominant reason given by Current Population Survey respondents in 2010 to 2011 was housing-related. Almost one-third said they moved to a better home, a better neighborhood, or into cheaper housing. The second most popular reason cited was family-related at 28 percent. Work-related reasons (new job, lost job, easier commute, retired, etc.) were reported by only 18.5 percent of respondents. Very few indicated change of climate and health reasons for moving.

Poverty status and marital status also have strong relationships with mobility. The mover rate among those living below the poverty level was almost twice as high as those living above the poverty line. By contrast, the mover rate for married-couple family households was only half the rate compared with households living in other arrangements.

To determine the impact of homeownership on mobility, it is necessary to employ a mathematical regression model to isolate the impact of individual variables. Just because renters are five times more likely than homeowners to move, does not mean that the renters are moving because of their tenure status. High renter mobility could be a result of renters being young and not married. The Census report, after employing such a technique, found that homeownership does have a statistically significant impact of lowering the mover rate. That is, among people of the same age, same income, and same marital status, a person was significantly more likely to change residence in a given year if he or she was a renter rather than a homeowner. Homeowners bring stability to neighborhoods.

Exhibit 5

Mover Rate (percentage of people changing residence) by Age 2010-2011



Source: U.S. Census Bureau, Current Population Survey, 2010

Many sociology studies have found that residential stability strengthens social ties with neighbors.⁵ Other research has focused on how mobility diminishes the depth of social ties because there is less time to build long-term relationships. Sampson and his colleagues argue that social cohesion and strong ties are paths through which resources for social control are made.⁶

As we shall see, the purported benefits of homeownership may partly arise not directly from ownership, but from greater housing stability and social ties associated with less frequent movements among homeowners. Therefore, policies to boost homeownership can raise positive social outcomes, but only to the extent that homeownership brings housing stability.

Homeownership and Educational Achievement

In this section several studies on the relationship between homeownership and educational achievement are discussed. Consistent findings show that homeownership does make a significant positive impact on educational achievement. Less clear, however, is whether homeownership in itself, stable housing (i.e., less frequent residential change), or favorable

⁵ Warner, B. and P. Roundtree, 1997, "Local social ties in a community and crime model: questioning the systematic nature of informal social control," *Social Problems* 44: pp. 521-536

⁶ Sampson, R., S. Raudenbush, F. Earls. 1997. "Neighborhoods and Violent Crimes," *Science* 277: pp 918-24.

neighborhood characteristics are the main underlying factors contributing to better educational outcomes.

Green and White found that homeowners have a significant effect on their children's success. The decision to stay in school by teenage students is higher for those raised by home-owning parents compared to those in renter households.⁷ Furthermore, daughters of homeowners have a much lower incidence of teenage pregnancy. The authors point to certain behavioral characteristics required of homeowners that get passed onto their children. First, a home purchase naturally involves one of the largest financial commitments most households will undertake. Homeowners, therefore, tend to minimize bad behavior by their children and those of their neighbors that can negatively impact the value of homes in their neighborhood. Second, homeowners are required to take on a greater responsibility such as home maintenance and acquiring the financial skills to handle mortgage payments. These life management skills may get transferred to their children. However, the causation link between homeownership and improved schooling performance is not completely clear. It could very well be that homeownership brings residential stability, and it is the stability that raises educational attainment. Such an interpretation would be consistent with a study by the New York Federal Reserve Bank which found that, though homeownership raises educational outcomes for children, neighborhood stability further enhanced the positive outcome.⁸ In addition, a study by Hanushek, Kain, and Rivkin showed that changing schools negatively impacts children's educational outcomes particularly for minorities and low income families.⁹ Aaronson found that parental homeownership in low-income neighborhoods has a positive impact on high school graduation.¹⁰ But he cautioned that some of the positive effects may arise due to the greater neighborhood stability (less residential movement) and not necessarily to homeownership alone.

In another study by Harkness and Newman, the authors examined whether children from lower-income and higher-income families benefit equally from homeownership and found that for children growing up in families with incomes less than 150 percent of the federal poverty line, homeownership raises educational attainment, earnings, and welfare independence in young adulthood. These positive results do not extend to the long-term outcomes of children in families with incomes more than 150 percent of the poverty line, however. These findings suggest that homeownership effects are not only attributable to unobserved characteristics of homeowners, but also indicate causal effects¹¹.

In another study, jointly authored by a sociologist and an economist, a higher overall quality of life among homeowners is believed to contribute to the well-being of both homeowners and their children in a number of ways. For example, young children of homeowners tend to have higher

⁷ Green, Richard K. and Michelle J. White 1997. "Measuring the Benefits of Homeowning: Effects on Children," *Journal of Urban Economics* 41(3): 441-461.

⁸ Harkness, J. and S. Newman, 2003. "Effects of Homeownership on Children: The Role of Neighborhood Characteristics and Family Income," *FRBNY Economic Policy Review*.

⁹ Hanushek, E., J. Kain, S. Rivkin, "The Cost of Switching Schools," Working Paper, University of Texas, 1999.

¹⁰ Aaronson, D., A Note on the Benefits of Homeownership, *Journal of Urban Economics*, 47 (3): 356-369.

¹¹ Joseph Harkness, Sandra Newman. Differential effects of homeownership on children from higher- and lower-income families. *Journal of Housing Research*. Washington: 2003. Vol. 14, Iss. 1; pg. 1

levels of achievement in math and reading and fewer behavioral problems (which often carry over into reduced deviant behavior in later years). Better social outcomes arise as parents provide a more supportive environment for their children. These factors, as well as many others, help explain increased educational attainment and higher lifetime annual incomes of homeowners' children.¹² Research has also confirmed that access to economic and educational opportunities are more prevalent in neighborhoods with high rates of homeownership and community involvement.¹³ Boehm and Schlottmann show that the average child of homeowners is significantly more likely to achieve a higher level of education and, thereby, a higher level of earnings. The authors further find the housing tenure of parents plays a primary role in determining whether or not the child becomes a homeowner.¹⁴

Finally, a recent study examining whether homeownership has positive effects on the academic achievement of children finds significant effects of home environment, neighborhood quality, and residential stability on the reading and math performance of children between the ages of three and twelve.¹⁵ Because it appears that educational outcomes were strongly influenced by homeownership and residential stability, the authors suggest that government policies that promote homeownership or residential stability should be considered as part of any strategy to improve education.

Homeownership and Parenting

Though the homeownership effect on success of children has been debated in academic literature, a recent study approached this question from a different perspective. Instead of trying to account for unobserved characteristics of homeowners, they examined whether there is a relationship between home ownership and engaged parenting behaviors in the home, school, and wider community for low to moderate income households. Researchers focused on four variables: parental school involvement, frequency of reading to child, child's participation in organized activities, and child's screen time (television viewing and playing videogames). Altogether, these measures reveal parenting behaviors broadly believed to be associated with positive child outcomes. The authors propose that homeownership provides for engaged parenting practices in two ways: economic and psycho-social. The economic impact of homeownership refers to the positive impact of nurturing neighborhoods. While both home owners and renters may aspire to be engaged parents, home owners likely live in neighborhoods with more opportunities for school involvement or participation in neighborhood activities. The psycho-social component refers to the idea that being a home owner may limit the severity of economic hardships and the degree to which financial hardships result in psycho-social stress.

¹² Haurin, Donald R., Toby L. Parcel and R. Jean Haurin 2001. "The Impact of Homeownership on Child Outcomes." Low-Income Homeownership Working Paper Series LIHO-01.14, Joint Center for Housing Studies of Harvard University.

¹³ Ellen, Ingrid Gould and Margery Austin Turner 1997. "Does Neighborhood Matter? Assessing Recent Evidence," *Housing Policy Debate* 8(4): 833-866.

¹⁴ Boehm, Thomas P.; Schlottmann, Alan M. Does Home Ownership by Parents Have an Economic Impact on Their Children? *Journal of Housing Economics*, Sept. 1999. Vol. 8, Iss. 3, pgs 217-232.

¹⁵ Lisa L Mohanty, Lakshmi K Raut. Home Ownership and School Outcomes of Children: Evidence from the PSID Child Development Supplement. *The American Journal of Economics and Sociology*. Malden: Apr 2009. Vol. 68, Iss. 2; pg. 465

and disengaged parenting. This idea works through two channels. First, low- to moderate-income households that are able to buy a home have already found ways to manage their limited finances in order to become eligible for a mortgage. If such effective strategies are sustained, it could help reduce economic pressure. Second, they have greater access to formal credit to sustain the household during times of economic hardship, putting less strain on familial relationships and parenting. Home owners in this study have higher adjusted net worth and liquid assets than renters. The authors, therefore, assume that home ownership promotes parental engagement by giving parents more options for managing financial hardships and reducing the severity of financial hardships when they do occur, thereby reducing stress and disengagement from children. It is important to emphasize, especially considering the housing crisis, that all of the homeowners studied received prime fixed-rate 30-year mortgages with a 38% debt-to-income criteria. Therefore, these home owners have not experienced the financial shocks of interest rate adjustments or the stress of excessively high interest rates associated with many sub-prime mortgages. The results of the study suggest that children of selected home owners are more likely to participate in organized activities and have less screen time when compared with renters. However, home owners were found less likely to read to their children than renters. There was no effect of home ownership on parental school involvement. On the whole, their findings suggest that home ownership and financial stability may create opportunities for parents to engage in some positive parenting behavior. As noted, the group of home owners surveyed in this study was less likely than renters to report financial hardships. The authors suspected that these financial stressors may reduce the ability of renters to afford organized activities for their child. Screen time, on the other hand, is relatively inexpensive for most families.

Homeownership and Civic Participation

Homeowners have a much greater financial stake in their neighborhoods than renters. With the median national home price in 2010 at \$166,000, even a 5 percent decline in home values will translate into a loss of more than \$8,300 for a typical homeowner. Because owners tend to remain in their homes longer, they add a degree of stability to their neighborhood. Homeowners also reap the financial gains of any appreciation in the value of their home, so they also tend to spend more time and money maintaining their residence, which also contributes to the overall quality of the surrounding community.^{16,17} Renters, with less wealth tied to a specific locality, have less incentive to protect the value of their property via the political process. The right to pass property to an heir or to another person also provides motivation to properly maintain the property.

The extent of community involvement and the benefits that accrue to society are hard to measure, but several researchers have found that homeowners tend to be more involved in their communities than renters. For example, homeowners were found to be more politically active

¹⁶ Rossi, Peter H. and Eleanor Weber 1996. "The Social Benefits of Homeownership: Empirical Evidence from National Surveys," *Housing Policy Debate* 7(1) 1-35.

¹⁷ Rohe, William M. and Leslie S. Stewart 1996. "Homeownership and Neighborhood Stability," *Housing Policy Debate* 7(1): 37-81.

than renters.¹⁸ Homeowners participate in elections much more frequently than renters. A study by Glaeser and DiPasquale found that 77 percent of homeowners said they had at some point voted in local elections compared with 52 percent of renters.¹⁹ The study also found a greater awareness of the political process among homeowners. About 38 percent of homeowners knew the name of their local school board representative, compared with only 20 percent of renters. The authors also found a higher incidence of membership in voluntary organizations and church attendance among homeowners.

As before, it is not clear if homeownership in itself determines more civic participation or if the correlated variable of residential stability is more responsible for higher civic participation. One study that directly attempted to disentangle the two impacts found length of residence to be more important than homeownership. Therefore, according to this study a renter household in a stable neighborhood is more likely to be engaged in a community and civic activity than a homeowner who frequently moves. There also is some evidence that homeownership programs may result in increased property values near subsidized or locally assisted homeownership sites and can, under the right circumstances, draw other non-housing investment to the community.²⁰

Two most recent studies examined civic engagement and social capital of homeowners. A study looking at civic engagement investigated whether people volunteer more if they have a stake in the community such as owning a home. The authors argued that homeowners have a stake in the community given that home is a unique investment where the asset is tied to a fixed geographical location and consequently the value of the property is determined by the condition of the neighborhood in which it is located and the social institutions that serve its residents. The study found that simply owning a home increases the number of hours volunteered, but low-value homeowners do not volunteer any more or less than high-value homeowners. Thus, while homeownership increases the number of hours volunteered, home value itself has no impact on volunteering. Another important finding suggests that homeownership yields a positive influence on volunteering regardless of how long the homeowner has lived in the neighborhood. This result challenges previous studies which implied length of tenure was critical. The study focusing on social capital discusses the importance of social networks and given the greater social network of homeowners, homeowners' resultant access to social capital²¹. Social capital refers to social resources a person can access through contacts with others in his or her social networks. To differentiate between an individual's overall social capital and the social capital connected with his or her neighborhood, authors asked whether any of the people a respondent knows who could provide a given resource reside in his or her neighborhood. If homeownership creates social capital, homeowners are expected to have more overall social capital resources and also more resources within their neighborhoods. If homeownership only influences the geographical distribution of social capital, homeowners are expected to know more people in their

¹⁸ Cox, K., 1982. "Housing Tenure and Neighborhood Activism," *Urban Affairs Quarterly* 18, pp. 107-29.

¹⁹ DiPasquale, D. and E. Glaeser, 1998, "Incentives and Social Capital: Are Homeowners Better Citizens?," *Journal of Urban Economics* 45, 354-384.

²⁰ Ellen, Ingrid Gould, Scott Susin, Amy Ellen Schwartz, and Michael Schill 2001. Do Homeownership Programs Increase Property Value in Low Income Neighborhoods? *Low-Income Homeownership Working Paper Series LIHO-01.13, Joint Center for Housing Studies of Harvard University.*

²¹ Manturuk, K, M. Lindblad, and M Quercia. 2010. Friends and Neighbors: Homeownership and Social Capital Among Low- to Moderate-Income Families. *Journal of Urban Affairs* 32.

neighborhoods but not more people overall. In other words, if homeownership produces beneficial social impacts associated with social capital, homeowner will have more social contacts inside and outside his neighborhood than renters. But if homeownership only fosters relationships within a neighborhood and there is not a greater social benefit to it, homeowners will only know more people in the neighborhood but not also outside of it. The results indicate that homeownership does create social capital and provide residents with a platform from which to connect and interact with neighbors. Neighborhood tenure duration has no impact on social capital acquired via social ties with neighbors. But, neighborhood group membership does, as does having a child in the home.

The study also discusses several interesting phenomena about homeownership and the power of attachment arising from homeownership. Homeowners in many ways identify with their neighborhood, whether through interaction with neighbors, membership in neighborhood groups or by selection of social ties with other homeowners. As the authors argue, homeowners are more likely to seek out opportunities to interact with their neighbors because they feel a sense of attachment to others who live near them, particularly in urban communities. **Owning a home means owning part of a neighborhood, and a homeowner's feelings of commitment to the home can arouse feelings of commitment to the neighborhood, which, in turn, can produce interactions with neighbors. Overall, attachment to the neighborhood is stronger for homeowners and long-term renters than for more transient residents. Another study found that the strongest predictor of attachment is not a place characteristic but rather whether the person is a homeowner²².**

Another interesting point the authors made is that individuals select the people with whom they form social relationships within a social space that facilitates routine interaction with others. The most common place to form social relationships is the workplace. Like a workplace, homeownership serves to facilitate interactions within a neighborhood and open opportunities for the acquisition of social capital. However, people also consider the potential long-term costs and benefits²³, thus homeowners may see ties to other homeowners as more valuable because of a higher potential for longer lasting relationships. As the authors further argue, both homeowners and renters are less likely to look for social ties with renters because renters are perceived as temporary residents. Homeownership implies permanence, while renting implies mobility²⁴. In fact, previous studies have found mobility does impact the creation of social capital. Communities with higher in-migration and out-migration were shown to have lower levels of social capital²⁵.

Homeownership and Health Benefits

Homeowners are happier and healthier than non-owners. But again, it would be incorrect to simply look at the correlation between homeownership and health outcomes to draw conclusions since homeownership is also correlated with such factors as income and education levels. And surely, higher income and education are associated with better health. Nonetheless, there are a

²² Woldoff, R. A. 2002. The effects of local stressors on neighborhood attachment. *Social Forces*, 81, 87-116.

²³ Van Der Gaag, M., & Snijders, T. A. B. 2005. The resource generator: Social capital quantification with concrete items. *Social Networks*, 27, 1-29.

²⁴ Coffe, H. 2009. Social capital and community heterogeneity. *Social Indicators Research*, 91, 155-170.

²⁵ Coffe, H., & Geys, B. 2006. Community heterogeneity: A burden for the creation of social capital? *Social Science Quarterly*, 87, 1053-1072.

few academic studies that provide evidence of the positive impact of homeownership on health even after controlling for factors like income and education.

Rohe and Stegman found that low-income people who recently became homeowners reported higher life satisfaction, higher self-esteem, and higher perceived control over their lives.²⁶ But the authors cautioned on the interpretation of the causation since residential stability was not controlled for. Similarly, Rossi and Weber concluded that homeowners report higher self-esteem and happiness than renters.²⁷ For example, homeowners are more likely to believe that they can do things as well as anyone else, and they report higher self ratings on their physical health even after controlling for age and socioeconomic factors. In addition to being more satisfied with their own personal situation than renters, homeowners also enjoy better physical and psychological health.²⁸ Another study showed that renters who become homeowners not only experience a significant increase in housing satisfaction, but also obtain a higher satisfaction even in the same home in which they resided as renters.²⁹

More recently, research examining the association of self-rated health with socioeconomic position showed that social mobility variables, such as the family financial situation and housing tenure during childhood and adulthood, impacted one's self-rated health. In particular, the socioeconomic disadvantage indicated by not being able to save any money or not owning or purchasing a home, is negatively associated with excellent or very good self-rated health.³⁰ A similar examination, but looking at self-reported financial well-being, also showed financial well-being depends on home ownership, the number of children, health insurance, age, and income.³¹

Homeownership and Crime

Homeowners have a lot more to lose financially than do renters. Property crimes directly result in financial losses to the victim. Furthermore, violent non-property crimes can impact the property values of the whole neighborhood. Therefore, homeowners have more incentive to deter crime by forming and implementing voluntary crime prevention programs.

²⁶ Rohe, W. and R. Stegman. 1994. "The Effects of Homeownership on Self Esteem, Perceived Control, and Life Satisfaction of Low Income People," *Journal of the American Planning Association*, 60(2), pp. 173-84.

²⁷ Rossi, P. and E. Weber. 1996. "The Social Benefits of Homeownership: Empirical Evidence from National Surveys," *Housing Policy Debate*, 7, pp. 1-15.

²⁸ Rohe, William M., Shannon Van Zandt and George McCarthy 2001. *The Social Benefits and Costs of Homeownership: A Critical Assessment of the Research*. Low-Income Homeownership Working Paper Series LIHO-01.12, Joint Center for Housing Studies of Harvard University.

²⁹ Luis Diaz-Serrano. Disentangling the housing satisfaction puzzle: Does homeownership really matter? *Journal of Economic Psychology*. Amsterdam: Oct 2009. Vol. 30, Iss. 5; pg. 745

³⁰ Catherine R Chittleborough, Anne W Taylor, Fran E Baum, Janet E Hiller. Monitoring Inequities in Self-Rated Health Over the Life Course in Population Surveillance Systems. *American Journal of Public Health*. Washington: Apr 2009. Vol. 99, Iss. 4; pg. 680, 10 pgs

³¹ David Penn. Financial well-being in an urban area: an application of multiple imputation. *Applied Economics*. London: Oct 2009. Vol. 41, Iss. 23; pg. 2955

Research on crime and homeownership shows that homeowners are far less likely to become crime victims. A study of both property and violent crime in New York City suburbs found that homeowners encountered significantly lower crime rates even after controlling for other socioeconomic variables³². Glaeser and Sacerdote also found a lower incidence of crime victims among homeowners.³³

From sociological literature on social disorganization, recent research by Miles-Doan showed residential mobility as a contributing factor for the higher violence rate by spouses and intimates.³⁴ In a similar vein, a recent work by Kubin found that residential mobility is significantly and positively related to homicides.³⁵

The results are congruent with sociologists' theories of social disorganization, or a breakdown in social bonds, family and neighborhood association.³⁶ A high level of social disorganization is said to exist where there is a high level of deviance in social norms and a lack of community to realize common values. Crime, suicide, juvenile delinquency, teen pregnancy and drug usage are all the consequences of social disorganization. The generally accepted causes of social disorganization include poverty, low educational attainment, family disruption, and racial segregation in urban life. In addition, frequent residential mobility is also considered one of the key causes of social disorganization.

For example, one of the first college textbooks on the subject, appropriately titled *Social Disorganization*, mentions crime, unemployment, divorce, venereal disease, illiteracy, undernourishment, and *mobility and transiency* (our emphasis) as indications of a disorganized society.³⁷ In another study Bursik showed the link between mobility and crime.³⁸

A stable neighborhood, independent of ownership structure, is also likely to reduce crime. It is easier to recognize a perpetrator of crime in a stable neighborhood with extensive social ties. Therefore, the empirical studies showing a lower crime rate among homeowners and people living in a stable housing environment are consistent with theories on social disorganization.

³² Alba, R., J. Logan, P. Bellair. 1984. "Living with Crime: The Implications of Racial/Ethnic Differences in Suburban Location," *Social Forces* 73: pp. 395-434.

³³ Glaeser, E. and B. Sacerdote. 1999. "Why is there more crime in cities?" *Journal of Political Economy* 107: pp. s225-s258.

³⁴ Miles-Doan, Rebecca. 1998. "Violence Between Spouses and Intimates: Does Neighborhood Context Matter?", *Social Forces*, 1998, pp.623-645.

³⁵ Kubrin, Charis E., "Structural Covariates of Homicide Rates: Does Type of Homicide Matter?" *Journal of Research in Crime and Delinquency*, 2003, pp. 139-170.

³⁶ Shaw, C. and H. McKay. 1942. *Juvenile Delinquency and Urban Areas*. Chicago: University of Chicago Press.

³⁷ Elliot, M. and F. Merrill, *Social Disorganization*, 1941, Harper & Brothers Publishers.

³⁸ Bursik, R.J., Jr. 1999. "The Informal Control of Crime through Neighborhood Networks," *Sociological Focus* 32: pp. 85-97.

Homeownership and Public Assistance

We found earlier that housing stability lowers teenage pregnancy. There is vast literature on the link between teen pregnancy and the likelihood of receiving public assistance.³⁹ Therefore, to the extent that homeownership and stable housing reduce teen pregnancy, one can expect a reduction in the incidence of public assistance among those living in a stable neighborhood.

Furthermore, Page-Adams found that homeowners are better able to adjust after being laid off from a job due to their access to home equity credit lines, and hence, lessening their need for public assistance.⁴⁰

Homeownership and Property Maintenance and Improvement

Another key benefit received by homeowners is the structural quality of their housing.⁴¹ However, a well maintained home not only generates benefits through consumption and safety, but research has shown that high quality structures also raise mental health.⁴²

It is often suggested that owner-occupied housing is better maintained than renter-occupied. In a study by Henderson and Ioannides, the authors argue that landlords cannot distinguish between households that will maintain a rental unit from those that will cause damage. Consequently, landlords charge rents based on the expected level of care that will be taken by renters and households that plan to take care of their dwelling are motivated to become homeowners.⁴³ Further, homeowners have a financial interest in ensuring that their unit is well maintained and repaired while mobile households may ignore damage.⁴⁴ In contrast, Ozanne and Struyk find that including information about the neighborhood and housing structure in estimating statistical relationships causes the owner-occupancy effect to disappear.⁴⁵

³⁹ Sawhill, I., 1998. "Teen Pregnancy Prevention," Brookings Institute's Policy Brief #38.

⁴⁰ Page-Adams, D., and N. Vosler. 1997. *Homeownership and Well-Being Among Blue-Collar Workers*, Washington University, School of Social Work.

⁴¹ R.D. Dietz, D.R. Haurin, 2003. The social and private micro-level consequences of homeownership. *Journal of Urban Economics* 54 (2003) 401–450 423

⁴² G.W. Evans, N.M. Wells, A. Moch, 2003. Housing and mental health: a review of the evidence and a methodological and conceptual critique, *Journal of Social Issues* 59.

⁴³ J.V. Henderson, Y.M. Ioannides, 1983. A model of housing tenure choice. *American Economic Review* 73, 98–113.

⁴⁴ G.C. Galster, 1983. Empirical evidence on cross-tenure differences in home maintenance and conditions. *Land Economics* 59, 107–113.

⁴⁵ L.J. Ozanne, R.J. Struyk, Housing from the existing stock: comparative economic analyses of owner occupants and landlords, Working paper 221-10, The Urban Institute, Washington, DC, 1976.

Another early study finds that owner-occupant landlords are more likely to rehabilitate housing dwellings than other rental housing landlords because owners most directly experience the improvements, as opposed to current and future renters or tenants.⁴⁶

Heywood also finds that income impacts the level of maintenance with low-income owner-occupants maintaining their homes less than high-income owner-occupants.⁴⁷

When looking at the different effect renters have on maintenance, research compared differences in price appreciation using the repeat sales technique and found some evidence that renter-occupied housing appreciates less than owner-occupied housing.⁴⁸ Finally, a study looking at how much neighbors affect each other provides evidence that the maintenance behavior of individual homeowners is influenced by those of their neighbors.⁴⁹

Conclusion

Owning a home embodies the promise of individual autonomy and is the aspiration of most American households. Homeownership allows households to accumulate wealth and social status, and is the basis for a number of positive social, economic, family and civic outcomes. Two-thirds of all U.S. households who own their home currently are enjoying these benefits.

The positive social benefits from homeownership and stable housing are compelling. As this paper has shown, there is evidence from numerous studies that attest to the benefits accruing to many segments of society. Homeownership boosts the educational performance of children, induces higher participation in civic and volunteering activity, improves health care outcomes, lowers crime rates and lessens welfare dependency.

Owning a home is different from renting. With the home purchase comes the pride of ownership and the sense of belonging in a community where one has a financial stake in the neighborhood. Perhaps, homeowners are "happier" just from having achieved the so-called "American Dream" -- a sense of accomplishment, a milestone. Also, ownership entails greater individual responsibility. As discussed above, homeownership requires a large (if not the largest) financial outlay of a person's life and often requires the responsibility of a mortgage spanning 30 years. Therefore, it is a long-term commitment, which may alter human behavior.

Given such an opportunity, public policy makers would be wise to consider the immense social benefits of homeownership for families, local communities and the nation.

⁴⁶ N.S. Mayer 1981. Rehabilitation decisions in rental housing: an empirical analysis. *Journal of Urban Economics* 10, 76-94.

⁴⁷ F. Heywood, Poverty and disrepair: challenging the myth of ignorance in private sector housing, *Housing Studies* 12 (1997) 27-46.

⁴⁸ D.H. Gatzlaff, R.K. Green, D.C. Ling, Cross-tenure differences in home maintenance and appreciation, *Land Economics* 74 (1998) 328-342.

⁴⁹ Y.M. Ioannides, Residential neighborhood effects. *Regional Science and Urban Economics* 32 (2002) 145-165.

SUPPLEMENTAL REBUTTAL FINDINGS OF FACT – SMITH CROSSINGS

The Central Point Planning Commission conducted a public Hearing for the Smith Crossings at Twin Creeks site plan application on June 6, 2017. At the request of a resident with standing, the public record was held open for 7 days to review the record and submit additional comments.

This document is the applicant's rebuttal to the written testimony submitted on or before close of business on June 13, 2017.

The testimony submitted indicated concerns for the proposed development in the following areas.

1. Parking
2. Traffic Impacts
3. Noticing of the application
4. Existing Code
5. Demographics

**Parking:**

Testimony was presented at both the Public Hearing and the period of open record where citizens expressed concern for the on-street parking of the proposed development. The Central Point Municipal Code requires a minimum of 1.5 parking spaces per Dwelling Unit (DU) in the Twin Creeks Transit Oriented District (TC TOD). The code does not have a standard for the maximum parking in the TC TOD.

The site plan submitted with the application proposed 168 total parking spaces for the 100 DUs in Phase 1 for a 1.68 spaces per DU. Phase 2 proposed 145 DUs and 222 parking spaces or 1.53 spaces per DU. The Applicant responded the concerns expressed at the public hearing that proposed a revised site plan for Phase 2. The revised site plan proposes 30 additional spaces for phase 2 for a total of 252 spaces and 1.73 spaces per DU.

The site plan for Phase 2 was revised by reducing the amount of open space in the phase from the proposed slightly over 27% landscaped area to 22% landscaped area. The Code requires 20% landscaped area.

The applicant responded to the concerns raised in the testimony of the public hearing with a revised site plan for Phase 2 with an increase of 30 parking spaces while still meeting standards for landscaping.

SUPPLEMENTAL REBUTTAL FINDINGS OF FACT – SMITH CROSSINGS

Traffic Impacts:

Neighbors expressed concerns of the traffic impacts on the existing transportation system, and lack of a requirement for a Traffic Impact Analysis (TIA) to be submitted with the applicant's development application.

The City provided supplemental Finding of Fact, Exhibit 25, to the record prior to the public hearing. This exhibit discusses the requirement for a TIA in development applications and the TIA completed with the adoption of the Twin Creeks Master Plan.

The approved Twin Creeks Master Plan Identified Apartments on the proposed sites. The approval of the master plan included a review of the proposed traffic impacts of apartments on the subject properties.

The TIA provided with the Master plan contemplated development of the subject parcels at the maximum density of the MMR zoning district, which is 32 units per acre.

The adoption of the TCMP considered a maximum of 304 dwelling units at 32 units per acre for the proposed parcels. This application proposes 245 dwelling units. The traffic impact of the development contemplated in the Master plan is 304×6.86 Average Daily Trips (ADT) for apartments equals 2,085 ADT for the parcels. The application proposes 245 dwelling units at 6.86 ADT per DU for a total of 1,680 ADT.

The development proposed with this application reduces the traffic impact considered in the TCMP by 408 ADT.

The Conditions of Approval recommended by Staff for Planning Commission approval acknowledged the adopted Traffic Impact Analysis of the TCMP. The Staff Report discusses the traffic impacts and trip caps to assure the transportation system remains above the level of service standards of the Code and the TCMP.

The trip cap effects Phase 2 of the proposed development and once the rail crossing is developed this year, the trip cap identified in the TCMP will be lifted allowing for the full development of Phase 2.

Noticing of the application:

Supplemental testimony indicated the noticing of the application was not adequate. The Code identifies the notification area and requirements for land use actions. This application for a site plan review requires a notification of all properties within 100 feet of the subject properties.

SUPPLEMENTAL REBUTTAL FINDINGS OF FACT – SMITH CROSSINGS

The applicant, and the City, complied with the noticing requirements. The applicant also conducted a voluntary neighborhood meeting in January to allow residents to see the project at a conceptual stage and provide comments directly to the applicants. The applicants asked staff for a recommendation on the mailing for the neighborhood meeting and the 100 foot notice area was recommended and used for the meeting.

The subject properties are within the Twin Creeks Master Plan area which was adopted in 2001 by Ordinance No 1817. All adjoining properties are within the TCMP area. The land uses propose by the application are consistent with the prescribed housing types (apartments) and within the density requirements of the plan.

The Master Plan was adopted prior to any development and construction in the Master Plan area.

The properties within the Master Plan area have a deed declaration recommending a purchaser should check with the local planning department to verify permitted uses on their property as well as the rights of neighboring property owners. It is incumbent on a purchaser of a parcel in a master plan area to review the approved plans for the area prior to the purchase of the property.

Existing Code

The City of Central Point has adopted a Land Use Ordinance with clear and objective standards for development. Clear and Objective standards protect the City, residents and developers with known and published standards for development.

The subject parcels are also within the area of the Twin Creeks Master Plan. The Master Plan was adopted in 2001 by City Council action. Any development in the Master Plan is subject to the standards of the approved master plan.

The applicant used the Code and Master Plan standards in the design of the development of the project, and Staff agreed with the applicant, the proposed application is consistent with the Code and Master Plan standards.

The standards represent a “fixed goal post” meaning the application is subject to the Code at the time of submission of the application to the City. Any Code revisions after the date of submission are not applicable to the submitted application.

Demographics

SUPPLEMENTAL REBUTTAL FINDINGS OF FACT – SMITH CROSSINGS

The subject parcels are in the MMR zoning district. The Code does not permit single family detached dwellings as a housing type for the zoning district. Apartments are an outright permitted housing type in the MMR zoning district. The City contemplated and acknowledged apartments as the only housing type approved for the subject parcels.

The apartments proposed for the subject properties are market rate apartments. The applicant manages over 800 units in the valley and all prospective tenants are subject to credit verification prior to renting an apartment. The applicants provide onsite management for the facilities.

Summary

Staff completed a technical review of the proposed development to assure the application complies with all standards of the development code and the Twin Creeks Master Plan. The Staff Report concluded the application with the conditions of approval meet the approval criteria and Staff has provided a recommendation for Planning Commission approval.

The applicant has a demonstrated ability to development, maintain, and manage multifamily developments. The applicant has reviewed the staff report and the conditions of approval and respectfully requests the Planning Commission approval of Smith Crossings at Twin Creeks



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.-



Project Location Map
Smith Crossing at Twin Creeks
File No. SPAR-17002



Legend

- BCG = Bear Creek Greenway
- C-2 (M) = Commercial - Medical District
- C-4 = Tourist and Office
- C-5 = Thoroughfare Commercial
- CN = Neighborhood Commercial
- Civic (TOD)
- EC = Employment Commercial (TOD)
- GC = General Commercial (TOD)
- HMR = High Mix Residential/Commercial (TOD)
- LMR = Low Mix Residential (TOD)
- M-1 = Industrial
- M-2 = Industrial General
- MMR = Medium Mix Residential (TOD)
- OS = Open Space (TOD)
- R-3 = Multiple Family Residential
- R-2 = Two-Family Residential
- R-1-6 = SF Residential - 6,000
- R-1-8 = SF Residential - 8,000
- R-1-10 = SF Residential - 10,000
- R-L = Low Density Residential

MAP FOR ILLUSTRATION
 PURPOSES ONLY

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

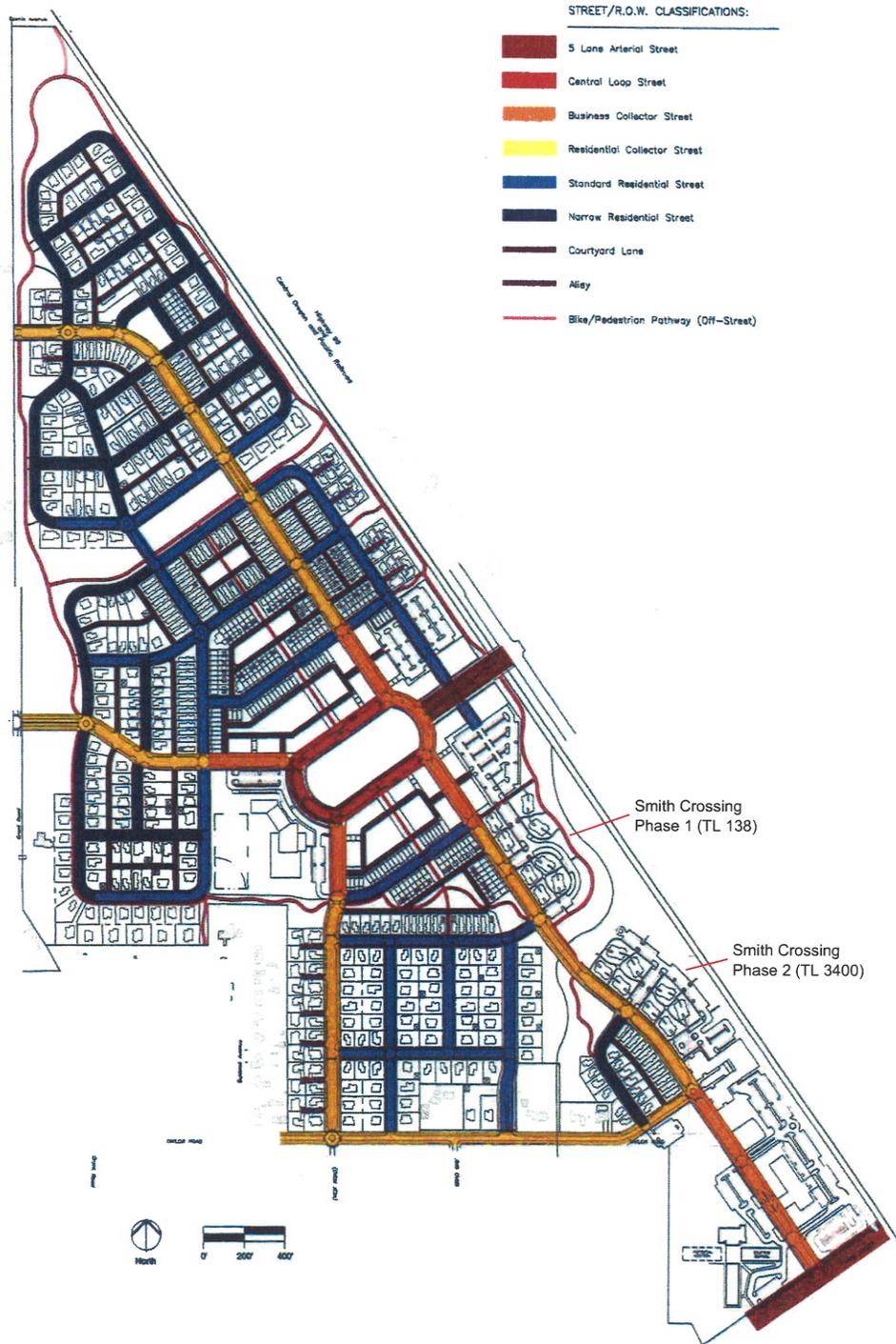
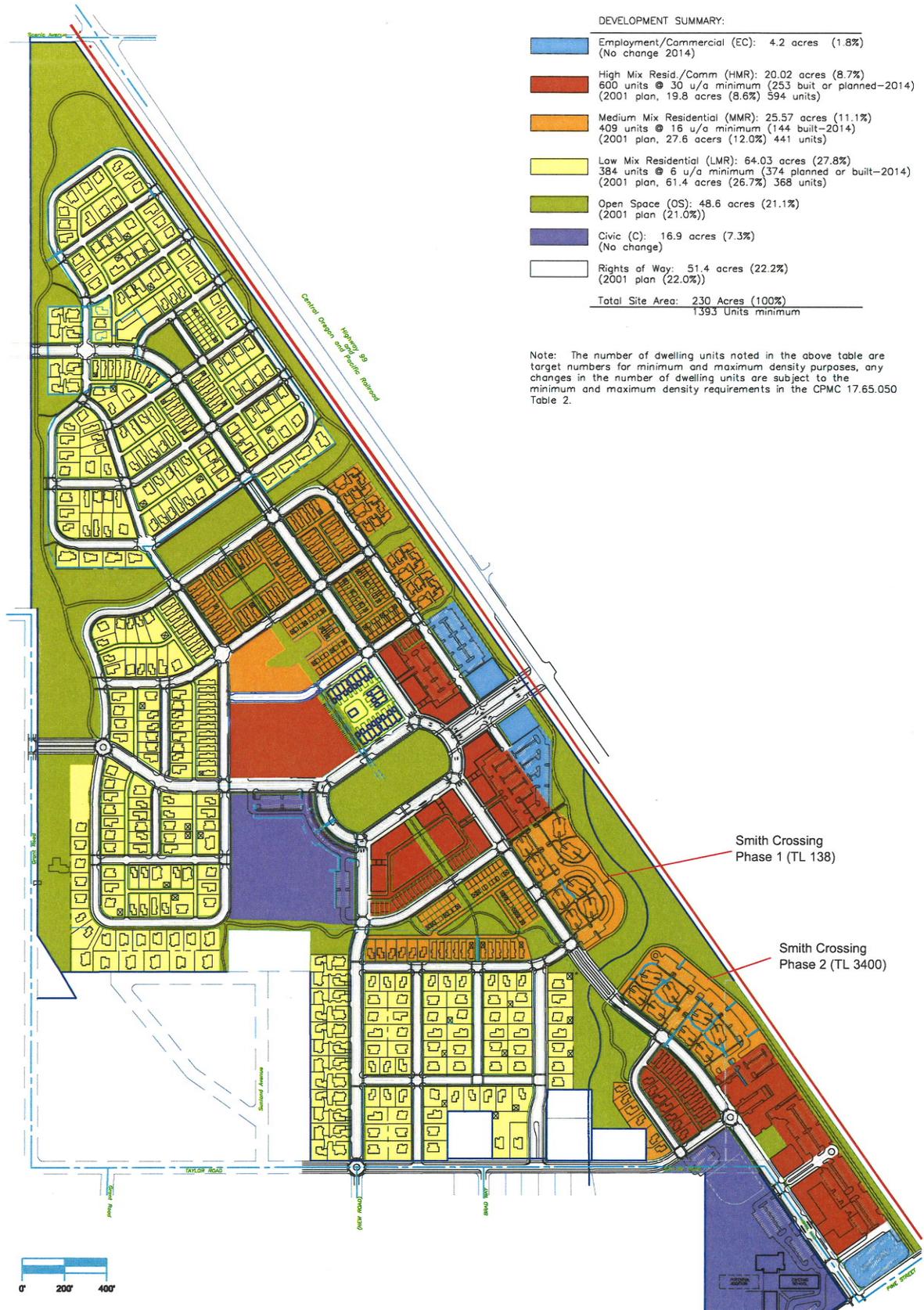


Exhibit 3. Circulation Plan



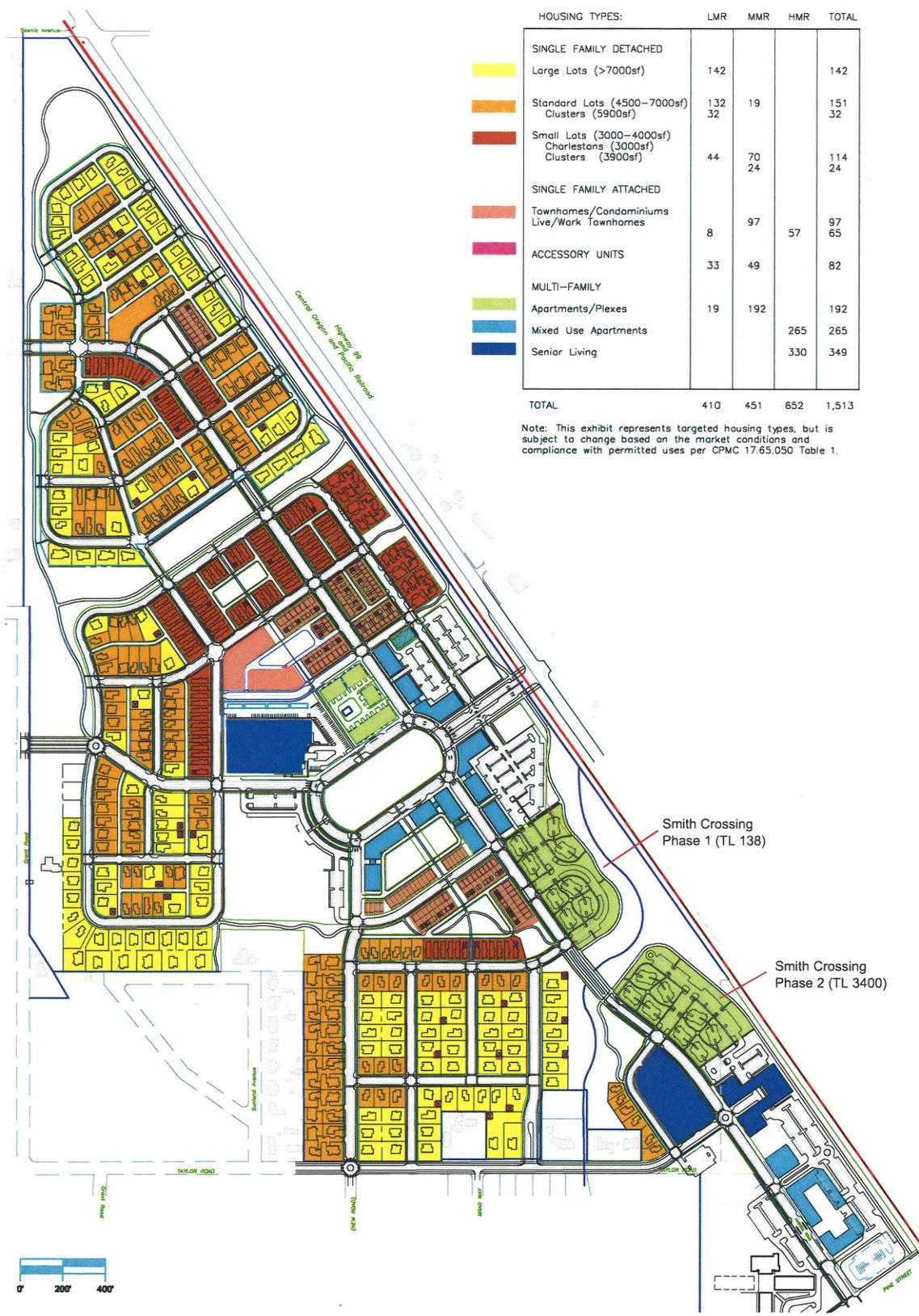
DEVELOPMENT SUMMARY:

	Employment/Commercial (EC): 4.2 acres (1.8%) (No change 2014)
	High Mix Resid./Comm (HMR): 20.02 acres (8.7%) 600 units @ 30 u/a minimum (253 built or planned-2014) (2001 plan, 19.8 acres (8.6%) 594 units)
	Medium Mix Residential (MMR): 25.57 acres (11.1%) 409 units @ 16 u/a minimum (144 built-2014) (2001 plan, 27.6 acres (12.0%) 441 units)
	Low Mix Residential (LMR): 64.03 acres (27.8%) 384 units @ 6 u/a minimum (374 planned or built-2014) (2001 plan, 61.4 acres (26.7%) 368 units)
	Open Space (OS): 48.6 acres (21.1%) (2001 plan (21.0%))
	Civic (C): 16.9 acres (7.3%) (No change)
	Rights of Way: 51.4 acres (22.2%) (2001 plan (22.0%))
<hr/>	
Total Site Area: 230 Acres (100%)	
1393 Units minimum	

Note: The number of dwelling units noted in the above table are target numbers for minimum and maximum density purposes, any changes in the number of dwelling units are subject to the minimum and maximum density requirements in the CPMC 17.65.050 Table 2.



EXHIBIT 18, Land Use Plan
modified 10-07-2014



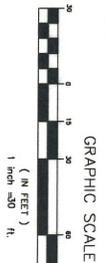
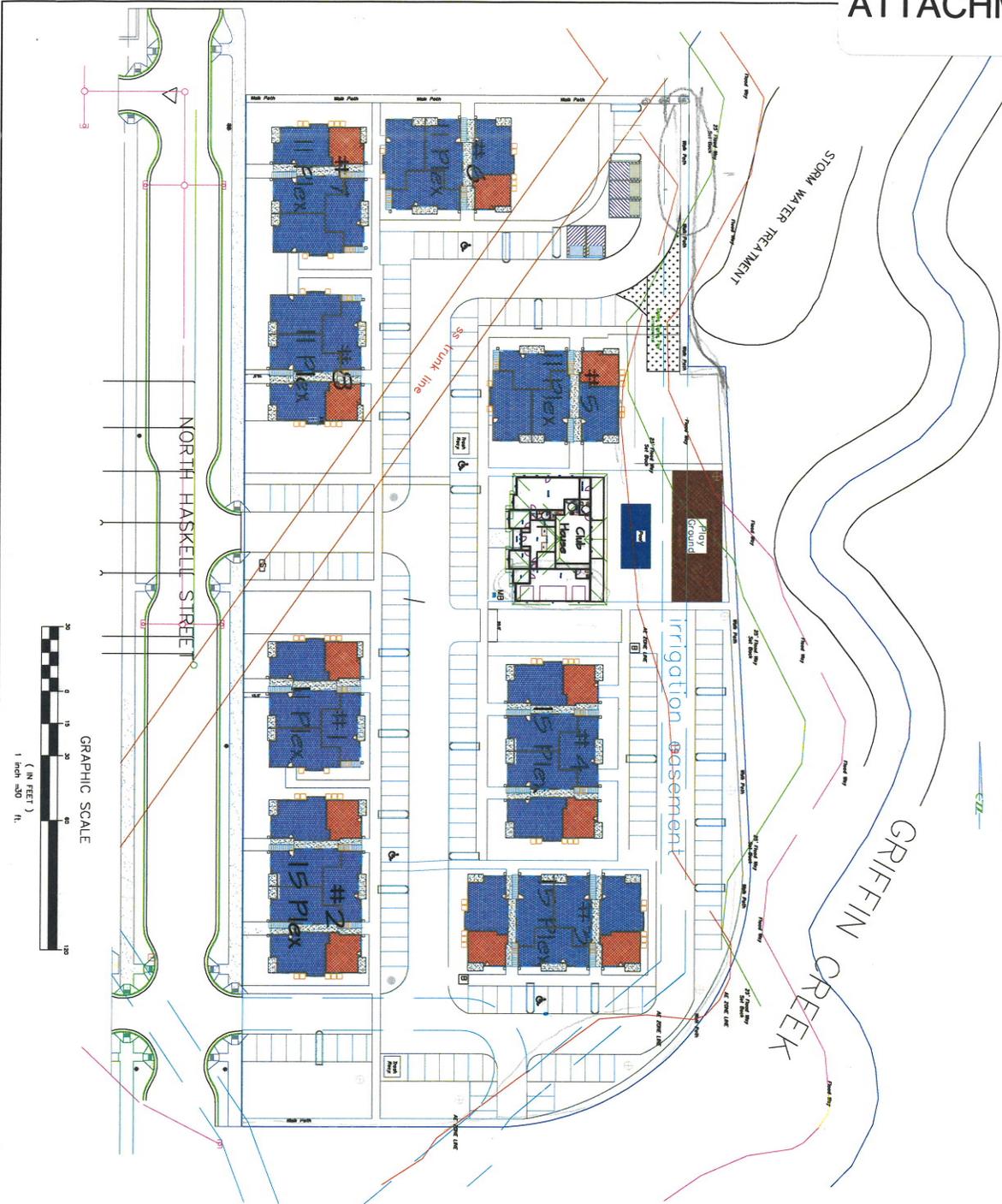
HOUSING TYPES:	LMR	MMR	HMR	TOTAL
SINGLE FAMILY DETACHED				
Large Lots (>7000sf)	142			142
Standard Lots (4500-7000sf) Clusters (5900sf)	132 32	19		151 32
Small Lots (3000-4000sf) Charlestons (3000sf) Clusters (3900sf)	44	70 24		114 24
SINGLE FAMILY ATTACHED				
Townhomes/Condominiums Live/Work Townhomes	8	97	57	97 65
ACCESSORY UNITS	33	49		82
MULTI-FAMILY				
Apartments/Plexes	19	192		192
Mixed Use Apartments			265	265
Senior Living			330	349
TOTAL	410	451	652	1,513

Note: This exhibit represents targeted housing types, but is subject to change based on the market conditions and compliance with permitted uses per CPMC 17.65.050 Table 1.

 EXHIBIT 35 HOUSING PLAN
Modified 10-07-2014

SMITH CROSSING AT TWIN CREEKS

PHASE 1



APPLICANT / OWNER
 MILD, PHILIP & CHUCK SMITH
 353 DALTON STREET
 MEDFORD, OREGON 97501
 (541) 621-2923

AGENT
 SCOTT STINNER CONSULTING, INC.
 4201 SW 10TH AVE SUITE G
 MEDFORD, OREGON 97504
 (541) 601-0917

SURVEYING
 FARMER SURVEYING
 4 CENTRAL POINT DR, 97502
 (541) 664-5999

HOUSING SUMMARY:
 11 1 BEDROOM - 1 BATH
 35 2 BEDROOM - 1 1/2 BATH
 22 - 2 BEDROOM 2 1/2 BATH
 TOWNHOUSE SECOND AND THIRD FLOORS
 32 - 3 BEDROOM 2 1/2 BATH
 TOWNHOUSE SECOND AND THIRD FLOORS
 100 TOTAL LIVING UNITS

- LEGEND**
- BIKE RACK LOCATION
 - ⊞ SIGN LOCATION
 - STREET LIGHTS
 - ⊞ PEDESTRIAN/PARKING LOT LIGHTS
 - ⊞ COMMUNITY MAIL BOX LOCATION
 - PLAY GROUND

PARKING
 100 ASSIGNED PARKING SPACES
 59 OPEN PARKING SPACES
 3 HANDICAP PARKING SPACES
 1 VAN ACCESSIBLE HANDICAP GARAGES
 168 TOTAL PARKING SPACES

LOT AREAS
 TOTAL LOT AREA = 4.41 ACRES (192,099 SQFT)
 LOT COVERAGE = 47,301 SQFT
 LANDSCAPE AREA = 55,292 SQFT

<p>SMITH CROSSING AT TWIN CREEKS</p>	<p>TO BE BUILT BY P.M.C.I. INC. 388 DALTON STREET MEDFORD, OR 97501 PHONE: (541) 621-2923</p>	<p>PLOT PLAN PHASE 1 - 100 UNITS</p>																	
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>REVISION</th> <th>DATE</th> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	REVISION	DATE							<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>DATE: 04/17</td> <td>SCALE: 1" = 30'</td> </tr> <tr> <td>DRAWN: TMC/SLK</td> <td>CHECKED: TMC/SLK</td> </tr> <tr> <td>DESIGN: TMC/SLK</td> <td>DATE: 04/17</td> </tr> <tr> <td>PROJECT: SMITH CROSSING</td> <td>SHEET: </td> </tr> </table>	DATE: 04/17	SCALE: 1" = 30'	DRAWN: TMC/SLK	CHECKED: TMC/SLK	DESIGN: TMC/SLK	DATE: 04/17	PROJECT: SMITH CROSSING	SHEET:		
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DESIGN: TMC/SLK	DATE: 04/17																		
PROJECT: SMITH CROSSING	SHEET:																		

ATTACHMENT "C-2"

Phase 2 Site Plan

Superseded by Exhibit 1 in the Staff Report dated July 18, 2017 addressing new evidence submitted during the open record period.



3 Dimensional Street View Elevation

A-1	SHEET:	1/4" = 1'	SCALE:	3/6/2017	DATE:	DRAWINGS PROVIDED BY: PMCI, Inc. 355 Delton Street Medford OR, #1502 541-621-2423	PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes	SHEET TITLE: Elevation Overview	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="font-size: 8px;">NO.</th> <th style="font-size: 8px;">DESCRIPTION</th> <th style="font-size: 8px;">BY</th> <th style="font-size: 8px;">DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION	BY	DATE																
NO.	DESCRIPTION	BY	DATE																										



19 Plex Street Side Elevation
(From North Haskell)

Varying roof heights to create a row house look and feel to match the existing architectural style directly across North Haskell. This style breaks up the massing of the building into smaller distinct pieces

A-2	SHEET: 1/4" = 1"	SCALE: 3/8/2011	DATE: 3/8/2011	DRAWINGS PROVIDED BY: PMCI, Inc. 395 Dalton Street Medford OR, 97502 541-421-2929	PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes	SHEET TITLE: Street Side Elevation	<table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION	BY	DATE																				
	NO.	DESCRIPTION	BY	DATE																											



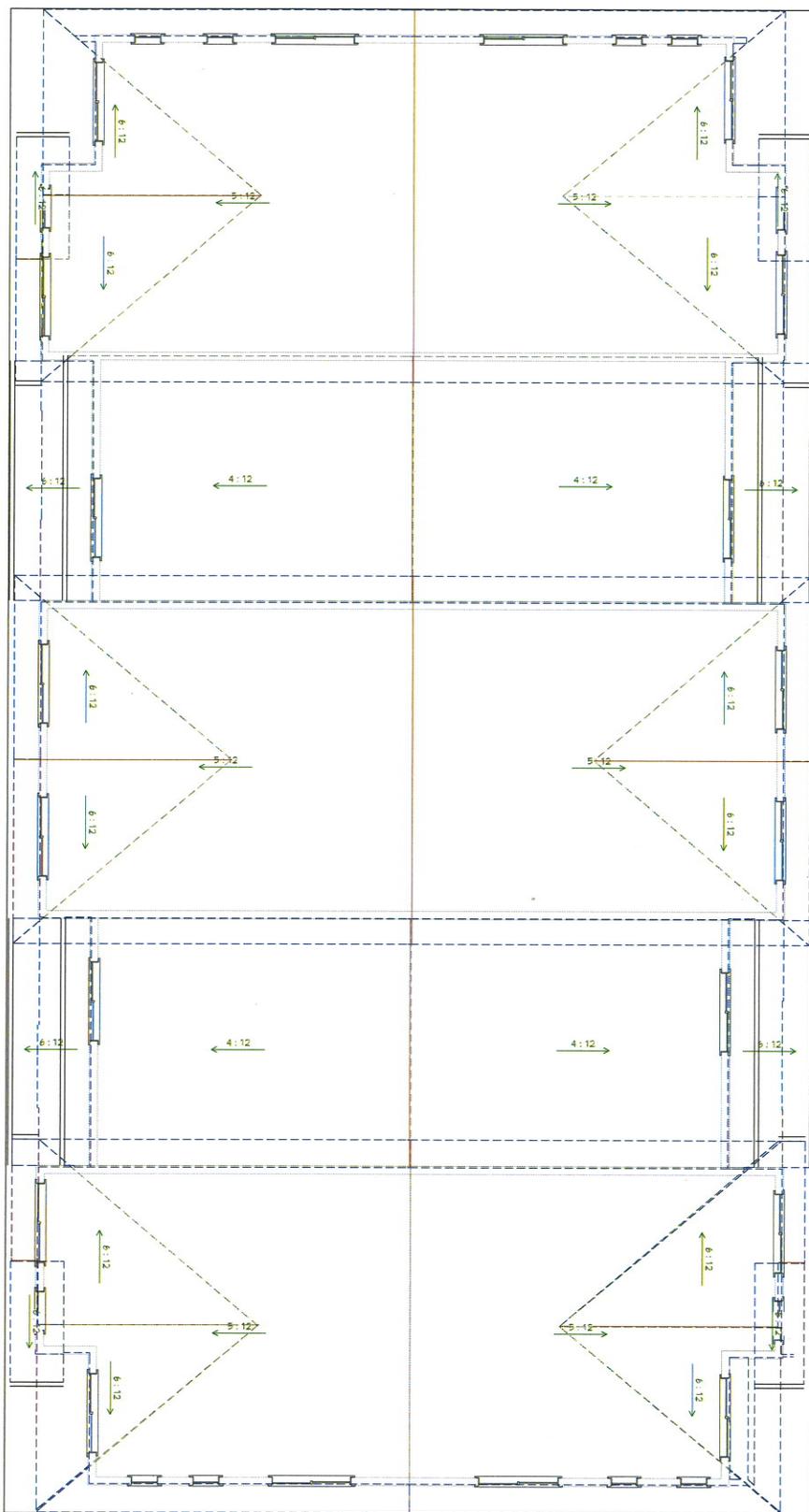
15 Plex Parking Lot
Side Elevation



Typical Side
Elevation

A-3	SHEET:	SCALE: 1/4" = 1"	DATE: 3/6/2011	DRAWINGS PROVIDED BY: PMCI, Inc. 553 Dalton Street Medford, OR 97502 541-621-2423	PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes	SHEET TITLE: Plex Parking Lot & Side Elevations	NO. DESCRIPTION BY DATE		

Roof Plan



A4	SHEET:	1/4" = 1"	SCALE:	3/6/2011	DATE:	DRAWINGS PROVIDED BY:	PROJECT DESCRIPTION:	SHEET TITLE:	NO.	DESCRIPTION	BY	DATE
					PMCI, Inc.	Twin Creeks Apartments and Townhomes	Roof Plan					



18 Plex Street Side Elevation 3/16" = 1'



18 Plex Parking Lot Side Elevation 3/16" = 1'

Vertical grid heights to create a level house look and feel to match the existing architectural style directly across North Haven. The slope breaks up the massing of the building into smaller distinct pieces

NO.	DESCRIPTION	BY	DATE

SHEET TITLE:
18 Plex Elevations

PROJECT DESCRIPTION:
Twin Creeks
Apartments and Townhomes

DRAWINGS PROVIDED BY:
PMCI, Inc.
353 Dalton Street
Madison OR, 97502
541-661-2425

DATE:
3/6/2017
SCALE:
3/16" = 1'

SHEET:
A-5



11 Plex Parking Lot Side Elevation 3/16" = 1'



11 Plex Street Side Elevation 3/16" = 1'

A-6	SHEET:	3/16" = 1"	SCALE:	3/6/2011	DATE:	DRAWINGS PROVIDED BY: PMCI, Inc. 355 Dalton Street Medford OK, 73502 541-421-2923	PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes	SHEET TITLE: 11 Plex Elevations	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">NO.</th> <th style="width: 50%;">DESCRIPTION</th> <th style="width: 10%;">BY</th> <th style="width: 10%;">DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION	BY	DATE																				
NO.	DESCRIPTION	BY	DATE																														



22 Plex Parking Lot Side Elevation 3/16" = 1'
 Phase 2 Color Scheme



22 Plex Street Side Elevation 3/16" = 1'
 Phase 2 Color Scheme

A-7	SHEET:	DATE:	DRAWINGS PROVIDED BY:	PROJECT DESCRIPTION:	SHEET TITLE:	NO.	DESCRIPTION	BY	DATE
		3/6/2017								PMCI, Inc.	Twin Creeks	22 Plex Elevations
		SCALE:	393 Dalton Street	Apartments and Townhomes					
		3/16" = 1"	Medford OR, 97502						
			541-421-3125						



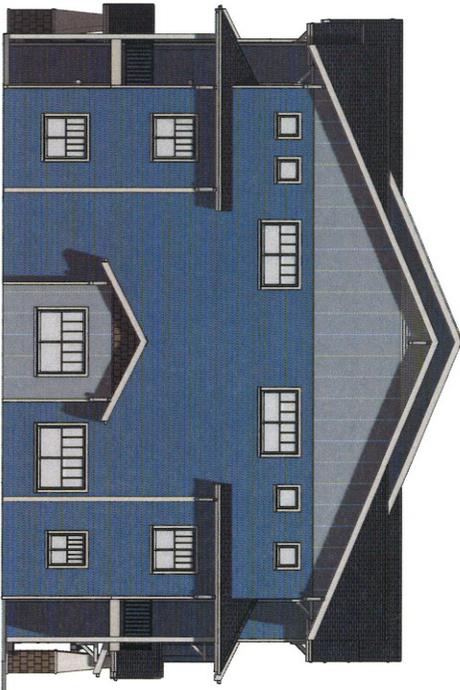
8 Plex Elevation
Parking Lot Side



8 Plex Elevation
Street Side

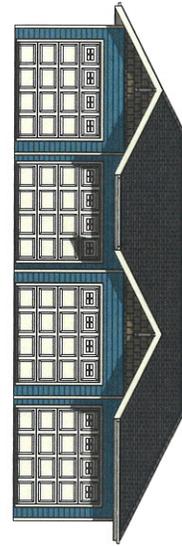


Typical Side Elevation 3/16" = 1'
Occurs on one end of each 15 and 11 Plex



Typical Side Elevation 3/16" = 1'

A-8	SHEET:	SCALE:	3/16" = 1'	DATE:	3/6/2011	DRAWINGS PROVIDED BY: PMCI, Inc. 353 Dalton Street Medford OR, 97502 541-621-2925	PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes	SHEET TITLE: 8 Plex Elevations & Typical Side Elevations	NO.	DESCRIPTION	BY	DATE



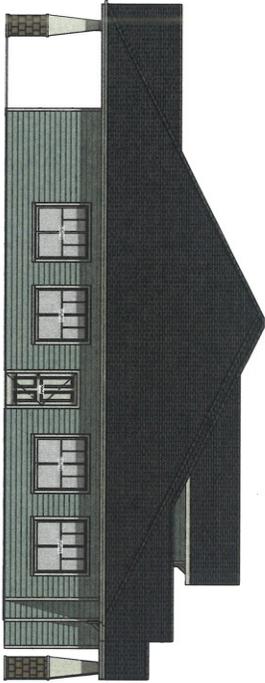
Typical Garage Front Elevation



Typical Garage Back Elevation



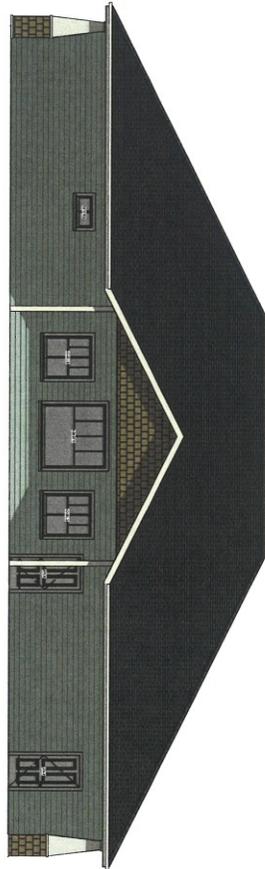
Typical Garage Side Elevations



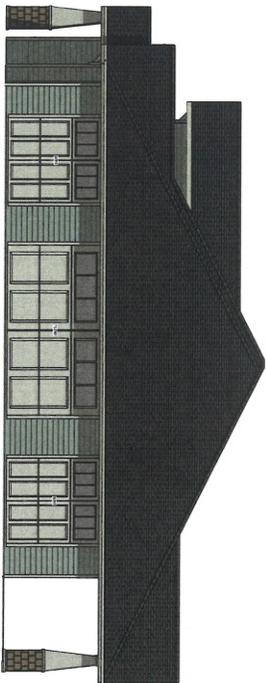
Clubhouse Side Elevation



Clubhouse Front Elevation



Clubhouse Back Elevation



Clubhouse Side Elevation

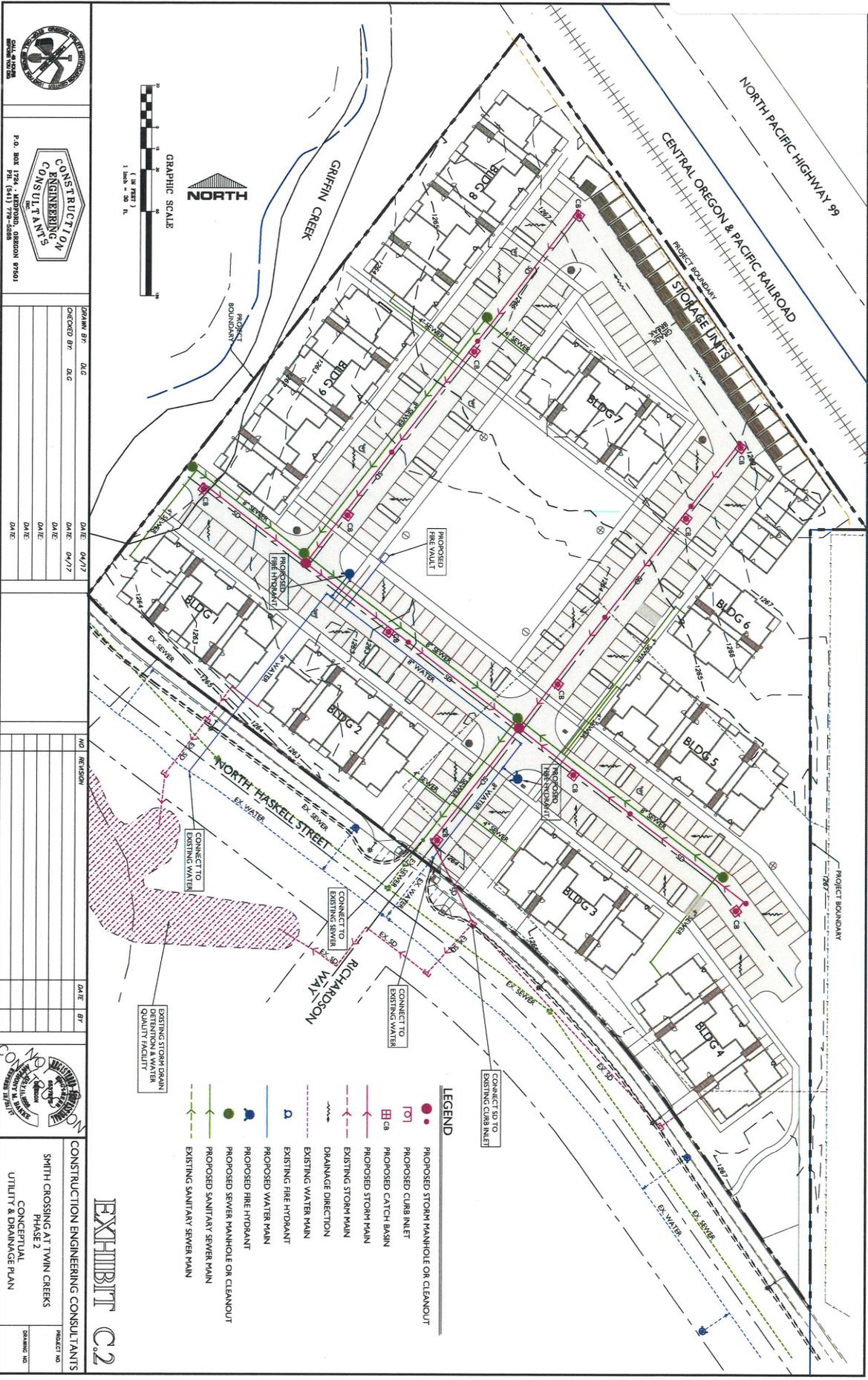
NO.	DESCRIPTION	BY	DATE

SHEET TITLE:
**Clubhouse & Typical
 Garage Elevations**

PROJECT DESCRIPTION:
**Twin Creeks
 Apartments and Townhomes**

DRAWINGS PROVIDED BY:
PMCI, Inc.
 355 Dalton Street
 Mauldin, SC, 29502
 843-621-2423

DATE: 3/6/2017
 SCALE: 3/16" = 1"
 SHEET: A-9



CONSTRUCTION ENGINEERING CONSULTANTS
 500 BOX 1274 - ASTORIA, OREGON 97103
 (503) 325-1274

DATE:	04/17
DATE:	04/17
DATE:	
DATE:	
DATE:	
DATE:	

NO.	REVISION	DATE	BY

CONSTRUCTION ENGINEERING CONSULTANTS
 500 BOX 1274 - ASTORIA, OREGON 97103
 (503) 325-1274

EXHIBIT C2

CONSTRUCTION ENGINEERING CONSULTANTS
 SMITH CROSSING AT TWIN CREEKS
 PHASE 2
 UTILITY & DRAINAGE PLAN

PROJECT NO. _____
 DRAWING NO. _____

DATE: 04/17 11:52 AM 04/17/2017

ATTACHMENT "D"

Applicant's Findings

Superseded by Exhibit 8 in the Staff Report dated July 18, 2017



TWIN CREEKS DEVELOPMENT CO., LLC

PO Box 3577
Central Point, OR 97502

Phone (541) 665-5401
Fax (541) 665-5402

May 22, 2017

Tom Humphrey, Community Development Director
City of Central Point
140 South 3rd Street
Central Point, OR 97502

Dear Tom:

The purpose of this letter is to request a clarification of the Twin Creeks TOD Master Plan relative to Exhibit 3, Circulation Plan specifically for the following properties:

- 37S 2W 03CA Tax Lot 1500 – Zoned Employment Commercial (EC)
- 37S 2W 03C Tax Lot 138 – Zoned Medium Mix Use Residential (MMR)

We would like shared access to be limited to use by emergency vehicles between these lots, which will be controlled by a fire access gate or other similar device. The basis of this request is that the Master Plan does not articulate a clear requirement for private shared access other than to illustrate a conceptual connection in Exhibit 3. If required to allow unlimited shared access, there are concerns that commercial traffic generated by a future land use on Tax Lot 1500 would be incompatible with and cause a safety hazard to future residents of the medium residential multifamily development on Tax Lot 138. By limiting access to emergency vehicles only, concerns about resident safety will be addressed.

If this clarification is deemed acceptable, access to Tax Lot 1500 will be limited to the intersection of Boulder Ridge Drive and Twin Creeks Crossing. As shown on Exhibit 3, this intersection is restricted to right-in/right-out turning movements due to its proximity to the rail crossing. We understand that limited access conditions will require a Traffic Impact Analysis for any potential future development. This may pose a challenge to future development and use of the site, which is acceptable to Twin Creeks Development, Co.

We request that the City accept this letter and justification as clarification that the internal circulation be provided for emergency vehicle access only. Pending approval of this request, Twin Creeks Development Co., current owner of the subject properties, agrees to record a shared access agreement reflecting the approved clarification.

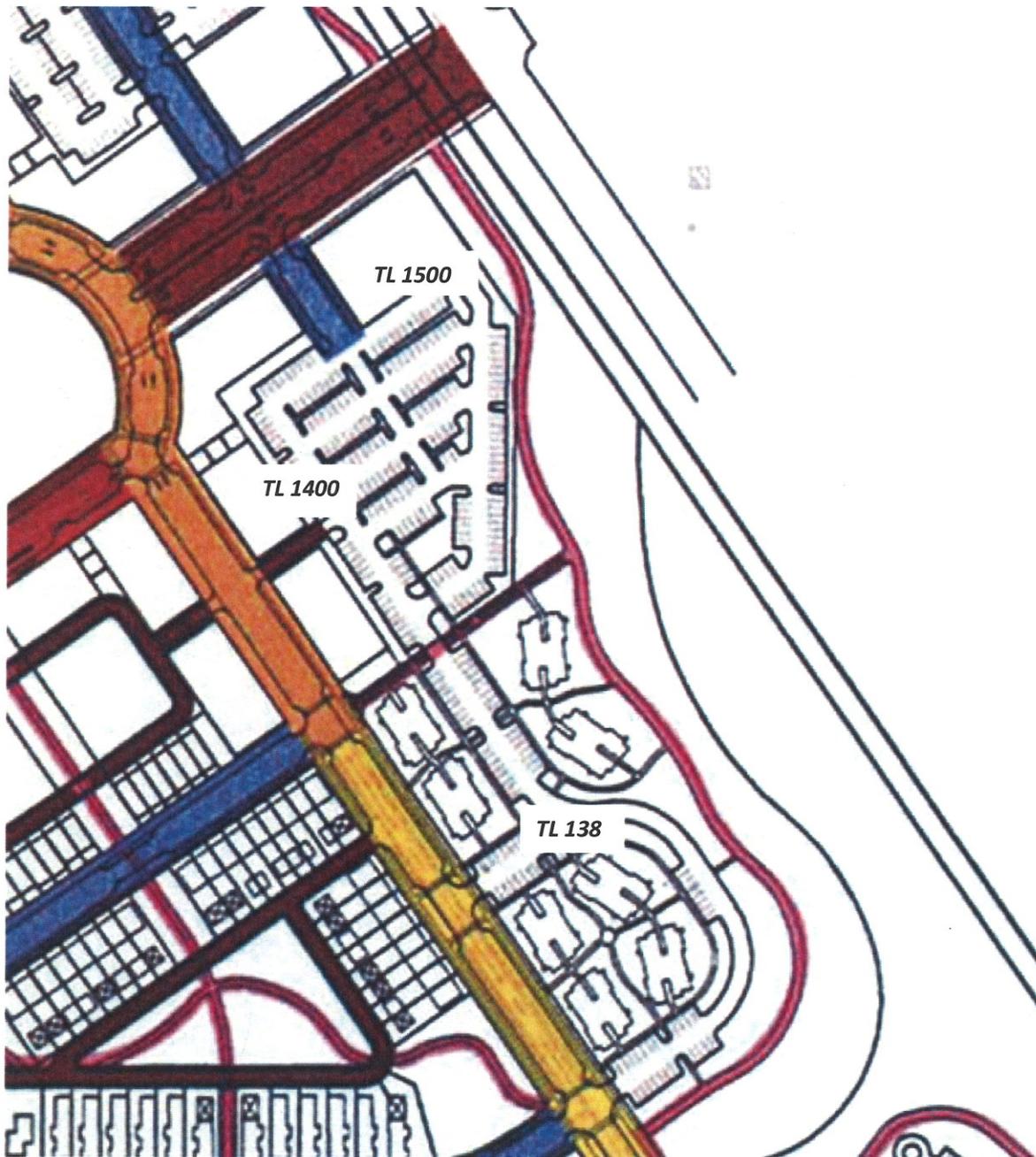
If you have any questions, let me know.

Sincerely,

Bret Moore

Twin Creeks Development Co., LLC

Exhibit 3. Circulation Plan Detail



Jackson County Fire District 3

8383 Agate Road
White City, OR 97503-1075
(541) 826-7100 (Office)
(541) 826-4566 (Fax)
www.jcfd3.com



Plan Review Comments

Project # MP 17001

Smith Crossing at Twin Creeks
North Haskell St
Central Point, OR. 97502

A plan review was conducted for the Smith Crossing at Twin Creeks Apartment buildings. This is for both phase one and two. A site inspection will be needed to ensure compliance with all applicable codes. We have no concerns with access and water supply at this time. Provided are comments and concerns for planning purposes only. Plan review comments will be given at a later date when full sets of plans are available.

Plan review completed by: DFM Mark Northrop

This plan review is conducted utilizing the 2014 Oregon Fire Code as amended an adopted by JCFD3. The issuance or granting of a permit shall not be construed to be a permit for, or an approval of, any violation of any provision of applicable codes and standards. Permits presuming to give authority to violate or cancel the provisions of a code, ordinance, or standard shall not be valid. The approval and issuance of a permit based on construction documents and other data shall not prevent the fire code official from requiring the correction of errors in the construction documents or data. Review and approval by the fire code official shall not relieve the applicant of the responsibility of compliance with applicable codes, ordinances, and standards.

Item #	Noncompliance	Reference	Corrective action	date corrected	date approved
1	Access. Phase II has a single access point which is allowed by OFC if ALL buildings are sprinklered to NFPA 13 or 13R	OFC appendix D106.1	For future reference. This would require the storage/garage units to be sprinklered.		
2	Juniper are fire prone plants.	Firewise Standards	Please use caution when planting these items in groups or near buildings.		
3					
4					
5					
6					
7					
8					
9					

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



Building Department
Derek Zwagerman, P.E., Building Official

May 9, 2017

Stephanie Holtey, CFM
Community Planner II
City of Central Point

RE: SPAR-17002 – Smith Crossing at Twin Creeks

Building Department Comments

The site plan accessible parking spaces are less than required by the Oregon Structural Specialty Code (OSSC) Table 1106.1.

No other comments for compliance with the OSSC, can be determined at this time.

A handwritten signature in black ink, appearing to read "Derek Zwagerman".

Derek Zwagerman, P.E.
Building Official



PUBLIC WORKS STAFF REPORT

May 19, 2017

AGENDA ITEM (Land Use File: SPAR-17002):

Site Plan and Architectural 245-unit multifamily development to be constructed in two (2) phases.

Applicant: Chuck and Milo Smith

Traffic:

The apartments proposed were part of the original Twin Creeks Traffic Impact Analysis (TIA). The original TIA had a list of improvement projects to facilitate multi-modal transportation. The only remaining project still left to be completed is the Twin Creeks Rail Crossing. The crossing project is anticipated to start work in September and conclude in April of 2018.

There originally was a trip cap associated with Twin Creeks that will be lifted when the rail crossing project is complete. Public Works has reviewed the Applicant’s construction schedule to ensure that additional traffic issues associated with West Pine and Haskell are not exaggerated by the apartment project, and to confirm that units will not be occupied until May 2018.

As provided in the table below, the Twin Creeks Rail Crossing is scheduled to be complete at least 6 months prior to completion of Phase 1. Even if there is a delay in the rail crossing, there are enough trips available to accommodate all proposed development in Phase 1 but not Phase 2. Although further delays in the rail crossing are unlikely, Phase 2 is subject to the trip cap per Condition No. 1 below.

Twin Creeks Rail Crossing	Smith Crossing
Project Bid Opening – August 10 th	Start Phase 1 Underground Work – July 2017
Start of Construction – September 2017	
Project Completion – April-July 2018	Start Phase 1 Construction – December 2017
	Start Phase 2 Underground Work – Summer 2018
	Complete Phase 1 Construction – December 2018
	Start Phase 2 Construction – December 2018
	Complete Phase 2 Construction – April 2019

Existing Infrastructure:

Water: Both sites are serviced by 8” stub outs.

Streets: North Haskell is a two lane collector that is fully improved, except for sidewalks and landscape row adjacent to tax lot 138.

Storm water: Both sites are serviced by 12-24” stub outs.

Conditions of Approval:

1. Trip Cap - Prior to building permit issuance for any building in Phase 2, the Twin Creeks Crossing project shall be complete per the Twin Creeks Master Plan implementation plan and trip cap.
2. Street Improvements – Prior to Public Works Final Inspection for Phase 1, the Applicant shall construct sidewalks and landscape rows consistent with Public Works Standards and Specification per drawing ST-20 2 Lane Collector Street.

ATTACHMENT "K"

Planning Department Supplemental Findings

Superseded by Exhibit 9 in the Staff Report dated July 18, 2017

BEFORE THE PLANNING COMMISSION OF THE CITY OF CSNTRAL POINT OREGON:

IN THE MATTER OF AN APPLICATION FOR A)	
SITTE PLAN REVIEW OF PROPERTY IDENTIFIED AS	)	FINDINGS OF FACT
T37-R2W-03C TL 138 AND 37-R2W-03DC TL 3400	)	AND
PMCI, INC APPLICANT	)	CONCLUSIONS
<u>SCOTT SINNER CONSULTING, INC. AGENT</u>	)	OF LAW

I. BACKGROUND INFORMATION

Applicant:

PMCI, Inc
 353 Dalton St
 Medford, OR 97501
 Milo Smith milosmith@gmial.com
 Philip Smith Philips.pmci@yahoo.com

Agent:

Scott Sinner Consulting, Inc.
 4401 San Juan Dr. Suite G
 Medford, OR 97504
 541-601-0917
scottsinner@yahoo.com

Property1:

37 2W 03C TL 138
 Twin Creeks Development Co, L.L.C
 N Haskell St
 PO Box 3577
 Central Point OR 97502
 4.25 Acres
 Zoning MMR Medium Mix Residential (TOD)

Property 2:

37 2W 03DC TL 3400
 Twin Creeks Development Co, L.L.C
 N Haskell St
 PO Box 3577
 Central Point OR 97502
 5.26 Acres
 Zoning MMR Medium Mix Residential (TOD)

FINDINGS OF FACT

Project Summary:

This Site Plan Review application proposes the development of 245 dwelling units on two parcels in the Twin Creeks Development. The standards of the Twin Creeks Master Plan (TCMP) apply to this development proposal. The development is proposed in two phases.

Phase 1 is on TL 138 and proposes 100 dwelling units in 8 three story multifamily buildings, a Club House and pool for the benefit of the residents and extensive landscaping of the Haskell Street frontage as well as the internal parking and maneuvering areas. Phase 1 also provides a pedestrian walking plan consistent with the adopted Twin Creeks Master Plan.

Phase 2 is on TL 3400 and proposes a total of 145 dwelling units in 9 three story multi plex buildings. This phase features a large center square open space for the resident's enjoyment. A row of garages adjacent to the existing rail road tracks provides a sound and vision buffer from both the train traffic and the industrial activities on the west side of the tracks.

~~The applicant has submitted an application for a minor modification of a master plan. The modification would revise the Twin Creeks Master Plan to eliminate a minor walking path south of Griffin Creek and west of the existing railroad tracks.~~

~~The applicant asserts the location of this segment of the walking path creates a safety issue for the users of the path in an industrial area, adjacent to active tracks and screened from view by existing development and the existing developed sidewalk on N. Haskell provides a more direct and safer route for pedestrians.~~¹

The site plan proposes garages along the tracks to mitigate noise from the adjacent industrial uses and the tracks. The garages are proposed as accessory structures with a 3-foot setback to the property line for the most efficiency as noise and nuisance abatement. This request complies with the setback reduction elements of CPMC 17.60.030(A).

Approval Criteria

The applicants participated in a required pre-application conference with the City (PRE-17001). The pre-application summary identified relevant Central Point Municipal Code (CPMC) criteria relevant to the proposed site plan review

Per the Pre Application Report prepared by Staff:

Number: 1 Author: stephanieh Subject: Inserted Text Date: 6/6/2017 10:12:51 AM

This statement is incorrect and is hereby removed from the record. A Master Plan modification was submitted independently (File No. MP-17001) and is not included as part of this application.

FINDINGS OF FACT

Preliminary plans for the Project have been reviewed for compliance with the applicable standards and criteria set forth in Chapters 8.24, 17.65, 17.66 and 17.67. The following comments reflect the general nature of the preliminary submittal and therefore are not intended to be all inclusive.

Chapter 17.65 TOD DISTRICTS AND CORRIDORS

17.65.010 Purpose.

17.65.020 Area of application.

17.65.025 Special conditions.

17.65.030 Conflict with other regulations.

17.65.040 Land use--TOD district.

17.65.050 Zoning regulations--TOD district.

17.65.010 Purpose.

The purpose of the Central Point transit oriented development (TOD) district is to promote efficient and sustainable land development and the increased use of transit as required by the Oregon Transportation Planning Rule

The Oregon Transportation Planning Rule requires all mode of transportation are considered in a land use action.

The subject parcels are within the Twin Creeks Transit Oriented District. Water transportation facilities are not available at the site. Phase 2 of the development is adjacent to the railroad tracks; however, the development has no provision for any form of rail transportation. The site is proposed for multifamily development and there is no demand for rail freight, and the area does not have any passenger services utilizing rail.

The subject parcels are 3.35 miles from Rogue Valley International Airport and 1.3 miles from Interstate 5 and .4 miles from Highway 99.

The Twin Creeks Master Plan identifies proposed service routes from Rogue Valley Transit District (RVTD), however RVTD does not currently have Route 40 into the Twin Creeks area. The closest RVTD stop is 2nd and Manzanita .66 miles from the site with schedules service every ½ hour from 6:18 AM to 7:18 PM weekdays.

The Twin Creeks Master Plan provides extensive bicycle and pedestrian transportation activities with connected sidewalks, bike lanes and multiuse trails.

FINDINGS OF FACT

The proposed site plan implements the pedestrian and bicycle transportation plans.

~~The Master Plan indicates a minor pedestrian proposed for Phase 2. The applicant has requested a modification to the Master Plan to eliminate the path as shown on the TCMP for public safety reasons. The applicant asserts the existing developed sidewalks on N Haskell between Griffin Creek and Pine Street provide adequate pedestrian connectivity and a safer environment for the users of the route.~~¹

17.65.020 Area of application.

These regulations apply to the Central Point TOD districts and corridors. The boundaries of TOD districts and corridors are shown on the official city comprehensive plan and zoning maps.

A. A development application within a TOD district shall comply with the requirements of this chapter.

B. At the discretion of the applicant, a development application within a TOD corridor shall be subject to:

1. The normal base zone requirements as identified on the official zoning map and contained in this code; or

2. The TOD corridor requirements contained in this chapter.

17.65.025 Special conditions.

On occasion, it may be necessary to impose interim development restrictions on certain TOD districts or corridors. Special conditions will be identified in this section for each TOD district or corridor.

A. Eastside Transit Oriented Development District (ETOD) Trip Caps. Development within the ETOD shall be subject to the following schedule:

The subject properties are not in the area of the Eastside TOD.

17.65.030 Conflict with other regulations.

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

OK

17.65.050 Zoning regulations--TOD district.

Number: 1 Author: stephanieh Subject: Inserted Text Date: 6/6/2017 9:44:05 AM

This statement is incorrect and is hereby removed from the record. A Minor Master Plan modification (File No. MP-17001) was submitted independently of this Site Plan and Architectural Review application.

FINDINGS OF FACT

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.

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.

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.

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

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

F. Development Standards.

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

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.

Findings of Fact

The subject parcels are located within the area of the Twin Creeks TOD and subject to the standards of the Twin Creek Master Plan (TCMP). The parcels are within the MMR (TOD) zoning district. The relevant standards for development are identified in 17.65.050.

FINDINGS OF FACT

This application proposes multifamily housing in the MMR zoning district. According to 17.65.050 Table 1 Multifamily dwellings are a permitted use.

17.65.050 Table 2 provides the Density Standards, dimensional standards for the zoning district.

Referring to the Table 2, The minimum density for the zoning district is 14 units per acre and the maximum density is 32 units per acre.

Phase 1 is a 4.25-acre parcel. Development at the minimum density would be 59 dwelling units and at maximum density would be 136 units. The proposal is submitted at 100 unit and a density of 23.5 units per acre.

Phase 2 is a 5.26-acre parcel. Development at the minimum density would be 73 dwelling units and at maximum density would be 168 units. The proposal is submitted at 145 unit and a density of 27 units per acre.

The proposed development complies with the density standards of the Code.

Zoning Data

Table 1 TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
<u>Residential</u>							
Dwelling, Multifamily							
Multiplex, apartment	P	P	P	L1	L1	N	N
Senior housing	L6	P	P	L1	L1	N	N

The application proposes apartments on each phase. The proposed use is consistent with the standards of Table 1 and the TCMP.

Table 2 provides the standards of the zoning district. The standards are identified as well as the applicability of the proposed application for each phase.

FINDINGS OF FACT

Table 2				
TOD District Zoning Standards				
Standard				
	Required	Phase 1	Phase 2	Complies
	MMR			
Density--Units Per Net Acre (f)				
Maximum	32			
Minimum	14	23.5	27	yes

The proposed site plan does not have land division component. The parcels were created under a prior land use action and are lot dimension standards of Table 2 are not applicable. The lots are pre-existing.

FINDINGS OF FACT

Table 2				
TOD District Zoning Standards				
Dimensional Standards				
	Required	Phase 1	Phase 2	Complies
Minimum Lot or Land Area/Unit				
Large single-family	NA	NA	NA	N/A
Standard single-family	NA	NA	NA	N/A
Zero lot line detached	2,700 SF	NA	NA	N/A
Attached row houses	1,500 SF			N/A
Multifamily	NA	NA	NA	N/A
Average Minimum Lot or Land Area/Unit				N/A
Large single-family	NA	NA	NA	N/A
Standard single-family	NA	NA	NA	N/A
Zero lot line detached	3,000 SF	NA	NA	N/A
Attached row houses	2,000 SF			N/A
Multifamily	NA	NA	NA	N/A
Minimum Lot Width				N/A
Large single-family	NA	NA	NA	N/A
Standard single-family	NA	NA	NA	N/A
Zero lot line detached	30'	NA	NA	N/A
Attached row houses	22'			N/A
Multifamily	NA	NA	NA	N/A
Minimum Lot Depth	50'	NA	NA	N/A

The proposed site plan was developed to comply the following dimensional standards. Phase 1 is encumbered with several significant easements for existing urban facilities. The size and orientations of these existing facilities constrain the design.

FINDINGS OF FACT

Table 2 TOD District Zoning Standards				
Building Setbacks				
	Required	Phase 1	Phase 2	Complies
Front (min./max.)	10'/15'	15'	15'	yes
Side (between bldgs.) (detached/attached)	5' detached 0' attached (a)(c)	Over 5'	Over 5'	yes
Corner (min./max.)	5'/10'	10'	10'	yes
Rear	15'	15'	15'	yes
Garage Entrance	(d)	off street	off street	yes
Maximum Building Height	45'	37' ₁	37' ₂	yes
Maximum Lot Coverage (g)	80%	25%	33% ₃	yes
Minimum Landscaped Area (i)	20% of site area	29%	27% ₄	yes

The TCMP requires Apartments as the only housing type on the subject parcels.

Table 2 TOD District Zoning Standards		
Housing Mix		
Required housing types as listed under Residential in Table 1.	< 16 units in development: 1	
	16--40 units in development: 2	
	> 40 units in development: 3 or more housing types (plus approved	TCMP requires apartments

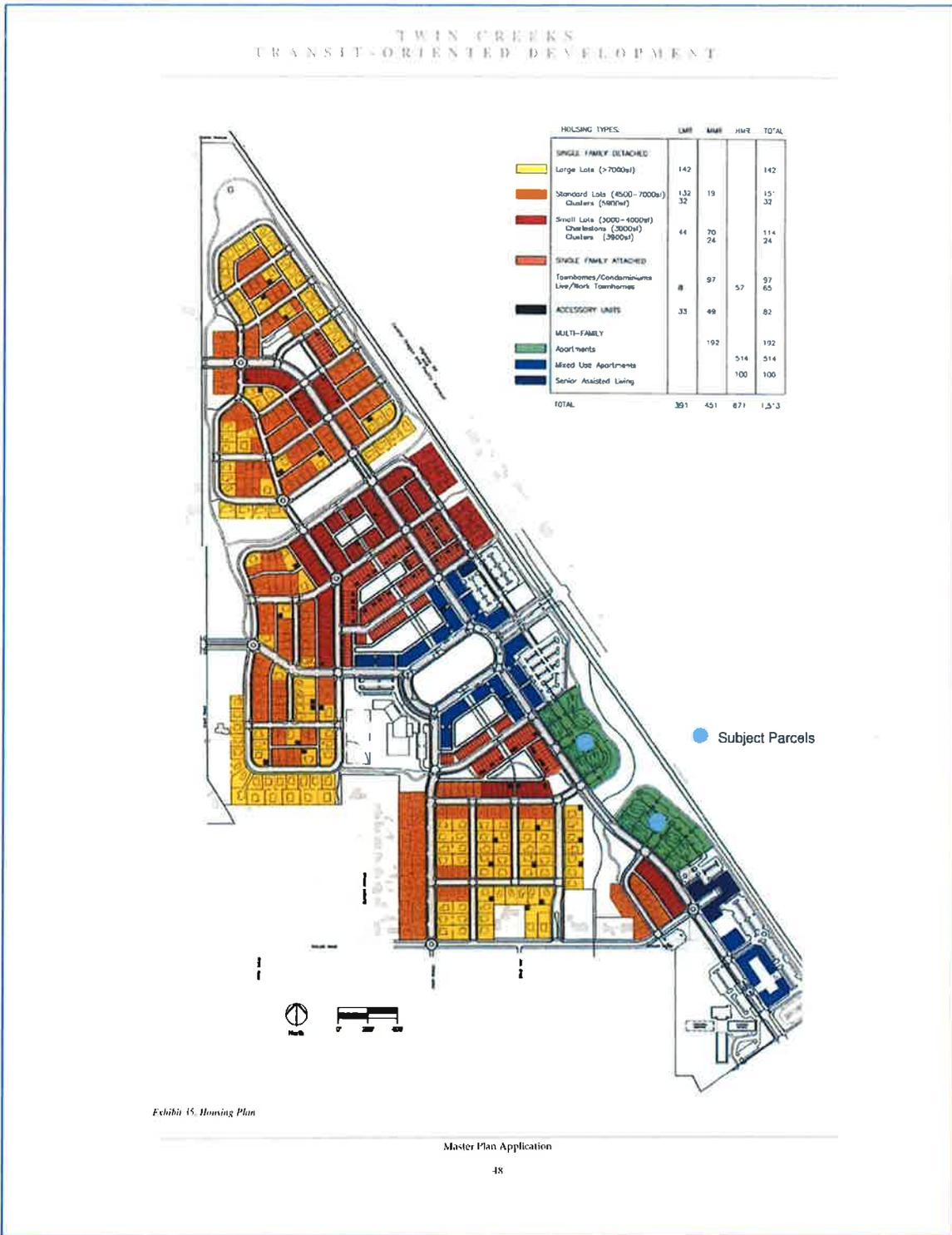
Number: 1 Author: stephanieh Subject: Inserted Text Date: 7/5/2017 5:33:29 PM
Revised to 34-ft as illustrated on the Building Elevations

Number: 2 Author: stephanieh Subject: Inserted Text Date: 7/5/2017 5:32:57 PM
Revised to 34-feet as illustrated on the Building Elevations.

Number: 3 Author: stephanieh Subject: Inserted Text Date: 6/6/2017 10:12:37 AM
This appears to be a mathematical error and is hereby amended as provided below. Per the site plan for Phases 1 and 2, there is 47,301 s.f. (75.4%) and 75,334 s.f. (72.5%) of lot coverage area, respectively.

Number: 4 Author: stephanieh Subject: Inserted Text Date: 6/6/2017 10:12:22 AM
This appears to be a mathematical error and is hereby amended as provided below. Per the site plan for Phases 1 and 2, landscaped area provided is 55,292 square feet (25.6%) and 63,005 s.f. (27.5%), respectively.

FINDINGS OF FACT



Conclusions of Law

The Planning Commission can conclude the proposed application is consistent with the standards of CPMC 17.65 for TOD Districts and Corridors.

Approval Criteria

Chapter 8.24

FLOOD DAMAGE PREVENTION

8.24.190 Site improvements and subdivisions.

A. All proposed new development and subdivisions shall be consistent with the need to minimize flood damage and ensure that the building sites will be reasonably safe from flooding as set forth in Section 8.24.050. The test of reasonableness is a local judgment and shall be based on historical data, high water marks, photographs of past flooding, etc.

B. Building lots shall have adequate buildable area outside of the regulatory floodway and the special stream setback set forth in Section 8.24.230, which shall be preserved as an open space by easement.

C. New development proposals and subdivision development plans, including tentative plat and approved engineered drawings and as-builts, shall include the mapped flood hazard zones from the effective FIRM, including the regulatory floodway, if applicable, and estimated BFEs at each parcel.

D. Subdivisions shall be created and designed to minimize risk of damage to property and potential loss of life from flooding, and minimize the disturbance of floodplain riparian zones by locating infrastructure and lots outside the SFHA and preserving as open space by easement. When a subdivision proposal includes improvements that encroach into the SFHA, the applicant shall demonstrate that adverse impacts to existing and anticipated future development, in the form of increased flood elevations, flood velocity, floodplain extent and floodway extent, are avoided or mitigated by providing the following information:

- 1. Engineered grading plan.*
- 2. Floodplain encroachment analysis certified by a registered professional civil engineer that identifies the cumulative impacts of the proposed encroachments, including fill and new construction, on the flooding source (i.e., stream) and all associated insurable structures, on the SFHA boundaries, BFE, and regulatory floodway, if applicable.*

FINDINGS OF FACT

3. CLOMR from FEMA.

E. Where BFE data has not been provided or is not available from another authorized source, the applicant shall provide a hydrologic and hydraulic engineering analysis that generates BFEs for all subdivision proposals and other proposed developments, at least one acre or four lots in size (whichever is less).

F. New development and subdivisions shall have public utilities and facilities such as sewer, gas, electric and water systems located and constructed to minimize flood damage.

G. On-site waste disposal systems shall be prohibited.

H. Subdivisions and manufactured home parks shall have adequate drainage provided to reduce exposure to flood hazards as provided in Section 8.24.240. In AO and AH zones, drainage paths shall be provided to guide floodwater around and away from all proposed and existing structures. (Ord. 1947 §1(part), 2011).

The proposed Site Plan for Phase 1 identifies the extent of the mapped flood way impacting the site. The CPMC requires a 25-foot setback from a mapped flood way. The site improvements are proposed to be consistent with the flood prevention standards.

The development proposal does not include a land division and there is no tentative plat submitted with this application. The site plan includes the 25' setback line for the floodway. The conceptual grading and utility plans are proposed with consideration to areas susceptible to flood impacts.

Upon approval of the proposed site plans, the design team will prepare construction documents with all required flood hazard information. The construction documents will be submitted to the City for a technical review and approval prior to the start of construction.

The proposed plan does not utilize on site waste disposal systems, the dwelling units will be connected to the public sanitary sewer facilities.

Chapter 17.66

APPLICATION REVIEW PROCESS FOR THE TOD DISTRICT AND CORRIDOR

17.66.010 Purpose.

FINDINGS OF FACT

17.66.020 Applicability.

17.66.030 Application and review.

17.66.040 Parks and open spaces.

17.66.050 Application approval criteria.

17.66.060 Conditions of approval.

17.66.070 Approval expiration.

The subject properties are within the Twin Creeks Master Plan Area. Page 9 of these findings located the site on the Master Plan. The standards for the TOD District apply to this application. The size of the project requires a Type 3 site plan review.

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.

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

FINDINGS OF FACT

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

The applicant has submitted the proposed development on a single application. The basis for a single application is as follows:

- One common plan for development. The proposed development consists of two phases that are part of one common plan for development (i.e. shared amenities between the phases, including the clubhouse, maintenance facilities, recreational trails). Although the intervening open space lot is intended for public benefit, it provides a visual amenity to both phases of the project and has been considered in the overall site layout and design. ;
- Intervening lot purpose is to restore and preserve a natural feature. The lot separating the properties is for the sole purpose of restoring and preserving a natural feature (i.e. Griffin Creek).
- Proposal is consistent with a City-approved Master Plan. The proposed use and the existing open space designation is part of and consistent with the Twin Creeks Master Plan;
- The proposed development is on lots within the same zoning designation. The lots for Phase 1 and 2 are within the same zoning district (i.e. Medium Mix Residential);
- The project is not separated by a street. The lots are not separated by a street as defined in CPMC 17.08; and,
- Same Ownership. All three (3) lots are under the same ownership at the time of application. The properties are currently owned by Twin Creeks Development Company, LLC,

This application is a Type 3 Site Plan Review. The use proposed is multifamily housing consistent with the MMR zoning district. The proposed density for each Phase is consistent within the requirements of 14 to 32 units per acre.

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 does not include a land division. The existing parcel configuration is adequate for the proposed development.

FINDINGS OF FACT

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

The proposed application will develop multifamily dwelling units and the TCMP identified apartments as the housing type. The application proposing apartments is consistent with the TCMP and Apartments are a permitted use in the zoning district. A Conditional Use Permit is not required to approve the proposed application.

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).*

The development proposed with this application is consistent with the TCMP. Both phases proposed multifamily apartment buildings. This housing type is consistent with the TCMP exhibit on page 9 of these findings. This exhibit also provides the site location map with the sites indicated.

The MMR TOD zoning district allows housing densities from 14 units per acre to 32 units per acre. Phase 1 is proposed at 23.5 units per acre and Phase 2 is proposed at 27 units per acre. The proposed density is within the standards of the zoning district.

All properties within 100 feet of the site are within the TCMP area.

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.*

FINDINGS OF FACT

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.

Both parcels are on street frontages with full street sections and have direct access to Category A facilities. A conceptual grading and utility plan is attached with this application as required for this Code section.

Phase 1 has an existing sanitary sewer trunk line and easement running diagonally through the parcel from the south west to the north east. An irrigation easement is identified on the site plan. The easement is for an underground facility and a maintenance access easement for the irrigation facility. The site is designed around these easements.

Offsite water lines will be tapped and brought on to the site. A public water line and the necessary easements will supply fire hydrants. The public lines will be tapped and private domestic water supply system will be provided to each structure.

Sanitary sewer and storm water plans are identified on the conceptual utility plan. Upon approval, the civil engineer will prepare construction documents for all infrastructure. These plans will be submitted to the City for technical review and consistency with all master plans.

Phase 1 is adjacent to Griffin Creek on the south and north property lines. A portion of the site is within the defined floodway and subject to a 25-foot floodway setback. The site design was developed to be consistent with all elements and requirements of the CPMC with respect to development in flood hazard areas.

Phase 2 is adjacent to Griffin Creek on the north property line. This phase is not within the floodway.

A site utility and grading plan is also attached to the application and provides a conceptual utility layout. Upon approval of the site plan review, the civil engineer for the project will design construction documents for review and approval by the City. The design of the infrastructure for all utilities will minimize risk of flood damage.

An irrigation easement is identified on Phase 1. The easement includes the irrigation facility and access for maintenance of the facility.

FINDINGS OF FACT

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.

The approved Twin Creeks Master Plan identified Apartments on the proposed sites. The approval of the master plan included a review of the proposed traffic impacts. Of apartments on the subject properties.

The TIA provided with the Master plan contemplated development of the subject parcels at the maximum density of the MMR zoning district, which is 32 units per acre.

The adoption of the TCMP considered a maximum of 304 dwelling units at 32 units per acre for the proposed parcels. This application proposes 245 dwelling units. The traffic impact of the development contemplated in the Master plan is 304 x 6.86 Average Daily Trips (ADT) for apartments equals 2,085 ADT for the parcels. The application proposes 245 dwelling units at 6.86 ADT per DU for a total of 1,680 ADT.

The development proposed with this application reduces the traffic impact considered in the TCMP by 408 ADT.

4. Site Plan. A plan and narrative addressing Section 17.67.050, Site design standards.

17.67.050 Site design standards.

The following standards and criteria shall be addressed in the master plan, land division, and/or site plan review process:

- A. Adjacent Off-Site Structures and Uses.*
- B. Natural Features.*
- C. Topography.*
- D. Solar Orientation.*
- E. Existing Buildings on the Site.*
- F. New Prominent Structures.*
- G. Views.*

FINDINGS OF FACT

H. Adjoining Uses and Adjacent Services.

I. Transitions in Density.

J. Parking.

K. Landscaping

L. Lighting.

M. Signs.

A. Adjacent Off-Site Structures and Uses.



The subject parcels are within the TCMP area. The property contiguous to the north is vacant in the EC TOD zoning district. The property to the north west is vacant within the HMR TOD zoning District.

The property to the east and south is vacant and owned by Twin Creeks Development Co, L.L.C. The parcel contains Griffin Creek and will remain undeveloped.

Directly west, across the N. Haskell right of way from Phase 1 is MMR TOD zoning developed with attached row houses and some OS park spaces.

The properties to the north and north west are owned by Twin Creeks Development Co, L.L.C. The parcels contain Griffin Creek and will remain undeveloped. The north-east property line abuts the railroad right of way.

The abutting property to the east is a bin manufacturing plant within the HMR TOD zoning district. A portion of the subject parcel is fenced and being used for RV storage by the current owner.

FINDINGS OF FACT

North Haskell is fully improved with all urban facilities and the approved street section, curb to curb. The ROW landscaping and sidewalks adjacent to Phase 1 will be developed with Phase 1, The sidewalks and landscaping adjacent to Phase 2 will be developed with Phase 2.

Upon site plan review approval, the applicant will commence the design of the infrastructure according to the current standards. The plans will be submitted to the City for review and compliance with the standards.

B. Natural Features.

Both parcels do not contain any significant trees. Griffin Creek flows between the two parcels. Phase 1, north of the Griffin Creek channel, does have portions of the parcel impacted by the floodway of Griffin Creek. The site plan design includes the identified flood hazard areas and the design includes the measures prescribed by the CPMC.

The TCMP has designated the parcel between the two phases as an open space. The property is subject to a conservation / preservation easement.

C. Topography.

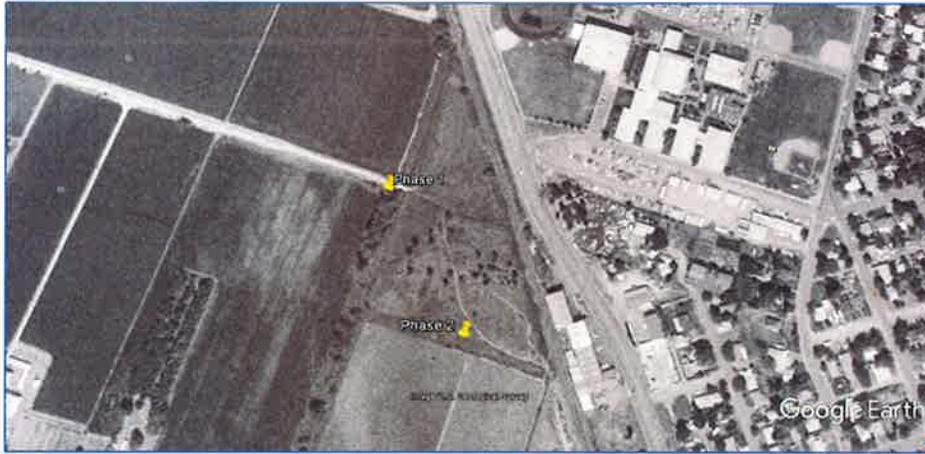
Flat, Flat, Flat. Griffin Creek flows between the two subject parcels and is within a single parcel. The creek corridor area was specifically identified for preservation and adequate separation was provided in the land division process to protect the stream and the stream banks.

The subject parcels are basically flat with a slight slope to the creek. Both subject parcels appear to have been graded and leveled for historical agricultural uses. Imagery from 1994 depicts a channelized Griffin Creek.

The development of the Twin Creeks restored and enhanced Griffin Creek and the conservation / preservation easements and master plan status will insure protection of the feature.

The proposed development complies with all streamside setbacks established to protect and enhance Griffin Creek as well as protecting the development and residents from the dangers of flooding.

FINDINGS OF FACT



1994



2005



2016

FINDINGS OF FACT

D. Solar Orientation.

Both Phases of the development considered solar orientation in the design process. The siting objectives of this section were utilized and considered with other site constraints and existing easements. CPMC standards for building orientation adjacent to a right of way and natural features (Griffin Creek) constrained the sites. The sites, particularly Phase 1 are further encumbered with existing sanitary and irrigation easements. The structures were sited with the solar orientation in the code as much as possible given all the site constraints and density requirements.

The common areas and open spaces were strategically sited for solar access and the cooling summer winds and reduced shadow impacts, particularly in winter, on adjacent buildings and outdoor spaces.

E. Existing Buildings on the Site.

Both subject parcels are currently vacant. The proposed architecture of the buildings has been designed to be compatible with other existing buildings in the neighborhood, featuring articulations, porches, gables, recesses, and attractive materials and paint scheme.



The proposed development is medium density housing build to a density of 23 and 27 units per acre. The proposed architectural style is 3 story wood frame construction.

The closest existing buildings are across N Haskell from Phase 1 as seen in the photograph below.

FINDINGS OF FACT



The senior housing development pictured below is across N. Haskell from Phase 2. This is a three story building with architectural styles compatible with the proposed development.



The front elevations of proposed buildings will be sited within the CPMC setback range for the TCPM. These setbacks provide an attractive front elevation of the buildings and adequate area for an attractive landscape design to provide an attractive streetscape for both pedestrians and vehicles traveling through the area.

F. New Prominent Structures.

FINDINGS OF FACT

This application proposed apartments consistent with the TCMP requirements for the housing type and the zoning district. There are no public or civic buildings proposed with this application.

G. Views.

Both phases of the development propose apartments as the housing type. The buildings share an architectural theme designed to meet the standards of the CPMC and the TCMP and meet the density requirements of the MMR TOD zoning district.

The buildings proposed are three story wood frame structures. The multi-plex buildings vary from 6 dwelling units to 18 dwelling units. The use of these multiplexes provides space between buildings for views, landscaping and pedestrian access to the sites.

The configuration of the buildings on the sites preserves views in the vicinity and reduces massing while achieving the targeted densities of the zoning district.

H. Adjoining Uses and Adjacent Services.

One of the primary design objectives of the development was to create an attractive streetscape to be compatible with existing uses and development in the vicinity. The N. Haskell frontage of both phases provides an attractive streetscape with landscaping and spacing between the buildings to reduce massing of a medium density development.

The common amenities of the development to be used by the residents of this development are internally located to reduce impacts to the surrounding developments and residents.

The TCMP considered the impacts of uses and compatibility when designing the master plan, the zoning districts and the intensity of adjacent uses.

The subject properties are within the MMR TOD zoning district. The properties are abutting the same, or more intensive zoning districts or open space zoning districts. The master planning has reduced the potential for conflicting adjacent uses and buffering requirements.

Both Phases use a single access from N. Haskell for access to the developments. This creates an attractive streetscape and screens the parking areas and the common amenities to be used by the residents of this development.

FINDINGS OF FACT

The site facilities for storage and maintenance equipment is purposely located away from public view. The mail boxes for the development comply with the standards of the CPMC.

I. Transitions in Density.

The TCMP and the CPMC adequately provided standards to implement transitions in density and intensity of uses. The subject parcels were master planned for apartments as the only permitted housing type. Additionally, the properties are only abutting the same or more intensives zoning districts and designations or open spaces.

The height of the propose buildings are within the range permitted in the Code.

J. Parking.

The parking proposed for the development complies with the standards for the CPMC and the TCMP. The location of parking is internal to the development with no parking between the structures and the public street frontages.

Phase 1 has 100 dwelling units and provides a total of 168 total parking spaces. Phase 2 has 145 dwelling units and provides ~~222~~ 171 total spaces. The total parking supplied is 1.6 spaces per dwelling unit.

The parking is dispersed and landscaped throughout the sites to limit distances to the dwelling units minimize the areas dedicated to parking and maneuvering.

K. Landscaping.

The proposed landscape plan meets or exceeds all standards of the CPMC and the TCMP. The N. Haskell street frontages provide street trees and landscape areas to provide the desired streetscape envisioned with the master plan.

Phase 1 includes the pedestrian path with prescribed landscape border described in the TCMP. The north-west corner of Phase 1 is encumbered by the 25' floodway setback. A grasscrete fire department turnaround is provided to ensure public safety and meet the requirements for the Floodway setback.

The south and west boundaries of Phase 1 are adjacent to Griffin Creek greenway and the location of the buildings and the open spaces are designed to provide as much unobstructed view to the creek as possible.

Number: 1 Author: stephanieh Subject: Inserted Text Date: 7/5/2017 5:39:52 PM

A revised site plan was submitted on June 7, 2017 in response to public testimony that off-street parking is inadequate. The parking plan modification illustrates 251 off-street parking spaces. It should be noted that the Parking Summary states there are 252 spaces but this is incorrect and is hereby corrected as noted above.

FINDINGS OF FACT

Phase 2 borders Griffin Creek on the north border and the development provides views and pedestrian access to the areas bordering the Creek. The western boundary of Phase 2 is adjacent to the railroad tracks and industrial development on the west of the tracks.

The site plan proposes garages along the tracks to mitigate noise from the adjacent industrial uses and the tracks. The garages are proposed as accessory structures with a 3-foot setback to the property line for the most efficiency as noise and nuisance abatement.

L. Lighting.

Pedestrian scale lighting is proposed for sight and right of way lighting to comply with the CPMC and the TCMP.

M. Signs.

The site plans indicate the location reserved for a ground mounted sign at the south side of each access off N. Haskell. The actual design of the signs will be submitted to the City for review to comply with the standards for signage contained in the Code.

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.

Applications shall be submitted as required in Chapter 17.05. (Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1815 §1(part), Exh. B(part), 2000).

Application summary and Conclusions

The Planning Commission can conclude the proposed site plan application for Smith Crossing at Twin Creeks, Phase 1 and Phase 2 is consistent with all design requirements of the Central Point Municipal Code and the Twin Creeks Mast Plan.

FINDINGS OF FACT

The application meets the standards for a site plan review ~~with a request to modify an approved plan,~~ the requirements for development in a flood hazard and all elements for the development of the proposed 245-unit development.

On behalf of the application, I respectfully request the approval of the application.

Regards,

Scott Sinner

Scott Sinner Consulting, Inc.

Number: 1 Author: stephanieh Subject: Inserted Text Date: 6/6/2017 10:15:32 AM

This statement is incorrect . A Minor Master Plan modification was requested independent of this application. The Master Plan Modification (File No. MP-17001) was approved to eliminate Minor Pedestrian Accessway from North Haskell Street to West Pine Street, which would have impacted Phase 2 of the proposed development.

**REVISED PLANNING DEPARTMENT SUPPLEMENTAL FINDINGS OF FACT
AND CONCLUSIONS OF LAW**
File No.: SPAR-17002

**Consideration of a Site Plan & Architectural Review application
to construct a 245-unit multifamily development known as Smith Crossing at Twin Creeks**

Applicant:	)	Findings of Fact
PCMI, Inc.	)	and
353 Dalton Street	)	Conclusion of Law
Medford, OR 97501)	

**PART 1
INTRODUCTION**

Project Summary

The applicant proposes to construct a 245-unit multi-family housing development (“Project”) on two (2) lots totaling 9.51 acres within the Twin Creeks Transit Oriented Development (TOD) Master Plan area. The project is to be developed in two (2) as follows:

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

The proposed development includes open space and recreation areas, including a clubhouse, pool and playground (Phase 1), as well as an open space square (Phase 2) an a network of pedestrian walkways (both phases). Other improvements associated with the proposal include:

- Off-street parking, including some garages within each phase;
- Street frontage improvements (i.e. sidewalks and landscape rows)
- Parking lot and site landscaping.

Review Procedures

The site plan and architectural review request is a Major Project, which is typically reviewed using Type II procedures per CPMC 1705.300. ~~However Due due~~ to the scope and location of the project the Community Director determined that this application is ~~being processed using~~ subject to Type III procedures ~~in accordance with~~ per CPMC 17.05.300(B)(3)(a). The Type III procedures set forth in CPMC 17.05.400 provide the basis for decision in the development code and the comprehensive plan, when appropriate.

The project site consists of two (2) lots are separated by an open space conservation lot for Griffin Creek. Although non-contiguous lots are typically processed as separate applications, the City has determined this project may be processed as one application based on the following findings:

- One common plan for development. The proposed development consists of two phases that are part of one common plan for development (i.e. shared amenities between the phases, including

the clubhouse, maintenance facilities, and recreational trails). Although the intervening open space lot is intended for public benefit, it provides a visual amenity to both phases of the project and has been considered in the overall site layout and design;

- Intervening lot purpose is to restore and preserve a natural feature. The lot separating the properties is for the sole purpose of restoring and preserving a natural feature (i.e. Griffin Creek) [via –a Conservation Easement.](#)
- Proposal is consistent with a City-approved Master Plan. The proposed use and the existing open space designation is part of and consistent with the Twin Creeks Master Plan;
- The proposed development is on lots within the same zoning designation. The lots for Phase 1 and 2 are within the same zoning district (i.e. Medium Mix Residential);
- The project is not separated by a street. The lots are not separated by a street as defined in CPMC 17.08; and,
- Same Ownership. All three (3) lots are under the same ownership at the time of application.

Applicable Criteria

The project site is located in the MMR, Medium Mix Residential zone within the Transit Oriented Development (TOD) District and is subject to the following standards and criteria in the Central Point Municipal Code (CPMC):

- Chapter 17.65, TOD Districts and Corridors;
- Chapter 17.66, Application Review Process for the TOD District and Corridor;
- Chapter 17.67, Design Standards-TOD District and Corridor; and,
- Chapter 17.75, Section 39, Off-Street Parking Design and Development Standards.

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

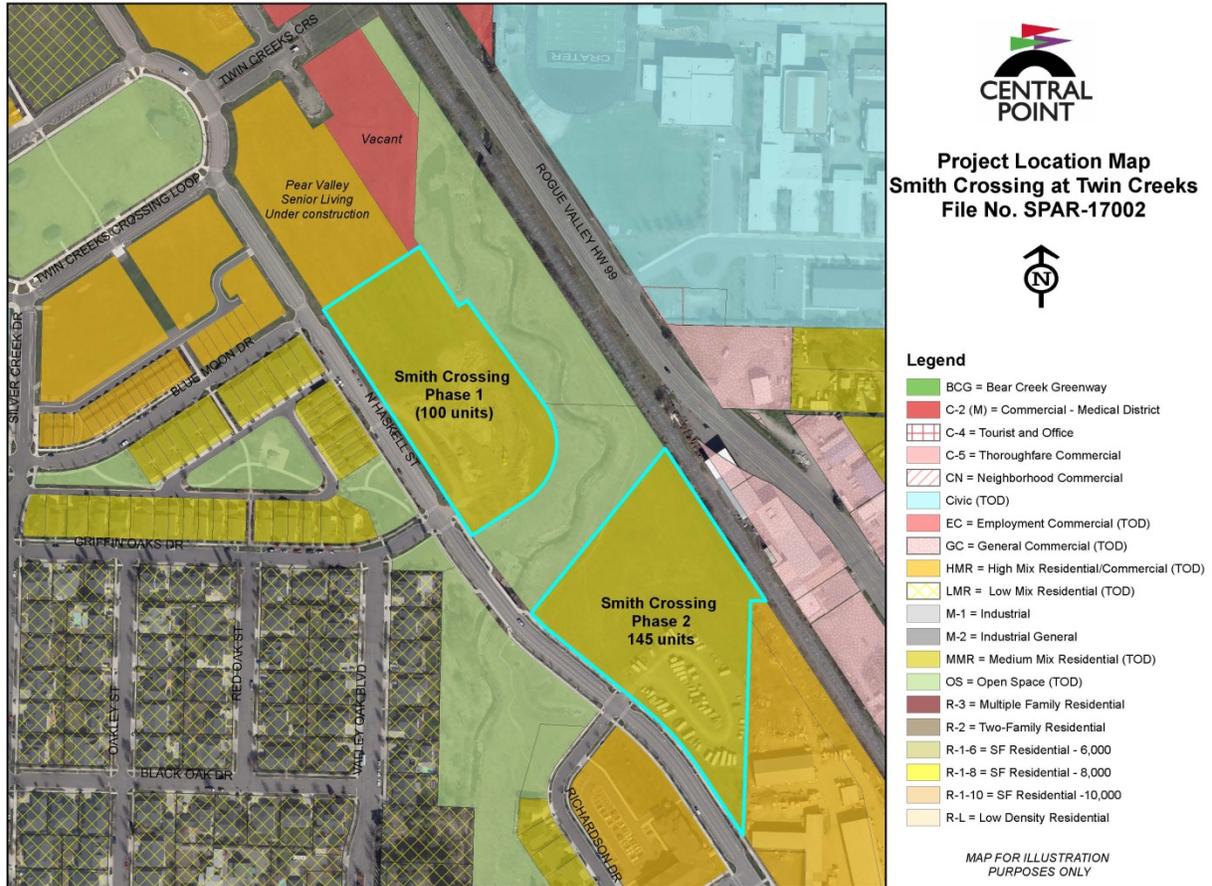
1. Introduction
2. Twin Creeks Master Plan
3. Central Point Zoning Ordinance
4. Summary Conclusion

PROPOSAL-BACKGROUND

The proposed multifamily housing project is within the Twin Creeks TOD Master Plan (“Master Plan”) with frontage on North Haskell Street (Figure 1). The Master Plan was approved by the City in 2001 (Ordinance No. [48171815](#)) to guide land use and development on 280-acres within the City. The Master Plan designates circulation (Figure 2), land use (Figure 3), and housing (Figure 4) requirements within the planning area. The Project Site has been designated for medium density, multifamily housing since the

Master Plan was approved. All infrastructure surrounding the site has been constructed in accordance with the Master Plan with the exception of sidewalks and landscape rows for Phase 1 along North Haskell Street.

Figure 1 – Project Location Map



Findings and conclusions addressing the approval criteria are provided in the following sections. [These Findings are](#) based on the Twin Creeks Master Plan (herein incorporated by reference), the Figures provided herein and the Application Exhibits, [including revisions to Exhibits 2 and 16, and the Staff Report dated July 18, 2017. Exhibits are attached as follows:](#)

- Exhibit 1 – Phase 1 Site Plan
- Exhibit 2 – Phase 2 Site Plan [\(Revised\)](#)
- Exhibit 3 – Elevation Overview
- Exhibit 4 – 12-Plex Street Side Elevation
- Exhibit 5 – 12-Plex Parking Lot and Side Elevation
- Exhibit 6 – Roof Plan, typical
- Exhibit 7 – 18-Plex Elevation
- Exhibit 8 – 11-Plex Elevations
- Exhibit 9 – 22-Plex Elevations

Exhibit 10 – 6-Plex Elevations
Exhibit 11 – Clubhouse and Typical Garage Elevations
Exhibit 12 – Phase 1 Landscape Plan
Exhibit 13 – Phase 2 Landscape Plan
Exhibit 14 – Phase 1 Conceptual Utility and Drainage Plan
Exhibit 15 – Phase 2 Conceptual Utility and Drainage Plan
Exhibit 16 – [Applicant’s Findings \(Modified\)](#)
[Exhibit 17 – Neighborhood Meeting Notice and Sign-in dated January 6, 2017](#)
[Exhibit 18 - Twin Creeks Development letter dated May 22, 2017](#)
Exhibit ~~17~~¹⁹ – Bicycle Parking Memo dated May 30, 2017
[Exhibit 20 – Fire District #3 Plan Review Comments](#)
[Exhibit 21 – Building Department letter dated May 9, 2017](#)
[Exhibit 22 – Public Works Staff Report dated May 16, 2017](#)
[Exhibit 23 – Email Correspondence between David and Sandy Martin and Tom Humphrey dated May 31, 2017 and June 1, 2017](#)
[Exhibit 24 – Letter from Tom Humphrey to David and Sandy Martin dated June 1, 2017](#)
[Exhibit 25 – Supplemental Findings Traffic Impact Analysis/Master Plan Requirements](#)

PART 2 TWIN CREEKS MASTER PLAN

The Twin Creeks TOD Master Plan (“Master Plan) was approved in 2000 to guide development within a 230-acre land area in accordance with the TOD district zoning and design standards. The Master Plan governs land use and circulation within the Master Plan area. The Project has been evaluated against the Master Plan and has been found to comply with all applicable exhibits as follows:

Exhibit 3, Circulation

This exhibit (Figure 2) presents the requirements for public streets and off-street pedestrian accessways.

Figure 2 – Master Plan Exhibit 3

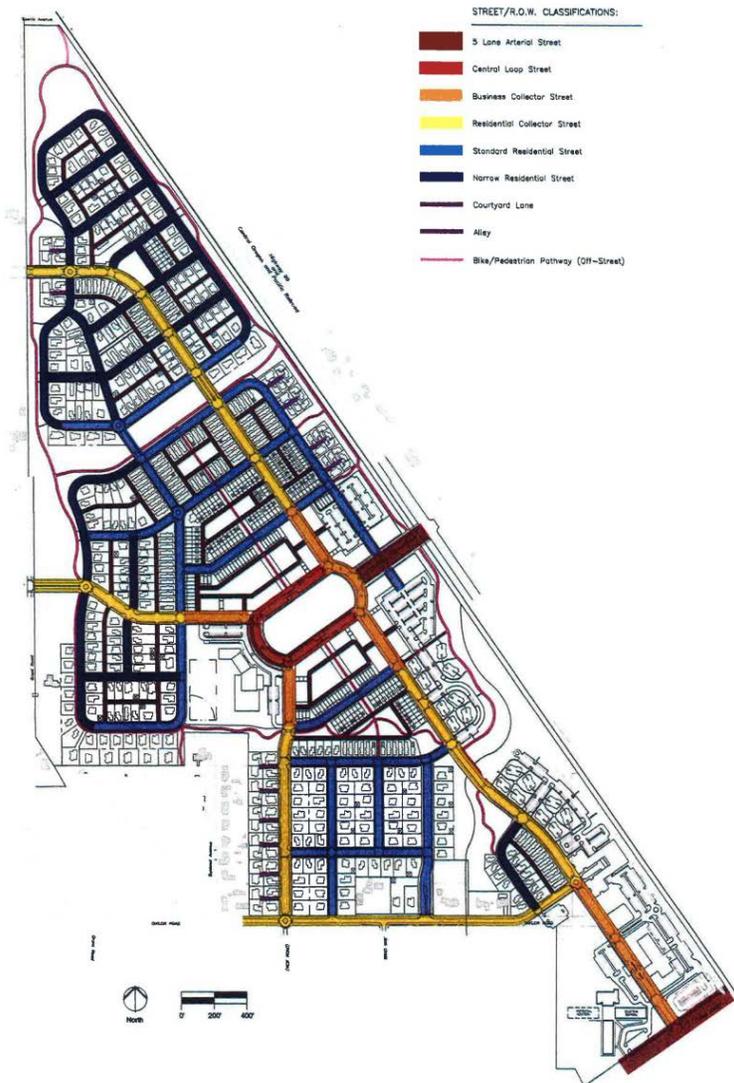


Exhibit 3, Circulation Plan

Finding: Master Plan Exhibit 3, Circulation: There are three aspects of the Circulation Plan that provide guidance and instruction relative to the proposed Project: 1) street network, 2) off-street pedestrian accessway; and, 3) Phase 1 shared access. These are addressed as follows:

- 1) Streets. Exhibit 3 (Figure 2) presents the required street network for Twin Creeks. Both Phase 1 and Phase 2 site have frontage on North Haskell Street, a Collector. North Haskell Street was constructed per Exhibit 3 as part of Twin Creeks Crossing Phase I and Pine Street Station in 2005-2006. The only outstanding improvement on North Haskell Street is the construction of frontage improvements (i.e. sidewalk and landscape row) for Phase 1. Per the Applicant's Site Plan (Figure 5), the site improvements are proposed consistent with the Master Plan.
- 2) Off-Street Pedestrian Accessways. An off-street pedestrian accessway is identified on Exhibit 3 (Figure 2) providing connectivity between North Haskell Street and Twin Creeks Crossing along the Griffin Creek open space corridor for public purposes. As illustrated on the Applicant's Site Plan for Phase 1 (Figure 5), a Minor Pedestrian Accessway is proposed along the project site perimeter from North Haskell Street to the northeast property boundary. The proposed design complies with the Minor Pedestrian Off-Street Accessway Cross Section identified as Exhibit 12 in the Master Plan with the exception of a 65-ft section at the north east property corner. Since the Master Plan doesn't indicate whether the pedestrian accessway is to be located on the project site or the adjacent open space lot, there is an opportunity to relocate this portion of the pathway on the adjoining open space lot and provide the required cross section. As conditioned, the Applicant is required to 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 (Condition No. 4). As conditioned, the Project can comply with Master Plan Exhibits 3 and 12.

On May 5, 2017, the Community Development Director approved a Minor Master Plan Modification (File No. MP-17001) eliminating a pedestrian accessway between North Haskell Street and West Pine Street, a portion of which would have been located on Phase 2. The pedestrian accessway would have been parallel and adjacent to the railroad tracks just east of existing industrial and commercial development on North Haskell Street. The proposed location near a live railroad and existing industrial commercial facilities was deemed to constitute a public safety concern. Since there are pedestrian and bicycle facilities within the public right-of-way, it was determined that the minor modification request was in the interest of the public health, safety and welfare. Based on the current Master Plan, as modified per MP-17001, ~~there~~ there are no pedestrian accessways ~~impacting to be provided in~~ Phase 2.

- 3) Phase 1 Shared Access. Exhibit 3 illustrates an internal connection via a private drive between Phase 1 and the adjoining properties to the north (Figure 3). The private connection illustrated appears to be for open access, but the Master Plan does not provide clear instruction relative to internal circulation. The Applicant's Site Plan (Exhibit 1) illustrates a private connection at the northeast property corner as required. However, since the property to the northeast (37S 2W 03CA Tax Lot 1500) is planned for Employment Commercial use the Applicant has requested the shared connection be for emergency vehicle use only. The Applicant's request is to eliminate potential safety conflicts between the multifamily community and off-site traffic generated by a future commercial use. The owner of the Tax Lot 1500 has provided a letter of support for this request. Based on the lack of clarity offered by the Master Plan and support offered by the affected property owner, the City agrees that the Master Plan allows for the access restriction to protect public safety from the conflicts between a potential high-impact commercial use and medium density multifamily housing.

Conclusion Master Plan Exhibit 3, Circulation: Based on an evaluation of the site plan for both phases (Exhibits 1 and 2), the proposed Project complies with Exhibit 3, Circulation relative to streets, off-street pedestrian access (as conditioned) and shared access as conditioned.

Land Use (Exhibit 18)

The Master Plan distributed land use designations throughout the Master Plan area, which is reflected on the City's Zoning Map.

Figure 3 – Master Plan Exhibit 18

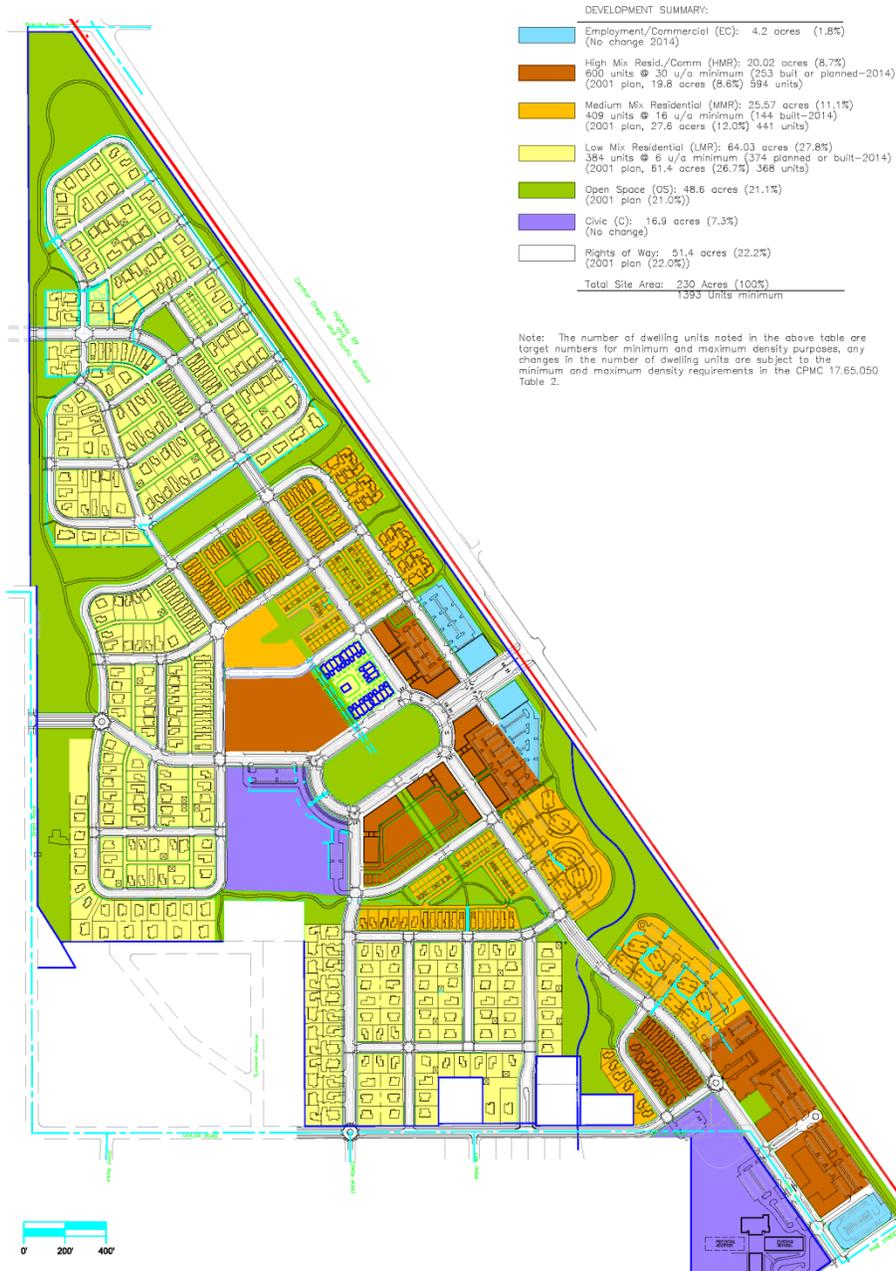


EXHIBIT 18, Land Use Plan
modified 10-07-2014

Finding Land Use (Exhibit 18): Per Master Plan Exhibit 18 and the City’s Zoning Map, the Project Site is designated as Medium Mix Residential (MMR), which permits medium density multifamily housing. The Project is multifamily housing within the minimum/maximum range for density (See Finding 17.65.050(D)) as required by the Master Plan.

Conclusion Land Use (Exhibit 18): As evidenced above the proposed Project complies with the Twin Creeks Master Plan Exhibit 18.

Housing (Exhibit 35)

The Housing Plan designates the housing types envisioned for each land use category within the 230-acre planning area.

Figure 4 – Master Plan Exhibit 35

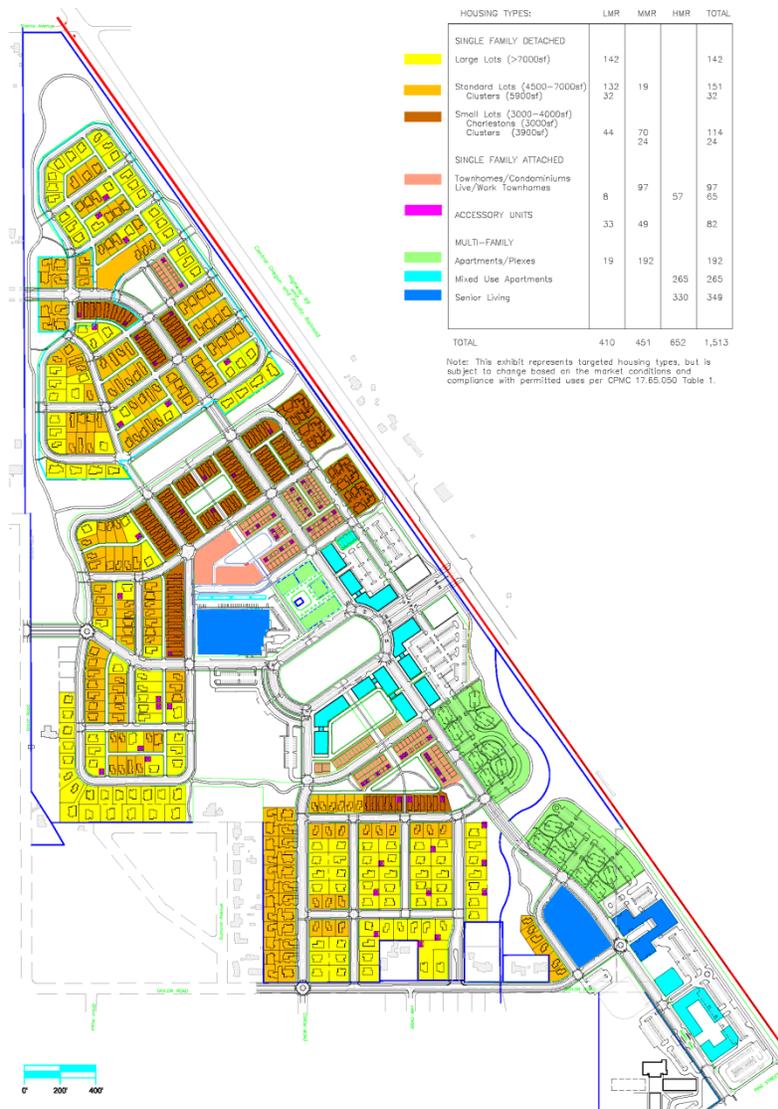


EXHIBIT 35 HOUSING PLAN
Modified 10-07-2014

Finding Housing Plan, Exhibit 35: *The Site Plan for both Phases (Exhibits 1 and 2) illustrate the proposed multifamily housing project with eight (8) apartment buildings on Phase 1 and nine (9) apartment buildings on Phase 2. This layout proposes placement of buildings along the street frontage consistent with the maximum setback allowed in the MMR zone. Other buildings are clustered throughout the site to promote views of the adjacent open space area.*

Conclusion Housing Plan, Exhibit 35: *As evidenced by the Site Plan for both Phases (Exhibit 1 and 2), the Project is consistent with the Twin Creeks Master Plan Housing Plan (Exhibit 35).*

Master Plan Summary Conclusion

The proposed multifamily housing development on the Project Site has been evaluated against the Master Plan and [the evidence in the record and](#) has been found to comply with all ~~applicable-attached~~ Exhibits including [but not limited to](#) Land Use, Housing, and Circulation.

**PART 3
ZONING ORDINANCE**

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

***Finding 17.65.050(A-C):** The proposed multifamily housing project site is located in the MMR, Medium Mix Residential zone within the TOD District. “~~multifamily~~Multifamily Housing” is listed in Table 1 as a “Permitted Use”.*

***Conclusion 17.65.0560(B):** Consistent.*

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

***Finding 17.65.050(D):** In the MMR zoning district, the minimum density is 14 units/acre and the maximum is 32 units/acre. As shown in Table 1 below, the proposed Multifamily Housing project on the Project Site is within the allowable range for density in the MMR zoning district.*

Table 1. Land Use and Density Calculations

Phase	Site Area (Acres)	Min. Density (units/acre)	Min. Units Required	Max. Density (units/acre)	Max. Units Required	Proposed
1	4.25	14	60	32	136	100
2	5.26	14	74	32	168	145
Combined Totals	9.56	14	134	32	304	245

***Conclusion 17.65.050(D):** ~~Consistent~~As demonstrated in Table 1, the proposed multifamily housing project is within the minimum./maximum range for density in the MMR zoning district.*

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

***Finding 17.65.050(E):** As shown in Table 2 below, the proposed multifamily housing project has been evaluated against the dimensional standards of the MMR zoning district and found to*

comply as illustrated in Table 2. It needs to be noted that the setbacks for the front yard are the maximum, the side yard is the minimum, and the rear yard is the minimum distance measured from a residential building and the rear property line per the Site Plan in Exhibits 1 and 2. There is a proposed garage and maintenance building that is 3-ft from the Phase 2 rear property line. The proposed setback is consistent with the accessory structure setback reduction per CPMC 17.610.030(A), which is not included in Table 2.

Table 2. Smith Crossing Dimensional Standards Analysis				
	MMR District	Phase 1	Phase 2	Combined Total
Minimum Lot or Land Area/Unit	N/A	192,099 s.f.	229,125 s.f.	421,254 s.f.
Average Minimum Lot or Land Area/Unit	N/A	N/A	N/A	421,254 s.f.
Minimum Lot Width	N/A	N/A	N/A	N/A
Front Yard Setback (min./max.)	10'/15'	15'	15'	15'
Side Yard Setback (min.)	5'	15'		10' (between plexes)
Corner (min./max.)	5'/10'	N/A	N/A	N/A
Rear	10'	46'		20' (to driveway curb)
Maximum Building Height	45'	34'	34'	34'
Maximum Lot Coverage	80%	75.4%	77.6% 72.5%	71.9% 74.7%
Minimum Landscaped Area	20%	24.6%	27.5% 22.4%	28.1% 25.3%

Conclusion 17.65.050(E): Consistent.

F. Development Standards.

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

Finding 17.65.050(F)(1): The proposed multi-family housing facility consists of three-story multifamily buildings including groupings of 8-9 apartment/ condominium buildings within Phase 1 and 2, respectively. The housing type is consistent with the TOD Master Plan Exhibit 35, Housing, which distributes a mix of housing types throughout the 230-acre Master Plan area.

Conclusion 17.65.050(F): Consistent.

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

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

d. The applicable zoning standards in Table 2 shall be satisfied.

Finding 17.65.050(F)(1): *The proposal does not include accessory units.*

Conclusion 17.65.050(F): *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 (below).

CPMC 17.65.050 - Table 3	
TOD District and Corridor Vehicle Parking Standards	
Use Categories	Minimum Required Parking
Residential	
Dwelling, Multifamily	
Plexes	1.5 spaces per unit.
Apartments and condominiums	1.5 spaces per unit.

- a. Except for multifamily housing, 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 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 15-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.

Finding 17.65.050(F)(3): *The minimum parking requirement for -multifamily apartments is 1.5 spaces per unit or 367 total parking spaces for the -245-unit proposal. Per the site plan for each phase of the project (i.e. Phase 1 and Revised Phase 2), the proposal complies with the minimum parking requirement as illustrated in Table 3 below. However, it needs to be noted that the revised site plan for Phase 2 states there are 252 spaces only 251 are shown. Staff's analysis*

herein is based upon the illustrated site plan as reflected in these Supplemental Findings and the Applicant's Findings as modified (Exhibit 16). The project includes 25 single car garages (5 in Phase 1 and 20 in Phase 2). Since the covered parking requirement does not apply to multifamily housing types, the Project complies with the parking standards as proposed.

Per Exhibit 21 the site plan for Phases 1 illustrates insufficient accessible parking spaces.- Per the 2010 Oregon Structural Specialty Code, accessible parking space requirements are based upon the total number of spaces provided in a parking lot. Six (6) spaces are required for parking lots with 151-200 spaces and seven (7) spaces are required for parking lots with 201-300 spaces. As illustrated in Table 3, Phase 1 requires six (6) accessible parking spaces, but the site plan shows four (4) (Exhibit 1). Phase 2 requires seven (7) accessible parking spaces and the revised site plan shows seven (7) (Exhibit 2). The parking analysis demonstrates there are sufficient spaces in excess of the minimum parking requirement in CPMC 17.65.050(F)(3) to accommodate the needed accessible spaces. No changes are recommended to Staff Report Condition No. 7, which requires the Applicant to submit revised site plans for Phase 1 and 2 at the time of building permit application to verify that all parking standards are met, including the location and design requirement per the Oregon Structural Specialty Code.

Table 3. Smith Crossing Parking Analysis

Phase	No. Units	Vehicle Parking Ratio	Spaces Required	Spaces Proposed	Difference (+/-)	Bicycle Parking Ratio	Spaces Req'd	Spaces Proposed	Difference (+/-)
1	100	1.5	150	168	18	1	100	105	5
2	145	1.5	2178	222251	534	1	145	149	4
Total	245	1.5	3678	390419	2352	1	245	254	9

Conclusion 17.65.050(F): ~~Consistent~~ Complies as conditioned.

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.
 - 2. Site Plan and Architectural Review.
 - 3. Land Division.
 - 4. Conditional Use.

Finding 17.66.030(A): *The proposed multifamily housing development is a permitted use on 9.51 acres and has been submitted for a Site Plan and Architectural Review and processed using Type III application procedures per Section 17.66.030(A)(2).*

Conclusion 17.66.030(A): *Consistent.*

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

1. Introduction.
2. Site Analysis Map.
3. Transportation and Circulation Plan.
4. Site Plan.
5. Recreation and Open Space Plan.
6. Building Design Plan.
7. Transit Plan.
8. Environmental Plan.

Applications shall be submitted as required in Chapter 17.05.

Finding 17.66.030(B): *The proposed multifamily housing development is within the Twin Creeks Master Plan area. A new Master Plan is not required.*

Conclusion 17.66.030(B): *Not applicable.*

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](#).

Finding 17.66.040: *The proposed multifamily housing development is within the Twin Creeks TOD Master Plan area, which established parks and open spaces throughout the Twin Creeks TOD to meet the requirements of this section.*

Conclusion 17.66.040: *Not applicable.*

17.66.050 Application Approval Criteria

- A. ~~TOD District or Corridor Master Plan.~~ [TOD District or Corridor Master Plan.](#)

Finding 17.66.050(A): *The current application is a Site Plan and Architectural Review [within the Twin Creeks Master Plan area.](#)*

Conclusion 17.66.050(A): *Not applicable.*

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

1. The provisions of Chapter [17.72](#), Site Plan and Architectural Review, shall be satisfied; and
2. The proposed improvements comply with the approved TOD district or corridor master plan for the property, if required; and

3. Chapter [17.67](#), Design Standards--TOD District and TOD Corridor.

Finding 17.66.050(B): *As evidenced by the findings and conclusions set forth herein, the proposed multifamily housing facility satisfies the approval criteria for site plan and architectural review.*

Conclusion 17.66.050(B): *Complies.*

C. Land Division.

Finding 17.66.050(C): *The current application is a Site Plan and Architectural Review.*

Conclusion 17.66.050(C): *Not applicable.*

D. Conditional Use.

Finding 17.66.050(D): *The current application is a Site Plan and Architectural Review.*

Conclusion 17.66.050(D): *Not applicable.*

17.67.040 Circulation and Access Standards

A. Public Street Standards.

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

Finding 17.67.040(A)(1-5): *The proposal does not include the creation of blocks. The existing street network was established in accordance with the Twin Creeks TOD Master Plan and the provisions of this section.*

Conclusion 17.67.040(A)(1-5): *Not applicable.*

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

Finding 17.67.040(A)(6): *All proposed utility lines proposed are underground. Per the Site Plan (Exhibit 1 and 2) there are three (3) PP&L electrical vaults located on the site, outside of public sidewalks system that provide access the underground utilities..*

Conclusion 17.67.040(A)(6): *Consistent.*

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

Finding 17.67.040(A)(7): *All streets have been constructed per the Twin Creeks TOD Master Plan (Figure 2) as shown on the Project Location Map (Figure 1). As such, the proposal does not include the creation of new streets.*

Conclusion 17.67.040(A)(7): *Not applicable.*

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

- a. Except for specific accessway facilities identified in a TOD district or corridor master plan, the following accessway dimensional standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction shall apply for any development located within the TOD district and for development within the TOD corridor which is approved according to the provisions in Section [17.65.020](#) and Chapter [17.66](#).

- b. In transit station areas, one or more pedestrian-scaled amenities shall be required with every one hundred square feet of the sidewalk area, including but not limited to:

- i. Street furniture;
- ii. Plantings;
- iii. Distinctive Paving;
- iv. Drinking fountains; and
- v. Sculpture.

- c. Sidewalks adjacent to undeveloped parcels may be temporary.
- d. Public street, driveway, loading area, and surface parking lot crossings shall be clearly marked with textured accent paving or painted stripes.
- e. The different zones of a sidewalk should be articulated using special paving or concrete scoring.

Finding 17.67.040(A)(8): *Pedestrian and bicycle accessways proposed within the public right-of-way for Phase 1 (Exhibit 1) is consistent with the Twin Creeks TOD Master Plan street sections for roadway classifications of the adjoining streets. The public sidewalks within Phase 2 (Exhibit 2) have been constructed in accordance with the Master Plan and Public Works Standard Specifications for Collector Streets.*

Conclusion 17.67.040(A)(8): *Consistent.*

9. Public Off-Street Accessways.

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

Finding 17.67.040(A (9)): *Per the Twin Creeks TOD Master Plan, Phase 1 includes construction of a Minor Pedestrian Accessway along the property perimeter. Per the Phase 1 Site Plan, the trail provides a 5-ft pathway and a minimum 2-ft landscape buffer with the exception of a 65-ft segment along the north east property boundary. As conditioned, the Applicant shall coordinate*

with Twin Creeks Development Co. to locate a portion of the path on the adjoining open space tract or amend the site plan to comply with the minimum trail design standard in this section.

Conclusion 17.67.040(A)(1-5): *The Phase 1 Minor Pedestrian Accessway complies as conditioned.*

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.
2. The number and width of driveways and curb cuts should be minimized and consolidated when possible.
3. Where possible, parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent sites.
4. Large driveways should use distinctive paving patterns.

Finding 17.67.040(B): *As illustrated on the Site Plan for each Phase, proposed parking lot driveways are designed as private drives with standard curb and gutter per Public Works Standard Specification ST-42. There are two (2) driveways proposed on North Haskell Street for each Phase in accordance with the Master Plan. The Phase 1 driveways are spaced 270-feet apart and one shares an intersection with Griffin Oaks Drive. Phase 2 driveways are roughly 160-feet apart and one shares an intersection with Richardson Drive.*

Conclusion 17.67.040(B): *Consistent.*

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 striping, grade separations, or landscaping.

Finding 17.67.040(C): *On-site pedestrian and bicycle circulation is provided along the public sidewalk system on Twin Creeks Crossing and North Haskell Street.. In addition, the Site Plan for each phase illustrates a network of private pedestrian walkways within the housing development to provide connectivity between the apartment buildings, clubhouse and pool, playground and open space amenities. There is a Minor Pedestrian Accessway proposed for public use along the perimeter of Phase 1 the Griffin Creek open space conservation area.*

Conclusion 17.67.040(C): *Consistent.*

17.67.050 Site Design Standards.

The following standards and criteria shall be addressed in the master plan, land division, and/or site plan review process:

A. Adjacent Off-Site Structures and Uses.

1. All off-site structures, including septic systems, drain fields, and domestic wells (within one hundred feet) shall be identified and addressed in the master plan, land division, or site plan process in a manner that preserves and enhances the livability and future development needs of off-site structures and uses consistent with the purpose of the TOD district and as necessary to improve the overall relationship of a development or an individual building to the surrounding context.

Finding 17.67.050(A)(1): *All off-site structures are identified in the Twin Creeks Master Plan. There are none within 100-feet of the Project Site.*

Conclusion 17.67.050(A): *Not applicable.*

2. Specific infrastructure facilities identified on site in the master plan, land division, and/or site plan shall comply with the underground utility standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 400, Storm Water Sewer System and, more specifically, Section 420.10.02, Ground Water Control Plan, in order to safeguard the water resources of adjacent uses.

Finding 17.67.050(A)(2): *All proposed utility infrastructure has been reviewed by the Public Works Department and determined to comply with all applicable sections of the City of Central Point Department Public Works Standard Specification and Uniform Standard Details for Public Works Construction.*

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

B. Natural Features.

1. Buildings should be sited to preserve significant trees.
2. Buildings should be sited to avoid or lessen the impact of development on environmentally critical areas such as steep slopes, wetlands, and stream corridors.
3. Whenever possible, wetlands, groves and natural areas should be maintained as public preserves and as open space opportunities in neighborhoods.

Finding 17.67.050(B): *The Project Site is a flat, vacant lot vegetated with a mix of grasses. There are no trees on the site. The proposed development complies with all stream setbacks established in order to reduce impact to Griffin Creek, which runs between the two phases. Located to the North East of Phase 1 is a stormwater pond, which has been designed to treat run-off from the proposed development and surrounding area per the Twin Creeks Master Plan.*

Conclusion 17.67.050(B): *Consistent.*

C. Topography.

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

Finding 17.67.050(C): *The Twin Creeks TOD Master Plan considered the generally flat topography within the Master Plan area. The proposed building design (~~Exhibits~~ Exhibits 3-10) proposes three-story residential buildings within the maximum allowable building height, which is similar to the existing two- and three-story residential buildings on North Haskell Street to the west of Phase 1 and 2, respectively. The clubhouse and garages are single-story buildings that mimic the design style of the residential buildings (Exhibit 11).*

Conclusion 17.67.050(C): *Consistent.*

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 due south.
3. In residential developments, the location of rooms should be considered in view of solar exposure, e.g., primary living spaces should be oriented south but a west facing kitchen should be avoided as it may result in summer overheating.
4. Outdoor spaces should be strategically sited for solar access and the cooling summer winds.
5. Shadow impacts, particularly in winter on adjacent buildings and outdoor spaces should be avoided.

Finding 17.67.050(D): *Provisions for solar orientation are aspirational code statements. Per the Applicant's Findings, ~~The~~ the proposal maximizes solar orientation to the greatest extent possible within the context of the existing street network and development constraints (i.e.*

easements). Furthermore, the proposed site layout is consistent with the Master Plan prototypes for the sites. -

Conclusion 17.67.050(D): Consistent.

E. Existing Buildings on the Site.

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

Finding 17.67.050(E): *There are no existing buildings on the site; however the proposed building design is architecturally consistent with the single-family and attached row houses in the surrounding neighborhood to the west of Phase 1 and the three-story residential facility to the west of Phase 2*

Conclusion 17.67.050(E): Consistent.

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

Finding 17.67.050(F): *The proposed multifamily housing development does not include any public or civic buildings.*

Conclusion 17.67.050(F): Not applicable.

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

Finding 17.67.050(G): *Views of Table Rock and Mt. McLoughlin were identified in the Twin Creeks TOD Master Plan (e.g. site context analysis map), which was considered when the Master Plan established the final approved street network, land use designations, housing mix and building prototypes that addressed maximum building height. - The proposed multifamily housing development preserves important views by proposing construction within the maximum allowable building height in the zoning district and consistent with existing structures in the vicinity of the project site. Although the view preservation is an aspirational statement, the proposal's alignment with the Master Plan and compliance with the MMR zoning standards is deemed sufficient to satisfy this standard.*

Conclusion 17.67.050(G): Consistent.

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

Finding 17.67.050(H): *The proposed multifamily housing facility design is similar with the architectural style and density of surrounding row house development and residential facilities throughout the Twin Creeks area. The majority of vehicle parking and loading areas are centrally located within the site and therefore screened by buildings and site landscaping. Group mailboxes are indicated on the site plan for each Phase (Exhibits 1 and 2). Since there are no blocks dividing the lots, the proposed locations are in conformance with the mailbox locational criteria.*

Conclusion 17.67.050(H): *Complies.*

I. Transitions in Density.

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

Finding 17.67.050(I)(1): *The proposed housing project is consistent with the Twin Creeks TOD Master Plan land use (Figure 3) and housing plans (Figure 4), which addresses transitions in density through the planned distribution of zoning districts and housing types. Property to the west of Phase 1 is zoned MMR and is developed with existing two-story single family attached residences. Property to the west of Phase 2 is zoned Open Space (OS) and MMR. The OS lands are part of a conservation easement for Griffin Creek and the MMR land is developed with a three-story residential care facility. The proposed residential housing project consists of three-story construction, which uses location (i.e. applies the maximum front yard setback and exceeds the minimum side yard setback) and landscaping to provide a buffer from the adjacent use (Exhibits 12-13).*

Conclusion 17.67.050(I)(1): *The proposal is consistent with the density transition standard of this item as evidenced by its compliance with the TOD Master Plan, use of the maximum front yard setback, and street frontage and site landscaping.*

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

Finding 17.67.050(I)(2): *As shown on the Landscape Plan for each Phase, the proposed buildings along North Haskell Street are buffered by a combination of setbacks (i.e. maximum front yard requirement) and street frontage and site landscaping (Exhibits 12-13). The use of setbacks and landscaping along the street frontage and between the right-of-way and the proposed buildings provides a total distance of 101-ft from the proposed structures to the nearest adjacent one-or two-story row house on North Haskell Street or Blue Moon Drive. The combination of distance, and landscape improvements is deemed adequate to mitigate the impact of three-story apartment housing on the adjacent one- and two-story single-family attached housing.*

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

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

Finding 17.67.050(I)(3): *As shown on the Site Plan for Phase 1 (Exhibit 1), the proposed multifamily buildings are ~~75~~101- feet from the attached row house lots west of the site on Phase 1. The proposed multifamily buildings on Phase 2 are ~~75~~101- feet from the residential facility lot to the southwest of the project site. The proposed building height is 34-ft per Exhibits 3-11.*

Conclusion 17.67.050(I)(3): *As demonstrated by the site plan (Exhibits 1 and 2) and the building elevations (Exhibits 3-11), the proposal complies with the density transition standard per this section, since the housing types are consistent with the Master Plan Housing Exhibit, (Figure 4). A-all buildings are at least 101-ft from the existing structures to the west, and are more than 55 ft from the existing structures to the west and the maximum building height is 34-ft, as measured measured per CPMC 17.08 Definition for "Building Height."*

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

Finding 17.67.050(I)(4): *The proposed multifamily housing project does not include any commercial buildings.*

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

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

Finding 17.67.050(I)(5): *The proposed multifamily housing development for Phase 1 and 2 is consistent with the land use and housing plans in the Twin Creeks TOD Master Plan. The Master Plan establishes a mix of housing types throughout a 230-acre*

community, which encourages interaction among individuals with diverse backgrounds and income levels.

Conclusion 17.67.050(I)(5): *The proposed multifamily housing project complies as evidenced by its compliance with the Twin Creeks TOD Master Plan.*

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.

Finding 17.67.050(I)(6): *The proposal does not include any zone map amendments.*

Conclusion 17.67.050(I)(6): *Not applicable.*

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.

Finding 17.67.050(I)(7): *The City has evaluated the proposed multifamily housing project for compliance with the transitions in density standard three different ways as provided below:*

- *Aspirational Statement. The requirement to increase density incrementally is denoted by “should” and therefore is an aspirational statement. Although encouraged, aspirational statements are not viewed in the same manner as statements denoted by “shall,” which are required standards.*
- *Master Plan. Transitions in density were addressed at the time of Master Plan approval. At that time, the Applicant submitted proposed land use and housing designations for the master plan area based on findings of fact and conclusions of law, which established the framework for land use, circulation and housing. The proposed multifamily housing project has been evaluated against the approved master plan for Twin Creeks and found to comply based on the fact that the proposed housing type, density, and access are consistent with the Master Plan. Similarly, adjacent existing development to the west consists of medium and high density forms of housing (i.e. attached row houses (Phase 1), and multifamily senior housing (Phase 2). Even if the incremental density transition statement in this item were considered in the same manner as a code standard denoted by “shall,” the City would conclude the proposal complies based on its demonstrated compliance with the land use and housing exhibits in the Master Plan.*
- *Site Plan and Architectural Review. Even if applied at the time of site plan and architectural review, the proposal would comply based on its compliance with the master plan and standards relative to buffer distances and building height adjustments (i.e. CPMC 17.67.050(I)(3)) and other standards in this section as demonstrated in these findings. The land use and density requirements for the site were established per the Twin Creeks TOD Master Plan approved in 2001. The current proposal to construct a 245-unit multifamily housing project is consistent*

~~with the land use and density established per the Master Plan and MMR zoning standards. There are no changes proposed to the land use plan or zoning text.~~

Conclusion 17.67.050(I)(7): ~~Not applicable. Although the proposed standard is aspirational and not applicable, staff has evaluated the proposed multifamily housing project based on applicability of the aspirational statement as a standard in the context of both master plan and site plan and architectural review and concludes the proposal complies as conditioned.~~

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 non-transit streets.
 - 3rd. Streets that are transit streets.
- d. Parking lots and garages should not be located within twenty feet of a street corner.

Finding 17.67.050(J)(1): *The site plan illustrates proposed off-street parking areas central to the site. There are some parking spaces located to the side of buildings fronting North Haskell Street in Phase 1. There are no proposed off-street parking areas between a front façade and a public street. Garages are located toward the rear (east) part of each Phase.*

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

2. Design.

- a. All perimeter and interior landscaped areas must have protective curbs along the edges. Trees must have adequate protection from car doors and bumpers.
- b. A portion of the standard parking space may be landscaped instead of paved. The landscaped area may be up to two feet in front of the space as measured from a line parallel to the direction of the bumper of a vehicle using the space. Landscaping must be ground cover plants. The landscaping does not apply toward any perimeter or interior parking lot landscaping requirements, but does count toward any overall site landscaping requirement.
- c. In order to control dust and mud, all vehicle areas must be paved.

- d. All parking areas must be striped in conformance with the city of Central Point parking dimension standards.
- e. Thoughtful siting of parking and vehicle access should be used to minimize the impact of automobiles on the pedestrian environment, adjacent properties, and pedestrian safety.
- f. Large parking lots should be divided into smaller areas, using, for example, landscaping or special parking patterns.
- g. Parking should be located in lower or upper building levels or in less visible portions of site.

Finding 17.67.050(J)(2): *Paved off-street parking areas are provided within the parking area for Phases 1 and 2 and include interior and perimeter landscaping (Exhibits 12 and 13). Per the site plan for both phases, the proposed striping is consistent with the parking dimension standards in CPMC 17.75.039.*

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

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.
- c. For parking structures, see Section 17.67.070(H).

Finding 17.67.050(J)(3): *See Finding 17.67.050(J)(1).*

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

K. Landscaping.

1. Perimeter Screening and Planting.

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

Finding 17.67.050(K)(1): *As illustrated in the Landscape Plan, Phase 1 (Exhibit 12) and Phase 2 (Exhibit 13) provide landscaping along the street frontage, within parking areas and throughout the development to soften the building appearance and provide screening between adjacent uses.*

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

2. Parking Lot Landscaping and Screening.

a. Parking areas shall be screened with landscaping, fences, walls or a combination thereof.

- i. Trees shall be planted on the parking area perimeter and shall be spaced at thirty feet on center.
- ii. Live shrubs and ground cover plants shall be planted in the landscaped area.
- iii. Each tree shall be located in a four-foot by four-foot minimum planting area.
- iv. Shrub and ground cover beds shall be three feet wide minimum.
- v. Trees and shrubs must be fully protected from potential damage by vehicles.

Finding 17.67.050(K)(2)(a): *The Landscape Plan (Exhibits 12-13) illustrate landscape screening for off-street parking lot areas, including trees along the site perimeter. As conditioned, the Applicant is required to submit a revised site plan that includes two (2) additional trees on both sides of the north entrance to Phase 1 in accordance with this section.*

Conclusion 17.67.050(K)(2)(a): *Complies as conditioned.*

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).

Finding 17.67.050(K)(2)(b-c): *Surface parking areas are located along the side elevations of Buildings #1, #2, and #8. Per the requirements of this section, parking lots are screened with 15-ft deep landscape terminals. As conditioned, the Applicant is required to submit a revised landscape plan for phases 1 and 2 that provides the parking area screening at the parking lot driveway entrances on North Haskell Street as required in this section.*

Conclusion 17.67.050(K)(2)(b-c): *Complies as conditioned.*

d. Parking Area Interior Landscaping.

- i. Amount of Landscaping. All surface parking areas with more than ten spaces must provide interior landscaping complying with one or both of the standards stated below.
- (A) Standard 1. Interior landscaping must be provided at the rate of twenty square feet per stall. At least one tree must be planted for every two hundred square feet of landscaped area. Ground cover plants must completely cover the remainder of the landscaped area.
- (B) Standard 2. One tree must be provided for every four parking spaces. If surrounded by cement, the tree planting area must have a minimum dimension of four feet. If surrounded by asphalt, the tree planting area must have a minimum dimension of three feet.

Finding 17.67.050(K)(2)(d)(i): *Per the Landscape Plan for Phases 1 and 2, the proposed landscaping plan has been designed to comply with Standard 1 as follows:*

- *Phase 1 provides 168 parking spaces and requires at least 3,360 s.f. of interior landscape area and 25 trees. The proposed landscape plan (Exhibit 12) illustrates 4,900 s.f. of interior parking lot landscape area including 35 trees within interior islands, and terminals.*
- *Phase 2 provides 222-251 parking spaces and requires at least 4,3805,020 s.f. of interior landscape area and 27-25 trees. The ~~proposed~~original proposed landscape plan (Exhibit 13) shows 5,300 s.f. of interior parking lot landscape area including 37 trees within interior islands and terminals. The proposed revisions would eliminate one terminal and one (1) tree, which is equivalent to roughly 250 square feet of reduced parking lot landscape area or 5,050 square feet of total parking lot landscape area and 36 trees consistent with Standard 1.*

Additional landscaping is proposed per the revised site plan, including two (2) landscaped medians, three (3) terminals and one interior island. A revised landscape

plan was not received during the open record period verifying the final square footage and tree numbers; however, the proposed changes are consistent with the minimum interior parking lot landscaping standard as noted above. Although the proposal complies as shown on the revised site plan, the Applicant must submit a revised landscape plan for Phase 1 and 2 demonstrating compliance with the tree planting and parking lot screening requirements (Condition No. 5) prior to building permit issuance. At that time the final landscape area and number of trees will be verified.

Conclusion 17.67.050(K)(2)(d)(i): ~~Consistent~~Based on a review of the proposed site plan and landscape plan for Phases 1 and 2, the proposal can comply with the interior parking lot standard 1 as conditioned. -

ii. Development Standards for Parking Area Interior Landscaping.

- (A) All landscaping must comply with applicable standards. Trees and shrubs must be fully protected from potential damage by vehicles.
- (B) Interior parking area landscaping must be dispersed throughout the parking area. Some trees may be grouped, but the groups must be dispersed.
- (C) Perimeter landscaping may not substitute for interior landscaping. However, interior landscaping may join perimeter landscaping as long as it extends four feet or more into the parking area from the perimeter landscape line.
- (D) Parking areas that are thirty feet or less in width may locate their interior landscaping around the edges of the parking area. Interior landscaping placed along an edge is in addition to any required perimeter landscaping.

Finding 17.67.050(K)(2)(d)(ii): *The proposed landscaping plan provides for interior landscape islands, terminals that are landscaped with a combination of trees and ground covers consistent with the requirements of this section.*

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

- 3. Landscaping Near Buildings. Landscaping shall serve as a screen or buffer to soften the appearance of structures or uses such as parking lots or large blank walls, or to increase the attractiveness of common open spaces.

Finding 17.67.050(K)(3): *The proposed landscaping plan (Exhibits 12 and 13) provides a mix of trees, shrubs and ground covers along the frontage, sides and rear of the proposed buildings and parking areas consistent with this requirement.*

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

- 4. Service Areas. Service areas, loading zones, waste disposal or storage areas must be fully screened from public view.

- a. Prohibited screening includes chain-link 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.

Finding 17.67.050(K)(4): *There are five service areas or loading zones indicated on the site plan, including two (2) in Phase 1 and three (3) in Phase 2. The Site Plans provide a detail for the service areas that illustrate construction materials consisting of concrete block with 2” inch tubular metal framing and 4” rectangular metal post to best match main buildings. Landscape screening is illustrated near each service area to soften the facility appearance.*

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

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

Finding 17.67.050(K)(5): *Street trees are provided in accordance with the Twin Creeks TOD Master Plan, which was found to be compliant with this section when originally approved.*

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

L. Lighting.

- 1. Minimum Lighting Levels. Minimum lighting levels shall be provided for public safety in all urban spaces open to public circulation.
 - a. A minimum average light level of one and two-tenths foot candles is required for urban spaces and sidewalks.
 - b. Metal-halide or lamps with similar color, temperature and efficiency ratings shall be used for general lighting at building exteriors, parking areas, and urban spaces. Sodium-based lamp elements are not allowed.
 - c. Maximum lighting levels should not exceed six foot candles at intersections or one and one-half foot candles in parking areas.
- 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.

***Finding 17.67.050(L)(1-3):** Lighting levels and fixtures within the public right-of-way and along the pedestrian accessway in Phase 1 was established per the Twin Creeks TOD Master Plan Exhibit 34, Lighting Plan. Per the Site Plan, lighting within the pedestrian and parking lot areas as well as the street right-of-way are provided consistent with the requirements of this section and the Master Plan.*

***Conclusion 17.67.050(L)(1-3):** Consistent.*

M. Signs.

***Finding 17.67.050(M):** Signage is not included in the proposal.*

***Conclusion 17.67.050(M):** Not applicable.*

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.
- B. Parks and Open Space Location.
- C. Parks and Open Space Amount and Size.
- D. Parks and Open Space Design.

Finding 17.67.060(A-D): *The Parks and open space requirements were addressed as part of the Master Plan by establishing a network of neighborhood parks, pedestrian trails and open space areas. Phase 1 includes construction of a Minor Pedestrian Accessway around the property perimeter consistent with the Master Plan. Additional passive and active recreation areas are proposed within the multifamily housing project including a swimming pool, clubhouse and playground (Phase 1) and a large open space square (Phase 2).*

Conclusion 17.67.060(J)(2): *Consistent*

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 LEED™ program be used to identify the most effective strategies. (Information on the LEED™ program can be obtained from the U.S. Green Building Council’s website, www.usgbc.org.)
2. All development along pedestrian routes shall be designed to encourage use by pedestrians by providing a safe, comfortable, and interesting walking environment.
3. Convenient, direct and identifiable building access shall be provided to guide pedestrians between pedestrian streets, accessways, transit facilities and adjacent buildings.
4. Adequate operable windows or roof-lights should be provided for ventilation and summer heat dissipation.

Finding 17.67.070(A): *Pedestrian routes are designed in accordance with the Master Plan. Streetscape and building frontage landscaping is provided.*

Conclusion 17.67.070(A): *Consistent.*

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.

2. Commercial and High Mix Residential.

Finding 17.67.070(B)(2): *The proposed multifamily housing project does not include any commercial or high mix residential development.*

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

C. Building Entries.

1. General.

- a. The orientation of building entries shall:
 - i. Orient the primary entrance toward the street rather than the parking lot;
 - ii. Connect the building's main entrance to the sidewalk with a well-defined pedestrian walkway.

- 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).

Finding 17.67.070(C)(1): *Building entries are provided for each unit of the multifamily buildings. Entries for units with frontage on North Haskell Street are oriented toward the street with second story units being accessed through central stairwells that are interior to the buildings. Units central to the site connect the ground floor unit entries and central stairwell entries to the nearest internal pedestrian route and parking lot area. As shown on the building elevations (Exhibits 3-10), no building entrances are located along a side elevation.*

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

2. Commercial and High Mix Residential.

Finding 17.67.070(C)(2): *The proposed multifamily housing project does not include any commercial or high mix residential development.*

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

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.

Finding 17.67.070(C)(3): *Building entries for each unit of the multifamily structures face a public street. Covered porches are provided for each unit on the ground floor and the central stairwell entries for all building entries are emphasized with a gabled roof and columns with craftsman details.*

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

D. Building Facades.

1. General.

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

Finding 17.67.070(D)(1)(a): *Buildings with frontage on North Haskell Street include 11-plex and 15-plex structures (Exhibits 4, 5, and 8). As shown, each building elevation breaks the façade with architectural elements including recessed entrances and windows, building entries with gabled rooflines and craftsman columns and vertical articulation.*

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

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

Finding 17.67.070(D)(1)(b): *The proposal includes a mix of 11-plex and 15-plex building elevations along North Haskell Street using a varied color palette of green/tan and blue/gray as encouraged by this section.*

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

- 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.

Finding 17.67.070(D)(1)(c): *The proposed building elevations utilize a combinations of roof overhangs and inset windows and doors to provide sun shading as encouraged by this section.*

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

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

Finding 17.67.070(D)(1)(d): *The proposed building elevations emphasize the vertical elements through the use of building insets and building materials and high pitch rooflines.*

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

- 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.

Finding 17.67.070(D)(1)(e): *As shown in the building elevations (Exhibits 3-10), the front entrance doorways and indoor and outdoor living areas face onto the adjacent public right-of-way, as well as the internal parking lot areas.*

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

- 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.

Finding 17.67.070(D)(1)(f): *See Finding 17.67.070(D)(1)(e).*

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

- 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.

Finding 17.67.070(D)(1)(g): *The proposed building construction utilizes a combination of 8-inch horizontal lap siding, board and batten siding, and hardi-shingle to accent the roofline.*

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

- 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.

Finding 17.67.070(D)(1)(h): *See Finding 17.67.070(D)(1)(g).*

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

- 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.

Finding 17.67.070(D)(1)(i): *As illustrated in Exhibits 3-11, all side and rear building articulation s are articulated as the primary building elevation throughout the proposed housing project.*

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

- 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).

Finding 17.67.070(D)(1)(j): *No parking structures are proposed.*

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

- 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.

Finding 17.67.070(D)(1)(k): *No commercial buildings are proposed.*

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

1. Compatible building designs along a street should be provided through similar massing (building facade, height and width as well as the space between buildings) and frontage setbacks.

Finding 17.67.070(D)(1)(h): See Finding 17.67.070(D)(1)(b).

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

Conclusion 17.67.070(D)(1): Consistent.

2. Commercial and High Mix Residential/Commercial.

Finding 17.67.070(D)(2): The proposed multifamily housing project does not include any commercial or high mix residential development.

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

3. Residential.

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

- i. No more than forty percent of the horizontal length of the ground floor front elevation of a single-family detached or attached dwelling shall be an attached garage.

Finding 17.67.070(D)(3)(a)(i): The proposal does not include single family attached or detached housing types. Proposed garages are all located along the back section of the development.

Conclusion 17.67.070(D)(3)(a)(i): Not applicable.

- ii. Residential building elevations facing a pedestrian route shall not consist of undifferentiated blank walls, but shall be articulated with architectural details such as windows, dormers, porch details, balconies or bays.

Finding 17.67.070(D)(3)(a)(ii): Dwelling units facing the pedestrian accessway to the south west have a singular wall face articulated with windows and a covered porch.

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

- iii. For any exterior wall which is within twenty feet of and facing onto a street or public open space and which has an unobstructed view of that pedestrian street or public open space, at least twenty percent of the ground floor wall area shall be comprised of either display area, windows, or doorways.

Finding 17.67.070(D)(3)(a)(iii): Units facing on to the adjoining public accessway are within 15-ft of the public right-of-way. The typical building elevation (12-plex) has a ground floor wall face that is 1,248.5 s.f. in area. Doors and windows provided consist of 288 s.f. in area or 23.1% of the ground floor wall area. If the central stairwell entries are included (220 s.f. additional

area), the ground floor consists of 40% display area, windows and doorways. All other building elevations utilize the same unit configuration and exceed the 20% requirement of this section.

Conclusion 17.66.070(D)(3)(a)(iii): *Consistent.*

- iv. Architectural detailing is encouraged to provide variation among attached units. Architectural detailing includes but is not limited to the following: the use of different exterior siding materials or trim, shutters, different window types or sizes, varying roof lines, balconies or porches, and dormers. The overall design shall recognize that color variation, in and of itself, does not meet the requirements of this subsection.

Finding 17.67.070(D)(3)(a)(iv): *See Finding 17.67.070(D)(3)(a)(ii).*

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

- v. Fences or hedges in a front yard shall not exceed three feet in height. Side yard fencing shall not exceed three feet in height between the front building facade and the street. Fences beyond the front facade of the building in a side yard or back yard and along a street, alley, property line, or bike/pedestrian pathway shall not exceed four feet in height. Fences over four feet in height are not permitted and hedges or vegetative screens in no case shall exceed six feet in height.

Finding 17.67.070(D)(3)(a)(v): *Fences are not proposed for the multifamily housing facility.*

Conclusion 17.67.070(D)(3)(a)(v): *Not applicable.*

b. The facades of multifamily residences shall comply with the following standards:

- i. Building elevations, including the upper stories, facing a pedestrian route shall not consist of undifferentiated blank walls, but shall be articulated with architectural detailing such as windows, balconies, and dormers.

Finding 17.67.070(D)(3)(a)(v): *See Finding 17.67.070(D)(3)(a)(iv).*

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

- ii. For any exterior wall which is within twenty feet of and facing onto a pedestrian street or public open space and which has an unobstructed view of that pedestrian street or public open space, at least twenty percent of the ground floor wall area shall be comprised of either display area, windows, or doorways.

Finding 17.67.070(D)(3)(a)(v): *See Finding 17.67.070(D)(3)(a)(ii).*

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

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

Finding 17.67.070(D)(3)(a)(v): Ground floor retail and commercial uses are not proposed as part of the multifamily housing development.

Conclusion 17.67.070(D)(3)(a)(i-ii): Not applicable.

E. Roofs.

1. Commercial and High Mix Residential/Commercial.

Finding 17.67.070(E)(1): The proposed multifamily housing project does not include any commercial or high mix residential development.

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

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.

Finding 17.67.070(E)(2): The proposed multifamily buildings are designed with gable roofs with a roof pitch that is 5:12 consistent with the standards of this section.

Conclusion 17.67.070(E)(2): Consistent.

F. Exterior Building Lighting.

1. Commercial and High Mix Residential/Commercial.

Finding 17.67.070(F)(1): The proposed multifamily housing project does not include any commercial or high mix residential development.

Conclusion 17.67.070(F)(1): Not applicable.

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.

Finding 17.67.070(F)(2): *The building elevations (Exhibits 3 - 11) illustrate building lighting at each building entry and along the ground floor adjacent to the central stairwell locations.*

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

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.

Finding 17.67.070(F)(2): *Service areas for each building (i.e. HVAC) are identified on the proposed site plan along the side and rear elevations away from public view. Trash and recycling areas are illustrated within each phase in locations away from the public right-of-way. Facility designs and landscape screening shown on the site plan (Exhibit 1 and 2) and landscape plan (Exhibit 12 and 13) further minimize the appearance of service areas.*

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

17.72.020 Applicability

No permit required under Title [15](#), Buildings and Construction, shall be issued for a major or minor project, as defined in this section, unless an application for site plan and architectural review is submitted and approved, or approved with conditions, as set forth in this chapter.

- 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.

Exempt projects are required to comply with all applicable development standards of this chapter.

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:

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.

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 used in this subsection, the term “minor” means a change that is of little visual significance, does not materially alter the appearance of previously approved improvements, is not proposed for the use of the land in question, and does not alter the character of the structure involved. At the discretion of the director if it is determined that the cumulative effect of multiple minor changes would result in a major change, a

new application for site plan and architectural review is required. All minor changes must comply with the development standards of this chapter.

Finding 17.72.020: *The proposed Smith Crossing multifamily housing project includes new construction greater than 5,000 s.f. and qualifies as a Major Project. It is being processed using Type III administrative procedures [in accordance with CPMC 17.05.300\(B\)\(3\)\(a\).](#)*

Conclusion 17.72.020: *Consistent.*

17.72.030 Information Required

Application for site plan and architectural review shall be made to the community development department and shall be accompanied by the application fee prescribed in the city of Central Point planning department fee schedule. The application shall be completed, including all information and submittals listed on the official site plan and architectural review application form.

Finding 17.72.030: *The Smith Crossing multifamily housing application was reviewed for completeness and accepted as complete per the notice of completion dated May 2, 2017.*

Conclusion 17.72.030: *Consistent.*

17.72.040 Site Plan and Architectural Standards

In approving, conditionally approving or denying any site plan and architectural review application, the approving authority shall base its decision on compliance with the following standards:

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

Finding 17.72.040(A): *The proposal is subject to the off-street parking dimensions and vehicle maneuvering requirements in CPMC 17.75.039. The project proposal has been reviewed against applicable criteria set forth in Chapter 17.75 and found to comply with the parking dimension schedule in Table 17.75.039.1 and the vehicle maneuvering requirements of Section 17.75.039 [as illustrated in Exhibits 1 and 2.](#)*

Conclusion 17.72.040(A): *Consistent.*

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

Finding 17.72.040(B): *The Parks & Public Works Department reviewed the application for compliance with the Standard Specifications and Uniform Standards Details for Public Works Construction and found it to be compliant.*

Conclusion 17.72.040(B): *Consistent.*

- C. Accessibility and sufficiency of firefighting 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.

Finding 17.72.040(B): *Fire District #3 evaluated the proposal and determined that adequate water supply and access are sufficient, provided that additional review will occur at the building plan submittal.*

Conclusion 17.72.040(B): *Complies.*

17.75.039 Off-street parking design and development standards.

All off-street vehicular parking spaces shall be improved to the following 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 precludes a logical connection;
3. Traffic safety concerns; or
4. Protection of significant natural resources.

Finding 17.75.039(A): *The proposed housing project provides connections to North Haskell Street via parking lot driveways as required per the Twin Creeks Master Plan.*

Conclusion 17.75.039(A): *Consistent.*

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.

Finding 17.75.039(B): *The proposed parking plan includes 168 spaces in Phase 1 and 222-219 spaces in Phase 2. All proposed spaces are at a 90 degree angle, which meet the required stall dimension (i.e. 9-ft wide by 19-feet long) per Table 17.75.02.*

Conclusion 17.75.039(B): *Consistent.*

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

Finding 17.75.039(C): *See Finding 17.75.039(E)(8).*

Conclusion 17.75.039(C): *Consistent.*

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.

Finding 17.75.039(D): *The driveways have been evaluated by the Public Works Department and found to comply with the driveway dimension requirements per the Public Works Standards Specifications.*

Conclusion 17.75.039(D): Consistent.

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 shall be designed so that no backing movements or other maneuvering within a street or other public right-of-way shall be necessary, except for one- and two-family dwellings with frontage on a local street per the city of Central Point street classification map.
4. Any lighting used to illuminate off-street parking or loading areas shall be so arranged as to direct 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.
8. Except as provided in subsection (E)(3) of this section, all uses, including one- and two-family dwellings on arterial and collector streets, shall provide adequate vehicle turnaround and maneuvering area through the use of aisle extensions and/or turnaround spaces as illustrated in Figure 17.75.04 and 17.75.05. Functionally equivalent turnaround and maneuvering designs may be permitted by the approving authority through the site plan and architectural review process.

Finding 17.75.039(E): *The proposed parking spaces are paved and striped in accordance with the City's parking dimension standards and contained with a curb. All spaces have been evaluated for compliance with the back-up and maneuvering requirements in Item 8 and exceed the minimum turnaround requirements of this section. No parking areas are within a required setback or clear vision area for private drives and collector streets per the Public Works Standard Specifications.*

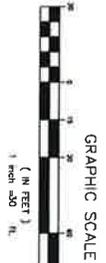
Conclusion 17.75.039(E): Consistent.

**PART 3
SUMMARY CONCLUSION**

As evidenced in findings and conclusions, the proposed multifamily housing project known as Smith Crossing at Twin Creeks Phases 1 and 2 ([Revised](#)) site plan and architectural ~~plan~~-[review](#) is consistent with applicable standards and criteria in the Central Point Municipal Code as conditioned [in Conditions 1-7 per the Revised Staff Report dated June 6, 2017, except as modified by new evidence and ~~and that~~ the Supplemental Staff Report dated July 18, 2017, including ~~Conditions 1-7~~ all exhibits attached hereto.](#)

SMITH CROSSING AT TWIN CREEKS

PHASE 1



APPLICANT / OWNER
 MICHAEL PHILIP & CHUCK SMITH
 353 DALTON STREET
 MEDFORD, OREGON 97501
 (541) 621-2923

AGENT
 SCOTT SINNER CONSULTING, INC.
 4401 SAN JUAN DR SUITE G
 MEDFORD, OREGON 97504
 (541) 601-0917

SURVEYING
 FARMER SURVEYING
 431 OAK STREET
 CENTRAL POINT, OR, 97502
 (541) 664-5399

HOUSING SUMMARY:
 11 1 BEDROOM - 1 BATH
 35 2 BEDROOM - 1 1/2 BATH
 22 TOWNHOUSE SECOND AND THIRD FLOORS
 32 - 3 BEDROOM 2 1/2 BATH TOWNHOUSE SECOND AND THIRD FLOORS
 100 TOTAL LIVING UNITS

LEGEND
 □ BIKE RACK LOCATION
 ○ SIGN LOCATION
 ● STREET LIGHTS
 ■ PEDESTRIAN/PARKING LOT LIGHTS
 ■ COMMUNITY MAIL BOX LOCATION
 ■ PLAY GROUND

PARKING
 100 ASSIGNED PARKING SPACES
 59 OPEN PARKING SPACES
 3 HANDICAP PARKING SPACES
 1 VAN ACCESSIBLE HANDICAP GARAGES
 168 TOTAL PARKING SPACES

LOT AREAS
 TOTAL LOT AREA = 4.41 ACRES (192,099 SQFT)
 LOT COVERAGE = 47,501 SQFT
 LANDSCAPE AREA = 55,292 SQFT

<p>SMITH CROSSING & TWIN CREEKS</p>	<p>TO BE BUILT BY P.M.C.I. INC. 368 DALTON STREET MEDFORD, OR 97501 PHONE: (541) 651-2883</p>	<p>PLOT PLAN PHASE 1 - 100 UNITS</p>											
	<table border="1"> <tr> <th>NO.</th> <th>DATE</th> <th>REVISIONS</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	REVISIONS									
NO.	DATE	REVISIONS											

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JUN - 7 - 2017

SMITH CROSSING AT TWIN CREEKS

PHASE 2



APPLICANT / OWNER
 MILDRED PHILLIPS & CHUCK SMITH
 383 DALTON STREET
 MEDFORD, OREGON 97501
 (541) 621-2923

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 SCOTT SINNER CONSULTING, INC.
 4401 SAN JUAN DR. SUITE G
 MEDFORD, OREGON 97504
 (541) 601-0917

SURVEYING
 FABER SURVEYING
 431 DAK STREET
 CENTRAL POINT, OR. 97502
 (541) 664-5999

LOT AREAS
 TOTAL LOT AREA = 5.26 ACRES
 (229,125 SQFT)
 LOT COVERAGE = 75.334 SQFT
 LANDSCAPE AREA = 51,308 SQFT

HOUSING SUMMARY:

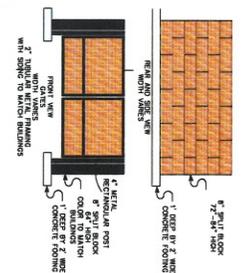
- 17 1 BEDROOM - 1 BATH
- 50 2 BEDROOM - 1 1/2 BATH
- 12 2-3 BEDROOM 2 1/2 BATH
- 16 MANHOLE SECOND AND THIRD FLOORS
- 36 MANHOLE 2 1/2 BATH
- 145 TOTAL LIVING UNITS

LEGEND

- 21 GARAGES
- MAINTENANCE FACILITY
- BIKE RACK LOCATION
- SIGN LOCATION
- STREET LIGHTS
- DESTRAN/PARKING LOT LIGHTS
- COMMUNITY MAIL BOX LOCATION

PARKING

- TYPICAL PARKING SPACE
- 145 ASSIGNED PARKING SPACES
- 51 OPEN PARKING SPACES
- HANDICAP PARKING SPACES
- VAN ACCESSIBLE HANDICAP GARAGES
- 20
- 251 TOTAL PARKING SPACES



<p>SMITH CROSSING AT TWIN CREEKS</p>	<p>TO BE BUILT BY P.M.C.I. INC. 383 DALTON STREET MEDFORD, OR 97501 PHONE: (541) 621-2888</p>	<p>PLOT PLAN PHASE 2 - 145 UNITS</p>						
<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NO.</th> <th>DATE</th> <th>DESCRIPTION</th> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table>	NO.	DATE	DESCRIPTION					
NO.	DATE	DESCRIPTION						



3 Dimensional Street View Elevation

<p>A-1</p>	<p>SHEET:</p>	<p>SCALE: 1/4" = 1'</p>	<p>DATE: 3/6/2011</p>	<p>DRAWINGS PROVIDED BY: PMCI, Inc. 355 Dalton Street Mapleford OK, 74862 941-621-2423</p>	<p>PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes</p>	<p>SHEET TITLE: 12 Plex Elevation Overview</p>	<table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION	BY	DATE																
							NO.	DESCRIPTION	BY	DATE																	



15 Plex Street Side Elevation
(From North Haskell)

Varying roof heights to create a row house look and feel to match the existing architectural style directly across North Haskell. This style breaks up the massing of the building into smaller distinct pieces

<p>DATE: 3/6/2017</p> <p>SCALE: 1/4" = 1"</p> <p>SHEET: A-2</p>	<p>DRAWINGS PROVIDED BY: PMCI, Inc. 993 Dalton Street Madison OR, 97102 503-621-2420</p>	<p>PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes</p>	<p>SHEET TITLE: Street Side Elevation</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="font-size: 8px;">NO.</th> <th style="font-size: 8px;">DESCRIPTION</th> <th style="font-size: 8px;">BY</th> <th style="font-size: 8px;">DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION	BY	DATE																				
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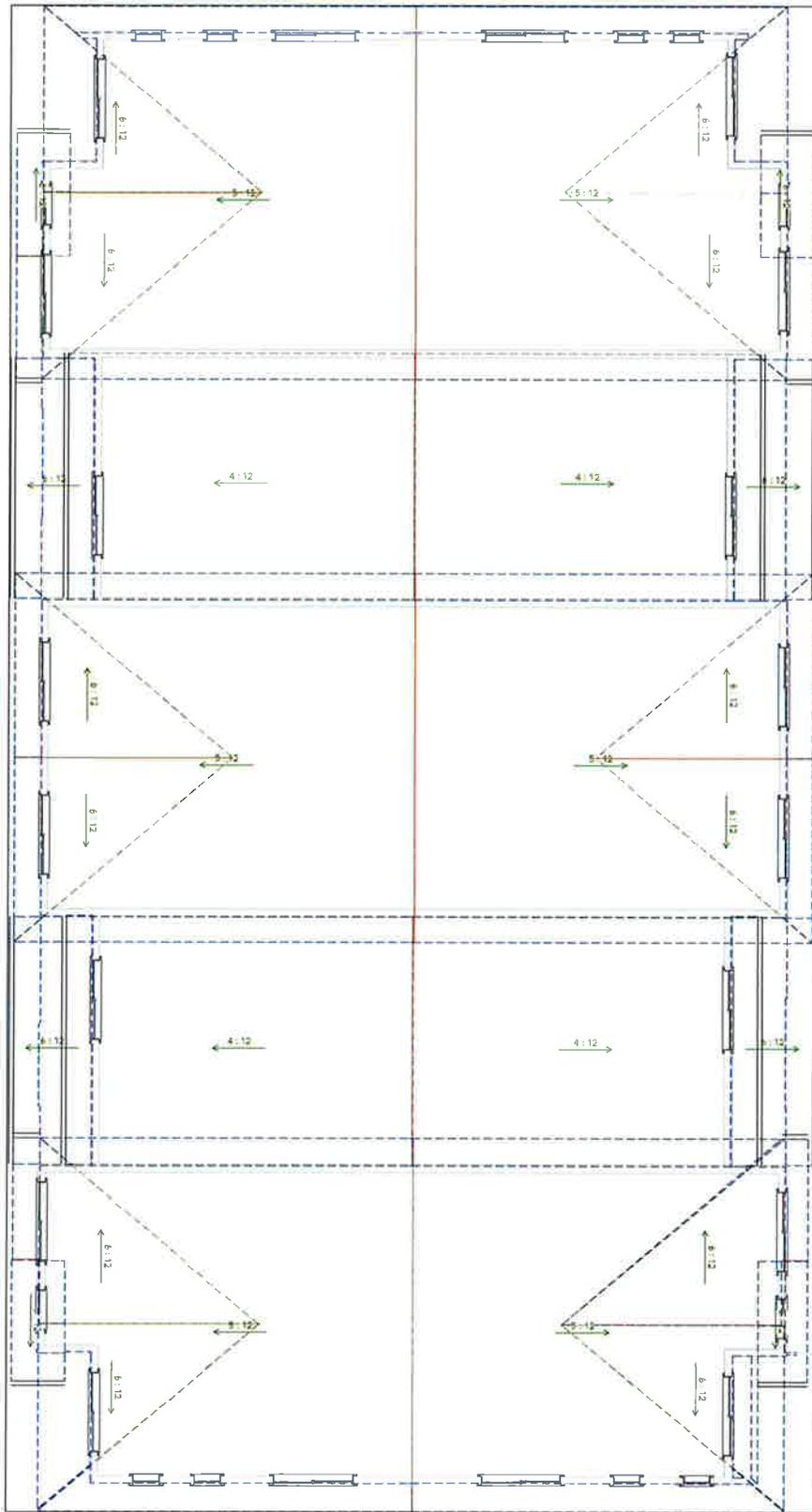
12 Plex Parking Lot
Side Elevation



Typical Side
Elevation

<p>A-3</p>	<p>SHEET:</p>	<p>SCALE: 1/4" = 1"</p>	<p>DATE: 3/6/2017</p>	<p>DRAWINGS PROVIDED BY: PMCI, Inc. 355 Dalton Street Medford OR, 97502 541-621-2423</p>	<p>PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes</p>	<p>SHEET TITLE: 12 Plex Parking Lot & Side Elevations</p>	<table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>			NO.	DESCRIPTION	BY	DATE																				
							NO.	DESCRIPTION	BY	DATE																							

Roof Plan



A-4	SHEET:	SCALE: 1/4" = 1'	DATE: 3/6/2017	DRAWINGS PROVIDED BY:	PROJECT DESCRIPTION	SHEET TITLE	NO.	DESCRIPTION	BY	DATE
				FMCI, Inc. 893 Dillon Street Medford OR, 97502 541-621-2925	Twin Creeks Apartments and Townhomes	Roof Plan				



18 Plex Street Side Elevation 3/16" = 1'

Verify roof heights to create a four house block and see to match the existing architectural style directly across from the block. This also breaks up the massing of the building into smaller distinct pieces.



18 Plex Parking Lot Side Elevation 3/16" = 1'

<p>A-5</p>	<p>DATE: 3/6/2011</p>	<p>DRAWINGS PROVIDED BY: PMCI, Inc. 399 Dalton Street Medford OR, 97502 541-821-2429</p>	<p>PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes</p>	<p>SHEET TITLE: 18 Plex Elevations</p>	<table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION	BY	DATE																								
	NO.					DESCRIPTION	BY	DATE																									
<p>SHEET: 3/16" = 1'</p>	<p>SCALE: 3/16" = 1'</p>																																



11 Plex Parking Lot Side Elevation 3/16" = 1'



11 Plex Street Side Elevation 3/16" = 1'

A-6	SHEET:	3/16" = 1'	SCALE:	3/6/2017	DATE:	DRAWINGS PROVIDED BY: PMCI, Inc. 383 Dalton Street Madison OR, 97502 541-821-2628	PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes	SHEET TITLE: 11 Plex Elevations	NO.	DESCRIPTION	BY	DATE	



22 Plex Parking Lot Side Elevation 3/16" = 1'
 Phase 2 Color Scheme

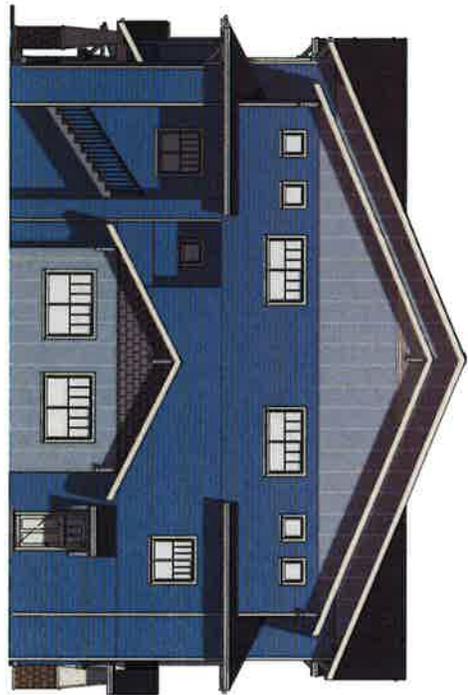


22 Plex Street Side Elevation 3/16" = 1'
 Phase 2 Color Scheme

A-7	SHEET:	3/16" = 1"	DATE: 3/6/2017	DRAWINGS PROVIDED BY: PMCI, Inc. 333 Dalton Street Medford OR, 97502 541-621-2425	PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes	SHEET TITLE: 22 Plex Elevations	NO.	DESCRIPTION	BY	DATE



5 Plex Elevation
Parking Lot Side



Typical Side Elevation 3/16" = 1'
Occurs on one end of each 15 and 11 Plex

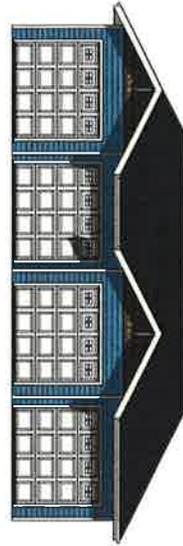


8 Plex Elevation
Street Side



Typical Side Elevation 3/16" = 1'

A-8 SHEET:	SCALE: 3/16" = 1'	DATE: 3/6/2017	DRAWINGS PROVIDED BY: PMCI, Inc. 355 Dalton Street Medford OR, 97502 541-621-2425	PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes	SHEET TITLE: 5 Plex Elevations & Typical Side Elevations	<table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DESCRIPTION	BY	DATE																
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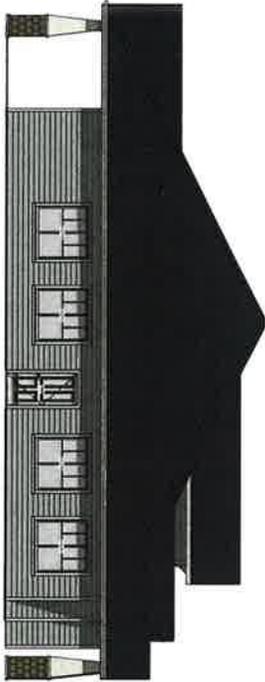
Typical Garage Front Elevation



Typical Garage Back Elevation



Typical Garage Side Elevations



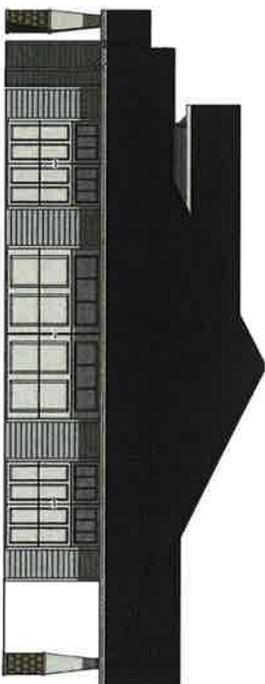
Clubhouse Side Elevation



Clubhouse Front Elevation

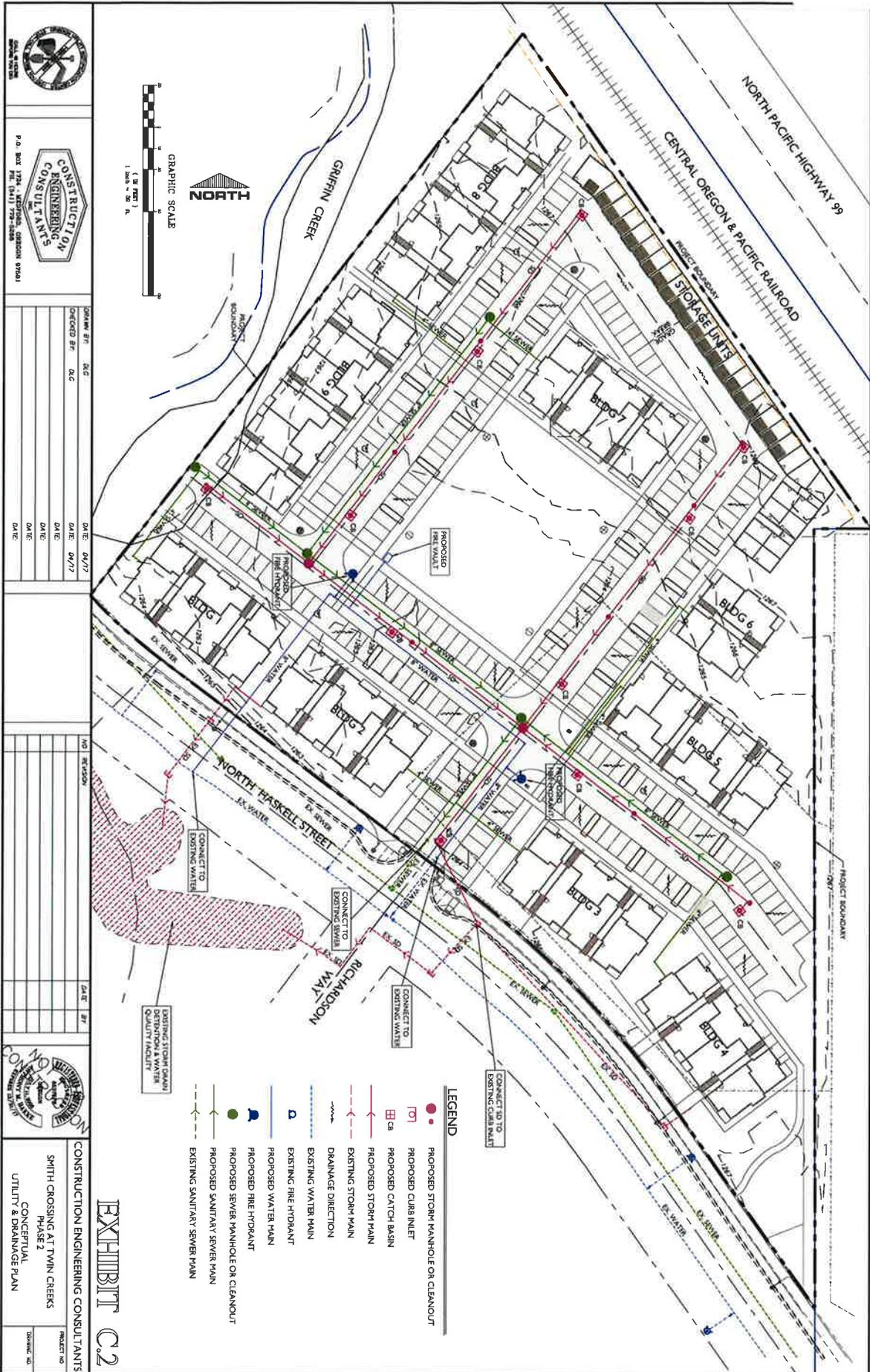


Clubhouse Back Elevation



Clubhouse Side Elevation

SHEET: A-9	DATE: 3/6/2017	DRAWINGS PROVIDED BY: PMCI, Inc. 553 Dalton Street Medford OR, 97502 541-621-2425	PROJECT DESCRIPTION: Twin Creeks Apartments and Townhomes	SHEET TITLE: Clubhouse & Typical Garage Elevations	<table border="1"> <thead> <tr> <th>NO.</th> <th>DESCRIPTION</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NO.	DESCRIPTION	BY	DATE																
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CONSTRUCTION ENGINEERING CONSULTANTS
910 BOX 1794, NEWBERRY, OREGON 97132
TEL: (503) 739-4388

DRAWN BY	D.C.	DATE	04/17
CHECKED BY	D.C.	DATE	04/17
DATE		DATE	
DATE		DATE	
DATE		DATE	

NO. REVISION	DATE	BY

CONSTRUCTION ENGINEERING CONSULTANTS
PROJECT NO.
DATE PLOTTED: 04/20/07

FINDINGS OF FACT

BEFORE THE PLANNING COMMISSION OF THE CITY OF CSNTRAL POINT OREGON:

IN THE MATTER OF AN APPLICATION FOR A)	
SITTE PLAN REVIEW OF PROPERTY IDENTIFIED AS	)	FINDINGS OF FACT
T37-R2W-03C TL 138 AND 37-R2W-03DC TL 3400	)	AND
PMCI, INC APPLICANT	)	CONCLUSIONS
<u>SCOTT SINNER CONSULTING, INC. AGENT</u>	)	OF LAW

I. BACKGROUND INFORMATION

Applicant:

PMCI, Inc
 353 Dalton St
 Medford, OR 97501
 Milo Smith milosmith@gmial.com
 Philip Smith Philips.pmci@yahoo.com

Agent:

Scott Sinner Consulting, Inc.
 4401 San Juan Dr. Suite G
 Medford, OR 97504
 541-601-0917
scottsinner@yahoo.com

Property1:

37 2W 03C TL 138
 Twin Creeks Development Co, L.L.C
 N Haskell St
 PO Box 3577
 Central Point OR 97502
 4.25 Acres
 Zoning MMR Medium Mix Residential (TOD)

Property 2:

37 2W 03DC TL 3400
 Twin Creeks Development Co, L.L.C
 N Haskell St
 PO Box 3577
 Central Point OR 97502
 5.26 Acres
 Zoning MMR Medium Mix Residential (TOD)

FINDINGS OF FACT

Project Summary:

This Site Plan Review application proposes the development of 245 dwelling units on two parcels in the Twin Creeks Development. The standards of the Twin Creeks Master Plan (TCMP) apply to this development proposal. The development is proposed in two phases.

Phase 1 is on TL 138 and proposes 100 dwelling units in 8 three story multifamily buildings, a Club House and pool for the benefit of the residents and extensive landscaping of the Haskell Street frontage as well as the internal parking and maneuvering areas. Phase 1 also provides a pedestrian walking plan consistent with the adopted Twin Creeks Master Plan.

Phase 2 is on TL 3400 and proposes a total of 145 dwelling units in 9 three story multi plex buildings. This phase features a large center square open space for the resident's enjoyment. A row of garages adjacent to the existing rail road tracks provides a sound and vision buffer from both the train traffic and the industrial activities on the west side of the tracks.

~~The applicant has submitted an application for a minor modification of a master plan. The modification would revise the Twin Creeks Master Plan to eliminate a minor walking path south of Griffin Creek and west of the existing railroad tracks.~~

~~The applicant asserts the location of this segment of the walking path creates a safety issue for the users of the path in an industrial area, adjacent to active tracks and screened from view by existing development and the existing developed sidewalk on N. Haskell provides a more direct and safer route for pedestrians.~~

The site plan proposes garages along the tracks to mitigate noise from the adjacent industrial uses and the tracks. The garages are proposed as accessory structures with a 3-foot setback to the property line for the most efficiency as noise and nuisance abatement. This request complies with the setback reduction elements of CPMC 17.60.030(A).

Approval Criteria

The applicants participated in a required pre-application conference with the City (PRE-17001). The pre-application summary identified relevant Central Point Municipal Code (CPMC) criteria relevant to the proposed site plan review

Per the Pre Application Report prepared by Staff:

Number: 1 Author: stephanieh Subject: Inserted Text Date: 6/6/2017 10:12:51 AM

This statement is incorrect and is hereby removed from the record. A Master Plan modification was submitted independently (File No. MP-17001) and is not included as part of this application.

FINDINGS OF FACT

Preliminary plans for the Project have been reviewed for compliance with the applicable standards and criteria set forth in Chapters 8.24, 17.65, 17.66 and 17.67. The following comments reflect the general nature of the preliminary submittal and therefore are not intended to be all inclusive.

Chapter 17.65 TOD DISTRICTS AND CORRIDORS

17.65.010 Purpose.

17.65.020 Area of application.

17.65.025 Special conditions.

17.65.030 Conflict with other regulations.

17.65.040 Land use--TOD district.

17.65.050 Zoning regulations--TOD district.

17.65.010 Purpose.

The purpose of the Central Point transit oriented development (TOD) district is to promote efficient and sustainable land development and the increased use of transit as required by the Oregon Transportation Planning Rule

The Oregon Transportation Planning Rule requires all mode of transportation are considered in a land use action.

The subject parcels are within the Twin Creeks Transit Oriented District. Water transportation facilities are not available at the site. Phase 2 of the development is adjacent to the railroad tracks; however, the development has no provision for any form of rail transportation. The site is proposed for multifamily development and there is no demand for rail freight, and the area does not have any passenger services utilizing rail.

The subject parcels are 3.35 miles from Rogue Valley International Airport and 1.3 miles from Interstate 5 and .4 miles from Highway 99.

The Twin Creeks Master Plan identifies proposed service routes from Rogue Valley Transit District (RVTD), however RVTD does not currently have Route 40 into the Twin Creeks area. The closest RVTD stop is 2nd and Manzanita .66 miles from the site with schedules service every ½ hour from 6:18 AM to 7:18 PM weekdays.

The Twin Creeks Master Plan provides extensive bicycle and pedestrian transportation activities with connected sidewalks, bike lanes and multiuse trails.

FINDINGS OF FACT

The proposed site plan implements the pedestrian and bicycle transportation plans.

~~The Master Plan indicates a minor pedestrian proposed for Phase 2. The applicant has requested a modification to the Master Plan to eliminate the path as shown on the TCMP for public safety reasons. The applicant asserts the existing developed sidewalks on N Haskell between Griffin Creek and Pine Street provide adequate pedestrian connectivity and a safer environment for the users of the route.~~¹

17.65.020 Area of application.

These regulations apply to the Central Point TOD districts and corridors. The boundaries of TOD districts and corridors are shown on the official city comprehensive plan and zoning maps.

A. A development application within a TOD district shall comply with the requirements of this chapter.

B. At the discretion of the applicant, a development application within a TOD corridor shall be subject to:

1. The normal base zone requirements as identified on the official zoning map and contained in this code; or

2. The TOD corridor requirements contained in this chapter.

17.65.025 Special conditions.

On occasion, it may be necessary to impose interim development restrictions on certain TOD districts or corridors. Special conditions will be identified in this section for each TOD district or corridor.

A. Eastside Transit Oriented Development District (ETOD) Trip Caps. Development within the ETOD shall be subject to the following schedule:

The subject properties are not in the area of the Eastside TOD.

17.65.030 Conflict with other regulations.

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

OK

17.65.050 Zoning regulations--TOD district.

Number: 1 Author: stephanieh Subject: Inserted Text Date: 6/6/2017 9:44:05 AM

This statement is incorrect and is hereby removed from the record. A Minor Master Plan modification (File No. MP-17001) was submitted independently of this Site Plan and Architectural Review application.

FINDINGS OF FACT

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.

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.

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.

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

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

F. Development Standards.

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

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.

Findings of Fact

The subject parcels are located within the area of the Twin Creeks TOD and subject to the standards of the Twin Creek Master Plan (TCMP). The parcels are within the MMR (TOD) zoning district. The relevant standards for development are identified in 17.65.050.

FINDINGS OF FACT

This application proposes multifamily housing in the MMR zoning district. According to 17.65.050 Table 1 Multifamily dwellings are a permitted use.

17.65.050 Table 2 provides the Density Standards, dimensional standards for the zoning district.

Referring to the Table 2, The minimum density for the zoning district is 14 units per acre and the maximum density is 32 units per acre.

Phase 1 is a 4.25-acre parcel. Development at the minimum density would be 59 dwelling units and at maximum density would be 136 units. The proposal is submitted at 100 unit and a density of 23.5 units per acre.

Phase 2 is a 5.26-acre parcel. Development at the minimum density would be 73 dwelling units and at maximum density would be 168 units. The proposal is submitted at 145 unit and a density of 27 units per acre.

The proposed development complies with the density standards of the Code.

Zoning Data

Table 1 TOD District Land Uses							
Use Categories	Zoning Districts						
	LMR	MMR	HMR	EC	GC	C	OS
<u>Residential</u>							
Dwelling, Multifamily							
Multiplex, apartment	P	P	P	L1	L1	N	N
Senior housing	L6	P	P	L1	L1	N	N

The application proposes apartments on each phase. The proposed use is consistent with the standards of Table 1 and the TCMP.

Table 2 provides the standards of the zoning district. The standards are identified as well as the applicability of the proposed application for each phase.

FINDINGS OF FACT

Table 2				
TOD District Zoning Standards				
Standard				
	Required	Phase 1	Phase 2	Complies
	MMR			
Density--Units Per Net Acre (f)				
Maximum	32			
Minimum	14	23.5	27	yes

The proposed site plan does not have land division component. The parcels were created under a prior land use action and are lot dimension standards of Table 2 are not applicable. The lots are pre-existing.

FINDINGS OF FACT

Table 2				
TOD District Zoning Standards				
Dimensional Standards				
	Required	Phase 1	Phase 2	Complies
Minimum Lot or Land Area/Unit				
Large single-family	NA	NA	NA	N/A
Standard single-family	NA	NA	NA	N/A
Zero lot line detached	2,700 SF	NA	NA	N/A
Attached row houses	1,500 SF			N/A
Multifamily	NA	NA	NA	N/A
Average Minimum Lot or Land Area/Unit				N/A
Large single-family	NA	NA	NA	N/A
Standard single-family	NA	NA	NA	N/A
Zero lot line detached	3,000 SF	NA	NA	N/A
Attached row houses	2,000 SF			N/A
Multifamily	NA	NA	NA	N/A
Minimum Lot Width				N/A
Large single-family	NA	NA	NA	N/A
Standard single-family	NA	NA	NA	N/A
Zero lot line detached	30'	NA	NA	N/A
Attached row houses	22'			N/A
Multifamily	NA	NA	NA	N/A
Minimum Lot Depth	50'	NA	NA	N/A

The proposed site plan was developed to comply the following dimensional standards. Phase 1 is encumbered with several significant easements for existing urban facilities. The size and orientations of these existing facilities constrain the design.

FINDINGS OF FACT

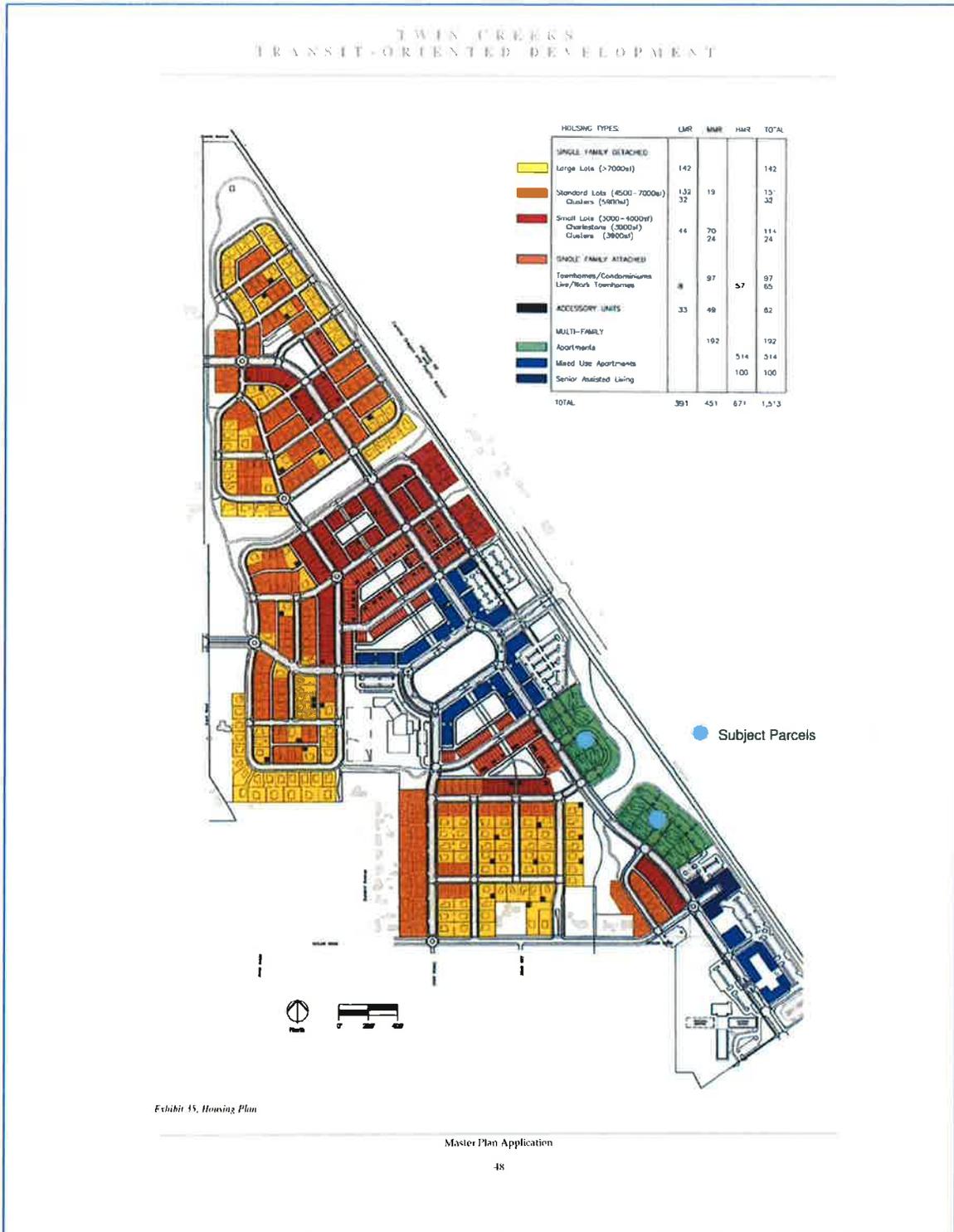
Table 2 TOD District Zoning Standards				
Building Setbacks				
	Required	Phase 1	Phase 2	Complies
Front (min./max.)	10'/15'	15'	15'	yes
Side (between bldgs.) (detached/attached)	5' detached 0' attached (a)(c)	Over 5'	Over 5'	yes
Corner (min./max.)	5'/10'	10'	10'	yes
Rear	15'	15'	15'	yes
Garage Entrance	(d)	off street	off street	yes
Maximum Building Height	45'	37' ₁	37' ₂	yes
Maximum Lot Coverage (g)	80%	25%	33% ₃	yes
Minimum Landscaped Area (i)	20% of site area	29%	27% ₄	yes

The TCMP requires Apartments as the only housing type on the subject parcels.

Table 2 TOD District Zoning Standards		
Housing Mix		
Required housing types as listed under Residential in Table 1.	< 16 units in development: 1	
	16--40 units in development: 2	
	> 40 units in development: 3 or more housing types (plus approved	TCMP requires apartments

-
- ☒ Number: 1 Author: stephanieh Subject: Inserted Text Date: 7/5/2017 5:33:29 PM
Revised to 34-ft as illustrated on the Building Elevations
-
- ☒ Number: 2 Author: stephanieh Subject: Inserted Text Date: 7/5/2017 5:32:57 PM
Revised to 34-feet as illustrated on the Building Elevations.
-
- ☒ Number: 3 Author: stephanieh Subject: Inserted Text Date: 6/6/2017 10:12:37 AM
This appears to be a mathematical error and is hereby amended as provided below. Per the site plan for Phases 1 and 2, there is 47,301 s.f. (75.4%) and 75,334 s.f. (72.5%) of lot coverage area, respectively.
-
- ☒ Number: 4 Author: stephanieh Subject: Inserted Text Date: 6/6/2017 10:12:22 AM
This appears to be a mathematical error and is hereby amended as provided below. Per the site plan for Phases 1 and 2, landscaped area provided is 55,292 square feet (25.6%) and 63,005 s.f. (27.5%), respectively.

FINDINGS OF FACT



Conclusions of Law

The Planning Commission can conclude the proposed application is consistent with the standards of CPMC 17.65 for TOD Districts and Corridors.

Approval Criteria

Chapter 8.24

FLOOD DAMAGE PREVENTION

8.24.190 Site improvements and subdivisions.

A. All proposed new development and subdivisions shall be consistent with the need to minimize flood damage and ensure that the building sites will be reasonably safe from flooding as set forth in Section 8.24.050. The test of reasonableness is a local judgment and shall be based on historical data, high water marks, photographs of past flooding, etc.

B. Building lots shall have adequate buildable area outside of the regulatory floodway and the special stream setback set forth in Section 8.24.230, which shall be preserved as an open space by easement.

C. New development proposals and subdivision development plans, including tentative plat and approved engineered drawings and as-builts, shall include the mapped flood hazard zones from the effective FIRM, including the regulatory floodway, if applicable, and estimated BFEs at each parcel.

D. Subdivisions shall be created and designed to minimize risk of damage to property and potential loss of life from flooding, and minimize the disturbance of floodplain riparian zones by locating infrastructure and lots outside the SFHA and preserving as open space by easement. When a subdivision proposal includes improvements that encroach into the SFHA, the applicant shall demonstrate that adverse impacts to existing and anticipated future development, in the form of increased flood elevations, flood velocity, floodplain extent and floodway extent, are avoided or mitigated by providing the following information:

- 1. Engineered grading plan.*
- 2. Floodplain encroachment analysis certified by a registered professional civil engineer that identifies the cumulative impacts of the proposed encroachments, including fill and new construction, on the flooding source (i.e., stream) and all associated insurable structures, on the SFHA boundaries, BFE, and regulatory floodway, if applicable.*

FINDINGS OF FACT

3. CLOMR from FEMA.

E. Where BFE data has not been provided or is not available from another authorized source, the applicant shall provide a hydrologic and hydraulic engineering analysis that generates BFEs for all subdivision proposals and other proposed developments, at least one acre or four lots in size (whichever is less).

F. New development and subdivisions shall have public utilities and facilities such as sewer, gas, electric and water systems located and constructed to minimize flood damage.

G. On-site waste disposal systems shall be prohibited.

H. Subdivisions and manufactured home parks shall have adequate drainage provided to reduce exposure to flood hazards as provided in Section 8.24.240. In AO and AH zones, drainage paths shall be provided to guide floodwater around and away from all proposed and existing structures. (Ord. 1947 §1(part), 2011).

The proposed Site Plan for Phase 1 identifies the extent of the mapped flood way impacting the site. The CPMC requires a 25-foot setback from a mapped flood way. The site improvements are proposed to be consistent with the flood prevention standards.

The development proposal does not include a land division and there is no tentative plat submitted with this application. The site plan includes the 25' setback line for the floodway. The conceptual grading and utility plans are proposed with consideration to areas susceptible to flood impacts.

Upon approval of the proposed site plans, the design team will prepare construction documents with all required flood hazard information. The construction documents will be submitted to the City for a technical review and approval prior to the start of construction.

The proposed plan does not utilize on site waste disposal systems, the dwelling units will be connected to the public sanitary sewer facilities.

Chapter 17.66

APPLICATION REVIEW PROCESS FOR THE TOD DISTRICT AND CORRIDOR

17.66.010 Purpose.

FINDINGS OF FACT

17.66.020 Applicability.

17.66.030 Application and review.

17.66.040 Parks and open spaces.

17.66.050 Application approval criteria.

17.66.060 Conditions of approval.

17.66.070 Approval expiration.

The subject properties are within the Twin Creeks Master Plan Area. Page 9 of these findings located the site on the Master Plan. The standards for the TOD District apply to this application. The size of the project requires a Type 3 site plan review.

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.

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

FINDINGS OF FACT

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

The applicant has submitted the proposed development on a single application. The basis for a single application is as follows:

- One common plan for development. The proposed development consists of two phases that are part of one common plan for development (i.e. shared amenities between the phases, including the clubhouse, maintenance facilities, recreational trails). Although the intervening open space lot is intended for public benefit, it provides a visual amenity to both phases of the project and has been considered in the overall site layout and design. ;
- Intervening lot purpose is to restore and preserve a natural feature. The lot separating the properties is for the sole purpose of restoring and preserving a natural feature (i.e. Griffin Creek).
- Proposal is consistent with a City-approved Master Plan. The proposed use and the existing open space designation is part of and consistent with the Twin Creeks Master Plan;
- The proposed development is on lots within the same zoning designation. The lots for Phase 1 and 2 are within the same zoning district (i.e. Medium Mix Residential);
- The project is not separated by a street. The lots are not separated by a street as defined in CPMC 17.08; and,
- Same Ownership. All three (3) lots are under the same ownership at the time of application. The properties are currently owned by Twin Creeks Development Company, LLC,

This application is a Type 3 Site Plan Review. The use proposed is multifamily housing consistent with the MMR zoning district. The proposed density for each Phase is consistent within the requirements of 14 to 32 units per acre.

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 does not include a land division. The existing parcel configuration is adequate for the proposed development.

FINDINGS OF FACT

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

The proposed application will develop multifamily dwelling units and the TCMP identified apartments as the housing type. The application proposing apartments is consistent with the TCMP and Apartments are a permitted use in the zoning district. A Conditional Use Permit is not required to approve the proposed application.

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).*

The development proposed with this application is consistent with the TCMP. Both phases proposed multifamily apartment buildings. This housing type is consistent with the TCMP exhibit on page 9 of these findings. This exhibit also provides the site location map with the sites indicated.

The MMR TOD zoning district allows housing densities from 14 units per acre to 32 units per acre. Phase 1 is proposed at 23.5 units per acre and Phase 2 is proposed at 27 units per acre. The proposed density is within the standards of the zoning district.

All properties within 100 feet of the site are within the TCMP area.

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.*

FINDINGS OF FACT

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.

Both parcels are on street frontages with full street sections and have direct access to Category A facilities. A conceptual grading and utility plan is attached with this application as required for this Code section.

Phase 1 has an existing sanitary sewer trunk line and easement running diagonally through the parcel from the south west to the north east. An irrigation easement is identified on the site plan. The easement is for an underground facility and a maintenance access easement for the irrigation facility. The site is designed around these easements.

Offsite water lines will be tapped and brought on to the site. A public water line and the necessary easements will supply fire hydrants. The public lines will be tapped and private domestic water supply system will be provided to each structure.

Sanitary sewer and storm water plans are identified on the conceptual utility plan. Upon approval, the civil engineer will prepare construction documents for all infrastructure. These plans will be submitted to the City for technical review and consistency with all master plans.

Phase 1 is adjacent to Griffin Creek on the south and north property lines. A portion of the site is within the defined floodway and subject to a 25-foot floodway setback. The site design was developed to be consistent with all elements and requirements of the CPMC with respect to development in flood hazard areas.

Phase 2 is adjacent to Griffin Creek on the north property line. This phase is not within the floodway.

A site utility and grading plan is also attached to the application and provides a conceptual utility layout. Upon approval of the site plan review, the civil engineer for the project will design construction documents for review and approval by the City. The design of the infrastructure for all utilities will minimize risk of flood damage.

An irrigation easement is identified on Phase 1. The easement includes the irrigation facility and access for maintenance of the facility.

FINDINGS OF FACT

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.

The approved Twin Creeks Master Plan identified Apartments on the proposed sites. The approval of the master plan included a review of the proposed traffic impacts. Of apartments on the subject properties.

The TIA provided with the Master plan contemplated development of the subject parcels at the maximum density of the MMR zoning district, which is 32 units per acre.

The adoption of the TCMP considered a maximum of 304 dwelling units at 32 units per acre for the proposed parcels. This application proposes 245 dwelling units. The traffic impact of the development contemplated in the Master plan is 304 x 6.86 Average Daily Trips (ADT) for apartments equals 2,085 ADT for the parcels. The application proposes 245 dwelling units at 6.86 ADT per DU for a total of 1,680 ADT.

The development proposed with this application reduces the traffic impact considered in the TCMP by 408 ADT.

4. Site Plan. A plan and narrative addressing Section 17.67.050, Site design standards.

17.67.050 Site design standards.

The following standards and criteria shall be addressed in the master plan, land division, and/or site plan review process:

- A. Adjacent Off-Site Structures and Uses.*
- B. Natural Features.*
- C. Topography.*
- D. Solar Orientation.*
- E. Existing Buildings on the Site.*
- F. New Prominent Structures.*
- G. Views.*

FINDINGS OF FACT

H. Adjoining Uses and Adjacent Services.

I. Transitions in Density.

J. Parking.

K. Landscaping

L. Lighting.

M. Signs.

A. Adjacent Off-Site Structures and Uses.



The subject parcels are within the TCMP area. The property contiguous to the north is vacant in the EC TOD zoning district. The property to the north west is vacant within the HMR TOD zoning District.

The property to the east and south is vacant and owned by Twin Creeks Development Co, L.L.C. The parcel contains Griffin Creek and will remain undeveloped.

Directly west, across the N. Haskell right of way from Phase 1 is MMR TOD zoning developed with attached row houses and some OS park spaces.

The properties to the north and north west are owned by Twin Creeks Development Co, L.L.C. The parcels contain Griffin Creek and will remain undeveloped. The north-east property line abuts the railroad right of way.

The abutting property to the east is a bin manufacturing plant within the HMR TOD zoning district. A portion of the subject parcel is fenced and being used for RV storage by the current owner.

FINDINGS OF FACT

North Haskell is fully improved with all urban facilities and the approved street section, curb to curb. The ROW landscaping and sidewalks adjacent to Phase 1 will be developed with Phase 1, The sidewalks and landscaping adjacent to Phase 2 will be developed with Phase 2.

Upon site plan review approval, the applicant will commence the design of the infrastructure according to the current standards. The plans will be submitted to the City for review and compliance with the standards.

B. Natural Features.

Both parcels do not contain any significant trees. Griffin Creek flows between the two parcels. Phase 1, north of the Griffin Creek channel, does have portions of the parcel impacted by the floodway of Griffin Creek. The site plan design includes the identified flood hazard areas and the design includes the measures prescribed by the CPMC.

The TCMP has designated the parcel between the two phases as an open space. The property is subject to a conservation / preservation easement.

C. Topography.

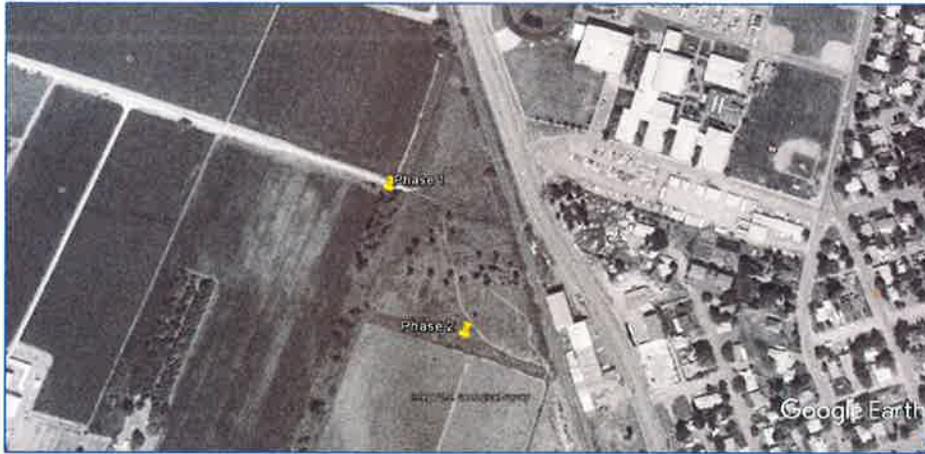
Flat, Flat, Flat. Griffin Creek flows between the two subject parcels and is within a single parcel. The creek corridor area was specifically identified for preservation and adequate separation was provided in the land division process to protect the stream and the stream banks.

The subject parcels are basically flat with a slight slope to the creek. Both subject parcels appear to have been graded and leveled for historical agricultural uses. Imagery from 1994 depicts a channelized Griffin Creek.

The development of the Twin Creeks restored and enhanced Griffin Creek and the conservation / preservation easements and master plan status will insure protection of the feature.

The proposed development complies with all streamside setbacks established to protect and enhance Griffin Creek as well as protecting the development and residents from the dangers of flooding.

FINDINGS OF FACT



1994



2005



2016

FINDINGS OF FACT

D. Solar Orientation.

Both Phases of the development considered solar orientation in the design process. The siting objectives of this section were utilized and considered with other site constraints and existing easements. CPMC standards for building orientation adjacent to a right of way and natural features (Griffin Creek) constrained the sites. The sites, particularly Phase 1 are further encumbered with existing sanitary and irrigation easements. The structures were sited with the solar orientation in the code as much as possible given all the site constraints and density requirements.

The common areas and open spaces were strategically sited for solar access and the cooling summer winds and reduced shadow impacts, particularly in winter, on adjacent buildings and outdoor spaces.

E. Existing Buildings on the Site.

Both subject parcels are currently vacant. The proposed architecture of the buildings has been designed to be compatible with other existing buildings in the neighborhood, featuring articulations, porches, gables, recesses, and attractive materials and paint scheme.



The proposed development is medium density housing build to a density of 23 and 27 units per acre. The proposed architectural style is 3 story wood frame construction.

The closest existing buildings are across N Haskell from Phase 1 as seen in the photograph below.

FINDINGS OF FACT



The senior housing development pictured below is across N. Haskell from Phase 2. This is a three story building with architectural styles compatible with the proposed development.



The front elevations of proposed buildings will be sited within the CPMC setback range for the TCPM. These setbacks provide an attractive front elevation of the buildings and adequate area for an attractive landscape design to provide an attractive streetscape for both pedestrians and vehicles traveling through the area.

F. New Prominent Structures.

FINDINGS OF FACT

This application proposed apartments consistent with the TCMP requirements for the housing type and the zoning district. There are no public or civic buildings proposed with this application.

G. Views.

Both phases of the development propose apartments as the housing type. The buildings share an architectural theme designed to meet the standards of the CPMC and the TCMP and meet the density requirements of the MMR TOD zoning district.

The buildings proposed are three story wood frame structures. The multi-plex buildings vary from 6 dwelling units to 18 dwelling units. The use of these multiplexes provides space between buildings for views, landscaping and pedestrian access to the sites.

The configuration of the buildings on the sites preserves views in the vicinity and reduces massing while achieving the targeted densities of the zoning district.

H. Adjoining Uses and Adjacent Services.

One of the primary design objectives of the development was to create an attractive streetscape to be compatible with existing uses and development in the vicinity. The N. Haskell frontage of both phases provides an attractive streetscape with landscaping and spacing between the buildings to reduce massing of a medium density development.

The common amenities of the development to be used by the residents of this development are internally located to reduce impacts to the surrounding developments and residents.

The TCMP considered the impacts of uses and compatibility when designing the master plan, the zoning districts and the intensity of adjacent uses.

The subject properties are within the MMR TOD zoning district. The properties are abutting the same, or more intensive zoning districts or open space zoning districts. The master planning has reduced the potential for conflicting adjacent uses and buffering requirements.

Both Phases use a single access from N. Haskell for access to the developments. This creates an attractive streetscape and screens the parking areas and the common amenities to be used by the residents of this development.

FINDINGS OF FACT

The site facilities for storage and maintenance equipment is purposely located away from public view. The mail boxes for the development comply with the standards of the CPMC.

I. Transitions in Density.

The TCMP and the CPMC adequately provided standards to implement transitions in density and intensity of uses. The subject parcels were master planned for apartments as the only permitted housing type. Additionally, the properties are only abutting the same or more intensives zoning districts and designations or open spaces.

The height of the propose buildings are within the range permitted in the Code.

J. Parking.

The parking proposed for the development complies with the standards for the CPMC and the TCMP. The location of parking is internal to the development with no parking between the structures and the public street frontages.

Phase 1 has 100 dwelling units and provides a total of 168 total parking spaces. Phase 2 has 145 dwelling units and provides 222 total spaces. The total parking supplied is 1.6 spaces per dwelling unit.

The parking is dispersed and landscaped throughout the sites to limit distances to the dwelling units minimize the areas dedicated to parking and maneuvering.

K. Landscaping.

The proposed landscape plan meets or exceeds all standards of the CPMC and the TCMP. The N. Haskell street frontages provide street trees and landscape areas to provide the desired streetscape envisioned with the master plan.

Phase 1 includes the pedestrian path with prescribed landscape border described in the TCMP. The north-west corner of Phase 1 is encumbered by the 25' floodway setback. A grasscrete fire department turnaround is provided to ensure public safety and meet the requirements for the Floodway setback.

The south and west boundaries of Phase 1 are adjacent to Griffin Creek greenway and the location of the buildings and the open spaces are designed to provide as much unobstructed view to the creek as possible.

Number: 1 Author: stephanieh Subject: Inserted Text Date: 7/5/2017 5:39:52 PM

A revised site plan was submitted on June 7, 2017 in response to public testimony that off-street parking is inadequate. The parking plan modification illustrates 251 off-street parking spaces. It should be noted that the Parking Summary states there are 252 spaces but this is incorrect and is hereby corrected as noted above.

FINDINGS OF FACT

Phase 2 borders Griffin Creek on the north border and the development provides views and pedestrian access to the areas bordering the Creek. The western boundary of Phase 2 is adjacent to the railroad tracks and industrial development on the west of the tracks.

The site plan proposes garages along the tracks to mitigate noise from the adjacent industrial uses and the tracks. The garages are proposed as accessory structures with a 3-foot setback to the property line for the most efficiency as noise and nuisance abatement.

L. Lighting.

Pedestrian scale lighting is proposed for sight and right of way lighting to comply with the CPMC and the TCMP.

M. Signs.

The site plans indicate the location reserved for a ground mounted sign at the south side of each access off N. Haskell. The actual design of the signs will be submitted to the City for review to comply with the standards for signage contained in the Code.

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.

Applications shall be submitted as required in Chapter 17.05. (Ord. 1971 §4 (Exh. C) (part), 2013; Ord. 1815 §1(part), Exh. B(part), 2000).

Application summary and Conclusions

The Planning Commission can conclude the proposed site plan application for Smith Crossing at Twin Creeks, Phase 1 and Phase 2 is consistent with all design requirements of the Central Point Municipal Code and the Twin Creeks Mast Plan.

FINDINGS OF FACT

The application meets the standards for a site plan review ~~with a request to modify an approved plan~~ the requirements for development in a flood hazard and all elements for the development of the proposed 245-unit development.

On behalf of the application, I respectfully request the approval of the application.

Regards,

Scott Sinner

Scott Sinner Consulting, Inc.

Number: 1 Author: stephanieh Subject: Inserted Text Date: 6/6/2017 10:15:32 AM

This statement is incorrect . A Minor Master Plan modification was requested independent of this application. The Master Plan Modification (File No. MP-17001) was approved to eliminate Minor Pedestrian Accessway from North Haskell Street to West Pine Street, which would have impacted Phase 2 of the proposed development.

January 6, 2017

As a Twin Creeks neighbor, we would like to invite you to a neighborhood meeting to review plans for our new multifamily development located on North Haskell Street.



The meeting will be Friday January 27th at 6:00 PM at:

Twin Creeks Retirement Center
888 Twin Creeks Xing,
Central Point, Oregon 97502

We will be available to discuss the project and answer your questions.

Thank you and we look forward to meeting you.

Milo Smith

Scott Sinner





TWIN CREEKS DEVELOPMENT CO., LLC

PO Box 3577
Central Point, OR 97502

Phone (541) 665-5401
Fax (541) 665-5402

May 22, 2017

Tom Humphrey, Community Development Director
City of Central Point
140 South 3rd Street
Central Point, OR 97502

Dear Tom:

The purpose of this letter is to request a clarification of the Twin Creeks TOD Master Plan relative to Exhibit 3, Circulation Plan specifically for the following properties:

- 37S 2W 03CA Tax Lot 1500 – Zoned Employment Commercial (EC)
- 37S 2W 03C Tax Lot 138 – Zoned Medium Mix Use Residential (MMR)

We would like shared access to be limited to use by emergency vehicles between these lots, which will be controlled by a fire access gate or other similar device. The basis of this request is that the Master Plan does not articulate a clear requirement for private shared access other than to illustrate a conceptual connection in Exhibit 3. If required to allow unlimited shared access, there are concerns that commercial traffic generated by a future land use on Tax Lot 1500 would be incompatible with and cause a safety hazard to future residents of the medium residential multifamily development on Tax Lot 138. By limiting access to emergency vehicles only, concerns about resident safety will be addressed.

If this clarification is deemed acceptable, access to Tax Lot 1500 will be limited to the intersection of Boulder Ridge Drive and Twin Creeks Crossing. As shown on Exhibit 3, this intersection is restricted to right-in/right-out turning movements due to its proximity to the rail crossing. We understand that limited access conditions will require a Traffic Impact Analysis for any potential future development. This may pose a challenge to future development and use of the site, which is acceptable to Twin Creeks Development, Co.

We request that the City accept this letter and justification as clarification that the internal circulation be provided for emergency vehicle access only. Pending approval of this request, Twin Creeks Development Co., current owner of the subject properties, agrees to record a shared access agreement reflecting the approved clarification.

If you have any questions, let me know.

Sincerely,

Bret Moore

Twin Creeks Development Co., LLC

Smith Crossing at Twin Creeks

To: Stephanie Holtey
From: Milo Smith
CC: Scott Sinner
Date: 5/30/17
Re: Smith Crossing at Twin Creeks Bike Parking

Comments: Each unit's patio or deck will accommodate one bike parking spot. Residents will secured their bikes to a 6 x 6 post on each patio or deck.

Phase 1 Bike Parking

Patio bike parking spaces	100
Clubhouse/pool bike parking	3
Community garden bike parking	2

Phase 2 Bike Parking

Patio bike parking spaces	145
Large open space bike parking	4

Thank You

Jackson County Fire District 3

8383 Agate Road
White City, OR 97503-1075
(541) 826-7100 (Office)
(541) 826-4566 (Fax)
www.jcfd3.com



Plan Review Comments

Project # MP 17001
Smith Crossing at Twin Creeks
North Haskell St
Central Point, OR. 97502

A plan review was conducted for the Smith Crossing at Twin Creeks Apartment buildings. This is for both phase one and two. A site inspection will be needed to ensure compliance will all applicable codes. We have no concerns with access and water supply at this time. Provided are comments and concerns for planning purposes only. Plan review comments will be given at a later date when full sets of plans are available.

Plan review completed by: DFM Mark Northrop

This plan review is conducted utilizing the 2014 Oregon Fire Code as amended an adopted by JCFD3. The issuance or granting of a permit shall not be construed to be a permit for, or an approval of, any violation of any provision of applicable codes and standards. Permits presuming to give authority to violate or cancel the provisions of a code, ordinance, or standard shall not be valid. The approval and issuance of a permit based on construction documents and other data shall not prevent the fire code official from requiring the correction of errors in the construction documents or data. Review and approval by the fire code official shall not relieve the applicant of the responsibility of compliance with applicable codes, ordinances, and standards.

Item #	Noncompliance	Reference	Corrective action	date corrected	date approved
1	Access. Phase II has a single access point which is allowed by OFC if ALL buildings are sprinklered to NFPA 13 or 13R	OFC appendix D106.1	For future reference. This would require the storage/garage units to be sprinklered.		
2	Juniper are fire prone plants.	Firewise Standards	Please use caution when planting these items in groups or near buildings.		
3					
4					
5					
6					
7					
8					
9					

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



Building Department
Derek Zwagerman, P.E., Building Official

May 9, 2017

Stephanie Holtey, CFM
Community Planner II
City of Central Point

RE: SPAR-17002 – Smith Crossing at Twin Creeks

Building Department Comments

The site plan accessible parking spaces are less than required by the Oregon Structural Specialty Code (OSSC) Table 1106.1.

No other comments for compliance with the OSSC, can be determined at this time.

A handwritten signature in black ink, appearing to read "Derek Zwagerman".

Derek Zwagerman, P.E.
Building Official



PUBLIC WORKS STAFF REPORT

May 19, 2017

AGENDA ITEM (Land Use File: SPAR-17002):

Site Plan and Architectural 245-unit multifamily development to be constructed in two (2) phases.
Applicant: Chuck and Milo Smith

Traffic:

The apartments proposed were part of the original Twin Creeks Traffic Impact Analysis (TIA). The original TIA had a list of improvement projects to facilitate multi-modal transportation. The only remaining project still left to be completed is the Twin Creeks Rail Crossing. The crossing project is anticipated to start work in September and conclude in April of 2018.

There originally was a trip cap associated with Twin Creeks that will be lifted when the rail crossing project is complete. Public Works has reviewed the Applicant's construction schedule to ensure that additional traffic issues associated with West Pine and Haskell are not exaggerated by the apartment project, and to confirm that units will not be occupied until May 2018.

As provided in the table below, the Twin Creeks Rail Crossing is scheduled to be complete at least 6 months prior to completion of Phase 1. Even if there is a delay in the rail crossing, there are enough trips available to accommodate all proposed development in Phase 1 but not Phase 2. Although further delays in the rail crossing are unlikely, Phase 2 is subject to the trip cap per Condition No. 1 below.

Twin Creeks Rail Crossing	Smith Crossing
Project Bid Opening – August 10 th	Start Phase 1 Underground Work – July 2017
Start of Construction – September 2017	Start Phase 1 Construction – December 2017
Project Completion – April-July 2018	Start Phase 2 Underground Work – Summer 2018
	Complete Phase 1 Construction – December 2018
	Start Phase 2 Construction – December 2018
	Complete Phase 2 Construction – April 2019

Existing Infrastructure:

Water: Both sites are services by 8" stub outs.
Streets: North Haskell is a two lane collector that is fully improved, except for sidewalks and landscape row adjacent to tax lot 138.
Storm water: Both sites are serviced by 12-24" stub outs.

Conditions of Approval:

- Trip Cap - Prior to building permit issuance for any building in Phase 2, the Twin Creeks Crossing project shall be complete per the Twin Creeks Master Plan implementation plan and trip cap.
- Street Improvements – Prior to Public Works Final Inspection for Phase 1, the Applicant shall construct sidewalks and landscape rows consistent with Public Works Standards and Specification per drawing ST-20 2 Lane Collector Street.

Stephanie Holtey

From: Tom Humphrey
Sent: Thursday, June 01, 2017 4:19 PM
To: Sandy E. Martin
Cc: Chris Clayton; 'sbd@medfordlaw.net'; Stephanie Holtey
Subject: RE: Twin Creeks Crossing new apartments
Attachments: Letter to Sandy Martin 6-1-17.pdf; image001.png

Sandy,

Thank you for your inquiry. I have attached a letter to address your concerns and questions more specifically.

Sincerely,

Tom Humphrey

From: Sandy E. Martin [mailto:semartin@retirement.org]
Sent: Wednesday, May 31, 2017 4:00 PM
To: Tom Humphrey
Cc: Chris Clayton
Subject: Twin Creeks Crossing new apartments

Tom,
It was with much surprise and concern that we heard about the development of the 140 new apartments that will be going into the Twin Creeks Crossing subdivision. When we built our home 12 years ago in that subdivision, we carefully reviewed the PUD as we were one of the first houses in our phase, we wanted to make sure that subdivision would meet our family's needs for years to come. Obviously the addition of 140 rental units at the entrance to our subdivision was not on that original PUD. There was a much smaller number of higher density rental units on top of commercial dwellings, similar to the 4 Oaks salon building in downtown Central Point.

This is of substantial concern for us as we feel that the increased traffic and sheer number of rental units will negatively impact our home value and neighborhood livability. Therefore, we are hoping you can answer the following questions. Did the zoning change to accommodate these rental units? Was the PUD modified to accommodate these rental units? Is there a requirement to notify homeowners of such a development? If so, how was this notification delivered and to whom? Was a traffic study done prior to the approval of this project? Was there an impact study done prior to this approval? Is there an appeal process? And if so, what is it?

We have reviewed your website and were unable to locate the minutes to the meeting where this was approved. Please provide us a copy of those minutes.

Thank you in advance for your attention to our questions and requests for information.

Sincerely,

David and Sandy Martin

Sandy Martin, VP of Community Outreach
P: 541-857-7213 · C: 541-821-7238

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



Community Development
Tom Humphrey, AICP
Community Development Director

June 1, 2017

Sandy Martin, VP of Community Outreach
Pacific Retirement Services
1 West Main St., Ste. 303
Medford, Oregon 97501

Dear Sandy,

I am in receipt of your email message and I appreciate your interest in the apartments that are being considered as part of the Twin Creeks Transit-Oriented Development (TOD) Master Plan. The Twin Creeks Master Plan was adopted by the City Council in 2001 and has gradually been *building out* since that time. Multi-Family Apartments have always been part of the plan and no new zone changes have taken place to facilitate the construction of these units. I have enclosed excerpts (pages 57 & 58) from the Master Plan to illustrate the location, zoning and concepts from 2001. You are correct in your understanding that there will also be townhomes and apartments associated with the mixed-use development that is located in and around the Twin Creeks Park.

The development being proposed consists of a total of 245 units to be built in two phases (one of 100 units and the other of 145 units) on the north and south sides of Griffin Creek and east of Haskell Street. Housing types consist of 1 and 2 bedroom apartment flats and 2 and 3 bedroom townhouse style units. The planning commission agenda, staff report and details for this proposal can be found on the City's website at the following link, <http://www.centralpointoregon.gov/cd/project/smith-crossing-twin-creeks>.

A traffic analysis was conducted for the Twin Creeks Master Plan at its inception and it became the basis for the various public improvements that have been constructed over the years. These include the signal at Hamrick & Pine Streets, the Pine Street Railroad Crossing improvements, the extension of Haskell with the bridge over Griffin Creek, the bridge over Jackson Creek that connects with Grant Road and the Twin Creeks Railroad Crossing. The Twin Creeks Railroad Crossing is the last of the public improvements to be constructed as part of the master plan and work on this project has been budgeted and is scheduled to begin this summer.

The current proposal that the City is considering was evaluated as a pre-application in March, was submitted to the planning department in April and is scheduled for a public hearing next week, June 6th at the City Planning Commission. The property owners actually conducted a public meeting of their own in January at Twin Creeks Retirement and invited neighbors to attend. The community response was modest. The City is required to notify property owners within 100 feet of the project site as part of the land use planning process and those notices were sent out in early May.

The planning commission meeting next Tuesday is quasi-judicial in nature and is open to the public. The applicant and members of the public will be allowed to address the commission and there is an appeal process for what are considered Type III decisions,
<http://www.codepublishing.com/OR/CentralPoint/#!/CentralPoint17/CentralPoint1705.html#17.05.550>.

I hope that this answers your questions. You are always welcome to come in and look through the project file, the staff report and conditions, site plans and the comments received from other agencies.

Sincerely yours,

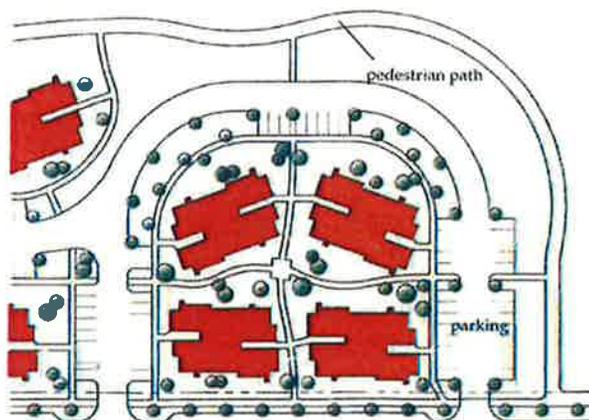
A handwritten signature in black ink, appearing to be 'Tom Humphrey', with a long, sweeping horizontal line extending to the right.

Tom Humphrey AICP
Community Development Director
City of Central Point
541-423-1025

Enclosure

cc. Chris Clayton, City Manager
Sydnee Dreyer, City Attorney
Stephanie Holtey, Community Planner II

**MULTI-FAMILY
Apartments**



Site Plan



*Elevation
Entry view*



Section



Residential units on all levels.



Path to building entries.



Typical balcony and patio.

This apartment building prototype is located in the Medium Mix Residential (MMR) zone.

The building is typically three stories in height, with residential units on all levels.

Surface parking is provided to the side or rear of the buildings.

Zoning Code requirements:

- Multi-family land use:**
- Permitted in the MMR zone**
- Density units/net acre:** 16 – 32
- Minimum land area/unit:** 1,500 sq. ft.
- Average land area/unit:** 2,000 sq. ft.
- Building Setbacks:**
- Front** 10' – 15'
- Side** 0' (attached)
5 (detached)
- Corner** 5' – 10'
- Rear** 15'

- Maximum Building Height:** 45'
- Maximum Lot Coverage:** 80%
- Minimum Landscaped Area:** 20%
- Minimum Parking:** 1.5 spaces/unit
- With Transit:** 0.75 spaces/unit

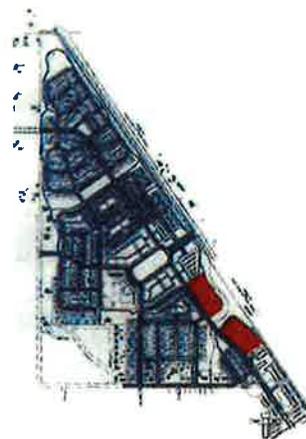
Key Concepts:

Informal placement of buildings creates contrast with urban parts of district.

Floor plans and window placement enhance privacy between units.

Patios and decks provide private outdoor spaces.

Ground floor units have direct access to exterior.

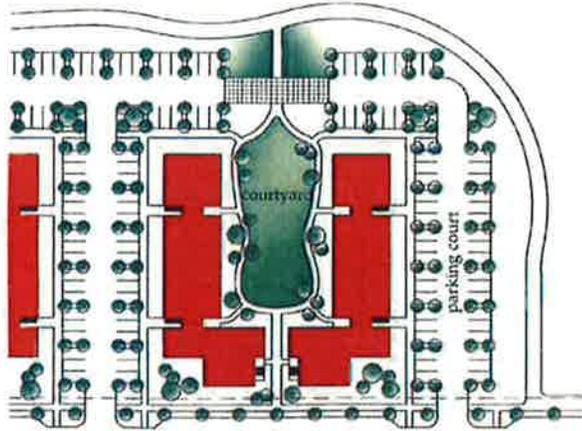


Location Plan

Prototype apartment as designed by Paul Franks Architects for Hampton Park, Jones Farm Development.

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

MULTI-FAMILY
Apartments



Alternative Site Plan

Alternative Plan

Key Concepts:

Well-landscaped parking areas soften transition between public and private realm.

Varied volumes articulate and break down overall building massing.

Roof forms provide visual interest and transition from adjacent lower density uses.

Multiple building entries create domestic scale and sense of "ownership".

Multiple courtyards provide opportunities for casual socializing, passive use, and active recreation.

Courtyards open onto community green-space, creating connection to the larger landscape and visually enlarging the courtyards.

Patios and decks provide private outdoor spaces.

Ground floor units have direct access to exterior, with street fronting units having access off the sidewalk.



Building massing and roof forms break down the scale of the development.



Monotonous facades and large building mass presents an intimidating front to the street.



Well landscaped parking courts.



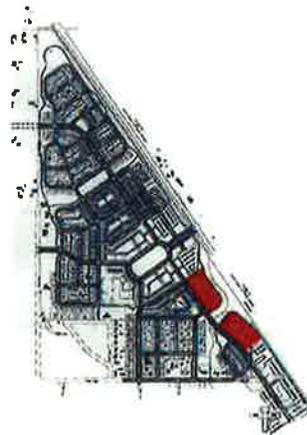
Ground floor entries are visible from the street and courtyard.



Pathways provide links to the courtyard and community green space.



Courtyard spaces for various activities.



Location Plan

**SUPPLEMENTAL FINDINGS
TRAFFIC IMPACT ANALYSIS/MASTER PLAN REQUIREMENTS**

The Planning Commission received written testimony requesting that the City require the applicant to conduct a traffic impact analysis. A Traffic Impact Analysis (TIA) was not required in conjunction with the subject application, as a TIA was previously conducted for the underlying Twin Creeks Master Plan (TCMP).

C.P.M.C. 17.66.010 provides for the “review procedures to be followed for development proposed within the TOD district . . .”. There are 4 types of applications which are subject to review within the Central Point TOD as follows:

“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.

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.

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.

4. **Conditional Use.** Conditional uses shall be reviewed as provided in Chapter 17.76, Conditional Use Permits.” C.P.M.C. 17.66.030.

To approve a master plan, an applicant must submit, in relevant part, a 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.”

C.P.M.C. 17.66.030B(3). In contrast, a Site Plan and Architectural Review Application does not require submission and approval of a TIA, rather it is subject to satisfaction of the following criteria, as applicable:

“1. The provisions of Chapter 17.72, Site Plan and Architectural Review, shall be satisfied; and

2. The proposed improvements comply 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.” C.P.M.C. 17.66.050B.

The City requires submission of a TIA at the time of Master Plan Approval, rather than upon development of an individual component of a previously approved Master Plan, so long as the individual components are consistent with the approved master plan. Similarly, the City does not require a new master plan in conjunction with a site plan application, so long as the site has been previously master planned, and the site plan is consistent with the prior master plan. The City finds this interpretation consistent with C.P.M.C. 17.05.090A which contains the general requirements for a TIA. In general, a TIA is required when a development application involves one or more of the following actions: a) a change of zone or plan amendment; b) an increase in site traffic volume by two hundred fifty ADT; c) an increase in peak hour movements to and from a state highway of 20% or more; or d) an increase in use of adjacent streets by vehicles exceeding the 20,000 pounds gross vehicle weights by 10 vehicles or more per day. As noted above, in reading 17.66 and 17.05.900 together, the City finds that the “development” requirement for a TIA is at the time the TOD Master Plan is approved. Subsequent development of segments of an approved Master Plan do not trigger a TIA so long as subsequent applications are consistent with the previously approved master plan.

Here, the TCMP was approved in 2001 for 230-acres of mixed-use development. At that time the applicant was required to submit a Traffic Impact Analysis (TIA) that evaluated the total number of trips to be generated by the Twin Creeks Development, and per that analysis, public agency comment, and public hearings the City adopted a trip cap to assure traffic generated by new development was completed in sync with specified street capacity.

Per the approved TCMP, the subject properties were approved as medium density multifamily residential, which would permit a maximum density of 32 units per acre, 304 units in total. The proposed application contains 245 units. Further as noted in the Applicant’s findings, the total traffic generated by the subject application is less than the total amount contemplated under the

TCMP. The City finds the proposed application is consistent with the approved uses and density under the approved TCMP.

As noted in the City's staff report and findings, at the time of this application, all street improvements have been made with the exception of the Twin Creeks Rail Crossing which is scheduled to be completed in 2018. Based on an analysis of existing and approved development projects in Twin Creeks, as well as the subject application, the City finds there is sufficient capacity to accommodate the proposed development in Phase 1, and construction of Phase 2 will be conditioned upon completion of the Twin Creeks Rail Crossing.

Conclusion: The proposed application is consistent with Chapters 17.66.030, 17.72 and 17.05.900 in that a Traffic Impact Analysis has been conducted and no additional traffic studies are required in conjunction with the subject application as the subject application is consistent with the approved master plan.