

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
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 Philip Smith Philips.pmci@yahoo.com

Agent:

Scott Sinner Consulting, Inc.
 4401 San Juan Dr. Suite G
 Medford, OR 97504
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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)

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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:

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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.

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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.

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.

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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.

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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.

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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.

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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.

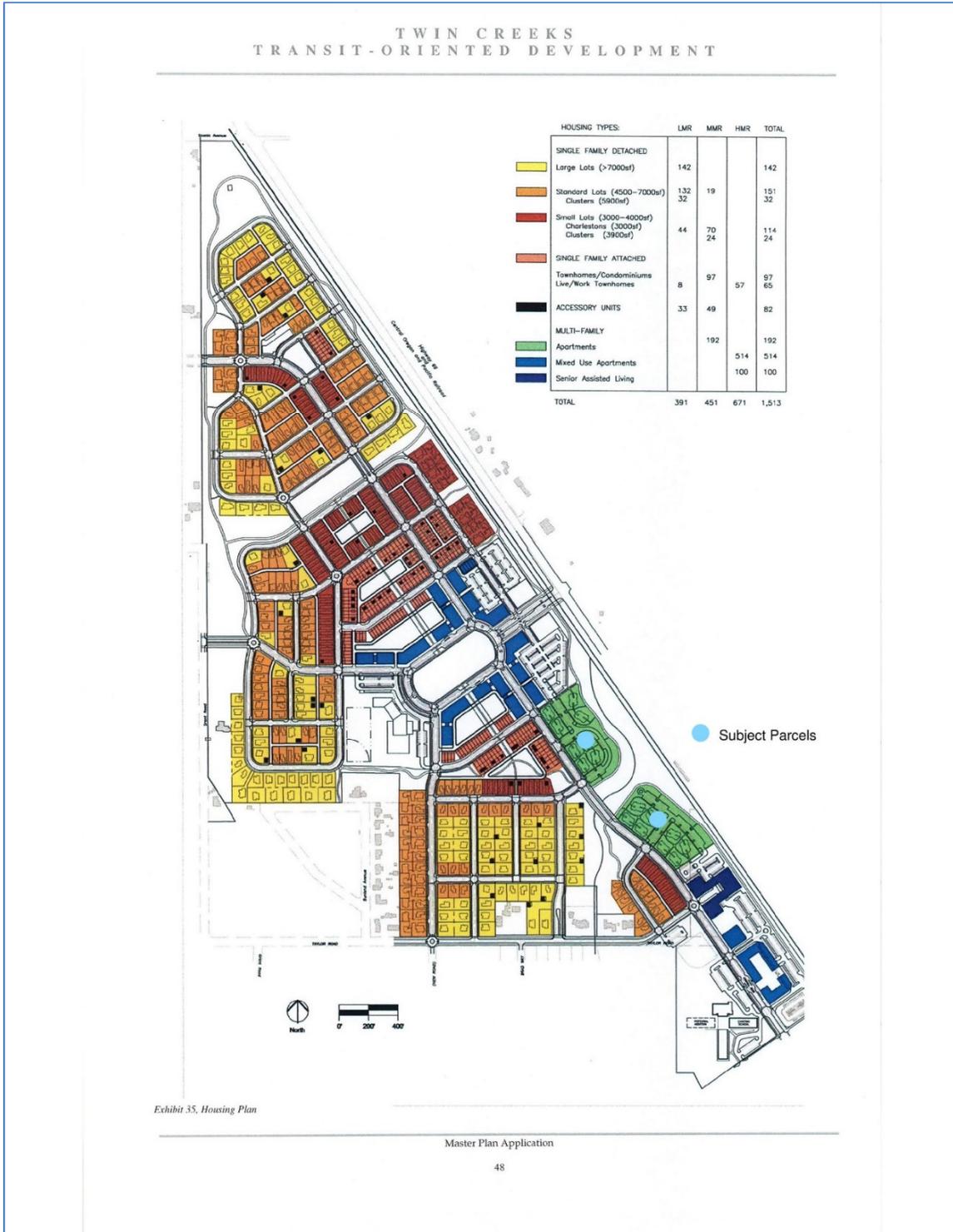
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Table 2 TOD District Zoning Standards				
Building Setbacks				
	Required	Phase 1	Phase 2	Complies
Front (min./max.)	10'/15'	15'	15'	yes
Side (between bldgs.) (detached/attached)	5' detached 0' attached (a)(c)	Over 5	Over 5'	yes
Corner (min./max.)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

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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.

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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.

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[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

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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.

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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.

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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.

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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.*

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H. Adjoining Uses and Adjacent Services.

I. Transitions in Density.

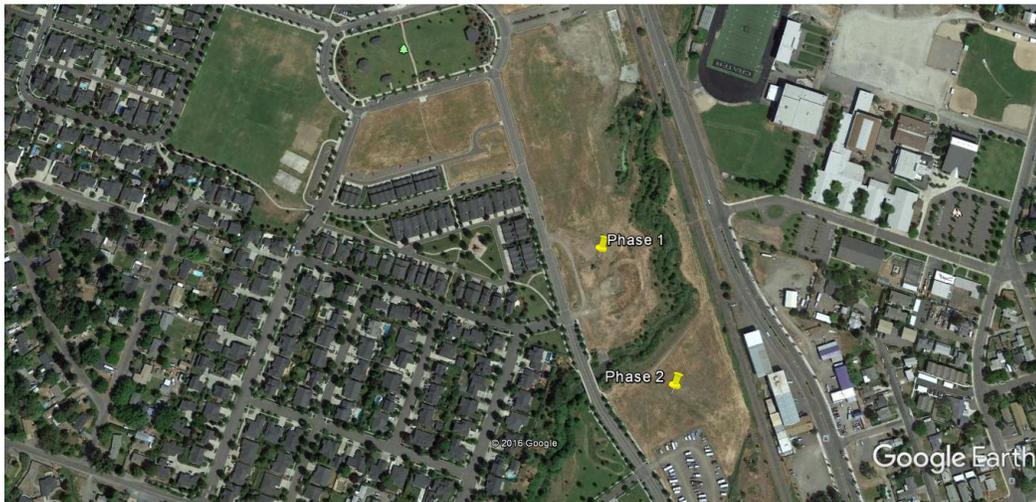
J. Parking.

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.

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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.

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2005



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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.

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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.

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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.

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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.

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
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