



TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

Central Point, Oregon

Final
Master Plan

December 14, 2000

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Acknowledgements

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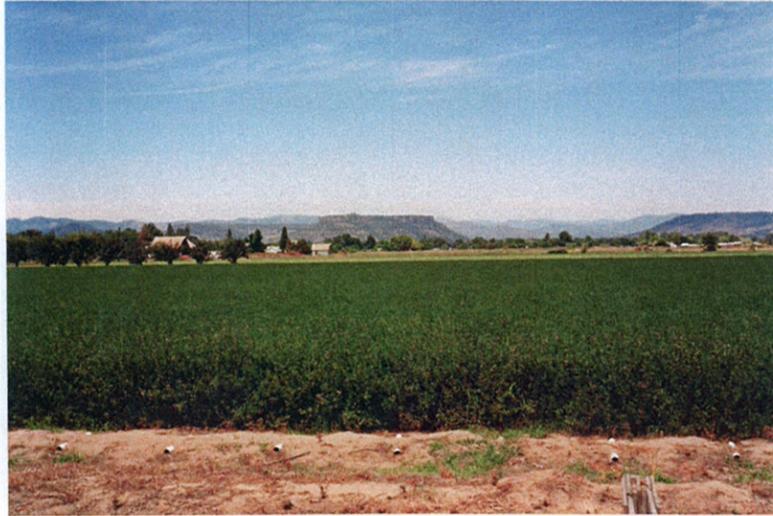
A Note About the Drawings in this Document:

*Drawings included in this Master Plan Application are for
planning purposes only.*

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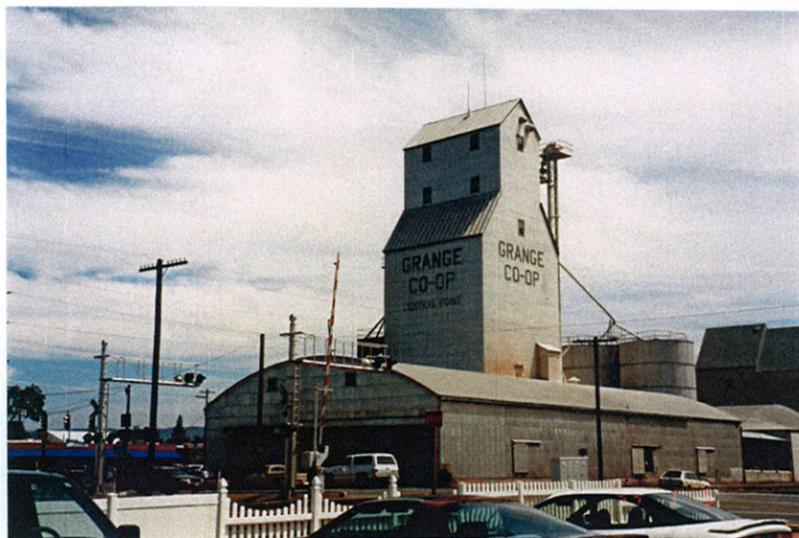
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PART I INTRODUCTION

The Twin Creeks Transit-Oriented Development Master Plan is intended to guide the development of a 230-acre parcel of land contained within the City of Central Point's Urban Growth Boundary. This Master Plan provides the necessary information to demonstrate the satisfaction of all applicable City of Central Point approval criteria by defining the character and nature of the development.

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT



View of the Central Point Co-op building located southeast of project site, Central Point, Oregon



View of Pine Street, Downtown Central Point, Oregon

"...Public policy should encourage compact, pedestrian - scale development with shopping, services, and employment close to home. If we follow this course, many other benefits are likely to follow. Communities would be less fragmented. Parents would be less coerced to spend their leisure time as chauffeurs for their offspring. Children would have more opportunities to become self-reliant and to gain experiences that prepare them for responsible adulthood. The elderly would find fewer obstacles to staying in their longtime neighborhoods. Neighborhoods might become more stable and vigorous, offering their inhabitants welcome relief from the increasing stresses of modern life."

*Philip Langdon
A Better Place to Live*

THE TWIN CREEKS STORY

The Twin Creeks Transit-Oriented Development is the first project to be implemented as part of a regional transportation planning effort in the Rogue Valley. In 1999, the Rogue Valley Council of Governments (RVCOG) conducted a comprehensive study of transit-oriented development potential for the most populated areas of the Rogue Valley. The study identified seven areas within the boundaries of the Rogue Valley Transit District (RVTD) that displayed the greatest potential for developing into 'transit activity centers'. The 'transit activity centers' will be linked together along a primary transit corridor terminating at Twin Creeks.

Building a Community

The City of Central Point and the founders of Twin Creeks share the same objective: to create a livable, transit-supportive, neighborhood extension of the City of Central Point.

As identified in the City's Comprehensive Plan, the Twin Creeks site is designated as a Transit-Oriented Development (TOD) District. The goals of this Comprehensive Plan designation are to:

- *Use land efficiently;*
- *Provide a diversity of housing types;*
- *Provide a complementary mix of housing, service and civic uses;*
- *Encourage transit, walking and bicycling;*
- *Retain and enhance environmentally sensitive areas; and*
- *Provide open space.*

The plan goes on to say that 'a guiding principle is to create a livable, energy - efficient community'.

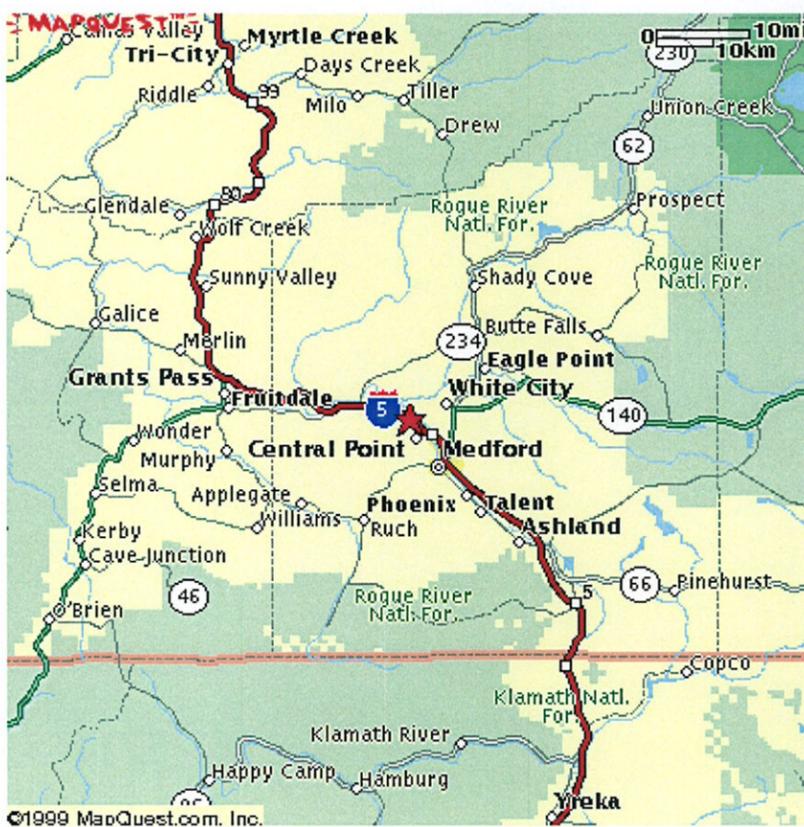
On these matters, the City and the founders of Twin Creeks are united. This shared vision is of extraordinary importance not only for the future development of Central Point, but for the quality of life of all those living in the Rogue Valley, as it will set new standards for growth and create lifestyle choices and travel options that no longer depend entirely on the use of an automobile.

As the first development of the proposed valley-wide, transit-supportive land use system, Twin Creeks will serve as a model of traditionally proven tools for smart growth including: mixed uses, appropriately scaled density, pedestrian-oriented neighborhood structure, accessibility, connectivity and public transportation.

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT



Aerial View of Project Site and Surrounding Area



Regional Context Map



Safe streets for pedestrians, bicyclists and motorists

At Home in Southern Oregon

Ask the current residents of Central Point what they like about the area, and you'll hear descriptions such as 'mild winters', 'lots of sunshine', 'beautiful views', 'small town lifestyle', 'access to high quality cultural and educational resources', 'easy access to pristine natural areas', 'sportsman's paradise' and 'good healthcare facilities.'

Located in beautiful Jackson County in Southwest Oregon (35 miles north of the Oregon/California border), Twin Creeks is entirely within the City of Central Point's Urban Growth Boundary. Bordered on the east by Highway 99 and the Central Oregon and Pacific railroad tracks, to the south by Taylor Road, Haskell Street and Pine Street, to the west by Grant Road and to the north by Scenic Avenue (*refer to Exhibit 1, Site Location Map*), the site forms the undeveloped northwestern quadrant of the Central Point urbanized area.

The landowners within the 230-acre site have joined together in partnership with the City to plan the development of the Twin Creeks site. They have embraced the logic behind the development of a TOD and recognize the potential of shared vision and working together.

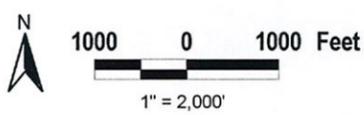
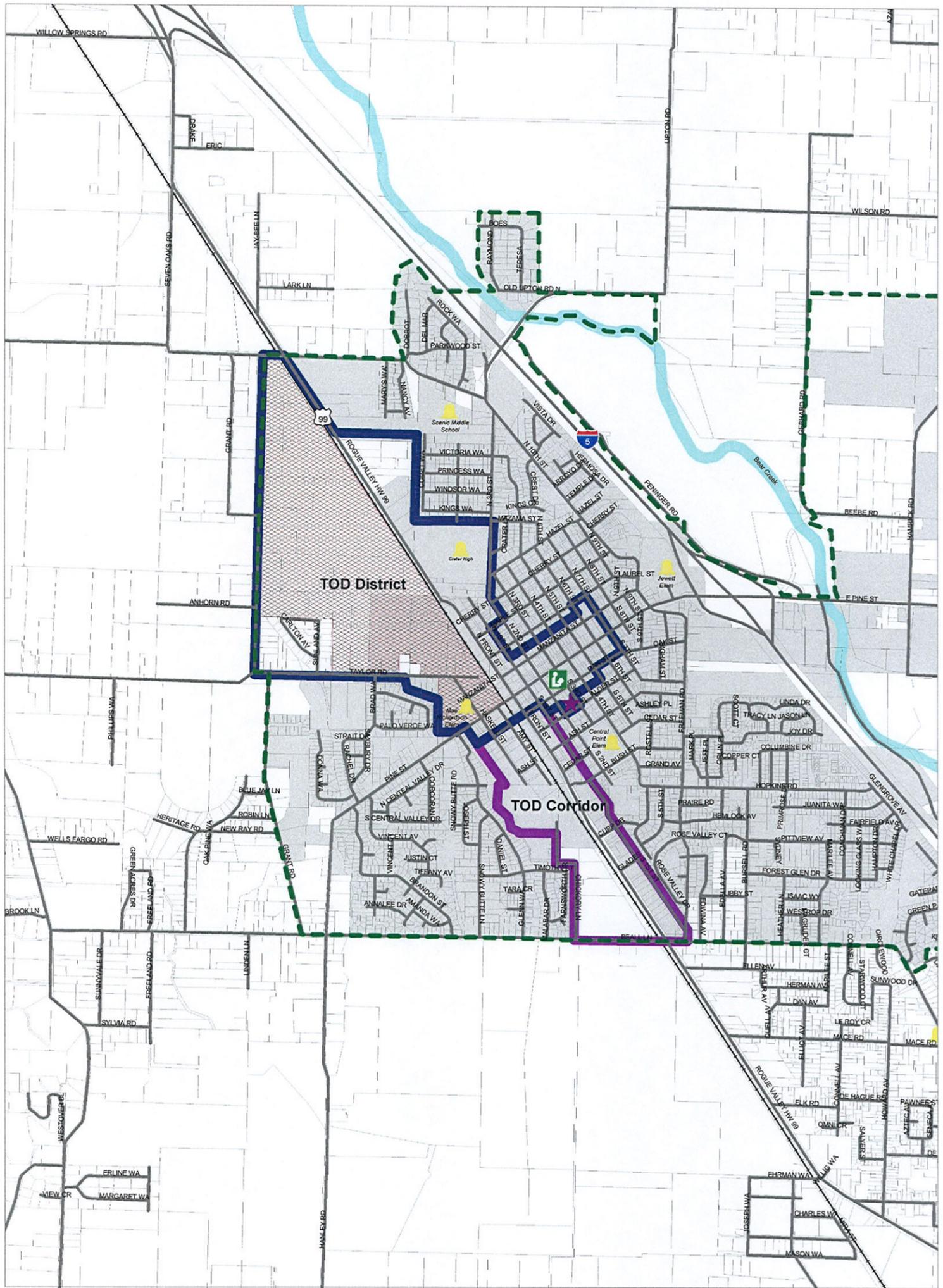
Creating Quality of Life

Our lives are shaped, in large part, by the range of options and experiences offered by our community. It is just as important how a town or neighborhood *lives* as it *looks*. Quality of life is defined by moments such as sunset strolls along tree-lined streets, saying hello to your neighbor from your porch swing, children feeling safe enough to walk to school unescorted, and adults having the ability to walk to work.



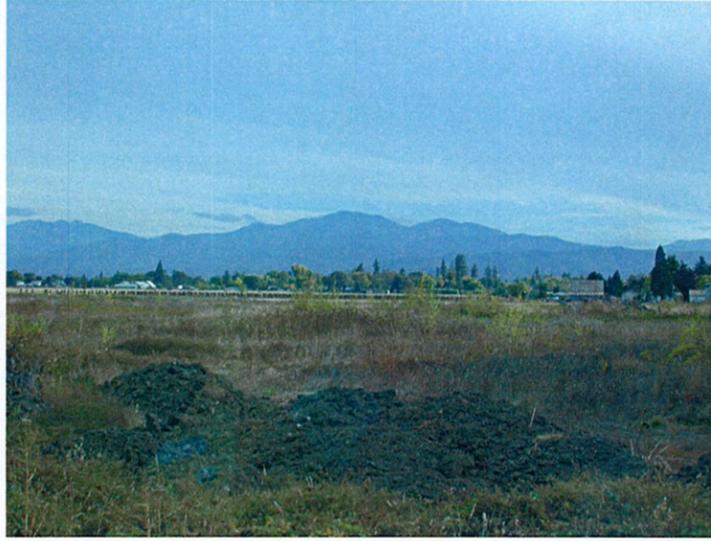
Attractive streetscape designed for the comfort and enjoyment of residents

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT



- | Legend | | |
|---|---|---|
| <ul style="list-style-type: none"> ★ City Hall 📍 School 📖 Library | <ul style="list-style-type: none"> UGB Streets Railroad Creek | <ul style="list-style-type: none"> Taxlots City Limit Site TOD District - Comp Plan Designation TOD Corridor - Comp Plan Designation |

Exhibit 1, Site Location Map



PART II

THE PROCESS

A comprehensive planning and design effort has guided the formulation of the Twin Creeks Transit-Oriented Development Plan, which included extensive public involvement and detailed site analysis. This process is described in the following section.

Public Involvement

From its inception, public involvement played a significant role in the planning and design of Twin Creeks. Involving residents and agencies in the process not only kept the community informed, but their input ensured that Twin Creeks would honor local values and reflect the regional context. The program consisted of two parts; one for communicating with agencies and the other for community outreach.

Agency Communication

From the beginning of the project, the project team met with local staff on a regular basis and federal and state agency staff to discuss specific issues. Every two to three weeks a meeting was held with City staff to discuss issues, present plan updates, and receive input. For City review of complex planning proposals such as the Transit-Oriented Development Design Guidelines and Zoning Code, special work sessions were held with both the Planning Commission and City Council.

For issues within the jurisdiction of federal and state agencies, such as environmental permitting and proposed railroad crossing improvements, the project team arranged meetings with respective agencies. To discuss the project approach for environmental issues, the team met with staff from National Marine Fisheries Service, Oregon Division of State Lands, the U.S. Army Corps of Engineers, Oregon Department of Fish & Wildlife and the Bureau of Reclamation. For transportation and railroad issues, the team met with and continues to coordinate with representatives from the Oregon Department of Transportation.



Public meetings gathered input from residents and agency staff

Community Outreach

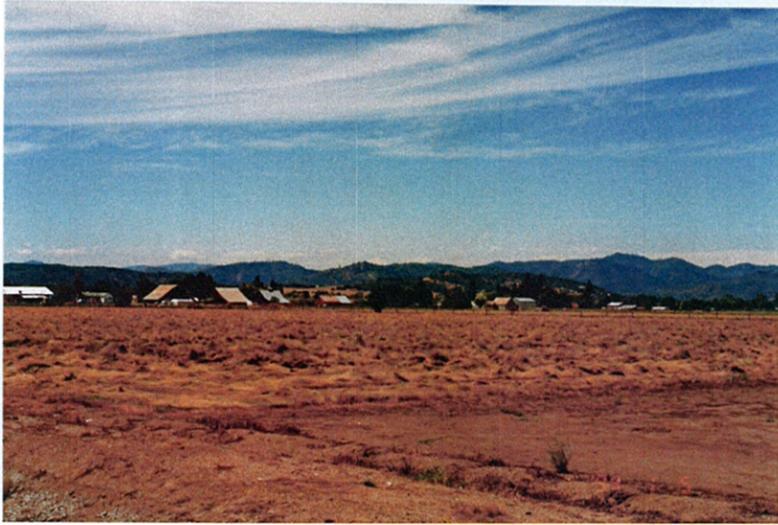
A separate involvement effort was launched to introduce the project to the community and receive input on their concerns and issues. Several project newsletters describing the site and the nature of the project were developed and distributed to local residents. A community meeting to discuss the ideas presented in the newsletter in greater detail and to receive input from residents followed each newsletter. To address issues considered especially sensitive for certain residents, special neighborhood sessions were held. The public was also invited to all City Council and Planning Commission work sessions and hearings.

Site Analysis & Context

Just a few blocks east of the community's Central Business District is the approximately 230-acre Twin Creeks project site. Like most of Central Point, the site is relatively flat with a gentle northward slope. Views are particularly pleasant to the western foothills and northward to Table Rock, a regional landmark (*refer to Exhibit 2, Site Analysis Map*). Currently, onions, grass seed and alfalfa crops are under cultivation on a small portion of the site with a few existing farmhouses.

The name *Twin Creeks* comes from the two creeks that extend north and south through the site; Jackson Creek along the west boundary and Griffin Creek towards the eastern edge. Both creeks are severely degraded and

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT



Looking northwest across the project site towards the western foothills

Architecture and landscape design should grow from local climate, topography, history, and building practice.

Principal Twenty-Four
Charter of the New Urbanism



View of project site looking northwest from Taylor Road



Looking west on Taylor Road, south of project site

contain agricultural irrigation check dams. On Griffin Creek, the Blue Moon Dam diverts water to Jackson Creek for irrigation demand downstream. Restoration is planned for Griffin Creek to provide aquatic and wildlife habitat, recreational opportunities, flood protection, improved water quality and aesthetic value. Surrounding the Griffin Creek corridor is the 100 year floodplain, although flooding is most typical at the intersection of Highway 99 and the Central Oregon and Pacific railroad trestle. In storm events, this triple barreled trestle collects debris, limiting the culvert capacity and often causing flooding.

Landscape, wetland and biological surveys of the site confirm a lack of significant existing vegetation, wetlands and endangered species. It is believed that use of the land for agricultural purposes since the late 1800's accounts for the lack of these attributes.

The Urban Growth Boundary and a portion of Grant Road border the site along its west perimeter. Highway 99 and the Central Oregon and Pacific rail lines border it along the east. At the north, the site extends to Scenic Avenue and to the south the majority of it extends to Taylor Road with the southeast corner abutting Pine Street. Because this portion of the site is in such close proximity to the Central Business District, it is ideally situated to act as the western gateway to Central Point.

Located in the southeast corner of the project site near the intersection of Haskell Street and Pine Street, are the Rogue Valley Bin Company (an agricultural bin manufacturer) and Quality Fence, Inc. (a fencing company). Both companies have offices and operations at these locations. Mae Richardson Elementary anchors the intersection of Haskell Street and Pine Street. Further to the southwest are established single-family subdivisions, some constructed as early as the 1960's and a few are currently under construction. To the west and north of the site is agricultural land with some low density residential uses. Across Highway 99 and the Central Oregon and Pacific railroad lines are single-family residences, a few highway commercial uses and the Crater High School campus.

Although weather in the Valley is described as 'pleasant and mild,' summer months are typically hot and dry. July is the hottest and driest month with an average temperature of 89 degrees Fahrenheit and an average humidity of 45%. Over 50 days a year, daytime highs exceed 90 degrees Fahrenheit. In August, days that top 100 degrees are not uncommon. Winds are from the northwest and rain typically falls less than one inch each month.

Winters are considered mild with average temperatures of 40 degrees Fahrenheit. The coldest month is January with an average temperature of 30 degrees Fahrenheit. For approximately 50 days each year, temperatures dip below freezing. Average rain per month is approximately 2 inches, with an occasional snowfall of over 1 inch. The wettest month is typically December with humidity reaching 88% and 3.6" of rainfall. Winter winds are from the southeast and the average annual precipitation is 18.85".

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

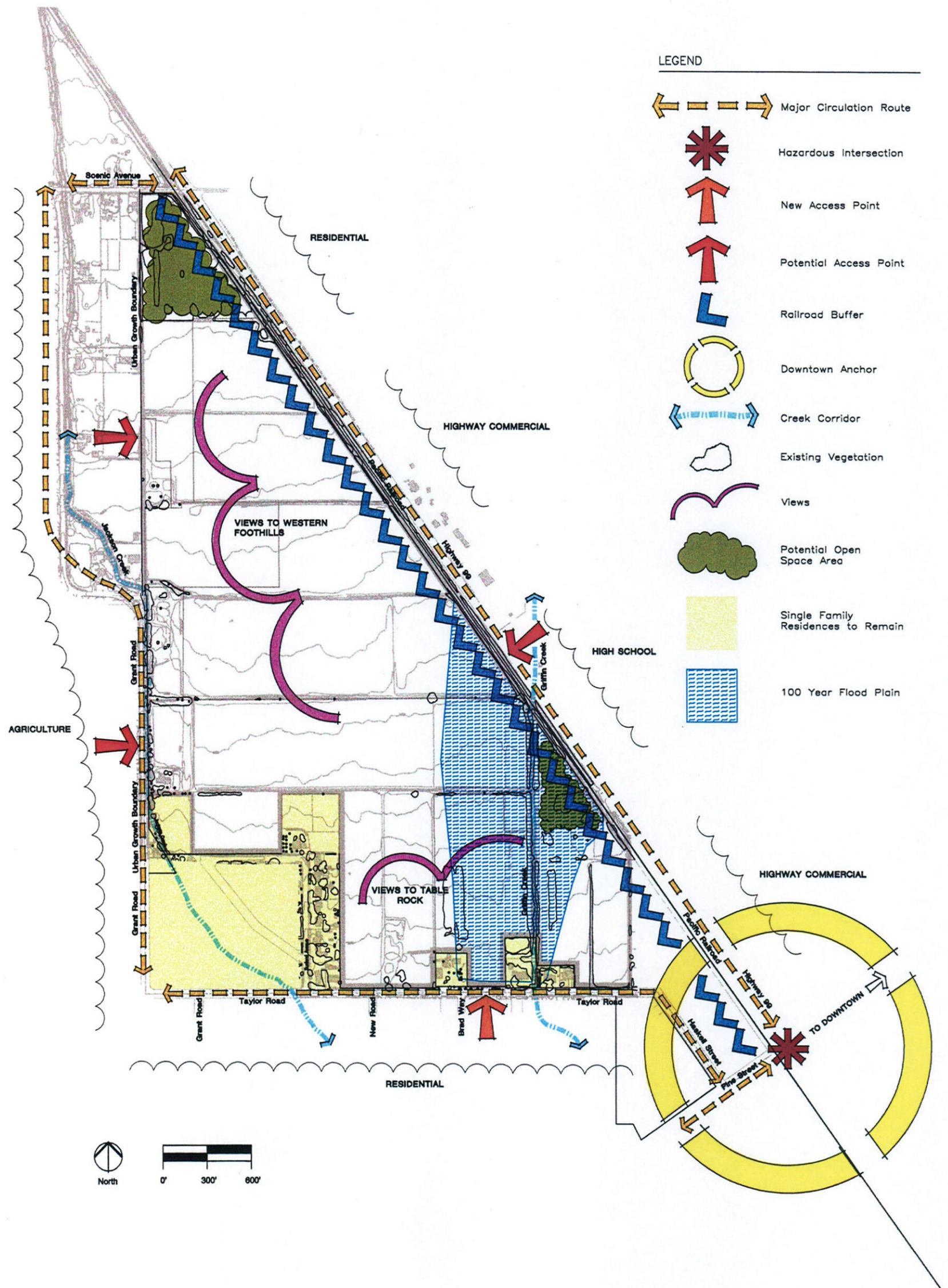


Exhibit 2, Site Analysis Map

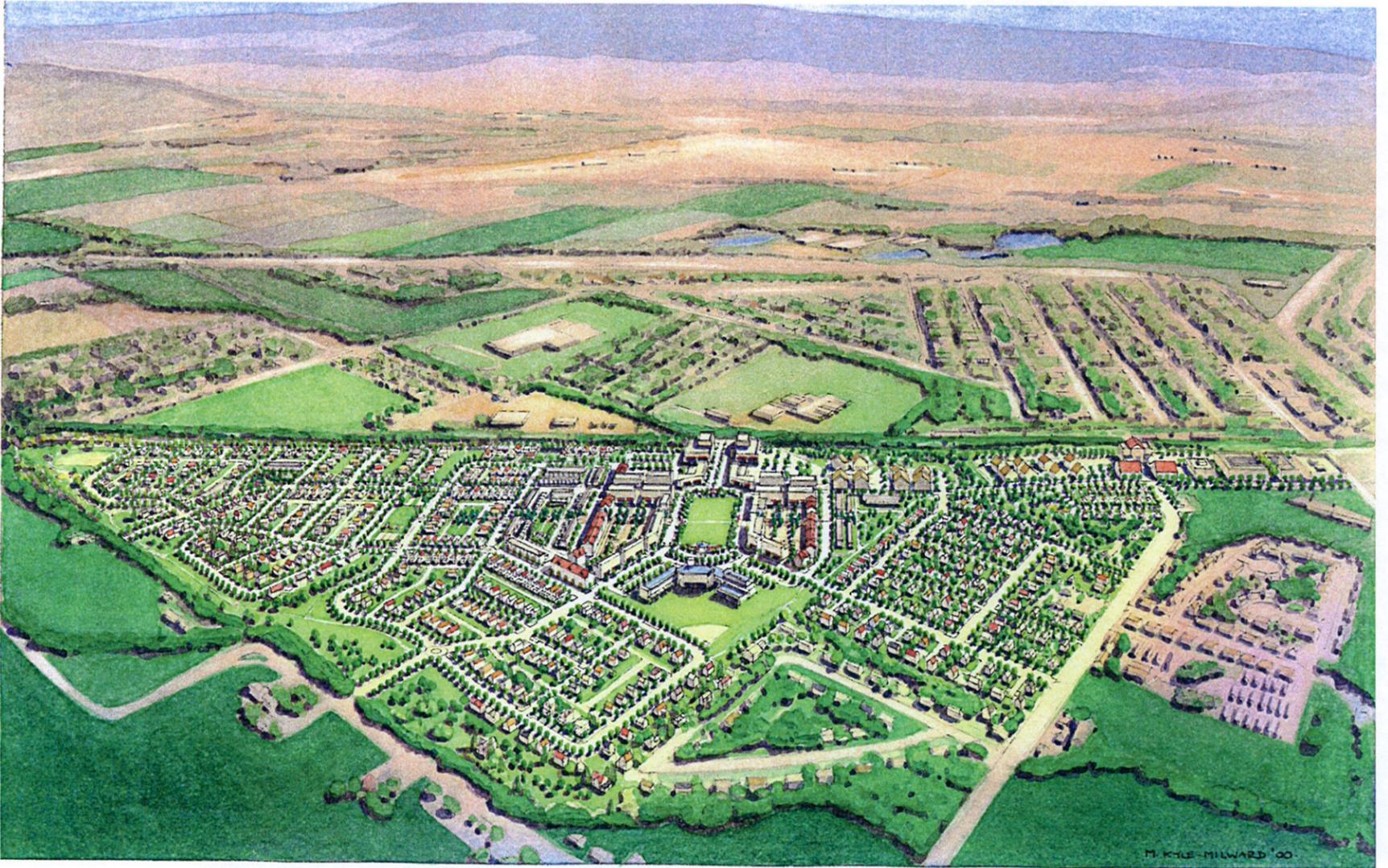


Illustration of Proposed Twin Creeks TOD Looking East

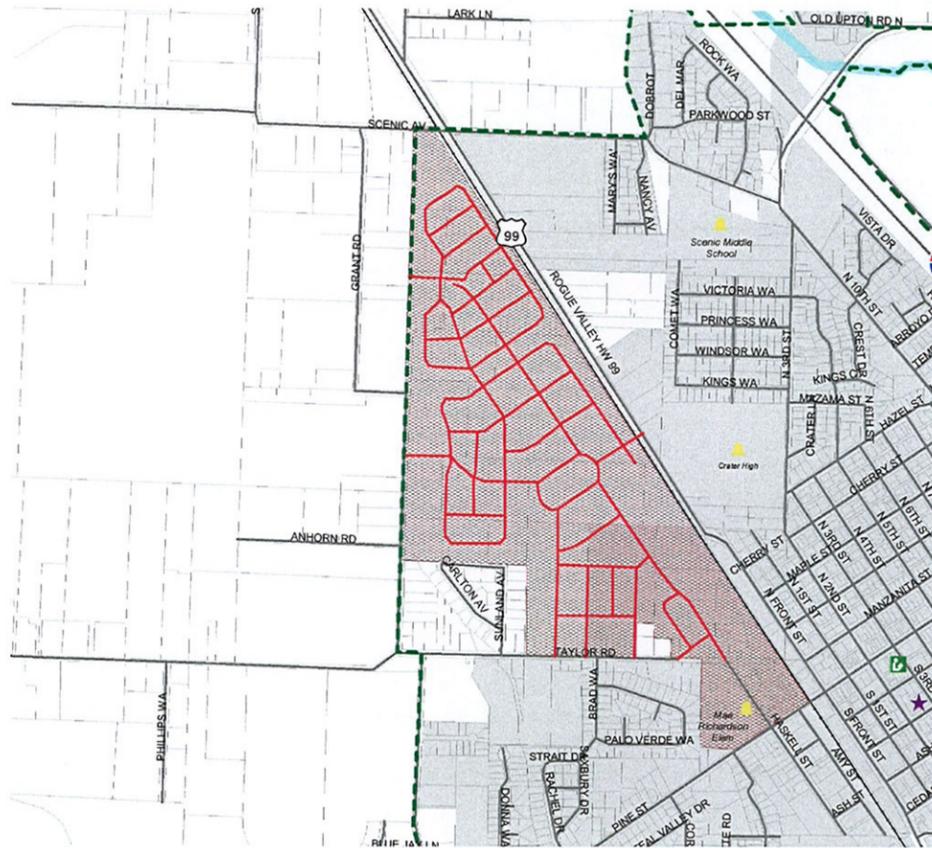
PART III

THE PLAN

Twin Creeks maximizes the positive relationship between the interaction of a sensibly designed land use pattern and an integrated, multi-modal circulation system. This balance of land uses, coupled with a traditional grid pattern of streets, forms the framework of Twin Creeks.

This proposed framework is strengthened and enhanced by a number of Community Design Features which further define the character of the urban structure of Twin Creeks.

Together, the land use/circulation framework and Community Design Features ensure that the character and function of the proposed neighborhoods will foster true community spirit and interaction at Twin Creeks.



Proposed street grid within community context

Framework

1. Infrastructure

a. Transportation

The Twin Creeks Master Plan is organized around a network of transportation options that accommodate the automobile yet respect pedestrians and the form of the public space (refer to Exhibit 3, Circulation Plan).

The site is served by good street access to the south and west. The northern tip of the site abuts Scenic Avenue. Highway 99 and the Central Oregon and Pacific railroad line to the east form a significant barrier that will be mitigated through the development of a proposed signalized, pedestrian and vehicular railroad crossing and highway intersection.

The traditional grid street pattern will disperse traffic and allow automobiles numerous routes between destinations, thus reducing congestion. Arterials and collectors will have striped bike lanes and all streets will include sidewalks. While the grid pattern allows pedestrians and bicyclists many route choices, they will have even more options with the incorporation of an off-street bike/pedestrian pathway system that links all of the neighborhoods within the development. This combination of facilities will maximize access, connectivity and mobility, while reducing dependence on the automobile – an especially important issue for seniors and children.

For an in-depth discussion of the traffic related issues of this project relative to the surrounding traffic network, please refer to *Central Point Transit-Oriented Development Traffic Impact Study, August 1, 2000* prepared by JRH Engineering, Inc.

“There is magic to great streets. We are attracted to the best of them not because we have to go there but because we want to go there. The best are as joyful as they are utilitarian.”

Allan B. Jacobs
Great Streets



View of pedestrian-friendly neighborhood street



View of pedestrian-friendly commercial street

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

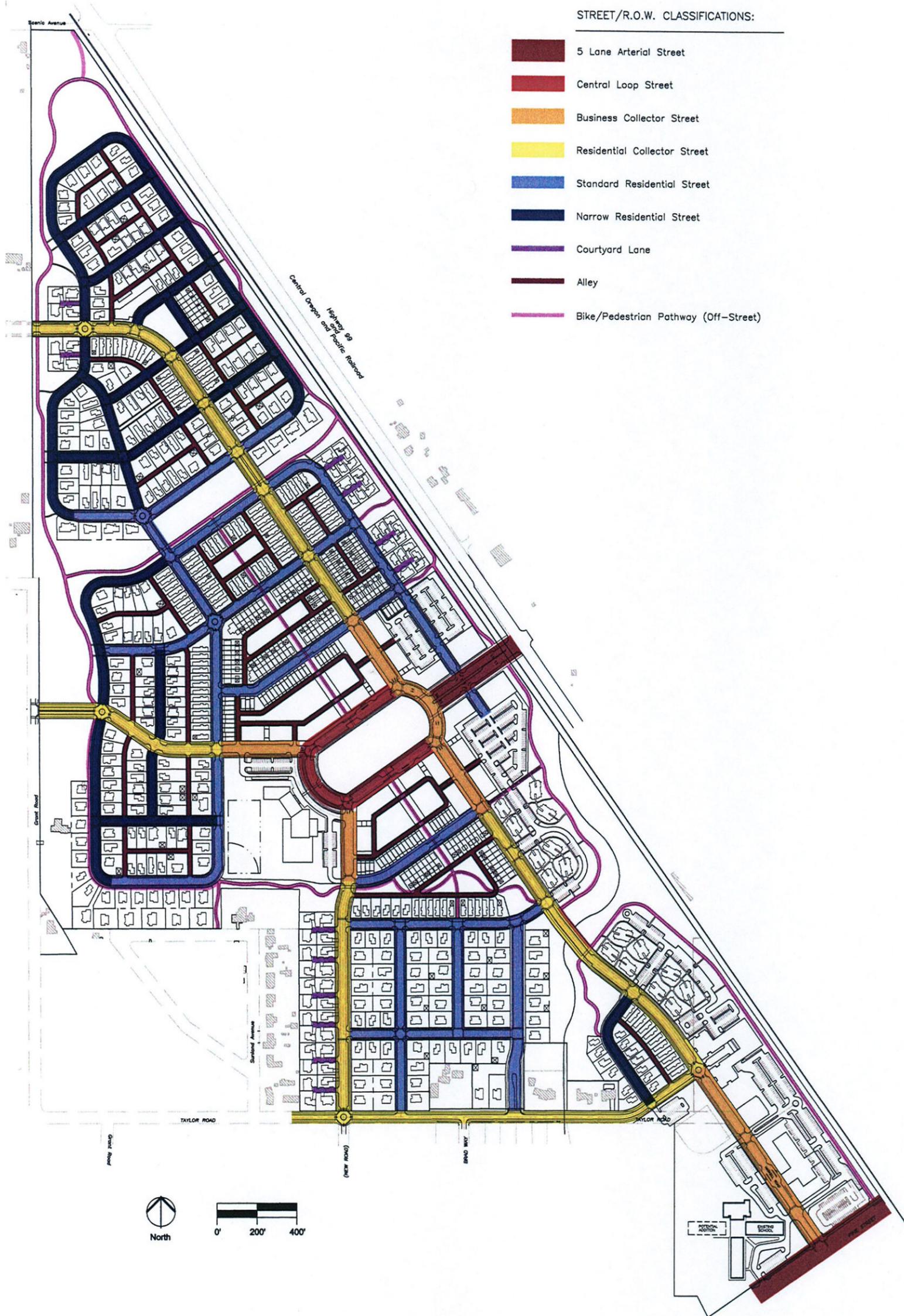


Exhibit 3, Circulation Plan

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

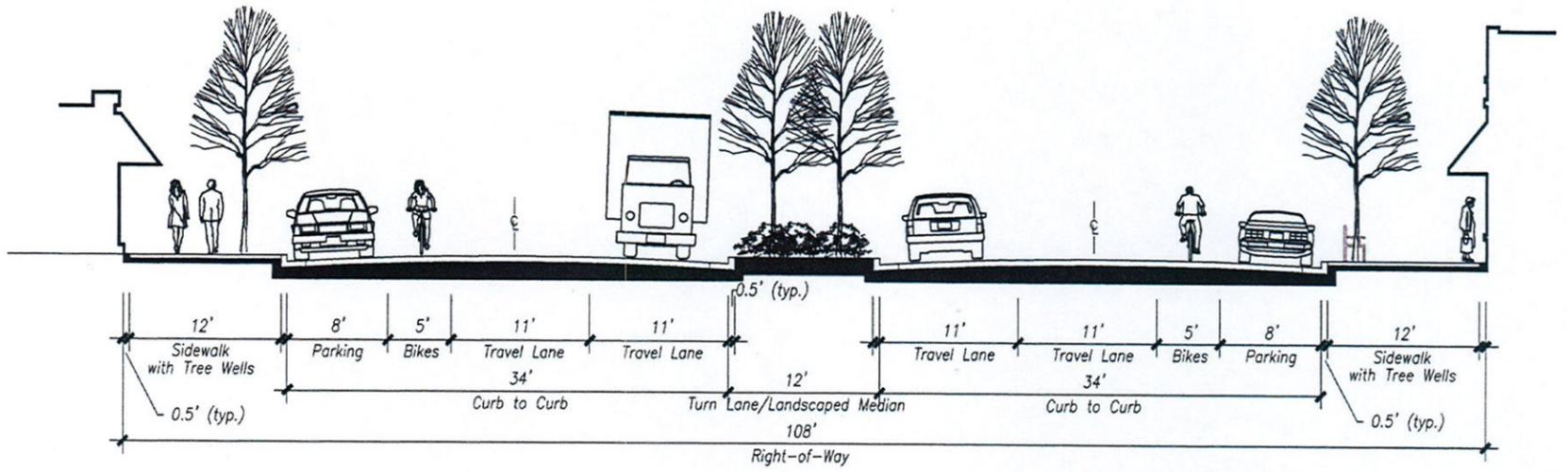


Exhibit 4, 5-Lane Arterial Street Section

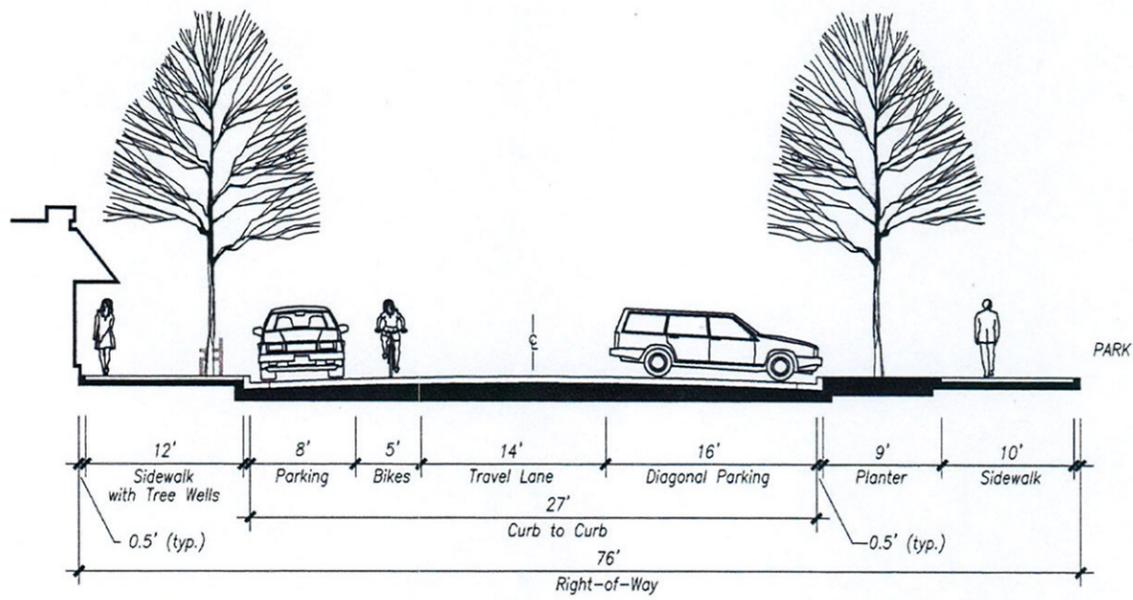


Exhibit 5, Central Loop Street Section

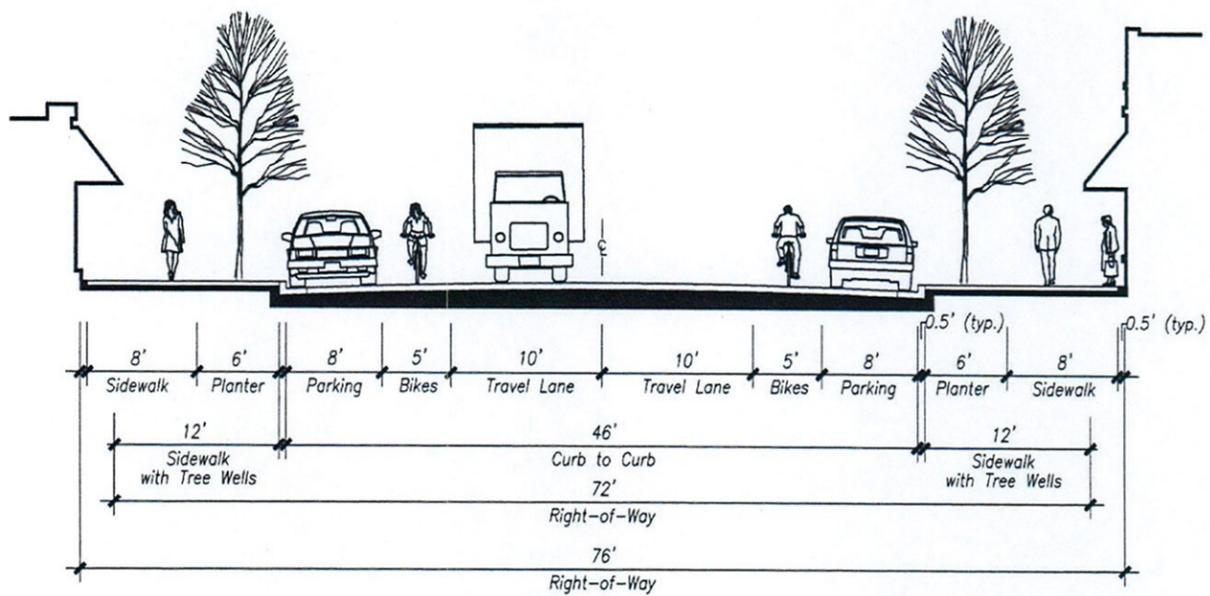


Exhibit 6, Business Collector / Residential Collection Street Section

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

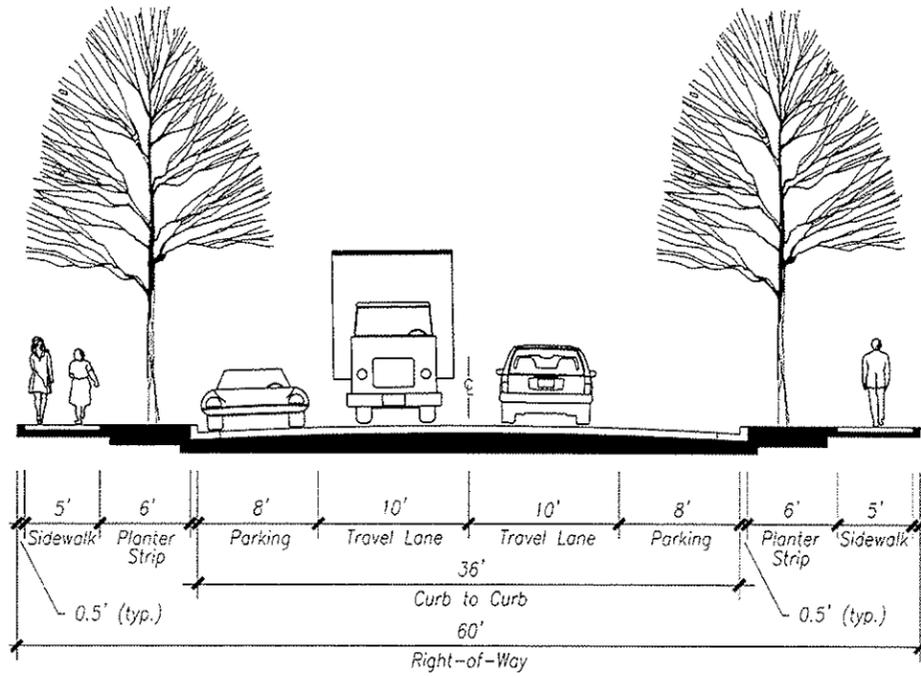


Exhibit 7, Standard Residential Street Section

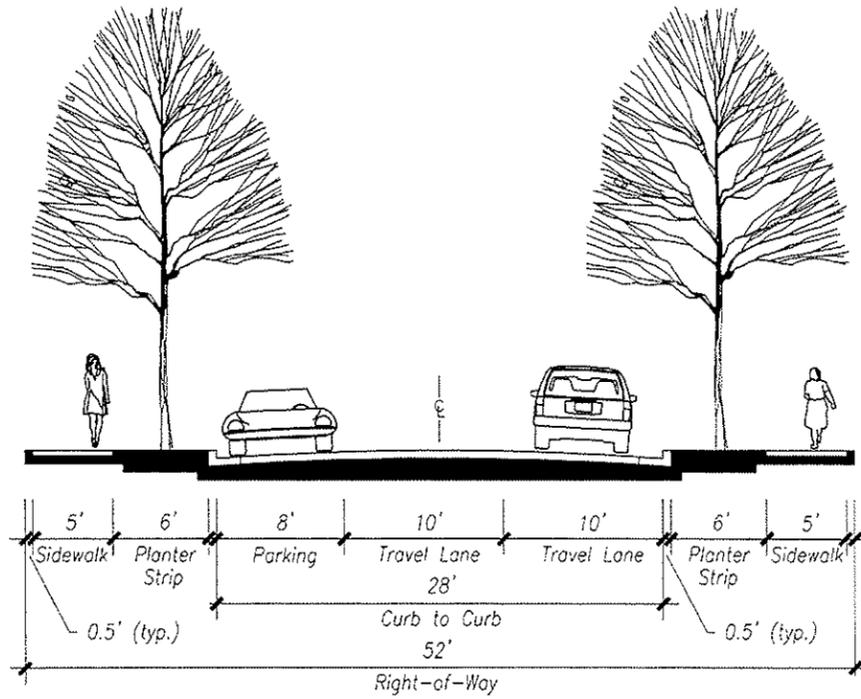


Exhibit 8, Narrow Residential Street Section

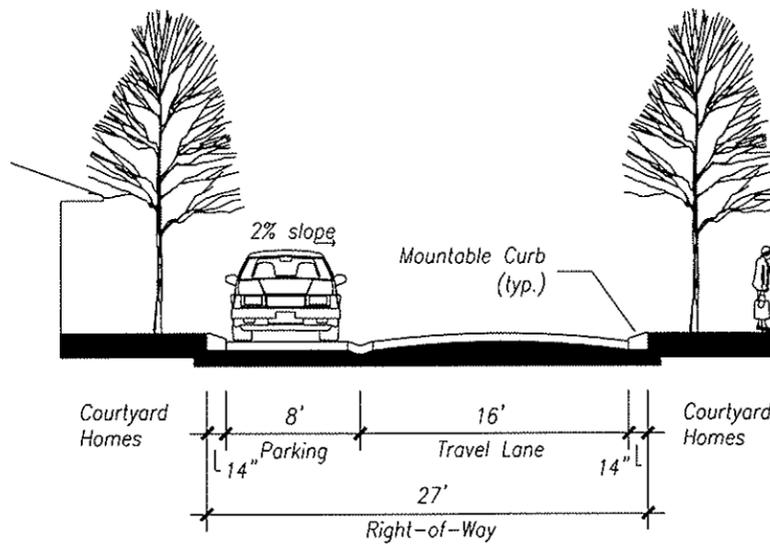


Exhibit 9, Courtyard Lane Section

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

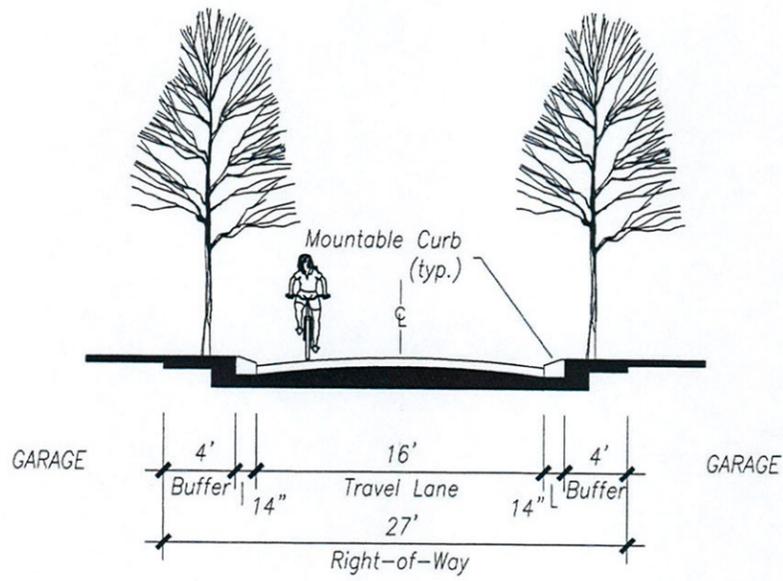


Exhibit 10, Alley Section

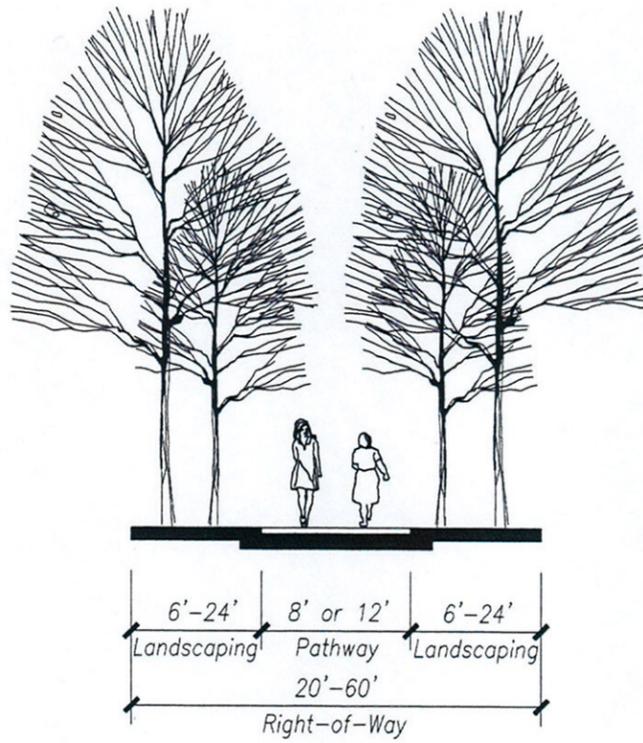


Exhibit 11, Major Off Street Bicycle/Pedestrian Path Section

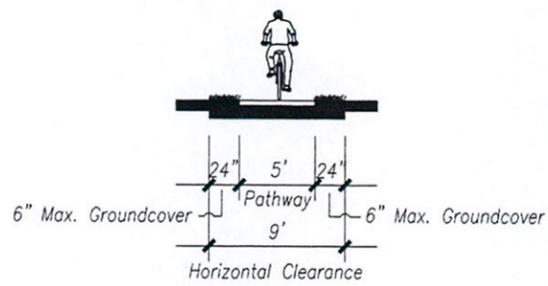
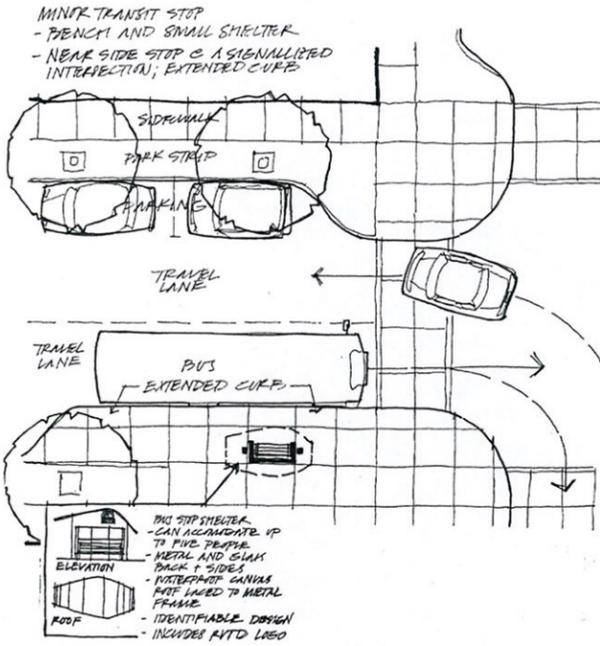


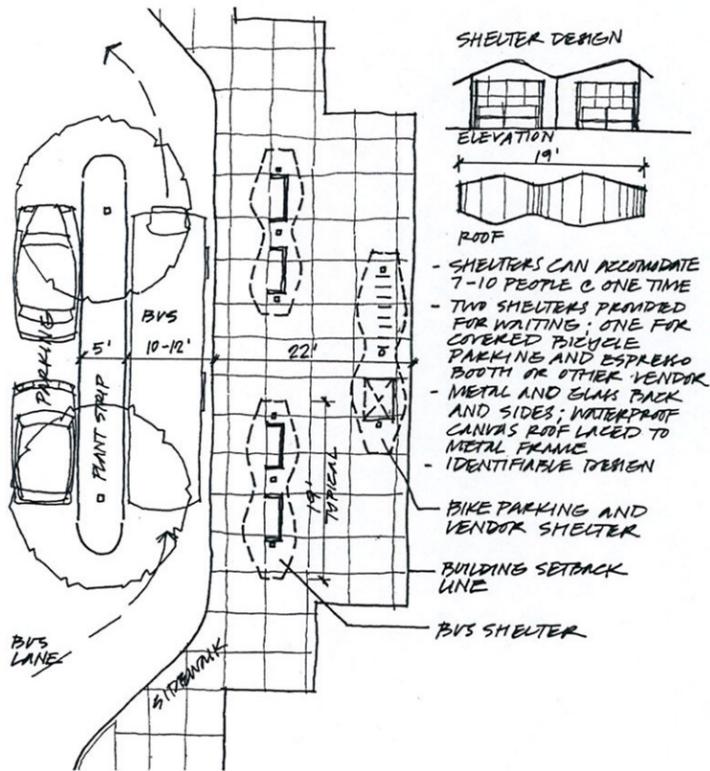
Exhibit 12, Minor Off Street Bicycle/Pedestrian Path Section

b. Transit Plan

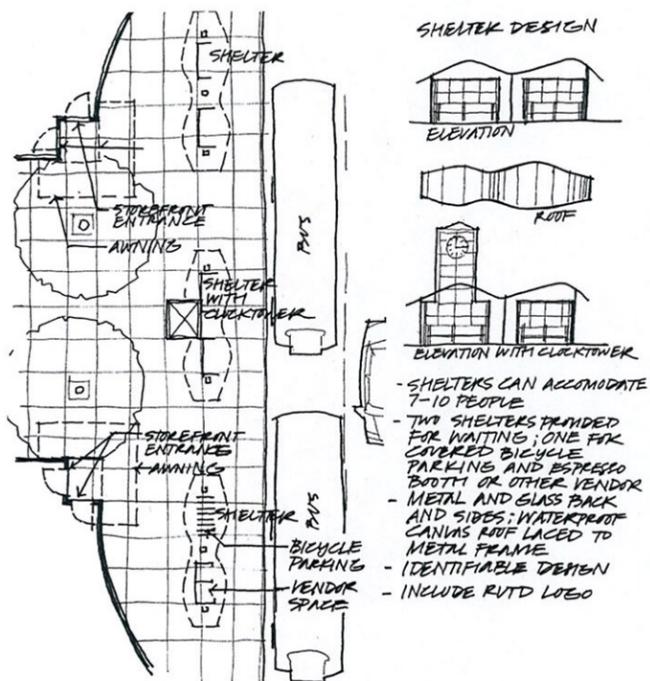
The Twin Creeks Community is designed at its core to promote and incorporate transit activity. Transit use at Twin Creeks is encouraged and supported by the clustering of higher density housing within a five-minute walk (1/4 mile radius) of transit stops, and the provision of pedestrian facilities on all streets and throughout the development (refer to Exhibit 13, Transit Plan). Almost all of the proposed development lies within a ten-minute walk of one of the two future primary transit stations (1/2 mile radius).



Minor Transit Stop Standard Design Sketch



Major Transit Stop Standard Design Sketch



Transit Station Standard Design Sketch



View of neighborhood bus transit stop

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

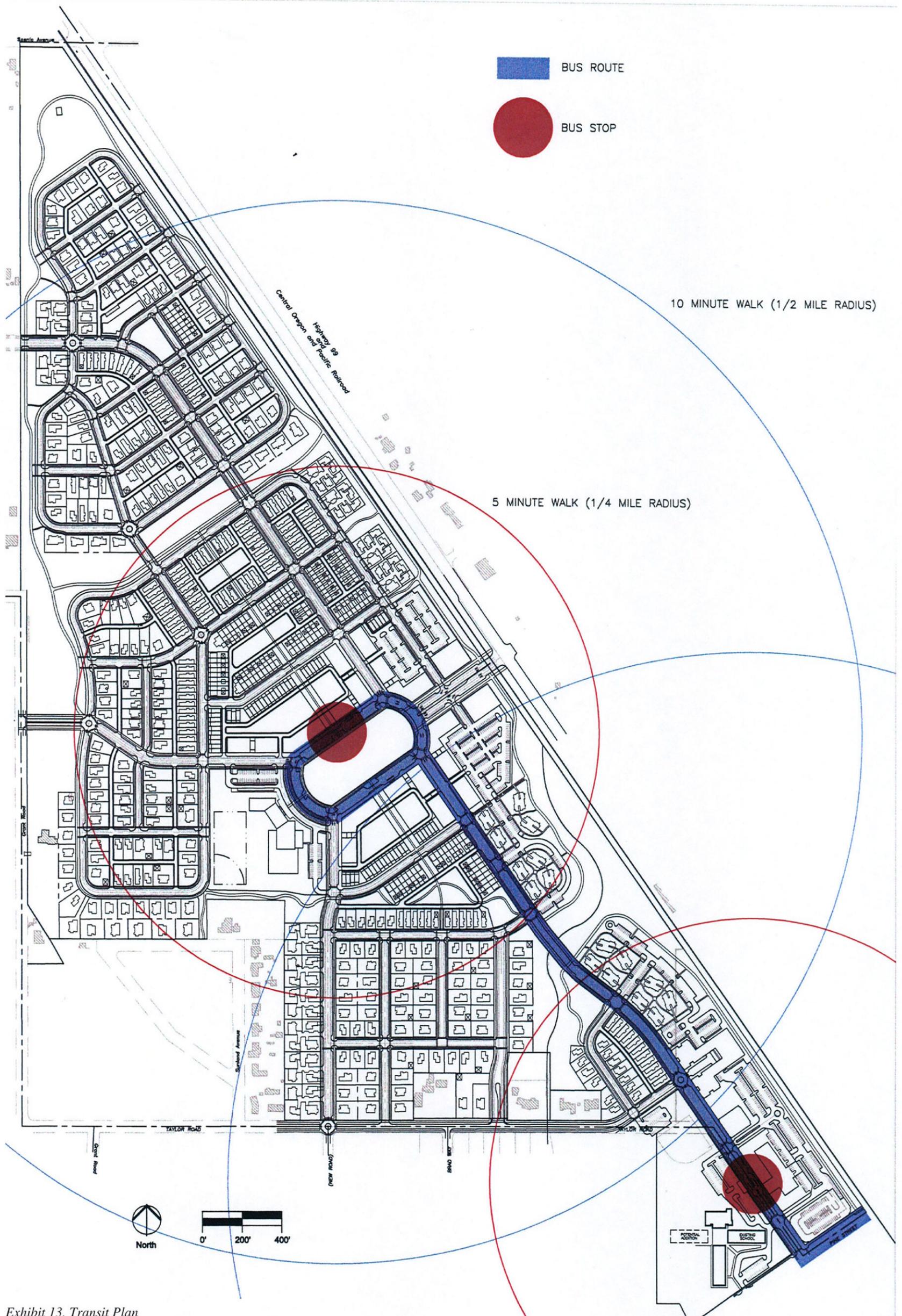


Exhibit 13, Transit Plan

c. Water

The primary source of water service will come from the City's existing 12" water main that runs parallel to Highway 99, east of the site (*refer to Exhibit 14, Water Plan*). Other connections will be made to the existing 4" and 16" water mains that come to the eastern edge of the Pine Street Station area and the 12" line under Taylor Road. The proposed water distribution system within the site will consist of water mains that run beneath the proposed street system. The collector streets typically have a 12" service line and an 8" line typically will service the neighborhood streets. The system will be looped to assure adequate pressure distribution throughout Twin Creeks.

d. Sewer

Sewage will generally drain from south to north (consistent with the existing topography) through a gravity fed system of underground pipes (*refer to Exhibit 15, Sewer Plan*). A portion of the most southern part of the site ('Pine Street Station') will connect to the existing manhole on the eastern edge of the site, approximately 400' north on Pine Street. The remaining areas of 'Pine Street Station', to the north, and the Griffin Oaks Subdivision will connect to the existing 36" Sewer Trunk line that passes below the proposed extension of Haskell Road. The area around the Central Green will also connect to the existing 36" sewer trunk line close to the proposed railroad crossing to the east. The remaining neighborhoods to the west and north will connect to the existing manhole and 15" sewer main on the east side of Highway 99 on Scenic Avenue.

e. Electrical, Cable, Gas, and Telephone

Telephone, cable communication, electric service and broadband internet service will be distributed throughout the development for all residences, businesses and civic uses. All service will be located underground (*refer to Exhibit 16, Electrical, Cable, Gas and Telephone Plan*).

f. Agricultural Irrigation

The existing agricultural irrigation service to the development will be modified to meet the needs of proposed park, open space and landscaped areas (*refer to Exhibit 17, Agricultural Irrigation Plan*). The modifications also include a new piped irrigation delivery system for Crater High School.

The current agricultural diversion from Griffin Creek will be replaced with a fish-friendly pumping station. From the pumping station, irrigation water will be distributed throughout the development to park, open space, landscaped areas and to Crater High School. Water service to downstream users will not be altered or interrupted. Construction of the water delivery system will be commensurate with development phasing. Excess water will be released into Jackson Creek north of the project area.

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

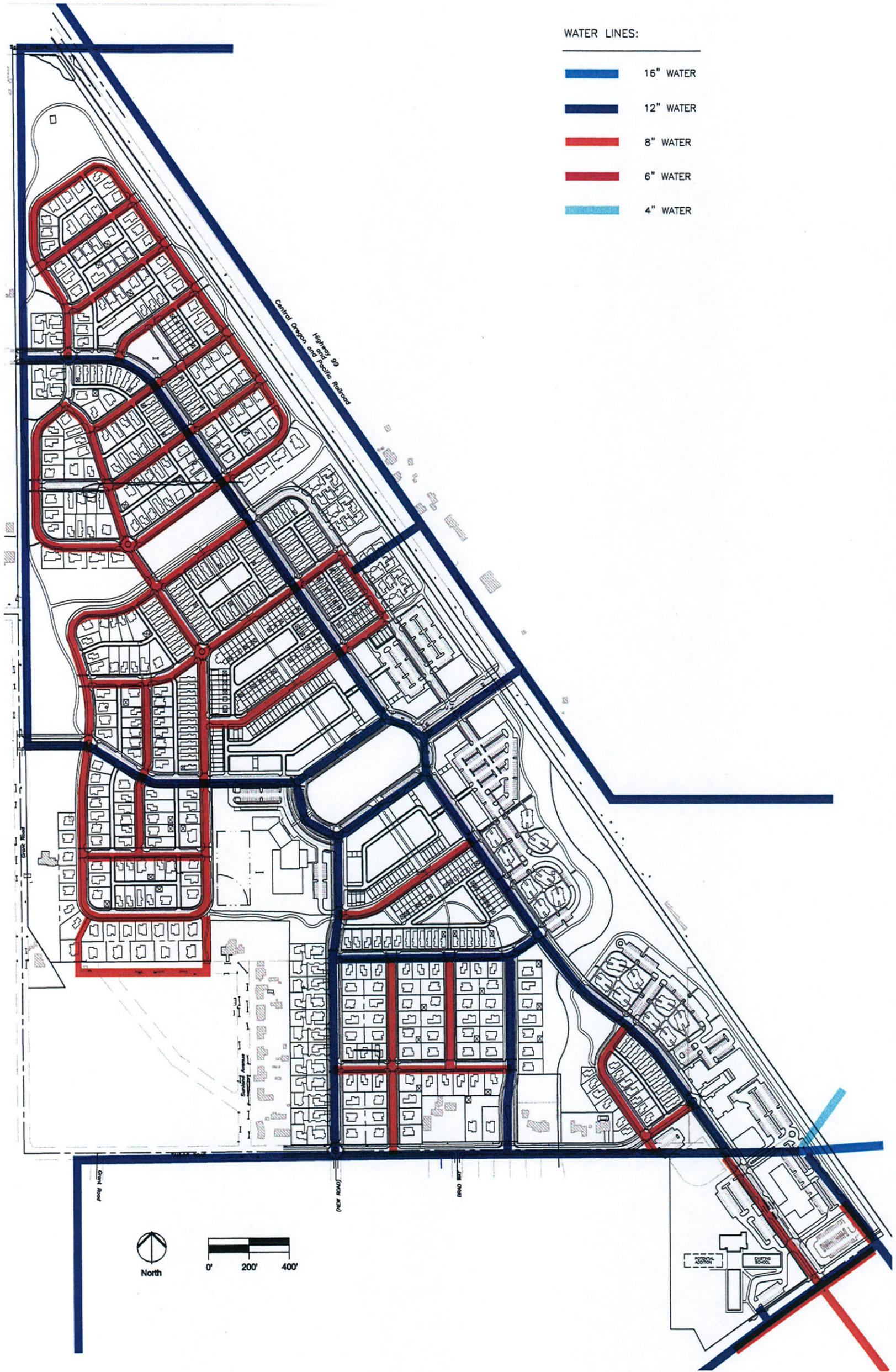


Exhibit 14, Water Plan

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

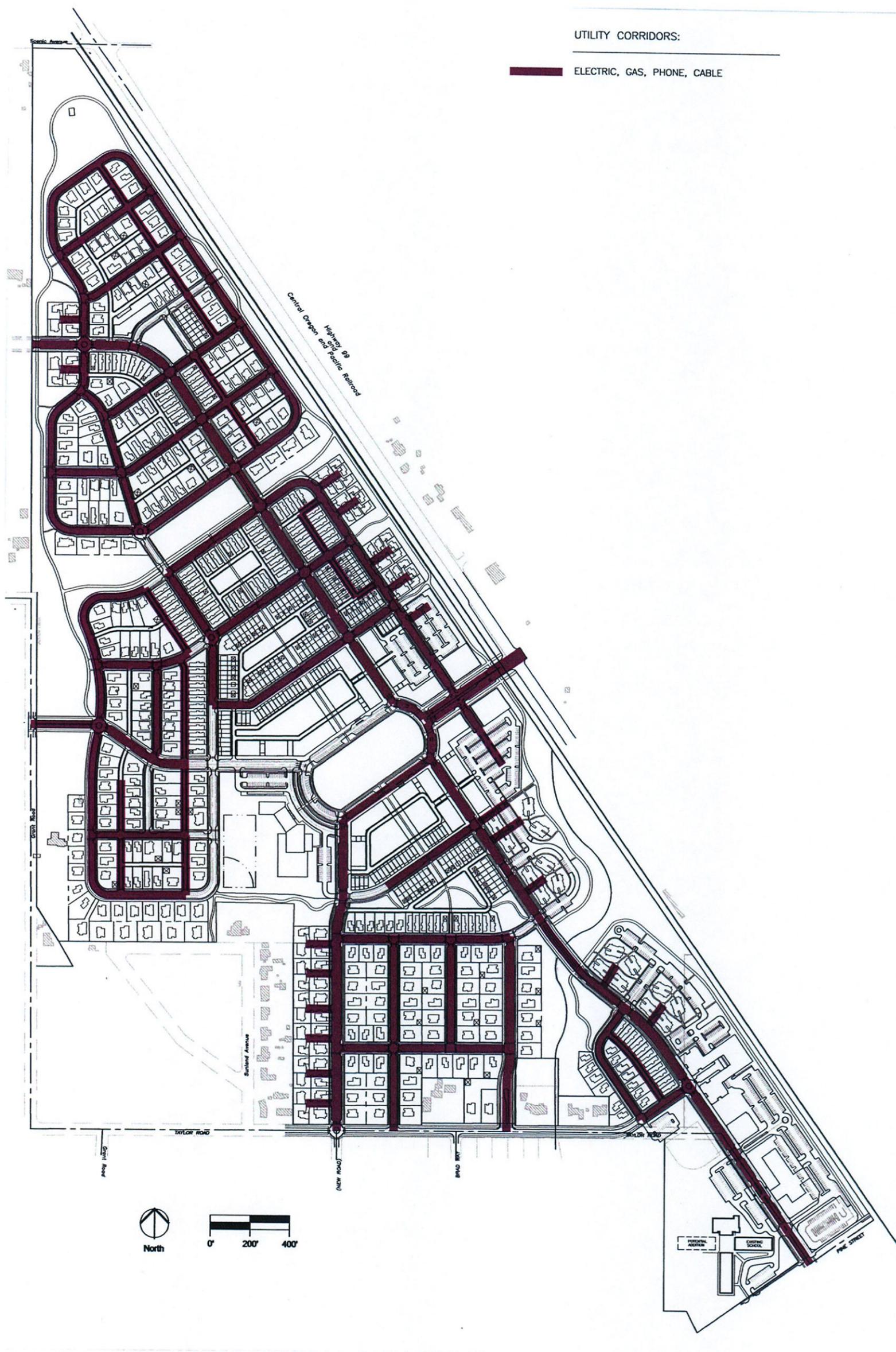


Exhibit 16, Electric, Cable, Gas and Telephone Plan

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

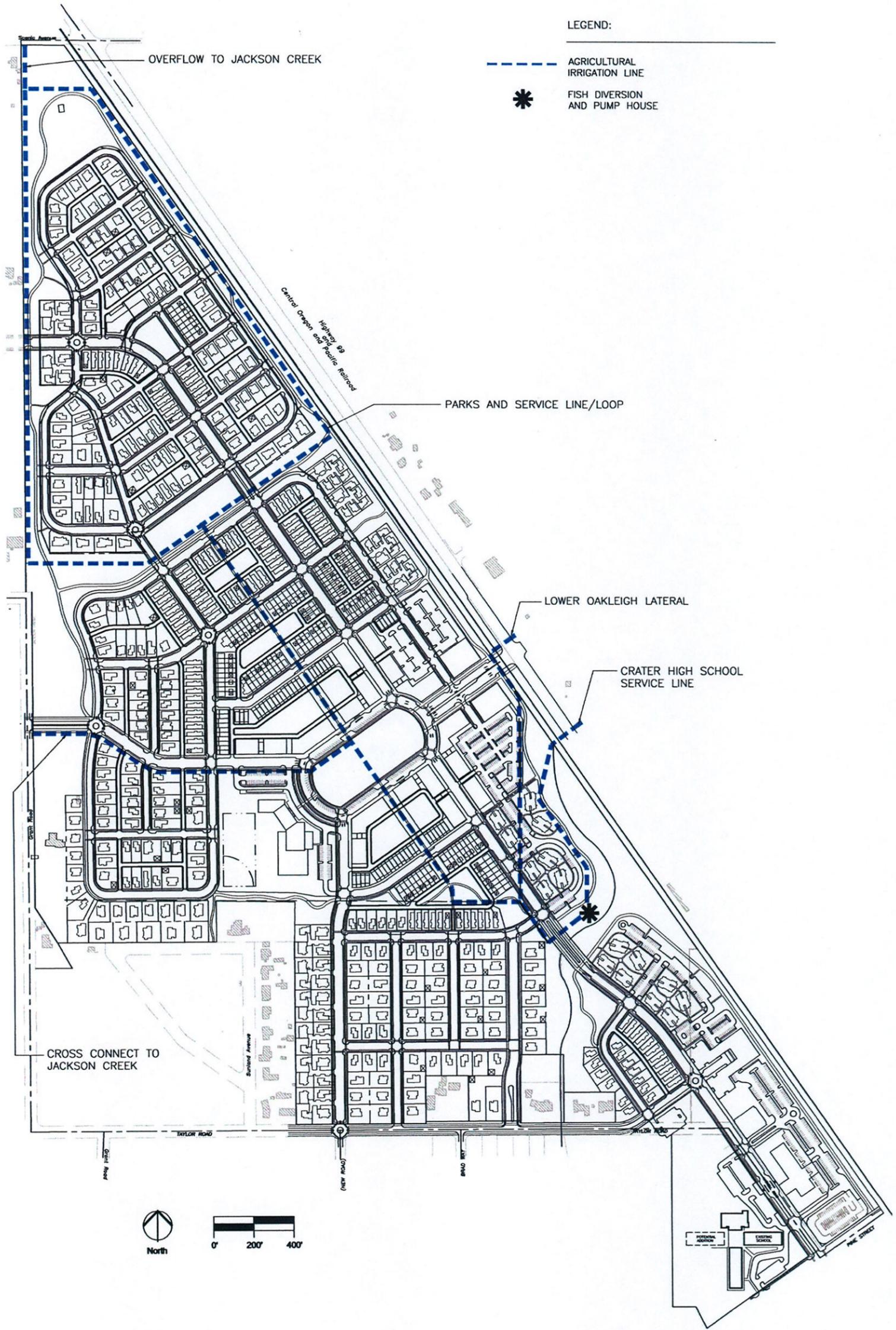


Exhibit 17, Agricultural Irrigation Plan

2. LAND USE



View of a mixed use district



View of residential home in Transit-Oriented Development

As defined by the City of Central Point's Comprehensive Plan and Zoning Ordinance, the Twin Creeks site has been designated as a Transit-Oriented Development (TOD) District (or 'activity center', as described by the RVCOG plan). This district has been assigned specific TOD land uses (refer to Exhibit 18, Land Use Plan). These land uses include:

- **High Mix Residential (HMR)**
This is the highest density residential zone intended to be near the center of the TOD District. High-density forms of multi-family housing are encouraged along with complementary ground floor commercial uses. Low-density residential uses are not permitted.
- **Medium Mix Residential (MMR)**
This medium density residential zone focuses on higher density forms of residential living. The range of housing types includes higher density single family and a variety of multi-family residences.
- **Low Mix Residential (LMR)**
This is the lowest density residential zone in the district. Single family detached residences are intended to be the primary housing type, however attached single family, and lower density multi-family housing types are also allowed and encouraged.
- **Employment/Commercial (E/C)**
Retail, service, and office uses are primarily intended for this district. Activities that are oriented and complementary to pedestrian travel and transit are encouraged. Automobile oriented activities are generally not included in the list of permitted uses. Residential uses above ground floor commercial uses are also consistent with the purpose of this zone.
- **Open Space (OS)**
This zone is intended to provide a variety of outdoor and recreation amenities. Because the density of development will generally be higher than other areas in the region, providing open space and recreation opportunities for the residents and employees in the TOD District becomes very important.
- **Civic (C)**
Civic uses such as government offices, schools, and community centers are the primary uses intended in this district. These uses can play an important role in the vitality of the TOD District.

A mixture of residential, commercial, civic, and employment uses are concentrated at the two transit station areas envisioned within the Twin Creeks TOD: one in the northern portion of the site (across from Crater High School) and one to the west of Highway 99 near the corner of Pine and Haskell. The residential products nearest the transit stations are higher density multi-family units and rowhouses because this allows more residents the advantage of a short walking distance to the transit stop. Also,

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

higher density housing designs tend to be more resilient to potential noise or activity occurring on busier transit designated streets.

The key concepts inherent in the land use pattern are that they account for a diversity of uses and housing types (thus providing for a balanced range of activities and income levels), that the uses have been arranged on the site to maximize transit use potential by situating denser neighborhoods nearest the transit stations, and by integrating with and reinforcing the existing community structure of Central Point.

Strategically located open spaces provide defining orientation for the neighborhoods as well as recreational opportunities and wildlife habitat. Key civic uses are situated prominently, thus reinforcing their important role within the community.



View of multi-family housing adjacent to open space



View of office below housing units (live/work)



View of neighborhood park

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

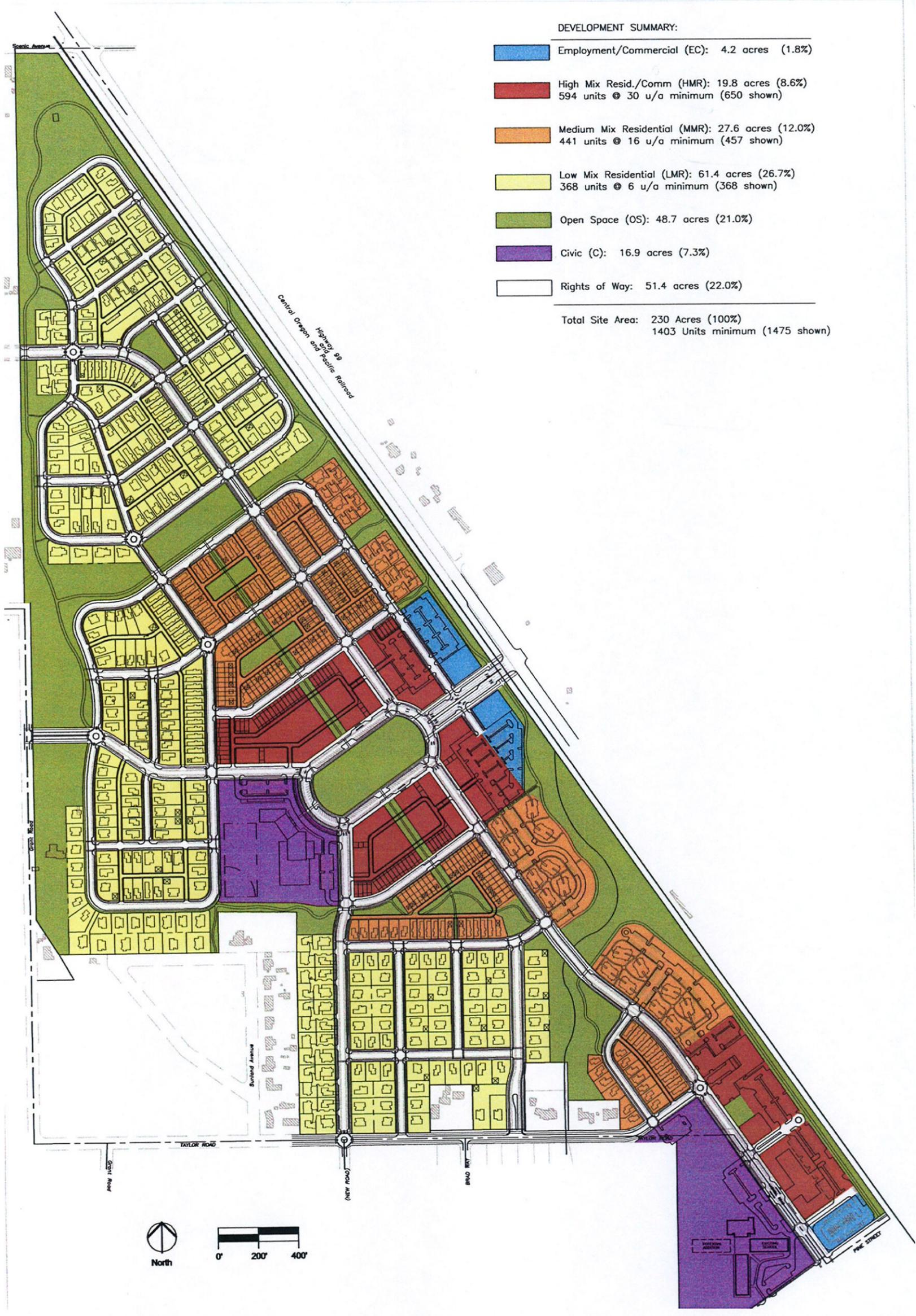
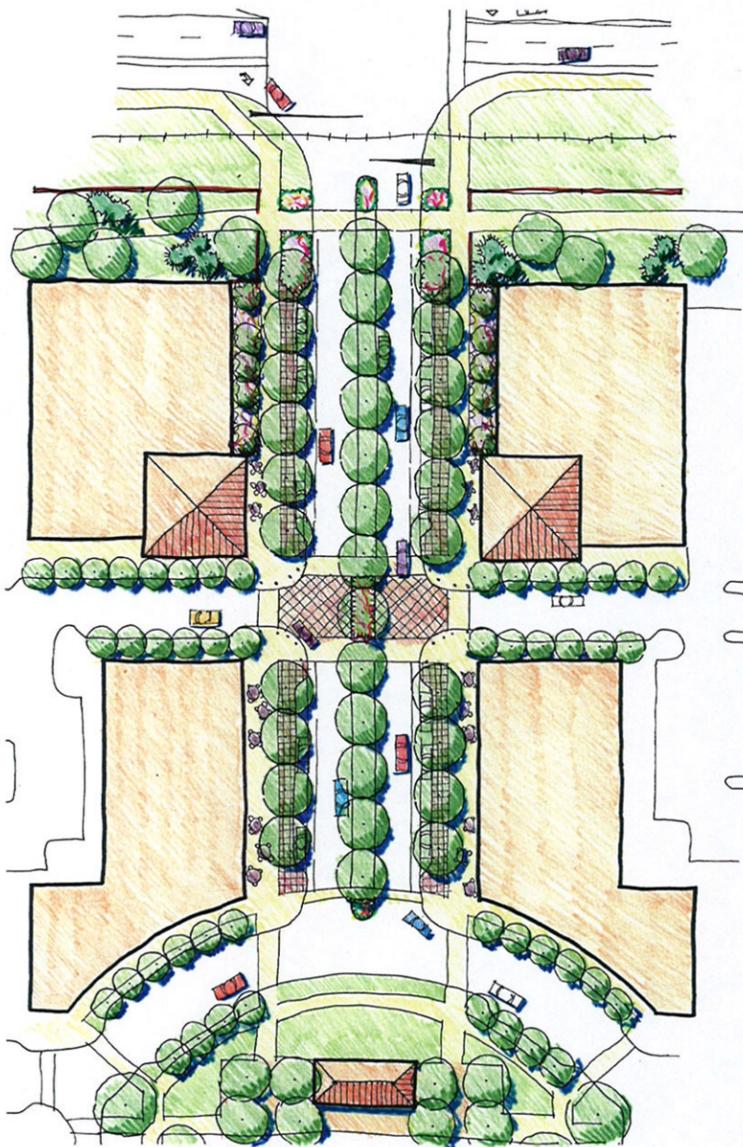


Exhibit 18, Land Use Plan



Major Community Gateway at Highway 99



An example of a gazebo used as a community focal point



An example of a pergola used as a community focal point

Community Design Features

1. NEIGHBORHOODS

Seven distinct neighborhoods are proposed to coincide with the land use pattern described above (refer to Exhibit 19, Neighborhood Plan). It is this blending together of neighborhoods which forms the identity of Twin Creeks and its relationship with the rest of the Central Point community. The proposed character and attributes of the seven neighborhoods are described below.

Neighborhood Character Descriptions

Northern Oaks

A quiet neighborhood consisting of a mixture of primarily alley served, single-family detached homes. The streets are typically narrow and tree-lined. Centrally located neighborhood pocket park and neighborhood grocery / day care / cafe (possible). Excellent access to open space system and active park spaces to the north and south. Typically informal character of landscaping.

Jackson Oaks

A quiet neighborhood consisting of a mixture primarily alley served, single-family detached homes. Typically narrow tree-lined streets. Excellent access to open space system to the west and school grounds and commercial core to the east. Typically informal character of landscaping.

North Commons

An active residential neighborhood with high density housing. Small pocket parks. Formal character of landscaping. Close to commercial core and directly connected by pedestrian greenway. Excellent access to open space system and active park space to the north.

The Commons

The most active neighborhood, with retail, employment, civic and residential land uses and the highest density housing. Large, formal open space. Formal character of landscaping. Connected to north and south neighborhoods by pedestrian greenway. Transit hub.

South Commons

An active residential neighborhood with high density housing. Small pocket parks. Formal character of landscaping with informal edge against creek corridor. Close to commercial core and directly connected by pedestrian greenway. Excellent access to open space system to the east and school/civic space to the west.

Griffin Oaks

A quiet neighborhood primarily consisting of the largest lot, single-family detached homes mixed with some smaller lot residential. Typically narrow tree-lined streets. Excellent access to open space system and active park spaces to the north and south. Typically informal character of landscaping.

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

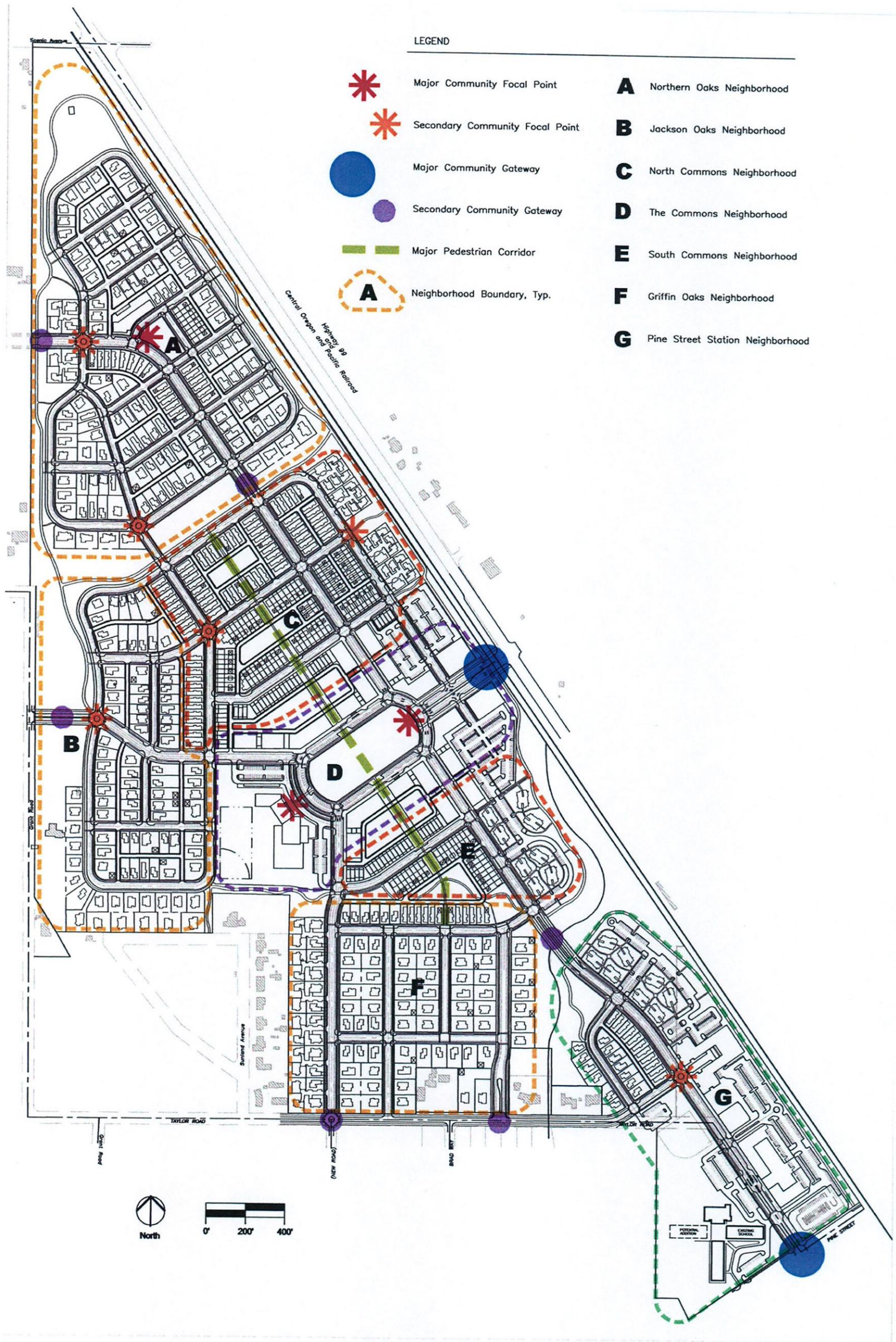
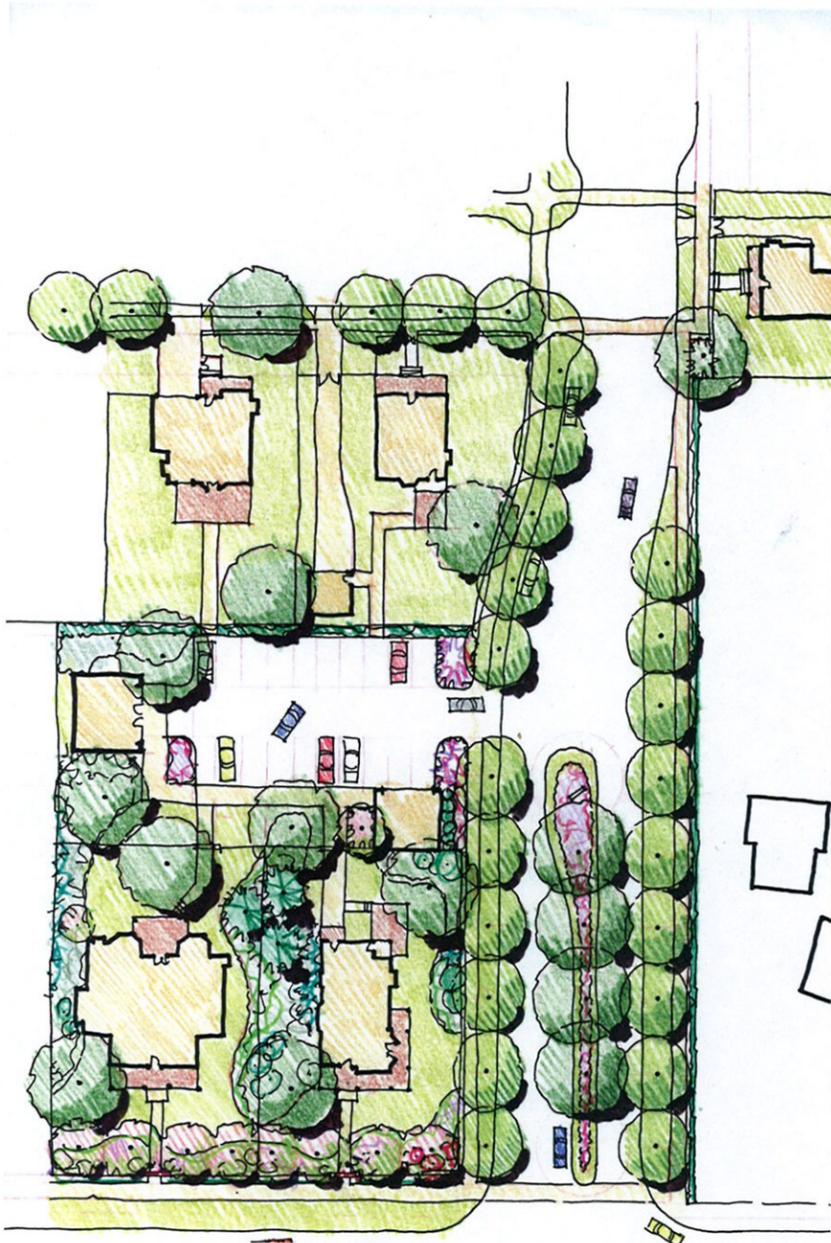


Exhibit 19, Neighborhood Plan

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT



Griffin Oaks neighborhood entry design concept plan

Pine Street Station

A neighborhood with active retail, employment, and high density residential uses. Senior assisted living housing envisioned. Formal open spaces and landscaping. Closest neighborhood to Mae Richardson School and downtown Central Point. Transit stop.

Neighborhood Features

The neighborhoods are to be connected by a network of pedestrian-oriented streetscapes and public open spaces.

Major and secondary focal points are proposed as visual orientation features. These may take the form of prominent building architecture, pergolas or water features within park areas. Specialty plantings or architectural and landscape treatment are proposed for traffic circles.

Major and secondary gateways are proposed to demarcate edges of neighborhoods or groups of neighborhoods. These will typically be formed by architectural relationships with the public open space, specialty gateway monumentation, plantings, signage, and lighting.

The neighborhoods themselves form an integrated extension of the existing urban pattern of Central Point and create identifiable areas (with centers and edges), thus encouraging future residents to become active participants in terms of maintenance, security and community growth.

Landscaping at entry areas into Twin Creeks will complement high quality design and construction of architecture, incorporating specialty landscape treatments of yards with streetscape and pedestrian-scale detailing of fences, signs and walls.

White picket style fencing will reinforce the traditional character of the neighborhood pattern and trellis structures with plantings will demarcate pedestrian entry points. Special signage will be incorporated into fences and walls at key corner and entry drives.



Detail example of Griffin Oaks neighborhood entry wall



Griffin Oaks secondary entry design concept section

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT



a. Landscaping

Building on the architectural theme, landscaping will also reflect the local climate and serve to define the streets and public open spaces as places of shared use. The lower density areas are envisioned as having a casual landscape character that will become increasingly formal as one moves toward the more urban, active, higher density neighborhoods and commercial areas.

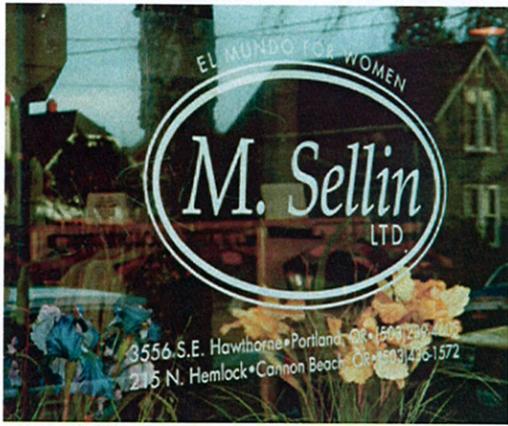
A plant list, included in the appendix, lists species that may be appropriate for landscaping individual homes or properties within Twin Creeks.



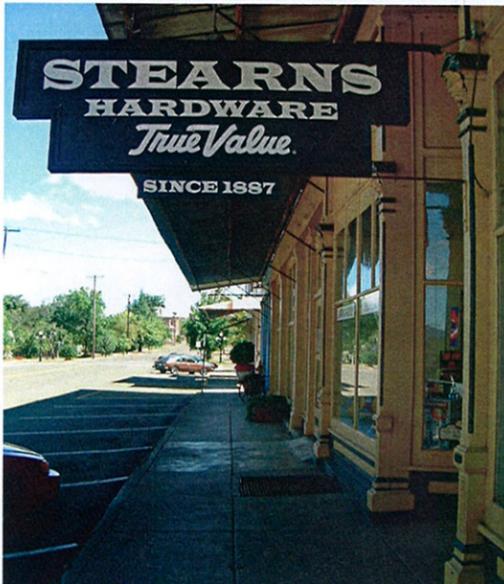
Informal Landscape Character Images



Formal Landscape Character Images



Example of window sign (with transparency)



Example of blade signs



Example of building signs



b. Signage

Signage in Twin Creeks will respect the pedestrian scale and orientation of the public rights of way and be considered an integral element of a building's overall aesthetics. It is important that the permanent signage associated with Twin Creeks be of a consistent character and incorporate well with the building architecture.

To identify the Twin Creeks development within Central Point, a Twin Creeks Logo may be developed and appear at key locations. All signage will be of high quality in terms of aesthetics and craftsmanship and will communicate its message effectively. All signage will either relate to the pedestrian or be oriented to longer distance viewing, such as higher up on a building. Window signs will not block views in, but rather generate interest and entice pedestrians to enter.

In commercial areas wall signs, 'blade' signs (or 'projecting' signs) and the use of images and/or icons are envisioned. Signs in windows (that do not obstruct views) and on canopies are also possible. Relief/applied letter signs may occur on buildings and will relate to entries. Special signs may occur, if approved by Twin Creeks management.

Neighborhoods will be identified by the use of district signs attached to the street name signage. Some neighborhoods may have freestanding entry signs constructed of natural materials and be externally lit.

2. RECREATION & OPEN SPACE

a. Recreation

A variety of open spaces are distributed throughout the neighborhoods providing important recreational, environmental, and wildlife values (*refer to Exhibit 20, Recreation and Open Space Plan*). The three main components of the Recreation and Open Space Plan include recreation, stormwater management, and wildlife habitat.

Key concepts inherent in the Recreation and Open Space Plan include the definition and connection of the different neighborhoods by the location of open space areas. Parks act as a central organizing feature for the neighborhoods and add grace and balance to the built environment, creating space for supporting and celebrating neighborhood life. All future residents will be able to walk to a public park or open space within five minutes or less (1/4 mile) from their homes.

The specific parks, recreational and open space features included in Twin Creeks include:

- Central Commons Neighborhood Park;
- Northern Oaks Neighborhood Park;
- Northern Oaks Neighborhood Pocket Park;
- North Commons Neighborhood Park;
- Griffin Oaks Pocket Park;
- Mid Block Pocket Park;
- The Pedestrian Promenade;
- Pine Street Station Pocket Park;
- The Twin Creeks Greenbelt / perimeter open space.

Recreational opportunities within Twin Creeks may include, but not be limited to, integrated bike lane and pedestrian facilities, ball fields, play grounds, wildlife habitat and restored creek areas, seating areas, game areas, tennis and basketball courts and picnic areas. Prototypical park plans are illustrated in Exhibits 21 through 26.



Examples of park spaces

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

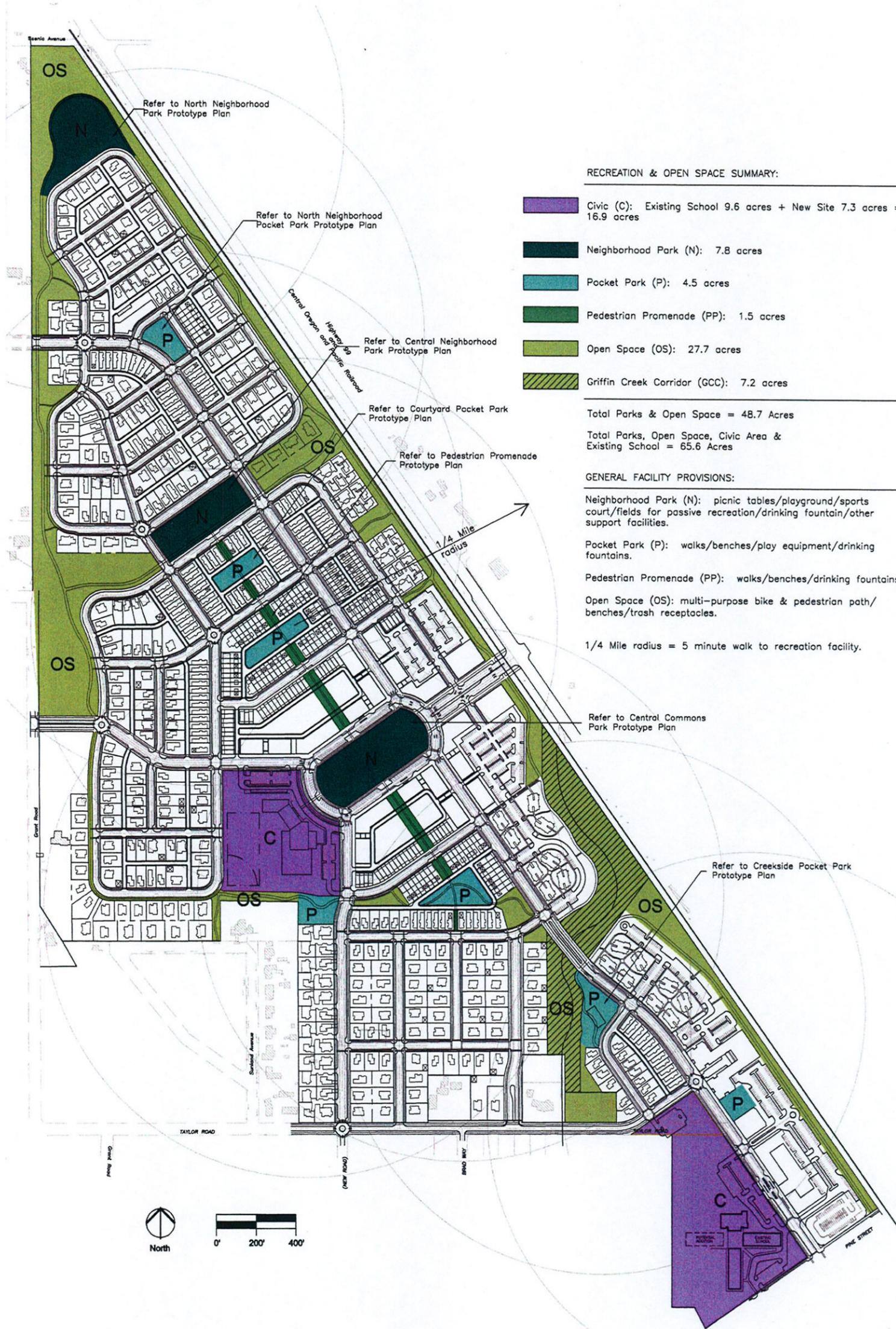
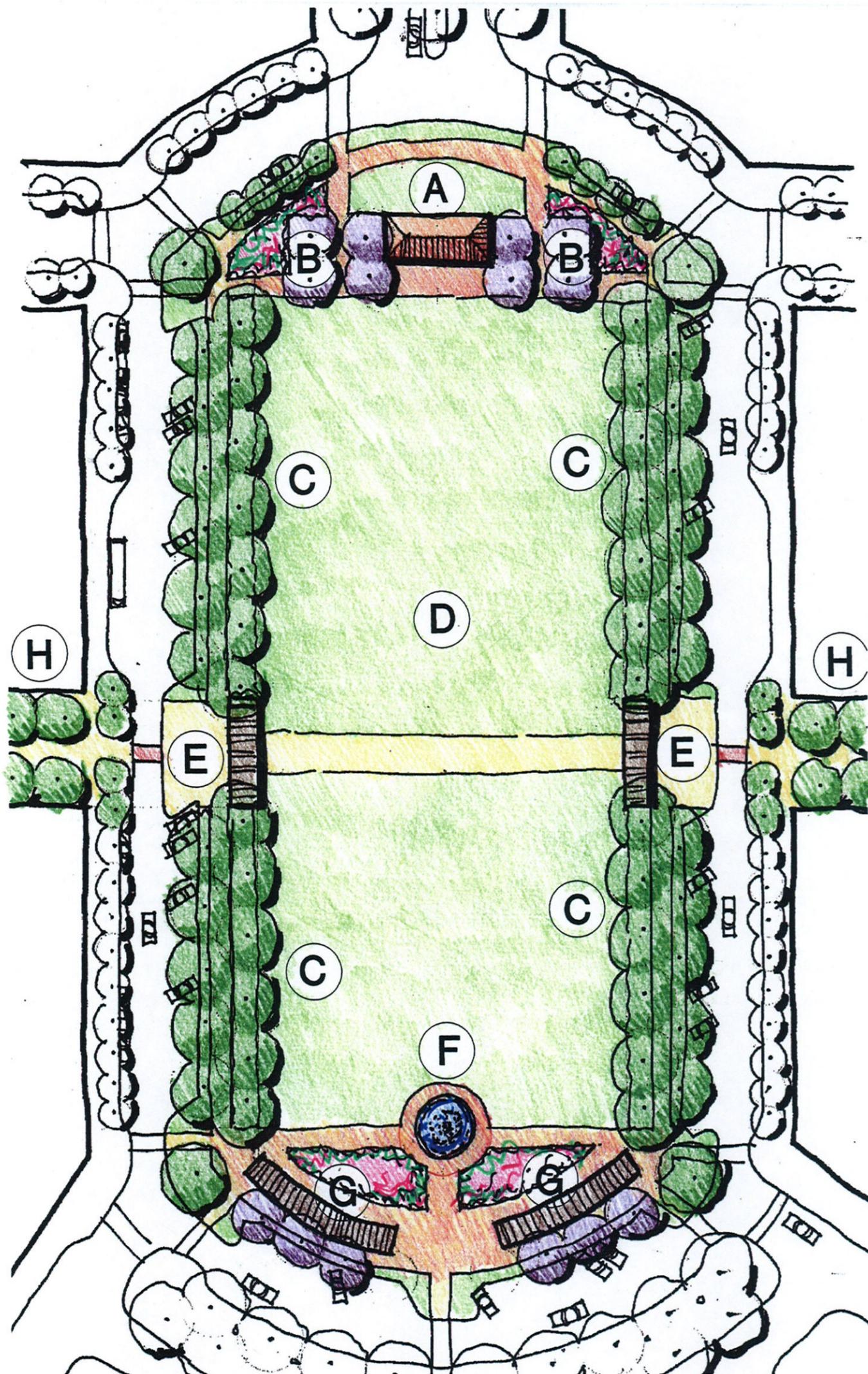


Exhibit 20, Recreation and Open Space Plan

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

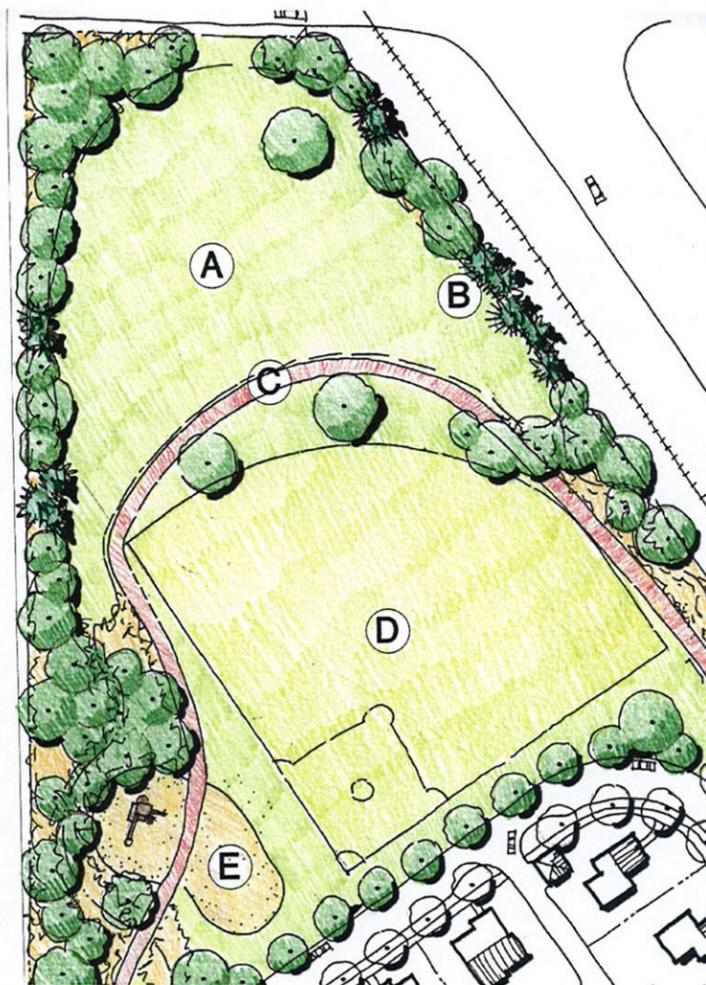


Key

- | | | | |
|----------|--|----------|---|
| A | Primary Architectural Focal Point | F | Architectural Focal Point
(Such as Water Feature) |
| B | Shaded Seating Areas with Granular Paving | G | Architecture Focal Point
(Such as Curved Pergolas) |
| C | Double Row of Oaks | H | Pedestrian Greenway |
| D | Open Lawn (Passive and Active Use) | | |
| E | Secondary Architectural Focal Point
(Such as Pergola) | | |

Exhibit 21, Central Commons Neighborhood Park Prototype Plan

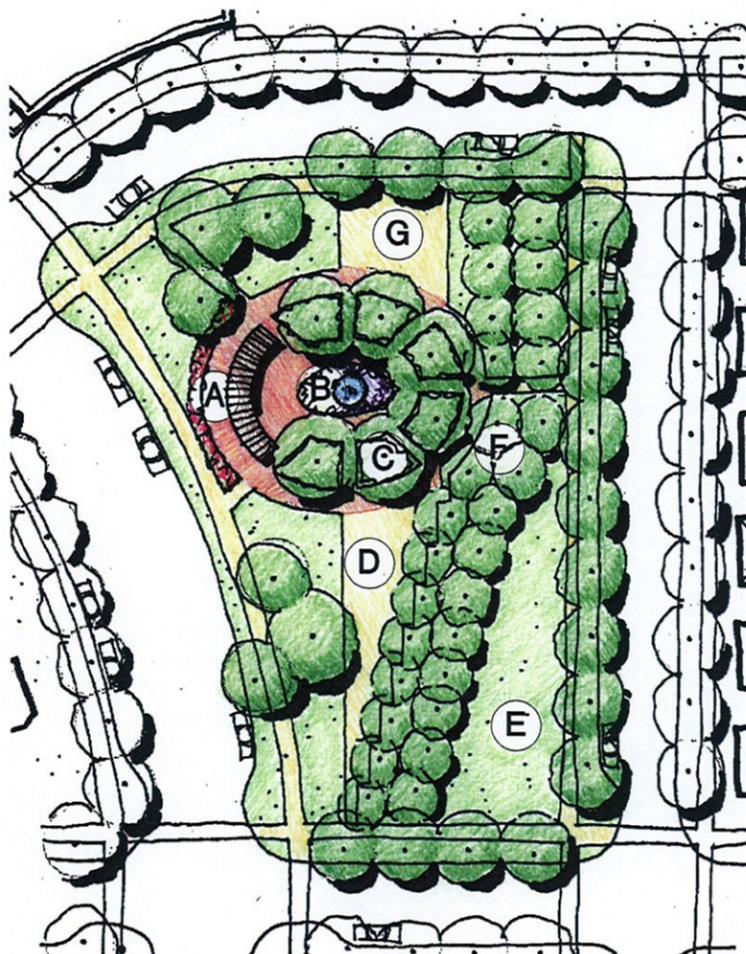
TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT



Key

- | | | | |
|----------|---------------------------------------|----------|--|
| A | Water Quality / Detention Area | D | Softball / Baseball Field |
| B | Buffer Planting | E | Children's Play Area and Play Structure |
| C | Paved Path | | |

Exhibit 22, Northern Oaks Neighborhood Park Prototype Plan

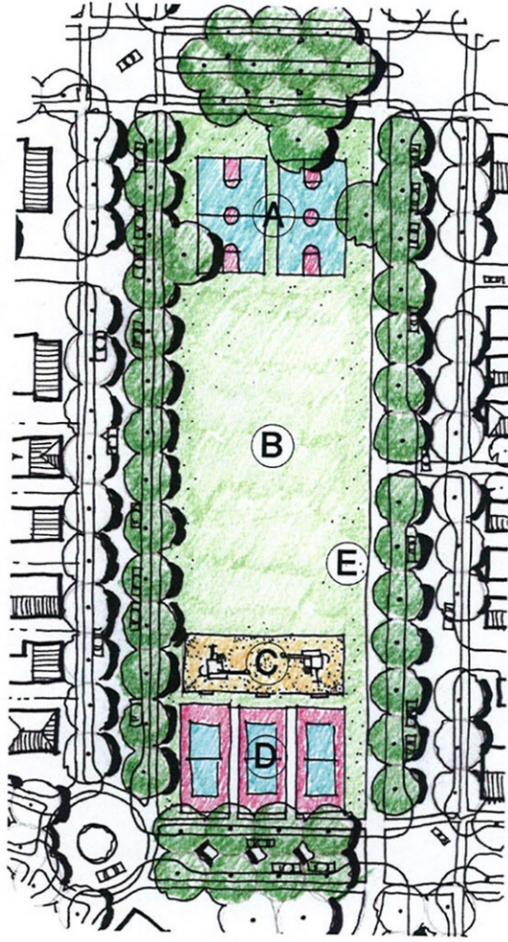


Key

- | | | | |
|----------|--|----------|--|
| A | Primary Architectural Focal Point (Such as Pergola) | E | Open Lawn and/or Children's Play Area |
| B | Water Feature and Flowering Perennials | F | Flowering Trees Seating Plaza (Board Game Area) |
| C | Oak Bosque | | |
| D | Paved Promenade | | |

Exhibit 23, Northern Oaks Neighborhood Pocket Park Prototype Plan

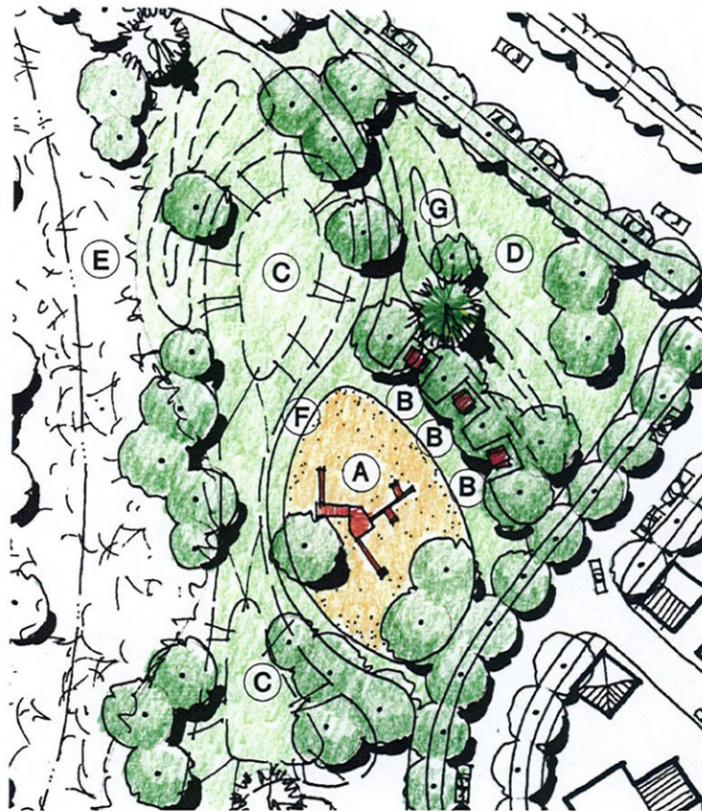
TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT



Key

- | | | | |
|----------|-------------------------------|----------|--|
| A | Basketball Courts | D | Tennis Courts |
| B | Open Play Field | E | Perimeter Walk and Street Trees |
| C | Children's Play Ground | | |

Exhibit 24, North Commons Neighborhood Park Prototype Plan



Key

- | | | | |
|----------|--|----------|-------------------------------|
| A | Children's Play Area with Play Structure | E | Creek Restoration Area |
| B | Shaded Picnic Area with Table And Benches | F | Paved Path |
| C | Water Quality / Detention Areas | G | Grassy Berm |
| D | Open Lawn (Passive and Active Use) | | |

Exhibit 25, Griffin Oaks Pocket Park Prototype Plan

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

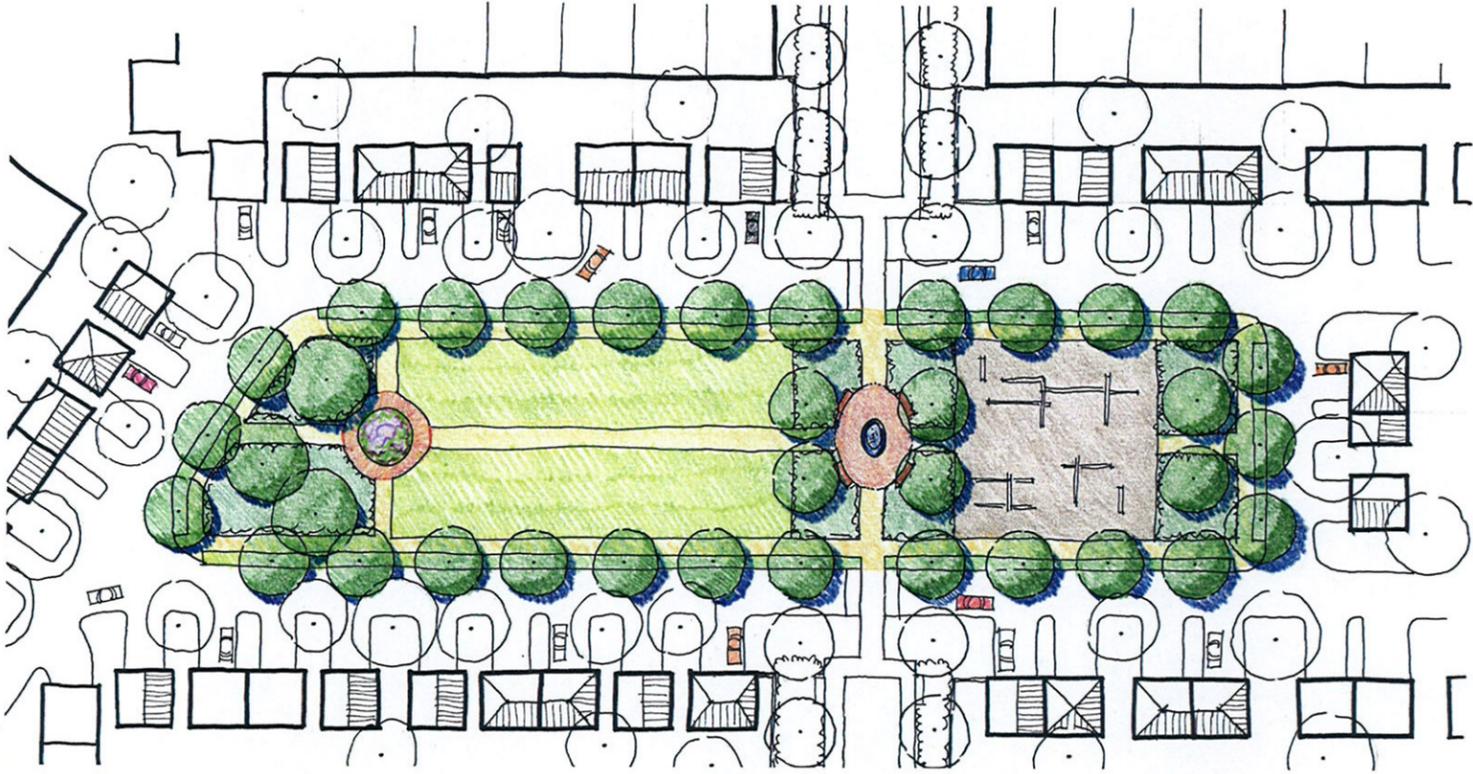


Exhibit 26, Mid Block Pocket Park Prototypical Plan

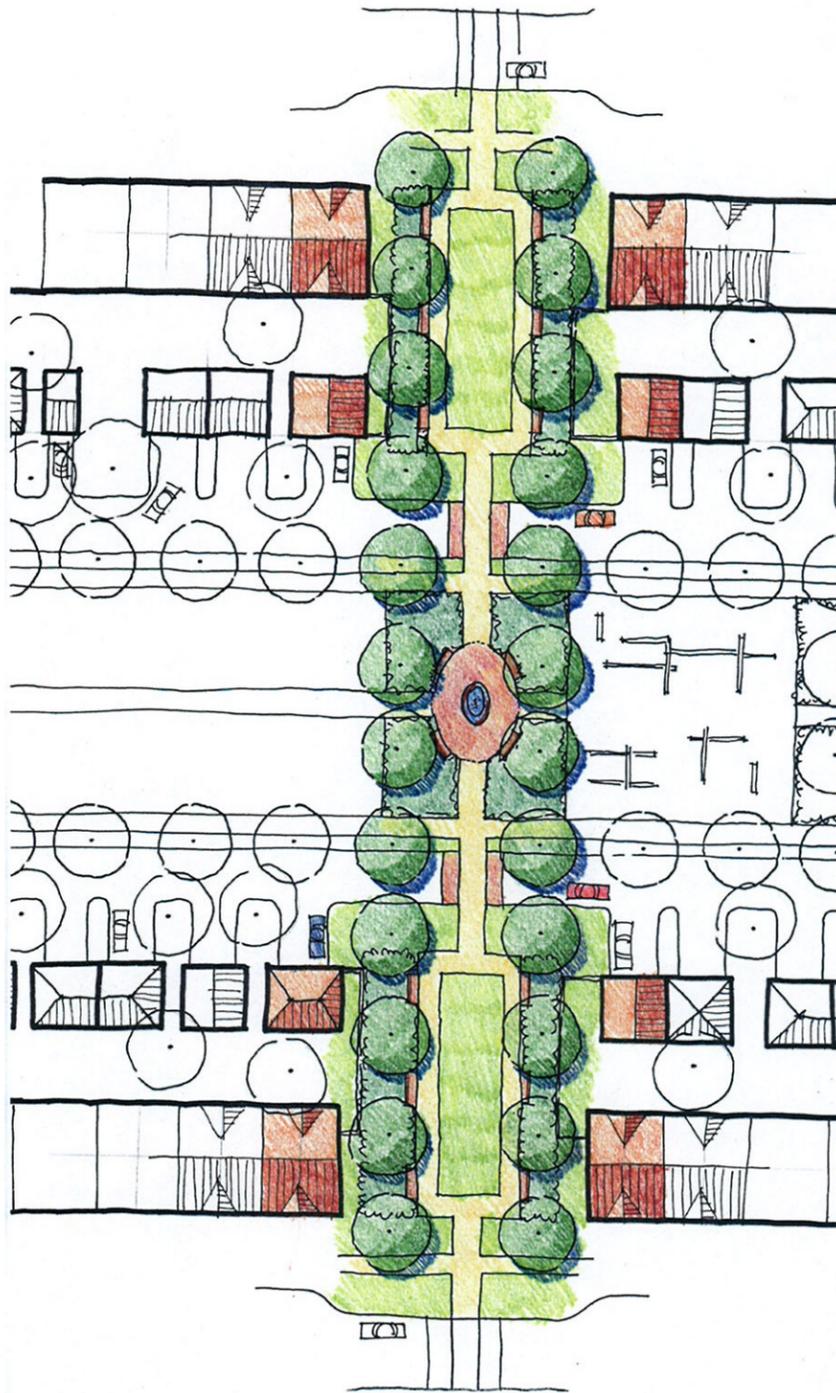


Exhibit 27, Pedestrian Promenade Prototypical Plan

b. Storm Water Management

The storm water management concept for the Twin Creeks Transit-Oriented Development is integrated with the overall parks and open space network (refer to Exhibit 30, Storm Water Management Plan). Detention basins, storm water swales and biofiltration swales are located around the impervious development area to minimize the amount of post development runoff. They are also utilized as practical components of the greenway corridor and act as a buffer between public and private property.

The site is divided into 4 drainage basin sub areas. Each of these sub areas drains to biofiltration swales and detention basins. Two of the sub areas drain to storm water swales before the biofiltration swales. From the detention basins, surface runoff is released into Griffin Creek in the southeast portion of the site and to Jackson Creek in the northwest portion of the site.

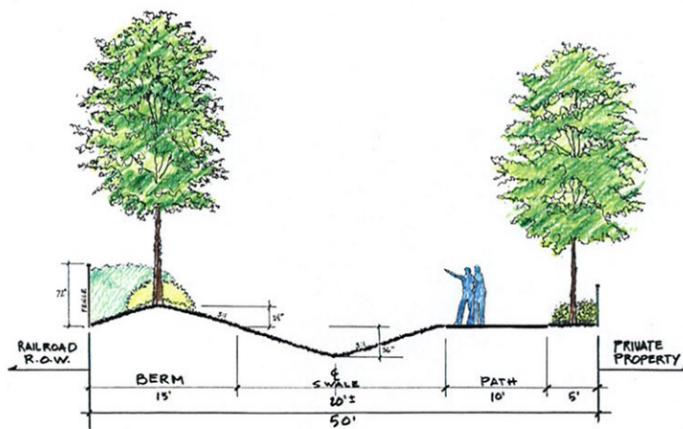


Exhibit 28, Illustrative Storm Water Swale Section

- *Storm Water Swales* – Storm water runoff is initially captured on rooftops and impervious surfaces by roof drains and curb inlets. The runoff is distributed through a network of pipes that daylight into open grass swales. These swales are designed for two primary functions:
 - convey stormwater to bioswales, and
 - allow for natural percolation of stormwater into the ground.

The grass-lined swales are also designed and located to act as a buffer between a proposed bike and pedestrian path and private backyards toward the edges of the development. (Refer to Exhibit 28, Illustrative Storm Water Swale Section.)

- *Biofiltration Swales* – Airborne and surface pollutants are carried by runoff during rain events. Biofiltration swales are similar to grass lined swales except they are lined with plant species that absorb pollutants carried by runoff. These are located adjacent to all the detention basins so runoff is filtered before entering the basin.
- *Detention Basins* – Detention basins are the last stormwater facility before the runoff is released into Griffin and Jackson Creeks. The purpose of the basins is to hold post development runoff to pre-development rates by detaining the runoff and releasing the water at a rate that will not be detrimental to the creek channel. Without detention, post development runoff from this site could increase flow rates in the existing channel, causing accelerated stream bank erosion and scouring. Another benefit of detention basins is that they allow sediments and suspended solids carried by stormwater to settle. If the sediments were not settled and released into the creek, the turbidity level of the creeks could become detrimental to fish habitat.



Example of bridge, creek and recreation trail



Exhibit 29, Griffin Creek Restoration Illustrative Plan

c. Wildlife Habitat

The proposed rehabilitation and restoration of Griffin Creek will improve creek water quality, wildlife and aquatic habitat (refer to Exhibit 29, Griffin Creek Restoration Illustrative Plan). The removal of the Blue Moon Dam and modifications to the current approach to irrigation water withdrawal intends to provide fish passage and spawning habitat for anadromous fish as required by new ESA legislation. Under current Federal legislation (4(d) rule), Griffin Creek habitat must be enhanced and obstacles to fish migration must be removed to support populations of anadromous fish. The affected area includes the entire on-site reach of Griffin Creek extending from the east project boundary adjacent to the Central Oregon and Pacific railroad line to Taylor Road.

The existing Griffin Creek channel is deeply incised with mostly denuded banks. A few streamside areas are vegetated with Himalayan Blackberry and Cottonwoods providing low quality habitat.

Restoring and rehabilitating Griffin Creek will enhance wildlife habitat, water quality, and flood control through a series of efforts. These efforts will balance and carefully consider all aspects of the stream channel from the need to move water during peak flows to the daily need to sustain wildlife habitat and the seasonal need to provide spawning places for aquatic wildlife. More specifically, it will enhance riparian wildlife habitat, enhance aquatic habitat for anadromous fish spawning, improve water quality and flood capacity and improve the aesthetic, educational and recreational components of the waterway.

Gently sloping streamside banks will provide opportunities for revegetation. Proposed plantings will provide wildlife habitat and enhance aquatic habitat by providing necessary shade to maintain cool water temperatures.

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

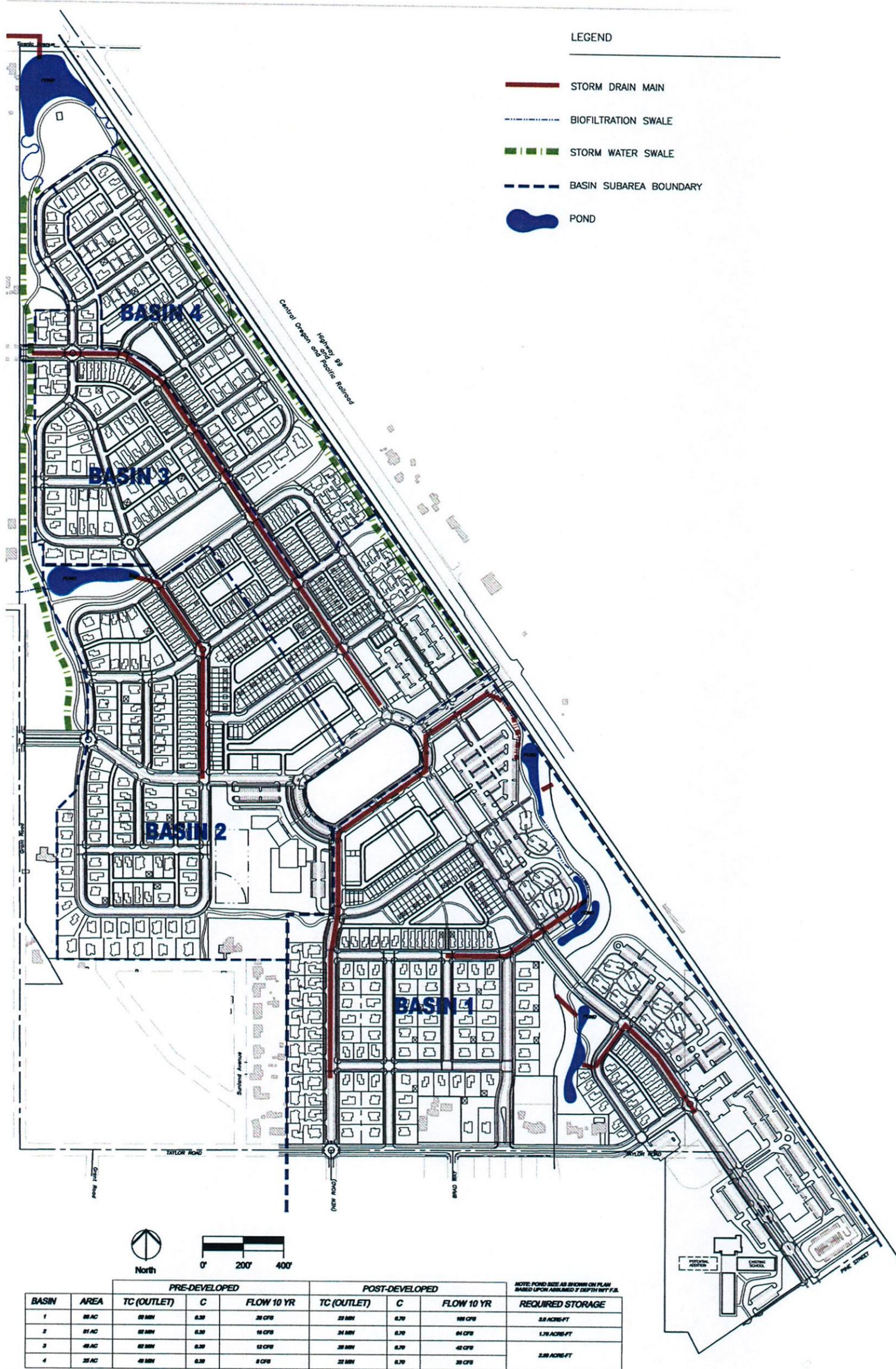
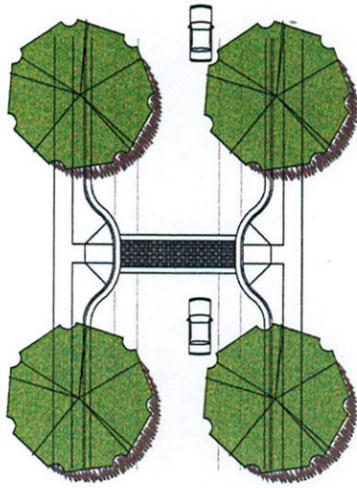


Exhibit 30, Storm Water Management Plan

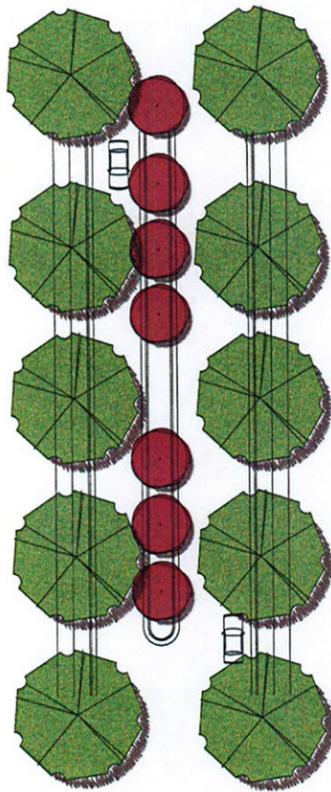
3. STREETSCAPES

a. Traffic Calming

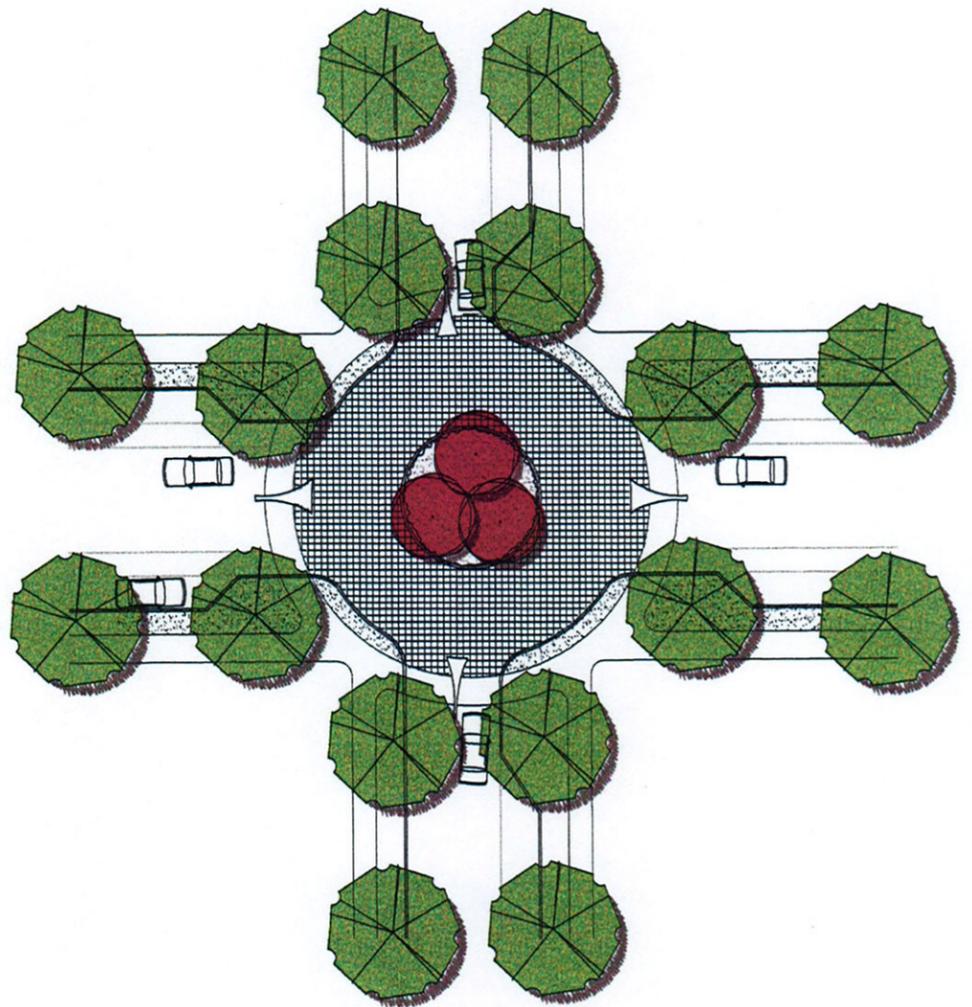
Traffic calming devices (including traffic circles, medians, curb extensions and mid-block pedestrian crossings) will enhance the safety of the street network by reducing vehicle speeds in neighborhoods and providing additional definition and character to pedestrian areas (*refer to Exhibit 31, Traffic Calming Plan*).



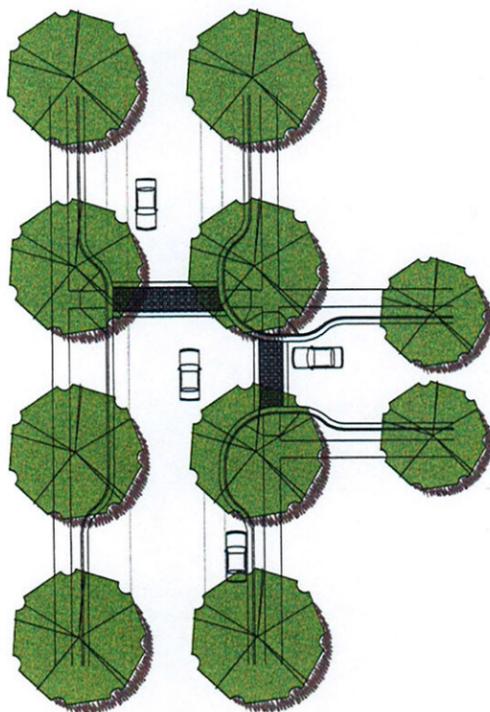
MID-BLOCK
PEDESTRIAN CROSSING



LANDSCAPED MEDIAN



TRAFFIC CIRCLE



3-WAY INTERSECTION
WITH CURB EXTENSIONS

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

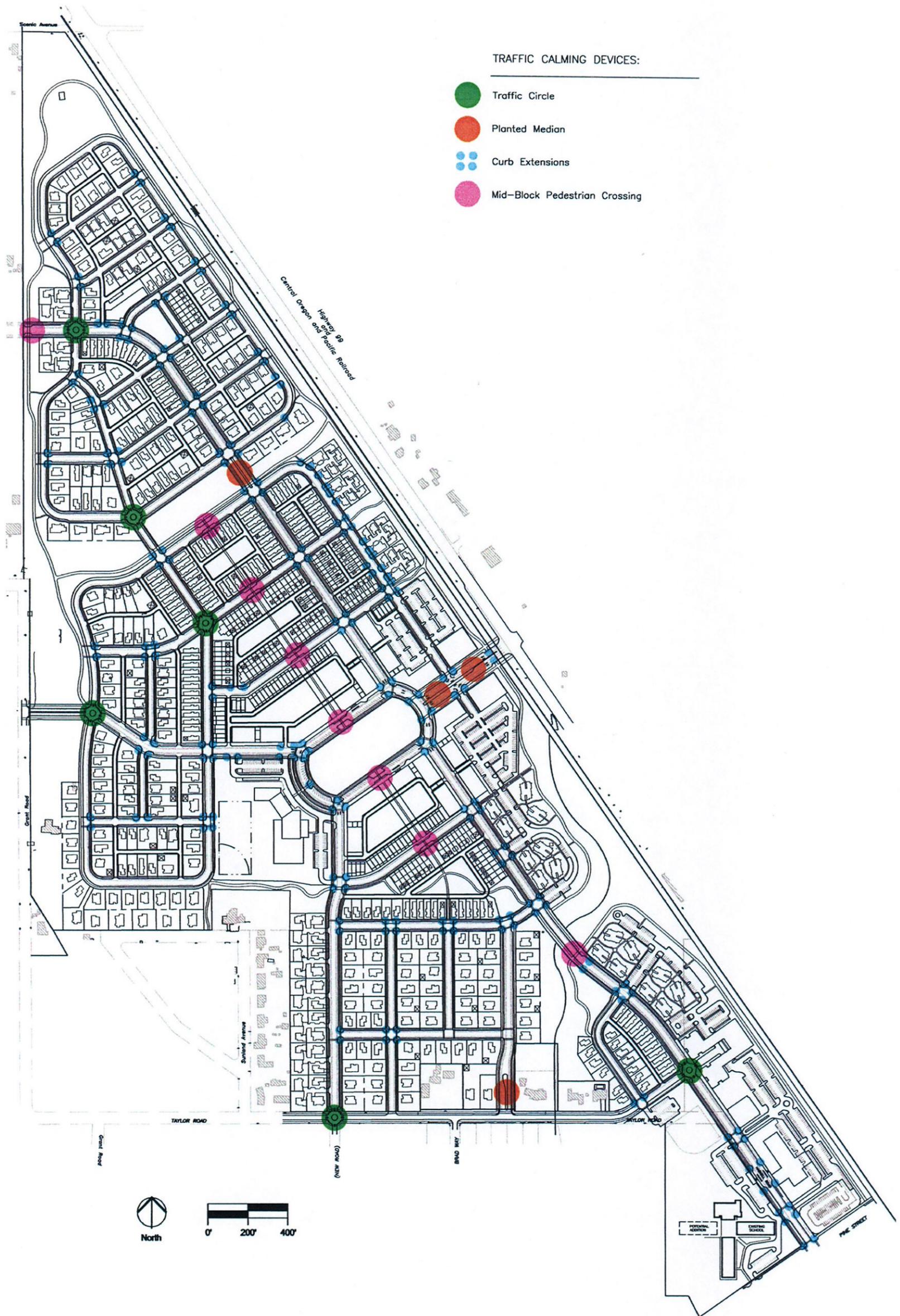


Exhibit 31, Traffic Calming Plan



View of parking lot with pedestrian access

b. Parking

Vehicular parking will be accommodated by a combination of public on-street parking and private off-street parking (*refer to Exhibit 32, Parking Plan*). As stated in the Zoning Code, minimum required on-site parking ratios for Twin Creeks are lower than typically required in the rest of Central Point due to the provision of ample on-street parking, the pedestrian friendly urban design, the mixture of uses and the future availability of public transportation.

It is envisioned that some of the off street parking areas that develop in the Commons neighborhood, could someday be replaced with buildings or some form of structured parking as the transit system comes online and development demand increases.

c. Street Trees

The Street Tree Master Plan defines trees species and recommended spacing appropriate to the character of each street and neighborhood (*refer to Exhibit 33, Street Tree Master Plan*). Typically, large broad canopied trees are proposed for the lower density neighborhoods and narrower, more columnar trees are proposed for the higher density areas.

Typically, streets will be lined with trees planted 30' on center. Oaks will be featured in medians and other highly visible open space areas. Medians will be simply, yet elegantly under-planted with flowering shrubs, perennials and evergreens.



View of tree-lined street with parking



View of development with street trees

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

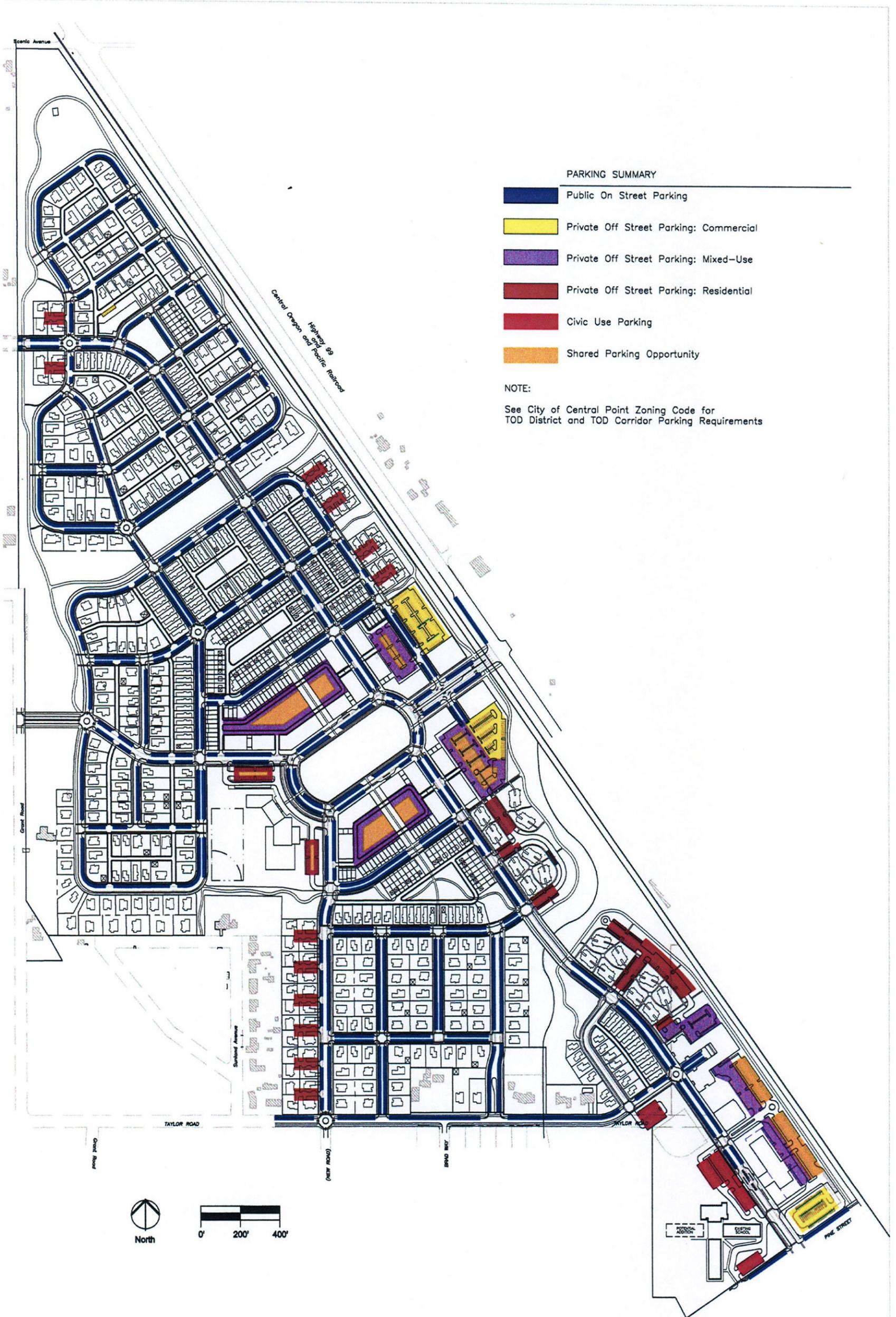
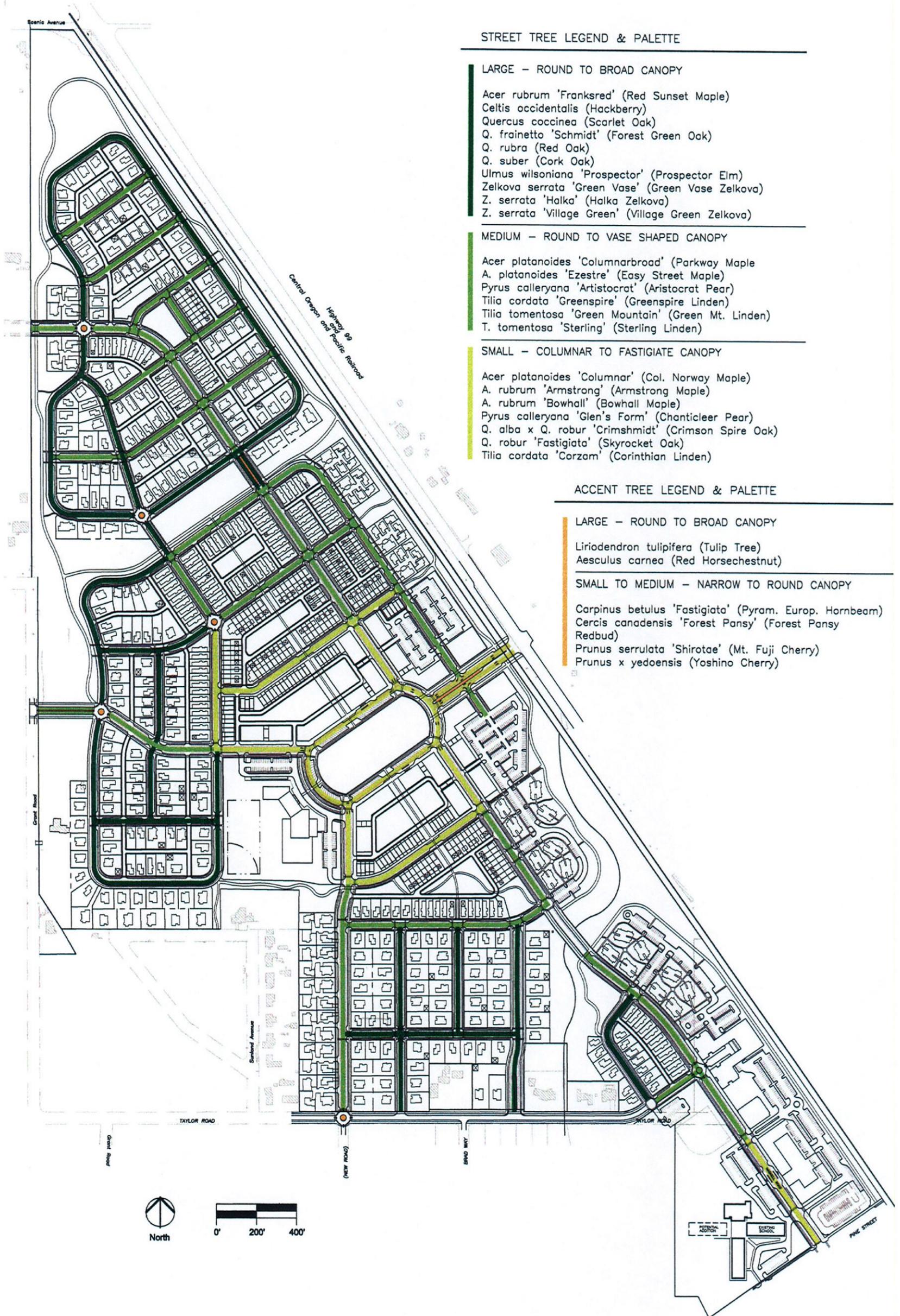


Exhibit 32, Parking Plan

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT



STREET TREE LEGEND & PALETTE

LARGE – ROUND TO BROAD CANOPY

- Acer rubrum 'Franksred' (Red Sunset Maple)
- Celtis occidentalis (Hackberry)
- Quercus coccinea (Scarlet Oak)
- Q. frainetto 'Schmidt' (Forest Green Oak)
- Q. rubra (Red Oak)
- Q. suber (Cork Oak)
- Ulmus wilsoniana 'Prospector' (Prospector Elm)
- Zelkova serrata 'Green Vase' (Green Vase Zelkova)
- Z. serrata 'Halka' (Halka Zelkova)
- Z. serrata 'Village Green' (Village Green Zelkova)

MEDIUM – ROUND TO VASE SHAPED CANOPY

- Acer platanoides 'Columnar' (Parkway Maple)
- A. platanoides 'Ezestre' (Easy Street Maple)
- Pyrus calleryana 'Artistocrat' (Aristocrat Pear)
- Tilia cordata 'Greenspire' (Greenspire Linden)
- T. tomentosa 'Green Mountain' (Green Mt. Linden)
- T. tomentosa 'Sterling' (Sterling Linden)

SMALL – COLUMNAR TO FASTIGIATA CANOPY

- Acer platanoides 'Columnar' (Col. Norway Maple)
- A. rubrum 'Armstrong' (Armstrong Maple)
- A. rubrum 'Bowhall' (Bowhall Maple)
- Pyrus calleryana 'Glen's Form' (Chanticleer Pear)
- Q. alba x Q. robur 'Crimshmidt' (Crimson Spire Oak)
- Q. robur 'Fastigiata' (Skyrocket Oak)
- Tilia cordata 'Corzam' (Corinthian Linden)

ACCENT TREE LEGEND & PALETTE

LARGE – ROUND TO BROAD CANOPY

- Liriodendron tulipifera (Tulip Tree)
- Aesculus carnea (Red Horsechestnut)

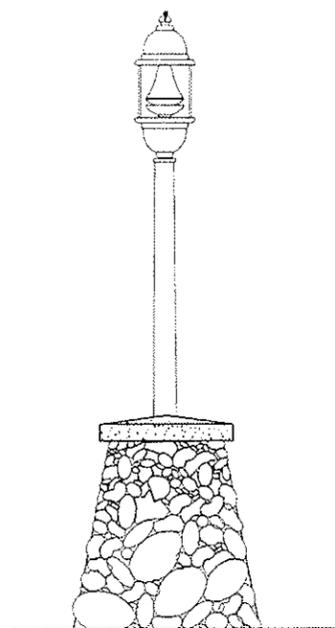
SMALL TO MEDIUM – NARROW TO ROUND CANOPY

- Carpinus betulus 'Fastigiata' (Pyram. Europ. Hornbeam)
- Cercis canadensis 'Forest Pansy' (Forest Pansy Redbud)
- Prunus serrulata 'Shirotae' (Mt. Fuji Cherry)
- Prunus x yedoensis (Yoshino Cherry)

Exhibit 33, Street Tree Master Plan



Luminaire proposed for most streets



Proposed low intensity lighting used at project gateways



Proposed low intensity lighting used in alleys and off-street bike / pedestrian paths

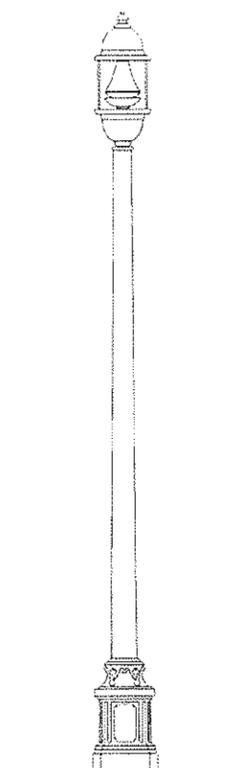
d. Lighting

As described in landscaping section above, the proposed street lighting will also reinforce the character of each neighborhood (*refer to Exhibit 34, Lighting Plan*). Decorative light fixtures are proposed which will be mounted at heights that respect the pedestrian scale of the public open spaces. Pedestrian streetlights will not exceed 20 feet in height along arterials and collectors, and 16 feet along local streets. The highest intensity lighting will be provided in the HMR area, medium intensity along collector streets and lowest intensity in the residential neighborhoods. A minimum average light level of 1.2 foot candles will be provided for urban spaces and sidewalks. Fixtures will utilize metal-halide, or similar color, lamps (not sodium based). Maximum lighting levels will not exceed 6-foot candles at intersections 1.5 foot candles in parking areas.

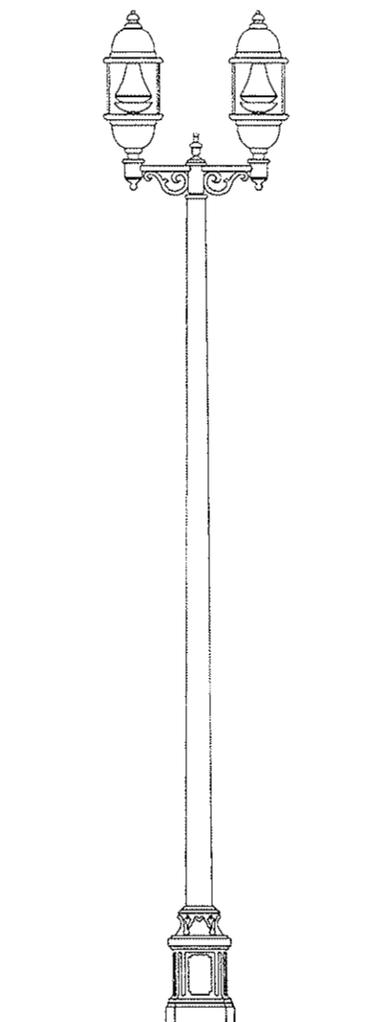
On-site lighting will be incorporated into the design of each project such that it:

- Reinforces the pedestrian environment;
- Provides continuity; and
- Enhances the drama and presence of architectural features.

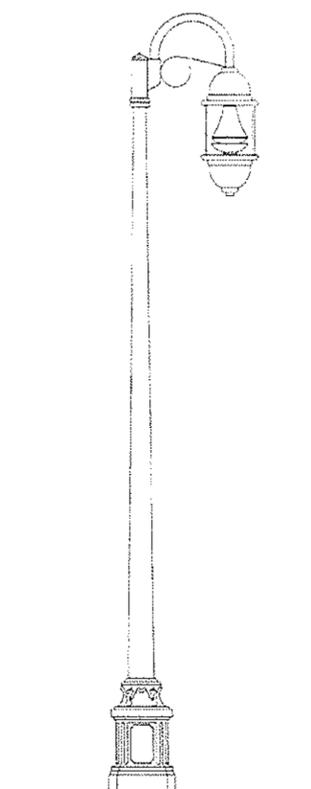
Special attention will be paid to entries, corners of buildings, courtyards, plazas and walkways as well as the unnecessary creation of light pollution.



Proposed medium intensity lighting for most residential streets



Proposed high intensity lighting for most commercial streets



Proposed low intensity lighting for pedestrian-only zones

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

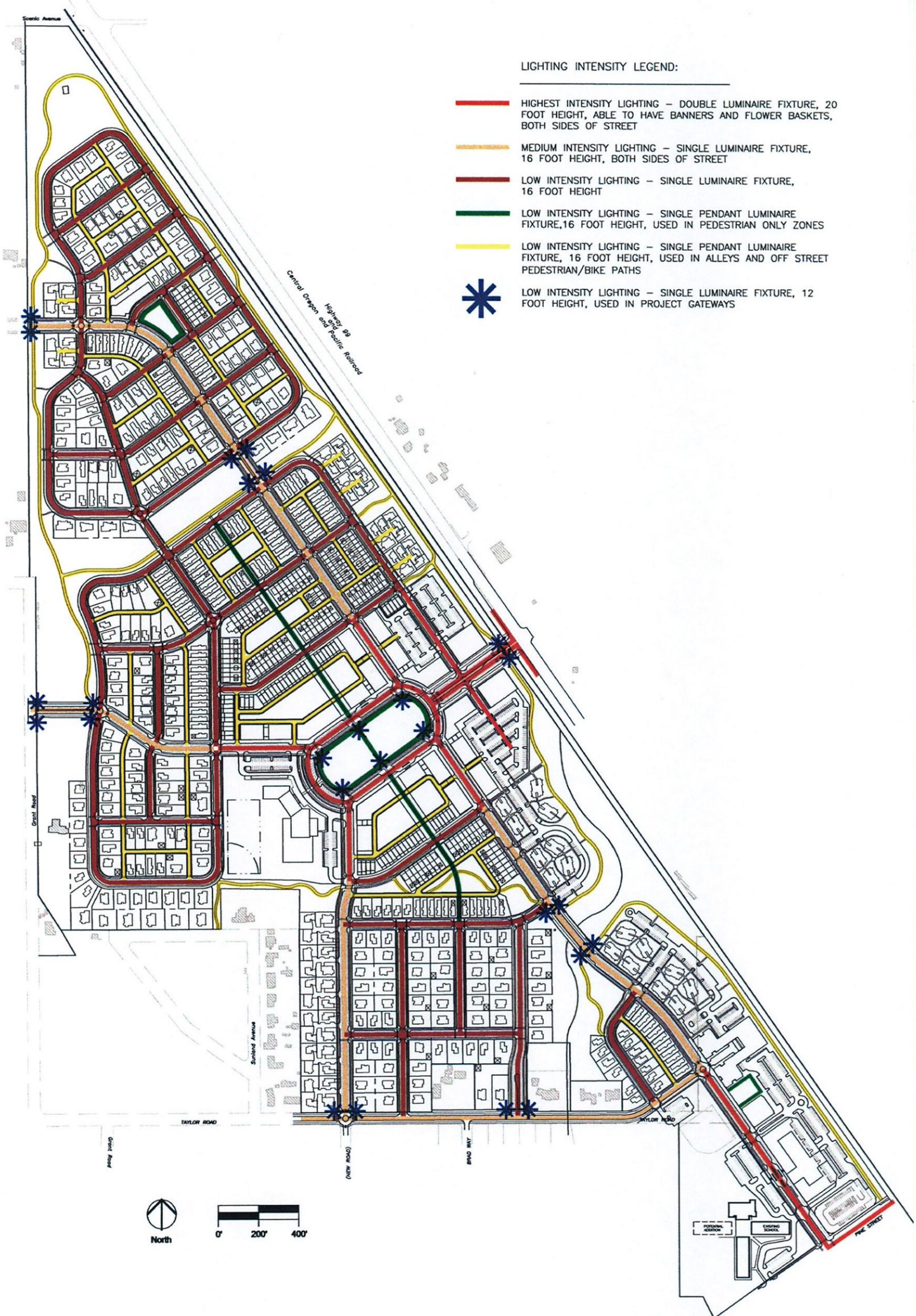


Exhibit 34, Lighting Plan

4. ARCHITECTURE

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

Principle Nineteen
Charter of the New Urbanism

Overall, the architectural character proposed for Twin Creeks reflects the region's local climate, topography, history, building practice and role in defining streets and public spaces as places of shared use. These are common sense principles, yet it is surprising how much of the typical building activities of the recent past have ignored these basic concepts.

The architecture of Twin Creeks is an 'architecture of place'. It is not about superficial image or the idle repetition of historical styles. It is about the wisdom and guidance of enduring values, traditions, methods and ideas. It is respectful more than avant-garde. It is incremental rather than revolutionary. Good urbanism is about practical function. While traditional design elements (such as front porches) may give the appearance of a well-designed town, they must exist within an overall framework of elements that allow residents to interact in real and meaningful ways.

The architecture of Twin Creeks will be characterized by the following design elements/features:

- Pedestrian friendly;
- Coherent building form and massing;
- Appropriate design of rooflines and parapets;
- Special building features (such as defined entries and facade projections);
- Interesting and appropriate window sizing, orientation and detailing;
- Quality and honest use of materials;
- Appropriate climatic design responses (such as natural light and ventilation); and
- Design flexibility within an accepted vocabulary of principles.

Other important considerations for each architectural project include recognition of the regional context, distinguishing between dwellings and monuments, integration of formal elements, responding to nature and the use of technology in the service of architecture and sustainable development.

The founders' desire is to create a place that will become generative and timeless by encouraging designers and builders to honor the value of what exists and encouraging them to operate sensitively and thoughtfully within that context. Buildings will be judged and valued as part of the whole community, rather than as an individual architectural expression.

"All styles are good except the boring kind."

Voltaire
The Prodigal Child

"There is one timeless way of building. It is thousands of years old, and the same today as it has always been. The great traditional buildings of the past, the villages and tents and temples in which man feels at home, have always been made by people who were very close to the center of this way. And as you see, this will lead anyone who looks for it to buildings which are as ancient in their form as the trees and hills, and as our faces are."

Christopher Alexander
The Timeless Way of Building



View of single family home

a. Housing

Three main types of housing are proposed for the site including: 1) single-family detached, 2) single family attached and 3) multi-family. The housing mixture will reinforce the neighborhood concept by bringing people of diverse ages, races and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community (refer to Exhibit 35, Housing Plan).

The single family detached housing is envisioned to be comprised of a mixture of large lots (>7000 sf), standard lots (4500-7000 sf) and small lots (3000-4000 sf). These three lot sizes will include:

- Standard Detached Homes;
- Cluster Homes;
- ‘Charleston’ Homes; and
- Accessory Units.

The single family attached housing is envisioned to be comprised of a mixture of:

- Townhomes;
- Live/Work Units;
- ‘Plexes’; and
- Accessory Units.

The multi-family housing is envisioned to be comprised of a mixture of:

- Apartments;
- Mixed Use Apartments; and
- Senior Assisted Living

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

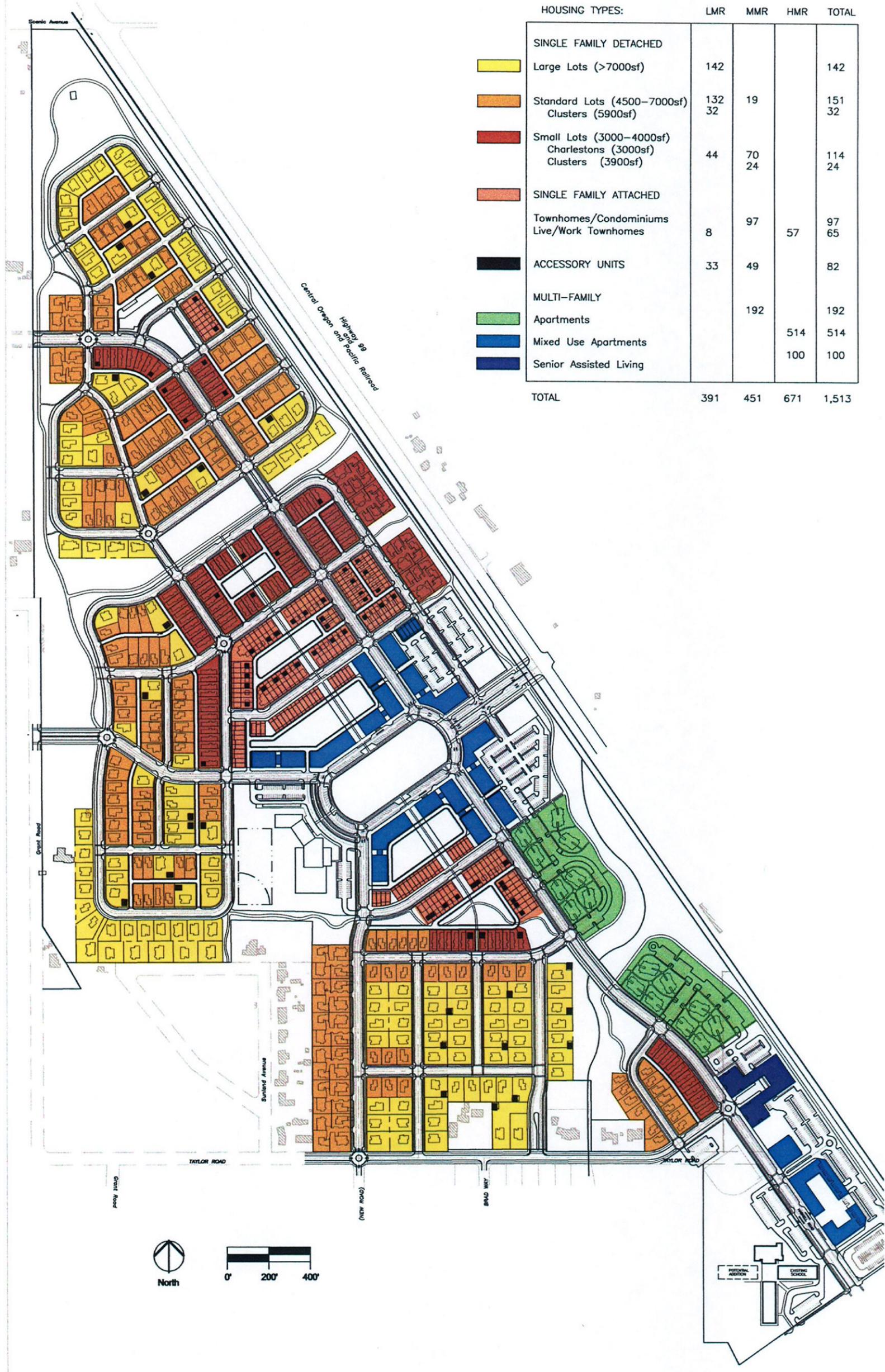
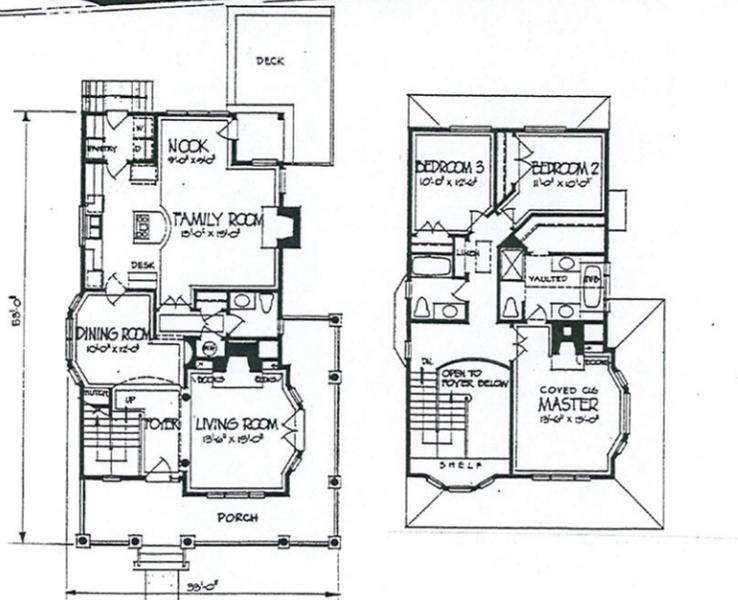
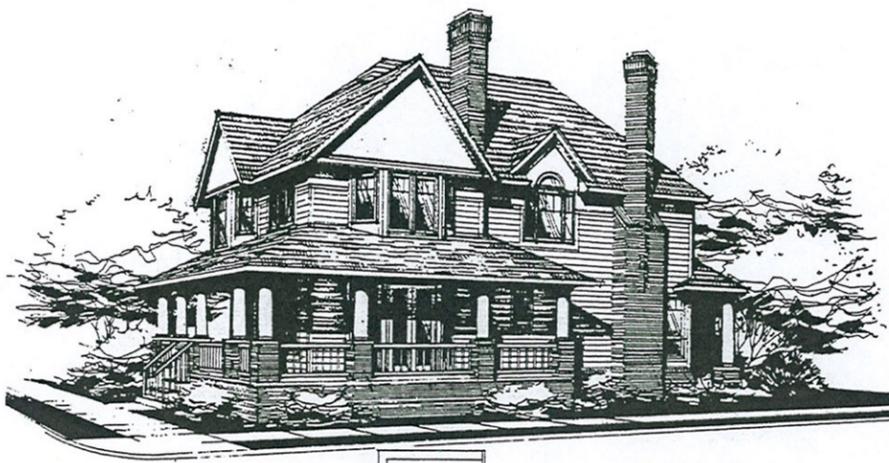


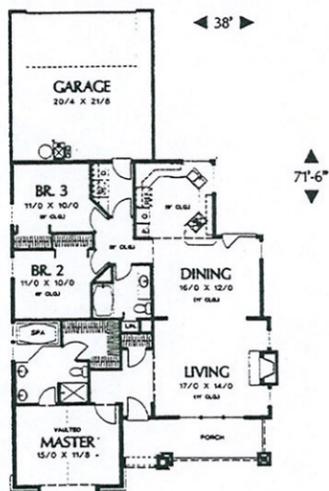
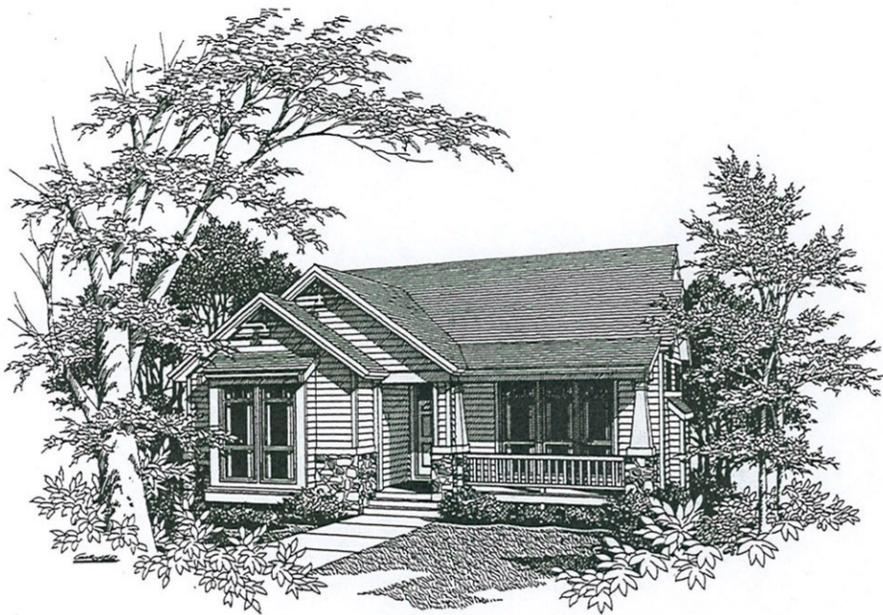
Exhibit 35, Housing Plan

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT



Designed by Pollard Hosmar & Associates Home Designs Inc.

Plan and Rendering
Large or Standard Lot, Alley or Front Loaded Garage



Designed by Alan Mascord Design Associates Inc.

Plan and Rendering
Standard Lot, Alley Loaded Garage

SINGLE FAMILY DETACHED
Standard Detached Homes

These single family detached prototype homes featured are located in the Low Mix Residential (LMR) zone, on large or standard lots.

The single family detached homes are one to two stories in height. Single or double garages are either attached or detached. The garages are alley-loaded or front loaded, depending on its site location.

Zoning Code requirements:

Single family dwelling land use:
Large & standard lots permitted in LMR, limited use in MMR
0 Lot Line permitted in LMR/MMR

Density units/net acre:
LMR 6 - 12
MMR 16 - 32

Lot area:
Large Lot 5,000 - 7,500 sq. ft.
Std. Lot 3,000 - 4,500 sq. ft.
0 Lot Line 2,700 - 3,000 sq. ft.

Minimum Lot width:
Large Lot 50'
Std. Lot 50'
0 Lot Line 30'

Minimum Lot Depth: 50'
Building Setbacks (LMR/MMR):
Front 10' - 15'
Side 5' (detached)
Corner 5' - 10'
Rear 15'

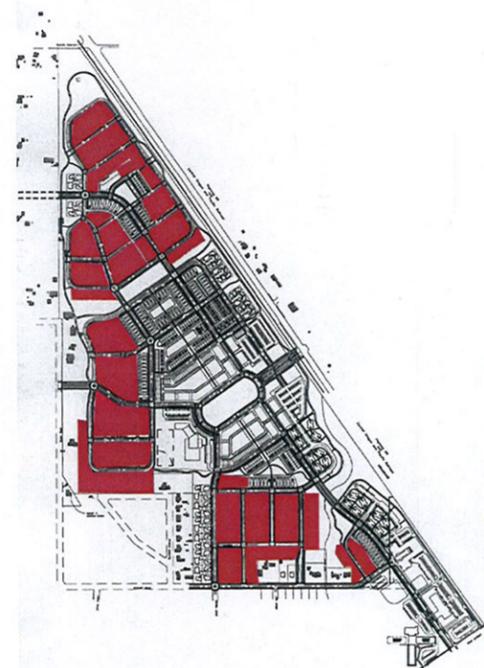
Garage entrance (LMR/MMR):
10' min. behind front building façade facing street

Maximum Building Height:
LMR 35'
MMR 45'

Maximum Lot Coverage:
LMR/MMR 80%

Minimum Landscaped Area:
LMR/MMR 20%

Minimum Parking: 2 spaces/unit
With Transit: 1 space/unit

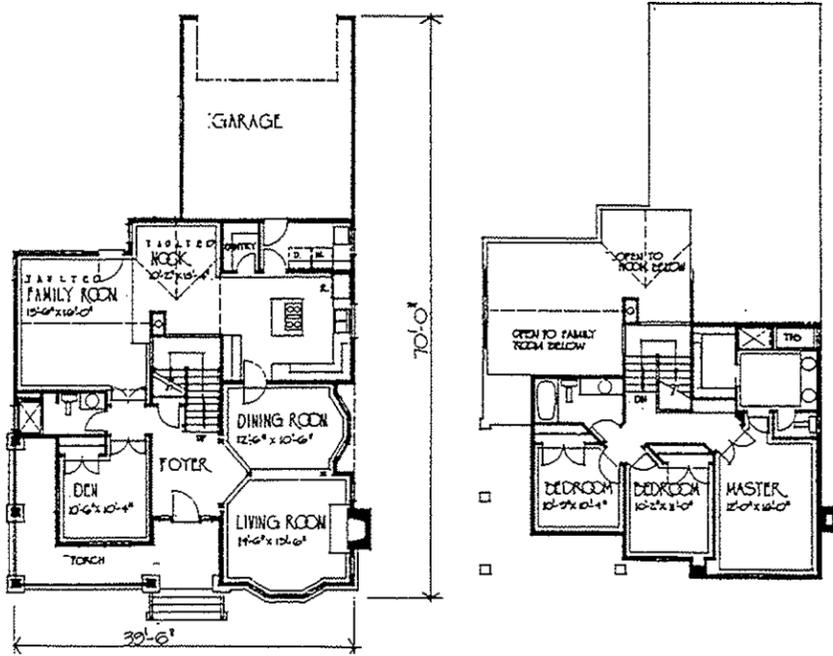


Location Plan

Above homes featured in House Plans for Narrow and Small Lots produced by Livable Oregon and Transportation and Growth Management Program

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

SINGLE FAMILY DETACHED
Standard Detached Homes



Designed by Pollard Hosmar & Associates Home Designers Inc.

Plan and Rendering
Large Lot, Alley Loaded Garage

Key Concepts:

All the houses have front yards that create a transition space between the public and private realms. Rear yards provide private outdoor space.

The building and outdoor spaces are to be strategically designed for solar access and the cooling summer winds

Entrances are clearly defined by porches and/or porticos (min. size 8' by 5'), and are connected to the pedestrian sidewalk. Habitable areas face the street, provide the "eyes on the street".

Windows, relites or skylights provide natural light and allow for ventilation and summer heat dissipation.

Building elevations have varying architectural expressions, forms and roofscapes giving strong visual interest along the street edge.

Quality, durable materials are used to enhance and highlight the buildings, with continuity of architectural detailing and materials on front and side facades.

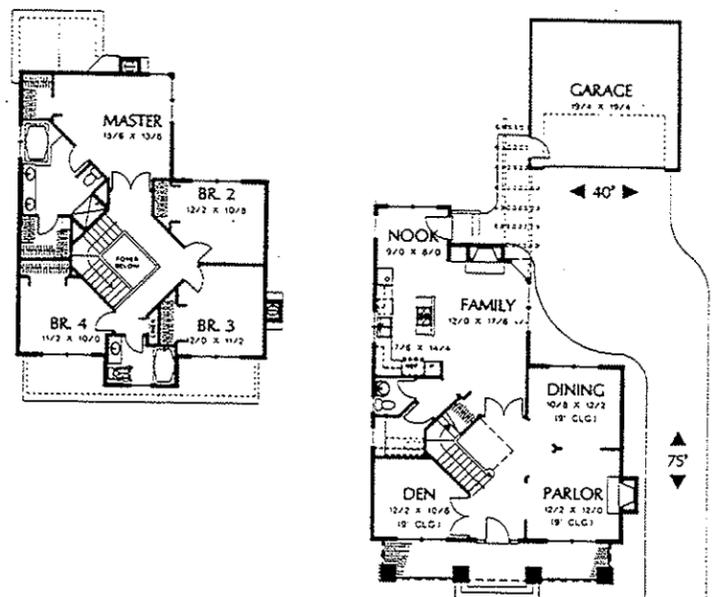
In all lots, there is the potential for accessory units over the garage or as stand-alone units.



UPPER FLOOR 1044 SQ. FT.
MAIN FLOOR 1158 SQ. FT.
TOTAL AREA 2202 SQ. FT.

Designed by Alan Mascord Design Associates, Inc.

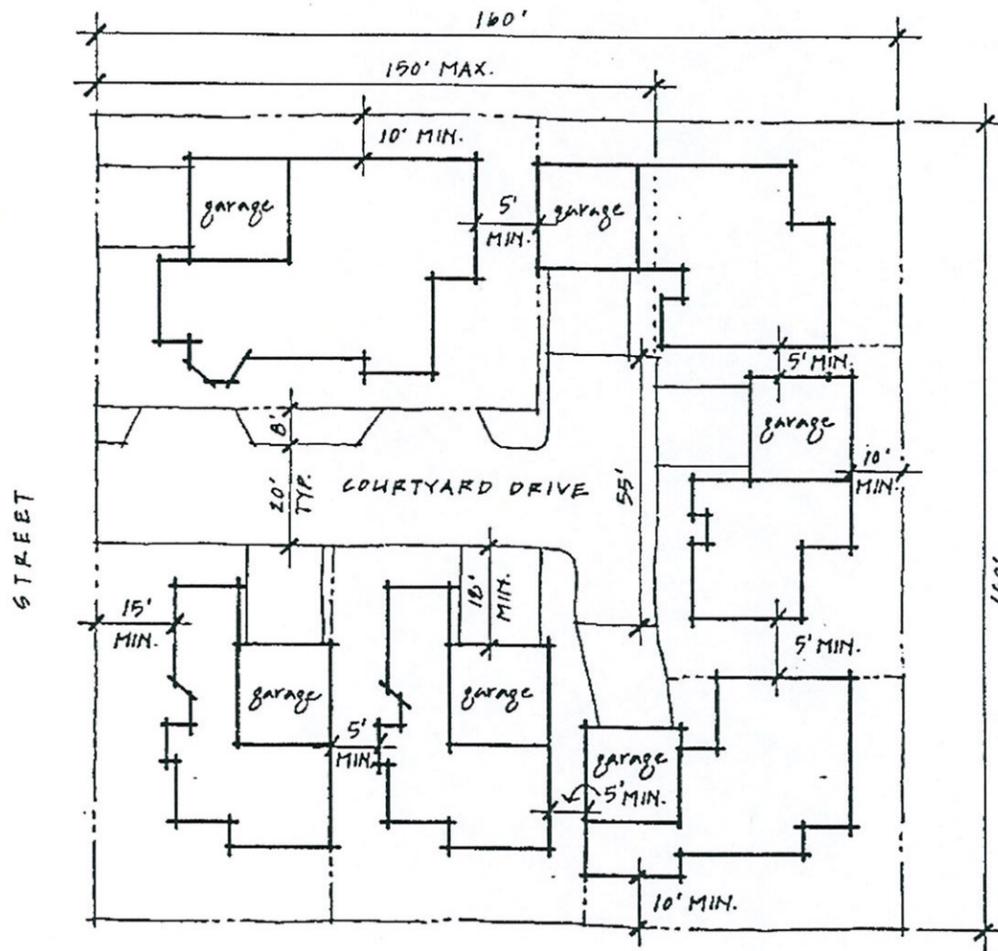
Plan and Rendering
Large or Standard Lot, Front Loaded



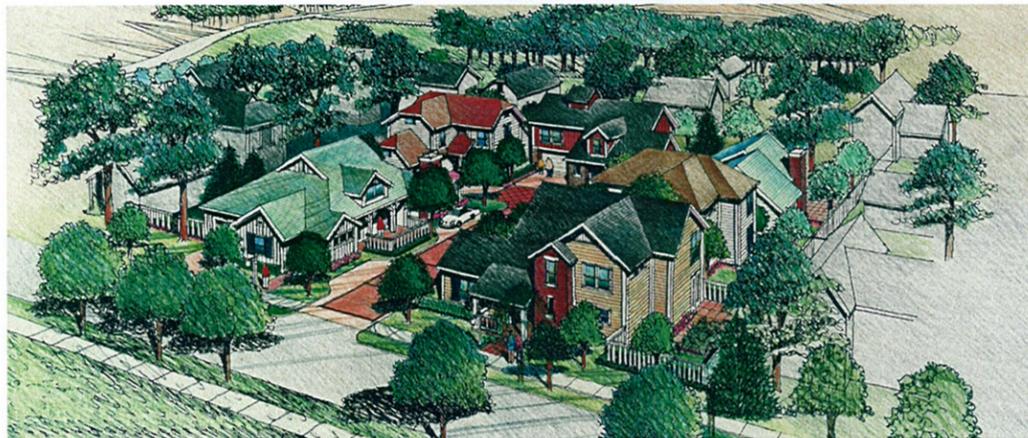
Above homes featured in *House Plans for Narrow and Small Lots* produced by Livable Oregon and Transportation and Growth Management Program

**TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT**

**SINGLE FAMILY DETACHED
Cluster Homes**



Site Plan



Rendering

These detached prototype homes are located in the Low Mix Residential (LMR) and Medium Mix Residential (MMR) zones, and are classified as zero lot line residences.

The homes are one to two plus stories in height. Double garages are attached and front-loaded either off the street or the courtyard lane.

Zoning Code requirements:

Refer to Standard Detached Homes

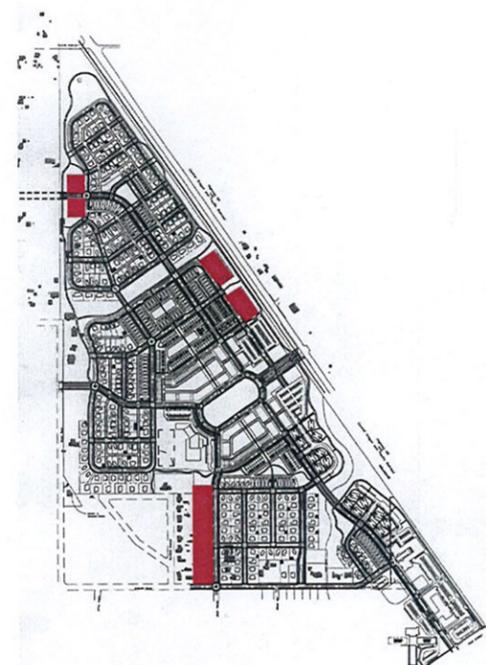
Key Concepts:

The concept consists of small lot detached homes, which are clustered around a courtyard. Each cluster will typically have 4 – 7 residences on individual lots.

Each cluster is served by a private drive designed to function as a landscaped courtyard. The extent of asphalt paving and the visual presence of the private driveway will be minimized by use of textured accent paving and landscaping.

Homes are typically sited with a zero-lot line setback on one side. The units have a 10 – 15 foot yard on one side, which wraps around the unit and flows into a rear yard of similar depth.

Loss of privacy is minimized by excluding windows on the zero-lot line wall along the adjacent usable side yard and by utilizing low privacy walls along the

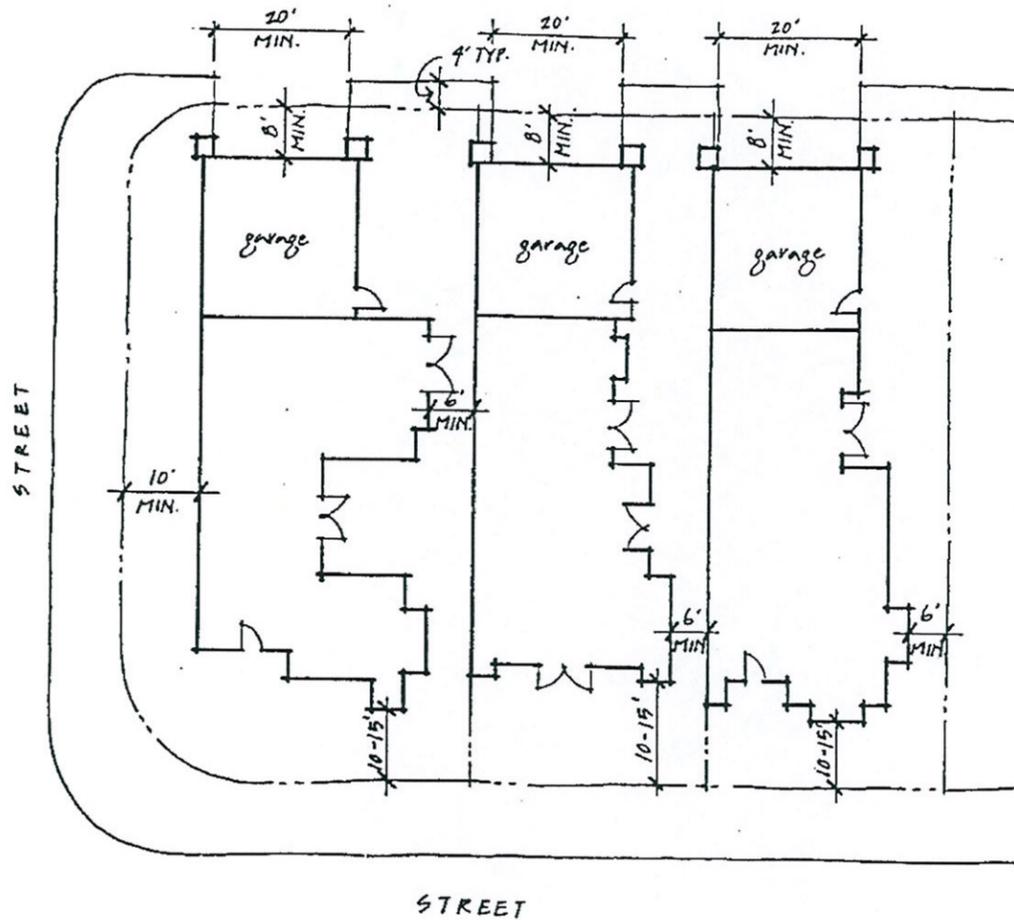


Location Plan

Prototype cluster homes as designed by Richardson Nagy Martin for Jones Farm Development

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

SINGLE FAMILY DETACHED
'Charleston' Homes



Site Plan

These detached prototype homes are located in the Low Mix Residential (LMR) and Medium Mix Residential (MMR) zones, and are classified as zero lot line residences.

The homes are one to two plus stories in height. Single or double garages are attached and alley-loaded.

Zoning Code requirements:

Refer to Standard Detached Homes

Key Concepts:

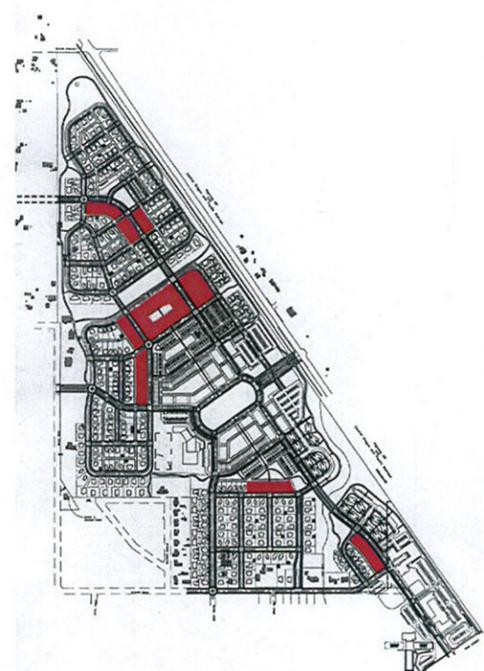
The concept consists of small lot detached homes, sited with a zero-lot line setback on one side. All the homes have entry porches facing the street, with alley loaded garages to the rear.

The homes are arranged to create usable, private side courtyard areas, and orientated to take advantage of any views or cool summer breezes.

As for the Cluster homes, excluding windows on the zero-lot line wall along the adjacent usable side yard minimizes loss of privacy.



Rendering



Location Plan

Prototype cluster homes as designed by Richardson Nagy Martin for Jones Farm Development

4. ARCHITECTURE

A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

Principle Nineteen
Charter of the New Urbanism

Overall, the architectural character proposed for Twin Creeks reflects the region's local climate, topography, history, building practice and role in defining streets and public spaces as places of shared use. These are common sense principles, yet it is surprising how much of the typical building activities of the recent past have ignored these basic concepts.

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Voltaire
The Prodigal Child

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Christopher Alexander
The Timeless Way of Building



View of single family home

a. Housing

Three main types of housing are proposed for the site including: 1) single-family detached, 2) single family attached and 3) multi-family. The housing mixture will reinforce the neighborhood concept by bringing people of diverse ages, races and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community (refer to Exhibit 35, Housing Plan).

The single family detached housing is envisioned to be comprised of a mixture of large lots (>7000 sf), standard lots (4500-7000 sf) and small lots (3000-4000 sf). These three lot sizes will include:

- Standard Detached Homes;
- Cluster Homes;
- ‘Charleston’ Homes; and
- Accessory Units.

The single family attached housing is envisioned to be comprised of a mixture of:

- Townhomes;
- Live/Work Units;
- ‘Plexes’; and
- Accessory Units.

The multi-family housing is envisioned to be comprised of a mixture of:

- Apartments;
- Mixed Use Apartments; and
- Senior Assisted Living

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

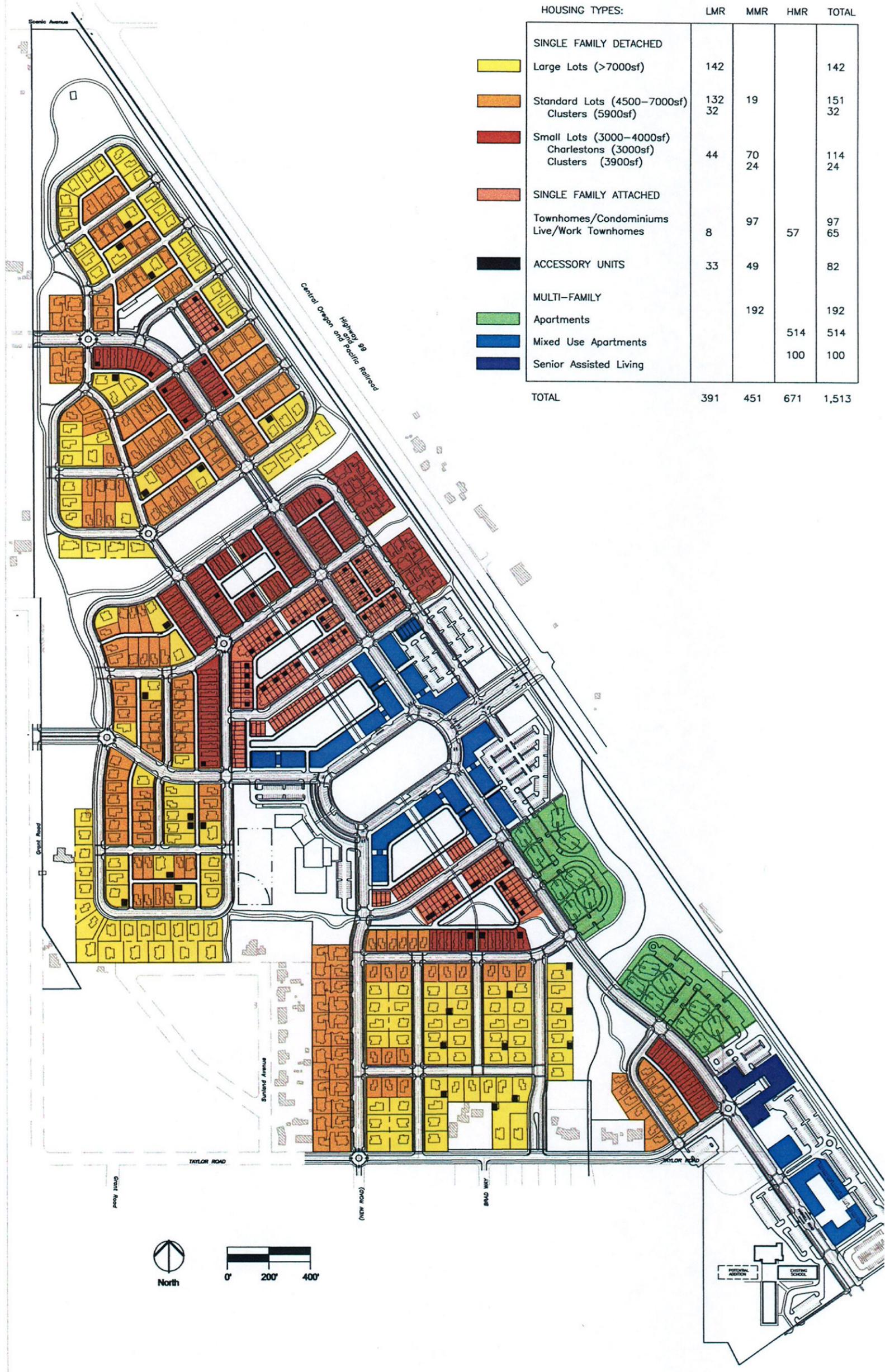
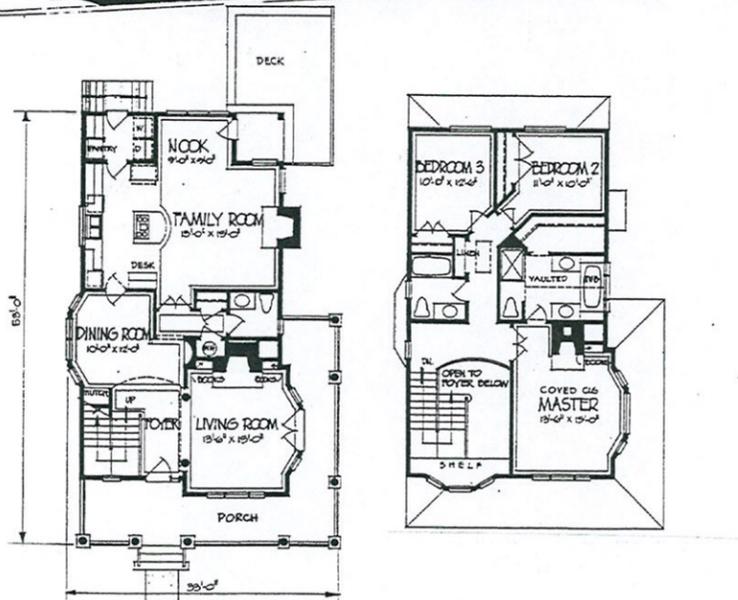
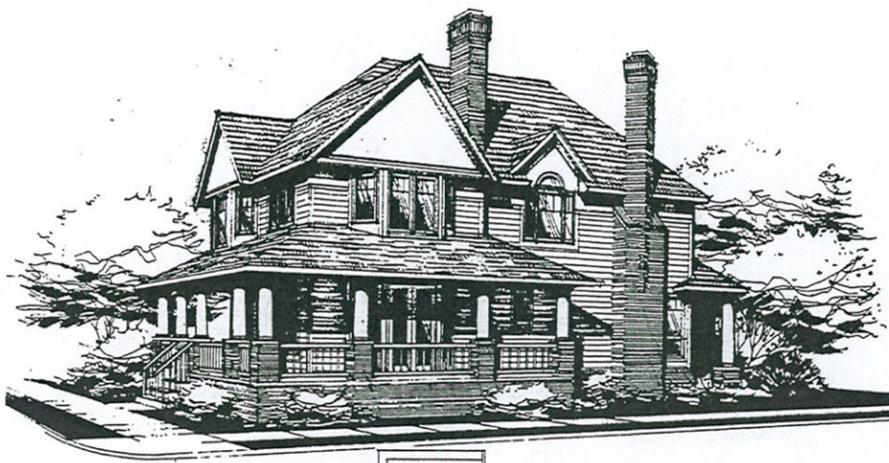


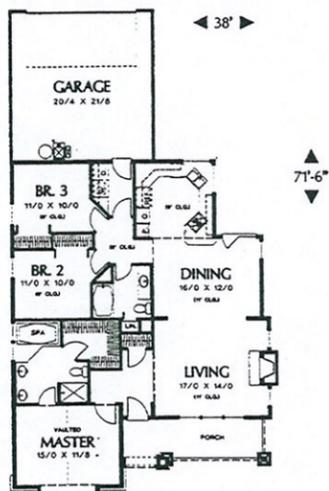
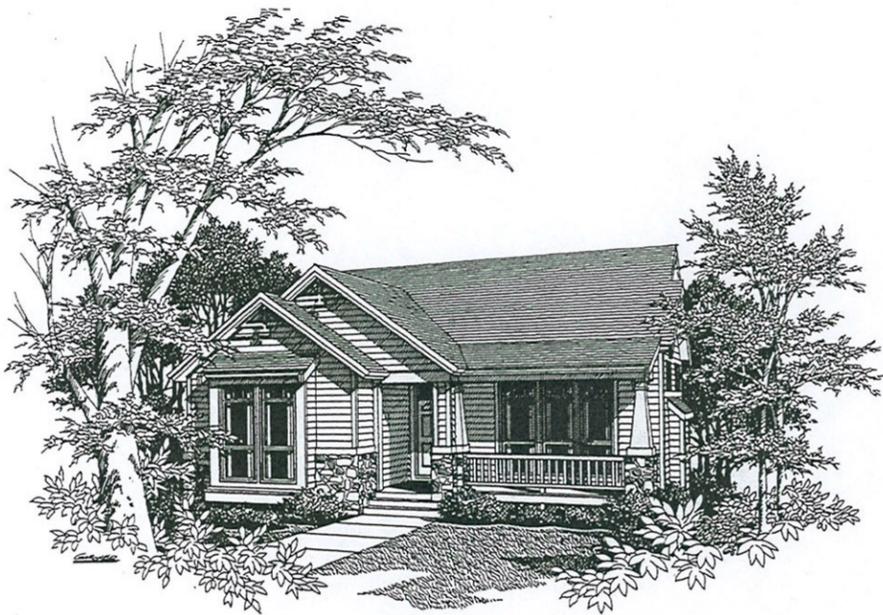
Exhibit 35, Housing Plan

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT



Designed by Pollard Hosmar & Associates Home Designs Inc.

Plan and Rendering
Large or Standard Lot, Alley or Front Loaded Garage



Designed by Alan Mascord Design Associates Inc.

Plan and Rendering
Standard Lot, Alley Loaded Garage

SINGLE FAMILY DETACHED
Standard Detached Homes

These single family detached prototype homes featured are located in the Low Mix Residential (LMR) zone, on large or standard lots.

The single family detached homes are one to two stories in height. Single or double garages are either attached or detached. The garages are alley-loaded or front loaded, depending on its site location.

Zoning Code requirements:

Single family dwelling land use:
Large & standard lots permitted in LMR, limited use in MMR
0 Lot Line permitted in LMR/MMR

Density units/net acre:
LMR 6 - 12
MMR 16 - 32

Lot area:
Large Lot 5,000 - 7,500 sq. ft.
Std. Lot 3,000 - 4,500 sq. ft.
0 Lot Line 2,700 - 3,000 sq. ft.

Minimum Lot width:
Large Lot 50'
Std. Lot 50'
0 Lot Line 30'

Minimum Lot Depth: 50'
Building Setbacks (LMR/MMR):
Front 10' - 15'
Side 5' (detached)
Corner 5' - 10'
Rear 15'

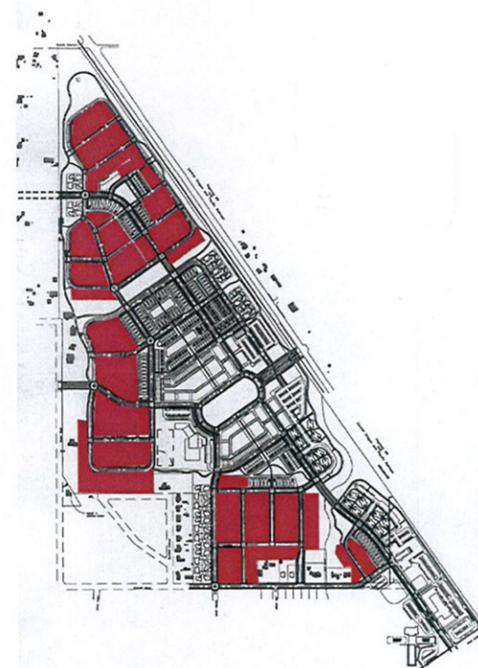
Garage entrance (LMR/MMR):
10' min. behind front building façade facing street

Maximum Building Height:
LMR 35'
MMR 45'

Maximum Lot Coverage:
LMR/MMR 80%

Minimum Landscaped Area:
LMR/MMR 20%

Minimum Parking: 2 spaces/unit
With Transit: 1 space/unit

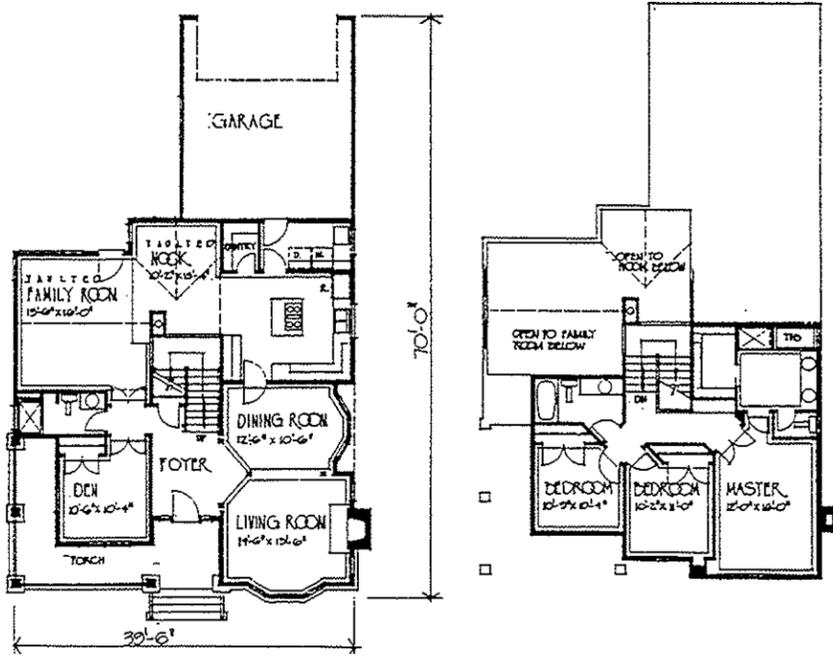


Location Plan

Above homes featured in House Plans for Narrow and Small Lots produced by Livable Oregon and Transportation and Growth Management Program

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

SINGLE FAMILY DETACHED
Standard Detached Homes



Designed by Pollard Hosmar & Associates Home Designers Inc.

Plan and Rendering
Large Lot, Alley Loaded Garage

Key Concepts:

All the houses have front yards that create a transition space between the public and private realms. Rear yards provide private outdoor space.

The building and outdoor spaces are to be strategically designed for solar access and the cooling summer winds

Entrances are clearly defined by porches and/or porticos (min. size 8' by 5'), and are connected to the pedestrian sidewalk. Habitable areas face the street, provide the "eyes on the street".

Windows, relites or skylights provide natural light and allow for ventilation and summer heat dissipation.

Building elevations have varying architectural expressions, forms and roofscapes giving strong visual interest along the street edge.

Quality, durable materials are used to enhance and highlight the buildings, with continuity of architectural detailing and materials on front and side facades.

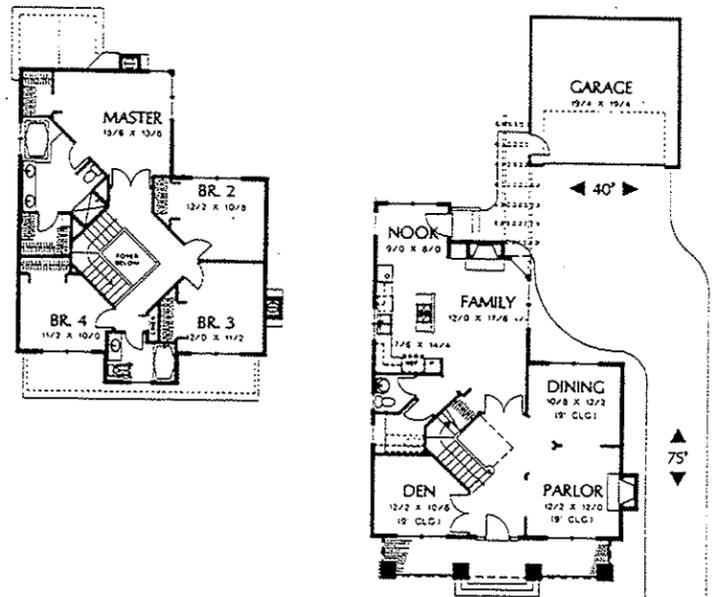
In all lots, there is the potential for accessory units over the garage or as stand-alone units.



UPPER FLOOR 1044 SQ. FT.
MAIN FLOOR 1158 SQ. FT.
TOTAL AREA 2202 SQ. FT.

Designed by Alan Mascord Design Associates, Inc.

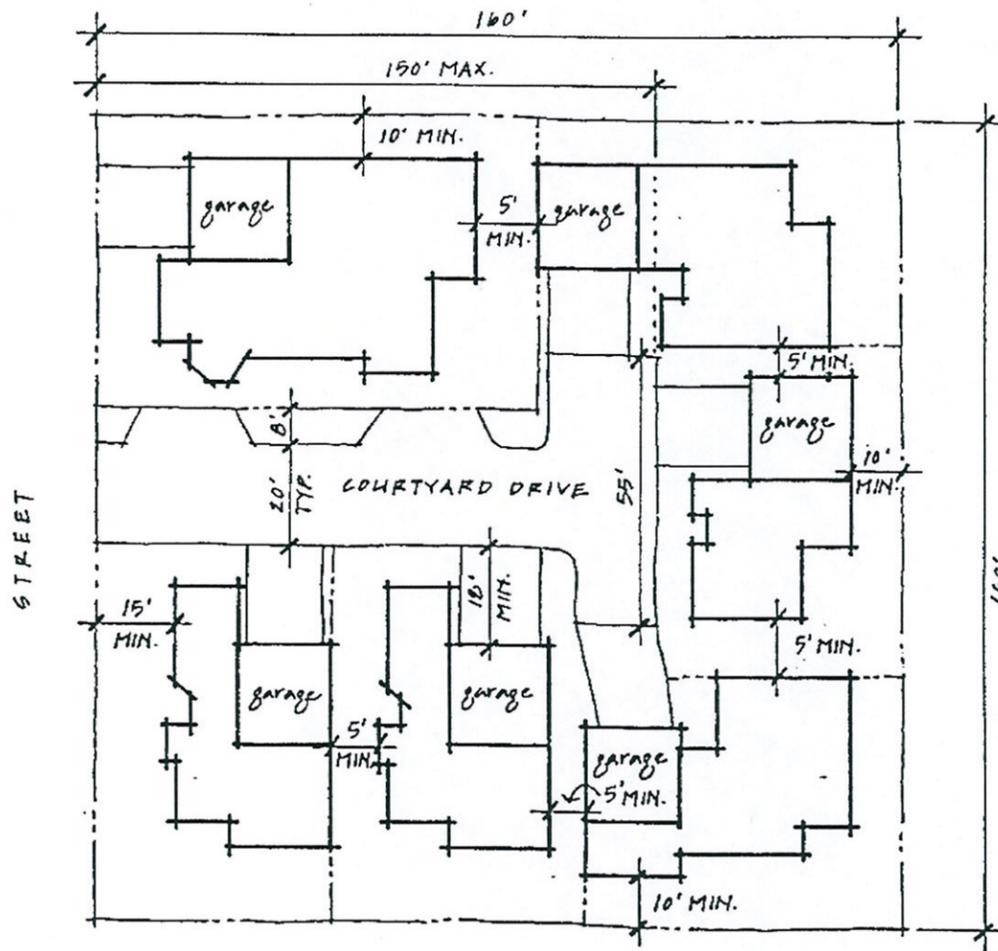
Plan and Rendering
Large or Standard Lot, Front Loaded



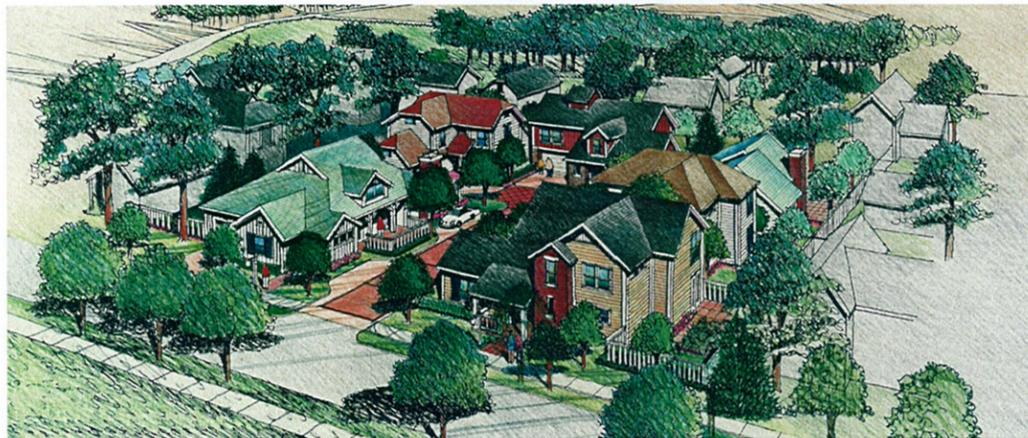
Above homes featured in *House Plans for Narrow and Small Lots* produced by Livable Oregon and Transportation and Growth Management Program

**TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT**

**SINGLE FAMILY DETACHED
Cluster Homes**



Site Plan



Rendering

These detached prototype homes are located in the Low Mix Residential (LMR) and Medium Mix Residential (MMR) zones, and are classified as zero lot line residences.

The homes are one to two plus stories in height. Double garages are attached and front-loaded either off the street or the courtyard lane.

Zoning Code requirements:

Refer to Standard Detached Homes

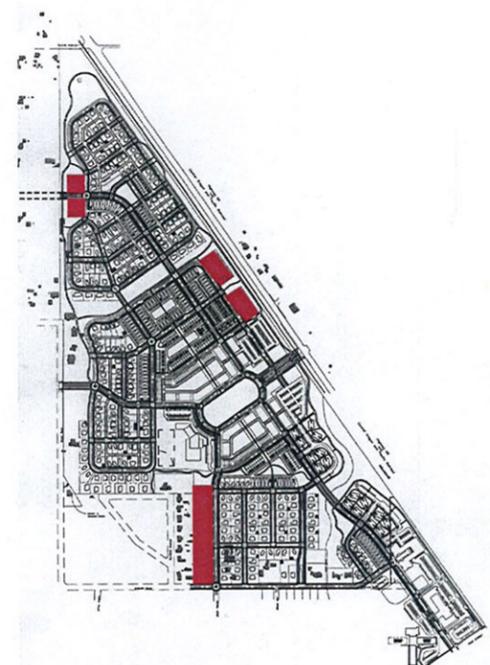
Key Concepts:

The concept consists of small lot detached homes, which are clustered around a courtyard. Each cluster will typically have 4 – 7 residences on individual lots.

Each cluster is served by a private drive designed to function as a landscaped courtyard. The extent of asphalt paving and the visual presence of the private driveway will be minimized by use of textured accent paving and landscaping.

Homes are typically sited with a zero-lot line setback on one side. The units have a 10 – 15 foot yard on one side, which wraps around the unit and flows into a rear yard of similar depth.

Loss of privacy is minimized by excluding windows on the zero-lot line wall along the adjacent usable side yard and by utilizing low privacy walls along the

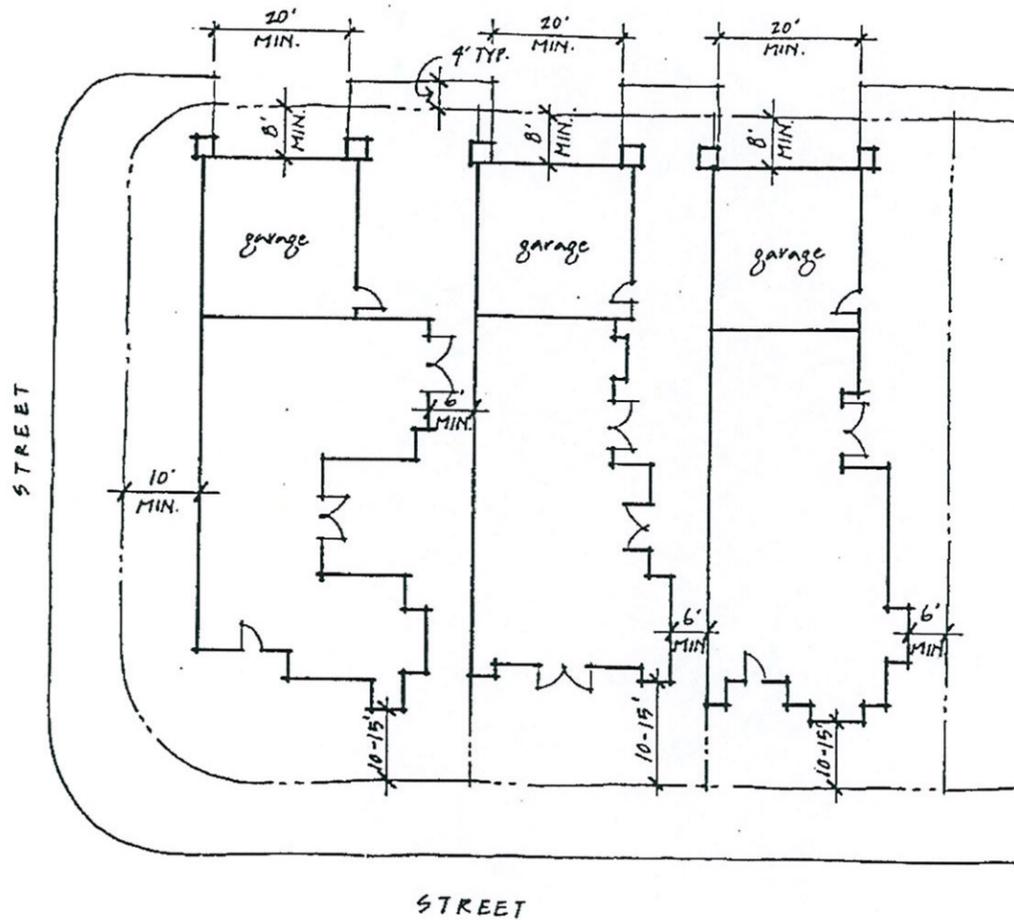


Location Plan

Prototype cluster homes as designed by Richardson Nagy Martin for Jones Farm Development

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

SINGLE FAMILY DETACHED
'Charleston' Homes



Site Plan

These detached prototype homes are located in the Low Mix Residential (LMR) and Medium Mix Residential (MMR) zones, and are classified as zero lot line residences.

The homes are one to two plus stories in height. Single or double garages are attached and alley-loaded.

Zoning Code requirements:

Refer to Standard Detached Homes

Key Concepts:

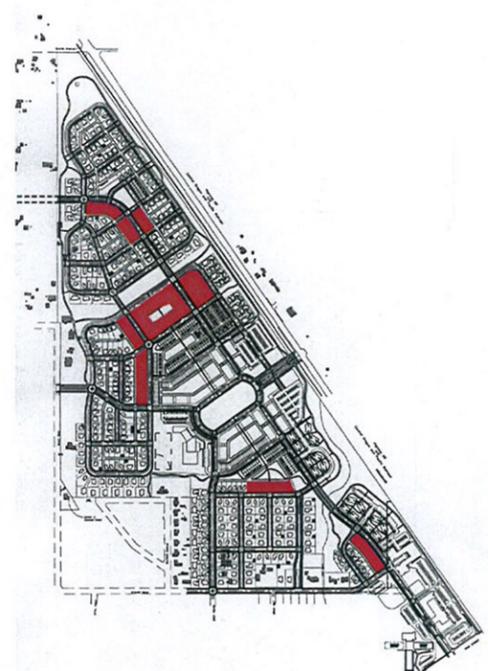
The concept consists of small lot detached homes, sited with a zero-lot line setback on one side. All the homes have entry porches facing the street, with alley loaded garages to the rear.

The homes are arranged to create usable, private side courtyard areas, and orientated to take advantage of any views or cool summer breezes.

As for the Cluster homes, excluding windows on the zero-lot line wall along the adjacent usable side yard minimizes loss of privacy.



Rendering



Location Plan

Prototype cluster homes as designed by Richardson Nagy Martin for Jones Farm Development

**TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT**

**SINGLE FAMILY ATTACHED
Townhomes**

The prototype townhomes are located in either the Medium Mix Residential (MMR) zone or the Low Mix Residential (LMR) Zone.

These two to three story residential units are attached along common side lot lines.

Single or double garages are either attached or detached, with either a courtyard or a rear yard providing private outdoor space. All the units are alley-loaded.

Zoning Code requirements:

Attached rowhouses land use:
Permitted in MMR & LMR

Density units/net acre:

MMR	16 - 32
LMR	6 - 12

Average Lot area:

2,000 sq.ft. – 2,500 sq.ft.

Minimum Lot width:

22' (MMR) – 24' (LMR)

Minimum Lot Depth: 50'

Average Lot depth:

85' (MMR) – 105' (LMR)

Building Setbacks: (MMR/LMR)

Front	10' – 15'
Side	0' (attached)
Corner	5' – 10'
Rear	15'

Maximum Building Height:

MMR	45'
LMR	35'

Maximum Lot Coverage:

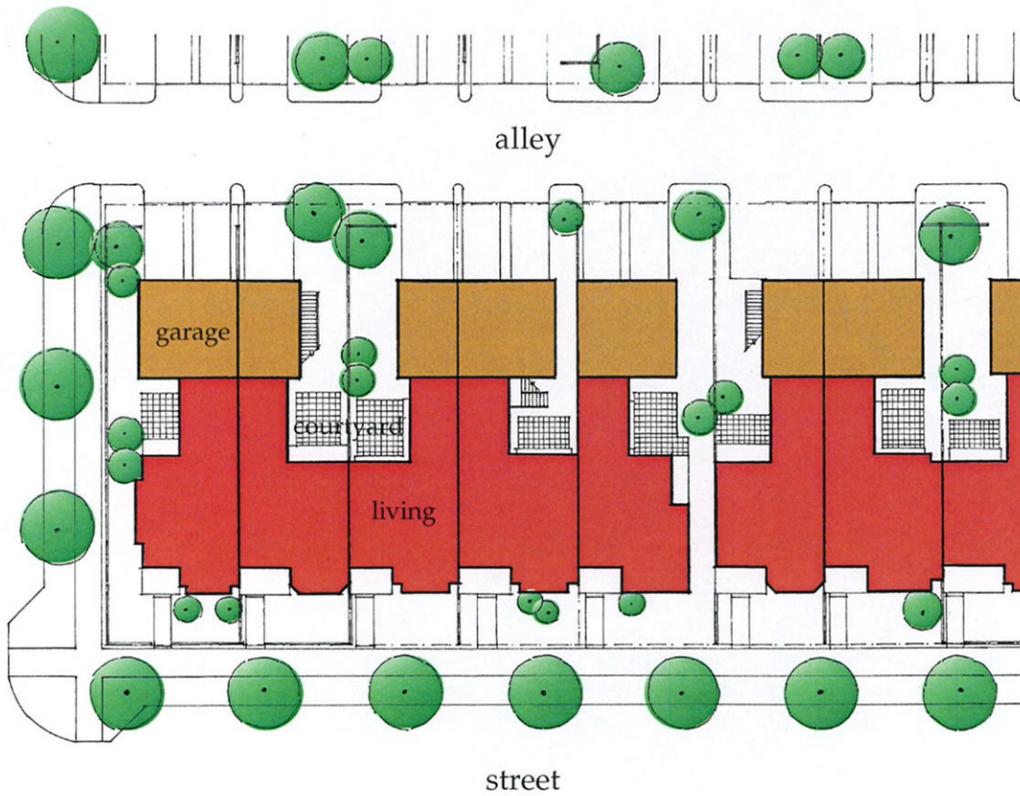
MMR/LMR 80%

Minimum Landscaped Area:

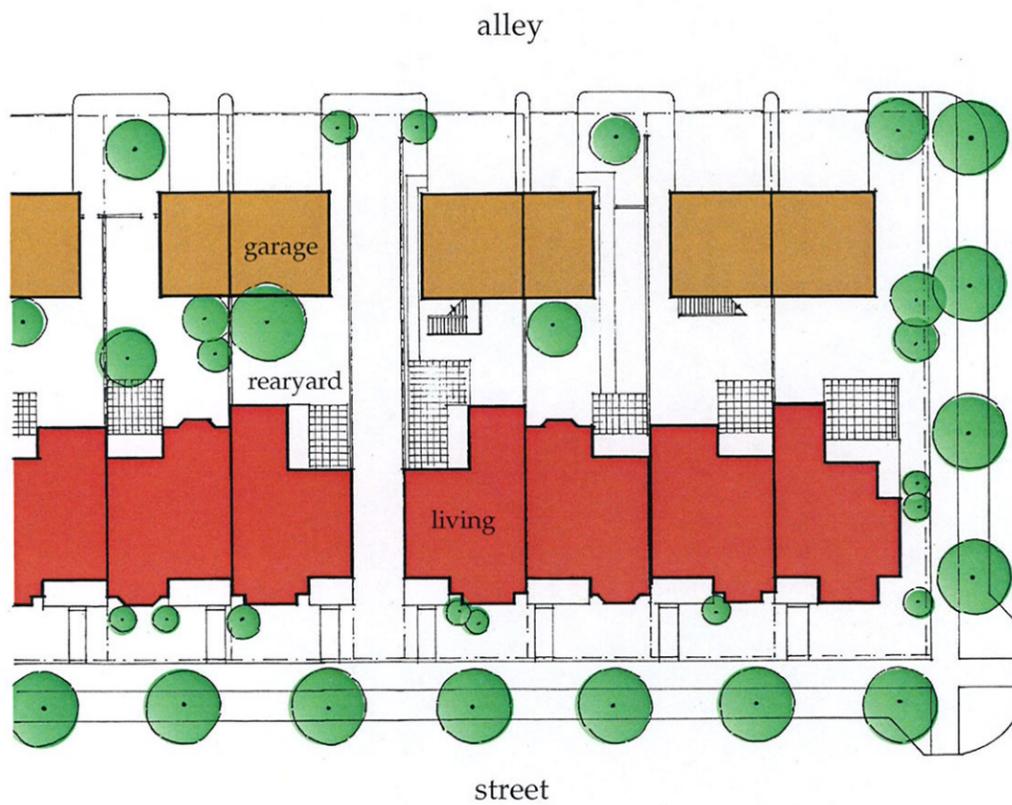
MMR/LMR 20%

Minimum Parking: 2 spaces/unit

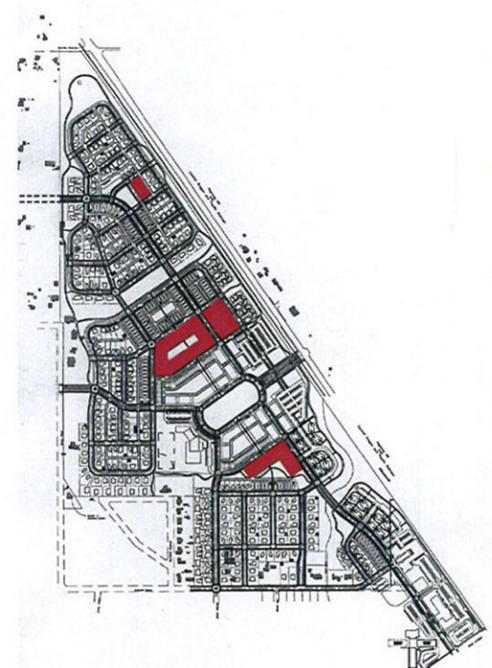
With Transit: 1 space/unit



*Site Plan
Townhomes with courtyard*



*Site Plan
Townhomes with rear yard*



Location Plan

**TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT**

**SINGLE FAMILY ATTACHED
Townhomes**

The prototype townhomes are located in either the Medium Mix Residential (MMR) zone or the Low Mix Residential (LMR) Zone.

These two to three story residential units are attached along common side lot lines.

Single or double garages are either attached or detached, with either a courtyard or a rear yard providing private outdoor space. All the units are alley-loaded.

Zoning Code requirements:

Attached rowhouses land use:
Permitted in MMR & LMR

Density units/net acre:

MMR	16 - 32
LMR	6 - 12

Average Lot area:

2,000 sq.ft. – 2,500 sq.ft.

Minimum Lot width:

22' (MMR) – 24' (LMR)

Minimum Lot Depth: 50'

Average Lot depth:

85' (MMR) – 105' (LMR)

Building Setbacks: (MMR/LMR)

Front	10' – 15'
Side	0' (attached)
Corner	5' – 10'
Rear	15'

Maximum Building Height:

MMR	45'
LMR	35'

Maximum Lot Coverage:

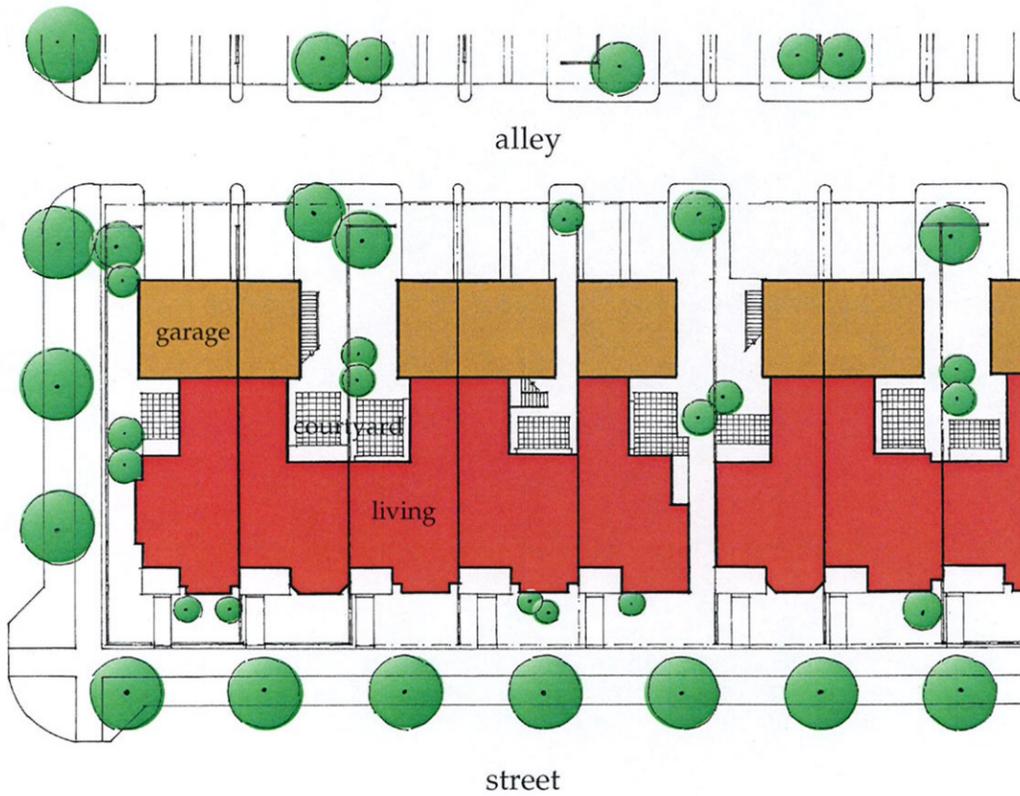
MMR/LMR 80%

Minimum Landscaped Area:

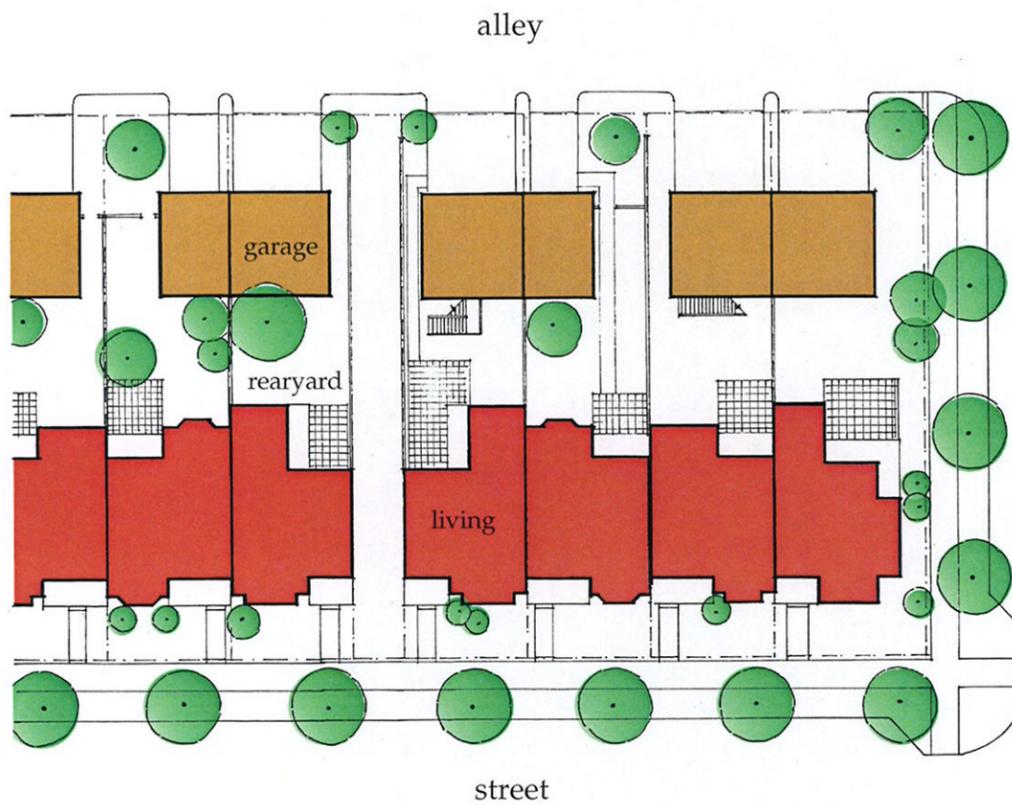
MMR/LMR 20%

Minimum Parking: 2 spaces/unit

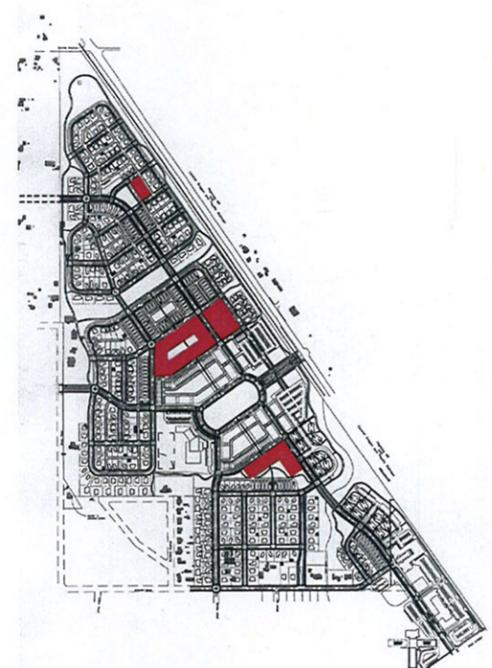
With Transit: 1 space/unit



*Site Plan
Townhomes with courtyard*



*Site Plan
Townhomes with rear yard*



Location Plan

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

SINGLE FAMILY ATTACHED
Townhomes



Elevation
3 story townhomes



Section
3 story townhome with lower story apartment

Overall Key Concepts:

The building design, orientation, massing and location of outdoor spaces are to be strategically located for solar access and the cooling summer winds.

Front yards provide transition space between the public and private realms.

Entrances are clearly defined by use of porches, and are connected to the pedestrian sidewalk.

Habitable areas face the street, with prominent entries and large ground floor windows providing the "eyes on the street".

Courtyards or rear yards provide shady private outdoor spaces. Balconies and decks over the garage create additional outdoor space.

Ample windows, relites and skylights provide natural light to the interior of the building with operable windows allowing for ventilation and summer heat dissipation.

Building elevations are articulated by varying the architectural form and roofscape, to provide visual interest along the street edge, and to give distinction and identity among the units.

A range of quality, durable materials is used to enhance and highlight the building forms.

Corner units have continuity of architectural detailing and materials on front and side facades.

Sun shading devices such as large overhangs, building projections, trellises, complemented by deciduous trees, provide protection from the summer sun.



Large windows on ground floor provide "eyes on the street".



Articulated elevation take advantage of shadows.



2-story corner unit.

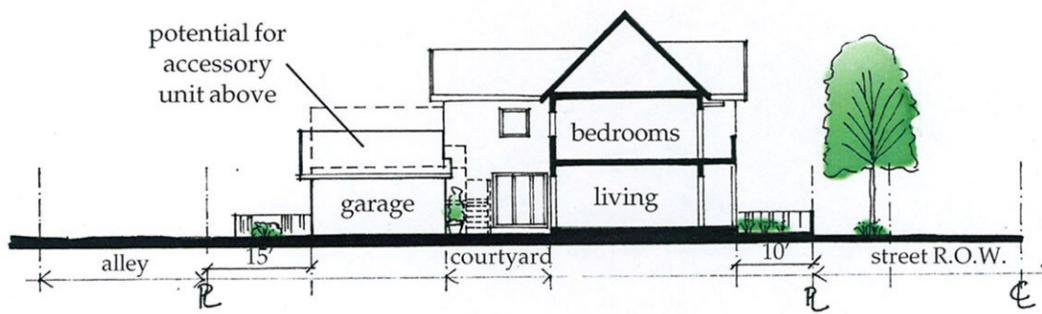


Entrances defined by porches.

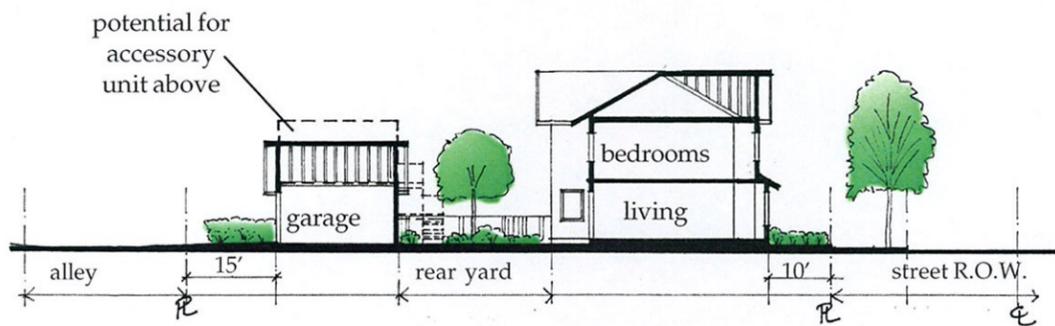
SINGLE FAMILY ATTACHED
Townhomes



Elevation
2 story townhomes



Section
2 story townhome with courtyard



Section
2 story townhome with rear yard

Three-story Townhomes

The three-story townhomes are in the Medium Mix Residential (MMR) zone, and provide a transition from the higher density residential developments in the High Mix Residential zone to the lower density, detached single family housing.

The three story units offer the potential for a lower story apartment. A deck above the garage can provide outdoor living space for the 2-story townhome above.

Two-story Townhomes

The two-story townhomes are in the Medium Mix Residential (MMR) zone and the Low Mix Residential (LMR) Zone. These are of an architectural character and scale that blends into the adjacent single family housing.

The two story units offer the potential for accessory units over the garage, accessed from the alley.



Accessory units over alley loaded garages.



Front yards provide transition space between public and private realms.



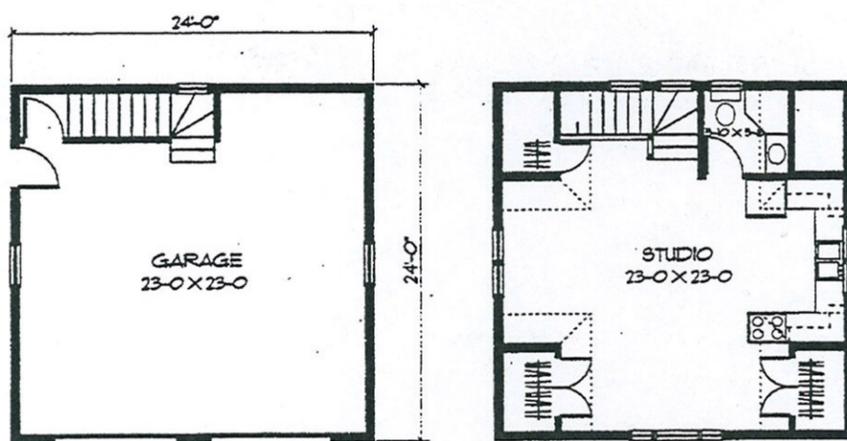
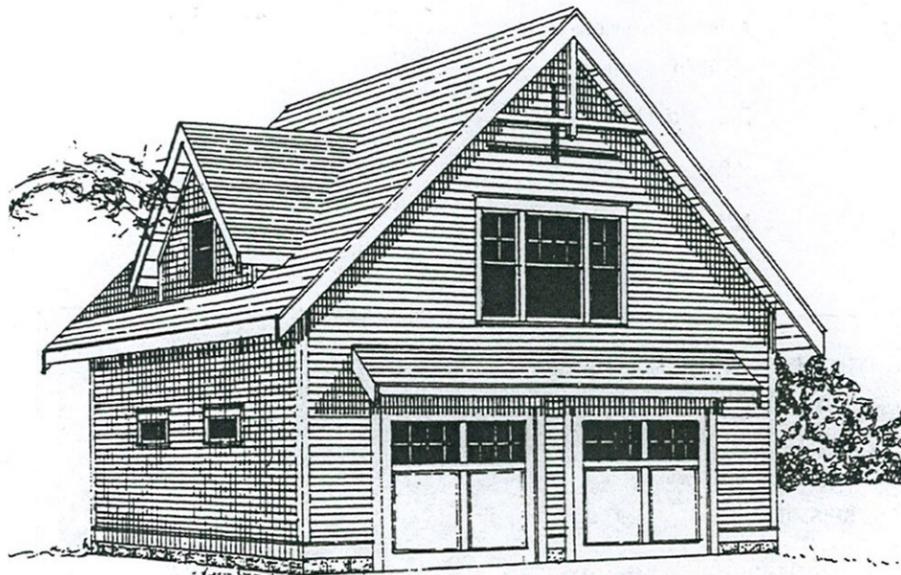
Large stoops and garage doors dominate street frontage.



Entrances are not clearly visible from the street.

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

**SINGLE FAMILY HOMES
Accessory Units**

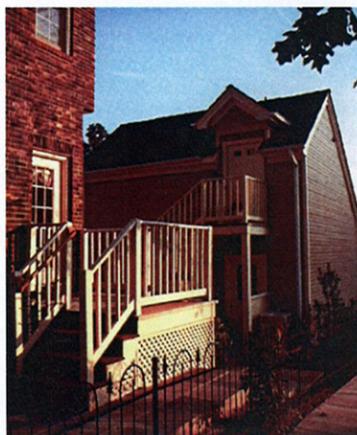


Designed by Ashmore/Kessenich featured in House Plans for Narrow and Small Lots produced by Livable Oregon and Transportation and Growth Management Program

*Plan and Rendering
Accessory unit above garage*



Accessory unit above alley loaded garage.



Carriage house adjacent main house.

The accessory unit prototype is mostly located in the Low Mix Residential (LMR) and Medium Mix Residential (MMR) zones.

The accessory unit is typically on a single family housing lot, either as a stand-alone unit or above the alley-loaded attached or detached garage.

An additional accessory unit prototype is the ground floor level apartment of a town home or live/work unit.

Zoning Code requirements:

- Accessory unit land use:
Permitted in LMR, MMR as one unit per lot.
- Density units/net acre:
 - LMR 6 - 12
 - MMR 16 - 32
- Building Setbacks (LMR/MMR):
 - Front 10' - 15'
 - Side 0' (attached)
 - Corner 5' - 10'
 - Rear 15'
- Maximum Building Height:
 - LMR 35'
 - MMR 45'
- Maximum Lot Coverage:
 - LMR/MMR 80%
- Minimum Landscaped Area:
 - LMR/MMR 20%
- Minimum Parking: 1 space/unit

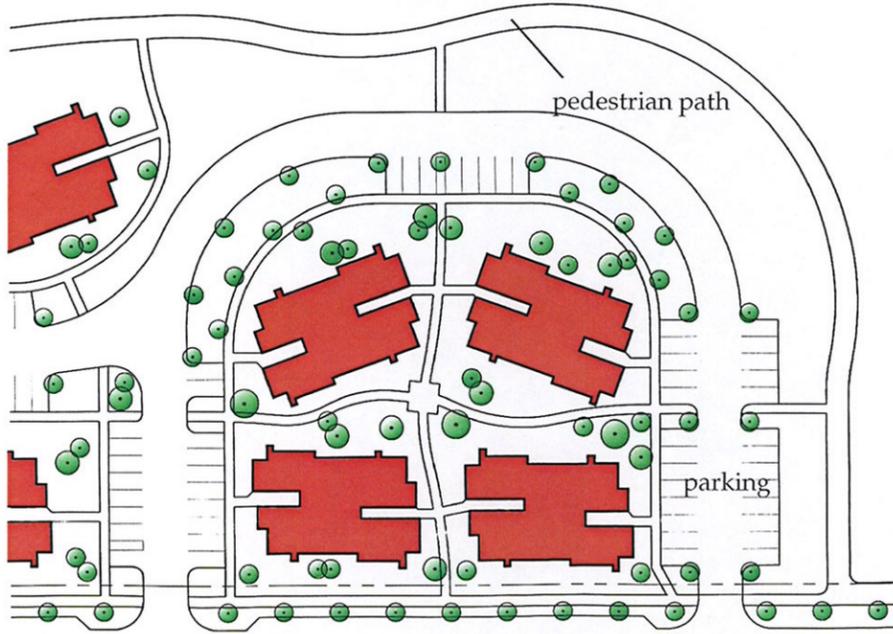
Key Concepts:

Accessory units above garages are either contained within the garage roof form, or become a distinct second floor.

The units are generally accessed off the alley, or from a side street. The stairs are either internal or external, and is integrated into the overall building design.

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

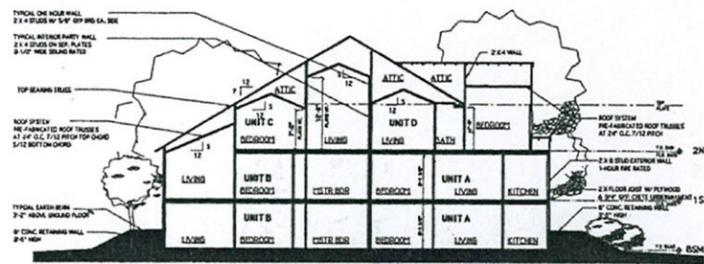
MULTI-FAMILY Apartments



Site Plan



Elevation
Entry view



Section

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.

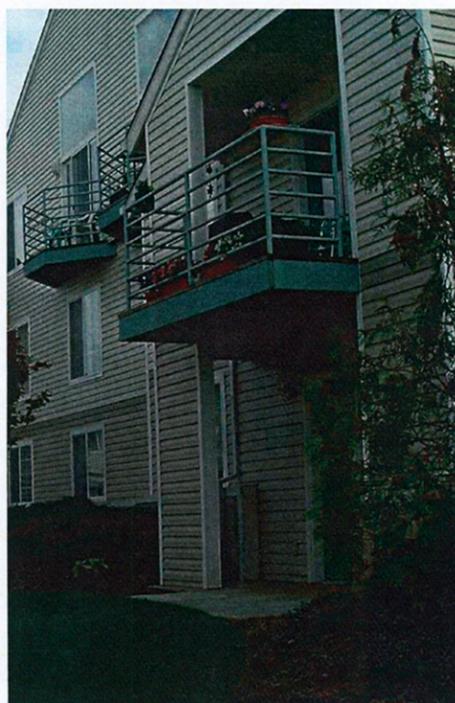
Ground floor units have direct access to exterior.



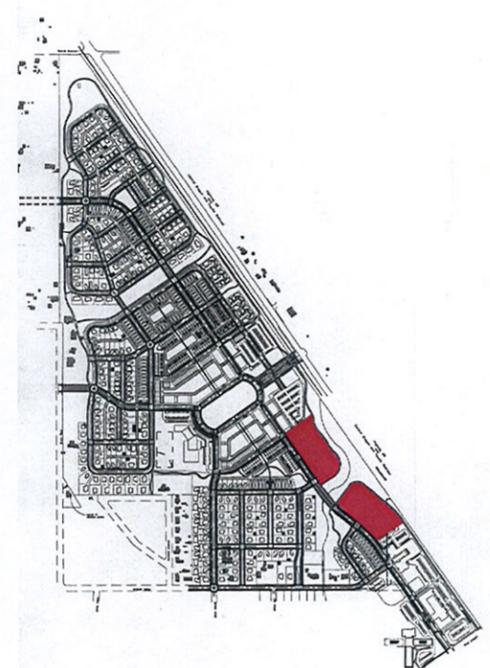
Residential units on all levels.



Path to building entries.



Typical balcony and patio.



Location Plan

Prototype apartment as designed by Paul Franks Architects for Hampton Park, Jones Farm Development.

MULTI-FAMILY
Apartments

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.

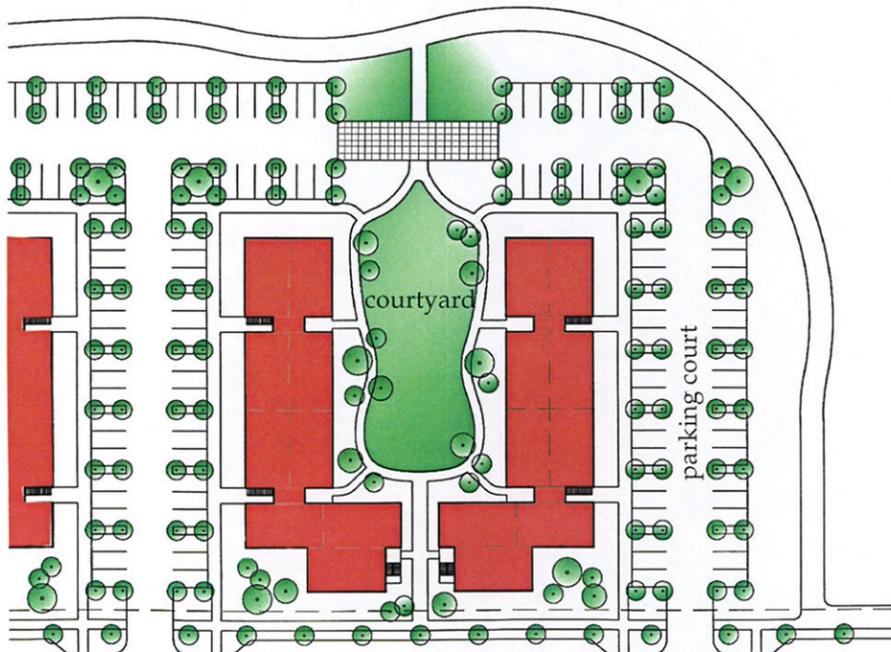
Multiple building entries create domestic scale and sense of "ownership".

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.

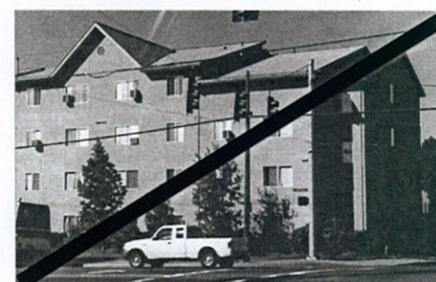
Ground floor units have direct access to exterior, with street fronting units having access off the sidewalk.



Alternative Site Plan



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.



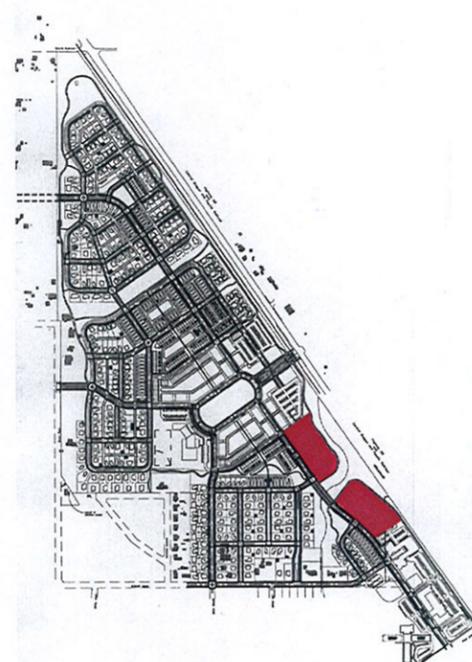
Ground floor entries are visible from the street and courtyard.



Pathways provide links to the courtyard and community green space.



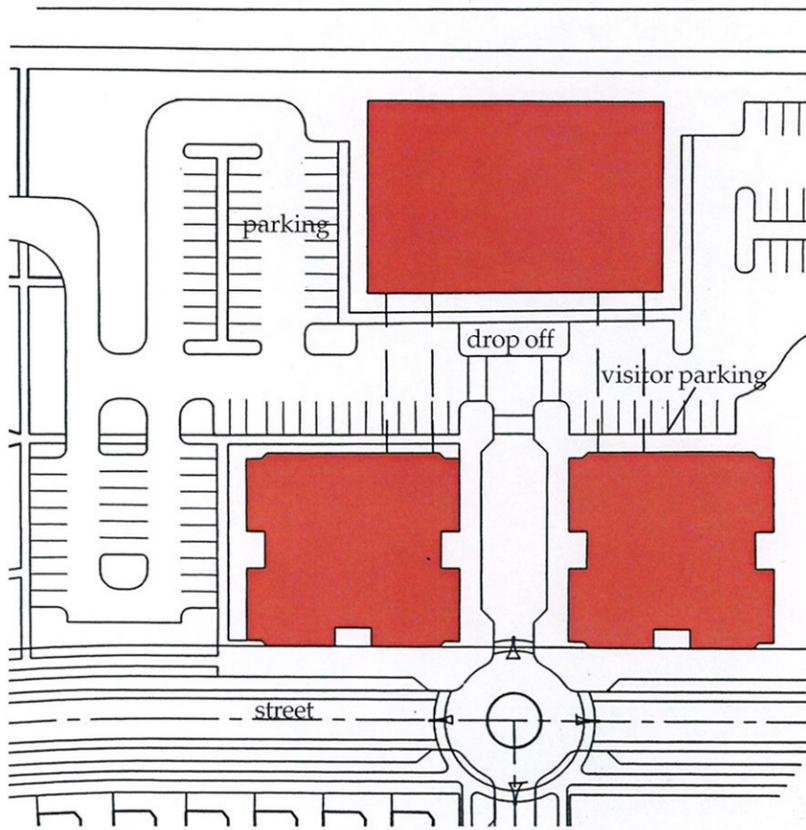
Courtyard spaces for various activities.



Location Plan

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

MULTI-FAMILY
Assisted Living



Site Plan

The assisted living building prototype is located in the High Mix Residential (HMR) zone.

The buildings are one to three stories in height.

Staff, visitor and resident parking is provided in the surface parking lots to the side or rear of the buildings.

Zoning Code requirements:

Residential facility land use:

Permitted in the HMR zone

Density units/net acre: 30 min.

Building Setbacks:

Front 0' - 15'

Side 5' (detached);

0' (attached)

Corner 0' - 10'

Rear 10'

Maximum Building Height: 60'

Maximum Lot Coverage: 85%

Minimum Landscaped Area: 15%

(roof top gardens can be used to meet this requirement)

Minimum Parking: 1 space/unit

With Transit: 0.5 space/unit

Key Concepts:

Building design emphasizes visual orientation and connectivity.

Project is architecturally integrated into neighborhood, providing home-like, non-institutional atmosphere.

Landscaped courts and gardens provide opportunities for walking, gathering and gardening. Building massing and proportions of outdoor spaces provide sense of enclosure.

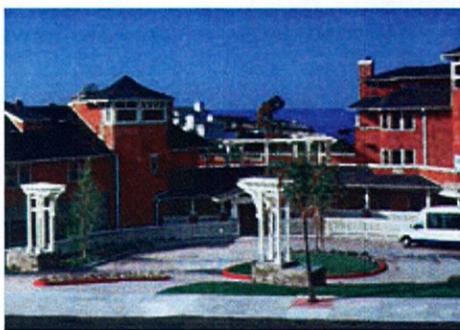
Close proximity to transit and retail minimizes reliance on cars.



Landscaped courtyard.



Residential character of elevation.



Housing clusters with various connectivity elements.



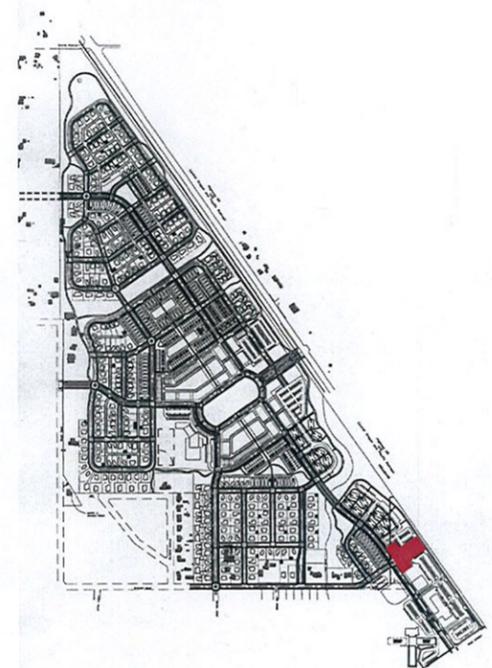
Various building massing and proportions diminishes the building scale.



Housing clusters with various connectivity elements.



Primary entrance court.



Location Plan



View of building with residential and commercial uses



View of building with retail and offices uses



View of commercial and office uses

b. Mixed Use

The three mixed-use residential zoning districts (HMR, MMR and LMR) allow for a variety of land uses to occur within each zone (*refer to Exhibit 36, Mixed Use Plan*). These uses can be horizontally mixed (occurring in separate but adjacent buildings) or vertically mixed (occurring in the same building). In other words, these vertically mixed-use buildings need not solely be an office, a store or a residence. These buildings could house one use, two of the uses or all three, much like the 2-3 story buildings occurring along historic Main Streets all across America.

This mixing of uses within a single structure presents unique design challenges as well as unique quality of life advantages. By mixing uses together in one structure or one part of town, residents can live, work and shop in the same building or neighborhood thus eliminating the need to drive a car to meet ones daily needs. But careful consideration must be paid to the detailed design of these structures so that living areas and work areas respect the requirements of each.

The simplest forms of the mixed-use building types are the live/work units, with a flexible ground floor space complemented by a 2-story townhouse above. The flexible space can be adapted to various uses, dependent on the owners' needs.

The prototypical mixed use building types have a dominance of residential uses in the upper floors, with ground floor uses ranging from retail, professional office or other permitted commercial uses, shared community spaces for the building's residents, or even a library or community center for the neighborhood. Higher density housing in the upper floors range from 2-story townhouses to apartments.

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

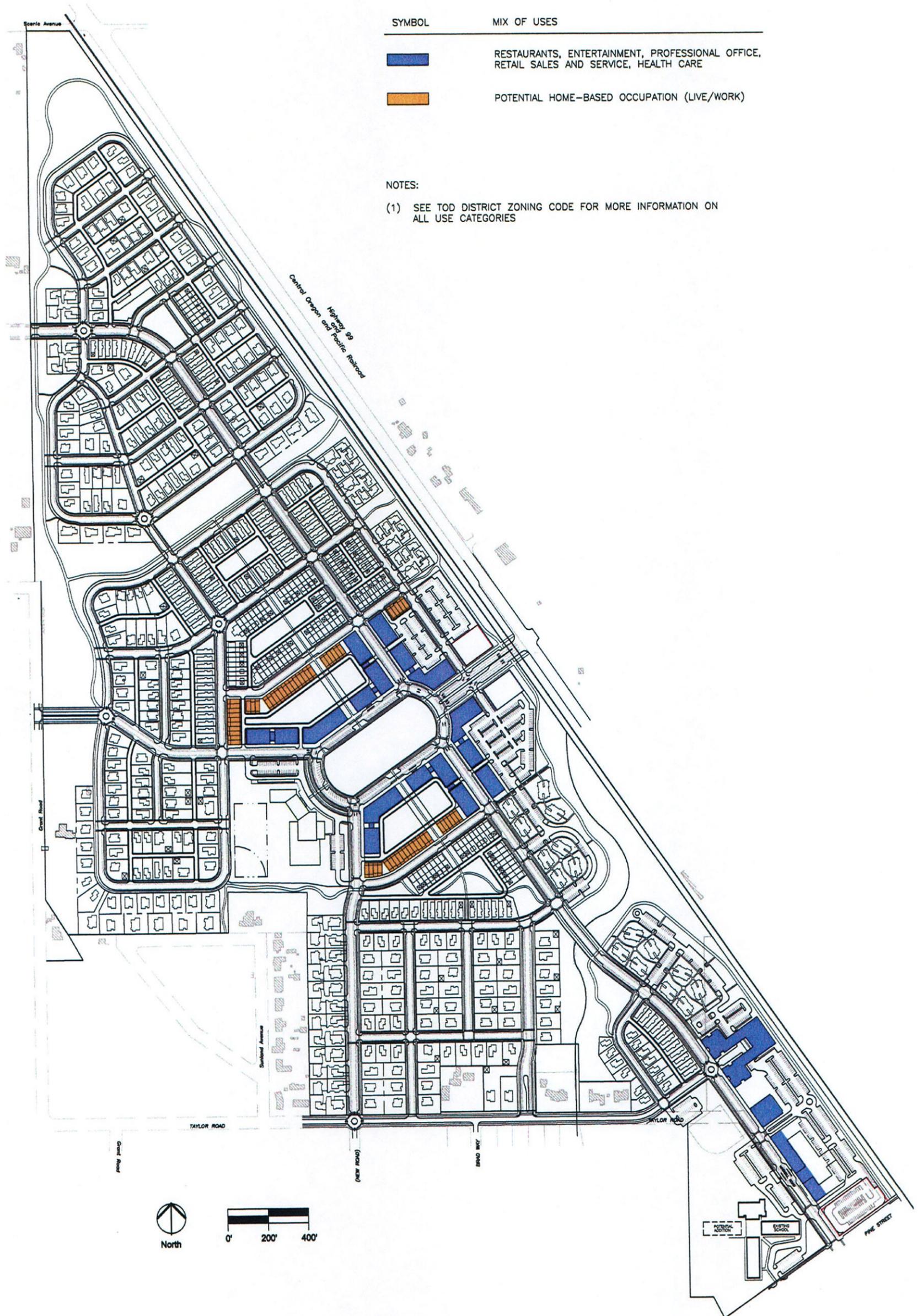
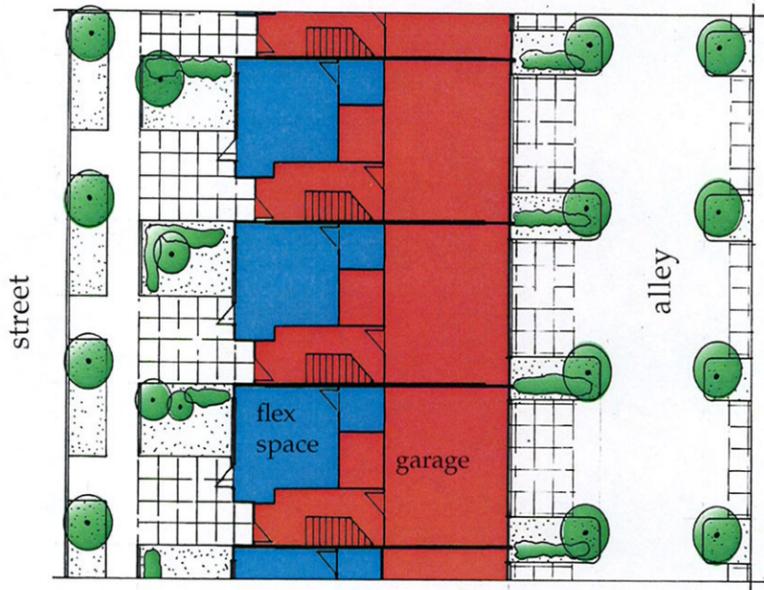


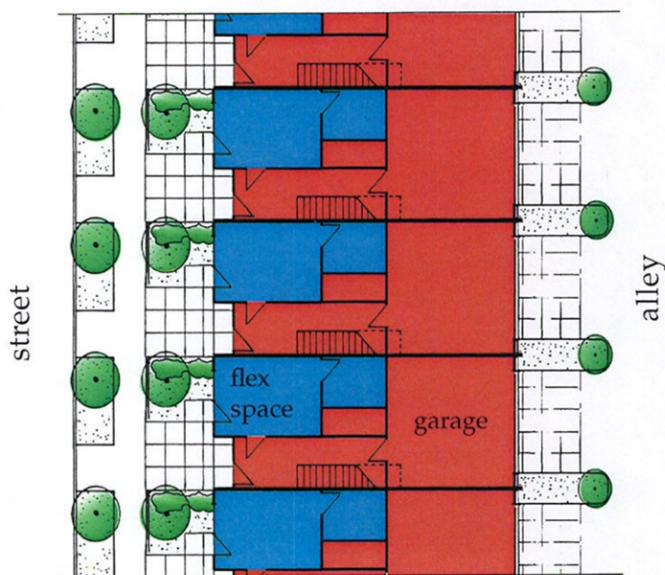
Exhibit 36, Mixed Use Plan

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

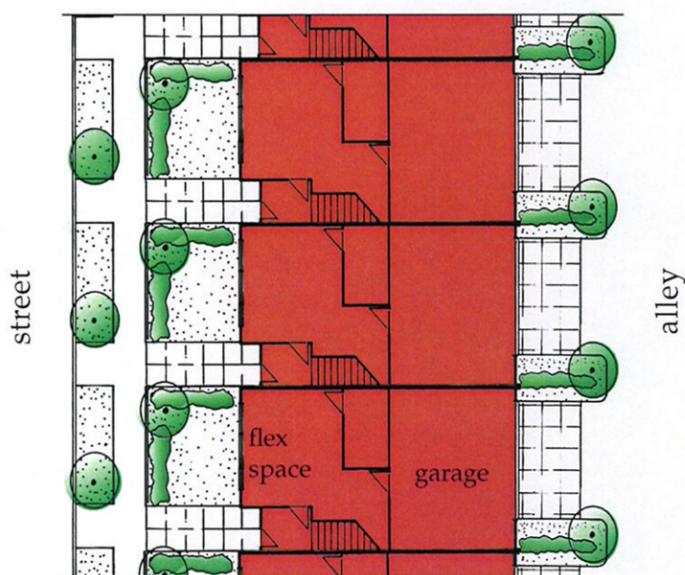
MIXED-USE Live-Work



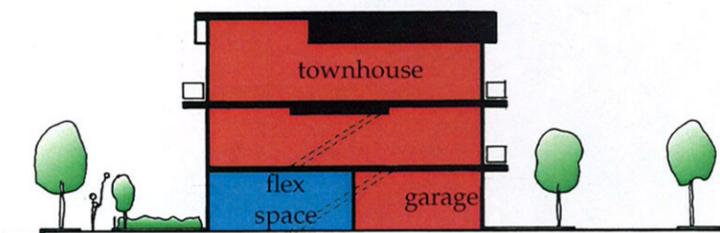
*Plan
Flex space with no connection to the main townhouse*



*Plan
Flex space with connection to the main townhouse*



*Plan
Flex space with no independent outside entry*



*Section
Flex space with garage behind and townhouse above*

The live work prototypes are predominantly in the High Mix Residential (HMR) zone, but may also be in the Medium Mix Residential (MMR) or Low Mix Residential (LMR) zones.

These attached 3-story units have a flexible ground floor space that can be used for retail or office, or as a studio apartment or bonus room. The front yard treatment and access to the space is dependent on the ground floor usage.

Garages are to the rear of the unit and are alley-loaded.

Zoning Code requirements:

Commercial land use:
Professional office, select retail sales & services are permitted in HMR as limited use*

Attached rowhouses land use:
Permitted in the HMR zone

Density units/acre: 30 min.

Average Lot area:
1,200 sq. ft. - 1,500 sq. ft.

Minimum Lot width: 18'

Minimum Lot depth: 50'

Average Lot depth proposed:
68' - 80'

Building Setbacks:

Front 0' - 15'

Side 0' (attached)

Corner 0' - 10'

Rear 10'

Maximum Building Height: 60'

Maximum Lot Coverage: 85%

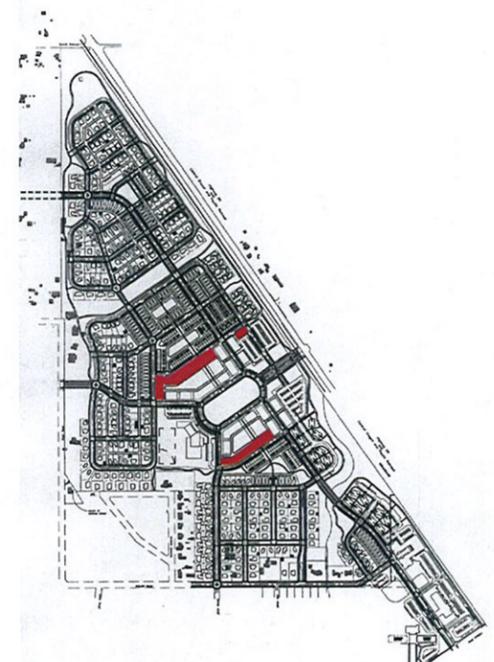
Minimum Landscaped Area: 15%

(roof top gardens can be used to meet this requirement)

Minimum Parking: 2 spaces/unit

With Transit: 1 space/unit

* Ground floor business within multi-family building. Maximum floor area of 10,000 sq. ft. per tenant. 2nd floor office may be permitted in areas adjacent to EC zones as conditional use.



Location Plan

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

MIXED-USE
Live-Work

Key Concepts:

Large ground floor windows and prominent entries, together with the flexible space facing the street, provide the “eyes on the street”. Porches, awnings or canopies are used to highlight the entries.

The building mass and elevations are articulated to reduce building scale, and to give visual interest along the street edge.

Quality, durable materials are used throughout to enhance and highlight the building forms and convey a sense of permanence.

Corner units are detailed with a continuity of architectural features and materials on front and side facades.

All the units have sufficient windows, relites or skylights to provide natural light and ventilation. Where appropriate, sun shading devices such as awnings, trellises or building projections are provided for protection from the summer sun.

Balconies, decks or roof gardens provide private outdoor space at the upper levels.



Elevation
Street view with accessory unit and main townhouse front doors



Varying building materials & elements create visual interest.



Large windows for work units.



Second entry dedicated to work unit.



Mass articulation to scale down the street facade.



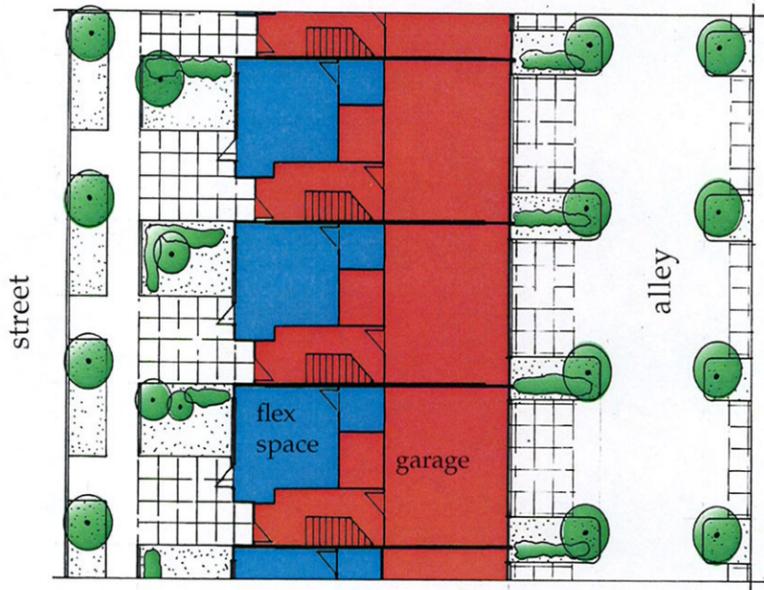
Articulated entry at sidewalk.



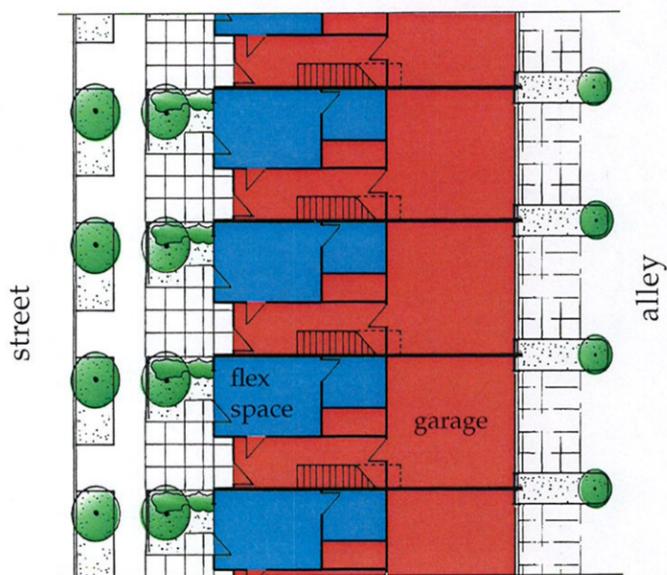
Pedestrian friendly scaling devices.

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

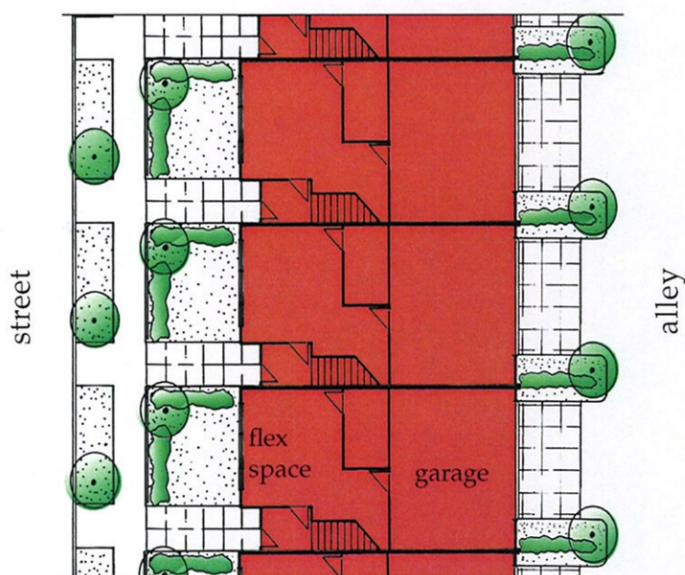
MIXED-USE Live-Work



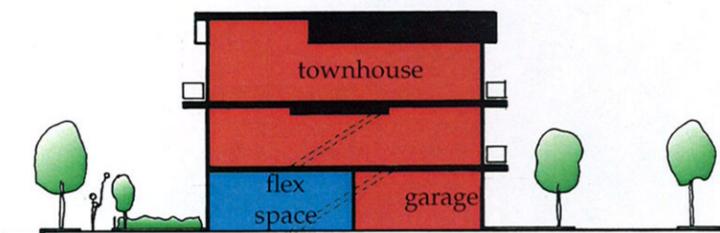
*Plan
Flex space with no connection to the main townhouse*



*Plan
Flex space with connection to the main townhouse*



*Plan
Flex space with no independent outside entry*



*Section
Flex space with garage behind and townhouse above*

The live work prototypes are predominantly in the High Mix Residential (HMR) zone, but may also be in the Medium Mix Residential (MMR) or Low Mix Residential (LMR) zones.

These attached 3-story units have a flexible ground floor space that can be used for retail or office, or as a studio apartment or bonus room. The front yard treatment and access to the space is dependent on the ground floor usage.

Garages are to the rear of the unit and are alley-loaded.

Zoning Code requirements:

Commercial land use:

Professional office, select retail sales & services are permitted in HMR as limited use*

Attached rowhouses land use:

Permitted in the HMR zone

Density units/acre: 30 min.

Average Lot area:

1,200 sq. ft. - 1,500 sq. ft.

Minimum Lot width: 18'

Minimum Lot depth: 50'

Average Lot depth proposed:

68' - 80'

Building Setbacks:

Front 0' - 15'

Side 0' (attached)

Corner 0' - 10'

Rear 10'

Maximum Building Height: 60'

Maximum Lot Coverage: 85%

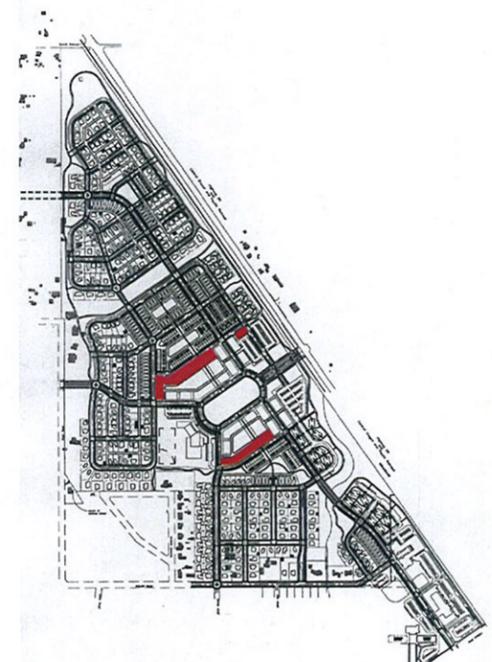
Minimum Landscaped Area: 15%

(roof top gardens can be used to meet this requirement)

Minimum Parking: 2 spaces/unit

With Transit: 1 space/unit

* Ground floor business within multi-family building. Maximum floor area of 10,000 sq. ft. per tenant. 2nd floor office may be permitted in areas adjacent to EC zones as conditional use.



Location Plan

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

MIXED-USE
Live-Work

Key Concepts:

Large ground floor windows and prominent entries, together with the flexible space facing the street, provide the “eyes on the street”. Porches, awnings or canopies are used to highlight the entries.

The building mass and elevations are articulated to reduce building scale, and to give visual interest along the street edge.

Quality, durable materials are used throughout to enhance and highlight the building forms and convey a sense of permanence.

Corner units are detailed with a continuity of architectural features and materials on front and side facades.

All the units have sufficient windows, relites or skylights to provide natural light and ventilation. Where appropriate, sun shading devices such as awnings, trellises or building projections are provided for protection from the summer sun.

Balconies, decks or roof gardens provide private outdoor space at the upper levels.



Elevation
Street view with accessory unit and main townhouse front doors



Varying building materials & elements create visual interest.



Large windows for work units.



Second entry dedicated to work unit.



Mass articulation to scale down the street facade.



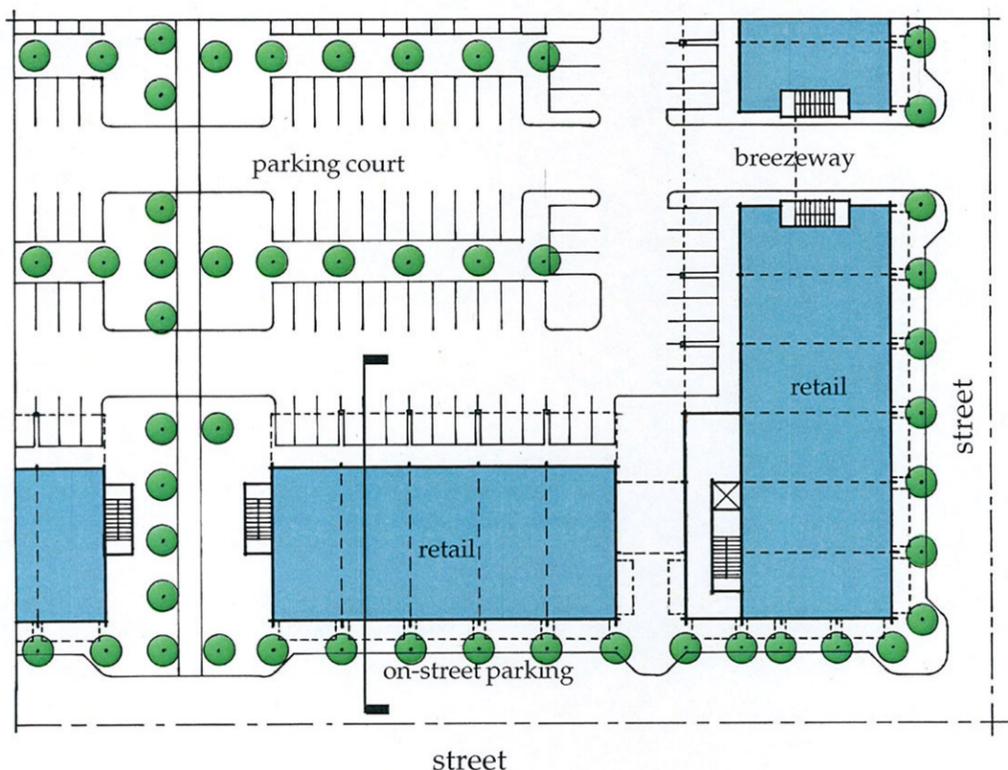
Articulated entry at sidewalk.



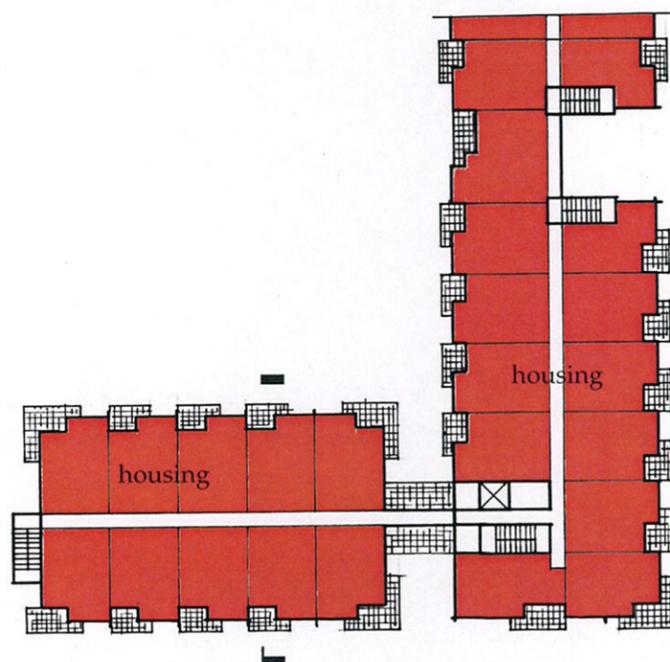
Pedestrian friendly scaling devices.

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

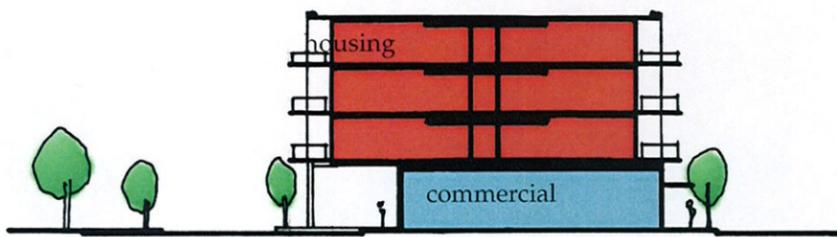
MIXED-USE



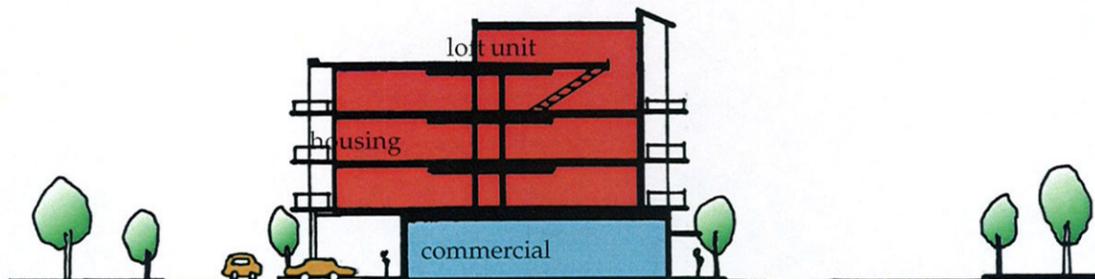
*Plan
Ground floor retail and tuck-under parking, with apartments above*



*Plan
Upper floors apartments with central lobby and circulation*



*Section
Three floors of apartments option over commercial*



*Section
Three/four floors of apartments option over commercial*

These mixed-use building prototypes are in the High Mix Residential (HMR) zone.

The buildings are typically 2 – 4 stories in height, built to the sidewalk edge, with retail/commercial on the ground floor and residential units above.

Residential parking is provided in a rear parking court, with on-street parking supporting the street-fronting retail/commercial.

Zoning Code requirements:

Commercial land use:
Professional office, select retail sales & services are permitted in HMR as limited use*

Multi-family land use:
Permitted in the HMR zone

Density units/acre: 30 min.

Minimum land area/unit:

1,000 sq. ft.

Average land area/unit:

1,500 sq. ft.

Building Setbacks:

Front 0' – 15'

Side 0' (attached)

Corner 0' – 10'

Rear 10'

Maximum Building Height: 60'

Maximum Lot Coverage: 85%

Minimum Landscaped Area: 15%

(roof top gardens can be used to meet this requirement)

Minimum parking (per s.f. or unit)

Professional Offices: 1 per 400 s.f.

Select Retail: 1 per 500 s.f.

Multi-Family: 1.5 space/unit

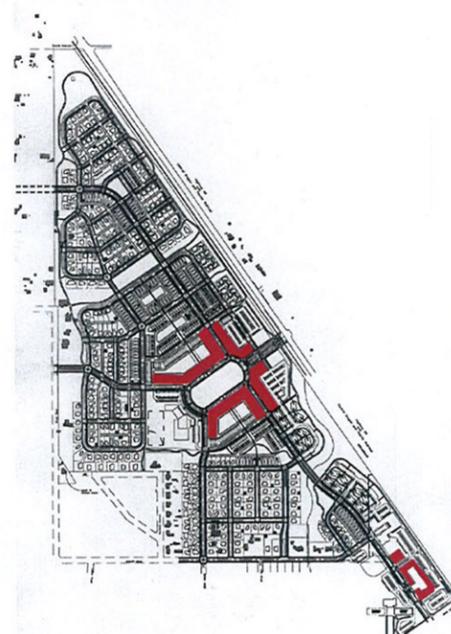
With Transit (50% reduced):

Professional Office: 1 per 200 s.f.

Select retail: 1 per 250 s.f.

Multi-Family: 0.75 spaces/unit

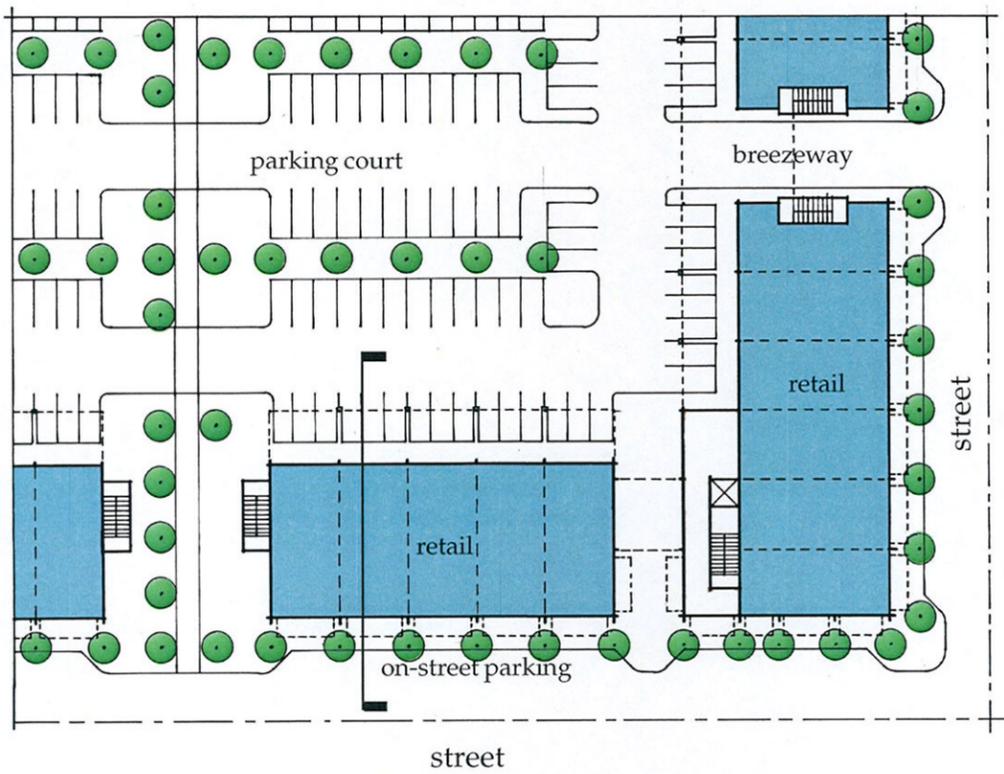
* Ground floor business within multi-family building. Maximum floor area of 10,000 sq. ft. per tenant. 2nd floor office may be permitted in areas adjacent to EC zones as conditional use.



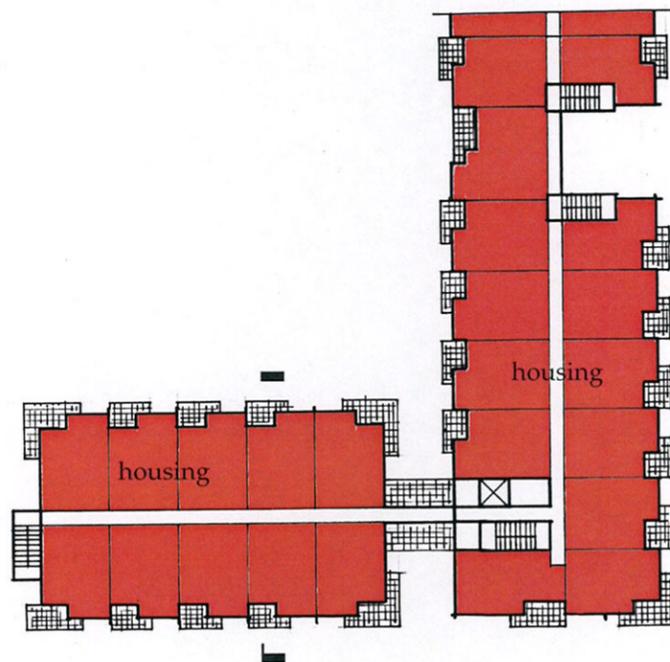
Location Plan

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

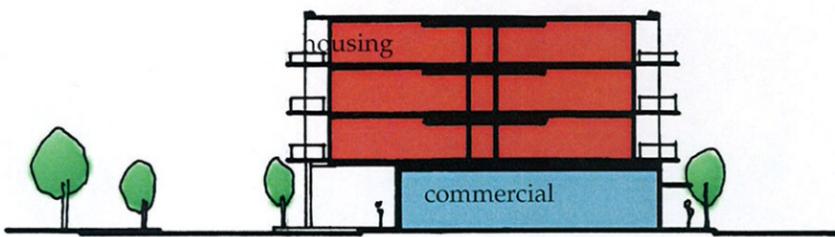
MIXED-USE



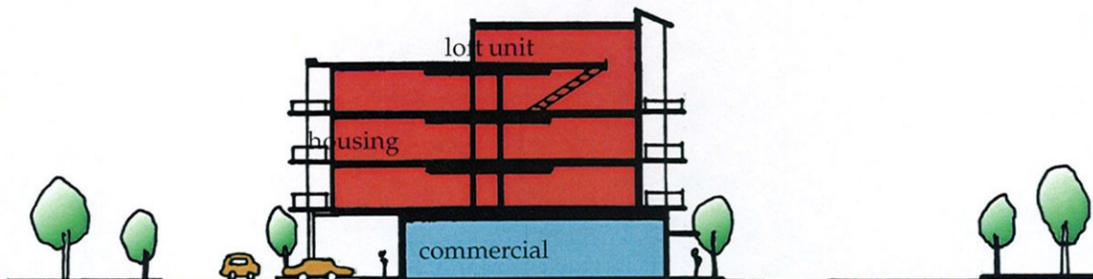
*Plan
Ground floor retail and tuck-under parking, with apartments above*



*Plan
Upper floors apartments with central lobby and circulation*



*Section
Three floors of apartments option over commercial*



*Section
Three/four floors of apartments option over commercial*

These mixed-use building prototypes are in the High Mix Residential (HMR) zone.

The buildings are typically 2 – 4 stories in height, built to the sidewalk edge, with retail/commercial on the ground floor and residential units above.

Residential parking is provided in a rear parking court, with on-street parking supporting the street-fronting retail/commercial.

Zoning Code requirements:

Commercial land use:
Professional office, select retail sales & services are permitted in HMR as limited use*

Multi-family land use:
Permitted in the HMR zone

Density units/acre: 30 min.

Minimum land area/unit:
1,000 sq. ft.

Average land area/unit:
1,500 sq. ft.

Building Setbacks:
Front 0' – 15'
Side 0' (attached)
Corner 0' – 10'
Rear 10'

Maximum Building Height: 60'

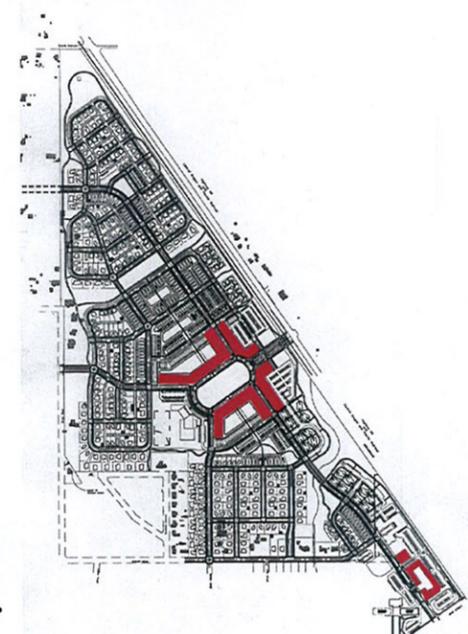
Maximum Lot Coverage: 85%

Minimum Landscaped Area: 15%
(roof top gardens can be used to meet this requirement)

Minimum parking (per s.f. or unit)
Professional Offices: 1 per 400 s.f.
Select Retail: 1 per 500 s.f.
Multi-Family: 1.5 space/unit

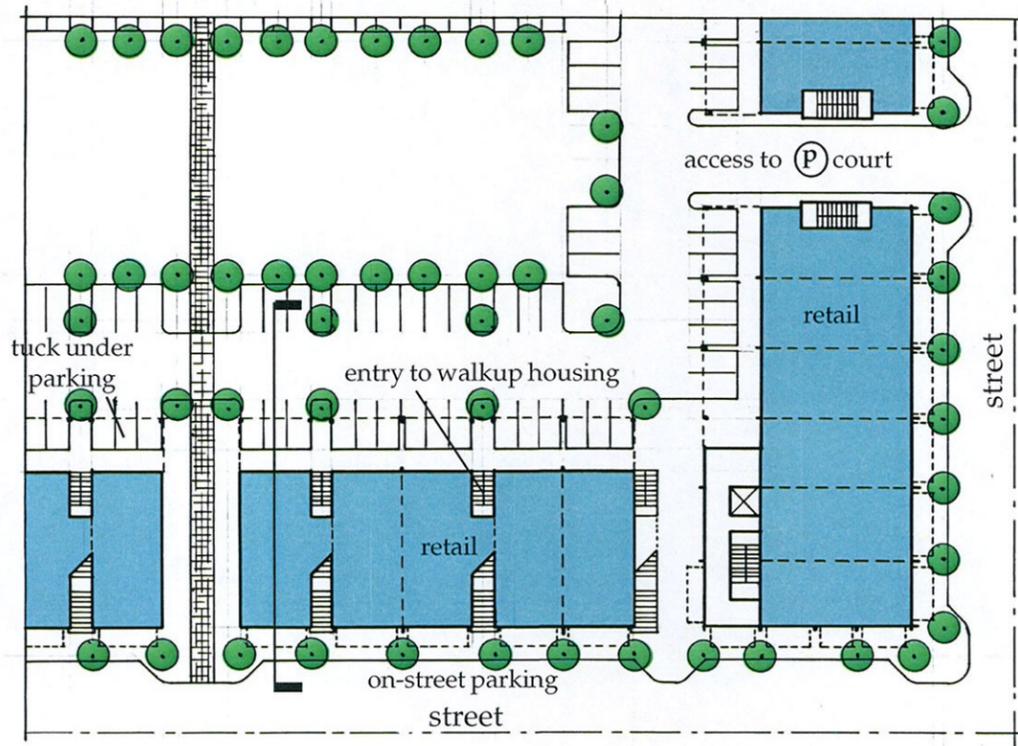
With Transit (50% reduced):
Professional Office: 1 per 200 s.f.
Select retail: 1 per 250 s.f.
Multi-Family: 0.75 spaces/unit

* Ground floor business within multi-family building. Maximum floor area of 10,000 sq. ft. per tenant. 2nd floor office may be permitted in areas adjacent to EC zones as conditional use.

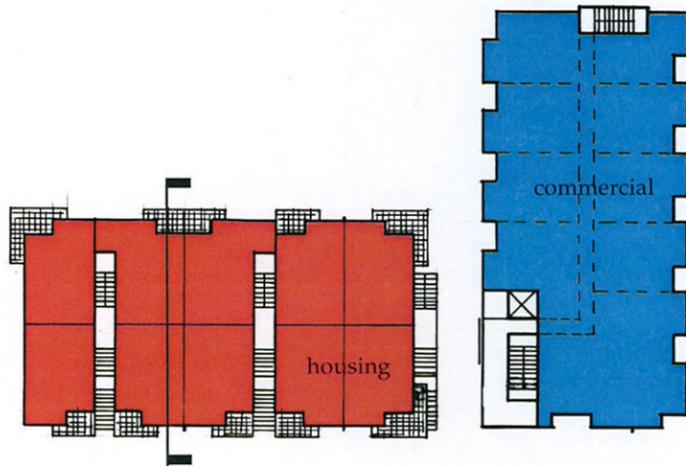


Location Plan

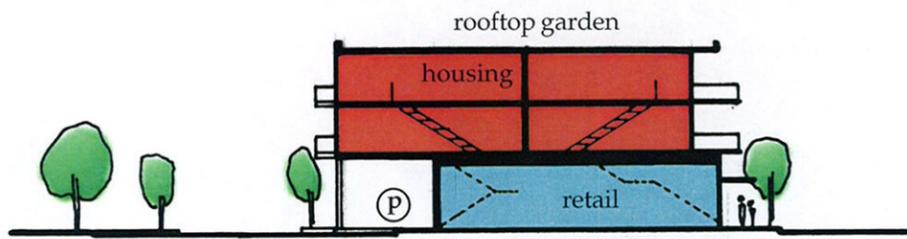
MIXED-USE



Plan
Ground floor retail and tuck-under parking, with walkup units above



Plan
Second floor walkup housing and potential commercial space



Section
Second floor walkup housing and ground floor commercial space



Retail spilling onto sidewalk.



Pedestrian scaled retail level.

Ground Floor Prototype Variations:

The ground floor is generally retail, but may also be other permitted commercial uses, such as professional offices. The ground floor may be configured in a variety of ways:

- Ground floor commercial only. No parking underneath level two.
- Ground floor commercial (2/3 of level) with tuck-under parking behind. The first row of parking behind tucks underneath level two.
- Ground floor commercial (1/3 of level) with parking behind. Parking with a drive aisle is underneath level two.

In areas adjacent to the Civic (C) zone, there is potential for the ground floor to house civic uses, such as a library, community center or a neighborhood police station.

Upper Floors Prototype Variations:

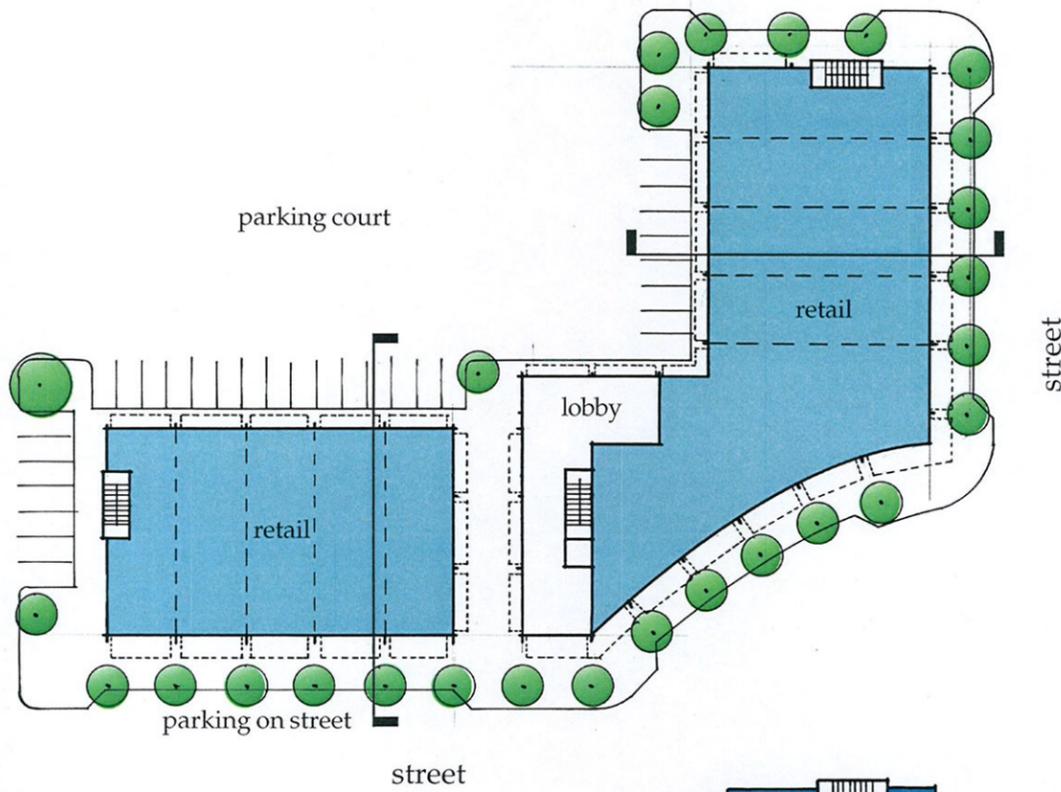
The upper floors are typically housing, with various housing options possible:

- 2-story walk-up units, accessed directly from the ground floor,
- Apartments, accessed from a double-loaded or single-loaded corridor.
- 2-story townhouses, accessed from a central corridor or court yard.

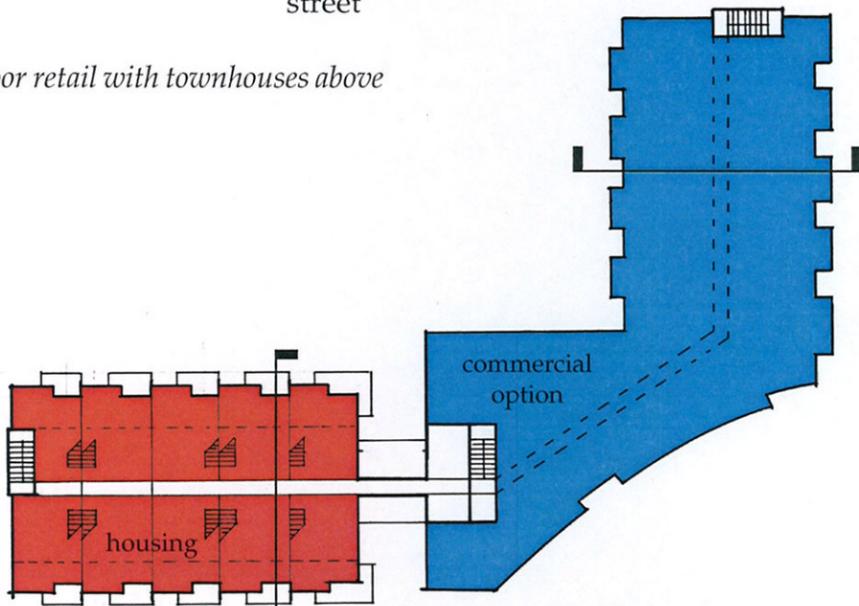
In the buildings adjacent to the Employment Commercial (EC) zone, the second level could be used for professional offices.

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

MIXED-USE



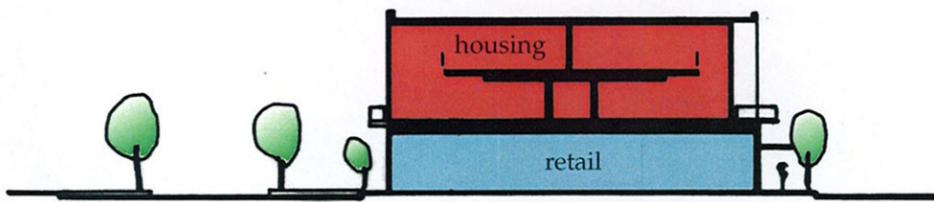
Plan
Ground floor retail with townhouses above



Plan
Second floor townhouses and commercial with shared lobby



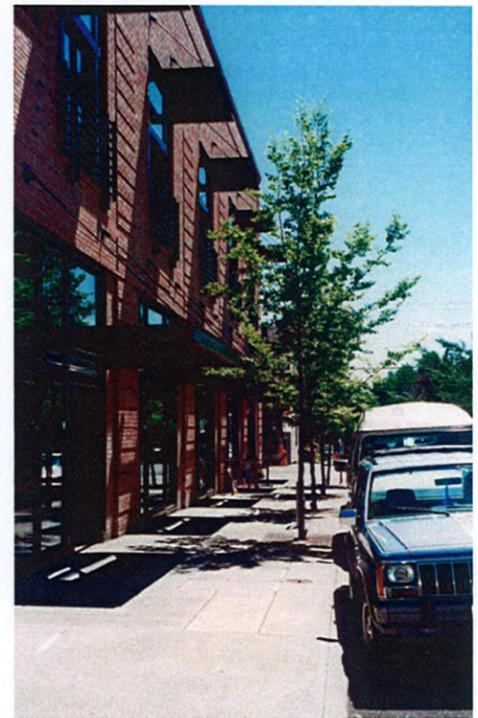
Section
Commercial above retail with parking court behind



Section
Townhouses above retail with court parking behind



Ground floor retail with housing above.



Awnings and shading devices help to articulate the building facade.



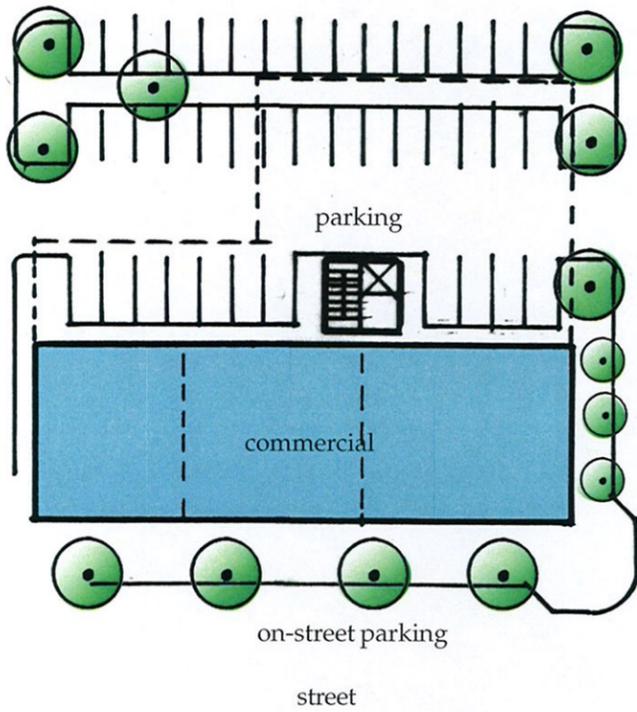
Ground floor retail with offices mixed with roof-deck above.



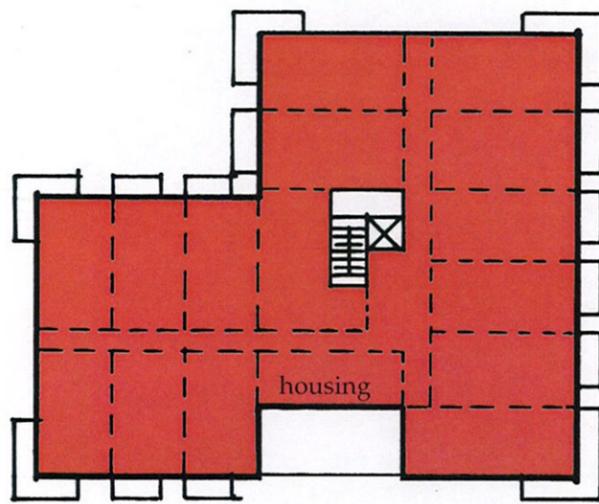
Breezeway leading from parking to main street.

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

MIXED-USE



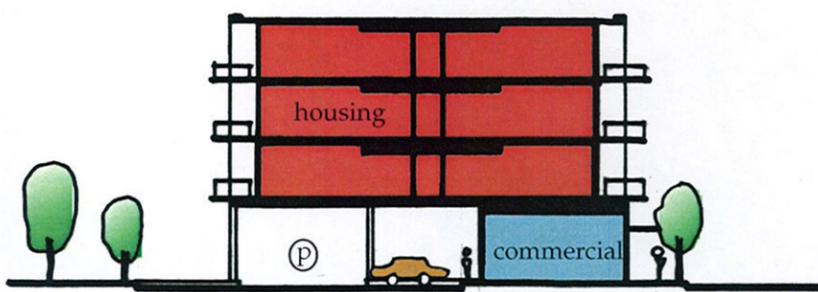
Plan
Ground floor retail and parking underneath, with apartments above



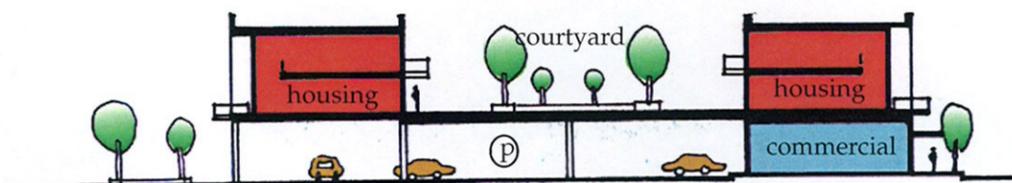
Plan
Upper floors apartments



Housing above parking.



Section
Parking underneath the second floor housing



Section
Parking underneath the second floor townhouses and central courtyard

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

MIXED-USE



*Elevation
Housing above street level retail*

Street frontages are to be pedestrian-friendly – e.g. awnings are provided over entrances and display windows, large ground floor windows with transom windows provide visual connectivity, entrances off the sidewalk are clearly defined and articulated to provide interest and orientation.

All main entrances are off the primary street frontage, and are complemented by suitable signage that is integrated into the overall building design.

Sidewalks are active pedestrian spaces, with outdoor display of goods, café seating, street furniture, lighting and trees combining together to create a pleasant and comfortable atmosphere.

All building facades, notable over 40' in length, have variation in the architectural forms, elements and materials, to enhance the visual quality of the street edge.

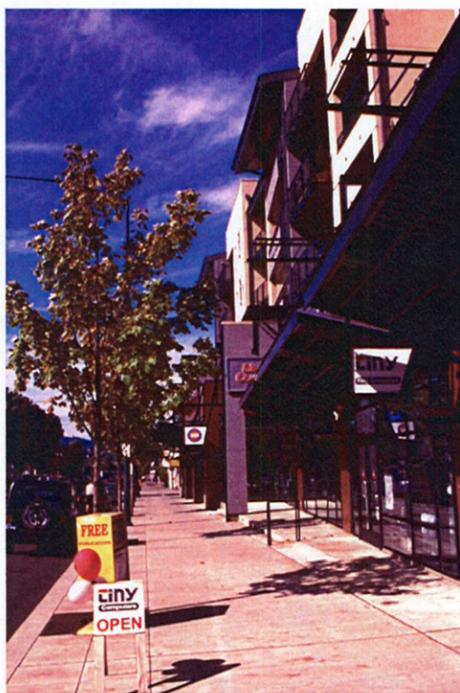
A range of quality, durable materials is used to augment and highlight the building forms, while conveying a sense of permanence and distinction.

Corner buildings are detailed to provide a strong emphasis to a corner, with continuity of architectural detailing and materials on the front and side facades.

Extensive windows, relites and skylights allow for natural light and ventilation for the lower and upper floors. Sun shading devices such as awnings, canopies, large overhangs, building projections and street trees provide protection from the summer sun.

For the residential units, the plan layout, orientation and window treatment of the building are to be located to minimize infringing upon the privacy of other adjacent units.

Balconies and decks create private outdoor space for the upper level residential units. Roof gardens allow for shared or private outdoor spaces.



Street trees and awnings.



Breezeways to parking court behind.



Corner retail with prominent entry.



Housing scale relates to street level retail.



Pedestrian friendly streetscape.



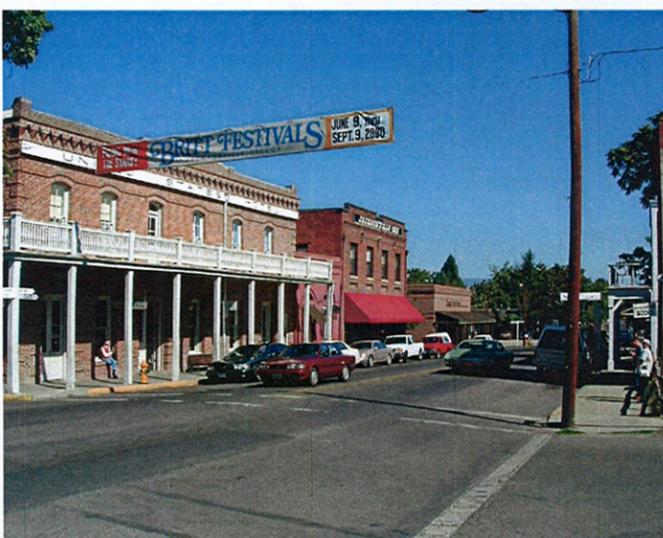
View of school with traditional architecture



View of school with traditional architecture



View of one-story commercial building



View of two-story building

c. Civic

The primary civic site is envisioned as a school, but could also provide opportunities for a library, hospital, government offices, college, religious institution or community center. It's location as the terminus of the Central Commons Neighborhood Park reinforces it's important role within the community and will allow children, as well as adults, the opportunity to walk or bicycle to it (*refer to Exhibit 37, Civic and Commercial Plan*).

The existing Mae Richardson Elementary School (across from Pine Street Station) may expand in the future, as well as further enhance its play fields, parking and bus drop off facilities.

d. Commercial

All five zoning districts (LMR, MMR, HMR, EC, and Civic) within Twin Creeks are envisioned as containing commercial and/or employment opportunities (*refer to Exhibit 37, Civic and Commercial Plan*).

Specific, prototypical commercial building types have been included in this section, such as:

- Neighborhood Retail.;
- 1-2 Story;
- 1 Story with Parking Above.

The north LMR neighborhood (Northern Oaks) is envisioned as having a small commercial site that could house a neighborhood market, professional office or daycare center.

All areas zoned MMR allow commercial uses and could accommodate entertainment, daycare, retail sales, and office space. The HMR and MMR areas are ideal for live/work units.

The HMR zones permit commercial uses as well. Either side of the main entry off of Highway 99 is zoned Employment Commercial (EC), as is the area at the corner of Pine Street and Haskell.

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

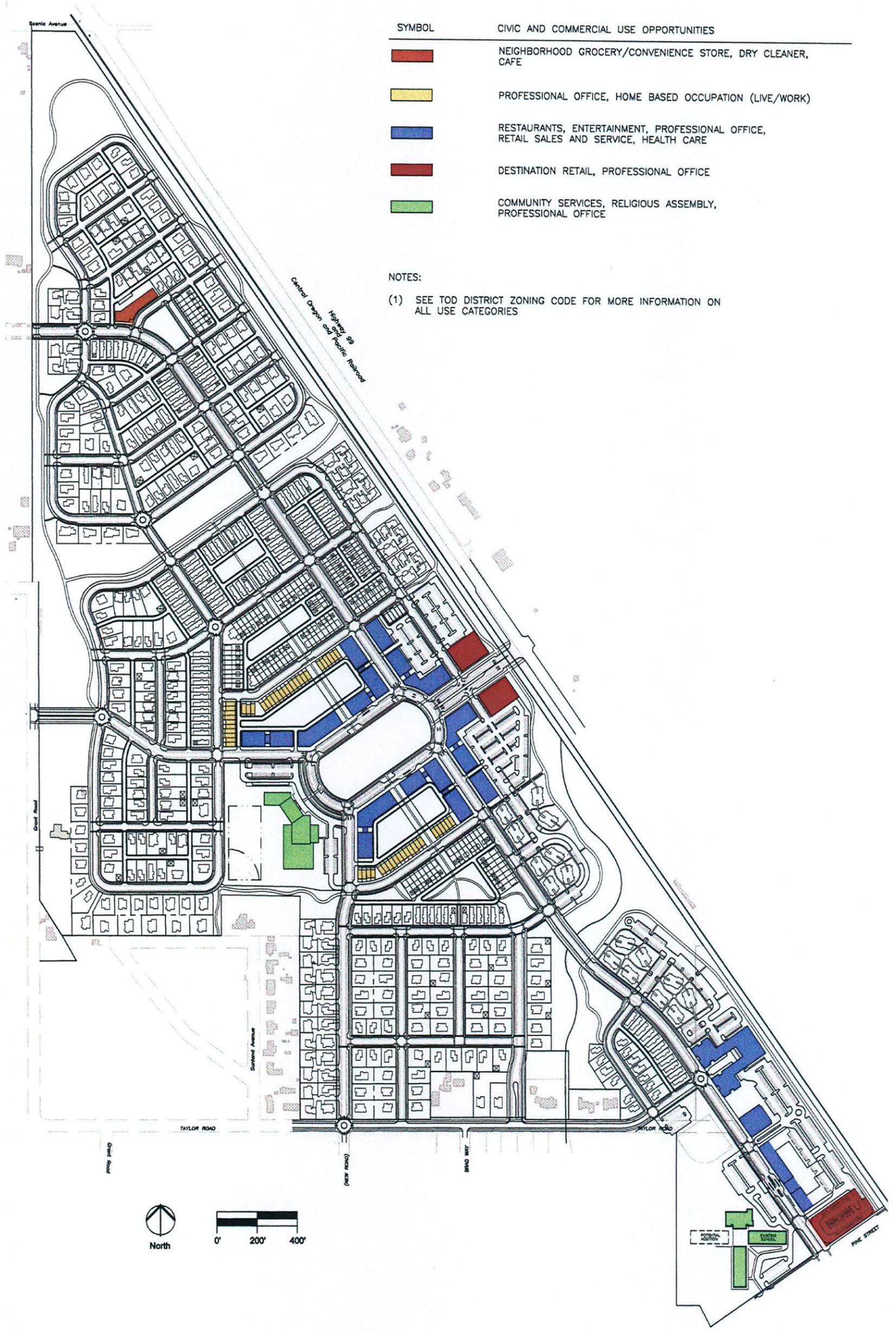
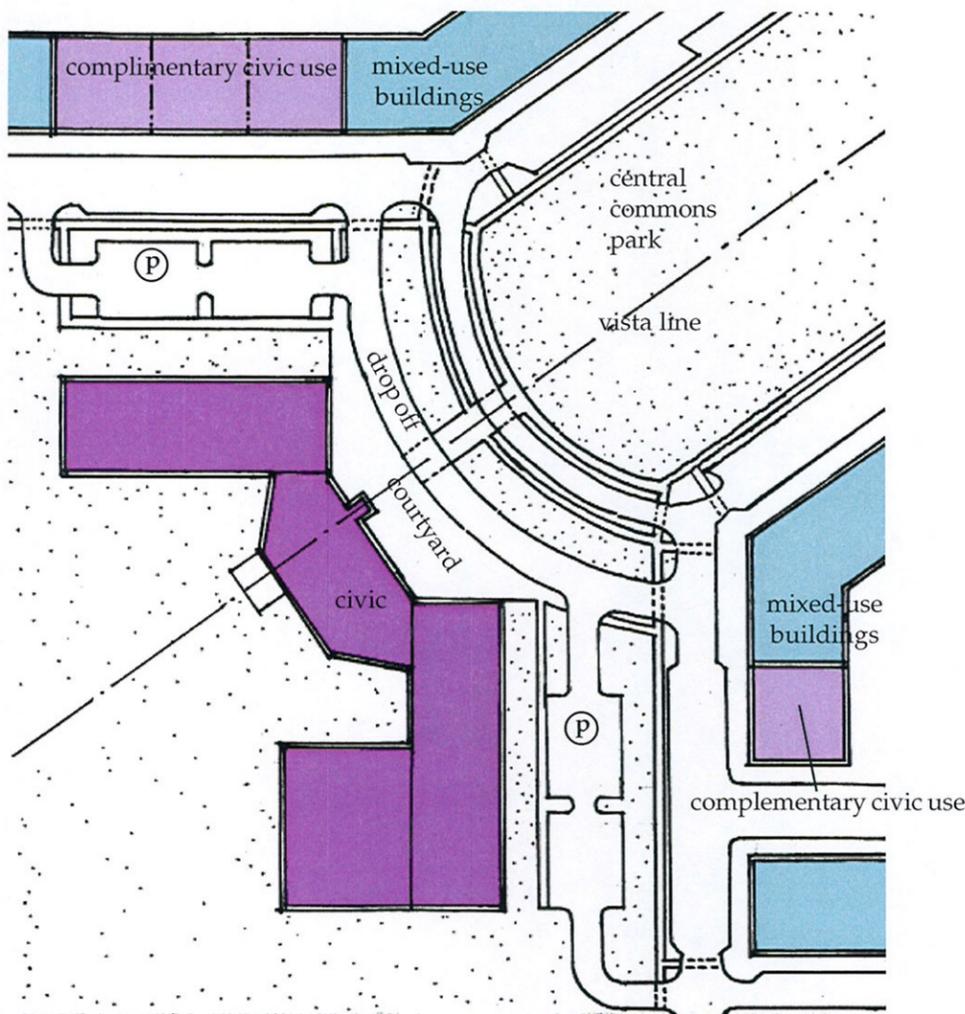
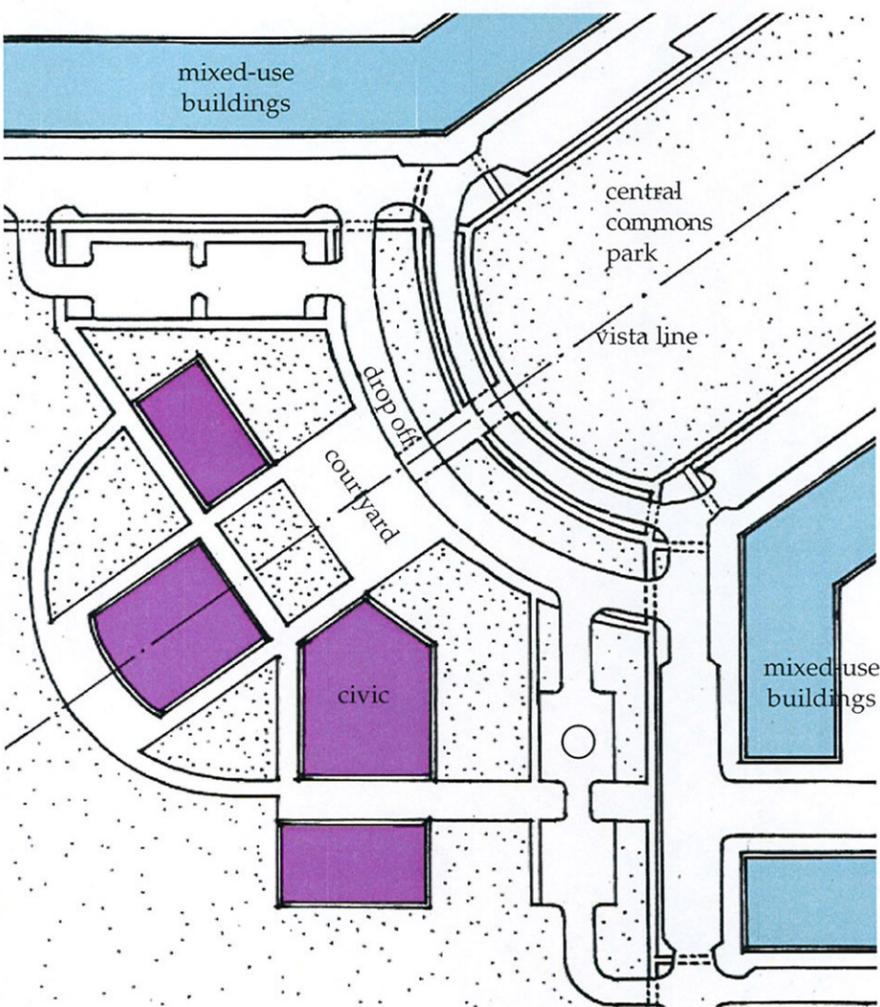


Exhibit 37, Civic and Commercial Plan

CIVIC



Site Plan
Civic site with sole use, supplemented by civic uses in mixed-use buildings



Alternative Site Plan
Combination of civic uses centered on shared courtyard

The civic building prototypes are located in the Civic (C) zone or potentially in the adjacent High Mix Residential (HMR) zone.

In the C zone, the building or buildings are commonly one to two plus stories in height. The civic site may be a sole use or a combination of civic uses.

If the site consists of a sole civic use, complimentary civic uses may be incorporated into the adjacent mixed-use buildings. This may include a neighborhood police station, library or community center.

Surface parking is provided to the side or rear of the building, supplemented by on-street parking.

Zoning Code requirements:

Civic land use:

Schools, religious assembly & community services are permitted in C zone.
Hospital, public facilities and utilities are conditional uses in the C zone.
All civic uses are conditional uses in the HMR zone.

Building Setbacks:

C	Front	5'
	Side	0'; 20' adjacent residential
	Corner	5' - 10'
	Rear	0'; 20' adjacent residential
HMR	Front	0' - 15'
	Side	5' (detached); 0' (attached)
	Corner	0' - 10'
	Rear	10'

Maximum Building Height:

C	45'
HMR	60'

Maximum Lot Coverage:

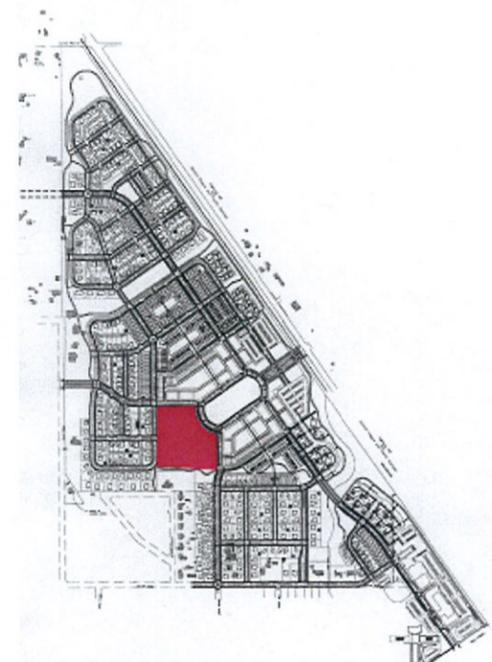
C/HMR	85%
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Minimum Landscaped Area:

C/HMR	15%
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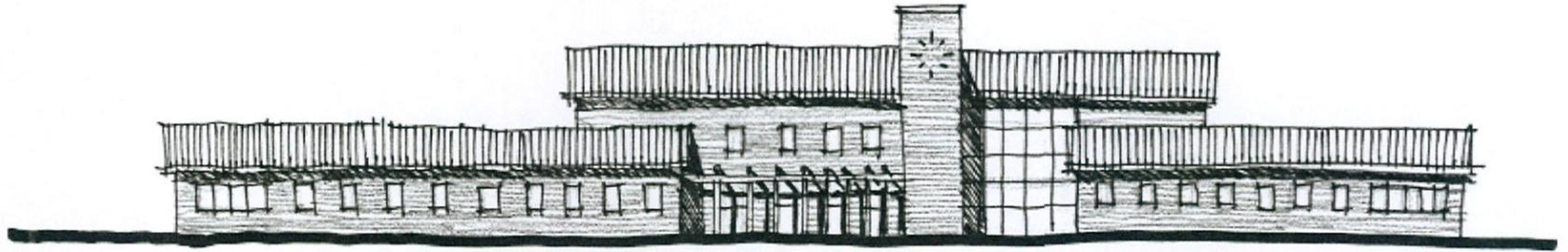
Minimum Parking:

Schools: 2 spaces/classroom
Other uses: Number to be determined as part of site plan or conditional use review.



Location Plan

CIVIC



Elevation



Building design reflects the special function and significance of the civic building.



Signature element provides focal point.



Courtyard serves as a focus point.



Quality materials give a sense of prominence.



Building is organized around a central courtyard.

Key Concepts:

Civic buildings are given prominence and distinct architectural character, reflective of their special functions and position.

Unique architectural features, complementary to the overall building design, become key focal points, visible from the central green and surrounding neighborhoods.

The building facades have strong visual interest and articulation, and utilize quality, durable materials throughout, appropriate to the significant function of the building.

The building forms are organized around a courtyard, which relates to the central green adjacent.

The primary building façade addresses the central green and courtyard, with main entrances accessed off the courtyard.

Parking is minimized in the front of the building, with a drop off area provided. Well-landscaped parking lots are located to the side or rear.

In a sole use situation, the central body of the building should ideally be a minimum of two stories. One-story building massing is however, used to bring down the scale of large volumes like gymnasiums and auditoriums.

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

COMMERCIAL
Neighborhood Retail

This commercial building prototype is located in the Low Mix Residential (LMR) zone.

The building is one story in height, with its massing, scale and setbacks designed to provide a sensitive transition to adjacent residential dwellings.

Primary use will be retail, with the potential to accommodate a neighborhood market, small service retail, professional office, or a day care center.

Due to its proximity to the residential developments, limited surface parking is provided at the rear of the building, with on-street parking allowing for short-term shoppers.

Zoning Code requirements:

Commercial land use:

Professional office, select retails sales & services are conditional use in LMR zone

Building Setbacks:

Front	10' – 15'
Side	5' (detached); 0' (attached)
Corner	5' – 10'
Rear	15'

Maximum Building Height: 35'

Maximum Lot Coverage: 80%

Minimum Landscaped Area: 20%

Minimum Parking (per s.f. floor area)

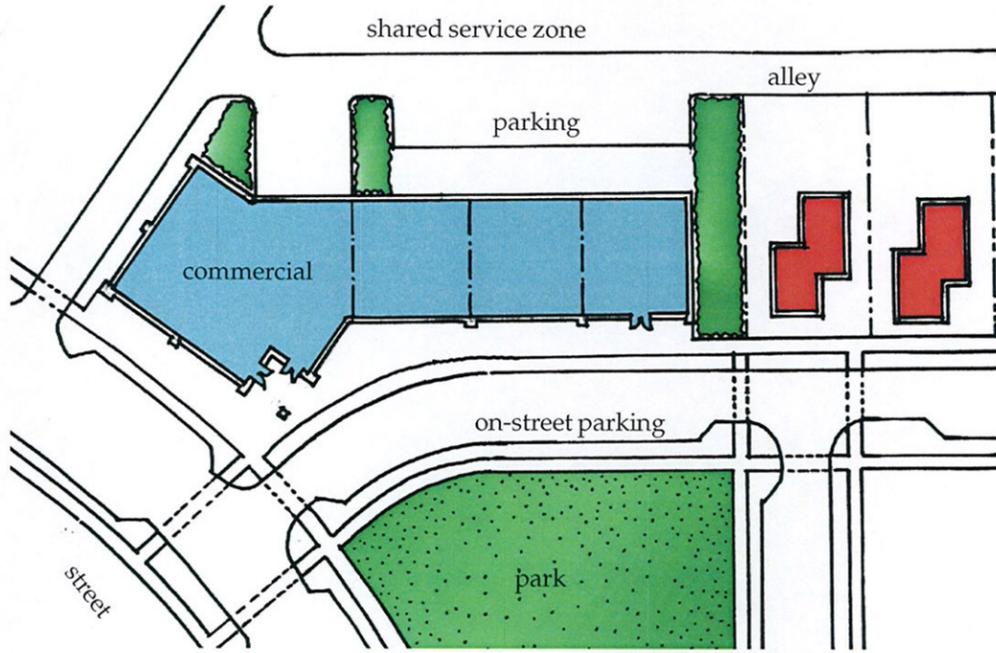
Professional Office: 1 per 400 s.f.

Select Retail: 1 per 500 s.f.

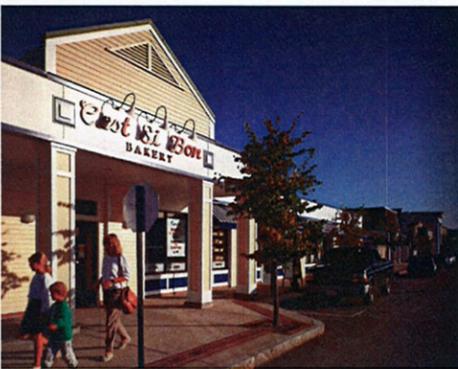
With Transit:

Professional Office: 1 per 200 s.f.

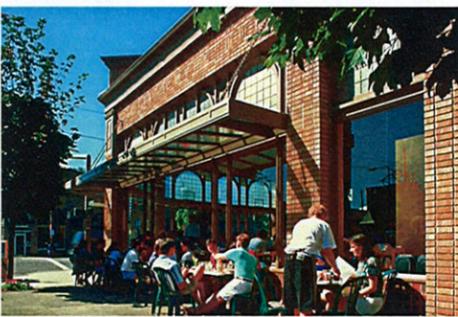
Select Retail: 1 per 250 s.f.



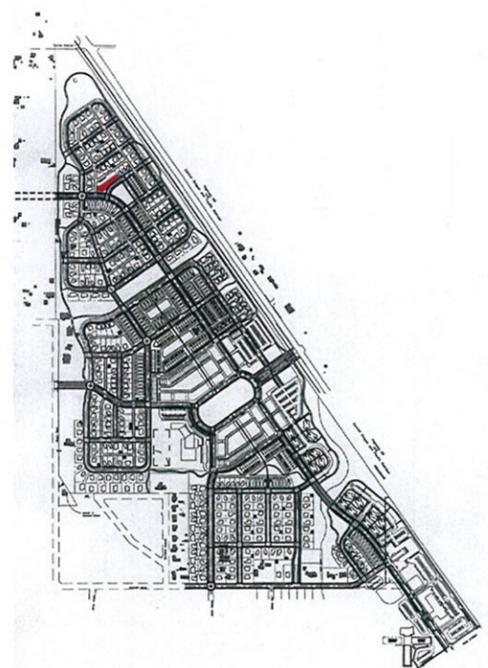
Site plan
1 story neighborhood commercial



Building scaled to respect the neighborhood.



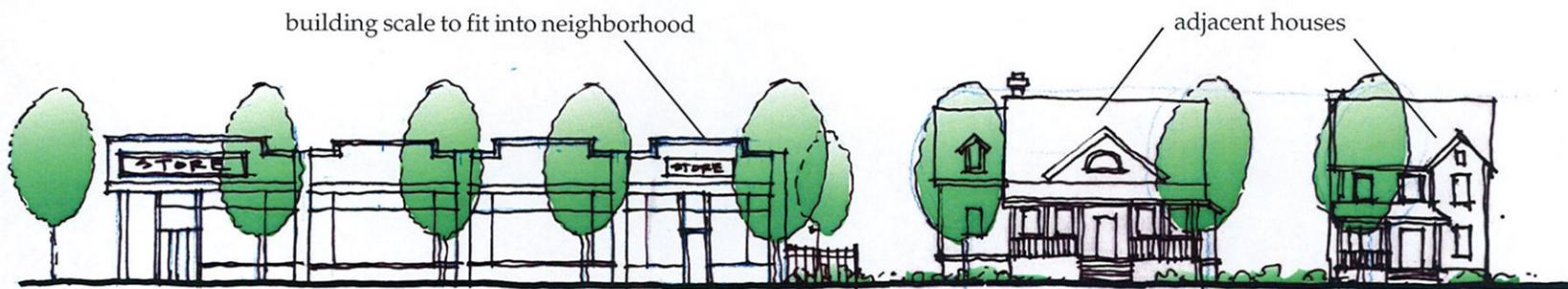
Sidewalk dining allows for social interaction of neighbors.



Location Plan

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

COMMERCIAL
Neighborhood Retail



*Elevation
1 story neighborhood retail elevation*



A neighborhood meeting place.



Small neighborhood market provides convenience to the houses nearby.



Awnings and display windows create inviting front to pedestrians.



Corner becomes landmark for the neighborhood.

Key Concepts:

All the entrances are off the primary street frontage, and are clearly articulated by awnings, canopies and signage.

Wide sidewalks create areas for goods display to extend onto the streets, or allows for outdoor café seating and casual social encounters.

The building has large, inviting display windows that gives visual transparency to the pedestrian and lets natural light flood the interiors.

The building elevations are carefully articulated to respect the architectural character of the neighboring residential dwellings.

Architectural emphasis is given to the building corner that serves as a focal point.

The front and side facades have a continuity of architectural detailing and quality of materials, with architectural emphasis given to the corner.

A small loading dock is located to the rear of the building, and is integrated into the overall building design with appropriate screening provided.

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

COMMERCIAL 1-2 Story

This commercial building prototype is located in the Employment Commercial (EC) zone.

The building is typically one or two stories in height, built to the sidewalk edge. The ground floor is either retail or office, additional retail or office is on the second floor.

The commercial space can be subdivided into smaller tenancies, all accessed off the primary street or in the upper level, from a central corridor.

Surface parking is provided to the side or rear of the building, supplemented by on-street parking.

Zoning Code requirements:

Commercial land use:

Professional office, select retail sales & service permitted in EC

Building setbacks:

Front 0'

Side 0', 10' (adjacent residential)

Corner 5' - 10'

Rear 0', 10' (adjacent residential)

Maximum Building Height: 60'

Maximum Lot Coverage: 100%

Minimum Landscaped Area: 0%

(parking lot screening and landscaping still apply)

Minimum Parking (per s.f. floor area):

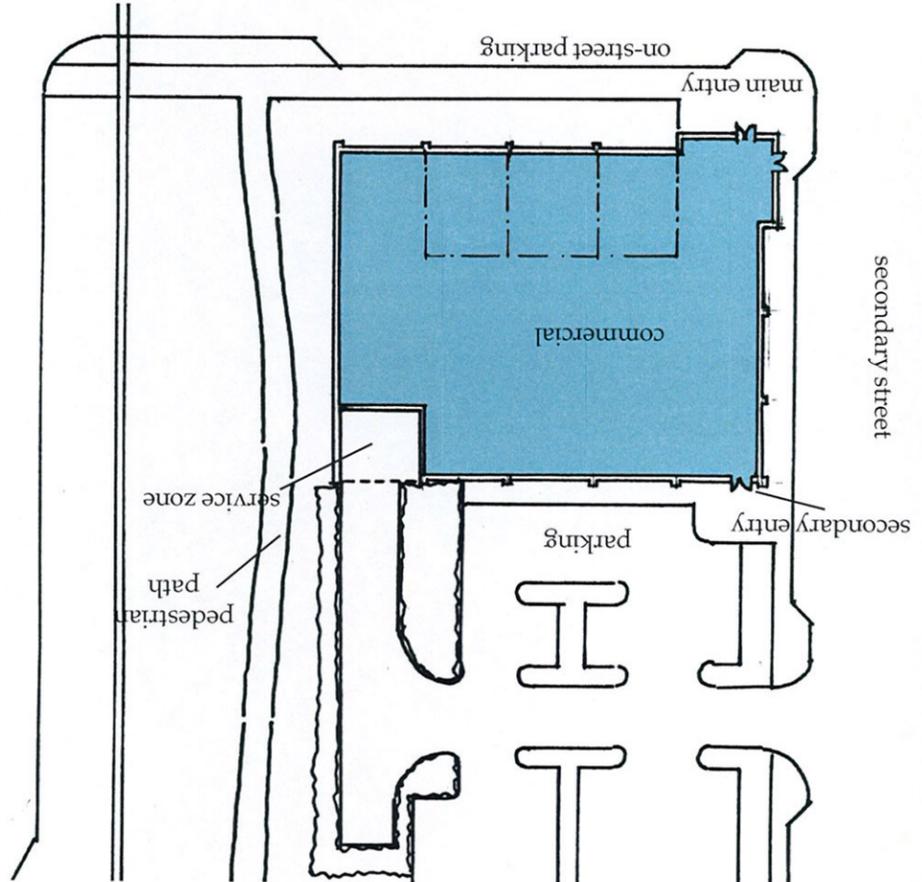
Professional Office: 1 per 400 s.f.

Select Retail: 1 per 500 s.f.

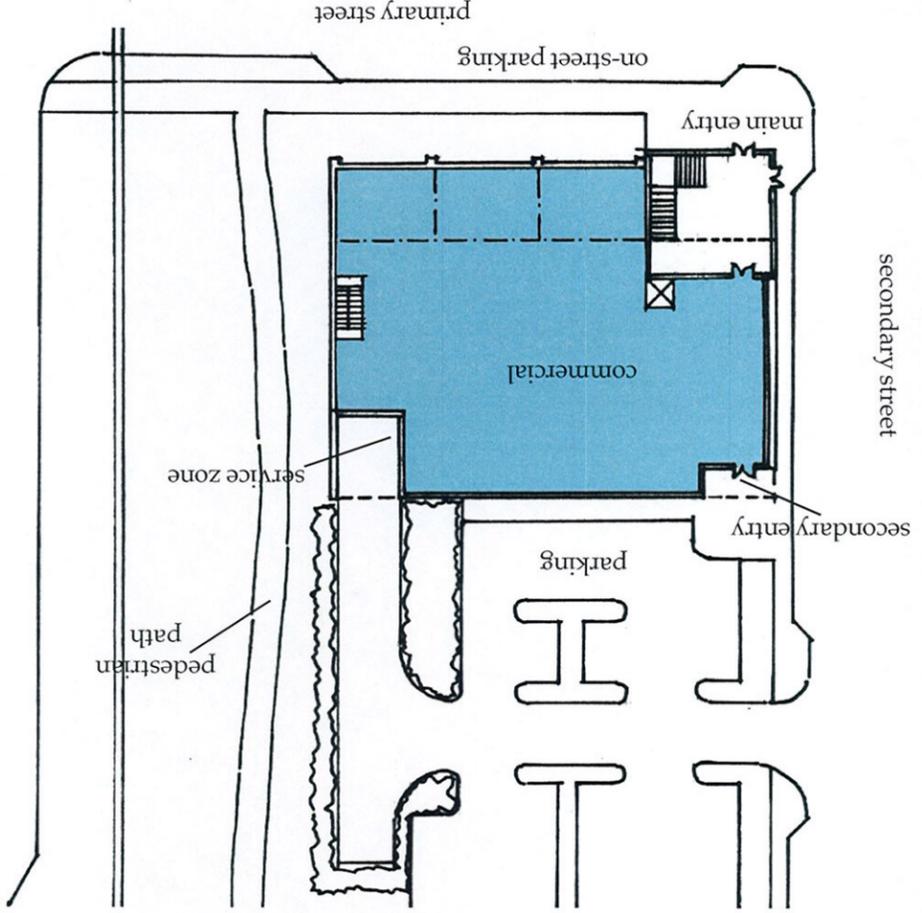
With Transit:

Professional Office: 1 per 200 s.f.

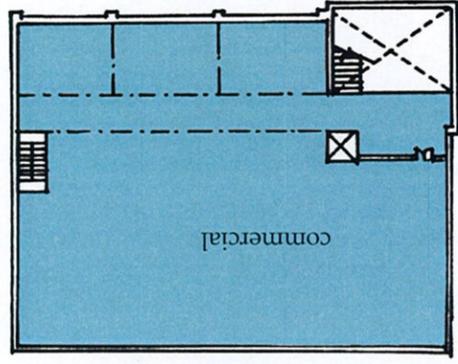
Select Retail: 1 per 250 s.f.



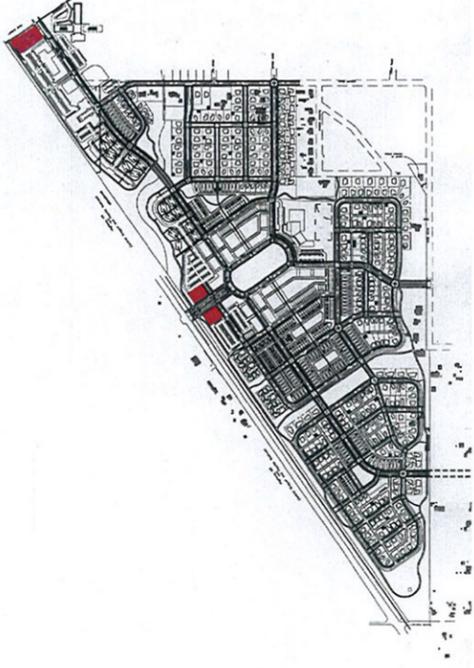
Site Plan
1 story commercial - ground level



Site Plan
2 story commercial - ground level



Plan
2 story commercial - upper level



Location Plan

COMMERCIAL
1-2 Story

Key Concepts:

All main entrances are off the primary street frontage, and are clearly defined by use of awnings, canopies or other architectural features, and well-placed signage, that is integrated into the overall building character.

Buildings on corners have prominent corner entries that activate the corner and create a focal point for the building facade. These buildings have continuity of architectural detailing and materials on all corner facades.

Secondary entrances are provided from the parking lot. The parking lots are screened with landscaping or fences adjacent to the street.

On the ground floor, the buildings have large windows, with multi-pane and transom windows allowing ample light to the interior while also providing visual connectivity to the street.

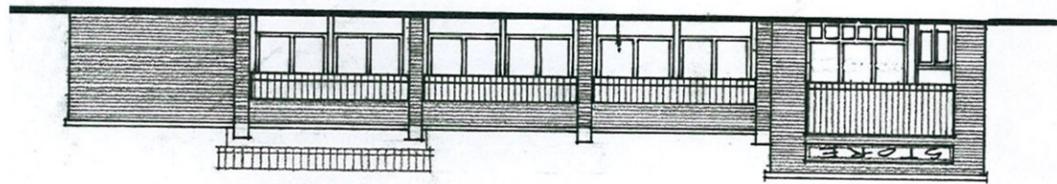
Adequate paving on all pedestrian routes allows for outdoor display of goods.

All building facades, notable over 40' in length and on a pedestrian route, have visual interest and richness through the use of architectural elements and detailing, such as window and doors, recesses, columns, awnings, signage; in addition to varying building materials.

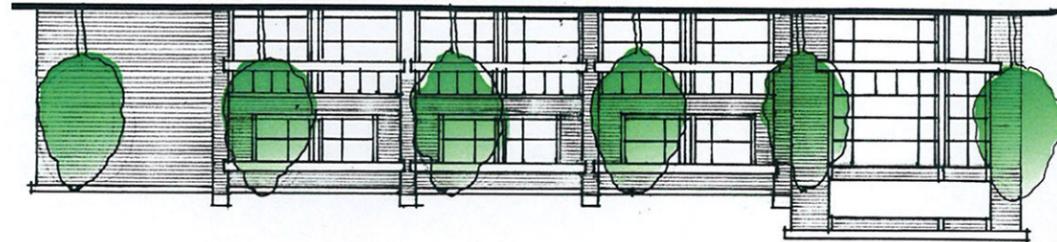
Vertical elements are provided for visual relief of long facades. Awnings, canopies, trellises and signage provide pedestrian scale to taller buildings.

Service and loading docks are placed away from the pedestrian routes and screened from these routes or from the parking lot. The service zones are integrated into the overall building design with the loading, recycling and trash functions performed within the building perimeter.

Visible mechanical equipment, including roof top equipment, is screened with architectural elements that are consistent with the character of the overall building.



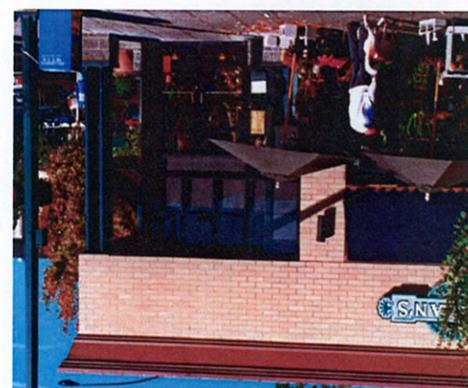
Elevation
1 story commercial



Elevation
2 story commercial



Large window area provides visual connection to street.



Sidewalk used for outdoor display of goods.



Vertical elements provide visual relief of long facades.



2-story with prominent entry corner.



Signage integrated into building design.



2-story retail.

COMMERCIAL
1 Story - Parking Above

This commercial building prototype is located in the Employment Commercial (EC) zone.

The building is one story in height, built to the sidewalk edge of the pedestrian street frontage. Primary use will be retail, with display areas facing the street, and auxiliary office and storage to the rear. The commercial space accommodates one major retailer, with flexibility for smaller retail spaces adjacent.

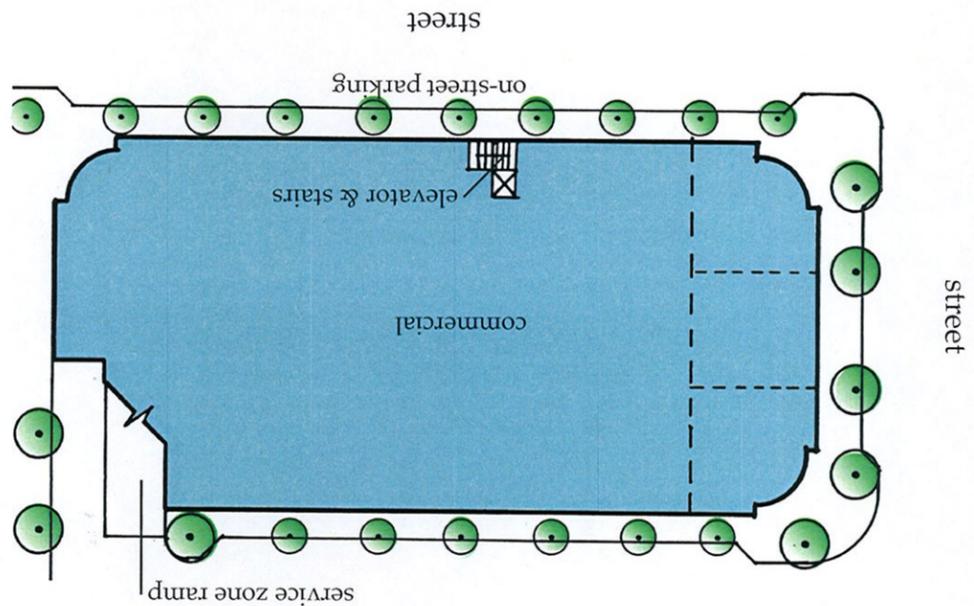
Parking is provided on the upper level of the building, supplemented by on-street parking or by a shared surface parking lot.

Zoning Code requirements:

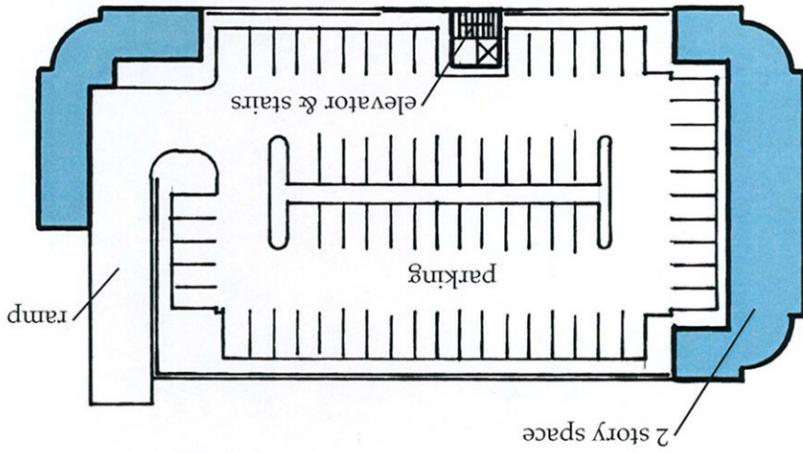
Commercial land use:
Professional office, select retail sales & service permitted in EC

Building setbacks:
Front 0'
Side 0'; 10' (adjacent residential)
Corner 5' - 10'
Rear 0'; 10' (adjacent residential)

Maximum Building Height: 60'
Maximum Lot Coverage: 100%
Minimum Landscaped Area: 0% (parking lot screening and landscaping still apply)
Minimum Parking (per s.f. floor area) Professional Office: 1 per 400 s.f.
Select Retail: 1 per 500 s.f.
With Transit (50% reduced) Professional Office: 1 per 200 s.f.
Select Retail: 1 per 250 s.f.



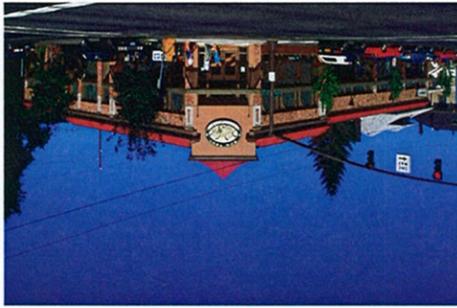
Site Plan
1 story commercial - ground floor retail



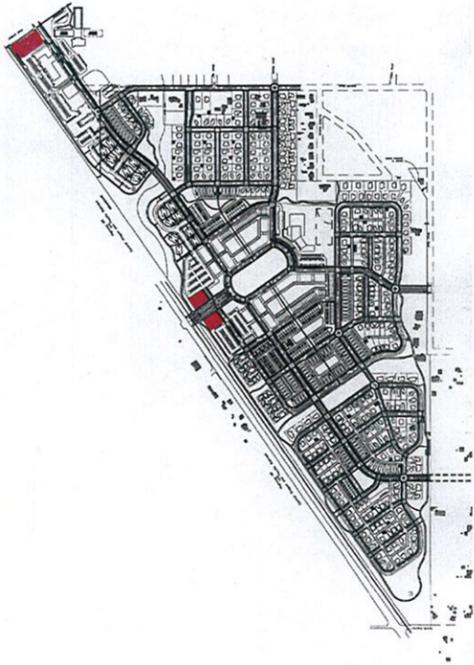
Plan
1 story commercial - upper level parking



Parapet hides upper level parking



Corner is emphasized by double story spaces



Location Plan

COMMERCIAL
1 Story - Parking Above

Key Concepts:

The main entrances for both the major retail and smaller retail stores are off street frontages, and are accentuated by use of architectural projections such as awnings, canopies and signage.

The building has large, multi-pane display windows that draw attention to the products on sale, and can be complimented by transom windows to provide ample natural light.

The building elevations use architectural features, such as window and doors, recesses, columns or awnings, and quality, durable materials to create an attractive and inviting building. Vertical elements, coupled with horizontal elements, give pedestrian scale to taller and longer buildings in addition to giving visual relief to long facades.

The corner of the building is given architectural emphasis, with high ceilings that offer the potential for mezzanine floor. There is continuity of architectural detailing and quality of materials on all corner facades.

Service and loading docks are located to the rear of the building, and out of sight from the pedestrian routes and parking. It is integrated into the overall building design with appropriate screening provided.

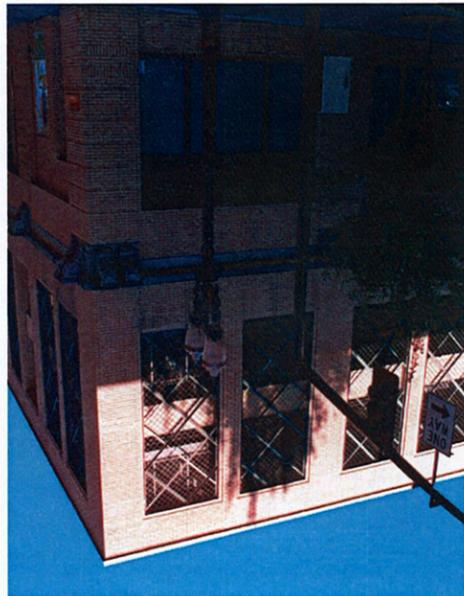
Access to the upper level parking lot is well defined with adequate signage, in keeping with the character of the building.

Visible mechanical equipment, including roof top equipment, is screened with appropriate architectural elements consistent with the character of the overall building.

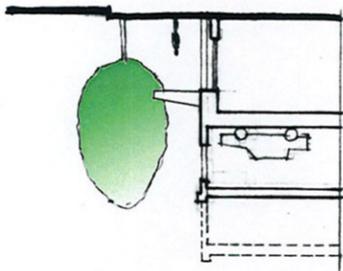
Blank walls face primary street.



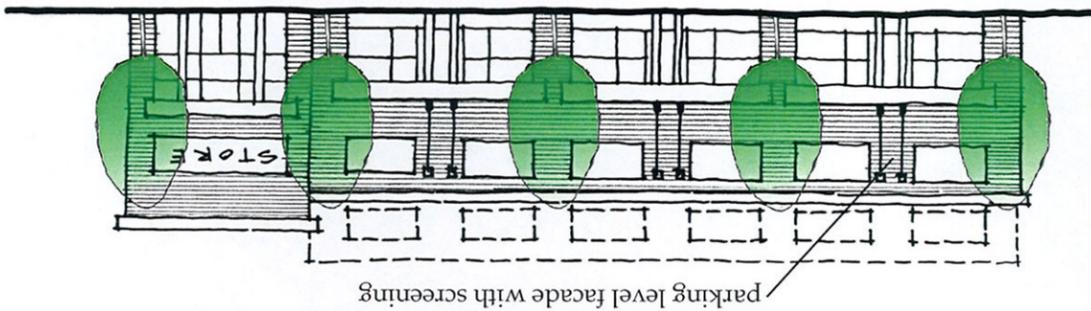
Parking level facade with screening complements lower level retail facade.



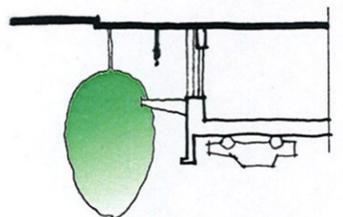
Section
Option of 2 levels of parking.



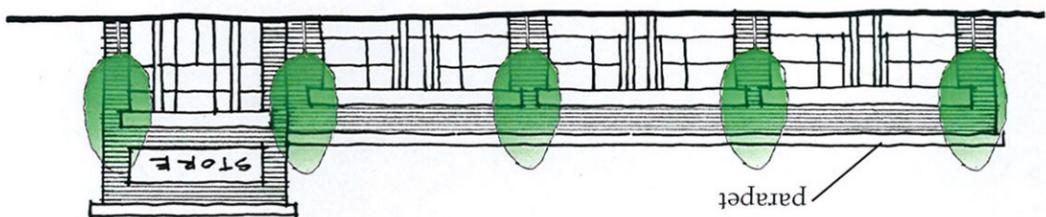
Elevation
1 Story retail with one to two levels of parking above

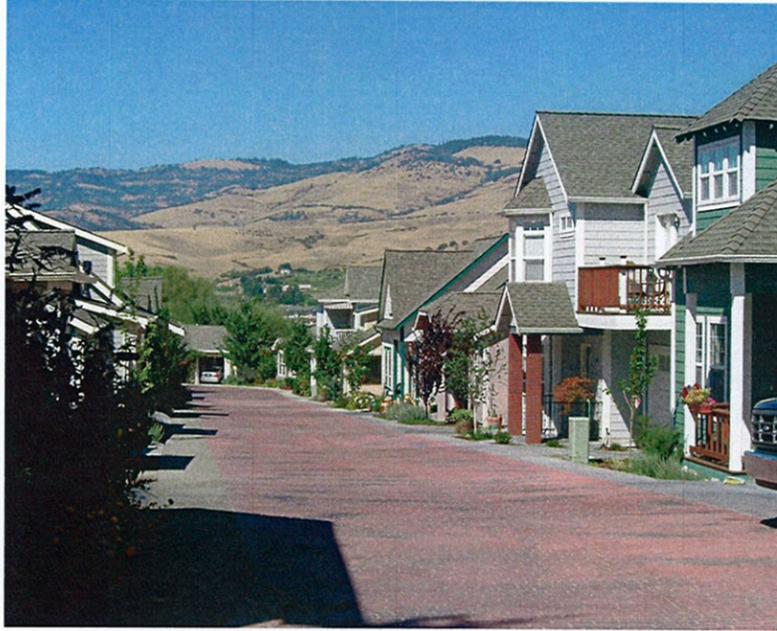


Section
Parapet hides parking.



Elevation
1 Story retail with parking above





PART IV IMPLEMENTATION

The implementation of the Twin Creeks Transit Oriented Development Plan is already underway. The City has adopted TOD supportive land use regulations and TOD supportive design standards. Part of the Griffin Oaks neighborhood is already under construction as a demonstration project. In this section, issues such as future phases of the project and the next steps to full realization of this plan are discussed.

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT

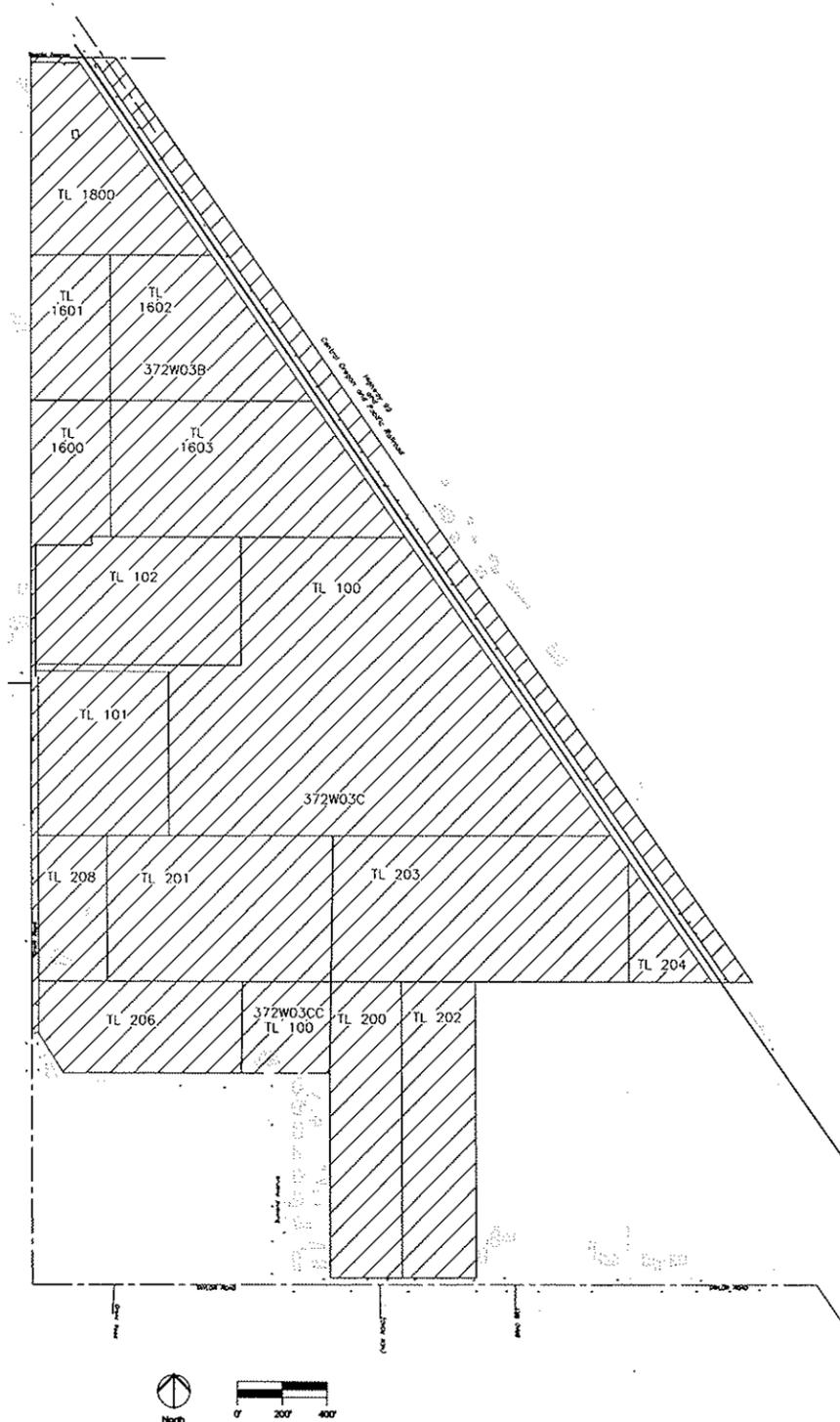


Exhibit 38, Annexation Plan

Pre-Annexation Development Agreement

The City of Central Point and the founders of Twin Creeks negotiated a Pre-Annexation Development Agreement that identified responsibilities, development triggers and phasing for the project. The City of Central Point will annex the additional property necessary to fully realize the entire Twin Creeks development just prior to the approval of this Transit – Oriented Development Plan (*refer to Exhibit 38, Annexation Plan*).

a. Transportation Infrastructure

Developer or development applicant agrees to participate in or perform construction of the following improvements for the locations shown in Exhibit 40, Development Triggers plan.

- Pine Street and Highway 99 intersection improvements per Oregon Department of Transportation (ODOT) requirements.
- Arterial street improvements, for affected portions of W. Pine Street and for portions of Hwy 99 at new TOD Railroad crossing to ODOT standards and designated streets within the Property per City TOD standards.
- Collector street improvements for effected portions of Taylor and Haskell streets, and designated streets within the Property per City TOD Standards.
- Local street improvements for designated streets within the Property per City TOD Standards.
- Railroad crossing improvements for new TOD Crossing and upgrades at Pine Street per Oregon Public Utilities Commission (PUC) and ODOT requirements.
- Internal off-street pedestrian and/or bike pathways designated within the Property per City TOD Standards.
- Traffic control measures (signalization, traffic calming devices, and signs) at key intersections along Taylor, Haskell and Grant streets and where designated within the Property per City TOD Standards.

b. Utility Infrastructure

At the time any of the Property is developed, Developer or development applicant agrees to install and improve the following utilities for the locations shown in Exhibits 14, 15, and 16 per the standards of the prevailing jurisdiction.

- Domestic Water
- Sanitary Authority (subject to approval by Bear Creek Valley Sanitary Authority (BCVSA))
- Storm Sewer
- Lighting
- Other utilities (electricity, cable, telephone, gas)

c. Open Space Infrastructure

Developer or development applicant agrees to install and improve the following utilities for the locations shown in Exhibits 20, 29, and 33 per the standards of the prevailing jurisdiction.

- Parks, Open Space, and Public Landscape Areas
- Street Trees
- Griffin Creek Natural Resource Area

Phasing and Development Triggers

Griffin Oaks Subdivision is already under construction and is the very first demonstration phase of Twin Creeks (refer to Exhibit 39, Phasing Plan). Future phases are envisioned as proceeding as defined below (refer to Exhibit 40, Development Triggers Plan):

a. Phasing of Development

Developer shall construct the project in phases. Infrastructure shall be provided concurrently with each development phase and completed prior to occupancy of the new buildings in that phase. The sequence of phasing may be amended by mutual consent of the parties. To ensure that required infrastructure is established in a timely and orderly manner, the following additional development triggers shall apply:

b. Development Triggers

The number of vehicle trips specified below may be generated and certificates of occupancy issued once the specified improvements are constructed for each phase:

RESIDENTIAL AND COMMERCIAL DEVELOPMENT

Phase I

1000 Additional Average Daily Trips (after improvements to intersection of Pine and Haskell)

Mitigation: Geometric and signalization improvements shall be made at intersection of Pine and Haskell Streets. ODOT shall be consulted on the signalization at that intersection, as the new signal must be coordinated with the existing signal at Highway 99, to minimize the queue length on the westbound approach to Haskell.

Phase II

5760 Additional Average Daily Trips (after improvements to Pine, Haskell, Taylor and intersection of Highway 99)

Mitigation: Geometric improvements shall be made to Pine, Haskell and Taylor Streets and affected portions of Highway 99 at the Pine Street intersection and upgrades shall be made to the Pine Street railroad crossing.

Specific improvements shall include (1) adding an exclusive left-turn lane for eastbound traffic on Pine Street, (2) adding an exclusive right-turn lane and an additional through lane for westbound traffic on Pine Street and (3) adding a southbound exclusive right-turn lane on Highway 99.

OR

4000 Additional Average Daily Trips (after the new road, railroad crossing and related highway intersection improvements)

Mitigation: Geometric improvements and signalization improvements shall be made at the new intersection of the TOD Activity Center and

Highway 99 (across from Crater High School).

Specific improvements shall include (1) an exclusive left turn lane along affected portions of Highway 99, (2) adding an exclusive right turn lane for southbound traffic along Highway 99.

A new road extending eastward to Highway 99, a railroad crossing, highway intersection signalization and geometric improvements shall be installed. The new road is listed in the Regional Transportation Plan as a Tier 1, Medium Range project and shall require the issuance of an Order from the Oregon Rail Division for installation. The railroad crossing will require the placement of a signal at the Highway 99 intersection with the new road, which must meet applicable warrants, as per OAR 734-020-0460. The new road shall include eastbound right and left turn lanes.

Phase III

Whichever scope of Additional ADT and associated mitigation listed above that is not executed as Phase II shall occur as Phase III.

Phase IV

Construction of all remaining development included in the approved TOD Master Plan (included as Exhibit A to this agreement) beyond the total of 10,760 Additional ADT from Phases I, II, and III, may proceed as defined below.

c. Rate of Development

The Property shall be developed with the type and style of low, medium, and high mix residential, neighborhood commercial, civic, and parks and open space uses as specified in Chapter 17.65 of the Municipal Code and approved by the City.

To ensure that infrastructure is appropriately planned and constructed, annual residential development shall not exceed the following rates:

Year 2000: 150 units (cumulative total = 150)
Year 2001: +150 units (cumulative total = 300)
Year 2002: +150 units (cumulative total = 450)
Year 2003: +150 units (cumulative total = 600)
Year 2004: +150 units (cumulative total = 750)
Year 2005: +150 units (cumulative total = 900)
Year 2006: +150 units (cumulative total = 1050)
Year 2007: +150 units (cumulative total = 1200)
Year 2008: +150 units (cumulative total = 1350)
Year 2009: +150 units (cumulative total = 1500)
Year 2010: +150 units (cumulative total = 1650)

To ensure that infrastructure is appropriately planned and constructed, annual commercial and civic development shall occur according to the following rates:

Year 2000: 0 square feet
Year 2001: +20,000 square feet
(cumulative total = 20,000 sf.)
Year 2002: +20,000 square feet
(cumulative total = 40,000 sf.)
Year 2003: +20,000 square feet
(cumulative total = 60,000 sf.)

TWIN CREEKS
TRANSIT-ORIENTED DEVELOPMENT

Year 2004: +20,000 square feet
(cumulative total = 80,000 sf.)
Year 2005: +20,000 square feet
(cumulative total = 100,000 sf.)
Year 2006: +20,000 square feet
(cumulative total = 120,000 sf.)
Year 2007: +20,000 square feet
(cumulative total = 140,000 sf.)
Year 2008: +20,000 square feet
(cumulative total = 160,000 sf.)
Year 2009: +20,000 square feet
(cumulative total = 180,000 sf.)
Year 2010: +20,000 square feet
(cumulative total = 200,000 sf.)

TWIN CREEKS TRANSIT-ORIENTED DEVELOPMENT



Exhibit 40, Development Triggers Plan

"None of us will see the real results of any of these plans and how they really have effected society. We will see the first generation or so, but that could be deceiving. So much will depend on how they evolve over time and who lives in them. As I re-learn every time I research an old town ...most started as simple, places with nothing more than a well in the middle of a green and a place for people to meet. But, they all had a well-connected plan in place that enabled a great place to form. It really seems so very simple sometimes."

Diane Dorney
Letter to Andres Duany

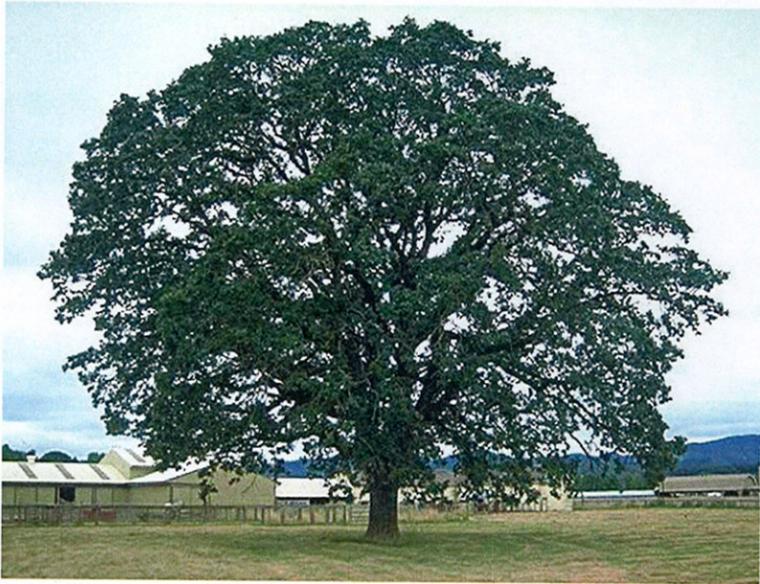
The Next Steps

Time is, ultimately, one of the most important ingredients in urbanism. Time can be more important than scale or complexity and differentiates 'urbanism' from 'architecture'. Time is the tangible factor that permits the planner to see beyond the limitations of the present. Manhattan began as the shantytown of New Amsterdam. In 1850 Paris was a slum worse than the worse part of current Detroit. The difference is that Paris could see the greatness that could come with time and acted accordingly. The architects and planners involved in this project have only had roughly a 2-3 year cycle of conception, but with the City of Central Point's ambitious dedication to good urbanism and the framework of elements laid out in this plan, Twin Creeks has the centuries on its side.

The Twin Creeks Transit Oriented Development Plan is a tremendous step forward for Central Point. But this commitment is not to be taken lightly. This plan will need to change and adapt with time (as all things do) and it will require wisdom and dedication, on the part of the City and its residents, to continue implementing principles of good urbanism in all that they create in their built environment. If this course is followed, then Twin Creeks will demonstrate the wisdom of good urbanism and stand as a proud example of what 'quality of life' can look like for the future of the entire Rogue Valley.

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APPENDIX

RECOMMENDED PLANT LIST



Quercus garryana
Oregon White Oak



Platanus x acerfolia
Planetree



Escallonia x langleyensis 'Pride of Donard'
Pride of Donard Escallonia

Trees

- Acer (Maple species)
- Acer negundo variegatum
(Variegated Box Elder)
- Aesculus (Horsechestnut)
- Albizia (Mimosa, Silk Tree)
- Calocedrus (Incense Cedar)
- Cedrus Deodora (Deodar Cedar)
- Celtis (Hackberry)
- Cercis occidentalis (Western Redbud)
- Fig, Edible
- Fraxinus
- Raywood Ash
- European Mountain Ash
- Ginkgo
- Juglans (Walnut)
- Koelreuteria paniculata
(Golden Rain Tree)
- Lagerstroemia Indica (Crape Myrtle)
- Maclura (Osage Orange)
- Pinus (Pine)
- Pistacia chinensis (Chinese pistachio)
- Prunus
- Flowering Plums
- Chokecherry
- Pyrus (Ornamental Pear)
- Quercus (Oak)
- Robinia (Locust)
- Sambucus (Elderberry)
- Sequoiadendron (Giant Redwood)
- Sophora japonica (Japanese Pagoda Tree)
- Tilia tomentosa (Silver Linden)
- Ulmus (Elm)

Shrubs

- Arbutus unedo (Strawberry Tree)
- Arctostaphylos (Manzanita)
- Berberis (Barberry)
- Buddliella davidii (Common Butterfly Bush)
- Caragana (Peashrub)
- Ceanothus (Wild Lilac)
- Cistus (Rockrose)
- Cotinus (Smoke Tree)
- Cotoneaster
- Escallonia
- Euonymus
- Forsythia
- Genista (Broom)
- Helianthemum (Sun Rose)
- Hibiscus syriacus (Rose of Sharon)
- Ilex cornuta 'Burfordii' (Burford Holly)
- Juniperis (Juniper)
- Lagerstroemia indica (Crape Myrtle)
- Lavandula (Lavendar)
- Mahonia aquifolium (Oregon Grape)
- Nandia (Heavenly Bamboo)
- Photinia fraseri
- Pinus mugo
- Mugho Pine
- Swiss Mountain Pine
- Polystichum (Western Sword Fern)
- Potentilla fruticosa
- Prunus
- Chokecherry
- Otto Luyken Laurel

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Rosmarinus officinalis
 Creeping Rosemary



Salvia officinalis
 Sage

- Portuguese Laurel
- Pyracantha
- Rhamnus californica (Coffeeberry)
- Rhaphiolepis
- Rosa rugosa
- Rosmarinus (Rosemary)
- Santolina
- Taxus (Yew)
- Viburnum

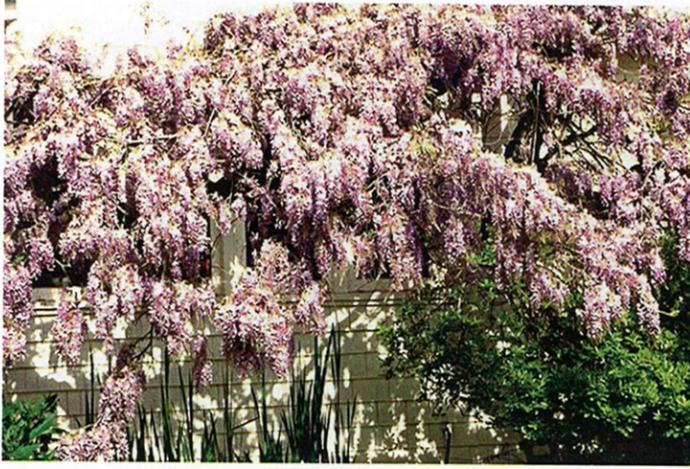
Groundcovers

- Baccharis pilularis (Coyote bush)
- Ceanothus
- Cerastium (Snow-in-summer)
- Chamaemelum (Chamomile)
- Cistus (Rockrose)
- Cotoneaster
- Delosperma (Ice Plant)
- Genista pilosa
- Helianthemum
- Hypericum (St. John's Wort)
- Juniperis (Juniper)
- Kinnikinnick
- Rosmarinus (Creeping Rosemary)
- Stachys (Lamb's Ear)
- Thymus (Thyme)

Perennials/Annuals

- Achilla (Yarrow)
- Alcea (Hollyhock)
- Armeria (Sea Thrift)
- Artemisia caucasica (Silver Spreader)
- Aster
- Aurinia (Basket of Gold)
- Calendula
- Centaurea cineraria (Dusty Miller)
- Centaurea cyanus (Bachelor's Button)
- Chrysanthemum parthenium (Feverfew)
- Clarkia
- Coreopsis
- Cosmos
- Echinacea
- Eschscholzia (California Poppy)
- Gaillardia
- Geranium
- Helianthus (Sunflower)
- Hemerocallis (Day Lily)
- Hunnemannia (Mexican Tulip Poppy)
- Iris
- Kniphofia (Red Hot Poker)
- Liatris (Gayfeather)
- Lobularia (Sweet Alyssum)
- Myosotis (Forget-me-not)
- Narcissus (Daffodil)
- Papaver (Poppy)
- Penstemon
- Phormium (New Zealand Flax)
- Portulaca (Rose Moss)
- Rudbeckia hirta (Gloriosa Daisy)
- Ruta (Rue)
- Salvia (Sage)
- Santolina
- Scabiosa (Pincushion Flower)
- Sedum (Stonecrop)
- Tropaeolum (Nasturium)
- Verbena
- Yucca

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Wisteria sinensis
Chinese Wisteria



Miscanthus sinensis 'Silberfeder'

Vines

Campsis (Trumpet Vine)
Clematis armandii (Evergreen Clematis)
Euonymus fortunei
(Common Wintercreeper)
Lonicera (Honeysuckle)
Partenocissus quinquefolia
(Virginia Creeper)
Rosa banksiae (Lady Banks Rose)
Rosa "Cecile Bruner"
Vitis (Grape)
Wisteria

Ornamental Grasses

Amethystina supurba
Cortaderia (Pampas Grass)
Festuca ovina (Blue Fescue)
Helictotrichon sempervirens
(Blue Oat Grass)
Miscanthus
condensatus
floridulus (Giant miscanthus)
strictus (Porcupine Grass)
s. Gracillimus (Maiden Grass)
s. Purpurascens (Flame Grass)
Panicum virgatum haense herms
Pennisetum (Fountain Grass)

Note:

Other plants may be acceptable.