



STAFF REPORT

October 6, 2015

AGENDA ITEM: File No. 14016

Consideration of a three (3) lot tentative partition plat application in the Eastside Transit Oriented Development (TOD) district. The 18.77 project site is located in the TOD-LMR, Low Mix Residential and TOD-MMR, Medium Mix Residential zoning districts and is identified on the Jackson County Assessor's map as 37 2W 02 Tax Lot 2700 in Central Point, Oregon. **Applicant:** People's Bank of Commerce; **Agent:** Tony Weller, CES|NW.

STAFF SOURCE:

Don Burt, AICP, Planning Manager
Stephanie Holtey, Community Planner II

BACKGROUND

The Planning Commission considered the proposed three (3) lot partition at the July 7, 2015 and September 1, 2015 meetings. The public hearing was continued at both meetings as necessary to amend the Master Plan exhibits that provide the basis for tentative plat approval. Revised submittals were received on August 24, 2015 and have been re-evaluated by affected agencies and City staff. To comply with the statutory limit¹ for land use decisions, the Planning Commission must take action on the tentative plat application at this meeting.

Project Description:

The project site consists of 18.77 acres, the design and development of which are subject to a master plan approval (see File No14004). The project site has frontage on Beebe and Gebhard Road, both of which are currently within the County's jurisdiction. The proposed tentative plat would create three (3) parcels and an internal street network as illustrated in Figure 1. Per the Master Plan, proposed Parcels 1 and 2 will be occupied by residential development (i.e. apartments, single-family rowhouses, and duplexes) and Parcel 3 will be a park site intended for public use. It is the applicant's intent to obtain final plat approval and develop the site, including public improvements in three phases as illustrated in Figure 2.

Sufficient right-of-way is provided along all existing and proposed roadways to accommodate the future realignment of Gebhard Road, including roundabout construction, per the City's TSP and Gebhard Road Alignment Study.

The proposal has been evaluated against all applicable approval criteria and found to comply as evidenced in the Planning Department Supplemental Findings (Attachment "F").

¹ ORS 227.178

Figure 1, Tentative Plat

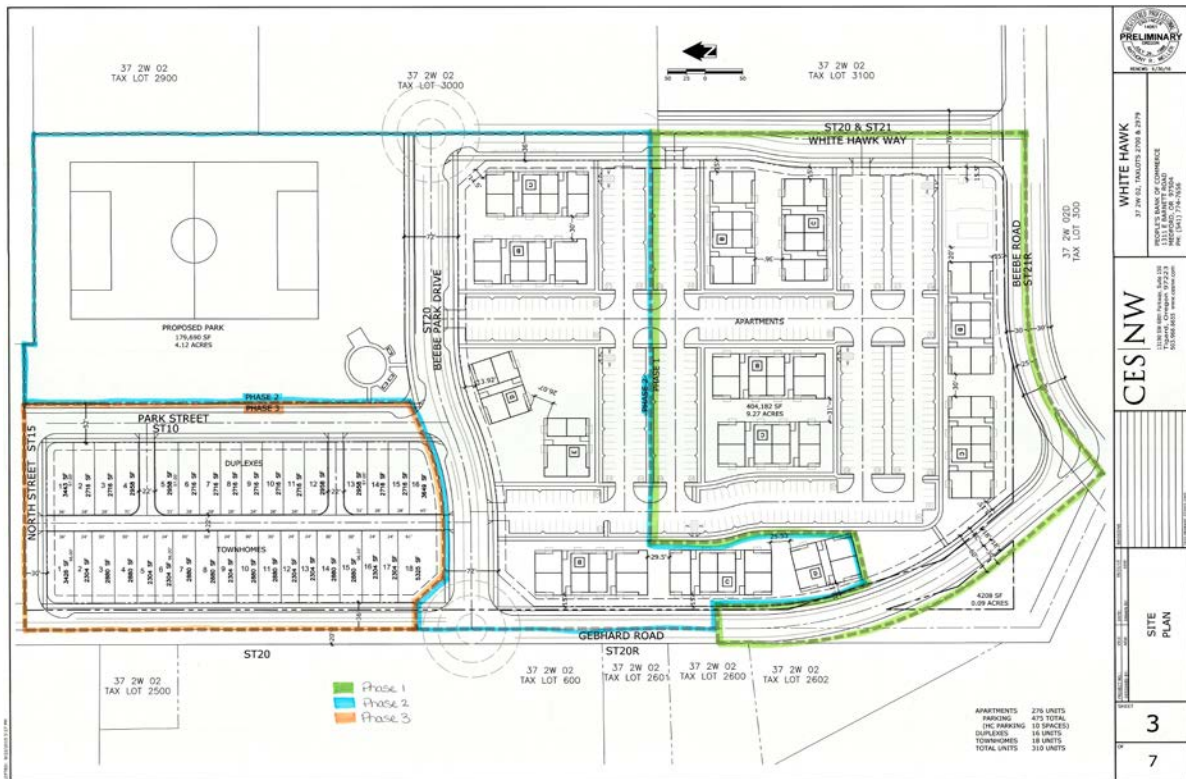


Figure 2, Phasing Plan

ISSUES

There are several issues relative to the tentative plat application, as follows:

1. **Phasing** – The applicant’s findings state that the construction of public utilities and streets will be phased per the phasing plan (Figure 2). CPMC Section 16.36.030(B, C) requires not only dedication of street right-of-way, but also improvement to City standards prior to final plat approval. The purpose of the quoted standard is to assure the public that as land is partitioned that it has all needed public services for development of the lot/parcel.
2. **Transportation.** The Public Works Department staff report (Attachment “C”) identifies the following issues relative to transportation:
 - a. Beebe/Hamrick Signal – Signal warrants will be met at some point during development of the property. Since the issue of signalization scheduling cannot be answered at this time the applicant will be required to complete an updated TIA prior to final plat approval (See PW Condition #1).
 - b. County Review – Currently, both Beebe and Gebhard are county roads. Review of the proposed project’s engineering will need to be coordinated with the County. Additionally Beebe Road and its affiliated storm drain will need to be transferred to City jurisdiction (See PW Condition #3).
 - c. System Development Charges – Several proposed streets in the development are SDC eligible. These include Beebe Road and Gebhard north of Beebe Park Drive, the new main storm drain facility and the potential public park. Additionally, White Hawk Way and Beebe Park Drive will also be eligible once added to the City’s Transportation System Plan (TSP).
 - d. White Hawk Way – Due to lack of right-of-way control, the applicant is proposing to construct half street improvements along the full length of White Hawk Way. Half street improvements are permitted in limited instances where full street improvements are not possible. In 2013 the City received 30-feet of street right-of-way east of Phase 1, Parcel 1. This section of the street will need to be improved as part of the development (See PW Condition #2). White Hawk Way will be eligible for Street SDC credits with a maximum reimbursement rate of approximately 33% based on current land values.
3. **Soil Contamination/Park Design & Transfer.** As noted in the Master Plan, soil contamination exists on all proposed parcels within the tentative plat area. Soil remediation will occur with DEQ oversight and must be coordinated with the design of the park (Parcel 3). To assure timely completion of the soil remediation relative to the tentative plat process, and in accordance with the Master Plan approval, it is recommended that the applicant and/or developer of the site enter into a disposition and development agreement (DDA) subject to the following:
 - a. Prior to final plat approval, the DEQ approved soils remediation plan shall be completed and accepted by the City. The mitigation plan shall be coordinated with the parks design such that post-mitigation site grading is equivalent to the finished site grading per the park design. A long-term monitoring and maintenance plan must be provided with the mitigation strategy and include a 20-year cost analysis. Based on the above information, the Parks Commission will consider the proposal to transfer the park to the City’s ownership and will make a recommendation for action by the City Council.
 - b. Prior to final plat approval, and pending the City’s acceptance of the park, the applicant and/or developer shall enter into an DDA reflecting the City Council’s decision relative

to acceptance of the park as public and possible Park SDC credits.

4. **Groundwater/Shallow Well Mitigation.** Construction of public utilities as part of the tentative plat process may impact the water table and shallow wells within the vicinity of the project site. The applicant submitted a report prepared by APEX dated August 24, 2015 (Attachment “C”) addressing the potential impacts and necessary mitigation measures; however, it was brought to staff’s attention during the public hearing that not all shallow wells have been identified and sampled. To minimize the potential for temporary or permanent impacts to groundwater, it is recommended (See Condition # 1(b)) that the following actions be taken prior to final plat approval and the start of construction:
 - a. The applicant shall meet with the neighborhood stakeholders within the ETOD to identify all shallow wells; and
 - b. The mitigation report shall be revised to incorporate baseline data for all identified wells in the ETOD and an updated mitigation strategy unless demonstrated unnecessary.

CONDITIONS OF APPROVAL:

1. Phasing– The final plat shall be limited to two (2) parcels; Parcel 1 (or portion thereof) and the remaining parcels (2 and 3) consolidated and identified as “Reserve Acreage”. For Parcel 1 all public streets shall be dedicated and improved to the southerly boundary of the “Reserved Acreage” per CPMC Section 16.36.030. Reserved Acreage street dedication and improvement shall be deferred until future partition/subdivision, or Site Plan and Architectural Review approval for properties in the reserved acreage. If Parcel 1 is reduced in area to the limits identified on the Phasing Plan then the northerly half of Parcel I shall become part of the “Reserved Acreage and the public street improvements accordingly deferred.
2. Prior to Final Plat approval, the applicant shall:
 - a. Update the tentative plat per Condition 1 above.
 - b. Comply with all conditions set forth in the Public Works Staff Report dated October 6, 2015.
 - c. Conduct a minimum of two (2) neighborhood meetings to address final engineering solutions regarding ground water and shallow wells as outlined in the applicant’s Findings. The first meeting will be to discuss and document issues and the second to present and discuss engineering solutions. The ground water and shallow well mitigation report shall be updated to incorporate baseline data for all identified wells in the ETOD and an updated mitigation strategy, if necessary. The final report shall be submitted to the City for evaluation by the City’s Engineer. Solutions must be included in the engineered plans prior to final plat approval.
3. Prior to final plat approval, the applicant shall comply with all public agency conditions of approval including the following:
 - a. Provide a recorded Noise Easement for the Airport;

- b. Comply with conditions of approval provided by Jackson County Roads in a letter dated June 1, 2015 (Attachment “D”).
- c. Coordinate with Fire District #3 to plan the location of and install fire hydrants and mark fire lanes in accordance with Fire District #3 comments received on September 4, 2015 (Attachment “E”).

ATTACHMENTS:

Attachment “A-1” – Cover Sheet
Attachment “A-2” – Existing Conditions
Attachment “A-3” – Tentative Plat
Attachment “B” – Applicant’s Findings
Attachment “C” – APEX Report
Attachment “D” – Public Works Staff Report
Attachment “E” – Jackson County Roads Letter dated June 1, 2015
Attachment “F” – Fire District #3 Letter dated September 4, 2015
Attachment “G” – Planning Department Supplemental Findings
Attachment “H” – Resolution No. 826

ACTION:

Consideration of a tentative plat application to create three (3) lots in the ETOD subject to conditions of approval.

RECOMMENDATION:

Approve Resolution No. 826, granting approval of the tentative plat subject to conditions.

PRELIMINARY PLANS FOR WHITE HAWK (ETOD) PARTITION PLAT CENTRAL POINT, OREGON

37 2W 02, TAXLOTS 2700 & 2701



OWNER

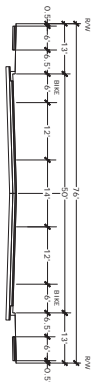
PEOPLE'S BANK OF COMMERCE
1311 E BARNETT ROAD
MEDFORD, OR 97504
PH: (541) 774-7656

PLANNER, SURVEYOR & CIVIL ENGINEER
CESINW, INC.

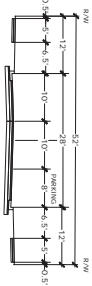
13190 SW 68TH PARKWAY, STE 150
TIGARD, OR 97223
503-968-6655

ARCHITECT
TAHRAN ARCHITECTURE & PLANNING LLC

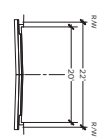
13741 KNAUS ROAD
LAKE OSWEGO, OR 97034
503-539-8802



WHITE HAWK WAY
(NEAR BEEBE ST21)



PARK STREET
(ST10)



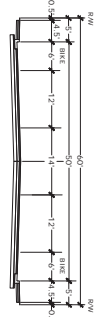
ALLEY
(ST42)



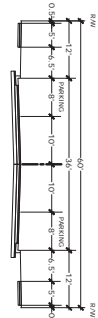
GEBHARD ROAD
(ST20R)



GEBHARD ROAD
BEEBE PARK ROAD
& WHITE HAWK WAY
(ST20)



BEEBE ROAD
(ST21R)



NORTH
(ST15)

SYMBOLS LEGEND

SYMBOLS LEGEND	DESCRIPTION
	PROPOSED CONTOUR (C)
	EXISTING CONTOUR (C)
	STREET CENTERLINE
	SANITARY SEWER
	STORM SEWER
	SANITARY LATERAL
	STORM LATERAL
	SANITARY MANHOLE
	STORM MANHOLE
	FIRE HYDRANT
	WATER METER BOX
	CATCH BASIN
	STREET LIGHT
	BLOW OFF ASSEMBLY
	POWER POLE
	DRAINAGE FLOW

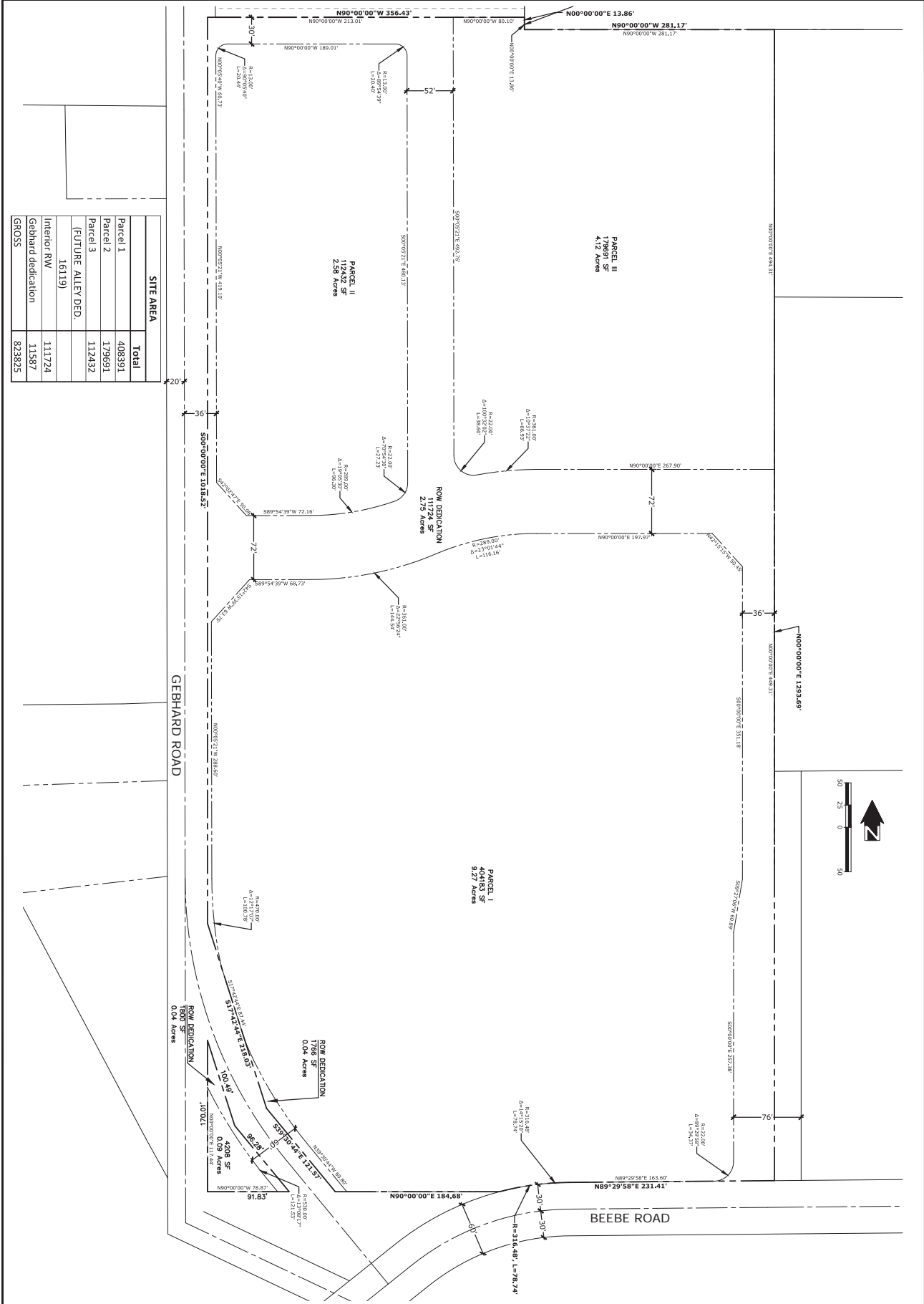
SHEET LEGEND

SHEET LEGEND	DESCRIPTION
C0	TITLE SHEET
C1	EXISTING CONDITIONS
C2	PRELIMINARY PARTITION PLAT

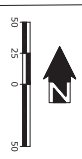


ATTENTION: These plans require you to follow rules adopted by the Oregon Utility Notification Center. These rules are set forth in OAR 852.007-0010 through 852.007-0090. You may obtain copies of the rules by calling Notification Center at (503) 223-1987.

PLOTTED: 9/17/2015 11:11 AM



SITE AREA	
Total	924,557
Parcel 1	408,391
Parcel 2	179,691
Parcel 3	112,432
(FUTURE ALLEY DEED. 16,119)	
Interior RW	111,724
Gebhard dedication	11,587
GROSS	823,825



<p>3</p>	<p>C2</p>	<p>PROJECT NO. 1910 DATE: 08/21/15 REVISIONS</p> <p>DESIGNED BY: ARW DRAWN BY: ARW</p>	<p>CES NW</p> <p>13190 SW 58th Parkway, Suite 150 Tigard, Oregon 97223 503.968.6655 www.cesnw.com</p>	<p>WHITE HAWK</p> <p>37 2W 02, TAXLOTS 2700 & 2979</p> <p>PEOPLE'S BANK OF COMMERCE 1311 E BARNETT ROAD MEDFORD, OR 97504 PH: (541) 774-7656</p>	
		<p>PRELIMINARY PARTITION PLAT</p>			

April 2015
2nd Submittal
Revised August 2015

APPLICATION AND FINDINGS FOR:

WHITE HAWK
EAST TRANSIT ORIENTED DEVELOPMENT
CENTRAL POINT, OREGON
CES #1910

PREPARED FOR:

PEOPLE'S BANK OF COMMERCE
John Boyd
1311 E Barnett Road
Medford, OR 97504
541- 774-7656

JohnB@peoplesbankofcommerce.com

DESIGN TEAM:

TAHRAN ARCHITECTURE & PLANNING, LLC.
Ralph Tahrán, Architect
13741 Knaus Road
Lake Oswego, OR 97034
503-539-8802
ralphtahrán@comcast.net

CESNW, INC.
Tony Weller, P.E.
1310 SW 68th Parkway, Suite 150
Tigard, OR 97223
503-968-6655
tweller@cesnw.com

Project Site:	372W02 – TL 2700 & 2709 18.91 Acres
Zoning:	LMR & MMR (ETOD)
Request:	3-Lot Partition, Master Plan Approval

Project Description: The request is for Master Plan approval for an 18.9 acre parcel in the ETOD district, and a 3-lot partition. The site has two residential zoning designations, Low Mix Residential (LMR) and Medium Mix Residential (MMR). The Master Plan includes residential development with three housing types: 18 single-family attached rowhouses, 16 duplexes and 276 apartments for a total of 310 units. Included in the project is a 4 acre public park, along with associated infrastructure and landscaping.

The site is proposed to be developed in three phases – Phase 1 will include the southerly portion of the apartment site (approximately 144 units), community/office building and the associated public street improvements along the right of way frontages (south portions of White Hawk Way and Gebhard Road as well as Beebe Road). Phase 2 will complete the apartment site (approximately 132 units) and include the public park, Beebe Park Drive and the extensions of White Hawk Way and Gebhard Road to Beebe Park Drive. Phase 3 will consist of the Duplexes and Townhomes units and include Park Street, North Street, public alley and the extension of Gebhard Drive to North Street. Based on discussions with City Staff the public park will be complete prior to the issuance of the 200th apartment building permit.

The partition plat will include the right-of-way dedications for the public streets (except the Alley) however the construction of the street improvements will be deferred until construction of each Phase. A subdivision land use approval/application will be required to construction of the townhomes and duplexes (Phase 3). The apartment site will require another land use application/approval for the site design prior to the construction of Phase 1 or Phase 2.

Title 16 - Subdivisions

16.10 Tentative Plans

16.10.040 Existing Conditions

- A. *The location, widths and names of all existing or platted streets or other public ways within or adjacent to the tract, easements, railroad rights-of-way and such other important features within or adjacent to the tract as may be required by the city;*
- B. *Contour lines related to some established bench mark or other datum as approved by the city when the city determines that the nature of the topography or size of the subdivision requires such data. Contour lines shall have the following minimum intervals:*
 - 1. *Two-foot contour intervals for ground slopes less than five percent;*
 - 2. *Five-foot contour intervals for ground slopes exceeding five percent;*
- C. *The location of at least one temporary bench mark within the plat boundaries;*
- D. *Location and direction of all watercourses and drainage systems;*
- E. *Natural features, such as rock outcroppings, marshes and wooded areas;*
- F. *Existing uses of the property, including location of all existing structures which the subdivider proposes to leave on the property after platting;*
- G. *The location within the subdivision and in the adjoining streets and property of existing sewers and water mains, culverts and drain pipes, and all other existing or proposed utilities to be used on the property to be subdivided and invert elevations of sewers at points of probable connections;*
- H. *Zoning on and adjacent to the tract. (Ord. 1650(part), 1990).*

Response: The specified items are illustrated on the Existing Conditions plan.

16.10.050 Additional Information

The following additional information shall also be included on the tentative plan:

- A. *Streets, showing location, width, proposed names, approximate grades and approximate radii of curves and the relationship of all streets to any projected streets as shown of any development plan adopted by the city;*
- B. *Easements, showing the width and purpose;*
- C. *Lots, showing approximate dimensions, area of smallest lot or lots and utility easements and building setback lines to be proposed, if any;*
- D. *Sites, if any, proposed for purposes other than dwellings;*
- E. *Area in square footage of each lot and the average lot area. (Ord. 1650(part), 1990).*

Response: The specified information is included on the plans.

16.10.070 Explanatory Information

Any of the following information may be required by the city and if it cannot be shown practicably on the tentative plan, it shall be submitted in separate statements accompanying the tentative plan:

- A. *A vicinity map showing all existing subdivisions, streets and unsubdivided land ownerships adjacent to the proposed subdivision and showing how proposed streets may be connected to existing streets;*
- B. *Proposed deed restrictions in outline form;*
- C. *Approximate centerline profiles showing the proposed finished grade of all streets, including the extensions for a reasonable distance beyond the limits of the proposed subdivision;*
- D. *The approximate location and size of all proposed and existing water and sewer lines and storm drainage systems. (Ord. 1650(part), 1990).*

Response: Existing and proposed utilities are shown on the plans. The proposed street centerline profiles will generally follow the existing topography which is mildly sloped to flat. There are no adjacent subdivisions. An aerial photo is included to illustrate development and land uses in the area.

16.16 - Improvements

16.16.010 Standards and Procedures

All improvements shall conform to the requirements of this title and other improvement standards or specifications adopted by the city and conditions of tentative plan approval, and shall be installed in accordance with the following procedure:

- A. *Improvement work shall not be commenced until construction plans have been checked for adequacy and approved by the city. To the extent necessary for evaluation of the proposed subdivision, such plans may be required before approval of the final plat.*
- B. *Improvement work shall not be commenced until the city has been notified in advance, and if work has been discontinued for any reason it shall not be resumed until the city has been notified.*
- C. *Improvements shall be constructed under the inspection and to the satisfaction of the city. The city may require changes in typical sections and details if unusual conditions arise during construction to warrant such change in the public interest.*
- D. *Underground utilities installed in streets by the subdivider shall be constructed prior to the surfacing of such streets. Stubs for service connections for underground utilities shall be placed to such length as will obviate the necessity for disturbing the street improvements when service connections are made.*
- E. *A map showing public improvements as built shall be filed with the city upon completion of said improvements.*

Response: Proposed utility and street improvements are shown on the plans, and are designed to be consistent with City standards. Construction plans will be reviewed and approved by the City prior to commencement of construction activities. As-builts will be filed with the City upon completion of improvements.

16.20 - Streets and Other Ways - Design Standards

16.20.010 Creation of Streets

- A. *Streets created by subdivisions and partitions shall be designed and constructed in conformance with the requirements of the city's comprehensive plan, this code, the city's public works standards, and all conditions established by the city.*
- B. *The construction of streets shall include subgrade, base, asphaltic concrete surfacing, curbs, gutters, sidewalks, storm drainage, street signs, street lighting, and underground utilities.*
- C. *All streets, including the entire right-of-way necessary for the installation of the items mentioned in the preceding paragraph, shall be dedicated to the city.*

Response: Proposed street dedication is noted on the preliminary partition plat, street cross-sections are shown on the plans, and are designed to be consistent with the City's plans and codes. The applicant has reviewed the proposed street sections and locations with City Public Works Staff. The proposed streets are compliant with the recently approved Gebhard Road Realignment Study.

16.20.020 Streets Generally

The location, width, and grade of streets shall be considered in their relation to existing and planned streets, to topographical conditions as they relate to drainage and the operation of the water, sewer systems, to public convenience and safety and their appropriate relation to the proposed use of the land to be served by such streets. Where location is not shown in a development plan, the arrangement of streets in a subdivision shall either:

- A. *Provide for the continuation or appropriate projection of existing streets in surrounding areas; or*
- B. *Conform to the plan for the neighborhood approved or adopted by the city to meet a particular situation where topographical or other conditions make continuance or conformance to existing streets impractical.*

Response: The site is level, streets are stubbed to adjacent properties for future extension.

16.20.130 Sidewalks

Sidewalks shall be constructed in accordance with such standards as are adopted by the city. Sidewalk construction shall be completed on each individual lot prior to the city building inspector granting a certificate of occupancy for any construction upon said individual lot. No application for a building permit shall be granted without a requirement in the building permit for construction of sidewalks to city's standards. (Ord. 1650(part), 1990).

Response: As shown on the plans, sidewalks are proposed along all street frontages and are designed to be consistent with City standards. Sidewalks will be constructed in conjunction with each phase of the development.

16.36 - Major and Minor Land Partitions

16.36.030 Requirements

- A. *All major and minor land partitions may, as a condition of approval, provide for improvements including curbs, gutters, asphalt streets, sidewalks, underground utilities and such other improvements as shall be deemed appropriate and necessary by the city council as a condition of approval, with all such improvements to meet the standards required for subdivisions under this title.*

Response: The partition is in conjunction with a master plan proposal which includes full street improvements within the development. The street right of ways will be dedicated with the partition plat. Both townhomes/duplexes and apartment units will require another land use approval (subdivision for townhomes/duplexes and site plan architectural review for the apartments) prior to construction. Construction of the street improvements will not occur until after these approvals have been obtained.

- B. *In the case of major partitions, all streets or roads shall be improved to meet the standards required for subdivisions under this title, and shall be dedicated to the city in the same manner as subdivision roads and streets.*

Response: The new streets will be dedicated with the partition plat but construction of these improvements will be deferred until after the subdivision approval for the townhomes/duplexes and site plan architectural review approval for the apartments.

- C. *Partition improvements shall be constructed prior to approval of the final partition plat unless, in the city's sole discretion, deferral is allowed. In all cases of deferral, the applicant shall either execute an agreement for improvements and comply with the bond requirements of*

Section [16.12.070](#) and [16.12.080](#) of this title, or shall execute a deferred improvement agreement, which shall be in a form and contain such terms as are specified by city and shall be recorded and be binding upon and run with the land and bind the applicant and all successors in interest. (Ord. 1650 (part), 1990).

Response: The applicant proposes to dedicate the streets with the partition plat and construct the improvements with each phase of the development. Once Master Plan and partition approval is obtained, the developer must apply for subdivision and site plan/architectural review approval before proceeding with any actual development.

16.36.050 Approval

Approval of applications for the partitioning of land, including approval of tentative plans and final plats and filing or recording, shall conform to all of the requirements and follow the same procedure applicable to those for the subdivision of land as set forth in this title. (Ord. 1650 (part), 1990).

Response: The proposed partition is consistent with the requirements for subdivisions and the ETOD zoning district.

Title 17 -Zoning

17.64 – Off-Street Parking and Loading

17.64.040 Off-Street Parking Requirements

A. *Calculation of Required off-street parking...*

Response: The ETOD standards supersede these standards for the multifamily portion of the project, and require 1.5 space per multifamily dwelling unit. The proposal is for 276 apartments with 475 parking spaces which exceeds the minimum requirement of 414 parking spaces. The duplexes and town homes will each have two-car garages and parking in the driveways in front of the garages.

C. *Accessible Parking Requirements...*

Response: A total of 10 accessible parking spaces will be provided, including 2 van accessible spaces.

I. *Bicycle Parking. Bicycle parking shall be provided in accordance with Table 17.64.04, Bicycle Parking Requirements.*

Response: Table 17.64.04 specifies one covered bicycle parking space per multifamily unit, which will be provided inside the units.

17.65 – TOD Districts and Corridors

17.65.025 Special Conditions

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

1. *Development within the ETOD shall not cause the aggregated daily trips to exceed six thousand one hundred ADT for the entire ETOD area. This trip cap shall be removed at such time as the city amends the TSP to incorporate ODOT's IAMP 33 projects, including a financial plan for interchange projects necessary to support the ETOD district; and*

2. *The planning director, or designee, shall maintain an accounting of all ADT for all proposed development applications within the ETOD. Projects that will exceed the trip cap shall not be approved.*

Response: This is the first development proposal within the ETOD district, it is expected to generate less than 2300 ADT.

- B. *Eastside Transit Oriented Development District (ETOD) Agricultural Mitigation. All development shall acknowledge the presence of active farm uses within the ETOD area by recording a right-to-farm disclosure statement as a condition of final plat, transfer of property, or site plan and architectural review approval. The ETOD agricultural mitigation shall be removed at such time as the urban growth boundary is incorporated and completely builds out.*

Response: A right-to-farm disclosure statement will be recorded as conditioned.

- C. *Eastside Transit Oriented Development District (ETOD) Shallow Wells. Prior to development within the ETOD, a water table analysis shall be conducted to determine the local water table depth. Any development impacting the water table will require further analysis to determine the effect on neighboring wells and the development shall be expected to mitigate that impact.*

Response: An engineering analysis conducted by APEX is included with the application materials. This analysis provides construction recommendations address impacts from the proposed sewer installation on nearby wells. Surrounding wells identified on Oregon Water Resources Department Well Log are shown on the Adjacent Land Uses Plan. Per the input from the first Planning Commission Hearing a letter will be sent to all surrounding property owners to identify any other wells not included in the State database.

17.65.030 Conflict with other Regulations

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

17.65.040 Land Uses

Four special zone district categories are applied in the Central Point TOD districts. The characteristics of these zoning districts are summarized in subsections A through D of this section.

- A. *Residential (TOD).*
 1. *LMR--Low Mix Residential. 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 multifamily housing types are also allowed and encouraged.*
 2. *MMR--Medium Mix Residential. 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 multifamily residences. Low impact commercial activities may also be allowed.*

Response: The White Hawk Master Plan area contains lands designated LMR (2.71 ac) and MMR (16.20 ac).

17.65.050 Zoning Regulations - TOD District

- A. *Permitted Uses.*

Response: Attached single family dwellings, and apartments are permitted uses.

D. Density

Response: The total site area is 18.91 acres, with two residential densities - LMR allows 12 units per net acre, and MMR allows 32 units per net acre. With public right-of-way dedication of 3.2 acres, the total maximum density allowed is 449 units, and the minimum is 172 units. The master plan proposes 310 units.

E. Dimensional Standards

Response:

	LMR	MMR	Proposed
Minimum Lot Area: Attached: Multifamily:	2,000 SF N/A	1,500 SF N/A	Min. 2,304 SF
Average Minimum Lot Area: Attached: Multifamily:	2,500 N/A	2,000 N/A	Ave. 2,800 SF
Minimum Lot Width: Attached: Multifamily:	24' N/A	22' N/A	Minimum 24'
Minimum Lot Depth:	50'	50'	Minimum 96'
Setbacks: Front: (Min/Max) Side: Corner: (Min/Max) Rear: Garage Entrance:	10'/15' 5', 0' 5'/10' 15' Front Facade + 10'	10'/15' 5', 0' 5'/10' 15' Front Facade + 10'	10'/15' 5', 0' 5'/10' 15' Front +10'
Height:	35'	45'	35' - 45'
Lot Coverage:	80%	80%	Maximum 80%
Min. Landscaped Area:	20% of site area	20% of site area	25% of TH/Du 40% of Apt (Does not include Park)

F. Development Standards

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

Response: More than 40 units are proposed, therefore, 3 housing types are proposed - duplexes, townhomes and apartments.

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

Response: Accessory units are not proposed at this time.

3. Parking Standards. The off-street parking and loading requirements in Chapter [17.64](#) shall apply to the TOD district and TOD corridor, except as modified by the standards in Table 3 of this section.

a. Fifty percent of all residential off-street parking areas shall be covered. Accessory unit parking spaces are not required to be covered.

- b. *Parking standards may be reduced when transit service is provided in the TOD district and TOD corridor and meets the following conditions:*
 - i. *Parking standards may be reduced up to twenty-five percent when transit service is provided in the TOD district and TOD corridor.*
 - ii. *Parking standards may be reduced up to fifty percent when transit service is provided in the TOD district and TOD corridor and when bus service includes fifteen-minute headways during the hours of seven to nine a.m. and four to six p.m.*
- c. *Bicycle parking standards in Chapter 17.64 shall not be reduced at any time.*
- d. *Shared parking easements or agreements with adjacent property owners are encouraged to satisfy a portion of the parking requirements for a particular use where compatibility is shown. Parking requirements may be reduced by the city when reciprocal agreements of shared parking are recorded by adjacent users.*

Response: Table 3 specifies that single family dwellings of any type shall provide 2 spaces per unit, multi-family shall provide 1.5 spaces per unit. The duplexes and townhomes will have two-car garages and parking in front of the units on their driveways. The 276 apartments will require a minimum of 414 off-street spaces. The proposed apartment parking includes 475 spaces.

Cover parking is not proposed with this master plan. The design team believes covered parking will detract from the pedestrian feel and scale of the parking areas. It will also reduce the landscaping provide and interfere with sight lines. In order to emphasize the pedestrian scale of parking areas, the project includes parkway strips off the end of the parking stalls with a parallel sidewalk system. The parkway strips will include tree plantings to provide shade in lieu of covered parking structures. Covered parking could be provided if the Planning Commission determines they are preferred.

Table 17.64.04 requires 1 bicycle space per unit, which will be within the units, with guest bike parking racks outside of the buildings.

17.66 - Application Review Process for TOD Districts and Corridors

17.66.030 Application and Review

- A. *Application Types. There are four types of applications which are subject to review within the Central Point TOD district and corridor.*
 - 1. *TOD District or Corridor Master Plan. Master plan approval shall be required for:*
 - a. *Development or land division applications which involve two or more acres of land; or*
 - 2. *Site Plan and Architectural Review. The provisions of Chapter 17.72, Site Plan and Architectural Review, shall apply to permitted and limited uses within the TOD district and corridor. For site plan and architectural review applications involving two or more acres of land, a master plan approval, as provided in this chapter, shall be approved prior to, or concurrently with, a site plan and architectural review application.*
 - 3. *Land Division. Partitions and subdivisions shall be reviewed as provided in Title 16, Subdivisions. For a land division application involving two or more acres of land, a*

master plan approval, as provided in this chapter, shall be approved prior to, or concurrently with, a land division application.

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

1. Introduction. *A written narrative describing:*

- a. Duration of the master plan;*
- b. Site location map;*
- c. Land use and minimum and maximum residential densities proposed;*
- d. Identification of other approved master plans within the project area.*

Response: The anticipated build-out of the proposed Master Plan is approximately five years over three phases. We would expect that a different developer could build the apartments verses the townhomes and duplexes. The partition plat approval would allow each developer to bring their project forward somewhat independently. We expect the apartment site to be developed in two phases. The townhomes and duplexes could be developed in one or two phases. The specific timing of each phase is market driven. Since this application is only for the Master Plan Approval additional land use actions will be required for the subdivision and site plan/architectural review.

A vicinity map with the location of the project is shown on the drawings. Land use designations on the site are Low Mixed Residential and Medium Mixed Residential. The maximum density allowed on the 18.9 acre site is 449 units, minimum density is 172 units and 310 units are proposed. There are no other approved Master Plans in the immediate area.

2. Site Analysis Map. *A map and written narrative of the project area addressing site amenities and challenges on the project site and adjacent lands within one hundred feet of the project site.*

- a. Master Utility Plan.* *A plan and narrative addressing existing and proposed utilities and utility extensions for water, sanitary sewer, storm water, gas, electricity, and agricultural irrigation.*

Response: All necessary utilities are available or can be made available to serve the project. Existing and proposed utilities are shown on the plans. There are existing sanitary sewer, water storm lines in Gebhard and Beebe Roads that will be extended as necessary to serve the site. Gas and electricity are available to serve the site as well. Storm water management will comply with the current RVSS standards. Biocells are proposed in the apartment parking lot landscape strips and courtyards for storm water treatment for roofs and parking areas. Planter boxes are being proposed in street right of way areas with some mechanical treatment devices being utilized in the townhome and duplex area. Storm water detention will be provided throughout.

- b. Adjacent Land Use Plan.* *A map identifying adjacent land uses and structures within one hundred feet of the project perimeter and remedies for preservation of livability of adjacent land uses.*

Response: The aerial photo demonstrates surrounding land uses and structures. Lands north and east of the site are inside the UGB, City limits and ETOD district,

across Beebe are inside the UGB but outside the City, and lands across Gebhard Road are outside the UGB and City limits. Except for the church near the southeast corner of the site, all of the surrounding lands within the City and UGB are currently underdeveloped, but are planned for development at similar intensity as the site. Proposed street improvements will serve to mitigate the impacts from increased traffic in the area.

3. *Transportation and Circulation Plan. A transportation impact analysis (TIA) identifying planned transportation facilities, services and networks to be provided concurrently with the development of the master plan and addressing Section [17.67.040](#), Circulation and access standards.*

Response: A traffic analysis was conducted and included with the application package. Existing and proposed area circulation is demonstrated on the proposed site plan and circulation plan.

4. *Site Plan. A plan and narrative addressing Section [17.67.050](#), Site design standards.*
5. *Recreation and Open Space Plan. A plan and narrative addressing Section [17.67.060](#), Public parks and open space design standards.*
6. *Building Design Plan. A written narrative and illustrations addressing Section [17.67.070](#), Building design standards.*

Response: The specified Code sections are addressed in this document and on the plans.

7. *Transit Plan. A plan identifying proposed, or future, transit facilities (if any).*

Response: Transit facilities are not proposed for this project. The City's TSP shows that Hamrick and Pine are the closest transit routes to the site.

8. *Environmental Plan. A plan identifying environmental conditions such as wetlands, flood hazard areas, groundwater conditions, and hazardous sites on and adjacent to the project site.*

Response: Environmental conditions on and within 100' of the site are shown on the plans. The site was found to have higher level of arsenic in the soils from past orchard activities. This area is located in the northeast quadrant of the site. The applicant has worked with DEQ on a plan to address this issue. There are two soil management areas shown on the existing conditions plan. Soil Management Area B will have the upper portion of the soil area removed and placed onto the Soil Management Area A. Soil Management Area A will have a 2-foot soil cap placed on top. The Soil Management Area A will be developed into the public park area shown on the master plan. There are no known wetlands or other conditions known on the site. The 100-year flood plain from Bear Creek is more than 100 feet from the site, across Gebhard Road.

17.66.040 Parks and Open Spaces

Common park and open space shall be provided for all residential developments within a TOD district or corridor as per Section 17.67.060.

Response: A 4.1-acre public park as well as almost 2 acres of common open space on the apartment site are proposed, and further detailed in 17.67.060.

17.66.050 Application Approval Criteria

- A. *TOD District or Corridor Master Plan. A master plan shall be approved when the approval authority finds that the following criteria are satisfied or can be shown to be inapplicable:*
1. *Sections 17.65.040 and 17.65.050, relating to the TOD district;*
 2. *Sections 17.65.060 and 17.65.070, relating to the TOD corridor;*
 3. *Chapter 17.67, Design Standards--TOD District and TOD Corridor;*
 4. *Chapter 17.60, General Regulations, unless superseded by sections 17.65.040 through 17.65.070;*
 5. *Section 17.65.050, Table 3, TOD District and Corridor Parking Standards, and Chapter 17.65, Off-Street Parking and Loading;*
 6. *Chapter 17.70, Historic Preservation Overlay Zone; and*
 7. *Chapter 17.76, Conditional Use Permits, for any conditional uses proposed as part of the master plan.*

Response: The proposal satisfies the applicable criteria, which are addressed in this document.

- C. *Land Division. A land division application shall be approved when the approval authority finds that the following criteria are satisfied or can be shown to be inapplicable:*
1. *The provisions of Title 16, Subdivisions; and*
 2. *The proposed land division complies with the approved TOD district or corridor master plan for the property, if required; and*
 3. *Chapter 17.67, Design Standards--TOD District and TOD Corridor.*

Response: The proposed partition satisfies the applicable criteria, which are addressed in this document and demonstrated on the plans. The townhome and duplex phases will require an additional subdivision land use approval.

17.67 – Design Standards for TOD Districts and Corridors

17.67.030 Conflict with Other Regulations

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

17.67.040 Circulation and Access Standards

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

Response: Proposed street sections are shown on the plans and have been discussed with Public Works staff. Additional right of way is proposed to allow for the realignment of Gebhard Road and the addition of roundabouts. Proposed right-of-way widths are as follows:

Street	R-O-W Width
Alley	22'
North (ST-15)	60' (30' half)
Park Street (ST-10)	52'
White Hawk Way, Beebe Park Drive & Gebhard north of Beebe Park (ST-20)	72'
White Hawk Way near Beebe (ST-21)	76'
Gebhard south of Beebe Park (ST-20R)	60'
Beebe Road (ST-21 Retrofit)	60'

2. *Block perimeters shall not exceed two thousand feet measured along the public street right-of-way.*

Response: With the proposed pedestrian connection near Gebhard Road and Beebe Road, no block perimeter exceeds 2,000'.

3. *Block lengths for public streets shall not exceed six hundred feet between through streets, measured along street right-of-way.*

Response: All blocks are less than 600' except for Gebhard Road between Beebe Park Drive and Beebe Road which is just over 700'. The Gebhard/Beebe Park intersection is located north of the 600-foot parameter to improve site distance at this intersection. A pedestrian access is proposed to comply with the block length standard.

4. *Public alleys or major off-street bike/pedestrian pathways, designed as provided in this chapter, may be used to meet the block length or perimeter standards of this section.*

Response: A pedestrian connection is proposed near the intersection of Gebhard Road and Beebe Road to meet the block length/perimeter standards.

5. *The standards for block perimeters and lengths shall be modified to the minimum extent necessary based on findings that strict compliance with the standards is not reasonably practicable or appropriate due to:*

- a. *Topographic constraints;*
- b. *Existing development patterns on abutting property which preclude the logical connection of streets or accessways;*
- c. *Railroads;*
- d. *Traffic safety concerns;*
- e. *Functional and operational needs to create a large building; or*
- f. *Protection of significant natural resources.*

Response: The Gebhard/Beebe Park intersection is located north of the 600-foot parameter to improve site distance at this intersection. The proposed pedestrian

connection near the intersection of Gebhard and Beebe Road allows the block perimeter and length standard to be met.

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

Response: All utility lines are proposed to be underground.

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

Response: There are no existing local or minor collector streets with which to connect, new streets are stubbed to the property lines for future extension.

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

- a. *Except for specific accessway facilities identified in a TOD district or corridor master plan, the following accessway dimensional standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction shall apply for any development located within the TOD district and for development within the TOD corridor which is approved according to the provisions in Section [17.65.020](#) and Chapter [17.66](#).*
- b. *In transit station areas, one or more pedestrian-scaled amenities shall be required with every one hundred square feet of the sidewalk area, including but not limited to:*
- i. *Street furniture;*
 - ii. *Plantings;*
 - iii. *Distinctive paving;*
 - iv. *Drinking fountains; and*
 - v. *Sculpture.*
- c. *Sidewalks adjacent to undeveloped parcels may be temporary.*
- d. *Public street, driveway, loading area, and surface parking lot crossings shall be clearly marked with textured accent paving or painted stripes.*
- e. *The different zones of a sidewalk should be articulated using special paving or concrete scoring.*

Response: The White Hawk Master Plan proposes sidewalks along all street frontages. The apartment site proposes several internal sidewalk connections with the public sidewalks within the right of way.

9. *Public Off-Street Accessways.*

- a. *Pedestrian accessways and greenways should be provided as needed to supplement pedestrian routes along public streets.*
- b. *Off-street pedestrian accessways shall incorporate all of the following design criteria:*
- i. *The applicable standards in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 300, Street Construction;*
 - ii. *Minimum ten-foot vertical clearance;*
 - iii. *Minimum twenty-foot horizontal barrier clearance for pathway;*

- iv. *Asphalt, concrete, gravel, or wood chip surface as approved by the city, with a compacted subgrade;*
 - v. *Nonskid boardwalks if wetland construction is necessary; and*
 - vi. *Minimum one hundred square feet of trailhead area at intersections with other pedestrian improvements. A trail map sign shall be provided at this location.*
- c. *Minor off-street trails shall be a minimum of five feet wide, have a minimum vertical clearance of eight feet, a minimum two-foot horizontal clearance from edge of pathway and be constructed of gravel or wood chips, with a compacted subgrade.*

Response: The townhomes and duplex lots all front the public sidewalks in the street right of way. The apartment site has an extensive internal sidewalk network. The public park will have internal sidewalks that connect to the public right of way sidewalks. With the required street block standards no additional pedestrian or trails were determined to be needed.

B. Parking Lot Driveways

1. *Parking lot driveways that link public streets and/or private streets with parking stalls shall be designed as private streets, unless one of the following is met:*
 - a. *The parking lot driveway is less than one hundred feet long;*
 - b. *The parking lot driveway serves one or two residential units; or*
 - c. *The parking lot driveway provides direct access to angled parking stalls.*
2. *The number and width of driveways and curb cuts should be minimized and consolidated when possible.*
3. *Where possible, parking lots for new development shall be designed to provide vehicular and pedestrian connections to adjacent sites.*
4. *Large driveways should use distinctive paving patterns.*

Response: A total of four driveways into the apartment complex are proposed for convenience of the future residents and for efficient fire protection access.

C. On-Site Pedestrian and Bicycle Circulation. Attractive access routes for pedestrian travel should be provided by:

1. *Reducing distances between destinations or activity areas such as public sidewalks and building entrances. Where appropriate, develop pedestrian routes through sites and buildings to supplement the public right-of-way;*
2. *Providing an attractive, convenient pedestrian accessway to building entrances;*
3. *Bridging across barriers and obstacles such as fragmented pathway systems, wide streets, heavy vehicular traffic, and changes in level by connecting pedestrian pathways with clearly marked crossings and inviting sidewalk design;*
4. *Integrating signage and lighting system which offers interest and safety for pedestrians;*
5. *Connecting parking areas and destinations with pedestrian paths identified through use of distinctive paving materials, pavement stripings, grade separations, or landscaping.*

Response: Pedestrian walkways are proposed throughout the apartment development, including connections to Gebhard Road, Beebe Park Drive and White Hawk Way. Based on the City's public works standards, bicycles share the road on local streets. Both Beebe Road and Gebhard Road will have bike lanes.

17.67.050 *Site Design Standards*

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

A. *Adjacent Off-Site Structures and Uses.*

1. *All off-site structures, including septic systems, drain fields, and domestic wells (within one hundred feet) shall be identified and addressed in the master plan, land division, or site plan process in a manner that preserves and enhances the livability and future development needs of off-site structures and uses consistent with the purpose of the TOD district and as necessary to improve the overall relationship of a development or an individual building to the surrounding context.*
2. *Specific infrastructure facilities identified on site in the master plan, land division, and/or site plan shall comply with the underground utility standards set forth in the City of Central Point Department of Public Works Standard Specifications and Uniform Standard Details for Public Works Construction, Section 400, Storm Water Sewer System and, more specifically, Section 420.10.02, Ground Water Control Plan, in order to safeguard the water resources of adjacent uses.*

Response: The Adjacent Land Uses plan shows the adjacent uses and structures to the site. According to RVSS information it appears the area adjacent to the project site is served with sanitary sewer. Therefore we don't anticipate any detrimental impacts to existing septic systems.

Well information from the Oregon Department of Water Resources is also shown (locations are approximate). An engineering analysis performed by Apex is included in the application to address shallow wells in the area. With the mitigation proposed in that analysis, no detrimental impacts to these wells is anticipated.

B. *Natural Features.*

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

Response: The site is an open field without significant trees or environmentally critical areas.

C. *Topography.*

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

Response: The site and surrounding area is level, as illustrated on the Existing Conditions plan.

D. *Solar Orientation.*

1. *The building design, massing and orientation should enhance solar exposure for the project, taking advantage of the climate of Central Point for sun-tempered design.*

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

Response: Where possible, the apartment buildings have been oriented to enhance solar exposure. TOD standards require buildings to "front" onto the streets, which in this case means that all of the townhomes and duplexes, and several of the apartment buildings are required to have a front elevation facing east or west, thereby reducing solar exposure opportunities.

E. Existing Buildings on the Site.

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

Response: There are no existing buildings on the site to remain. The area is transitioning from rural to urban, there is no architectural character or siting pattern to emulate.

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

Response: There are no prominent structures proposed for this project. The apartment office/community building is located at the intersection of Beebe Road and White Hawk Way.

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

Response: There are no important views from the site.

H. Adjoining Uses and Adjacent Services.

1. *When more intensive uses, such as neighborhood commercial or multifamily dwellings, are within or adjacent to existing single-family neighborhoods, care should be taken to minimize the impact of noise, lighting, and traffic on adjacent dwellings.*
2. *Activity or equipment areas should be strategically located to avoid disturbing adjacent residents.*
3. *All on-site service areas, loading zones and outdoor storage areas, waste storage, disposal facilities, transformer and utility vaults, and similar activities shall be located in an area not visible from a street or urban space.*
4. *Screening shall be provided for activities, areas and equipment that will create noise, such as loading and vehicle areas, air conditioning units, heat pumps, exhaust fans, and garbage compactors, to avoid disturbing adjacent residents.*

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

Response: The townhomes and duplexes all have access to an alley for driveways and garbage service. The apartment site has a 10 to 15-foot landscape buffer area surrounding the perimeter of the site. In addition, the apartment buildings generally front the public streets further screening the interior circulation and service needs from view.

I. Transitions in Density.

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

Response: There are no existing lower density neighborhoods adjacent to the site, all of the adjoining lands are part of the same ETOD as the site and are planned for future intense development of similar pattern and density.

2. *Adequate buffer strips with vegetative screens shall be placed to mitigate the impact of higher density development on adjacent lower density development.*
3. *New residential buildings within fifty feet of existing low density residential development shall be no higher than thirty-five feet and shall be limited to single-family detached or attached units, duplexes, triplexes or fourplexes.*

Response: Across Gebhard road are 4 to 5 residences that are outside the City limits and the UGB. Considering the right-of-way separation is more than 50', all proposed buildings will be more than 70' from any existing residence.

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

Response: No new commercial buildings are proposed.

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

Response: Three types of dwelling types are proposed within the White Hawk Master Plan area - townhomes, duplexes and apartments.

6. *Zoning changes should occur midblock, not at the street centerline, to ensure that compatible building types face along streets and within neighborhoods. When dissimilar building types face each other across the street because the zoning change is at the street centerline or more infill housing is desired (for instance, duplexes across the street from single dwellings), design shall ensure similarity in massing, setback, and character.*

Response: No zone changes are proposed.

7. *Density should be increased incrementally, to buffer existing neighborhoods from incompatible building types or densities. Sequence density, generally, as follows: large lot single dwelling, small lot single dwelling, duplex, townhomes, courtyard multifamily apartments, large multifamily apartments, and mixed use buildings.*

Response: The density of White Hawk increases incrementally from north to south, so similar densities anticipated for adjacent parcels are next to each other. The proposed large park provides a significant transition element.

J. *Parking.*

1. *Parking Lot Location.*

- a. *Off-street surface parking lots shall be located to the side or rear of buildings. Parking at midblock or behind buildings is preferred.*
- b. *Off-street surface parking lots shall not be located between a front facade of a building and a public street.*
- c. *If a building adjoins streets or accessways on two or more sides, off-street parking shall be allowed between the building and the pedestrian route in the following order of priority:
1st. Accessways;
2nd. Streets that are nontransit streets;
3rd. Streets that are transit streets.*
- d. *Parking lots and garages should not be located within twenty feet of a street corner.*

Response: The apartment parking is located away from public streets as much as is practicable, no parking is located between a building front and a public street.

2. *Design.*

- a. *All perimeter and interior landscaped areas must have protective curbs along the edges. Trees must have adequate protection from car doors and bumpers.*
- b. *A portion of the standard parking space may be landscaped instead of paved. The landscaped area may be up to two feet in front of the space as measured from a line parallel to the direction of the bumper of a vehicle using the space. Landscaping must be ground cover plants. The landscaping does not apply towards any perimeter or interior parking lot landscaping requirements, but does count towards any overall site landscaping requirement.*
- c. *In order to control dust and mud, all vehicle areas must be paved.*
- d. *All parking areas must be striped in conformance with the city of Central Point parking dimension standards.*
- e. *Thoughtful siting of parking and vehicle access should be used to minimize the impact of automobiles on the pedestrian environment, adjacent properties, and pedestrian safety.*
- f. *Large parking lots should be divided into smaller areas, using, for example, landscaping or special parking patterns.*
- g. *Parking should be located in lower or upper building levels or in less visible portions of site.*

Response: The apartment parking area is proposed to be fully paved, with curbs and protected tree wells. Parking spaces will be striped to City parking dimension standards of 9-foot by 17-feet (2-foot overhang) with 24-foot isle width, as specified in 17.75.039.

Extensive landscaping and tree planting is proposed in the parking area to minimize the impact of automobiles and create a more pedestrian friendly environment.

3. *Additional Standards for LMR, MMR, and HMR Zones.*
 - a. *When parking must be located to the side of buildings, parking frontage should be limited to approximately fifty percent of total site frontage.*
 - b. *Where possible, alleys should be used to bring the vehicle access to the back of the site.*

Response: The apartment buildings are oriented to the public streets with very little parking on the side of buildings. An alley is proposed to access the duplexes and rowhouses so all of these lots will front public streets.

4. *For parking structures, see Section [17.67.070\(H\)](#).*

Response: No parking structures are proposed.

K. *Landscaping.*

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

Response: Landscaping will be used in the interior courtyards to preserve privacy for the individual unit. Appropriate landscaping at the perimeter of buildings will be used to keep people from getting close to bedroom windows, while allowing site from inside the units to help visually patrol the immediate areas.

2. *Parking Lot Landscaping and Screening.*
 - a. *Parking areas shall be screened with landscaping, fences, walls or a combination thereof.*
 - i. *Trees shall be planted on the parking area perimeter and shall be spaced at thirty feet on center.*
 - ii. *Live shrubs and ground cover plants shall be planted in the landscaped area.*
 - iii. *Each tree shall be located in a four-foot by four-foot minimum planting area.*
 - iv. *Shrub and ground cover beds shall be three feet wide minimum.*
 - v. *Trees and shrubs must be fully protected from potential damage by vehicles.*

Response: Extensive landscaping is proposed for the parking lot, including continuous planter strips and tree wells. Landscape areas are shown on the plans. Detailed landscape plans will be included at the time of site plan/architectural review.

- b. *Surface parking areas shall provide perimeter parking lot landscaping adjacent to a street that meets one of the following standards:*

- i. *A five-foot-wide planting strip between the right-of-way and the parking area. The planting strip may be interrupted by pedestrian-accessible and vehicular accessways. Planting strips shall be planted with an evergreen hedge. Hedges shall be no less than thirty-six inches and no more than forty-eight inches in height at maturity. Hedges and other landscaping shall be planted and maintained to afford adequate sight distance for vehicles entering and exiting the parking lot;*
- ii. *A solid decorative wall or fence a minimum of thirty-six inches and a maximum of forty-eight inches in height parallel to and not closer than two feet from the edge of right-of-way. The area between the wall or fence and the pedestrian accessway shall be landscaped. The required wall or screening shall be designed to allow for access to the site and sidewalk by pedestrians and shall be constructed and maintained to afford adequate sight distance as described above for vehicles entering and exiting the parking lot;*
- iii. *A transparent screen or grille forty-eight inches in height parallel to the edge of right-of-way. A two-foot minimum planting strip shall be located either inside the screen or between the screen and the edge of right-of-way. The planting strip shall be planted with a hedge or other landscaping. Hedges shall be a minimum thirty-six inches and a maximum of forty inches in height at maturity.*

Response: The surface parking lot will have a five-foot or greater perimeter planter strip between the right-of-way and the parking area.

- c. *Gaps in a building's frontage on a pedestrian street that are adjacent to off-street parking areas and which exceed sixty-five feet in length shall be reduced to no more than sixty-five feet in length through use of a minimum eight-foot-high screen wall. The screen wall shall be solid, grille, mesh or lattice that obscures at least thirty percent of the interior view (e.g., at least thirty percent solid material to seventy percent transparency).*

Response: Additional landscape screening will be provided along the street frontages where building gaps exceed 65 feet.

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

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

Response: Extensive landscaping is proposed throughout the parking area, including continuous planter strips with tree bump-outs. Parking lot landscape areas are shown on the plans, detailed landscape plans will be reviewed at the time of Site Plan/Architectural Review application.

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

Response: Landscaping will be used as border plantings for the buildings, taller materials will be used to mark and emphasize entries to buildings and courtyards. Hedge materials and ground covers will be used to screen and soften parking areas. Detailed landscape plans will be a part of the architectural review process.

- 4. *Service Areas. Service areas, loading zones, waste disposal or storage areas must be fully screened from public view.*
 - a. *Prohibited screening includes chainlink fencing with or without slats.*
 - b. *Acceptable screening includes:*
 - i. *A six-foot masonry enclosure, decorative metal fence enclosure, a wood enclosure, or other approved materials complementary to adjacent buildings; or*
 - ii. *A six-foot solid hedge or other plant material screening as approved.*

Response: Services areas for storage and trash will be enclosed and screened with six foot minimum height masonry and/or wood or cementitious siding to match adjacent buildings. Landscape materials will be used to soften the utility structures. Location of the waste disposal areas will be determined by the waste hauler and shown in the site plan approval.

- 5. *Street Trees. Street trees shall be required along both sides of all public streets with a spacing of twenty feet to forty feet on center depending on the mature width of the tree crown, and planted a minimum of two feet from the back of curb. Trees in the right-of-way or sidewalk easements shall be approved according to size, quality, and tree well*

design, if applicable, and irrigation shall be required. Tree species shall be chosen from the city of Central Point approved street tree list.

Response: Street trees will be selected from the approved street tree list, and planted along all public and private street frontages within the site as specified by the Code. Street trees details will be included on the construction plans.

L. *Lighting.*

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

Response: LED lighting is proposed for general exterior lighting for energy efficiency. Minimum and maximum lighting levels throughout the development will be as specified by the Code, and will be detailed at the time of architectural review.

2. *Fixture Design in Public Rights-of-Way.*
 - a. *Pedestrian-scale street lighting shall be provided including all pedestrian streets along arterials, major collectors, minor collectors and local streets.*
 - b. *Pedestrian street lights shall be no taller than twenty feet along arterials and collectors, and sixteen feet along local streets.*

Response: Pedestrian-scale street lights no taller than 20' will be provided along Gebhard Road and Beebe Road, which are designated as collectors.

3. *On-Site Lighting. Lighting shall be incorporated into the design of a project so that it reinforces the pedestrian environment, provides continuity to an area, and enhances the drama and presence of architectural features. Street lighting should be provided along sidewalks and in medians. Selected street light standards should be appropriately scaled to the pedestrian environment. Adequate illumination should be provided for building entries, corners of buildings, courtyards, plazas and walkways.*
 - a. *Accessways through surface parking lots shall be well lighted with fixtures no taller than twenty feet.*
 - b. *Locate and design exterior lighting of buildings, signs, walkways, parking lots, and other areas to avoid casting light on nearby properties.*
 - c. *Fixture height and lighting levels shall be commensurate with their intended use and function and shall assure compatibility with neighboring land uses. Baffles shall be incorporated to minimize glare and to focus lighting on its intended area.*
 - d. *Additional pedestrian-oriented site lighting including step lights, well lights and bollards shall be provided along all courtyard lanes, alleys and off-street bike and pedestrian pathways.*

- e. *In addition to lighting streets, sidewalks, and public spaces, additional project lighting is encouraged to highlight and illuminate building entrances, landscaping, parks, and special features.*

Response: Lighting will be as specified by the Code, and will be detailed at the time of architectural review.

M. *Signs.*

1. *The provisions of this section are to be used in conjunction with the city sign regulations in the Central Point Sign Code, Chapter [15.24](#). The sign requirements in Chapter [15.24](#) shall govern in the TOD district and corridor with the exception of the following:*
 - a. *The types of signs permitted shall be limited only to those signs described in this chapter.*
 - b. *All signs in the TOD district and corridor shall comply with the design standards described in this chapter.*
 - c. *Decorative exterior murals are allowed and are subject to review and criteria by planning commission or architectural review committee appointed by city council.*
 - d. *Signs that use images and icons to identify store uses and products are encouraged.*
 - e. *Projecting signs located to address the pedestrian are encouraged.*
2. *Sign Requirements. (See Table)*
3. *Sign Materials.*
 - a. *The base materials for a freestanding sign shall be natural materials including stone, brick, or aggregate.*
 - b. *Signs and supporting structural elements shall be constructed of metal or stone with wood or metal informational lettering. No plastics or synthetic material shall be allowed, except for projecting awning signs, which may be canvas or similar fabric.*
 - c. *Sign lettering shall be limited to sixteen inches maximum in height.*
 - d. *Sign illumination shall be limited to external illumination to include conventional lighting and neon, if neon is applied to the sign plane area. Internally illuminated signs are prohibited.*
4. *Prohibited Signs.*
 - a. *Internally illuminated signs;*
 - b. *Roof signs;*
 - c. *Reader boards;*
 - d. *Sidewalk A-board signs;*
 - e. *Flashing signs;*
 - f. *Electronic message/image signs;*
 - g. *Bench signs;*
 - h. *Balloons or streamers;*
 - i. *Temporary commercial banners.*

Response: All signs in the White Hawk development will comply with City standards as defined for LMR and MMR zones. Potential sign locations are at the intersections of Beebe Park Drive/Gebhard Road and Beebe Road/White Hawk Way. Signs will be detailed at the time of architectural review.

17.67.060 Public Parks and Open Space Design Standards

A. *General. Parks and open spaces shall be provided in the TOD districts and TOD corridors and shall be designed to accommodate a variety of activities ranging from active play to passive contemplation for all ages and accessibility.*

Response: A 4 acre public park is proposed, as well as 86,500 SF of common open space on the apartment portion of the project results in 6 acres of park and open space or 36% of the project area.

B. *Parks and Open Space Location.*

1. *Parks and open spaces shall be located within walking distance of all those living, working, and shopping in TOD districts.*

Response: The 4 acre public park proposed for the northeast corner of the site will be within a five minute walk of any location within the ETOD.

Common courtyards between the buildings will serve as open space within the apartment complex.

2. *Parks and open spaces shall be easily and safely accessed by pedestrians and bicyclists.*

Response: The Master Plan proposes sidewalks for all street frontages within the development, including along two sides of the proposed park area. Bicycles will access the park via the public streets within the site.

3. *For security purposes, parks and open spaces shall be visible from nearby residences, stores or offices.*

Response: The public park is clearly visible from the duplexes and several of the apartment buildings. The common open spaces within the apartments are visible from nearby buildings and parking areas.

4. *Parks and open space shall be available for both passive and active use by people of all ages.*

Response: The proposed public park within the White Hawk Master Plan is level and large enough to provide a wide variety of active and passive recreation opportunities to people of all ages and abilities.

5. *Parks and open space in predominantly residential neighborhoods shall be located so that windows from the living areas (kitchens, family rooms, living rooms but not bedrooms or bathrooms) of a minimum of four residences face onto it.*

Response: All sixteen duplex units will having living areas that face onto the proposed public park, as well as numerous apartment units. Many of the apartment units will have visual access to the common courtyards between buildings.

C. *Parks and Open Space Amount and Size.*

1. *Common open spaces will vary in size depending on their function and location.*

Response: In addition to the 4 acre public park that will be enjoyed by future residents of the entire ETOD and more, each group of apartment buildings has a common courtyard of about 6000 square feet and a Community Building and pool.

2. *The total amount of common open space provided in a TOD district or corridor shall be adequate to meet the needs of those projected (at the time of build out) to live, work, shop, and recreate there.*

Response: A 4 acre public park together with 86,500 SF of common open space on the apartment portion of the project results in 6 acres of park and open space or 36% of the project area.

3. *All TOD projects requiring master plans shall be required to reserve, improve and/or establish parks and open space which, excluding schools and civic plazas, meet or exceed the following requirements:*
 - a. *For single-family detached and attached residences, including duplex units, townhouses and row houses: four hundred square feet for each dwelling.*
 - b. *For multifamily residences, including multistory apartments, garden apartments, and senior housing: six hundred square feet for each dwelling.*
 - c. *Nonresidential development: at least ten percent of the development's site area.*

Response: The master plan proposes public, private and common open space areas within the development. The proposal is for 34 duplexes and townhomes, which require 13,600 square feet of park/open space; 276 apartments require 165,600 square feet, for a total of 179,200 square feet. A total of 6 acres is being provided between the Public Park and apartment common areas.

	Public	Apartment Site (not incl. parking LS)	Townhome/ Duplex Lots	Total Open Space
Open Space Proposed:	4 ac	1.9 ac	0.5 ac (min)	6.4 ac

D. *Parks and Open Space Design.*

1. *Parks and open spaces shall include a combination garbage/recycling bin and a drinking fountain at a frequency of one combination garbage/recycling bin and one drinking fountain per site or one combination garbage/recycling bin and one drinking fountain per two acres, whichever is less, and at least two of the following improvements:*
 - a. *Benches or a seating wall;*
 - b. *Public art such as a statue;*
 - c. *Water feature or decorative fountain;*
 - d. *Children's play structure including swing and slide;*
 - e. *Gazebo or picnic shelter;*
 - f. *Picnic tables with barbecue;*
 - g. *Open or covered outdoor sports court for one or more of the following: tennis, skateboard, basketball, volleyball, badminton, racquetball, handball/paddleball;*

Response: Access to the apartment units will be from breezeways, with walkways between the parking areas and other buildings. Townhomes and duplexes will have direct front door or garage door access.

4. *Adequate operable windows or roof-lights should be provided for ventilation and summer heat dissipation.*

Response: Except for a few "picture windows", all windows will be operable to selectively provide ventilation depending on the orientation of the building and time of year.

B. *Architectural Character.*

1. *General.*

- a. *The architectural characteristics of surrounding buildings, including historic buildings, should be considered, especially if a consistent pattern is already established by similar or complementary building articulation, building scale and proportions, setbacks, architectural style, roof forms, building details and fenestration patterns, or materials. In some cases, the existing context is not well defined, or may be undesirable. In such cases, a well-designed new project can establish a pattern or identity from which future development can take its cues.*

Response: The area is in transition from rural to urban, therefore there is not a consistent architectural pattern in the area to emulate. The ETOD designation on the property mandates development at an urban scale. The intent with the architecture is to draw on local traditions and climatic conditions and develop a current architecture that is appropriate to the area. Conceptual building elevations are included with the application package.

- b. *Certain buildings, because of their size, purpose or location, should be given prominence and distinct architectural character, reflective of their special function or position. Examples of these special buildings include theaters, hotels, cultural centers, and civic buildings.*

c. *Attention should be paid to the following architectural elements:*

- i. *Building forms and massing;*
- ii. *Building height;*
- iii. *Rooflines and parapet features;*
- iv. *Special building features (e.g., towers, arcades, entries, canopies, signs, and artwork);*
- v. *Window size, orientation and detailing;*
- vi. *Materials and color; and*
- vii. *The building's relationship to the site, climate, topography and surrounding buildings.*

Response: The project is entirely residential, with minimal effect on commercial or civic buildings. As demonstrated by the conceptual building elevations, attention has been paid to the specified elements to create a design that is highly functional for the future residents and aesthetically pleasing to those driving or walking by.

C. *Building Entries.*

1. *General.*

- a. *The orientation of building entries shall:*
 - i. *Orient the primary entrance toward the street rather than the parking lot;*
 - ii. *Connect the building's main entrance to the sidewalk with a well-defined pedestrian walkway.*
- b. *Building facades over two hundred feet in length facing a street shall provide two or more public building entrances off the street.*
- c. *All entries fronting a pedestrian accessway shall be sheltered with a minimum four-foot overhang or shelter.*
- d. *An exception to any part of the requirements of this section shall be allowed upon finding that:*
 - i. *The slope of the land between the building and the pedestrian street is greater than 1:12 for more than twenty feet and that a more accessible pedestrian route to the building is available from a different side of the building; or*
 - ii. *The access is to a courtyard or clustered development and identified pedestrian accessways are provided through a parking lot to directly connect the building complex to the most appropriate major pedestrian route(s).*

Response: Building entries within the White Hawk Master Plan will be oriented to the street to the maximum extent possible, with sheltered entrances connected with a well defined pedestrian walkway. No facades are proposed to be more than 200 feet in length.

3. *Residential.*

- a. *The main entrance of each primary structure should face the street the site fronts on, except on corner lots, where the main entrance may face either of the streets or be oriented to the corner. For attached dwellings, duplexes, and multi-dwellings that have more than one main entrance, only one main entrance needs to meet this guideline. Entrances that face a shared landscaped courtyard are exempt.*

Response: The front entrances of all duplex and townhouse units will face the street. Several of the apartment buildings have more than one main entrance, but at least one entrance per building with street frontage faces the street, where practicable.

- b. *Residential buildings fronting on a street shall have an entrance to the building opening on to the street.*
 - i. *Single-family detached, attached and row house/townhouse residential units fronting on a pedestrian street shall have separate entries to each dwelling unit directly from the street.*
 - ii. *Ground floor and upper story dwelling units in a multifamily building fronting a street may share one or more building entries accessible*

directly from the street, and shall not be accessed through a side yard except for an accessory unit to a single-family detached dwelling.

Response: Each duplex and townhouse unit will have a separate entry directly from the street.

- c. *The main entrances to houses and buildings should be prominent, interesting, and pedestrian-accessible. A porch should be provided to shelter the main entrance and create a transition from outdoor to indoor space.*

Response: The main entrances have been designed to be prominent, interesting and pedestrian accessible, and include porches or overhangs to provide shelter.

- d. *Generally, single-dwelling porches should be at least eight feet wide and five feet deep and covered by a roof supported by columns or brackets. If the main entrance is to more than one dwelling unit, the covered area provided by the porch should be at least twelve feet wide and five feet deep.*

- e. *If the front porch projects out from the building, it should have a roof pitch which matches the roof pitch of the house. If the porch roof is a deck or balcony, it may be flat.*

- f. *Building elevation changes are encouraged to make a more prominent entrance. The maximum elevation for the entrance should not be more than one-half story in height, or six feet from grade, whichever is less.*

- g. *The front entrance of a multi-dwelling complex should get architectural emphasis, to create both interest and ease for visual identification.*

Response: Conceptual building elevations included with the Master Plan application package demonstrate consistency with these standards. All of the buildings in are designed to be aesthetically pleasing to those driving or walking by, as well as highly functional to the future residents.

D. *Building Facades.*

1. *General.*

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

Response: All buildings proposed for the White Hawk Master Plan area will be designed to be consistent with the standards. Conceptual elevations for the apartments illustrate interesting architectural features on all sides of the buildings in order to create character and pedestrian scale.

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

Response: The buildings are designed to be highly functional for the future residents as well as aesthetically pleasing to those walking or driving by.

- c. *Architectural detailing, such as but not limited to, trellis, long overhangs, deep inset windows, should be incorporated to provide sun-shading from the summer sun.*

Response: Architectural detailing and landscaping are proposed to provide sun shading.

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

Response: Vertical elements have been incorporated into the major buildings to visually break down longer buildings into smaller proportions that are more appealing to the eye.

- e. *The dominant feature of any building frontage that is visible from a pedestrian street or public open space shall be the habitable area with its accompanying windows and doors. Parking lots, garages, and solid wall facades (e.g., warehouses) shall not dominate a pedestrian street frontage.*

Response: Living spaces front different elements within the Master Plan to provide interest.

- f. *Developments shall be designed to encourage informal surveillance of streets and other public spaces by maximizing sight lines between the buildings and the street.*

Response: Ample windows in the living spaces offer sight lines to the streets and other public spaces.

- g. *All buildings, of any type, constructed within any TOD district or corridor shall be constructed with exterior building materials and finishes that are of high quality to convey permanence and durability.*

Response: All structures in the White Hawk Master Plan area are proposed to be of high quality building materials found in the best residential neighborhoods.

- h. *The exterior walls of all building facades along pedestrian routes, including side or return facades, shall be of suitable durable building materials including the following: stucco, stone, brick, terra cotta, tile, cedar shakes and shingles, beveled or ship-lap or other narrow-course horizontal boards or siding, vertical board-and-batten siding, articulated architectural concrete or concrete masonry units (CMU), or similar materials which are low maintenance, weather-resistant, abrasion-resistant, and easy to clean. Prohibited building materials include the following: plain concrete, plain concrete block, corrugated metal, unarticulated board siding (e.g., T1-11 siding, plain plywood, sheet pressboard), Exterior Insulated Finish Systems (EIFS), and similar quality, nondurable materials.*

Response: All structures in the White Hawk Master Plan area are proposed to be of high quality building materials found in the best residential neighborhoods.

The conceptual building elevations demonstrate consistency with these standards. Specific building materials will be detailed at the time of the Site Plan/Architectural Review application.

- i. *All visible building facades along or off a pedestrian route, including side or return facades, are to be treated as part of the main building elevation and articulated in the same manner. Continuity of use of the selected approved materials must be used on these facades.*

Response: All structures in the White Hawk Master Plan area are designed to have the same quality materials on all sides. The conceptual building elevations demonstrate consistency with these standards.

- j. *Ground-floor openings in parking structures, except at points of access, must be covered with grilles, mesh or lattice that obscures at least thirty percent of the interior view (e.g., at least thirty percent solid material to seventy percent transparency).*

Response: No parking structures are proposed.

- k. *Appropriately scaled architectural detailing, such as but not limited to moldings or cornices, is encouraged at the roofline of commercial building facades and, where such detailing is present, should be a minimum of at least eight inches wide.*

Response: No commercial buildings are proposed.

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

Response: Attractive, articulated elevations have been designed for each street frontage.

3. *Residential.*

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

- i. *No more than forty percent of the horizontal length of the ground floor front elevation of a single-family detached or attached dwelling shall be an attached garage.*
- ii. *When parking is provided in a garage attached to the primary structure and garage doors face the street the front of the garage should not take up more than forty percent of the front facade in plan, and the garage should be set back at least ten feet from the front facade. If a porch is provided, the garage may be set back ten feet from the front of the porch. In addition, garage doors that are part of the street-facing facade of a primary structure should not be more than eighty square feet in area, and there should not be more than one garage door for sixteen feet of building frontage.*

Response: The townhouses and duplexes will access the garages from the rear, eliminating the garage and garage doors from the front facade.

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

Response: Building elevations include interesting architectural elements including windows, dormers and covered porches.

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

Response: All ground floor areas facing the street are proposed to have at least 20% in windows or doorways.

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

Response: Proposed architectural detailing provides interest and includes several of the specified elements, as demonstrated on the conceptual buildings elevations.

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

Response: Fences will be consistent with these standards.

b. *The facades of multifamily residences shall comply with the following standards:*
i. *Building elevations, including the upper stories, facing a pedestrian route shall not consist of undifferentiated blank walls, but shall be articulated with architectural detailing such as windows, balconies, and dormers.*

Response: The apartment buildings are designed to be interesting and attractive from all sides, as illustrated on the conceptual building elevations.

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

Response: All ground floor areas facing the street are proposed to have at least 20% in windows or doorways.

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

Response: Retail or commercial uses are not proposed.

E. *Roofs.*

2. *Residential.*

- a. *Flat roofs with a parapet and cornice are allowed for multifamily residences in all TOD, LMR, MMR and HMR districts, in which the minimum for sloped roofs is 5:12.*
- b. *Flat roofs with a parapet and cornice are allowed for single-family attached and detached residences (including duplexes, triplexes, fourplexes, townhouses, and row houses) in all TOD residential districts, except the LMR zone.*

Response: No flat roofs are proposed.

- c. *For all residences with sloped roofs, the roof slope shall be at least 5:12, and no more than 12:12. Eaves shall overhang building walls at a minimum twelve inches deep on all sides (front, back, sides) of a residential structure.*

Response: For the apartment buildings, the proposed roof pitches are 8:12 at the most visible elevations on the large apartment buildings, filled in with 4:12 'saddles' to emphasize the vertical elements of the buildings and minimize large, unnecessary and energy wasteful roof areas.

- d. *Roof shapes, surface materials, colors, mechanical equipment and other penthouse functions should be integrated into the total building design. Roof terraces and gardens are encouraged.*

Response: Roof shapes have been designed to emphasize important building masses and have been integrated into the total building design to present visually interesting articulated masses and elevations.

F. *Exterior Building Lighting.*

2. *Residential.*

- a. *Lighting shall not draw inordinate attention to the building facade.*
- b. *Porch and entry lights are encouraged on all dwellings to create a safe and inviting pedestrian environment at night.*
- c. *No exterior lighting exceeding one hundred watts per fixture is permitted in any residential area.*

Response: Only lighting necessary for safety and ADA compliance is proposed for energy efficiency and operations cost effectiveness. Safety lighting will include porch

and entry lights at each apartment, no exterior lighting will exceed 100 watts per fixture in any residential area.

G. *Service Zones.*

1. *Buildings and sites shall be organized to group the utilitarian functions away from the public view.*
2. *Delivery and loading operations, mechanical equipment (HVAC), trash compacting/collection, and other utility and service functions shall be incorporated into the overall design of the building(s) and the landscaping.*
3. *The visual and acoustic impacts of these functions, along with all wall- or ground-mounted mechanical, electrical and communications equipment, shall be out of view from adjacent properties and public pedestrian streets.*
4. *Screening materials and landscape screens shall be architecturally compatible with and not inferior to the principal materials of the building.*
 - a. *The visual impact of chimneys and equipment shall be minimized by the use of parapets, architectural screening, rooftop landscaping, or by using other aesthetically pleasing methods of screening and reducing the sound of such equipment.*

Response: Trash and mail collection location is dependent on approval of local mail providers and trash haulers. These will be determined as part of the site plan/architectural review approval. No mechanical equipment is required for the apartment units as they will be heated with small electrical units and may be air conditioned with PTAC units or a mini-split system. Wall mounted AC units will be designed as part of the wall of the unit or screened behind decks. Ground mounted units may be utilized in the rowhouses and duplexes, space exists on the lots for necessary pads. Screening materials and landscape screens will be architectural extensions of the principal materials of the buildings.



August 24, 2015

John Boyd
People's Bank of Commerce
1311 East Barnett Rd.
Medford, Or 97504

Re:

White Hawk Development
718 Beebe Road
Central Point, Oregon
2251-00

Dear Mr. Boyd:

This letter addresses concerns outlined in an email from Tony Weller of CESNW, Inc. on July 29, 2015 that arose during a hearing with the City of Central Point regarding the White Hawk development project.

Park Area

1. Anticipated Maintenance Requirements and Cost for Cap in Proposed Park Area

The Independent Cleanup Plan (ICP) proposed a cap in Area A (the proposed Park) to address soil containing arsenic at concentrations above background (Ash Creek, 2005). Soil with concentrations above background identified in areas outside the Park area would be excavated and moved to the proposed Park area and then covered by a two-foot clean soil cap and/or asphalt or concrete pavement. Once installed, the cap would be maintained through a program of regular inspection and maintenance encompassing:

- Annual visual inspection of the cap; and
- Repairs as needed based on the annual inspection to maintain the integrity of the cap.

Potential breaches in cap integrity could include: broken pavement allowing exposure of underlying soil, or, in areas where the cap is comprised of two feet of clean soil, animal burrows and surface water erosion. Repair would then be needed to maintain functionality of the cap. The cost of annual cap inspection would be minimal and could be completed by the homeowners association or City if publically owned. Costs of cap repair would be dependent on the construction of the cap, and the extent and severity of breach.

2. Use Restrictions.

Once the cap is in place, there would likely be few restrictions on use of the area and those restrictions would be based on minimizing disturbance of the cap and accessing soil below the cap, appropriate handling of soil beneath the cap if access is needed, appropriate disposal of soil beneath the cap were it to be excavated and could not be replaced below the cap, and proper repair of the cap should it be breached intentionally or through normal wear and tear. If re-use of the area were planned in the future, the type of use would only be restricted to the requirement of maintaining the cap (or constructing a new one in conjunction with the redevelopment). For example, if the area were first developed as a park and later it was identified that a parking area and/or commercial center was desired, this re-use would be acceptable as long as the entire area was re-capped by asphalt or concrete pavement, buildings, or two feet of clean soil in landscaped areas. A soil management plan

will need to be prepared and incorporated as a part of the land-use restriction for the site and would detail these requirements for capping, cap maintenance, and soil management. The SMP would be prepared in anticipate that additional park development (e.g., addition of trees or other landscaping, play structures, etc) would occur over time and would lay out the procedures that would need to be maintained; essentially, this would be that the integrity of the cap is maintained following any future park development activity and that any arsenic-containing soil that could not be replaced below the cap would be appropriately disposed of off-site. For example, should additional trees or shrubs be desired following development of the park, arsenic-containing soil from below the existing cap that is removed during the digging of the tree holes would need to be replaced below the depth of the cap and a 2-foot clean soil cap placed on top of this soil. If material is removed below the cap proper personal protective equipment (PPE) should be used to mitigate oral ingestion exposure pathways. This would include use of gloves, dust masks and hand washing after handling post cap material. As long as the integrity of the cap is maintained, there should be no concerns about public use of the park.

3. No Further Action (NFA) designation from the Oregon Department of Environmental Quality (DEQ).

The following are the anticipated steps for achieving DEQ approval and closure of the project (i.e., a NFA designation for the site):

- Submit a Voluntary Cleanup Program (VCP) application so DEQ assigns an oversight project manager for the project.
- Finalize the ICP report to address DEQ comments presented in a letter to Mike Duncan, the previous property owner, in a letter dated January 19, 2007.
- Update the *Soil Management Plan* (Ash Creek, 2006), for application to the current development plan and incorporating applicable DEQ comments from the 2007 letter.
- Submission of previously listed reports to DEQ for their review and to confirm that their 2007 comments have been adequately addressed.
- Once DEQ has approved the submitted documents, file a deed restriction on the property notifying of the presence of the arsenic (this would need to be completed following excavation of soil containing arsenic above background concentrations from areas outside of the proposed park and placement of this soil in the park area underneath an appropriately constructed cap).
- Following completion of deed restriction, provide a copy of the restriction document to DEQ.

4. Contaminated dust or groundwater

During the excavation and other earthwork activity in the park area, protocols for dust management detailed in the soil management plan would mitigate dust generation during construction activities. . Dust mitigation controls would include covering soil stockpiles with plastic sheeting secured by sand bags and periodically wetting surface soil to limit dust generation during excavation activities. Dust monitoring equipment could be deployed upwind and downwind from the construction area to identify conditions by which mitigation controls should be implemented. Following excavation of soil containing arsenic above background concentrations from areas outside of the proposed park and placement of this soil in the park area under an approved cap, soil containing arsenic above background concentrations will be contained and not accessible for dust generation. With regard to groundwater, testing was performed during the development of the ICP that showed that groundwater has not been impacted by the presence of arsenic in soil at the site. Arsenic is highly immobile in natural systems and rarely migrates beyond the boundary by which it is deposited. As determined by previous site investigations (Ashcreek, 2006), arsenic observed in soil on site originated from agriculturally derived lead arsenate and is primarily confined to shallow soil. Groundwater analytical data shows no impact by arsenic and averages 10 to 15 feet below ground surface, well below the layer of impacted soil. Migration by arsenic from soil to groundwater is unlikely based on these site conditions. The DEQ will likely require that any soil

containing arsenic above background concentrations that is moved from Area B to Area A and capped, be placed at least 2 feet above the water table as an additional pre-caution against future impacts to groundwater from the arsenic in site soil.

Groundwater/wells

1. Site Vicinity Well Description

Eight wells were identified on parcels adjacent to or near the site: two to the east, four to the southeast, one to the west, and one to the northeast. The distance from the wells to the nearest proposed utility installation ranges from 90 to 600 feet. The well logs from the OWRD database were reviewed with the following observations/conclusions:

- Four of the eight wells have bentonite clay seals from the surface to depths of 20 to 50 feet.
- Three of the eight wells were deepened between 1983 and 1999.

2. Potential Impacts and Mitigation Recommendations During Storm and Sanitary Line Installation

The proposed storm and sanitary lines may intercept the water table and impact groundwater levels (and thereby impact nearby water wells) from the following:

- Dewatering during construction;
- Infiltration into sewer lines; or
- Longitudinal flow in trench backfill.

If dewatering is necessary during construction, the water table would be lowered and these effects could extend to nearby water wells. This effect would be temporary and conditions would be expected to return to normal within a short period after completion of the work.

Long-term, if the storm or sanitary lines leak, infiltration into the lines could permanently lower the water table in the vicinity of the utilities and would likely extend only a few feet from the utility trench. This potential impact is addressed by quality control during construction to assure the utility lines are installed in alignment, seals are in place, intact and tested, proper pipe bedding is used, and trench backfill is properly compacted. These conditions assure the lines have a tight seal and meet the required performance standards prior to acceptance by the City.

If trench backfill is more permeable than native soil, water could flow longitudinally along the trench and discharge to surface water, permanently lowering the water table in the vicinity of the trench. Given the native soil conditions (clay soils), it is possible that the trench backfill could be more permeable than the native soil. Depending on the depth to which the trench penetrates the water table, longitudinal flow could occur; however, the influence on the shallow water table would likely extend only a few feet laterally from the utility trench. This localized depression in the water table caused by the trench could be addressed by installing low-permeability plugs at intervals in the trench backfill. Given that dewatering of local wells was reported after a drain trench in Beebe Road was installed, it is recommended that low permeability trench plugs be installed in future utility trenches dug on site.

3. Evaluation and Mitigation Options

An evaluation of the potential impact of the installation and presence of the proposed storm and sanitary lines was performed given the site conditions and the following conclusions were made:

- Eight wells are located in the vicinity of the proposed project. The proposed utility installation is not expected to impact these wells because:
 - The utility installations will penetrate only 3 to 6 feet into the water table, if at all.
 - The wells are located at distances and/or depths that are outside the potential influence of the utility installation.
- It is also noted that three of the eight wells have been deepened over a period of 16 years, indicating that there is a long-term reduction in water level in the area.

It is noted that, prior to 1950, domestic water wells were not registered with the state. To further delineate groundwater conditions adjacent to the site, a survey of property owners within a 0.5 mile radius of the site is recommended to identify wells that may not be registered. This would include obtaining addresses of residents within ½ mile of the site, and sending a form letter inquiring whether the resident maintained a water well. Typically this is followed by a door-to-door inquiry to verify responses from the letter survey. Residents identified as maintaining wells would be approached for access to measure the depth to groundwater in their wells and ascertain the construction of the well, if available. Apex has conducted these surveys and would be happy to provide assistance in this process.

The following presents mitigation options to address potential concerns:


- Prior to construction, verify whether the 13-foot-deep irrigation well located 270 feet from the site is still in service. Consider monitoring water levels in that well during construction.
- If installation does penetrate the water table, low-permeability plugs can be used to inhibit flow along the trench line. Assuming crushed rock is used for trench backfill, adding 5 percent (dry weight) bentonite to the backfill is sufficient to reduce the permeability of the backfill. The plugs should be placed from the bottom of the trench to 1 foot above the water table the full width of the trench and have a minimum length of 5 feet. A plug should be placed at the low end of each main sewer line.

If you have any questions or need further information, please contact us at your convenience.

Sincerely,



Christopher Luk
Engineering Staff



Amanda Spencer, R.G., P.E.
Principal Hydrogeologist

Public Works Department*Matt Samitore, Director****PUBLIC WORKS STAFF REPORT*****September 14, 2015****AGENDA ITEM:**

White Hawk Master Plan and Partition

Applicant: CES NW

Zoning: TOD-LMR and MMR

Traffic:

A Traffic Impact Analysis (TIA) was previously completed for the project. The TIA is based upon the master plan and indicates that full build out the development will contribute 11% towards the intersection of Beebe/Hamrick. Additionally at build-out the intersection will degrade to a LOS F, which is below the minimum requirements of the City. It was also noted in the TIA that the current LOS for the Beebe/Hamrick intersection could possibly exceed LOS D upon completion of 38 townhouses/duplexes and up to 140 apartments. However, without a development schedule, a more specific determination of when the Beebe/Hamrick intersection will exceed LOS D is unknown. Since the issue of signalization timing cannot be answered at this time the applicant will be required to complete an updated TIA as a condition of development (See Condition #1).

The applicant has revised their master plan to address the recently approved Gebhard Realignment Plan which now incorporates adequate right of way for future roundabouts.

Issues:

1. Phasing – The applicant’s findings state that the construction of public utilities and streets will be phased per the phasing plan (See Site Plan). CPMC Section 16.36.030(B, C) requires not only dedication of street right-of-way, but also improvement to City standards prior to final plat approval. The purpose of the quoted standard is to assure the public that as land is partitioned that it has all needed public services for development of the lot/parcel.
2. Beebe/Hamrick Signal – The applicant’s TIA indicates that signal warrants for Beebe/Hamrick will be met at some point during development of the property. As noted above it is estimated that signalization could be warranted before or shortly after completion of Phase 1. An updated TIA will be required identifying a construction schedule and estimated timing for signalization of Beebe/Hamrick intersection. (See Condition #1).
3. Future Public Park – Both the master plan and the partition plat show a future public park. Because of high levels of the soil contamination and the need for mitigation, a formal agreement is needed between the developer and the City addressing conditions for transfer of the proposed park. Additionally, White Hawk

Way may need to be extended along the future parks east boundary for potential transportation network, which needs to be noted in the master plan.

4. County Review – Beebe Road and Gebhard Road project frontage and their utilities will need to be dedicated from Jackson County to the City of Central Point. Review of the proposed project will need to be coordinated with the county. Additionally Beebe Road and its affiliated storm drain will need to be transferred to City jurisdiction prior to construction (See Condition #4).
5. System Development Charges – Several areas of the development are SDC eligible. These include Beebe Road and Gebhard north of Beebe Park Drive, the new main storm drain facility and the potential public park. Additionally, White Hawk Way and Beebe Park Drive will also be eligible once added to the City’s Transportation System Plan (TSP).
6. White Hawk Way – White Hawk Way is adjacent to the Catholic Church property. This section of the street will also need to be improved as part of the White Hawk development (See Condition #2).

Existing Infrastructure:

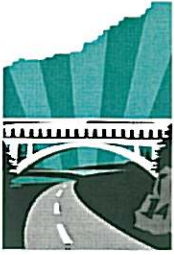
All public infrastructure exists adjacent to the project site except along the northerly portion of the project where currently no storm drain exists.

Conditions of Approval:

1. Phasing – The final plat shall be limited to two (2) parcels; Parcel 1 (or portion thereof) and the remaining parcels (2 and 3) consolidated and identified as “Reserve Acreage”. For Parcel 1 all public streets shall be dedicated and improved to the southerly boundary of the “Reserved Acreage” per CPMC Section 16.36.030. Reserved Acreage street dedication and improvement shall be deferred until future partition/subdivision, or Site Plan and Architectural Review approval for properties in the reserved acreage. If Parcel 1 is reduced in area to the limits identified on the Phasing Plan then the northerly half of Parcel I shall become part of the “Reserved Acreage and the public street improvements accordingly deferred.
2. Prior to final plat approval the applicant shall:
 - a. Update TIA – An updated TIA shall be prepared and submitted to the City for approval. The updated TIA will address construction timing for all phases including a determination of when improvement warrants are met for signalization of Beebe/Hamrick.
 - b. White Hawk Way – A portion of White Hawk Way has already been dedicated as a public street. The applicant shall improve this section as part of the engineered improvement plans. White Hawk Way is in the process of being added to the City’s Transportation System Plan as a collector street. Once added the street is eligible for SDC Credits for the required widening. The Applicant shall amend the master plan to show White Hawk Way extending to the north of Beebe Park Drive thru

the park site as a ROW reservation.

- c. Park Design and Construction - The Applicant shall:
 - i. Complete a soils remediation plan approved by the Oregon Department of Environmental Quality (DEQ). The soils remediation plan shall be based on, and include, a City approved park design. Pending the findings of the soils remediation plan the applicant may proceed with soils remediation and construction with the understanding that Certificates of Occupancy will be withheld until completion of the soils remediation and the issuance of a “No Further Action” Letter by DEQ.
 - ii. Enter into a disposition and development agreement (DDA) with the City addressing the park’s design, construction, construction timing, maintenance, SDC credits, and transfer.
 - d. Public Utilities and Street Dedication and Improvement –Complete and submit to the City Public Works Department approval of engineered improvement plans, and complete construction of all public utilities and street improvements. Street right-of-way shall be dedicated with the final plat.
 - e. Utility Design, Misc. – Address water table and shallow well issues within the project area, including mitigation requirements, if any, and incorporate in the engineered plans.
3. Public Works Standards & Specifications – Engineered plans for all utilities and streets shall be submitted for approval by the City’s Engineer. Applicant’s Engineer shall design the project based upon the 2014 City of Central Point Standards and Specifications.
 4. Landscape and Irrigation Plans – Applicant shall prepare and gain approval for landscape and irrigation plans for all public landscape rows prior to any development occurring.



JACKSON COUNTY

Roads

Roads Engineering

Kevin Christiansen
Construction Manager

200 Antelope Road
White City, OR 97503
Phone: (541) 774-6255
Fax: (541) 774-6295
christke@jacksoncounty.org

www.jacksoncounty.org

June 1, 2015

Attention: Stephanie Holtey
City of Central Point Planning
140 South Third Street
Central Point, OR 97502

RE: Residential Development off Gebhard Road and Beebe Road – county-maintained roads.
Planning File: 14004 and 14016; 37-2W-02CA Tax Lots 2700 and 2701.

Dear Stephanie:

Thank you for the opportunity to comment on this Transit Oriented Development (TOD) District Master Plan and three-lot partition to create White Hawk a residential development consisting of rowhouses, duplexes and apartments on 18.91 acres site in the LMR – Low Mix Residential zoning district and MMR – Medium Mix Residential zoning district. The project site is adjacent to Gebhard Road and Beebe Road. Jackson County Roads has the following comments:

1. The applicant shall submit construction drawings to Jackson County Roads and obtain county permits if required.
2. The applicant shall obtain an Approach permit from Roads for any new or improved approaches to Gebhard Road and Beebe Road. The paved approaches shall have 30' radii and a 30' width. There shall be no direct driveway approaches off Beebe Road or Gebhard Road.
3. The posted speed zone for Beebe Road is 40 mph, requiring an approach sight distance minimum of 275'.
4. Gebhard Road has a posted speed of 40 mph. for the south part of the development and basic speed for the north end. The required approach sight distance is 450' for basic rule.
5. Utility Permits are required from Roads for any utility work within the county road right-of-way.
6. Please note Beebe Road is a County Major Collector Road with an Average Daily Traffic count of 1,700 as of 8/11/2014, 50' west of Hamrick.
7. Please note Gebhard Road is a Local Road with an Average Daily Traffic count of 651 as of 8/11/2014, 150' south of Wilson Road.

8. Roads recommend the removal of any existing driveways not being used on Gebhard Road and Beebe Road and replacing them with new curb, gutter and sidewalk.
9. If drainage is directed to Gebhard Road or Beebe Road, Jackson County Roads would like to review and comment on the hydraulic report including the calculations and drainage plan. Capacity improvements or on site detention, if necessary, shall be installed at the expense of the applicant. Upon completion of the project, the developer's engineer shall certify that construction of the drainage system was constructed per plan and a copy of the certification shall be sent to Jackson County Roads.
10. We would like to be notified of future development proposals, as county permits may be required.
11. Jackson County's General Administration Policy #1-45 sets forth the County's position as it relates to the management of County roads located within existing or proposed city limits or Urban Growth Boundaries (UGB). The County has no current plans for improvements to Gebhard Road or Beebe Road. Jackson County Roads recommends that the city request road jurisdiction of the proposed new roads.
12. Jackson County Roads requests a TIS that looks at Gebhard Road, Beebe Road and the intersection of Beebe Road and Hamrick Road. If mitigations are recommended they shall be required.
13. Gebhard Road has a load limit restriction, the applicant needs to indicate to the County where the alternative construction access will be.
14. We concur with any right-of-way dedicated.
15. North Street and part of White Hawk Way are half on the subject property and half on the adjoining properties. Has a discussion about these roads taken place to determine if the adjoining properties will develop?

Sincerely,



Kevin Christiansen
Construction Manager

Jackson County Fire District 3

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



September 4th, 2015

Stephanie Holtey, CFM
Community Planner II
City of Central Point
140 South 3rd Street
Central Point, OR 97502

Re: Request for Comments 14004 & 14016 White Hawk

Stephanie:

Here is a list of my updated preliminary Concerns/Comments for this project.
The Oregon Fire Code is cited on the inset.

1. The Location of the FDC(s) shall be approved by the AHJ
 - a. **OFC 903.3.7 Fire department connections.** The location of fire department connections shall be *approved* by the *fire code official*.
2. Fire lanes will need to be signed and painted.
 - a. **OFC D103.6 Signs.** Where required by the *fire code official*, fire apparatus access roads shall be marked with permanent NO PARKING—FIRE LANE
3. Fire hydrants are not located on site map and will be needed. Location to be approved before final plat by the AHJ at a later date.
 - a. **C102.1 Fire hydrant locations.** Fire hydrants shall be provided along required fire apparatus access roads and adjacent public streets.

Mark Northrop
Deputy Fire Marshal
Jackson County Fire District 3
541-831-2776